

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 65.6
FO

Health Index :
72.7

NBI No.: 15147

Structure No.: 3625 1399 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 - 01500 - 0
6. Feature Intersected: I-35 UNDER
7. Facility Carried: CO. RD. E0150 CO. RD. E0150
9. Location: 1 MI S SH 11
11. Mile Post: 13.987 mi
13. LRS Inv. Route./ Subroute.: -1 -1
16. Latitude: 36 47 48.34
17. Longitude: 097 20 41.94
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: 101
30. Year of ADT: 2015
109. Truck ADT %: 19
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): 21.5 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 16.1 ft
N/E S/W
Meas. N1602 N1605 -1 S1603 S1605 -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: 19.4 ft

200c. Temperature: 50
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

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: 5 Fair
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
95. Roadway Cost: \$1,136,596
96. Total Cost: \$1,928,769
97. Year of Cost Est.: 2015
75. Type of Work: 31 Repl-Load Capacit
76. Lgth. of Improvement: 275.6 ft
114. Future ADT: 162
115. Year of Future ADT: 2035

NAVIGATION DATA
38. Navigation Control: NA-no waterway
39. Vertical Clearance: 0.0 ft
111. Pier Protection: Not Applicable (P)
40. Horizontal Clearance: 0.0 ft
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: 2 Intolerable - Replace
71. Waterway Adequacy: N Not applicable
72. Approach Alignment: 6 Equal Min Criteria
113. Scour Critical: N Not Over Waterway

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: 221.72

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Health Index :
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NBI No.: **15147** Structure No.: 3625 1399 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.= 43.6', S.B.=47.4' due to cable barriers & crash barrels.

G Hines inspection comments - 11/13/2017

PX - There are some defects on the side drain at each corner - all are broken at the top with separation * Safety below = 1111 * PX - All OM-3's are down (above) - local farmers have bent them over intentionally * Good gravel roadway * PX - Each slope wall has moderate settlement & separation at the joints *

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	0	0 %	4,126	100 %	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	57	92 %	5	8 %	0	0 %	0	0 %	0	0 %
234	4	Reinforced Conc Cap	(LF)	81	61	75 %	9	11 %	11	14 %	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	269	78 %	17	5 %	58	17 %	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 %	0	0 %	1	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	FX - Light to moderate wear, scaling, popouts, & grader scrapes are present in most areas. Rebar is exposed in 3 areas (2005 photo) due to insufficient cover. Light to moderate pattern cracking of moderate to heavy density in most areas. There are a few longitudinal cracks at the rebar locations. Could use an overlay to seal & protect deck.
205	FX - Moderate spall developing at the bottom of the #3 column at the NE area. Minor to moderate scaling & popouts is present on the others.
215	Some light scaling noted on the East abutment with water stains.
234	FX - Several small spalls noted on the bottom of the 1st cap at the North end - mainly due to insufficient cover; & one at the North end face of the same cap. Some minor scaling noted on outer ends in a few areas. One tiny spall on the bottom of the South end of the 3rd cap. Minor scale & 3 small delaminations are present on the 2nd cap with other minor defects noted. Satisfactory condition overall.
310	< none >
331	Rebar is visible in numerous areas due to insufficient cover - mainly on the rail portions. Some minor longitudinal cracking noted with superficial weathering overall.
859	Some minor defects noted - mainly on the fascia. Discoloration is present in span #2 and in small areas of span #3.
958	PX - Light to moderate cracking of moderate to heavy density in most areas. There are a few longitudinal cracks at the rebar locations - 5 inches of rebar is visible in span #1. Needs a thin overlay to seal & protect the deck.
962	PX - Some damage with 4 inches of rebar exposed on the North edge of span #2. Should be treated & covered. Not 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	102. Traffic Dir.:	2 2-way traffic
10. Min. Vert. Clr.(ft.):	16.1	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 :	24800
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="1600"/>
		5.(Vert. Post. Dec.):	<input type="text" value="1602"/>