

# Oklahoma Dept. of Transportation - Bridge Inspection Report

<b>NBI No.:</b> 15524	<b>Structure No.:</b> 5568 0955SX	<b>Local ID:</b> -1	<b>Suff. Rating:</b> 93.80	<b>FO</b>
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<p><b>Bridge Description:</b> IDENTIFICATION</p> <div style="border: 1px solid black; padding: 2px;">32ft.-46ft.-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 EB 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 0000 / 07 16. Latitude: 35° 24' 52.22" 17. Longitude: 097° 19' 05.21" 98. Border Brdg: Not Applicable (P) % Responsible: 0.00 99. Border Brdg #: Unknown</p>	<p style="text-align: center;"><b>INSPECTION</b></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
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<p style="text-align: center;"><b>STRUCTURE TYPE AND MATERIALS</b></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;"><b>CONDITION</b></p> <p>58. Deck: 6 Satisfactory 59. Sup.: 7 Good 60. Sub: 6 Satisfactory 62. Culvert: N/A (NBI) 61. Chan./Chan. Prot.: N/A (NBI)</p> <p><b>Flowline Notes</b></p>
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<p style="text-align: center;"><b>AGE AND SERVICE</b></p> <p>19. Detour Length: 0.1 mi 27. Year Built: 1962 28a/b. Lanes on/und: 2 / 2 29. ADT: 17,950 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;"><b>LOAD RATING AND POSTING</b></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	
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<p style="text-align: center;"><b>GEOMETRIC DATA</b></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: 112.86 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;"><b>APPRAISAL</b></p> <p>36a. Brgd 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>
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<p style="text-align: center;"><b>OKLAHOMA ITEMS</b></p> <p>200c. Temperature: 73 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 Pourable 204. Type of Railing: SFP-1 205. Material Quantity: 36.00 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 -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 Brgd 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.: 1 225. Paint Type/Ovrct: MoisturCure(SC-MC-U)G N/A 226. Date Painted: 2001 227. Paint Color: Gray 233. Deck Forming: Conventional Forming 238. School Bus Rte.: Current &amp; Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /</p>
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<p style="text-align: center;"><b>PROPOSED IMPROVEMENTS</b></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: 28,720 115. Yr. of Future ADT: 2036</p>	<p style="text-align: center;"><b>NAVIGATION DATA</b></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>
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<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 &gt;1": N 247. Protective Systems: DPWR/Epoxy Coated Ba</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; height: 20px;"></td> <td style="width: 50%; height: 20px;"></td> </tr> <tr> <td style="width: 50%; height: 20px;"></td> <td style="width: 50%; height: 20px;"></td> </tr> </table> <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>					<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 &gt;1": N 247. Protective Systems: DPWR/Epoxy Coated Ba</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; height: 20px;"></td> <td style="width: 50%; height: 20px;"></td> </tr> <tr> <td style="width: 50%; height: 20px;"></td> <td style="width: 50%; height: 20px;"></td> </tr> </table> <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>				

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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.

**INSPECTION NOTES: 10/30/18**  
 G Hines inspection - 10/30/2018  
 FX - Minor erosion on the SW slope area \* Safety below = 1111 \* Good sloped walls - the one section on the East previously mentioned has been repaired since 2016 \* Satisfactory side drains \* New asphalt roadways top & bottom in summer 2016 \* Attenuator ends below control horizontal clearances \* Still posted 1408 (measures 1602) \*

**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	65%	2,792.10	35%	1,500.00	0%	2.00	0%	0.00
FX - Some minor spalls noted along the bent #2 joint are patched with asphalt. Superficial wear otherwise (also see Element #958).											
107 / 4	Steel Opn Girder/Beam	ft	456.00	99%	452.00	1%	4.00	0%	0.00	0%	0.00
Good paint overall. Some small scrapes noted in span #2 ( see Element #962).											
515 / 4	Steel Protective Coating	sq.ft	11,526.00	100%	11,526.00	0%	0.00	0%	0.00	0%	0.00
Good paint overall. Some small scrapes noted in span #2 ( also see Element #962).											
205 / 4	Re Conc Column	each	6.00	50%	3.00	17%	1.00	33%	2.00	0%	0.00
PX - Moderate vertical cracks at the bottom of #1 in bent #1. Light cracking noted on #1 in bent #2 with a large delamination at the bottom. Heavy scaling on lower areas of the 3rd column in bent #1. Coating failed & ineffective most areas.											
215 / 4	Re Conc Abutment	ft	85.00	74%	63.00	25%	21.00	1%	1.00	0%	0.00
Some minor horizontal cracks are present below the seat on each abutment. The 1st pedestal on the East abutment is cracked with a delamination. The protective coating is failing 75% to 80% overall due to joint seepage.											
923 / 4	Conc Substr Prot Coa	(SF)	2,736.00	100%	0.00	0%	0.00	0%	2,736.00	0%	0.00
The substructure coatings failed on most areas of the abutments & approximately 10% on the bents.											
234 / 4	Re Conc Pier Cap	ft	82.00	100%	79.00	0%	3.00	0%	0.00	0%	0.00
Light cracks noted on the lower South end of the 2nd cap. Some minor water stains noted on the 2nd cap. The protective coating is failing 5% in scattered areas.											
300 / 4	Strip Seal Exp Joint	ft	84.00	0%	0.00	100%	84.00	0%	0.00	0%	0.00
FX - Debris build-up along the shoulders is causing exfoliation of the armor - little or no seepage evident below (needs cleaned out). Cracks are present in the nosing material of each joint - a few areas at bent #2 are patched with asphalt.											
301 / 4	Pourable Joint Seal	ft	84.00	0%	0.00	0%	0.00	0%	0.00	100%	84.00
PX - Large areas of sealant failure are present mainly in the wheel lanes over each abutment with seepage below (2006 photo @ East). Loss of adhesion is present on most areas. Both need to be completely redone SOON.											
310 / 4	Elastomeric Bearing	each	36.00	97%	35.00	0%	0.00	0%	0.00	3%	1.00
PX - The 6th bearing at the east end of span #2 has an anchor tab broken.											
321 / 4	Re Conc Approach Slab	sq.ft	2.00	50%	1.00	50%	1.00	0%	0.00	0%	0.00
PX - The loose area of armor on the East end of the East slab has been repaired with asphalt. Both approaches have 6 inch core holes in the North shoulder that need filled.											
331 / 4	Re Conc Bridge Railing	ft	226.40	78%	176.40	22%	50.00	0%	0.00	0%	0.00
Several light vertical cracks noted.											
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 in poor condition on the roadway side of the South rail.											
859 / 4	Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
Some minor transverse cracks with efflorescence noted in each span.											
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 - some chalky areas noted.											
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	97%	35.00	0%	0.00	0%	0.00	3%	1.00
PX - The 6th bearing at the east end of span #2 has an anchor tab broken.											
958 / 4	Concrete Cracking SF	(EA)	1.00	0%	0.00	0%	0.00	0%	0.00	100%	1.00
PX - Light to heavy transverse & longitudinal cracking of moderate density in each span. Approximately 35% of the total area is affected. Needs sealed soon.											
962 / 4	Super.Traffic Impact	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
The 3rd- 4th- 5th & 6th beams in span #2 were damaged in the past. They have been repaired since the 2002 inspection. Some more recent scrapes have occurred but they have just barely damaged the paint.											