

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 62.0
SD

Health Index :
82.6

NBI No.: **10053**

Structure No.: 6702 0419 X

Local ID:-1

IDENTIFICATION
Description: 3-10'X 11'X 44' RDY R.C.BOX WITH PARAPETS
1. State: Oklahoma 2. SHD District: Division 3
3. County Code: SEMINOLE 4. Place Code: SEMINOLE
Admin. Area: Unknown
5. Inventory Route (Route On Structure): 1 - 2 - 1 - 00270 - 0
6. Feature Intersected: CREEK
7. Facility Carried: U.S. 270 U.S. 270
9. Location: 1.9 MI E SH 3 11. Mile Post: 4.189 mi
13. LRS Inv. Route./ Subroute.: 6702 0000 01
16. Latitude: 35 13 10.52 17. Longitude: 096 38 27.81
98. Border Br. Code: Jkknown (P) % Resp. : 0 99. Border Br. #: Unknown

STRUCTURE TYPE AND MATERIALS
43. Main Span Material and Design Type
Concrete Culvert
44. Approach Span Material and Design Type
Unknown (NBI) Unknown (P)
45. No. of Spans Main Unit: 3 46. No. of Approach Spans: 0
107. Deck Type: N N/A (NBI)
108A. Wearing Surface: N N/A (no deck (NBI))
108B. Membrane: 0 None
108C. Deck Protection: None

AGE AND SERVICE
27. Year Built: 1943 106. Year Reconstructed: Unknown
28A. Lanes on: 2 28B. Lanes Under: 0 19. Detour Length: 8.7 mi
29. ADT: 7400 30. Year of ADT: 2015 109. Truck ADT %: 7
42A. Type of Service on: 1 Highway
42B. Type of Service under: 5 Waterway

GEOMETRIC DATA
10. Inv. Rte. Min. Vert. Clr.: 328.1 ft
32. Approach Roadway Width (W/ Shoulders): 44.0 ft
Deck Area: 1,571.5 sq. ft 33. Median: 0 No median
34. Skew: 0 35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 44.0 ft
48. Length Maximum Span: 9.8 ft 49. Structure Length: 34.1 ft
50A. Curb/Sdwk Wdth L: 0.0 ft 50B. Curb/Sidewalk Width R: 0.0 ft
51. Width Curb to Curb: 44.0 ft 52. Width Out to Out: 44.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance : N Feature not hwy or RR 0.0 ft
N/E S/W
Meas. -1 -1 -1 -1 -1 -1
Post. DO NOT U DO NOT U DO NOT U DO NOT U DIV. 3 -1
55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR 0.0 ft
56. Minimum Lateral Underclearance L: 0.0 ft

INSPECTION

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	11/30/2017	11/30/2019
FC Freq.:	N	N	NA	NA	NA
UW Freq.:	N	N	NA	NA	NA
OS Freq.:	Y	N	24	10/31/2016	10/31/2018

CLASSIFICATION
12. Base Hwy Network : On Base Network 20. Toll Facility: 3 On free road
21. Custodian: 01State Highway Agency 22. Owner: 01State Highway Agency
26. Functional Class: 14 Urban Other Princ 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: 1 On the 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: N N/A (NBI) 59. Super.: N N/A (NBI) 60. Sub.: N N/A (NBI)
62. Culvert: 4 Considerable Dan 61. Channel/Channel Protection: 5 Bank Prot Eroded
Flowline Notes:

CULVERT

LOAD RATING AND POSTING
31. Design Load: 4 M 18 (H 20) 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): 30.7 52.7 89.0
66. Inventory Rating (H / HS / 3-3): 18.4 31.5 53.3
65. Inv. Rating Method: 1 LF Load Factor-Ton Alt. Inv. Rating Meth.: 1 LF Load Factor-To
70. Posting: 5 At/Above Legal Loads Date Rated : 2/22/2017

PROPOSED IMPROVEMENTS
94. Bridge Cost: \$230,000 75. Type of Work: 31 Repl-Load Capacit
95. Roadway Cost: \$379,500 76. Lgth. of Improvement: 34.1 ft
96. Total Cost: \$644,000 114. Future ADT: 11840
97. Year of Cost Est.: 2015 115. Year of Future ADT: 2035

NAVIGATION DATA
38. Navigation Control: Permit Not Required
39. Vertical Clearance: 0.0 ft 40. Horizontal Clearance: 0.0 ft
111. Pier Protection: 1 Not Required 116. Lift Bridge Vert. Clear.: 0.0 ft

APPRAISAL
36A. Bridge Rail: 1 Meets Standards 36C. Approach Rail: 1 Meets Standards
36B. Transition: 1 Meets Standards 36D. Approach Rail Ends: 1 Meets Standards
67. Str. Evaluation: 4 Minimum Tolerable 68. Deck Geometry: 6 Equal Min Criteria
69. Underclearance, Vertical and Horizontal: N Not applicable (NBI)
71. Waterway Adequacy: 5 Above Tolerable
72. Approach Alignment: 8 Equal Desirable Crit
113. Scour Critical: 5 Stable w/in footing

200c. Temperature: 59
200d. Weather: PARTLY 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: SFP-1
205. Material and Quantity : -1.0
208. Type of Abutment : -
Type of Foundation : -
209. Type of Pier / Found.: - -
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: NO
Advanced Warning Sign : NO
e. Navigation Lights : -
Working/Not Working : -
215. Overpass : C - US Highway
221. Substructure Cond. (U/W) : -
222. Fill over RCB: 01
223. Appr. Slab/Rdwy Cond.: Good
225. Paint Type : -
Overcoat : Not Applicable
226. Date Painted: -1
227. Paint Coloring: -1
233. Deck Forming: -
238. School Bus Rte: Current and Desired Route
240. Appr. Roadway Type: Asphalt/Bituminous

243. Girder Spacing/Number : -1.0 / -1
244. Span Lengths :
-1 -1 -1
-1 -1 -1
-1 -1
245. Girder Depth : -1.000
246. Type of Overlay : -
246. Overlay Thickness : -1.0
246. Overlay Date : 1/1/1901
246. Overlay Depth Changed > 1"? -
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.: 42.0
256. Chan. Profile Up/Down Stream?: -
257a. OkiePROS Auto. Truck Routing - Culv
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: -1.00

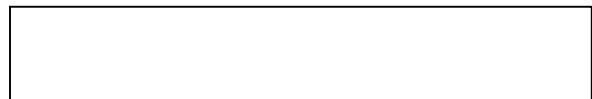
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NBI No.: **10053** Structure No.: 6702 0419 X Local ID:-1

Inspection Date: 11/30/2017 Reported By: UFD3012
 Invoice No.: -1 Inspected With: Erik Cox
 Agency :



Structure / Inspection Notes

HISTORY 3' BLACK PLASTIC PIPE ACROSS S. CHAN APPR 30' FROM BOX & N. CHAN 40' FROM BOX. OS INSPECTION IS TO MONITOR SETTLEMENT.

(FX) #61 BC&E. MINOR DRIFT HUNG @ N. END, UP TO 4.5' SCOUR W/ 1.5' UNDERMINE S. END BBLs & WINGS. NOTED SCOUR HAS BEEN REPAIRED W/ RIP RAP & GROUT BY DIV 3. NBI ITEM 113 WILL BE CODED A 5. A. (FX) EROS @ S.BANKS BEYOND R/W & @ N. FROM E. WING WALL OUT APPR. 70', BANK IS VERTICAL & RAW. RIP RAP NEEDED. #214 (PX) SHOULDER @ THE N-E IS DIPPING, THIS IS DUE TO THE DETERIORATION & SETTLEMENT OF ELEM. # 241.

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
241	1	Reinforced Concrete Culvert	(LF)	138	69	48 %	49	37 %	12	9 %	8	6 %	0	0 %
331	1	Reinforced Conc Bridge Railing	(LF)	69	0	0 %	16	23 %	47	68 %	6	9 %	0	0 %
960	1	Settlement	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
961	1	Scour	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
965	1	Debris	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
970	1	Wing	(EA)	4	3	75 %	1	25 %	0	0 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration)
241	PX- MODERATE LEACHING & SPALLING TO HEADWALLS & BOX END. CLOSED CRACKS W/ LEACHING @ S. WING CONN'S EXTENDING INTO BBLs- S-E WING CONN. SEPERATED 3/4". MODERATE SCALING IN S. END @ TWO E. BBLs. TOP OF S. HDWL IS CRACKED & SPALLED POSSIBLY DUE TO MINOR SETTLEMENT (MONITOR). BBL. # 3, E. WALL HAS SETTLED & BROKE FOR 8', THIS IS NOT INTO THE FLOOR YET. HEAVY DETERIORATION TO THE N. SIDE OF BBL. # 3.
331	PX- RAIL IS OUT OF ALIGNMENT UP TO 2" HORIZ. NEAR CONST. JTS. IT'S CRACKING & SEPERATING FROM HDWL NEAR BOTTOMS @ 4 PANELS.
960	FX- SEE NOTE FOR #241.
961	FX- GROUTED APRON ON S. END - SEE 2 NOTES FOR HISTORY.
965	PX- DRIFT HUNG @ N. END.
970	PX- SEE NOTE FOR #241.N-E WING CONN. HAS SEPERATED ABOUT 3/4" WHICH EXTENDS INTO BBL., MONITOR.