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]	Lincoln County [081]	Unknown [00000]	3N 1E 2.9N OF ROSS	35-40-48.40 = 35.680111	096-58-54.43 = -96.981786

011660000000000 | Highway agency district: 3 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: #Num! | N3880 | Toll: On free road [3] | Features intersected: DEEP FORK CANADIAN RIV.

Design - main	Steel [3]	Design - approach	Steel [3]
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]

Kilometerpoint: 16.1 km = 10.0 mi

Year built: 1920 | Year reconstructed: N/A [0000]

Skew angle: 0 | Structure Flared:

Historical significance: Historical significance is not determinable at this time. [4]

Total length	52.7 m = 172.9 ft	Length of maximum span	35.1 m = 115.2 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: Concrete Cast-in-Place [1]

Type of wearing surface: Bituminous [6]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi

Method to determine inventory rating: Allowable Stress(AS) [2] | Inventory rating: 8.2 metric ton = 9.0 tons

Method to determine operating rating: Allowable Stress(AS) [2] | Operating rating: 13.6 metric ton = 15.0 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	5.5 m = 18.0 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	4.42 m = 14.5 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]						
Minimum lateral underclearance on right	99.9 = Unlimited	Minimum lateral underclearance on left	99.9 = Unlimited				
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	211000	Roadway improvement cost	116000
Length of structure improvement	82.8 m = 271.7 ft	Total project cost	336000
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 desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Equal to present minimum criteria [6]
Condition ratings - deck	Serious [3]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	22.1

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	August 2013 [0813]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2013 [0813]
Other special inspection	Every two years [Y24]	Other special inspection date	September 2014 [0914]