

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 15563	Structure No.: 5568 1117 X	Local ID: -1	Suff. Rating: 66.20	FO																														
Bridge Description: IDENTIFICATION 42ft.-78ft.-78ft.-42ft. CONT. I-BM SPANS, SK 45 DEG. W/ SLOPED FACE PARAPETS		INSPECTION <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>9/27/2018</td> <td>09/27/2020</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	9/27/2018	09/27/2020	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA
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UW:	N	0		NA	NA																													
OS:	N	0		NA	NA																													
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: City Street 5c. Lvl of Svc: Mainline 5d. Route No.: 09380 5e. Dir. Sufx: N/A (NBI)		7. Facility Carried : FAU 9380 (SE 59 ST) 6. Feat. Intersect: I-40 UNDER 9. Location: 11.1 MI E OF JCT I35 11. Mile Post: 10.937 mi 13. LRS Inv. / Sub Rte: -1 / -1 16. Latitude: 35° 24' 21.09" 17. Longitude: 097° 17' 45.30" 98. Border Brdg: Not Applicable (P) % Responsible: 0.00 99. Border Brdg #: Unknown																																
STRUCTURE TYPE AND MATERIALS 43a/b. Main Span: Steel Cont. / Stringer/Girder 44a/b. Appr. Span: N/A / Not Applicable (P) 45. # of Main Spans: 4 46. # of Appr. Spans: 0 107. Deck Type: Concrete-Cast-in-Place 108a. Wearing Surface: Monolithic Concrete 108b. Membrane: None 108c. Deck protection: Epoxy Coated Reinforci		CLASSIFICATION 12. Base Hwy Net.: Not on Base Network 20. Toll Facility: On free road 21. Custodian: State 22. Owner: State 26. Function Class: 17 Urban Collector 37. Historical Sig.: Not eligible for NRHP 100. Def. Hwy: Not a STRAHNET hwy																																
AGE AND SERVICE 19. Detour Length: 2.0 mi 27. Year Built: 1962 28a/b. Lanes on/und: 2 / 4 29. ADT: 1,900 30. Year of ADT: 2016 42a/b. Type of Svc on/und: Highway / Highway		CONDITION 58. Deck: 7 Good 62. Culvert: N/A (NBI) Flowline Notes 59. Sup.: 6 Satisfactory 60. Sub: 5 Fair 61. Chan./Chan. Prot.: N/A (NBI)																																
GEOMETRIC DATA 10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 24.00 ft 33. Median: No median 34. Skew: 45.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 24.00 ft 48. Length Max Span: 78.00 ft 49. Struct. Length: 243.00 ft		LOAD RATING AND POSTING 31. Design Load: M 13.5 (H 15) 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;"> <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>30.53</td> <td>54.79</td> <td>78.49</td> <td>-1.00</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>18.30</td> <td>32.85</td> <td>47.07</td> <td>-1.00</td> <td></td> </tr> </tbody> </table>				H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	30.53	54.79	78.49	-1.00	0.00	66. Inventory Rating (tons):	18.30	32.85	47.07	-1.00													
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OKLAHOMA ITEMS 200c. Temperature: 63 200d. Weather: Clear 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: 670.00 208a. Type of Abutment: Skeleton b. Type of Found.: Steel Piling 209. Type of Pier/Found.: 2 / No No Piling/Drilled Shaft 210. Foundation Elev.: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>-1.00</td> <td>-1.00</td> <td>-1.00</td> </tr> <tr> <td>-1.00</td> <td>-1.00</td> <td>-1.00</td> </tr> </table> 211. Wear. Surf. Prot. Sys: None Date Installed: 01/01/1901 213. Utilities Attached:		-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	APPRaisal 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: 5 Above Min Toler																										
-1.00	-1.00	-1.00																																
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214a. Posted Weight Limit: NR b. Posted Speed Limit: 45 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.: 4 225. Paint Type/Ovrct: Inorganic Zinc 2Coat Sys N/A 226. Date Painted: 1993 227. Paint Color: Brown 233. Deck Forming: Perm. Metal Deck Form 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /		PROPOSED IMPROVEMENTS 94. Bridge Cost: \$1,523,880 95. Roadway Cost: \$2,514,402 96. Total Cost: \$4,266,864 97. Yr. of Cost Est.: 2015 75. Type of Work: 31 Repl-Load Capacity 76. Lngth of Improvement: 389.7 ft 114. Future ADT: 3,040 115. Yr. of Future ADT: 2036																																
244. Span Lengths: 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: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Epoxy Coated Bars</td> </tr> </table> 248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: - 250. Headwall: 254. Thru Truss Type: 257a. OkiePROS Truck Routing: No 258. Plans w/Found.in ODOT File: 259. Scour Eval. in ODOT File: 263. Interchange at Intersection: No 264. Interstate Milepoint: 164.45		Epoxy Coated Bars	NAVIGATION DATA 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																															
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Inspection Date: 9/27/18 Reported By: Gary Hines

Invoice No.: GLH918 Inspected With: Gary Richardson



BRIDGE NOTES:

* THE TOTAL HORIZONTAL UNDER CLEARANCE FOR EAST-BOUND TRAFFIC HAS BEEN REDUCED TO 43' DUE TO THE BARRIER CABLE RAIL (WB = 47').

* At the time of the 2006 inspection the #2 roller on the West abutment was in a critical position & almost off the mortar plate (before photo). We (Gary R., Wes K., & I) met the next morning with CPI maintenance & re-positioned the roller. Some small 'ears' were added to the beam flange to prevent this from re-occurring (after photo) G. HINES.

INSPECTION NOTES: 9/27/18

G Hines inspection comments - 9/27/2018

There has been some patching done in the past on the slopewalls with asphalt * Safety below - 1111 * Satisfactory side drains * FX - The West approach railing has extruder-type end treatments - the East approach rail has turned & buried ends - some light damage noted * PX - The East approach roadway is in poor condition with upheavals, patching, & shoving *

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	5,832.20	85%	4,967.20	15%	865.00	0%	0.00	0%	0.00
Superficial wear only (see SF #958). The deck was replaced in the early 1990ft.s (JP # 02690(04).											
107 / 4	Steel Opn Girder/Beam	ft	692.00	0%	0.00	100%	692.00	0%	0.00	0%	0.00
There is minor freckle & surface rust developing on the lower flange & web areas. Some surface rust with scale is present on the outer beams in a few locations. Paint is flaking off on the bottom of the top flanges in scattered areas on each span. The plans indicate that 18 KSI steel was used.											
515 / 4	Steel Protective Coating	sq.ft	9,121.00	100%	0.00	0%	9,121.00	0%	0.00	0%	0.00
There is minor freckle & surface rust developing on the lower flange & web areas. Some surface rust with scale is present on the outer beams in a few locations. Paint is flaking off on the bottom of the top flanges in scattered areas on each span. The plans indicate that 18 KSI steel was used.											
205 / 4	Re Conc Column	each	6.00	67%	4.00	33%	2.00	0%	0.00	0%	0.00
Light cracking noted on #1 in bent #1. Light delamination noted near the bottom of the 2nd column in bent #2. All columns have small popouts & weathering.											
215 / 4	Re Conc Abutment	ft	94.00	0%	0.00	100%	94.00	0%	0.00	0%	0.00
Some scaling & popouts overall on the seat & lower face of each abutment. There are also a few light horizontal cracks present on the West. Minor delamination noted on the West below the 2nd bay.											
234 / 4	Re Conc Pier Cap	ft	96.00	6%	6.00	56%	54.00	38%	36.00	0%	0.00
PX - There is heavy spalling on the NE corner of the 3rd cap (2006 photo). Lots of small spalls on the lower East face of the 3rd cap as well (2006 photo). Some spalling is present on the SW & NE areas of the 2nd cap. There is a light to moderate horizontal crack near the top of the 1st cap from end to end with spalling on the SE. Moderate spalling on the West face of bent #1 with cracks & delaminations on the East end. Needs attention in the near future - still solid for now.											
300 / 4	Strip Seal Exp Joint	ft	94.00	0%	0.00	100%	94.00	0%	0.00	0%	0.00
Some soil build-up noted along the South shoulder. The armor has minor exfoliation developing as well.											
311 / 4	Moveable Bearing	each	16.00	31%	5.00	56%	9.00	13%	2.00	0%	0.00
Heavy surface rust is present on each roller on the West abutment & bent #1. Some light loss noted on #2 on the West & and on #3 on the East. At the time of the 2006 inspection the #2 roller on the West abutment was in a critical position & almost off the mortar plate (before photo). We (Gary R. Wes K. & I) met the next morning with CPI maintenance & re-positioned the roller. Some small ears were added to the beam flange to prevent this from re-occurring (after photo). The bearing is still 2 inches out of line with the web stiffener.											
313 / 4	Fixed Bearing	each	4.00	0%	0.00	100%	4.00	0%	0.00	0%	0.00
Minor deterioration only.											
321 / 4	Re Conc Approach Slab	sq.ft	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
One minor crack noted on each approach.											
331 / 4	Re Conc Bridge Railing	ft	486.00	0%	0.00	100%	486.00	0%	0.00	0%	0.00
FX - There is widespread light cracking with stains on each rail. Some peeling of the slurry finish noted - still solid overall.											
859 / 4	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
There are a few areas below the curbs with light efflorescence - less than 2% is affected.											
865 / 4	St.Open Gird End(5Ft	(LF)	40.00	0%	0.00	100%	40.00	0%	0.00	0%	0.00
There is minor freckle & surface rust developing on the lower flange & web areas. Some surface rust is present mainly on the outer ends.											
870 / 4	Concrete Wingwall	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
872 / 4	St.Gird Und Const.Jt	(LF)	240.00	0%	0.00	100%	240.00	0%	0.00	0%	0.00
There is minor freckle rust developing on the lower flange & web areas below the construction joints. Some surface rust is present mainly on the outer beam ends.											
890 / 4	Steel SIP Form	(LF)	1.00	100%	0.00	0%	1.00	0%	0.00	0%	0.00
The inner areas have stay-in-place forms. Small rust spots noted at the seams in bays #2 & #3 of span #4.											

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909 / 4	Pourable Fix Jt.Seal	(LF)	282.00	0%	0.00	100%	0.00	0%	282.00	0%	0.00	
PX - There are a total of 6 construction joints in the deck. Scattered areas of minor to moderate deterioration noted - mainly chipping & loss of adhesion (worst is at #1- #3 and #6).												
958 / 4	Concrete Cracking SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00	
PX - There are light to moderate transverse cracks of moderate density in each span.												