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 [02210]	5TH ST .1 MI W OF SH 11	36-21-56.19 = 36.365608	095-59-34.45 = -95.992903

010520000000000	Highway agency district: 8	Owner: City or Municipal Highway Agency [04]	Maintenance responsibility: County Highway Agency [02]		
Route: #Num!		E0450 (5 TH ST.)	Toll: On free road [3]	Features intersected: CREEK	

Design - main: 1	Steel [3] / Truss - Thru [10]	Design - approach: 0	Other [00]	Kilometerpoint: 128.7 km = 79.8 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: 20.4 m = 66.9 ft	Length of maximum span: 18.3 m = 60.0 ft	Deck width, out-to-out: 7.6 m = 24.9 ft	Bridge roadway width, curb-to-curb: 7.3 m = 24.0 ft		
Inventory Route, Total Horizontal Clearance: 7.3 m = 24.0 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	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi	Method to determine inventory rating: Load Factor(LF) [1]	Inventory rating: 8.2 metric ton = 9.0 tons		
	Method to determine operating rating: Load Factor(LF) [1]	Operating rating: 15.4 metric ton = 16.9 tons		
	Bridge posting:	Design Load:		

Functional Details

Average Daily Traffic	300	Average daily truck traffi	10 %	Year	2013	Future average daily traffic	480
Year	2033						
Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	6.4 m = 21.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	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	253000	Roadway improvement cost	139000
Length of structure improvement	49.6 m = 162.7 ft	Total project cost	403000
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	Better than present minimum criteria [7]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]

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	29.8

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	October 2014 [1014]	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	October 2014 [1014]