

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 75.7
ND

Health Index :
66.6

NBI No.: 14408

Structure No.: 3625 0698WX

Local ID:-1

IDENTIFICATION
Description: 30'-45'-45'-30' CONT. CONC SLAB SPANS
1. State: Oklahoma 2. SHD District: Division 4
3. County Code: KAY 4. Place Code: TONKAWA
Admin. Area: Unknown
5. Inventory Route (Route On Structure) : 1 - 1 - 1 - 00035 - 0
6. Feature Intersected: U.S. 60 UNDER
7. Facility Carried: I-35 I-35
9. Location: JCT US 60 11. Mile Post: 6.979 mi
13. LRS Inv. Route./ Subroute.: 3625 W0000 01
16. Latitude: 36 41 42.48 17. Longitude: 097 20 45.65
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: 6 Bituminous
108B. Membrane: 8 Unknown
108C. Deck Protection: 8 Unknown

AGE AND SERVICE
27. Year Built: 1959 106. Year Reconstructed: -4
28A. Lanes on: 2 28B. Lanes Under: 4 19. Detour Length: 0.1 mi
29. ADT: 8750 30. Year of ADT: 2015 109. Truck ADT %: 36
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): 38.0 ft
Deck Area: 6,533.7 sq. ft 33. Median: 0 No median
34. Skew: 0 35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 38.0 ft
48. Length Maximum Span: 44.9 ft 49. Structure Length: 151.9 ft
50A. Curb/Sdwk Wth L: 0.2 ft 50B. Curb/Sidewalk Width R: 0.2 ft
51. Width Curb to Curb: 38.0 ft 52. Width Out to Out: 43.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance : H Hwy beneath struct 15.6 ft
N/E S/W
Meas. E1510 E1601 -1 W1510 W1601 -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 9.6 ft
56. Minimum Lateral Underclearance L: 6.7 ft

INSPECTION

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	11/2/2017	11/2/2019
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 : 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: 01 Rural Interstate 37. Historical Sig.: 5 Not eligible for NRHP
100. Defense Highway: 1 On Interstate STRAF 101. Parallel Structure: Left of || bridge
102. Dir. of Traffic: 1 1-way traffic 103. Temp. Structure: Not Applicable (P)
104. Highway System: 1 On the NHS 105. Fed. Land Hwy 0 N/A (NBI)
110. National Truck Network: 1 Part of natl ne 112. NBIS Length: Long Enough

CONDITION
58. Deck: 6 Satisfactory 59. Super.: 5 Fair 60. Sub.: 5 Fair
62. Culvert: N N/A (NBI) 61. Channel/Channel Protection: N N/A (NBI)
Flowline Notes:

LOAD RATING AND POSTING
31. Design Load: 5 MS 18 (HS 20) 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) : 26.7 42.4 68.2
66. Inventory Rating (H/ HS / 3-3) : 16.0 25.5 40.9
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 : 10/28/2009

PROPOSED IMPROVEMENTS
94. Bridge Cost: \$688,846 75. Type of Work: 31 Repl-Load Capacity
95. Roadway Cost: \$1,136,596 76. Lgth. of Improvement: 275.6 ft
96. Total Cost: \$1,928,769 114. Future ADT: 14000
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: 1 Meets Standards 36C. Approach Rail: 1 Meets Standards
36B. Transition: 1 Meets Standards 36D. Approach Rail Ends: 1 Meets Standards
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: 74
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: Parapet Retrofit
205. Material and Quantity : -1.0
208. Type of Abutment : Skeleton
Type of Foundation : Concrete Piling
209. Type of Pier / Found.: 3 Piers Yes
Concrete Piling
210. Foundation Elev. -1.0 -1.0
9475.0 9465.0 -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 : 70
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.: Satisfactory
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: Asphalt/Bituminous

243. Girder Spacing/Number : -1.0 / -1
244. Span Lengths :
30 30 -1
45 -1 -1
45 -1
245. Girder Depth : -1.000
246. Type of Overlay : AC Overlay
246. Overlay Thickness : 3.0
246. Overlay Date : 9/1/2007
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 Yes
258. Plans w/ found. are in file at ODOT:
259. Scour Eval. is in file at ODOT:
263. Interchange at Intersection: Full Interchang
264. Interstate Milepoint: 214.71

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NBI No.: 14408 Structure No.: 3625 0698WX Local ID:-1

Inspection Date: 11/2/2017 Reported By: GHINES
Invoice No.: -1 Inspected With: Gary Richardson
Agency :



Structure / Inspection Notes

THE 'EX' BRIDGE CONTROLS THE UNDER CLEARANCES FOR THIS PAIR OF BRIDGES.
THIS BRIDGE IS IN THE TONKAWA CITY LIMITS.

G Hines inspection comments - 11/02/2017

PX - Safety below = 0000; the bents should have protection added soon * FX - The erosion present at the SW wing & slopewall area has had some repairs * The roadway below is 38' wide in each direction * Total clearance below: E.B.=42.4', W.B.=42.5' * All OM-3's are in place below * The retro-fit rail has eliminated most of the curb width *

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)	5,772	0	0 %	4,272	74 %	1,500	26 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	9	1	11 %	8	89 %	0	0 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	90	0	0 %	90	100 %	0	0 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	123	90	73 %	27	22 %	6	5 %	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)	305	303	99 %	2	1 %	0	0 %	0	0 %	0	0 %
510	4	Wearing Surfaces	(SF)	5,772	4,272	74 %	1,500	26 %	0	0 %	0	0 %	0	0 %
859	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
924	4	Concrete Railing Protective Coating	(SF)	1,753	0	0 %	0	0 %	0	0 %	1,753	100 %	0	0 %
962	4	Superstructure Traffic Impact	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %

Additional Elements _____

Elem.	Element Notes (Include Size and Location of Deterioration)
38	The overlay was redone since the 2009 inspection. Looks good in the wheel lanes. Down-graded due to soffit condition (see element #859).
205	Minor scaling at the bottom of most columns. Light cracks on the lower 1 ft on the 1st & 2nd piers in bents #1 & 3 and on the 2nd pier in bent #2. Satisfactory condition overall.
215	Cleaned & repaired by State Forces on 11-1-2017 (photo @ North).
234	One minor spall on the NW end of the 1st cap & at each end of the 3rd cap. Spall present on the West face & a small delamination is present on the 2nd cap at the NW end. Lots of scaling & small popouts on the ends of the 1st & 3rd caps also. Still solid overall.
310	< none >
331	FX - The parapet retro-fit rails are in good condition overall. Some superficial cracks noted.
510	FX - The overlay was redone since the 2009 inspection. Good condition in the wheel lanes. The West shoulder has minor rutting, raveling, & cracking present.
859	FX - Light to moderate pattern cracking, minor discoloration, & some efflorescence is present in each span. Approximately 98% of span #1, 80% of span #2, 60% of span #3, & 35% of span #4 has some type of distress. Rebar is visible along the lower west edge of span #1. Very heavy efflorescence on the West fascia area in span #1. The loose areas were cleaned off since 2007. Spalls noted at most joints with some active leaching present.
924	FX - The waterproof protective coating has failed on the West faces.
962	There are 3 minor chipped areas at the lower west edge of span #2 & one on the east lower edge of span #3.

Roadway Name : U.S. 60 UNDER		NBI Information Applicable To The Route Under The Structure							
5. Inventory Route (Route Under Structure :	2 - 2 - 1 - 00060 - 0	102. Traffic Dir.:	2 2-way traffic						
10. Min. Vert. Clr.(ft.):	15.6	104. Highway System :	0 Not on NHS						
12. Base Hwy Network :	On Base Network	105. Fed Land Hwy :	0 N/A (NBI)						
13. LRS Inv. Rt./ Subroute :	3602 0000 / 01	109. Truck ADT% :	16						
19. Detour Len.(Mi.):	0.0	110. Natl. Truck Network :	0 Not part of natl netwo						
20. Toll Facility :	3 On free road	114. Future ADT :	2400						
26. Function Class.:	06 Rural Minor Arterial	100. Defense Highway :	0 Not a STRAHNET hwy						
Agency Field: 1.(Under Rte.):	<input type="text" value="U"/>	2.(Vert. X-Ref.):	<input type="text" value="-1"/>	3.(Compass Dir.):	<input type="text" value="E"/>	4.(Vert. Post. Inc.):	<input type="text" value="1507"/>	5.(Vert. Post. Dec.):	<input type="text" value="1507"/>