OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: 03896  Structure No.: 0814 1774 X  Local ID:43  

Description:  
20-10X 5X 89 R.C.BOX  
1. State/Oklahoma:  
2. SHD District: Division 7  
3. County Code: CADDO  
4. Place Code: Unknown  

Admin. Area: Unknown  

5. Inventory Route (Route On Structure):  
1. 2. 1. 0.0281  
6. Feature Intersected: CREEK  

7. Facility Carried: U.S. 281  
US 281  
8. Location:  
3. W. CANADIAN C/L  
11. Mile Post: 17.736 mi  
13. LRS Inv. Route./Subroute.: 0814 0000 03  
16. Latitude: 35 32 12.92  
17. Longitude: 098 19 38.56  

STRUCTURE TYPE AND MATERIALS  
43. Main Span Material and Design Type  
Concrete  
44. Approach Span Material and Design Type  
Not Applicable (P)  
45. No. of Spurs Main Unit: 2  
46. No. of Approach Spans: 1  
107. Deck Type: N/A (NBI)  
108A. Wearing Surface: N/A (no deck (NBI))  
108B. Membrane: N/A (no deck (NBI))  
108C. Deck Protection: N/A (no deck (NBI))  

AGE AND SERVICE  
27. Year Built: 1933  
28. Lanes on: 2  
28A. Lanes Under: 0  
29. ADT: 1400  
30. Year of ADT: 2012  
31. Truck ADT %: 16  
42A. Type of Service on: 1 Highway  
42B. Type of Service under: 5 Waterway  

GEOMETRIC DATA  
10. Approach Roadway Width (W/ Shoulders): 30.0 ft  
32. Deck Area: 30.0 ft  
34. Skew: 0  
35. Structure Flared: 0 No flare  
47. Inv. Rt. Total Horiz. Chr.: 30.0 ft  
48. Length Maximum Span: 9.8 ft  
49. Structure Length: 23.0 ft  
50A. Curb/Sidewalk Width L: 0.0 ft  
50B. Curb/Sidewalk Width R: 0.0 ft  
51. Width Curb to Curb: 0.0 ft  
52. Width Out to Out: 0.0 ft  
53. Minimum Vertical Clearance Over Bridge: 328.1 ft  
54A/54B. Min. Vert. Underclearance: N Feature not hwy or RR  
55. Minimum Lateral Underclearance L: 0.0 ft  
56. Minimum Lateral Underclearance R: 0.0 ft  

LOAD RATING AND POSTING  
31. Design Load: 4 M 18 (H 20)  
41. Posting status: A Open, no restriction  
64. Operating Rating (H / HS / HS - 3): 49.0  
66. Inventory Rating (H / HS / 3 - 3): 19.9  
65. Inv. Rating Method: 2 AS Allow. Stress-Tc  
70. Posting: 5 At/Above Legal Loads  

PROPOSED IMPROVEMENTS  
94. Bridge Cost: $230,000  
96. Total Cost: $644,000  
97. Year of Cost Est.: 2007  

APPRAISAL  
36A. Bridge Rail: N/A or not required  
36B. Transition: N/A or not required  
67. Str. Evaluation: 8 Equal Desirable Crit  
69. Underclearance, Vertical and Horizontal: N Not applicable (NBI)  
71. Waterway Adequacy: 8 Equal Desirable  
72. Approach Alignment: 8 Equal Desirable Crit  
113. Scour Critical: 8 Stable Above Footing  

200c. Temperature: 71  
200d. Weather: CLEAR  
201. Structural Steel ASTM Design: -1 -1  
202. Waterproof Membrane: -1  
203. Type Exp. Dev.: Open Joint - No Device  
204. Type of Handrail: No Rail  
205. Material and Quantity: -1.00  
208. Type of Abutment: Other  
209. Type of Foundation: Natural Foundation Matl.  
209. Type of Pier / Found.: -  
210. Foundation Elev. -1.0 -1.0  
-1.0 -1.0  
211. Wear Surf. Prot. System: None  
212. Date Installed: 1/1/1901  
213. Utilities Attached: -1 -1 -1 -1  
214a. Posted Weight Limit:  
b. Posted Speed Limit: N  
c. Narrow/One Lane Bridge sign: N  
d. Vertical Clearance Sign: NO  
e. Vertical Warning Sign: NO  
222. Fill over RCB: 20  
223. Approach Rail/Wdwy Cond.: Good  
224. Critical Feature Type: -2  
225. Paint Type: -  
226. Date Painted: -1  
227. Date Repainted: -1  
228. Deck Forming: -  
230. Deck Cleaning: -  
231. School Bus Rte: Current and Desired Route  
240. Appr. Roadway Type: Asphalt/Bituminous  
243. Girder Spacing/Number: -1.0  
244. Span Lengths: -1  
245. Girder Depth: -1  
246. Type of Overlay: _  
247. Protective System: 3  
248. No. of Field Splices w/ Corrosion: -1  
249. Scour Crit. P.O.A. exists?: No  
250. Culvert Headwall Dist.: 89.0  
254. Thru Truss Type: _  
257a. OkiePROS Auto. Truck Routing: Culv  
258. Plans w/ found. are in file at DOTD N  
259. Scour Evalu. is in file at DOTD N  
263. Interchange at Intersection N  
264. Interstate Milepoint -1.00  

Suff. Rating: 98.8  
Health Index : 100.0
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<tr>
<th>Elem.</th>
<th>Description</th>
<th>Un.</th>
<th>Qty.</th>
<th>Qty.St. 1</th>
<th>% 1</th>
<th>Qty.St. 2</th>
<th>% 2</th>
<th>Qty.St. 3</th>
<th>% 3</th>
<th>Qty.St. 4</th>
<th>% 4</th>
<th>Qty.St. 5</th>
<th>% 5</th>
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<tr>
<td>241</td>
<td>Reinforced Concrete Culvert (LF)</td>
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<td>177</td>
<td>177</td>
<td>100%</td>
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<td>0%</td>
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<td>Debris</td>
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<td>0</td>
<td>0%</td>
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Additional Elements

<table>
<thead>
<tr>
<th>Elem.</th>
<th>Element Notes (Include Size and Location of Deterioration)</th>
</tr>
</thead>
<tbody>
<tr>
<td>241</td>
<td>&lt; none &gt;</td>
</tr>
<tr>
<td>965</td>
<td>FX-48 INCHES OF SILT IN NORTH CELL - SOUTH CELL IS COMPLETELY FULL TO CEILING</td>
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