

Oklahoma Dept. of Transportation - Bridge Inspection Report

| | | | | |
|--------------------------|--------------------------------------|------------------|-------------------------------|-----------|
| NBI No.: 14493 | Structure No.: 5515 0097 X | Local ID: | Suff. Rating: 53.00 | SD |
|--------------------------|--------------------------------------|------------------|-------------------------------|-----------|

Bridge Description: IDENTIFICATION
35ft.,45ft.,2-56ft.,45ft.,35ft. I-BM. SPANS SK. 20 DEG.

| | |
|----------------------------------|--|
| 1. State: Oklahoma | 7. Facility Carried : I-240 |
| 2. Division: Division 4 | 6. Feat. Intersect: I-35 UNDER |
| 3. County: OKLAHOMA | 9. Location: 1.0 MI N CLEVELAND CO |
| 4. City: OKLA. CITY | 11. Mile Post: 4.496 mi |
| Admin Area: Unknown | 13. LRS Inv. / Sub Rte: 5500071HX / 00 |
| 5a. On/Under: Route On Structure | 16. Latitude: 35° 23' 30.91" |
| 5b. Kind of Hwy: Interstate Hwy | 17. Longitude: 097° 29' 42.74" |
| 5c. Lvl of Svc: Mainline | 98. Border Brdg: Not Applicable (P) |
| 5d. Route No.: 00240 | % Responsible: 0.00 |
| 5e. Dir. Sufx: N/A (NBI) | 99. Border Brdg #: Unknown |

| INSPECTION | | | | | |
|------------|------------|------------|-----------|------------|------------|
| Type | Insp. Req. | Insp. Done | Freq. | Insp. Date | Next Insp. |
| NBI: | | 1 | 24 months | 8/18/2022 | 08/18/2024 |
| FC: | N | 0 | | NA | NA |
| UW: | N | 0 | | NA | NA |
| OS: | N | 0 | | NA | NA |

| CLASSIFICATION | | |
|--|---------------------|-----------------------|
| 12. Base Hwy Net.: On Base Network | 101. Parallel Str.: | No bridge exists |
| 20. Toll Facility: On free road | 102. Traffic Dir.: | 2-way traffic |
| 21. Custodian: State | 103. Temp. Str.: | Not Applicable (P) |
| 22. Owner: State | 104. Hwy System: | On the NHS |
| 26. Function Class: 11 Urban Interstate | 105. Fed Land Hwy: | N/A (NBI) |
| 37. Historical Sig.: Not eligible for NRHP | 110. Defense Hwy: | On Interstate STRAHNE |
| 100. Def. Hwy: On Interstate STRAHNE | 112. NBIS Length: | Long Enough |

STRUCTURE TYPE AND MATERIALS

43a/b. Main Span: Steel / Stringer/Girder
44a/b. Appr. Span: N/A / Not Applicable (P)

45. # of Main Spans: 6
46. # of Appr. Spans: 0

107. Deck Type: Concrete-Cast-in-Place
108a. Wearing Surface: Monolithic Concrete
108b. Membrane: None
108c. Deck protection: Epoxy Coated Reinforci

CONDITION

58. Deck: 5 Fair | 59. Sup.: 5 Fair | 60. Sub: 4 Poor
62. Culvert: N/A (NBI) | 61. Chan./Chan. Prot.: N/A (NBI)

Flowline Notes

AGE AND SERVICE

19. Detour Length: 10.0 mi | 106. Year Reconst.: 1981
27. Year Built: 1959 | 109. Truck ADT: 12%

28a/b. Lanes on/und: 6 / 10
29. ADT: 99,100
30. Year of ADT: 2020

42a/b. Type of Svc on/und: Highway / Highway

LOAD RATING AND POSTING

31. Design Load: MS 18 (HS 20) | Date Rated: 10/01/2008
41. Post. Status: A Open, no restriction
70. Posting: 5 At/Above Legal Loads
63. Op / 65. Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor

| | H | HS | 3-3 | EV3 | SHV |
|------------------------------|-------|-------|--------|-------|------|
| 64. Operating Rating (tons): | 67.46 | 85.32 | 140.66 | 0.00 | 0.00 |
| 66. Inventory Rating (tons): | 40.46 | 51.15 | 84.44 | -1.00 | |

GEOMETRIC DATA

| | |
|----------------------------------|--|
| 10. Vert. Clearance: 99.99 ft | 50a. Curb/Sdwk Width L: 0.00 ft |
| 32. Appr Rwy Width: 96.00 ft | 50b. Curb/Sdwk Width R: 0.00 ft |
| 33. Median: Closed Med w/Barrier | 51. Width Curb to Curb: 96.00 ft |
| 34. Skew: 10.00° | 52. Width Out to Out: 103.00 ft |
| 35. Struct. Flared: No flare | Deck Area: 28,222.97 sq. ft |
| 47. Horizontal Clr: 48.00 ft | 53. Min. Vert. Cl. Ovr Brg: 99.99 ft |
| 48. Length Max Span: 56.00 ft | 54a. Min. Vt. Undclr. Ref.: H Hwy beneath stru |
| 49. Struct. Length: 274.00 ft | 54b. Min. Vert. Undclr.: 17.20 ft |
| | 55a. Min. Lat. Undclr. Ref.: H Hwy beneath str |
| | 55. Min. Lat. Underclr. R: 7.60 ft |
| | 56. Min. Lat. Underclr. L: 8.70 ft |

APPRAISAL

| | |
|--|---|
| 36a. Brgd Rail: 1 Meets Standards | 68. Deck Geom.: 7 Above Min Criteria |
| 36b. Transition: 1 Meets Standards | 69. Vert./Horiz. Undclr: 2 Intolerable - Repl |
| 36c. Appr. Rail: 1 Meets Standards | 71. Waterway Adeq: N Not applicable |
| 36d. Appr. Rail Ends: 1 Meets Standard | 72. Appr. Alignment: 8 Equal Desirable Crit |
| 67. Str Evaluation: 4 Minimum Tolerab | 113. Scour Critical: N Not Over Waterway |

OKLAHOMA ITEMS

200c. Temperature: 74
200d. Weather: Cloudy

201. Struc. Stl. ASTM Desig.: -1 / -1
202. Waterprf. Membrane: -1
Date Installed: 01/01/1901
203. Type Exp. Device: Elastomeric Strip Seal

204. Type of Railing: SFP-1
205. Material Quantity: 1,478.00
208a. Type of Abutment: Skeleton
b. Type of Found.: Concrete Piling
209. Type of Pier/Found.: 3 / Yes
No Piling/Drilled Shaft

| | | |
|------------------------|-------|-------|
| 210. Foundation Elev.: | -1.00 | -1.00 |
| | -1.00 | -1.00 |

211. Wear. Surf. Prot. Sys: Silane
Date Installed: 01/01/1901
211c. Silane Reapplied
211d. Date:

213. Utilities Attached: Power

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PROPOSED IMPROVEMENTS

| | |
|-------------------------------|---|
| 94. Bridge Cost: \$2,989,502 | 75. Type of Work: 31 Repl-Load Capacity |
| 95. Roadway Cost: \$4,500,000 | 76. Lngth of Improvement: 325.0 ft |
| 96. Total Cost: \$7,913,436 | 114. Future ADT: 158,560 |
| 97. Yr. of Cost Est.: 2015 | 115. Yr. of Future ADT: 2040 |

NAVIGATION DATA

38. Nav. Control: NA-no waterway
39. Vert. Clearance: 0.0 ft | 111. Pier Protect.: Not Applicable (P)
40. Horiz. Clearance: 0.0 ft | 116. Lift Bridge Vert. Clr.: 0.0 ft

244. Span Lengths:

| | | |
|----|----|----|
| 35 | 45 | 56 |
|----|----|----|

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|----|----|----|
| 56 | 45 | 35 |
|----|----|----|

245. Girder Depth:
246a. Type of Overlay: NA
b. Overlay Thickness: 0.00
c. Overlay Date: 01/01/1901
d. Ovlv Depth Changed >1": N

247. Protective Systems:

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|----------------------|
| DPWR/Epoxy Coated Ba |
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248. # Field Splices w/ Corrosion:
249. Scour Crit. POA Exists?: -
250. Headwall:
258. Plans w/Found. in ODOT File: Yes
259. Scour Eval. in ODOT File:
263. Interchange at Intersection: Full
264. Interstate Milepoint: 121.78

214a. Posted Weight Limit: NR
b. Posted Speed Limit: 60
c. Narrow/1way Brgd Sign: No
d. Vertical Clr. Sign: Yes
Adv. Warning Sign: No
e. Navigation Lights?: NA
Working/Not Working: NA

215. Overpass: INTERSTATE
218. Functionally Obsolete: FO
220. Bridge Redecked: -
221. Substr. Cond. (U/W):
222. Fill Over RCB:
223. Appr. Slab/Rwy Cond.: 3
225. Paint Type/Ovrct: Inorganic Zinc 2Coat Sys
N/A
226. Date Painted: 1981
227. Paint Color: Maroon
233. Deck Forming: Conventional Forming
238. School Bus Rte.: Current & Desired route
240. Appr. Rwy Type.: Asphalt/Bituminous
243. Grdr Spacing/No.: / 16

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| NBI No.: 14493 | Structure No.: 5515 0097 X | Local ID: | Suff. Rating: 53.00 | SD |
|--------------------------|--------------------------------------|------------------|-------------------------------|-----------|

Inspection Date: 8/18/22 Gary Hines
 Invoice No.: GLH0822 Inspected With: Gary Richardson

BRIDGE NOTES:

*THIS STRUCTURE COULD ACTUALLY BE TWO BRIDGES - THERE IS A DEFINITE GAP IN THE DECKS & NOTICEABLE JOINTS IN THE SUBSTRUCTURES.

INSPECTION NOTES: 8/18/22

G Hines inspection comments - 8/18/2022
 PX - There is some moderate to heavy erosion with undermining at the NE & NW abutment areas (see #968) * PX - Some large spalls are present on the webwall areas of each bent (2006 photo @ bent #3) * The safety approach rails have been updated to current standards since 2012 * New asphalt roadway since 2018 * PX - The NE approach rail has heavy damage - with moderate damage at the SW * Structure needs replaced *

ELEMENT CONDITION STATE DATA

| Elem. / Env | Description | Unit | Total Qty | % 1 | Qty. 1 | % 2 | Qty. 2 | % 3 | Qty. 3 | % 4 | Qty. 4 |
|---|--------------------------|-------|-----------|-----|-----------|------|-----------|------|-----------|------|--------|
| 12 / 4 | Re Concrete Deck | sq.ft | 26,304.30 | 55% | 14,549.30 | 44% | 11,505.00 | 1% | 250.00 | 0% | 0.00 |
| PX - The deck has spalls & patches in the West-bound lanes with large areas of asphalt patching present at the West end of span #1 (2010; 2020 & 2022 photos) - some rebar is visible. Spans #3- 4- 6 in the E.B. lanes have small spalls present (2020 photo @ span #6) with some also in the shoulder areas of spans #2-4-5. There are several other spalls along the centerline of span #4 in the W.B. lanes (2022 photo) with delaminations in spans #1 & 2. Numerous spalls along the expansion joints in each direction (2022 photo; typical). Pockets from missing pavement markers should be filled. Light wear & popouts otherwise. Also see SF #958 & element #300. | | | | | | | | | | | |
| 107 / 4 | Steel Opn Girder/Beam | ft | 3,392.40 | 10% | 341.40 | 90% | 3,051.00 | 0% | 0.00 | 0% | 0.00 |
| FX - There is some light to moderate surface rust developing on the lower flanges mainly in spans #2- 3- 4. Light freckle rust present on most lower flange edges each span. Will need painting in the near future. Also see SF #962. | | | | | | | | | | | |
| 515 / 4 | Steel Protective Coating | sq.ft | 35,534.00 | 0% | 0.00 | 100% | 35,534.00 | 0% | 0.00 | 0% | 0.00 |
| FX - There is some light to moderate surface rust developing on the lower flanges mainly in spans #2 - 3- 4. Light freckle rust present on most lower flange edges each span. Will need painting in the near future. | | | | | | | | | | | |
| 205 / 4 | Re Conc Column | each | 40.00 | 43% | 17.00 | 30% | 12.00 | 28% | 11.00 | 0% | 0.00 |
| PX - Spalling is present on the 1st- 2nd- 3rd- 4th- 7th columns in bent #2; the 2nd- 6th- 7th columns in bent #3; the 1st- 2nd- 4th columns in bent #4 (2016 photo @ #2; 2022 photo @ #1); and the 2nd & 7th columns in bent #1 (2020 photo @ pier #2). Delaminations noted on #1 in bent #1. There are some light to heavy cracks on other columns in the same bents. | | | | | | | | | | | |
| 215 / 4 | Re Conc Abutment | ft | 206.00 | 52% | 108.00 | 35% | 72.00 | 13% | 26.00 | 0% | 0.00 |
| PX - Light to heavy horizontal cracking on the East abutment below the #2 thru 7 & #12 thru 14 with 3ft. of spalling below #14 (2020 photo). The 7th- 8th- 10th- 11th pedestals on the East also have spalling (2006 photo @ #7). The West abutment has spalls below the 2nd- 9th- 10th- 11th- 12th- 14th beams & on the 10th pedestal. There is also a large horizontal crack below #3 to #6 with other cracking at the SW corner. Lots of scaling & popouts on each abutment - needs rehab soon. | | | | | | | | | | | |
| 923 / 4 | Conc Substr Prot Coa | (SF) | 13,713.00 | 0% | 0.00 | 0% | 0.00 | 100% | 13,713.00 | 0% | 0.00 |
| FX - The coating has areas of failure with stains & flaking mainly on the caps & abutments. | | | | | | | | | | | |
| 234 / 4 | Re Conc Pier Cap | ft | 511.00 | 37% | 191.00 | 42% | 215.00 | 19% | 97.00 | 2% | 8.00 |
| PX - Numerous areas of moderate to large delaminations on each cap in several areas. The heaviest ones are at the SW area of bent #1 (2006 photo); the NE area of bent #3; & each face on bent #5. Some heavy to severe cracking along the upper & lower edges on the faces of each cap. Heavy spalling on the bottom of the 5th cap between the 2nd thru the 6th columns - rebar has heavy section loss. One spall at the NE area of bent #2 is ALMOST under the 16th bearing mortar plate (2006 photo). Some other cracking- staining- scale & efflorescence noted. Approximately 40% to 80% of each cap has deterioration of some degree - needs repairs now (2020 photos: NE area B1; SW area B2; SE area B4; NE area B5 & SW area B5). | | | | | | | | | | | |
| 300 / 4 | Strip Seal Exp Joint | ft | 309.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 | 100% | 309.00 |
| PX - There is 5ft to 10ft of exfoliation present at each bent joint along the shoulders. There are section of the armor gone at bent #1 & over bent #5 in the E.B. lanes (2020 photo @ B5; 2022 photo @ B1). There is armor missing over bents #1 & #3 (2020 photo @ B1) and some missing at bent #5 in the W.B. lanes (2020 photos). Each joint has several spalls along the armor with some evidence of seepage is present below the 1st- 3rd & 5th joints. Soil needs cleaned out in most areas - exfoliation of armor is advancing at shoulder areas. The glands in each joint are weather-cracked with some torn areas & seepage is evident below. | | | | | | | | | | | |
| 311 / 4 | Moveable Bearing | each | 96.00 | 9% | 9.00 | 91% | 87.00 | 0% | 0.00 | 0% | 0.00 |
| Some light to moderate surface rust developing on the lower areas of several bearings - a few bearings have some minor exfoliation started. | | | | | | | | | | | |
| 313 / 4 | Fixed Bearing | each | 96.00 | 0% | 0.00 | 71% | 68.00 | 29% | 28.00 | 0% | 0.00 |
| PX - Surface rust is present on the lower areas of almost all bearings - most abutment bearings have some light to heavy exfoliation present (2020 photos @ #5 on West & #7 on East). The 1st & 16th ones on the West appear to have been replaced recently. Loss not critical at this time - estimated up to 40%. | | | | | | | | | | | |
| 321 / 4 | Re Conc Approach Slab | sq.ft | 4.00 | 0% | 0.00 | 100% | 4.00 | 0% | 0.00 | 0% | 0.00 |
| Each approach slab has been leveled with an asphalt overlay - functioning as intended at this time. | | | | | | | | | | | |
| 331 / 4 | Re Conc Bridge Railing | ft | 1,096.00 | 44% | 486.00 | 38% | 420.00 | 17% | 190.00 | 0% | 0.00 |
| PX - There is a heavy spall (traffic damage) on the center rail of the W.B. lanes in span #5. There are numerous other areas with minor to moderate vertical spalling mostly due to insufficient cover - mainly concentrated on the South rails of E.B. & W.B. lanes. One patched area noted on the North outer rail. Lots of scaling & popouts from salt spray & weathering overall. Still serviceable at this time. | | | | | | | | | | | |
| 859 / 4 | Soffit | (EA) | 1.00 | 0% | 0.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 |

Oklahoma Dept. of Transportation - Bridge Inspection Report

| <u>NBI No.:</u> 14493 | <u>Structure No.:</u> 5515 0097 X | <u>Local ID:</u> | <u>Suff. Rating:</u> 53.00 | SD | | | | | | | |
|---|--------------------------------------|------------------|-------------------------------|------|-------|------|--------|------|------|------|--------|
| PX - Spalls noted below curbs - none loose over traffic at this time. There are a few light cracks with efflorescence along the edges. Some spalling noted at each end of the deck. Approximately 2% of the total area is affected. | | | | | | | | | | | |
| 865 / 4 | St.Open Gird End(5Ft) | (LF) | 960.00 | 10% | 96.00 | 89% | 855.00 | 1% | 9.00 | 0% | 0.00 |
| FX - Some old loss noted on the lower flange of span #5 beams at bent #4. Moderate pitting on bottom of west lower flanges of #13 & #14 in span #6. There is some light to moderate surface rust developing on the lower flanges mainly in spans #2- 3- 4. Light freckle rust present on most lower flange edges each span. Most ends have moderate surface rust for 1ft. to 3ft. each. Will need painting in the near future. | | | | | | | | | | | |
| 909 / 4 | Pourable Fix Jt.Seal | (LF) | 206.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 | 100% | 206.00 |
| PX - The fixed joints at bents #2 & #4 have deterioration of the sealant with widespread evidence of seepage below. | | | | | | | | | | | |
| 958 / 4 | Concrete Cracking SF | (EA) | 1.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| Some light longitudinal cracking noted on the south shoulder in spans #2 & #5 of the EB lanes. | | | | | | | | | | | |
| 962 / 4 | Super.Traffic Impact | (EA) | 1.00 | 0% | 0.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 |
| PX - The 1st & 2nd beams in span #4 & the 16th beam on span #3 were hit in the past. Span #3 - girder #16 is bowed laterally on the bottom flange approximately 5-6 inches & the diaphragm between girders #15 & 16 is buckled (2020 photos). From the ground the flange or web of the girder does not appear to be cracked at this time. The 1st & 2nd beams in span #4 are moderately bent (1in. to 2in.). Some light scrapes noted on #12 & 15 in span #3. | | | | | | | | | | | |
| 963 / 4 | Steel Section Loss SF | (EA) | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| Some old loss noted on the lower flange of span #5 beams at bent #4. Moderate pitting noted on bottom flange of #13 & #14 in span #6 (west ends). | | | | | | | | | | | |
| 968 / 4 | Erosion SF | (EA) | 1.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| FX - There is some erosion at each end of each abutment - it is under the slopewall at the upper NW area & at the NE. | | | | | | | | | | | |

BRIDGE UNDER ROUTE REPORT

| | | |
|--------------------------|--------------------------------------|------------------|
| NBI No.: 14493 | Structure No.: 5515 0097 X | Local ID: |
|--------------------------|--------------------------------------|------------------|

| Bridge Description: 35ft.,45ft.,2-56ft.,45ft.,35ft. I-BM. SPANS SK. 20 DEG. | ROUTE ON THE STRUCTURE | | | | | | | | | | | | |
|---|---|-----------------|--|---------------|----------------------|------------------|------------------|------------------|------------|----------------|-------|----------------|-------------|
| 1. State: Oklahoma 2. Division: Division 4 3. County: OKLAHOMA 4. City: OKLA. CITY Admin Area: Unknown 7. Facility Carried : I-240 9. Location: 1.0 MI N CLEVELAND CO 16. Latitude: 35° 23' 30.91" 17. Longitude: 097° 29' 42.74" 22. Owner: State | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">INVENTORY ROUTE</th> </tr> <tr> <td>5a. On/Under:</td> <td>1 Route On Structure</td> </tr> <tr> <td>5b. Kind of Hwy:</td> <td>1 Interstate Hwy</td> </tr> <tr> <td>5c. Lvl of Srvc:</td> <td>1 Mainline</td> </tr> <tr> <td>5d. Route No.:</td> <td>00240</td> </tr> <tr> <td>5e. Dir. Sufx:</td> <td>0 N/A (NBI)</td> </tr> </table> | INVENTORY ROUTE | | 5a. On/Under: | 1 Route On Structure | 5b. Kind of Hwy: | 1 Interstate Hwy | 5c. Lvl of Srvc: | 1 Mainline | 5d. Route No.: | 00240 | 5e. Dir. Sufx: | 0 N/A (NBI) |
| INVENTORY ROUTE | | | | | | | | | | | | | |
| 5a. On/Under: | 1 Route On Structure | | | | | | | | | | | | |
| 5b. Kind of Hwy: | 1 Interstate Hwy | | | | | | | | | | | | |
| 5c. Lvl of Srvc: | 1 Mainline | | | | | | | | | | | | |
| 5d. Route No.: | 00240 | | | | | | | | | | | | |
| 5e. Dir. Sufx: | 0 N/A (NBI) | | | | | | | | | | | | |
| | 12. Base Hwy Net.: On Base Network 20. Toll Facility: On free road 26. Function Class: 11 Urban Interstate 100. Def. Hwy: On Interstate STRAHNE 102. Traffic Dir.: 2-way traffic 104. Hwy System: On the NHS 105. Fed Land Hwy: N/A (NBI) 110. Defense Hwy: On Interstate STRAHNE | | | | | | | | | | | | |

| ROUTE UNDER THE STRUCTURE: | | | | | | | | | | | | | | |
|---|-------------------|--|----------------------|-------------------|----------------------|------------------|-----------------------|------------|----------------|-------|------------------|-------------|---|---|
| Roadway Name: I-35 UNDER | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">INVENTORY ROUTE:</th> </tr> <tr> <td>5a. Inventory Route:</td> <td>A 1st Route Under</td> </tr> <tr> <td>5b. Kind of Highway:</td> <td>1 Interstate Hwy</td> </tr> <tr> <td>5c. Level of Service:</td> <td>1 Mainline</td> </tr> <tr> <td>5d. Route No.:</td> <td>00035</td> </tr> <tr> <td>5e. Dir. Suffix:</td> <td>0 N/A (NBI)</td> </tr> </table> | INVENTORY ROUTE: | | 5a. Inventory Route: | A 1st Route Under | 5b. Kind of Highway: | 1 Interstate Hwy | 5c. Level of Service: | 1 Mainline | 5d. Route No.: | 00035 | 5e. Dir. Suffix: | 0 N/A (NBI) | 10. Min. Vert. Clr.: 17.20 12. Base Hwy Network: On Base Network 13. LRS Rte./SubRte: 5500015HX / 00 19. Detour Len.: 0.00 20. Toll Facility: On free road 26. Function Class: 11 Urban Interstate 28b. Lanes Und.: 6 29. ADT: 134,10 32. Appr. Rwy Width: 108.00 | 47. Total Horiz. Clr.: 52.80 51. Roadway Width: 96.00 100. Defense Hwy: On Interstate STRAHNE 102. Traffic Direction: 2-way traffic 104. Hwy System: On the NHS 105. Fed. Land Hwy.: N/A (NBI) 109. Truck ADT%: 12 110. Natl. Trk Netwk: Part of natl network 114. Future ADT: 214,56 |
| INVENTORY ROUTE: | | | | | | | | | | | | | | |
| 5a. Inventory Route: | A 1st Route Under | | | | | | | | | | | | | |
| 5b. Kind of Highway: | 1 Interstate Hwy | | | | | | | | | | | | | |
| 5c. Level of Service: | 1 Mainline | | | | | | | | | | | | | |
| 5d. Route No.: | 00035 | | | | | | | | | | | | | |
| 5e. Dir. Suffix: | 0 N/A (NBI) | | | | | | | | | | | | | |
| Agency Field: 1.(Und.Rte.) U 2. (Vert. X-Ref.): -1 3. (Compass Dir.): N 4. (VC Posted N/E): 1702 5. (VC Posted S/W): 1701 | | | | | | | | | | | | | | |
| Notes: _ | | | | | | | | | | | | | | |

| ROUTE UNDER THE STRUCTURE: | | | | | | | | | | | | | | |
|---|-------------------|--|----------------------|-------------------|----------------------|------------------|-----------------------|--------|----------------|-------|------------------|-------------|--|--|
| Roadway Name: I-35 SB RAMP UNDER | | | | | | | | | | | | | | |
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| INVENTORY ROUTE: | | | | | | | | | | | | | | |
| 5a. Inventory Route: | B 2nd Route Under | | | | | | | | | | | | | |
| 5b. Kind of Highway: | 1 Interstate Hwy | | | | | | | | | | | | | |
| 5c. Level of Service: | 7 Ramp | | | | | | | | | | | | | |
| 5d. Route No.: | 00035 | | | | | | | | | | | | | |
| 5e. Dir. Suffix: | 0 N/A (NBI) | | | | | | | | | | | | | |
| Agency Field: 1.(Und.Rte.) R 2. (Vert. X-Ref.): -1 3. (Compass Dir.): N 4. (VC Posted N/E): -1 5. (VC Posted S/W): 1601 | | | | | | | | | | | | | | |
| Notes: SB I-35 RAMP TO EB I-240 | | | | | | | | | | | | | | |

| ROUTE UNDER THE STRUCTURE: | | | | | | | | | | | | | | |
|---|-------------------|--|----------------------|-------------------|----------------------|------------------|-----------------------|--------|----------------|-------|------------------|-------------|--|--|
| Roadway Name: I-35 NB RAMP UNDER | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">INVENTORY ROUTE:</th> </tr> <tr> <td>5a. Inventory Route:</td> <td>C 3rd Route Under</td> </tr> <tr> <td>5b. Kind of Highway:</td> <td>1 Interstate Hwy</td> </tr> <tr> <td>5c. Level of Service:</td> <td>7 Ramp</td> </tr> <tr> <td>5d. Route No.:</td> <td>00035</td> </tr> <tr> <td>5e. Dir. Suffix:</td> <td>0 N/A (NBI)</td> </tr> </table> | INVENTORY ROUTE: | | 5a. Inventory Route: | C 3rd Route Under | 5b. Kind of Highway: | 1 Interstate Hwy | 5c. Level of Service: | 7 Ramp | 5d. Route No.: | 00035 | 5e. Dir. Suffix: | 0 N/A (NBI) | 10. Min. Vert. Clr.: 16.20 12. Base Hwy Network: Not on Base Network 13. LRS Rte./SubRte: -1 / -1 19. Detour Len.: 0.00 20. Toll Facility: On free road 26. Function Class: 11 Urban Interstate 28b. Lanes Und.: 2 29. ADT: 8,500 32. Appr. Rwy Width: 42.00 | 47. Total Horiz. Clr.: 42.00 51. Roadway Width: 96.00 100. Defense Hwy: On Interstate STRAHNE 102. Traffic Direction: 1-way traffic 104. Hwy System: On the NHS 105. Fed. Land Hwy.: N/A (NBI) 109. Truck ADT%: 8 110. Natl. Trk Netwk: Part of natl network 114. Future ADT: 13,600 |
| INVENTORY ROUTE: | | | | | | | | | | | | | | |
| 5a. Inventory Route: | C 3rd Route Under | | | | | | | | | | | | | |
| 5b. Kind of Highway: | 1 Interstate Hwy | | | | | | | | | | | | | |
| 5c. Level of Service: | 7 Ramp | | | | | | | | | | | | | |
| 5d. Route No.: | 00035 | | | | | | | | | | | | | |
| 5e. Dir. Suffix: | 0 N/A (NBI) | | | | | | | | | | | | | |
| Agency Field: 1.(Und.Rte.) R 2. (Vert. X-Ref.): -1 3. (Compass Dir.): N 4. (VC Posted N/E): 1600 5. (VC Posted S/W): -1 | | | | | | | | | | | | | | |
| Notes: NB I-35 RAMP TO WB I-240 | | | | | | | | | | | | | | |