OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: **13688** Structure No.: 6602 0368EX Local ID:-1 Suff. Rating: 49.5 SD Health Index : 98.0

IDENTIFICATION

Description:
100'-140'-210'-160'-100'-100' HI. TRUSS SPANS

1. State: Oklahoma
2. SHD District: Division 8
3. County Code: ROGERS
4. Place Code: Unknown
Admin. Area: Unknown
5. Inventory Route (Route On Structure) : 1 - 3 - 1 - 00066 - 0
6. Feature Intersected: BIRD CREEK & RD. UNDER
7. Facility Carried: S.H. 66 NB S.H. 66 NB
9. Location: 3.3 MI N JCT I-44
11. Mile Post: 3.679 mi
13. LRS Inv. Route./ Subroute.: -1 -1
16. Latitude: 36 12 29.18
17. Longitude: 095 43 29.72
98. Border Br. Code: Unknown (P) % Resp. : 0
99. Border Br. #: Unknown

STRUCTURE TYPE AND MATERIALS

43. Main Span Material and Design Type
Steel Truss-Thru
44. Approach Span Material and Design Type
Unknown (NBI) Unknown (P)
45. No. of Spans Main Unit: 6
46. No. of Approach Spans: 0
107. Deck Type: 1 Concrete-Cast-in-Place
108A. Wearing Surface: 1 Monolithic Concrete
108B. Membrane: 8 Unknown
108C. Deck Protection: 8 Unknown

AGE AND SERVICE

27. Year Built: 1956
106. Year Reconstructed: 1979
28A. Lanes on: 2
28B. Lanes Under: 2
19. Detour Length: 0.1 mi
29. ADT: 6750
30. Year of ADT: 2015
109. Truck ADT %: 7
42A. Type of Service on: 1 Highway
42B. Type of Service under: 6 Highway-waterway

GEOMETRIC DATA

10. Inv. Rte. Min. Vert. Clr.: 15.8 ft
32. Approach Roadway Width (W/ Shoulders): 37.1 ft
Deck Area: 25,565. sq. ft
33. Median: 0 No median
34. Skew: 0
35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 29.8 ft
48. Length Maximum Span: 210.0 ft
49. Structure Length: 824.7 ft
50A. Curb/Sdwlk Wdth L: 0.8 ft
50B. Curb/Sidewalk Width R: 0.8 ft
51. Width Curb to Curb: 29.8 ft
52. Width Out to Out: 31.0 ft
53. Minimum Vertical Clearance Over Bridge: 15.8 ft
54A/54B. Min. Vert. Underclearance : H Hwy beneath struct 14.5 ft

	N/E			S/W		
Meas.	N1509	-1	E1502	S1509	-1	-1
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	B&N	-1

55A/55B. Minimum Lateral Undrclearance R: H Hwy beneath struct 15.1 ft
56. Minimum Lateral Undrclearance L: 327.8 ft

INSPECTION

Type	Insp Req.	Insp Done	Freq:	Insp. Date:	Next Insp.:
NBI:		Y	24	11/9/2017	11/9/2019
FC Freq.:	Y	Y	24	**11/9/2017**	**11/9/2019**
UW Freq.:	N	N	NA	**NA**	**NA**
OS Freq.:	Y	N	24	**12/6/2016**	**11/9/2018**

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: 17 Urban Collector
37. Historical Sig.: 2 Br eligible for NRHP
100. Defense Highway: 0 Not a STRAHNET h
101. Parallel Structure: Right of || bridge
102. Dir. of Traffic: 1 1-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.: 4 Poor
60. Sub.: 6 Satisfactory
62. Culvert: N N/A (NBI)
61. Channel/Channel Protection: 6 Bank Slumping
Flowline Notes:

[11/2017] FL to TOC = 57.2' in span 3, L3, east truss
[11/19/2015] FL=59' to top of curb in span 3, panel point L3, east truss
Unable to take FL measurements due to painting contract

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):	30.4	47.5	72.6
66. Inventory Rating (H / HS / 3-3) :	16.8	28.5	41.4

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 : 3/20/2014

PROPOSED IMPROVEMENTS

94. Bridge Cost: $3,226,224
75. Type of Work: 31 Repl-Load Capacity
95. Roadway Cost: $4,500,000
76. Lgth. of Improvment: 825.1 ft
96. Total Cost: $8,163,557
114. Future ADT: 10800
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: Not Applicable (P)
116. Lift Bridge Vert. Clear.: 0.0 ft

APPRAISAL

36A. Bridge Rail: 0 Substandard
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: 4 Tolerable
69. Underclearance, Vertical and Horizontal: 6 Equal Minimum
71. Waterway Adequacy: 7 Above Minimum
72. Approach Alignment: 8 Equal Desirable Crit
113. Scour Critical: 8 Stable Above Footing

200c. Temperature: 50
200d. Weather: CLEAR
201. Structural Steel ASTM Desig.: -1 -1
202. Waterproof Membrane : -1
Date Installed : 1/1/1901
203. Type Exp. Dev. : Modular
Pourable
204. Type of Handrail: Metal Railing (other)
205. Material and Quantity : -1.0
208. Type of Abutment : Cantilever
Type of Foundation : Natural Foundation Matl.
209. Type of Pier / Found.: 2 Piers No
Concrete Piling
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 : Communication
-1 -1 -1
-1 -1 -1

214a. Posted Weight Limit: NR
b. Posted Speed Limit : 45
c. Narrow/One Lane Bridge sign : NO
d. Vertical Clearance Sign: YES
Advanced Warning Sign : NO
e. Navigation Lights : NO
Working/Not Working : NO
215. Overpass : B - State Highway
221. Substructure Cond. (U/W) : _
222. Fill over RCB: -1
223. Appr. Slab/Rdwy Cond.: Good
225. Paint Type : _
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: Asphalt/Bituminous

243. Girder Spacing/Number : -1.0 / -1
244. Span Lengths :
100 160 -1
140 100 -1
210 100
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"? No
247. Protective Systems : 1: _
2: _ 3: _
4: _ 5: _
248. No. of Field Splices w/ Corrosion : -1
249. Scour Crit. POA exists?: No
250. Culvert Headwall Dist.: -1.0
256. Chan. Profile Up/Down Stream?: _
257a. OkiePROS Auto. Truck Routing Yes
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

OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

Suff. Rating: 49.5 SD

Health Index : 98.0

NBI No.: **13688** Structure No.: 6602 0368EX Local ID:-1

Inspection Date:	11/9/2017	Reported By:	MKRONANDER
Invoice No.:	-1	Inspected With:	-1
		Agency :	

Structure / Inspection 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 FOR ROAD UNDER BRIDGE WAS MEASURED TO BE 14.5' FOR NEW ADJACENT BRIDGE. SIGN READS 14FT 11IN. SIGN NEEDS REPOSTED. SIGN FOR TRUSS OVER ROADWAY IS GOOD. 11/2017

O/S Inspection Items Include: Cracks and overcuts at 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 fb and truss connections areas;crack and corrosion hole in top of fb 5, e truss, span 1; impact damage or bowing of gusset plates;exposed concrete pile at north abutment.

PX–Replace or repaint numbers on vc sign at the s portal bracing of span 2 and e truss lower chord in span 5;Replace the damaged portion of the se approach rail;Clear the deck drains;Replace patches and fill in spalls in the deck;Replace the jt header for the south abut jt;Replace the jt material for the jts at piers 1 and 3;Repair the delaminations and spalls, and seal cracks along jt headers;Install stiff-leg repairs to the end fbs and fbs with sweep;Repair areas of significant section loss to the fbs;Replace floor system gps, angles, and hanger rods with section loss or are broken;Reconnect conduit piping in span 5 and replace broken supports in spans 1 and 5;Remove or trim vegetation from the interiors of eps and near the truss in spans 1 and 6;Remove constr debris from on top of end stay plate for U4L5 west in span 6 and w truss brg at south abut;Remove loose conc and patch spall in capitol of w column of pier 1;Reset the brgs at pier 3, span 3. FX-Monitor:wider cracks developing throughout deck for efflor;spalling in the deck soffit for additional growth;cracking with efflorescence in the deck soffit;repairs to the stringers;crack lengths and overcuts to the str copes;reactivating pr between the str web and fb connection angles;sheared rivet head on the west face of str 6, s face of fb 1, span 6;1" long layer of steel which has peeled away at the top cope of str 6, south face of fb 2, span 3;areas of section loss to the floor beam;welded repair plates for cracks or distress;areas of pack rust at the fb to truss connection;gap between fb 5 of span 5 and fb 0 of span 6;2" vertical crack and corrosion hole in top of connection of floor beam 5 to east truss in span 1;pr between llb gps and fb bfs;impact damage to inboard gusset plate of pp U1 of the e truss in span 4 for cracks;ib gps for additional section loss;truss web members for additional section loss and pack rust around fb/railing;floor system deflection;exposed pile at north abut;brgs for movement.

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
12	4	Reinforced Concrete Deck	(SF)	24,576	21,471	87 %	3,054	12 %	51	0 %	0	0 %	0	0 %
113	4	Steel Stringer/Floorbeam	(LF)	206,400	206,400	100 %	0	0 %	0	0 %	0	0 %	0	0 %
120	1	Steel Truss (Pony)	(LF)	600	425	71 %	100	17 %	75	13 %	0	0 %	0	0 %
152	4	Steel Floor Beam	(LF)	1,426	826	58 %	200	14 %	400	28 %	0	0 %	0	0 %
162	4	Steel Gusset Plate	(EA)	396	0	0 %	346	87 %	50	13 %	0	0 %	0	0 %
205	4	Reinforced Conc Column or Pile Extension	(EA)	10	3	0 %	7	70 %	0	30 %	0	0 %	0	0 %
215	4	Reinforced Conc Abutment	(LF)	76	26	34 %	50	66 %	0	0 %	0	0 %	0	0 %
227	1	Reinforced Conc Pile	(EA)	1	1	100 %	0	0 %	0	0 %	0	0 %	0	0 %
301	4	Pourable Joint Seal	(LF)	90	0	0 %	0	0 %	90	100 %	0	0 %	0	0 %
304	4	Open Expansion Joint	(LF)	60	0	0 %	60	100 %	0	0 %	0	0 %	0	0 %
311	4	Moveable Bearing (roller, sliding, etc.)	(EA)	12	5	42 %	5	42 %	2	17 %	0	0 %	0	0 %
313	4	Fixed Bearing	(EA)	12	8	67 %	4	33 %	0	0 %	0	0 %	0	0 %
321	4	Reinforced Conc Approach Slab w/ or w/o AC O	(EA)	2	2	100 %	0	0 %	0	0 %	0	0 %	0	0 %
330	4	Metal Bridge Railing	(LF)	1,620	620	38 %	200	12 %	800	49 %	0	0 %	0	0 %
515	4	Steel (Superstructure) Protective Coating	(SF)	145,456	0	0 %	145,456	100 %	0	0 %	0	0 %	0	0 %
821	4	Steel Truss (Overhead)	(LF)	1,020	870	85 %	100	10 %	50	5 %	0	0 %	0	0 %
859	4	Soffit of Concrete Decks and Slabs	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
877	4	Steel Stringer End (5 Ft.)	(LF)	2,580	2,130	83 %	100	4 %	350	14 %	0	0 %	0	0 %
909	4	Pourable Fixed Joint Seal	(LF)	246	0	0 %	246	100 %	0	0 %	0	0 %	0	0 %
919	4	Steel (Railing) Protective Coating	(SF)	7,128	0	0 %	7,128	100 %	0	0 %	0	0 %	0	0 %
956	4	Steel Cracking/Fatigue	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
957	4	Pack Rust	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
958	4	Concrete Cracking	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
963	4	Steel Section Loss	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %
968	4	Erosion	(EA)	1	0	0 %	1	100 %	0	0 %	0	0 %	0	0 %
969	4	Out-Of-Plane Distortion/Loading	(EA)	1	0	0 %	0	0 %	1	100 %	0	0 %	0	0 %

Additional Elements

Elem.	Element Notes (Include Size and Location of Deterioration
12	PX – Isolated areas of the deck exhibit spalls or delaminations up to 4 square feet. Some of the spalls have been filled in with asphalt. 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.
113	Most of the deficiencies are for element 877-stringer ends.

Elem.	Element Notes (Include Size and Location of Deterioration
120	Upper Chord - Reactivating surface corrosion with minor section loss is present to the lacing bars on the underside of the upper chord members in spans 1, 5, and 6. Lower Chord - FX – Isolated gusset plates exhibited section loss 1/8-inch deep along the interface with the top flange of lower chord channels. Isolated batten plates throughout the lower chord exhibit multiple corrosion holes up to 1-inch long by 1/2-inch wide.Isolated gusset plates exhibited pack rust up to 1/8-inch wide and a maximum of 3/8-inch between the gusset plate and lower chord channels. Isolated gusset plates exhibited minor bowing due to the painted over pack rust.The outboard channel bottom flange of L4L5 of the east truss in span 3 is bent downward 1 1/2-inch with a 3/16-inch deep gouge. Web Members - FX – The vertical connection plates above the floor beam flanges typically exhibit section loss up to 1/8-inch deep due to deck drainage from the associated joints.Pack rust up to 1/4-inch thick occurs between the bridge rail and truss web members. Section loss up to 1/8-inch deep is present at several of these locations. Additional areas of minor 1/8-inch thick pack rust was noted at several mid-height member connections. End Posts - Minor pack rust is typical between the top cover plates of the end posts and channel top flanges and between the various members and gusset plates.The end stay plate for U4L5 of the west truss in span 1 exhibits several corrosion holes up to 1-inch in diameter with active corrosion.
152	PX – Member Alignment - Multiple floor beams were noted to exhibit sweep; however, an analysis performed by the OKDOT on November 20, 2015 determined that a load restriction was not necessary. Floor beam sweep measurements for the end floor beams are as follows (see 13688(2017-11-09)FC for locations). Multiple floor beams exhibit areas of significant section loss and corrosion holes. Many of these locations have been repaired with a welded plate repair. The locations of significant section loss and repairs are documented in the following table (see 13688(2017-11-09)FC for locations).End floor beams typically exhibit heavy section loss of 1/4-inch deep throughout all the faces with additional corrosion holes due to the leaking joints above. FX – The underside of the floor beam bottom flange exhibits up to 3/16-inch section loss at the interface with the floor bracing connection plate.Floor beam top flanges exhibits typically full width by 1/8-inch deep section and a maximum of 1/4-inch deep section loss to the exterior bays and in multiple locations extending into the first interior bay.Multiple floor beam to truss connections exhibit reactivating pack rust up to 3/8-inch thick between the floor beam web plate and truss connection plates and angles at the top of the connection. A 3/8-inch gap is present between the bottom flanges of floor beam 5 of span 5 and floor beam 0 of span 6 at 55°F. Additional expansion of the truss could be restricted at this location under high temperature conditions.A previously noted 2-inch long vertical crack exists in the top of the floor beam 5 to east truss connection in span 1. This deficiency has been cleaned and painted, however, is still visible. A 5/8-inch diameter corrosion hole exists adjacent to the cracks. No changes were observed since the last inspection with these conditions.
162	FX – Isolated gusset plates exhibited section loss 1/8-inch deep along the interface with the top flange of lower chord channels.Inboard gusset plate of U1 of the east truss in span 4 exhibits a 3-inch high by 1/8-inch deep gouge in the edge of the gusset plate on the north side. Member Alignment - Inboard gusset plates throughout the upper chord typically exhibit minor 1/8-inch bowing due to construction. No signs of distress were noted at any locations. Member Alignment - The gusset plates at L7 of the west truss in span 2 are both bowed 1/8-inch towards each other.
205	PX – 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, however, patch appears sound.Hairline circumferential and vertical hairline cracks exist in several of the pier columns.Many of the previously noted spalls in the web walls have been patched.
215	FX – One concrete pile is partially exposed up to 6-inches vertically at the north abutment beneath the west truss bearing. The previously noted spalls and cracks at the south abutment have been repaired.
227	FX – One concrete pile is partially exposed up to 6-inches vertically at the north abutment beneath the west truss bearing. No significant deficiencies.
301	PX – The expansion joints at piers 1 and 3 exhibit isolated locations of adhesion failure totaling approximately 5 feet at each joint 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
304	PX – At the south abutment open joint, the approach slab is offset approximately 2 inches vertically in the left travel lane near the centerline
311	PX – Excessive bearing rotations were noted to the span 3, pier 3 bearings for both truss lines. The most significant bearing rotation was noted to be 14° to the west truss. Bearing measurements were taken at all the bearings at 50°F. Measurements are documented below (see 13688(2017-11-09)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.
313	The truss bearings at pier typically exhibit minor surface corrosion on the rockers and masonry plates.
321	No significant deficiencies were noted at the time of inspection. The approaches have been repaired since the last inspection.
330	The bridge railing exhibits 1/8-inch deep painted over section loss throughout the interior face of the railing.Isolated locations of peeling paint with minor corrosion and minor impact damage were noted to the bridge rail.
515	The bridge was painted in January 2014. Isolated areas exhibit reactivating corrosion typically at leaking deck joints and interfaces between various connection plates. Most of paint throughout truss above the deck has no deficiencies.
821	Upper Chord - FX – Inboard gusset plate of U1 of the east truss in span 4 exhibits a 3-inch high by 1/8-inch deep gouge in the edge of the gusset plate on the north side. Lower Chord - Member Alignment - Isolated gusset plates exhibited pack rust up to 1/8-inch wide and a maximum of 3/8-inch between the gusset plate and lower chord channels. Isolated gusset plates exhibited minor bowing due to the painted over pack rust. The outboard channel bottom flange of L4L5 of the east truss in span 3 is bent downward 1 1/2-inch with a 3/16-inch deep gouge.
859	FX – Isolated areas of the deck soffit exhibit spalling with exposed reinforcing steel typically adjacent to the floor beams. Some of these spalls have been patched or the exposed reinforcing steel has been painted. The deck soffit exhibits isolated locations of cracks with efflorescence which is allowing water to leak through the cracks onto the floor beams.
877	FX – Heavy section loss to the stringers near the top of the floor beam connections with repairs or repair recommendations are as follows (see 13688(2017-11-08)FC for locations). Stringers exhibited cope cracks and overcuts throughout the structure. Locations and measurements are as follows (see 13688(2017-11-08)FC for locations). 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. Rivet shank is not in shear plane. A 1-inch long layer of steel has peeled away at the top cope on the west face of stringer 6 at the connection to the south face of floor beam 2 in span 3 with an adjacent pin hole to the stringer web.
909	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
919	Isolated locations of peeling paint with minor corrosion and minor impact damage were noted to the bridge rail.
956	See element 877.
957	Pack rust between truss web and railing, floor beam and llb gusset plates, connection angles of floor beams and stringers.
958	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.
963	Stringer copes at floor beams and throughout floor beams under leaking joints.

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Elem.	Element Notes (Include Size and Location of Deterioration
968	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.
969	PX – Member Alignment - Multiple floor beams were noted to exhibit sweep; however, an analysis performed by the OKDOT on November 20, 2015 determined that a load [illegible] Floor beam sweep measurements for the end floor beams are as follows (see table in 13688(2017-11-09)FC for locations).

Roadway Name : COUNTY ROAD

NBI Information Applicable To The Route Under The Structure

5. Inventory Route (Route Under Structure : 2 - 4 - 1 - 00000 - 0

10. Min. Vert. Clr.(ft.):	14.5	28b. Lanes Und.:	2	102. Traffic Dir.:	2 2-way traffic
12. Base Hwy Network :	Not on Base Network	29. ADT :	100	104. Highway System :	0 Not on NHS
13. LRS Inv. Rt./ Subroute :	-1 / -1	32. Appr. Roadway Width (ft.) :	37.1	105. Fed Land Hwy :	0 N/A (NBI)
19. Detour Len.(Mi.):	0.0	47. Total Horiz. Clr.(ft.):	59.7	109. Truck ADT% :	15
20. Toll Facility :	3 On free road	51. Roadway Width (ft.) :	28.9	110. Natl. Truck Network :	0 Not part of natl netwo
26. Function Class.:	07 Rural Mjr Collector	100. Defense Highway :	0 Not a STRAHNET hwy	114. Future ADT :	160

Agency Field: 1.(Under Rte.): U 2.(Vert. X-Ref.): -1 3.(Compass Dir.): N 4.(Vert. Post. Inc.): 1411 5.(Vert. Post. Dec.): 1411