

# Oklahoma Dept. of Transportation - Bridge Inspection Report

| <b>NBI No.:</b><br>18770  | <b>Structure No.:</b><br>5507 0071WX | <b>Local ID:</b><br>-1  | <b>Suff. Rating:</b><br>82.00 | <b>ND</b>  |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
|---|--------------------------------------|---|-------------------------------|------------|------------|---|------------|-------|------------|------------|------|-----|-----|-----------|------------------------------|------------|-------|-------|-------|------|------------------------------|-------|-------|-------|-------|--|----|----|-----|---|---|--|----|----|
| <b>Bridge Description:</b><br>47ft.,2-73ft.,47ft. CONT. I-BM. SPANS SK. 72 DEG.47ft.45.65ft.  |                                      | <b>INSPECTION</b>   |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| 1. State: Oklahoma<br>2. Division: Division 4<br>3. County: OKLAHOMA<br>4. City: OKLA. CITY<br>Admin Area: Unknown<br>5a. On/Under: Route On Structure<br>5b. Kind of Hwy: Interstate Hwy<br>5c. Lvl of Svc: Mainline<br>5d. Route No.: 00044<br>5e. Dir. Sufx: N/A (NBI)   |                                      | <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>8/27/2018</td> <td>08/27/2020</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 | 8/27/2018                    | 08/27/2020 | 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                     | 8/27/2018  | 08/27/2020 |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| FC:   | N                                    | 0   |                               | NA         | NA         |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| UW:   | N                                    | 0   |                               | NA         | NA         |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| OS:   | N                                    | 0   |                               | NA         | NA         |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| 7. Facility Carried : I-44 SB<br>6. Feat. Intersect: U.P. R.R. & ST. UNDER<br>9. Location: 0.7 MI N I-40<br>11. Mile Post: 0.710 mi<br>13. LRS Inv. / Sub Rte: 5507 0000 / 01<br>16. Latitude: 35° 28' 14.05"<br>17. Longitude: 097° 34' 46.72"<br>98. Border Brdg: Not Applicable (P)<br>% Responsible: 0.00<br>99. Border Brdg #: Unknown   |                                      | <b>CLASSIFICATION</b>   |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| <b>STRUCTURE TYPE AND MATERIALS</b><br>43a/b. Main Span: Steel Cont. / Stringer/Girder<br>44a/b. Appr. Span: N/A / Not Applicable (P)<br>45. # of Main Spans: 4<br>46. # of Appr. Spans: 0<br>107. Deck Type: Concrete-Cast-in-Place<br>108a. Wearing Surface: Low Slump Concrete<br>108b. Membrane: None<br>108c. Deck protection: None  |                                      | 12. Base Hwy Net.: On Base Network<br>20. Toll Facility: On free road<br>21. Custodian: State<br>22. Owner: State<br>26. Function Class: 11 Urban Interstate<br>37. Historical Sig.: Not eligible for NRHP<br>100. Def. Hwy: On Interstate STRAHNE  |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| <b>AGE AND SERVICE</b><br>19. Detour Length: 0.1 mi<br>27. Year Built: 1974<br>28a/b. Lanes on/und: 4 / 4<br>29. ADT: 70,350<br>30. Year of ADT: 2016<br>42a/b. Type of Svc on/und: Highway / Hwy-R.R.  |                                      | 58. Deck: 5 Fair<br>62. Culvert: N/A (NBI)<br><b>Flowline Notes</b><br>59. Sup.: 5 Fair<br>60. Sub: 5 Fair<br>61. Chan./Chan. Prot.: N/A (NBI)  |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| <b>GEOMETRIC DATA</b><br>10. Vert. Clearance: 99.99 ft<br>32. Appr Rwy Width: 68.00 ft<br>33. Median: No median<br>34. Skew: 18.00°<br>35. Struct. Flared: No flare<br>47. Horizontal Clr: 70.70 ft<br>48. Length Max Span: 73.00 ft<br>49. Struct. Length: 242.00 ft   |                                      | 101. Parallel Str.: Left of    bridge<br>102. Traffic Dir.: 1-way traffic<br>103. Temp. Str.: Not Applicable (P)<br>104. Hwy System: On the NHS<br>105. Fed Land Hwy: N/A (NBI)<br>110. Defense Hwy: On Interstate STRAHNE<br>112. NBIS Length: Long Enough   |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| <b>OKLAHOMA ITEMS</b><br>200c. Temperature: 88<br>200d. Weather: Clear<br>201. Struc.Stl. ASTM Desig.: -1 / -1<br>202. Waterprf. Membrane: -1<br>Date Installed: 01/01/1901<br>203. Type Exp. Device: Armored Joint<br>204. Type of Railing: SFP-1<br>205. Material Quantity: 2,030.00<br>208a. Type of Abutment: Skeleton<br>b. Type of Found.: Steel Piling<br>209. Type of Pier/Found.: 4 / No<br>Drilled Shaft-No Footing<br>210. Foundation Elev.:<br><table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>-1.00</td><td>-1.00</td></tr> <tr><td>-1.00</td><td>-1.00</td></tr> </table> 211. Wear.Surf.Prot.Sys: None<br>Date Installed: 01/01/1901<br>213. Utilities Attached: Power |                                      | -1.00   | -1.00                         | -1.00      | -1.00      | 31. Design Load: MS 18 (HS 20)<br>41. Post. Status: A Open, no restriction<br>70. Posting: 5 At/Above Legal Loads<br>63. Op / 65. Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor<br><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>42.60</td> <td>55.20</td> <td>87.10</td> <td>-1.00</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>25.60</td> <td>33.10</td> <td>52.20</td> <td>-1.00</td> <td></td> </tr> </tbody> </table> 64. Operating Rating (tons):<br>66. Inventory Rating (tons): |            |       |            | H          | HS   | 3-3 | EV3 | SHV       | 64. Operating Rating (tons): | 42.60      | 55.20 | 87.10 | -1.00 | 0.00 | 66. Inventory Rating (tons): | 25.60 | 33.10 | 52.20 | -1.00 |  |    |    |     |   |   |  |    |    |
| -1.00   | -1.00                                |   |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| -1.00   | -1.00                                |   |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
|   | H                                    | HS  | 3-3                           | EV3        | SHV        |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| 64. Operating Rating (tons):  | 42.60                                | 55.20   | 87.10                         | -1.00      | 0.00       |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| 66. Inventory Rating (tons):  | 25.60                                | 33.10   | 52.20                         | -1.00      |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| 214a. Posted Weight Limit: NR<br>b. Posted Speed Limit: 60<br>c. Narrow/1way Brdg Sign: No<br>d. Vertical Clr. Sign: Yes<br>Adv. Warning Sign: No<br>e. Navigation Lights?: NA<br>Working/Not Working: NA<br>215. Overpass: INTERSTATE<br>221. Substr. Cond. (U/W):<br>222. Fill Over RCB:<br>223. Appr. Slab/Rwy Cond.: 3<br>225. Paint Type/Ovrct: Red Lead 3 Coat System<br>N/A<br>226. Date Painted: 1973<br>227. Paint Color: Silver<br>233. Deck Forming: Conventional Forming<br>238. School Bus Rte.: Current & Desired route<br>240. Appr. Rwy Type.: Concrete<br>243. Grdr Spacing/No.: 8.50 / 9  |                                      | <b>APPRAISAL</b><br>36a. Brdg Rail: 1 Meets Standards<br>36b. Transition: 1 Meets Standards<br>36c. Appr. Rail: 1 Meets Standards<br>36d. Appr. Rail Ends: 1 Meets Standard<br>67. Str Evaluation: 5 Above Min Toler  |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| 244. Span Lengths: 47 73 73<br>245. Girder Depth:<br>246a. Type of Overlay: Latex Modified<br>b. Overlay Thickness: 2.00<br>c. Overlay Date: 07/20/1974<br>d. Ovlv Depth Changed >1": N<br>247. Protective Systems:<br><table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table> 248. # Field Splices w/ Corrosion:<br>249. Scour Crit. POA Exists?: -<br>250. Headwall:<br>254. Thru Truss Type:<br>257a. OkiePROS Truck Routing: Yes<br>258. Plans w/Found.in ODOT File:<br>259. Scour Eval. in ODOT File:<br>263. Interchange at Intersection: No<br>264. Interstate Milepoint: 120.96   |                                      |   |                               |            |            | <b>PROPOSED IMPROVEMENTS</b><br>94. Bridge Cost: \$1,860,478<br>95. Roadway Cost: \$3,069,789<br>96. Total Cost: \$5,209,339<br>97. Yr. of Cost Est.: 2015<br>75. Type of Work: 31 Repl-Load Capacity<br>76. Lngth of Improvement: 279.9 ft<br>114. Future ADT: 112,560<br>115. Yr. of Future ADT: 2036   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
|   |                                      |   |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
|   |                                      |   |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |
| 216. Min. Lat. Undercl. R: 6.10 ft<br>216. Min. Lat. Undercl. L: 0.00 ft  |                                      | <b>NAVIGATION DATA</b><br>38. Nav. Control: NA-no waterway<br>39. Vert. Clearance: 0.0 ft<br>40. Horiz. Clearance: 0.0 ft<br>111. Pier Protect.: Not Applicable (P)<br>116. Lift Bridge Vert. Clr.: 0.0 ft  |                               |            |            |   |            |       |            |            |      |     |     |           |                              |            |       |       |       |      |                              |       |       |       |       |  |    |    |     |   |   |  |    |    |

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|                          |                                      |                        |                               |           |
|--------------------------|--------------------------------------|------------------------|-------------------------------|-----------|
| <b>NBI No.:</b><br>18770 | <b>Structure No.:</b><br>5507 0071WX | <b>Local ID:</b><br>-1 | <b>Suff. Rating:</b><br>82.00 | <b>ND</b> |
|--------------------------|--------------------------------------|------------------------|-------------------------------|-----------|

|                          |                                 |  |
|--------------------------|---------------------------------|--|
| Inspection Date: 8/27/18 | Reported By: Gary Hines         |  |
| Invoice No.: GLH818      | Inspected With: Gary Richardson |  |

**BRIDGE NOTES:**

Four span continuous steel beam structure with spans at 47'-74'-74'-47'.

**INSPECTION NOTES:** 8/27/18

G Hines inspection comments - 8/27/2018  
 PX - Trees need cut & sprayed at the SW wing area \* Satisfactory slopewalls in most areas - minor settlement noted & buckling at the bottom is developing on the north & South below #8 beam \* There is a power line for lighting outside the West curb \* Satisfactory side drains \* The road below is the SW access road to the State Fairgrounds (seasonal traffic - low ADT) \* PX - Lots of debris needs cleaned off the seats.

**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 | 17,109.00 | 93%  | 15,909.00 | 5%   | 800.00   | 2%   | 400.00    | 0%   | 0.00   |
| PX - There is a large patch (asphalt) in span #3 with smaller patches elsewhere. There is a very large pothole & patch in the R.H. lane at the 9th construction joint (2008 photo) with another one in the L.H. lane. There are spalls & potholes present at all but the 2nd construction joint. The 1st joint is spalled out almost the entire deck width (past photo). Light wear in each wheel lane. Many of the spalls are filled with asphalt & need repaired with concrete. Also see #958. |                          |       |           |      |           |      |          |      |           |      |        |
| 510 / 4  | Wearing Surfaces         | sq.ft | 17,109.00 | 93%  | 15,909.00 | 5%   | 800.00   | 2%   | 400.00    | 0%   | 0.00   |
| PX - There is a large patch (asphalt) in span #3 with smaller patches elsewhere. There is a very large pothole & patch in the R.H. lane at the 9th construction joint (2008 photo) with another one in the L.H. lane. There are spalls & potholes present at all but the 2nd construction joint. The 1st joint is spalled out almost the entire deck width (photo). Light wear in each wheel lane. Many of the spalls are filled with asphalt & need repaired with concrete. Also see #958.      |                          |       |           |      |           |      |          |      |           |      |        |
| 107 / 4  | Steel Opn Girder/Beam    | ft    | 1,278.00  | 0%   | 0.00      | 100% | 1,278.00 | 0%   | 0.00      | 0%   | 0.00   |
| PX - The open girders have light to heavy surface rust with scaling on top of the bottom flanges and on the web areas. Some heavier rust is present on the webs near the joints. <b>Needs cleaned &amp; painted in the near future.</b>  |                          |       |           |      |           |      |          |      |           |      |        |
| 515 / 4  | Steel Protective Coating | sq.ft | 21,984.00 | 0%   | 0.00      | 0%   | 0.00     | 100% | 21,984.00 | 0%   | 0.00   |
| PX - The open girders have light to heavy surface rust with scaling on top of the bottom flanges and on the web areas. Some heavier rust is present on the webs near the joints. <b>Needs cleaned &amp; painted in the near future.</b>  |                          |       |           |      |           |      |          |      |           |      |        |
| 202 / 4  | Steel Column             | each  | 1.00      | 0%   | 0.00      | 0%   | 0.00     | 100% | 1.00      | 0%   | 0.00   |
| PX - There is one pile visible barely visible below the 8th beam on the South abutment. <b>It has moderate exfoliation overall.</b>  |                          |       |           |      |           |      |          |      |           |      |        |
| 205 / 4  | Re Conc Column           | each  | 12.00     | 100% | 12.00     | 0%   | 0.00     | 0%   | 0.00      | 0%   | 0.00   |
| The pier columns are in good condition with only minor deficiencies noted.   |                          |       |           |      |           |      |          |      |           |      |        |
| 215 / 4  | Re Conc Abutment         | ft    | 158.00    | 23%  | 36.00     | 70%  | 110.00   | 8%   | 12.00     | 0%   | 0.00   |
| PX - There is light to heavy horizontal cracking on the upper face of each abutment between most pedestals. The cracking extends into the 1st- 3rd- 6th & 7th pedestals on the North. There is some heavy spalling above the seat at the SW corner (2006 photo). The surface finish has failed in most areas of the South abutment with lots of debris on the seat.  |                          |       |           |      |           |      |          |      |           |      |        |
| 234 / 4  | Re Conc Pier Cap         | ft    | 237.00    | 97%  | 229.00    | 3%   | 7.00     | 0%   | 1.00      | 0%   | 0.00   |
| Some light to moderate cracking & stains from rebar chairs on & below the 3rd- 4th & 5th pedestal on bent #1 and on the 5th pedestal on bent #2. Moderate popouts at the rebar chair feet noted on the bottom of each cap between the 2nd & 3rd columns in bents #1- #2 and #3. Some minor water stains noted on each cap from joint seepage in a few areas.   |                          |       |           |      |           |      |          |      |           |      |        |
| 302 / 4  | Compressn Joint Seal     | ft    | 158.00    | 0%   | 0.00      | 0%   | 0.00     | 0%   | 0.00      | 100% | 158.00 |
| PX - Both abutment joint seals have failed and asphalt was used to seal gap. The asphalt is now gone in most areas at the South joint (2010- 2012- 2014 photos). There is 30ft. to 50ft. of the armor missing at each joint (2010 photo at North). Needs rehabbed SOON. Very large gap at the SW shoulder area (see element #321).   |                          |       |           |      |           |      |          |      |           |      |        |
| 311 / 4  | Moveable Bearing         | each  | 36.00     | 0%   | 0.00      | 50%  | 18.00    | 50%  | 18.00     | 0%   | 0.00   |
| PX - Most abutment bearings are very rusty due to water seepage thru the joints. Some initial loss noted on several bearings - mainly lower areas. The South abutment bearings are rotated back 15 to 20 degrees. ALL abutment bearing have some shearing of one retaining ear due to skew forces. Most have shifted 1.5in. - 2.0in. (2008 & 2018 photos). Stable for the time being.  |                          |       |           |      |           |      |          |      |           |      |        |
| 313 / 4  | Fixed Bearing            | each  | 9.00      | 11%  | 1.00      | 89%  | 8.00     | 0%   | 0.00      | 0%   | 0.00   |
| The pedestal bearings on bent #2 have light to moderate surface rust only except for one.  |                          |       |           |      |           |      |          |      |           |      |        |
| 321 / 4  | Re Conc Approach Slab    | sq.ft | 2.00      | 0%   | 0.00      | 0%   | 0.00     | 100% | 2.00      | 0%   | 0.00   |
| PX - <b>Both approach slabs were mud jacked in the past.</b> The North slab was repaired since 2014 (roadway section only). There is a large spall on the South against the deck near the centerline. The SW & NW shoulder areas are also broken (2010 photo) & the South approach roadway has been milled to reduce the bump. Repairs noted on the north shoulder since 2012.   |                          |       |           |      |           |      |          |      |           |      |        |
| 331 / 4  | Re Conc Bridge Railing   | ft    | 484.00    | 34%  | 164.00    | 60%  | 291.00   | 6%   | 29.00     | 0%   | 0.00   |
| PX - The SW corner has moderate damage. The traffic railing has 2 sections on the inside that have light spalls with rebar exposed with some delamination & about half of rest of the rail has scaling & popouts. Still serviceable at this time.  |                          |       |           |      |           |      |          |      |           |      |        |
| 859 / 4  | Soffit                   | (EA)  | 1.00      | 0%   | 0.00      | 100% | 1.00     | 0%   | 0.00      | 0%   | 0.00   |

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|---|--------------------------------------|------------------------|-------------------------------|------|------|------|--------|------|-------|------|--------|
| <p>There is a large spall &amp; delamination in bay #2 of span #1. Light to moderate spalls below the rail at the construction joints. Some minor defect noted along the diaphragms with other minor defects.</p>   |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 865 / 4   | St.Open Gird End(5Ft)                | (LF)                   | 90.00                         | 0%   | 0.00 | 68%  | 61.00  | 32%  | 29.00 | 0%   | 0.00   |
| <p>PX - Some abutment ends (mainly #1 thru #5) have light exfoliation &amp; loss started along the top &amp; bottom flanges (2ft.-5ft. each). Lots of heavy surface rust on most areas of each end (2006 photo). The beam ends at the South abutment are pressing into the backwall. Needs cleaned &amp; painted SOON.</p>  |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 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)                   | 810.00                        | 0%   | 0.00 | 92%  | 747.00 | 8%   | 63.00 | 0%   | 0.00   |
| <p>PX - <b>Many of the girder ends have light exfoliation &amp; loss started along the top flange below the construction joints.</b> Mostly the outer beams are affected at this time. Lots of heavy surface rust on most areas of each end. <b>Needs cleaned &amp; painted SOON. Loss not serious at this time.</b></p>  |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 909 / 4   | Pourable Fix Jt.Seal                 | (LF)                   | 635.00                        | 0%   | 0.00 | 0%   | 0.00   | 0%   | 0.00  | 100% | 635.00 |
| <p>PX - There are 9 construction joints total. There are spalls &amp; patches along each joint - worst are at #1- 7- 8- &amp; 9 (photo @ #1). Some of the spalls have been patched with asphalt. The sealant is deteriorated overall with seepage evident below. From 4ft to 50ft is affected each joint - 13ft average. Needs redone SOON</p>                                  |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 957 / 4   | Pack Rust Smart Flag                 | (EA)                   | 1.00                          | 100% | 1.00 | 0%   | 0.00   | 0%   | 0.00  | 0%   | 0.00   |
| <p>Pack rust exists between the diaphragms and the beams under the leaking joints.</p>  |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 958 / 4   | Concrete Cracking SF                 | (EA)                   | 1.00                          | 0%   | 0.00 | 0%   | 0.00   | 100% | 1.00  | 0%   | 0.00   |
| <p>PX - The deck has some light to moderate transverse cracks that have not been sealed. Some light pattern cracks are present in scattered areas.</p>  |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 960 / 4   | Settlement SF                        | (EA)                   | 1.00                          | 0%   | 0.00 | 100% | 1.00   | 0%   | 0.00  | 0%   | 0.00   |
| <p>PX - <b>Due to a combination of skew &amp; roadway forces the deck is rotating CCW - up to 2.5in. of offset noted.</b> The abutment bearings are shifting out of position up to 5in.. In addition the end panels DO NOT have shear connectors &amp; the panels are moving laterally at a different pace. <b>Not serious at this time - except for bearing alignment.</b></p> |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 963 / 4   | Steel Section Loss SF                | (EA)                   | 1.00                          | 0%   | 0.00 | 100% | 1.00   | 0%   | 0.00  | 0%   | 0.00   |
| <p>Loss to the girders is not significant at this time.</p>   |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 966 / 4   | Exposed Abut.Piling SF               | (EA)                   | 1.00                          | 0%   | 0.00 | 100% | 1.00   | 0%   | 0.00  | 0%   | 0.00   |
| <p>PX - There is one pile visible barely visible below the 8th beam on the South abutment. It has moderate exfoliation overall.</p>   |                                      |                        |                               |      |      |      |        |      |       |      |        |
| 973 / 4   | Horizontal Force SF                  | (EA)                   | 1.00                          | 100% | 0.00 | 0%   | 0.00   | 0%   | 1.00  | 0%   | 0.00   |
| <p>The beam ends at the South abutment are pressing into the backwall.</p>  |                                      |                        |                               |      |      |      |        |      |       |      |        |