

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 13688	Structure No.: 6602 0368EX	Local ID: -1	Suff. Rating: 49.40	SD																														
Bridge Description: 100ft.-140ft.-210ft.-160ft.-100ft. HI. TRUSS SPANS		IDENTIFICATION																																
1. State: Oklahoma 2. Division: Division 8 3. County: ROGERS 4. City: Unknown Admin Area: Unknown 5a. On/Under: Route On Structure 5b. Kind of Hwy: State Hwy 5c. Lvl of Srvc: Mainline 5d. Route No.: 00066 5e. Dir. Sufx: N/A (NBI)		7. Facility Carried : S.H. 66 NB 6. Feat. Intersect: BIRD CREEK & RD. UNDER 9. Location: 3.3 MI N JCT I-44 11. Mile Post: 3.679 mi 13. LRS Inv. / Sub Rte: -1 / -1 16. Latitude: 36° 12' 29.18" 17. Longitude: 095° 43' 29.72" 98. Border Brdg: Unknown (P) % Responsible: 0.00 99. Border Brdg #: Unknown																																
STRUCTURE TYPE AND MATERIALS		INSPECTION																																
43a/b. Main Span: Steel / Truss-Thru 44a/b. Appr. Span: Unknown / Unknown (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: Unknown 108c. Deck protection: Unknown		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>24 months</td> <td>11/14/2019</td> <td>11/14/2021</td> </tr> <tr> <td>FC:</td> <td>Y</td> <td>1</td> <td>24 months</td> <td>11/14/2019</td> <td>11/14/2021</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>Y</td> <td>0</td> <td>24 months</td> <td>11/6/2018</td> <td>11/14/2020</td> </tr> </tbody> </table>			Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	11/14/2019	11/14/2021	FC:	Y	1	24 months	11/14/2019	11/14/2021	UW:	N	0		NA	NA	OS:	Y	0	24 months	11/6/2018	11/14/2020
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AGE AND SERVICE		CLASSIFICATION																																
19. Detour Length: 0.1 mi 27. Year Built: 1956 28a/b. Lanes on/und: 2 / 2 29. ADT: 6,750 30. Year of ADT: 2017 42a/b. Type of Svc on/und: Highway / Hwy-waterway		12. Base Hwy Net.: Not on Base Network 20. Toll Facility: On free road 21. Custodian: State 22. Owner: State 26. Function Class: 17 Urban Collector 37. Historical Sig.: Br eligible for NHRP 100. Def. Hwy: Not a STRAHNET hwy 101. Parallel Str.: Right of bridge 102. Traffic Dir.: 1-way traffic 103. Temp. Str.: Not Applicable (P) 104. Hwy System: Not on NHS 105. Fed Land Hwy: N/A (NBI) 110. Defense Hwy: Not a STRAHNET hwy 112. NBIS Length: Long Enough																																
GEOMETRIC DATA		CONDITION																																
10. Vert. Clearance: 15.75 ft 32. Appr Rwy Width: 37.07 ft 33. Median: No median 34. Skew: 0.00° 35. Struct. Flared: No flare 47. Horizontal Clr: 29.80 ft 48. Length Max Span: 210.00 ft 49. Struct. Length: 824.66 ft		58. Deck: 5 Fair 62. Culvert: N/A (NBI) Flowline Notes [11/2019] FL to TOC = 56.7' to TOC at east L3, span 3 [11/2017] FL to TOC = 57.2' in span 3, L3, east truss																																
OKLAHOMA ITEMS		LOAD RATING AND POSTING																																
200c. Temperature: 30 200d. Weather: Clear 201. Struc.Stl. ASTM Desig.: -1 / -1 202. Waterprf. Membrane: -1 Date Installed: 01/01/1901 203. Type Exp. Device: Modular Pourable 204. Type of Railing: Metal Railing (other) 205. Material Quantity: -1.00 208a. Type of Abutment: Cantilever b. Type of Found.: Bears on Natural Found. 209. Type of Pier/Found.: 2 / No Concrete Piling 210. Foundation Elev.: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>-1.00</td> <td>-1.00</td> <td>-1.00</td> </tr> <tr> <td>-1.00</td> <td>-1.00</td> <td>-1.00</td> </tr> </table> 211. Wear. Surf. Prot. Sys: None Date Installed: 01/01/1901 213. Utilities Attached: Communication		-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	31. Design Load: M 18 (H 20) 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 <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>H</th> <th>HS</th> <th>3-3</th> <th>EV3</th> <th>SHV</th> </tr> </thead> <tbody> <tr> <td>64. Operating Rating (tons):</td> <td>30.40</td> <td>47.50</td> <td>72.60</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>66. Inventory Rating (tons):</td> <td>16.80</td> <td>28.50</td> <td>41.40</td> <td>-1.00</td> <td></td> </tr> </tbody> </table> Date Rated: 03/20/2014				H	HS	3-3	EV3	SHV	64. Operating Rating (tons):	30.40	47.50	72.60	0.00	0.00	66. Inventory Rating (tons):	16.80	28.50	41.40	-1.00							
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NAVIGATION DATA		APPRAISAL																																
214a. Posted Weight Limit: NR b. Posted Speed Limit: 45 c. Narrow/1way Brdg Sign: No d. Vertical Clr. Sign: Yes Adv. Warning Sign: No e. Navigation Lights?: No Working/Not Working: No 215. Overpass: STATE HIGHWAY 221. Substr. Cond. (U/W): - 222. Fill Over RCB: 223. Appr. Slab/Rwy Cond.: 2 225. Paint Type/Ovrct: Organic Zinc(OZ-E-U) Gr: N/A 226. Date Painted: 2014 227. Paint Color: Gray 233. Deck Forming: Conventional Forming 238. School Bus Rte.: Current & Desired route 240. Appr. Rwy Type.: Asphalt/Bituminous 243. Grdr Spacing/No.: /		36a. Brdg Rail: 0 Substandard 36b. Transition: 1 Meets Standards 36c. Appr. Rail: 1 Meets Standards 36d. Appr. Rail Ends: 1 Meets Standard 67. Str Evaluation: 4 Minimum Tolerab 68. Deck Geom.: 4 Tolerable 69. Vert./Horiz. Undclr: 6 Equal Minimum 71. Waterway Adeq: 7 Above Minimum 72. Appr. Alignment: 8 Equal Desirable Crit 113. Scour Critical: 8 Stable Above Footin																																
PROPOSED IMPROVEMENTS		NAVIGATION DATA																																
94. Bridge Cost: \$3,226,224 95. Roadway Cost: \$4,500,000 96. Total Cost: \$8,163,557 97. Yr. of Cost Est.: 2015		75. Type of Work: 31 Repl-Load Capacity 76. Lngth of Improvement: 825.1 ft 114. Future ADT: 10,800 115. Yr. of Future ADT: 2037																																
NAVIGATION DATA		PROPOSED IMPROVEMENTS																																
38. Nav. Control: Permit Not Required 39. Vert. Clearance: 0.0 ft 40. Horiz. Clearance: 0.0 ft		111. Pier Protect.: Not Applicable (P) 116. Lift Bridge Vert. Clr.: 0.0 ft																																
PROPOSED IMPROVEMENTS		NAVIGATION DATA																																
244. Span Lengths: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>100</td> <td>140</td> <td>210</td> </tr> <tr> <td>160</td> <td>100</td> <td>100</td> </tr> </table> 245. Girder Depth: 246a. Type of Overlay: NA b. Overlay Thickness: c. Overlay Date: 01/01/1901 d. Ovlv Depth Changed >1": N 247. Protective Systems: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table> 248. # Field Splices w/ Corrosion: 249. Scour Crit. POA Exists?: No 250. Headwall: 254. Thru Truss Type: 257a. OkiePROS Truck Routing: Yes 258. Plans w/Found.in ODOT File: 259. Scour Eval. in ODOT File: 263. Interchange at Intersection: No 264. Interstate Milepoint: -1.00		100	140	210	160	100	100																											
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Inspection Date: 11/14/19	Dale Poorman	
Invoice No.:	Inspected With:	

BRIDGE NOTES:

140-foot thru-truss (span 2), 210-foot thru-truss (span 3), 160-foot thru-truss (span 4) and three 100-foot pony trusses (Spans 1,5&6)
 Clearance under span 5 was measured at 16ft 6in (incorrectly noted as 14ft 6in in 2017 FC report (posted for 14ft 11in). Posting sign on south portal of bridge has faded and is difficult to read (15ft 6in posting).

O/S Inspection Items Include: Cracks and overcuts in stringer copes; Section loss/welded repairs to stringer and floor beam ends; Section loss to lower chord truss gusset plates; Sweep in floor beams over piers; Bearing rotations; Pack rust distressing floor beam and truss connections areas; Impact damage or bowing of gusset plates;

INSPECTION NOTES: 11/14/19

PX – Replace or repaint numbers on vertical clearance sign at the south portal bracing of span 2; Replace the damaged portion of the southeast approach railing; Clear the deck drains along both curb lines; Replace asphalt patches and fill in spalls in the deck with concrete patches; Replace the joint material for the joints at piers 1 and 3; Repair the delaminations and spalls, and seal cracks along joint headers; Install welded plate over the 15-inch vertical corrosion hole through the web of floor beam 0, span 3 at the east truss connection; Repair areas of significant section loss to the floor beams; Abrasively clean and paint end floor beams and adjacent panel points where corrosion is reoccurring; Replace broken and deteriorated floor system gusset plates, bracing members, and hanger rods; Reconnect utility conduit where broken hangers exist in spans 1 and 4; Remove asphalt and debris from the bearing seats around the west truss fixed bearing at the south and north abutments; Reset the bearings at pier 3, span 3.

FX – Monitor wider cracks developing throughout deck for efflorescence; Monitor the spalling in the deck soffit for additional growth and section loss to reinforcing steel; Monitor repairs to the stringers and consider installing repair plates to stringers with heavy section loss for strengthening; Monitor the crack lengths and overcuts to the stringer copes; Consider drilling any crack tips that show signs of significant propagation; Monitor reactivating pack rust between the stringer web and floor beam connection angles for popped rivets; Monitor the sheared rivet head on the west face of stringer 6, south face of floor beam 1, span 6 for additional distress to the connection; Monitor areas of section loss to the floor beam for additional section loss; Monitor the sweep in the end floor beams for additional misalignment; Monitor 2-inch vertical crack and corrosion hole in top of connection of floor beam 5 to east truss in span 1 for additional growth; Monitor 6 plug welds in bottom flange at west truss connection at FB2 and FB5, span 2; Monitor laps in the steel of west U9L8, span 3 for cracking and section loss; Monitor area around exposed concrete pile at the north abutment for additional erosion or deterioration to pile; Monitor pier 3 for rotation south due to soil against the north face of the pier.

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	24,576.00	87%	21,470.70	12%	3,054.40	0%	50.90	0%	0.00
PX – Partial depth concrete and asphalt patches are common in the deck over the floor beams; Drains typically clogged. FX – Isolated longitudinal cracking up to 1/16 inch wide in spans 2 through 6; Low density map cracking less than 1/64 inch wide is typical.											
113 / 4	Steel Stringer	ft	2,548.00	100%	2,548.00	0%	0.00	0%	0.00	0%	0.00
No significant deficiencies.											
120 / 4	Steel Truss	ft	600.00	71%	425.00	17%	100.00	13%	75.00	0%	0.00
Upper Chord Vertical welds exist between upper chord and gusset plates with few cracked. Lower Chord PX – Utility conduit hangers broken in span 1 and repaired with cables around lower chord and lower lateral bracing in span 5. Web Members FX – Corrosion and loss in vertical connection plate for floor beam at deck level; Pack rust up to 3/8 inch thick with 1/8-inch thick loss at bridge rail connections to truss members. End Posts Pack rust developing under top cover plate.											
515 / 4	Steel Protective Coating	sq.ft	145,456.00	0%	0.00	100%	145,456.00	0%	0.00	0%	0.00
The bridge was painted in January 2014. Isolated areas exhibit reactivating corrosion typically at leaking deck joints and interfaces between various connection plates. Paint above deck is chalking and brittle.											
152 / 4	Steel Floor Beam	ft	1,426.00	56%	798.00	14%	200.00	30%	428.00	0%	0.00
PX – FB0, span 3 at west truss has 15-inch vertical x 3-inch wide corrosion hole at east truss connection; End floor beams have significant section loss on flanges and web with active corrosion (areas inaccessible for abrasively cleaning and painting); Numerous additional areas painted over section loss exist throughout bridge with greatest amount of loss along east end of floor beams; FX – Member Alignment - Multiple floor beams were noted to exhibit sweep up to 3/8in. Analysis performed by the OKDOT on November 20, 2015 determined that a load restriction was not necessary (max sweep in 2015 = 3/8in). Floor beam sweep has not significantly changed; Plug welds in bottom flange of FB2 and FB5, span 2 at ends; 2in crack at east truss cope for FB5 span 1; Section loss to top flange of floor beams, especially at end floor beams; Multiple welded plate repairs exist on floor beam web and bottom flange.											
162 / 4	Stl Gus Plate	each	396.00	87%	346.00	0%	0.00	13%	50.00	0%	0.00
PX - 3/16-inch deep section loss to bottom of 8 inches of gusset plates at bearings. 3/8-inch thick pack rust bowing gusset plates 1/2 inch at bearings. Painted over section loss up to 1/8-inch deep exists at in the lower chord gusset plates along the top flange of the lower chord at isolated locations.											

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205 / 4	Re Conc Column	each	10.00	30%	3.00	70%	7.00	0%	0.00	0%	0.00	
<p>A spall 12 inches long by 5 inches high by 2 inches deep with no exposed reinforcing steel exists in the capitol of the west column of pier 1 on the south face. Spall is currently not undermining bearing. A horizontal crack is emanating from a patch on the north face of pier 1 at the east end of the patch, patch sound. Hairline circumferential and vertical hairline cracks exist in several of the pier columns. Pier 3 has soil 15 feet higher on north face than south face.</p>												
215 / 4	Re Conc Abutment	ft	76.00	34%	26.00	66%	50.00	0%	0.00	0%	0.00	
<p>PX - Asphalt on west end of both abutments engulfs west truss fixed bearings. FX - One concrete pile is partially exposed up to 6-inches vertically at the north abutment beneath the west truss bearing. 4-foot long horizontal crack with moderate efflorescence in north abutment breastwall.</p>												
227 / 4	Re Conc Pile	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00	
<p>FX - One concrete pile is partially exposed up to 6-inches vertically at the north abutment beneath the west truss bearing. No significant deficiencies.</p>												
301 / 4	Pourable Joint Seal	ft	90.00	0%	0.00	0%	0.00	100%	90.00	0%	0.00	
<p>PX - The expansion joints at piers 1 and 3 exhibit isolated locations of adhesion failure totaling approximately 9 feet at each joint. Isolated asphalt and concrete patches adjacent to the joints exhibit cracking and spalling. Several joints exhibited full width transverse hairline cracks up to 1/8-inch wide adjacent to the floor beams.</p>												
311 / 4	Moveable Bearing	each	12.00	33%	4.00	33%	4.00	33%	4.00	0%	0.00	
<p>PX - Excessive bearing rotations were noted to the span 3, pier 3 bearings for both truss lines. The bearings are both rotated 14° in expansion. Bearing measurements were taken at all the bearings at 30°F. Measurements are documented below (see 13688(2019-11-14)FC for bearing measurements). The east anchor bolt at the east truss bearing for span 5 and pier 5 is backed off nearly 2-inches. The truss bearings at pier typically exhibit minor surface corrosion on the rockers and masonry plates.</p>												
313 / 4	Fixed Bearing	each	12.00	50%	6.00	50%	6.00	0%	0.00	0%	0.00	
<p>PX - Asphalt on west end of both abutments engulfs west truss fixed bearings.</p>												
321 / 4	Re Conc Approach Slab	sq.ft	2.00	100%	2.00	0%	0.00	0%	0.00	0%	0.00	
<p>Few hairline transverse cracks exist in the north approach slab.</p>												
330 / 4	Metal Bridge Railing	ft	1,650.00	12%	200.00	39%	650.00	48%	800.00	0%	0.00	
<p>1/8-inch deep painted over section loss throughout the interior face of the railing. Cracks were noted in the horizontal web of the steel bridge railing at the coped connections to a few of the end posts.</p>												
919 / 4	St.(Rail) Prot. Coat	(SF)	7,128.00	0%	0.00	100%	7,128.00	0%	0.00	0%	0.00	
<p>isolated locations of peeling paint with minor corrosion and minor impact damage were noted to the bridge rail.</p>												
821 / 4	Steel Truss (Ovhd)	(LF)	1,020.00	85%	870.00	10%	100.00	5%	50.00	0%	0.00	
<p>Upper Chord Vertical welds exist between upper chord and gusset plates with few cracked. Lower Chord PX - Utility conduit hangers broken in span 4. Web Members FX - Laps in W U9L8, span 3; Corrosion and loss in vertical connection plate for floor beam at deck level; Pack rust up to 3/8 inch thick with 1/8-inch thick loss at bridge rail connections to truss members. End Posts Pack rust developing under top cover plate.</p>												
859 / 4	Soffit	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00	
<p>FX - Isolated areas of the deck soffit exhibit spalling with exposed reinforcing steel typically adjacent to the floor beams. Isolated locations of cracks with efflorescence which is allowing water to leak through the cracks onto the floor beams.</p>												
870 / 4	Concrete Wingwall	(EA)	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00	
<p>No significant deficiencies.</p>												
877 / 4	St. Stringer End(5Ft)	(LF)	2,400.00	81%	1,950.00	4%	100.00	15%	350.00	0%	0.00	
<p>FX - Heavy section loss to the stringers near the top of the floor beam connections with repairs or repair recommendations; Stringers exhibited cope cracks and overcuts throughout the structure (1in max, two new overcuts of 1/4in and 1/2in noted and three locations with growth of 1/16in); Pack rust up to 1 5/8 inch thick between the stringer/floor beam webs and connection angles has begun to reactivate in isolated locations; One sheared rivet head is present on the west face of the stringer 6 connection to the south face of floor beam 1 in span 6.</p>												
909 / 4	Pourable Fix Jt.Seal	(LF)	1,054.00	0%	0.00	100%	1,054.00	0%	0.00	0%	0.00	
<p>PX - Isolated asphalt and concrete patches adjacent to the joints exhibit cracking and spalling. Additional joints exhibited spalls up to 2 square feet by 2 inches deep to the joint headers. Several joints exhibited full width transverse hairline cracks up to 1/8-inch wide adjacent to the floor beams</p>												
956 / 4	St. Cracking/Fatigue	(SF)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
<p>FX - Stringers exhibited cope cracks and overcuts at 78 locations, 3 having 1/16in growth.</p>												
957 / 4	Pack Rust Smart Flag	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00	
<p>Pack rust between truss web and railing, floor beam and lower lateral bracing gusset plates, connection angles of floor beams and stringers.</p>												
958 / 4	Concrete Cracking SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00	
<p>FX - Isolated longitudinal cracking up to 1/16-inch wide was noted in spans 2 through 6. Low density map cracking less than 1/64-inch wide is typical to isolated locations throughout the deck. The worst location of map cracking was noted to be a 5 square-foot area of 1/16-inch wide cracking with efflorescence in the west shoulder at pier 2.</p>												
963 / 4	Steel Section Loss SF	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00	

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<p>PX - FB0, span 3 at west truss has 15-inch vertical x 3-inch wide corrosion hole at east truss connection; End floor beams have significant section loss on flanges and web with active corrosion (areas inaccessible for abrasively cleaning and painting); Numerous additional areas painted over section loss exist throughout bridge; 3/16-inch deep section loss to bottom of 8 inches of gusset plates at bearings.</p> <p>FX - Heavy section loss to the stringers near the top of the floor beam connections.</p>											
968 / 4	Erosion SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
<p>FX – One concrete pile is partially exposed up to 6-inches vertically at the north abutment beneath the west truss bearing. A 2-foot deep erosion ditch extending from panel point 3 of the east truss into span 2 to the channel was noted. The ditch has been partially lined with dump rock.</p>											
969 / 4	OutOfPlane Dist./Load	(EA)	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
<p>FX – Member Alignment - Multiple floor beams were noted to exhibit sweep up to 3/8in. Analysis performed by the OKDOT on November 20, 2015 determined that a load restriction was not necessary (max sweep in 2015 = 3/8in). Floor beam sweep has not significantly changed.</p>											

BRIDGE UNDER ROUTE REPORT

NBI No.: 13688	Structure No.: 6602 0368EX	Local ID: -1
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Bridge Description:		ROUTE ON THE STRUCTURE	
100ft.-140ft.-210ft.-160ft.-100ft.-100ft. HI. TRUSS SPANS			
1. State: Oklahoma 2. Division: Division 8 3. County: ROGERS 4. City: Unknown Admin Area: Unknown 7. Facility Carried : S.H. 66 NB 9. Location: 3.3 MI N JCT I-44 16. Latitude: 36° 12' 29.18" 22. Owner: State	INVENTORY ROUTE		
	5a. On/Under: 1 Route On Structure 5b. Kind of Hwy: 3 State Hwy 5c. Lvl of Srvc: 1 Mainline 5d. Route No.: 00066 5e. Dir. Sufx: 0 N/A (NBI)	12. Base Hwy Net.: Not on Base Network 20. Toll Facility: On free road 26. Function Class: 17 Urban Collector 100. Def. Hwy: Not a STRAHNET hwy 102. Traffic Dir.: 1-way traffic 104. Hwy System: Not on NHS 105. Fed Land Hwy: N/A (NBI) 110. Defense Hwy: Not a STRAHNET hwy	17. Longitude: 095° 43' 29.72"

Roadway Name: COUNTY ROAD		ROUTE UNDER THE STRUCTURE:	
	INVENTORY ROUTE:		
	5a. Inventory Route: 2 One Route Under 5b. Kind of Highway: 4 County Hwy 5c. Level of Service: 1 Mainline 5d. Route No.: 00000 5e. Dir. Suffix: 0 N/A (NBI)	10. Min. Vert. Clr.: 14.50 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: 07 Rural Mjr Collector 28b. Lanes Und.: 2 29. ADT: 100 32. Appr. Rwy Width: 37.07	47. Total Horiz. Clr.: 59.71 51. Roadway Width: 28.87 100. Defense Hwy: Not a STRAHNET hwy 102. Traffic Direction: 2-way traffic 104. Hwy System: Not on NHS 105. Fed. Land Hwy.: N/A (NBI) 109. Truck ADT%: 15 110. Natl. Trk Netwk: Not part of natl netwo 114. Future ADT: 160
Agency Field: 1.(Und.Rte.) U 2. (Vert. X-Ref.): -1 3. (Compass Dir.): N 4. (VC Posted N/E): 1411 5. (VC Posted S/W): 1411			
Notes:			