OKLAHOMA Transportation

Inspection Report for Structure 05447

Inspection Date: 10/23/2024

(5) 10ft. X 9ft. X 32ft. LONG RCB SK 30°

Bridge Data

Identification data

Bridge Number (B.ID.01):	054470000000000	Agency Bridge ID:	05447
Bridge Name (B.ID.02):	4610 1166 X	Local ID:	10-1166
Feature Intersected:	CREEK	Bridge Nickname:	S.H. 9 OVER CREEK
Past Bridge ID (B.ID.03):		Facility Carried:	S.H. 9
Bridge notes:	Utility attached across the south side.		

Location data

State Code (B.L.01):	40 Oklahoma	County Code (B.L.02):	MCINTOSH
City (B.L.03):	Unknown	Highway Agency District (B.L.04):	Division 1
Metro Planning Org 1 (B.L.12):		County Districts:	Unknown
Bridge Location (B.L.11):	6.0 E JCT SH-52	Latitude (B.L.05):	35.269225
		Longitude (B.L.06):	-95.781106

Border data

Designated Lead State (B.L.10):		Border Bridge Number (B.L.07):	_
Border State or Country (B.L.08):	-1	Border Insp. Responsibility (B.L.09):	2

Classification data

Owner (B.CL.01):	S01 State transportation department	Maintenance Responsibility (B.CL.02):	S01 State transportation department
Federal or Tribal Land Access (B.CL.03):	N	Historical Significance (B.CL.04):	7 Historic significance has not been determined
Toll (B.CL.05):	N Does not carry toll road and is not toll bridge	Emergency Evacuation Designation (B.CL.06):	Y Emergency evacuation route

Construction data

Year Built (B.W.01):	1937		
Design Load (B.LR.01):	H-20	Design Method (B.LR.02):	

Geometry data

NBIS Bridge Length (B.G.01):	64.70	Total Bridge Length (B.G.02):	64.70
Maximum Span Length (B.G.03):	11.50	Minimum Span Length (B.G.04):	
Bridge Width Out-to-Out (B.G.05):		Bridge Width Curb-to-Curb (B.G.06):	0.00
Left Curb or Sidealk Width (B.G.07):	0.00	Right Curb or Sidewalk Width (B.G.08):	0.00
Approach Roadway Width (B.G.09):	34.00	Bridge Median (B.G.10):	0 No median
Skew (B.G.11):	30	Curved Bridge (B.G.12):	
Maximum Bridge Height (B.G.13):		Sidehill Bridge (B.G.14):	N Not a sidehill bridge
Irregular Deck Area (B.G.15):		Calculated Deck Area (B.G.16):	

Design Data

Superstructure set data

C01 - Superstructure Set 1 - 7588 - Type: C Culvert

Number of Spans (B.SP.02):	5	Number of Beam Lines (B.SP.03):	1
Span Material (B.SP.04):		Span Continuity (B.SP.05):	
Span Type (B.SP.06):		Span Protective System (B.SP.07):	
Deck Interaction (B.SP.08):		Deck Material & Type (B.SP.09):	0 None
Wearing Surface (B.SP.10):		Deck Protective System (B.SP.11):	
Deck Reinforcing Protective System (B.SP.12):		Deck Stay-in-Place Forms (B.SP.13):	

Substructure set data

Number of Sub Units (B.SB.02):		Substructure Material (B.SB.03):	
Substructure Type (B.SB.04):		Substructure Protective System (B.SB.05):	
Foundation Type (B.SB.06):		Foundation Protective System (B.SB.07):	

Feature Data

S.H. 9

Feature Name (B.F.03):	S.H. 9	Feature Type (B.F.01):	H Highway
Feature Location (B.F.02):	C		

Route Information

Designation (B.RT.01)	Route Number (B.RT.02)	Route Direction (B.RT.03)	Route Type (B.RT.04)	Service Type (B.RT.05)
R01	9		3 State route	1 Mainline

Highway Information

LRS Route ID (B.H.06):	4600010HX0000	LRS Data as of Date:	
LRS Mile Point (B.H.07):	23.695	Lanes on Highway (B.H.08):	2
Functional Classification (B.H.01):	5 Major Collector	Urban Code (B.H.02):	99999
NHS Designation (B.H.03):	N Non-NHS	National Highway Freight Network (B.H.04):	N Not on the NHFN
STRAHNET Designation (B.H.05):	N Not a STRAHNET route		

User Costs

Route Speed:	65	Bypass Detour Length (B.H.17)::	67
Bypass Average Speed:	-1	Lanes on Bypass:	

AADT

AADT (B.H.09):	1,300	Future AADT:	2,080
ADTT (B.H.10):	195	Future ADTT:	
Year of AADT (B.H.11):	2022	Future Year:	2042
Percent Truck Traffic:	15.00	Directional Percentage:	

Clearances

Highway Maximum Usable Vertical Clearance (B.H.12):	99.90	Highway Minimum Vertical Clearance (B.H.13):	99.90
Highway Minimum Horizontal Clearance, Left (B.H.14):		Highway Minimum Horizontal Clearance, Right (B.H.15):	
Highway Maximum Usable Surface Width (B.H.16):	30.00		

CREEK

Feature Name (B.F.03):	CREEK	Feature Type (B.F.01):	W Waterway
Feature Location (B.F.02):	B		

Waterway Details

Navigable Waterway (B.N.01):	N Not navigable waters	Navigation Minimum Vertical Clearance (B.N.02):	

Movable Bridge Maximum Navigation Vertical Clearance (B.N.03):

Navigable Channel Width (B.N.04):

Navigation Channel Minimum Horizontal Clearance (B.N.05):

Substructure Navigation Protection (B.N.06):

Inspection Data

Schedule

Inspection Type	Required for Bridge	Inspection Performed (B.IE.01)	Inspector	Most Recent Inspection Date	Interval (months) (B.IE.05)	Inspection Due Date (B.IE.06)
Bridge Assignment	☑	☐				
Routine	☑	☑	Craig, Ryan	10/23/2024	24	10/23/2026

Inspection Condition

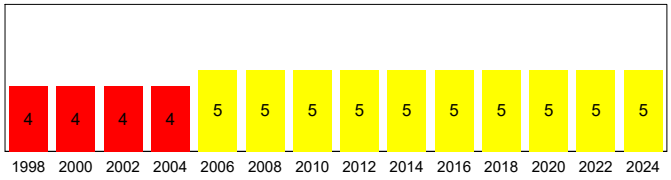
Bridge Condition (B.C.12):	F Fair	Lowest Condition Rating (B.C.13):	5
Deck (B.C.01):	N Not Applicable	Superstructure (B..C.02):	N Not Applicable
Substructure (B.C.03):	N Not Applicable	Culvert (B.C.04):	5 Fair
Railing (B.C.05):		Railing Transition (B.C.06):	
Bearing (B.C.07):		Joints (B.C.08):	
Channel (B.C.09):	5 Fair	Channel Protection (B.C.10):	
Scour (B.C.11):		NSTM Inspection Condition (B.C.14):	
Underwater Inspection (B.C.15):			

Appraisal

Approach Roadway Alignment (B.AP.01):	G Good	Overtopping Liklihood (B.AP.02):	1 Remote - once every 100 years or less frequently
Scour Vulnerability (B.AP.03):		Scour Plan of Action (B.AP.04):	

Condition History Graph

Culvert Rating



Inspection Notes

Inspection Notes (B.IE.11):

Agency Inspection Notes:

PX - End of northeast approach guardrail is detached from posts. Reattach guardrail.

PX - Remove timber debris accumulation.

FX - Monitor cracking with efflorescence buildup and spalling.

FX - Monitor cracking at southeast wingwall interface.

Flowline Notes:

10/23/2024 FL = Channel flow is at culvert flow line.
10/17/2022 FL = The west barrel has silt accumulation up to 1-ft high.
10-2022 FL = 12.0-ft top of headwall to botttom slab
10-2020 FL = 12.0-ft top of headwall to botttom slab

Load Posting Status

Posting Status Change Date (B.PS.02)	Open/Posted/Closed	Permanent/Temp/Supported	Load Posting Status (B.PS.01)
10/23/2024 12:00:00AM	Open	Permanent	PO

Text of Load Posting Signs:

Railings and Transitions			
Railings (B.RH.01):	I0-T	Transitions (B.RH.02):	I0-T

Oklahoma Items			
200c. Temperature:	67	246b. Overlay Thickness:	
214b. Posted Speed Limit:	NR	246c. Overlay Date:	01/01/1901
214c. Narrow 1 way Bridge Sign:	N	246d. Overlay Depth Change > 1":	_
214d. Vertical Clearance Sign:	N	258. Plans w/Found in ODOT File:	_
214d. Advanced Warning Sign:	N	263. Interchange at Intersection:	0
222. Fill over RCB:	FG	264. Interstate Milepoint:	-1.00
240. Approach Roadway Type:	2		

Element Data

Elem /	Elemement Name	Total	Unit	State 1	State 2	State 3	State 4
241	Re Conc Culvert	185	ft	0	0	185	0
	FX - Cells 1, 2, and 4, the top slabs near midspan have multiple spalls up to 32-in L x 66-in W x 3-in D with exposed reinforcing with section loss. FX - Cells 2, 3, 4 and the south half of Cell 5 have hairline longitudinal and diagonal cracking with efflorescence buildup extending into the stem walls. FX - Cell 4, north end has spalling up to 24-in L x 84-in W x 3-in D with exposed corroded reinforcing with up to 90% section loss. FX - Cell 5, east wall, near the southeast wingwall connection, crack up to 3/4-in wide. Cell 1, west wall, south end, full height vertical crack up to 1/4-in wide. Cell 3, top slab, near midspan, impending spall up to 2-ft L x 3-ft W. Cell 5, east wall, north end, full height vertical crack up to 1/4-in wide. Cell floors have abrasion with exposed and missing aggregate throughout. Cell ceilings have areas of poor consolidation up to 3-ft L x full width with exposed reinforcing. Cell ceilings typically have hairline longitudinal cracks with efflorescence in the ceiling. Interior walls have vertical cracks up to 1/16-in wide. Interior walls, at the north end, typically have spalls up to 24-in H x 12-in W x 2-in D with exposed reinforcing due to debris impact.						
331	Re Conc Bridge Railing	129	ft	129	0	0	0
	Hairline vertical cracks throughout.						
870	Concrete Wingwall	4	each	3	1	0	0
	FX - Southeast wingwall is rotated 1/2-in towards the channel. Southwest wingwall, asphalt countermeasure behind the wingwall have settled creating voids up to 20-in deep.						
965	Debris SF	1	each	0	0	1	0
	PX - The upstream end has timber debris accumulation up to 3-ft high.						

2024 Routine Inspection

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 1 - West approach, looking east

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 2 - South elevation, looking upstream

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 3 - On culvert looking north, upstream

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 4 - On culvert looking south, downstream

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 5 - Northeast approach guardrail; detached from posts

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 6 - Cell 4, top slab, near midspan; spalls up to 32-in L x 66-in W x 3-in D with exposed reinforcing

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 7 - Cell 4, west wall; hairline diagonal and longitudinal cracking with efflorescence buildup

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 8 - Cell 4, north end; spall 24-in L x 84-in W x 3-in D exposed corroded reinforcing

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 9 - Cell 5, east wall, near southeast wingwall connection; crack up to 3/4-in wide

NBI #	Structure #	County	Facility Carried	Feature Intersected	Date
05447	4610 1166 X	McIntosh	S.H. 9	Creek	10/23/2024

Photo 10 - Upstream end; timber debris accumulation up to 3-ft high