

# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 72.1  
FO

Health Index :  
85.4

NBI No.: 15145

Structure No.: 3625 1199 X

Local ID:-1

**IDENTIFICATION**  
Description: 30'-55'-55'-30' CONT. CONC SLAB SPANS W/ 2-1.5' 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 - E0170 - 0  
6. Feature Intersected: I-35 UNDER  
7. Facility Carried: CO. RD. E0170      CO. RD. E0170  
9. Location: 12 MI N NOBLE C/L      11. Mile Post: 11.987 mi  
13. LRS Inv. Route./ Subroute.: -1      -1  
16. Latitude: 36 46 04.08      17. Longitude: 097 20 46.43  
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): 21.4 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      16.0 ft  
N/E      S/W  
Meas. N1601    N1602    -1      S1602    S1602    -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      9.5 ft  
56. Minimum Lateral Underclearance L: 18.6 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: 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: 2 Intolerable - Replace  
71. Waterway Adequacy: N Not applicable  
72. Approach Alignment: 8 Equal Desirable Crit  
113. Scour Critical: N Not Over Waterway

200c. Temperature: 51  
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  
   -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 :  
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: 219.72

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Health Index :  
85.4

NBI No.: **15145**      Structure No.: 3625 1199 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', S.B.=46.4' due to cable barriers & crash barrels.

G Hines inspection comments - 11/13/2017

PX - All of the slopewall joints are separated with vegetation growing in the cracks - the lower NW & NE areas are damaged \* PX - There is a large cavity under the SE abutment area \* Safety below = 1111 \* PX - Separation, settlement, & cavities at each side drain at the top - the SE one is destroyed with erosion into the roadway edge \* Good gravel roadway \* PX - All OM-3's are down or lean badly \*

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	2,888	70 %	1,238	30 %	0	0 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	3	0	0 %	2	67 %	1	33 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	62	59	95 %	3	5 %	0	0 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	81	65	80 %	7	9 %	9	11 %	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	300	87 %	13	4 %	25	7 %	6	2 %	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 %	1	100 %	0	0 %	0	0 %	0	0 %
962	4	Superstructure Traffic Impact	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
967	4	Substructure 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	Some minor wear & grader scrapes - some older skim patches noted in spans #1 & #3. Minor scaling is present in two areas. Light to moderate longitudinal & transverse cracks noted in each span. Approximately 30% of the area has distress.
205	PX - Moderate to heavy scaling with delamination & spalls on the 2nd column near the ground on the West face (2009 photo). The 3rd column was patched (see #967) since 2007 - the patch is separating. Minor spall at the upper west face of the 3rd column near the center.
215	Some minor defects noted on the West near the center. Minor water stains are present on each abutment.
234	There is a small spall on the North & NE area of the 3rd cap; on bottom of each end of the 2nd cap & at the top NE & two minor spalls on the bottom of the 1st cap at the North end. All are mainly due to insufficient cover. The SW corner of the 1st cap also has a small delamination. One moderate chip noted on the 1st cap near the west center area along the top edge.
310	< none >
331	FX - The SE corner post is loose at the curb level & the 1st rail section is a rough replacement. The 2nd post from the SE is cracked partially away from the curb & spalled at the top. The NE curb is cracked badly below the corner post. Three other posts are spalled at the top. Lots of exposed rebar noted mainly due to insufficient cover. Some older patching is evident - its deteriorating. There are a few other small defects in scattered areas.
859	Less than 2% of the total area has any defects or distress.
958	FX - Light to moderate longitudinal & transverse cracks noted in each span.
962	PX - One minor chip on the South edge of span #3 soffit w/o exposed steel.
967	Minor paint marks on the 3rd cap with some paint marks noted in the soffit of span #4 (the 3rd column was patched since 2007 - its now coming loose). There are 4 moderate chips in the SE edge of the 3rd column as well.

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.):	16.0	28b. Lanes Und.:	4
12. Base Hwy Network :	On Base Network	104. Highway System :	1 On the NHS	19. Detour Len.(Mi.):	0.0	32. Appr. Roadway Width (ft.):	74.5
13. LRS Inv. Rt./ Subroute :	3625 W0000 / 02	105. Fed Land Hwy :	0 N/A (NBI)	20. Toll Facility :	3 On free road	47. Total Horiz. Clr.(ft.):	46.4
26. Function Class.:	01 Rural Interstate	109. Truck ADT% :	36	51. Roadway Width (ft.):	74.5	110. Natl. Truck Network :	1 Part of natl network
		100. Defense Highway :	1 On Interstate STRAHNET	114. Future ADT :	28160		
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="1600"/>
						5.(Vert. Post. Dec.):	<input type="text" value="1510"/>