HistoricBridges.org - National Bridge Inventory Data Sheet

2015 Inventory

The National Bridge Inventory contains data submitted by state transportion departments to the Federal Highway Administration in coded format.
Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Oklahoma [40]	Tulsa County [143]	Unknown [00000]	.2S OF 121ST S.	35-59-10.16 = 35.986156	095-46-14.07 = -95.770575

087500000000000 | Highway agency district: 8 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: #Num! | N4065 (185 E) | Toll: On free road [3] | Features intersected: BROKEN ARROW CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	32.2 km = 20.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1940
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	12.2 m = 40.0 ft	Length of maximum span	11.6 m = 38.1 ft	Deck width, out-to-out	4.8 m = 15.7 ft	Bridge roadway width, curb-to-curb	4.8 m = 15.7 ft
Inventory Route, Total Horizontal Clearance	4.8 m = 15.7 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type: Wood or Timber [8]

Type of wearing surface: Wood or Timber [7]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	3.6 metric ton = 4.0 tons	
0.6 km = 0.4 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	5.5 metric ton = 6.1 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	100	Average daily truck traffi	10 %	Year	2013	Future average daily traffic	160
Year	2033						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4 m = 13.1 ft		
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control			
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A				
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]						
Minimum lateral underclearance on right	0 = N/A	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	0 = N/A	Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]				
Appraisal ratings - underclearances	N/A [N]						

Repair and Replacement Plans

Type of work to be performed

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	98000	Roadway improvement cost	54000
Length of structure improvement	38.3 m = 125.7 ft	Total project cost	225000
Year of improvement cost estimate	2009		
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number	_		

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Equal to present desirable criteria [8]
Condition ratings - deck	Fair [5]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	30.1

Culverts	Not applicable. Used if structure is not a culvert. [N]
Traffic safety features - railings	
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	

Inspection date	July 2014 [0714]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2013 [0713]
Other special inspection	Every two years [Y24]	Other special inspection date	July 2014 [0714]