

# Oklahoma Dept. of Transportation - Bridge Inspection Report

<b>NBI No.:</b> 04085	<b>Structure No.:</b> 0902 0000 X	<b>Local ID:</b> -1	<b>Suff. Rating:</b> 21.10	<b>SD</b>
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<b>Bridge Description:</b> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">38-100ft. PONY TRUSS &amp; 2-36ft. I-BM. SPANS(BRIDGEPORT BR.)</div> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 1. State: Oklahoma  2. Division: Division 4  3. County: CANADIAN  4. City: Unknown  Admin Area: L/T Truss  5a. On/Under: Route On Structure  5b. Kind of Hwy: U.S. Hwy  5c. Lvl of Svc: Mainline  5d. Route No.: 00281  5e. Dir. Sufx: N/A (NBI) </div> <div style="width: 48%;"> 7. Facility Carried: U.S. 281  6. Feat. Intersect: S. CANADIAN RIVER  9. Location: CADDO CANADIAN CL  11. Mile Post: NA  13. LRS Inv. / Sub Rte: 0902 0000 / 01  16. Latitude: 35° 32' 25.00"  17. Longitude: 098° 19' 22.00"  98. Border Brdg: Unknown (P)  % Responsible: 0.00  99. Border Brdg #: Unknown </div> </div>	<b>INSPECTION</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>12 months</td> <td>10/14/2018</td> <td>10/14/2019</td> </tr> <tr> <td>FC:</td> <td>Y</td> <td>1</td> <td>12 months</td> <td>10/14/2018</td> <td>10/14/2019</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>Y</td> <td>0</td> <td>12 months</td> <td>4/11/2018</td> <td>4/14/2019</td> </tr> </table>	Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	12 months	10/14/2018	10/14/2019	FC:	Y	1	12 months	10/14/2018	10/14/2019	UW:	N	0		NA	NA	OS:	Y	0	12 months	4/11/2018	4/14/2019
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OS:	Y	0	12 months	4/11/2018	4/14/2019																										
<b>STRUCTURE TYPE AND MATERIALS</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 43a/b. Main Span: Steel / Truss-Thru  44a/b. Appr. Span: Steel / Stringer/Girder  45. # of Main Spans: 38  46. # of Appr. Spans: 2  107. Deck Type: Concrete-Cast-in-Place  108a. Wearing Surface: Bituminous  108b. Membrane: Unknown  108c. Deck protection: Unknown </div> <div style="width: 48%;"> 12.Base Hwy Net.: On Base Network  20. Toll Facility: On free road  21. Custodian: State  22. Owner: State  26. Function Class: 06 Rural Minor Arterial  37. Historical Sig.: Br eligible for NRHP  100. Def. Hwy: Not a STRAHNET hwy </div> </div>	<b>CLASSIFICATION</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 101. Parallel Str.: No    bridge exists  102. Traffic Dir.: 2-way traffic  103. Temp. Str.: Not Applicable (P)  104. Hwy System: Not on NHS  105. Fed Land Hwy: N/A (NBI)  110. Defense Hwy: Not a STRAHNET hwy  112. NBIS Length: Long Enough </div> <div style="width: 48%;"> 58.Deck: 5 Fair  62.Culvert: N/A (NBI)  <b>Flowline Notes</b>  <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> OCT-2018: Flow too high to measure. Channel now in span 11.  OCT-2017: 29.7' TOC at L4, west truss, span 10 </div> </div> </div>																														
<b>AGE AND SERVICE</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 19. Detour Length: 11.8 mi  27. Year Built: 1933  28a/b. Lanes on/und: 2 / 0  29. ADT: 1,100  30. Year of ADT: 2016  42a/b. Type of Svc on/und: Highway / Waterway </div> <div style="width: 48%;"> 106. Year Reconst.:  109. Truck ADT: 16% </div> </div>	<b>LOAD RATING AND POSTING</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 31. Design Load: M 13.5 (H 15)  41. Post. Status: P Posted for load  70. Posting: 2 20.0-29.9%below  63.Op / 65.Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor </div> <div style="width: 48%;"> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">Date Rated: 03/25/2014</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> <tr> <td>64. Operating Rating (tons): 15.00</td> <td>15.10</td> <td>65.40</td> <td>36.30</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons): 14.00</td> <td>14.10</td> <td>37.70</td> <td>21.80</td> <td></td> </tr> </table> </div> </div>	H	HS	3-3	EV3	SHV	64. Operating Rating (tons): 15.00	15.10	65.40	36.30	0.00	66. Inventory Rating (tons): 14.00	14.10	37.70	21.80																
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<b>GEOMETRIC DATA</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 10. Vert. Clearance: 99.99 ft  32. Appr Rwy Width: 30.00 ft  33. Median: No median  34. Skew: 0.00°  35. Struct. Flared: No flare  47Horizontal Clr: 24.00 ft  48. Length Max Span: 100.07 ft  49. Struct. Length: 3,937.01 ft </div> <div style="width: 48%;"> 50a. Curb/Sdwk Width L: 1.00 ft  50b. Curb/Sdwk Width R: 1.00 ft  51. Width Curb to Curb: 24.00 ft  52. Width Out to Out: 26.00 ft  Deck Area: 102,364.79 sq. ft  53. Min.Vert.Cl.Ovr Brg: 99.99 ft  54a.Min.Vt.Undclr.Ref.: N Feature not hwy c  54b. Min. Vert. Undclr.: 0.00 ft  55a. Min.Lat.Undclr.Ref.: N Feature not hwy  55. Min.Lat.Underclr. R: 99.90 ft  56. Min.Lat.Underclr. L: 99.90 ft </div> </div>	<b>APPRAISAL</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 36a. Brdg Rail: 0 Substandard  36b. Transition: 0 Substandard  36c. Appr. Rail: 0 Substandard  36d. Appr.Rail Ends: 0 Substandard  67. Str Evaluation: 4 Minimum Tolerab </div> <div style="width: 48%;"> 68. Deck Geom.: 4 Tolerable  69. Vert./Horiz. Undclr: Not applicable (NB)  71. Waterway Adeq: 5 Above Tolerable  72. Appr. Alignment: 6 Equal Min Criteria  113. Scour Critical: 7 Countermeasures </div> </div>																														
<b>OKLAHOMA ITEMS</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 200c. Temperature: 50  200d. Weather: Rain/Snow  201. Struc.Stl. ASTM Desig.: -1 / -1  202. Waterprf.Membrane: -1  Date Installed: 01/01/1901  203. Type Exp. Device: Sliding Plate  Open Joint-No Device  204. Type of Railing: Metal Railing (other)  205. Material Quantity: 10.00  208a. Type of Abutment: Pedestal  b. Type of Found.: Bears on Natural Found.  209. Type of Pier/Found.: 2 / Yes  No Piling/Drilled Shaft  210. Foundation Elev.:  <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>-1.00</td> <td>-1.00</td> </tr> <tr> <td>-1.00</td> <td>-1.00</td> </tr> </table> 211. Wear.Surf.Prot.Sys: None  Date Installed: 01/01/1901  213. Utilities Attached: Communication </div> <div style="width: 48%;"> 214a. Posted Weight Limit: 090909  b. Posted Speed Limit:  c. Narrow/1way Brdg Sign:  d. Vertical Clr. Sign: No  Adv. Warning Sign: No  e. Navigation Lights?: No  Working/Not Working: No  215. Overpass: U.S. HIGHWAY  221. Substr.Cond.(U/W):  222. Fill Over RCB:  223. Appr.Slab/Rwy Cond.: 3  225. Paint Type/Ovrct: Red Lead 3 Coat System  N/A  226. Date Painted: 1933  227. Paint Color: Silver  233. Deck Forming: Conventional Forming  238. School Bus Rte.: Current &amp; Desired route  240. Appr. Rwy Type.: Concrete  243. Grdr Spacing/No.: / </div> </div>	-1.00	-1.00	-1.00	-1.00	<b>PROPOSED IMPROVEMENTS</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 94. Bridge Cost: \$6,781,689  95. Roadway Cost: \$4,500,000  96. Total Cost: \$11,920,275  97. Yr.of Cost Est.: 2015 </div> <div style="width: 48%;"> 75. Type of Work: 31 Repl-Load Capacity  76. Lngth of Improvement: 3,937.0 ft  114. Future ADT: 1,760  115. Yr.of Future ADT: 2036 </div> </div>																										
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	<b>NAVIGATION DATA</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 38. Nav. Control: Permit Not Required  39. Vert. Clearance: 0.0 ft  40. Horiz. Clearance: 0.0 ft </div> <div style="width: 48%;"> 111. Pier Protect.: 1 Not Required  116. Lift Bridge Vert. Clr.: 0.0 ft </div> </div>																														
	244. Span Lengths:  245. Girder Depth: 48.00 246a. Type of Overlay: AC Overlay b. Overlay Thickness: 3.00 c. Overlay Date: 12/04/2003 d. Ovlv Depth Changed >1": 247. Protective Systems: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table> 248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: 250. Headwall: 254. Thru Truss Type: 257a. OkiePROS Truck Routing: Yes 258. Plans w/Found.in ODOT File: 259. Scour Eval. in ODOT File: 263. Interchange at Intersection: No 264. Interstate Milepoint: -1.00																														

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**NBI No.:**  
**04085**

**Structure No.:**  
**0902 0000 X**

**Local ID:**  
**-1**

**Suff. Rating:**  
**21.10**

**SD**

Inspection Date: 10/14/18

Brendan Prendeville

Invoice No.: 845637

Inspected With:

-1

## BRIDGE NOTES:

(38) 100-foot long riveted pony trusses with (2) 36-foot long steel beam approach spans. The bridge had a 15-ton load restriction at the time of the inspection. The posting was lowered to 9 tons after cracks were discovered in the east U4 inboard gusset plates of spans 32 and 37 during the inspection. It was also discovered that the latest load rating report, dated March 25, 2014, used 8 rivets per gusset plate for the U1L0 and U4L3 panel points where only 6 exist.

OS Inspection Items: See Appendix tables in 2018-10-14 FC report for list of the following: Inspect cracks in stringer web copes, stringer connection angles, floor beams web copes, lower chord gusset plates above bearings for growth, stringer connections at end floor beams for additional loss or broken rivets; pier beams and supplemental pier beams at piers 1 and 39 for distress; misalignment of W U1U2 sp 37; floor beam section loss; gusset plate cracks at east U4 spans 32 and 37; scour from stream in spans 10 and 11; areas of collision damage on deck to steel trusses; east bearing at pier 3 for any undermining.

## INSPECTION NOTES: 10/14/18

PX – Strengthen the stringer webs as recommended in Appendix D (spans 15, 16, 21, 24, 31, 36, and 38); Reinforce/replace the damaged concrete bridge railing in spans 1 and 40; Seal cracks in the asphalt in both the bridge and approach wearing surfaces; Remove loose elastomeric concrete and patch the joint headers as necessary to provide a smooth riding surface across the bridge; Reseal the poured seal expansion joints; Install elastomeric pads or steel shims at missing locations on the supplemental pier beams over piers 1 and 39; Compare lengths of cracks in stringer and floor beam webs with Appendix A values. Drill stringer crack tips noted in Appendix A that grow significantly; Repair cracks in stringer connection angles noted in Appendix B by adding seat brackets below the stringer; Repair section loss in stringer and floor beam webs where corrosion holes and/or heavy section loss exists with welded plates and/or angles; Remove broken rivets for the stringer connections at the locations noted in Appendix C and replace with bolts; Replace sheared rivets in the vertical connection, upper chord, and end post with bolts at west U1 in spans 31 and 37; Remove pack rust and apply caulking and paint along the edges of the gusset plates at L0 and L5; Clean and paint the stringer ends and floor beams adjacent to the joints above the piers and the lower chord panel points including the splice locations; Add rip rap around piers near the current channel to protect against scour; Repave the south approach near the bridge to provide a smooth transition; Install full depth pressure relief joints in both approaches to mitigate ongoing effects of pavement pressure.

FX – Monitor: Cracks in the inboard gusset plates at east U4, spans 32 and 37, and at west U1 span 37 for growth; Channel for further movement; Beam connections to the original pier beams at piers 1 and 39 for further cracking; Notches and cuts in inboard flange and gusset plate at west U1L2, span 31 for cracks or signs of distress; Collision damage to W U1L2 span 6, W U1L0 in spans 7 and 37, and E U1L0 in spans 14 and 39 for distress; Pack rust and section loss in truss web members and end posts at railing connections; Spalls and corroding reinforcing steel in soffit for further deterioration; Lower chord gusset plates over the bearings for the development of horizontal cracks; Cracks at floor beam copes for growth and further deterioration; Horizontal cracks in the web of the end floor beams at span 6 in floor beam 0, span 11 in floor beam 5, and span 20 in floor beam 0; Fatigue prone stitch welds of angle strengthening at floor beam 0, span 2 for cracking; Corrosion holes through the floor bracing system gusset plates for the development of cracks; 1/4-inch bow in W U1U2 due to collision damage for further distress and development of cracks; Bowed gusset plates near bearings for distress; Lower chord section loss at floor system bracing connections, splices, and adjacent to stay/batten plates; Bullet strike damage to east truss span 4 members/gusset plates for crack development; Cracking/spall of the east column capital, pier 3 for conditions which would undermine the bearing; Expansion bearing pins for signs of additional wear or distress.

## ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
12 / 1	Re Concrete Deck	sq.ft	94,488.00	0%	0.00	0%	0.00	100%	94,488.00	0%	0.00
Many portions of the curbs exhibit spalls and/or cracking with corroding reinforcing steel especially over the ends of the intermediate floor beams. Some spalls have been patched in isolated areas throughout the deck. Deck appears to be growing from center of each span causing cracking of floor beam webs at connection angles and distress/cracking of stringer connection angles at end floor beams.											
510 / 1	Wearing Surfaces	sq.ft	94,488.00	80%	75,488.00	10%	9,500.00	10%	9,500.00	0%	0.00
PX – The asphalt wearing surface has unsealed longitudinal and transverse cracks throughout the spans. Raveling and patching exists along outside wheel lines at isolated locations.											
107 / 1	Steel Opn Girder/Beam	ft	259.00	67%	174.00	33%	85.00	0%	0.00	0%	0.00
Surface corrosion along top flange of exterior beams.											
113 / 1	Steel Stringer	ft	9,501.00	0%	0.00	65%	6,175.60	35%	3,325.40	0%	0.00
Section loss of the top flange is typical in the exterior stringers. Pack rust is lifting the deck from the exterior stringers.											
120 / 1	Steel Truss	ft	7,600.00	0%	0.00	65%	4,940.00	35%	2,660.00	0%	0.00
PX – Impact damage at E U3U4 span 9 and W U1U2 span 31 has sheared rivets for the bottom lacing bars. FX – W U1 span 37 has a 5/16-inch long crack in the bottom edge of the inboard gusset plate; Impact damage exists to the truss web members at multiple locations; West U1U2 in span 37 is bowed globally to the east 1/4in.; Impact damage exists on the inboard flanges of the upper chord. Pack rust is common at the end post connection to the inboard gusset plate at the lower chord connection; Horizontal cracks were observed in the inboard truss gusset plate between the bearing pin and the end floor beam. All eight locations noted during the previous Fracture Critical inspection have been strengthened with the addition of a welded steel angle on the inboard face. Vehicular collision damage exists at numerous locations of the truss end posts. See FC Report.											
515 / 1	Steel Protective Coating	sq.ft	406,533.00	0%	0.00	0%	0.00	100%	406,533.00	0%	0.00

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PX – Corrosion and significant section loss are occurring at many locations on the lower chord, floor beams, and stringers due to deck drainage passing through joints. Widespread section loss and corrosion holes exist in the exterior stringers and end floor beams.											
152 / 1	Steel Floor Beam	ft	6,155.00	0%	0.00	62%	3,816.10	38%	2,338.90	0%	0.00
PX – Section loss with corrosion holes is common in the end floor beams and floor beams at the east truss connection (57 locations - See Appendix F). FX – Horizontal cracks in the end floor beams between the top flange and connection angle range between 5/8 inch to 9 3/16 inches (71 locations - See Appendix G)											
162 / 1	Stl Gus Plate	each	1,672.00	0%	0.00	45%	758.00	55%	914.00	0%	0.00
PX- Horizontal cracks in the inboard truss gusset plates above the bearings range in length between 6 3/4 inches to 17 5/8 inches long (10 locations - See Appendix H); Noted cracks have been strengthened; Numerous locations where paint cracks exists at this location suggesting eminent development of cracks. FX- Cracks in edge of E U4 in spans 32 and 37 due to pack rust (NEW 2018) and W U1 span 37 due to collision damage; LC inboard gusset plates typically bowed at L0 and L5 due to pack rust; West U1 span 31 has tears (1 7/8 inch and 1 inch) in edge of inboard gusset plate Bullet strike damage to E M2.5 span 4.											
205 / 1	Re Conc Column	each	78.00	0%	0.00	99%	77.00	1%	1.00	0%	0.00
FX – A 7/8-inch maximum wide crack exists in the capital of the east column of pier 3 which is emanating from the span 2 bearing anchor bolt.											
215 / 1	Re Conc Abutment	ft	49.20	50%	24.60	50%	24.60	0%	0.00	0%	0.00
No significant deficiencies were noted in the abutments except for moderate debris on the bearing seats of both abutments and map cracking exposing a few reinforcing bars at the ends of the south abutment.											
301 / 1	Pourable Joint Seal	ft	495.00	0%	0.00	0%	0.00	50%	247.50	50%	247.50
PX – Spalling of the headers was observed along the joints at piers 1, 13, 27, 33, 35 and 39; The poured joint seals typically are deteriorated and show evidence of leaking. Many of the poured seals were never installed at many of the repaired header locations leaving only the form board to fill the joint.											
310 / 1	Elastomeric Bearing	each	7.00	50%	5.00	0%	0.00	50%	2.00	0%	0.00
PX – Elastomeric bearing pads missing under beams at supplemental pier beams (beams 1-4 at pier 1, beams 1-3 at pier 39). The pads appear to be walking at pier 39 under beams 4 and 5. Unreinforced elastomeric bearing pads exists under the supplemental pier beams.											
311 / 1	Moveable Bearing	each	86.00	0%	0.00	71%	61.00	29%	25.00	0%	0.00
FX – Wear causing grooving in the expansion bearing pins and enlarging of the pin hole in the connecting gusset plates are common throughout the spans. The wear is a result of bearing rotation under live loads. This condition is most severe at L0 span 38 over pier 37 which has 3/16-inch total wear to the pin and gusset plate. Heavy pack rust with minor associated pitting is wide spread on and between the bearing components. Bronze sliding plate between the sole and masonry plates has slid out and broken at several bearings. Anchor bolts have corroded away at many of the sliding bearings.											
313 / 1	Fixed Bearing	each	84.00	0%	0.00	100%	84.00	0%	0.00	0%	0.00
Surface corrosion exists at the fixed bearings.											
330 / 1	Metal Bridge Railing	ft	7,600.00	0%	0.00	95%	7,220.00	5%	380.00	0%	0.00
FX- Pack rust is typical between the metal bridge railing, truss end posts, and web members. Small cracks were observed in the railing where the flange and web have been coped.											
859 / 1	Soffit	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
FX- Spalls exposing corroded rebar are common in the underside of the deck at the expansion joints due to leakage thru joints. The underside of the deck exhibits transverse cracks with light efflorescence. Spalls and deteriorated concrete exist in exterior stringer bays at isolated locations.											
865 / 1	St.Open Gird End(5Ft	(LF)	100.00	100%	0.00	0%	80.00	0%	20.00	0%	0.00
FX - Connection angles to pier beam 39 are deformed due to longitudinal force from approach pavement. Elastomeric bearing pads missing at supplemental pier beams (beams 1-4 at pier 1, beams 1-3 at pier 39).											
877 / 1	St. Stringer End(5Ft)	(LF)	9,501.00	0%	0.00	50%	4,750.50	50%	4,750.50	0%	0.00
PX - Significant loss including corrosion holes through exterior stringer webs at end floor beams (59 locations - See Appendix D); Cracks in the web at the top flange cope range from 1/8 inch to 2 1/2 inches long (98 locations - See Appendix A); Cracks in the stringer connection angles at the end floor beams range from 1 1/4 inches to 7 inches long (61 locations - See Appendix B); Broken rivets at the stringer connections to the end floor beams (121 rivets at 92 locations - See Appendix C).											
909 / 1	Pourable Fix Jt.Seal	(LF)	495.40	0%	0.00	0%	0.00	50%	247.70	50%	247.70
Fixed joints are paved over with transverse crack in asphalt above joint. Space between floor beams under joint at pier 20 has been filled with asphalt.											
916 / 1	St.Bearing Assembly	(LF)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
Surface corrosion with no significant deficiencies. Note: Bearing assemblies do not exist between beams and supplemental pier beams											
956 / 1	St. Cracking/Fatigue	(SF)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
PX- Cracks in the stringer web at the top flange cope range from 1/8 inch to 2 1/2 inches long (98 locations - See Appendix A); Cracks in the stringer connection angles at the end floor beams range from 1 1/4 inches to 7 inches long (61 locations - See Appendix B). FX- Cracks in edge of E U4 in spans 32 and 37 due to pack rust (NEW 2018) and W U1 span 37 due to collision damage; Horizontal cracks in the end floor beams between the top flange and connection angle range between 5/8 inch to 9 3/16 inches (71 locations - See Appendix G).											
957 / 1	Pack Rust Smart Flag	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00

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PX – Pack rust is common at the end post connection to the inboard gusset plate at the lower chord connection causing bowing of the gusset plates. FX – Cracks in edge of E U4 in spans 32 and 37 due to pack rust (NEW 2018); Pack rust is forming at many of the bridge railing to inboard end post channel connections. Pack rust occurs between the lower chord components and at the gusset plates at M2.5.													
961 / 1	Scour SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00		
PX - Local scour exists around the columns at piers 5 through 9 and pier 23. The top of the column foundation is exposed up to 4 1/2 feet at these locations. Local scour was also observed at the columns in the flood plain north of the river.													
962 / 1	Super.Traffic Impact	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00		
Collision damage has bent or damaged the above deck truss members with no significant loss in capacity at PX - E U3U4 span 9, W U1U2 U1L1 and the U1 gusset plate span 31, FX- W U1L2 span 6, W U1U2 and U1L2 span 37.													
963 / 1	Steel Section Loss SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00		
PX - Significant loss including corrosion holes through exterior stringer webs at end floor beams (59 locations - See Appendix D); Section loss with corrosion holes is common in the end floor beams and floor beams at the east truss connection (57 locations - See Appendix F). FX- Corrosion of the lower chord has caused section loss on inboard top flange.													
965 / 1	Debris SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00		
Drift consisting of large trees exists on the west flood plain under and around spans 5 through 10.													
969 / 1	OutOfPlane Dist./Load	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00		
FX – Pier beams 1 and 39 have severe sweep and have been sistered.													
973 / 1	Horizontal Force SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00		
PX- Significant approach pavement pressure occurs at both abutments pushing inward from both ends as evidenced by the movement of the deck, and sheared rivets and cracks in stringer to floor beam connections.													
975 / 1	Supplemental Support	(EA)	76.00	100%	76.00	0%	0.00	0%	0.00	0%	0.00		
Shim plate between floor beam 5, span 26 and the stiff leg is rotating out from under the floor beam bottom flange.													