

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 15468	Structure No.: 5568 0686 X	Local ID: -1	Suff. Rating: 83.00	ND
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<p>Bridge Description: IDENTIFICATION</p> <div style="border: 1px solid black; padding: 2px;">(3) -8ft. X 7ft. X 209ft. R.C. BOX SKEWED 60 DEG.</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 6. Feat. Intersect: SOLDIER CREEK 9. Location: 7 MI E OF JCT I35 11. Mile Post: 6.859 mi 13. LRS Inv. / Sub Rte: 5568 0000 / 07 16. Latitude: 35° 25' 42.69" 17. Longitude: 097° 21' 44.92" 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>10/29/2018</td> <td>10/29/2020</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> <p style="text-align: center;">CLASSIFICATION</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>12. Base Hwy Net.: On Base Network</td> <td>101. Parallel Str.: No bridge exists</td> </tr> <tr> <td>20. Toll Facility: On free road</td> <td>102. Traffic Dir.: 2-way traffic</td> </tr> <tr> <td>21. Custodian: State</td> <td>103. Temp. Str.: Not Applicable (P)</td> </tr> <tr> <td>22. Owner: State</td> <td>104. Hwy System: On the NHS</td> </tr> <tr> <td>26. Function Class: 11 Urban Interstate</td> <td>105. Fed Land Hwy: N/A (NBI)</td> </tr> <tr> <td>37. Historical Sig.: Not eligible for NRHP</td> <td>110. Defense Hwy: On Interstate STRAHNE</td> </tr> <tr> <td>100. Def. Hwy: On Interstate STRAHNE</td> <td>112. NBIS Length: Long Enough</td> </tr> </table>	Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	10/29/2018	10/29/2020	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA	12. Base Hwy Net.: On Base Network	101. Parallel Str.: No bridge exists	20. Toll Facility: On free road	102. Traffic Dir.: 2-way traffic	21. Custodian: State	103. Temp. Str.: Not Applicable (P)	22. Owner: State	104. Hwy System: On the NHS	26. Function Class: 11 Urban Interstate	105. Fed Land Hwy: N/A (NBI)	37. Historical Sig.: Not eligible for NRHP	110. Defense Hwy: On Interstate STRAHNE	100. Def. Hwy: On Interstate STRAHNE	112. NBIS Length: Long Enough
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<p style="text-align: center;">STRUCTURE TYPE AND MATERIALS</p> <p>43a/b. Main Span: Concrete / Culvert 44a/b. Appr. Span: N/A / Not Applicable (P) 45. # of Main Spans: 3 46. # of Appr. Spans: 0 107. Deck Type: N/A (NBI) 108a. Wearing Surface: N/A (no deck (NBI)) 108b. Membrane: N/A (no deck (NBI)) 108c. Deck protection: N/A (no deck (NBI))</p>	<p style="text-align: center;">CONDITION</p> <p>58. Deck: N/A (NBI) 59. Sup.: N N/A (NBI) 60. Sub: N N/A (NBI) 62. Culvert: 7 Minor Deterior 61. Chan./Chan. Prot.: 6 Bank Slumping</p> <p>Flowline Notes</p>
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<p style="text-align: center;">AGE AND SERVICE</p> <p>19. Detour Length: 0.0 mi 106. Year Reconst.: 27. Year Built: 1962 109. Truck ADT: 12%</p> <p>28a/b. Lanes on/und: 5 / 0 29. ADT: 40,900 30. Year of ADT: 2016 42a/b. Type of Svc on/und: Highway / Waterway</p>	<p style="text-align: center;">LOAD RATING AND POSTING</p> <p>31. Design Load: MS 18 (HS 20) Date Rated: 04/07/2016 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>69.54</td> <td>99.97</td> <td>99.99</td> <td>-1.00</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>41.72</td> <td>75.10</td> <td>99.98</td> <td>-1.00</td> <td></td> </tr> </tbody> </table>		H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	69.54	99.97	99.99	-1.00	0.00	66. Inventory Rating (tons):	41.72	75.10	99.98	-1.00	
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<p style="text-align: center;">GEOMETRIC DATA</p> <p>10. Vert. Clearance: 99.99 ft 50a. Curb/Sdwk Width L: 0.00 ft 32. Appr Rwy Width: 84.00 ft 50b. Curb/Sdwk Width R: 0.00 ft 33. Median: Open median 51. Width Curb to Curb: 0.00 ft 34. Skew: 30.00° 52. Width Out to Out: 0.00 ft 35. Struct. Flared: No flare Deck Area: 7,998.26 sq. ft 47. Horizontal Clr: 85.00 ft 53. Min. Vert. Cl. Ovr Brg: 99.99 ft 48. Length Max Span: 8.00 ft 54a. Min. Vt. Undclr. Ref.: N Feature not hwy c 49. Struct. Length: 31.00 ft 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</p>	<p style="text-align: center;">APPRAISAL</p> <p>36a. Brgd Rail: N/A or not required 68. Deck Geom.: Not applicable (NBI) 36b. Transition: N/A or not required 69. Vert./Horiz. Undclr: Not applicable (NB 36c. Appr. Rail: N/A or not required 71. Waterway Adeq: 6 Equal Minimum 36d. Appr. Rail Ends: N/A or not require 72. Appr. Alignment: 8 Equal Desirable Crit 67. Str Evaluation: 7 Above Min Criteri 113. Scour Critical: 8 Stable Above Footin</p>
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<p style="text-align: center;">OKLAHOMA ITEMS</p> <p>200c. Temperature: 68 200d. Weather: Clear 201. Struc. Stl. ASTM Desig.: -1 / -1 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: - 204. Type of Railing: N/A 205. Material Quantity: -1.00 208a. Type of Abutment: Other b. Type of Found.: Bears on Natural Found. 209. Type of Pier/Found.: - / - 210. Foundation Elev.: -1.00 -1.00 -1.00 -1.00 -1.00 -1.00 211. Wear. Surf. Prot. Sys: None 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: NA Adv. Warning Sign: NA e. Navigation Lights?: No Working/Not Working: No 215. Overpass: INTERSTATE 221. Substr. Cond. (U/W): 222. Fill Over RCB: 07 223. Appr. Slab/Rwy Cond.: 2 225. Paint Type/Ovrct: N/A N/A 226. Date Painted: 227. Paint Color: - 23. Deck Forming: Conventional Forming 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /</p>
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<p style="text-align: center;">PROPOSED IMPROVEMENTS</p> <p>94. Bridge Cost: \$290,501 75. Type of Work: 33 Widen w/o Deck Rel 95. Roadway Cost: \$479,327 76. Lngth of Improvement: 31.0 ft 96. Total Cost: \$813,403 114. Future ADT: 65,440 97. Yr. of Cost Est.: 2015 115. Yr. of Future ADT: 2036</p>	<p style="text-align: center;">NAVIGATION DATA</p> <p>38. Nav. Control: Permit Not Required 39. Vert. Clearance: 0.0 ft 111. Pier Protect.: 1 Not Required 40. Horiz. Clearance: 0.0 ft 116. Lift Bridge Vert. Clr.: 0.0 ft</p>
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<p>244. Span Lengths: 245. Girder Depth: 246a. Type of Overlay: NA b. Overlay Thickness: c. Overlay Date: 01/01/1901 d. Ovlv Depth Changed >1": N 247. Protective Systems: 248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: 250. Headwall: 209.00 254. Thru Truss Type: 257a. OkiePROS Truck Routing: Culvert 258. Plans w/Found.in ODOT File: 259. Scour Eval. in ODOT File: 263. Interchange at Intersection: No 264. Interstate Milepoint: 160.14</p>

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Inspection Date: 10/29/18 Gary Hines

Invoice No.: GLH1018 Inspected With: Gary Richardson



BRIDGE NOTES:

*BARREL LENGTH ALONG THE SKEW IS 258'.
 *TOTAL HORIZONTAL CLEARANCE IS NOW 85' FOR W.B. TRAFFIC & >100' FOR E.B. TRAFFIC DUE TO CABLE BARRIER RAIL ON THE MEDIAN.

INSPECTION NOTES: 10/29/18

G Hines inspection comments - 10/29/2018
 PX - Erosion is cutting behind the SE & SW wings * There is an unimproved dirt road near the South headwall (still on the R-O-W) * The channel is clean - needs re-aligned on the North * Open grassy median between the E.B. & W.B. lanes with cable barrier rail * Railing is not attached to the RCB * There is 2ft of standing water at this time *

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
241 / 4	Re Conc Culvert	ft	774.00	0%	0.00	100%	774.00	0%	0.00	0%	0.00
There is minor separation started at each joint in each barrel with seepage & efflorescence. The water level was down in 2008 permitting access into the RCB. Minor abrasion & scaling of the lower wall areas noted. Good condition overall.											
912 / 4	Culvert Const. Joint	(LF)	9.00	100%	0.00	0%	9.00	0%	0.00	0%	0.00
There is minor separation started at each joint in each barrel with seepage & efflorescence.											
965 / 4	Debris SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
There is 2ft. to 3ft. of silt in each barrel for the full length. No drift noted.											