

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 15473	Structure No.: 5568 0981 X	Local ID: -1	Suff. Rating: 83.00	ND															
Bridge Description: (3) -10ft. X 10ft. X 208ft. RC BOX WITH 3ft. ADDITIONAL CURTAIN WALL		INSPECTION																	
IDENTIFICATION		INSPECTION																	
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)		7. Facility Carried: I-40 6. Feat. Intersect: CREEK 9. Location: 9.9 MI E OF JCT I35 11. Mile Post: 9.808 mi 13. LRS Inv. / Sub Rte: 5568 0000 / 07 16. Latitude: 35° 24' 46.77" 17. Longitude: 097° 18' 50.10" 98. Border Brdg: Not Applicable (P) % Responsible: 0.00 99. Border Brdg #: Unknown																	
STRUCTURE TYPE AND MATERIALS		CLASSIFICATION																	
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))		12. Base Hwy Net.: On Base Network 20. Toll Facility: On free road 21. Custodian: State 22. Owner: State 26. Function Class: 11 Urban Interstate 37. Historical Sig.: Not eligible for NRHP 100. Def. Hwy: On Interstate STRAHNE																	
AGE AND SERVICE		CONDITION																	
19. Detour Length: 0.0 mi 27. Year Built: 1962 28a/b. Lanes on/und: 5 / 0 29. ADT: 35,900 30. Year of ADT: 2016 42a/b. Type of Svc on/und: Highway / Waterway		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.: 7 Minor Damage Flowline Notes																	
GEOMETRIC DATA		LOAD RATING AND POSTING																	
10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 96.00 ft 33. Median: Open median 34. Skew: 0.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 99.90 ft 48. Length Max Span: 10.00 ft 49. Struct. Length: 34.00 ft		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 64. Operating Rating (tons): <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td>H</td> <td>HS</td> <td>3-3</td> <td>EV3</td> <td>SHV</td> </tr> <tr> <td>86.88</td> <td>99.97</td> <td>99.99</td> <td>-1.00</td> <td>0.00</td> </tr> <tr> <td>52.12</td> <td>61.40</td> <td>99.98</td> <td>-1.00</td> <td></td> </tr> </table> 66. Inventory Rating (tons):			H	HS	3-3	EV3	SHV	86.88	99.97	99.99	-1.00	0.00	52.12	61.40	99.98	-1.00	
H	HS	3-3	EV3	SHV															
86.88	99.97	99.99	-1.00	0.00															
52.12	61.40	99.98	-1.00																
OKLAHOMA ITEMS		APPRAISAL																	
200c. Temperature: 61 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: W-Beam 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.: <table border="1" style="display: inline-table; 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	36a. Brdg Rail: N/A or not required 36b. Transition: N/A or not required 36c. Appr. Rail: N/A or not required 36d. Appr. Rail Ends: N/A or not require 67. Str Evaluation: 7 Above Min Criteri 68. Deck Geom.: Not applicable (NBI) 69. Vert./Horiz. Undclr: Not applicable (NB) 71. Waterway Adeq: 6 Equal Minimum 72. Appr. Alignment: 8 Equal Desirable Crit 113. Scour Critical: 8 Stable Above Footin											
-1.00	-1.00	-1.00																	
-1.00	-1.00	-1.00																	
OKLAHOMA ITEMS		PROPOSED IMPROVEMENTS																	
214a. Posted Weight Limit: NR b. Posted Speed Limit: 70 c. Narrow/1way Brdg Sign: No d. Vertical Clr. Sign: No Adv. Warning Sign: No e. Navigation Lights?: No Working/Not Working: No 215. Overpass: INTERSTATE 221. Substr. Cond. (U/W): 222. Fill Over RCB: 14 223. Appr. Slab/Rwy Cond.: 1 225. Paint Type/Ovrct: N/A 226. Date Painted: 227. Paint Color: - 233. Deck Forming: Conventional Forming 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /		94. Bridge Cost: \$396,166 95. Roadway Cost: \$653,674 96. Total Cost: \$1,109,265 97. Yr. of Cost Est.: 2015 75. Type of Work: 33 Widen w/o Deck Rel 76. Lngth of Improvement: 34.0 ft 114. Future ADT: 57,440 115. Yr. of Future ADT: 2036																	
OKLAHOMA ITEMS		NAVIGATION DATA																	
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: <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table> 248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: 250. Headwall: 208.00 254. 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: 163.09						38. Nav. Control: Permit Not Required 39. Vert. Clearance: 0.0 ft 40. Horiz. Clearance: 0.0 ft 111. Pier Protect.: 1 Not Required 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:

INSPECTION NOTES: 9/27/18

G Hines inspection comments - 9/27/2018
 PX - The NW ditch liner is badly damaged by erosion * PX - The South channel (upstream) is restricted by a 2' high beaver dam across each barrel of the RCB (2010 photo) * PX - Trees need cut & sprayed along the North headwall & wings * Minor degradation noted on the North ~ 18" * Satisfactory side drains & ditches * The 5th lane on is the East-bound on-ramp * There is W-beam railing on the North only - not attached to the RCB * Briffen Cable Barrier restricts the W.B. lanes to 57' of horizontal clearance * The median drain is clear *

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	630.00	97%	608.00	3%	22.00	0%	0.00	0%	0.00
There is some minor separation- stains & efflorescence noted at each construction joint.											
870 / 4	Concrete Wingwall	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
The SW & NW wings each have a minor diagonal crack - not serious.											
912 / 4	Culvert Const. Joint	(LF)	4.00	100%	0.00	0%	4.00	0%	0.00	0%	0.00
There is some minor separation- stains & efflorescence noted at each construction joint.											
960 / 4	Settlement SF	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
Minor settlement indicated due to the joints #2- #3 & #4 are wider at the bottom than at the top. The water is 6 inches deep at the centerline & zero at the downstream end (2 inches at the upstream end). No change in several inspections.											
965 / 4	Debris SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
FX - There is a 2ft. high beaver damn across the South openings of each barrel (2010 photo). Up to 6 inches of silt in 1st & 3rd barrels.											