

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 15525	Structure No.: 5568 0955NX	Local ID: -1	Suff. Rating: 92.80	FO
--------------------------	--------------------------------------	------------------------	-------------------------------	-----------

<p>Bridge Description: IDENTIFICATION</p> <div style="border: 1px solid black; padding: 2px;">32ft.-42ft.-32ft. I-BM SPANS SK.68 DEG.47ft.</div> <p>1. State: Oklahoma 2. Division: Division 4 3. County: OKLAHOMA 4. City: OKLA. CITY Admin Area: Unknown 5a. On/Under: Route On Structure 5b. Kind of Hwy: Interstate Hwy 5c. Lvl of Srvc: Mainline 5d. Route No.: 00040 5e. Dir. Sufx: N/A (NBI)</p> <p>7. Facility Carried : I-40 WB 6. Feat. Intersect: FAU 9601 ANDERSON RD UND 9. Location: 9.7 MI E OF JCT I35 11. Mile Post: 9.548 mi 13. LRS Inv. / Sub Rte: 5568 N000/ 07 16. Latitude: 35° 24' 53.37" 17. Longitude: 097° 19' 05.22" 98. Border Brdg: Not Applicable (P) % Responsible: 0.00 99. Border Brdg #: Unknown</p>	<p style="text-align: center;">INSPECTION</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>24 months</td> <td>10/30/2018</td> <td>10/30/2020</td> </tr> <tr> <td>FC:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>	Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	10/30/2018	10/30/2020	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA
Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.																										
NBI:		1	24 months	10/30/2018	10/30/2020																										
FC:	N	0		NA	NA																										
UW:	N	0		NA	NA																										
OS:	N	0		NA	NA																										

<p style="text-align: center;">STRUCTURE TYPE AND MATERIALS</p> <p>43a/b. Main Span: Steel / Stringer/Girder 44a/b. Appr. Span: N/A / Not Applicable (P) 45. # of Main Spans: 3 46. # of Appr. Spans: 0 107. Deck Type: Concrete-Cast-in-Place 108a. Wearing Surface: Low Slump Concrete 108b. Membrane: None 108c. Deck protection: Epoxy Coated Reinforci</p>	<p style="text-align: center;">CONDITION</p> <p>58. Deck: 5 Fair 59. Sup.: 7 Good 60. Sub: 6 Satisfactory 62. Culvert: N/A (NBI) 61. Chan./Chan. Prot.: N/A (NBI)</p> <p>Flowline Notes</p>
--	---

<p style="text-align: center;">AGE AND SERVICE</p> <p>19. Detour Length: 0.1 mi 27. Year Built: 1962 28a/b. Lanes on/und: 2 / 2 29. ADT: 18,200 30. Year of ADT: 2016 42a/b. Type of Svc on/und: Highway / Highway</p> <p>106. Year Reconst.: 1989 109. Truck ADT: 36%</p>	<p style="text-align: center;">LOAD RATING AND POSTING</p> <p>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</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> </thead> <tbody> <tr> <td>64. Operating Rating (tons):</td> <td>57.98</td> <td>89.84</td> <td>154.65</td> <td>-1.00</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>34.83</td> <td>53.90</td> <td>92.82</td> <td>-1.00</td> <td></td> </tr> </tbody> </table> <p style="text-align: right;">Date Rated: 11/24/2003</p>		H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	57.98	89.84	154.65	-1.00	0.00	66. Inventory Rating (tons):	34.83	53.90	92.82	-1.00	
	H	HS	3-3	EV3	SHV														
64. Operating Rating (tons):	57.98	89.84	154.65	-1.00	0.00														
66. Inventory Rating (tons):	34.83	53.90	92.82	-1.00															

<p style="text-align: center;">GEOMETRIC DATA</p> <p>10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 38.00 ft 33. Median: No median 34. Skew: 22.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 38.00 ft 48. Length Max Span: 42.00 ft 49. Struct. Length: 113.00 ft</p> <p>50a. Curb/Sdwk Width L: 0.00 ft 50b. Curb/Sdwk Width R: 0.00 ft 51. Width Curb to Curb: 38.00 ft 52. Width Out to Out: 41.00 ft Deck Area: 4,628.48 sq. ft 53. Min. Vert. Cl. Ovr Brg: 99.99 ft 54a. Min. Vt. Undclr. Ref.: H Hwy beneath stru 54b. Min. Vert. Undclr.: 16.08 ft 55a. Min. Lat. Undclr. Ref.: H Hwy beneath str 55. Min. Lat. Underclr. R: 1.50 ft 56. Min. Lat. Underclr. L: 0.00 ft</p>	<p style="text-align: center;">APPRAISAL</p> <p>36a. Brdg Rail: 1 Meets Standards 36b. Transition: 1 Meets Standards 36c. Appr. Rail: 1 Meets Standards 36d. Appr. Rail Ends: 1 Meets Standard 67. Str Evaluation: 6 Equal Min Criteria</p> <p>68. Deck Geom.: 6 Equal Min Criteria 69. Vert./Horiz. Undclr: 2 Intolerable - Repl 71. Waterway Adeq: N Not applicable 72. Appr. Alignment: 8 Equal Desirable Crit 113. Scour Critical: N Not Over Waterway</p>
--	---

<p style="text-align: center;">OKLAHOMA ITEMS</p> <p>200c. Temperature: 72 200d. Weather: Cloudy 201. Struc. Stl. ASTM Desig.: -1 / -1 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: Elastomeric Strip Seal 204. Type of Railing: SFP-1 205. Material Quantity: 40.00 208a. Type of Abutment: Skeleton b. Type of Found.: Bears on Natural Found. 209. Type of Pier/Found.: 3 / No No Piling/Drilled Shaft 210. Foundation Elev.: -1.00 -1.00 -1.00 -1.00 -1.00 211. Wear. Surf. Prot. Sys: Silane Date Installed: 01/01/1901 213. Utilities Attached:</p>	<p>214a. Posted Weight Limit: NR b. Posted Speed Limit: 70 c. Narrow/1way Brdg Sign: No d. Vertical Clr. Sign: Yes Adv. Warning Sign: No e. Navigation Lights?: NA Working/Not Working: NA 215. Overpass: INTERSTATE 221. Substr. Cond. (U/W): 222. Fill Over RCB: 223. Appr. Slab/Rwy Cond.: 2 225. Paint Type/Ovrct: Organic Zinc (OZ-E-U) Gr: N/A 226. Date Painted: 2001 227. Paint Color: Gray 233. Deck Forming: Conventional Forming 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /</p>
--	---

<p style="text-align: center;">PROPOSED IMPROVEMENTS</p> <p>94. Bridge Cost: \$922,970 95. Roadway Cost: \$1,522,901 96. Total Cost: \$2,584,317 97. Yr. of Cost Est.: 2015</p> <p>75. Type of Work: 31 Repl-Load Capacity 76. Lngth of Improvement: 203.8 ft 114. Future ADT: 29,120 115. Yr. of Future ADT: 2036</p>	<p style="text-align: center;">NAVIGATION DATA</p> <p>38. Nav. Control: NA-no waterway 39. Vert. Clearance: 0.0 ft 40. Horiz. Clearance: 0.0 ft 111. Pier Protect.: Not Applicable (P) 116. Lift Bridge Vert. Clr.: 0.0 ft</p>
---	---

<p>244. Span Lengths:</p> <p>245. Girder Depth: 246a. Type of Overlay: NA b. Overlay Thickness: 0.00 c. Overlay Date: 01/01/1901 d. Ovlv Depth Changed >1": N 247. Protective Systems: DPWR/Epoxy Coated Ba</p>	<p>248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: - 250. Headwall: 254. Thru Truss Type: 257a. OkiePROS Truck Routing: Yes 258. Plans w/Found.in ODOT File: 259. Scour Eval. in ODOT File: 263. Interchange at Intersection: Full 264. Interstate Milepoint: 162.83</p>
--	---

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 15525	Structure No.: 5568 0955NX	Local ID: -1	Suff. Rating: 92.80	FO
--------------------------	--------------------------------------	------------------------	-------------------------------	-----------

Inspection Date: 10/30/18 Gary Hines

Invoice No.: GLH1018 Inspected With: Gary Richardson

BRIDGE NOTES:

THE 'NX' STRUCTURE CONTROLS THE UNDER CLEARANCE FOR THIS PAIR OF BRIDGES. 8/5/16 - ANNEX NOTIFIED (VIA EMAIL FROM MATT) AS TO NEEDED SIGN CHANGES.

INSPECTION NOTES: 10/30/18

G Hines inspection comments - 10/30/2018
 PX - Moderate pothole needs repair at the west end of the approach slab (new roadway in summer 2016) * FX - There is rebar exposed on the SE wing rail near the transition point * Safety below = 1111 * Good asphalt approach roadways - top & bottom (new in summer 2016) * Satisfactory side drains *
 PX - There is a buckled slopewall section on the East abutment with a cavity present * The attenuator ends below control the horizontal clearances *

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	4,294.10	60%	2,566.50	40%	1,717.60	0%	10.00	0%	0.00
FX - Light wear started in the wheel lanes. There are now 5 small spalls noted along the expansion joints. Also see Element #958.											
107 / 4	Steel Opn Girder/Beam	ft	456.00	97%	444.00	3%	12.00	0%	0.00	0%	0.00
Good paint overall. Minor chalking noted on the outer beams .Some surface rust is starting to develop on #6 in span #2 where the beam was struck (see Element #962).											
515 / 4	Steel Protective Coating	sq.ft	11,526.00	100%	0.00	0%	11,526.00	0%	0.00	0%	0.00
Minor chalking noted on the outer beams .Some surface rust is starting to develop on #6 in span #2 where the beam was struck (see Element #962). Good paint on ends.											
205 / 4	Re Conc Column	each	6.00	50%	3.00	50%	3.00	0%	0.00	0%	0.00
Light cracking & scaling noted on #1 in bent #1. Minor scaling on #3 in bent #2. The protective coating is failing on each column - no spalls noted.											
215 / 4	Re Conc Abutment	ft	84.00	58%	49.00	42%	35.00	0%	0.00	0%	0.00
PX - The East abutment backwall is crumbling above the seat behind the 6th beam (2006 photo). Some minor horizontal cracking along the face of each abutment - moderate on West below 4-5. The protective coating is failing overall due to joint seepage.											
923 / 4	Conc Substr Prot Coa	(SF)	2,736.00	100%	0.00	0%	0.00	0%	0.00	0%	2,736.00
FX - The protective coating is failing on each column (fair). The protective coating on the abutments is failing overall due to joint seepage (poor). The protective coating on the caps is failing on scattered areas (fair).											
234 / 4	Re Conc Pier Cap	ft	82.00	93%	76.00	7%	6.00	0%	0.00	0%	0.00
The protective coating is failing on scattered areas.											
300 / 4	Strip Seal Exp Joint	ft	84.00	0%	0.00	100%	84.00	0%	0.00	0%	0.00
FX - Some debris & soil noted in the joints at bents #1 & #2. The nosing over bent #2 has been patched with asphalt. Exfoliation of armor started along the curbs. Five moderate spalls are present along the bent #1 joint.											
301 / 4	Pourable Joint Seal	ft	84.00	0%	0.00	0%	0.00	0%	0.00	100%	84.00
PX - Most areas of the sealant over each abutment has failed with stains & seepage below. Both need completely redone.											
310 / 4	Elastomeric Bearing	each	36.00	100%	36.00	0%	0.00	0%	0.00	0%	0.00
-1											
321 / 4	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
FX - The East slab is 1/2 inch low on the North half. There is a small spall on the West slab near the centerline against the deck that is patched with asphalt. Both slabs have a 6 inch diameter core hole in the North shoulder that needs filled. Still functioning as intended.											
331 / 4	Re Conc Bridge Railing	ft	226.40	59%	134.40	41%	92.00	0%	0.00	0%	0.00
Numerous light vertical cracks are developing.											
924 / 4	Conc Rail Prot Coat	(SF)	1,243.00	100%	0.00	0%	0.00	0%	1,243.00	0%	0.00
FX - The rail coating is failed in most areas.											
859 / 4	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
Some light transverse cracks with efflorescence noted.											
865 / 4	St.Open Gird End(5Ft)	(LF)	180.40	100%	180.40	0%	0.00	0%	0.00	0%	0.00
Good paint overall.											
870 / 4	Concrete Wingwall	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
916 / 4	St.Bearing Assembly	(LF)	36.00	75%	27.00	22%	8.00	0%	0.00	3%	1.00
FX - The 6th bearing at the east end of span #2 has one anchor pulled up.											
958 / 4	Concrete Cracking SF	(EA)	1.00	0%	0.00	0%	0.00	0%	0.00	100%	1.00
PX - Transverse cracks in the deck are of moderate to heavy in size and density (2010 photo; typical). Pattern cracking affects every 1ft. in span #2. Some longitudinal cracks are present as well. Needs a flood coat to effectively seal the deck.											
962 / 4	Super.Traffic Impact	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
FX - The North three girders in span #2 were damaged in the past. Repairs have been made since the 2002 inspection. There are some light scrapes present on the North two beams. The north beam has been bent since 2008 - up to 1in. laterally & 1in. vertically in two small areas. No cracks noted.											