

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 71.1
FO

Health Index :
71.8

NBI No.: 14155

Structure No.: 3625 2605 X

Local ID:-1

IDENTIFICATION
Description: 30'-55'-55'-30' CONT.CONC SLAB SPANS W/ 2 -1.5' SAFETY CURBS
1. State: Oklahoma 2. SHD District: Division 4
3. County Code: KAY 4. Place Code: Unknown
Admin. Area: Unknown
5. Inventory Route (Route On Structure) : 1 - 4 - 1 - E0030 - 0
6. Feature Intersected: I-35 UNDER
7. Facility Carried: CO. RD. E0030 CO. RD. E0030
9. Location: 2 M I S KAN S/L 11. Mile Post: 26.044 mi
13. LRS Inv. Route./ Subroute.: -1 -1
16. Latitude: 36 58 12.99 17. Longitude: 097 20 45.30
98. Border Br. Code: Not Applicab % Resp.: 0 99. Border Br. #: Unknown

STRUCTURE TYPE AND MATERIALS
43. Main Span Material and Design Type
Concrete Continuous Slab
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: 0 None
108B. Membrane: 0 None
108C. Deck Protection: None

AGE AND SERVICE
27. Year Built: 1958 106. Year Reconstructed: -4
28A. Lanes on: 2 28B. Lanes Under: 4 19. Detour Length: 2.0 mi
29. ADT: 50 30. Year of ADT: 2015 109. Truck ADT %: 20
42A. Type of Service on: 1 Highway
42B. Type of Service under: 1 Highway

GEOMETRIC DATA
10. Inv. Rte. Min. Vert. Clr.: 328.1 ft
32. Approach Roadway Width (W/ Shoulders): 20.0 ft
Deck Area: 4,294.8 sq. ft 33. Median: 0 No median
34. Skew: 0 35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 20.0 ft
48. Length Maximum Span: 55.1 ft 49. Structure Length: 171.9 ft
50A. Curb/Sdwk Wth L: 1.5 ft 50B. Curb/Sidewalk Width R: 1.5 ft
51. Width Curb to Curb: 20.0 ft 52. Width Out to Out: 25.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance: H Hwy beneath struct 15.8 ft
N/E S/W
Meas. N1600 N1602 -1 S1600 S1604 -1
Post. DO NOT U DO NOT U DO NOT U DO NOT U DIV. 4 -1
55A/55B. Minimum Lateral Underclearance R: H Hwy beneath struct 9.1 ft
56. Minimum Lateral Underclearance L: 19.0 ft

INSPECTION

Type	Insp Req.	Insp Done	Freq.	Insp. Date:	Next Insp.:
NBI:		Y	24	11/8/2017	11/8/2019
FC Freq.:	N	N	NA	NA	NA
UW Freq.:	N	N	NA	NA	NA
OS Freq.:	N	N	NA	NA	NA

CLASSIFICATION
12. Base Hwy Network : Not on Base Network 20. Toll Facility: 3 On free road
21. Custodian: 01 State Highway Agency 22. Owner: 01 State Highway Agency
26. Functional Class: 07 Rural Mjr Collecto 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

CONDITION
58. Deck: 6 Satisfactory 59. Super.: 7 Good 60. Sub.: 6 Satisfactory
62. Culvert: N N/A (NBI) 61. Channel/Channel Protection: N N/A (NBI)
Flowline Notes:

LOAD RATING AND POSTING
31. Design Load: 2 M 13.5 (H 15) 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) : 27.4 40.3 68.8
66. Inventory Rating (H / HS / 3-3) : 14.9 18.6 -1.1
65. Inv. Rating Method: 1 LF Load Factor-Tor Alt. Inv. Rating Meth.: 1 LF Load Factor-Tor
70. Posting: 5 At/Above Legal Loads Date Rated : 12/11/2007

PROPOSED IMPROVEMENTS
94. Bridge Cost: \$688,846 75. Type of Work: 31 Repl-Load Capacit
95. Roadway Cost: \$1,136,596 76. Lgth. of Improvement: 275.6 ft
96. Total Cost: \$1,928,769 114. Future ADT: 80
97. Year of Cost Est.: 2015 115. Year of Future ADT: 2035

NAVIGATION DATA
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
36A. Bridge Rail: 0 Substandard 36C. Approach Rail: 0 Substandard
36B. Transition: 0 Substandard 36D. Approach Rail Ends: 0 Substandard
67. Str. Evaluation: 5 Above Min 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

200c. Temperature: 45
200d. Weather: CLEAR
201. Structural Steel ASTM Desig.: -1 -1
202. Waterproof Membrane : -1
Date Installed : 1/1/1901
203. Type Exp. Dev. : -
204. Type of Handrail: BC
205. Material and Quantity : -1.0
208. Type of Abutment : Skeleton
Type of Foundation : Concrete Piling
209. Type of Pier / Found.: 1 Pier -
Concrete Piling
210. Foundation Elev. -1.0 -1.0
 -1.0 -1.0
211. Wear. Surf. Prot. System : None
Date Installed : 1/1/1901
213. Utilities Attached : -1
-1 -1 -1
-1 -1 -1

214a. Posted Weight Limit: NR
b. Posted Speed Limit : NR
c. Narrow/One Lane Bridge sign : NO
d. Vertical Clearance Sign: YES
Advanced Warning Sign : NO
e. Navigation Lights : -
Working/Not Working : -
215. Overpass : A - Interstate
221. Substructure Cond. (U/W) : -
222. Fill over RCB: -1
223. Appr. Slab/Rdwy Cond.: Good
225. Paint Type : Not Applicable
Overcoat : Not Applicable
226. Date Painted: -1
227. Paint Coloring: -1
233. Deck Forming: Conventional Forming
238. School Bus Rte: Current and Desired Route
240. Appr. Roadway Type: Gravel

243. Girder Spacing/Number : -1.0 / -1
244. Span Lengths :
30 30 -1
55 -1 -1
55 -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"? No
247. Protective Systems : 1: -
2: - 3: -
4: - 5: -
248. No. of Field Splices w/ Corrosion : -1
249. Scour Crit. POA exists?: -
250. Culvert Headwall Dist.: -1.0
256. Chan. Profile Up/Down Stream?: -
257a. OkiePROS Auto. Truck Routing No
258. Plans w/ found. are in file at ODOT:
259. Scour Eval. is in file at ODOT:
263. Interchange at Intersection: No Interchange
264. Interstate Milepoint: 233.78

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NBI No.: 14155 Structure No.: 3625 2605 X Local ID:-1

Inspection Date: 11/8/2017 Reported By: GHINES
Invoice No.: -1 Inspected With: Gary Richardson
Agency :



Structure / Inspection Notes

Maximum horizontal clearance below: N.B.= 43', S.B.=49.4' due to cable barriers & crash barrels.

G Hines inspection comments - 11/8/2017

PX - All approach rails (above) needs updated to meet standards * PX - All OM-3's are down (above) * Safety below = 1111 * Satisfactory to good gravel approach roadway * 36' wide roadway below each direction * The slopewalls are in satisfactory to good condition - minor settlement is causing a small cavity to develop at the top on the NW & NE areas * Satisfactory side drains *

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
38	4	Reinforced Concrete Slab	(SF)	3,438	0	0 %	3,438	100 %	0	0 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	4	1	17 %	1	33 %	2	50 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	49	33	67 %	12	24 %	4	8 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	69	64	93 %	2	3 %	3	4 %	0	0 %	0	0 %
310	4	Elastomeric Bearing	(EA)	5	5	100 %	0	0 %	0	0 %	0	0 %	0	0 %
331	4	Reinforced Conc Bridge Railing	(LF)	344	314	91 %	22	6 %	8	2 %	0	0 %	0	0 %
859	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
958	4	Concrete Cracking	(EA)	1	0	0 %	0	0 %	0	0 %	1	100 %	0	0 %
967	4	Substructure Traffic Impact	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
38	FX - Light wear & popouts in the wheel lanes. Some minor scrapes from grader noted. The deck is covered with light to moderate pattern cracking. A few small spalls developing - no exposed rebar. Soil needs cleaned of the curbs - grader needs to refrain from grading across the deck.
205	Moderate scaling on the North face of the 1st column near the bottom with defects at old rail mounting holes. Small spalls present on the 2nd column at the SE corner (mainly from insufficient cover). Spall at SE corner of 3rd column is due to impact (see 967). Rebar is exposed on SW area of bent #3. Satisfactory condition overall.
215	Superficial weathering overall - some minor water stains. Rebar is visible at the lower NW area due to insufficient cover. A small delamination is present at the upper NW area. There are 10 to 12 small popout-type spalls (snap ties) noted. Some light pattern cracking noted at the SE area.
234	One tiny spall on the NW area & the lower north area of the bent #1 cap. Some spalling is present on the lower SE area of bent #2. Also a tiny spall noted at the SW end of the bent #3 cap with scaling & popouts at the ends. Superficial weathering otherwise.
310	< none >
331	Three rail sections on the North in span #3 have been patched in the past. The patches are cracking & crumbling out at the posts (2009 photo). Some other tiny spalls noted on a few other posts - the NE & SE corner posts are chipped. Not serious at this time. Minor weathering overall.
859	Minor pattern cracking & light staining on the fascia areas - some efflorescence noted on the north fascia near bent #2. There is an embedded wire at the NW area of span #3 that is spalling out.
958	PX - Light to moderate transverse & pattern cracking in all areas. Most cracks in spans #2 & 3 are less than .25 foot apart. Needs a thin overlay to seal & protect the deck.
967	FX - The SE corner of the 3rd column has a small impact spall - not serious at this time. There are tiny chips scrapes in the south area of the 3rd cap.

Roadway Name : I-35 UNDER		NBI Information Applicable To The Route Under The Structure	
5. Inventory Route (Route Under Structure :	2 - 1 - 1 - 00035 - 0	102. Traffic Dir.:	2 2-way traffic
10. Min. Vert. Clr.(ft.):	15.8	104. Highway System :	1 On the NHS
12. Base Hwy Network :	On Base Network	105. Fed Land Hwy :	0 N/A (NBI)
13. LRS Inv. Rt./ Subroute :	3625 W0000 / 06	109. Truck ADT% :	36
19. Detour Len.(Mi.):	0.0	110. Natl. Truck Network :	1 Part of natl network
20. Toll Facility :	3 On free road	114. Future ADT :	23040
26. Function Class.:	01 Rural Interstate	100. Defense Highway :	1 On Interstate STRAHNET
Agency Field: I.(Under Rte.): <input type="text" value="U"/>		2.(Vert. X-Ref.): <input type="text" value="-1"/>	
		3.(Compass Dir.): <input type="text" value="N"/>	
		4.(Vert. Post. Inc.): <input type="text" value="1507"/>	
		5.(Vert. Post. Dec.): <input type="text" value="1508"/>	