NBI No.:	Structi	ıre No.:	ocal ID:	Suff. Rating:	
17051	6822 (-1	82.90	ND
IDENT	TIFICATION			INSPECTION	
bridge Description.		CIDDED SDANS	Type Insp. Rec	·	te <u>Next Insp.</u>
3-125ft. P/S CONCRETE GIRDERS, 3-(200ft330ft200), 4-125ft., 3-125ft. CO			NBI:	1 24 months 7/17/202	
(20013301200), 4-1231., 3-1231. CC	DIVIT. FLATE GI	NDEN SPANS	FC: Y	1 24 months 7/17/202	23 7/17/2025
	cility Carried		UW: Y	0 60 months 7/19/202	
2. Division: Division 1 6. Fe	•	RKANSAS RIVER	OS: Y	0 24 months 7/14/202	2 7/17/2024
3. County: SEQUOYAH		SEQUOYAH-MUSKOGEE CC		CLASSIFICATION	
4. City: Unknown	11. Mile Post: 13. LRS	NA	12.Base Hwy Net.: O	n Base Network 101. Parallel Str.:	No bridge exists
Admin Area: Unknown 5a. On/Under: Route On Structure	16. Latitude:	/ Sub Rte: 6800022HX / 00 35° 29' 16.49"	1	· • • • • • • • • • • • • • • • • • • •	2-way traffic
5b. Kind of Hwy: Interstate Hwy	17. Longitude:		21. Custodian: State		Not Applicable (P)
5c. Lvl of Srvc: Mainline	98. Border	Unknown (P)	22. Owner: State	1 ' '	On the NHS
5d. Route No.: 00040	% Responsible	• •	26. Function Class: (1	
5e. Dir. Sufx: N/A (NBI)		lg #: Unknown	37. Historical Sig.: No	ot eligible for NRHP 110. Defense Hwy: 0 nterstate STRAHNE 112. NBIS Length:	
STRUCTURE TY	<u>I</u> 'PE AND MATE	RIALS	100. Del. Hwy. Off I	CONDITION	Long Enough
43a/b. Main Span:		Girder-Floorbeam	58.Deck: 6 Satisfac	<u> </u>	ub:6 Satisfactory
44a/b. Appr. Span:		Stringer/Girder	62.Culvert: N/A (NB		
45. # of Main Spans: 10	,	•	Flowline Notes:	To i. Onani./Onani. Piot O Balik	Cidiliping
46. # of Appr. Spans: 3			r	exposed up to 4"H x 5'L along the west fac	ne .
107. Deck Type: Concrete-Ca	st-in-Place		·	annel Notes: The channel in the vicinity o	
108a. Wearing Surface: Low Slump	Concrete				
108b. Membrane: Unknown				LOAD RATING AND POSTING	
108c. Deck protection: Unknown				MS 18 (HS 20) A Open, no restriction Date Rated	10/01/2006
AGF AI	ND SERVICE			A Open, no restriction 5 At/Above Legal Loads	
19. Detour Length: 5.0 mi	106. Year Rec	onst,: 1983	63.Op / 65.Inv. Rating	•	.F Load Factor
27. Year Built: 1967	109. Truck AD	*	,	H HS 3-3	EV3 SHV
28a/b. Lanes on/und: 4 / 0			64. Operating Rating	(tons): 30.40 54.70 92.80	0.00 0.00
29. ADT: 15,900			66. Inventory Rating	· · ·	
30. Year of ADT: 2020				APPRAISAL	
42a/b. Type of Svc on/und: Highway	'	Waterway	36a. Brdg Rail: 1	Meets Standards 68. Deck Geom.:	4 Tolorable
GEOM	ETRIC DATA				clr: Not applicable
10. Vert. Clearance: 99.99 ft	50a. Curb/Sdv	vlk Width L: 3.00 ft		Meets Standards 71. Waterway Adeq	
32. Appr Rwy Width: 69.91 ft	50b. Curb/Sdv		36d. Appr.Rail Ends:		
33. Median: Closed Med w/o Barri	51. Width Curl	to Curb: 60.00 ft	67. Str Evaluation:	6 Equal Min Criteria 113. Scour Critical:	
34. Skew: 0.00°	52. Width Out	to Out: 68.50 ft		PROPOSED IMPROVEMENT	
35. Struct. Flared: No flare	Deck Area		94. Bridge Cost:	\$20,219,922 75. Type of Work:	31 Renl-Load Cana
47Horizontal Clr: 30.00 ft	53. Min.Vert.C	•	95 Roadway Cost	\$4,500,000 76. Lngth of Improve	
48. Length Max Span: 330.00 ft	54a.Min.Vt.Un	•	96. Total Cost:	\$26,119,163 114. Future ADT:	25,440
49. Struct. Length: 2,003.16 ft	54b. Min. Vert 55a. Min.Lat.U		97. Yr.of Cost Est.:	2015 115. Yr.of Future AD	DT: 2040
	55a. Willi.Lat.Ur	•		NAVIGATION DATA	
	56. Min.Lat.Ur		38. Nav. Control:	Permit Required	
	OKLAHOMA		39. Vert. Clearance:	52.0 ft 111. Pier Protect.:	2 In-Place, Func
200c. Temperature: 91	ONLAHUMA		40. Horiz. Clearance:	300.0 ft 116. Lift Bridge Vert	. Clr.: 0.0 ft
200d. Weather: Clear	26 / 4	214a. Posted Weight Limit:	NR	244. Span Lengths: 131 130	130
201. Struc.Stl. ASTM Desig.: A- 202. Waterprf.Membrane: -1	36 / -1	b. Posted Speed Limit:	70	201 330 201 125	⊣
Date Installed: 01/01/190	1	c. Narrow/1way Brdg Sign:	NA		, 123
203. Type Exp. Device: Modular	•	d. Vertical Clr. Sign:	NA	245. Girder Depth: 246a. Type of Ovelay: NA	
	pansion Joint	Adv. Warning Sign:	NA	b. Overlay Thickness: 0.00	
,	und hand rail)	e. Navigation Lights?:	Yes	c. Overlay Date: 01/01/190	1
205. Material Quantity: -3.00		Working/Not Working:	No TERSTATE	d. Ovly Depth Changed >1":	
208a. Type of Abutment: Skeleton b. Type of Found.: Steel Pilin	n	215. Overpass: INT 218. Functionally Obsolete:	ILNOIAIE	247. Protective Systems:	
	y / Yes	220. Bridge Redecked	-		
Spread Fo	,	· ·	tisfactory Condition		
210. Foundation Elev.: 4,300.00	4,240.00	222. Fill Over RCB:	,	248. # Field Splices w/ Corrosion:	
-1.00 4,290.00	-1.00	223. Appr.Slab/Rwy Cond.:	6	249. Scour Crit. POA Exists?:	_
211. Wear.Surf.Prot.Sys: Silane		225. Paint Type/Ovrct: Inc	organic Zinc 3Coat Sys	250. Headwall:	
Date Installed: 01/01/190	1	N/A		258. Plans w/Found.in ODOT File	-
211c. Silane Reapplied		226. Date Painted: 20	10	-	- No
211d. Date :		227. Paint Color: Gra	ay		290.66
213. Utilities Attached: Communica	tion	233. Deck Forming:		· · ·	
			rrent & Desired route		
		ı ∠+u. Appı. Kwy iype.: AS	phalt/Bituminous	i .	
		243. Grdr Spacing/No.:	. ,		

NBI No.		<u>Structure No.:</u> 6822 0000 X	<u>Local ID:</u> -1	<u>Suff. Rating:</u> 82.90	ND
Inspection Date:	7/17/23	Dale Poor	rman		
Invoice No.:	1055453	Inspected With:			

BRIDGE NOTES:

Spans 1-3: Simple prestressed concrete girder approach spans (131.4 feet, 130 feet, 130 feet)
Spans 4-6: Continuous variable-depth steel girder main spans (201 feet, 330 feet, 201 feet)
Spans 7-10: Continuous steel girder approach spans (125 feet, 125 feet, 125 feet, 126 feet)
Spans 11-13: Continuous steel girder approach spans (126 feet, 125 feet, 126.3 feet)
w/ 18 inch safety curbs & 4ft median

Other/Special inspection items include:

- Modular joints support boxes and support beams at piers 3, 6 and 10.
- Cracks in floor beam 4, span 4:
 - o Stringer 1 (1 5/8 and 1 1/2 inches).
 - o Stringer 3 (2 3/8 inches)
- · Cracks in lateral bracing gusset plates:
 - o Span 8, girder 3 at floor beam 4 (8 1/2-inch-long crack in gusset plate).
 - o Span 10, girder 2 at floor beam 2 (18-inch-long crack in gusset plate weld).
 - o Span 11, girder 2 at floor beam 1 (8-inch-long and 6-inch-long cracks in gusset plate weld).
- Horizontal web splice terminations in spans 4 near floor beam 5, span 5 near floor beams 3 and 11, and span 6 near floor beam 3. Cracks or cored hole noted at:
 - o Span 4, girder 2, near floor beam 5 (1-inch-long crack arrested by cored hole, 1 1/2-inch-long crack arrested by cored hole).
 - o Span 4, girder 4, near floor beam 5 (7/16-inch-long crack arrested by a cored hole).
 - o Span 5, girder 1, near floor beam 11 (3/4-inch-long crack stopping short of cored hole, 1 1/4-inch-long crack arrested by two cored holes).
 - o Span 5, girder 2, near floor beam 11 (2-inch-long crack arrested by a cored hole).
 - o Span 5, girder 3, near floor beam 11 (7/8-inch-long crack stopping short of cored hole).
 - o Span 5, girder 4, near floor beam 3 (1 1/8-inch-long crack arrested by a cored hole, 1-inch-long crack arrested by a cored hole).
 - o Span 5, girder 4, near floor beam 11 (1-inch-long crack arrested by a cored hole).
 - o Span 6, girder 1, near floor beam 3 (both cracks arrested by a cored hole).
 - o Span 6, girder 2, near floor beam 3 (1-inch-long crack arrested by a cored hole).
 - o Span 6, girder 3, near floor beam 3 (Paint crack originally noted).
 - o Span 6, girder 4, near floor beam 3 (1 1/4-inch-long crack arrested by a cored hole).

ſ	NBI No.:	Structure No.:	Local ID:	Suff. Rating:	ND
l	17051	6822 0000 X	-1	82.90	ND

INSPECTION NOTES: 7/17/23

PX - Recommendations:

- · Replace missing north railing posts in span 8 and near pier 12.
- Splice gaps in metal rail of north railing in spans 5 and 9, and south railing in spans 1, 6 and 7.
- · Patch spalls in driving surface.
- Repair cracks in bearing boxes at modular joint supports at pier 3. Also, install shim plates or additional support below bearing blocks to prevent future cracking.
- Replace modular joints at pier 3, 6 and 10.
- · Replace pourable joint seals at west abutments and fixed joints and deck control joints.
- · Replace strip seal expansion joint at east abutment.
- · Replace missing or loose bolts at stringer connections.
- · Arrest ends of cracks at:
 - o Floor beam 4, span 4 under stringer 1.
 - o Floor beam 4, span 4 under stringer 3.
 - o Stringer diaphragm over floor beam 5, span 6, between stringers 3 and 4.
- · Repair cracks in lateral bracing gusset plates:
 - o Span 8, girder 3 at floor beam 4 8 1/2-inch-long crack in gusset plate.
 - o Span 10, girder 2 at floor beam 2 18-inch-long crack in gusset plate weld.
 - o Span 11, girder 2 at floor beam 1 8-inch-long and 6-inch-long cracks in gusset plate weld.
- · Reattach lateral bracing vibration dampeners at:
 - o Span 4, between girders 1 and 2, between floor beams 5 and.
 - o Span 4, between girders 1 and 2 and between floor beams 8 and pier.
 - o Span 4, between girders 3 and 4 and between floor beam 7 and pier.
 - o Span 6, between girders 1 and 2 and between floor beams 2 and 3.
 - o Span 6, between girders 3 and 4 and between floor beam 0 and 1 fractured spring not functioning as intended.
 - o Span 6, between girders 3 and 4 and between floor beam 6 and pier 6.
- Patch corrosion hole through lateral bracing gusset plate at girder 4, span 6 at pier 6
- · Install crushed aggregate slope protection on east approach embankment.
- · Remove debris from east abutment seat.
- · Patching spall in pier 6, column 2 at top of web wall.
- · Repair broken seismic cables at piers 6 and 10.
- Reset elastomeric bearings for girder 1 for span 4 at pier 3.
- · Remove paint from stainless-steel sliding surfaces of elastomeric bearings at pier.

FX – Monitor:

- Terminations of horizontal web splices for crack propagation or initiation in spans 4 through 6.
- Lateral bracing gusset plate connections to web of girders at:
 - o Span 10, girder 1 at floor beam 4
 - o Span 11, girder 1 at floor beam 1
 - o Span 11, girder 2 at floor beam 3
 - o Span 12, girder 2 at floor beam 1
- o Span 12, girder 2 at floor beam 2
- Ends of prestressed concrete beams for deterioration associated with exposed strands.

ELEMENT CONDITION STATE DATA

Elem. / Er	nv 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%	83,518.00	30%	35,802.00	0%	20.00	0%	0.00	
F	PX – Small spalls and patches are typical	along co	ontrol joints.								_	
	Deck offset 1in relative to east approach r	ailing. D	eck in new po	tion (spa	ans 1 through	n 3 and 7	70ft in span 4) has trar	nsverse crad	ks of 0.0	20in	
s	paced at 3ft to 5ft, span 3 has 0.030in dia	agonal c	racking. Deck	in origina	al portion has	s transve	erse cracks o	f 0.050in	spaced at 5	ft to 10ft.	Raised	
р	avement markers is missing.				_							
107 / 4	Steel Opn Girder/Beam	ft	5.540.00	91%	5.036.00	9%	500.00	0%	4.00	0%	0.00	

FX – Cracks at horizontal web splice terminations in spans 4 near floor beam 5, and span 6 near floor beam 3 (Item 872 has splice terminations for span 5 near floor beams 3 and 11). Cracks or cored hole noted at:

- Span 4, girder 2, near floor beam 5 (1-inch-long crack arrested by cored hole, 1 1/2-inch-long crack arrested by cored hole).
- Span 4, girder 4, near floor beam 5 (7/16-inch-long crack arrested by a cored hole).
- Span 6, girder 1, near floor beam 3 (both cracks arrested by a cored hole).
- Span 6, girder 2, near floor beam 3 (1-inch-long crack arrested by a cored hole).
- Span 6, girder 3, near floor beam 3 (Paint crack originally noted).
- Span 6, girder 4, near floor beam 3 (1 1/4-inch-long crack arrested by a cored hole).

FX – Lateral bracing gusset plates welded to girders web using backing bars. Cored holes through web with no visible crack at:

- Span 10 (girder 1, FB 4).
- Span 11 (girder 1, FB 1 and girder 2, FB 3).
- Span 12 (girder 2, FB 1 and girder 2, FB 2).

Lateral bracing gusset plates at FBs 3, 4, 5 in spans 4 and 6, and FBs 3 and 11 in span 5 have been flame-cut and reattached to the girder webs.

Pack rust exists at isolated locations in the main girders between horizontal splices, FB connections, bolted bottom splice plates.

Paint cracks at stiffener to girder bottom flange at span 6 (girder 3 at FB4 and girder 4 at FB7) and span 8 (girder 3 at FB 2 and girder 4 at FB 2). Welded nut or open hole on inboard web splice plate at span 5 (girder 1 near FB 9, and girder 3 near FBs 3, 5, and 9).

Loose bolts in web splice plate at span 7 (girder 3 near FB 4) and span 11 (girder 4 near FB 4).

515 / 4	Steel Protective Coating	sq.ft	330,000.00	0%	0.00	100%	330,000.00	0%	0.00	0%	0.00	
	Paint is sound with corrosion reactivati	ing unde	er joints.									
109 / 4	Pre Opn Conc Girder/Beam	ft	4,140.00	100%	4,140.00	0%	0.00	0%	0.00	0%	0.00	

	NID	I Ma.	Otania tima Na		Lacal ID.				
			Structure No.:		Local ID:		Suff. Ratin		ND
			6822 0000 X		-1		82.90)	
	No s	significant deficiencies were obser							
113 / 4		Steel Stringer	ft 5,54		5,437.00 2%		0% 3.00	0% 0	.00
		- Bolts and/or nuts are missing in	•		•	locations:			
		Span 6, west side of floor beam 1,	•	•					
		Span 6, east side of floor beam 1,	•		ssing nut.				
		Span 7, floor beam 2, stringer 4 ex	•						
		Span 8, west face of floor beam 0, Span 10, floor beam 0, stringer 3 e	-	_					
		- Stringer diaphragm between stri	•		an 8 1/2in crack				
		k is lifting off stringers at several l	, ,	0 Over 1 D 3 Has	all o 1/2111 Clack.				
		nger 2 diaphragm connection to F		7 connection bol	ts not fully seated	I_			
		nger 3 connection to FB 1, span 6	•		-		4 anchor bolts. Str	inger 4 connecti	on
		B 2, span 8 has all 4 bolts not full		J	,	Ü		Ü	
	Strir	ngers in span 7 near pier 6 and sp	an 13 near the east	abutment have a	partial length we	Ided cover plate:	S.		
152 / 4		Steel Floor Beam	ft 3,530	6.00 0%	0.00 95%	3,346.00	5% 190.00	0% 0	.00
	PX -	- Span 4 FB 4 has cracks in web	at top of vertical stiffe	ener below string	er 1 (1 5/8in and	1 1/2in) and belo	ow stringer 3 (2 3/8	Bin)	
	Men	nber Alignment – Span 6 FB 4 ha	s 1/4in sweep betwee	en girders 1 and	2.				
	Spa	n 6 FB 2 between G3 and G4 has	11/16in local kink in	lower strut.					
		n 9 FB 0 at G4 has slight bow in l							
		ited over pack rust between FB co	•		. ,				
		se bolts or oversized bolt holes at	FB to girder connect	tions at span 5 F	B 8 G3, span 7 F	B 3 G2, span 9 F	B4 G2, span 11 F	B 3 at G2 and	
00-	Spa	n 12 FB 2 at G2.	0.00	00 070/	20.00		40/	00/	.00
205 / 4	-	Re Conc Column	each 23.		20.00 9%		4% 1.00		.00
		- Pier 6, column 2 exhibits a 5-sq	•	xposed and corr	oding reinforcing	steel at the top o	the web wall and	a vertical crack	
	exte	nding the full height of the column		000/	04.00	/T 00.00 T	00/		. 00
210 / 4		Re Conc Pier Wall	ft 94.	.00 68%	64.00 329	30.00	0.00	0% 0	.00
		or hairline cracking exists in the co	•	t t					
045 / 4	Pier	4 exhibits some water staining ar			147.00 3%	4.00	1% 1.00	0% 0	.00
215 / 4	DV	Re Conc Abutment							
		- E abutment breastwall has unde	ermining with 20in of	penetration bene	eath flowable fill (2	2013 repair) and	no exposure of pile	es. Erosion is tr	om
		ing joint. - Debris and ponding on E abutm	ant aget (Oin doon un						
			, ,	,	the replaced about	tment			
	Eros	sion exists under remnants of the	original W abutment	with no affect to	•				
234 / 4	Eros	sion exists under remnants of the n abutments exhibit random hairlir	original W abutment ne cracking with E ab	with no affect to outment cracks u	p to 0.020i <u>n wide.</u>	<u> </u>	1% 7 00	0% 0	100
234 / 4	Eros Both	sion exists under remnants of the a abutments exhibit random hairlin Re Conc Pier Cap	original W abutment ne cracking with E ab ft 837	with no affect to utment cracks u	p to 0.020in wide. 280.00 66%	550.00	1% 7.00		1.00
234 / 4	Both	sion exists under remnants of the a abutments exhibit random hairlin Re Conc Pier Cap - Seismic restraints, consisting of	original W abutment ne cracking with E ab ft 837 cable anchorages at	with no affect to outment cracks u 7.00 33% ttached between	p to 0.020in wide. 280.00 66% the girder bottom	550.00 flanges and the			0.00
234 / 4	Both PX - The	sion exists under remnants of the a abutments exhibit random hairlin Re Conc Pier Cap	original W abutment ne cracking with E ab ft 837 cable anchorages at rough 4 at piers 6 an	with no affect to butment cracks up 1.00 33% ttached between and 10 are broken	the girder bottom and are no longe	550.00 flanges and the r functioning.			0.00
234 / 4	PX - The Pier	sion exists under remnants of the n abutments exhibit random hairlin Re Conc Pier Cap - Seismic restraints, consisting of cable anchorages for girders 1 th	original W abutment the cracking with E ab the ft 837 cable anchorages at the grough 4 at piers 6 an ghout and a spall to t	with no affect to putment cracks up 1.00 33% tached between and 10 are broken the bottom east 6	p to 0.020in wide. 280.00 66% the girder bottom and are no longe edge of the south	flanges and the r functioning. cantilever.	pier caps, exist at		0.00
234 / 4	PX - The Pier Pier	sion exists under remnants of the abutments exhibit random hairling Re Conc Pier Cap - Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through	original W abutment the cracking with E ab the ft 837 cable anchorages at the south 4 at piers 6 an ghout and a spall to to the at the south end ext	with no affect to putment cracks up 1.00 33% tached between and 10 are broken the bottom east 6 hibits 1/16-inch-v	p to 0.020in wide. 280.00 66% the girder bottom and are no longe edge of the south vide x 20-foot-longer.	550.00 flanges and the r functioning. cantilever. g crack 2-feet fro	pier caps, exist at		0.00
234 / 4	PX - The Pier Pier	sion exists under remnants of the abutments exhibit random hairling Re Conc Pier Cap - Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through 1 cap on the west and east faces	original W abutment the cracking with E ab the ft 837 cable anchorages at the south 4 at piers 6 an ghout and a spall to to the at the south end ext	with no affect to putment cracks upon 33% trached between at 10 are broken the bottom east enibits 1/16-inch-voottom west edg	p to 0.020in wide. 280.00 66% the girder bottom and are no longe edge of the south vide x 20-foot-longer.	flanges and the r functioning. cantilever. g crack 2-feet fros 3 and 4.	pier caps, exist at	piers 6 and 10.	9.00
	PX - The Pier Pier Pier	sion exists under remnants of the abutments exhibit random hairling Re Conc Pier Cap - Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through 1 cap on the west and east faces 10 cap exhibits a wide crack and	original W abutment the cracking with E abute 1	with no affect to putment cracks upon 33% trached between at 10 are broken the bottom east enibits 1/16-inch-voottom west edg	p to 0.020in wide, 280.00 669 the girder bottom and are no longe edge of the south vide x 20-foot-longe between girders	flanges and the r functioning. cantilever. g crack 2-feet fros 3 and 4.	pier caps, exist at	piers 6 and 10.	
	PX - The Pier Pier Pier Join PX -	sion exists under remnants of the abutments exhibit random hairling. Re Conc Pier Cap. Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through 1 cap on the west and east faces 10 cap exhibits a wide crack and Strip Seal Exp Joint that east abutment. The pourable expansion joint see	original W abutment the cracking with E abute fit 837 cable anchorages at the south and a spall to the at the south end exit delamination to the light fit 69.	with no affect to putment cracks up to the continuous of the conti	p to 0.020in wide. 280.00 669 the girder bottom and are no longe edge of the south wide x 20-foot-longe between girders 0.00 0%	flanges and the r functioning. cantilever. g crack 2-feet fro 3 and 4.	pier caps, exist at om the top. 0% 0.00	piers 6 and 10.	
	PX - The Pier Pier Pier Join PX -	sion exists under remnants of the abutments exhibit random hairling. Re Conc Pier Cap. Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through 1 cap on the west and east faces 10 cap exhibits a wide crack and Strip Seal Exp Joint that east abutment. The pourable expansion joint sethern lane of the eastbound lanes	original W abutment the cracking with E abute fit 837 cable anchorages at the south and a spall to the at the south end exit delamination to the light fit 69.	with no affect to putment cracks up 1.00 33% tached between and 10 are broken the bottom east enibits 1/16-inch-velottom west edg 00 0% ent is missing the EB lane.	p to 0.020in wide. 280.00 669 the girder bottom and are no longe edge of the south wide x 20-foot-longe between girders 0.00 0% e joint seal for 10	flanges and the r functioning. cantilever. g crack 2-feet fros 3 and 4.	pier caps, exist at on the top. 0% 0.00 cound lanes and the	piers 6 and 10.	9.00
	PX - The Pier Pier Pier Join PX -	sion exists under remnants of the abutments exhibit random hairling. Re Conc Pier Cap. Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through 1 cap on the west and east faces 10 cap exhibits a wide crack and Strip Seal Exp Joint that east abutment. The pourable expansion joint see	original W abutment the cracking with E abute fit 837 cable anchorages at the south and a spall to the at the south end exit delamination to the light fit 69.	with no affect to putment cracks up 1.00 33% tached between and 10 are broken the bottom east enibits 1/16-inch-velottom west edg 00 0% ent is missing the EB lane.	p to 0.020in wide. 280.00 669 the girder bottom and are no longe edge of the south wide x 20-foot-longe between girders 0.00 0%	flanges and the r functioning. cantilever. g crack 2-feet fros 3 and 4.	pier caps, exist at om the top. 0% 0.00	piers 6 and 10.	
300 / 4	PX - The Pier Pier Pier Sout	sion exists under remnants of the abutments exhibit random hairling. Re Conc Pier Cap. Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through 1 cap on the west and east faces 10 cap exhibits a wide crack and Strip Seal Exp Joint that east abutment. The pourable expansion joint sethern lane of the eastbound lanes Assem Jnt With Seal.	original W abutment the cracking with E abute anchorages at the south end extracted at the south end extracted at the west abutmet. Seal is missing in E	with no affect to putment cracks upon the second of the se	p to 0.020in wide. 280.00 669 the girder bottom and are no longe edge of the south wide x 20-foot-longe between girders 0.00 0% 0.00 0%	flanges and the r functioning. cantilever. g crack 2-feet from 3 and 4.	pier caps, exist at on the top. 0% 0.00 cound lanes and the	piers 6 and 10.	9.00
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300 / 4	PX - J Join PX - sout Units Box	sion exists under remnants of the a abutments exhibit random hairling Re Conc Pier Cap - Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through 1 cap on the west and east faces 10 cap exhibits a wide crack and Strip Seal Exp Joint to at a tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - Bour With Seal - Modular joints have fractured or oint 3 2 - W box unsupported. 3 - Both box bottom plates fractured. 4 - Both box bottom plates fractured. 5 - W box bottom plate fractured. 6 - W box supported by 6 3/4in 15 - W box bottom plate fractured. 7 - W box bottom plate fractured. 15 - W box bottom plate fractured. 16 - W box bottom plate fractured. 17 - W box not fully supported. 20 - Transverse separation beam odged. 3 - Longitudinal support bar broken. 5 - Span 4 bearings at pier 3, slidin. - Sheared 2in east, bearing split in E, PTFE pad distorted, near limit.	original W abutment the cracking with E abuse of the cracking	with no affect to putment cracks up 100 33% tached between 11 10 are broken the bottom east enhelbed between 11 10 are broken the bottom west edg 100 0% ent is missing the EB lane. 100 0% ent is missing the EB lane. 100 0% state of the bottom west edg 100 with the bottom west edg 100 with the EB lane. 100 0% state of the bottom west edg 100 with the EB lane. 11 Composite re 1 unsupported. It is unsupporte	p to 0.020in wide. 280.00 669 the girder bottom and are no longe edge of the south vide x 20-foot-longe between girders 0.00 0% e joint seal for 10 0.00 0% ging/torn, joints close cort bar 1. Bearing inforcing above b E box bottom plat ion beam sagging in. Longitudinal si ged. 74.00 0%	flanges and the r functioning. cantilever. g crack 2-feet fros 3 and 4. 0.00 feet in the westted to the control of the contr	pier caps, exist at on the top. 0% 0.00 cound lanes and the object of the count lanes are the count la	piers 6 and 10. 100% 68 proughout the 100% 20 partially rted.	9.00
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300 / 4	PX - Fier Pier Pier Pier Pier Pier Pier Pier P	sion exists under remnants of the a abutments exhibit random hairling Re Conc Pier Cap - Seismic restraints, consisting of cable anchorages for girders 1 th 6 cap exhibits rust staining through 1 cap on the west and east faces 10 cap exhibits a wide crack and Strip Seal Exp Joint to at a tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - The pourable expansion joint set the tast abutment. - Bour With Seal - Modular joints have fractured or oint 3 2 - W box unsupported. 3 - Both box bottom plates fractured. 4 - Both box bottom plates fractured. 5 - W box bottom plate fractured. 6 - W box supported by 6 3/4in 15 - W box bottom plate fractured. 7 - W box bottom plate fractured. 15 - W box bottom plate fractured. 16 - W box bottom plate fractured. 17 - W box not fully supported. 20 - Transverse separation beam odged. 3 - Longitudinal support bar broken. 5 - Span 4 bearings at pier 3, slidin. - Sheared 2in east, bearing split in E, PTFE pad distorted, near limit.	original W abutment the cracking with E abute and a spall to the attention of the set of	with no affect to putment cracks up 100 33% tached between 10 are broken the bottom east embits 1/16-inch-velottom west edg 100 0% ent is missing the EB lane. 100 0% state the composite results of the composite results o	p to 0.020in wide. 280.00 66% the girder bottom and are no longe edge of the south vide x 20-foot-longe between girders 0.00 0% e joint seal for 10 0.00 0% ging/torn, joints clo coort bar 1. Bearing inforcing above be box bottom plate ion beam sagging in. Longitudinal seged. ged. 74.00 0% olie plate at S end	flanges and the r functioning. cantilever. g crack 2-feet fro s 3 and 4. 0.00 feet in the westter of the feet in the westter of the feet in the west of the feet in the feet	pier caps, exist at om the top. 0% 0.00 cound lanes and the own of the count lanes and the own of the count lanes and the own of the count lanes are set o	piers 6 and 10. 100% 69 nroughout the 100% 20 partially rted. 0% 0 in E and N end 1	9.00

		<u>No.:</u>	Structi				Local	<u>D:</u>		3	uff. Rati			N
		051	6822 (-1				82.9			
		ngs at piers 4, 6, 10 and E ab	utment ha	ve pac	ck rust betw	een rocke	and masor	ry plate. S	Several be	aring bolts	broken/m	issing, pier	6 and E	
		nent worst.		0:										
		tment bearings have corrosio				0,		nt/broken f	rom over e	expansion.				
		tment G1 and G2 bearings sh 6, pier 6 bearings rocked up t				•		10 realised	to O de		anaian F	ior 4 C2 ro	alrad	
		than other girders.	to 14 degre	ee iii e	жраныон а	igir, bea	illigs at piel	10 TOCKEU	up to 9 ue	grees exp	alisioli. F	161 4 G3 100	Skeu	
313 / 4	more	Fixed Bearing	l e	each	24.00	0%	0.00	100%	24.00	0%	0.00	0%	0.00	
71074	No sic	gnificant deficiencies.			21.00	1 0,0	0.00	10070	21.00	1 070	0.00	0,0	0.00	_
321 / 4	140 315	Re Conc Approach Slab	h s	sq.ft	4.00	0%	0.00	75%	3.00	25%	1.00	0%	0.00	
21/4	Eann	roach slab recently overlaid w		<u> </u>	4.00	0 70	0.00	7 3 70	3.00	2570	1.00	0 70	0.00	
		longitudinal and map cracks			slah									
330 / 4	1/ 1011	Metal Bridge Railing	m w appi	ft	3,978.00	100%	3,973.00	0%	0.00	0%	5.00	0%	0.00	
,50 / -	PX _	Rail for N bridge railing missir	na adiacen								_			
		Gaps in rail at N railing in spa			•			io with oxp	0000 101111	oromig at p	ot localic	ir at pior 12		
919/4		St.(Rail) Prot. Coat		sq.ft	7,500.00	0%	0.00	100%	7,500.00	0%	0.00	0%	0.00	
		` '			· · · · · · · · · · · · · · · · · · ·	-	_	ш.	· ·					
31 / 4	al	luminum railing. Re Conc Bridge Railing	,	ft	5,967.00	0%	0.00	100%	5,939.00	0%	28.00	0%	0.00	
31/4	Concr	rete bridge railing and curb type					L						_	
		ng and isolated locations of sp						• .			•			
		o 6-inch-deep spall.	paining with	ГСХРО	oca remiore	ing steen.	THE WOISES	paining exic		outil outb	ii spaii o	Witi a 20-10	orlong	
		ollowing locations exhibit mind	or impact o	damag	e with heav	v crackino	and/or spa	ling with ex	cposed rei	nforcemen	t:			
		railing in spans 3 and 4.	'	3		, .		3						
	-North	n face of the median railing ov	er piers 10	0 and	12.									
19 / 4		PS Conc.Gird.End(5Ft	:	ft	360.00	99%	356.00	1%	4.00	0%	0.00	0%	0.00	
	FX – I	End of beams spalling with ex	xposed stra	ands:			_				_		_	
	• Sp	oan 1, B1 at pier 1 - crack exte	ending 30ii	n up w	eb and spa	II in bottor	n flange exp	osing 9 str	ands.					
	• Sp	oan 2, B12 at pier 2 - spall in b	bottom flan	nge ex	posing 23 s	trands.								
		oan 3, B1 at pier 2 – crack ext		•			pall exposir	g 3 strands	S.					
		oan 3, B12 at pier 2 – 12in x 4	_				' '	5						
		oan 3, B1 at pier 3 - spall in bo			•	nds.								
		· · · · · · · · · · · · · · · · · · ·	_											
	• Sp	oan 3, B12 at pier 3 - spall in b	bottom flan		•		l in web exp	osing 4 str	ands.					
		oan 3, B12 at pier 3 - spall in b 3, B6 at pier 3 bottom flange		nge ex	posing 26 s	trands and		-						
359 / 4			has the er	nge ex	posing 26 s	trands and		-		0%	0.00	0%	0.00	_
859 / 4	Span	3, B6 at pier 3 bottom flange	has the er	nge exp nds of teach	posing 26 s the mild ste 1.00	trands and el anchors 0%	for sole pla	te exposed	d. 1.00					
359 / 4	Span Origin	3, B6 at pier 3 bottom flange Soffit	has the er	nge exp nds of teach	posing 26 s the mild ste 1.00	trands and el anchors 0%	for sole pla	te exposed	d. 1.00					
359 / 4	Span Origin heavie	3, B6 at pier 3 bottom flange Soffit all spans exhibits full depth x er over piers.	has the er e full width t	nge ex nds of each	posing 26 s the mild ste 1.00 erse crackin	trands and el anchors 0% g up to 0.	for sole pla 0.00 030-inch-wid	100%	d. 1.00					
359 / 4	Span Origin heavie Shallo	3, B6 at pier 3 bottom flange Soffit lal spans exhibits full depth x er over piers. ow spalls exist sporadically ad	has the er efull width t	nge exp nds of the each transver	posing 26 s the mild ste 1.00 erse crackin top flanges	trands and el anchors 0% g up to 0.0 throughou	for sole pla 0.00 030-inch-wide t the main s	te exposed 100% te spaced a	d. 1.00 at 2 to 6 fo					
359 / 4	Span Origin heavie Shallo Isolate	3, B6 at pier 3 bottom flange Soffit all spans exhibits full depth x er over piers.	has the er efull width t djacent to g gs exhibits	nge expands of the each of the	posing 26 s the mild ste 1.00 erse crackin top flanges g with expo	trands and el anchors 0% g up to 0.0 throughous sed reinfo	for sole pla 0.00 030-inch-wide t the main s	te exposed 100% le spaced apans.	d. 1.00 at 2 to 6 for e joints .	eet with mi	nor efflore			
359 / 4	Origin heavie Shalld Isolate Soffit	3, B6 at pier 3 bottom flange Soffit al spans exhibits full depth x er over piers. by spalls exist sporadically ad ed areas of the soffit overhang	has the er full width t djacent to g gs exhibit sibits rust st	nge expands of beach can be care to be care	posing 26 s the mild ste 1.00 erse crackin top flanges g with expo	trands and el anchors 0% g up to 0.4 throughoused reinfo	for sole pla 0.00 030-inch-wid t the main s rcement adjue to shallo	te exposed 100% de spaced apans. acent to the w cover of	d. 1.00 at 2 to 6 for e joints . reinforcing	eet with mi	nor efflore			
	Origin heavie Shalld Isolate Soffit	3, B6 at pier 3 bottom flange Soffit al spans exhibits full depth x er over piers. by spalls exist sporadically ad ed areas of the soffit overhang between girders 2 and 3 exhi	has the er full width t djacent to g gs exhibit sibits rust st pier 3 exh	nge expands of beach can be care to be care	posing 26 s the mild ste 1.00 erse crackin top flanges g with expo	trands and el anchors 0% g up to 0.4 throughoused reinfo	for sole place of the color of the main streement adjue to shall of the color of th	te exposed 100% de spaced apans. acent to the w cover of	d. 1.00 at 2 to 6 for e joints . reinforcing	eet with mi	nor efflore			=
	Origin heavie Shalld Isolate Soffit Soffit	3, B6 at pier 3 bottom flange Soffit al spans exhibits full depth x er over piers. by spalls exist sporadically ad ed areas of the soffit overhang between girders 2 and 3 exhi below median in span 4 over St.Open Gird End(5Ft	has the er efull width t djacent to g gs exhibit sibits rust st pier 3 exh	nge expands of pach pach pach pach pach pach pach pach	posing 26 s the mild ste 1.00 erse crackin top flanges g with expo and small 2SF spall v 120.00	trands and el anchors 0% g up to 0.0 throughous sed reinfo pop-outs coult expos 50%	for sole pla 0.00 030-inch-wide t the main s reement adjue to shallo	te exposed 100% de spaced a pans. acent to the w cover of oded reinfo 50%	d. 1.00 at 2 to 6 for the points are inforcing stee	eet with mi	nor efflore	escence. Cr	acking is	=
65 / 4	Origin heavie Shalld Isolate Soffit Soffit	3, B6 at pier 3 bottom flange Soffit al spans exhibits full depth x er over piers. by spalls exist sporadically ad ed areas of the soffit overhang between girders 2 and 3 exhi below median in span 4 over St.Open Gird End(5Ft rust up to 1/2in between conn	has the er efull width t djacent to g gs exhibits ibits rust st pier 3 exh nection stiff	nge exinds of each cransversible spallin taining hibits a feners	posing 26 s the mild ste 1.00 erse crackin top flanges g with expo and small 2SF spall v 120.00 and FB low	trands and el anchors 0% g up to 0.0 throughoused reinfo oop-outs oo vith expos 50% rer strut gr	for sole plate of the main streement adjue to shall ded and corn 60.00 lisset plates	te exposed 100% de spaced a pans. acent to the w cover of oded reinfo	d. 1.00 at 2 to 6 for the points are inforcing stee 60.00	g steel cha	nor efflore	escence. Cr	acking is	
65 / 4	Span Origin heavie Shalld Isolate Soffit Soffit Pack	3, B6 at pier 3 bottom flange Soffit al spans exhibits full depth x er over piers. by spalls exist sporadically ad ed areas of the soffit overhang between girders 2 and 3 exhi below median in span 4 over St.Open Gird End(5Ft rust up to 1/2in between conn	has the er efull width t djacent to g gs exhibits ibits rust st pier 3 exh nection stiff	nge expands of pach pach pach pach pach pach pach pach	posing 26 s the mild ste 1.00 erse crackin top flanges g with expo and small 2SF spall v 120.00	trands and el anchors 0% g up to 0.0 throughous sed reinfo pop-outs coult expos 50%	for sole plate of the main streement adjue to shall ded and corn 60.00 lisset plates	te exposed 100% de spaced a pans. acent to the w cover of oded reinfo 50%	d. 1.00 at 2 to 6 for the points are inforcing stee	eet with mi	nor efflore	escence. Cr	acking is	
65 / 4 70 / 4	Span Origin heavie Shalld Isolate Soffit Soffit Pack	3, B6 at pier 3 bottom flange Soffit al spans exhibits full depth x er over piers. by spalls exist sporadically ad ed areas of the soffit overhang between girders 2 and 3 exhi below median in span 4 over St.Open Gird End(5Ft rust up to 1/2in between conn Concrete Wingwall gnificant deficiencies.	has the er efull width t djacent to g gs exhibits ibits rust st pier 3 exh nection stiff	nge exinds of each ransversions and taining hibits a ft feners	posing 26 s the mild ste 1.00 erse crackin top flanges g with expo and small 2SF spall v 120.00 and FB low 4.00	trands and el anchors 0% g up to 0. throughous sed reinfo pop-outs of with expose 100% rer strut great 100%	for sole plands of the main streement adjue to shall ded and correspond to the main streement adjue to shall ded and correspond to the main streement adjue to shall ded and correspond to the main streement adjue to shall ded and correspond to the main streement adjue to shall determine the shall determine the main streement adjue to shall determine the shall d	te exposed 100% de spaced a pans. acent to the w cover of oded reinfo 50% 0%	1.00 at 2 to 6 for e joints . reinforcing stee 60.00	g steel cha	0.00	0%	0.00 0.00	
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NBI No.: Structure No.: Local ID: Suff. Rating: ND 6822 0000 X -1 17051 82.90 Fixed poured seal joints at west abutment, pier 2, and deck control joints. PX - The compression joint seal at the east abutment has pushed through the full length and the joint is closed . The seal in the westbound lanes is impacted with soil and gravel in the inside shoulders and partially covered in a light amount of worn asphalt. The joint header in the westbound lanes exhibits a 24-inch-wide x 9-inch-long x 2-inch-deep spall in the northern lane. The seal in the eastbound lanes is missing causing the joint to leak and allowing drainage to pass onto the bearing seat at the east abutment. The joint armor in the eastbound lanes exhibits a 1/2-inch vertical offset with the bridge side joint armor lower than the approach joint armor . Several of the deck control joints exhibit minor spalling adjacent to the joints and missing joint seals 3% 2 00 0% 0.00 916 / 4 St.Bearing Assembly each 76.00 97% Bearings showed some surface corrosion and some pack rust between assemblies. St. Cracking/Fatigue 956 / 4 each 1.00 0% 0.00 0% 0.00 100% 1.00 0% 0.00 FX - Cracks at horizontal web splice terminations in spans 4 near floor beam 5, span 5 near floor beams 3 and 11, and span 6 near floor beam 3. Cracks or cored hole noted at: · Span 4, girder 2, near floor beam 5 (1-inch-long crack arrested by cored hole, 1 1/2-inch-long crack arrested by cored hole). Span 4, girder 4, near floor beam 5 (7/16-inch-long crack arrested by a cored hole). Span 5, girder 1, near floor beam 11 (3/4-inch-long crack stopping short of the cored hole, 1 1/4-inch-long crack arrested by two cored holes). • Span 5, girder 2, near floor beam 11 (2-inch-long crack arrested by a cored hole). • Span 5, girder 3, near floor beam 11 (7/8-inch-long crack stopping short of the cored hole). • Span 5, girder 4, near floor beam 3 (1 1/8-inch-long crack arrested by a cored hole, 1-inch-long crack arrested by a cored hole). • Span 5, girder 4, near floor beam 11 (1-inch-long crack arrested by a cored hole). · Span 6, girder 1, near floor beam 3 (both cracks arrested by a cored hole). • Span 6, girder 2, near floor beam 3 (1-inch-long crack arrested by a cored hole). · Span 6, girder 3, near floor beam 3 (Paint crack originally noted). • Span 6, girder 4, near floor beam 3 (1 1/4-inch-long crack arrested by a cored hole). 957 / 4 Pack Rust Smart Flag each 1.00 0% 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. At floor beam 6 in span 4 between girders 3 and 4; 1/2-thick painted over pack rust exists between the floor beam web and the connection plate at girder 4. Similar condition at floor beam 8 at girder 4 over pier 6; in span 6. Similar conditions occur sporadically but with less severity. Floor beam 8 between girders 3 and 4 over pier 6; span 6; the floor beam truss lower chord exhibits pack rust up to 1/2 inch between the center gusset plate and the lower chord angle with 1/16-inch deep section loss to the gusset plate. Similar condition in span 7 over pier 6. FX - Pack rust is typically developing between the diaphragm top flange and the deck soffits; up to 1/16-inch at random locations each 0% 0.00 100% 1.00 0% 958 / 4 Concrete Cracking SF 1.00 Deck in new portion (spans 1 through 3 and 70ft in span 4) has transverse cracks of 0.020in spaced at 3ft to 5ft, span 3 has 0.030in diagonal cracking. Deck in original portion has transverse cracks of 0.050in spaced at 5ft to 10ft. 963 / 4 Steel Section Loss SF each 0% 0.00 100% 1.00 0% 0.00 0.00 1.00 Areas of painted over pitting are present throughout the bridge primary members. Minor section loss is active at areas of pack rust, generally at deck joints. 100% Erosion SF 0% 0% 968 / 4 each 1.00 1.00 0.00 0.00 0% PX - E abutment breastwall has undermining with 20in of penetration beneath flowable fill (2013 repair) and no exposure of piles. Erosion is from Erosion exists under remnants of the original W abutment with no affect to the replaced abutment each OutOfPlane Dist./Load 0% 0.00 0% 0.00 969 / 4 1.00 0% Member Alignment - Span 6 FB 4 has 1/4in sweep between girders 1 and 2. each Straight Gird.Diaphr 1.00 100% 1.00 0% 0% 0.00 974 / 4 0% 0.00 0.00 PX – Stringer diaphragm between stringers 3 and 4, span 6 over FB 5 has an 8 1/2in crack. Pack rust exists between diaphragm top flange and deck soffit