

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]	Ottawa County [115]	Unknown [00000]	3.7 MI W SH10C	36-52-16.77 = 36.871325	094-45-50.97 = -94.764158
1285300000000000	Highway agency district: 8	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 10	S.H. 10	Toll On free road [3]	Features intersected SPRING RIVER		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 1337.1 km = 829.0 mi			
4	Truss - Deck [09]	2	Stringer/Multi-beam or girder [02]	Year built 1952	Year reconstructed N/A [0000]
		Skew angle 0	Structure Flared		
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 192.3 m = 630.9 ft	Length of maximum span 61 m = 200.1 ft	Deck width, out-to-out 9.4 m = 30.8 ft	Bridge roadway width, curb-to-curb 8.5 m = 27.9 ft		
Inventory Route, Total Horizontal Clearance 8.5 m = 27.9 ft	Curb or sidewalk width - left 0.4 m = 1.3 ft	Curb or sidewalk width - right 0.4 m = 1.3 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface					
Deck protection	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length 4 km = 2.5 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating 10.9 metric ton = 12.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating 18.1 metric ton = 19.9 tons
Bridge posting		Design Load M 18 / H 20 [4]	

Functional Details

Average Daily Traffic	4200	Average daily truck traffi	15	%	Year	2013	Future average daily traffic	6720	Year	2033
Road classification	Major Collector (Rural) [07]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 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	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	1402000	Roadway improvement cost	2314000
	Length of structure improvement	192 m = 630.0 ft	Total project cost	3927000
	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	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Poor [4]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	18.6
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	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	August 2014 [0814]