

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]	Washington County [147]	Unknown [00145]	1.85 mi.NE Osage C/L	36-45-12.64 = 36.753511	095-58-19.31 = -95.972031
055210000000000	Highway agency district: 8	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 123	S.H. 123	Toll On free road [3]	Features intersected	CANEY RIVER	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 265.5 km = 164.6 mi	Year built 1937	Year reconstructed N/A [0000]	
1 Truss - Thru [10]	2 Truss - Thru [10]	Skew angle 0	Structure Flared		
		Historical significance	Historical significance is not determinable at this time. [4]		
Total length 127.4 m = 418.0 ft	Length of maximum span 64 m = 210.0 ft	Deck width, out-to-out 10.4 m = 34.1 ft	Bridge roadway width, curb-to-curb	7.3 m = 24.0 ft	
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft	Curb or sidewalk width - left 1.2 m = 3.9 ft	Curb or sidewalk width - right	1.2 m = 3.9 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 0.5 km = 0.3 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	19.3 metric ton = 21.2 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	32.7 metric ton = 36.0 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	4600	Average daily truck traffi	5 %	Year	2013	Future average daily traffic	7360	Year	2033
Road classification	Minor Arterial (Urban) [16]	Lanes on structure	2	Approach roadway width	7.3 m = 24.0 ft				
Type of service on bridge	Highway-pedestrian [5]	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	4.77 m = 15.7 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	3240000	Roadway improvement cost	4500000					
	Length of structure improvement	132.9 m = 436.0 ft		Total project cost	8178000				
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
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	32.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	April 2013 [0413]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	April 2013 [0413]
Other special inspection	Every two years [Y24]	Other special inspection date	March 2014 [0314]