

# HistoricBridges.org - National Bridge Inventory Data Sheet

2015 Inventory

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]	Lincoln County [081]	Unknown [00000]	5.8N OF ROSS	35-40-38.90 = 35.677472	096-59-58.75 = -96.999653
014120000000000	Highway agency district: 3	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]
Route	#Num!		N3370	Toll	On free road [3]
				Features intersected	DEEP FORK RIVER
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	32.2 km = 20.0 mi
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]	Year built	1924
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	58.7 m = 192.6 ft	Length of maximum span	33.5 m = 109.9 ft	Deck width, out-to-out	4.9 m = 16.1 ft
				Bridge roadway width, curb-to-curb	4.6 m = 15.1 ft
Inventory Route, Total Horizontal Clearance	4.6 m = 15.1 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	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	10 metric ton = 11.0 tons
0.3 km = 0.2 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	17.2 metric ton = 18.9 tons
	Bridge posting	20.0 - 29.9 % below [2]	Design Load	M 13.5 / H 15 [2]

## 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	4.6 m = 15.1 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	3.96 m = 13.0 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	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	224000	Roadway improvement cost	123000
	Length of structure improvement	87.8 m = 288.1 ft	Total project cost	356000
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
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 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	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	23.6
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 2013 [0713]	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]