Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 14493			ocal ID:	Suff. R	•	SD
IDENT.	IFICATION				ECTION	
Bridge Description: <u>IDEN1</u> 35ft.,45ft.,2-56ft.,45ft.,35ft. I-BM. SPAN	<u> </u>		Type Insp. Req	ı. Insp. Done F	req. Insp. Date	Next Insp.
	0 0.11 20 320.		NBI:		months 8/18/2022	08/18/2024
L C C C C C C C C C C C C C C C C C C C		240	FC: N UW: N	0 0	NA NA	NA NA
1. State:Oklahoma7. Fa2. Division:Division 46. Fe	cility Carried:「 at. Intersect: 「I-	1-240 35 LINDED	UW: N OS: N	0	NA NA	NA NA
3. County: OKLAHOMA		.0 MI N CLEVELAND CO	03.		FICATION	14/1
4. City: OKLA. CITY	11. Mile Post:	4.496 mi	12.Base Hwy Net.: O		<u> </u>	l bridge eviete
Admin Area: Unknown		/ Sub Rte: 5500071HX / 00		On free road		bridge exists ay traffic
5a. On/Under: Route On Structure	16. Latitude:	35° 23' 30.91"	20. Toll Facility: C 21. Custodian: State	on nee road		Applicable (P)
5b. Kind of Hwy: Interstate Hwy	17. Longitude:		22. Owner: State			he NHS
5c. Lvl of Srvc: Mainline	98. Border Brd	•	26. Function Class: 1	11 Urban Interstate	105. Fed Land Hwy: N/A	(NBI)
5d. Route No.: 00240	% Responsible		37. Historical Sig.: No	ot eligible for NRHP	110. Defense Hwy: On Ir	nterstate STRAHNE
5e. Dir. Sufx: N/A (NBI)		g #: Unknown	100. Def. Hwy: On li	nterstate STRAHNE	112. NBIS Length: Long	g Enough
STRUCTURE TY					<u>DITION</u>	
43a/b. Main Span:	,	Stringer/Girder Not Applicable (P)	58.Deck: 5 Fair	59.Sup.: 5 l	• • • • • • •	Poor
44a/b. Appr. Span: 45. # of Main Spans: 6	IN/A	NOT Applicable (F)	62.Culvert: N/A (NB)	61.Chan./C	han. Prot.: N/A (NBI)	
			Flowline Notes			
46. # of Appr. Spans: 0 107. Deck Type: Concrete-Ca	st-in-Place					
108a. Wearing Surface: Monolithic Co						
108b. Membrane: None					AND POSTING	
108c. Deck protection: Epoxy Coate	d Reinforci		1	MS 18 (HS 20)	Date Rated:	10/01/2008
AGE AN	ID SERVICE			A Open, no restrictior 5 At/Above Legal Loa		
19. Detour Length: 10.0 mi	106. Year Rec	onst · 1981	63.Op / 65.Inv. Rating	•		oad Factor
27. Year Built: 1959	109. Truck AD			<u>н</u>	HS 3-3 EV	3 SHV
28a/b. Lanes on/und: 6 / 10			64. Operating Rating	(tons): 67.46	85.32 140.66 0.0	0.00
29. ADT: 99,100			66. Inventory Rating ((tons): 40.46	51.15 84.44 -1.0	00
30. Year of ADT: 2020					RAISAL	_
42a/b. Type of Svc on/und: Highway		Highway	36a. Brdg Rail: 1	Meets Standards		oove Min Criteria
GEOME	TRIC DATA		36b. Transition: 1	Meets Standards	69. Vert./Horiz. Undclr:	2 Intolerable - Rep
10. Vert. Clearance: 99.99 ft	50a. Curb/Sdw	rlk Width L: 0.00 ft	36c. Appr. Rail: 1	Meets Standards	71. Waterway Adeq: N	
32. Appr Rwy Width: 96.00 ft	50b. Curb/Sdw		36d. Appr.Rail Ends:		72. Appr. Alignment: 8 E	
33. Median: Closed Med w/Barrier 10.00°	51. Width Curb		67. Str Evaluation:	4 Minimum Tolerab	113. Scour Critical: N N	lot Over Waterway
34. Skew: 10.00° 35. Struct. Flared: No flare	52. Width Out Deck Area			PROPOSED IN	MPROVEMENTS	
47Horizontal Clr: 48.00 ft	53. Min.Vert.C	•	94. Bridge Cost:	\$2,989,502	75. Type of Work: 31 R	
48. Length Max Span: 56.00 ft	54a.Min.Vt.Un		95. Roadway Cost:	\$4,500,000	76. Lngth of Improvemer	
49. Struct. Length: 274.00 ft	54b. Min. Vert.		96. Total Cost:	\$7,913,436 2015	114. Future ADT:	158,560 2040
	55a. Min.Lat.U		97. Yr.of Cost Est.:		115. Yr.of Future ADT:	2040
	55. Min.Lat.Un		38. Nav. Control:	NA-no waterway	FION DATA	
	56. Min.Lat.Un		39. Vert. Clearance:	0.0 ft		ot Applicable (P)
200c. Temperature: 74	OKLAHOMA	ATTEMS	40. Horiz. Clearance:	0.0 ft	116. Lift Bridge Vert. Clr.	: 0.0 ft
200d. Weather: Cloudy	4 / 4	214a. Posted Weight Limit:	NR	244. Span Length	s: 35 45	56
2011 011 0010 1111 7 10 1 1111 2 001911	-1 / -1	b. Posted Speed Limit:	60		5 35	
202. Waterprf.Membrane: -1 Date Installed: 01/01/1901		c. Narrow/1way Brdg Sign:	No			
	c Strip Seal	d. Vertical Clr. Sign:	Yes	245. Girder Depth 246a. Type of Ove		
		Adv. Warning Sign:	No NA	b. Overlay Thick		
204. Type of Railing: SFP-1 205. Material Quantity: 1,478.00		e. Navigation Lights?: Working/Not Working:	NA NA	c. Overlay Date:	01/01/1901	
205. Material Quantity: 1,478.00 208a. Type of Abutment: Skeleton			TERSTATE	d. Ovly Depth Ch		
b. Type of Found.: Concrete F	Piling	218. Functionally Obsolete :	FO	247. Protective Sy	stems: DPWR/Epox	y Coated Ba
209. Type of Pier/Found.: 3	Yes	220. Bridge Redecked	_			
No Piling/D		221. Substr.Cond.(U/W):				
210. Foundation Elev.: -1.00	-1.00	222. Fill Over RCB:	2	248. # Field Splice 249. Scour Crit. Po		
-1.00	-1.00	223. Appr.Slab/Rwy Cond.:	3	249. Scour Crit. Po	UN LAISIS!.	
211. Wear.Surf.Prot.Sys: Silane		225. Paint Type/Ovrct: Inc	organic Zinc 2Coat Sys	258. Plans w/Four	nd.in ODOT File: Yes	
Date Installed: 01/01/1901 211c. Silane Reapplied		226. Date Painted: 19		259. Scour Eval. ir	n ODOT File:	
211d. Date :			aroon	263. Interchange a		70
213. Utilities Attached: Power		233. Deck Forming: Co	nventional Forming	264. Interstate Mile	epoint: 121.	10
2.13. Clinico / Alached. Fower		200. 00.100. 200 . 110	rrent & Desired route			
╠──┤┝───┤┝		= 10.7 lpp 1 1. jpo	phalt/Bituminous / 16			
<u> </u>		243. Grdr Spacing/No.:	, 10	I		

Oklahoma Dept. of Transportation - Bridge Inspection Report

			<u>Structure No.:</u> <u>Local ID:</u> 5515 0097 X		<u>Suff. Rating:</u> 53.00	SD
Inspection Date:	8/18/22		Gary Hines			
Invoice No.:	GLH0822	Inspected With:	Gary Richardson			

BRIDGE NOTES:

*THIS STRUCTURE COULD ACTUALLY BE TWO BRIDGES - THERE IS A DEFINITE GAP IN THE DECKS & NOTICEABLE JOINTS IN THE SUBSTRUCTURES.

INSPECTION NOTES:

8/18/22 G Hines inspection comments - 8/18/2022

PX - There is some moderate to heavy erosion with undermining at the NE & NW abutment areas (see #968) * PX - Some large spalls are present on the webwall areas of each bent (2006 photo @ bent #3) * The safety approach rails have been updated to current standards since 2012 * New asphalt roadway since 2018 * PX - The NE approach rail has heavy damage - with moderate damage at the SW * Structure needs replaced *

ELEMENT CONDITION STATE DATA

Elem. / E	IT CONDITION STATE DATA Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4	
12 / 4	Re Concrete Deck	sq.ft	26,304.30	55%	14,549.30		11,505.00		250.00	0%	0.00	r
	PX - The deck has spalls & patches in the				,							
	2020 & 2022 photos) - some rebar is visible			•	•	•	٠.		•	,		
	in the shoulder areas of spans #2-4-5. The	•				•	. ,	•	•	•	ile also	
	·			•	•				•	,		
	delaminations in spans #1 & 2. Numerous			-			-	typicar). I	ockets iroi	n missing	l	
	pavement markers should be filled. Light w Steel Opn Girder/Beam	rear & po	3,392.40	10%	341.40	90%		0%	0.00	0%	0.00	
107 / 4	· ·						3,051.00					
	FX - There is some light to moderate surfa				-		ans #2- 3- 4	. Light fre	ckie rust pre	esent on i	most	
	lower flange edges each span. Will need p				_		35,534.00	00/	0.00	00/	0.00	
515 / 4	Steel Protective Coating	sq.ft	35,534.00	0%	0.00	100%	35,534.00	0%	0.00	0%	0.00	
	FX - There is some light to moderate s	surface r	ust developin	g on the lo	ower flanges	s mainly i	n spans #2 ·	- 3- 4. Ligl	nt freckle ru	st		
	present on most lower flange edges ea		_				•		_		_	
205 / 4	Re Conc Column	each	40.00	43%	17.00	30%	12.00	28%	11.00	0%	0.00	
	PX - Spalling is present on the 1st- 2nd- 3r	rd- 4th- 7	7th columns in	bent #2;	the 2nd-6th	n- 7th colu	umns in ben	it #3; the 1	1st- 2nd- 4th	columns	in bent	
;	#4 (2016 photo at #2; 2022 photo @ #1); a	and the 2	2nd & 7th colu	mns in be	ent #1 (2020) photo @	pier #2). D	elaminatio	ons noted or	n #1 in be	ent #1.	
	There are some light to heavy cracks on o	ther colu	_	me bents	_		-		_		_	
215 / 4	Re Conc Abutment	ft	206.00	52%	108.00	35%	72.00	13%	26.00	0%	0.00	
	PX - Light to heavy horizontal cracking on									•	,	
	The 7th-8th-10th-11th pedestals on the E	East also	o have spalling	g (2006 pł	noto @ #7).	The Wes	t abutment	has spalls	below the	2nd- 9th-	10th-	
	11th- 12th- 14th beams & on the 10th pede	estal. Th	ere is also a l	arge horiz	zontal crack	below #3	to #6 with o	other crac	king at the S	SW corne	r. Lots	
	of scaling & popouts on each abutment - n	eeds rel	hah soon									
'			100 00011.									
923 / 4	Conc Substr Prot Coa	(SF)	13,713.00	0%	0.00	0%	0.00	100%	13,713.00	0%	0.00	
	Conc Substr Prot Coa FX - The coating has areas of failure w	. , , ,	13,713.00				_	100%	13,713.00	0%	0.00	
		. , , ,	13,713.00				_	19%	13,713.00 97.00	2%	8.00	_
923 / 4	FX - The coating has areas of failure v	vith stair	13,713.00 ns & flaking ma 511.00	ainly on th	ne caps & al	butments.	215.00	19%	97.00	2%	8.00	
923 / 4	FX - The coating has areas of failure v Re Conc Pier Cap PX - Numerous areas of moderate to large	vith stair ft delamir	13,713.00 ns & flaking ma 511.00 nations on each	ainly on th	ne caps & al 191.00 several area	42% as. The he	215.00 eaviest ones	19% s are at the	97.00 e SW area o	2% of bent #1	8.00	
923 / 4	FX - The coating has areas of failure was Re Conc Pier Cap PX - Numerous areas of moderate to large photo); the NE area of bent #3; & each fac	vith stair ft delaminate on ber	13,713.00 ns & flaking mations on each	ainly on the 37% and the same are the same a	ne caps & al 191.00 several area	dutments. 42% as. The hearing along	215.00 eaviest ones the upper &	19% s are at the lower ed	97.00 e SW area o	2% of bent #1	8.00 (2006 ach	
923 / 4	FX - The coating has areas of failure water Re Conc Pier Cap PX - Numerous areas of moderate to large photo); the NE area of bent #3; & each faccap. Heavy spalling on the bottom of the 5	vith stair ft delamine on ber th cap b	13,713.00 ns & flaking mages 511.00 nations on each #5. Some hetween the 2r	ainly on the 37% ch cap in see avy to see and thru the	ne caps & al 191.00 several area evere cracki	42% 42% as. The hearing along along are rebar	215.00 eaviest ones the upper & has heavy	19% s are at the lower education loss	97.00 e SW area oges on the f	2% of bent #1 aces of e	8.00 (2006 ach	
923 / 4	FX - The coating has areas of failure water Re Conc Pier Cap PX - Numerous areas of moderate to large photo); the NE area of bent #3; & each faccap. Heavy spalling on the bottom of the 5 area of bent #2 is ALMOST under the 16th	vith stair te delamine on ber th cap b	13,713.00 as & flaking ma 511.00 anations on eacht #5. Some h etween the 2r g mortar plate	ainly on the 37% of cap in seavy to sea	ne caps & al 191.00 several area evere cracki e 6th column oto). Some	butments. 42% as. The hearing along along are rebar other crace	215.00 eaviest ones the upper & has heavy s cking- stainin	19% s are at the lower ed section los	97.00 e SW area of ges on the fess. One spa	2% of bent #1 aces of e Il at the N	8.00 (2006 ach NE d.	=_
923 / 4 234 / 4	FX - The coating has areas of failure water Re Conc Pier Cap PX - Numerous areas of moderate to large photo); the NE area of bent #3; & each fac cap. Heavy spalling on the bottom of the 5 area of bent #2 is ALMOST under the 16th Approximately 40% to 80% of each cap ha	vith stair te delamine on ber th cap b	13,713.00 as & flaking ma 511.00 anations on eacht #5. Some h etween the 2r g mortar plate	ainly on the 37% of cap in seavy to sea	ne caps & al 191.00 several area evere cracki e 6th column oto). Some	butments. 42% as. The hearing along along are rebar other crace	215.00 eaviest ones the upper & has heavy s cking- stainin	19% s are at the lower ed section los	97.00 e SW area of ges on the fass. One spa	2% of bent #1 aces of e Il at the N	8.00 (2006 ach NE d.	=_
234 / 4	FX - The coating has areas of failure water Re Conc Pier Cap PX - Numerous areas of moderate to large photo); the NE area of bent #3; & each faccap. Heavy spalling on the bottom of the 5 area of bent #2 is ALMOST under the 16th	vith stair te delamine on ber th cap b	13,713.00 as & flaking ma 511.00 anations on eacht #5. Some h etween the 2r g mortar plate	ainly on the 37% of cap in seavy to sea	ne caps & al 191.00 several area evere cracki e 6th column oto). Some	butments. 42% as. The hearing along along are rebar other crace	215.00 eaviest ones the upper & has heavy s cking- stainin	19% s are at the lower ed section los	97.00 e SW area of ges on the fass. One spa	2% of bent #1 aces of e Il at the N	8.00 (2006 ach NE d.	_
923 / 4 234 / 4 300 / 4	FX - The coating has areas of failure water Re Conc Pier Cap PX - Numerous areas of moderate to large photo); the NE area of bent #3; & each factor, Heavy spalling on the bottom of the 5 area of bent #2 is ALMOST under the 16th Approximately 40% to 80% of each cap hater B4; NE area B5 & SW area B5). Strip Seal Exp Joint	vith stair ft delamine on ber th cap be bearing as deterio	13,713.00 as & flaking ma 511.00 ations on each at #5. Some h etween the 2r amortar plate oration of som 309.00	ainly on the 37% on cap in seavy to see the cap in see (2006 phose degree)	ne caps & al 191.00 several area evere crackie 6 6th column toto). Some 6 - needs rep	butments. 42% as. The heading along along are rebar other crace pairs now	215.00 eaviest ones the upper & has heavy s king- stainii (2020 photo	19% s are at the lower education los ng- scale os: NE are	97.00 e SW area of ges on the fss. One spa & effloresce a B1; SW a	2% of bent #1 faces of e II at the Nonce noted rea B2; S	8.00 (2006 ach NE d. SE	
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923 / 4 234 / 4 300 / 4	FX - The coating has areas of failure water Re Conc Pier Cap PX - Numerous areas of moderate to large photo); the NE area of bent #3; & each factor, Heavy spalling on the bottom of the 5 area of bent #2 is ALMOST under the 16th Approximately 40% to 80% of each cap hater B4; NE area B5 & SW area B5). Strip Seal Exp Joint PX - There is 5ft to 10ft of exfoliation presents.	vith stair ft delamine on ber th cap b bearing as deterior ft ent at ea	13,713.00 as & flaking ma 511.00 antions on each at #5. Some h etween the 2r g mortar plate oration of som 309.00 ach bent joint at o @ B1).There	ainly on the same and thru the (2006 phose degree	ne caps & al 191.00 several area evere cracki e 6th column oto). Some 6 - needs rep 0.00 shoulders. T	butments. 42% as. The heading along ins - rebard other crace hears now 0% There are eer bents #	215.00 eaviest ones the upper & has heavy s cking- stainin (2020 photo 0.00 section of th	19% s are at the lower education los section los section los sections: NE are 0% he armor (20 photo (6))	97.00 e SW area of ges on the fess. One spa & effloresce as B1; SW a 0.00 gone at ben B1) and s	2% of bent #1 aces of e II at the N nce noted rea B2; S 100% t #1 & over ome missing the second seco	8.00 (2006 aach NE d. SE 309.00 er bent sing at	
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Oklahoma Dept. of Transportation - Bridge Inspection Report

<u>NBI No.:</u> 14493		<u>St</u> 55	<u>Local ID:</u>			Suff. Rating: 53.00					
Р	X - Spalls ı	noted below curbs - none loc	ose over traffic at this	time. There are a few	ight cracks	with efflore	scence ald	ng the ed	ges. Some	;	
S	palling note	ed at each end of the deck. A	Approximately 2% of the	ne total area is affected	d.						
865 / 4		St.Open Gird End(5Ft	(LF) 960.00	10% 96.00	89%	855.00	1%	9.00	0%	0.00	
F	X - Some o	ld loss noted on the lower fl	ange of span #5 beam	ns at bent #4. Moderat	e pitting on	bottom of v	vest lower	flanges of	#13 & #14	l in	
s	pan #6. Th	ere is some light to moderate	e surface rust develop	ing on the lower flange	es mainly in	spans #2-	3- 4. Light	freckle rus	st present	on	
n	nost lower f	lange edges each span. Mo	st ends have moderate	e surface rust for 1ft. to	3ft. each.	Will need p	ainting in t	he near fu	ture.		
909 / 4		Pourable Fix Jt.Seal	(LF) 206.00	0% 0.00	0%	0.00	0%	0.00	100%	206.00	
Р	X - The fixe	ed joints at bents #2 & #4 ha	ve deterioration of the	sealant with widespre	ad evidenc	e of seepa	ge below.			_	
958 / 4		Concrete Cracking SF	(EA) 1.00	100% 1.00	0%	0.00	0%	0.00	0%	0.00	
S	Some light le	ongitudinal cracking noted of	n the south shoulder in	n spans #2 & #5 of the	EB lanes.						
962 / 4		Super.Traffic Impact	(EA) 1.00	0% 0.00	0%	0.00	100%	1.00	0%	0.00	
Р	X - The 1st	& 2nd beams in span #4 &	the 16th beam on spa	n #3 were hit in the pa	st. Span #3	3 - girder #1	6 is bowe	d laterally	on the bott	om	
		ximately 5-6 inches & the di	•			•		•			
	•	es not appear to be cracked				,	•		•		
	•	2 & 15 in span #3.				,	. (=.	,			
963 / 4		Steel Section Loss SF	(EA) 1.00	0% 0.00	100%	1.00	0%	0.00	0%	0.00	
S	Some old lo	ss noted on the lower flange	of span #5 beams at	bent #4. Moderate pitt	ina noted o	n bottom fla	ange of #1	3 & #14 in	span #6 (v	vest	
	ends).	· · · · · · · · · · · · · · · · · ·		р					- F (-		
968 / 4		Erosion SF	(EA) 1.00	100% 1.00	0%	0.00	0%	0.00	0%	0.00	
	Y There is	s some erosion at each end	, ,		at the upper	r NIM/ area	2 of the NI	=			

BRIDGE UNDER ROUTE REPORT

NBI No.: Local ID: Structure No.: 5515 0097 X 14493 **ROUTE ON THE STRUCTURE Bridge Description:** 35ft.,45ft.,2-56ft.,45ft.,35ft. I-BM. SPANS SK. 20 DEG **INVENTORY ROUTE** Oklahoma On Base Network 1. State: 12. Base Hwy Net.: 2. Division: Division 4 20. Toll Facility: On free road Route On Structure 5a. On/Under: 3. County: OKLAHOMA 11 Urban Interstate 26. Function Class: 5b. Kind of Hwy: 1 Interstate Hwy On Interstate STRAHNE OKLA. CITY 4. City: Mainline 100. Def. Hwy: 5c. Lvl of Srvc: Admin Area: Unknown 102. Traffic Dir.: 2-way traffic 00240 5d. Route No.: On the NHS 7. Facility Carried: I-240 104. Hwy System: 0 N/A (NBI) 5e. Dir. Sufx: N/A (NBI) 1.0 MLN CLEVELAND CO 105. Fed Land Hwy: 9. Location: 35° 23' 30.91" 097° 29' 42.74" On Interstate STRAHNE 16. Latitude: 17. Longitude: 110. Defense Hwy: 22. Owner: State **ROUTE UNDER THE STRUCTURE:** I-35 UNDER Roadway Name: 17.20 47. Total Horiz, Clr.: 52.80 10 Min Vert Clr: **INVENTORY ROUTE:** 12. Base Hwy Network: On Base Network 51. Roadway Width: 96.00 5500015H> / On Interstate STRAHNET 5a. Inventory Route: A 1st Route Under 13. LRS Rte./SubRte: 100. Defense Hwy: 19. Detour Len.: 0.00 2-way traffic 5b. Kind of Highway: Interstate Hwy 102. Traffic Direction: On free road On the NHS 20. Toll Tacility: Mainline 104. Hwy System: 5c. Level of Service: 26. Function Class: 11 Urban Interstate N/A (NBI) 00035 105. Fed. Land Hwy.: 5d. Route No.: 12 28b. Lanes Und.: 109. Truck ADT%: 0 N/A (NBI) 5e. Dir. Suffix: Part of natl network 29. ADT: 134,10 110. Natl. Trk Netwk: 108.00 214,56 32. Appr. Rwy Width: 114. Future ADT: 1702 1701 Agency Field: 1.(Und.Rte.) 2. (Vert. X-Ref.): 3. (Compass Dir.): N 4. (VC Posted N/E): 5. (VC Posted S/W): Notes: **I-35 SB RAMP UNDER** Roadway Name: 16 20 42.00 10. Min. Vert. Clr.: 47. Total Horiz. Clr.: **INVENTORY ROUTE:** Not on Base Network 96.00 12. Base Hwy Network: 51. Roadway Width: B 2nd Route Under 13. LRS Rte./SubRte: -1 100. Defense Hwy: On Interstate STRAHNET 5a. Inventory Route: Interstate Hwy 19. Detour Len.: 0.00 102. Traffic Direction: 1-way traffic 5b. Kind of Highway: 20. Toll Tacility: On free road On the NHS 7 Ramp 104. Hwy System: 5c. Level of Service: 11 Urban Interstate N/A (NBI) 00035 26. Function Class: 105. Fed. Land Hwy .: 5d. Route No.: 2 28b. Lanes Und.: 109. Truck ADT%: 5e. Dir. Suffix: 0 N/A (NBI) 29. ADT: 8,500 Part of natl network 110. Natl. Trk Netwk: 32. Appr. Rwy Width: 42.00 114. Future ADT: 13,600 Agency Field: 1.(Und.Rte.) 2. (Vert. X-Ref.): 3. (Compass Dir.): N 4. (VC Posted N/E): -1 5. (VC Posted S/W): 1601 Notes: SB I-35 RAMP TO EB I-240 Roadway Name: I-35 NB RAMP UNDER 16.20 42.00 10. Min. Vert. Clr.: 47. Total Horiz. Clr.: **INVENTORY ROUTE:** Not on Base Network 96.00 12. Base Hwy Network: 51. Roadway Width: On Interstate STRAHNET C 3rd Route Under 5a. Inventory Route: 13. LRS Rte./SubRte: -1 / -1 100. Defense Hwy: 1-way traffic Interstate Hwy 19. Detour Len.: 0.00 102. Traffic Direction: 5b. Kind of Highway: Ramp 20. Toll Tacility: On free road 104. Hwy System: On the NHS 5c. Level of Service: 11 Urban Interstate N/A (NBI) 00035 26. Function Class: 105. Fed. Land Hwy.: 5d Route No: 28b. Lanes Und.: 2 0 N/A (NBI) 109. Truck ADT%: 5e. Dir. Suffix: 8.500 Part of natl network 29. ADT: 110. Natl. Trk Netwk: 42.00 13.600 32. Appr. Rwy Width: 114. Future ADT: 1600 4. (VC Posted N/E): 5. (VC Posted S/W):

3. (Compass Dir.): N

Agency Field: 1.(Und.Rte.)

Notes:

NB I-35 RAMP TO WB I-240

2. (Vert. X-Ref.):