

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]	7.4 MI S WASH. C/L	36-18-55.15 = 36.315319	095-59-29.55 = -95.991542
095350000000000	Highway agency district: 8	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 11	S.H. 11	Toll On free road [3]	Features intersected	HOMINY CREEK	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 1195.5 km = 741.2 mi	Year built 1940	Year reconstructed N/A [0000]	
1	Truss - Thru [10]	4	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
				Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 123.4 m = 404.9 ft	Length of maximum span 48.8 m = 160.1 ft	Deck width, out-to-out 8.5 m = 27.9 ft	Bridge roadway width, curb-to-curb 7.9 m = 25.9 ft		
Inventory Route, Total Horizontal Clearance 7.9 m = 25.9 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	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length 4.8 km = 3.0 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	25.6 metric ton = 28.2 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	42.6 metric ton = 46.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

Functional Details

Average Daily Traffic	5800	Average daily truck traffi	15	%	Year	2013	Future average daily traffic	9280	Year	2033
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	11 m = 36.1 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	4.57 m = 15.0 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	1750000	Roadway improvement cost	2887000						
	Length of structure improvement	130.7 m = 428.8 ft		Total project cost	4900000					
	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="Open, no restriction [A]"/>	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="Fair [5]"/>	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="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Poor [4]"/>		
Scour	<input type="text" value="Scour calculation/evaluation has not been made. [6]"/>		
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]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="46.2"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="September 2013 [0913]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="September 2013 [0913]"/>
Other special inspection	<input type="text" value="Every two years [Y24]"/>	Other special inspection date	<input type="text" value="October 2014 [1014]"/>