

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 17611	Structure No.: 5159 0300 X	Local ID: -1	Suff. Rating: 66.70	ND
--------------------------	--------------------------------------	------------------------	-------------------------------	-----------

Bridge Description: <div style="border: 1px solid black; padding: 2px;">4(100ft.CONT.) (207ft.-334ft.-207ft.CONT.)3(100ft.CONT.)4(100ft.CONT.)75ft. PLATE</div> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 1. State: Oklahoma 2. Division: Division 1 3. County: MUSKOGEE 4. City: Unknown Admin Area: Unknown 5a. On/Under: Route On Structure 5b. Kind of Hwy: State Hwy 5c. Lvl of Srvc: Mainline 5d. Route No.: 00100 5e. Dir. Suffix: N/A (NBI) </div> <div style="width: 48%;"> 7. Facility Carried: S.H. 100 6. Feat.: ARKANSAS RIVER 9. SEQUOYAH C/L 11. Mile Post: 2.999 mi 13. LRS / Sub Rte: -1 / -1 16. Latitude: 35° 31' 14.59" 17. Longitude: 095° 07' 24.89" 98. Border: Unknown (P) % Responsible: 0.00 99. Border Brdg #: Unknown </div> </div>	INSPECTION <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> <tr> <td>NBI:</td> <td></td> <td>0</td> <td>24 months</td> <td>7/14/2023</td> <td>07/14/2025</td> </tr> <tr> <td>FC:</td> <td>Y</td> <td>0</td> <td>24 months</td> <td>7/14/2023</td> <td>7/14/2025</td> </tr> <tr> <td>UW:</td> <td>Y</td> <td>0</td> <td>60 months</td> <td>10/14/2022</td> <td>10/14/2027</td> </tr> <tr> <td>OS:</td> <td>Y</td> <td>1</td> <td>24 months</td> <td>7/18/2024</td> <td>7/14/2026</td> </tr> </table>	Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		0	24 months	7/14/2023	07/14/2025	FC:	Y	0	24 months	7/14/2023	7/14/2025	UW:	Y	0	60 months	10/14/2022	10/14/2027	OS:	Y	1	24 months	7/18/2024	7/14/2026
Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.																										
NBI:		0	24 months	7/14/2023	07/14/2025																										
FC:	Y	0	24 months	7/14/2023	7/14/2025																										
UW:	Y	0	60 months	10/14/2022	10/14/2027																										
OS:	Y	1	24 months	7/18/2024	7/14/2026																										
STRUCTURE TYPE AND MATERIALS 43a/b. Main Span: Steel Cont. / Girder-Floorbeam 44a/b. Appr. Span: Steel / Stringer/Girder 45. # of Main Spans: 3 46. # of Appr. Spans: 11 107. Deck Type: Concrete-Cast-in-Place 108a. Wearing Surface: Epoxy Overlay 108b. Membrane: None 108c. Deck protection: Unknown	CLASSIFICATION 12. Base Hwy Net.: Not on Base Network 20. Toll Facility: On free road 21. Custodian: State 22. Owner: State 26. Function Class: 07 Rural Mjr Collecto 37. Historical Sig.: Not eligible for NRHP 100. Def. Hwy: Not a STRAHNET hwy 101. Parallel Str.: No bridge exists 102. Traffic Dir.: 2-way traffic 103. Temp. Str.: Not Applicable (P) 104. Hwy System: Not on NHS 105. Fed Land Hwy: IRR-Indian Res Rd 110. Defense Hwy: Not a STRAHNET hwy 112. NBIS Length: Long Enough																														
AGE AND SERVICE 19. Detour Length: 9.9 mi 27. Year Built: 1969 28a/b. Lanes on/und: 2 / 0 29. ADT: 3,300 30. Year of ADT: 2022 42a/b. Type of Svc on/und: Highway / Waterway	CONDITION 58. Deck: 6 Satisfactory 62. Culvert: N/A (NBI) 59. Sup.: 5 Fair 61. Chan./Chan. Prot.: 6 Bank Slumping 60. Sub: 6 Satisfactory Flowline Notes: <div style="border: 1px solid black; padding: 2px;">There has been general scour ranging from 5-ft to 15-ft, west of Pier 8 since construction. The top of the footing at Piers 4, 5, 6, 8 and 9 are exposed;</div>																														
GEOMETRIC DATA 10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 44.00 ft 33. Median: No median 34. Skew: 0.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 28.00 ft 48. Length Max Span: 333.99 ft 49. Struct. Length: 1,928.15 ft 50a. Curb/Sdwk Width L: 1.50 ft 50b. Curb/Sdwk Width R: 4.00 ft 51. Width Curb to Curb: 28.00 ft 52. Width Out to Out: 35.30 ft Deck Area: 68,060.89 sq. ft 53. Min. Vert. Cl. Ovr Brg: 99.99 ft 54a. Min. Vt. Undclr. Ref: N Feature not hwy c 54b. Min. Vert. Undclr.: 0.00 ft 55a. Min. Lat. Undclr. Ref: N Feature not hwy 55. Min. Lat. Underclr. R: 0.00 ft 56. Min. Lat. Underclr. L: 0.00 ft	LOAD RATING AND POSTING 31. Design Load: MS 18 (HS 20) 41. Post. Status: A Open, no restriction 70. Posting: 5 At/Above Legal Loads 63. Op / 65. Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> <tr> <td>64. Operating Rating (tons):</td> <td>33.29</td> <td>54.45</td> <td>75.84</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>19.95</td> <td>32.63</td> <td>45.53</td> <td>-1.00</td> <td></td> </tr> </table>		H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	33.29	54.45	75.84	0.00	0.00	66. Inventory Rating (tons):	19.95	32.63	45.53	-1.00													
	H	HS	3-3	EV3	SHV																										
64. Operating Rating (tons):	33.29	54.45	75.84	0.00	0.00																										
66. Inventory Rating (tons):	19.95	32.63	45.53	-1.00																											
OKLAHOMA ITEMS 200c. Temperature: 99 200d. Weather: Clear 201. Struc.Stl. ASTM Desig.: A-36 / -1 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: Finger 204. Type of Railing: PTR-1 (square hand rail) 205. Material Quantity: -3.00 208a. Type of Abutment: Skeleton b. Type of Found.: Steel Piling 209. Type of Pier/Found.: 2 / No Spread Footing 210. Foundation Elev.: <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>4,402.00</td> <td>4,352.00</td> </tr> <tr> <td>-1.00</td> <td>4,400.00</td> </tr> <tr> <td></td> <td>-1.00</td> </tr> </table> 211. Wear.Surf.Prot.Sys: None Date Installed: 01/01/1901 211c. Silane Reapplied 211d. Date : 213. Utilities Attached: Communication <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Natural Gas</td> <td>Power</td> </tr> <tr> <td></td> <td></td> </tr> </table>	4,402.00	4,352.00	-1.00	4,400.00		-1.00	Natural Gas	Power			APPRAISAL 36a. Brdg Rail: 0 Substandard 36b. Transition: 1 Meets Standards 36c. Appr. Rail: 1 Meets Standards 36d. Appr. Rail Ends: 1 Meets Standard 67. Str Evaluation: 5 Above Min Toler 68. Deck Geom.: 4 Tolerable 69. Vert./Horiz. Undclr: Not applicable (NB) 71. Waterway Adeq: 8 Equal Desirable 72. Appr. Alignment: 6 Equal Min Criteria 113. Scour Critical: 8 Stable Above Footin PROPOSED IMPROVEMENT 94. Bridge Cost: \$11,530,195 95. Roadway Cost: \$4,500,000 96. Total Cost: \$16,937,565 97. Yr. of Cost Est.: 2015 75. Type of Work: 31 Repl-Load Capacity 76. Lngth of Improvement: 1,928.1 ft 114. Future ADT: 5,280 115. Yr. of Future ADT: 2042 NAVIGATION DATA 38. Nav. Control: Permit Required 39. Vert. Clearance: 52.0 ft 40. Horiz. Clearance: 300.0 ft 111. Pier Protect.: 2 In-Place, Function 116. Lift Bridge Vert. Clr.: 0.0 ft																				
4,402.00	4,352.00																														
-1.00	4,400.00																														
	-1.00																														
Natural Gas	Power																														
214a. Posted Weight Limit: NR b. Posted Speed Limit: c. Narrow/1way Brdg Sign: NA d. Vertical Clr. Sign: NA Adv. Warning Sign: NA e. Navigation Lights?: Yes Working/Not Working: Yes 215. Overpass: STATE HIGHWAY 218. Functionally Obsolete: - 220. Bridge Redecked: - 221. Substr. Cond. (U/W): Satisfactory Condition 222. Fill Over RCB: 0 223. Appr. Slab/Rwy Cond.: 2 225. Paint Type/Ovrct: Organic Zinc (OZ-E-U) Gr: N/A 226. Date Painted: 2010 227. Paint Color: Gray 233. Deck Forming: 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Concrete 243. Grdr Spacing/No.: /	244. Span Lengths: <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>100</td> <td>207</td> <td>334</td> </tr> <tr> <td></td> <td>207</td> <td>100</td> </tr> </table> 245. Girder Depth: 246a. Type of Overlay: Polymer Conc. b. Overlay Thickness: 0.10 c. Overlay Date: 05/01/2014 d. Only Depth Changed >1": N 247. Protective Systems: 248. # Field Splices w/ Corrosion: 3 249. Scour Crit. POA Exists?: - 250. Headwall: 258. Plans w/Found. in ODOT File: - 259. Scour Eval. in ODOT File: - 263. Interchange at Intersection: No 264. Interstate Milepoint:	100	100	100	100	207	334		207	100																					
100	100	100																													
100	207	334																													
	207	100																													

Oklahoma Dept. of Transportation - Bridge Inspection Report

<u>NBI No.:</u> 17611	<u>Structure No.:</u> 5159 0300 X	<u>Local ID:</u> -1	<u>Suff. Rating:</u> 66.70	ND
Inspection Date: 7/18/24		Ed Cinadr		
Invoice No.: 1160667		Inspected With: -1		

BRIDGE NOTES:

15 span structure consisting of: Spans 1-4 100-foot long continuous steel multi girders spans; Spans 5-7 three span continuous steel twin girders (207 feet, 334 feet, 207 feet); Spans 8-10 three 100-foot long continuous steel multi girders spans; Spans 11-14 four 100-foot long continuous steel multi girders spans; Span 15 100-foot long simple steel multi girder span.

O/S Inspection items include:

- Girder web cracks at:
 - o Span 5, G 1 (south face) between FBs 4 and 5 – 1 1/4-inch paint crack in web at the longitudinal stiffener cored hole (perform Magnetic Particle Testing during 2022 O/S inspection)
 - o Span 5, G 1 at the field splice near FB 5 – 5/8-inch crack with no arrestor hole.
 - o Span 5, G 2 at the field splice near FB 5 – paint crack.
 - o Span 6, G 1 at the field splice near FB 3 – arrested crack.
 - o Span 6, G 2 at the horizontal field splice termination near FB 11 – 3/16-inch crack.
 - o Span 7, G 1 at the field splice near FB 4 – paint crack.
 - o Span 7, G 2 at the field splice near FB 4 – arrested crack.
- Cracks in the stringer connection angles welds to replaced FBs at:
 - o Span 5, stringer 3 connection to FB 3
 - o Span 7, stringer 1 connection to FB 0
 - o Span 7, stringer 3 connection to FB 0
- Crack on exterior face of span 15, beam 1 in near pier 14.
- Cracked FB to girder connection welds:
 - o Span 5, FB 6 upper connection to G 1 – 5 1/2-inch crack in connection plate weld
 - o Span 6, FB 0 lower connection to G 2 – horizontal weld cracked full length.
 - o Span 7, FB 0 lower connection to G 2 – 1 1/8-inch and 1/2-inch cracks in welded repair.

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:
17611

Structure No.:
5159 0300 X

Local ID:
-1

Suff. Rating:
66.70

ND

INSPECTION NOTES: 7/18/24

2024/07/18 Other/Special inspection notes. No significant changes to OS items as noted in the Structure Notes except for:

- Cracked FB to girder connection welds:
 - Span 5, FB 6 upper connection to G 1 – 5 1/2-inch crack in connection plate weld (3/8-inch growth).

Channel Notes: The channel in the vicinity of the bridge has a slight bend and is well aligned with the piers. There are spur dikes on the east bank (outside of the bend), approximately 450-ft, 1400-ft, and 2700-ft upstream of the bridge.. Both embankments are protected with dense vegetation. The embankments appear stable. There is light to moderate timber debris on the channel bottom at Piers 3, 4, 7, 8, 9, and 10; however, there are no significant restrictions to flow at the bridge. The channel bottom material at the piers consists of sand, gravel, and rock.

UW Inspection General Notes: The submerged portions of the substructure are in satisfactory condition. There is light abrasion on the columns and webwalls ranging from 1/16-in deep to 1/8-in deep and algae growth.

PX.

- Replace N railing post anchor bolts missing at eastern most railing post.
- Unclog deck scuppers.
- Reseal fixed poured joint seal at both abutments.
- Arrest girder web cracks at horizontal splice termination at:
 - Span 5, G 1 at field splice near FB 5 – 5/8 inch.
 - Span 6, G 2 near FB 11 – 3/16-inch-long vertical crack in lower web plate.
- Replace missing bolts and tighten loose bolts at
 - Girder splice locations
 - FB connection to girders in spans 5, 6 and 7.
 - Stringer connection to FBs in spans 5, 6 and 7.
- Repair cracked web connection plate weld for FB 6 in span 5 at G 1.
- Reattach FB 0 lower connection to G 2 in span 6.
- Repair cracks in lower lateral bracing in span 5, FB 7, G 2 and span 6, FB 12, G 2, and other similar locations.
- Tighten loose anchor bolts and replace missing or bent anchor bolts.

FX – Monitor.

- Monitor deck soffit along girders, FBs and stringers for further spalling.
- Monitor vertical offset of finger joints for changes in height at piers 4 and 7.
- Monitor locations of girder web cracks having drilled hole retrofits or paint cracks at horizontal splice termination at:
 - Span 5, G 2 at field splice near FB 5 – paint crack.
 - Span 6, G 1 at field splice near FB 3 – arrested crack.
 - Span 7, G 1 at field splice near FB 4 – paint crack.
 - Span 7, G 2 at field splice near FB 4 – arrested crack.
- Monitor 1 1/4-inch long paint crack in span 5, G 1 web at longitudinal stiffener cored hole between FBs 4 and 5 (Magnetic Particle Testing to be performed during 2022 O/S inspection).
- Monitor cored hole locations in longitudinal stiffeners for crack development in girder web .
- Monitor bow in web of G 1, span 7 at field splice between FBs 3 and 4.
- Monitor cracked welds at cross frame connection to girders due to pack rust.
- Monitor cracks at stringer connection angles at:
 - Span 5, stringer 3 connection to FB 3
 - Span 7, stringer 1 connection to FB 0
 - Span 7, stringer 3 connection to FB 0
- Monitor welded connections at recently replaced FBs.

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4	
12 / 1	Re Concrete Deck	sq.ft	53,984.00	0%	0.00	100%	53,984.00	0%	0.00	0%	0.00	
PX – Minor to moderate debris along curbs. The deck scupper in span 10 near pier 10 is clogged. Several additional scuppers are partially clogged with vegetation. Isolated shallow spalls exist in the deck. Longitudinal cracks exist along the deck surface, mostly in the wheel lines. Transverse cracks spaced at 1 to 3 feet exist on the surface randomly along the full length of the bridge. Cracks are widest and most prominent in the twin girder spans. Deck patches exist from a prior rehabilitation. The deck patches are functioning as intended. Note: The deck is being coded CS2 (Soffit CS3) due to areas of the deck being visible due to the deterioration of the wearing surface.												
510 / 1	Wearing Surfaces	sq.ft	53,984.00	60%	32,391.00	35%	18,894.00	5%	2,699.00	0%	0.00	
Epoxy grit overlay (installed 2014) failing in patches throughout the deck, mostly along the wheel lines.												
107 / 1	Steel Opn Girder/Beam	ft	4,780.00	82%	3,900.00	10%	478.00	8%	402.00	0%	0.00	

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:		Structure No.:		Local ID:		Suff. Rating:		ND			
17611		5159 0300 X		-1		66.70					
<p>Fracture Critical twin girder spans exist in spans 5 through 7 and have the following comments:</p> <p>Cracks at horizontal web splice terminations at:</p> <p>PX – Span 5, G 1 near FB 5 – 5/8 inch, not arrested.</p> <p>FX – Span 5, G 2 near FB 5 – 3/8 inch (likely paint crack).</p> <p>FX – Span 6, G 1 near FB 3 – 3/4 inch, arrested with two holes.</p> <p>PX - Span 6, G 2 near FB 11 – 3/16 inch, not arrested.</p> <p>FX – Span 7; G 1 near FB 4 – 1 inch and 1 1/8 inch (likely paint cracks) in girder web at toe of longitudinal stiffener .</p> <p>FX – Span 7; G 2 near FB 4 – Two vertical cracks arrested with drilled hole retrofits.</p> <p>PX – Missing or loose bolts at:</p> <p>Span 5, G 2 near FB 5.</p> <p>Span 6, G 1 top interior top flange.</p> <p>Span 6, G 1 interior face horizontal splice at pier 6</p> <p>Span 6, G 2 exterior face top and bottom flanges near FB 3.</p> <p>Span 6, G 2 exterior face horizontal splice near FB 12.</p> <p>Span 7, G 1 exterior face horizontal splice near FB 3.</p> <p>FX – A global bow up to 1/2 inch exists in the web of G 1; span 7 between FB 3 and 4 at the field splice.</p> <p>1/8-inch pack rust between top flanges and deck is common.</p> <p>FX – Cracks (retrofitted) at longitudinal stiffener butt welds at:</p> <p>Span 5; G 1 between FB 4 and 5. A paint crack has formed along the girder web .</p> <p>Span 6; G 1 near FB 6</p> <p>Span 6; G 1 near FB 7</p> <p>Span 6; G 1 near FB 9</p> <p>Span 6; G 2 near FB 9</p> <p>Span 7; G 2 between FB 7 and 8</p> <p>Painted over pitting was observed in the web of the girders adjacent to the top of lower lateral bracing gusset plates.</p> <p>Pack rust (1/2 inch) between horizontal web splice causing distortion at several locations.</p> <p>Pack rust (5/16 inch) at bottom flange splice plates.</p> <p>Heavy laminating corrosion was noted at the girder horizontal web splices at the bearing stiffeners over piers 5 and 6. G 2 over pier 6 also has up to 50% section loss to 4 of 6 bolts.</p> <p>Pack rust (3/16 inch) in girder top flange at deck joints.</p> <p>One missing bolt was noted at the FB 2 connection to G 1; span 7.</p>											
<p>Multi girder spans exist in spans 1 through 4 and 8 through 15 and have the following comments:</p> <p>FX – Isolated CF top struts exhibit cracked welds between the CF and gusset plate due to pack rust. The following locations exhibited cracks:</p> <p>CF at pier 1 to G 3 – 5 3/8 inch.</p> <p>CF at pier 3 to G 4 – 1/4 inch.</p> <p>CF at pier 4 to G 1, span 4 – 1/4 inch.</p> <p>CF at pier 12; connection to G 2 – full length of gusset plate.</p> <p>Pack rust (1 1/4 inches) typical between CF members and vertical web stiffeners . Minor to moderate pitting and distortion to the gusset plate also present at these locations.</p> <p>Girder cross frames between G 1; 2 and 3 at pier 9 and pier 10 exhibits a 3-inch bow, most likely due to the bearing rehabilitation project.</p> <p>Vertical crack (1 3/4 inch) in bearing stiffener fillet weld at exterior face of G 1, span 15 at pier 14.</p>											
515 / 1	Steel Protective Coating	sq.ft	140,000.00	0%	0.00	100%	140,000.00	0%	0.00	0%	0.00
<p>Painted in 2010. Areas of previous corrosion and pack rust are reactivating in many locations especially at gusset plates near the expansion joints. Pack rust is active in many girder horizontal web splices. Previous PX of laminating corrosion and pack rust at lower lateral bracing gusset plates were repaired prior to the 2014 OS although corrosion is reactivating in isolated locations.</p>											
113 / 1	Steel Stringer	ft	1,914.00	97%	1,850.00	3%	50.00	1%	14.00	0%	0.00
<p>PX – Loose stringer connection bolts between connection angle and FB web at:</p> <p>Span 5, stringer 2 at FB 4 – 1 loose bolt</p> <p>Span 5, stringer 3 at FB 4 – 1 loose bolt</p> <p>Span 5, stringer 3 at FB 8 – 1 loose bolt</p> <p>Span 6, stringer 1 at FB 3 – 4 loose bolts</p> <p>Span 6, stringer 2 at FB 3 – 1 loose bolt</p> <p>Span 6, stringer 3 at FB 4 – 1 loose bolt</p> <p>Span 6, stringer 1 at FB 5 – 2 loose bolts</p> <p>Span 6, stringer 1 at FB 6 – 2 loose bolts</p> <p>Span 6, stringer 2 at FB 6 – 1 loose bolt</p> <p>Span 6, stringer 3 at FB 6 – 3 loose bolts</p> <p>Span 6, stringer 3 at FB 8 – 3 loose bolts</p> <p>Span 6, stringer 1 at FB 11 – 5 loose bolts</p> <p>Span 6, stringer 1 at FB 12 – 1 loose bolt</p> <p>Span 7, stringer 3 at FB 4 – 1 loose bolt</p> <p>Multiple stringers have mis-drilled holes in bottom flange at FB connections.</p>											
152 / 1	Steel Floor Beam	ft	891.00	57%	508.00	22%	200.00	21%	183.00	0%	0.00

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:		Structure No.:		Local ID:		Suff. Rating:		ND			
17611		5159 0300 X		-1		66.70					
<p>The FBs in spans 5 through 7 act as trusses.</p> <p>PX – FB 6; span 5 at G 1 has 5 1/8-inch crack in weld for upper connection plate.</p> <p>PX – FB 0; span 6 at G 2 cracked full length of bottom weld and full height of vertical weld.</p> <p>PX – Span 5; west face of FB 6 at G 1, weld for the web connection plate cracked 4 1/2 inches.</p> <p>PX – Loose and misaligned bolts exist in the FB to G connections at several locations.</p> <p>FX – FBs replaced at FB 3 span 5; FB 0 span 6; and FB 0 span 7 with welds having irregular contour.</p> <p>Previous repair to FB 0 at G 2 span 7 was reattached via welded plate and has 1 1/8-inch and 1/2-inch cracks in welds.</p> <p>Several kinks and bends in FB members and gusset plates.</p> <p>Span 6, U3L2 of FB 2 has several shallow gouges 3/8 inch deep in the bottom flange.</p> <p>FB 4; span 6 exhibits two mis-drilled holes in the bottom flange under stringer 3.</p> <p>Oversized holes exist randomly throughout the FBs.</p> <p>Span 6, FB 6 top flange has 14-inch by 1-inch corrosion hole with adjacent knife edging.</p> <p>Several FBs exhibit surface corrosion along top flange and deck pumping.</p> <p>Corrosion of flanges and 1/8 inch pitting on bottom face of top flange.</p>											
<p>FLOOR BRACING SYSTEM</p> <p>PX – Span 5 LLB at G 2; east face of FB 7 has 5-inch crack in weld to gusset plate.</p> <p>PX – Span 6 LLB at G 2; east face of FB 12 has 5 3/4-inch crack in weld to gusset plate.</p> <p>LLB hanger rods are severed or missing bracket to stringer in several locations.</p> <p>Span 6 LLB between FBs 3 and 4 has 1 inch pack rust causing the bracing to rotate.</p> <p>A 5-inch by 2-inch corrosion hole exists through LLB gusset plate at the edge of the FB 6 stiffener to G 1; span 7.</p>											
205 / 1	Re Conc Column	each	26.00	88%	23.00	0%	0.00	12%	3.00	0%	0.00
<p>North column of pier 4 exhibits cracking with efflorescence on east face .</p> <p>Column of pier 6 exhibits random full height vertical cracks with light efflorescence and full width spalling with exposed reinforcement at the cross-section change near the waterline.</p> <p>North column of pier 8 exhibits multiple spalls with exposed reinforcement.</p>											
215 / 1	Re Conc Abutment	ft	80.00	0%	0.00	98%	78.00	3%	2.00	0%	0.00
<p>E abutment slope protection covered in vines and vegetation. The bottom of the abutment breastwall is exposed due to prior erosion, no piles observed.</p> <p>Bottom of breastwalls at both abutments are exposed up to 2 inches high and 4 feet wide at ends with up to 30 inches of penetration.</p> <p>Both abutments appear to be moving towards the channel. Both abutments are supported on vertical piles which are susceptible to movement from soil pressure acting behind the abutments.</p> <p>The east abutment exhibits a 7-foot wide patched area between girders 2 and 3 and a horizontal crack with rust staining near the girder 3 pedestal.</p>											
234 / 1	Re Conc Pier Cap	ft	594.00	71%	424.00	20%	120.00	8%	50.00	0%	0.00
<p>Pier 1 - Spall in edge near girder 3 seat.</p> <p>Pier 2 - 3/16-inch crack along east and west edges near G 2 with adjacent delamination in top face.</p> <p>Pier 3 - 1/16-inch cracks on the top face with large delaminated areas. The web wall has multiple shallow spalls with exposed reinforcing in the west face.</p> <p>Pier 4 - spalls and scaling exposing corroded reinforcing steel in the bearing seat areas and in west face over north column; Scaling (1/8 inch deep) around G 1 bearing, span 5.</p> <p>Pier 5 - West face at interface with the column exhibits multiple exposed and corroding reinforcing steel ends ; random hairline shrinkage cracks and isolated areas of small delaminations.</p> <p>Pier 7 - map cracks in the patched areas and spalling with exposed reinforcement around the base of north column.</p> <p>Pier 8 - 1/16-inch x 5-foot longitudinal cracks along the west and east top edges at G 1 and G 2 and delaminated concrete. Cracking and delaminations are due to corrosion of the reinforcing steel.</p> <p>Pier 13 - longitudinal cracks along the edges under G 1 and G 2.</p> <p>Pier 14 - 1/16-inch cracks in top face with large delaminated areas. Spalling and scaling concrete with exposed corroded reinforcing steel exists in the bearing seat areas and on the south face.</p>											
310 / 1	Elastomeric Bearing	each	12.00	100%	12.00	0%	0.00	0%	0.00	0%	0.00
<p>Previous rocker bearings for span 4 at pier 4, span 8 at pier 7; and span 11 at pier 10 have been replaced with elastomeric bearings</p>											
311 / 1	Moveable Bearing	each	30.00	0%	0.00	87%	26.00	13%	4.00	0%	0.00
<p>Typically exhibit rust staining and active laminating corrosion between the rocker and the masonry plate .</p> <p>Keeper plates broken free or have cracked welds at sole plate for G 3 and G 4 at west abutment.</p> <p>Pier 10, G1 rocker has rotated about vertical axis with SW corner overhanging masonry plate 1/4 inch.</p>											
313 / 1	Fixed Bearing	each	30.00	0%	0.00	93%	28.00	7%	2.00	0%	0.00
<p>PX - Bearing anchor bolts are loose with some working up out of bearing seat at multiple locations.</p> <p>Typically exhibit surface corrosion forming with minor pack rust developing .</p>											
321 / 1	Re Conc Approach Slab	sq.ft	2.00	50%	1.00	50%	1.00	0%	0.00	0%	0.00
<p>Both approach slabs have been recently replaced. The east approach slab exhibits up to 0.020 inch wide longitudinal cracking in the wheel lines.</p> <p>A spall measuring 2 feet by 6 inches exists along the east abutment joint.</p>											
330 / 1	Metal Bridge Railing	ft	3,856.00	95%	3,651.00	5%	200.00	0%	5.00	0%	0.00
<p>PX – Easternmost rail post along the north barrier at the end of the east approach slab is missing all four anchor bolts.</p> <p>Spalls exist in the sidewalk of span 5 near piers 4 and 5.</p> <p>West termination of the north bridge rail is missing one rail post and multiple blockouts of the northeast approach railing are twisted / damaged.</p> <p>South bridge rail in span 7 near FB 7 exhibits corrosion holes through the steel tube.</p> <p>In span 10; the south metal rail near FB 3 has minor impact damage.</p>											
919 / 1	St.(Rail) Prot. Coat	sq.ft	9,260.00	0%	0.00	100%	9,260.00	0%	0.00	0%	0.00
<p>Isolated areas of the painted coating to the steel railing exhibit peeling paint due to adhesion failure between the top and intermediate coats. Areas of corrosion are beginning to bleed through.</p>											
331 / 1	Re Conc Bridge Railing	ft	3,856.00	100%	3,856.00	0%	0.00	0%	0.00	0%	0.00

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:		Structure No.:		Local ID:		Suff. Rating:		ND			
17611		5159 0300 X		-1		66.70					
<p>The steel bridge railing has recently been painted and the concrete bridge railing has recently been skim coated. Isolated areas of the concrete rail exhibit minor cracking.</p> <p>Minor debris exists along the toe of both the north and south barriers.</p> <p>The curbs exhibit active vertical cracks and small spalls with exposed reinforcing due to insufficient cover .</p> <p>Tapered concrete curbs have been installed at both approaches to address blunt impact potential .</p>											
859 / 1	Soffit	each	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
<p>FX – Isolated spalls, 4 to 6SF and up to 3/4 inch deep with exposed reinforcing steel.</p> <p>FX – Shallow spalls common along top flange of girders, floor beams, and stringers. Isolated locations have spalls up to 1 foot wide with exposed corroding reinforcing steel.</p> <p>Deck lifting from girders and floor beams at isolated locations due to pack rust.</p> <p>Multiple 1/4-inch-wide cracks exist along the stringer deck haunch at locations in span 6 where stringers are not continuous over FBs.</p> <p>Transverse cracks with efflorescence throughout, heaviest within 3 floor beams/diaphragms of the piers and spaced at 5 feet.</p> <p>Shrinkage and hairline map cracking is common throughout.</p> <p>Many scuppers in the main spans are filled with foam installed during the recent deck overlay installation.</p>											
865 / 1	St.Open Gird End(5Ft	ft	180.00	78%	140.00	22%	40.00	0%	0.00	0%	0.00
<p>Active corrosion was noted at the girder horizontal web splices at the bearing stiffeners over piers 5 and 6.</p> <p>Pack rust and section loss up to 3/16-inch deep exists in the girder top flanges at several of the deck joints.</p>											
870 / 1	Concrete Wingwall	each	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
<p>No significant deficiencies.</p>											
872 / 1	St.Gird Und Const.Jt	ft	1,236.00	74%	920.00	8%	100.00	18%	216.00	0%	0.00
<p>Pack rust and laminating corrosion has reactivated beneath joints.</p>											
877 / 1	St. Stringer End(5Ft)	ft	30.00	100%	30.00	0%	0.00	0%	0.00	0%	0.00
<p>No significant deficiencies.</p>											
879 / 1	St.Strng.Un Const.Jt	ft	300.00	100%	300.00	0%	0.00	0%	0.00	0%	0.00
<p>FX – Stringer connetion angle weld cracks at:</p> <p>Span 5, stringer 3 at FB 3 – 3 1/2 inches.</p> <p>Span 7; stringer 1 at FB 0 – 1 3/4 inches</p> <p>Span 7; stringer 3 at FB 0 – 1 inch.</p> <p>A portion of stringer 3; at FB 0; span 7 has been re-sectioned.</p>											
906 / 1	Sealed Exp.Jt.(SEJ-3	ft	105.00	0%	0.00	100%	105.00	0%	0.00	0%	0.00
<p>Sealed expansion joints at the west abutment, and over piers 10 and 14 have been replaced and have moderate debris impactation. Sealed expansion joints are all nearly closed.</p>											
907 / 1	St.Finger Jt. (SED-2	ft	70.00	0%	0.00	50%	35.00	50%	35.00	0%	0.00
<p>Pier 4 finger joint exhibits moderate debris impactation along with a slight vertical offset of 1/8 to 3/8 inch higher from the west assembly to the east assembly. Two 5-foot sections of the pier 4 finger joint have been replaced with a welded steel plate.</p> <p>Pier 7 finger joint exhibits moderate debris impactation along with a slight vertical offset of 1/8 inch.</p>											
909 / 1	Pourable Fix Jt.Seal	ft	1,890.00	8%	150.00	55%	1,040.00	37%	700.00	0%	0.00
<p>FX – Joint seals at the abutments have moderate debris impactation, debonded seals, and a few shallow spalls and patches in headers.</p> <p>Poured seal deck control joints are spaced at 18 feet in approach spans and 50 to 75 feet in the main spans. Joint seals exhibit areas of failure and the joint headers exhibit cracking and spalls patched with concrete and asphalt.</p>											
916 / 1	St.Bearing Assembly	each	12.00	100%	12.00	0%	0.00	0%	0.00	0%	0.00
<p>Previous rocker bearings for span 4 at pier 4, span 8 at pier 7; and span 11 at pier 10 have been replaced with elastomeric bearings</p>											
956 / 1	St. Cracking/Fatigue	each	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:		Structure No.:		Local ID:		Suff. Rating:		ND			
17611		5159 0300 X		-1		66.70					
<p>MAIN SPAN TWIN GIRDERS</p> <p>Cracks at horizontal web splice terminations at:</p> <p>PX – Span 5, G 1 near FB 5 – 5/8 inch, not arrested.</p> <p>FX – Span 5, G 2 near FB 5 – 3/8 inch (likely paint crack).</p> <p>FX – Span 6, G 1 near FB 3 – 3/4 inch, arrested with two holes.</p> <p>PX - Span 6, G 2 near FB 11 – 3/16 inch, not arrested.</p> <p>FX – Span 7; G 1 near FB 4 – 1 inch and 1 1/8 inch (likely paint cracks) in girder web at toe of longitudinal stiffener .</p> <p>FX – Span 7; G 2 near FB 4 – Two vertical cracks arrested with drilled hole retrofits .</p> <p>FX – Cracks (retrofitted) at longitudinal stiffener butt welds at:</p> <p>Span 5; G 1 between FB 4 and 5. A paint crack has formed along the girder web .</p> <p>Span 6; G 1 near FB 6</p> <p>Span 6; G 1 near FB 7</p> <p>Span 6; G 1 near FB 9</p> <p>Span 6; G 2 near FB 9</p> <p>Span 7; G 2 between FB 7 and 8web.</p> <p>APPROACH SPAN MULTI GIRDERS</p> <p>Vertical crack (1 3/4 inch) in bearing stiffener fillet weld at exterior face of G 1, span 15 at pier 14.</p> <p>FLOOR BEAMS</p> <p>PX – FB 6; span 5 at G 1 has 5 1/8-inch crack in weld for upper connection plate.</p> <p>PX – FB 0; span 6 at G 2 cracked full length of bottom weld and full height of vertical weld.</p> <p>STRINGERS</p> <p>FX – Stringer connetion angle weld cracks at:</p> <p>Span 5, stringer 3 at FB 3 – 3 1/2 inches.</p> <p>Span 7; stringer 1 at FB 0 – 1 3/4 inches</p> <p>Span 7; stringer 3 at FB 0 – 1 inch.</p> <p>CROSS FRAMES</p> <p>FX – Isolated CF top struts exhibit cracked welds between the CF and gusset plate due to pack rust. The following locations exhibited cracks:</p> <p>CF at pier 1 to G 3 – 5 3/8 inch.</p> <p>CF at pier 3 to G 4 – 1/4 inch.</p> <p>CF at pier 4 to G 1, span 4 – 1/4 inch.</p> <p>CF at pier 12; connection to G 2 – full length of gusset plate.</p> <p>FLOOR BRACING SYSTEM</p> <p>PX – Span 5 LLB at G 2; east face of FB 7 has 5-inch crack in weld to gusset plate.</p> <p>PX – Span 6 LLB at G 2; east face of FB 12 has 5 3/4-inch crack in weld to gusset plate.</p>											
957 / 1	Pack Rust Smart Flag	each	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
<p>FX – Pack rust is causing cracking of connection welds for floor beams gusset and connection plates, stringer connections and lower lateral bracing.</p> <p>Pack rust developing between bolted horizontal web splice in main girders (spans 5-7) and bottom flange splice plates in main and approach girder spans.</p>											
958 / 1	Concrete Cracking SF	each	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
<p>Longitudinal cracks exist along the deck surface; mostly in the wheel lines.</p> <p>Transverse cracks exist on the surface randomly along the full length of the bridge . Cracks are widest and most prominent in the twin girder spans.</p> <p>Multiple 1/4-inch wide cracks exist along the stringer deck haunch at locations in span 6 where stringers are not continuous over FBs.</p> <p>The deck soffit exhibits random transverse cracking with efflorescence throughout . The cracking is heaviest within 3 FBs/diaphragms of the piers and is typically spaced at 5 feet.</p> <p>Shrinkage and hairline map cracking is common throughout.</p>											
960 / 1	Settlement SF	each	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
<p>Both abutments appear to be moving towards the channel based on measurements between backwall and girder flanges. Difference between top and bottom flange clearances is:</p> <p>W abutment = 2 1/8 inches</p> <p>E. abutment = 2 1/8 inches</p>											
963 / 1	Steel Section Loss SF	each	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
<p>Painted over pitting was observed in the web of the girders adjacent to the top of lower lateral bracing gusset plates.</p> <p>FB 6 top flange in span 6 exhibits a 14-inch by 1-inch corrosion hole with adjacent knife edging.</p> <p>A 5-inch by 2-inch corrosion hole exists through LLB gusset plate at the edge of the FB 6 stiffener to G 1, span 7.</p>											
969 / 1	OutOfPlane Dist./Load	each	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:

17611

Structure No.:

5159 0300 X

Local ID:

-1

Suff. Rating:

66.70

ND

FX – Global 1/2-inch bow in web of G 1, span 7 between FBs 3 and 4 at the field splice.

FX – Several kinks and bends were noted in floor beam members and gusset plates. Locations:

FB 5; span 5 at G 2; L4 gusset plate – bow.

FB 2; span 5 at G 2; L4 gusset plate – bow.

FB 7; span 5; adjacent to G 2 – 3/8-inch kink in the U3 gusset plate under stringer 3 and approximately 1/8-inch bow in the L4 gusset plate.

FB 4; span 6 center gusset plate kinked.

FB 13; span 6 at L0L1 – exhibits 2 minor kinks.

FB 1; span 7 at stringer 3 – bottom flange of the upper chord is twisted to the east. The upper gusset plate under stringer 3 is kinked 1/2 inch on the vertical edges and 1/2 inch on the bottom horizontal edge. Vertical stiffeners are out of alignment. The center gusset plate is kinked 1/4 inch to the west.

FB 2; 5 and 8 in span 7 at stringer 3 – a 1/4-inch kink in the bottom horizontal face of the gusset plate and rotated up to 1/2 inch to the west.

Poor weld quality exist between the north vertical stiffener under stringer 3 and FB 2 bottom flange.

Span 6; LLB has up to 1 inch of pack rust between the gusset plate and the floor beam causing the bracing to rotate.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 1 - Looking west at the bridge end view.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 2 - Looking southwest at the bridge elevation.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 3 - Looking north at span 5, girder 1 outboard between floor beams 4 and 5. Note: No MT indication.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 4 - Looking southeast at span 5, girder 1 at the field splice near floor beam 5. Note: 5/8 inch-long crack in the inboard face at the horizontal web splice termination, no change.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 5 - Looking northeast at span 5, girder 2 at the field splice near floor beam 5. Note: Two 3/8 inch-long paint cracks in the inboard face at the horizontal web splice termination, no change.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 6 - Looking south at span 6 girder 1, end of horizontal filed splice near floor beam 3. Note: 3/4-inch-long crack in the inboard face at the horizontal web splice termination has not propagated past the arrestor holes. Also note, 1/2-inch-long paint cracks along the top of the upper arrestor hole.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 7 - Looking southwest at span 6 girder 1, end of horizontal filed splice near floor beam 3. Note: 3/4-inch-long crack in the inboard face at the horizontal web splice termination has not propagated past the arrester holes. 1/2-inch-long paint cracks along the top of the upper arrester

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 8 - Looking north at span 6, girder 1 outboard near floor beam 3 at field splice. Note: crack with arrester holes.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 9 - Looking north at span 6, girder 1 outboard near floor beam 7 at center channel light.
Note: Crack in horizontal stiffener with arrestor hole.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 10 - Looking northwest at span 6, girder 2 at the field splice near floor beam 11. Note:
No change to 3/16-inch-long crack in the inboard face at the horizontal web splice termination.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 11 - Looking south at span 7, girder 1 at the field splice near floor beam 4. Note: 1 inch-long paint crack in the upper web with an arrestor hole, and a 1 1/8-inch-long paint crack in the lower web without an arrestor hole in the inboard face at the horizontal web splice termination.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 12 - Looking north at span 7, girder 2 at the field splice near floor beam 4. Note: 2 arrested cracks, no propagation across the hole.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 13 - Looking north at span 7, girder 2 at the field splice near floor beam 4. Note: 2 arrested cracks, no propagation across the hole.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 14 - Looking south at span 7, girder 2 outboard near floor beam 4 at field splice. Note: Crack with arrestor holes.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 15 - Looking west at span 5, stringer 3 connection to floor beam 3 (east face), span 5.
Note: 3 1/2-inch long crack along weld on the underside of the stringer connection angles, no change.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 16 - Looking west at span 7, stringer 1 connection to floor beam 0. Note: No change to the 3 1/2-inch-long crack along weld on the bottom of the stringer connection angles.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 17 - Looking west at span 7, stringer 3 connection to floor beam 0. Note: No change to the 1/2-inch and 7/8-inch-long cracks in the weld on the bottom of the stringer connection angles.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 18 - Looking northwest at span 15, girder 1 outboard at pier 14. Note: Crack in weld for vertical stiffener.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 19 - Looking east at span 5, floor beam 6 upper connection to girder 1. Note: 5 1/2-inch-long crack in connection plate weld, 3/8-in growth.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 20 - Looking northeast at span 6, floor beam 0 lower strut connection to girder 2 at pier 5. Note: Full-length horizontal crack in the weld.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 21 - Looking east at the span 7, floor beam 0 lower strut connection to girder 2 at pier 6.
Note: No change to 1 1/8-inch-long crack in repair plate weld on the west face and no change to the 1/2-inch-long crack on the east face.

NBI #	Structure #	County	Fac. Carried	Fac. Intersected	Insp. Date
17611	5159 0300 X	Muskogee	S.H. 100	ARKANSAS RIVER	7/18/2024



Photograph 22 - Looking west at the span 7, floor beam 0 lower strut connection to girder 2 at pier 6.
Note: No change to 1 1/8-inch-long crack in repair plate weld on the west face and no change to the 1/2-inch-long crack on the east face.