

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Oklahoma [40]	Tulsa County [143]	Unknown [00000]	96TH N. .3E OF PEORIA AVE	36-17-34.97 = 36.293047	095-58-02.61 = -95.967392
050390000000000	Highway agency district: 8	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route #Num!	E0500 (96 ST. N)	Toll On free road [3]	Features intersected	BIRD CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	48.3 km = 29.9 mi
2	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	92.2 m = 302.5 ft	Length of maximum span	45.1 m = 148.0 ft	Deck width, out-to-out	6.6 m = 21.7 ft
Inventory Route, Total Horizontal Clearance	6.1 m = 20.0 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	22 metric ton = 24.2 tons
1.3 km = 0.8 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	36.7 metric ton = 40.4 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	1413	Average daily truck traffi	10	%	Year	2013	Future average daily traffic	2261	Year	2033
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	5.2 m = 17.1 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	5.7 m = 18.7 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	571000	Roadway improvement cost	314000						
	Length of structure improvement	111.9 m = 367.1 ft		Total project cost	894000					
	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	Open, no restriction [A]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
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	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	9.1
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	Unknown [Y06]	Other special inspection date	July 2014 [0714]