## Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 18770	NBI No.: Structure No.: 18770 5507 0071WX				Local ID: Suff. Rating: 82.10						
Bridge Description: IDENTIFICATION					INSPI						
47ft.,2-73ft.,47ft. CONT. I-BM. SPANS	S SK. 72 DEG.47	ft.45.65ft.	Type NBI:	Insp. Req.		req. Insp. Da nonths 8/16/20					
			FC:	N	0	NA	NA				
1. State: Oklahoma 7. F	acility Carried :	I-44 SB	UW:	N	0	NA	NA				
		J.P. R.R. & ST. UNDER	OS:	N	0	NA	NA				
3. County: OKLAHOMA 4. City: OKLA. CITY	9. Location: (	0.7 MI N I-40 0.720 mi		0		FICATION					
Admin Area: Unknown	11. Mile Post: 13. LRS Inv.	/ Sub Rte: 5500007HV / 00			Base Network	101. Parallel Str.: 102. Traffic Dir.:	Left of    bridge 1-way traffic				
5a. On/Under: Route On Structure	16. Latitude:	35° 28' 14.05"	20. Toll F	dian: State	i ilee ioau	103. Temp. Str.:	Not Applicable (P)				
5b. Kind of Hwy: Interstate Hwy 5c. Lyl of Styc: Mainline	17. Longitude:		22. Owne	er: State		104. Hwy System:	On the NHS				
5c. Lvl of Srvc: Mainline 5d. Route No.: 00044	98. Border Brown Responsible	•			Urban Interstate	105. Fed Land Hwy					
5e. Dir. Sufx: N/A (NBI)		lg #: Unknown			eligible for NRHP	110. Defense Hwy: 112. NBIS Length:	On Interstate STRAHNE				
STRUCTURE T	YPE AND MATE		100. Dei.	ΠWV. OΠ III		DITION	Long Enough				
43a/b. Main Span:		Stringer/Girder	58.Deck:	5 Fair	59.Sup.: 5		ub:5 Fair				
44a/b. Appr. Span:	N/A /	Not Applicable (P)		rt: N/A (NBI)							
45. # of Main Spans: 4			Flowlin	e Notes							
46. # of Appr. Spans: 0	ast-in-Place										
107. Deck Type: Concrete-C 108a. Wearing Surface: Low Slump											
108b. Membrane: None						AND POSTING					
108c. Deck protection: None			31. Desig		S 18 (HS 20)  Open, no restriction	Date Rated	d: 01/06/2011				
AGE A	AND SERVICE		41. Post. 70. Postii	- 10.10.01	At/Above Legal Loa						
19. Detour Length: 0.1 mi	106. Year Red	const.:		5.Inv. Rating	•		LF Load Factor				
27. Year Built: 1974	109. Truck AD	T: 12%				HS 3-3	EV3 SHV				
28a/b. Lanes on/und: 4 / 4 29. ADT: 70,350				ating Rating (		55.20 87.10	0.00 0.00				
29. ADT: 70,350 30. Year of ADT: 2020			66. Inven	tory Rating (to	ons): 25.60	33.10 52.20	-1.00				
42a/b. Type of Svc on/und: Highwa	y ,	Hwy-R.R.		41		RAISAL	7 Ab and Min Oritoria				
	IETRIC DATA	·	36a. Brdg 36b. Trar	,	Meets Standards Meets Standards	68. Deck Geom.: 69. Vert./Horiz. Un	7 Above Min Criteria				
10. Vert. Clearance: 99.99 ft	50a. Curb/Sdv	vlk Width L: 0.00 ft	36c. App		Meets Standards	71. Waterway Ade	q: N Not applicable				
32. Appr Rwy Width: 68.00 ft	50b. Curb/Sdv	vlk Width R: 0.00 ft			1 Meets Standard		nt: 8 Equal Desirable Cri				
33. Median: No median	51. Width Curl		67. Str Ev	valuation:	5 Above Min Tolera	113. Scour Critical:	N Not Over Waterway				
34. Skew: 18.00° 35. Struct. Flared: No flare	52. Width Out Deck Area				PROPOSED IN	IPROVEMENTS					
47Horizontal Clr: 70.70 ft	53. Min.Vert.C		94. Bridg		\$1,860,478		31 Repl-Load Capacity				
48. Length Max Span: 73.00 ft	54a.Min.Vt.Un		ru 95. Road 96. Total	way Cost:	\$3,069,789 \$5,209,339	76. Lngth of Improv 114. Future ADT:	/ement: 279.9 ft 112,560				
49. Struct. Length: 242.00 ft	54b. Min. Vert		97 Vr of	Cost Est.:	2015	115. Yr.of Future A					
	55a. Min.Lat.U		str		NAVIGAT	TION DATA					
	55. Min.Lat.Ur 56. Min.Lat.Ur		38. Nav.		NA-no waterway						
	OKLAHOMA	A ITEMS		Clearance: . Clearance:	0.0 ft 0.0 ft	111. Pier Protect.: 116. Lift Bridge Ver	Not Applicable (P)				
200c. Temperature: 84 200d. Weather: Clear		<u></u>	40.110112	. Olearance.	0.0 10	TTO: Elit Bridge Ver					
201. Struc.Stl. ASTM Desig.:	-1 / -1	214a. Posted Weight Limit:	NR		244. Span Length	s: 47 73	3 73				
202. Waterprf.Membrane: -1		b. Posted Speed Limit: c. Narrow/1way Brdg Sigr	60 n· No		47						
Date Installed: 01/01/190 203. Type Exp. Device: Armored		d. Vertical Clr. Sign:	Yes		245. Girder Depth		dified				
		Adv. Warning Sign:	No		246a. Type of Ove b. Overlay Thick	y.	ullieu				
204. Type of Railing: SFP-1		e. Navigation Lights?:	NA NA		c. Overlay Date:	07/20/197	74				
205. Material Quantity: 2,030.00 208a. Type of Abutment: Skeleton	1	Working/Not Working: 215. Overpass:	INTERSTATE		d. Ovly Depth Ch		N				
b. Type of Found.: Steel Pilir	ng	218. Functionally Obsolete :			247. Protective Sy	stems:					
209. Type of Pier/Found.: 4	/ No	220. Bridge Redecked	_								
210. Foundation Elev.: -1.00	naft-No Footing	221. Substr.Cond.(U/W):			248. # Field Splice						
-1.00 -1.00	-1.00	222. Fill Over RCB: 223. Appr.Slab/Rwy Cond.:	3		249. Scour Crit. Po		_				
211. Wear.Surf.Prot.Sys: None	1.00		Red Lead 3 Co	oat System	250. Headwall:		Vaa				
Date Installed: 01/01/190	01	· ·	N/A		258. Plans w/Four 259. Scour Eval. ir	050	Yes				
211c. Silane Reapplied			1973		263. Interchange a		_ No				
211d. Date :			Silver Conventional F	ormina	264. Interstate Mile		120.96				
213. Utilities Attached: Power			Current & Desi	~							
╟──┤├───┤├		240. Appr. Rwy Type.:	Concrete								
<u>  </u>		243. Grdr Spacing/No.:	8.50 / 9								

## Oklahoma Dept. of Transportation - Bridge Inspection Report

<u>NBI No.:</u> 18770		<u>Structure I</u> 5507 0071		Local ID:	<u>Suff. Rating:</u> 82.10	ND
Inspection Date:	8/16/22		Gary Hines			
Invoice No.:	GLH0822	Inspected With:	Gary Richardson			

#### **BRIDGE NOTES:**

Four span continuous steel beam structure with spans at 47'-74'-74'-47'.

#### **INSPECTION NOTES:**

8/16/22

G Hines inspection comments - 8/16/2022

PX - Trees need cut & sprayed at the SW wing area \* Satisfactory slopewalls in most areas - minor settlement noted & buckling at the bottom is developing on the north & South below #8 beam \* There is a power line for lighting outside the West curb \* Satisfactory side drains \* The road below is the SW access road to the State Fairgrounds (seasonal traffic - low ADT) \* PX - Lots of debris needs cleaned off the seats.

#### **ELEMENT CONDITION STATE DATA**

Flore / F		ONDITION STATE DATA											
Elem. / E	nv	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4	
12 / 4		Re Concrete Deck	sq.ft	17,109.00	92%	15,689.00	5%	800.00	4%	600.00	0%	20.00	
	PX - <sup>-</sup>	There is a large patch (asphalt) in spa	an #3 wi	th smaller pato	hes elsev	where - most	are at e	ach of the fi	ixed joints	(2020 & 20	22 photo	os).	
There is a very large pothole & patch in the R.H. lane at the 9th construction joint (2008; 2020 & 2022 photos) with another one in the L.H. lane.													
	There	e are spalls & potholes present at all l	but the 2	nd constructio	n joint (20	020 photo). T	he 1st jo	oint is spalle	ed out almo	ost the entir	e deck v	vidth	
	(past	photo) with a small hole at bay #2 in	span #1	(2020 photo f	rom belov	v). Light wea	r in each	wheel lane	e. Many of	the spalls a	are filled	with	
	aspha	alt & need repaired with concrete. The	e north p	anel section in	n span #3	is shifted ~2	inches	to the left (n	o shear co	onnectors a	ccording	j to	
	the pl	lans). Also see SF #958.	•		·			•					
510 / 4		Wearing Surfaces	sq.ft	17,109.00	59%	10,009.00	38%	6,500.00	4%	600.00	0%	0.00	
	Р	PX - There is a large patch (asphalt) in	n snan #	3 with smaller	natches e	elsewhere - n	nost are	at each of t	he fixed in	ints (2020 :	& 2022	-	
		shotos). There is a very large pothole	•						-	-			
		ne in the L.H. lane. There are spalls					-	-		-			
		Ilmost the entire deck width (past pho		=			-						
		ane. Many of the spalls are filled with			-				···). Ligiti ·	roui iii ouoi	1 1111001		
107 / 4	10	Steel Opn Girder/Beam	ft	1,278.00	0%	0.00		1,278.00	0%	0.00	0%	0.00	
	PX - <sup>-</sup>	The open girders have light to heavy				<u>L</u> _						1	
		ent on the webs near the joints (2022)			•		•			o. Joine He	avici lu	J. 13	
515 / 4	prese	Steel Protective Coating	sq.ft	21,984.00	0%	0.00	0%	0.00	0%	0.00	100%	21,984.00	
31374													
		PX - The open girders have light to he	-		-	-		-					
		eavier rust is present on the webs ne	ear the jo	oints - some ar	eas have	light exfoliati	on prese	ent. Needs o	cleaned &	painted in t	he near		
	fu	uture.		10.00	1000/	40.00	00/	0.00	00/	0.00	00/		
205 / 4		Re Conc Column	each	12.00	100%	12.00	0%	0.00	0%	0.00	0%	0.00	
	The p	pier columns are in good condition wit			_	<u> </u>						_	
215 / 4		Re Conc Abutment	ft	158.00	16%	26.00	71%	112.00	13%	20.00	0%	0.00	
	PX - <sup>-</sup>	There is light to heavy horizontal crac	kina nea	ar the edge of									
				al tile edge of	the seat c	on each abuti	ment bet	ween most	pedestals	. The crack	ing exte	nds into	
	the 1s	st- 3rd- 6th & 7th pedestals on the No	-	-					-		-		
		st- 3rd- 6th & 7th pedestals on the No grate spalling in other areas above the	orth. The	re is some hea	avy spallir	ng above the	seat at t	the SW corr	ner (2006	& 2020 pho	tos) with		
		erate spalling in other areas above the eat.	orth. The	re is some hea	avy spallir	ng above the	seat at t	the SW corr	ner (2006	& 2020 pho	tos) with		
	mode	erate spalling in other areas above the	orth. The	re is some hea	avy spallir	ng above the	seat at t	the SW corr	ner (2006	& 2020 pho	tos) with		
225 / 4	mode the se	erate spalling in other areas above the eat.	orth. The e South s	re is some heaseat. The surfa	avy spallir ace finish	ng above the has failed in	seat at t most are	the SW correas of the S	ner (2006 south abuti	& 2020 pho ment with lo	otos) with	oris on	
225 / 4	mode the se	erate spalling in other areas above the eat.  Steel Pile	orth. The e South s (EA)	re is some heaseat. The surfa	avy spallir ace finish	ng above the has failed in	seat at t most are	the SW correas of the S	ner (2006 south abuti	& 2020 pho ment with lo	otos) with	oris on	
225 / 4	mode the se	erate spalling in other areas above the eat. Steel Pile There are two piles visible barely visi	orth. The e South s (EA)	re is some heaseat. The surfa	avy spallir ace finish	ng above the has failed in	seat at t most are	the SW correas of the S	ner (2006 south abuti	& 2020 pho ment with lo	otos) with	oris on	
225 / 4	mode the se	erate spalling in other areas above the eat.  Steel Pile  There are two piles visible barely visile). Loss estimated at 25% at this time	(EA) ble below	re is some heat seat. The surface 2.00 with a 8th 237.00	avy spallinace finish  0%  beams of the service of	ng above the has failed in 0.00 on the South	seat at to most are 0% abutmer 3%	the SW correas of the S  0.00  nt - both hav	ner (2006 couth abuting 100%)  100%  re modera  0%	& 2020 phoment with logarity 2.00 te exfoliation 1.00	otos) withouts of del	0.00 0.00 0.00	
225 / 4	PX - photo	erate spalling in other areas above the eat.  Steel Pile  There are two piles visible barely visible. Loss estimated at 25% at this time.  Re Conc Pier Cap	(EA) ble below	re is some hear seat. The surface 2.00 when the 7th & 8th 237.00 ar chairs on &	avy spalling ace finish  0%  beams of the spanning according to the sp	ng above the has failed in 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	seat at to most are 0% abutmer 3% the pedes	the SW correas of the S  0.00  nt - both hav  7.00  stal on bent	ner (2006 couth abute 100% ve modera 9% 1 and or	& 2020 phoment with log 2.00 te exfoliation 1.00 n the 5th pe	otos) with ots of del 0% on overal 0% destal or	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	
225 / 4	PX - The photo Some #2 (20)	state spalling in other areas above the eat.  Steel Pile  There are two piles visible barely visible. Loss estimated at 25% at this time.  Re Conc Pier Cap  e light to moderate cracking & stains to 020 photo). Moderate popouts at the	(EA) ble below from rebarchar	2.00 v the 7th & 8th 237.00 ar chairs on & lair feet noted	avy spalling ace finish 0% 0% 0 beams of 097% below the on the bo	ng above the has failed in 0.00 on the South 229.00 23rd; 4th & 5 ttom of each	seat at to most are 0%   abutmer 3%   th pedes cap between the	the SW correas of the S  0.00  nt - both hav  7.00  stal on bent ween the 2r	100% re modera  0% #1 and or	& 2020 phoment with log 2.00 te exfoliation 1.00 n the 5th pe	otos) with ots of del 0% on overal 0% destal or	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	
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234 / 4	PX - photo Some #2 (20	state spalling in other areas above the eat.  Steel Pile  There are two piles visible barely visible.  Loss estimated at 25% at this time.  Re Conc Pier Cap.  Ight to moderate cracking & stains to the ome minor water stains noted on each compressor.	rth. The e South see South	2.00 w the 7th & 8th 237.00 ar chairs on & hair feet noted om joint seepa 158.00	avy spalling ace finish  0%  beams compared to the book on the book of the book on the book of the book on the book of the book on the book on the book on the book on the book of the book on the book on the book of the book on the book of the book of the book on the book of the book of the book of the boo	ng above the has failed in  0.00  on the South and a series are se	seat at 1 most are 0% abutmer 3% th pedes cap bet 20 photo 0%	the SW correas of the S  0.00  tt - both hav  7.00  stal on bent ween the 2r  @ bent #3)  0.00	ner (2006 couth abute 100%)  ye modera  #1 and or nd & 3rd or	& 2020 phoment with log 2.00 te exfoliation 1.00 in the 5th per polumns in b	otos) with ots of del own overal own destal or ents #1;	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	
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225 / 4	PX - E (2010)	Steel Pile There are two piles visible barely visible.  There are two piles visible barely visible.  Loss estimated at 25% at this time.  Re Conc Pier Cap.  Elight to moderate cracking & stains to 1020 photo). Moderate popouts at the 1020 photo. There in 1020 photos. There in 1020 photos. There in 1020 photos.	rth. The e South see South	2.00  w the 7th & 8th  237.00  ar chairs on & hair feet noted om joint seepa  158.00  shalt was used to 50ft. of the ar	avy spallir ace finish  0% heams c  97% below the on the bo ge in a fer 0% to seal tr	ng above the has failed in 0.00 on the South 229.00 e 3rd; 4th & 5 ttom of each w areas (202 0.00 ne gaps. The	seat at the most are one of the most are of the most are one of the most are one of the most are o	the SW correas of the S  0.00  tt - both hav  7.00  stal on bent ween the 2r  @ bent #3)  0.00  is now gone	100%  100%	& 2020 phoment with log 2.00 te exfoliation 1.00 in the 5th per columns in but a columns at the	ottos) with the tots of del tots of destal or ents #1;	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	
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# Oklahoma Dept. of Transportation - Bridge Inspection Report

$\overline{}$	NB	I No.:	Structure No.:		апорог	Local I	D:		·	uff. Ratin	a:		
		<del></del>	507 0071WX				<del></del>		_	82.10	<u>a-</u>		ND
F	PX -	Both approach slabs were mud ja	cked in the past	t. The No	rth slab was	repaired	since 2014	1 (roadway	section or	ılv) and it is	now cra	cked.	
		e is a large spall on the South aga	•			•							
		o) & the South approach roadway			•								
331 / 4		Re Conc Bridge Railing	ft	484.00	34%	164.00	60%	291.00	6%	29.00	0%	0.00	
F	PX -	The SW corner has moderate dar	mage. The traffic	c railing h	as 2 section	s on the i	nside that	have light:	spalls with	rebar expo	sed with	some	
d	dela	mination & about half of rest of the	rail has scaling	, & popou	its. Still serv	iceable at	this time.	_	•				
859 / 4		Soffit	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
T	Ther	e is a large spall & delamination ir	n bay #2 of spar	#1 with	a hole (2020	photo). L	ight to mo	derate spa	lls below th	ne rail at th	e constru	ction	
jo	oint	s. Some minor defect noted along	the diaphragms	with other	er minor defe	ects (2020	photo @	bent #3).					
865 / 4		St.Open Gird End(5Ft	(LF)	90.00	0%	0.00	68%	61.00	32%	29.00	0%	0.00	
F	PX -	Some abutment ends (mainly #1	thru #5) have lig	to moo	derate exfoli	ation & lo	ss started a	along the t	op & bottor	m flanges (	2ft5ft. ea	ach)(	
2	2020 photo @ #5 on South abut). Lots of heavy surface rust on most areas of each end (2020 photo @ bent #3). The beam ends at the South												
а	abut	ment are pressing into the backwa	all. Needs cleane	ed & pain	ted SOON.								
870 / 4		Concrete Wingwall	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00	
												_	
872 / 4		St.Gird Und Const.Jt	(LF)	810.00	0%	0.00	92%	747.00	8%	63.00	0%	0.00	
F	PX -	Many of the girder ends have ligh	t exfoliation & Ic	ss starte	d along the	op flange	below the	constructi	on joints (2	020 photo	@ bent #	3).	
N	Mos	tly the outer beams are affected at	t this time. Lots	of heavy	surface rust	on most a	areas of ea	ich end. Ne	eeds clean	ed & painte	ed SOON	. Loss	
	not s	serious at this time.											
909 / 4		Pourable Fix Jt.Seal	(LF)	635.00	0%	0.00	22%	141.10	33%	211.70	44%	282.20	
		There are 9 construction joints to		•	•	•			**	_	•	_	
		9). Most of the spalls have been pa							epage evid	dent below.	From 4ft	to	
	50ft	is affected each joint - 13ft averag	<del></del>						00/	0.00	00/	0.00	
957 / 4	D 1	Pack Rust Smart Flag	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00	$\overline{}$
	Paci	rust exists between the diaphrag				• •					00/	0.00	
958 / 4		Concrete Cracking SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00	
		The deck has some light to mode	rate transverse	cracks th	at have not	been seal	ed. Some	light patter	n cracks a	re present	in scatter	ed	
	area	s. Settlement SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
960 / 4	D\/								1			0.00	
		Due to a combination of skew & I	•		•	•					•		
		ng out of position up to 5in In ad-			NOT have s	mear con	nectors & t	ne paneis	are moving	y laterally a	ıı a dinere	ent rate.	
	NOL	serious at this time - except for be Steel Section Loss SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
963 / 4	000	to the girders or the two exposed	, ,			0.00	100 /6	1.00	0 /0	0.00	0 70	0.00	
966 / 4	LUSS	Exposed Abut Piling SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
	DV	There are two piles visible barely	, ,										
		all - loss estimated at 25%.	VISIDIE DEIOW (III	€ / lii 0x 0	ui beains on	ule Soul	ıı abullileli	ι (2022 βΠ	oloj. Dolli i	nave mode	iale exili	iauUII	
973 / 4	JVEI	Horizontal Force SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00	-
	The	beam ends at the South abutment	( )						10070	1.00	0 /0	0.00	
<u>'</u>		204 5 6 6.00 6 4.00 6	a. a processing in		J (2022	. p.1010 @	J, t, piou	.,.					

### BRIDGE UNDER ROUTE REPORT

NBI No.: Structure No.: Local ID: 18770 5507 0071WX

**ROUTE ON THE STRUCTURE Bridge Description:** 

47ft.,2-73ft.,47ft. CONT. I-BM. SPANS SK. 72 DEG.47ft.45.65ft.

Oklahoma 1. State: 2. Division: Division 4 3. County: OKLAHOMA OKLA. CITY 4. City: Admin Area: Unknown 7. Facility Carried: I-44 SB 0.7 MI N I-40 9. Location: 35° 28' 14.05"

097° 34' 46.72" 17. Longitude:

22. Owner: State

16. Latitude:

**INVENTORY ROUTE** 

Route On Structure 5a. On/Under: Interstate Hwy 5b. Kind of Hwy: 1 5c. Lvl of Srvc: Mainline 00044 5d. Route No.:

0 N/A (NBI) 5e. Dir. Sufx:

On Base Network 12. Base Hwy Net.: 20. Toll Facility: On free road 11 Urban Interstate 26. Function Class:

102. Traffic Dir.: 1-way traffic On the NHS 104. Hwy System: 105. Fed Land Hwy: N/A (NBI)

On Interstate STRAHNE 110. Defense Hwy:

On Interstate STRAHNE

#### **ROUTE UNDER THE STRUCTURE:**

**BLACK GOLD DRIVE UNDER** Roadway Name:

**INVENTORY ROUTE:** 

5a. Inventory Route: 2 One Route Under City Street 5b. Kind of Highway: Mainline 5c. Level of Service: 00000 5d. Route No.: 0 N/A (NBI) 5e. Dir. Suffix:

10. Min. Vert. Clr.: 26.17 12. Base Hwy Network: Not on Base Network -1 13. LRS Rte./SubRte: / -1 19. Detour Len.: 0.00

On free road 20. Toll Tacility: 16 Urban Minor Arterial 26. Function Class:

28b. Lanes Und.: 200 29. ADT: 48.00 32. Appr. Rwy Width:

47. Total Horiz. Clr.: 57.41 51. Roadway Width: 70.70 Not a STRAHNET hwy 100. Defense Hwy:

100. Def. Hwy:

2-way traffic 102. Traffic Direction: Not on NHS 104. Hwy System: N/A (NBI) 105. Fed. Land Hwy.:

109. Truck ADT%:

Not part of natl netwo 110. Natl. Trk Netwk:

114. Future ADT:

2602 2602 Agency Field: 1.(Und.Rte.) 2. (Vert. X-Ref.): 3. (Compass Dir.): E 4. (VC Posted N/E): 5. (VC Posted S/W):

Notes: