OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 73.1 Health Index : 73.6

NBI No.: **15149** Structure No.: 3625 1601 X Local ID:-1 ND

IDENTIFICATION

Description:
31'-56'-56'-31' CONT. CONC. SLAB SPANS W/ 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 - E0130 - 0
6. Feature Intersected: I-35 UNDER
7. Facility Carried: CO. RD. E0130 CO. RD. E0130
9. Location: 1 MI N JCT SH 11 11. Mile Post: 16.007 mi
13. LRS Inv. Route./ Subroute.: -1 -1
16. Latitude: 36 49 32.88 17. Longitude: 097 20 35.97
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: 1960 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 %: 15
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): 19.7 ft
Deck Area: 5,123.6 sq. ft 33. Median: 0 No median
34. Skew: 0 35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 24.0 ft
48. Length Maximum Span: 57.1 ft 49. Structure Length: 176.8 ft
50A. Curb/Sdwlk Wdth L: 1.5 ft 50B. Curb/Sidewalk Width R: 1.5 ft
51. Width Curb to Curb: 24.0 ft 52. Width Out to Out: 29.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance : H Hwy beneath struct 16.1 ft

	N/E			S/W		
Meas.	N1604	N1606	-1	S1602	S1605	-1
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DIV. 4	-1

55A/55B. Minimum Lateral Undrclearance R: H Hwy beneath struct 10.0 ft
56. Minimum Lateral Undrclearance L: 19.0 ft

INSPECTION

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	11/13/2017	11/13/2019
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 nat 112. NBIS Length: Long Enough

CONDITION

58. Deck: 5 Fair 59. Super.: 6 Satisfactory 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):	24.9	33.7	60.2
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-Toi
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 Capacity
95. Roadway Cost: $1,136,596 76. Lgth. of Improvment: 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: 6 Equal Min Criteria
69. Underclearance, Vertical and Horizontal: 4 Tolerable
71. Waterway Adequacy: N Not applicable
72. Approach Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

200c. Temperature: 49
200d. Weather: CLOUDY
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 -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 :
31 31 -1
56 -1 -1
56 -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: 223.74

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NBI No.: **15149** Structure No.: 3625 1601 X Local ID:-1 Suff. Rating: 73.1 ND Health Index : 73.6

Inspection Date:	11/13/2017	Reported By:	GHINES
Invoice No.:	-1	Inspected With:	Gary Richardson
		Agency :	

Gary Hines
Digitally signed by Gary Hines
DN: cn=Gary Hines, o, ou=Gary Richardson, email=ghines@odot.org, c=US
Date: 2018.01.04 10:38:19 -06'00'

Structure / Inspection Notes

Maximum horizontal clearance below: N.B.= 43.6', S.B.=49.5' due to cable barriers & crash barrels.

G Hines inspection comments - 11/13/2017
PX - All of the slopewall sections at each abutment have settled & separated from 4 to 8 inches at most joints - some small cavities have started in several areas * PX - The SW side drain was repaired in 2011; there is now a cavity at the roadway edge & along the slope drain * Satisfactory gravel roadway * PX - All of the OM-3's (above) are down * PX - The under roadway needs repair (asphalt) *

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)	4,243	0	0 %	3,943	93 %	300	7 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	3	0	0 %	3	100 %	0	0 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	62	57	92 %	5	8 %	0	0 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	81	56	69 %	17	21 %	8	10 %	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)	354	320	90 %	15	4 %	17	5 %	2	1 %	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 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration
38	PX - Large deeply scaled area (10 ft X 20 ft) is present in spans #1 & 2 near the South curb and one smaller area noted in span #3 near the North curb. One area is up to 1 inch deep with exposed rebar (2007 photo). Light wear & grader scrapes with lots of moderate popouts (1-2 inches) overall. Some moderate grader damage in span #4 noted. Light to moderate pattern cracking is present in the wheel lanes. Could use a thin overlay to seal & protect the deck.
205	Some light to moderate popouts & scaling noted near the bottom on each column. Good condition for age.
215	Some discoloration noted on each abutment. Small delamination near the center on the West; two light cracks noted on the East.
234	PX - Several moderate spalls on the lower South end of the 3rd cap (2005 photo). Small delamination at the NE area of the 1st cap. One tiny spall noted on the bottom of each end on bent #2. Some minor scaling & popouts on the ends of the 1st & 2nd cap. Satisfactory condition overall.
310	< none >
331	PX - The NE corner post is badly spalled (2009 photo). Some light horizontal cracking & exposed rebar noted (insufficient cover). Some minor popouts noted. Satisfactory condition overall.
859	Span #2 has discoloration & light efflorescence on the SW area (below the scaled surface area). Up to 25% of span #2 affected. All of the other areas have superficial defects on except for minor cracking in all of the fascia areas.
958	PX - Light to heavy pattern cracking of moderate to heavy density is present in most areas.

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

10. Min. Vert. Clr.(ft.):	16.1	28b. Lanes Und.:	4	102. Traffic Dir.:	2 2-way traffic
12. Base Hwy Network :	On Base Network	29. ADT :	15000	104. Highway System :	1 On the NHS
13. LRS Inv. Rt./ Subroute :	3625 W0000 / 05	32. Appr. Roadway Width (ft.) :	74.5	105. Fed Land Hwy :	0 N/A (NBI)
19. Detour Len.(Mi.):	0.0	47. Total Horiz. Clr.(ft.):	49.5	109. Truck ADT% :	36
20. Toll Facility :	3 On free road	51. Roadway Width (ft.) :	74.5	110. Natl. Truck Network :	1 Part of natl network
26. Function Class.:	01 Rural Interstate	100. Defense Highway :	1 On Interstate STRAHNET	114. Future ADT :	24000

Agency Field: 1.(Under Rte.): U 2.(Vert. X-Ref.): -1 3.(Compass Dir.): N 4.(Vert. Post. Inc.): 1603 5.(Vert. Post. Dec.): 1600