

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 68.6
ND

Health Index :
81.9

NBI No.: 14435

Structure No.: 3625 0799 X

Local ID:-1

IDENTIFICATION
Description: 30'-55'-55'-30' 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 - E0230 - 0
6. Feature Intersected: I-35 UNDER
7. Facility Carried: CO. RD. E0210 CO. RD. E0230
9. Location: 1 MI N JCT US 60 11. Mile Post: 7.988 mi
13. LRS Inv. Route./ Subroute.: -1 -1
16. Latitude: 36 42 35.32 17. Longitude: 097 20 46.03
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: 1959 106. Year Reconstructed: -4
28A. Lanes on: 2 28B. Lanes Under: 4 19. Detour Length: 2.0 mi
29. ADT: 101 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): 24.0 ft
Deck Area: 4,983.7 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: 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: 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 16.7 ft
N/E S/W
Meas. N1610 N1700 -1 S1608 S1611 -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 10.0 ft
56. Minimum Lateral Underclearance L: 18.2 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 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): 30.0 41.0 69.2
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-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: 162
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: 4 Tolerable
71. Waterway Adequacy: N Not applicable
72. Approach Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

200c. Temperature: 53
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 -
No Piling or Drilled Shaft
210. Foundation Elev. -1.0 -1.0
9990.0 9992.0 -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: 215.72

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NBI No.: **14435** Structure No.: 3625 0799 X Local ID:-1

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



Structure / Inspection Notes

Maximum horizontal clearance below: N.B.= 45.4', S.B.=47' due to cable barriers & crash barrels *

G Hines inspection comments - 11/13/2017

PX - The approach rail needs to be updated on top * Safety below = 1111 * PX - The SE, SW, & NE side drains (beaver slides) are settled, shifted, separated and/or broken at the top (cavity at the SE needs attention soon (photo) * PX - All OM-3's on top are down * Good gravel roadway *

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)	4,126	826	20 %	3,300	80 %	0	0 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	4	3	75 %	1	25 %	0	0 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	62	55	89 %	6	10 %	1	2 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	81	49	60 %	32	40 %	0	0 %	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	330	96 %	5	1 %	9	3 %	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 %	1	100 %	0	0 %	0	0 %
968	4	Erosion	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
38	Minor wear in the wheel lanes with some grader scrapes noted. Light to moderate pattern cracking most areas - some moderate in size & density in spans #1 & 2 (80% of the area has cracking).
205	Tiny delamination noted on the lower West face of the bent #1 column. Some superficial defects noted - popouts & scale at ground level. Total includes one pile exposed at the NE abutment area.
215	Some minor popouts noted on the West. One tiny spall also on the West near the center at the bottom.
234	Minor staining & popouts from the rebar chairs noted on the bottom of the cantilever area of each cap. Solid overall.
310	< none >
331	Superficial weathering overall. There are a few areas with exposed rebar due to insufficient cover. Cracks noted at the NE post & on one South post.
859	Light pattern cracking under each span with discoloration & cracks on all fascia areas. A few of the cracks in span #4 are a little heavier. Good condition overall.
958	FX - Light to moderate pattern cracking most areas - some moderate in size & density in spans #1 & 2 (80% of the area has cracking).
968	PX - The SE, SW, & NE side drains (beaver slides) are settled, shifted, separated and/or broken at the top (worst is the SW & SE with a cavity at the SE). There is erosion into the roadway edge about 2 feet at the SE. Some previous repairs were done but now needs more attention (photo SE).

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.):	16.7	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 / 02	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 :	25120
26. Function Class.:	01 Rural Interstate	100. Defense Highway :	1 On Interstate STRAHNET
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="N"/>	
		4.(Vert. Post. Inc.): <input type="text" value="1608"/>	
		5.(Vert. Post. Dec.): <input type="text" value="1606"/>	