

OKLAHOMA DEPARTMENT OF TRANSPORTATION -

Bridge Inspection Report

Suff. Rating: 49.0
SD

Health Index :
64.9

NBI No.: **12833** Structure No.: **55N3050E1020007** Local ID: **O-250A**

IDENTIFICATION			INSPECTION																																			
Description: 37'-51'-51'-37' I-BM. SPANS WITH 2-4' SIDEWALKS SK. 72 DEG.45' 1. State: Oklahoma 2. SHD District: Division 4 3. County Code: OKLAHOMA 4. Place Code: OKLA. CITY Admin. Area: Unknown 5. Inventory Route (Route On Structure): 1 - 5 - 1 - 00000 - 0 6. Feature Intersected: NORTHWEST EXPY UNDER 7. Facility Carried: MAY AVE. MAY AVE. 9. Location: MAY AVE SEPARATION 11. Mile Post: 0.700 mi 13. LRS Inv. Route./ Subroute.: -1 -1 16. Latitude: 35 31 39.78 17. Longitude: 097 33 57.39 98. Border Br. Code: Jnknown (P) % Resp.: 0 99. Border Br. #: Unknown			<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>Y</td> <td>24</td> <td>8/15/2016</td> <td>8/15/2018</td> </tr> <tr> <td>FC Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>						Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:	NBI:		Y	24	8/15/2016	8/15/2018	FC Freq.:	N	N	NA	NA	NA	UW Freq.:	N	N	NA	NA	NA	OS Freq.:	N	N	NA	NA	NA
Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:																																	
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OS Freq.:	N	N	NA	NA	NA																																	
STRUCTURE TYPE AND MATERIALS			CLASSIFICATION																																			
43. Main Span Material and Design Type Steel Stringer/Girder 44. Approach Span Material and Design Type Not Applicable (P) Not Applicable (P) 45. No. of Spans Main Unit: 4 46. No. of Approach Spans: 0 107. Deck Type: 1 Concrete-Cast-in-Place 108A. Wearing Surface: 1 Monolithic Concrete 108B. Membrane: 0 None 108C. Deck Protection: None			12. Base Hwy Network: Not on Base Network 20. Toll Facility: 3 On free road 21. Custodian: 04City/Municipal Hwy Agenc 22. Owner: 04City/Municipal Hwy Agenc 26. Functional Class: 16 Urban Minor Arter 37. Historical Sig.: 5 Not eligible for NRHP 100. Defense Highway: 0 Not a STRAHNET h 101. Parallel Structure: No bridge exists 102. Dir. of Traffic: 2 2-way traffic 103. Temp. Structure: Not Applicable (P) 104. Highway System: 0 Not on NHS 105. Fed. Land Hwy 0 N/A (NBI) 110. National Truck Network: 0 Not part of na 112. NBIS Length: Long Enough																																			
AGE AND SERVICE			CONDITION																																			
27. Year Built: 1952 106. Year Reconstructed: -4 28A. Lanes on: 4 28B. Lanes Under: 6 19. Detour Length: 3.0 mi 29. ADT: 22000 30. Year of ADT: 2014 109. Truck ADT %: 7 42A. Type of Service on: 5 Highway-pedestrian 42B. Type of Service under: 1 Highway			58. Deck: 5 Fair 59. Super.: 5 Fair 60. Sub.: 7 Good 62. Culvert: N N/A (NBI) 61. Channel/Channel Protection: N N/A (NBI) Flowline Notes: NO FLOWLINE NORTHWEST EXPRESSWAY BELOW																																			
GEOMETRIC DATA			LOAD RATING AND POSTING																																			
10. Inv. Rte. Min. Vert. Clr.: 328.1 ft 32. Approach Roadway Width (W/ Shoulders): 52.0 ft Deck Area: 13,020. sq. ft 33. Median: 2 Closed Med w/o B 34. Skew: 18 35. Structure Flared: 0 No flare 47. Inv. Rte. Total Horiz. Clr.: 60.0 ft 48. Length Maximum Span: 52.0 ft 49. Structure Length: 186.0 ft 50A. Curb/Sdwk Wdth L: 4.0 ft 50B. Curb/Sidewalk Width R: 4.0 ft 51. Width Curb to Curb: 56.0 ft 52. Width Out to Out: 70.0 ft 53. Minimum Vertical Clearance Over Bridge: 328.1 ft 54A/54B. Min. Vert. Underclearance: H Hwy beneath struct 14.4 ft			31. Design Load: 4 M 18 (H 20) 41. Posting status: A Open, no restriction 63. Op. Rating Method: 1 LF Load Factor-Ton Alt. Op. Rating Meth.: 1 LF Load Factor-To 64. Operating Rating (H/ HS / 3-3): 35.0 50.0 85.5 66. Inventory Rating (H/ HS / 3-3): 21.0 30.0 51.2 65. Inv. Rating Method: 1 LF Load Factor-Ton Alt. Inv. Rating Meth.: 1 LF Load Factor-To 70. Posting: 5 At/Above Legal Loads Date Rated: 9/26/2012																																			
MEASUREMENTS			PROPOSED IMPROVEMENTS																																			
<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: center;">N/E</th> <th style="text-align: center;">S/W</th> </tr> </thead> <tbody> <tr> <td>Meas. E1411 -1 -1 W1407 -1 -1</td> <td></td> </tr> <tr> <td>Post. DO NOT U DO NOT U DO NOT U DO NOT U DO NOT U -1</td> <td></td> </tr> </tbody> </table> 55A/55B. Minimum Lateral Underclearance R: H Hwy beneath struct 3.9 ft 56. Minimum Lateral Underclearance L: 5.0 ft			N/E	S/W	Meas. E1411 -1 -1 W1407 -1 -1		Post. DO NOT U DO NOT U DO NOT U DO NOT U DO NOT U -1		94. Bridge Cost: \$1,650,941 75. Type of Work: 31 Repl-Load Capacit 95. Roadway Cost: \$2,724,053 76. Lgth. of Improvement: 248.4 ft 96. Total Cost: \$4,622,635 114. Future ADT: 35200 97. Year of Cost Est.: 2009 115. Year of Future ADT: 2034																													
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Meas. E1411 -1 -1 W1407 -1 -1																																						
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APPRAISAL			NAVIGATION DATA																																			
200c. Temperature: 85 200d. Weather: PARTLY CLOUDY 201. Structural Steel ASTM Desig.: -1 -1 202. Waterproof Membrane: -1 Date Installed: 1/1/1901 203. Type Exp. Dev.: Pourable 204. Type of Handrail: 15 205. Material and Quantity: -1.0 208. Type of Abutment: Cantilever Type of Foundation: Natural Foundation Matl. 209. Type of Pier / Found.: 5 No No Piling or Drilled Shaft 210. Foundation Elev. -1.0 -1.0 -1.0 -1.0 -1.0 211. Wear. Surf. Prot. System: None Date Installed: 1/1/1901 213. Utilities Attached: Power -1 -1 -1 -1 -1 -1			38. Navigation Control: NA-no waterway 39. Vertical Clearance: 0.0 ft 40. Horizontal Clearance: 0.0 ft 111. Pier Protection: Not Applicable (P) 116. Lift Bridge Vert. Clear.: 0.0 ft																																			
APPRAISAL			APPRAISAL																																			
214a. Posted Weight Limit: NR b. Posted Speed Limit: 35 c. Narrow/One Lane Bridge sign: N d. Vertical Clearance Sign: YES Advanced Warning Sign: YES Existing/Recommended Posting: 1408 1404 Min./ Max Vert. Clearance: 1407 1411 e. Navigation Lights: - Working/Not Working: - 215. Overpass: A - ACOG (OKC Metro) 221. Substructure Cond. (U/W): - 222. Fill over RCB: -1 223. Appr. Slab/Rdwy Cond.: Satisfactory 224. Critical Feature Type: -1 225. Paint Type: Red Lead Ready Overcoat: 0 226. Date Painted: 5201 227. Paint Coloring: Silver 233. Deck Forming: Conventional Forming 236. Deck Cleaning: -1 238. School Bus Rte: Current and Desired Route 240. Appr. Roadway Type: Asphalt/Bituminous			36A. Bridge Rail: 0 Substandard 36C. Approach Rail: 0 Substandard 36B. Transition: 0 Substandard 36D. Approach Rail Ends: 0 Substandard 67. Str. Evaluation: 4 Minimum Tolerable 68. Deck Geometry: 5 Above Tolerable 69. Underclearance, Vertical and Horizontal: 2 Intolerable - Replace 71. Waterway Adequacy: N Not applicable 72. Approach Alignment: 8 Equal Desirable Crit 113. Scour Critical: N Not Over Waterway																																			
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200c. Temperature: 85 200d. Weather: PARTLY CLOUDY 201. Structural Steel ASTM Desig.: -1 -1 202. Waterproof Membrane: -1 Date Installed: 1/1/1901 203. Type Exp. Dev.: Pourable 204. Type of Handrail: 15 205. Material and Quantity: -1.0 208. Type of Abutment: Cantilever Type of Foundation: Natural Foundation Matl. 209. Type of Pier / Found.: 5 No No Piling or Drilled Shaft 210. Foundation Elev. -1.0 -1.0 -1.0 -1.0 -1.0 211. Wear. Surf. Prot. System: None Date Installed: 1/1/1901 213. Utilities Attached: Power -1 -1 -1 -1 -1 -1			243. Girder Spacing/Number: -1.0 / -1 244. Span Lengths: -1 -1 -1 -1 -1 -1 -1 -1 245. Girder Depth: -1,000 246. Type of Overlay: - 246. Overlay Thickness: 0 246. Overlay Date: 1/1/1901 246. Overlay Depth Changed > 1"? - 247. Protective Systems: 1: - 2: - 3: - 4: - 5: - 248. No. of Field Splices w/ Corrosion: -1 249. Scour Crit. POA exists?: No 250. Culvert Headwall Dist.: -1.0 254. Thru Truss Type: - 256. Chan. Profile Up/Down Stream?: - 257a. OkiePROS Auto. Truck Routing: NA 258. Plans w/ found. are in file at ODOT: N 259. Scour Eval. is in file at ODOT: N 263. Interchange at Intersection 264. Interstate Milepoint: -1.00																																			

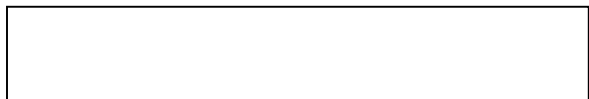
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NBI No.: **12833** Structure No.: 55N3050E1020007 Local ID: O-250A

Inspection Date: 8/15/2016 Reported By: GWATKINS
 Invoice No.: 1815-16-01 Inspected With: Mary Watkins
 Agency :



Structure / Inspection Notes

Control Section 5561 removed from state inventory. Str.#5561 0084X changed over to off system designation 55N3050E1020007. Div 4 and OKC informed of change 9/2008.

Deck has been repaired and patched thru-out. New joints have been installed. Most of the fixed bearings have considerable loss of section and will need to be monitored. - ROAD UNDER STRUCTURE HAS VERY NEW A.C. ROAD - NO REAL CHANGE
 NOTE: WESTBOUND POSTED 1404, EASTBOUND POSTED 1408.
 REVIEWED 8/25/2016 RET USE: {135/121} {250/230}

Elm.	Env.	Description	Un.	Qty.	Qty.St. 1	% 1	Qty.St. 2	% 2	Qty.St. 3	% 3	Qty.St. 4	% 4	Qty.St. 5	% 5
12	4	Reinforced Concrete Deck	(SF)	10,416	1,326	13 %	4,545	44 %	4,545	44 %	0	0 %	0	0 %
107	4	Steel Open Girder Beam	(LF)	1,360	1,360	100 %	0	0 %	0	0 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	15	0	0 %	15	100 %	0	0 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	140	43	31 %	97	69 %	0	0 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	194	0	0 %	194	100 %	0	0 %	0	0 %	0	0 %
301	4	Pourable Joint Seal	(LF)	272	272	100 %	0	0 %	0	0 %	0	0 %	0	0 %
311	4	Moveable Bearing (roller, sliding, etc.)	(EA)	40	4	10 %	36	90 %	0	0 %	0	0 %	0	0 %
313	4	Fixed Bearing	(EA)	40	4	10 %	36	90 %	0	0 %	0	0 %	0	0 %
321	4	Reinforced Conc Approach Slab w/ or w/o AC O	(EA)	4	2	50 %	2	50 %	0	0 %	0	0 %	0	0 %
333	4	Other Bridge Railing	(LF)	372	372	100 %	0	0 %	0	0 %	0	0 %	0	0 %
515	4	Steel (Superstructure) Protective Coating	(SF)	16,368	16,368	100 %	0	0 %	0	0 %	0	0 %	0	0 %
859	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	0	0 %	0	0 %	1	100 %	0	0 %
865	4	Steel Open Girder/Beam End (5 Ft.)	(LF)	400	40	10 %	360	90 %	0	0 %	0	0 %	0	0 %
919	1	Steel (Railing) Protective Coating	(SF)	613	613	100 %	0	0 %	0	0 %	0	0 %	0	0 %
958	4	Concrete Cracking	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
962	4	Superstructure Traffic Impact	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
963	4	Steel Section Loss	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
968	4	Erosion	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %

Additional Elements _____

Elem.	Element Notes (Include Size and Location of Deterioration)
12	PX - The deck has numerous patches thru-out the entire deck. Patching is heaviest in spans NO. 3 and 4; Approximately 60% to 70% OF SPANS 3 AND 4 ARE affected. - SEVERAL NEW SPALLS EXIST. NEW DECK EAST SIDE WESTBOUND.
107	FX - Some recent painting done on #1 to #3 in span #2. Surface rust is started on the top of the lower flanges - mainly on beams #6 thru #10. - MOST BEAMS HAVE SOME RUST - EAST BEAM SPAN NO. 3 HAS A MINOR AREA OF IMPACT DAMAGE ON BOTTOM FLANGE, SPAN 2, MP 1, HAS SCUFFS FROM RECENT TRAFFIC IMPACT. NO APPARENT DAMAGE TO SUPERSTRUCTURE. 4 NEW GIRDERS EAST SIDE WESTBOUND.
205	FX - Heavy cracking on the 1st column in bents #1, 2, & 3 and on column #5 in bent #3. Minor spalling on column #1 in bent #1; column #5 in bent #2; & column #4 in bent #3. The rest all have some light to moderate cracking. Repairs / patches made.
215	PX - Several moderate cracks are present on the NW area. The South has scale & popouts on most areas & some are present on the North as well. Still solid at this time. Repairs / patches made.
234	PX - Several areas of light to spalling with significant delaminations developing on each cap. Lots of lighter cracks, scale, & staining overall. Still serviceable at this time. - Repairs / patches made.
301	PX - All joints over bents have been re-sealed and repairs made.
311	PX - The 5th & 6th rollers at bent #1 for span #2 - HAS BEEN REPAIRED - NO VISIBLE CRUSHING. All but 4 new rollers have surface rust with many having section loss on the lower areas. Some mortar plates are pulling away from the caps & abutments.
313	FX - ALL BUT 4 NEW FIXED BEARINGS HAVE SURFACE RUST WITH MINOR SECTION LOSS
321	FX - The NE, SE, & SW slabs have large unsealed cracks. The NE also has some minor settlement. The NW slab has some minor cracking. All still functioning as intended.
333	PAINT FAILING.
515	FAIR CONDITION.
859	FX - The soffit has several areas of discoloration & some spalls with active corrosion present to the exposed rebar. Numerous older patched areas noted in spans #2 & 3. No loose areas present at this time.
865	PX - Some initial exfoliation & loss is present on some ends at bents #1 & 3. Lots of surface rust on each end on most areas. Needs cleaned & painted SOON. - WITH MODERATE LOSS ON EAST BEAM @ PIER #2 TOP FLANGE
919	FAILED CONDITION. SOME NEW PAINT ON EAST SIDE.
958	FX - DECK HAS HAIRLINE TO 1/8 IN. RANDOM AND MAP CRACK THROUGHOUT, HEAVIER DENSITY RADIATING FROM JOINTS.
962	EAST BEAM, SPAN 3 HAS A MINOR AREA OF IMPACT DAMAGE ON BOTTOM FLANGE. SPAN 2, BM 1, HAS SCUFFS FROM IMPACT, NO VISIBLE DAMAGE.
963	PX - HEAVIEST EXFOLIATION TO FASCIA BEAM ENDS AT PIER NO. 1, WEST FACE, PIER NO. 3 WEST FACE
968	FX - SOUTHWEST AND NORTHEAST CORNER BELOW SOUTH ABUTMENT WITH SOME EROSION - NO VISIBLE PILES - 8/20/2014 - NO CHANGE. MINOR.

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NBI No.: 12833 Structure No.: 55N3050E1020007 Local ID: O-250A

Roadway Name : NORTHWEST EXPRESSWAY		NBI Information Applicable To The Route Under The Structure	
5. Inventory Route (Route Under Structure :	2 - 5 - 1 - 00000 - 0	102. Traffic Dir.:	2 2-way traffic
10. Min. Vert. Clr.(ft.):	14.4	104. Highway System :	0 Not on NHS
12. Base Hwy Network :	Not on Base Network	105. Fed Land Hwy :	0 N/A (NBI)
13. LRS Inv. Rt./ Subroute :	-1 / -1	109. Truck ADT% :	7
19. Detour Len.(Mi.):	0.0	110. Natl. Truck Network :	0 Not part of natl netwo
20. Toll Facility :	3 On free road	114. Future ADT :	55040
26. Function Class.:	16 Urban Minor Arterial	28b. Lanes Und.:	6
		29. ADT :	34400
		32. Appr. Roadway Width (ft.) :	74.0
		47. Total Horiz. Clr.(ft.):	44.7
		51. Roadway Width (ft.) :	56.0
		100. Defense Highway :	0 Not a STRAHNET hwy
Agency Field: 1.(Under Rte.):	<input type="text" value="-1"/>	2.(Vert. X-Ref.):	<input type="text" value="-1"/>
		3.(Compass Dir.):	<input type="text" value="-1"/>
		4.(Vert. Post. Inc.):	<input type="text" value="-1"/>
		5.(Vert. Post. Dec.):	<input type="text" value="-1"/>



Project Name

ODOT EC-1683J Off System Bridge Inspect

Description

NBI# 12833

Structure# 55N3050E1020007

Facility Carried: MAY AVE.

Featured Intersection: NORTHWEST EXPY UNDER

Inspection Date: 8/15/2016



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<u>NBI</u>	<u>Local ID</u>	<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Description</u>	<u>Year Built</u>	<u>Crossing</u>	<u>Priority</u>	<u>Issue</u>	<u>Recommended Repair</u>
12833	O-250A	55N3050E1020007	May Avenue	May Ave Separation	2-8' X 5' X 25.5' RCB, SK45RF	1937	Above NW Expressway	PX	Spalling	O-250A FX- Deck soffit spalls occur over many girder top flange ends and their supporting pier & abut caps. FX- E end of S cap is delaminating. FX- Erosion at N abut W end reaches 5 feet S beneath girder N ends. FX- Some older deck soffits have honeycombed rebar stains. FX- Vertical crack in column top between beam ends is at W end of N pier. FX- Most fixed bearings have surface rust & minor section loss to be monitored. FX- Some mortar plates are pulling away from the caps & abuts. PX- Deck has numerous patches.