

# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 60.5  
ND

Health Index :  
70.9

NBI No.: 13688

Structure No.: 6602 0368EX

Local ID:-1

**IDENTIFICATION**  
 Description: 100'-140'-210'-160'-100'-100' HI. TRUSS SPANS  
 1. State: Oklahoma 2. SHD District: Division 8  
 3. County Code: ROGERS 4. Place Code: Unknown  
 Admin. Area: Unknown  
 5. Inventory Route (Route On Structure): 1 - 3 - 1 - 00066 - 0  
 6. Feature Intersected: BIRD CREEK & RD. UNDER  
 7. Facility Carried: S.H. 66 NB S.H. 66 NB  
 9. Location: 3.3 MI N JCT I-44 11. Mile Post: 3.679 mi  
 13. LRS Inv. Route./ Subroute.: -1 -1  
 16. Latitude: 36 12 29.18 17. Longitude: 095 43 29.72  
 98. Border Br. Code: Jkknown (P) % Resp.: 0 99. Border Br. #: Unknown

**STRUCTURE TYPE AND MATERIALS**  
 43. Main Span Material and Design Type  
 Steel Truss-Thru  
 44. Approach Span Material and Design Type  
 Unknown (NBI) Unknown (P)  
 45. No. of Spans Main Unit: 6 46. No. of Approach Spans: 0  
 107. Deck Type: 1 Concrete-Cast-in-Place  
 108A. Wearing Surface: 1 Monolithic Concrete  
 108B. Membrane: 8 Unknown  
 108C. Deck Protection: 8 Unknown

**AGE AND SERVICE**  
 27. Year Built: 1956 106. Year Reconstructed: 1979  
 28A. Lanes on: 2 28B. Lanes Under: 2 19. Detour Length: 0.1 mi  
 29. ADT: 6750 30. Year of ADT: 2015 109. Truck ADT %: 7  
 42A. Type of Service on: 1 Highway  
 42B. Type of Service under: 6 Highway-waterway

**GEOMETRIC DATA**  
 10. Inv. Rte. Min. Vert. Clr.: 15.8 ft  
 32. Approach Roadway Width (W/ Shoulders): 37.1 ft  
 Deck Area: 25,976.2 sq. ft 33. Median: 0 No median  
 34. Skew: 0 35. Structure Flared: 0 No flare  
 47. Inv. Rte. Total Horiz. Clr.: 29.8 ft  
 48. Length Maximum Span: 210.0 ft 49. Structure Length: 824.7 ft  
 50A. Curb/Sdwk Wdth L: 0.7 ft 50B. Curb/Sidewalk Width R: 0.7 ft  
 51. Width Curb to Curb: 29.8 ft 52. Width Out to Out: 31.0 ft  
 53. Minimum Vertical Clearance Over Bridge: 15.8 ft  
 54A/54B. Min. Vert. Underclearance: H Hwy beneath struct 16.6 ft  

<u>Meas.</u>	<u>N/E</u>	<u>S/W</u>			
N1509	-1	E1502	S1509	-1	-1
<u>Post.</u>	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U

 55A/55B. Minimum Lateral Underclearance R: H Hwy beneath struct 15.1 ft  
 56. Minimum Lateral Underclearance L: 327.8 ft

**INSPECTION**

Type	Insp Req.	Insp Done	Freq.	Insp. Date:	Next Insp.:
NBI:		Y	24	11/17/2015	11/17/2017
FC Freq.:	Y	Y	24	11/17/2015	11/17/2017
UW Freq.:	N	N	NA	NA	NA
OS Freq.:	Y	N	24	11/8/2014	11/17/2016

**CLASSIFICATION**  
 12. Base Hwy Network: Not on Base Network 20. Toll Facility: 3 On free road  
 21. Custodian: 01State Highway Agency 22. Owner: 01State Highway Agency  
 26. Functional Class: 17 Urban Collector 37. Historical Sig.: 5 Not eligible for NRHP  
 100. Defense Highway: 0 Not a STRAHNET h 101. Parallel Structure: Right of || bridge  
 102. Dir. of Traffic: 1 1-way traffic 103. Temp. Structure: Not Applicable (P)  
 104. Highway System: 0 Not on NHS 105. Fed. Land Hwy 0 N/A (NBI)  
 110. National Truck Network: 0 Not part of na 112. NBIS Length: Long Enough

**CONDITION**  
 58. Deck: 5 Fair 59. Super.: 5 Fair 60. Sub.: 6 Satisfactory  
 62. Culvert: N N/A (NBI) 61. Channel/Channel Protection: 6 Bank Slumping  
 Flowline Notes:  
 [11/19/2015] FL=59' to top of curb in span 3, panel point L3, east truss  
 Unable to take FL measurements due to painting contract

**LOAD RATING AND POSTING**  
 31. Design Load: 4 M 18 (H 20) 41. Posting status: A Open, no restriction  
 63. Op. Rating Method: 1 LF Load Factor-Ton Alt. Op. Rating Meth.: 1 LF Load Factor-To  
 64. Operating Rating (H / HS / 3-3): 30.4 47.5 72.6  
 66. Inventory Rating (H / HS / 3-3): 16.8 28.5 41.4  
 65. Inv. Rating Method: 1 LF Load Factor-Ton Alt. Inv. Rating Meth.: 1 LF Load Factor-To  
 70. Posting: 5 At/Above Legal Loads Date Rated: 3/20/2014

**PROPOSED IMPROVEMENTS**  
 94. Bridge Cost: \$3,226,224 75. Type of Work: 31 Repl-Load Capacit  
 95. Roadway Cost: \$4,500,000 76. Lgth. of Improvement: 825.1 ft  
 96. Total Cost: \$8,163,557 114. Future ADT: 10800  
 97. Year of Cost Est.: 2009 115. Year of Future ADT: 2035

**NAVIGATION DATA**  
 38. Navigation Control: Permit Not Required  
 39. Vertical Clearance: 0.0 ft 40. Horizontal Clearance: 0.0 ft  
 111. Pier Protection: Not Applicable (P) 116. Lift Bridge Vert. Clear.: 0.0 ft

**APPRAISAL**  
 36A. Bridge Rail: 0 Substandard 36C. Approach Rail: 1 Meets Standards  
 36B. Transition: 1 Meets Standards 36D. Approach Rail Ends: 1 Meets Standards  
 67. Str. Evaluation: 5 Above Min Tolerable 68. Deck Geometry: 4 Tolerable  
 69. Underclearance, Vertical and Horizontal: 9 Above Desirable  
 71. Waterway Adequacy: 7 Above Minimum  
 72. Approach Alignment: 8 Equal Desirable Crit  
 113. Scour Critical: 8 Stable Above Footing

200c. Temperature: 60  
 200d. Weather: RAINING/SNOWING  
 201. Structural Steel ASTM Desig.: -1 -1  
 202. Waterproof Membrane: -1  
 Date Installed: 1/1/1901  
 203. Type Exp. Dev.: Modular  
 Pourable  
 204. Type of Handrail: O  
 205. Material and Quantity: -1.0  
 208. Type of Abutment: Cantilever  
 Type of Foundation: Natural Foundation Matl.  
 209. Type of Pier / Found.: 2 Piers No  
 Concrete Piling  
 210. Foundation Elev. -1.0 -1.0  
 -1.0 -1.0 -1.0  
 211. Wear. Surf. Prot. System: None  
 Date Installed: 1/1/1901  
 213. Utilities Attached: Communication  
 -1 -1 -1  
 -1 -1 -1

214a. Posted Weight Limit: NR  
 b. Posted Speed Limit: 45  
 c. Narrow/One Lane Bridge sign: N  
 d. Vertical Clearance Sign: YES  
 Advanced Warning Sign: NO  
 Min. Measured Clearance: 1509  
 Max. Measured Clearance: 1509  
 e. Navigation Lights: NO  
 Working/Not Working: NO  
 215. Overpass: B - State Highway  
 221. Substructure Cond. (U/W): -  
 222. Fill over RCB: -1  
 223. Appr. Slab/Rdwy Cond.: Satisfactory  
 224. Critical Feature Type: 1  
 225. Paint Type: -  
 Overcoat: 0  
 226. Date Painted: -1  
 227. Paint Coloring: -1  
 233. Deck Forming: Conventional Forming  
 236. Deck Cleaning: -1  
 238. School Bus Rte: Current and Desired Route  
 240. Appr. Roadway Type: Asphalt/Bituminous

243. Girder Spacing/Number: -1.0 / -1  
 244. Span Lengths:  
 100 160 -1  
 140 100 -1  
 210 100  
 245. Girder Depth: -1.000  
 246. Type of Overlay: -  
 246. Overlay Thickness: -1.0  
 246. Overlay Date: 1/1/1901  
 246. Overlay Depth Changed > 1"? No  
 247. Protective Systems: 1: -  
 2: - 3: -  
 4: - 5: -  
 248. No. of Field Splices w/ Corrosion: -1  
 249. Scour Crit. POA exists?: No  
 250. Culvert Headwall Dist.: -1.0  
 254. Thru Truss Type: Overhead  
 256. Chan. Profile Up/Down Stream?: -  
 257a. OkiePROS Auto. Truck Routing Yes  
 258. Plans w/ found. are in file at ODOT  
 259. Scour Eval. is in file at ODOT  
 263. Interchange at Intersection N  
 264. Interstate Milepoint -1.00

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70.9

NBI No.: 13688      Structure No.: 6602 0368EX      Local ID:-1

Inspection Date: 11/17/2015      Reported By: BDIETRICH  
 Invoice No.: -1      Inspected With: TJO, FJN, CBC  
 Agency :



### Structure / Inspection Notes

140-foot thru-truss (span 2), 210-foot thru-truss (span 3), 160-foot thru-truss (span 4) and three 100-foot pony trusses (Spans 1,5&6)  
 O/S Inspection Items Include: Cracks at stringer copes; Section loss/welded repairs to stringer and floor beam ends; Section loss to lower chord truss gusset plates; Sweep in floor beams over piers; Bearing rotations.  
 Report revised after 7/8/2014 condition assessment of repairs to structure  
 Former Smart Flag 364 (Steel Out-of-Plane Compression Member) was placed in Condition State 1 with the following note: BOTH TRUSS UPPER CHORDS SHOW LOCALIZED MISALIGNMENT NEAR PANEL POINT U3. THE NORTH TRUSS IS DISPLACED 5/8" SOUTH AT U3. THE SOUTH TRUSS IS DISPLACED 1 7/8" NORTH AT U3.  
 PX – Replace the heavily corroded nuts on the bridge rail; Replace the poured seal expansion joint and the expansion plate at the west barrier over pier 1; Seal the deck flexure joints over each floor beam; Repair failed patches around these deck flexure joints as needed; Replace the broken rivets at span 2 stringer 5 connection to floor beam 2, and span 6 stringer 6 connection to floor beam 1; Install stiff leg repairs at piers 2 and 3; Replace the broken hanger rods for the floor bracing; Reset the bearings for span 1 at pier 1 and span 3 at pier 3; Clear the clogged drain in the south approach.  
 FX – Monitor for additional deterioration or growth: Welded plate repairs to floor beams and stringer ends for cracked welds and additional section loss; Areas of section loss in floor beams and stringer ends for additional loss; Cracks in the stringer web copes at the floor beams; Overcuts to the stringer web copes; Vertical crack in the floor beam 5 web between the floor beam top flange and the connection angle to the east truss in span 1; Section loss in the floor system bracing; Bows in the gusset plates at span 1, U2 west truss, span 2, U2 east truss and L7 west truss; Section loss to bottom chord at the panel points; Section loss to the inboard gusset plates below the floor beams; L4L5 east truss, span 3 for crack development at bent flange; Section loss to the inboard flanges of truss members at the bridge railing connections; Pack rust at the middle connections on both trusses; Broken rivet head on the inboard top flange at L0U1 east truss in span 3; Spall in the north abutment under stringer 2; Spall in the south face of pier 1 and the crack in the east face of pier 1; Scour around the web wall at the east and west columns of pier 2; Bearing rotation for spans 5 and 6 at pier 5; Pack rust below the rocker at the west bearing for span 6 at pier 5 for growth.

Elm.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
12	4	Reinforced Concrete Deck	(SF)	24,138	17,898	74 %	6,000	25 %	240	1 %	0	0 %	0	0 %
113	4	Steel Stringer/Floorbeam	(LF)	206,400	206,400	100 %	0	0 %	0	0 %	0	0 %	0	0 %
120	1	Steel Truss (Pony)	(LF)	600	480	80 %	0	0 %	120	20 %	0	0 %	0	0 %
152	4	Steel Floor Beam	(LF)	1,426	1,014	71 %	0	0 %	350	25 %	62	4 %	0	0 %
162	4	Steel Gusset Plate	(EA)	396	0	0 %	321	81 %	75	19 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	10	0	0 %	7	70 %	3	30 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	76	0	0 %	16	21 %	60	79 %	0	0 %	0	0 %
301	4	Pourable Joint Seal	(LF)	60	0	0 %	0	0 %	0	0 %	60	100 %	0	0 %
311	4	Moveable Bearing (roller, sliding, etc.)	(EA)	12	10	83 %	0	0 %	2	17 %	0	0 %	0	0 %
313	4	Fixed Bearing	(EA)	12	12	100 %	0	0 %	0	0 %	0	0 %	0	0 %
321	4	Reinforced Conc Approach Slab w/ or w/o AC O	(EA)	2	0	0 %	2	100 %	0	0 %	0	0 %	0	0 %
330	4	Metal Bridge Railing	(LF)	1,620	810	50 %	0	0 %	810	50 %	0	0 %	0	0 %
515	4	Steel (Superstructure) Protective Coating	(SF)	145,456	145,456	100 %	0	0 %	0	0 %	0	0 %	0	0 %
821	4	Steel Truss (Overhead)	(LF)	1,020	836	82 %	0	0 %	184	18 %	0	0 %	0	0 %
859	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	0	0 %	0	0 %	1	100 %	0	0 %
877	4	Steel Stringer End (5 Ft.)	(LF)	2,580	2,160	84 %	0	0 %	420	16 %	0	0 %	0	0 %
909	4	Pourable Fixed Joint Seal	(LF)	1,050	0	0 %	0	0 %	0	0 %	1,050	100 %	0	0 %
919	4	Steel (Railing) Protective Coating	(SF)	7,128	7,128	100 %	0	0 %	0	0 %	0	0 %	0	0 %
956	4	Steel Cracking/Fatigue	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
957	4	Pack Rust	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
958	4	Concrete Cracking	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
963	4	Steel Section Loss	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
968	4	Erosion	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
969	4	Out-Of-Plane Distortion/Loading	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
12	PX – Numerous deck drains are clogged with debris along the west curb. The deck surface exhibits longitudinal cracking over several of the interior stringers in spans 5 and 6. The previously noted deterioration along the inboard face of the curbs was being repaired at the time of inspection.
113	PX – At span 6, on the south face of floorbeam 1, in the stringer 6 west connection angle, there is a sheared rivet head. The previously noted sheared rivet was not found at the stringer 5 connection to the north face of floor beam 2 in span 2. PX – Section loss is typical near the top of the stringer connections due to leakage through the flexural joints above the interior floor beams. In the previous report, several locations were called out with significant section loss and repairs were recommended. See The Previously Noted Stringer Connections Location table in the report for locations. FX – At span 6, on the north face of floor beam 2, at the top of the stringer 6 web, there is a 1" L x 1/8" H area of pin holes within an area of tapered section loss at the web-to-flange interface. FX – At span 3, on the south face of floor beam 2, at the top of the stringer 6 web on the west face, there is a corrosion pinhole within an area of section loss and a 2 1/2-inch long along lap in the web at the top flange interface. FX – In the previous inspection, numerous cracks were noted in the stringer copes. After cleaning and painting has occurred, many of the previously noted cracks now appear to be overcuts. It was determined that with the extent of laminar corrosion in these location, that the overcuts were mistaken for cracks. See the Stringer Cracks & Overcut Location table in the report for locations. Painted over pack rust is common between the stringer connection angles and the floor beam webs. This pack rust is beginning to bow the angles up to 1 1/4-inch.

Elem.	Element Notes (Include Size and Location of Deterioration)
120	FX – In span 1 at panel point U2 of the west truss, the inboard gusset plate exhibits an eastward bow, up to 1/8-inch. This appears to be a fitment issue during construction. FX – Painted over section loss, up to 1/8-inch, is typical throughout the lower chord. FX – Batten plates along the top and bottom of the lower chord channels typically exhibit multiple small, up to 1/2-inch diameter, painted over corrosion holes within a 5” L x 3” W area. FX – The inboard gusset plates typically exhibit 1/8-inch section loss along the interface with the lower chord. Painted over pack rust, up to 1/4-inch thick, is typical between the inboard and outboard gusset plates and the lower chord channels. FX – In span 5 at panel point U3, two (2) partially seated rivets were noted at the L2U3 connection. No signs of distress were noted at the time of the inspection. The truss members are in overall fair condition with isolated areas of 1/8-inch painted over section loss. The mid-height member connections typically exhibit minor 1/8-inch thick painted over pack rust. A few locations exhibited up to 3/16-inch pack rust with associated 1/8-inch deep painted over pitting. PX – Throughout the spans, multiple hanger rods were noted to be sheared (Photo 26). Due to the lack of connection, the bracing bounces significantly under live load. PX – Despite the recent paint job, the lower lateral bracing remains in overall poor condition. Typical, up to 4-inch long painted corrosion holes were noted adjacent to the connection to the bottom flange of the floor beams.
152	PX – Previous inspections had noted multiple floor beams exhibited sweep. During the 2015 inspection, the following floor beams in the Floor Beam Sweep table in the report were confirmed to have sweep. The minor changes in the sweep measurements were relayed to Wes Kellogg, OKDOT Bridge Division, November 19, 2015. After an analysis was performed by the OKDOT with the updated measurements, it was determined on November 20, 2015 that no load restriction was necessary. PX – Painted over section loss is common along the floor beam webs. See the report for locations of section loss greater than 1/8-inch.
162	FX – The inboard gusset plates typically exhibit 1/8-inch section loss along the interface with the lower chord. FX – In span 2, at panel point L7 of the west truss; the gusset plates are each bowed 1/8-inch towards each other. With the end post continuing into the panel point, the failure of these gusset plates is not likely, but should be monitored. Painted over pack rust, up to 1/4-inch thick, is typical between the inboard and outboard gusset plates and the lower chord channels. In span 3, 5-feet from panel point L5, the east truss, outboard channel bottom flange of L4L5 is bent downward 1 1/2-inch, with a 3/16-inch deep gouge. The mid-height member connections typically exhibit minor 1/8-inch thick painted over pack rust. A few locations exhibited up to 3/16-inch pack rust with associated 1/8-inch deep painted over pitting.
205	FX – A 12’ W x 20” H x 3” D spall exists on the north pier 1 web wall, near the top, center. Five (5) vertical and one (1) longitudinal bar is exposed. In addition, several small spalls, up to 12-inch diameter with exposed reinforcement, were noted in the west edge of the north face along column interface. The top face of the pier 2 east column exhibits a 2’ L x 1/16” W x 15” H vertical crack approximately, extending from top face of footing down the south face. Areas of delaminations and spalls exist along the web wall and southwest and northeast column interface. These areas are up to 30” W x 10” H, spaced approximately 18-inches apart along the full height of wingwall. Spalling and cracking were at piers 3, 4, and 5. See the report for locations.
215	FX – The north edge of the south abutment bearing seat is spalled 34’ L x 2’ W x up to 6” D, with one (1) exposed longitudinal bar. The exterior 2-feet of the bearing seat are still intact. Due to ongoing maintenance, the area is scheduled to be patched. FX – The previously noted cracking and scaling of the south abutment has developed in to a large spall. The south edge of the north abutment bearing seat is spalled 24’ L x 3’ W x up to 6” D with exposed transverse and longitudinal reinforcing; 16 transverse bars and 1 longitudinal bar. Currently, this does not appear to affect the bearing capability of the abutment due to the spalling occurring between stringers 1 and 5. No spalling was noted near the truss bearings. FX – Below the west truss bearing at the north abutment, erosion has exposed one (1) concrete pile, roughly 6-inches vertically. This pile is partially beneath the west truss bearing.
301	PX – The joint material in most joints is torn or deteriorated. During the inspection, maintenance crews were actively working on saw-cutting the flexural joints over floor beams in preparation for re-sealing. The deteriorated concrete headers for the joint over pier 5 have been repaired since the previous inspection.
311	PX – Due to excessive expansion for span 1 at pier 1 and span 3 at pier 3, measurements were taken at all bearings. The most severe expansion was noted at pier 3 for the span 3 bearings. At 60 degrees Fahrenheit, the bearings currently rotated at 12 and 14 degrees expansion will not have sufficient room at higher temperatures. See the Rocker Bearing Expansion table in the report for rocker bearing measurements. Despite the recent painting, the truss bearings are in poor condition with reactivating corrosion. The previously noted lifting of the bearing due to pack rust at pier 5 for span 6 is at its proper position due to the removal of pack rust during recent painting contract.
313	Lead bearing pad for east bearing of span 3 at pier 2 is extruded up to 5 inches on the north side. Surface corrosion typical.
321	The approach roadway is in overall satisfactory condition. The east half of each bituminous approach slab has been replaced with concrete. During the inspection, the west half of both approach slabs was in the process of being replaced with concrete. The remaining bituminous portion of both approach slabs was poorly installed and is uneven. This may be due to the ongoing maintenance work.
330	Painted over pitting up to 1/8-inch deep is typical on the underside of the lower bridge rail. There is up to 3/8-inch thick painted over pack rust with associated 1/16” pitting between the bridge railing and the truss web members.
515	The bridge was repainted in January of 2014. In most cases the paint is in good condition. Minor surface corrosion was noted at random in splices, over lapping plates, and areas that were difficult to access for proper cleaning and painting. Areas of reactivating corrosion were noted below the leaking deck joints. Minor bubbling and flaking paint was noted at panel point U8 of the east truss in span 3.
821	PX – Throughout the spans, multiple hanger rods were noted to be sheared. Due to the lack of connection, the bracing bounces significantly under live load. PX – Despite the recent paint job, the lower lateral bracing remains in overall poor condition. Typical, up to 4-inch long painted corrosion holes were noted adjacent to the connection to the bottom flange of the floor beams. PX – In span 3, at panel point L7 of the east truss, roughly 50 percent of the lower lateral gusset plate is missing due to section loss. FX – In span 2 at panel point U2 of both trusses, the inboard gusset plate exhibits an eastward bow, up to 1/8-inch. This appears to be a fitment issue during construction. The upper chord is in overall satisfactory condition. FX – Painted over section loss, up to 1/8-inch, is typical throughout the lower chord. FX – Batten plates along the top and bottom of the lower chord channels typically exhibit multiple small, up to 1/2-inch diameter, painted over corrosion holes within a 5” L x 3” W area. FX – The inboard gusset plates typically exhibit 1/8-inch section loss along the interface with the lower chord. FX – In span 2, at panel point L7 of the west truss; the gusset plates are each bowed 1/8-inch towards each other. With the end post continuing into the panel point, the failure of these gusset plates is not likely, but should be monitored. Painted over pack rust, up to 1/4-inch thick, is typical between the inboard and outboard gusset plates and the lower chord channels. In span 3, 5-feet from panel point L5, the east truss, outboard channel bottom flange of L4L5 is bent downward 1 1/2-inch, with a 3/16-inch deep gouge. FX – In span 5 at panel point U3, two (2) partially seated rivets were noted at the L2U3 connection. No signs of distress were noted at the time of the inspection. The truss members are in overall fair condition with isolated areas of 1/8-inch painted over section loss. The mid-height member connections typically exhibit
859	There are multiple spalls with exposed reinforcing along the deck edges and in the soffit along the floor beam top flanges. During the inspection, maintenance crews were actively blasting and cleaning exposed rebar in preparation to patch the spalls.
877	PX – At span 6, on the south face of floorbeam 1, in the stringer 6 west connection angle, there is a sheared rivet head. The previously noted sheared rivet was not found at the stringer 5 connection to the north face of floor beam 2 in span 2. PX – Section loss is typical near the top of the stringer connections due to leakage through the flexural joints above the interior floor beams. In the previous report, several locations were called out with significant section loss and repairs were recommended. See The Previously Noted Stringer Connections Location table in the report for locations. FX – At span 6, on the north face of floor beam 2, at the top of the stringer 6 web, there is a 1” L x 1/8” H area of pin holes within an area of tapered section loss at the web-to-flange interface. FX – At span 3, on the south face of floor beam 2, at the top of the stringer 6 web on the west face, there is a corrosion pinhole within an area of section loss and a 2 1/2-inch long along lap in the web at the top flange interface. FX – In the previous inspection, numerous cracks were noted in the stringer copes. After cleaning and painting has occurred, many of the previously noted cracks now appear to be overcuts. It was determined that with the extent of laminar corrosion in these location, that the overcuts were mistaken for cracks. See the Stringer Cracks & Overcut Location table in the report for locations. Painted over pack rust is common between the stringer connection angles and the floor beam webs. This pack rust is beginning to bow the angles up to 1 1/4-inch.
909	PX – The joint material in most joints is torn or deteriorated. During the inspection, maintenance crews were actively working on saw-cutting the flexural joints over floor beams in preparation for re-sealing. The deteriorated concrete headers for the joint over pier 5 have been repaired since the previous inspection.
919	The bridge was repainted in January of 2014. In most cases the paint is in good condition. Minor surface corrosion was noted at random in splices, over lapping plates, and areas that were difficult to access for proper cleaning and painting.
956	FX – In the previous inspection, numerous cracks were noted in the stringer copes. After cleaning and painting has occurred, many of the previously noted cracks now appear to be overcuts. It was determined that with the extent of laminar corrosion in these location, that the overcuts were mistaken for cracks. See the Stringer Cracks & Overcut Location table in the report for the locations of overcuts and cracks. FX – The previously noted 2-inch long vertical crack in the span 1, floor beam 5, top of the east truss connection angle has been cleaned and painted but is still visible.  • Painted over pack rust, up to 1/4-inch thick, is typical between the inboard and outboard gusset plates and the lower chord channels.

**OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report**

NBI No.: 13688

Structure No.: 6602 0368EX

Local ID:-1

Suff. Rating: 60.5  
ND

Health Index :  
70.9

Elem.	Element Notes (Include Size and Location of Deterioration)
957	Painted over pack rust, up to 1/4-inch thick, is typical between the inboard and outboard gusset plates and the lower chord channels. The mid-height member connections typically exhibit minor 1/8-inch thick painted over pack rust. A few locations exhibited up to 3/16-inch pack rust with associated 1/8-inch deep painted over pitting. The previously noted pack rust, up to 3/8-inch thick, between the lateral gusset plates and the transverse struts has been painted over, with little evidence of reactivation. Painted over pack rust is common between the stringer connection angles and the floor beam webs. This pack rust is beginning to bow the angles up to 1 1/4-inch.
958	The deck surface exhibits longitudinal cracking over several of the interior stringers in spans 5 and 6.
963	PX – Section loss is typical near the top of the stringer connections due to leakage through the flexural joints above the interior floor beams. In the previous report, several locations were called out with significant section loss and repairs were recommended. The Previously Noted Stringer Connections Location table the report summarizes our findings at those previously noted locations. FX – At span 6, on the north face of floor beam 2, at the top of the stringer 6 web, there is a 1” L x 1/8” H area of pin holes within an area of tapered section loss at the web-to-flange interface. FX – At span 3, on the south face of floor beam 2, at the top of the stringer 6 web on the west face, there is a corrosion pinhole within an area of section loss and a 2 1/2-inch long along lap in the web at the top flange interface. PX – Painted over section loss is common along the floor beam webs. See the report for section loss greater than 1/8-inch was observed floor beams. FX – Painted over section loss, up to 1/8-inch, is typical throughout the lower chord. FX – Batten plates along the top and bottom of the lower chord channels typically exhibit multiple small, up to 1/2-inch diameter, painted over corrosion holes within a 5” L x 3” W area. FX – The inboard gusset plates typically exhibit 1/8-inch section loss along the interface with the lower chord.
968	FX – On the west end of the north abutment, water is leaking through the deck joint and down the face of the abutment causing erosion. One (1) concrete pile below the west truss bearing is currently exposed. FX – Below span 2, a 2-foot deep erosion ditch exists along the east side of the bridge near the south embankment. This condition was caused by roadway runoff through the deck drain overhead. Dumped rock has been set in the erosion ditch below the deck drain to prevent additional erosion.
969	PX – Previous inspections had noted multiple floor beams exhibited sweep. During the 2015 inspection, the floor beams in the Floor Beam Sweep table in the report were confirmed to have sweep. The minor changes in the sweep measurements were relayed to Wes Kellogg, OKDOT Bridge Division, November 19, 2015. After an analysis was performed by the OKDOT with the updated measurements, it was determined on November 20, 2015 that no load restriction was necessary. FX – In span 1 at panel point U2 of the west truss, the inboard gusset plate exhibits an eastward bow up to 1/8-inch. This appears to be a fitment issue during construction. The same condition was noted at panel point

Roadway Name : <u>COUNTRY ROAD</u>		NBI Information Applicable To The Route Under The Structure	
5. Inventory Route (Route Under Structure) :	2 - 4 - 1 - 00000 - 0	102. Traffic Dir.:	2 2-way traffic
10. Min. Vert. Clr.(ft.):	16.6	104. Highway System :	0 Not on NHS
12. Base Hwy Network :	Not on Base Network	105. Fed Land Hwy :	0 N/A (NBI)
13. LRS Inv. Rt./ Subroute :	-1 / -1	109. Truck ADT% :	15
19. Detour Len.(Mi.):	0.0	110. Natl. Truck Network :	0 Not part of natl netwo
20. Toll Facility :	3 On free road	114. Future ADT :	160
26. Function Class.:	07 Rural Mjr Collector	100. Defense Highway :	0 Not a STRAHNET hwy
28b. Lanes Und.:	2		
29. ADT :	100		
32. Appr. Roadway Width (ft.) :	37.1		
47. Total Horiz. Clr.(ft.):	59.7		
51. Roadway Width (ft.) :	28.9		
100. Defense Highway :	0 Not a STRAHNET hwy		

Agency Field: 1.(Under Rte.):  2.(Vert. X-Ref.):  3.(Compass Dir.):  4.(Vert. Post. Inc.):  5.(Vert. Post. Dec.):