



Bridge Assessment Report

Interstate 40 over Arkansas River NBI No. 17051, Location No. 6822 0000X **Muskogee and Sequoyah Counties** Rehabilitation of Span Nos. 1, 2 and 3 and West Approach Slab)







Comprehensive Engineering Services

Bridge Assessment Report Interstate 40 over Arkansas River NBI No. 17051, Location No. 6822 0000X Muskogee and Sequoyah Counties (Rehabilitation of Span Nos. 1, 2 and 3 and West Approach Slab)

Prepared For:



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BRIDGE ASSESSMENT REPORT

(Rehabilitation of Span Nos. 1, 2 and 3 and West Approach Slab)

GENERAL BRIDGE INFORMATION

BRIDGE LOCATION

Division:1County:Muskogee and SequoyahHighway No.:Interstate 40Crossing Feature:Arkansas RiverNBI No.:17051

PRELIMINARY ESTIMATE

- Alternate No. 1: **\$3,211,000** Superstructure and Substructure Rehabilitation
- Alternate No. 2: **\$4,475,000 -** Superstructure Replacement and Substructure Rehabilitation
- Alternate No. 3: **\$15,851,000** Cost for complete replacement calculated as the product of the total length of Span Nos. 1, 2 and 3 equal to 391'-4½", a total bridge width equal to 81'-0" and a unit price equal to \$500/SF of bridge. The unit price was calculated by adjusting for inflation the unit price from a recently bid bridge and approaches project on US-62 over the Arkansas River with State Job No. 30416(04). The average unit bid price for the twin bridges on the US-62 project was approximately \$482/SF of bridge.

SUMMARY OF IMPROVEMENTS

Alternate No. 1 6 6 6 i do not like the idea of a concrete overlay

- ✓ Widen Superstructure: Widen the existing superstructure width (out-to-out) from the existing 68'-6" to 81'-0" to accommodate 38'-0" clear roadways on each side of a median barrier at the centerline bridge. On each side of the bridge, add a single beam line and extend the deck slab 6'-3".
- ✓ **Conduct Hydrodemolition:** Scarify (cold mill) in conjunction with hydrodemolition the full extents of existing deck and approach slab.
- ✓ Repair Deck and Approach Slab: Make Class B and C deck slab repairs as needed to the full extents of existing deck and approach slab.
- ✓ Bridge Deck Concrete Overlay: Apply a bridge deck concrete overlay to the deck slab and approach slab
- ✓ Replace Existing Parapets: Replace the existing parapets and curbs on the deck and approach slab with new 42" F-shaped concrete parapets.

- ✓ Replace Existing Median Barrier: Replace the existing median barrier and curbs on the deck and approach slab with new 42" concrete median barrier.
- ✓ P.C. Beams: Add six (6) new 72" Bulb Tee beams along two (2) new exterior beam lines to accommodate widening of the bridge superstructure. Repair the beam ends on the existing p.c. beams at two locations.
- ✓ Diaphragms: Install new diaphragms between the existing p.c. beams and the new p.c. beams. Use structural steel diaphragms of a design matching the structural steel diaphragms currently existing on the bridge.
- ✓ Bearing Assemblies: Add new stainless steel bearing assemblies at the ends of the p.c. beams in the two (2) new exterior beam lines. Clean and paint all existing bearing assemblies.
- ✓ Abutment Repair: Make concrete crack and surface repairs to the abutment as needed. Apply an elastomeric coating (CIM 1000) to the top of the bridge seat and bottom of backwall.
- ✓ Pier Repair: Make concrete crack and surface repairs to Pier No. 1, 2 and 3 as needed. Apply an elastomeric coating (CIM 1000) to the top of the pier caps.

Alternate No. 2

- ✓ Widen Superstructure: Widen the existing superstructure width (out-to-out) from the existing 68'-6" to 81'-0" to accommodate 38'-0" clear roadways on each side of a median barrier at the centerline bridge.
- ✓ Superstructure Replacement: Includes removal of the superstructure and installation of new p.c. beams, concrete diaphragms, deck slab and expansion joints. The number of beam lines will increase from twelve (12) to fourteen (14) to accommodate widening of the bridge superstructure. steel beams
- ✓ Approach Slab Replacement: Replace the existing approach slab with a new approach slab matching the extents of the existing approach slab.
- ✓ New Parapets: Install new 42" F-shaped concrete parapets on the deck and approach slab
- ✓ New Median Barrier: Install new 42" concrete median barrier on the deck and approach slab.
- ✓ Bearing Assemblies: Add new stainless steel bearing assemblies at the ends of the p.c. beams in the two (2) new exterior beam lines. Clean and paint all existing bearing assemblies.
- ✓ Abutment Repair: Make concrete crack and surface repairs to the abutment as needed. Apply an elastomeric coating (CIM 1000) to the top of the bridge seat and bottom of backwall.

✓ Pier Repair: Make concrete crack and surface repairs to Pier No. 1, 2 and 3 as needed. Apply an elastomeric coating (CIM 1000) to the top of the pier caps.

DESCRIPTION OF TRAFFIC CONTROL

Rehabilitation of Span Nos. 1, 2 and 3 and the west approach slab will be completed as part of a greater project that includes replacement of all remaining parts of the bridge. Consequently, the traffic control will be designed to accommodate the greater project as well as the rehabilitation. The bridge currently contains four lanes of traffic with two lanes in each direction. Median barrier divides the two directions of traffic. During construction, only a single lane will be provided for each direction of traffic. Crossovers will be installed in the median of I-40 at locations before and after the bridge to allow the shifting of one lane of traffic to the inside lane on the opposite side of the existing median barrier. This will place opposing directions traffic on one side of the bridge and remove all traffic from the opposite side of the bridge. Portable longitudinal barrier will be installed to separate these opposing directions of traffic control in included in the cost estimate for the rehabilitation of Span Nos. 1, 2 and 3 and the west approach slab because the traffic control will already be required for construction of the greater project.

DESCRIPTION OF UTILITIES

The bridge supports a pvc conduit below the deck slab overhang on the south side of the bridge. Presumably, the conduit contains the electric supply for the bridge navigation lighting over the channel.

PHOTO DOCUMENTATION

- Bridge Element: Deck slab, Expansion and Construction Joints, Parapets and Median Barrier
- Existing Condition: The existing deck slab has a total width of 68'-6" and a thickness of 8". The soffit of the deck slab between the beams was constructed with stay-in-place steel deck forms and is not visible; however, the soffits of the deck slab overhangs are in good condition with no significant deterioration or efflorescence. The top surface of the deck slab contains abrasion and some small patches, potholes and impending potholes. The most significant problem with the deck slab is the presence of extensive map cracking. The cracks are small but numerous and prevalent throughout the deck slab in Span Nos. 1, 2 and 3.

A sealed expansion joint exists in the deck slab at Pier No. 1. A modular expansion joint exists in the deck slab at Pier No. 3. Construction joints exist in the deck slab between the approach slab and deck slab and at Pier No. 2. The joint between the approach slab and deck slab is a sawed and sealed joint. The sealed and modular expansion joints are in fair condition with some corrosion and loss of coating on the steel parts. The neoprene diaphragms at the joints appear

to be functioning with some tearing and seepage; however, the joints contain significant debris. The fascia concrete in the deck slab at the ends of the modular expansion joint is in poor condition with cracking and impending spalls.

The parapets on the deck slab consists of vertical face parapets with metal hand railing supported on approximately 8" tall curbs. The median barrier at the centerline of the bridge consists of an 11" wide vertical wall supported on a 4' wide by 8" tall curb. The parapets and median barrier are of an obsolete design and are in fair condition but do contain numerous vertical cracks. Additionally, the concrete surface finish has worn off in most areas resulting in significant discoloration of the concrete. The metal handrailing on the parapets are in good condition with little to no corrosion.

Proposed Improvements: The greater project will require the bridge superstructure to be widened sufficiently to accommodate a 4' wide inside shoulder, two 12' wide driving lanes and a 10' wide outside shoulder on each side of a median barrier located at the centerline of the bridge. The widening will increase the total width of the deck slab from 68'-6" to 81'-0". This widening will require the deck slab to be extended approximately 6'-3" on each side of the bridge. Two (2) alternates are considered here for rehabilitation and widening of the deck slab in Span Nos. 1 2 and 3.

<u>Alternate No. 1</u>

Remove the existing parapets, median barrier and curbs supporting those elements at the edges and centerline of the bridge. Additionally, remove a portion of the deck slab at the edges of the bridge to accommodate widening of the deck slab.

On each side of the bridge, add a single line of p.c. beams and extend the deck slab to accommodate widening of the bridge. Make a connection between the transverse reinforcing steel in the deck slab extensions to the existing transverse reinforcing steel in the deck slab. Scarify (cold mill) and conduct hydrodemolition of the existing deck slab to remove approximately 1" of the surface concrete. Apply a concrete overlay of no less than 2" above the original deck slab surface elevation across the full width of the bridge including the new deck slab extensions. Complete the work in two phases maintaining two-way traffic on one side of the bridge at a time for the duration of the project. Place the longitudinal phased construction joint at or near the centerline of the bridge.

Construct new 42" F-Shaped parapets at the edges of the deck slab on the new deck slab extensions. Construct new

42" median barrier at the centerline of the bridge. Preserve the existing reinforcing steel projecting from the existing deck slab into the existing median barrier. Anchor the new median barrier to the existing deck slab my mechanically splicing the new median barrier reinforcing steel to the existing reinforcing steel projecting from the deck slab.

At the expansion joints, remove up to 4' of the deck slab on each side of the joints; subsequently, remove and replace the sealed and modular expansion joints to the level of the overlay. Maintain the construction joints between the approach slab and the deck slab and in the deck slab at Pier No 2. by placing the overlay concrete in two separate pours on each side of the construction joints. Seal the construction joint at Pier No. 2 with sealer resin.

Alternate No. 2

Remove the complete superstructure in Span No. 1, 2 and 3 including the deck slab, expansion joints, parapets, median barrier, curbs, p.c. beams and diaphragms. Reconstruct the superstructure with new 8" thick deck slab, expansion joints, 42" F-Shaped parapets at the edges of the deck slab and 42" median barrier at the centerline of the bridge. The new deck slab will be made wide enough to accommodate the proposed superstructure width of 81'-0".



Eastbound Deck Slab and Median Barrier



Eastbound Deck Slab, Median Barrier and Parapet



Westbound Deck Slab and Median Barrier



Soffit of Eastbound Deck Slab



Sealed Expansion Joint in Deck Slab



Modular Expansion Joint in Deck Slab



Deck Slab Fascia at Modular Expansion Joint

- Bridge Element: P.C. Beams and Diaphragms
- Existing Condition: The existing p.c. beams consist of 72" Bulb Tee beams extending along twelve (12) beam lines. The end and intermediate diaphragms consist of double steel channels bolted to the p.c. beams with angle gussets. The diaphragms are spaced at third points along the beams. The p.c. beams and diaphragms are mostly in good condition. Two (2) of the p.c. beams in the north exterior beam line contain some spalling with exposed prestressing strands on the end face of the p.c. beams. These occur over Pier Nos. 2 and 3. The diaphragms are in good condition; however, several of the bolted connections between the angle gussets and the p.c. beams have loose or missing bolts.
- Proposed Improvements: The greater project will require the total width of the bridge deck slab to be widened from 68'-6" to 81'-0". This widening will require the deck slab to be extended approximately 6'-3" on each side of the bridge and will require one additional beam line to be added on each side of the bridge. Two (2) alternates are considered here for rehabilitation of the p.c. beams and diaphragms in Span Nos. 1 2 and 3.

Alternate No. 1

Repair the two (2) p.c. beam ends that currently contain spalling and exposed prestressing strands. Remove all loose and unsound concrete from beam ends and patch with pneumatically placed mortar. Subsequently, apply an elastomeric coating to the repaired beam ends. Add two additional beam lines of 72" Bulb Tee p.c. beams to accommodate widening of the bridge superstructure. Add missing bolts, retighten loose bolts with thread lock compound on the steel diaphragm angle gusset connections to the p.c. beams. Add additional steel double channel diaphragms with angle gussets between the new and existing p.c. beams.

Alternate No. 2

Remove the complete superstructure in Span No. 1, 2 and 3 including the existing p.c. beams and structural steel diaphragms. Install new 72" Bulb Tee p.c. beams at all existing beam lines and the two (2) new exterior beam lines to accommodate widening of the bridge superstructure. Install new reinforced concrete diaphragms between all p.c. beams at third points along p.c. beams. Include double steel diaphragm rods extending through all diaphragms across the width of the bridge



P.C Beams (Typical)



Structural Steel Diaphragms and Angle Gussets (Typical)



North Exterior P.C. Beam End at Pier No. 2



North Exterior P.C. Beam End at Pier No. 3

Bridge Element: Bearing Assemblies

- Existing Condition: The existing bearings assemblies consist of steel reinforced elastomeric pads with painted weathering steel beveled anchor plates, contact plates and anchor bolt assemblies. The bearing pads are in good condition with little deterioration or bulging. The steel parts of the bearing assemblies are in good condition but have some moderate paint coating failure and rust staining. Most of the staining is at the joint between the anchor plates and p.c. beam sole plates.
- Proposed Improvements: The greater project will require one additional line of beams to be added to each side of the bridge to accommodate widening of the bridge superstructure. For each added p.c. beam, additional bearing assemblies will be required at the beam ends. The two (2) alternates for rehabilitation of Span Nos. 1 2 and 3 are the same for the bearing assemblies with one minor exception noted below.

Alternate Nos. 1 and 2

At the new exterior beam lines, install new bearing assemblies consisting of steel reinforced elastomeric pads and stainless-steel beveled anchor plates, contact plates and anchor bolt assemblies. The new anchor bolt assemblies will need to be drilled and epoxy anchored into the existing pedestal concrete at the abutment and piers.

Leave all existing bearing assemblies in-place. Clean and paint all steel parts of the existing bearing assemblies. Since the existing p.c. beams will be removed in Alternate No. 2, the existing beveled anchor plates will need to be separated from the sole plates in the existing p.c. beams for Alternate No. 2. Any weld material remaining on the anchor plates after removal of the p.c. beams should be ground flush prior to painting the anchor plates.



Painted Weathering Steel Bearing Assembly



Painted Weathering Steel Bearing Assembly at Exterior P.C. Beam

- Bridge Element: West Approach Slab
- Existing Condition: The west approach slab has a length of 30'-0" a width of 81'-0" and a thickness of 13". The existing parapets on the approach slab are not located at the edges of the approach slab. They located approximately 6' from the edges of the approach slab thereby confining the current bridge clear roadway to 30'-0" on each side of the median barrier. The top surface of the approach slab contains abrasion and some minor potholes and impending potholes. The most significant problem with the approach slab is the presence of extensive map cracking. The cracks are small but numerous and prevalent throughout the approach slab. A sawed and sealed construction joint exists between the approach slab and deck slab.

The parapets on the approach slab consist of vertical wall parapets supported on approximately 8" tall curbs. The median barrier on the approach slab consists of an 11" wide vertical wall supported on a 4' wide by 8" tall curb at the begin bridge. This section transitions to the ODOT standard 42" median barrier at the begin approach slab. The parapets and median barrier are of an obsolete design and are in fair condition but do contain numerous vertical cracks. Additionally, the concrete surface finish has worn off in most areas resulting in significant discoloration of the concrete. The south parapet on the approach slab contains impact damage as well.

Proposed Improvements: The greater project will require the total width of the bridge superstructure to be widened from 68'-6" to 81'-0". The existing west approach slab currently has sufficient width to accommodate the widening of the bridge superstructure. Two (2) alternates are considered here for rehabilitation of the west approach slab.

Alternate No. 1

Remove the existing parapets, median barrier and curbs supporting those elements on the approach slab at the edges and centerline of the bridge. Scarify (cold mill) and conduct hydrodemolition of the existing approach slab surface to remove approximately 1" of the surface concrete. Apply a concrete overlay of no less than 2" above the original approach slab surface elevation across the full width of the approach slab.

Drill and epoxy anchor new reinforcing steel bars into the approach slab to allow anchorage of new parapets and median barrier to the existing approach slab. Then construct new 42" F-Shaped parapets at edges of the approach slab and new 42" median barrier at the centerline of the bridge.

Alternate No. 2

Entirely remove the west approach slab. The removal will include removal of the existing approach slab, parapets, median barrier and curbs. Reconstruct a new approach slab with new 42" F-shaped parapets at the edges of the approach slab and new 42" median barrier at the centerline of the bridge. The width of the new approach slab will match the width of the existing approach slab.



West Approach Slab on Eastbound Side of Bridge



West Approach Slab on Westbound Side of Bridge



Construction Joint between Deck Slab Approach Slab

- Bridge Element: Abutment No. 1 (West Abutment)
- Existing Condition: The bridge seats and back walls of Abutment No. 1 are in fair to good condition but contain some abrasion, cracks and minor spalls throughout. Map cracking exists on the backwall at the exposed ends of the abutment. The pedestals are in good condition. The abutment wings are in fair condition with no significant spalling but some map cracking. A portion of the abutment from the original bridge was not removed with the construction of the existing abutment in 2002 and remains in front of the existing bridge seat.
- Proposed Improvements: The greater project will require the total width of the bridge superstructure to be widened from 68'-6" to 81'-0". The existing Abutment No. 1 currently has sufficient width to accommodate widening of the bridge superstructure including the pedestals needed to support one additional beam line on each side of the bridge. No other modification of the abutment will be required to accommodate the bridge widening except installing new bearing assembly anchor bolt assemblies into the existing concrete of the pedestals at the added beam lines. The two (2) alternates considered here for rehabilitation of Abutment No. 1 are the same.

Alternate Nos. 1 and 2

Remove all unsound concrete from the bridge seat, backwall and wings of Abutment No. 1. Pneumatically place mortar to repair the areas of unsound concrete that is removed. Place the mortar back to the original lines and surfaces of the abutment. Apply corrosion inhibitor to the repaired areas. After making the pneumatically placed mortar repairs, make epoxy crack repairs to any cracks remaining in the abutment concrete. Apply an elastomeric coating (Cim 1000) to the top of the abutment bridge seat and pedestals.



North End of Abutment No. 1



Bridge Seat of Abutment No. 1

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South Wing of Abutment No. 1



North Wing of Abutment No. 1

Bridge Element: Pier Nos. 1, 2 and 3

- Existing Condition: The existing piers consist of 7' wide x 8' deep pier caps supported on three 7' diameter columns. The pier caps at Pier No. 3 are stepped to allow support p.c. beams on one side of the pier and steel girders on the opposite side of the pier. All piers are founded on 9' diameter drilled shafts. 7' wide by 10' deep web walls extend between the columns at the base of the columns at all piers. The existing pier caps are in fair condition but do contain some large cracks and impending spalls. The ends of pier caps that extend beyond the superstructure contain the most significant deterioration. There is some efflorescence in the cracks on the pier cap overhangs. The pier columns and web walls are in fair condition but do contain some cracks including map cracking and impending spalls.
- Proposed Improvements: The greater project will require the total width of the bridge superstructure to be widened from 68'-6" to 81'-0". The existing Pier Nos. 1, 2 and 3 currently have sufficient width to accommodate widening of the bridge superstructure including the pedestals needed to support one additional beam line on each side of the bridge. No other modification of the piers will be required to accommodate the bridge widening except installing new bearing assembly anchor bolt assemblies into the existing concrete of the pedestals at the added beam lines. The two (2) alternates considered here for rehabilitation of Pier Nos. 1, 2 and 3 are the same.

Alternate Nos. 1 and 2

Remove all unsound concrete from the pier cap, columns and web walls of Pier Nos. 1, 2 and 3. Where the removals of the pier concrete are less than 2 inches deep, pneumatically place mortar to repair the areas of removed unsound concrete. Place the mortar back to the original lines and surfaces of the piers. Where the removals of the pier concrete are deeper than 2", cast Class AA Concrete to repair the areas of removed unsound concrete. Place the Class AA Concrete back to the original lines and surfaces of the piers. The Class AA Concrete should be specified to have a maximum coarse aggregate size of $\frac{3}{4}$ inches. Apply corrosion inhibitor to the repaired areas. After making the pneumatically placed mortar and Class AA Concrete repairs, make epoxy crack repairs to any cracks remaining in the pier concrete. Apply an elastomeric coating (Cim 1000) to the top of the pier caps and pedestals.



West Side of Pier No. 1



West Side of Pier No. 2

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East Side of Pier No. 3



Web Wall at Pier No. 3

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Web Wall at Pier No. 1



Pier Cap Overhangs

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ITEMIZED COST ESTIMATES

		Bridge Rehabilitation Alter	rnate N	o. 1		
ITE	Μ	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
503(A)	4260	PRESTRESSED CONCRETE BEAMS (72 BT)	LF	778.00	\$320.00	\$248,960.00
504(B)	5300	SAW-CUT GROOVING	SY	3,559.00	\$6.00	\$21,354.00
504(E)	5520	42" F-SHAPED PARAPET	LF	842.80	\$90.00	\$75,852.00
505(A)	6200	BRIDGE DECK CONCRETE OVERLAY	SY	3,793.00	\$160.00	\$606,880.00
505(E)	6600	HYDRODEMOLITION	SY	3,249.00	\$160.00	\$519,840.00
506(A)	7200	STRUCTURAL STEEL	LB	14,030.00	\$3.50	\$49,105.00
507(A)	8200	STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	6.00	\$2,500.00	\$15,000.00
507(B)	8300	STAINLESS STEEL EXP. BEARING ASSEMBLY.	EA	6.00	\$2,500.00	\$15,000.00
509	0120	ELASTOMERIC COATING	SF	3,275.00	\$20.00	\$65,500.00
509(A)	0210	CLASS AA CONCRETE	CY	299.00	\$800.00	\$239,200.00
511	2100	MECHANICAL SPLICES	EA	3,134.00	\$50.00	\$156,700.00
511(A)	2210	REINFORCING STEEL	LB	1,034.00	\$2.50	\$2,585.00
511(B)	2310	EPOXY COATED REINFORCING STEEL	LB	52,130.00	\$1.60	\$83,408.00
512(A)	3200	PAINTING EXISTING STRUCTURES	LSUM	1.00	\$20,000.00	\$20,000.00
512(B)	3300	COLLECTION AND HANDLING OF WASTE	LSUM	1.00	\$2,000.00	\$2,000.00
513(B)	4300	CLASS B BRIDGE DECK REPAIR	SY	163.00	\$400.00	\$65,200.00
513(C)	4400	CLASS C BRIDGE DECK REPAIR	SY	163.00	\$600.00	\$97,800.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	SY	1,921.20	\$5.00	\$9,606.00
518(B)	0300	SEALED EXPANSION JOINTS	LF	82.00	\$360.00	\$29,520.00
518(I)	0700	MODULAR EXPANSION JOINT	LF	82.00	\$6,000.00	\$492,000.00
520(A)	1200	PREPARATION OF CRACKS, ABOVE WATER	LF	400.00	\$50.00	\$20,000.00
520(C)	1400	EPOXY RESIN, ABOVE WATER	GAL	40.00	\$120.00	\$4,800.00
521(A)	2200	PNEUMATICALLY PLACED MORTAR	SY	200.00	\$1,000.00	\$200,000.00
523(A)	3200	SEALER CRACK PREPARATION	LF	81.00	\$5.00	\$405.00
523(B)	3300	SEALER RESIN	GAL	1.00	\$200.00	\$200.00
535	7100	(SP) CORROSION INHIBITOR (SURFACE APPLIED)	SY	400.00	\$50.00	\$20,000.00
619(B)	6304	REMOVAL OF BRIDGE ITEMS	LSUM	1.00	\$150,000.00	\$150,000.00

Total = \$3,210,915.00

		Bridge Rehabilitation Alter	rnate N	o. 2		
ITE	M	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
503(A)	4260	PRESTRESSED CONCRETE BEAMS (72 BT)	LF	5,446.00	\$320.00	\$1,742,720.00
504(A)	5200	APPROACH SLAB	SY	271.70	\$280.00	\$76,076.00
504(B)	5300	SAW-CUT GROOVING	SY	3,559.00	\$6.00	\$21,354.00
504(E)	5520	42" F-SHAPED PARAPET	LF	842.80	\$90.00	\$75,852.00
506(A)	7200	STRUCTURAL STEEL	LB	7,780.00	\$5.00	\$38,900.00
507(A)	8200	STAINLESS STEEL FIXED BEARING ASSEMBLY	EA	6.00	\$2,500.00	\$15,000.00
507(B)	8300	STAINLESS STEEL EXP. BEARING ASSEMBLY.	EA	6.00	\$2,500.00	\$15,000.00
509	0120	ELASTOMERIC COATING	SF	3,194.00	\$20.00	\$63,880.00
509(A)	0210	CLASS AA CONCRETE	CY	1,100.70	\$800.00	\$880,560.00
511(B)	2310	EPOXY COATED REINFORCING STEEL	LB	179,250.00	\$1.60	\$286,800.00
512(A)	3200	PAINTING EXISTING STRUCTURES	LSUM	1.00	\$20,000.00	\$20,000.00
512(B)	3300	COLLECTION AND HANDLING OF WASTE	LSUM	1.00	\$2,000.00	\$2,000.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	SY	1,921.20	\$5.00	\$9,606.00
518(B)	0300	SEALED EXPANSION JOINTS	LF	82.00	\$360.00	\$29,520.00
518(I)	0700	MODULAR EXPANSION JOINT	LF	82.00	\$6,000.00	\$492,000.00
520(A)	1200	PREPARATION OF CRACKS, ABOVE WATER	LF	400.00	\$50.00	\$20,000.00
520(C)	1400	EPOXY RESIN, ABOVE WATER	GAL	40.00	\$120.00	\$4,800.00
521(A)	2200	PNEUMATICALLY PLACED MORTAR	SY	200.00	\$1,000.00	\$200,000.00
523(A)	3200	SEALER CRACK PREPARATION	LF	81.00	\$5.00	\$405.00
523(B)	3300	SEALER RESIN	GAL	1.00	\$200.00	\$200.00
535	7100	(SP) CORROSION INHIBITOR (SURFACE APPLIED)	SY	400.00	\$50.00	\$20,000.00
619(B)	6304	REMOVAL OF BRIDGE ITEMS	LSUM	1.00	\$460,000.00	\$460,000.00

Total = \$4,474,673.00

NBI STRUCTURE INSPECTION AND APPRAISAL (SI & A)



<u>NBI No.:</u> 17051	<u>Structure No.:</u> <u>L</u> 6822 0000 X	<u>-ocal ID:</u> -1	Suff. Rating: ND 83.00
Bridge Description:	NTIFICATION		INSPECTION
3-125ft. P/S CONCRETE GIRDERS -330ft200), 4-125ft., 3-125ft. CONT	. 3-CONT. PLATE GIRDER SPANS (200ft. . PLATE GIRDER SPANS	<u>Type</u> <u>Insp. Reg</u> NBI:	Insp. Done Freq. Insp. Date Next Insp. 1 24 months 8/9/2019 08/09/2021 1 24 months 8/9/2019 08/09/2021
1. State: Oklahoma 7.	Facility Carried : I-40	UW: Y	0 60 months 8/5/2015 8/5/2020
2. Division: Division 1 6.	Feat. Intersect: ARKANSAS RIVER	OS : Y	0 24 months 8/9/2018 8/9/2020
3. County: SEQUOYAH	9. Location: SEQUOYAH-MUSKOGEE CC		CLASSIFICATION
Admin Area: Unknown	13. LRS Inv. / Sub Rte: 6822 0000 / 01	12.Base Hwy Net.: 0	In Base Network 101. Parallel Str.: No bridge exists
5a. On/Under: Route On Structure	16. Latitude: 35° 29' 16.49"	20. Toll Facility: C	103. Temp. Str.: Not Applicable (P)
5b. Kind of Hwy: Interstate Hwy	17. Longitude: 095° 05' 38.05"	22. Owner: State	104. Hwy System: On the NHS
5d. Route No.: 00040	% Responsible: 0.00	26. Function Class: C	01 Rural Interstate 105. Fed Land Hwy: IRR-Indian Res Rd
5e. Dir. Sufx: N/A (NBI)	99. Border Brdg #: Unknown	100. Def. Hwy: On li	nterstate STRAHNE 112, NBIS Length: Long Enough
STRUCTURE	TYPE AND MATERIALS		CONDITION
43a/b. Main Span:	Steel Cont. / Girder-Floorbeam	58.Deck: 6 Satisfac	ctory 59.Sup.: 6 Satisfactory 60.Sub: 6 Satisfactory
44a/b. Appr. Span:	P/S Conc. / Stringer/Girder	62.Culvert: N/A (NB	I) 61.Chan./Chan. Prot.: 6 Bank Slumping
45. # of Main Spans: 10		Poter to 2010 LIW in	anaction report
107. Deck Type: Concrete-	Cast-in-Place		spection report.
108a. Wearing Surface: Low Slum	p Concrete		
108b. Membrane: Unknown		31. Design Load:	MS 18 (HS 20) Date Rated: 10/01/2006
		41. Post. Status:	A Open, no restriction
AGE 19. Detour Length: 5.0 mi	AND SERVICE 106 Vear Reconst : 1983	70. Posting: 5	5 At/Above Legal Loads n Meth · 1 LF Load Factor / 1 LF Load Factor
27. Year Built: 1967	109. Truck ADT: 36%		HHS3-3 <u>EV3</u> SHV
28a/b. Lanes on/und: 4 / 0		64. Operating Rating	(tons): 30.42 54.68 92.82 0.00 0.00
29. ADT: 15,900		66. Inventory Rating	(tons): 18.19 32.85 55.67 -1.00
42a/b Type of Syc on/und Highw	ay / Waterway		APPRAISAL
GEO		36a. Brdg Rail: 1	Meets Standards 68. Deck Geom.: 4 Tolerable Meets Standards 69. Vert / Horiz Under: Not applicable (NB
10. Vert. Clearance: 99.99 ft	50a. Curb/Sdwlk Width L: 3.00 ft	36c. Appr. Rail: 1	Meets Standards 71. Waterway Adeq: 8 Equal Desirable
32. Appr Rwy Width: 69.91 ft	50b. Curb/Sdwlk Width R: 3.00 ft	36d. Appr.Rail Ends:	1 Meets Standarc 72. Appr. Alignment: 7 Above Min Criteria
33. Median: Closed Med w/o Barri	51. Width Curb to Curb: 60.00 ft	67. Str Evaluation:	6 Equal Min Criteria 113. Scour Critical: 8 Stable Above Footin
35. Struct. Flared: No flare	Deck Area: 136,247.76 sq. ft		PROPOSED IMPROVEMENTS
47Horizontal Clr: 30.00 ft	53. Min.Vert.Cl.Ovr Brg: 99.99 ft	94. Bridge Cost: 95. Roadway Cost:	\$20,219,922 75. Type of Work: 51 Repi-Load Capacity \$4,500,000 76 Lingth of Improvement: 1,989.0 ft
48. Length Max Span: 330.00 ft	54a.Min.Vt.Undclr.Ref.: N Feature not hwy c	96. Total Cost:	\$26,119,163 114. Future ADT: 25,440
49. Struct. Length: 1,989.00 ft	55a. Min.Lat.Undclr.Ref: N Feature not hwy	97. Yr.of Cost Est.:	2015 115. Yr.of Future ADT: 2037
	55. Min.Lat.Underclr. R: 99.90 ft		NAVIGATION DATA
	56. Min.Lat.Underclr. L: 99.90 ft	38. Nav. Control: 39. Vert. Clearance:	52.0 ft 111. Pier Protect.: 2 In-Place, Function
200c. Temperature: 88	OKLAHOMA ITEMS	40. Horiz. Clearance:	300.0 ft 116. Lift Bridge Vert. Clr.: 0.0 ft
200d. Weather: Ptly Cloudy	A 26 / 1 214a Posted Weight Limit	NR	244 Span Lengths: 125 125 125
201. Struc.Stl. ASTM Desig.: 202. Waterprf.Membrane: -1	b. Posted Speed Limit:	70	200 330 200 125 125
Date Installed: 01/01/1	901 c. Narrow/1way Brdg Sign:	NA NA	245. Girder Depth:
203. Type Exp. Device: Modular	Adv. Warning Sign:	NA	246a. Type of Ovelay: NA
204. Type of Railing: PTR-1 (round hand rail) e. Navigation Lights?:	Yes	c. Overlay Thickness: 0.00 c. Overlay Date: 01/01/1901
205. Material Quantity: -3.00	Working/Not Working:	NO TERSTATE	d. Ovly Depth Changed >1":
b. Type of Found.: Steel Pi	ling 221. Substr.Cond.(U/W):		247. Protective Systems:
209. Type of Pier/Found.: 2	/ Yes 222. Fill Over RCB:	0	
210 Foundation Elev : 1 200 0	g/Drilled Snaπ 223. Appr.Slab/Rwy Cond.:	o organic Zinc 3Coat Sve	248 # Field Splices w/ Correctory
	0 -1.00 Z25. Paint Type/Ovrct: Int		249. Scour Crit. POA Exists?: _
211. Wear.Surf.Prot.Svs: Silan	e 226. Date Painted: 20	10	250. Headwall:
Date Installed: 01/01/1901	227. Paint Color: Gr	ay	257a. OkiePROS Truck Routing: Yes
213. Utilities Attached: Communi	cation 233. Deck Forming: 238. School Bus Rte.: Cu	rrent & Desired route	258. Plans w/Found.in ODOT File:
╠=┥╞┥	240. Appr. Rwy Type.: As	phalt/Bituminous	259. Scour Eval. in ODOT File: 263. Interchange at Intersection: No
└─────┘└─────┘	243. Grdr Spacing/No.:	1	264. Interstate Milepoint: 290.66
1	I		1



NRI No ·	Structure No ·	I ocal ID:	Suff Rating	
17051	6822 0000 X	<u>-1</u>	83.00	ND
Increation Date: 8/		dan Prendeville		
Inspection Date.				
Invoice No.: 89	1921 Inspected With:			
BRIDGE NOTES:		_		
3-125' P/S Concrete g	irders, (200'-330'-200')4-125',3-125' Continuo	us plate girder spans 2-30' road	ways. w/ 18 inch safety curbs & 4' median	
OS Inspection Items I	nclude:			
Monitor: all locations of	of cracks in the girders at the ends of stiffeners	; Fractured and cracked transv	erse separation beam in modular joint at pier 6;	
Cracking of modular jo	oint bearing boxes at pier 3; Misaligned joint su	upport bars and cracked/broker	off equidistant control bars at piers 3, 6 and 10; Crack	
in poor quality weld be	tween the lower lateral bracing gusset plate a	nd the vertical web stiffener for	girder 3 at floor beam 5, span 6; Lower lateral	
bracing gusset plate a	t floor beam 4, girder 3, in span 8; Elastomeric	c bearings for span 4 at pier 3;	_ateral and longitudinal movement of bearings at east	
abutment; Underminir	g/erosion of aprons at both abutments and ex	posed steel pile under beam 5	where undermining occurs at west abutment.	
	<u>ES:</u> 8/9/19			
PX-Reconnect metal I	oridge railing at two adjacent locations over pie	er 12 and replace the missing ra	ailing posts near midspan of span 13 and patch	
BX Patch spalle with	rele.			
PX Patch spalls with t	ving surface pear pourable control joints as lie	ted in the table in the "Driving S	urface" section of the report	
PX Penair cracks in th	hing surface freat pourable control joints as its	at pier 3 Install shim plates be	low the begring blocks to prevent future cracking	
PX Penair the cracks	d and broken modular support bars and equidi	stant control bars at piers 6 and	10 Install countermassures to keep the joint	
supports in place to p	revent further cracking	stant control bars at piers o and		
DX Denair transverse	separation beam at support box 2 of pier 6			
PX Penair/replace the	modular joint seals over piers 3.6 and 10 to r	revent water from leaking into	superetructure	
PX Peplace pourable	ioint seal at the abutments		superstructure.	
PX Peplace missing k	polite at stringer connections			
PX-Replace missing L	which the stringer disphrage over floor beam (anon 6 hotwoon atringoro 2 or	d 4	
PX-Dilli Out end of the	ut the ends of the cracks in the lower lateral h	racing dusset plates at location	a as listed in the "Elect Bracing System" below	
PX-Reattach the dam	nener rod holts/nuts at missing locations and r	enlace dampener rod where fra	interned	
PX-Consider natching	the large shall at hier 6 at the base of the hor	th column		
PX-Repair the broken	seismic cable anchorages			
PX-Reset the elastom	eric bearings for girder 1 for span 4 at nier 3 a	nd remove paint from the stain	ess steel sliding surface of the elastomeric bearings	
at pier 3.		and remove paint norm the stars	ess steer shang surface of the clustomene bearings	
PX-Remove paint from	n the stainless steel sliding surfaces of the ela	stomeric bearings at pier 3.		
PX-Removing the pac	k rust from below the rocker bearings to allow	proper movement of the bearing	as.	
FX-Monitor full depth	transverse cracking in original portion of the de	eck for growth and change in de	ensity.	
FX-Monitor sagging m	hiddle transverse separation beam of pier 6 join	nt.	0	
FX-Monitor the location	ons of cracks which have been retrofitted with	drilled holes for signs of crack p	ropagation beyond the drilled holes.	
FX-Monitor lateral bra	cing gusset plate connections to girder webs a	at undercuts and flame cuts.		
FX-Monitor possible c	rack at the end of the weld for the vertical stiff	ener under floor beam 7 girder	4 span 6.	
FX-Monitor crack in p	oor quality weld between the lower lateral brac	ing gusset plate and the vertica	I web stiffener for girder 3 at floor beam 5 span 6	
for propagation into th	e girder base-metal.		C .	
FX-Monitor lamination	and/or undercut at the girder web adjacent to	the end of the lower lateral bra	cing gusset plate weld at girder 4 south face of floor	
beam 2 span 6.				
FX-Monitor exposed e	ends of tendons for corrosion.			
FX-Monitor crack in th	e vertical web stiffener of girder 3 at floor bear	m 2 span 8.		
FX-Monitor pack rust	between stringer top flanges floor beam top fla	anges and diaphragm top flange	es and the deck soffit for growth and possible affects	
to driving surface.				
FX-Monitor gouge in f	loor beam 3 span 6 near girder 2 for cracking.			
FX-Monitor pack rust	between floor beam webs and gusset plateS ϵ	specially near piers.		
FX-Monitor the corros	ion hole in the lower lateral bracing gusset pla	te at girder 4 span 6 over pier 6	o for growth or deterioration.	
FX-Monitor the erosio	n that has developed adjacent to the south en	d of the east abutment apron.		
FX-Monitor corrosion	to east abutment bearings.			
FX-Monitor cracking in	າ approach slabs for potholes.			
FX-Monitor girder web	s for signs of distress in locations with gougin	g.		
FX-Monitor pack rust	between girder vertical web stiffeners and floo	r beam truss lower chord gusse	t plates for growth and distortion.	
FX-Monitor girder bott	om flange splice plate for pack rust initiation.			
FX-Monitor region of p	painted over pitting that is reactivating on the b	oottom flange of girder 4 south f	ace at floor beam 6 span 4.	

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	%3	Qty. 3	%4	Qty. 4	
12/4	Re Concrete Deck	sq.ft	119,340.00	70%	83,538.00	30%	35,802.00	0%	0.00	0%	0.00	



NE	I No.: Stru	ucture No.:	Local ID	:	Suff. Ratin	<u>g:</u>			
1	7051 682	22 0000 X	-1		83.00		ND		
PX ·	- The original portion of the deck (spa	ns 5-12 and 80 feet of	span 4) has control jo	nts at every second	or third floor beam.	The pourable			
joint	sealant has typically failed; allowing	water to drain onto the	floor system. Small sp	alls are typical along	g control joints. Deck	patches are			
com	mon along these joints; and many pat	tched areas exhibit rec	ent spalling and heavy	cracking. Multiple	areas previously me	ntioned as being			
dete	riorated have been patched. Areas s	pecifically listed in the	previous report but no	repaired include:					
Spa	n 4; Pier 4; Westbound; 8-inch wide x	6-inch long patch alor	g centerline with an 8-	square-foot spall in	westbound lane.				
Spa	n 4; Floor beam 7; Westbound; 4 squ	are-foot spall in south I	ane.						
Spa	n 5; Floor beam 0; Westbound; 8 squ	are-foot spall near cen	ter line.						
Spa	n 5; Floor beam 9; Westbound; 3 squ	are-foot spall in south I	ane.						
Spa	n 7; Floor beam 3; Westbound; 4 squ	are-foot spall in south I	ane.						
Spa	n 8; Floor beam 1; Westbound; 2 squ	are-foot spall at the ce	nter line.						
Spa	n 9; Floor beam 1; Westbound; 3 squ	are-foot spall in the no	rth lane.						
Spa	n 9; Floor beam 4; Westbound; 5 squ	are-foot spall in the no	rth lane.						
Spa	n 10; Floor beam 2; Westbound; 20 s	quare-foot spall in nort	h lane.						
The	newer portion of the deck in spans 1-	3 and approximately 1	25 feet of span 4; exhi	bits moderate transv	erse cracking up to (0.020 inches			
wide	e; spaced at 3-5 feet in isolated location	ons. Hairline map crac	king is typical. Span 3	exhibits diagonal cr	acking for westbound	d lanes also up			
to 0	030 inches. Some of the wider crack	s have been sealed.							
Orig	inal portion of the deck (spans 5-12 a	long with approximatel	y 80 feet of span 4) ty	bically exhibits trans	verse cracking up to	0.030 inches			
spa	ced at 5-10 feet. Many of the cracks a	are full depth and can b	be seen in the soffit.						
Pav	Pavement markers near floor beam 7 in span 4 and span 5 mid span are broken.								
The	The north edge of the deck at the west abutment is in contact with the backwall; causing the edge of the deck to spall.								
Min	or debris exists along deck at the med	ian.							
107 / 4	Steel Opn Girder/Beam	ft 5,540.00	91% 5,038.00	9% 500.00	0% 2.00	0% 0.00			

17051 6822 0000 X -1 83.00 FX - Several cracks and possible cracks exist at the ends of the horizontal atflerers at the splices. Several of these cracks have been arreaded by dified holes and the long and th 12-h long at the top and bottom respectively. Arrested by dified holes Sp1 42: Rev FP5 2: 2 cracks; thin long and 112-h long at the top and bottom respectively. Arrested by dified holes Sp1 4: GX Hear FD 5: Lower two contains 716 in vertical through crack. Arrested by dified holes Sp5 5: GX Hear FD 1: Upper web contains a 34-h long crack stopping shot of the arrestor hole. Crack in bottom veb is 114-h long arrested by the DT. Sp5 5: GX Hear FD 1: 2-h long crack in upper veb. With arrestor hole. Crack has grown 112:h since 2013. This crack has been retrofitted with a crack arrests builting by the DT. Sp5 5: GX Hear FD 1: 1-h long crack in upper veb. With arrestor hole. Crack has not grown in the 2014 OS attrough crack has grown 112:h since 2013. This crack has been retrofitted with a crack arrests builting threey i and 1-hole (below longitudinal sitterer) and 1-hole (below longitudinal sitterer) arcska arrested with dified holes. No change. Sp6 5: GX Hear FD 1: 1-hong crack arrested with a dified hole. Sp6 6: GX Hear FD 3: 1-holeg crack has not grown into the 2014 OS. This crack has been retrofitted with a crack arrest tualning by the DOT. Sp6 6: GX Hear FD 3: 1-holeg crack in upper web. Crack has not grown into the 2014 OS. This crack has been retrofitted with a crack arrest tualning by the DOT. Sp6 6: GX Hear FD 3: 1-holeg crack arrested with diffied holes. Sp6 6: GX Hear FD 3: 1-holeg crack arrested with diffied holes. S	NBI No.:	Structure No.:	Local ID:	Suff. Rating:	NI
FX Several cracks and possible cracks size at the ones of the horizontal sittleners at the splices. Beveral of these cracks have been arrested by diffield holes. Sp. 4, C3, Near Fb.5, 2 cracks, 1-in long and 11 12-in long at the top and bottom respectively. Arrested by diffield holes. Sp. 4, C4, Near Fb.5, 2 cracks, 1-in long and 11 12-in long at the top and bottom respectively. Arrested by diffield holes. Sp. 6, C4, Near Fb.5, 2 cracks, 1-in long and 11 12-in long at the top and bottom respectively. Arrested by diffield holes. Sp. 6, C3, Near Fb.1, 2-by not granks topping short of the arrestor hole. Crack in bottom web is 114-in long arrested by two 12-in diffield holes. Sp. 5, C3, Near Fb.1, 2-by not granks topping short of the arrestor hole. Crack has grown 11/2 in since 2013. This crack has been retrofitted with a crack arrest bushing by the DOT. Sp. 5, C3, Near Fb.1, 2-by not grank arrested by and infere arrestor hole. Sp. 6, C3, Near Fb.3, 2-by and 2-by and 2-by the DOT. Sp. 6, C4, Near Fb.3, 2-by and 2-by and track and 1-in long (below longitudinal stifferer) cracks arrested with diffed holes. No charges. Sp. 6, C4, Near Fb.3, 2-by and 2-by	17051	6822 0000 X	-1	83.00	N
arrened by dified holes and the locations are a stollaws: Sp4: 42, Near Fb 2, 2 cracks: 1-in long and 112-in long at the top and bottom respectively. Arrested by difield holes Sp4: 43, Near Fb 2, 2 cracks: 1-in long and 112-in long at the top and bottom respectively. Arrested by difield holes Sp4: 45, Near Fb 11; Upper web contains 71-6 in vertical to yolid hole. No crack in upper web but arrestor hole in place. Sp5: 51, Near Fb 11; Upper web contains a 34-in long crack stopping short of the arrestor hole. Crack in bottom web is 114-in long arrested by the 12-in drilled holes. Sp5: 52, Near Fb 12, 1-in long crack in upper web. We growth since the 2014 OS although crack has grown 112: In since 2013. This crack has been refolfield with a crack arrest bushing by the DOT. Sp5: 53, Near Fb 11; 7-in long crack in upper web with arrestor hole. Crack has not reached arrestor hole. Sp5: 64, Near Fb 11; 7-in long crack in upper web twith arrestor hole. No change. Sp5: 65, Near Fb 11; 7-in long crack in upper web crack has not grown since bar. Sp5: 65, Near Fb 11; 7-in long crack arrested with a drilled hole. Sp6: 61; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 61; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 62; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 63; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 64; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 65; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 65; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 61; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 63; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 63; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 63; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 63; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 61; Near Fb 3: 1-in long crack arrested with a drilled hole. Sp6: 61; Near Fb 3: 1-in long crack arrested w	FX – Several cracks and p	ossible cracks exist at the ends of the h	norizontal stiffeners at the splices.	Several of these cracks have been	
sp. 4. c2, Naer Fox, 2 croace, 1-m long and 11 L2-m long at the top and bottom respectively. Arrested by drine houses Sp. 4. 24, Naer Fox, 2 croace, 1-m long and 11 L2-m long at the top and bottom respectively. Arrested by drine houses Sp. 4. 24, Naer Fox, 2 croace, 1-m long and 11 L2-m long at the top and bottom respectively. Arrested by drine houses Sp. 4. 24, Naer Fox, 2 croace, 1-m long and 11 L2-m long at the top and bottom respectively. Arrested by drine house Sp. 6, 21, Naer Fox, 12-m long area of lack of housion on south face at end of LLB gusset plate. Sp. 6, 22, Naer Fox, 22-most, 12-m long area of lack of housion on south face at end of LLB gusset plate. Sp. 6, 22, Naer Fox, 22-most, 12-m long area of lack of housion on south face at end of LLB gusset plate. Sp. 6, 24, Naer Fox, 22-most, 12-m long area of lack of housion on south face at end of LLB gusset plate. Sp. 6, 24, Naer Fox, 23-most, 24-m long area of lack of housion on south face at end of LLB gusset plate. Sp. 6, 24, Naer Fox, 31-most, and area of lack of noision on south material most of lack and lac	arrested by drilled holes a	id the locations are as follows:		d bar d 20 a d barbar	
Spi (a), Near PD 5, Lotaks, Frinking and 1 March 100g at the upp and bolts Spi (a), Near PD 5, Lower web contains 715-in which it mough carack ansets by difficult how. No crack hunger web but ansetsor hole in place. Spi (a), Near PD 1, Diper web contains a 34-in long crack stopping short of the arrestor hole. Crack in bottom web is 1 1/4-in long arrested by the 12-in difficult holes. Spi (a), Near PD 1, 2-in long crack in upper girler web. No growth since the 2014 OS although crack has grown 1 1/2 in since 2013. This crack has been retrofitted with a crack arrest busing by the DOT. Spi (a), Near PD 1, 1-in long crack in upper web with arrestor hole. Crack has no treached arrestor hole. Spi (a), Near PD 3, 2-in long crack in upper web. Crack has no treached arrestor hole. Spi (a), Near PD 3, 2-in long crack arrestouling the DOT. Spi (a), Near PD 3, 1-in long crack arrested with a diffied hole. Spi (a), Near PD 3, 1-in long crack in upper web. Spi (a), Near PD 3, 1-in long crack in upper web. Spi (a), Near PD 3, 1-in long crack in upper web. Spi (a), Near PD 3, 1-in long crack in upper web. Spi (a), Near PD 3, 1-in long crack in upper web. Spi (a), Near PD 3, 1-in long crack in upper girder web. Spi (a), Near PD 3, 1-in long crack in upper girder web. Spi (a), Near PD 3, 1-in long crack in upper girder web. Spi (a), Near PD 3, 1-in long crack in upper girder web. Spi (a), Near PD 3, 1-in lo	Sp 4; G2; Near Fb5; 2 cra	sks; 1-in long and 1 1/2-in long at the to	p and bottom respectively. Arreste	a by arilled holes	
Sp 1, Eq., Near Pb 1: Upper web contains a 34-in long crack stopping short of the arrestor hole. Crack in bottom web is 1 1/4-in long arrested by two 1/2-in dired holes. Sp 5; (2), Near Pb 1: 2-in long crack in upper grider web. No growth income to 2013 diffuogli crack has grown 1 1/2 in since 2013. This crack has been retroffied with a crack arrest bushing by the DOT. Sp 5; (3), Rear Pb 1: 2-in long crack in upper grider web. No growth income to 2014 OS although crack has grown 1 1/2 in since 2013. This crack has been retroffied with a crack arrest bushing by the DOT. Sp 5; (3), Rear Pb 1: 7-8-in long crack in upper grider web. Sp 6: (3), Rear Pb 1: 7-8-in long crack arrested with a drilled hole. Sp 6: (3), Rear Pb 1: 7-8-in long crack in upper grider web. Sp 6: (3), Rear Pb 3: 2-crack arrested by 2-in dimater arrestor hole. Crack has not prove since the 2014 OS. This crack has been retroffied with a crack arrest bushing by the DOT. Sp 6: (3), Rear Pb 3: 2-crack arrested by 2-in dimater arrestor holes. No change. Sp 6: (3), Rear Pb 3: 2-crack arrested by 2-in dimater arrestor holes. Sp 6: (3), Rear Pb 3: 1-10-16 groack arrested with drilled holes. No first price Pb 3: 1-16 and since price Arrestor web. Sp 6: (3), Rear Pb 3: 1-10-16 groack arrested with drilled holes. No first price Pb 3: 1-114-in long crack in upper grider web. Sp 1: (3): Near Pb 3: 1-10-16 groack arrested with drilled holes. No first price Pb 3: 1-114-in long crack in upper grider web. Sp 1: (3: Near Pb 3: 1-114-in long crack arrested with drilled holes. No first prics price Pb 3: 1-114-in long crack has been	Sp 4; G4; Near Fb 5; 2 cra	cks; 1-in long and 1 1/2-in long at the to	op and bottom respectively. Arreste	ed by drilled noies	
public	Sp 4; G4; Near Fb 5; Lowe	r web contains 7/16-in vertical through	crack. Arrested by drilled hole. No	crack in upper web but arrestor note in	
by 0, 17, Hash (17) The local induction field of the set of the	Sp 5: G1: Near Eb 11: Up	per web contains a 3/4 in long crack sto	paging short of the arrestor hole. Cr	ack in bottom web is 1 1/4 in long arrested	
by the set of the set of the set of this in an south face at end of LLB gusset plate. Sp 5: G2, Near PD 12, 21n long crack in upper grider web. Sp 5: G3, Near PD 11, 12n in long crack in upper grider web. Sp 5: G4, Near PD 11, 12n in long crack in upper grider web. Sp 5: G4, Near PD 11, 12n in long crack in upper grider web. Sp 5: G4, Near PD 11, 12n in long crack in upper grider web. Sp 6: G4, Near PD 32, 12n long crack in upper grider web. Sp 6: G4, Near PD 32, 12n long crack in upper grider web. Sp 6: G4, Near PD 32, 12n long crack in upper grider web. Sp 6: G4, Near PD 32, 12n long crack in upper grider web. Sp 6: G4, Near PD 32, 12n long crack in upper grider web. Sp 10, G1, Near PD 32, cracks arrested with diffield holes. Sp 10, G1, Near PD 32, not long crack in upper grider web. Sp 10, G1, Near PD 32, not long crack in upper grider web. Sp 10, G1, Near PD 34, not visible crack. Sp 11, G2, Near PD 34, not visible crack. Sp 11, G2, Near PD 34, not visible crack. Sp 12, G2, Near PD 34, not visible crack. Sp 12, G2, Near PD 34, not visible crack. Sp 12, G2, Near PD 34, not visible crack. Sp 12, G2, Near PD 34, not visible crack. Sp 12, G2, Near PD 34, not visible crack. Sp 12, G2, Near PD 34, not visible crack. <td< td=""><td>by two 1/2-in drilled holes</td><td>er web contains a 3/4-in long crack sto</td><td>pping short of the arrestor hole. Of</td><td>ack in bollom web is 1 1/4-in long arrested</td><td></td></td<>	by two 1/2-in drilled holes	er web contains a 3/4-in long crack sto	pping short of the arrestor hole. Of	ack in bollom web is 1 1/4-in long arrested	
Sp 5; G2; Near Fb 11; 24: Inline grack in upper girder web. No growth since the 2014 OS although crack has grown 1 1/2 in since 2013. This crack has been retrofitted with a crack arrest bushing by the DOT. Sp 6; G3; Near Fb 11; 78: Inline grack in upper web with arrestor hole. Crack has not reached arrestor hole. Sp 6; G3; Near Fb 3; Crack has most arrested by 2-in disorder arrestor hole. No changes. Sp 6; G3; Near Fb 3; Crack has not grown since the 2014 OS. This crack has been retrofitted with a crack arrested by 2-in disorder arrestor holes. No change. Sp 6; G3; Near Fb 3; Crack has not grown since the 2014 OS. This crack has been retrofitted with a crack arrest bushing by the DOT. Sp 6; G3; Near Fb 3; Trivel hong crack in respective web. Sp 6; G3; Near Fb 3; Trivel hong crack in respective web. Sp 6; G4; Near Fb 3; Trivel hong crack in respective web. Sp 6; G4; Near Fb 3; Trivel hong crack in respective web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing guaset plates are welded to the girder web base metal. Sp 11; G2; Near Fb 3; Trivel hole crack. Sp 11; G2; Near Fb 3; Trivel hole crack. Sp 12; G2; Near Fb 3; Trivel hole crack. Sp 12; G2; Near Fb 3; Trivel hole crack. Sp 12; G2; Near Fb 3; Trivel hole crack. Sp 12; G2; Near Fb 3; Trivel hole crack. Sp 12; G2; Near Fb 3; Trivel hole crack. Sp 12; G2; Near Fb 3; Trivel hole crack. Sp 12; G2; Near Fb 3; Trivel hole	Sn 5: G2: Near Fh 0: 2-in	ong area of lack of fusion on south face	at end of LLB gusset plate		
crack has been retrofitted with a crack arrest bushing by the DOT. Sp 5: G3, Near Fb 11, 7-15 in long crack in upper web with arrestor hole. Crack has not reached arrestor hole. Sp 5: G4, Near Fb 11, 7-16 in long crack in upper web with arrestor hole. Crack has not reached arrestor hole. Sp 5: G4, Near Fb 11, 7-16 in long crack in upper web. Sp 5: G4, Near Fb 3, 75-8 in long crack in upper web. Sp 6: G1, Near Fb 3, 75-16 in long crack in upper web. Sp 6: G3, Near Fb 3, 75-16 in long crack in upper web. Sp 6: G4, Near Fb 3, 71-16 in long crack arrested with adrilled holes FX 6: G2, Near Fb 3, 71-16 in long crack in upper upper upder web. Sp 6: G3, Near Fb 3, 71-16 in long crack arrested with drilled holes FX - The lower lateral tracking guaset plates are wided to the girder web sath the use of 1/4-in thick backer bars to weld between the gaps. Many of these wides appear to have undercut the girder web sate metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing guaset plates are wided to the girder webs. Sp 11, G3, Near Fb1, no visible crack. Sp 11, G3, Near Fb2, no visible crack. Sp 12, G2, Near Fb2, no visible crack. Sp 12, G2, Near Fb2, no visible crack. Sp 12, G2, Near Fb2, no visible crack. Sp 12, G2, Near Fb2, no visible crack. Sp 12, G2, Near Fb2, no visible crack. Sp 12, G2, Near Fb2, no visible crack. Sp 12, G2, Near Fb2, no visible crack.	Sn 5: G2: Near Fh 11: 2-in	long crack in upper girder web. No gr	by the since the 2014 OS although c	rack has grown 1 1/2 in since 2013 This	
Sp 5 (3) Near FD 11, 79-in long grack in upper web with arrestor hole. Crack has not reached arrestor hole. Sp 5 (3) Near FD 3, 79-in long grack in upper web with arrestor hole. Crack has not reached arrestor hole. Sp 5 (3) Near FD 3, 20 racks arrested y2-in diameter arrestor holes. No change. Sp 6 (3) Near FD 3, 12 racks arrested y2-in diameter arrestor holes. No change. Sp 6 (3) Near FD 3, 11 rule in grack in upper yeb. Crack has not grown since the 2014 QS. This crack has been retrofitted with a crack arrest bushing by the DOT. Sp 6 (3) Near FD 3, 11 rule in gracks arrested y2-in diameter arrestor holes. No change to paint crack in upper grider web. Sp 6 (3) Near FD 3, 11 rule in gracks arrested y2-in diameter arrestor holes. No change to paint crack in upper grider web. Sp 6 (3) Near FD 3, 11 rule in long crack arrested with direlle holes FX - The tower lateral bracing gusset plates are welded to the grider web same base metal. Holes have been direl in the grider webs at the ends of the lower lateral bracing gusset plates ar tollowing locations: Sp 10, (3) Near FD1, no visible crack. Sp 11, (32, Near FD1, no visible crack. Sp 12, (32, Near FD1, no visible crack. <td>crack has been retrofitted</td> <td>with a crack arrest bushing by the DOT</td> <td></td> <td></td> <td></td>	crack has been retrofitted	with a crack arrest bushing by the DOT			
Sp 5: G4: Near Fb 3: 58-in long (above longitudinal stiffener) and 1-in long (below longitudinal stiffener) cracks arrested with drilled hole. Sp 5: G4: Near Fb 3: 5 in long crack arrested with a drilled hole. Sp 6: G1: Near Fb 3: 2 ranks arrested by 2-in diameter arrestor holes. No change. Sp 6: G2: Near Fb 3: 11-14 in long crack in upper ub. Sp 6: G2: Near Fb 3: 11-14 in long crack in upper grider web. Sp 6: G3: Near Fb 3: 11-14 in long crack in upper grider web. Sp 6: G3: Near Fb 3: 11-14 in long crack arrested with drilled holes FX - The lower lateral bracing gusset plates are welded 0 the grider webs with the use of 14-in thick backer bars to weld between the gaps. Many of these welds appear to have undercut the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gusset plates are lolowing locations. Sp 11: G1: Near Fb 1: no visible crack. Sp 12: G2: Near Fb 1: no visible crack. Sp 12: G2: Near Fb 1: no visible crack. Sp 12: G2: Near Fb 2: no visible crack. Sp 12: G2: Near Fb 2: no visible crack. Sp 12: G2: Near Fb 2: no visible crack. Sp 12: G2: Near Fb 3: no visible crack. Sp 12: G2: Near Fb 3: no visible crack. Sp 12: G2: Near Fb 2: no visible crack. Sp 12: G2: Near Fb 3: no visible crack. Sp 14: G2: Near Fb 3: no visible crack. Sp 14: G2: Near Fb 3:	Sp 5: G3: Near Fb 11: 7/8	in long crack in upper web with arresto	r hole. Crack has not reached arre	stor hole.	
changes. Sp 5, G4, Near Fb 11; 1-in long crack arrested with a drilled hole. Sp 6, G2, Near Fb 3, 2 cracks arrested by 2-in diameter arrestor holes. No change. Sp 6, G2, Near Fb 3, 2 cracks arrested by 2-in diameter arrestor holes. No change. Sp 6, G3, Near Fb 3, 10 change to paint crack in upper grider web. Sp 6, G3, Near Fb 3, 10 change to paint crack in upper grider web. Sp 6, G3, Near Fb 3, 10 change to paint crack in upper grider web. Sp 6, G3, Near Fb 3, 10 change to paint crack in upper grider web. Sp 6, G4, Near Fb 3, 10 change crack arrested with cilled holes FX — The lower lateral bracing guaset plates are welded to the grider web base metal. Holes have been drilled in the grider webs at the ends of the lower lateral bracing guaset plates at following locations: Sp 10, G1, Near Fb 4, no visible crack. Sp 11, G2, Near Fb 3, no visible crack. Sp 11, G2, Near Fb 3, no visible crack. Sp 12, G2, Near Fb 3, no visible crack. Sp 12, G2, Near Fb 3, no visible crack. Sp 12, G2, Near Fb 3, no visible crack. Weld material has also spilled behind the backer bars along the grider webs. FX — A server locations: the lower lateral bracing guaset plates have been flame cut and reatlached to the grider webs with bolted angles. Gouges in the grider webs up to 1/4-in tide per stat along the original lower lateral bracing guiset plates at between horizontal spilled behind the backer bars along the original lower lateral bracing guiset plates and between horizontal spiller flamps. Minor pack rust up to 1/4-in titk is developing at grider bottom flamps spiller danges. FX — A crack was observed at the cod the tower lateral bracing guaset plates where grider ends but up against each other. Pack rust is active in many locations and worse at expansion joints. FX — A particle as the end of the wetfor the vertical web stiffeners and floor beam T, grider 4; spun face of floor beam 3; span 6. The paint crack exists at the end of the wetfor the vertical stiffener under floor beam 5; in span 6. The paint cr	Sp 5: G4: Near Fb 3: 5/8-i	long (above longitudinal stiffener) and	1-in long (below longitudinal stiffer	ner) cracks arrested with drilled holes. No	
Sp 5, G2 Near Fb 11; 1-in long crack arrested with a drilled hole. Sp 6, G1; Near Fb 31; 1-long crack in upper use. Sp 6, G2; Near Fb 3; 1-long crack in upper use. Sp 6, G3; Near Fb 3; 1-long crack in upper use. Sp 6, G3; Near Fb 3; 1-long crack in upper grider web. Sp 6, G3; Near Fb 3; 1-long crack in upper grider web. Sp 6, G3; Near Fb 3; 1-long crack arrested with drilled holes FX – The lower lateral bracing gusset plates are welded to the grider webs are the use of 1/4-in thick backer bars to weld between the gaps. Many of these welds appear to have undercut the grider web base metal. Holes have been drilled in the grider webs at the ends of the lower lateral bracing gusset plates at following locations: Sp 11; G2; Near Fb1; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 14; G4; G4; G4; G4; G4; G4; G4; G4; G4; G	changes.			,	
Sp 6: G1: Near Fb 3: 2 cracks arrested by 2-in diameter arrestor holes. No change. Sp 6: G2: Near Fb 3: The long crack in upper web. Crack has not grown since the 2014 OS. This crack has been retrofitted with a crack arrest bushing by the DOT. Sp 6: G3: Near Fb 3: No change to paint crack in upper girder web. Sp 6: G3: Near Fb 3: No change to paint crack in upper girder web with the use of 1/4-in thick backer bars to weld between the gaps. Many of these welds appear to have undercut the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gusset plates are welded to the girder webs with the use of 1/4-in thick backer bars to weld between the gaps. Sp 10: G1: Near Fb4: no visible crack. Sp 11: G1: Near Fb4: no visible crack. Sp 12: G2: Near Fb2: no visible crack. Sp 12: G2: Near Fb1: no visible crack. Sp 12: G2: Near Fb2: no visible crack. Sp 12: G2: Near Fb1: no visible crack. Sp 12: G2: Near Fb2: no visible crack. Sp 11: G1: Near Fb1: no visible crack. Sp 12: G2: Near Fb2: no visible crack. Sp 12: G2: Near Fb1: no visible crack. Sp 4: G2: Near Fb2: no visible crack. Sp 11: G1: Near Fb1: no visible crack. Sp 4: G2: Near Fb1: no visible crack. Sp 11: G1: Near Fb1: no visible crack. Sp 4: A crack was observed at the loc of the loc viel to viel vicitical web stiffener sp and ? north face at floor beam 2. The crack currently measures 11 f2: n (3/0-in growth) in length.<	Sp 5: G4: Near Fb 11: 1-ir	long crack arrested with a drilled hole.			
Sp 6; G2; Near Fb 3; No change to paint crack in upper girder web. Sp 6; G3; Near Fb 3; No change to paint crack in upper girder web. Sp 6; G3; Near Fb 3; No change to paint crack in upper girder web. Sp 6; G3; Near Fb 3; No change to paint crack in upper girder web with the use of 1/4-in thick backer bars to weld between the gaps. Marry of these welds appear to have undercut the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gueset plates are welded to the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gueset plates at following locations: Sp 10; G1; Near Fb1; no visible crack. Sp 11; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb1; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 14; G1; Near Fb3; no visible crack. Sp 14; G2; Near Fb3; no visible crack. Sp 14; G1; Near Fb3; no visible crack Sp 14; G2;	Sp 6; G1; Near Fb 3; 2 cra	cks arrested by 2-in diameter arrestor h	noles. No change.		
arrest bushing by the DOT. Sp 6: G3, Near Fb 3; No change to paint crack in upper girder web. Sp 6: G4, Near Fb 3; 114-in long crack arrested with dilled holes FX - The lower lateral bracing gusset plates are velided to the girder web swith the use of 1/4-in thick backer bars to weld between the gaps. Mary of these welds appear to have undercut the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gusset plates at following locations: Sp 10; G1; Near Fb1; no visible crack. Sp 11; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. SP 14; G1; Wash Sp 10; G1; Near Fb4; no visible crack. Sp 12; G2; Near Fb2; no visible crack. SP 14; G2; Near Fb3; no visible crack. Sp 12; G2; Near Fb2; no visible crack. SP 14; G1; Wash Sp 10; 14/-in thick backer bars along the original lower lateral bracing weld lines. FX - A crack was observed at the toe of the towel for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 1 1/2 in (3/8-in growth) in length. FX - A pack nust up to 1/4-in thick bis developing at girder bottom flange splice plates where girder ends but up against each other. Pack nust is active in many locations and worse at expansion joints. FX - A part crack sists at the end of the wertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future	Sp 6; G2; Near Fb 3; 1-in	ong crack in upper web. Crack has not	t grown since the 2014 OS. This cra	ack has been retrofitted with a crack	
Sp 6: G3: Near Fb 3: 11/4-in long crack arrested with dified holes FX — The lower lateral bracing gusset plates are welded to the girder webs with the use of 14-in thick backer bars to weld between the gaps. Many of these welds appear to have undercut the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gusset plates are welded to the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gusset plates at following locations: Sp 10: G1: Near Fb4: no visible crack. Sp 11: G2: Near Fb1; no visible crack. Sp 12: G2: Near Fb1; no visible crack. Sp 12: G2: Near Fb1; no visible crack. Sp 12: G2: Near Fb2; no visible crack. Sp 12: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 12: G2: Near Fb1; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 12: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb1; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb1; no visible crack. Sp 14: G2: Near Fb2; no visible crack. Sp 14: G2: Near Fb1; no visible crack. <	arrest bushing by the DOT				
Sp 6: G4: Near Fb 3: 1 14-in long crack arrested with drilled holes FX - The lower lateral bracing gusset plates are welded to the girder webs with the use of 1/4-in thick backer bars to weld between the gaps. Many of these welds appear to have undercut the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gusset plates at following locations: Sp 10; G1: Near Fb1; no visible crack. Sp 11; G2: Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sy 12; G2; Near Fb2; no visible crack. SV HWeld material bas also splited behind the backer bars along the girder webs. FX - A tseveral locations; the lower lateral bracing gusset plates have been flame cut and reattached to the girder webs with bolted angles. Gouges in the girder webs up to 1/4-in deep exist along the original lower lateral bracing weld lines. FX - A cark was observed at the too of the top weld for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 11/2 in (3/8-in growth) in length. FX - A park tup to 1/2-in thick xists between some girder vertical web stiffeners on span 8; girder 3; north face at floor beam 12. The crack was observed weld for the vertical stiffener under floor beam 1; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX - A particular crack exists at the oof of the weld for the vertical stiffener suppars 3; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX - An undercut cas	Sp 6; G3; Near Fb 3; No c	nange to paint crack in upper girder wel	b.		
FX - The lower lateral bracing gusset plates are welded to the girder webs with the use of 1/4-in thick backer bars to weld between the gaps. Many of these welds appear to have undercut the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gusset plates at following locations: Sp 10; G1; Near Fb4; no visible crack. Sp 11; G2; Near Fb3; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 14; G1; Near Fb4; no visible crack. Sp 14; G1; Near Fb4; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 14; G1; Near Fb4; no visible crack. Sp 14;	Sp 6; G4; Near Fb 3; 1 1/4	-in long crack arrested with drilled holes	S		
Many of these welds appear to have undercut the girder web base metal. Holes have been drilled in the girder webs at the ends of the lower lateral bracing gusset plates at following locations: Sp 11; G1; Near Fb1; no visible crack. Sp 11; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Weld material has also splite behind the backer bars along the girder webs. FX – A reveral locations; the lower lateral bracing gusset plates have been flame cut and reattached to the girder webs with bolted angles. Gouges in the girder webs up to 14/-in deep exist along the original lower lateral bracing weld lines. FX – A crack was observed at the too of the top weld for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 11/2 in (3/8-in growth) in length. FX – A crack was observed at the too of the vertical web stiffeners and floor beam truss lower chord gusset plates and between horizontal splice flanges. Minor pack rust up to 1/4-in thick exists between some girder vertical web stiffeners and floor beam 1; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX – A nu undercut exists at the end of the wertical stiffener under floor beam 1; girder 4; span 6. This is a paint crack but should be sufficient for girder 3 at floor beam 5; in span 6. FX – An undercut exists in the girder web adjacent to the end of the lower lateral bracing gusset plate weld at girder 4; south face of floor beam 3; span 5. </td <td>FX – The lower lateral bra</td> <td>cing gusset plates are welded to the gire</td> <td>der webs with the use of 1/4-in thic</td> <td>k backer bars to weld between the gaps.</td> <td></td>	FX – The lower lateral bra	cing gusset plates are welded to the gire	der webs with the use of 1/4-in thic	k backer bars to weld between the gaps.	
Interval bracing gusset plates at following locations: Sp 10: G1: Near Fb1: no visible crack. Sp 11: G2: Near Fb1: no visible crack. Sp 12: G2: Near Fb1: no visible crack. Sy 12: G2: Near Fb1: no visible crack. Weld material has also spilled behind the backer bars along the girder webs. FX – A several locations: Tb1 how visible crack. Gouges in the girder webs up to 1/4-in deep exist along the original lower lateral bracing weld lines. FX – A crack was observed at the too of the top weld for the vertical web stiffener on span 8; girder 3, north face at floor beam 2. The crack currently measures 1 1/2: in (38-in growth) in length. FX – Pack rust up to 1/2-in thick exists between some girder vertical web stiffeners and floor beam truss lower chord gusset plates and between horizontal spilce flanges. Minor pack rust up to 1/4-in thick is developing at girder bottom flange spilce plates where girder ends butt up against each other. Pack rust is active in many locations and worse at expansion joints. FX – A part crack exists at the end of the welf for the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in fulture inspections. FX – A nudercut exists in the girder 4 spilce nart floor beam 3; span 5. Tri-kaial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time.	Many of these welds appe	ar to have undercut the girder web base	e metal. Holes have been drilled in	the girder webs at the ends of the lower	
Sp 10; G1; Near Fb4; no visible crack. Sp 11; G2; Near Fb1; no visible crack. Sp 12; G2; Near Fb1; no visible crack. Sp 12; G2; Near Fb1; no visible crack. Sp 12; G2; Near Fb1; no visible crack. SWeld material has also spilled behind the backer bars along the girder webs. FX – A raveral locations; the lower lateral bracing gusset plates have been flame cut and reattached to the girder webs with bolted angles. Gouges in the girder webs up to 1/4:-in deep visit along the original lower lateral bracing weld lines. FX – A crack was observed at the toe of the top weld for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 11/2 in (3/8-in growth) in length. FX – A crack was observed at the toe of the vertical web stiffeners and floor beam fruss lower chord gusset plates and between horizontal splice flanges. Minor pack rust up to 1/4-in thick is developing at girder bottom flange splice plates where girder ends butt up against each other. Pack rust is a tokine in many locations and worse at expansion joints. FX – A pair track exists at the end of the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX – A an undercut exists in the girder web adjacent to the end of the lower lateral bracing gusset plate and the vertical web stiffener for girder 3 at thore beam 5; nspan 6. FX – A antify system is generally in satifactory condition with the exception of isolated areas of reactivating painted over pack rust; minor surface corrosion; and flaxing or peeling paint	lateral bracing gusset plate	es at following locations:			
Sp 11; G1; Near Fb1; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Weld material has also spliled behind the backer bars along the girder webs. FX – At several locations; the lower lateral bracing gusset plates have been flame cut and reattached to the girder webs with bolted angles. Gouges in the girder webs up to 1/4-in deep exist along the original lower lateral bracing weld lines. FX – A crack was observed at the toe of the top weld for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 1 1/2 in (3/8-in growth) in length. FX – A crack was observed at the toe of the top weld for the vertical web stiffeners and floor beam truss lower chord gusset plates and between horizontal splice flanges. Minor pack rust up to 1/4-in thick exists between some girder vertical web stiffener on span 8; girder 3; porth face at floor beam 2. The crack currently measures 1 1/2 in (3/8-in growth) in length. FX – A park crack exists at the end of the weld for the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX – A napproximately 3-in long crack exists through the poor quality weld between the lower lateral bracing gusset plate and the vertical web stiffeners for girder 3 at too beam 5; in span 6. FX – An undercut exists in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time. I4 Steel Protec	Sp 10; G1; Near Fb4; no v	isible crack.			
Sp 11; G2; Near Fb2; no visible crack. Sp 12; G2; Near Fb2; no visible crack. Weld material has also spilled behind the backer bars along the girder webs. FX - At several locations; the lower lateral bracing gusset plates have been flame cut and reattached to the girder webs with bolted angles. Gouges in the girder webs up to 1/4-in deep exist along the original lower lateral bracing weld lines. FX - A rack was observed at the toe of the top weld for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 11/2 in (3R)-in growth) in length. FX - Pack rust up to 1/2-in thick exists between some girder vertical web stiffeners and floor beam truss lower chord gusset plates and between horizontal spilce flanges. Minor pack rust up to 1/4-in thick is developing at girder bottm flange spilce plates where girder ends butt up against each other. Pack rust us active im many locations and worse at expansion joints. FX - A paint crack exists at the end of the weld for the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX - An approximately 3-in long crack exists through the poor quality weld between the lower lateral bracing gusset plate and the vertical web stiffener for girder 3 at floor beam 5; in span 6. FX - An undercut exists in the girder web adjacent to the end of the lower lateral bracing gusset plate weld at girder 4; south face of floor beam 2; span 6. One missing bot is present in the girder 3 splice near floor beam 3; span 5. TT-revalai welds exist at interesectony between the webs; fla	Sp 11; G1; Near Fb1; no v	isible crack.			
Sp 12; G2; Near Fb1; no visible crack. Weld material has also spilled behind the backer bars along the girder webs. FX – At several locations; the lower lateral bracing gusset plates have been flame cut and reattached to the girder webs with bolted angles. Gouges in the girder webs up to 1/4-in deep exist along the original lower lateral bracing weld lines. FX – A crack was observed at the toe of the top weld for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 1 1/2 in (3/8-in growth) in length. FX – Pack rust up to 1/2-in thick exists between some girder vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 1 1/2 in (3/8-in growth) in length. FX – Pack rust up to 1/2-in thick exists between some girder vertical web stiffeners and floor beam frues place plates where girder ends butt up against each other. Pack rust is active in many locations and worse at expansion joints. FX – A paint crack exists at the end of the welf of the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX – An undercut exists in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at timesections between the web; flanges and flfeners. No cracked welds are noted at this time. 1/4 Steel Protective Coating sq.ft 300,000.00 0% 0.00 100% 0.00 0% 0.00	Sp 11; G2; Near Fb3; no v	isible crack.			
Sp 12; G2; Near Fb2; no visible crack. Weld material has also spilled behind the backer bars along the girder webs. FX – At several locations; the lower lateral bracing gusset plates have been flame cut and reattached to the girder webs with bolted angles. Gouges in the girder webs up to 1/4-in deep exist along the original lower lateral bracing weld lines. FX – A crack was observed at the toe of the top weld for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 11/2 in (3/8-in growth) in length. FX – Pack rust up to 1/2-in thick exists between some girder vertical web stiffeners and floor beam truss lower chord gusset plates and between horizontal splice flanges. Minor pack rust up to 1/4-in thick is developing at girder bottom flange splice plates where girder ends butt up against each other. Pack rust is active in many locations and worse at expansion joints. FX – A naptroximately 3-in long crack exists through the poor quality weld between the lower lateral bracing gusset plate and the vertical web stiffener or girder 3 at floor beam 5; in span 6. FX – An approximately 3-in long crack exists through the poor quality weld between the lower lateral bracing gusset plate weld at girder 4; south face of floor beam 2; span 6. One missing bott is present in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the webs; flanges and stiffeners. I/4 Steel Protective Coating Steel Protective Coating sq.ft 30,000.00 0% 0.00	Sp 12; G2; Near Fb1; no v	isible crack.			
Weld material has also spilled behind the backer bars along the girder webs. FX – At several locations; the lower lateral bracing gusset plates have been flame cut and reattached to the girder webs with bolted angles. Gouges in the girder webs up to 1/4-in deep exist along the original lower lateral bracing weld lines. FX – A crack was observed at the toe of the top weld for the vertical web stiffener on span 8; girder 3; north face at floor beam 2. The crack currently measures 1 1/2 in thick exists between some girder vertical web stiffeners and floor beam truss lower chord gusset plates and between horizontal splice flanges. Minor pack rust up to 1/4-in thick is developing at girder bottom flange splice plates where girder ends butt up against each other. Pack rust is active in many locations and worse at expansion joints. FX – A cark or girder 3: at the end of the welf for the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX – A napproximately 3-in long crack exists through the poor quality weld between the lower lateral bracing gusset plate and the vertical web stiffener for girder 3: at floor beam 5; in span 6. FA – An undercut exists in the girder splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the web; flanges and stiffeners. No cracked welds are noted at this time. 1/4 Steel Protective Coating sq.ft 330,000.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00 0% 0.00	Sp 12; G2; Near Fb2; no v	isible crack.			
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Contention Interfact (3)-cm glowth) in tengol. FX - Pack rust up to 1/2-in thick exists between some girder vertical web stiffeners and floor beam truss lower chord gusset plates and between horizontal splice flanges. Minor pack rust up to 1/4-in thick is developing at girder bottom flange splice plates where girder ends butt up against each other. Pack rust is active in many locations and worse at expansion joints. FX - A paint crack exists at the end of the weld for the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX - A n approximately 3-in long crack exists through the poor quality weld between the lower lateral bracing gusset plate and the vertical web stiffener for girder 3 at floor beam 5; in span 6. FX - A n undercut exists in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time. 74 Steel Protective Coating sqlit 330,000.00 0% 0.00 100% 330,000.00 0% 0.	FX – A Crack was observe	a at the toe of the top weld for the vertic	cal web sufferier on span 8; girder 3	s; north face at floor beam 2. The crack	
Procent bit up to 1/2-influide exists between some glinder Vertical web stiffener all noto beam fucts tower chold gusser plates and between horizontal splice flanges. Minor pack rust up to 1/4-in thick is developing at girder bottom flange splice plates where girder ends butt up against each other. Pack rust is active in many locations and worse at expansion joints. FX – A paint crack exists at the end of the weld for the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX – An approximately 3-in long crack exists through the poor quality weld between the lower lateral bracing gusset plate and the vertical web stiffener for girder 3 at floor beam 5; in span 6. FX – An undercut exists in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time. /4 Steel Protective Coating sq.ft 74 Steel Protective Coating sq.ft 4,140.00 100% 0.00 0% 0.00 0% 0.00 74 Steel Stringer ft 4,140.00 100% 4,140.00 0% 0.00 0% 0.00 0% 0.00 74 Steel Stringer ft 5,540.00 98% 5,438.00 2% 100.00 0% 0.00 0% 0.00 0% 0.00 0%	Currently measures 1 1/2 1	1 (3/8-in growin) in length.	ad wab atiffanara and flaar baam t	rup lower chard quaget plates and	
between noticed in the pack test op to infern thick is developing and the points. FX – A paint crack exists at the end of the weld for the vertical stiffener under floor beam 7; girder 4; span 6. This is a paint crack but should be monitored in future inspections. FX – An approximately 3-in long crack exists through the poor quality weld between the lower lateral bracing gusset plate and the vertical web stiffener for girder 3 at floor beam 5; in span 6. FX – An undercut exists in the girder web adjacent to the end of the lower lateral bracing gusset plate weld at girder 4; south face of floor beam 2; span 6. FX – An undercut exists in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time. /4 Steel Protective Coating sq.ft 330,000.00 0% 0.00 100% 330,000.00 0% 0.	hetween horizontal splice	langes Minor pack rust up to 1/4 in thi	ick is developing at girder bottom fl	and splice plates where girder and butt	
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stiffener for girder 3 at floor beam 5; in span 6. FX – An undercut exists in the girder web adjacent to the end of the lower lateral bracing gusset plate weld at girder 4; south face of floor beam 2; span 6. One missing bolt is present in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time. / 4 Steel Protective Coating sql,t 330,000.00 0% 0.00	FX – An approximately 3-i	a long crack exists through the poor que	ality weld between the lower lateral	bracing gusset plate and the vertical web	
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beam 2; span 6. One missing bolt is present in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time. /4 Steel Protective Coating sq.ft 330,000.00 0% 0.00 100% 330,000.00 0% 0.00 0%	FX – An undercut exists in	the girder web adjacent to the end of the	he lower lateral bracing gusset plat	e weld at girder 4; south face of floor	
One missing bolt is present in the girder 3 splice near floor beam 3; span 5. Tri-axial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time. / 4 Steel Protective Coating sq.ft 330,000.00 0% 0.00 100% 330,000.00 0% 0.00 <td< td=""><td>beam 2; span 6.</td><td>с <i>і</i></td><td></td><td></td><td></td></td<>	beam 2; span 6.	с <i>і</i>			
Tri-axial welds exist at intersections between the webs; flanges and stiffeners. No cracked welds are noted at this time. / 4 Steel Protective Coating sq.ft 330,000.00 0% 0.00 100% 330,000.00 0% 0.00<	One missing bolt is preser	t in the girder 3 splice near floor beam	3; span 5.		
/ 4 Steel Protective Coating sq.ft 330,000.00 0% 0.00 100% 330,000.00 0% 0.00 0	Tri-axial welds exist at inte	rsections between the webs; flanges ar	nd stiffeners. No cracked welds are	e noted at this time.	
The paint system is generally in satisfactory condition with the exception of isolated areas of reactivating painted over pack rust; minor surface corrosion; and flaking or peeling paint most common near the piers. / 4 Pre Opn Conc Girder/Beam ft 4,140.00 100% 4,140.00 0% 0% 0% <	/ 4 Steel Protectiv	e Coating sq.ft 330,000.00	0% 0.00 100% 330,0	0.00 0% 0.00 0% 0.00	
minor surface corrosion; and flaking or peeling paint most common near the piers. 14 Pre Opn Conc Girder/Beam ft 4,140.00 100% 4,140.00 0% 0% <	The paint system is ge	nerally in satisfactory condition with the	e exception of isolated areas of rea	ctivating painted over pack rust;	
Image: 14 Pre Opn Conc Girder/Beam ft 4,140.00 100% 4,140.00 0% 0% 0% 0% 0% <td>minor surface corrosic</td> <td>n; and flaking or peeling paint most cor</td> <td>nmon near the piers.</td> <td></td> <td></td>	minor surface corrosic	n; and flaking or peeling paint most cor	nmon near the piers.		
No significant deficiencies were observed to the prestressed concrete girders in spans 1-3. Image: I	/ 4 Pre Opn Conc G	irder/Beam ft 4,140.00	100% 4,140.00 0% 0	.00 0% 0.00 0% 0.00	
Image: 14 Steel Stringer ft 5,540.00 98% 5,438.00 2% 100.00 0% 2.00 0% 0.00 PX – Bolts and/or nuts are missing in the connections to the floor beams at the following locations: Two missing at span 6; west side of floor beam 1; stringer 1. Missing nut at span 6; east side of floor beam 1; north face of stringer 3. Three missing or not fully seated bolts at span 7; floor beam 2; stringer 4. One missing bolt at span 8; west face of floor beam 0; stringer 3. PX – There is an 8 1/2-inch long crack in the stringer diaphragm over floor beam 5; in span 6; between stringers 3 and 4. The crack was 6 inches long during the 2016 OS inspection; however; no growth was noted during this inspection. FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact	No significant deficiencies	were observed to the prestressed conc	crete girders in spans 1-3.		
 PX – Bolts and/or nuts are missing in the connections to the floor beams at the following locations: Two missing at span 6; west side of floor beam 1; stringer 1. Missing nut at span 6; east side of floor beam 1; north face of stringer 3. Three missing or not fully seated bolts at span 7; floor beam 2; stringer 4. One missing bolt at span 8; west face of floor beam 0; stringer 3. PX – There is an 8 1/2-inch long crack in the stringer diaphragm over floor beam 5; in span 6; between stringers 3 and 4. The crack was 6 inches long during the 2016 OS inspection; however; no growth was noted during this inspection. FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact 	/ 4 Steel Stri	nger ft 5,540.00	98% 5,438.00 2% 10	0.00 0% 2.00 0% 0.00	
Two missing at span 6; west side of floor beam 1; stringer 1. Missing nut at span 6; east side of floor beam 1; north face of stringer 3. Three missing or not fully seated bolts at span 7; floor beam 2; stringer 4. One missing bolt at span 8; west face of floor beam 0; stringer 3. PX – There is an 8 1/2-inch long crack in the stringer diaphragm over floor beam 5; in span 6; between stringers 3 and 4. The crack was 6 inches long during the 2016 OS inspection; however; no growth was noted during this inspection. FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact	PX – Bolts and/or nuts are	missing in the connections to the floor	beams at the following locations:		
Missing nut at span 6; east side of floor beam 1; north face of stringer 3. Three missing or not fully seated bolts at span 7; floor beam 2; stringer 4. One missing bolt at span 8; west face of floor beam 0; stringer 3. PX – There is an 8 1/2-inch long crack in the stringer diaphragm over floor beam 5; in span 6; between stringers 3 and 4. The crack was 6 inches long during the 2016 OS inspection; however; no growth was noted during this inspection. FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact	Two missing at span 6; we	st side of floor beam 1; stringer 1.			
Three missing or not fully seated bolts at span 7; floor beam 2; stringer 4. One missing bolt at span 8; west face of floor beam 0; stringer 3. PX – There is an 8 1/2-inch long crack in the stringer diaphragm over floor beam 5; in span 6; between stringers 3 and 4. The crack was 6 inches long during the 2016 OS inspection; however; no growth was noted during this inspection. FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact	Missing nut at span 6; eas	t side of floor beam 1; north face of strir	nger 3.		
One missing bolt at span 8; west face of floor beam 0; stringer 3. PX – There is an 8 1/2-inch long crack in the stringer diaphragm over floor beam 5; in span 6; between stringers 3 and 4. The crack was 6 inches long during the 2016 OS inspection; however; no growth was noted during this inspection. FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact	Three missing or not fully	seated bolts at span 7; floor beam 2; str	ringer 4.		
PX – There is an 8 1/2-inch long crack in the stringer diaphragm over floor beam 5; in span 6; between stringers 3 and 4. The crack was 6 inches long during the 2016 OS inspection; however; no growth was noted during this inspection. FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact	One missing bolt at span 8	; west face of floor beam 0; stringer 3.			
inches long during the 2016 OS inspection; however; no growth was noted during this inspection. FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact	PX – There is an 8 1/2-inc	n long crack in the stringer diaphragm c	over floor beam 5; in span 6; betwe	en stringers 3 and 4. The crack was 6	
FX – The deck is lifting off the stringers at several locations. This separation can eventually cause an uneven riding surface increasing impact	inches long during the 201	6 OS inspection; however; no growth w	as noted during this inspection.		
	FX – The deck is lifting off	the stringers at several locations. This	separation can eventually cause a	n uneven riding surface increasing impact	
on the superstructure and further accelerating deck deterioration.	on the superstructure and	further accelerating deck deterioration.			
Stringer 2 diaphragm connection on the north face at floor beam 1; span 8 exhibits 5 of 7 connection bolts not fully seated.	Stringer 2 diaphragm conr	ection on the north face at floor beam 1	1; span 8 exhibits 5 of 7 connection	bolts not fully seated.	

SCHEMMER 4-4: ..

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1703					-1				03.00			
FX - FIO	or beam 3 in span 6 between gin	ders 1 and 2	to 1/4 inch	nch long x		in the bett	ge in the b om flongo	ottom nang		mately 2 fee	to	
ho from	er 2. The noor beam also has a	n approxima		d it is sool	mod that		om nange	io ine easi	tional aun	eep appears		
beam	construction, has not changed in		ections, an	u il is assi	ineu inai		ranning pro	mues auui	lional sup		501	
	loor beam 6 in span 4 between a	airdore 3 and	1/2 thick	c painted c	wernack	uet oviete	hotwoon th	a floor bo	am web ar	nd the		
connecti	on plate at girder 4 Similar cond	lition at floor	: heam 8 at	airder 4 ov	ver plack i	in enan 6	Similar co	nditions or		dically but w	vith	
	arity	attion at 1001	beam o at	giluei 4 0	vei piel 0,	in span o.			cui spora	uically but w	iui	
EX – Elo	or beam 8 between girders 3 and	1 1 over nier	6. snan 6. t	he floor b	aam truss	lower chor	d ovhibite	nack rust i	in to $1/2$ in	ich hetween	the	
center q	isset plate and the lower chord a	and e with $1/2$	16-inch dee	n section	loss to the	ausset nla	te Simila	r condition	in snan 7	over nier 6	uic	
FX – Par	ck rust is typically developing bet	ween the dia	anhragm tor	n flange ar	nd the dec	soffits: u	n to 1/16-ir	nch at rand	om locatic	ins		
Floor be	am 3 in span 7 at girder 2 exhibit	s one missin	and one	oose bolt	at the top	row of con	nection bo	lts.				
Fretting	corrosion is present at the isolate	ed upper floo	r beam con	nections to	o the airde	rs. The m	ovement n	nav be due	to a loose	e connectior	L.	
					j			,				
Floor Sy	stem Bracing											
PX – Fat	igue cracks are present on weld	s for the lowe	er lateral bra	acing guss	set plates a	at multiple	locations.	These inc	ude:			
Sp 5; G2	; Fb0; 2-inch long area of lack of	fusion at the	e toe of the	gusset pla	ate on the	south face	of the gird	er.				
Sp 5; G2	; Fb4; Area of lack of fusion obse	erved along t	the gusset p	plate weld	on the sou	th face of	the girder	web at the	west end	of the plate.		
Sp 6; G4	; Fb7; 8 1/2-inch long paint crack	due to unde	ercut weld.									
Sp 8; G3	; Fb4; 2 fatigue cracks. One cra	ck is 8 1/2 in	iches long a	and runs ta	angent to t	he corner	of the lowe	er lateral br	acing mer	nber weld.	Гhe	
second of	crack is 3 1/2 inches long and rur	ns along the	floor beam	bottom fla	nge. No c	hange fror	n the previ	ous inspec	tion.			
Sp 9; G3	; Fb4; 3 3/8-inch crack along the	lower latera	I bracing co	nnection	plate weld	on the gire	ler web. N	o change f	rom previo	ous inspection	on.	
Sp 10; G	2; Fb2; 18-inch crack along the	weld on the s	south face c	of girder or	n east end	of plate. N	o change	from previo	ous inspec	tion.		
Sp 11; G	2; Fb1; 8-inch along weld on sou	uth face of gi	rder on eas	t end of pl	ate. Previo	ously noted	l as 8 1/2 i	nches long	; however	; no change		
present.												
Sp 11; G	2; Fb1; 6-inch along the weld on	south face of	of girder on	west end	of plate. N	o change	rom previo	ous inspect	ion.			
PX – The	e lower lateral bracing dampener	s have fractu	ured in a co	uple locati	ons. Thes	e include:						
Span 4 r	near floor beam											
Span 4;	between girders 1 and 2; betwee	n floor beam	is 5 and 6									
Span 4 r	hear moor bearn 7	2 1. hotwoor	a flaar baam	7 and ni	r E. fraatu	rad ivat ab	ava tha ha	ltad aanna	otion			
Span 4,	orrogion halo magguring 8 incha	olong v 1 2/		1 / anu pie	er 5, iraciu	eu just at		to in onon	CUON.	· at pior 6		
	stortions in the lower lateral braci	na anales ar		most likely		al blacing	yussel pia	ite in span	o, giruer 4	, at pier 0.		
205 / 4	Re Conc Column	each	23.00	87%	20.00	9%	2.00	4%	1.00	0%	0.00	
PX – The	e north column of pier 6 exhibits	a 5-square fo	oot spall wit	h exposed	and corro	dina reinfo	orcina stee	exists at	he base c	of the column	1.	
210/4	Re Conc Pier Wall	ft	94.00	100%	94.00	0%	0.00	0%	0.00	0%	0.00	
Minor ha	irline cracking exists in the conci	ete pier wall	S.	L				<u> </u>		<u> </u>		
Pier 4 ex	hibits some water staining and v	ertical cracks	s to the ster	n wall.								
215/4	Re Conc Abutment	ft	152.00	97%	147.00	3%	4.00	1%	1.00	0%	0.00	
FX – The	e east abutment slope exhibits a	4-foot deep	erosion hole	e exists ac	ljacent to t	he south e	nd of the e	east abutm	ent apron	with up to 3	2	
inches o	f penetration due to active erosio	n. Undermir	ning up to 2	0 inches c	leep exists	sporadica	ally along the	he length c	of the west	abutment		
breastwa	all. This erosion has slightly char	nged since th	ne previous	inspectior	۱.							
The east	abutment exhibits random hairli	ne cracking u	up to 0.020	inches wi	de.							
The east	abutment seat exhibits moderat	e debris acci	umulation u	p to 9 incl	nes deep a	round girc	ers 2 and	3 to the fai	led joint al	oove. An iso	plated	
location	of rust staining exists due to shal	low rebar.										
West ab	utment exhibits random hairline o	cracking alon	ng the back	wall.								
234 / 4	Re Conc Pier Cap	ft	837.00	33%	280.00	66%	550.00	1%	7.00	0%	0.00	
PX – Se	smic restraints; consisting of cat	le anchorag	es attached	between	the girder	bottom fla	nges and t	he pier cap	os; exist at	piers 6 and	10.	
Several	of the cable anchorages are brok	en and are r	no longer fu	nctioning.	At pier 6;	this condi	tion exists	at girder 4	At pier 10); this condit	ion	
exists at	girders 1; 2; and 3.											
Pier 6 ca	p exhibits rust staining througho	ut.										
Pier 10 c	ap exhibits a wide crack and del	amination to	the bottom	west edg	e between	girders 3	and 4.		0.00	4000/	00.00	
300/4	Strip Seal Exp Joint	π	69.00	0%	0.00	0%	0.00	0%	0.00	100%	69.00	
Jt at eas	t abutment.		- I II- I	4 I.								
PX - Joir	t at east abutment closed and co	overed in asp	phalt in wes	tbound lar	ne.	00/	0.00	00/	0.00	1000/	207.00	_
303/4	Assem Jin With Seal	I II	207.00	U70	0.00	070	0.00	070	0.00	100%	207.00	

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NBI	No.: Stru	ucture No.:	Local	ID:	Suff. Rating:	ND
170	051 682	2 0000 X	-1		83.00	r
Modu	lar joints exist above piers 3, 6 and	10.				
PX – 1	The support boxes at pier 3 appear	to be supported by a t	hin layer of concrete	which does not provid	le adequate support. Bottom	n plates
of sup	oport box fractured at support assem	bly 3, 4, 7 and 15. W	est support box is on	ly supported by one e	dge at support assembly 8, 7	15, 16,
and 1	7. The modular joint at pier 3 was a	Iso observed to be clo	sed and the neoprer	e joint seals are crack	ked.	
PX –	Cantilevered equidistant control bars	s at piers 6 and 10 and	the support bar wel	ds are cracked or brok	ken at the following locations	3: Jt. 6 -
Suppo	ort Assemblies 1, 2, 3, 4 (Equidistan	t bars are missing), 10), 11, 12, 13 and 14;	Jt 10 - Support Assem	nblies 4, 12 (Equidistant bars	are
missir	ng), 13 (Equidistant bars are missing) and 14.				
PX –	The transverse separation beam at a	support box 2 at pier 6	has fractured full he	ight and previous plate	e repair has failed.	
PX –	The modular joint seals over piers 3	, 6, and 10 are bulging	and torn along the f	ull length of the joints	in the westbound lanes and	along the
curbs	of the eastbound lanes.					
FX –	The middle transverse separation be	eam of the modular ex	pansion joint near the	e north curb at pier 6 is	s sagging.	
310 / 4	Elastomeric Bearing	each 76.00	97% 74.00	0% 0.00	3% 2.00 0%	0.00
PX –	The elastomeric bearing for girder 1	of span 4 at pier 3 has	s rotated between the	e Teflon pad and the s	steel bearing assembly. The	rotation
has ca	aused the southeast corner of the el	astomeric bearing to p	oull away from the so	e plate: with up to 2 1	/2 inches (1-inch increase si	ince
previo	ous inspection) of overhang at the so	outheast corner of the	bearing. The steel b	earing assembly is at	the limits of expansion with t	the
ancho	or bolts bent. This condition may be	due to the steel bearing	ng assembly not beir	a aligned parallel with	the airder before being weld	ded to the
bottor	m flange The twisted steel bearing	assembly is restrained	by the anchor bolt s	lots (also not narallel)	with the girder) causing hindi	ing
again	st the anchor bolts. Similar misalion	ment between the airc	ter and steel bearing	assembly was observ	red at girder 3 of span 4 at p	iier 3
PX _	The stainless steel sliding surface for	r the airder bearings o	of snan 4 at nier 3 ha	ve been nainted This	condition has compromised	the low
friction	n sliding surface of the bearings: ca	ising longitudinal mov	ements to be accom	nodated by deformation	on of the elastomeric bearing	
311 / 4	Moveable Bearing	each 24.00		63% 15.00		0.00
	The reaker bearings at piers 4: 6: 10	and at the east abut	ant have pack rust k	otwoon the reakers a	nd the masenny plates. The	
PA -	The focker bearings at piers 4, 6, fo	and at the east abuth	nent have pack rust a		nu the masonry plates. The	lead
bearin	ng pads below the masonry plates a	the realisers to retete	Inder the masonry pi	ates; suggesting the b	earings are being loaded	
longiti	Contraining as a result of the inability of	the rockers to rotate.	Several rocker bear	ng bolts are broken or	missing; especially at pler 6).
FX - I	East abutment bearings typically exi	hibit surface corrosion	on the rocker and th	e masonry plate with L	up to 1/16-inch active corrosi	ion and
painte	ed over pitting. Anchor bolts are typic	ally bent and/or broke	en due to expansion.	The bearings for girde	ers 1 through 4 at the east at	outment
have	shifted up to 1 inches to the south.	Additionally; the bearing	ngs for girders 1 and	2 have shifted 1-inch	to the north.	
The ro	ocker bearings for span 6 at pier 6 a	re rocked 10° maximu	m in expansion at 85	°F. All anchor bolts fo	r the span 6 rocker bearings	at pier 6
are m	lissing.					
The ro	ocker bearings at pier 10 are rotated	between 6 and 10 de	grees in expansion a	t 80°F.		
The b	pearing for girder 3 at pier 4 is rotated	d out of alignment rela	tive to the bearings f	or the other girders. T	his appears to be due to	
consti	ruction as no correlating signs of dis	tress were noted. The	e misalignment will te	nd to transfer higher lo	ongitudinal forces to the pier	·
313 / 4	Fixed Bearing	each 24.00	0% 0.00	100% 24.00	0% 0.00 0%	0.00
No sig	gnificant deficiencies.					
321/4	Re Conc Approach Slab	sq.ft 4.00	0% 0.00	75% 3.00	25% 1.00 0%	0.00
FX –	The west approach slab exhibits long	gitudinal and map crac	cking throughout up t	o 1/16-inch max. Mine	or edge spalls exists along the	he
appro	each slab adjacent to the joint. Debri	s exists along the sho	ulders. East approa	ch slab exhibits wide le	ongitudinal cracking.	
Poure	ed joint seals between the approach	slab and approach roa	adway exhibit areas o	of missing joint materia	al or depressed areas into th	e slab.
Both a	approaches exhibit wide longitudinal	cracking in the appro-	ach wearing surface.			
The a	sphalt concrete approach pavement	in the westbound lane	es exhibits longitudin	al and transverse crac	cking with minor settlement a	at both
ends.						
330 / 4	Metal Bridge Railing	ft 3,978.00	100% 3,976.00	0% 0.00	0% 2.00 0%	0.00
PX –	The metal bridge railing is disconned	cted at two adjacent lo	cations over pier 12.	This has not change	d since the previous inspecti	ion.
PX –	The north bridge rail over floor beam	n 2 in span 12 has 3 m	issing rail posts alon	g the top of the concre	ete railing.	
A gap	o in the metal railing exists at the sou	th rail over piers 6 and	d 7; and in the north i	ail over floor beam 4 i	in span 9.	
East a	approach; north railing exhibits impa	ct damage to steel ap	proach rail. Very mir	or impact damage wa	is noted at other locations.	
919 / 4	St.(Rail) Prot. Coat	(SF) 7,500.00	0% 0.00	100% 7,500.00	0% 0.00 0%	0.00
ls	solated areas of surface corrosion es	pecially around areas	of traffic impact.		<u> </u>	<u> </u>
331/4	Re Conc Bridge Railing	ft 5.967.00	0% 0.00	100% 5.953.00	0% 14.00 0%	0.00
	The porth bridge rail over floor beam	2 in span 12 has 3 m	lissing rail posts alon	a the top of the concre	ate railing Spalls with expos	
F A =	roing stool evict in the leastions of th	n 2 in span 12 nas 5 m	issing rai posts alon		ete raining. Spans with expos	seu
	Concrete bridge reiling and ourb tra	ie olu rali posis. ieelly exhibite 0.020 te	0.020 inch wide ere	lying appaad at 2 E fa	at with locabing and minor r	uot
PX -	Concrete bridge railing and curb typ	cally exhibits 0.020 to	0.030-inch wide cra	cking spaced at 3-5 re	et with leaching and minor ru	
stainir	ng. There are isolated locations of s	paining with exposed r	ennorung steel. Min	or impact damage to t	ane norun rall exists in span 3	, spall 4,
at the	north face of the median railing ove	r pier 10; and the nort	n face of the median	railing at pier 12. Are	as of impact damage exhibit	neavy
cracki	ing.		000/	40/ 4.00		
819/4	PS Conc.Gird.End(5Ft	(LF) 360.00	99% 356.00	1% 4.00	0% 0.00 0%	0.00
FX – I	End faces of the beam exhibit spallir	ng with exposed tendo	ns at the following lo	cations:		
Beam	1; span 1 at pier 1 – crack extendin	g 30 inches up the we	b and spall to botton	tlange exposing 9 ter	ndons.	
Beam	n 1; span 3 at pier 2 – crack extendin	g 31 inches down the	web and spall expos	ing 3 tendons.		
Beam	n 12; span 2 at pier 2 – spalling to bo	ttom flange with 23 ex	posed tendons.			
Beam	n 12; span 3 at pier 3 – spall to the b	ottom flange exposing	22 tendons.			
Some	of the girder ends exhibit hairline cr	acking with rust and e	fflorescence staining	from the deck.		
859 / 4	Soffit	(EA) 1.00	0% 0.00	100% 1.00	0% 0.00 0%	0.00

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	<u>NBI No.:</u> 17051	<u>Structure No.:</u> 6822 0000 X	<u>Local ID:</u> -1	<u>Suff. Rating:</u> 83.00	ND
F	-X – Original portion of the deck	exhibits full depth; full width t	ansverse cracking up to 0.030 inch	nes wide spaced at 2-5 feet with minor	
е	efflorescence; heavier over piers.				
S	Shallow spalls exist sporadically	adjacent to girder top flanges	throughout the main spans.		
S	Soffit between girders 2 and 3 ex	hibits rust staining and small	popouts due to shallow cover of rei	inforcing steel chairs.	
s	Stay in place forums typically exh	ibit areas of surface and lam	nating corrosion near the interface	with the original deck surface.	
Т	The soffit below the median in sp	an 4 over pier 3 exhibits a 2 -	-square-foot spall with exposed and	d corroded reinforcing steel.	
865 / 4	St.Open Gird End(5F	t (LF) 120.00	50% 60.00 50%	60.00 0% 0.00 0% 0.00	
F	FX – Pack rust up to 1/2in thick e	xists between some girder ve	rtical web stiffeners and floor beam	n truss lower chord gusset plates and	
b	petween horizontal splice flanges	. Minor pack rust up to 1/4in	thick is developing at girder bottom	n flange splice plates where girder ends butt	
u	up against each other. Pack rust	is active in many locations ar	id worse at expansion joints.		
870 / 4	Concrete Wingwall	(EA) 4.00	100% 4.00 0%	0.00 0% 0.00 0% 0.00	
N	No significant deficiencies.	••••••	· · ·	<u>+</u>	
872/4	St.Gird Und Const.J	t (LF) 760.00	74% 560.00 26%	200.00 0% 0.00 0% 0.00	
F		e cracks exist at the ends of the	ne horizontal stiffeners at the splice	es. Several of these cracks have been	
a	arrested by drilled holes and the	ocations are as follows:			
S	Sp 4: G2: Near Fb5: 2 cracks: 1-i	n long and 1 1/2-in long at the	e top and bottom respectively. Arre	sted by drilled holes	
S	Sp 4: G4: Near Fb 5: 2 cracks: 1-	in long and 1 1/2-in long at th	e top and bottom respectively. Arre	ested by drilled holes	
S	Sp 4: G4: Near Fb 5: Lower web	contains 7/16-in vertical throu	igh crack. Arrested by drilled hole.	No crack in upper web but arrestor hole in	
p	place.			······································	
P S	Sp 5: G1: Near Fb 11: Upper wet	contains a 3/4-in long crack	stopping short of the arrestor hole	Crack in bottom web is 1 1/4-in long arrested	
b	by two 1/2-in drilled holes				
ŝ	Sp 5: G2: Near Eb 0: 2-in long an	ea of lack of fusion on south f	ace at end of LLB gusset plate		
5	Sp 5: G2: Near Fb 11: 2-in long c	rack in upper girder web No	growth since the 2014 OS althoug	h crack has grown 1 1/2 in since 2013 This	
	crack has been retrofitted with a	crack arrest bushing by the D	OT		
S	Sn 5: G3: Near Fb 11: 7/8-in long	crack in upper web with arre	stor hole Crack has not reached a	arrestor hole	
	Sp 5: G4: Near Eb 3: 5/8-in long ((above longitudinal stiffener)	and 1-in long (below longitudinal sti	iffener) cracks arrested with drilled holes. No	
	changes				
5	Sn 5: G4: Near Eb 11: 1-in long c	rack arrested with a drilled ho	he		
	Sp 6: G1: Near Eb 3: 2 cracks arr	rested by 2-in diameter arrest	or holes. No change		
	Sp 6; G2; Near Eb 3; 1_{in} long cr	ack in unner web. Crack has	not grown since the 2014 OS. This	s crack has been retrofitted with a crack	
	prost bushing by the DOT		not grown since the 2014 OO. This	Crack has been relibilited with a crack	
	Sn 6: G3: Near Eb 3: No change	to paint crack in upper dirder	web		
	Sp 6; G4; Near Eb 3; 1 1/4-in long	a crack arrested with drilled h			
877 / 4	St Stringer End(5Ft	(IF) 120.00		40.00 17% 20.00 0% 0.00	
Т	The stringers are generally in go	od condition with negligible su	urface corrosion in isolated location	s: usually near expansion joints	
879 / 4	St Strng Un Const J	t (LF) 7 60			
F	FeW locations of minor painted o	ver pitting at stringer ends	poradic locations of minor pack rus	at adjacent to joints	
890 / 4	Steel SIP Form				
	Minor surface corrosion and evide	ence of oxidation at west abu	tment and adjacent to piers 1 and 3		
006/4	Sealed Exp. It (SE L				
500/4	At nier 1 - No significant deficience			0.00 0.00 0.00 0.00	
	Pourable Five It Sea	(LE) 1311.00			
909/4			0.00 0.76	0.00 0/0 0.00 100/0 1,311.00	
	-ixeu poureo seal joints at West a	ioutment, pier 2, and deck co	nuorjoints.	acund longs	
	- A - The pourable fixed joint sea				
916/4	Bearings showed some surface a		97% 74.00 0%	0.00 3% 2.00 0% 0.00	
956/4	Si. Cracking/Fatigue		0% 0.00 0%	0.00 100% 1.00 0% 0.00	

SCHEMMER 1 - I: _ . .

	NBI No :	Str	ucture No :			-	Suff	Ratina:		
	17051	<u>682</u>	22 0000 X		-1		<u>5011.</u> 8	33.00		ND
	FX – Several cracks an	d possible cracks	exist at the ends of	the horizontal st	iffeners at the spli	ces. Sever	al of these crac	cks have b	een	
	arrested by drilled holes	s and the locations	are as follows:							
	Sp 4; G2; Near Fb5; 2 o	cracks; 1-in long ar	nd 1 1/2-in long at	he top and botto	m respectively. Ar	rested by d	rilled holes			
	Sp 4; G4; Near Fb 5; 2	cracks; 1-in long a	and 1 1/2-in long at	the top and botto	om respectively. A	rrested by	drilled holes			
	Sp 4; G4; Near Fb 5; Lo	ower web contains	7/16-in vertical thr	ough crack. Arre	sted by drilled hole	e. No crack	in upper web t	out arrestor	hole in	
	place. Sp.5: G1: Near Eb 11: I	Inner web contain	s a 3/4 in long cray	k stanning short	of the arrestor hol	e. Crack in	bottom web is	1 1/4 in lo	ng arrested	
	by two 1/2-in drilled hol	es		sk stopping short	of the arrestor nor	e. orack in	bolloin web is	1 1/4-11110	ng anesteu	
	Sp 5: G2: Near Fb 0: 2-	in long area of lac	k of fusion on sout	n face at end of L	LB ousset plate.					
	Sp 5; G2; Near Fb 11; 2	2-in long crack in u	pper girder web. N	lo growth since t	he 2014 OS althou	ugh crack h	as grown 1 1/2	in since 2	013. This	
	crack has been retrofitte	ed with a crack arr	rest bushing by the	DOT.		-	-			
	Sp 5; G3; Near Fb 11; 7	7/8-in long crack in	upper web with ar	restor hole. Crac	ck has not reached	arrestor h	ole.			
	Sp 5; G4; Near Fb 3; 5/	8-in long (above lo	ongitudinal stiffener) and 1-in long (b	elow longitudinal	stiffener) cı	racks arrested	with drilled	holes. No	
	changes.									
	Sp 5; G4; Near Fb 11;	I-in long crack arre	ested with a drilled	hole.						
	Sp 6; G1; Near Fb 3; 2 Sp 6; C2: Near Fb 2; 1	cracks arrested by	2-in diameter arre	stor noies. No cr	ange.	nia araak br	a boon rotrofitt	od with a c	rock	
	arrest bushing by the D	IN IONY CLACK IN UP		is not grown sinc	e the 2014 OS. 11		as been retront		JACK	
	Sp 6: G3: Near Fb 3: N	o change to paint	crack in upper girde	er web.						
	Sp 6; G4; Near Fb 3; 1	1/4-in long crack a	arrested with drilled	holes.						
	FX – A crack was obse	rved at the toe of t	he top weld for the	vertical web stiff	ener on span 8; gi	rder 3; nort	h face at floor l	beam 2. T	he crack	
	currently measures 1 1/	/2 in (3/8-in growth	ı) in length.							
	FX – A paint crack exis	ts at the end of the	e weld for the vertic	al stiffener under	floor beam 7; gird	ler 4; span	6. This is a pa	int crack b	ut should	
	be monitored in future i	nspections.								
	FX – An approximately	3-in long crack exi	ists through the po	or quality weld be	tween the lower la	ateral braci	ng gusset plate	and the ve	ertical web	
	stiffener for girder 3 at 1	loor beam 5; in sp	an 6.							
	PX - There is an 8 1/2-	inch long crack in	the stringer diaphr	am over floor be	am 5' in snan 6' h	etween str	inders 3 and 4	The crack	was 6	
	inches long during the 2	2016 OS inspectio	n: however: no aro	wth was noted du	uring this inspectio	n.			was o	
			,,							
	PX – Fatigue cracks are	e present on welds	s for the lower later	al bracing gusset	plates at multiple	locations.	These include:			
	Sp 5; G2; Fb0; 2-inch lo	ong area of lack of	fusion at the toe of	the gusset plate	on the south face	of the gird	er.			
	Sp 5; G2; Fb4; Area of	lack of fusion obse	erved along the gue	set plate weld or	the south face of	the girder	web at the wes	t end of the	e plate.	
	Sp 6; G4; Fb7; 8 1/2-in	ch long paint crack	due to undercut w	eld.						
	Sp 8; G3; Fb4; 2 fatigue	eracks. One crack	ck is 8 1/2 inches k	ong and runs tang	gent to the corner	of the lowe	r lateral bracing	g member v	weld. The	
	Second crack is 3 1/2 in	ches long and run	lower lateral bracit	am bottom tiang	e. No change from	n the previ	ous inspection.	provious in	spection	
	Sp 10: G2: Fh2: 18-incl	n crack along the	veld on the south f	ace of girder on e	ast end of plate	lo change i	from previous i	nspection	spection.	
	Sp 11: G2: Fb1: 8-inch	along weld on sou	th face of girder or	east end of plate	e. Previously noted	d as 8 1/2 i	nches lona: ho	wever: no o	change	
	present.	0	Ū.	•	,		0,		U	
	Sp 11; G2; Fb1; 6-inch	along the weld on	south face of girde	r on west end of	plate. No change	from previc	us inspection.			
57 / 4	Pack Rust	Smart Flag	(EA) 1.00	0%	0.00 0%	0.00	100%	1 00	n% 0 00	
51/4									0.00	
51 / 4	FX – Pack rust up to 1/2	2-in thick exists be	tween some girder	vertical web stiff	eners and floor be	am truss lo	ower chord gus	set plates a	and	_
<u>51 4</u>	FX – Pack rust up to 1/2 between horizontal spli	2-in thick exists be ce flanges. Minor	tween some girder pack rust up to 1/4	vertical web stiff -in thick is develo	eners and floor be oping at girder bott	am truss lo om flange	ower chord gus splice plates wi	set plates a here girder	and ends butt	
5114	FX – Pack rust up to 1/2 between horizontal split up against each other.	2-in thick exists be ce flanges. Minor Pack rust is active	tween some girder pack rust up to 1/4 in many locations	vertical web stiff -in thick is develo and worse at exp	eners and floor be pping at girder bott ansion joints.	am truss lo om flange	splice plates w	set plates a	and ends butt	
<u>51 4</u>	FX – Pack rust up to 1// between horizontal split up against each other. FX – At floor beam 6 in	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g	tween some girder pack rust up to 1/4 in many locations jirders 3 and 4; 1/2	vertical web stiff -in thick is develo and worse at exp thick painted over	eners and floor be oping at girder bott ansion joints. er pack rust exists	eam truss lo om flange between th	wer chord gus splice plates when the floor beam w	set plates a here girder	and ends butt	
<u>51 4</u>	FX – Pack rust up to 1// between horizontal split up against each other. I FX – At floor beam 6 in connection plate at gird	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond	tween some girder pack rust up to 1/4 in many locations jirders 3 and 4; 1/2 lition at floor beam	vertical web stiff in thick is develo and worse at exp thick painted over 8 at girder 4 over	eners and floor be oping at girder bott ansion joints. er pack rust exists pier 6; in span 6.	am truss lo om flange between th Similar co	wer chord gus splice plates wi ne floor beam w nditions occur	set plates a here girder veb and the sporadicall	and ends butt e y but with	
<u> 37 / 4</u>	FX – Pack rust up to 1// between horizontal spli- up against each other. I FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2 lition at floor beam	vertical web stiff -in thick is develo and worse at exp thick painted ove 8 at girder 4 over 0.6: the floor bea	eners and floor be oping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower choi	am truss lo om flange between th Similar co	bwer chord gus splice plates wi ne floor beam w nditions occur	set plates a here girder veb and the sporadicall 1/2 inch be	and ends butt y but with	
<u>57 7 4</u>	FX – Pack rust up to 1// between horizontal spli- up against each other. I FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2 lition at floor beam 4 4 over pier 6; spa ngle with 1/16-inch	vertical web stiff -in thick is develo and worse at exp thick painted ove 8 at girder 4 over n 6; the floor bea deep section los	eners and floor be oping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chors to the gusset pla	am truss lo om flange between th Similar co rd exhibits ate. Simila	power chord gus splice plates whe ne floor beam w nditions occurs pack rust up to r condition in si	set plates a here girder veb and the sporadicall 1/2 inch be pan 7 over	and ends butt y but with etween the pier 6.	
<u>51 / 4</u>	FX – Pack rust up to 1// between horizontal spli up against each other. I FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typica	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a Ily developing betw	tween sthe diaphragi	vertical web stiff in thick is develo and worse at exp thick painted over 8 at girder 4 over n 6; the floor bea deep section los n top flange and	eners and floor be oping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chor is to the gusset pla the deck soffits; u	am truss lo om flange between th Similar co rd exhibits ate. Simila p to 1/16-ir	power chord gus splice plates when notitions occurs pack rust up to r condition in sp inch at random h	set plates a here girder veb and the sporadicall 1/2 inch be pan 7 over ocations.	and ends butt y but with etween the pier 6.	
58/4	FX – Pack rust up to 1/2 between horizontal spli up against each other. FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typica	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a Ily developing beth racking SF	tween some girder pack rust up to 1/4 in many locations jirders 3 and 4; 1/2 lition at floor beam 4 4 over pier 6; spaingle with 1/16-inch ween the diaphragi (EA) 1.00	vertical web stiff in thick is develo and worse at exp thick painted over 8 at girder 4 over n 6; the floor bea deep section los n top flange and 0%	eners and floor be pping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chor is to the gusset pla the deck soffits; u 0.00 100%	am truss lo om flange between th Similar co rd exhibits ate. Simila p to 1/16-in 1.00	power chord gus splice plates where the floor beam will ne floor beam will ne floor beam will ne floor beam will ne floor beam will pack rust up to r condition in splich at random here 0% (set plates a here girder veb and the sporadicall 1/2 inch be pan 7 over ocations.	ord ord and ends butt and ord y but with ord otween the pier 6. 0% 0.00	_
58 / 4	FX – Pack rust up to 1/2 between horizontal split up against each other. FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typical Concrete C FX – Original portion of	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a illy developing betw racking SF the deck exhibits	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2- lition at floor beam 4 over pier 6; spaingle with 1/16-inch ween the diaphragi (EA) 1.00 full depth; full width	vertical web stiff -in thick is develo and worse at exp thick painted over 8 at girder 4 over n 6; the floor bea deep section los n top flange and 0% transverse cract	eners and floor be oping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower choi as to the gusset pla the deck soffits; u 0.00 100% king up to 0.030 in	am truss lo om flange between th Similar co rd exhibits j ate. Simila p to 1/16-ir 1.00 iches wide	power chord gus splice plates will ne floor beam w nditions occur pack rust up to r condition in sp ich at random l 0% (spaced at 2-5 f	set plates a here girder veb and the sporadicall 1/2 inch be pan 7 over ocations. 0.00	and ends butt by but with setween the pier 6.	_
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58/4	FX - Pack rust up to 1/2between horizontal spli-up against each other. IFX - At floor beam 6 inconnection plate at girdless severity.FX - Floor beam 8 betwcenter gusset plate andFX - Pack rust is typicaConcrete CFX - Original portion ofefflorescence; heavier ofThe newer portion of th	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a illy developing betw racking SF the deck exhibits over piers. e deck in spans 1-	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2 lition at floor beam 4 over pier 6; spa ngle with 1/16-inch ween the diaphrag (EA) 1.00 full depth; full width 3 and approximate	vertical web stiff -in thick is develo and worse at exp thick painted over 8 at girder 4 over n 6; the floor bea deep section los n top flange and 0% transverse crack	eners and floor be oping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chores to the gusset pla the deck soffits; u 0.00 100% king up to 0.030 in an 4; exhibits mode	am truss lo om flange between th Similar co rd exhibits j ate. Simila p to 1/16-in 1.00 ches wide erate trans	power chord gus: splice plates will ne floor beam winditions occurs pack rust up to r condition in splich at random in 0% (spaced at 2-5 flowerse cracking)	set plates a here girder veb and the sporadicall 1/2 inch be coan 7 over ocations. 0.00 0 feet with m up to 0.020	and ends butt ey but with etween the pier 6. 0% 0.00 inor	_
58/4	FX – Pack rust up to 1/2 between horizontal spli- up against each other. I FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typica Concrete O FX – Original portion of efflorescence; heavier of The newer portion of the wide; spaced at 3-5 feat	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a <u>illy developing betw</u> racking SF the deck exhibits over piers. e deck in spans 1- t in isolated location	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2 lition at floor beam 4 over pier 6; spa ngle with 1/16-inch ween the diaphrag (EA) 1.00 full depth; full width 3 and approximate ons. Hairline map	vertical web stiff -in thick is develo and worse at exp thick painted ove 8 at girder 4 over h 6; the floor bea deep section los m top flange and 0% transverse crack ly 125 feet of spa reaction is typica	eners and floor be pping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chort is to the gusset plat the deck soffits; u 0.00 100% king up to 0.030 in an 4; exhibits model. Span 3 exhibits	am truss lo om flange between th Similar co rd exhibits j ate. Simila p to 1/16-in 1.00 iches wide erate trans diagonal c	power chord gus: splice plates will ne floor beam will nditions occurs pack rust up to r condition in splich at random li 0% (spaced at 2-5 flow verse cracking racking for wes	set plates a here girder veb and the sporadicall 1/2 inch be coan 7 over ocations. 0.00 0 feet with m up to 0.020 tbound lan	0.00 and ends butt and y but with between the pier 6. 0% 0.00 inor 0 inches es also up	
58/4	FX - Pack rust up to 1/2between horizontal spli-up against each other. IFX - At floor beam 6 inconnection plate at girdless severity.FX - Floor beam 8 betwcenter gusset plate andFX - Pack rust is typicaConcrete OFX - Original portion ofefflorescence; heavier ofThe newer portion of thwide; spaced at 3-5 feeto 0.030 inches. Some	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a illy developing betw racking SF the deck exhibits over piers. e deck in spans 1- t in isolated locatic of the wider crack	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2 lition at floor beam 4 4 over pier 6; spai ngle with 1/16-inch ween the diaphragi (EA) 1 1.00 full depth; full width 3 and approximate ons. Hairline map of s have been seale	vertical web stiff -in thick is develo and worse at exp thick painted over 8 at girder 4 over h 6; the floor bea deep section los n top flange and 0% 1 transverse crack ly 125 feet of spa cracking is typica d.	eners and floor be pping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chor is to the gusset pla the deck soffits; u 0.00 100% king up to 0.030 in an 4; exhibits mode I. Span 3 exhibits	am truss lo om flange between th Similar co rd exhibits j ate. Simila p to 1/16-in 1.00 iches wide erate trans diagonal c	power chord gus: splice plates will ne floor beam will nditions occur a pack rust up to r condition in splich at random li o% (spaced at 2-5 flow verse cracking racking for wes	set plates a here girder veb and the sporadicall 1/2 inch be coan 7 over ocations. 0.00 0 feet with m up to 0.020 tbound lan	0.00 and ends butt and y but with between the pier 6. 00% 0.00 inor 0 inches es also up 0 inches	
58/4	FX – Pack rust up to 1/2 between horizontal spli up against each other. I FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typica Concrete C FX – Original portion of efflorescence; heavier of The newer portion of the wide; spaced at 3-5 fee to 0.030 inches. Some Original portion of the d	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a illy developing beth racking SF the deck exhibits over piers. e deck in spans 1- t in isolated locatio of the wider crack eck (spans 5-12 a	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2 lition at floor beam 4 4 over pier 6; spai ngle with 1/16-inch ween the diaphragi (EA) 1.00 full depth; full width 3 and approximate ons. Hairline map o s have been seale long with approxim	vertical web stiff -in thick is develo and worse at exp thick painted over 8 at girder 4 over 6; the floor bea deep section los n top flange and 0% transverse crack ly 125 feet of spa cracking is typica d. ately 80 feet of s	eners and floor be pping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chor is to the gusset pla the deck soffits; u 0.00 100% king up to 0.030 in an 4; exhibits mode l. Span 3 exhibits	am truss lo om flange between th Similar co rd exhibits j ate. Simila p to 1/16-in 1.00 iches wide erate trans diagonal c hibits trans	power chord gus splice plates when the floor beam with notitions occur is pack rust up to r condition in splich at random h 0% (c) spaced at 2-5 flow verse cracking racking for wes	set plates a here girder veb and the sporadicall 1/2 inch be ban 7 over ocations. 0.00 0 feet with m up to 0.020 tbound lan	0.00 0.00 and ends butt ends butt ends butt ey but with etween the pier 6. 00% 0.00 inor 0.00 0 inches es also up 0 inches	
<u>58 / 4</u>	FX – Pack rust up to 1// between horizontal spli up against each other. I FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typica Concrete C FX – Original portion of efflorescence; heavier of The newer portion of th wide; spaced at 3-5 fee to 0.030 inches. Some Original portion of the d spaced at 5-10 feet. M	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a illy developing bet tracking SF the deck exhibits over piers. e deck in spans 1- t in isolated locatio of the wider crack eck (spans 5-12 a any of the cracks a on Loss SF	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2 lition at floor beam 4 4 over pier 6; spaingle with 1/16-inch ween the diaphragi (EA) 1.00 full depth; full width 3 and approximate ons. Hairline map of s have been sealer long with approximate or full depth and of (EA) 1.00	vertical web stiff in thick is develo and worse at exp thick painted over 8 at girder 4 over h 6; the floor bea deep section los n top flange and 0% transverse crack ly 125 feet of spa stracking is typica d. ately 80 feet of s an be seen in the 0%	eners and floor be pping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chor is to the gusset pla the deck soffits; u 0.00 100% king up to 0.030 in an 4; exhibits mode l. Span 3 exhibits pan 4) typically ex 0.00 100%	am truss lo om flange between th Similar co rd exhibits ate. Simila p to 1/16-ir 1.00 cches wide erate trans diagonal c hibits trans	power chord gus splice plates will be floor beam w nditions occur : pack rust up to r condition in sp uch at random i <u>0%</u> (spaced at 2-5 fl verse cracking racking for wes	set plates a here girder veb and the sporadicall 1/2 inch be ban 7 over ocations. 0.00 000 feet with m up to 0.020 tbound lan up to 0.03	0.00 0.00 and ends butt ends butt ends butt etween the pier 6. 00 0.00 inor 0 inches 0 inches es also up 0 inches 0 on	
9 <u>58 / 4</u>	FX – Pack rust up to 1/2 between horizontal spli up against each other. FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typica Concrete C FX – Original portion of efflorescence; heavier of The newer portion of the wide; spaced at 3-5 feet to 0.030 inches. Some Original portion of the d spaced at 5-10 feet. M Steel Secti	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond the lower chord a ully developing bet Tracking SF the deck exhibits over piers. e deck in spans 1- t in isolated location of the wider crack eck (spans 5-12 a any of the cracks a on Loss SF itting are present t	tween some girder pack rust up to 1/4 in many locations jirders 3 and 4; 1/2 lition at floor beam 4 4 over pier 6; spaingle with 1/16-inch ween the diaphrag (EA) 1.00 full depth; full width 3 and approximate ons. Hairline map of s have been sealer long with approximate long with approximate ong full depth and c (EA) 1.00	vertical web stiff -in thick is develo and worse at exp thick painted over 8 at girder 4 over 16; the floor bea deep section los In top flange and 0% 1125 feet of spa racking is typica d. ately 80 feet of s an be seen in the 0% 125 feet of spa racking is typica d. 126 feet of spa racking is typica d. 127 feet of spa racking is typica d. 128 feet of spa racking is typica d. 129 feet of spa racking is typica d. 129 feet of spa racking is typica d. 120	eners and floor be pping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chores to the gusset plat the deck soffits; u 0.00 100% king up to 0.030 in an 4; exhibits mode . Span 3 exhibits pan 4) typically ex- e soffit. 0.00 100%	am truss lo om flange between th Similar co rd exhibits ate. Simila p to 1/16-ir 1.00 ches wide erate trans diagonal c hibits trans 1.00	wer chord gus splice plates wi ne floor beam w nditions occur pack rust up to r condition in sp ich at random l 0% (spaced at 2-5 fl verse cracking racking for wes werse cracking (0% (tive at areas of	set plates a here girder veb and the sporadicall 1/2 inch be ban 7 over ocations. 0.00 0 feet with m up to 0.020 tbound lan up to 0.03	0.00 0.00 and ends butt ends butt ends butt by but with ends butt between the pier 6. 00 0.00 inor 0 inches 0 inches es also up 0 inches 0.00 0 inches 0.00	
<u>58 / 4</u>	FX – Pack rust up to 1/2 between horizontal spli up against each other. FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typica Concrete C FX – Original portion of efflorescence; heavier of The newer portion of th wide; spaced at 3-5 feet to 0.030 inches. Some Original portion of the d spaced at 5-10 feet. M Steel Secti Areas of painted over p at deck joints.	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a illy developing bet cracking SF the deck exhibits over piers. e deck in spans 1- t in isolated location of the wider crack eck (spans 5-12 a any of the cracks a on Loss SF itting are present t	tween some girder pack rust up to 1/4 in many locations jirders 3 and 4; 1/2 lition at floor beam 4 over pier 6; spaingle with 1/16-inch ween the diaphragi (EA) 1.00 full depth; full width 3 and approximate ons. Hairline map of s have been sealer long with approximate full depth and c (EA) 1.00 throughout the bride	vertical web stiff in thick is develo and worse at exp thick painted over 8 at girder 4 over at girder 4 over a top flange and 0% 1 transverse crack ly 125 feet of spa cracking is typica d. ately 80 feet of s an be seen in the 0% ge primary memb	eners and floor be pping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chores to the gusset plat the deck soffits; u 0.00 100% king up to 0.030 in an 4; exhibits model. Span 3 exhibits pan 4) typically exe soffit. 0.00 100% pers. Minor section	am truss lo om flange between th Similar co rd exhibits ate. Simila p to 1/16-ir 1.00 ches wide erate trans diagonal c hibits trans 1.00 n loss is ac	wer chord gus splice plates will ne floor beam w nditions occur : pack rust up to r condition in sp ich at random l 0% (spaced at 2-5 the verse cracking racking for wes werse cracking (0% ()) tive at areas of	set plates a here girder veb and the sporadicall 1/2 inch be ban 7 over ocations. 0.00 0 feet with m up to 0.020 tbound lan up to 0.03 0.00 0	0.00 0.00 and ends butt ends butt ends butt by but with ends butt between the pier 6. 00% 0.00 0 inches es also up 0 inches 0.00 0 inches 0.00 0 enches 0.00	
<u>158 / 4</u> <u>63 / 4</u>	FX – Pack rust up to 1/2 between horizontal spli up against each other. FX – At floor beam 6 in connection plate at gird less severity. FX – Floor beam 8 betw center gusset plate and FX – Pack rust is typica Concrete C FX – Original portion of efflorescence; heavier of The newer portion of th wide; spaced at 3-5 feet to 0.030 inches. Some Original portion of the d spaced at 5-10 feet. M Steel Secti Areas of painted over p at deck joints.	2-in thick exists be ce flanges. Minor Pack rust is active span 4 between g er 4. Similar cond veen girders 3 and the lower chord a illy developing bet cracking SF the deck exhibits over piers. e deck in spans 1- t in isolated location of the wider cracks eck (spans 5-12 a any of the cracks a on Loss SF itting are present t	tween some girder pack rust up to 1/4 in many locations irders 3 and 4; 1/2 lition at floor beam 4 over pier 6; spa ngle with 1/16-inch ween the diaphragu (EA) 1.00 full depth; full width 3 and approximate ons. Hairline map of s have been seale- long with approximate full depth and c (EA) 1.00 hroughout the brid	vertical web stiff -in thick is develo and worse at exp thick painted over 8 at girder 4 over 16; the floor bea deep section los In top flange and 0% 11 transverse crack 125 feet of space cracking is typica d. ately 80 feet of s an be seen in the 0% 10% 100%	eners and floor be pping at girder bott ansion joints. er pack rust exists pier 6; in span 6. m truss lower chores to the gusset pla the deck soffits; u 0.00 100% king up to 0.030 in an 4; exhibits model. Span 3 exhibits pan 4) typically ex e soffit. 0.00 100\% ers. Minor section 1.00 0%	am truss lo om flange between th Similar co rd exhibits ate. Simila p to 1/16-in 1.00 iches wide erate trans diagonal c hibits trans 1.00 n loss is ac 0.00	wer chord gus splice plates wi ne floor beam w nditions occur : pack rust up to r condition in sp ich at random l 0% (spaced at 2-5 fl verse cracking racking for wes werse cracking 0% (tive at areas of 0% (set plates a here girder veb and the sporadicall 1/2 inch be pan 7 over ocations. 0.00 0 teet with m up to 0.020 tbound lan up to 0.03 0.00 0 0.00 0 0	0.00 0.00 and ends butt ends butt ends butt y but with ends butt etween the pier 6. 00% 0.00 0 inches es also up 0 inches 0.00 generally 0.00	

ſ	NBI No.:	Structure No.:	Local ID:	Suff. Rating:					
	17051	6822 0000 X	-1	83.00	ND				
969 / 4	OutOfPlane Dist./Load	(EA) 1.00	100% 1.00 0%	0.00 0% 0.00 0% 0.	.00				
	FX – Floor beam 3 in span 6 betwee	en girders 1 and 2 has a 1/2	-inch long x 3/16-inch deep goug	e in the bottom flange approximately 2 feet					
	from girder 2. The floor beam also	has an approximate 1/4-inch	n global lateral sweep in the botto	om flange to the east. This sweep appears to					
	be from construction; has not change	ged from prior inspections; a	nd it is assumed that the cross fr	aming provides additional support to the floor					
	beam.								
974 / 4	Straight Gird.Diaphr	(EA) 1.00	0% 0.00 100%	1.00 0% 0.00 0% 0.	.00				
	PX – There is an 8 1/2-inch long crack in the stringer diaphragm over floor beam 5; in span 6; between stringers 3 and 4. The crack was 6								
	inches long during the 2016 OS ins	pection; however; no growth	was noted during this inspectior	1.					
	FX - Pack rust is typically developi	ng between the diaphragm to	op flange and the deck soffits; up	to 1/16-inch at random locations.					