

SAMPLE HISTORIC BRIDGE TEAM REPORT

Structure Number: 17094AA0263001	Sufficiency Rating: 17.4
Description: CR 263 over Rocky Creek - Grimes County, 85 miles N of SH 90 CSJ 0917-17-023	
<u>Statement of Historic significance:</u> The Rocky Creek Bridge is a NRHP eligible 50' pin-connected Warren Pony Truss bridge with unusual suspension features. Located on CR 263, 0.85 miles north of SH 90 in Grimes County, it dates to the late 1890's or early 1900's.	
<u>Estimate of Demolition Costs:</u> Based on previous bid-tabs, the estimated demolition cost for the two timber approach spans, steel pile substructure, timber abutments, and removal of the 50'-3" steel truss main span is approximately \$20,000.00. Therefore, \$20,000.00 in HBRRP Funds are available to demolish the approach spans and substructure, and to repair and move the truss to a new location. These funds could be allotted as follows: demolition of timber approach spans and substructure, \$2000.00; relocation of truss, \$10,000.00; truss repair, \$8,000.00. Total HBRRP Project Cost is currently estimated at \$267,000.00.	
<u>Statement of Condition, Essential Repairs:</u> Based on a field evaluation on February 8, 1999, and a subsequent structural analysis, the truss was determined to be acceptable for pedestrian use with the following provisions and limitations: <ol style="list-style-type: none">(1) 24 batten plates (1/4" x 4" x 8") that have major section loss, need to be replaced(2) 1-17' (max) long channel member (5" x 1 7/8" x 3/16") – a portion of one top chord, needs to be replaced due to corrosion induced section loss in the web(3) the interior floor beams (2 ea) need to be cover plated top and bottom with 3/4" x 6" plates (bolted attachment) after the existing wood stringers are removed(4) the end floor beams (2 ea) need to be removed, and the deck stringers need to bear on the concrete caps at the new location(5) two 17' (max) bottom chord angles (2 1/2" x 2" x 1/4") need to be replaced due to corrosion(6) due to slight impact damage, two diagonal and one vertical member needs to be heat straightened (angle shapes)(7) bearing areas will have to be examined for section loss in the connecting plates and angles when the truss is separated from the support piles, and repaired as deemed appropriate by the engineer(8) the wooden deck and stringers need to be replaced(9) a pedestrian rail should be installed in such a manner as to limit the pedestrian access to an 8' maximum deck width across the truss, to limit the total live load that can be distributed to the floor beams(10) loose and deteriorated bolts will need to be tightened and, or replaced (several were noted to be loose and in poor condition)(11) the truss will need to be cleaned and painted to prevent further corrosion	

Attach notes, pictures and documentation as needed.

Date: February 29, 2000