

# 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]	Tulsa County [143]	Unknown [00000]	116TH N. .7E OF ELWOOD	36-19-19.48 = 36.322078	095-58-47.26 = -95.979794
049820000000000	Highway agency district: 8	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route #Num!	E0480 (116 ST. N)	Toll On free road [3]	Features intersected	HOMINY CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	112.6 km = 69.8 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1936
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	24.6 m = 80.7 ft	Length of maximum span	23.8 m = 78.1 ft	Deck width, out-to-out	4.9 m = 16.1 ft
Inventory Route, Total Horizontal Clearance	4 m = 13.1 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

## Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	10.9 metric ton = 12.0 tons
0.6 km = 0.4 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	12.7 metric ton = 14.0 tons
Bridge posting		Design Load		

### Functional Details

Average Daily Traffic	122	Average daily truck traffi	10	%	Year	2013	Future average daily traffic	195	Year	2033
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4 m = 13.1 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	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	143000	Roadway improvement cost	79000						
	Length of structure improvement	56.1 m = 184.1 ft		Total project cost	226000					
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
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 protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
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	32.4
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 2014 [0714]	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]