

**RECEIVED**  
 SEP 14 1977  
 SURVEY DIVISION

STATE OF OKLAHOMA  
 DEPARTMENT OF HIGHWAYS  
 SURVEY DIVISION

|                 |         |                 |                     |
|-----------------|---------|-----------------|---------------------|
| SURVEY DIVISION |         | Survey Division |                     |
| 9-15-77         | 9/15/77 | Form No. 16     | Rev. Sept. 10, 1961 |
| 9-16-77         | 9/16-77 |                 |                     |
| 9-19-77         | 9/19-77 |                 |                     |
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FLOOD INFORMATION FORM

To be used in obtaining and transmitting flood water elevations for Survey Division office record files. This information to be obtained by all Chiefs of Party or others in their vicinity in times of unusual high water, or at any time available from a reliable source. The elevations can be recorded by level reading, by measurement from bridge floor, in relation to a house, above roadbed or any other dependable, clear manner that fits the situation, the highest order possible to be used. Separate report to be made on each crossing or place obtained.

County Kay Date highwater occurred 1923  
 Highway number SH 11 Name of stream Spring Creek  
 Direction and distance from nearest town, village or store 1 mi. west of SH 11, US 77 Jct., west of Kildare.

Section, Township and Range Ret. Sec. 16 & 21, T27N-R2E, -300' W. of NE cor. of 21  
 Description of Location at Mr. Hayes residence water was in orig. has. when he was teenager. Estimated where water would be on new hse, to be porch floor

Elevation 1024.7 Source of levels USC&GS  
 Method obtained Engr. level & rod. Date obtained Sep. 13, 1977

Did it appear to be  normal  medium  extreme  do not know

Was highwater mark obtained from actual water, drift, local resident, U. S. Engineers, etc.? Mr. sidney Spore, resident 1000' west of creek on south side of SH 11 & Mr. Lyle Hayes, resident 100' west on north side of hwy.

Explanatory Remarks Went to area for info. following request by Proj. Engr, G.W. Middleton.

Mr. Spore is 63 years old and has lived at area all of his life.

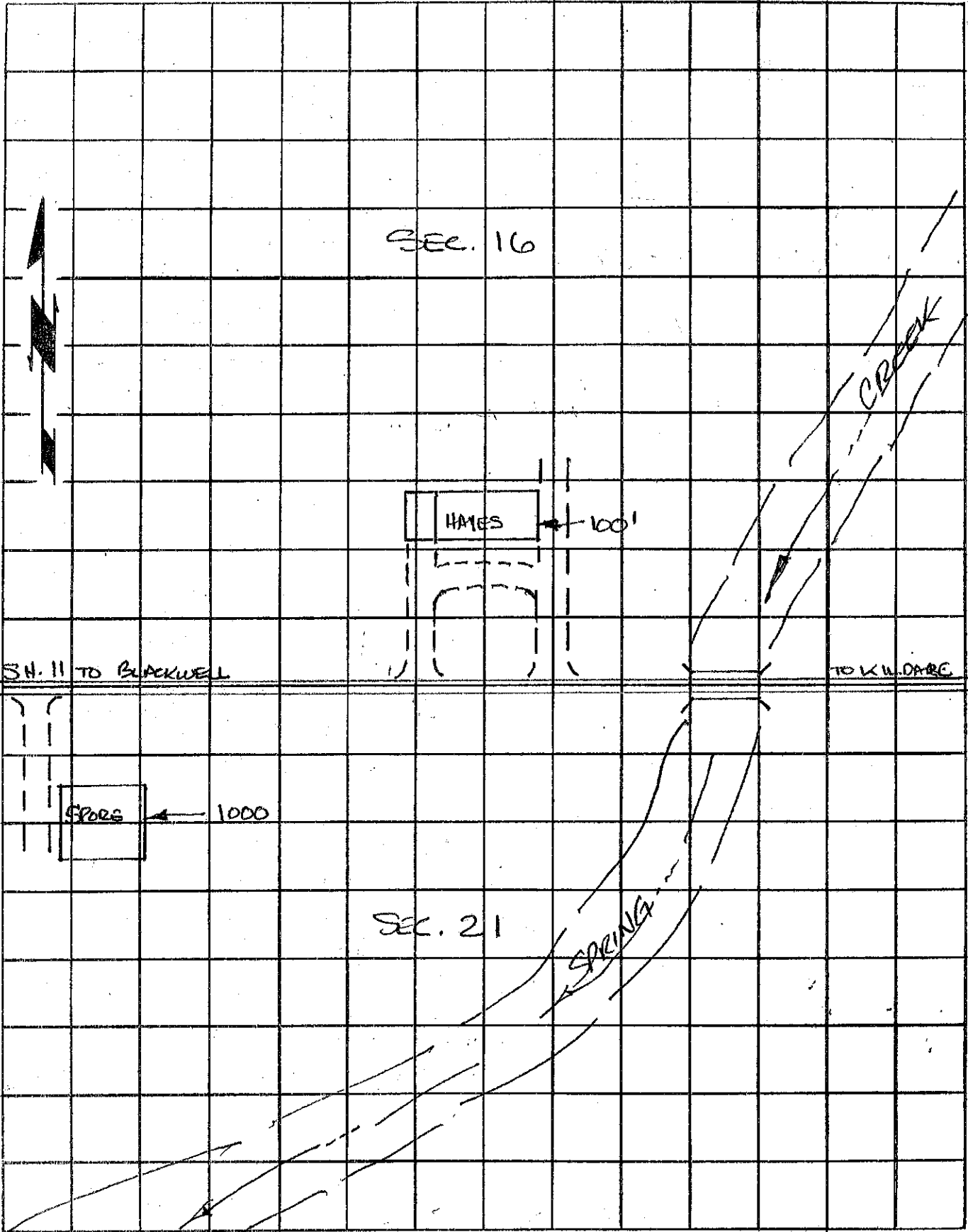
Mr. Hayes is 67 years old, born & raised (1910-1930) at area, returned 1970 this homesite & school land lease kept in family by his parents & uncle Location to be shown on back of this sheet as a check. since statehood.

Field Note: To be sent to  
 Survey Engineer  
 Copy to Forsythe of Brdg. Div.  
 on 9-15-77

Ray E. Duggins  
 Chief of Party  
 Sep. 14, 1977  
 Date

File: Kay Co. H. Water File

Location No. 31



SEC. 16

HMS 100'

SH. 11 TO BLACKWELL

TO KILDARE

SPRS 1000'

SEC. 21

SPRING

CREEK

RECEIVED

Oklahoma State Highway Dept.

Date September 14, 1977

To Mr. SURVEY DIVISION Richard L. Shephard, Survey Engineer

From L.E. Higginbotham, Location Engineer

Subject SWO 3115(1) - P.E.B. - SH 11 - Kay County  
Highwater at Spring Creek

|                 |         |         |     |     |     |      |    |
|-----------------|---------|---------|-----|-----|-----|------|----|
| SURVEY DIVISION | 9/15/77 | 9-15-77 |     |     |     |      |    |
|                 | LS      | SET     | SWO | PH. | JOB | FILE | IF |

At the direction of Project Engineer G.W. Middleton, I obtained statements from residents placing the extreme highwater of Spring Creek at station 839 + 26 to be 1024.7 above sea level.

This elevation set by use of an engineer's level and a Philadelphia level rod.

Mr. Sidney Spore, Rt. 1, Kildare, resident 1000 ft. west of creek on south side of SH 11 stated water reached this extreme two times of his knowledge, once in 1923 and again in 1940. His estimate is on existing SH 11 at station 833 + 16 and approximately 3 ft. deep over culvert at station 834 + 77. These marks average elevation is 1024.7. Mr. Spore is 63 years old and has lived in area all of his life.

Mr. Lyle Hayes, Rt. 1, Kildare, resident 100 ft. west of creek on north side of SH 11 stated water was knee deep in his bedroom when he was a teenager in 1923. His estimate on new residence is the top of the front concrete porch floor. This elevation is 1024.5. Mr. Hayes did not reside at site in 1940, but was born and raised there and has returned and lived there since 1970.

During the survey of 1974 I did not seek highwater date at this creek because of previous bridge survey made one year earlier which showed complete data.

This is the extreme highwater and rarely happened. Both residents stated that contour farming, terracing and upstream impounding of water in stock ponds have relieved the flooding problem of earlier years. The normal highwater during the last 20 years has been 0.5 ft. deep over the bridge floor, rising to this depth and receding within hours.

Mr. Spore's mark elevation is used because of possible variation between old and new residences of Mr. Hayes.

*Leroy E. Higginbotham*  
 Leroy E. Higginbotham LS & SET  
 Location Engineer

1 Attachment (SD Form No. 16)

CC: Highwater File      MC made for Co. HW file.

File: SWO 3115(1)

9-15-77: Copy of this letter along with copy of flood information form & Xerox of survey notes in the area transmitted to Jim Forsythe of Bldg. Div. on this date. *Blum*

STATE HIGHWAY DEPARTMENT  
 Bridge Maintenance Inspection

ELCU. ON HSB  
 G. W. W. CHANN.

Bridge No. 52 Code No. 11-36-22-X113 Division No. 1  
 County Kay Highway No. SH 11 Project No. \_\_\_\_\_  
 Location 11.4 miles east of junction US 177  
 Bridge Crossing Spring Creek  
 Type of Bridge 40' I-Beam span (conc. Hand rail)

Design Standard XXXX Year Built 1926  
 Clear Roadway Width 20.1' Length 41.1' Bridge Rating HL7

History Built By County  
Previous Inspection 11-16-67  
 Date of Inspection 5-14-68 Inspected By WHE (K Shandean)  
Clear 72°

| SUPERSTRUCTURE                              | Condition | Repairs Recommended | Remarks  |
|---|-----------|---------------------|--|
| Point                                       | G         |                     |  |
| Bridge floor                                | G         |                     |  |
| Hand railing                                | G         |                     | Top rail in center panel on south is damaged.                |
| Expansion devices                           |           |                     | Clearance between T.Bms and backwall 1/2" on East 3" on west |
| Bridge bearings (shoes)                     | G         |                     |  |
| Curbs                                       |           |                     |  |
| Truss Members                               |           |                     |  |
| Debris in gutters <del>and on roadway</del> | NONE      |                     |  |
| <b>SUBSTRUCTURE</b>                         |           |                     |  |
| Debris on Br. seats & pier tops             |           | X                   | Drift on bridge seats  |
| Anchor bolts                                | G         |                     |  |
| Cracks in abuts. and piers                  | NONE      |                     |  |
| Settlement of piers or piling               |           |                     |  |
| Drift on structure                          | NONE      |                     |  |
| Paint                                       |           |                     |  |
| R. C. Box                                   |           |                     |  |
| <b>BEAM BED</b>                             |           |                     |  |
| Active erosion                              | NONE      |                     |  |
| Drift in stream channel                     | NONE      |                     |  |
| Siltation of channel                        | NONE      |                     |  |
| Rip rap                                     |           |                     |  |
| Pile diversions                             |           |                     |  |
| Side drains and ditch checks                | G         |                     |  |
| Scour at Piers, abuts. & R. C. Boxes        |           |                     |  |
| High water data                             |           |                     |  |
| Flow line to top of curb                    | 158       |                     | High water to bottom of top hand rail approx. 9' over floor  |
| <b>TRAFFIC SERVICE</b>                      |           |                     |  |
| Bridge end markers in place                 | yes       |                     |  |
| Load Limit signs in place                   |           |                     |  |
| Traffic signs in place                      |           |                     |  |
| Bridge approach slabs                       |           |                     |  |

Note: Higginbotham's new information checks this maintenance H.W. W.W.M.  
 inspection

Abbreviations G-Good F-Fair P-Poor X-Repair Recommended

Reported by WHE Shandean