

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 72.1
FO

Health Index :
85.3

NBI No.: 15146

Structure No.: 3625 1299 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 - E0160 - 0
6. Feature Intersected: I-35 UNDER
7. Facility Carried: CO. RD. E0160 CO. RD. E0160
9. Location: 13 MI N NOBLE C/L 11. Mile Post: 12.987 mi
13. LRS Inv. Route./ Subroute.: -1 -1
16. Latitude: 36 46 56.13 17. Longitude: 097 20 46.58
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): 20.5 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 15.8 ft
N/E S/W
Meas. N1511 N1602 -1 S1511 N1601 -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 9.4 ft
56. Minimum Lateral Underclearance L: 19.0 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: 52
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: 220.72

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Health Index :
85.3

NBI No.: **15146** Structure No.: 3625 1299 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.= 43', S.B.=47' due to cable barriers & crash barrels.

G Hines inspection comments - 11/13/2017

PX - The upper area of the flume for the SE side drain is seriously undermined (2005 photo) - erosion is into the roadway edge ~2 ft * PX - All 4 side drains have shifted, settled & are broken up * PX - All slope wall sections are settled & separating & the cavities need filled SOON * Safety below = 1111 * PX - All of the OM-3's (above) are down - bent over on purpose by local farmers * 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	1,651	40 %	2,475	60 %	0	0 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	3	2	67 %	1	33 %	0	0 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	62	57	92 %	4	6 %	1	2 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	81	64	79 %	5	6 %	12	15 %	0	0 %	0	0 %
331	4	Reinforced Conc Bridge Railing	(LF)	344	279	81 %	17	5 %	46	13 %	2	1 %	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 %
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	Some old deteriorated skim patches noted (10% of span #1). There is some light wear with exposed aggregate overall & minor grader damage. Some light to moderate pattern cracks of moderate density noted in wheel lanes - 60% of the deck has some type of minor distress.
205	Moderate scale noted at the bottom of #2. Superficial defects otherwise.
215	There are a few popout-type spalls present on the West abutment. One small spall on the upper West edge near the centerline. Water staining noted on each abutment.
234	PX - There are some small delaminations/spalls on the bottom of each end of each cap. Up to a 6 ft area is affected on the lower NE edge of the 2nd cap. Most spalls are due to insufficient cover but still need covered or treated.
331	PX - The SE corner of the curb is cracked badly from traffic impact (2009 photo). The 1st rail section is badly cracked near the SE post. Some minor spalling noted on a few posts. Lots of exposed rebar is visible on the rails in scattered areas due to insufficient cover. Still solid - minor weathering overall.
859	Some hairline cracking noted in each span w/o leaching or staining. There is a large crack at the SE corner of span #4 below the curb into the fascia (2009 photo) - caused by traffic impact to the rail. Not serious for now. Less than 2% of the total area has distress.
958	PX - Some light to moderate pattern cracks of moderate density noted in wheel lanes.
962	Moderate chipping to the North edge of span #2 w/o exposed steel. Some minor scrapes noted under span #1. There is a large crack at the SE corner of span #4 below the curb into the fascia (2009 photo) - caused by traffic impact to the rail. None serious at this time.

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			
10. Min. Vert. Clr.(ft.):	15.8	28b. Lanes Und.:	4
12. Base Hwy Network :	On Base Network	29. ADT :	17600
13. LRS Inv. Rt./ Subroute :	3625 W0000 / 02	32. Appr. Roadway Width (ft.) :	74.3
19. Detour Len.(Mi.):	0.0	47. Total Horiz. Clr.(ft.):	47.0
20. Toll Facility :	3 On free road	51. Roadway Width (ft.) :	74.3
26. Function Class.:	01 Rural Interstate	100. Defense Highway :	1 On Interstate STRAHNET
102. Traffic Dir.:	2 2-way traffic	104. Highway System :	1 On the NHS
105. Fed Land Hwy :	0 N/A (NBI)	109. Truck ADT% :	36
110. Natl. Truck Network :	1 Part of natl network	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="1509"/> 5.(Vert. Post. Dec.): <input type="text" value="1509"/>			