

# **PAYNE COUNTY BRIDGES**

Inspected According to the  
National Bridge Inspection Standards  
Compiled 2015

**Bridge Inventory  
By  
Circle Number**



MEHLBURGER BRAWLEY

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# Bridge Inventory By Circle Number

COUNTY: PAYNE

Cnty. District 3

8/13/2015

Circle Number	Location	Bridge ID	Date Inspected	Insp. Freq.	Bridge Length	Bridge Width	HS20 Rating	H20 Rating	Present Posting	Status	Scour Critical
001 3	60E0685N3400009	22979	07/25/2015	24	35.2	26.1	52	34	NR	A	5
002 1	60E0685N3410003	03204	09/24/2014	24	165.0	13.9	9	6	06	P	4
003 1	60D0685N3410021	16896	10/31/2013	24	40.0	22.5	21	15	14	P	8
006 3	60E0530N3340004	24408	07/11/2015	24	91.9	28.1	100	98	NR	A	8
007 1	60E0530N3380001	01045	11/05/2013	24	60.0	19.4	26	20	20	P	7
007A 3	60E0540N3350004	24988	07/07/2015	24	20.8	26.8	55	30	NR	A	8
007A 3	60E0540N3350004	24988	07/07/2015	24	20.8	26.8	55	30	NR	A	8
008 1	60E0540N3370008	23597	11/05/2013	24	35.1	25.9	100	80	NR	A	8
009 1	60E0540N3420002	21519	11/08/2013	24	44.0	34.2	49	27	NR	A	8
010 1	60E0540N3450005	20365	11/08/2013	24	24.0	30.5	49	27	NR	A	8
011A 1	60E0540N3460008	25232	11/08/2013	24	29.9	26.0	79	49	NR	A	8
012 1	60E0545N3410009	04148	11/08/2013	24	29.9	18.0	72	40	NR	A	5
013 1	60E0550N3440002	05877	11/08/2013	24	22.0	28.0	43	24	NR	A	8
014 1	60E0560N3360005	24125	11/01/2013	24	29.9	30.0	31	17	19	P	8
014A 3	60E0570N3300004	07049	07/06/2015	24	38.0	28.0	49	27	NR	A	8
016 3	60E0570N3300008	08589	07/06/2015	24	31.1	22.0	0	0	NR	E	8
017 3	60E0570N3350003	23966	07/06/2015	24	35.5	26.5	49	33	NR	A	8
018 1	60E0570N3360009	04724	11/01/2013	24	21.0	20.1	49	27	NR	A	8
019 1	60E0570N3370009	26503	11/01/2013	24	30.0	26.3	98	61	NR	A	8
020 1	60E0570N3380009	26504	11/01/2013	24	25.0	26.0	89	50	NR	A	8
021 1	60E0570N3400003	24621	11/05/2013	24	27.9	20.0	70	43	NR	A	8
022 1	60E0570N3410008	00802	09/23/2014	12	24.0	20.0	17	10	09	P	8
022A 1	60E0570N3420001	27720	11/05/2013	24	20.5	26.0	72	40	NR	A	8
023 1	60E0570N3460009	04726	11/08/2013	24	25.9	20.6	30	17	17	P	4
026 3	60E0580N3350003	23967	07/06/2015	24	35.5	25.5	50	33	20	P	8
027 1	60E0580N3380008	30029	11/01/2013	24	39.9	25.9	100	76	NR	A	8
027A 1	60E0580N3400006	26398	11/05/2013	24	24.8	26.0	90	50	NR	A	8
027B 1	60E0580N3420001	26399	11/05/2013	24	38.5	26.1	100	66	NR	A	8
027C 1	60E0580N3430003	27721	10/21/2013	24	23.2	26.0	72	40	NR	A	8
029 1	60E0585N3370001	30333	11/01/2013	24	34.5	28.0	77	51	NR	A	8
030 3	60E0590N3170009	24145	07/02/2015	24	55.8	26.6	53	43	NR	A	5
031 3	60E0590N3270002	26215	07/02/2015	24	77.5	28.4	96	62	NR	A	7
033 3	60E0590N3300007	08947	07/14/2014	24	40.0	20.3	0	0	NR	E	7
034 3	60E0590N3300008	07961	07/02/2015	24	24.0	16.4	0	0	NR	E	8
035 3	60E0590N3350003	30954	07/07/2015	24	58.0	27.1	81	65	NR	A	8
036 3	60E0590N3390002	27722	07/11/2015	24	53.4	23.4	52	38	NR	A	8
037A 1	60E0590N3500000	27066	10/03/2013	24	20.1	26.0	67	37	NR	A	7
038 1	60E0590N3500001	27039	10/03/2013	24	30.4	26.0	62	39	NR	A	8
039 1	60E0590N3510008	28172	10/03/2013	24	31.5	25.8	100	68	NR	A	8
040 1	60E0590N3570009	09430	10/03/2013	24	119.1	26.5	33	18	18	P	4
040A 3	60E0592N3350002	26189	07/07/2015	24	23.3	26.7	96	53	NR	A	8
041 3	60E0600N3180001	14227	07/02/2015	24	23.0	0.0	49	27	NR	A	4
042 3	60E0600N3180009	12205	07/02/2015	12	58.1	20.7	22	14	14	P	3
043 3	60E0600N3190002	02996	03/11/2014	24	53.0	18.0	11	10	10	P	4

# Bridge Inventory By Circle Number

COUNTY: PAYNE

Cnty. District 3

8/13/2015

Circle Number	Location	Bridge ID	Date Inspected	Insp. Freq.	Bridge Length	Bridge Width	HS20 Rating	H20 Rating	Present Posting	Status	Scour Critical
044 3	60E0600N3270006	30223	07/02/2015	24	52.0	28.1	58	46	NR	A	8
045 3	60E0600N3280003	07178	07/02/2015	24	47.9	27.9	36	20	20	P	8
046 3	60E0600N3310001	20140	01/20/2015	12	46.2	34.0	49	27	14	P	6
046A 3	60E0600N3350006	27035	07/07/2015	24	40.3	24.6	72	40	NR	A	8
047A 3	60E0600N3360008	27073	07/07/2015	24	40.7	26.0	100	80	NR	A	8
050 1	60E0600N3390006	28263	02/17/2014	24	86.0	28.5	100	94	NR	A	8
051 1	60E0600N3430002	25508	10/21/2013	24	73.2	25.8	64	40	NR	A	8
052 1	60E0600N3440002	00406	09/23/2014	12	24.0	14.2	11	6	06	P	4
053 1	60E0600N3450009	28357	10/19/2013	24	30.0	26.0	100	66	NR	A	7
054 1	60E0600N3510007	27173	10/03/2013	24	60.5	25.9	82	65	NR	A	8
055 3	60E0610N3270002	04527	03/11/2014	24	71.3	19.8	15	10	10	P	8
056	60E0610N3280002	23023	06/30/2014	24	100.5	24.6	29	20	19	P	8
057 3	60E0610N3280009	23371	07/02/2015	24	102.5	28.4	100	98	NR	A	8
058A 3	60E0610N3310001	27034	07/06/2015	24	41.8	28.0	100	94	NR	A	8
059 3	60E0610N3350007	22771	07/11/2015	24	49.5	26.0	30	23	NR	A	8
059A 3	60E0610N3360007	12211	07/07/2015	24	51.0	26.0	52	40	NR	A	8
061 3	60E0610N3390007	24111	07/11/2015	24	49.4	26.0	72	40	NR	A	8
061 3	60E0610N3390007	24111	07/11/2015	24	49.4	26.0	72	40	NR	A	8
062 1	60E0610N3420008	00803	10/21/2013	24	21.0	31.9	49	27	NR	A	7
063 1	60E0610N3430004	01047	09/23/2014	12	65.0	23.7	49	40	NR	A	5
064 1	60E0610N3430006	00891	10/21/2013	24	35.1	23.4	26	16	16	P	5
065 1	60E0610N3460004	00804	09/23/2014	6	21.0	38.0	14	8	16	P	2
066 1	60E0610N3500003	03184	10/02/2013	24	137.1	23.0	26	17	17	P	7
067 1	60E0610N3510005	00894	10/03/2013	24	35.1	22.8	41	26	NR	A	7
068 1	60E0610N3530007	22712	10/03/2013	24	28.9	23.0	29	18	07	P	7
069 1	60E0610N3540001	00808	09/23/2014	12	24.9	15.8	15	8	08	P	8
070 1	60E0620N3510006	25259	10/12/2013	24	75.1	25.8	50	38	NR	A	8
070AA 1	60E0622N3530007	26976	10/12/2013	24	40.0	36.1	49	27	NR	A	8
070C 1	60E0624N3530008	28806	10/31/2013	24	32.0	17.9	60	33	NR	A	8
073 1	60E0630N3360004	24659	10/11/2013	24	152.9	28.9	54	45	NR	A	8
073A 1	60E0630N3360009	27038	10/11/2013	24	25.3	26.0	74	41	NR	A	8
075 1	60E0630N3400003	28356	10/11/2013	24	54.2	26.0	95	79	NR	A	8
075A 1	60E0630N3400005	29658	11/01/2013	24	20.7	26.0	52	29	NR	A	8
076 1	60E0630N3410003	00801	02/17/2014	24	24.9	19.7	0	0	NR	E	4
077	60E0630N3450001	03130	03/20/2014	24	95.0	17.7	33	23	NR	A	8
078 1	60E0630N3460008	26805	10/19/2013	24	50.5	26.1	61	47	NR	A	8
079 1	60E0630N3470008	24154	10/19/2013	24	28.9	26.1	35	22	21	P	5
080	60E0630N3520006	01122	09/24/2014	12	89.9	16.1	14	10	03	P	4
081 1	60E0630N3570005	27929	10/10/2013	24	120.0	26.5	53	38	NR	A	8
082A 3	60E0640N3320004	23758	07/11/2015	24	39.0	25.9	51	35	NR	A	5
082B 3	60E0640N3320009	23759	07/11/2015	24	20.0	25.9	42	23	NR	A	8
083 3	60E0640N3340004	02560	07/11/2015	24	21.5	0.0	0	0	NR	E	8
084 1	60E0640N3350008	29446	07/18/2015	24	36.1	24.9	77	51	NR	A	8
086 1	60E0640N3400001	27037	10/11/2013	24	55.3	26.0	69	55	NR	A	8

# Bridge Inventory By Circle Number

COUNTY: PAYNE

Cnty. District 1

8/13/2015

Circle Number	Location	Bridge ID	Date Inspected	Insp. Freq.	Bridge Length	Bridge Width	HS20 Rating	H20 Rating	Present Posting	Status	Scour Critical	
087	1	60E0640N3400003	27036	10/11/2013	24	23.9	25.9	100	62	NR	A	8
087A	1	60E0640N3480006	29657	10/31/2013	24	20.0	26.0	44	24	NR	A	8
088	3	60E0650N3200002	23514	07/18/2015	12	20.5	18.0	27	15	14	P	8
089	3	60E0650N3350008	22978	07/20/2015	24	34.9	26.2	55	36	NR	A	8
090	3	60E0650N3400002	24227	07/27/2015	24	76.6	26.7	55	39	NR	A	8
091	1	60E0650N3440009	23879	10/19/2013	24	25.9	23.0	68	39	10	P	8
092	1	60E0650N3480001	20812	10/12/2013	24	112.9	27.6	59	27	NR	A	7
093	3	60E0660N3190002	30918	07/18/2015	24	42.4	28.6	100	100	NR	A	8
094	3	60E0660N3200000	08571	07/18/2015	24	33.5	21.6	27	17	17	P	5
095	3	60E0660N3200009	29447	07/18/2015	24	40.0	25.4	70	49	NR	A	5
096	3	60E0660N3280001	00335	07/23/2015	24	34.0	16.0	45	27	NR	A	8
096A	3	60E0660N3290008	24638	07/23/2015	24	35.0	27.0	72	40	NR	A	8
097	3	60E0660N3360005	22462	07/22/2015	24	27.0	26.0	66	39	NR	A	8
098	3	60E0660N3390002	27062	07/27/2015	24	147.6	28.6	77	46	NR	A	8
099	3	60E0660N3400002	25586	07/27/2015	24	76.1	27.2	38	28	NR	A	7
100	1	60E0660N3490005	02571	10/11/2013	24	23.0	35.7	8	5	05	P	5
101	1	60E0660N3570005	25257	01/26/2015	12	38.1	26.1	38	26	NR	A	5
102	3	60E0670N3170009	07926	07/13/2015	6	23.3	16.0	0	0	NR	E	5
103	3	60E0670N3270001	05855	07/23/2015	24	24.0	34.0	37	20	RN	B	8
104	3	60E0670N3390008	09417	07/27/2015	6	108.9	26.6	25	20	19	P	7
105	1	60E0670N3410008	24136	10/31/2013	24	56.1	26.6	62	40	NR	A	8
106	1	60E0670N3440009	25258	10/31/2013	24	40.0	25.9	72	54	NR	A	5
107	1	60E0670N3450004	24643	10/31/2013	24	50.9	25.9	98	75	NR	A	8
108	1	60E0670N3470000	22414	10/31/2013	24	722.1	34.4	49	27	NR	A	8
109	1	60E0670N3490002	26183	10/12/2013	24	21.0	25.9	49	27	NR	A	5
110	1	60E0670N3530003	23541	10/10/2013	24	81.0	16.1	27	15	15	P	5
111	3	60E0680N3180004	04408	07/13/2015	24	30.0	19.8	16	10	10	P	8
112	3	60E0680N3190006	30824	07/14/2014	24	105.0	28.2	54	30	NR	A	8
113	3	60E0680N3190008	01838	02/17/2014	12	36.0	17.5	22	14	13	P	8
114	3	60E0680N3230004	00789	07/14/2015	12	26.2	18.0	14	8	07	P	4
116	3	60E0680N3260001	06368	07/20/2015	24	41.3	16.0	24	13	13	P	5
118	3	60E0680N3280003	06208	07/23/2015	24	30.0	18.0	0	0	NR	E	8
119	3	60E0680N3300001	25265	07/22/2015	24	46.6	27.0	71	39	NR	A	8
121	1	60E0680N3510009	27172	10/10/2013	24	46.5	26.1	91	68	NR	A	8
123	1	60E0680N3570006	25609	10/10/2013	24	172.9	28.5	77	58	NR	A	8
124	3	60E0690N3190002	08569	07/13/2015	24	36.7	16.0	0	0	NR	E	4
125	3	60E0690N3190004	28560	07/13/2015	24	105.0	28.4	100	64	NR	A	8
125A	3	60E0690N3200003	24112	07/13/2015	24	22.8	26.5	72	48	NR	A	8
126	3	60E0690N3230001	08577	07/14/2015	24	30.5	16.0	24	15	14	P	8
127	3	60E0690N3230003	09243	07/14/2015	24	59.9	18.0	29	24	14	P	8
128	3	60E0690N3270006	20968	07/20/2015	24	41.4	18.0	32	23	NR	A	8
131	3	60E0690N3300002	09146	07/22/2015	24	47.0	21.8	32	24	NR	A	8
131A	3	60E0690N3300009	23968	07/22/2015	24	25.0	26.5	64	36	NR	A	8
134	3	60E0690N3370003	25266	07/25/2015	24	32.9	27.0	89	58	NR	A	8

# Bridge Inventory By Circle Number

COUNTY: PAYNE

Cnty. District 1

8/13/2015

Circle Number	Location	Bridge ID	Date Inspected	Insp. Freq.	Bridge Length	Bridge Width	HS20 Rating	H20 Rating	Present Posting	Status	Scour Critical	
135	1	60E0690N3440003	01747	03/20/2014	24	100.1	19.0	31	21	21	P	4
136	1	60E0690N3510000	02814	10/10/2013	24	32.0	22.3	22	14	20	P	5
137	1	60E0690N3510005	02816	10/10/2013	24	36.1	26.0	91	54	NR	A	5
138	1	60E0695N3560004	25688	10/10/2013	24	160.1	27.3	77	55	NR	A	8
139	3	60E0700N3290009	02805	07/22/2015	24	35.8	20.0	24	16	15	P	8
140	3	60E0700N3300003	26216	07/22/2015	24	77.5	28.4	91	27	NR	A	8
140A	3	60E0700N3320003	23512	07/24/2015	24	36.0	26.2	59	39	NR	A	8
141	3	60E0700N3360002	01002	07/23/2015	24	50.0	24.1	72	40	NR	A	4
142	1	60E0700N3470001	30407	02/17/2014	24	38.5	26.2	84	60	NR	A	8
143	3	60E0710N3230007	26552	07/14/2015	24	40.0	23.9	29	20	RN	B	8
144	3	60E0715N3230007	21008	07/14/2015	24	59.8	22.0	43	34	NR	A	8
145	3	60E0715N3230009	03659	07/14/2015	24	40.0	18.0	29	20	08	P	4
147	1	60E0715N3380003	25268	07/25/2015	24	57.0	25.5	61	40	NR	A	8
148C	3	60E0720N3260005	24660	07/20/2015	24	25.0	26.8	38	21	21	P	8
149	3	60E0720N3280001	27723	07/20/2015	24	41.0	28.0	69	38	NR	A	8
150	1	60E0720N3440009	01083	10/29/2013	24	57.1	26.5	73	61	NR	A	8
151	1	60E0720N3450004	00892	10/29/2013	24	29.9	26.6	87	56	NR	A	7
152	1	60E0720N3540003	25154	10/04/2013	24	172.9	28.5	54	48	NR	A	8
153	3	60E0730N3250009	23515	07/20/2015	24	28.0	26.0	68	40	NR	A	8
154	3	60E0730N3350009	21645	07/24/2015	24	129.9	27.9	49	27	NR	A	5
156	3	60E0730N3390005	22998	07/25/2015	24	50.0	26.0	65	48	NR	A	8
157	3	60E0730N3390009	20997	07/25/2015	24	59.0	24.0	66	51	NR	A	7
157A	1	60E0730N3410009	05190	10/29/2013	24	21.0	22.5	49	27	NR	A	8
158	1	60E0730N3420003	00498	10/29/2013	24	49.9	26.0	39	30	NR	A	8
160	1	60E0730N3450001	02096	10/29/2013	24	74.1	21.0	31	21	19	P	4
161	1	60E0730N3510009	24137	09/24/2014	12	100.1	24.6	18	10	09	P	8
163		60E0730N3540006	01551	09/24/2014	12	41.0	17.7	0	0	CL	K	4
164	3	60E0735N3290007	28195	07/24/2015	24	49.0	28.3	61	47	NR	A	7
164A	3	60E0735N3300005	25585	07/24/2015	24	22.0	26.5	69	38	NR	A	7
165	3	60E0735N3320002	28354	07/24/2015	24	52.8	28.0	64	50	NR	A	7
166	3	60E0735N3320003	10805	07/24/2015	24	21.0	28.5	49	27	NR	A	4
166A	1	60E0740N3450002	31024	10/29/2013	24	70.0	26.7	53	41	NR	A	8
166B	1	60E0740N3530007	29315	10/04/2013	24	152.0	28.5	58	45	NR	A	8
170	3	60N3190E0650001	31193	07/14/2014	24	50.5	32.7	91	70	NR	A	8
172	3	60N3190E0680007	22506	07/13/2015	24	45.0	24.1	63	46	NR	A	8
174	3	60N3200E0670007	06083	07/13/2015	24	34.4	23.0	46	30	NR	A	8
176	3	60N3220E0620006	06315	07/18/2015	12	44.9	22.8	32	24	20	P	7
177	3	60N3220E0650001	04624	07/18/2015	24	27.8	22.8	72	40	NR	A	8
178	3	60N3220E0700002	25588	07/14/2015	24	30.6	24.9	63	40	NR	A	5
178A	3	60N3230E0680006	22471	07/14/2015	24	38.4	24.2	38	26	NR	A	8
178B	3	60N3230E0690005	23598	07/14/2015	24	22.0	25.7	62	34	NR	A	7
179	3	60N3240E0630004	11187	07/13/2015	24	20.0	54.0	49	27	NR	A	4
180	3	60N3240E0630005	16305	07/13/2015	24	30.0	0.0	49	27	NR	A	4
182	3	60N3240E0660002	16211	07/13/2015	24	21.0	0.0	49	27	NR	A	5

# Bridge Inventory By Circle Number

COUNTY: PAYNE

Cnty. District 3

8/13/2015

Circle Number	Location	Bridge ID	Date Inspected	Insp. Freq.	Bridge Length	Bridge Width	HS20 Rating	H20 Rating	Present Posting	Status	Scour Critical
184 3	60N3240E0710004	10626	07/24/2015	12	32.0	0.0	48	27	NR	A	5
185 3	60N3250E0670001	00837	07/23/2015	24	30.1	26.3	27	16	15	P	8
187 3	60N3270E0680008	30912	07/20/2015	24	70.0	24.8	69	53	NR	A	8
188 3	60N3280E0600006	27033	07/02/2015	24	39.9	26.0	59	42	NR	A	8
189 3	60N3280E0610002	09783	05/01/2014	24	54.1	18.0	32	20	20	P	8
191 3	60N3280E0690001	22168	07/20/2015	24	36.1	24.9	71	49	NR	A	5
192 3	60N3280E0710008	23516	07/20/2015	24	30.0	26.0	73	46	NR	A	7
196 3	60N3290E0690006	25551	07/22/2015	24	100.1	27.2	100	98	NR	A	8
197	60N3300E0530009	01055	07/06/2015	12	50.0	13.5	6	3	03	P	8
198 3	60N3300E0610005	09410	07/06/2015	24	107.9	26.2	0	0	CL	K	8
199 3	60N3300E0630003	20638	07/23/2015	24	32.0	0.0	49	27	NR	A	4
201 3	60N3300E0670001	22690	07/23/2015	24	28.0	26.3	70	40	NR	A	8
203	60E0690N3360000	30391	03/28/2014	24	60.0	17.9	28	15	15	P	8
203 3	60N3300E0700001	28550	07/22/2015	24	105.0	29.0	100	73	NR	A	8
204 3	60N3300E0730000	22472	07/24/2015	24	34.5	24.0	73	48	NR	A	8
205 3	60N3310E0540000	08244	07/06/2015	24	39.0	21.5	49	27	NR	A	5
206 3	60N3310E0590009	22970	07/06/2015	24	34.7	26.1	67	40	NR	A	8
208 3	60N3320E0530004	27400	07/06/2015	24	88.0	28.2	100	95	NR	A	8
208A 3	60N3320E0640002	23525	07/11/2015	24	40.0	26.1	64	40	NR	A	8
209A 3	60N3336E0630002	11082	07/11/2015	24	98.1	42.0	49	27	NR	A	8
210 3	60N3340E0530006	24634	07/07/2015	24	82.5	28.4	100	90	NR	A	8
210A 3	60N3350E0530001	26198	07/07/2015	24	30.3	27.5	60	38	NR	A	8
211 3	60N3350E0680006	27052	07/23/2015	24	39.9	23.9	64	40	NR	A	8
213 3	60N3360E0610002	23540	07/11/2015	24	77.5	28.4	96	62	NR	A	8
214 3	60N3360E0630009	20252	07/18/2015	24	102.5	28.4	100	98	NR	A	8
215 3	60N3360E0640006	22167	07/18/2015	24	30.5	25.0	82	53	NR	A	8
216 3	60N3360E0690000	22508	07/23/2015	24	48.5	26.0	64	49	NR	A	8
216B 1	60N3370E0570002	30030	11/01/2013	24	20.9	25.5	80	45	NR	A	8
217 3	60N3370E0590002	24661	07/07/2015	24	58.1	26.9	65	52	NR	A	8
217A 3	60N3370E0600009	22430	07/07/2015	24	24.0	26.0	62	34	NR	A	8
218 1	60N3370E0620006	23593	10/11/2013	24	72.9	28.8	54	48	NR	A	8
219 1	60N3370E0640005	22898	10/11/2013	24	211.9	27.8	91	62	NR	A	8
221 3	60N3370E0650004	22802	07/22/2015	24	77.3	27.7	96	62	NR	A	8
222 3	60N3370E0700003	22971	07/24/2015	24	35.0	26.1	55	37	NR	A	5
224 3	60N3380E0650001	23877	07/27/2015	24	147.0	28.5	77	58	NR	A	8
226 1	60N3390E0560005	00733	09/23/2014	12	24.0	16.0	22	12	12	P	5
227 1	60N3390E0560009	04622	11/01/2013	24	23.0	17.5	37	20	19	P	7
227A 1	60N3390E0580007	25197	11/01/2013	24	29.2	26.0	84	52	NR	A	8
228 3	60N3390E0650008	24663	07/27/2015	24	56.1	28.2	61	40	NR	A	8
229 3	60N3390E0650009	24662	07/27/2015	24	148.0	28.5	77	58	NR	A	5
230 3	60N3390E0660006	24120	07/27/2015	24	32.2	26.0	65	39	NR	A	8
231 3	60N3390E0730008	25279	07/25/2015	24	84.0	23.2	50	37	NR	A	8
232 3	60N3400E0660007	27377	07/27/2015	24	64.0	28.0	59	39	NR	A	8
233 3	60N3400E0670003	21079	07/25/2015	24	149.9	26.0	55	43	NR	A	8

# Bridge Inventory By Circle Number

COUNTY: PAYNE

Cnty. District 3

8/13/2015

Circle Number	Location	Bridge ID	Date Inspected	Insp. Freq.	Bridge Length	Bridge Width	HS20 Rating	H20 Rating	Present Posting	Status	Scour Critical	
234	3	60N3400E0730001	00969	07/25/2015	24	59.1	18.2	29	23	NR	A	5
234A	1	60N3410E0640008	30027	11/05/2013	24	29.8	26.0	47	30	NR	A	8
235	1	60N3420E0580002	26184	11/05/2013	24	39.7	25.8	41	30	NR	A	8
236	1	60N3420E0580009	27319	11/05/2013	24	97.5	28.4	100	96	NR	A	8
237		60N3420E0720003	01887	03/17/2014	24	78.1	16.8	0	0	CL	K	0
238	1	60N3430E0530000	23612	11/08/2013	24	38.1	20.0	61	43	NR	A	8
239	1	60N3430E0580009	00735	10/21/2013	24	24.0	18.1	25	14	13	P	8
240	1	60N3430E0590006	20500	10/21/2013	24	83.0	27.8	100	90	NR	A	8
241	1	60N3430E0610002	23599	10/21/2013	24	31.5	26.0	67	42	NR	A	8
242	1	60N3430E0730008	04805	09/25/2014	12	29.9	18.5	57	32	20	P	4
244	1	60N3440E0600003	00967	10/21/2013	24	49.9	18.0	11	9	09	P	8
245	1	60N3440E0610008	29543	09/24/2014	24	141.8	25.3	33	21	20	P	8
248	1	60N3450E0630002	30334	10/19/2013	24	56.0	26.0	79	63	NR	A	8
250	1	60N3460E0560001	00732	09/22/2014	6	26.9	15.7	20	10	CL	K	3
251	1	60N3460E0600001	24155	10/19/2013	24	22.0	26.0	82	46	21	P	8
252	1	60N3460E0720005	02055	10/29/2013	24	43.0	21.3	30	21	14	P	5
253	1	60N3470E0570003	01015	11/08/2013	24	65.0	15.8	10	8	07	P	8
254	1	60N3470E0570004	00831	09/22/2014	12	29.9	14.0	12	7	07	P	5
256	1	60N3470E0630004	28021	10/19/2013	24	107.9	28.4	100	72	NR	A	8
257	1	60N3470E0640003	29014	12/24/2013	24	210.0	28.5	54	48	NR	A	8
258	1	60N3470E0720008	29951	10/29/2013	24	45.3	26.0	82	61	NR	A	8
259	1	60N3480E0590005	00145	10/19/2013	24	29.9	17.7	0	0	NR	E	3
260	1	60E0648N3480002	20036	10/12/2013	24	27.9	18.4	41	23	NR	A	7
262	1	60N3520E0590004	29659	10/31/2013	24	20.6	26.0	98	54	NR	A	8
263	1	60N3520E0670009	01016	10/10/2013	24	62.0	26.0	70	55	NR	A	8
264	1	60N3520E0730001	02892	10/04/2013	24	47.9	20.0	40	29	18	P	5
265	1	60N3530E0630006	22094	10/12/2013	24	799.9	34.6	100	98	NR	A	8
266	1	60N3530E0670003	01579	10/10/2013	24	70.9	25.9	48	37	NR	A	4
267	1	60N3530E0680008	04627	10/14/2013	24	24.0	25.0	0	0	NR	E	8
268	1	60N3530E0690002	10135	10/04/2013	24	24.0	27.0	67	37	NR	A	5
269	1	60N3530E0710002	11202	09/23/2014	12	24.0	27.2	37	21	21	P	7
270	1	60N3530E0730005	23987	10/04/2013	24	50.9	27.2	49	38	22	P	5
270A	1	60N3536E0620003	29053	10/31/2013	24	31.0	101.0	34	19	19	P	8
271	1	60N3540E0610002	00834	10/03/2013	24	35.1	25.9	82	55	NR	A	8
271A	1	60N3540E0640002	11971	10/12/2013	24	40.0	20.1	27	19	15	P	8
272	1	60N3540E0680001	29856	10/04/2013	24	107.9	28.0	100	72	NR	A	8
272A	1	60N3540E0680007	29647	10/04/2013	24	72.0	26.0	62	48	NR	A	8
273	1	60N3540E0710003	28355	10/04/2013	24	54.7	28.0	68	54	NR	A	8
274	1	60N3540E0730001	26790	10/04/2013	24	212.5	28.4	54	48	NR	A	8
275	1	60N3550E0730006	30637	12/24/2013	24	50.0	26.2	43	34	NR	A	8
275B	1	60N3550E0720001	30338	10/04/2013	24	30.0	26.0	70	44	NR	A	8
276	1	60N3570E0620003	23399	10/10/2013	24	48.5	25.9	59	46	NR	A	8
277		60N3570E0680007	10928	03/20/2014	24	108.9	20.3	32	18	17	P	4

**Total Number of Bridges      263**

# **PAYNE COUNTY BRIDGES**

Inspected According to the  
National Bridge Inspection Standards  
Compiled 2015

## **Summary Of Recommended Repair**



MEHLBURGER BRAWLEY

Prepared by:  
Mehlburger Brawley  
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Oklahoma City, Oklahoma 73112  
(405) 848-5578

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

Reported by Roy Thornton

<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0685N3400009	86 <sup>th</sup> Street	0.9E of Mehan Road & 86 <sup>th</sup> Street	Spring Creek	1 – PX- Base of N pile and 2 <sup>nd</sup> from S pile in E abut have 15% loss of section. FX- Loose gravel on deck retards deck drainage. FX- Bushes hide some rail ends. FX- Erosion is in early stages at N end of E abut. FX- Both banks under bridge are unprotected from potential scour or erosion. FX- Superstructure paint is in fair condition.
60E0530N3340004	Noble Road	0.4E of Perkins Rd & Noble Rd	Long Branch Creek	6- FX- Minor erosion is beginning on W abut. FX- Light gravel along both rails retards deck drainage. FX- Tall grass hides deck corners. FX- Tree limbs reach past N rail.
60E0540N3350004	Lone Chimney	0.4E of Jardot Rd & Lone Chimney	Creek	7A- FX- Vegetation grows at SW corner from creek to road side. FX- Slumping bank near W abut and bank near E abut are not protected from potential scour or erosion.
60E0540N3350004	McMurtry Road	0.4E of Country Ln & McMurtry Road	Creek	14A- FX- Tall grass hides some deck corner markers. FX- Vegetation grows at N side. FX- Both abuts have minor protection from scour/erosion. FX- Rails are absent.
60E0570N3300008	McMurtry Road	0.8E of Country Ln & McMurtry Road	Creek	16- FX- North inlet end of both 42 inch diameter temporary Corrugated Metal Pipes are clogged up with dense drift.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

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<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0570N3350003	McMurtry Road	0.3E of Jardot Rd & Burris	Creek	17- FX- Water trapped on deck along both rails by dirt and gravel overlay is delayed from deck drainage. FX- Tall grass hides deck corner markers. FX- 3 piles at W abut have exfoliation. FX- Paint for superstructure and railing is failing.
60E0580N3350003	Richmond Road	0.3E of Jardot Rd & Richmond Road	West Brush Creek	26- FX- Soil & gravel overlay retards deck drainage. FX- Tall grass hides deck corner markers. FX- Superstructure paint is beginning to fail.
60E0590N3170009	Airport Road	0.9E of Logan County/Airport Rd	Stillwater Creek	30- FX- Small tree grows near NW corner of bridge. FX- Dirt & gravel overlay along rails retards deck drainage. Bank near W abut is unprotected from potential scour or erosion. FX- Light drift is caught in girders. FX- Erosion is beginning at NW wing & base of E abut, S side. FX- Superstructure paint failed.
60E0590N3270002	Airport Road	0.2E of Redland & Airport Road	N. Stillwater Creek	31- FX- Dirt & gravel overlay along rails retards deck drainage. FX- Limbs grow through rails. FX- Tall grass hides rail ends.
60E0590N3300008	Airport Road	0.8E of Ctry Clb Ln & Airport Road	Creek	34- 2-6'x64' Temporary steel pipes skewed 45 degrees, left forward.
60E0590N3350003	Airport Road	3N 0.3E of SH51 & Jardot Road	West Brush Creek	35- FX- Minor drift is on both banks partially protected from scour or erosion.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

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<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0590N3390002	Airport Road	0.2E of Union Rd & Airport Rd	Little Stillwater Creek	36- PX- Both banks are eroding and are unprotected from more erosion as well as a 4 foot slumping at the W pier. FX- Light gravel overlay along both rails retards deck drainage. FX- All coatings are in fair condition.
60E0592N3350002	Airport Road	0.2E of Jardot Rd & Airport Road	Creek	40A- FX- Both banks give little protection to abutments from potential scour or erosion. FX- Tall brush hides unmarked deck corners. FX- Gravel overlay near rails retards deck drainage. FX- Rail coating is failing. FX- Superstructure has rust showing through paint on both flanges. FX- N side tree limbs reach over rails onto deck.
60E0600N3180001	Lakeview Road	0.1E of Peach Rd & Lakeview Rd	Creek	41- FX- Two feet of scour along N edge of N apron lacks protection from more scour. FX- Tall grass hides unmarked deck corners. FX- Erosion is worse behind SW wing. FX- Two minor cracks with leaching are in W barrel.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

Reported by Roy Thornton

<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0600N3180009	Lakeview Road	2N 2.1W of SH86 & SH51	Stillwater Creek	42- <b>PX- Both abut pedestals at W abut base have footings exposed 40" to 44" where large cavity between pedestals has lost fill. PX- Remedy per scour plan of action dated 2-9-2010.</b> FX- South end wall bottom allows fill to lose support at W abut road way. FX- Some mortar is missing from masonry in E abut. FX- A moderate pile of debris is on the N side of pier. FX- A dead tree lies at mid-span between between E abut and pier. FX- Clean brush from road way. FX- Tall grass hides unmarked deck corners. FX- Clean soil from deck and drains.
60E0600N3270006	Lakeview Road	2N 0.6E of SH51 & Redland	N. Stillwater Creek	44- FX- Deck cracks remain unsealed. FX- N end of W abut has erosion trench leading to channel flow line. FX- Bank at E abut is not protected from potential erosion or scour. FX- Topping at E approach joint is crumbling.
60E0600N3280003	Lakeview Road	0.3E of Cottonwood & Lakeview Road	Creek	45- PX- Moderate drift blocks 75% of N side openings. FX- W span is filled 50% up. 2 <sup>nd</sup> span from W is 30% filled up. FX- Half of rails are missing. FX- Channel flow is mainly through E span.
60E0600N3350006	Lakeview Road	0.6E of Jardot Rd & Lakeview Road	W Brush Creek	46A- FX- Water flows along base of E abut. FX- Both banks are not protected from potential scour or erosion. FX- Rail coating and superstructure coatings are beginning to rust.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

Reported by Roy Thornton

<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0600N3360008	Lakeview Road	0.8E of East Brush Creek Rd & Lakeview Rd	East Brush Creek	47A- FX- Slumping E bank at abut is unprotected from scour by cloudy green water. FX- Bank at W abut id unprotected from scour by cloudy green water. FS- Minor drift is caught between girders. FX- Paint is failing on girders. FX- Rail paint is fading.
60E0610N3280009	McElroy	0.9E of Redland & McElroy	Stillwater Creek	57- FX- Debris is in channel and below bridge. FX- W abutment has no protection from potential scour near flow line or erosion. FX- Concrete rails have surface defects, chips and scrapes. FX- Tall grass hides unmarked deck corners. FX- Gravel and dirt overlay along rails retards deck drainage.
60E0610N3310001	McElroy	0.1E of Sangre & McElroy	Cow Creek	58A- FX- Bank at W abut is not protected from potential erosion or scour. FX- Minor drift is caught in some girders. FX- Brush grows over S rail. FX- Gravel overlay along both rails retards deck drainage. FX- Paint is failing at superstructure and railings.
60E0610N3350007	McElroy	0.7E of Jardot Rd & McElroy	West Brush Creek	59- FX- W approach is breaking up above unprotected bank's new erosion. FX- E abut is unprotected from new erosion. FX- E approach roadway has settled and cracked.

Oklahoma Department of Transportation  
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<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0610N3360007	McElroy	0.7E of Brush Creek & McElroy	East Brush Creek	59A- FX- Bank at E abut is eroding and is unprotected from more erosion. FX- Minor drift is caught between the two N beams and at the NW wing ditch. FX- Superstructure paint is in poor condition.
60E0610N3390007	McElroy	0.7E of Union Rd & McElroy	Little Stillwater Creek	61- PX- Superstructure paint is in poor condition. PX- Steel piles have heavy rust, minor pitting and 5% loss to exfoliation at lower one foot. FX- Girders have heavy rust on both flanges. FX- SE corner marker is missing.
60E0640N3320004	32 <sup>nd</sup> Street	0.4E of Western Rd & 32 <sup>nd</sup> Street	Creek	82A- PX- Channel flow line is at S end of E abut and should lie midway between both skewed abutment bases. FX- superstructure paint is in poor condition. FX- Bottom of abutment piles are in poor condition due to exfoliation. FX- Bank at W abut is not protected from potential scour or erosion. FX- Minor drift hangs from girders.
60E0640N3320009	32 <sup>nd</sup> Street	0.9E of Western Rd & 32 <sup>nd</sup> Street	Creek	82B- FX- Standing water at W abut. FX- E abut bank has little protection from potential scour or erosion. FX- Channel contains large amount of vegetation up and down stream . FX- One transverse crack at mid-span is not sealed. FX- Steel pier caps and girders are in poor condition.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

Reported by Roy Thornton

<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0640N3340004	32 <sup>nd</sup> Street	0.4E of Perkins Rd & 32 <sup>nd</sup> Street	Creek	83- FX- Vegetation grows at N end of 2 – 5'x3.7'x40' temporary CGMPs.
60E0640N3350008	32 <sup>nd</sup> Street	0.8E of Jardot Road & 32 <sup>nd</sup> Street	Boomer Creek	84- <b>PX- Both banks, unprotected from scour or erosion, are slumping mainly on W bank.</b> FX- Trash and drift are mainly on W bank. FX- Light dirt and gravel overlay along rails retards deck drainage.
60E0650N3200002	44 <sup>th</sup> Street	0.2E of Pleasant Valley & 44 <sup>th</sup> Street	Creek	88- PX- Both banks are not protected from erosion or scour near abutments. <b>PX- Water stands at N end of W abutment base that is short a low plank in the back wall.</b> PX- Monitor change in pile condition in 12 months. PX- Lack of deck corner markers hide 11 foot drop to creek flow line. FX- Bridge span may be too short to always cover entire width of creek. FX- Dirt overlay is about two inches thick, which retards deck drainage.
60E0650N3350008	44 <sup>th</sup> Street	0.8E of Jardot Road & 44 <sup>th</sup> Street	Creek	89- <b>PX- Slumping E bank base is 5 feet higher than at the W bank base.</b> FX- Large logs are beneath bridge. FX- Light gravel overlay along rails retards deck drainage. FX- Section loss on girder ends is less than 5%. FX- Superstructure and rail coatings are in fair condition.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

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<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0650N3400002	44 <sup>th</sup> Street	0.2E of Mehan Road & 44 <sup>th</sup> Street	Little Stillwater Creek	90- FX- Light gravel/dirt overlay retards deck drainage. FX- Minor erosion is on both banks under bridge with slumping near parts of E abut. PX- Superstructure paint is failing. FX- 2 to 10 feet of girder ends have light to moderate pitting.
60E0660N3190002	56 <sup>th</sup> Street	0.2E of Major & 56 <sup>th</sup> Street	Clear Creek	93- FX- Tall grass hides deck corners. FX- Both banks are unprotected from scour or erosion. FX- FX- Light gravel overlay retards deck drainage.
60E0660N3200000	56 <sup>th</sup> Street	Pleasant Valley & 56 <sup>th</sup> Street	Creek	94- <b>PX- Tall grass hides unmarked deck corners at 17 foot drop to creek bed.</b> FX- Dirt overlay retards deck drainage. FX- Minor drift is on both ends of W bank under bridge. FX- Water is standing along E abut and at both ends. FX- Transverse cracks are leaching through deck soffit. FX- Beam ends have less than 5% section loss.
60E0660N3200009	56 <sup>th</sup> Street	0.9E of Pleasant Valley & 56 <sup>th</sup> Street	Creek	95- <b>PX- Water stands along 75% of W abut at the N end.</b> FX- Dirt overlay along rails retards deck drainage. FX- Steep bank at the base of E abut is not protected from more erosion. PX- Tree limbs partly hide both weight limit signs. FX- Rail coating is failing. FX- Superstructure paint is in fair condition.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

Reported by Roy Thornton

<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0660N3280001	56 <sup>th</sup> Street	0.1E of Cottonwood Road & 56 <sup>th</sup> Street	Creek	96- PX- Each abut top corner is crumbling in serious condition. PX- SW ditch is eroding side of approach. FX- Low rails have light attachment. FX- Tall grass hides rails and deck corners. FX- Both banks are not protected from more erosion or scour. FX- Two inch deep soil overlay retards deck drainage.
60E0660N3290008	56 <sup>th</sup> Street	0.8E of Range Road & 56 <sup>th</sup> Street	Creek	96A- FX- Both unprotected banks are slumping midway between the creek flow line and the abut bases. FX- Gravel overlay along rails retards deck drainage. FX- Tree limbs need to be cut back from S rail. FX- Tall grass hides deck corners and rail ends.
60E0660N3360005	56 <sup>th</sup> Street	0.5E of Brush Creek & 56 <sup>th</sup> Street	Creek	97- PX- Girders have light to moderate pitting. PX- Steel abut has initial exfoliation at ground line with overall heavy rust. FX- East approach asphalt paving is crumbling in West bound lane. FX- Deck has minor surface scrapes and chips. FX- Tall grass hides deck corners and markers.
60E0660N3390002	56 <sup>th</sup> Street	0.2W 1N 0.8W of Mehan	Stillwater Creek	98- FX- Tall brush hides rail ends and deck corners. FX- Impact made a chip on the top of S rail. FX- Rip rap is failing on the W bank.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

Division No: 4 City: Payne County, District #3 Date: August 2, 2015

Reported by Roy Thornton

<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60E0660N3400002	56 <sup>th</sup> Street	0.2E of Mehan Road & 56 <sup>th</sup> Street	Little Stillwater Creek	99- PX- E bank is slumping below abutment base that is unprotected from more erosion. FX- W bank under abut has no protection from more erosion. FX- Light gravel overlay along rails retards deck drainage. FX- Superstructure paint is in poor condition. FX- Some girders and beam ends have light pitting and exfoliation.
60E0670N3170009	68 <sup>th</sup> Street	0.9E of Logan Co Line & 68 <sup>th</sup> Street	Creek	102- New 8'x50' temporary steel pipe has replaced 23' timber span. FX- Corners are unmarked.
60E0670N3270001	68 <sup>th</sup> Street	0.1E of Redland Road & 68 <sup>th</sup> Street	Creek	103- CX- West "20 TON" weight limit sign is missing. FX- Moderate drift blocks half of N end of W span. FX- E span has uneven level of silt. FX- Tall grass hides unmarked deck corners. FX- Deck carries 40 inches of soil overlay wearing surface. FX- Erosion is behind NW wing where creek runs during high water.

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60E0670N3390008	68 <sup>th</sup> Street	0.8E of Union Road & 68 <sup>th</sup> Street	Stillwater Creek	104- PX- W abut is failing at ground line, where slumping bank is unprotected from potential scour or erosion. PX- 3 beams in each approach span have moderate pitting in most areas. PX- All abut piles have rust and heavy pitting. PX- Most subs have very heavy pitting at ground line. FX- Minor drift is in girders and caps. FX- Back wall sheets behind S pile of E abut are separating at their bottoms. FX- Drift is between back wall and piles of E abut. FX- Standing water lies at base of E pier. <b><u>CX- Re-inspect condition of girders, piers and subs in 6 months.</u></b>
60E0680N3180004	80 <sup>th</sup> Street	0.4E of Peach Rd & 80 <sup>th</sup> Street	Creek	111- PX- N end of E abut is eroding from roadway and starting to be scoured by flow line that is too far from midway between both abutments. FX- Tall grass hides unmarked deck corners. FX- Log has been hung on N girder.
60E0680N3130004	80 <sup>th</sup> Street	0.4E of Meridian Rd & 80 <sup>th</sup> Street	Creek	114- FX- Two extra markers were placed at E end of deck. FX- Moderate drift is under W half of span and on the S side. <b>FX- Undermining SW wing at base of W abut is at large degradation in flow line. PX- Base of E abut is being undermined. PX- Monitor scour progress in 12 months.</b> FX- Base of E abut lacks fill and protection from scour.

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60E0680N3260001	80 <sup>th</sup> Street	0.1E of Karsten & 80 <sup>th</sup> Street	Wild Horse Creek	116- PX- Vertical unsealed crack splits W abut in half from top to bottom in water. FX- Tall bushes hide unmarked deck corners. FX- Deck runners are worn away in a few scattered short lengths. FX- Moderate drift is on NE bank and in channel. <b>PX- Water stands along eroded base of W abut.</b> FX- Bank at E abut is unprotected from more erosion.
60E0680N3280003	80 <sup>th</sup> Street	0.3E of Cottonwood Road & 80 <sup>th</sup> Street	Creek	118- FX- Minor erosion our into shoulder from temporary 9 ft x 43 ft steel pipe. FX- Tall grass hides corner markers.
60E0680N3300001	80 <sup>th</sup> Street	0.1E of Country Club Ln & 80 <sup>th</sup> St	Creek	119- FX- Light gravel overlay along rails retards deck drainage. FX- Both banks are not protected from erosion. FX- W abut bank slumps 3 feet located midway between flow line and base of W abut. FX- Deck has unsealed cracks. Superstructure paint is in fair condition.
60E0690N3190002	92 <sup>nd</sup> Street	0.2E of Major Rd & 92 <sup>nd</sup> Street	Creek	124- Two Temporary steel pipes at 15 degree skew. FX- Tall grass hides unmarked corners.
60E0690N3190004	92 <sup>nd</sup> Street	1.9E 7S of I-35 & SH51	Clear Creek	125- FX- Dirt/gravel overlay along rails retards deck drainage.

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60E0690N3200003	92 <sup>nd</sup> Street	0.3E of Pleasant Valley & 92 <sup>nd</sup> St	Creek	125A- FX- Dirt/Gravel overlay along rails retards deck drainage. FX- Rail coating is getting dull. FX- Exfoliation is beginning at base of W abut. FX- Heavy surface rust in girders and substructure.
60E0690N3230001	92 <sup>nd</sup> Street	0.1E of Meridian Road & 92 <sup>nd</sup> Street	Creek	126- <b>PX- Flow line at NE corner should be moved 15 feet W to lie midway between both abutments to avoid further undermining of E abut due to erosion or scour.</b> FX- Tall grass hides unmarked deck corners. FX- Heavy erosion is in SW ditch. PX- Timber piles at wings are failing. FX- Heavy amount of gravel and soil lies between failing runners causing delay in deck drainage. PX- The N deck plank is broken.
60E0690N3230003	92 <sup>nd</sup> Street	0.3E of Meridian Road & 92 <sup>nd</sup> Street	Creek	127- PX- Deck has up to ½ inch of wear with 2 inches of gravel overlay that retard deck drainage. <b>PX- Large three foot cavities at NE &amp; SW corners have fill loss and no protection from further erosion.</b> FX- Only the NE deck corner is marked for 23 foot drop to creek.
60E0690N3270006	92 <sup>nd</sup> Street	0.6E of Redland Road & 92 <sup>nd</sup> Street	Wild Horse Creek	128- <b>PX- Sheet metal back wall bottoms at S end of E abut are exposed by erosion.</b> FX- Both banks are not protected from erosion. FX- Tall grass hides unmarked deck corners that drop 21 feet to creek bed. FX- Superstructure and rail coatings are in fair to poor condition.

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60E0690N3300002	92 <sup>nd</sup> Street	0.2E of Country Club Ln & 92 <sup>nd</sup> St	Creek	131- FX- Gravel overlay along rails retards deck drainage. FX- Small unsealed deck cracks are not leaking through. FX- Tall grass hides rail ends and deck corners. FX- Paint is only on the outside girders. FX- Banks have moderate erosion with minor slumping. FX- Minor drift in channel is under bridge.
60E0690N3300009	92 <sup>nd</sup> Street	0.9E of Country Club Ln & 92 <sup>nd</sup> St	Creek	131A- PX- Flow line at W abut should be moved eastward 13 feet to lie midway between both abutments and then protect both banks from more scour and erosion. FX- one inch soil overlay along rails retards deck drainage.
60E0690N3370003	92 <sup>nd</sup> Street	0.3E of Fairgrounds Road & 92 <sup>nd</sup> Street	Creek	134- FX- Deck corners are not marked. FX- Spalling is now on W abut at add-on. FX- Girders have rust on both flanges. FX- Superstructure paint is in poor condition. FX- Rail paint is in fair condition. PX- Some beams and beam ends are in serious condition.
60E0700N3290009	104 <sup>th</sup> Street	0.9E of Ranger Road & 104 <sup>th</sup> Street	Wild Horse Creek	139- <b>PX- Deck planks and runners are in poor condition that lowers operating rating to 16 tons weight limit until deck repairs are made.</b> FX- Tall grass hides deck corners and rail ends. FX- W bank is not protected from potential scour and erosion and has minor slumping near flow line. FX- S end of E abut has minor erosion.

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60E0700N3300003	104 <sup>th</sup> Street	0.3E of Country Club Ln & 104 <sup>th</sup> St	Creek	140- FX- Tall grass hides rail ends and deck corner markers. FX- Light gravel overlay along rails retards deck drainage.
60E0700N3320003	104 <sup>th</sup> Street	0.3E of Western Road & 104 <sup>th</sup> Street	Creek	140A- PX- N end of W abut is undermined by erosion. FX- Both banks are not protected from erosion or potential scour. FX- Brush reaches into S side of roadway and hides part of deck corners. FX- Light gravel overlay along both rails and retards deck drainage. FX- Superstructure paint is in poor condition. PX- Part of pitted beams and piles are in poor condition.
60E0700N3360002	104 <sup>th</sup> Street	0.2E of Brush Creek Rd & 104 <sup>th</sup> St	Lost Creek	141- PX- Two timber piles at wing are failing. PX- Bottom of W abut back wall is failing and undermined with loss of fill. FX- E abut bank is unprotected from more erosion. FX- Dirt & gravel overlay along rails retards deck drainage. FX- Some limbs reach over N rail onto deck. PX- Superstructure paint is in serious condition.
60E0710N3230007	116 <sup>th</sup> Street	0.7E of Meridian Road & 116 <sup>th</sup> Street	Creek	143- <b>CX- Both signs cannot be read for “WEIGHT LIMIT 20 TONS”, where proper posting is required.</b> FX- Banks, unprotected from scour or erosion, are almost washed away at S half of W abut and N half of E abut. FX- Tall grass hides unmarked deck corners. FX- Gravel overlay along rails retards deck drainage. FX- W bank downstream is eroding private property.

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60E0715N3230007	128 <sup>th</sup> Street	0.7E of Meridian Road & 128 <sup>th</sup> Street	Lost Creek	144- <b>PX- Creek flow line at S end of W abut should be located midway between both abutments.</b> FX- Limbs hang over rails into roadway. FX- Narrow dirt/gravel overlay along rails retards deck drainage. FX- Deck corners are not marked. FX- E bank slopes down to unprotected abut base at N end of E abut. FX- Cut brush from rail ends.
60E0715N3230009	128 <sup>th</sup> Street	0.9E of Meridian Road & 128 <sup>th</sup> Street	Creek	145- CX- E weight limit sign is hidden by trees. PX- Channel flow line is only 7 feet from NE corner rather than midway between both abutments. FX- Slumping bank at W abut is not protected from more erosion. FX- N end of bank at E abut is being undermined by erosion & initial stages of scour. PX- Six laminates are broken at deck runners. FX- Brush grows on timber deck & rail ends.
60E0715N3380003	122 <sup>nd</sup> Street	0.3E of Prairie Road & 122 <sup>nd</sup> St	Creek	147- FX- Brush hides unmarked deck corners and rail ends. FX- Slumping banks have no protection from potential scour or erosion. FX- SW ditch water is eroding S end of W abut. FX- Surface rust is starting to show through superstructure paint.
60E0720N3260005	128 <sup>th</sup> street	0.5E of Karsten & 128 <sup>th</sup> Street	Creek	148C- <b>PX- W weight limit sign is covered by tall grass.</b> FX- Dirt overlay along both rails retards deck drainage. FX- Limbs grow through N rail onto deck. FX- Both banks have little protection from minor erosion.

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60E0720N3280001	128 <sup>th</sup> Street	0.1E of Cottonwood & 128 <sup>th</sup> Street	Creek	149- FX- Tall grass hides deck corners. FX- Loose gravel overlay along rails retards deck drainage. FX- erosion is beginning at center of E abut bank. FX- Bank at base of W abut is unprotected against erosion. FX- Superstructure paint is in poor condition. FX- Rail coating is in fair condition.
60E0730N3250009	140 <sup>th</sup> Street	0.9E of Hackelman & 140 <sup>th</sup> Street	Creek	153- FX- Both banks are unprotected from potential scour or erosion. FX- Dirt overlay along rails retards deck drainage. FX- Tall brush partly hides deck corner markers. FX- Railing & superstructure paints are in poor condition. FX- All 18 piles are uncoated and have minor exfoliation with light to moderate pitting.
60E0730N3380003	140 <sup>th</sup> Street	0.9E of Jardot Road & 140 <sup>th</sup> Street	Dugout Creek	154- PX- Moderate pile of debris in channel is pushing E pier. FX- Gravel overlay along rails retards deck drainage. FX- W bank is unprotected from erosion and is eroding under W abutment. FX Some of bank has eroded from base of E abut.
60E0730N3390005	140 <sup>th</sup> Street	0.5E of Union Road & 140 <sup>th</sup> Street	Creek	156- FX- Both banks are not protected from potential scour. FX- Ten feet of flex beam rail at NW corner was flattened by traffic impact. FX- A few large pieces of drift are in channel beneath bridge. PX- Superstructure paint has failed. FX- Upstream banks have heavy erosion in most areas.

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60E0730N3390009	140 <sup>th</sup> Street	0.9E of Union Road & 140 <sup>th</sup> Street	Sand Creek	157- <b>PX- Areas of heavy crumbling are at the top of each abutment and at the N end of the E abut.</b> FX- Flex beam rails were built at ground level. PX- Railing and superstructure paint is failing. FX- All four wings are breaking away.
60E0735N3290007	145 <sup>th</sup> Street	0.7E of Range Road & 145 <sup>th</sup> Street	Creek	164- PX- Water, in need of fill, stands at N half of W abut with minor drift in channel. FX- S half of W and all of E abut is not protected from potential scour. FX- Tall brush hides deck corners. FX- Deck is covered with soil overlay that retards deck drainage. PX- Downstream W bank is vertically slumping 16 feet of neighbor's private property.
60E0735N3300005	145 <sup>th</sup> Street	0.5E of Country Club Ln & 145 <sup>th</sup> St	Creek	164A- FX- Asphalt wearing surfaces have minor cracks at approaches. FX- Trees are growing in channel on S side. FX- Deck corners are not marked. FX- Both rails are built too low near ground surface. PX- Moderate pitting and section loss are on webs and top flanges of beam ends #1, 2 & 7. FX- Minor section loss is beginning at base of W pile at abutment. FX- W back wall needs fill and protection from possible scour.
60E0735N3320002	145 <sup>th</sup> Street	1.5S 2.7W of Perkins	Corduroy Creek	165- FX- Water is at S end of base of E abut. FX- Some of unprotected bank at W abut washed away during the 2 years. FX- E approach joint needs to be cleaned and sealed. PX- Superstructure paint is in poor condition,

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60E0735N3320003	145 <sup>th</sup> Street	0.3E of Western Road & 145 <sup>th</sup> Street	Corduroy Creek	166- FX- Standing water along S edge of floor and wings needs fill and protection for one foot of degradation. FX- N edge of floor needs fill and protection for two feet of degradation. FX- Outer walls have minor vertical cracks with leaching.
60N3190E0680007	Major Road	0.7S of 80 <sup>th</sup> Street & Major Road	Creek	172- PX- Creek flow line lies along S abut causing more rust with some section loss than is happening at the N abutment. FX- A large log is caught on the E side of the cattle fence at the S abut. <b>PX- Creek flow line should lie midway between both abutments and those banks need protection from scour and more erosion.</b> FX- Tall grass hides unmarked deck corners. FX- Gravel overlay covers 75% of deck along both rails and middle which retards deck drainage. FX- Rail coating is in poor condition.
60N3200E0670007	Pleasant Valley Rd	0.7S of 68 <sup>th</sup> St & Pleasant Valley Rd	Creek	174- PX- Channel flow line is less than 8 feet from N abut, which is unprotected from more scour. PX- Channel flow line should be moved S to lie midway between both abutments. FX- Dirt on deck retards drainage. FX- Brush hides unmarked deck corners. FX- Bank along S abut is unprotected from scour between both wings.

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60N3220E0620006	Vassar Road	0.6S of 6 <sup>th</sup> Street & Vassar Road	Creek	176- <b>PX- NW wing is losing fill either due to pressure behind wall or erosion and scour under this fill being lost. PX- Monitor this fill loss in 12 months.</b> PX- Numeral "20" is difficult to read on S weight limit sign. FX- A large unsealed horizontal crack is one foot from top of NW wing. FX- Loose gravel overlay along both rails retards deck drainage. FX- Bushes hide some rail ends.
60N3220E0650001	Vassar Road	0.1S of 44 <sup>th</sup> Street & Vassar Road	Creek	177- FX- Both banks are not protected from more erosion as well as behind SW wing and slumping at N abut. FX- Dirt & gravel overlay retards deck drainage. FX- Bushes hide some unmarked rail ends. FX- N abut has two minor diagonal unsealed cracks. FX- Spall is in soffit under NE curb.
60N3220E0700002	Vassar Road	0.2S of 104 <sup>th</sup> Street & Vassar Road	Creek	178- PX- Base of N abut piles have lost four feet of fill needing repair and protection from more erosion. PX- Minor drift is on S abut bank, which is unprotected from potential scour. FX- Tall grass hides part of deck corner markers. FX- One inch gravel overlay along rails retards deck drainage.

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60N3230E0680006	Meridian Road	0.6S of 80 <sup>th</sup> Street & Meridian Road	Creek	178A- PX- 4 foot vertical fill loss and protection from erosion occurred at W end of N abut bank. FX- Top plank of S abut back wall is broken. FX- Brush hides unmarked deck corners and low rails. FX- one inch to four inch deep dirt/gravel overlay retards deck drainage. FX- Superstructure paint has failed. FX- Back wall sheeting needs capped of at SE corner. FX- Rail coating is in poor shape.
60N3230E0690005	Meridian Road	0.5S of 92 <sup>nd</sup> Street & Meridian Road	Creek	178B- FX- Steep unprotected bank at base of N abut is held in place by old timber pile bases that lack fill and rip rap. FX- Bank along base of S abut is unprotected from more erosion and scour. FX- Saplings are growing up to bridge west side from N bank. FX- Tall brush hides some of deck corner markers. FX- Dirt/gravel overlay along rails retards deck drainage.
60N3240E0630004	Coyle Road	0.4S of 19 <sup>th</sup> Street & Coyle Road	Creek	179- FX- Fill and protection from more scour are needed at degrading E apron. FX- Leaching cracks are in soffit beneath roadway fill. FX- Small drift on W side are blocking flow through S barrel.
60N3240E0630005	Coyle Road	0.5S of 19 <sup>th</sup> Street & Coyle Road	Hunt Creek	180- FX- Needs rail and deck corner markers. FX- Minor debris at W end of S barrel blocks flow. FX- Degrading E apron needs fill & protection.

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60N3240E0660002	Coyle Road	0.2S of 56 <sup>th</sup> Street & Coyle Road	Creek	182- FX- Scour and Flow line degradation are now at both apron edges. FX- Three feet of silt is in N barrel. FX- Unsealed minor vertical cracks with leaching are in outer walls and soffit.
60N3240E0710004	Coyle Road	0.4S of 116 <sup>th</sup> Street & Coyle Road	Creek	184- PX- Moderate drift is blocking part of E end. PX- Open vertical crack between S abut and W wing. FX- Standing water under hardened fill is next to new steel curtain wall on W end apron.
60N3250E0670001	Hackelman	0.1S of 68 <sup>th</sup> Street & Hackelman Road	Wild Horse Creek	185- PX- Fill & protect from more SE corner scour. FX- Lower half of bank below N abut is slumping and unprotected from potential scour or erosion. FX-Dirt and gravel overlay along rails retards deck drainage. FX- Minor drift is hung in some girders. FX- Bushes hide part of rail ends and corner markers.
60N3270E0680008	Redland Road	0.8S of 80 <sup>th</sup> Street & Redland Road	Wild Horse Creek	187- FX- SW road ditch shows slumping erosion. FX- Tall grass hides part of N corner markers. FX- N bank is unprotected from potential scour or erosion. FX- Deck has developed many small unsealed cracks that are not yet leaking..

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60N3280E0600006	Cotton-wood	0.6S of Lakeview Rd & Cottonwood	N. Stillwater Creek	188- FX- Both eroding banks are not protected from erosion. FX- Dirt & gravel overlay along both rails retards deck drainage. FX- Tree limbs reach through W rail onto deck. FX- Rail coating is fading. FX- Superstructure paint is failing.
60N3280E0690001	Cotton-wood Rd	0.1S of 92 <sup>nd</sup> Street & Cottonwood Rd	Wild Horse Creek	191- <b>PX- NW wing braces are broken loose and wing leans in badly in need of repair.</b> FX- SE wing is missing. PX- Bottom of N back wall is exposed for about 16 feet and needs protection. FX- Slumping bank at S abut needs protection from erosion. FX- Lounge chairs, mattresses and other trash were dumped into E side creek bed. FX- Coatings are in fair condition. FX- FX- Minor drift is caught on N abut cap. FX- Dirt overlay along both rails retards deck drainage. FX- Clear brush from approaches.
60N3280E0710008	Cotton-wood Rd	0.8S of 116 <sup>th</sup> & Cottonwood Rd	Creek	192- <b>PX- Flow line at SE corner should be moved 15 feet northward to lie midway between both abuts.</b> FX- Tree limbs grow through rails onto deck. FX- Tall grass hides deck corners. FX- Light gravel overlay lies on outside five feet of deck. FX- Minor drift is at W end of S abut. FX- Young dead tree still stands under bridge near N abut.

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60N3290E0690006	Range Road	0.6S of 92 <sup>nd</sup> Street & Range Road	Wild Horse Creek	196- FX- Gravel & dirt overlay along rails retards deck drainage. FX- Bushes grow through and at end of rails.
60N3300E0530009	Country Club Ln	0.9S of Noble & Country Club Ln	Long Branch Creek	197- <b><u>TRUSS IS OPEN TO TRAFFIC. Notify ODOT.</u></b>
60N3300E0610005	Country Club Ln	4W 0.5N of US177 & SH51	Stillwater Creek	198- CX- Bridge closed for construction.
60N3300E0630003	Country Club Ln	0.3S of 19 <sup>th</sup> Street & Country Club Ln	Creek	199- FX- One foot of degradation at E end lacks small to medium sized rip rap to allow sediment to fill the degradation. FX- Minor upstream drift is at W end of N and middle barrel openings. FX- Deck corners are unmarked. FX- 2 feet of silt in N barrel is retarding flow.
60N3300E0670001	Country Club Ln	0.1S of 68 <sup>th</sup> Street & Country Club Ln	Creek	201- PX- E end of S abut is in standing water where flow line should be moved 14 feet Northward to lie midway between both abutments. FX- Saplings are growing at NE corner of bridge. FX- Minor drift is caught in girders. FX- Bank at N abut is unprotected from potential scour or erosion. FX- Steel piles and abuts have light exfoliation. FX- Superstructure paint is in poor condition.

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60N3300E0700001	Country Club Ln	0.1S of 104 <sup>th</sup> Street & Country Club Ln	Wild Horse Creek	203- FX- Dirt & gravel overlay along rails retards deck drainage. FX- Brush grows inside rails onto deck and hides rail ends.
60N3300E0730000	Country Club Ln	140 <sup>th</sup> Street & Country Club Lane	Walnut Creek	204- FX- Dirt overlay on deck retards drainage of deck. FX- Both banks are unprotected from potential scour or erosion. FX- Rail coating is beginning to fail. FX- Superstructure paint is in poor condition.
60N3310E0540000	Sangre Road	Sangre & Lone Chimney	Long Branch Creek	205- PX- Flow line at S abut should be moved North 20 ft to midway between both abuts. FX- S abut lacks fill and protection from more scour. FX- Brush hides unmarked deck corners. FX- Dirt overlay along rails retards drainage of deck. FX- Bank at N abut lacks protection from more erosion. FX- F-SE corner post is cracked loose at bottom.
60N3310E0590009	Sangre Road	Sangre Rd & Airport Rd	Cow Creek	206- FX- Bank at N abut has no protection from erosion. FX- Tall brush hides low rail ends. FX- Gravel overlay along both rails retards deck drainage. FX- Subs and superstructure paint is in fair condition. FX- Large is in channel under bridge.
60N3320E0530004	Western Road	0.4S of Noble Road & Western Road	Long Branch Creek	208- FX- N bank is beginning to slump at mid height from creek edge to base of abutment. FX- Tall grass hides rail ends. FX- Minor gravel along rails retards deck drainage.

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Division No: 4 City: Payne County, District #3 Date: August 2, 2015

Reported by Roy Thornton

<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60N3320E0640002	Western Road	0.2S of 32 <sup>nd</sup> Street & Western Road	Creek	208A- PX- Erosion along Base of N abut has increased 1.8 feet during the last 9 years because the channel flow line is not located midway between both abutments, which should be protected from more erosion and scour. FX- Bank at S abut is not protected from more erosion. FX- Minor drift is caught in girders.
60N3336E0630002	Main Street	0.5E 0.2S of Washington & 19 <sup>th</sup>	Stillwater Creek O'flow	209A- FX- Three Northern barrels contain standing water. FX- Gravel/dirt overlay along rails retards deck drainage.
60N3340E0530006	Perkins Road	0.6S of Noble Rd & Perkins Road	Long Branch Creek	210- FX- Vegetation is up to E side girders. FX- Tall grass hides rail ends. FX- Gravel along both rails slows deck drainage. FX- Slumping erosion is begins on the W end of the downstream S bank.
60N3350E0530001	Jardot Road	0.1S of Noble & Jardot Road	Creek	210A- PX- Fill and protection has been lost at S abut by erosion. FX- Dirt/gravel overlay retards deck drainage. FX- Deck corners are unmarked. FX- W side bushes hide rail ends. FX- Minor number of drift pieces lie at W end of N abut. FX- Erosion washed away some rip rap at base of abutment.

Oklahoma Department of Transportation  
 Summary of Recommended Repair

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60N3350E0680006	Jardot Road	0.6S of 80 <sup>th</sup> Street & Jardot Road	Lost Creek	211- FX- Both banks at abuts are unprotected from potential erosion or scour. FX- Dirt overlay along rails retards deck drainage. PX- Part of Beams and piles are in poor condition. PX- Superstructure paint is in poor condition.
60N3360E0610002	Brush Creek Rd	0.2S of McElroy & Brush Creek Road	West Brush Creek	213- FX- Light gravel overlay along rails retards deck drainage. FX- Minor drift is at S abutment.
60N3360E0630009	Brush Creek Rd	0.9S of 19 <sup>th</sup> Street & Brush Creek Rd	Stillwater Creek	214- PX- Erosion and two exposed abutment piles are at base of N abut. PX- One exposed pile is at S abut. FX- Gravel overlay along both rails retards deck drainage. Deck corners are not marked.
60N3360E0640006	Brush Creek Rd	0.6S of 32 <sup>nd</sup> Street & 32 <sup>nd</sup> Street	Creek	215- FX- Slumping bank at S abut is not protected from more erosion. FX- Cut grass at three unmarked deck corners. FX- Dirt & gravel overlay along rails retards deck drainage. FX- 25 foot log in water lies in front of N abut base. FX- Sub and rail coatings are in fair condition.
60N3360E0690000	Brush Creek Rd	92 <sup>nd</sup> Street & Brush Creek Road	Lost Creek	216- PX- Moderate drift and trash pile reaches from flow line up to base of S abutment. FX- Tall grass hides part of deck corner markers. FX- Dirt and gravel overlay along rails retards deck drainage. FX- Bank at N abut lacks protection from potential scour or erosion.

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60N3370E0590002	Fair-grounds	0.2S of Airport Rd & Fairgrounds Rd	Eat Brush Creek	217- PX- Slumping S abut bank lost 10 feet of fill & protection from erosion. FX- Fill varies at N abut without protection from erosion. FX- A few large drift pieces lie in channel & S abutment. FX- Minor drift is on girders. FX- Deck has minor transverse unsealed cracks. FX- Paint on superstructure is in poor condition. FX- Piles have heavy surface rust & scaling.
60N3370E0600009	Fair-grounds	0.9S of Longview & Fairgrounds Rd	Creek	217A- FX- Paint for rails and superstructure is in serious condition. FX- Rails have minor damage.
60N3370E0650004	Lost Creek Rd	0.4S of 44 <sup>th</sup> Street & Lost Creek Road	Dry Creek	221- FX- No approach rail on N end. FX- Light unsealed cracking is on deck has efflorescence starting at the S end. FX- Rail has minor surface defects.
60N3370E0700003	Fair-grounds	0.3S of 104 <sup>th</sup> Street & Fairgrounds Rd	Creek	222- FX- Water stands at both abuts and their W wing bases. FX- Impact damage at S end of E rail is 16 feet long. FX- SE wing is leaning outward. FX- Heavy erosion is behind the NE wing. PX- Piles have light exfoliation at their bases.
60N3380E0650001	Prairie Road	0.1S of 44 <sup>th</sup> Street & Prairie Road	Creek	224-FX- Erosion is beginning on E half of S bank where rip rap was lost. FX-N Bank has a steep slope near the North pier columns.

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60N3390E0650008	Union Road	0.8S of 44 <sup>th</sup> Street & Union Road	Creek	228- FX- Tall bushes hide deck corners and encroach onto roadway. FX- Gravel overlay along rails retards deck drainage. PX- Bottom half of N abut has minor slumping in bottom half of bank.
60N390E0650009	Union Road	0.9S of 44 <sup>th</sup> Street & Union Road	Stillwater Creek	229- <b>PX- Monitor in 12 months the serious erosion along N side of pier 1 and on S bank under bridge only 7 feet from abut.</b> PX- Check depth of exposure for all drill shafts at piers and along NW & SW approach embankments in 12 months. PX- Remedy the fill and rip rap loss per PLAN OF ACTION dated 12/4/2009. FX- Vegetation enters roadway approaches at the N end of bridge. FX- Dirt and gravel overlay along rails retards deck drainage.
60N3390E0660006	Union Road	0.6S of 56 <sup>th</sup> Street & Union Road	Creek	230- FX- Bank is slumping at base of S abut. FX- Dirt & gravel overlays along rails retards deck drainage. FX- Saplings are growing up at W side of bridge. FX- Tall grass hides most deck corners. FX- Superstructure paint is in poor condition.
60N3390E0730008	Union Road	0.8S of 140 <sup>th</sup> Street & Union Road	Headquarters Creek	231- PX- Piles have minor exfoliation of the lower one foot at the S abutment. PX- Steel pier cap has moderate rust and pitting. FX- Beam ends have rust on both flanges with light pitting. FX- N end of W rail has a broken connection with the post. FX- Deck corners are not marked. FX- Superstructure paint is in poor condition.

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<u>Bridge Number</u>	<u>Highway</u>	<u>Location</u>	<u>Crossing</u>	<u>Recommended Repair</u>
60N3400E0660007	Mehan Road	0.7S of 56 <sup>th</sup> Street & Mehan Road	Little Stillwater Creek	232- FX- Superstructure paint is in poor condition. FX- Bank at N abut has minor protection from potential scour or erosion. FX- Rails have small posts. FX- Girder #2 mid-span has a three foot long minor section loss in <u>bottom</u> flange. FX- Girder #3 mid-span has a three foot long minor section loss in <u>top</u> flange. FX- N ends of girders # 1,6 & 7 have some section loss in webs.
60N3400E0670003	Mehan Road	0.3S of 68 <sup>th</sup> Street & Mehan Road	Stillwater Creek	233- PX- 4 exposed steel piles at S abut plus one exposed steel pile at N abut lie in banks unprotected from more erosion. FX- Tall brush hides deck corners. FX- Half inch gravel overlay along rails covers 75% of deck and retards deck drainage. FX- Concrete piles have erosion and scour at their bases. FX- Concrete deck cracks are unsealed.
60N3400E0730001	Mehan Road	0.1S of 140 <sup>th</sup> Street	Sand Creek	234- <b>PX- Scour at W end of N abut can be stopped by <u>moving flow line southward 30 feet to midway between both abutments</u> and then protecting the new fill at the N abut from future scour or erosion.</b> FX- Flex-Beam rails were installed to almost lie on deck surface to act more as a curb than as a safety rail. FX- Tall grass hides deck corner markers and low rail ends. PX- Orthotropic deck surface is crumbling. FX- A large piece of drift lies ;under bridge at mid-span. FX- Superstructure paint is in poor condition. FX- Rail coating is failing.