Oklahoma Dept. of Transportation - Bridge Inspection Report

<u>NBI No.:</u> 09189			<u>.ocal ID:</u> 022A		Rating: 7.20	SD			
		INSPECTION							
Bridge Description:	DENTIFICATION		<u>Type</u> <u>Insp.</u> NBI: FC:	Req. Insp. Done	Freq. Insp. Date months 10/10/2022 NA	<u>Next Insp.</u> 10/10/2023 NA			
1. State: Oklahoma	7 Facility Carried :		UW:	1 0	NA	NA			
2. Division: Division 3 3. County: CLEVELAND	6. Feat. Intersect:	OCK CREEK 0.5 N ROCK CREEK RD	OS:			NA			
4. City: NORMAN	9. Location: 11. Mile Post:	4 5 4 0	12 Deep Liver Net	: Not on Base Network	IFICATION	bridgo ovisto			
Admin Area: Unknown	13. LRS Inv.			On free road		bridge exists / traffic			
5a. On/Under: Route On Structu	re 16. Latitude:	35° 15' 19.30"	20. Toll Facility: 21. Custodian: C		,	pplicable (P)			
5b. Kind of Hwy: City Street	17. Longitude		22. Owner: C			n NHS			
5c. Lvl of Srvc: Mainline		dg: Unknown (P)	26. Function Clas		105. Fed Land Hwy: IRR-I	ndian Res Rd			
5d. Route No.: N3170 5e. Dir. Sufx: N/A (NBI)	% Responsibl	e: 0.00 dg #: Unknown		: Not eligible for NRHP	110. Defense Hwy: Not a				
	1		100. Def. Hwv: 1	lot a STRAHNET hwy	112. NBIS Length: Long	Enough			
43a/b. Main Span:	RE TYPE AND MATE / Steel	Stringer/Girder	58.Deck: 6 Sati		NDITION Poor 60.Sub:4 P				
44a/b. Appr. Span:	,	Not Applicable (P)	62.Culvert: N/A	NIDIN					
45. # of Main Spans: 3	,		Flowline Notes	, 161.Cnan./0	Chan. Prot.: 5 Bank Prot E				
46. # of Appr. Spans: 0			2022- FL= 19.4 ft]			
107. Deck Type: Concre	ete-Cast-in-Place				2ft measured 35ft from NE c	orner.			
108a. Wearing Surface: Bitumi	nous								
108b. Membrane: None			31. Design Load:	<u>LOAD RATIN</u> M 9 (H 10)	G AND POSTING	2/02/2010			
108c. Deck protection: None			41. Post. Status:	P Posted for load	Date Rated: 12	2/03/2019			
<u>A</u>	<u>GE AND SERVICE</u>		70. Posting:	0 >39.9% below					
19. Detour Length: 0.6 mi	106. Year Red		63.Op / 65.Inv. R	0	.oad Factor / 1 LF Loa				
27. Year Built: 1940	109. Truck AE	DT: 10%		H	HS 3-3 EV3				
28a/b. Lanes on/und: 2 / 0 29. ADT: 1,669			64. Operating Ra		6.60 15.50 4.30				
29. ADT: 1,669 30. Year of ADT: 2020			66. Inventory Rat	ng (tons): 3.40	4.00 9.30 2.60)			
	ghway	/ Waterway			RAISAL				
			36a. Brdg Rail:	0 Substandard 0 Substandard		erable			
	EOMETRIC DATA	wlk Width L: 0.00 ft	36b. Transition: 36c. Appr. Rail:	0 Substandard	69. Vert./Horiz. Undclr: N 71. Waterway Adeq: 7 A	bove Minimum			
10. Vert. Clearance: 99.99 ft 32. Appr Rwy Width: 24.00 ft	50a. Curb/Sdv 50b. Curb/Sdv		36d. Appr. Rail Er		72. Appr. Alignment: 8 Ec	ual Desirable Cri			
33. Median: No median	51. Width Cur		67 Str Evaluation						
34. Skew: 0.00°	52. Width Out			PROPOSED	MPROVEMENTS				
35. Struct. Flared: No flare	Deck Are		94. Bridge Cost:	\$255,000	75. Type of Work: 31 Re	pl-Load Capacity			
47Horizontal Clr: 26.00 ft 48. Length Max Span: 36.09 ft	53. Min.Vert.C 54a.Min.Vt.Ur	U	95. Roadway Cos	it: \$140,000	76. Lngth of Improvement				
48. Length Max Span:36.09 ft49. Struct. Length:65.95 ft	54b Min Ver		96. Total Cost:	\$406,000	114. Future ADT:	2,336			
	55a. Min.Lat.U		97. Yr.of Cost Est	: 2015	115. Yr of Future ADT:	2040			
	55. Min.Lat.U		NAVIGATION DATA 38. Nav. Control: Permit Not Required 39. Vert. Clearance: 0.0 ft 111. Pier Protect.: Not Applicable (P)						
	56. Min Lat U	nderclr. L: 0.00 ft							
200c. Temperature: 68	<u>OKLAHOM</u>	A ITEMS	40. Horiz. Clearan		116 Lift Bridge Vert. Clr.:	0.0 ft			
200d. Weather: Cloudy									
201. Struc.Stl. ASTM Desig.:	-1 / -1	214a. Posted Weight Limit:	040404 50	244. Span Lengtl	ns: 15 36	15			
202. Waterprf Membrane: -1	1/1001	 b. Posted Speed Limit: c. Narrow/1way Brdg Sign: 	No						
Date Installed: 01/0 203. Type Exp. Device: Pour	1/1901 able	d. Vertical Clr. Sign:	No	245. Girder Dept					
		Adv. Warning Sign:	No	246a. Type of Ov b. Overlay Thic	· · · · ·				
	l Railing (other)	e. Navigation Lights?:	No	c. Overlay Date	: 01/01/1991				
205. Material Quantity: -1.00 208a Type of Abutment: Othe		Working/Not Working: 215. Overpass: AC	No :OG	d. Ovly Depth C	Changed >1": N				
_coul	r s on Natural Found.	215. Overpass: AC 218. Functionally Obsolete :	FO	247. Protective S	ystems:				
209. Type of Pier/Found.: B	/ No	220. Bridge Redecked	_						
	l Piling	221. Substr.Cond.(U/W):							
210. Foundation Elev : -1.		222. Fill Over RCB:	2	248. # Field Splic 249. Scour Crit. F					
-1.00 -1.		223. Appr.Slab/Rwy Cond.:	2 d Lead 3 Coat System						
		225. Paint Type/Ovrct: Re	ed Lead 3 Coat Syste	258. Plans w/Fou	nd.in ODOT File: _				
211. Wear.Surf.Prot.Sys: None			40	259. Scour Eval.					
Date Installed: 01/0	1/1901	226. Date Painted: 194		263. Interchange	at Intersection.				
Date Installed: 01/0 211c. Silane Reapplied	1/1901	EEO. Bato I amtoa.	ver	-					
Date Installed: 01/0 211c. Silane Reapplied 211d. Date :		227. Paint Color:Silv233. Deck Forming:Pe	rm.Metal Deck Forr	264. Interstate Mi					
Date Installed: 01/0 211c. Silane Reapplied		227. Paint Color:Sile233. Deck Forming:Pe238. School Bus Rte.:Cu	rm.Metal Deck Forr rrent bus route	-					
Date Installed: 01/0 211c. Silane Reapplied 211d. Date :		227. Paint Color:Sile233. Deck Forming:Pe238. School Bus Rte.:Cu240. Appr. Rwy Type.:Asp	rm.Metal Deck Forr	-					

Oklahoma Dept. of Transportation - Bridge Inspection Report

0918		<u>Structure</u> 14N3170E12		<u>Local ID:</u> 022A	<u>Suff. Rating:</u> 27.20	SD
Inspection Date:	10/10/22		Troy Travis			
Invoice No.:	HWL141022	Inspected With:	Colby Warden			

BRIDGE NOTES:

INSPECTION NOTES: 10/10/22

Banks have rubble & slurry concrete mix poured near the piles. Bank erosion may be occuring at the south interior bent piles. The NW & SE banks are vertical. Active bank erosion occuring on the SE bank.

ELEMENT CO	NDITION 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	1,711.00	0%	0.00	100%	1,711.00	0%	0.00	0%	0.00	
Cracki	ng & scaling at edges. Covered with	asphalt										
510 / 4	Wearing Surfaces	sq.ft	1,711.00	100%	1,711.00	0%	0.00	0%	0.00	0%	0.00	
He	eavy cracks in asphalt and over piers	s.										
107 / 4	Steel Opn Girder/Beam	ft	604.00	0%	0.00	0%	0.00	100%	604.00	0%	0.00	
FX - B	ottom flanges have rust & deep pitti	ng.										
515 / 4	Steel Protective Coating	sq.ft	4,202.00	0%	0.00	0%	0.00	100%	4,202.00	0%	0.00	
Pa	aint system has failed.											
202 / 4	Steel Column	each	12.00	0%	0.00	67%	8.00	33%	4.00	0%	0.00	
FX - A	Il exterior piles have minor section lo	oss at the	e ground line.									
219 / 4	Stl Abutment	ft	52.00	0%	0.00	0%	0.00	100%	52.00	0%	0.00	
Mostly	covered by rock & gravel. Very sm	all areas	s have heavy r	ust & pitti	ng.							_
231 / 4	Steel Pier Cap	ft	52.00	0%	0.00	90%	47.00	10%	5.00	0%	0.00	
PX - B	ottom flanges have severe rust & de	ep pittin	g. Web of cap	s losing s	ection, sup	plementar	ry caps have	e advance	d corrosion	ı.		
918 / 4	St.(substr)Prot.Coat	(EA)	436.00	0%	0.00	0%	0.00	0%	0.00	100%	436.00	
Pa	aint system has failed.											
301 / 4	Pourable Joint Seal	ft	52.00	0%	0.00	100%	52.00	0%	0.00	0%	0.00	
Joints	are covered by asphalt overlay.				-							
330 / 4	Metal Bridge Railing	ft	131.00	0%	0.00	0%	0.00	100%	131.00	0%	0.00	
Rust is	s prevalent with minor pitting.Rail is t	oo low.										
919 / 4	St.(Rail) Prot. Coat	(SF)	286.00	0%	0.00	0%	0.00	0%	0.00	100%	286.00	
Pa	aint system has failed.											
865 / 4	St.Open Gird End(5Ft	(LF)	160.00	0%	0.00	0%	0.00	100%	160.00	0%	0.00	
PX-W	esternmost beam end has significar	t sectior	n loss.					I				
FX - B	ottom flanges have severe rust & de	ep pittin	g. Section los	s on bean	n ends at be	oth piers a	are approxim	ately 5%.				
875 / 1	Masonry Wingwall	(EA)	4.00	0%	0.00	0%	0.00	75%	3.00	25%	1.00	,
PX - E	rosion at southeast corner of structu	ire is en	croaching onto	the road	way, as we	II as north	west ditch.					
890 / 4	Steel SIP Form	(LF)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00	
Forms	are rusty & have significant section	loss.										
958 / 4	Concrete Cracking SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
Cracks	s are moderate in size & density.											
963 / 4	Steel Section Loss SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
Minor	to moderate section loss & deep pitt	•		eam ends	, abutments	s, supplen	nentary caps	s & railing				
968 / 4	Erosion SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
PX - E	rosion at southeast corner of structu	ire is end	croaching onto	the road	way, as we	ll as north	west ditch.					

County: CLEVELAND Division: 3 Facility Carried: 60th AVE NE Structure: 14N3170E1210005 NBI#: 09189 Feature Intersected: ROCK CREEK

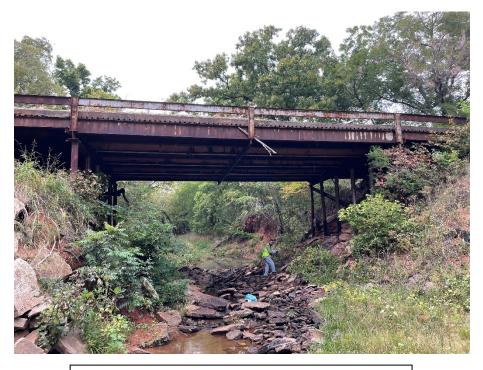


Roadway view with load posting of 4 tons, looking south



Roadway view with load posting of 4 tons, looking north

County: CLEVELAND Division: 3 Facility Carried: 60th AVE NE Structure: 14N3170E1210005 NBI#: 09189 Feature Intersected: ROCK CREEK



Elevation view, looking west



Southeast ditch erosion, looking north

County: CLEVELAND Division: 3 Facility Carried: 60th AVE NE Structure: 14N3170E1210005 NBI#: 09189 Feature Intersected: ROCK CREEK



Southeast ditch erosion, looking south

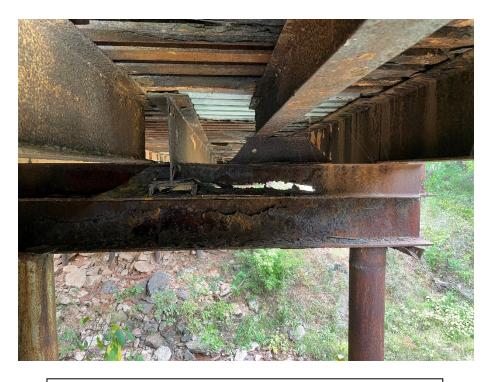


Northwest ditch erosion

County: CLEVELAND Division: 3 Facility Carried: 60th AVE NE Structure: 14N3170E1210005 NBI#: 09189 Feature Intersected: ROCK CREEK



Erosion at west end of south abutment



Section loss to secondary support on pier cap at east end

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Section loss to secondary support on pier cap at east end



Section loss to secondary support on pier cap at east end

County: CLEVELAND Division: 3 Facility Carried: 60th AVE NE Structure: 14N3170E1210005 NBI#: 09189 Feature Intersected: ROCK CREEK

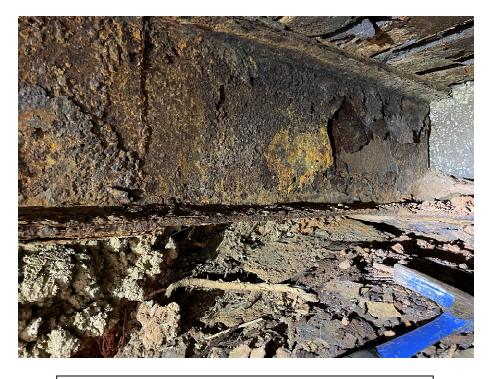


Typical view of SIP forms



Loss of section to end of beam 1 at north abutment

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Loss of section to end of beam 1 at north abutment



Typical condition of superstructure, looking at northside of pier 1

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Channel view, looking east



Channel view, looking west