

The National Bridge Inventory contains data submitted by state transportation 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]	Washington County [147]	Unknown [00145]	COMANCHE AVE	36-44-44.82 = 36.745783	095-57-40.79 = -95.961331
01352000000000	Highway agency district: 8	Owner City or Municipal Highway Agency [04]	Maintenance responsibility City or Municipal Highway Agency [04]		
Route #Num!	E0188 (COMANCHE AV	Toll On free road [3]	Features intersected CANEY RIVER		
Design - main Concrete [1]	Design - approach Concrete [1]	Kilometerpoint 80.5 km = 49.9 mi	Year built 1923	Year reconstructed N/A [0000]	
1 Arch - Deck [11]	4 Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 96.6 m = 316.9 ft	Length of maximum span 42.4 m = 139.1 ft	Deck width, out-to-out 8.2 m = 26.9 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	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0.1 km = 0.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	18.7 metric ton = 20.6 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	27.3 metric ton = 30.0 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

### Functional Details

Average Daily Traffic	750	Average daily truck traffi	5	%	Year	2013	Future average daily traffic	1200	Year	2033
Road classification	Local (Urban) [19]		Lanes on structure	1		Approach roadway width	6.7 m = 22.0 ft			
Type of service on bridge	Highway [1]		Direction of traffic	1 - way traffic [1]		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	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	586000	Roadway improvement cost	322000						
	Length of structure improvement	114.8 m = 376.7 ft		Total project cost	918000					
	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	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		

Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>
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Channel and channel protection	<input type="text" value="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]"/>
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Appraisal ratings - water adequacy	<input type="text" value="Better than present minimum criteria [7]"/>	Status evaluation	<input type="text"/>
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Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="67.5"/>
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Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>
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Traffic safety features - railings	<input type="text"/>
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Traffic safety features - transitions	<input type="text"/>
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Traffic safety features - approach guardrail	<input type="text"/>
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Traffic safety features - approach guardrail ends	<input type="text"/>
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Inspection date	<input type="text" value="January 2014 [0114]"/>	Designated inspection frequency	<input type="text" value="12"/>	Months
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Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
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Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
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Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>
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