Oklahoma Depression-era Bridges and Road-related Resources, 1933-1945

Historic Context and National Register of Historic Places Evaluation

Final Report

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1. Introduction

The Oklahoma Department of Transportation (ODOT) completed the *Oklahoma Depression-era Bridges and Road-related Resources, 1933-1945* project to identify Oklahoma's Depression-era bridges and road-related resources and evaluate the significance of these properties under the National Register of Historic Places (NRHP) Criteria for Evaluation, and to assist ODOT in early planning efforts for federal- and state-funded projects.

The results of this project will assist ODOT in complying with federal preservation laws and regulations that affect the management of historic bridges and road-related resources. These laws and regulations include the National Historic Preservation Act (NHPA) of 1966 (as amended) and the U.S. Department of Transportation Act of 1966 (as amended).

Historic bridges and road-related resources may be afforded protection under the NHPA and transportation regulations, which require agencies to take into account the effect of projects on historic properties. Section 106 of the NHPA (Section 106) requires federal agencies and owners seeking federal assistance to review actions that may affect a property listed in, or eligible for, the NRHP. The process includes identifying historic properties, assessing the effect of proposed actions on historic properties, and developing agreements that specify measures to deal with any adverse effects. To comply with Section 106, appropriate consultation among the federal agency, the State Historic Preservation Officer, Native American tribes, the public, and other interested parties is required.

Section 4(f) of the U.S. Department of Transportation Act applies to undertakings that require the "use" of a historic property, including a bridge and road-related resources. The federal agency must ensure that the provisions of Section 4(f) are met before approving a federally funded project.

This is one of three reports that present the results of the *Oklahoma Depression-era Bridges and Road-related Resources, 1933-1945* project. This report provides a historic context that identifies the statewide historical themes related to this period, a summary of the inventory methodology, the NRHP Criteria for Evaluation, and an overview of the results of the application of the NRHP evaluation criteria. Other reports from this project include *Oklahoma Depression-era Bridges and Road-related Resources, 1933-1945: Inventory Forms*, which compiles inventory forms for individual bridges and concentrations of bridges with descriptions and statements of significance, and *Oklahoma Depression-era Bridges and Road-related Resources, 1933-1945: Data Collection Summary Report*, which provided background on the methodology to evaluate the study population. These reports are available on the web at http://www.odotculturalresources.info/depression-era-works-programs.html.

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2. Historic Context

A. Oklahoma roads and bridges prior to 1933

The story of Oklahoma's roads and bridges in the years prior to the Great Depression is the story of increasing state and federal consolidation of control over all aspects of highway transportation, particularly funding and planning. These efforts were driven by the need for a road and highway system to accommodate ever-expanding automobile usage after 1900.

Federal involvement dates to 1893 with the formation of the Office of Road Inquiry within the U.S. Department of Agriculture, the first formal federal structure to address the nation's highway needs. It would soon become the Office of Public Roads. Federal activities continued to grow and expand over the following decades, culminating in the Federal-Aid Road Act of 1916 and the Federal Highway Act of 1921. Meanwhile, automobile ownership nationally had grown from almost nothing in the 1890s to 2.3 million in 1916. By the 1920s the Office of Public Roads had evolved into the Bureau of Public Roads (BPR), a significant federal entity that continued through the Depression and most of the New Deal era, becoming the Public Roads Administration on the eve of World War II.[1]

In Oklahoma, state involvement with highway transportation began with statehood in 1907 and a four-year effort to establish a state highway department in 1911. By then, automobile usage in the state had grown to 6,500 vehicles. Oklahoma ranked last among the states in paved-road mileage, and pressure grew to improve the state's roads. In the years immediately following the creation of the highway department, Oklahoma bridges continued to be either private, profit-making investments or county-funded projects. Engineering services were provided by established bridge-building companies.[2]

With the Federal-Aid Road Act of 1916, federal and state efforts began to interact and provide the beginnings of a coordinated highway program that extended from the national level to the state highway department and continued through to counties. The federal program required a fifty-fifty funding match for federal aid to the state and project approval from the Office of Public Roads. The state, in turn, developed a state-aid program to assist counties with funding for roads with a comparable dollar match. Although the new effort was soon disrupted by World War I (particularly by steel shortages), road and bridge work moved ahead in Oklahoma. In general, the state and federal programs were designed to infuse road and bridge construction with more money and more engineering expertise down to the local levels, to ensure that the best roads and bridges were constructed where and when they were needed.[3]

(1) Federal and state legislative changes in the 1920s

At the national level, the Federal Highway Act of 1921 inaugurated what historian Bruce Seely has called the "Golden Age of Highway Building, 1921-1936." In Seely's view, the states now had the responsibility

[1] Bruce E. Seely, *Building the American Highway System: Engineers as Policy Makers*, *(*Philadelphia: Temple University Press, 1987), 9, 17. In the 1960s the BPR became the Federal Highway Administration.

[2] Joseph King, *Spans of Time*, prepared for the Oklahoma Department of Transportation (1993), 5-9.

[3] King, 17; Seely, 47

of building both state and federal-aid roads, while the BPR had the responsibility for inspection of state plans, construction, and maintenance on the federal-aid system. In order to develop and maintain a good road system among states, the 1921 statute authorized each state to designate seven percent of its total highway mileage on which all federal dollars would be spent. As a result, the Federal Aid Highway System was established to provide a network of primary roads connecting major population centers of the country, and a network of secondary roads connecting state population centers. In addition, a minimum road width of 18 feet was established for new construction on those roads receiving funding, and construction, contracts, and plans were to be under the direct supervision of the highway departments in the states. Control of engineering design and bridge construction was being removed from the counties and private bridge-building companies and systematized under the supervision of professional engineers at the state level. The state engineers, in turn, were increasingly accountable to engineers at the federal level, who were involved in establishing national standards for design. Alongside the federal-state system was the American Association of State Highway Officials (AASHO), a non-governmental nationwide organization created in 1914 that established standards and specifications for highway and bridge design and construction. The hierarchical national system of funding and standards that was emerging evolved into the structure used today.[4]

In Oklahoma during the early 1920s, the state and counties struggled to make the new funding systems work as they were intended. Because of limited county dollars for the fifty-fifty matches, better-funded local governments received more grants than poorer ones, tending to accentuate rather than alleviate poor road conditions in less-populated areas, such as the western Oklahoma counties. Some of the difficulties with the aid programs, including the interruption of World War I, plagued the very first federal-aid project in Oklahoma, Federal Aid Project (FAP) Number 1, for a bridge over the South Canadian River near Newcastle. Planned in 1917, the bridge was not finished until 1923, completely changing designs, materials, and contractors in the process. Nevertheless, federal-aid projects moved ahead, with seven of the first 20 Oklahoma projects being bridges.[5]

To eliminate some of the state transportation confusion and chaos in the early years of the new Federal Highway Act of 1921, the Oklahoma legislature passed bills reorganizing the state highway department in 1924. This was a goal promoted by the BPR, which was also encouraging states to strengthen their highway commissions. Significantly, the legislation authorized a gasoline tax to fund road projects at both the state and county levels. Not only did the Oklahoma State Highway Department now have substantial new funding to match federal aid dollars, but a three-member highway commission was installed to reduce the politicization of the program. With these changes, the state program could interact with the federal program to provide a rational system of funding and engineering review from the federal to the state to the local level. The gas tax was so vital that it was increased in 1925 and again in 1929.[6]

[4] Seely, 71; William Paul Corbett, *Oklahoma's Highways: Indian Trails to Urban Expressways*, Ph.D. dissertation (Oklahoma State University, 1982), 214

[5] King, 19-21; Corbett, 206

[6] Corbett, 216-217, 228

Major activities of the state highway department from 1924 to 1933 included the establishment of a route numbering system that was eventually coordinated with the federal highway number system, and the construction of paved highways. Historian Bob Burke describes the following highways designated as Oklahoma's earliest official state highways:

- Oklahoma (OK)-2: Meridian Highway, from Caldwell, Kansas, to the Red River via Medford, Pond Creek, Enid, Kingfisher, El Reno, Chickasha, Marlow, Duncan, and Waurika
- OK-3: Postal Highway, from Fort Smith, Arkansas, to the Red River via Poteau, Wilburton, McAlester, Wewoka, Shawnee, Oklahoma City, Weatherford, Elk City, and Sayre
- OK-5: Lee-Bankhead Highway, from Ultima Thule, Arkansas, to the Red River at Davidson via Idabel, Hugo, Durant, Ardmore, Waurika, and Frederick
- OK-6: Jefferson Highway, from Chetopa, Kansas, to the Red River via Vinita, Pryor, Wagoner, Muskogee, Checotah, Eufaula, McAlester, Atoka, and Durant
- OK-7: Ozark Trail, from Baxter Springs, Kansas, to Altus via Miami, Afton, Vinita, Claremore, Tulsa, Bristow, Stroud, Chandler, Oklahoma City, Chickasha, and Lawton
- K-O-T: The Kansas, Oklahoma, and Texas Highway from Newkirk to the Red River via Ponca City, Perry, Guthrie, Oklahoma City, Norman, Ardmore, and Marietta
- OK-11: Albert Pike Highway, from Siloam Springs, Arkansas, to Boise City via Chouteau, Tulsa, Pawhuska, Ponca City, Cherokee, Alva, Buffalo, and Hooker[7]

According to historian William P. Corbett, the state highway system contained 227 miles of concrete and 63 miles of asphalt road by 1924.[8] Two years later, in 1926, nine routes across Oklahoma were designated as U.S. Highways as part of the national highway system established by the BPR. The designated highways included: U.S. Highway (US)-64, US-66, US-70, US-73, US-75, US-77, US-81, US-266, and US-271.[9] With designation of the U.S. Highways, the state highway department focused on surfacing the state's primary transportation network. Among the most noteworthy projects was the paving of US-66, which would soon receive great notoriety for its role in John Steinbeck's novel, *The Grapes of Wrath*, where it was the route out of Depression-era Oklahoma for displaced farmers. Another important effort of the 1920s was the elimination of Oklahoma's remaining private toll bridges through transfer to state ownership or replacement with new state-owned bridges, in either case providing free highway crossings for the expanding population of automobile owners. [10]

[7] Bob Burke, *ODOT 100: Celebrating the First 100 Years of Transportation in Oklahoma* (Oklahoma City: Oklahoma Heritage Association, 2011), 25.

[8] Corbett, 214.

[9] Burke, 29.

[10] Corbett, 233-240.

(2) Roads and Bridges at the End of the 1920s

As the 1920s ended and Oklahoma entered the Depression, the state was behind the national average in miles of paved roads. The 48 states averaged 4,136 miles each, while Oklahoma had 3,368 paved miles on the state system. While some roads had concrete paving, many of them were surfaced with asphalt, water bound macadam, or gravel. Of the 77 counties, 29 still had no paved roads and 11 more had less than 25 miles of state-maintained hard-surfaced highways by 1933.[11]

The impact of the state on bridge design after 1916 and into the 1920s can be seen, in part, in the production of state standard plans for bridge design. In 1921, for example, the state highway department prepared plans for "Concrete Deck Girder Spans," later termed T-beams, for spans from 28 to 40 feet. The plans were designed for the use of county engineers, who could simply fill in blank spaces on the plan sheet title block for county, site location, engineer's name, date, and other details specific to the bridge being designed.[12]

Other standard plans from the 1920s appear to be prepared for the use of county or state engineers, and include designs for many truss bridges, along with steel I-beam and plate-girder designs. As noted in the biennial report for 1927-28, "if it were not for the standardization of plans and designs, a much augmented force of engineers would be required in the main office," the Oklahoma City office that prepared plans for all bridges on state highways.[13] Versions of these designs for common bridge types were continued in the Depression and New Deal years and are found in the standard plans of the 1930s. The standard plans from the 1920s also include some bridge types that are less common in later years, such as a concrete cantilever bridge, a "low water" bridge, and a concrete "dip bridge" (a type of concrete ford). Some plans reference "Oklahoma Standard Specifications for 1925," as approved by the BPR, reflecting both the increasing interest in standardization and the interaction of the state and federal highway offices.[14]

Few technological and engineering changes appear to have occurred in the period, or at least little that impacted bridge design and construction in Oklahoma. The biennial report of 1929-30 stated, "In the erection of structural steel nothing new has been developed in recent years."[15] Among the noteworthy changes reported in 1928 was that "steel girder bridges…have been used in place of steel truss spans of less than seventy feet in length," documenting the general impression that truss bridges were becoming less common for short and medium spans during the 1920s and into the 1930s.[16]

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[11] Corbett, 241-242.

[12] Collection of "Obsolete Bridge Standard Plans," 1921-1945, Oklahoma Department of Transportation.

[13] Oklahoma State Highway Commission biennial reports for the years 1929-1946 were referenced in the writing of this report; Biennial Report 1927-28, 40.

[14] Collection of "Obsolete Bridge Standard Plans."

[15] Biennial Report 1929-30, 54.

[16] Biennial Report 1927-28, 36.

As Oklahoma moved from the 1920s into the Depression years of the 1930s and New Deal funding, the state experienced a diversion of funds from construction projects into other areas of state need and the numbers of new bridges built, at least on the state system, declined.

B. Depression-era work-relief programs – national perspective

The U.S. endured a period of severe economic collapse and depression for more than a decade following the 1929 stock market crash. When President Franklin D. Roosevelt assumed office in 1933, the national unemployment rate was 25 percent and mass poverty was firmly entrenched.[17] Roosevelt's predecessor, Herbert Hoover, had elected to offer little help at the federal level, instead contending that existing primary sources of relief—private charities and local governments—should assist the hungry and unemployed. Toward the conclusion of Hoover's presidency, his administration implemented federal relief in the form of increased public works funding to the states, including road construction projects, under the Emergency Relief and Construction Act of 1932.[18] However, the economy was essentially at a standstill and the dire needs of the general public were generally not being met.[19]

The Roosevelt administration spurred an economic upturn by implementing a series of programs to provide relief, recovery, and/or reform. The so-called "Three Rs" were aimed at the federal, state, and local levels in the economic sectors of agriculture, banking, housing, industry, labor, public utilities, and transportation. The various programs became known as the "alphabet agencies," in reference to the acronyms assigned to them, and altogether constituted Roosevelt's New Deal.[20]

A major component of the New Deal to combat widespread unemployment was "make work" transportation improvement projects. To provide employment to the greatest number of people possible, provisions established by the Emergency Relief and Construction Act of 1932 that limited workers to 30 hours per week and specified the use of hand labor rather than machines for certain types of work were continued as part of Roosevelt's New Deal programs.[21] Road-related work, including highway planning, brought employment opportunities close to the homes of the jobless, and it was estimated that for every person directly employed on roads, at least two others were working in the manufacture and transportation of roadway materials and equipment. Favoritism toward highways also kept the nationwide road building boom of the 1920s alive through the 1930s and into the 1940s, until New Deal programs began winding down at the beginning of the war effort. Besides being a leading solution to

[17] Nancy E. Rose, *Put To Work: Relief Programs of the Great Depression* (New York: Monthly Review Press, 1994), 15-16.

[18] Seely, 89.

[19] Rose, 17, 24-25.

[20] Rose, 26; David M. Kennedy, Lizabeth Cohen, and Thomas A. Bailey, *The American Pageant, Volume II: To 1865,* 14th ed. (Boston: Wadsworth Publishing, 2010), 671.

[21] Seely, 89.

unemployment, road-related work produced physical improvements that were needed in practically every county in every state.[22]

The National Industrial Recovery Act (NIRA) of June 1933, which was implemented by the National Recovery Administration and the Public Works Administration, marked the first time federal highway funds were outright grants to states. States did have to provide matching funds, but their ability to do so was greatly hampered by the depressed economy. Construction budgets for local and municipal roads had also been severely slashed. Roosevelt answered with larger appropriations using the federal-aid formula allocated by the BPR and a variety of federal relief programs. This essentially replaced the regular federal-aid program with the National Recovery highway program. The National Recovery Work Relief (NRWR) Program, a special grant funded under NIRA, provided employment and relief to the unemployed in the drought area of nine states, including Oklahoma, Texas, New Mexico, Colorado, Kansas, Nebraska, North and South Dakota, and Wisconsin. By the middle of the 1930s, federal funds had raised state and local road-building activity above pre-Depression levels everywhere, apart from in cities. Federal aid was extended to city streets in 1936 and secondary (feeder) roads in 1938. Altogether, federal highway funding during the 1930s was so extensive that almost no other area of the economy "recovered" so quickly. During the 1930s, improved (surfaced) highways in America doubled in length from 694,000 miles to 1,367,000 miles, and between 35 percent and 45 percent of all workers on federal relief projects built roads.[23]

New Deal programs that had the most direct impact during the Depression on the country's transportation infrastructure included the Federal Emergency Relief Administration (FERA), Civilian Conservation Corps (CCC), Public Works Administration (PWA), and Works Progress/Project Administration (WPA). Each program, and its role with respect to transportation improvements, is discussed in more detail below.

(1) Federal Emergency Relief Administration (FERA)

FERA was created by Congress in May 1933 and administered by Harry Hopkins, a former relief administrator in New York State when Roosevelt was governor. The program was initially funded by a $500 million grant from the Reconstruction Finance Corporation (RFC), an independent federal agency established in 1932 by President Hoover with the primary objective of providing loans to banks and financing a variety of projects. The underlying principle of FERA was to empower the federal government to assist with local and state relief efforts. It was a partnership, with the federal government contributing one dollar for every three paid by the state or municipality. Most relief was provided in the form of vouchers for food, rent, coal, and heating oil. The program maintained only a small work-relief program, however, which ultimately became its biggest criticism as Americans largely preferred employment to

[22] Ellis L. Armstrong, ed., *History of Public Works in the United States, 1776-1976* (Chicago: American Public Works Association, 1976), 84; Seely, 88-89.

[23] Federal Highway Administration, *America's Highways 1776-1976: A History of the Federal-Aid Program* (Washington, D.C.: United States Department of Transportation, Federal Highway Administration, 1977), 123; Seely, 88-93.

government-sponsored welfare. In response to this disconnect, the Civil Works Administration (CWA) was created as a division of FERA in November 1933.[24]

The CWA was a short-term public works program administered by FERA from November 1933 to March 1934, and served as Roosevelt's experimental work program for addressing the country's need for infrastructure improvements. The CWA's stated goal of increasing nationwide employment as quickly as possible was achieved, and the program became widely popular as a result. A majority of projects were associated with highway and local road improvements, and work included paving, grading, and the construction of curbs and gutters. The program overall, in less than six months, funded nearly $1 billion worth of work, employed approximately four million Americans, and built or improved over 250,000 miles of roads. The success of the CWA proved that a permanent work program could be established.[25]

As the CWA program drew to a close, a work division was organized by FERA called the Emergency Work Relief Program (EWRP). This program lasted until 1935, when the work relief mission was assigned to the WPA and FERA was discontinued. Over the course of approximately one year, 44,163 miles of roads were constructed and 209,757 miles were improved by EWRP workers across the nation. Road improvement projects most commonly consisted of grading and graveling farm-to-market roads to transform them into "all-weather" roads.[26] The national push for rural road improvement became described as "pulling the farmer out of the mud." Other EWRP road-related work included straightening dangerous curves, clearing obstructions at intersections, reducing steep grades, widening narrow stretches, and erecting retaining walls and guard rails. The EWRP was also responsible for the construction of 6,957 bridges (generally wider reconstructions to eliminate bottle-neck conditions) and 10,651 large culverts (to remove dips and prevent washouts).[27]

(2) Civilian Conservation Corps (CCC)

The Emergency Conservation Work (ECW) Act was enacted in March 1933, eight days into Roosevelt's first term. Commonly called the CCC, the ECW had the objective of putting single men ages 18 to 25 to work conserving state and federal lands. As first proposed to Congress by Roosevelt, the CCC was to be

[24] Arthur E. Burns and Edward A. Williams, *Federal Work, Security, and Relief Programs* (New York: Da Capo Press, 1971), 22; Olson, *Historical Dictionary of the New Deal,* 398; T.H. Watkins, *The Great Depression: America in the 1930s* (New York: Little, Brown and Company, 2009), 126.

[25] Burns and Williams, *Federal Work, Security, and Relief Programs*, 29-35; James S. Olson, ed., *Historical Dictionary of the New Deal: From Inauguration to Preparation for War* (Westport, CT: Greenwood Press, 1985), 83-84; Seely, *Building the American Highway System,* 90.

[26] "Farm-to-market road" is a phrase commonly used in state, county, and local documents that are contemporary with the subject period. "Farm-to-market" typically was used to describe a county road connecting a rural area with a municipality. Some local documents even refer to a WPA "Farm-to-Market Road Program." "Farm-to-market road" is not an official ODOT designation. A description of ODOT's bridge numbering convention can be found in Appendix A, as adapted from the Oklahoma Department of Transportation Planning and Research Division, "A Re-Evaluation of *Spans of Time: Oklahoma Historic Highway Bridges*," (2007).

[27] Federal Emergency Relief Administration, *The Emergency Work Relief Program of the FERA, April 1, 1934 to July 1, 1935* (Washington, D.C.: U.S. Government Printing Office, 1935), 39.

"used in simple work…confining itself to forestry, the prevention of soil erosion, flood control and similar projects."[28] Enrollees came from every part of the country and were sent to every part of the country. Camps were administered by the War Department, which was divided into nine regional corps areas.[29]

The CCC completed a wide variety of projects within 10 approved project classifications: structural improvement, transportation, erosion control, flood control, forest culture, forest protection, landscape and recreation, range, wildlife, and miscellaneous. With respect to transportation, the CCC built and improved roads, truck trails, and bridges in state and national parks and remote, rural areas. At its peak in 1935, the CCC employed approximately 500,000 young men, and workers were often used by other New Deal programs.[30]

Native Americans also received work relief with the establishment of the CCC Indian Division (CCC-ID) in 1933. Initially administered under the Indian Emergency Conservation Work (IECW) program, this was arguably the first Indian reform effort to bring material aid to conserve and add to tribal land resources. In 1933 Roosevelt approved close to $6 million for the CCC-ID to put approximately 15,000 Native American men living in areas of Tribal jurisdiction to work. Projects were specific to the construction of forest roads, trails, and paths; fire protection measures; erosion control; and water development. The CCC-ID flourished into the early 1940s. During its first six years, about 77,000 Native Americans had obtained work, and accomplishments included developing 6,200 springs or small reservoirs; digging 1,350 wells; constructing 1,064 impounding dams and large reservoirs; and building 896 vehicle bridges, 51 stock bridges, 7,000 miles of truck trails, 2,500 miles of firebreaks, and 6,300 miles of telephone lines.[31]

Despite marked success, the CCC did not survive long after the U.S. entered World War II. The demand for young men to enter the armed forces and the ban of non-defense uses of numerous materials (namely metals) ultimately led to the program's demise. Congress ended appropriations to the CCC in 1942.[32]

(3) Public Works Administration (PWA)

In June 1933, Title II of the NIRA established the PWA. More than $3 billion was reserved to sponsor large-scale, high-profile infrastructure projects to revive the stagnant construction and transportation industries. A comprehensive public works program, as set forth by Congress, would not only employ the jobless and stimulate private business, but also improve and modernize existing infrastructure in many

[28] Calvin W. Gower, "The CCC Indian Division: Aid for Depressed Americans, 1933-1942," *Minnesota History Magazine* 43 (1972), 3.

[29] Stan Cohen, *The Tree Army: A Pictorial History of the Civilian Conservation Corps, 1933-1942* (Missoula, Mont.: Pictorial Histories Publishing Company, 1980), 28

[30] Olson, 85-87; Perry H. Merrill, *Roosevelt's Forest Army: A History of the Civilian Conservation Corps, 1933-1942* (Montpelier, Vt.: Perry H. Merrill, 1981), 9.

[31] Gower, "The CCC Indian Division," 3-12.

[32] Gower, "The CCC Indian Division," 12-13.

forms, such as new sanitary sewers, efficient water systems, and evenly surfaced, more durable roads.[33] Work proposals originated at the federal, state, or local level, and were approved by the PWA if they demonstrated "assured worth" and "hold promise of useful service to a community."[34] Once a proposal was accepted, the PWA would make allocations of federal funds for 45 percent of the cost of the project, with the remainder financed by the sponsoring public agency and/or a PWA loan. Construction contracts were then awarded to private contractors following an open, competitive bidding process, and work was overseen by the PWA to assure that satisfactory work was performed. The PWA was not a program to create direct relief employment; rather, its function was "priming the pump," so to speak, and "calling men and money back to useful activity and private enterprise."[35]

The value of the PWA became undeniable, and in 1935, 1936, 1937, and 1938 bills were passed to extend the life of the program. The most common PWA projects were related to road and highway construction and improvements, with most of the funding being disbursed from the BPR directly to state highway departments. From March 1933 to September 1936, the PWA funded the construction of 60,361 miles of roads and 2,641 grade-crossing viaducts nationally. By its end in 1943, when Roosevelt pushed industry toward war production, the PWA had financed a total of 34,508 projects nationally at a cost of more than $6 billion.[36]

Notable large-scale PWA projects on the national level included the Triborough Bridge joining Queens, Manhattan, and the Bronx in New York City; the Lincoln Tunnel under the Hudson River linking Manhattan and Weehawken, New Jersey; and the Overseas Highway connecting Key West to the mainland in Miami, Florida.[37]

(4) Works Progress/Project Administration (WPA)

The WPA was created in May 1935 strictly as a work-relief program with a focus on localized labor-intensive public works projects. It supplanted the CWA and EWRP, and was intended to be a permanent program. Road and public building construction were the most common jobs undertaken by the WPA because these project types supported its mission of making long-lasting community improvements. The use of local materials and local unemployed persons was paramount to its function, served to minimize costs, and was necessary for projects to secure approval. The sponsoring public agency (a state, county, city, township, or village government and its various agencies) contributed a portion of the cost of the project, though a fixed minimum percentage was never set by the WPA. Apart from the fulfillment of

[33] Federal Emergency Administration of Public Works, *Building for Recovery: The Story of PWA* (Washington, D.C.: Government Printing Office, 1939), 1.

[34] Federal Emergency Administration of Public Works, *PWA: The First 3 Years* (Washington, D.C.: Government Printing Office, 1936), 2-3.

[35] Federal Emergency Administration of Public Works, *Building for Recovery*, 3-4.

[36] Federal Emergency Administration of Public Works, *Building for Recovery*, 1; Olson, 398; Seely, 90.

[37] Federal Emergency Administration of Public Works, *Building for Recovery*, 2.

public improvements, state and local governments benefited from sponsoring WPA projects because they did not have to finance the labor. WPA workers were classified as federal employees.[38]

A primary focus of the WPA was construction and improvement of farm-to-market roads. These were simple jobs that could be performed by workers of all skill levels, and helped to increase opportunities for farmers to sell their goods and make it easier for inhabitants of rural areas to take advantage of the social, cultural, and educational benefits of larger, more established neighboring cities. These projects were located in rural areas, and typically involved straightening and widening roadways, reducing steep grades, surfacing with gravel or crushed stone, providing drainage, and clearing rights-of-way. In the eight-year existence of the WPA, 572,000 miles of rural roads were constructed or improved. Primary highways linking urban areas were concrete or asphalt-paved, and accounted for 57,000 miles (or 10 percent) of road work completed. This included the modernization of secondary road systems such as county highways and other roads not carrying a U.S. or state route number. Perhaps the most significant national road or highway project closely associated with the WPA was the construction of the Blue Ridge Parkway, a 469-mile National Scenic Byway and All-American Road between Shenandoah National Park in Virginia and the Great Smoky Mountains National Park in North Carolina. It was the longest planned roadway in the country at the time of its construction, and WPA crews contributed greatly to its development.[39]

Funding for the national effort to eliminate unsafe railroad grade crossings was also part of the WPA. An effort that dated back to the late 1910s, the program received appropriations specifically earmarked for railroad grade crossing elimination projects. These projects consisted of constructing grade separations (overpasses and underpasses) and installing traffic control and warning devices. Railroad crossings, including those in cities, commonly had only crossbuck signs. There were no gates, bells, lights or other devices to alert motorists that a train was approaching. Grade crossing elimination was considered a "modern-day obligation of the public," and the use of federal relief expenditure grants for these projects was widely supported.[40]

Bridges and viaducts, culverts, guardrails and guard walls, and gutters were usually constructed or improved in connection with road and highway work. In all, the WPA constructed 78,000 bridges and improved more than 46,000. Nearly two-thirds of these structures were constructed of wood for a number of reasons, namely its availability and lower skill level required to work with the material. Following the onset of World War II, timber was favored in order to conserve steel needed for defense projects. Many

[38] Federal Works Agency, *Final Report of the WPA Program* (Washington, D.C.: Government Printing Office, 1947), 7-15, 53; Federal Works Agency, *Public Roads and the WPA* (Washington, D.C.: Government Printing Office, 1940).

[39] Federal Works Agency Program, *Final Report of the WPA*, 53; Federal Works Agency Program, *Public Roads and the WPA;* Olson, 548-51; Seely, 90-91.

[40] *Proceedings of the Thirty-fourth Annual Convention of the American Road Builders' Association* (Washington, D.C.: American Road Builders' Association, 1937), 75-79; Seely, 95.

of the bridges that were constructed by the WPA were replacements of dilapidated or deficient structures (e.g., upgrading a bridge from one lane to two).[41]

In 1939 the WPA was renamed the Works Project Administration and was transferred to the Federal Works Agency, an umbrella agency that also administered the PWA, U.S. Housing Authority, and BPR. As the labor force was directed to war-related projects in the early 1940s, the WPA program was considerably reduced. By the end of 1943, liquidation of the WPA, as ordered by the President and the Federal Works Administrator, was complete.[42]

(a) National Youth Administration (NYA)

To aid Americans between the ages of 16 and 24, including women, the NYA was created as part of the WPA in June 1935. The NYA provided grants to students in need of financial support to stay in school and offered job training and part-time work to those not attending school and unable to secure employment. The work program of the NYA took on minor construction projects suitable to generally inexperienced youth labor, and had the goals of "enabling youth to receive work experience and training in the fundamentals of building crafts and practices, providing structures and equipment for youth training centers, and giving young people the opportunity to develop self confidence in their ability to do real work." Examples of suggested construction projects included picnic facilities in recreation areas and parks, small library buildings, and demolition projects to obtain construction materials.

The NYA had only a minor role with transportation improvements. Work in this area mostly consisted of construction of small wooden or concrete bridges and highway beautification.[43]

At the onset of World War II in 1939, through the Administrative Reorganization Act, the NYA was transferred to the Federal Security Agency. All NYA activities that were not contributing to the war effort were dropped in 1942, and the program officially folded in September 1943. During its eight-year run, the NYA provided more than 4.5 million jobs.[44]

C. Depression-era work-relief programs in Oklahoma

Economic distress overcame Oklahoma prior to the 1929 stock market crash. During the "Roaring Twenties," the state was subjected to numerous bank failures, a decline in agricultural prices due to overproduction, and a wavering petroleum industry. Migration out of Oklahoma, particularly from the

[41] Federal Works Agency, *Final Report of the WPA Program*, 53.

[42] Federal Works Agency, *Final Report of the WPA Program*, 7, 15.

[43] Roger Biles, *A New Deal for the American People* (DeKalb, Ill.: Northern Illinois University Press, 1991), 108; The Survey of Federal Archives, Division of Professional and Service Projects, Works Projects Administration, *Inventory of Federal Archives in the States,* Series XVII, Miscellaneous Agencies, No. 35, Oklahoma (Oklahoma City: The Historical Records Survey, 1940), 84; National Youth Administration for Oklahoma, *Advancing the NYA Program in Oklahoma* (Oklahoma City: National Youth Administration for Oklahoma, 1937), 3-6.

[44] Tally D. Fugate, "National Youth Administration," *Encyclopedia of Oklahoma History & Culture,* Oklahoma Historical Society, 2007, http://digital.library.okstate.edu/encyclopedia/entries/N/NA014.html (accessed 25 January 2012).

poverty-stricken farm towns in the eastern half of the state, began during this decade as foreclosures increased and major cash crops (namely wheat and cotton) in "glutted markets" were being abandoned. Unemployment increased significantly, reflecting in an income decline between 1929 and 1932 that was third highest in the nation. During that relatively short period of time, one-half of all industrial workers in Oklahoma lost their jobs.[45]

Oklahoma's efforts to provide relief before the New Deal paralleled those of many other states. The state struggled to come up with sufficient funds for such purposes, and by and large, state and local relief efforts were inadequate. Oklahomans responded by demanding a change in state government. In 1930 Democrat William H. "Alfalfa Bill" Murray successfully ran for the governorship with promises of tax reform, reduced state expenditures, and relief measures.[46]

Murray, like other governors, had to counter soaring unemployment. He urged farmers to increase production and sent Oklahoma Highway Commission (OHC) trucks filled with unemployed men to rural areas to work for farmers in exchange for produce. A relief fund of $400,000 was rapidly consumed, at which time Murray had the OHC use gasoline-tax revenue to hire unemployed men to build farm-to-market roads under the supervision of state highway engineers. Before long, however, Murray realized the state could not provide all of the funds needed to provide sufficient relief, and he pled for a federal relief program. The New Deal seemed to be just the solution he called for, but Murray instead was committed to political infighting and subsequently developed a poor relationship with Harry Hopkins, administrator of the FERA. During Murray's time in office from 1931 to 1934, federal relief programs ultimately proved to be of minimal value to Oklahoma.[47]

Oklahoma's sparring with the New Deal was rooted in the governor's administration of federal funds. Although he was forced to become more dependent on the federal government for relief funds as the depression grew worse, Murray was hesitant to expand work-relief activities under the New Deal. His "frugality" was openly criticized by Oklahomans and federal relief administrator Harry Hopkins, which was followed by charges of corruption and failure to meet employment quotas. This eventually led to Hopkins removing the FERA from Murray's control in March 1934. The state chose a new governor that year, Congressman E.W. Marland, who ran using the slogan, "Bring the New Deal to Oklahoma."[48]

Once under federal control, relief projects in Oklahoma were somewhat expanded. Highway construction benefited from $13.9 million in NIRA funds during the 1933-34 biennium. The CWA and PWA also began building airports, college dormitories, and county courthouses. However, as of November 1937, after approximately four years, the latter had only 208 projects completed or underway in the entire state, with 12 counties having none. With a population that mostly had only farming experience, Oklahoma lacked

[45] Keith L. Bryant, Jr., "Oklahoma and the New Deal," in *The New Deal*, Vol. 2, ed. John Braeman et al. (Columbus, Ohio: Ohio State University Press, 1975), 167-69.

[46] Bryant, "Oklahoma and the New Deal," 169-70, 172; Keith L. Bryant, Jr., *Alfalfa Bill Murray* (Norman, Okla.: University of Oklahoma Press, 1968), 191.

[47] Bryant, "Oklahoma and the New Deal," 166, 172-73; Bryant, *Alfalfa Bill Murray*, 205-06.

[48] Bryant, "Oklahoma and the New Deal," 166, 173-74, 181; Biles, *A New Deal for the American People*, 100.

the skilled labor needed for most PWA projects, which were more demanding and larger in scale. Many projects of the CWA, a division of the FERA, were relatively simple jobs (e.g., grading new roads or spreading gravel on existing ones) and thus better suited to the more unskilled work force. Cimarron County, for instance, spent $300,000 on its roads in 1933, twice as much as the previous nine years. Still, fewer relief projects were undertaken in Oklahoma during Roosevelt's first term than in most other states. This was additionally a consequence of counties, cities, and small towns not having the money or resources to initiate projects. In fact, the state's inability to provide matching funds proved to be as great of an obstacle as Murray's sternness. Oklahoma's constitution set limits on taxes and borrowing, and in the four years following Roosevelt's presidential inauguration, the state government spent only $1.2 million on relief.[49]

The economic depression was compounded in Oklahoma by the severe dust storms and drought of the mid-1930s. During this time, the entire state was designated a drought area, and an extensive migration of farmers out of the state began. Drinking water was polluted, dust filled houses, and wind "sandblasted paint off cars."[50] In an effort to alleviate the desperate situation, Roosevelt initiated a project, carried out in large part by the CCC, to create a massive shelterbelt, or windbreak, of trees and shrubs from Canada to Texas, including in Oklahoma.

The NRWR program, a special grant program funded by the NIRA, directly impacted roadway construction by providing unemployment relief in the Oklahoma counties of Cimarron, Texas, Beaver, Harper, Ellis, and Woods. An allotment of $570,000 was made to Oklahoma to cover supervision, equipment, and materials for projects the highway commission designated and the BPR approved. Affected counties furnished some materials and equipment where possible, and by the late 1930s the WPA was also furnishing materials. As with other types of work-relief roadway projects, the work under this program consisted of grading, drainage, bridge construction, and gravel or caliche surfacing.[51] The Dust Bowl, as the period of severe dust storms and drought became known, ended only when regular rainfall returned after nearly a decade.[52]

The FERA, CCC, PWA, and WPA all left at least some impression on Oklahoma. The latter proved to have the most impact in the state. By 1937 the WPA spent more than $43 million in Oklahoma while generating almost $10 million in matching contributions. Over 40 percent of all WPA money in Oklahoma went to

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[49] Bryant, "Oklahoma and the New Deal," 173-75; Donald Worster, *Dust Bowl: The Southern Plains in the 1930s* (New York: Oxford University Press, 1979), 132-33.

[50] Bryant, "Oklahoma and the New Deal," 176.

[51] According to Charles N. Gould, caliche is a soft secondary limestone that is formed by leaching of water carrying lime. In Oklahoma, caliche deposits are found in the Panhandle region. Use of caliche as a surfacing material on Oklahoma roads began in the late 1920s or early 1930s. The material is spread over the road in two layers. Each course is spread evenly, saturated with water to set it, and rolled to a smooth surface. In some instances, it is then covered by asphalt or other heavy oil to make the road more durable. Charles N. Gould, "Caliche – A Neglected Oklahoma Resource," *Proceedings of the Oklahoma Academy of Science for 1934*, http://digital.library.okstate.edu/OAS/oas_pdf/v15/p82_84.pdf (accessed 19 March 2012).

[52] Bryant, "Oklahoma and the New Deal," 176-77.

highway and road building. The achievements of the CCC were also significant in Oklahoma. Camps were generally located in national forests, especially in the eastern part of the state, and contributed mostly to soil conservation work. In 1942 Oklahoma had more CCC camps than any other state.[53] The key programs that contributed to the state, particularly with respect to bridges and road-related resources, are discussed below, though other federal relief programs also provided funding aid to the state.

(1) FERA

As noted earlier, "Alfalfa Bill" Murray's obstructionism and the lack of state matching funds limited the number of FERA projects in Oklahoma. The CWA, a short-term supplement to the FERA, did manage to expend approximately $14.5 million in the state during its five months of operation, an average amount in comparison to other states.[54] The majority of CWA work was associated with highway and local road improvements, ranging from surfacing and grading roads to constructing bridges to laying sewer pipes.

Projects that required advance planning were generally omitted, since the primary objective of the CWA was to increase employment nationwide as quickly as possible.[55]

Table 1 lists the types and quantity of road-related FERA projects across approximately two years, including those of the CWA, approved in Oklahoma prior to January 1, 1935. Following termination of the FERA in 1935, any unfinished work was taken over by the WPA.

Table 1. Road-related FERA projects in Oklahoma

Project Type	Unit Number
New Road Surfacing (miles):	
Gravel	1,302
Asphalt	66
Other	428
TOTAL	1,796
Road Surfacing Repaired (miles):	
Gravel	3,380
Dirt	37
Clay and Sand	149
Asphalt	26
TOTAL	3,592
Road Grading (miles):	
New	2,079
Repaired	21,504
New Bridges:	
Steel	24
Timber	179
Stone or Concrete	22
TOTAL	225

[53] Bryant, "Oklahoma and the New Deal," 186-87.

[54] Division of State Planning, Oklahoma Planning and Resources Board, *Public Works Planning in Oklahoma: Principles, Problems, and Results of Inventory* (Oklahoma City: Division of State Planning, 1938), 22.

[55] Division of State Planning, Oklahoma Planning and Resources Board, 22.

Table 1. Road-related FERA projects in Oklahoma

Project Type	Unit Number
Bridges Repaired	747
Bridges Painted	25
New Culverts	251
Culverts Repaired	3,407
New Gutters and Curbs (linear feet)	49,167

Source: H.C. Stallings, *Report of Analysis of Approved Projects, FERA, State of Oklahoma 1934 & 1935* (Oklahoma City: Works Division, 1935).

At the local level of county and municipality sponsorship of projects, the CWA and FERA were identified sequentially rather than hierarchically; that is, CWA projects came first, followed by FERA projects, and subsequently by WPA projects. In the individual CIARs, for example, both Custer County and the City of Clinton provided specific beginning and ending dates for their participation in each program. [56]

For some sponsors, the projects from all the main programs (CWA, FERA, and WPA) were lumped together in terms of work accomplished. Often, as with the City of Tulsa's "paving, widening, and improving of streets in every portion of the city," the work begun by the CWA and FERA was completed by WPA, making it seem like one continuous project from the city's perspective. The same thing occurred in Enid, where a street gravelling effort was simply quantified as 99 blocks under the CWA; 72 more blocks under the CWA, FERA, and Oklahoma Emergency Relief Administration (OERA); and finally, 55 blocks under the WPA.[57] Although road projects seemed much the same, CWA reports did not specifically mention the "farm to market" road projects or programs that were regularly cited in reports on WPA road work. For CWA or FERA projects, the work was simply county roads or city streets, graded, drained, and graveled or shaled, with culverts and bridges where needed.

CWA and FERA projects were considered by the county and local sponsors to be similar in concept to subsequent WPA projects for road work, but of a far lesser quality, completeness, and level of organization. As Grant County reported, "the first relief programs as operated under CWA, FERA and OERA were of an emergency nature, and not so well planned as the WPA program now in operation [1938]. Consequently the work done under these programs was not as economically accomplished, nor

[56] Unless otherwise referenced, observations about federal relief projects at the county and municipal levels are based on reviews of the individual original reports and letters submitted to the State Appraisal Committee as part of the U.S. Community Improvement Appraisal Reports (CIAR) process conducted in 1938. Participating counties and municipalities that sponsored projects submitted typewritten, signed letters and memoranda summarizing efforts in their own localities. The reports include a wide variety of localized details, comments, and opinions about federal relief efforts, primarily CWA, FERA, OERA, and WPA, but also occasional references to other programs. No report from the State Highway Commission was found in the collection, although several other state agency reports are included; therefore, background and contextual details about Commission-sponsored projects are not available. The collection of original reports is identified as CIAR, State of Oklahoma, Department of Government, 1938, Documents Section, Edmon Low Library, Oklahoma State University, Stillwater, Oklahoma. See appraisal reports for City of Tulsa, Custer County, and Town of Clinton, CIAR.

[57] Appraisal reports for City of Tulsa and City of Enid, CIAR.

was most of it as permanent a nature as that done by the WPA.…" The Town of Gould explained, "Through CWA, even though the Federal grant was practically the same as WPA, the benefit was not anything like as great which we believe was directly caused by more definite and comprehensive supervision from WPA officials from the director on down." The Cushing report criticized the CWA and FERA by praising the WPA: "It is our conclusion that the present Works Progress Administration program is far superior to any of the preceding relief work organizations."[58]

(2) CCC

Oklahoma's CCC program began almost immediately after federal appropriation was allotted for the ECW program. In May 1933 Representative Jed Johnson received news from Robert Fechner, Director of the ECW (later CCC), that Oklahoma would immediately open 11 camps. Location of the camps would be spread over the state and be determined by availability of work, need for conservation efforts, suitability for camp life, and proximity to communities. Oklahoma was part of the Eighth Corps area that included Colorado, Arizona, New Mexico, and Texas. Potential enrollees met at Fort Sill beginning in 1933 for examination and assignment. By December 1933 more than 5,000 Oklahomans enrolled in the CCC, more than any other district in the Eight Corps area.[59]

The number of camps steadily grew over the next few years, peaking in 1937 and again in 1941, as shown in Table 2. In 1941 Oklahoma boasted the most number of CCC camps of any state.[60] Each camp had at least one company of up to 200 men. The CCC was segregated in Oklahoma, with separate white and African American companies. African American CCC companies worked alongside other CCC companies on state park, forestation, and other conservation projects. An Indian Division of the CCC was also established in Oklahoma's western counties and in the Ouachita Mountains of southeastern Oklahoma. Indian Division companies worked on projects alone or in cooperation with other federal relief programs, and the CCC.[61]

Table 2. Total number of CCC camps in Oklahoma 1933-1942

Year	Camps
April 1933 to September 1933	18
October 1933 to March 1934	28
April 1934 to September 1934	37
October 1934 to June 1935	26
1936	49
1937	50
1938	38

[58] Appraisal report for Grant County, Town of Gould, and City of Cushing, CIAR.

[59] Reid Holland, "The Civilian Conservation Corps in Oklahoma, 1933-1942" (Master's thesis, Oklahoma State University, 1969), 12-13.

[60] Holland, "The Civilian Conservation Corps in Oklahoma, 1933-1942," 34.

[61] John Braeman, Robert Bremner, and David Brody, eds., *The New Deal*: *The State and Local Levels* (Columbus, Ohio: Ohio State University Press, 1975), 187.

Table 2. Total number of CCC camps in Oklahoma 1933-1942

Year	Camps
1939	35
1940	33
1941	64

Source: See Table IV in Reid Holland, "The Civilian Conservation Corps in Oklahoma, 1933-1942" (Master's thesis, Oklahoma State University, 1969), 34.

Water, forest, and soil conservation efforts were the Oklahoma CCC program's primary focus. Oklahoma's enrollees followed a strict daily routine and spent the day "making trails, building fire breaks, building lookout towers, destroying tree pests, fighting tree diseases, improving parks, building roads, planting trees, landscaping, improving timber stands, building dams, and preventing soil erosion."[62] Of these efforts, soil conservation was the state's foremost concern, with over half of the camps dedicated to soil conservation work.[63] These conservation projects often involved the construction of check dams, (small dams that provide a build-up of water behind the structure to control the velocity). This was the case for Company 812 out of Fort Sill, Oklahoma, who erected concrete dams on Post Oak, Cow, Panther, Cut Throat, and Deer Creeks as part of an erosion conservation project in 1933.[64]

The CCC also constructed many transportation-related resources such as roads, bridges, and culverts in an effort to connect communities or create scenic highways. One example of this type of work is Company 849's efforts in 1933 to create a scenic highway near Price Falls, in the Arbuckle Mountain Range of Murray County. The CCC's roadwork included blasting, shoveling, and grading.[65]
In 1935 the relief program was expanded to include construction of municipal, state, and national parks.[66] The Oklahoma CCC planned and developed eight state parks, two national parks, and six municipal parks between 1933 and 1941 in collaboration with other federal relief programs, the Oklahoma State Park Commission, and the National Park Service (NPS).[67] Table 3 shows the parks constructed in whole, or in part, by Oklahoman CCC labor.

[62] The National Emergency Council, "Report of the Proceedings of the Statewide Coordination meeting of Federal Agencies Operating in Oklahoma," 22 April 1936 (Oklahoma City: National Emergency Council), 14-H.

[63] Holland, "The Civilian Conservation Corps in Oklahoma, 1933-1942," 15, 35.

[64] "CCC May-June 1933" scrapbook, page 67. Folder 4, "Civilian Conservation Corps booklet," Box 1, Woodrow O'Dell Collection, Oklahoma History Center, Oklahoma City, Oklahoma.

[65] "CCC May-June 1933" scrapbook, page 23. Folder 4, "Civilian Conservation Corps booklet," Box 1, Woodrow O'Dell Collection, Oklahoma History Center, Oklahoma City, Oklahoma.

[66] Suzanne Schrems, "A Lasting New Deal Legacy: The Civilian Conservation Corps, the National Park Service, and the Development of the Oklahoma State Park System," *The Chronicles of Oklahoma* LXXII, no. 4 (1994-1995): 370.

[67] Oklahoma's state parks have been previously evaluated under individual NRHP Nominations or as part of the New Deal-Era State Parks Thematic Study. Robber's Cave and Lake Murray State Parks are listed in the NRHP. NRHP-listed municipal parks include Wintersmith Park, Perry Lake Park, and Nichols Park. The Platt National Park was joined with the Arbuckle Recreation Area to become the Chickasaw National Recreation Area in 1976. The former national park lands were designated as the Travertine District, later renamed the Platt District.

Table 3. CCC planned and designed parks in Oklahoma 1933-1941

Park Name	Park Ownership
Platt National Park (today part of Chickasaw National Recreation Area)	National
Wichita Mountains Wildlife Refuge*	National
Boiling Springs	State
Robber's Cave	State
Spavinaw Hills	State (withdrawn in 1938 due to "land acquisition and administrative difficulties"
Lake Murray	State
Roman Nose	State
Osage Hills	State
Quartz Mountain	State
Beaver's Bend	State
Lincoln Park, Oklahoma City	Municipal
Northwest Oklahoma City Park (formerly Will Roger's Park), Oklahoma City	Municipal
Mohawk Park, Tulsa	Municipal
Wintersmith Park, Ada	Municipal
Perry Lake Park, Perry	Municipal
Nichols Park, Henryetta	Municipal

* Though the Wichita Mountains Wildlife Refuge was not originally designed by the CCC, it, in conjunction with other relief programs, completed significant work there.

Sources: State listed parks from Suzanne Schrems, "A Lasting New Deal Legacy: The Civilian Conservation Corps, the National Park Service, and the Development of the Oklahoma State Park System," *The Chronicles of Oklahoma* LXXII, no. 4 (1994-1995): 373. Urban and National park information from Reid Holland, "Life in Oklahoma's Civilian Conservation Corps," *The Chronicles of Oklahoma* XLVII, no.2 (1970): 225; Reid Holland, "Civilian Conservation corps in the City," *The Chronicles of Oklahoma* LII, no. 3 (1975): 371-373; and Larry O'Dell, "Wichita Mountains National Wildlife Refuge," *Encyclopedia of Oklahoma History and Culture*, http://www.okhistory.org/publications/enc/entry.php?entry=WI003.

CCC projects were almost never mentioned in the county and local reports of the 1938 Community Improvement Appraisal project, with reporters limiting their discussions almost exclusively to the CWA, FERA, OERA, and WPA. The CCC is noteworthy for its absence in the report for Grant County, which states that "Grant County is not fortunate enough to have a CCC camp, however, they have sent about 120 boys to various camps in our State and out of the State, from families who are needy."[68] One of the rare references to local CCC work, including road projects, came in the report of the Town of Talihina, Le Flore County:

> Living in a mountainous and wooded area we have received a large portion of CCC work. Besides providing much of the livelihood of their respective families, reforesting our mountain area and building scenic drives through mountain areas that were inaccessible…prior to their institution [relief agencies activities], we were a small isolated community with poor facilities for travel and a great portion of the surrounding territory inaccessible…This condition is relieved by the activity of the CCC.[69]

[68] Appraisal report for Grant County, CIAR.

[69] Appraisal report for Town of Talihina, Le Flore County, CIAR.

Park development in Oklahoma followed the NPS master plans, which favored rustic design styles and the use of native materials.[70] CCC and NPS labor constructed roads, bridges, and culverts, and "built dams and lakes on unproductive land, planted trees and shrubs, and quarried stone to establish the state's first park system."[71] For example, three CCC camps constructed park amenities, landscaping, shoreline drive and road, bridges, and a dam at Lake Murray State Park in 1935.[72] Park bridges and culverts were constructed with a variety of materials, including stone, steel, timber, and concrete.

The Oklahoma CCC also extended the NPS park design to municipal park development. For example, the CCC constructed Wintersmith Park in Ada, Oklahoma, following the planned landscape guidelines set by the NPS and 1933 CCC park plan to create a "rustic, scenic park with the lake and creek's ravine as the focal point."[73] The park features a stone entry gate, a circular scenic parkway drive around the lake, bridges and culverts, trail, dams, amphitheater, and other park amenities constructed by the CCC.[74]

Between 1933 and 1940 the federal government expended $51 million on all Oklahoma CCC projects, including the construction of 668 bridges; 657,641 rods of fencing; 2,233 miles of truck trails or minor roads; and 78,987 check dams. Oklahoma had 73,745 enrollees during these years who worked on a variety of transportation-related projects in Oklahoma and surrounding states.[75]

(a) CCC Indian Division

Oklahoma's CCC also included an Indian Division (CCC-ID), begun in December 1933.[76] Under modified administrative rules, the Oklahoma Indian Service Office (later known as the Bureau of Indian Affairs) supervised work projects funded from a federal appropriation, mostly on Native American land.[77] It is important to note that not every project undertaken with Native American labor in Oklahoma's areas of Tribal jurisdiction was funded through the CCC. Oklahoma's PWA, WPA, and Indian Road Service, the

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[70] Reid Holland, "Life in Oklahoma's Civilian Conservation Corps," *The Chronicles of Oklahoma* XLVII, no.2 (1970): 288-289.

[71] Oklahoma State Historic Preservation Office, "Final Survey Report: Intensive-level Survey of New Deal-Era State Parks in Oklahoma," prepared for the Oklahoma Tourism and Recreation Department (June 1993), 11.

[72] Neysa Clark, *Lake Murray State Park* (Washington, D.C..: National Register of Historic Places, National Park Service, 12 February 1995), Section 7, page 9; "Lake Murray Work Rushed," *The Oklahoman*, 3 February 1935, pg. 53.

[73] Jim Gabbert, *Wintersmith Park Historic District,* (Washington, D.C.: National Register of Historic Places, National Park Service, 2 June 2000), Section 7, page 9.

[74] Wintersmith Park was also constructed using WPA funds and labor. A few road and trail bridges and recreational buildings and structures can be attributed to the WPA. However, the majority of the resources found within the park were built with CCC labor. Gabbert, *Wintersmith Park Historic District,* Section 7, pages 10-18.

[75] The number of enrollees, projects performed, and allocations include CCC-ID projects. James J McEntee, Director, "A Brief Summary of Certain Phases of the C.C.C. Program in Oklahoma," c.1940. Folder 26, Box 13, Wilburn Cartwright Collection, Carl Albert Center, Oklahoma University, Norman, Oklahoma.

[76] The National Emergency Council, "Report of the Proceedings of the Statewide Coordination meeting of Federal Agencies Operating in Oklahoma," 22 April 1936 (Oklahoma City: National Emergency Council), 18-A.

[77] Holland, "The Civilian Conservation Corps in Oklahoma, 1933-1942," 22.

road division of the state's Indian Service, also completed transportation-related projects during this time using Native American workers.[78]

Between 1933 and 1941, 29 CCC-ID camps were established in Oklahoma.[79] The limited number of CCC-ID camps in Oklahoma can be attributed to the number of Native American companies that were then assigned to other camps with junior enrollees.[80] Due to regulatory differences between CCC-ID and CCC allowing Native American enrollees to live with their families in their own communities, not every county or Tribal jurisdiction in the state had a CCC-ID camp.[81] As a result, laborers traveled in groups to a project location and returned home in the evenings.[82] Enrollees were trained in carpentry, vehicle operation, radio operation, mechanics, and other specialized trades.[83]

The CCC-ID completed a number of transportation-related projects during the life of the program, including road grading and paving, bridge and culvert construction, and dam erection. The purpose of the projects was to make unreachable areas accessible and to connect Native American communities together. For example, Ed. Foster, Secretary of the Talihina Lions Club in a letter to Honorable Wilburn Cartwright describes:

> Southeastern Oklahoma with its beautiful scenery has been practically inaccessible until the Indian service and the CCC started their road projects. The highway built from the top of Kiamichi mountain south of Honobia this last year opened southern Le Flore county to the rest of the county for the first time. There is more work to be done on this road. The Indians in the Little River country want to get out as is indicated by the numbers who flock to Talihina from Honobia at this time.[84]

According to the Community Improvement Appraisal report for Talihina, "This type of relief work has taken care of the most of the Indian relief situation in this area."[85]

In the same year, Native American labor also constructed 10 other truck trail projects in eastern Oklahoma. Nine of the trails were located in the Cherokee hills in Mayes, Delaware, Cherokee, Adair,

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[78] The National Emergency Council, "Report of the Proceedings of the Statewide Coordination meeting of Federal Agencies Operating in Oklahoma," 18-B, C, E; A.M. Landman, Office of Indian Affairs Superintendent, letter to House Representative Wilburn Cartwright, 13 May 1942, Folder 28, Box 11, Wilburn Cartwright Collection, Carl Albert Congressional Research and Studies Center Congressional Archives, University of Oklahoma, Norman, Okla.

[79] See Table III in Holland, "The Civilian Conservation Corps in Oklahoma, 1933-1942," 33.

[80] Holland, "The Civilian Conservation Corps in Oklahoma, 1933-1942," 22.

[81] In 1933 there were eight Indian jurisdictions, including Cheyenne and Arapaho, Five Civilized Tribes, Kiowa, Osage, Pawnee, Potawatomi (Kansas), Quapaw, and Shawnee.

[82] H.G. Funkhouser, "Pampered Sons Put to Work," *The Daily Oklahoman,* 24 March 1935, page 16-C.

[83] "Putting Oklahoma Back to Work," *New Deal Exhibit*, Oklahoma University, Carl Albert Center, http://www.ou.edu/special/aobertctr/archives/exhibit/NewDeal/NewDealexhibit.htm (accessed 24 August 2011).

[84] Ed. Foster, Secretary Talihina Lions Club, letter to Wilburn Cartwright, Chairman of the Roads Committee, 25 May 1937, Folder 20, Box 9, Wilburn Cartwright Collection, Carl Albert Congressional Research and Studies Center Congressional Archives, University of Oklahoma, Norman, Okla.

[85] Appraisal Report for Talihina, CIAR.

and Sequoyah Counties. According to A.M. Landman, the Superintendent of the Five Civilized Tribes, the CCC-ID constructed these trails "to make Indian communities accessible."[86]

Road construction projects on Native American lands not only improved accessibility, but also opened new trade and transportation routes, improved transportation of agricultural goods, and provided access to churches, cemeteries, schools, and community centers.[87] Additional benefits of transportation-related projects were explained by Landman: "These [road] projects have been a source of great benefit to the Indians of the Five Civilized Tribes by furnishing them employment as well as improving government owned reserves and tribal reserves. The truck trails have made many Indian homes accessible as well as being the means of forest protection."[88]

In the early years of the program, between 1933 and 1936, all CCC-ID work was undertaken in conjunction with other federal work relief programs. However, beginning in 1936, the CCC-ID became more independent, completing road projects with only Native American labor. The first road project undertaken solely by CCC-ID enrollees was the construction of the Choctaw Indian Truck Trail. The road, beginning near Weathers in Pittsburg County, extended to the Hartshorne-Tuskahoma Road (also known as Savage Highway) over the densely forested Jack Forks Valley and over the Ball Mountain range in western Oklahoma.[89] Other CCC-ID road projects constructed entirely by Native Americans included:

- The road from Hartshorne, Oklahoma, to State Highway 2 in 1937
- A road and bridge over the Clear Boggy Creek in Atoka County in 1938
- Culvert, bridge, and road construction on the "Pittsburg County Road from Kiowa to Pittsburg" in 1938
- Road construction from Pushmataha County to Jumbo, Oklahoma, to meet a WPA-constructed road in 1938.[90]

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[86] The National Emergency Council, "Report of the Proceedings of the Statewide Coordination meeting of Federal Agencies Operating in Oklahoma,"17-A; Appraisal Report for Talihina, CIAR.

[87] R.L. Whitcomb, District Highway Engineer, letter to the Commissioner of Indian Affairs, 20 January 1939, Folder 28, Box 10, Wilburn Cartwright Collection, Carl Albert Congressional Research and Studies Center Congressional Archives, University of Oklahoma, Norman, Okla.

[88] The National Emergency Council, "Report of the Proceedings of the Statewide Coordination meeting of Federal Agencies Operating in Oklahoma," 18-A.

[89] Bennett Sittel, "Choctaw Indian Truck Trail," *Indians at Work* 3, no. 17 (1936), 16.

[90] Foster letter to Cartwright, 25 May 1937; William Zimmerman, Jr., Assistant Commissioner, letter to Wilburn Cartwright, 27 May 1937, Folder 13, Box 10, Wilburn Cartwright Collection, Carl Albert Congressional Research and Studies Center Congressional Archives, University of Oklahoma, Norman, Okla.; Gould Bryan, Manager [unspecified], letter to Mr. Eugene Wheeler, Road Engineer and Mr. H.C. Miller, Project Manager CCC Indian Division, 22 October 1938, Folder 13, Box 10, Wilburn Cartwright Collection, Carl Albert Congressional Research and Studies Center Congressional Archives, University of Oklahoma, Norman, Okla.

Like the national CCC program, most of the work performed by Native American labor related to soil conservation efforts. Conservation projects included terracing, grading, planting, and dam construction. Soil conservation efforts were tremendous in size and effort. For example, by 1935, in Osage County alone, laborers constructed more than 5,000 dams in an effort to reduce soil erosion and to create stock ponds to water livestock.[91]

Between 1936 and 1937, federal appropriation for Indian work relief projects nationally totaled $4 million.[92] The House Appropriations Committee reduced funding over the coming years, though R.L. Whitcomb, Oklahoma District Highway Engineer, exclaimed, "It can be truthfully stated that we have hardly scratched this area for needed roads."[93]

By the 1940s the war effort consumed the majority of federally appropriated funds and CCC-ID funding was officially terminated, along with other New Deal Era programs in 1942. The CCC-ID program had a lasting effect for Native Americans by providing skills training and employment for 21,345 people from the eight Indian jurisdictions.[94] The construction of 269 miles of new roads and 113 bridges/culverts also allowed for greater transportation of agricultural goods, materials, and supplies to markets and a connection between towns and state highways in the state.[95]

(b) CCC and CCC-ID's legacy in Oklahoma

Oklahoma's CCC and CCC-ID programs worked on a number of conservation-based programs from 1933 to the early 1940s. However, beginning in 1940, due to preparation for World War II, more than 48,000 enrolled CCC members were discharged from the program. The reduction of enrolled members and funding cutbacks effectively ended the CCC in Oklahoma by 1942, and camps were abandoned or taken over by the U.S. Army.[96]

The CCC's initial goal was to provide employment to Oklahoma's unemployed. The aggregated total of Oklahomans employed in the nine years of the program totaled 107,676. This figure includes 80,718 junior and veteran enrollees, 21,345 Native Americans, and 5,605 non-enrolled personnel (camp officers and supervisory workers). Over the course of the program, the federal government expended $63.8 million in CCC programming in Oklahoma alone.[97]

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[91] Osage County did not have a CCC-ID camp. However, the work performed on dam construction was funded out of the Indian Emergency Conservation Act.

[92] Wilburn Cartwright, Chairman of the Roads Committee, letter to Senator Elmer Thomas, 27 May 1937, Folder 20, Box 9, Wilburn Cartwright Collection, Carl Albert Congressional Research and Studies Center Congressional Archives, University of Oklahoma, Norman, Okla.

[93] Whitcomb letter to the Commissioner of Indian Affairs, 20 January 1939.

[94] Merrill, 164.

[95] Whitcomb letter to the Commissioner of Indian Affairs, 20 January 1939.

[96] Holland, "Life in Oklahoma's Civilian Conservation Corps," 234.

[97] Merrill, 164-165.

According to historian Reid Holland, the most "noteworthy accomplishment" of the CCC was in soil conservation efforts. Between 1936 and 1938, the state ranked third nationally for the number of active soil erosion camps.[98] A total of 655,113 check dams were erected throughout the state as part of erosion control efforts.[99]

In addition, the construction of roads, bridges, and culverts within the state played an important role in the connection of communities and Oklahoma's overall transportation system. This idea is especially true in Native American tribal lands where federal relief efforts brought new roads to otherwise inaccessible areas. In total, CCC labor constructed 2,400 miles of truck trails and minor roads statewide over the length of the program.[100]

The final legacy of the CCC was the number of parks that were created. No state parks existed in Oklahoma prior to 1930, but by the end of the program the CCC had constructed eight parks, either full or in part. The parks contain CCC-constructed roads, bridges, culverts, dams, retaining walls, and other amenities that are still enjoyed today.[101]

(3) PWA

Between 1933 and 1937 only 208 PWA projects were completed or started in Oklahoma. With a population that predominantly had only farming experience, the state lacked the skilled private labor needed for most PWA projects, which were more demanding and larger in scale. The most prominent PWA projects were the construction of a hydroelectric dam on the Grand River and Oklahoma City's Civic Center, which included a municipal auditorium, county courthouse, city jail, and city hall. Neither project resulted in the construction of bridges or road-related resources directly associated with the PWA. By November 1937 only four of the PWA projects involving roads and bridges were completed or underway in Oklahoma, at a total estimated expenditure of $277,875. That equated to only 0.6 percent of the total cost of PWA projects in the state by that time.[102]

The 1938 CIARs include a small number of references to PWA projects, all in municipalities. In the City of Tulsa, for example, the PWA rebuilt and widened the Eleventh Street Bridge over the Arkansas River and constructed new streets leading to the bridge, including the reconstruction of the West Tulsa Trafficway. Roads and streets were paved in several other municipalities, including Loyal, Gracemont, Union, and Talihina. The Talihina report noted that the PWA project had the advantage of incurring no local cost, unlike other federal relief program projects in which the sponsor was required to provide materials and equipment. The City of Cushing, while not identifying a specific project, commented that

[98] Holland, "Life in Oklahoma's Civilian Conservation Corps," 228.

[99] Merrill, 164-165.

[100] Merrill, 164-165.

[101] Holland, "The Civilian Conservation Corps in Oklahoma, 1933-1942," 37.

[102] Division of State Planning, Oklahoma Planning and Resources Board, 19-20; Public Works Administration, *America Builds: The Record of PWA* (Washington, D.C.: Government Printing Office, 1939), 119, 200-01.

the "Public Works Administration required highly skilled workers, was rigidly inspected, and excellent work was performed."[103]

(4) WPA

As was the case in many states, the WPA was very active in Oklahoma. The Oklahoma State Highway Commission, specifically, sponsored numerous WPA projects on highways and secondary or feeder roads, including farm-to-market roads. The underlying purpose of the WPA was to bring relief in the form of work; thus, project locations were often those areas of the state bearing the heaviest burden of unemployment. Locations able to produce local materials also garnered greater attention. In general, the WPA's responsibility was to provide labor while the state supplied supervisors, engineers, materials, and equipment. The WPA used unskilled workers, and the majority of its transportation-related projects simply consisted of grading, draining, and surfacing roads. Road projects were often supplied with gravel produced by nearby pits that were operated as WPA projects. Bridges and culverts were also constructed, reconstructed, or improved, and WPA-operated quarries supplied thousands of tons of stone for these projects.[104]

The achievements of the WPA in Oklahoma between 1936 and 1943 were quantified in its final report. With respect to bridges and road-related resources, they were:

- 29,324 miles of roads constructed, reconstructed, or improved
- 2,712 bridges and viaducts constructed
- 1,017 bridges and viaducts reconstructed or improved
- 50,306 culverts constructed
- 2,206 culverts improved[105]

The WPA garnered widespread support with such tangible production and employment. In a 1939 report of the National Appraisal Committee of the U.S. CIAR process, Oklahomans were acknowledged as "outspokenly in favor of the WPA" and similar forms of federally financed and controlled work programs.[106] Oklahoma's committee recommended that the WPA "be made a permanent governmental function," adding that "Oklahoma is convinced that the present Works Progress Administration operates under the most effective and the most constructive method of administering relief to the needy of this State."[107] The

[103] Appraisal reports for municipalities of Tulsa, Loyal, Gracemont, Union, Talihina, and Cushing, CIAR.

[104] W.S. Key, Administrator, *Accomplishments of the Works Progress Administration for Oklahoma: July 1, 1935-March 1, 1937* (Department of Information, 1937), 23-25; Biennial Report 1937-1938, 53; Biennial Report 1941-1942, 98; Division of State Planning, Oklahoma Planning and Resources Board, 22-23.

[105] United States Work Projects Administration, Oklahoma, *Final Report of Activities and Accomplishments* (Washington, D.C.: Government Printing Office, 1943), 3-5.

[106] The National Appraisal Committee was appointed to analyze reports of state and local officials who administer WPA projects and make recommendations for improvement of the program.

[107] National Appraisal Committee, *U.S. Community Improvement Appraisal: A Report on the Work Program of the Works Progress Administration* (Washington, D.C.: 1939), 23-24.

state committee also declared that workmanship on WPA projects was "equal to or above the high standards of the best contract work" and WPA workers produced "an honest day's labor for every dollar they cost."[108]

The process for establishing WPA projects was basically the same for the three areas or levels of WPA work: state, county, and municipal (towns and cities). In each case the sponsor (the state, county, or municipality) outlined a project that was needed, submitted the project request, and received approval. The WPA would fund the project labor and the sponsor would provide the materials and equipment. Although the source of supervision and overall project engineering seems to vary by project, in general the WPA provided overall supervision and engineering. As will be seen below, the level and effectiveness of supervision and administration varied, but was considered adequate for the most part.

The CIARs include all federal relief projects, so transportation projects were discussed in the overall relief-effort context. Typically, road-related projects were the largest and most significant WPA efforts for both counties and municipalities. In addition to road projects were water-related projects (dams, water supply, and sewage treatment), airports, and public buildings (libraries and municipal buildings). These were considered "construction" projects. Non-construction projects included processing of public records, sewing rooms, and library administrative work.

The CIARs, varying greatly in the level of project detail, rarely explain the process used in the development of projects. Some reports describe projects as the result of careful planning efforts. For example, Haskell County stated that it was following "a five-year work program…It was started about two years ago [1936] and so far it has been working out very nicely in connection with the Federal Work Relief program." Nowata County reported that all the WPA road work was related to the county's "long-time planning program…that of properly surfacing and draining all farm to market roads in the county." In the case of Clustke, the WPA provided the impetus for planning and the community created its own "Home to Market idea." This idea, the report said, "gave rise to road construction and the erection of small bridges…[because] to my knowledge no community plan of construction has been used in the past." A farm-to-market road in Blaine County was constructed along a new alignment with a very specific goal: "The purpose of the project was to give a better farm to market outlet for the rich upland agricultural district to the west and north."[109]

Some communities were so eager to begin work that they had their own representatives in Washington D.C.: "The City of Blackwell and the Chamber of Commerce of Blackwell were interested in a Federal relief program to the extent that at that time, June 1933, they had a committee in Washington D.C. to get any possible information and data. This Committee was in Washington when the N.I.R.A. went into effect."[110]

[108] National Appraisal Committee, *U.S. Community Improvement Appraisal*, 59.

[109] Appraisal reports for Town of Clustke, Haskell County, Nowata County, and Blaine County, CIAR.

[110] Appraisal report for Blackwell, CIAR.

For the most part, the counties considered their projects to involve farm-to-market roads and often described them as formal WPA "Farm to Market Road Programs" or systems. Pushmataha County stated that its "Farm to Market Road Project" started in November 1935 and resulted in "several hundred miles of feeder roads representing a network throughout the entire County," at a cost of $1 million in WPA funds, one of the larger Oklahoma projects reported. The Kiowa County report stated that "The Farm to Market Road project, we think, is the most appreciated improvement, as it accommodates more people, helps the mail and bus routes, and enables the County to build a large number of permanent bridge structures, also gravel surfacing several miles of roads."[111]

As noted in the Kiowa County report, some counties and municipalities also identified project-related roads as being essential for U.S. mail routes and for school bus routes. According to the Tulsa County report, "Tulsa county has cooperated with the officials of WPA to its fullest extent and there has been constructed and maintained highways that were covered by mail routes and school bus routes."[112] Similar statements were included in reports for Noble, Osage, Kiowa, Caddo, and Le Flore Counties, among others.[113]

County-sponsored projects for roads were similar to state road projects and usually involved upgrading of existing roads to all-weather status. Prior to federal-relief efforts, and largely WPA efforts, county roads and city streets suffered from dust in dry seasons and mud in wet seasons, making travel difficult and occasionally impossible. The City of Billings reported: "In the dry season, everything is covered with dust and it is impossible to keep up the sanitary conditions. In the wet season it is swampy and it is impossible to drive down the streets without sliding into a ditch. The only street that is travelable is the street that leads in from the Highway, which is paved." The road projects involved new grading and installation of drainage features, usually culverts and occasionally bridges. Following grading and drainage, the road surfaces would be graveled. As reported by the City of Cheyenne, the WPA project "has picked our main street out of our alternate extremes of mud and dust…"[114]

Municipal projects for city streets were similar to county road projects, but required fewer culverts and bridges. Grading and graveling normally sufficed. While county projects were described in miles of roads graded, city projects were described in numbers of city blocks graded and graveled. In addition to gravel, some county and city roads were surfaced with shale or caliche, or simply oiled. In rare circumstances, city streets were paved with concrete or bituminous topping. City street projects also included new curbs and sidewalks in some projects. In some cases, street improvements were coupled with water projects that involved initial street disruption. The City of Blackwell described the city's method of analyzing and combining nine separate projects into a complete system for city streets that involved widening, curbs, graveling, oiling, and bridge work. The Town of Hunter reported that "…the streets all over the town were

[111] Appraisal report for Pushmataha County and Kiowa County, CIAR.

[112] Appraisal report for Tulsa County, CIAR.

[113] See appraisal reports for Noble, Osage, Kiowa, Caddo, and Le Flore Counties, CIAR.

[114] Appraisal report for City of Billings and City of Cheyenne, CIAR.

graded and graveled at an approximate cost of $100.00 to the town," but the work was necessary because "our streets were torn up during the installing of the water system," another relief project.[115]

With few exceptions, bridges and culverts were considered as integral parts of road projects and not as individual bridge projects. For example, a WPA project would be established to improve a designated segment of miles on a county road, and culverts and the occasional bridge would be part of the work to provide needed drainage for that road segment. Such culverts and bridges would be identified with roadwork in the aggregate, and not individually. Caddo County reported cleaning, grading, and draining 265 miles of farm-to-market, school bus, and mail roads, which included: 80 miles of gravel, 10 miles of blacktop, 90 reinforced-concrete and stone culverts, 105 iron pipe bridges, five steel bridges, 28 timber bridges, and masonry retaining walls.[116] This method of quantifying various culverts and bridges is typical, if extensive, making it difficult to identify and locate individual structures within the larger road system without more intensive research in a subsequent project phase.

Occasionally, an individual bridge project, apparently not a subset of a larger road project, is identified, but these instances are uncommon. The Major County report identified two bridges: the Ames Bridge over the Cimmaron River and the El Crossing Bridge between Major and Woods Counties. Concerning the Ames bridge, the report stated, "The completion of this bridge linked two of the best trade territories in the county." Le Flore County reported a 150-foot steel bridge over the Kiamichi River and the 200-foot Cache Creek Bridge, which was 40 feet above the water."[117]

Not all counties and cities were happy with the WPA program, even though they generally were far happier with the WPA than with its predecessors. Areas in the Panhandle were particularly displeased, and the mayor of Cuymon was especially upset:

> WPA did not do the things they agreed and signed to do, particularly as to furnishing labor and equipment. No unit of the project was completed without the City employing extra labor and furnishing equipment.
>
> The engineering and supervision was almost nil, a nongraduate, unlicensed Engineer was employed by WPA, occasionally appearing on this job; blue prints, plans were inadequate and most of the time lacking entirely. We were compelled to use our City Engineer and go ahead or just let the job lay and drag.
>
> District officials assume the attitude that if a Sponsor complained of lack of progress he was just a natural griper and they were mighty Govt. officials not to be bothered with such things as actually getting the job done on time and in a workmanlike manner.
>
> …Now the project is about completed after more than two years battle, WPA struts the credit for the job…a lasting monument to the untiring work of local people, a generous City, and not to any efficiency of the WPA.
>
> …We do not know of a single WPA job in this district where the sponsor would be willing to try again under the same set up as original.[118]

[115] Appraisal report for Blackwell and Hunter, CIAR.

[116] Appraisal report for Caddo County, CIAR.

[117] Appraisal reports for Major County and Le Flore County, CIAR.

[118] Appraisal report for City of Cuymon, CIAR.

The Cuymon mayor's sentiments were echoed, with less detail, by others. Harper County complained about too much red tape and the fact that the county could not afford to buy the needed project materials. Texas County said the WPA failed to meet the county's needs because the pay rate was too low, and that the Panhandle area was being penalized. In their case, bridge material was waiting for WPA labor that did not arrive. The lack of funds was cited by others; the WPA could supply labor but not money, which was needed for the materials. The Town of Jet had problems with the labor itself, reporting that "the general feeling has been that the relief program didn't amount to much."[119]

For the most part, counties and cities were very pleased with the results of the WPA work in their areas, such as this example: "With the help and encouragement given by the WPA the citizens of Keota have snapped out of their lethargy and have set themselves to the solution of their various problems." Or this statement from Roger Mills County: "To be candid it [the WPA] has given us a new start as our rural roads and bridges were in a deplorable condition at the beginning of WPA." Or, as Harmon County put it: "We have culverts and bridges that will last long after WPA is forgotten about." [120]

(a) National Youth Administration

The NYA, a division of the WPA, implemented a work program in Oklahoma for out-of-school youth. Projects were in communities all over the state, and first concentrated on park and school beautification. A second phase of the program steered the focus toward construction projects. The emphasis was initially on simple repairs to roads, but later broadened to include building youth centers and workshops. The final years of the NYA in the early 1940s were dedicated to national defense training in workshop settings.[121] Research did not attribute specific road or bridge construction projects to the NYA, but future investigations in subsequent project phases may reveal projects associated with the program.

D. Road-related Resources and Bridges, Engineering, and Aesthetics

Although the nation was deep in the Depression by the beginning of the subject period in 1933, road and bridge building was a direct financial beneficiary of government efforts to put Oklahomans back to work. Implementation of the federal emergency relief funding and New Deal programs kept the highway building boom of the 1920s alive through the 1930s. With the continued emphasis on road and bridge construction during the Depression era, the work completed on the state's road network during this time became one of the most important initiatives under the federal relief programs.[122]

To employ the greatest number of people possible, the OHC and the state highway department focused on developing projects that entailed labor-intensive, rather than machine-intensive, activities. After

[119] Appraisal reports for City of Cuymon, Town of Jet, Texas County, and Harper County, CIAR.

[120] Appraisal reports for City of Keota, Roger Mills County, and Harmon County, CIAR.

[121] Houston A. Wright, *National Youth Administration for Oklahoma, Summary of Accomplishments* (Oklahoma City: 1936), 30; Kenneth E. Hendrickson, Jr., "Jobs for Students: The National Youth Administration in Oklahoma," *Hard Times in Oklahoma: The Depression Years,* ed. Kenneth E. Hendrickson, Jr. (Oklahoma City: Oklahoma Historical Society, 1983), 121-125.

[122] Burke, 46.

passage of NIRA in 1933, special provisions, entitled "Special Provisions for Highway Projects financed in whole or in part under Section 204 of the National Industrial Recovery Act," were promulgated for highway projects funded through the Act. The special provisions made clear the labor-intensive nature of the work by contractors on NIRA-funded projects, and particularly the intentional use of hand labor.[123] As a result, grading and drainage projects and bridge construction became some of the primary undertakings during this period. Projects also often included paving or roadway surfacing.[124] The document made clear that any contractor violating the provisions would be ineligible to bid on additional work funded by NIRA. These provisions for the intentional use of hand labor methods were also carried through to other New Deal programs.

The following Special Provisions, set forth in a subsection of, "Culverts and Masonry Structures and Small Bridges Up to 50-foot Span," exemplify the stipulations for hand-labor methods:

- "Cement and reinforcing steel shall be unloaded by hand labor methods."

- "Finishing of structural concrete surfaces shall be done by hand rubbing, or other hand labor methods."

Similarly, the following were found in the subsection for "Large Bridges":

- "All painting of steel work shall be done without the use of mechanical equipment."

- "Carpenter work and form work shall be done by hand labor methods and the use of mechanical saws will not be permitted at the bridge site. Electrical or mechanical drills shall not be used for boring holes in piles and forms at the bridge site."

The intense and total emphasis on hand labor, forbidding the use of electrical and mechanical equipment, was designed to maximize employment of as many individuals as possible and minimize the efficiencies achieved through mechanization. Taking more time and utilizing more labor was the goal, not accomplishing more work with fewer workers in a shorter time. It seems counterintuitive for a nation whose success was based on the industrial revolution with its time-saving mechanization, and it had unintended consequences. A 1938 article discussing "Some Effects of the WPA on the Engineering Profession," observed that "many first-rate public works contractors have gone out of business."[125] Because construction machinery was prohibited, machinery manufacturers suffered. In engineering, one effect was "to lower general standards of engineering by placing undue emphasis on its cost." Because

[123] Thomas H. MacDonald, "Special Provisions for Highway Projects Financed in Whole or in Part under Section 204 of The National Industrial Recovery Act," 29 June 1933, Folder 42, Box 8, Wilburn Cartwright, Carl Albert Congressional Research and Studies Center, Congressional Archives, University of Oklahoma, Norman, Okla.

[124] Corbett, 241; Biennial Report 1931-1932, 13.

[125] Samuel M. Ellsworth, "Bargains in Engineering: Some Effects of the WPA on the Engineering Profession," *Civil Engineering* 8, no. 7 (July 1938), 442.

the intent of the programs was to keep many employed, there was "little incentive for efficiency," and therefore little incentive for invention and innovation.[126]

At the end of the subject period in the early 1940s, the war effort limited the availability of construction materials, particularly steel. Wartime restrictions forced engineers and contractors to build with as little steel as possible, eliminating bridge construction except in cases of necessity.

This section begins with an overview of roadway design and construction during the Depression era, including incorporation of roadside improvements and landscaping into the transportation network. The remainder of the section focuses on bridges, including bridge-building trends during the subject period, use of standard plans, and aesthetics and the role of the New Deal programs in bridge construction.

(1) Roads and road-related resources

As a result of the 1930s New Deal programs, federal funding increased for highway construction, which in turn increased the pace of construction. In the 1933-34 biennium, Oklahoma received $13.9 million in transportation aid under the NIRA. Of the total allotment, $6.4 million was expended on federal highways; $2.9 million was expended on secondary highways; and $2.7 was expended on municipal roadways.[127]

By the end of 1936 the Oklahoma State Highway System (U.S. and State Highways) had a total mileage of 8,446. Table 4 summarizes the mileage by road surface type:[128]

Table 4. Mileage of Oklahoma roads by surface type, 1936

Road Surface Type	Mileage
Concrete; asphalt on concrete; brick	2,151
Asphaltic surface on gravel base	565
Treated gravel or earth	794
Untreated gravel	3,138
Improved earth	378
Unimproved earth	1,420

In 1936 a new federally-funded program, the Federal Aid Secondary Road System, and the Statewide Highway Planning Studies were implemented. The former added 4,600 miles of roadway to the work-relief projects being constructed in the state, whereas the latter was the first step in the state's preparations for a comprehensive highway improvement program. The Federal Highway Act of 1916 was amended in 1936 to authorize funds to be used for secondary or feeder roads, called the Federal Aid Secondary Road System. Secondary roads included farm-to-market roads, rural free delivery mail routes, and public bus routes.[129] Grants for projects on the secondary road system were funneled through the

[126] Ellsworth, 441-442.

[127] Biennial Report 1933-1934, 180.

[128] Biennial Report 1935-1936, 112.

[129] Burke, 62.

WPA. In general, WPA projects on the secondary road system included grading, drainage, and surfacing. According to the 1937-1938 Biennial Report of the OHC, oil mat or inverted emulsion surfacing, rock asphalt surfacing on gravel, rock or red bed base, and water bound macadam were the primary surfacing types used on WPA projects. All roadway work completed under the WPA program was performed under the Oklahoma Standard Specifications (discussed in more detail below) and incorporated the special provisions developed for work relief highway projects, particularly the stipulations for intentional use of hand labor.[130]

The Statewide Highway Planning Survey was a comparative study of highway building programs and consisted of three main phases: inventory, traffic, and financial. The survey was conducted by state departments of transportation in cooperation with the BPR to "develop facts and figures that will enable highway administrators, economists, and engineers to view the future correlated systems and to scientifically plan for achievement of systems of roads and streets that will best serve the transportation needs."[131] As outlined in OHC's 1939-1940 Biennial Report, the Statewide Highway Planning Survey revealed the following facts about Oklahoma's roadway network:

- The state highway system carries 52% of all traffic; county roads, 18.6%; and city streets, 29.4%.
- Rural residents contribute 37.3% of the total travel and city residents contribute 62.7%.
- There is more rural road mileage in the state than could ever be improved and maintained with road-user revenues.
- There are more than 101,000 miles of rural roads, of which 45,200 miles carry less than 10 vehicles per day.
- Only 11.6% of the total rural road mileage carries 100 or more vehicles per day, and this mileage serves 85% of the total travel in rural areas.
- The State Highway System, representing 8.4% of the total rural road mileage, serves 72% of the total travel in rural areas.[132]

Among others, these survey results indicated that a well-planned and coordinated system of secondary roads had not yet been achieved in Oklahoma by the mid-1930s. The survey also showed that the state highway department was needed to improve and maintain primary routes through and around cities and towns because municipalities could not take care of them to the desirable standards.[133] Despite only three years of work relief efforts, the work of the state highway department and that completed under the

[130] Biennial Report 1937-1938, 53.

[131] Biennial Report 1937-1938, 106.

[132] Biennial Report 1939-1940, 15.

[133] Biennial Report 1939 -1940, 16.

purview of the various work-relief programs, the state's roadway network needed improvement to accommodate the ever-increasing volume and speed of traffic.

As the 1930s came to a close, the OHC and the state highway department controlled 8,507 miles of U.S. and state highways. Representing a small increase over the total number of miles in 1936, the U.S. and state highway system had 3,027 miles of paved roads, 1,777 miles of roads that were oiled, 2,479 miles of untreated gravel roads, and 1,224 dirt roads.[134] Oklahoma's total federal apportionments, including federal relief funding, for transportation projects began to decrease, from a total of $4.6 million in 1939 to $3.1 million in 1940.[135] During the 1939-1940 biennium, the OHC appropriated $1.4 million to sponsor or co-sponsor WPA projects. The appropriations were distributed as shown in Table 5.[136]

Table 5. OHC appropriations during 1939-1940 biennium

Type of road	Appropriation
Improvements to the state system	$928,397
Farm-to-market roads not on state system	$354,439
Improvements within city or town limits	$160,585

After the U.S. became involved in World War II, road construction activities in general stopped, with the exception of roads needed for military purposes. For national security, the War Department and Public Roads Administration identified a system of roads known as the Strategic Network of Highways to access military bases, defense manufacturing plants, and other strategic sites. The Defense Highway Act of 1941 further restricted the activities of state highway departments. As a result, the focus of roadway construction quickly began to shift away from projects associated with work relief programs to those associated with the Defense Highway Act, such as an access road constructed to the Tulsa bomber plant.

In the 1941-1942 biennium, the OHC sponsored approximately $1.8 million in WPA projects.[137] However, when the U.S. entered World War II, the focus quickly shifted from work-relief programs to funding the war efforts, and all federal projects associated with one of the New Deal programs not already under construction were cancelled as of December 2, 1941. This effectively ended work-relief construction in Oklahoma. Although research did not reveal the status of the state's entire roadway network by 1941, OHC's 1943-1944 Biennial Report indicates that as of January 1, 1942, Oklahoma's rural primary state highway system had a total of 8,626 miles. The surface types for those roads are shown in Table 6.[138]

[134] Burke, 63.

[135] Biennial Report 1939-1940, 156.

[136] Biennial Report 1939 -1940, 110.

[137] Biennial Report 1941-1942, 98.

[138] Biennial Report 1943-1944, 50.

Table 6. Surface types for Oklahoma's primary State Highway System as of January 1, 1942

Surface type	Mileage	Percentage of Total Mileage
Paved roads (concrete, brick, or other types of surfaces)	3,140	36.4%
Surfaced roads (bituminous, gravel or stone, or soil)	4,772	55.32%
Unsurfaced roads	714	8.28%

While roadway statistics indicate that only 179 miles were added to the state's highway system in the six-year period between 1936 and 1942, there was a much higher number of miles on the state system (more than 1,000 miles) of formerly earthen roads paved or surfaced during the period. In addition, a substantial number of miles of secondary roads were also upgraded and surfaced during the subject period. This illustrates the emphasis during the period the New Deal programs had in Oklahoma on upgrading the existing roadways across the state. Almost without exception, every county and municipality that had a federal relief project of any kind, and especially WPA projects, had a road improvement project (for counties) or a street improvement project (for municipalities). An exception to the general rule was a farm-to-market road "improvement" in Blaine County, which was "to grade a new road" on "a new right of way…to be surveyed and purchased" before work could begin. It was not uncommon for a county to have projects totaling 100 or more miles of roads (often farm-to-market roads) graded, drained, and finished with gravel, shale, clay, or caliche, with gravel being the most common. Mayes County reported 170 miles of road graded and drained, with local materials—sandstone and limestone—used for surfacing and for bridge and culvert construction. Caddo County completed 265 miles of road.[139] Towns and cities completed similar projects for dozens of blocks of local streets. In a few circumstances, cities paved several blocks with bituminous ("black top") or concrete, both of which, but especially concrete, were considered far superior to the other materials. City projects occasionally included sidewalks and curbs as well. Hartshorne reported that "the largest project carried on under this program [WPA] giving the most men employment has been a curb and gutter project…"[140]

(a) Roadway design standards and specifications

In the first part of the 1930s, the state highway department's Engineering Division had the principal role in all road construction projects. The Assistant State Engineer, under direct supervision of the State Engineer, supervised preparation of plans and specifications, preparation of bidding notices, tabulation of bids, and general operation of the Engineering Division divided into six departments: Construction, Bridge, Maintenance, Locating, Right-of-Way, and Drafting.[141]

During the 1931-1932 biennium, the state highway department revised the Oklahoma Standard Road and Bridge Specifications to "keep abreast of the best current practice." A standard 20-foot roadway width

[139] Appraisal report for Blaine County, Mayes County, and Caddo County, CIAR.

[140] Appraisal report for City of Hartshoren, CIAR.

[141] Biennial Report 1931-1932, 37.

with eight-foot earthen shoulders on each side was adopted for two-lane highways. The standard right-of-way for state highways was also increased from 80 to 100 feet.[142]

To supplement the state's specifications, special provisions developed in 1933 for highway projects financed in whole or in part under NIRA were incorporated into construction projects. Of particular concern to roadway construction were the special provisions requiring the use of hand labor methods on projects. Hand labor methods were required for a variety of construction activities, including grubbing and clearing, grading, digging trenches for piping, loading and unloading construction materials, and roadside production of gravel and stone.[143]

The state highway department's organizational structure was maintained until 1936, when the Engineering Division was reorganized "with the idea of obtaining closer supervision and more efficient operation." Under the new organizational structure, a Department of Design was established to coordinate preliminary field work, survey information, and preparation of final plans in order to eliminate the necessity of plan changes after contract award.[144]

It was the Department of Design's duty to determine design standards, classification of roadways, the proper design for such classifications, and to check the plans after their completion and before submission to the BPR. After the department was established in 1936, a new specification was written and a revision to the same was completed and was awaiting publication by the end of 1938.[145]

In at least one documented instance, a county-sponsored WPA project upgraded a county road to state specifications and then turned the road over to the state. The case was described in the 1938 Community Improvement Appraisal Report for Haskell County in eastern Oklahoma: "One of the outstanding improvements in our county has been the construction of what is now Oklahoma State Highway No. 26. Before WPA started, this was just an ordinary narrow earth county road. Now it is a standard grade and drainage highway. This road was constructed and surfaced by the county and WPA and has been turned over to the State for maintenance."[146]

(b) Roadside improvements and landscaping

By the mid-1930s, increased attention was being paid to improving the "sightliness and utility along the entire state highway system."[147] NIRA and other federal funding required that a minimum of 0.5 to 1 percent be applied to landscaping and other roadside improvements. The OHC and state highway department adopted policies to incorporate safety features and roadside amenities into new construction projects and to upgrade older roads. Roadside improvement projects ranged from erosion control

[142] Biennial Report 1931-1932, 37; Burke, 46.

[143] MacDonald, 7-10.

[144] Biennial Report 1935-1936, 9.

[145] Biennial Report 1937-1938, 92.

[146] Appraisal report for Haskell County, CIAR.

[147] Biennial Report 1937-1938, 99.

measures and safety improvements to roadside plantings and parks. A review of Road Life Study-Construction Project Log Records (also known as "long cards") from the period indicates that roadside improvements were primarily included with WPA- or NIRA-funded projects.

To facilitate erosion control, ditch checks, typically constructed of masonry or concrete, were installed in ditches to reduce the velocity of water flow in the channels. Flattening and rounding ditch slopes, as well as seeding and sodding newly graded sections, also facilitated erosion control. In the 1939-1940 biennium, 6,559 trees and shrubs, 804,815 square yards of Bermuda grass, and 1,635,920 square yards of various leguminous and mixed native grass seed were planted.[148] In addition to incorporating roadside plantings into construction projects to improve "sightliness," the state highway department adopted a policy to allow more trees to be retained than previously allowed.[149]

Roadside parks developed by the state highway department along U.S. and state highways provided respite for travelers. Roadside parks were constructed with funding from the NIRA, as well as non-work relief program funding sources.[150] Fixtures within the roadside parks included tables with benches, fireplaces or ovens, and trash receptacles. Stairs, retaining walls, and wrought-iron chain guard rail were incorporated as needed to address site conditions and safety considerations. The state highway department developed standard plans, dated 1937 and 1940, for roadside park fixtures that provided flexibility in the construction materials to be used. The plans featured tables constructed of masonry, concrete, or wood; fireplaces or ovens in masonry and concrete; and trash receptacles detailed in masonry.[151]

(2) Bridges and culverts

Bridges serve as critical links in road networks on state and county road systems, providing crossings over waterways and grade separations over railroad tracks and highways. As road systems were upgraded, constructed, and expanded, bridges were built, reconstructed, or replaced to complete the networks. Design and construction practices established by the end of the 1920s were continued during the Depression era, and little change in innovation or technological improvements was evident.

As the subject period opened in 1933, however, the OHC and the state highway department had just completed a biennium in which it reported that, after road paving, grading, and drainage, "the next most important progress of the past two years has been in bridge construction." According to the OHC's biennial report issued in 1932, 368 bridges had been contracted that year on the state system.[152] Annual bridge construction on the state system would never again reach half that total until the years after World War II (see Table 7). In fact, the annual number of contracts would only come close to half in 1936, when

[148] Biennial Report 1939-1940, 145.

[149] Biennial Report 1937-1938, 99.

[150] Oklahoma Department of Transportation, "Statewide Highway Planning Survey Road Life Study, Construction Project Log Records," Oklahoma Department of Transportation Planning and Research Division.

[151] Biennial Report 1937-1938, 99; Oklahoma Department of Transportation, "Details of Trash Receptacle, Park Table & Fireplace, 1937, Oklahoma Department of Transportation Collection of Obsolete Standards; Oklahoma Department of Transportation, "Details of Roadside Park Fixtures, dated 17 August 1937; Roadside Park Fixtures," 1940, Oklahoma Department of Transportation Collection of Obsolete Standards.

[152] Biennial Report 1932-32, 39; grade-separation structures listed separately in OHC tables.

contracts were let for 149 bridges. Construction bottomed out in 1940, with 52 contracts, and in the 1943-44 biennium, with a two-year total of only 65 contracts.

Table 7 provides statistics on bridges built annually in Oklahoma on both state and county systems from 1933 through 1945. The statistics are compiled from the 2012 ODOT database, which includes numbers of bridges remaining in service in 2012 and the number of bridges that have been replaced by 2012.[153]

Table 8 provides statistics on bridges built annually (biennially in two cases) on the state system only, not including county bridges. The statistics are compiled from the OHC biennial reports, which provide separate numbers for bridges and for grade separation structures (now considered to be bridges). In this table, the total number of bridges for each year combines bridges with grade separation structures. In most cases, the biennial reports also included separate numbers for grade separation overpasses and underpasses. Where available, these numbers are included in the table.

These tables provide two perspectives on bridges built in Oklahoma from 1933 through 1945, one perspective from 2012 and one perspective from contemporary official documents. The basic difference between the two sets of data is extent of coverage. The 2012 data include both state and county bridges—essentially all bridges built in the state for each year. The historical data include only bridges built on the state system as compiled from OHC biennial reports. Because the historical data also include specific information on grade-separation structures, the information is relevant for the discussion of grade separations below.

Table 7. Bridges contracted/constructed in Oklahoma 1933-1945, compiled from ODOT 2012 database.

Year	2012 ODOT Summary data Bridges built 1933-1945 on state and county systems combined.		
	Total	**In-service**	**Replaced**
1933	267	203	64
1934	158	116	42
1935	371	231	140
1936	443	352	91
1937	471	391	80
1938	1065	875	190
1939	751	613	138

[153] The 2012 ODOT data in Table 7 indicates that bridge construction experienced a large and unexplained surge in 1938, 1939, and especially in 1940. One explanation might be in the increasing OHC and the state highway department concerns with bridge widths and the campaign during the 1930s to replace older bridges with narrow decks (see discussion in section on bridge-deck width below). Bridges identified with year-built dates during this time period that have roadways of 22 feet or more may turn out to be rebuilt or widened and not new construction, accounting for part of the very large increase in numbers of bridges with year-built dates of 1938, 1939, and 1940. Further research may provide additional information to explain the much higher numbers of bridges built in each of the three years.

Table 7. Bridges contracted/constructed in Oklahoma 1933-1945, compiled from ODOT 2012 database.

Year	2012 ODOT Summary data Bridges built 1933-1945 on state and county systems combined.		
1940	2196	1350	846
1941	294	236	58
1942	171	121	50
1943	70	58	12
1944	46	33	13
1945	231	147	84
Total	**6534**	**4726**	**1808**

Table 8. Bridges on state system contracted/constructed in Oklahoma 1933-1946, compiled from OHC biennial reports

Year	Biennial Report Data 1933-1945 State System Bridges			
	Bridge contracts	Grade separation contracts		
		Overpass + Underpass	Overpass	Underpass
1933[154]	132	2	1	1
1934[155]	134	7	Not available	Not available
1935[156]	94	20	16	4
1936[157]	149	38	25	13
1937[158]	121	17	13	4
1938[159]	98	0	0	0

[154] Biennial Report 1933-34, 17 (includes both bridges and grade separation structures, overpasses and underpasses.)

[155] Biennial Report 1933-34, 29 (includes both bridges and grade separation structures; grade separation number combines overpasses and underpasses.)

[156] Biennial Report 1935-36, 30 (includes both bridges and grade separation structures, overpasses and underpasses.)

[157] Biennial Report 1935-36, 46 (includes both bridges and grade separation structures, overpasses and underpasses.)

[158] Biennial Report 1937-39, compiled from Table of State Highway Construction and Special Maintenance Projects (1937-1938), 12-43 (table includes fractional numbers of bridges, e.g. ½ and ¾, which have been rounded up in the compilation).

[159] Biennial Report 1937-39, compiled from Table of State Highway Construction and Special Maintenance Projects (1937-1938), 12-43 (table includes fractional numbers of bridges, e.g. ½ and ¾, which have been rounded up in the compilation.)

Table 8. Bridges on state system contracted/constructed in Oklahoma 1933-1946, compiled from OHC biennial reports

Year	Biennial Report Data 1933-1945 State System Bridges			
	Bridge contracts	Grade separation contracts		
1939[160]	82	5	1	4
1940[161]	52	7	4	3
1941[162] 1942	129	10	Not available	Not available
1943[163] 1944	65	0	0	0
1945[164] 1946	145	2	Not available	Not available
Total	**1201**	**108**		

Note: Biennial reports included separate statistics for bridge contracts and grade-separation contracts, although both should be combined to establish the total number of bridge contracts for a specific year. In some years, the biennial reports also included separate statistics for overpasses and underpasses.

(a) Oklahoma bridge materials and types

(i) Bridge materials and types – national perspective

Bridge materials and types used in Oklahoma in the 1930s and early 1940s reflected the materials and types used nationally during the same period. The primary materials of stone, steel, concrete, and wood were established since the beginning of the automobile era. The designs for bridges utilizing these materials were developed and largely standardized for highway service by the end of the 1920s. Smaller span types in particular were well established, with more specialized engineering used for larger- and longer-span bridges.

[160] Biennial Report 1939-40, compiled from Table of State Highway Construction and Special Maintenance Projects (1938-40), 47-82 (table includes fractional numbers of bridges, e.g. ½ and ¾, which have been rounded up in the compilation.)

[161] Biennial Report 1939-40, compiled from Table of State Highway Construction and Special Maintenance Projects (1938-40), 47-82 (table includes fractional numbers of bridges, e.g. ½ and ¾, which have been rounded up in the compilation.)

[162] Biennial Report 1940-42, 91-92; this biennial report provides 1941-42 summary numbers only for bridges and grade separations, without individual annual totals 1941 and 1942 and without individual totals for overpasses and underpasses.

[163] Biennial Report 1942-44, 98-99; this biennial report provides 1943-44 summary numbers only for bridges, without individual annual totals for 1943 and 1944; no contracts were awarded for grade separation structures.

[164] Biennial Report 1944-46, 81-83; this biennial report provides 1945-46 summary numbers only, without individual annual totals for 1945 and 1946, meaning that some contracts were awarded in 1946 and outside the subject period. In addition, this report provides subtotals for "regular federal aid" (84), "war emergency relief construction" (7), "federal aid secondary" (37), and "state aid" (37).

Reinforced concrete, introduced nationally at the very end of the nineteenth century, had expanded dramatically in use from the arch form of the early years to include slab spans, beam and girder spans, and the integrated beam and slab design later known as the T-beam, which largely replaced the concrete beam. By the 1930s reinforced-concrete had become the material of choice for state and local highway departments.[165]

Steel was used nationwide for road and highway bridges after it replaced iron after 1890, often for truss bridges. Until the mid-1920s, the Pratt truss was the preferred type, but the more economical Warren truss had superseded the Pratt by the 1930s. Moreover, simpler steel beam spans, along with concrete slab and T-beams, were replacing truss bridges generally for shorter crossings. Steel trusses continued to be used for larger and longer bridges, but in more sophisticated truss designs, such as variations like Parker trusses and the K-truss in Oklahoma. Riveting plates into large girders allowed an additional use of steel for longer girder spans.[166]

The remaining two materials, stone and wood or timber, are venerable bridge construction staples with long histories. By the 1930s, stone masonry was supplanted by all other types with the significant exception of its use for federal-relief projects. In those cases, its major limitations—cost and inefficient use of labor—now became advantages, as programs required bridge projects to incorporate as much hand labor as possible, with cost being less of a concern if it created more work for the unemployed. For selected New Deal era projects, the aesthetic qualities of stone masonry also received new attention as interest increased in rustic architectural styles for parks and scenic road corridors.[167]

If stone masonry usage declined nationally because of cost and labor, timber usage was much the opposite. Timber was an inexpensive, locally available material that was relatively simple for use by less-experienced construction crews. As such, timber, especially when used in timber beam or stringer spans, was widely employed by counties and townships for small bridges on rural roads. Similar to stone, timber also became a desired bridge material where rustic architecture was desired in parks and scenic areas.[168]

(ii) Bridge materials and types in Oklahoma

Two sources (1937 tables and 2012 ODOT database) were used to compile an overview of bridge types and materials in Oklahoma for the period of 1933-1945. The historical 1937 data and the recent 2012 data can be sorted into comparable categories of main-span type and main-span material so the two data sets

[165] Parsons Brinckerhoff and Engineering and Industrial Heritage, *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15* ([Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005), 2-26 – 2-27.

[166] Parsons Brinckerhoff and Engineering and Industrial Heritage, 2-27, 2-28.

[167] Parsons Brinckerhoff and Engineering and Industrial Heritage, 2-29, 3-48, 3-50.

[168] Parsons Brinckerhoff and Engineering and Industrial Heritage, 3-80, 3-81

can be compared to understand trends in Oklahoma bridge-building in the subject period.[169] Although both data sets include bridges statewide, each data set has its own limitations.[170] These limitations are incorporated into the discussions of bridge materials and types that follow Tables 9 and 10 below.[171]

The most important information provided in Tables 9 and 10 is the percentage or proportional distribution of bridges among types and materials. The percentages of bridge materials and types compared to the total populations in each data set provide approximate estimates of commonly used types and less-commonly used types. The types listed below as common are the types with the highest percentages of structures. In addition, the 1937 data provide an insight into differences between bridges built for the state system and bridges built by counties.

Table 9. 2012 data: proportional distribution of bridges by main span type and material (common types in bold)

Main span type	Material	2012 Data[172]			
		Extant + replaced		Extant	Replaced
		Total	Percent of total	Number	Number
Truss	**Steel**	**521**	**8.4**	**237**	**284**
	Concrete				
	Timber				
Girder, beam	**Steel**	**2507**	**40.5**	**1550**	**957**
	Concrete	176	2.8	151	25
	Timber	**1098**	**17.7**	**471**	**627**
T-beam	Concrete	45	-	32	13
Slab	**Concrete**	**1754**	**28.3**	**1532**	**222**
Arch	Concrete	77	1.2	52	25
	Stone masonry	13	-	7	6
Suspension	Steel[173]				

[169] The sources include (1) a pair of 1937 tables presenting data on bridge materials and types for the state and county systems and (2) relevant data for the period 1930-1945 as extracted from the 2012 ODOT database of bridges in Oklahoma.

[170] The 1937 data includes all bridges extant in the state at that time, but provides no way to separate bridges by year-built. The 2012 data does include year-built, so the information presented is only for bridges constructed between 1930 and 1945. However, the 2012 data does not differentiate between original owner and system, whether state or county.

[171] The 2012 database includes both extant, in-service bridges as of 2012 and bridges that have been replaced. No background information is available regarding the list of replaced bridges and when the list was begun, so the actual number of bridges replaced for any particular year-built may be larger than the number provided by the 2012 database.

[172] Data compiled from ODOT database provided to Mead & Hunt, Inc., 2012.

[173] The 2012 ODOT database does not include a category for suspension bridges, although this category is used in the 1937 tables.

Table 9. 2012 data: proportional distribution of bridges by main span type and material (common types in bold)

Main span type	Material	2012 Data[172]			
		Extant + replaced		Extant	Replaced
		Total	Percent of total	Number	Number
Canti-lever	Concrete[174]				
		6191		**4032**	**2159**

Table 10. 1937 data: proportional distribution of bridges by main span type and material (common types in bold)

Main span type	Material	1937 Data[175]					
		State + county		State		County	
		Total	Percent of total	Number	Percent of state	Number	Percent of county
Truss	**Steel**	**4058**	**21.3**	**584**	**20.2**	**3474**	**21.6**
	Concrete	5	-	2	-	3	-
	Timber	226	1.1	1	-	225	1.3
Girder, beam	**Steel**	**4931**	**25.9**	**839**	**29.0**	**4092**	**25.4**
	Concrete[176]	0	-	0	-	0	-
	Timber	**7554**	**39.8**	**190**	**6.5**	**7364**	**45.7**
T-beam	Concrete	355	1.8	131	4.5	224	1.3
Slab	**Concrete**	**1583**	**8.3**	**1076**	**37.3**	**507**	**3.1**
Arch	Concrete	181	-	42	1.4	139	-
	Stone masonry	28	-	7	-	21	-
Suspension	Steel	33	-	1	-	32	-

[174] The 2012 ODOT database does not include a category for concrete cantilever bridges, although this category is used in the 1937 tables.

[175] The data presented here labeled 1937 were compiled from Table 7 (page 18) and Table 14 (page 26) in Oklahoma State Highway Commission, *Oklahoma Highway Studies 1936-1942: A Report of the State-Wide Planning Survey, Oklahoma State Highway Commission in Cooperation with the Federal Works Agency, Public Roads Administration* (Oklahoma City: Oklahoma State Highway Commission, N.d.). Table 7 presents data for state system bridges and Table 14 presents data for county system bridges. Both tables are dated January 1, 1937, and together are considered to represent the extant bridge population in Oklahoma as of 1936. The data in Table 7 had previously been published in the 1939-40 Biennial Report. Because the two tables present data on bridges in the two highway systems in Oklahoma (state and county systems), but lack any identification of year of construction, the tables serve as a snapshot in time (c.1936) of extant bridges and, specifically, as a guide to the distribution of bridges among types and materials. In other words, the data provide a general idea of the major types of bridges in service at the early/midpoint of the subject period, regardless of when they were constructed.

[176] The 1937 tables do not include a category for concrete beam or girder bridges other than concrete T-beam bridges, which are termed integral beam and slab bridges.

Table 10. 1937 data: proportional distribution of bridges by main span type and material (common types in bold)

Main span type	Material	1937 Data[175]					
		State + county		State		County	
		Total	Percent of total	Number	Percent of state	Number	Percent of county
Canti-lever	Concrete	12	-	11	-	1	-
TOTAL		**18966**		**2884**		**16082**	

Based on the data in Tables 9 and 10, the bridge types and materials can be separated into common and less common categories based on proportional representation shown by percentages of total populations. Each type is described in more detail below. Appendix B provides a glossary of Depression-era bridge types.

Common types

Overall, the types and materials most efficient for short spans account for over 85% of all bridges originally constructed: steel and timber beam/girder bridges and concrete slab bridges.

- Steel beam and girder. The most common and widespread bridge type built were steel beam or girder bridges, accounting for 41% or almost half of the bridges constructed during the subject period, according to 2012 data. This type was used for a variety of small or short-span crossings. Understanding that the use of steel declined to almost zero after 1941, the steel beam bridges likely dated from the beginning of the subject period to about 1941. Steel beam and girder designs accounted for approximately one-quarter of all bridges extant in 1937. However, there were almost five times more county steel-beam bridges than state examples, or about 4,000 compared to 800. The difference in percentage between 1937 and 2012 represents the greater numbers of other bridge types extant in the mid-1930s, such as steel truss bridges, making the numbers of steel-beam bridges appear proportionally less.

- Concrete slab. The next most common type after steel beam or girder was the concrete slab bridge with 28%, according to 2012 data. This extremely simple bridge type was used for the shortest spans. Concrete slab bridges were built throughout the 1930s, but declined in the 1940s when fewer bridges were built generally and reinforcing steel was in limited supply. In 1937 concrete slab bridges overall represented a relatively small percentage (8%) of the state's total bridge population. However, the state system had proportionally far more than the counties—37% to only 3%—in comparison to other main-span types. The explanation may be that concrete-slab bridges are more expensive solutions for short spans than the timber-beam bridges favored by the counties (as is evident in the next category), and counties typically had less money available per bridge than the state.

- Timber beam. The 2012 data indicate total construction of over 1,000 timber bridges, 18% of the population during the subject period. Although this represents a large number of bridges, it is relatively modest compared to the number that existed in 1937. The number of timber beam

bridges extant in 2012 (less than 500) is an indication of the short lives of timber structures compared to concrete and steel. The 1937 data make clear that the counties used timber-beam spans for almost half (46%) of their extant bridges, while the state used timber-beam spans for only 7%. In real numbers, the counties' timber-beam population of 7,364 was almost double the next most common type. As with concrete-slab bridges, the counties built more of the less-expensive timber spans and fewer of the more costly concrete spans.

Less common types

The remaining bridges, representing less than 15% of the as-built total in 2012, are comprised of materials and types that were used for longer spans or for particular situations: steel truss, concrete beam, arch, T-beam, and stone masonry.

- Steel truss. The modest number of steel truss spans built in the subject period (521 according to the 2012 database) reflects the 1930's decline in steel truss bridge construction for shorter spans with the increase of the common types discussed above. Anecdotal information provided by the bridge photographs published in the biennial reports and the standard plans indicates that steel truss bridges constructed in the subject period were primarily Parker and K-truss spans, truss types typically used for longer spans.[177] Within the standard plan sets, truss designs are the only plans provided for spans beyond 80 feet. The biennial report photographs also indicate that Parker or K through-truss main spans often had Parker pony trusses for approach spans. In 1937 steel truss spans were very common statewide, representing 21% of all extant bridges, divided equally (as a proportion of the population) between the state and counties. Comparing the 1937 and 2012 data, however, supports the interpretation that fewer truss bridges were being built in the 1930s-40s than previously, but those built were larger and intended for longer spans. Because the 1937 data represent all bridges extant, the numbers include many earlier trusses used for small crossings that would be replaced with steel or concrete beams and girders in the 1930s and later.

- Concrete beam and girder. The small number (only 3%) of concrete beam and girder bridges built in the subject period according to the 2012 data likely reflects the widespread use of steel beam and concrete slab types for small spans. This category of span type/material is not even included in the 1937 data, and therefore has no examples.

- Concrete arch. Arch bridges were among the earliest bridge types to use concrete as a bridge material and were built nationally from the early twentieth century through the World War II years and after. They might be found in almost any situation, on the state system or off, but in relatively small numbers. Concrete arch bridges were sometimes used where aesthetic treatments were desired because the arch form lends itself to more architectural treatment. The proportion of

[177] See "Parker Truss" in Parsons Brinckerhoff and Engineering and Industrial Heritage, 3-34, which states that "The form was adopted by highway departments as standard designs for pony trusses (30 to 60 feet) and through trusses (100 to 300 feet)."

concrete arches as part of the overall population is small in both data sets, representing 1.2% in the 2012 data and less than 1% in the 1937 data set.

- Concrete T-beam. T-beam spans, or "integral slab and beam" bridges as they were termed in the 1937 tables, comprise less than 1% of the 2012 data. Generally, T-beam concrete bridge usage parallels concrete slab bridge construction, but is used for slightly longer spans.[178] Like concrete slab spans, T-beam bridges were constructed throughout the subject period until the 1940s, when reinforcing steel was not available. A T-beam bridge would require more complex formwork than a concrete slab or beam bridge, therefore raising the cost, and would likely be used only when the simpler slab or beam bridge would not provide the required span length or load-carrying capacity. While the representation in the 1937 population is small, the concrete T-beam was used much more by the state than by the counties, probably reflecting cost.

- Stone masonry. Stone masonry bridges represent less than 1% in the 2012 and 1937 tables. The relatively small number might reflect an era dominated by inexpensive concrete and steel beam spans. This observation seems to contradict the impression that federal relief programs promoted labor-intensive projects and, among bridges, stone masonry would be the most labor-intensive. Many bridges appearing to be stone construction are actually stone veneer on a concrete superstructure and therefore may not be categorized in a database as stone masonry bridges.[179] A similar situation arises with a type of concrete slab carried on stone masonry piers and abutments, which is depicted in a biennial report photograph from 1935-36 and is featured as an example of a "masonry and concrete bridge construction" as a NRWR drought-relief project.[180]

- Other bridge types. The 1937 tables separately categorize a small number of bridges as steel suspension type, almost all in counties, and concrete cantilever type, almost all on the state system. Discussions in biennial reports suggest that the state was working in the 1930s to eliminate the suspension bridges, which were largely built in earlier years as toll bridges at major river crossings. Research to date has revealed little about the concrete cantilever bridges, although standard plan sheets exist for concrete cantilever designs from 1920 and 1921 suggesting that the 12 examples extant in 1937 were built prior to the subject period.

  The use of the rigid-frame design is currently unknown in Oklahoma, but was a type used nationally during the subject period for grade-separation situations. No direct references have been found for rigid-frame bridges in the biennial reports, but the photograph of an Oklahoma City grade-separation underpass in the 1937-38 biennial report is subsequently identified in *Oklahoma*

[178] Parsons Brinckerhoff and Engineering and Industrial Heritage, 3-88.

[179] This detail is supported anecdotally by a review of NRHP Nomination forms for Oklahoma state parks, which identify concrete bridges with stone veneer, built by federal relief programs such as CCC and WPA. For example, see Gabbert, *Wintersmith Park Historic District*.

[180] See photograph in Biennial Report 1935-36, 125.

Highway Studies 1936-1942 as a rigid-frame concrete structure.[181] The 2012 database includes no bridges coded as rigid-frame types, either concrete or steel.[182] Further investigation may result in additional information on the design and construction of rigid-frame concrete bridges in the subject period, particularly for grade separation situations.

(b) Bridge design and construction practice

For OHC and the state highway department, the 1930s were characterized largely by a continuation of design practices established at the end of the 1920s and early years of the Depression. Two major work relief programs involved with bridge construction during the subject period, the CCC and WPA, also followed this general trend. By the beginning of the subject period, the state highway department had established a "complete series of standard superstructure plans ranging in length from ten (10) to two hundred and ten (210) feet. For the shorter spans the designs call for concrete slabs, concrete girders or I-beams, and for the longer spans, steel trusses. The state has never attempted to standardize the sub-structure plans…"[183]

After 1933, design and construction practices showed little change in terms of innovation or technological improvement. Bridges continued to be built, but design and construction followed established practices with no notable technological innovations.[184]

(i) Bridges and the CCC

Although the CCC is reported to have constructed 668 bridges of all types in Oklahoma from 1933 to 1940, bridges were not a major priority and typically were built as a necessary part of a larger project.[185] Typical large projects that might have included bridges were road construction and park construction. A study of OHC biennial reports for the subject period reveals no references to bridge construction by the CCC, suggesting that CCC bridge construction was not necessarily connected with the state highway department's bridge design and construction activities.

The fact that bridges were constructed by the CCC in Oklahoma state parks is well-documented in the 1993 report on "Intensive-level Survey of New Deal-Era State Parks in Oklahoma," as well as numerous National Register Nomination forms for particular state parks. The understanding of bridge design and construction as they relate to CCC policies, standards, or specifications, is very limited. The same parks

[181] Biennial Report 1937-38, photograph of Oklahoma Railway underpass on north Western Avenue, Oklahoma City, Project No. WPGS-511-A, 141; see rigid frame type confirmed in caption of photo of the same bridge in Oklahoma State Highway Commission, *Oklahoma Highway Studies 1936-1942*, 6.

[182] See "Reinforced Concrete Rigid Frames," in Parsons Brinckerhoff and Engineering and Industrial Heritage, 3-96-98. The Oklahoma City example is considered nonextant.

[183] Biennial Report 1929-30, 52; by 1934, standard plans for trusses included spans up to 300 feet.

[184] The OHC biennial reports of 1933-34 and 1935-36, in contrast to reports before and after, include no narrative discussion of bridge design and construction at all, suggesting that there was little of qualitative technical change in the early Depression years.

[185] McEntee.

also were the subject of activity by the WPA, which sometimes completed bridges started by the CCC or altered existing CCC bridges.[186]

For example, at Wintersmith Park six bridges were built in 1933-34 by the CCC and three were built in 1939-40 by the WPA. Bridge types in the CCC group include: concrete slab, wood plank, concrete culverts (both arch and box designs), and concrete arch bridges with stone veneer or facing. The WPA bridges are concrete slabs. The National Register Nomination for Wintersmith Park notes:

> The trail and the bridges and all structures built in the park were to follow the design guidelines of the National Park Service. The design ethic of the Park Service created a style of construction and architecture that would later be called "National Park Service Rustic." The various projects at Wintersmith Park closely followed this design ethic, modified slightly to address the needs of a small, metropolitan park.[187]

(ii) WPA involvement with state, county, and municipal sponsors

In Oklahoma the WPA built 2,712 bridges and viaducts between 1936 and 1943 in a variety of types. The specific needs of each location, availability of materials, and quantity and quality of local labor all contributed to bridge design, planning, and execution. For example, when the WPA was tasked with constructing a new bridge over a particularly wide expanse of the Cimarron River with shifting sands, the conditions called for a wooden structure on steel piles. In other cases, such as when streams were encountered along farm-to-market roads, bridges with simple steel superstructures were the selected type. When a rock quarry was in the vicinity of a stream to be bridged, masonry construction became an option.[188] Altogether, two-thirds of the bridges built by the WPA in Oklahoma were of wood, which was consistent with the national percentage. In the later years of the WPA program, timber and masonry were predominantly used in an effort to conserve steel needed for defense projects during World War II.[189]

Although the WPA in Oklahoma reported constructing 2,712 bridges and viaducts, the information in the OHC biennial reports, discussing state projects, suggests the construction of a much smaller number of bridges by the WPA at the state level. The WPA activities in 1936, for example, involved state sponsorship of “many W.P.A. projects on State Highways and a few on Federal Highways and on Farm to Market roads.” According to the biennial report, “The major portion of the projects were Grade, Drainage Structures and Gravel Surface constructions. A few bridges were constructed.” [190]

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[186] See “Final Survey Report, Intensive-Level Survey of New Deal-Era State Parks in Oklahoma,” prepared by Oklahoma State Historic Preservation Office, June 1993; See also Neysa Clark, *Lake Murray State Park* (Washington, D.C.: National Register of Historic Places, National Park Service, 12 February 1995); Cynthia Savage, *Norman City Park New Deal Resources* (Washington, D.C.: National Register of Historic Places, National Park Service, 28 December 2000); Neysa Clark, *Robbers Cave State Park*, (Washington, D.C.: National Register of Historic Places, National Park Service, February 1996, updated August 2002).

[187] Gabbert, *Wintersmith Park Historic District*.

[188] Key, 26; Marjorie Barton, *Leaning on a Legacy: The WPA in Oklahoma* (Oklahoma Heritage Association, 2008), 49-52.

[189] Barton, 52.

[190] WPA activities in 1936 are discussed in Biennial Report 1937-38, 53.

A similar statement applied to WPA work with the state highway department in 1939-40, with the biennial report noting that projects both on the state highway system and on farm-to-market roads not on the state system included "the construction of drainage structures including large multiple concrete boxes and a few I-beam bridges…"[191] The 1941-42 biennial report included a reference to projects on the same road systems, but did not mention bridges at all.[192] A review of the table of all state-system contracts for 1938-40 reveals only seven bridges that are part of WPA contracts and WPA construction forces. If WPA-related grade-separation contracts are included, a few more bridges can be added to the total.[193] A year or two earlier the official publication *Accomplishments: Works Progress Administration for Oklahoma* (for the period 1935-1937), in discussing substantial WPA bridge projects, stated, "scores of such [bridges with steel superstructures] were constructed by Works Progress Administration crews."[194] As noted by Joseph King in the 1993 *Spans of Time: Oklahoma Historic Highway Bridges*, "When bridge projects had WPA support they usually involved repairs and renovations, but the agency also provided funds for dismantling and moving trusses, constructing small concrete slab and girder spans, or installing masonry arches in recreational areas."[195]

A review of the individual county and municipal reports submitted for the 1938 CIAR indicates that the majority of the WPA bridges, viaducts, and culverts were constructed as parts of local projects. Except for a few individual bridges, almost all the local WPA bridges were incorporated into road projects, usually for counties but also for municipalities. There were more bridges and culverts built on county roads because those roads were built for longer segments, often over more irregular terrain that required a variety of structures for drainage, from small culverts to longer-span bridges. City street projects, which usually involved grading and paving existing city blocks, were less likely to require larger bridges for drainage.

If described in reports at all, local bridges were roughly classified by material, such as concrete (sometimes reinforced-concrete), stone, I-beam, and timber or wood, with the quantity of each type listed. For example, the report for WPA farm-to-market road construction in Woods County lists five 80-foot trusses, a 40-foot reinforced-concrete bridge, and 10 reinforced-concrete bridges on concrete piles. Culverts were considered as important as bridges in the reports, since both bridges and culverts were used as necessary to provide drainage in the construction of all-weather roads. Most county descriptions were more like that of Kay County, which simply listed 15 new bridges, 37 concrete culverts, and 31 masonry culverts. Blaine County's report is unusual and longer than most. Each of Blaine's WPA project proposals over a three-year period is described in detail, including information about engineering,

[191] Biennial Report 1939-40, 110.

[192] Biennial Report 1941-42, 98.

[193] Compiled from table of State Highway Construction and Special Maintenance Projects, July 1, 1938, to June 30, 1940, Biennial Report 1939-1940, 47-82. The table identifies the funding program(s) and the project work force(s) for each contract.

[194] United States Works Progress Administration, Oklahoma, *Accomplishments Works Progress Administration for Oklahoma* (Oklahoma City: Works Progress Administration, 1937), 26.

[195] King, 27-28.

grading, and construction issues, along with notes about the particular bridges and culverts required for each road segment.[196]

Available research indicates that bridges and culverts, along with roads, were designed and constructed to comply with state specification, including state standard plans where applicable, for local as well as state projects. In the reference to WPA work completed between 1936 and 1938, the OHC biennial report states, "All construction has been under State Standard Specifications and the work done is up to the standards of contract construction."[197] In general, the "division as to participation was for the State to furnish engineering, supervision, materials and equipment and the W.P.A. to furnish labor. The State furnished the Engineering for all the projects and named the supervisory employees."[198]

At the county and municipal level, the source of plans and specifications was not always stated in the CIARs; however, when identified, the source was the highway department. Garfield County reported that their WPA farm-to-market roads were "built to state highway specifications," a statement echoed by reports from Enid (which included CWA projects), Mayes County, Custer County, Jackson County, and Kingfisher County. The report on a WPA project sponsored by Noble County was specific about adhering to state standards:

> All structures were built in accordance with State Highway Commission standard plans and specifications. All of the structures on this job are equal to corresponding structures that have been constructed under contract on other State projects, and will compare very favorable in general appearance, line and finish. The highway grade has been constructed to State Highway standard profile and cross section.

In describing the WPA farm-to-market roads project it sponsored, Osage County stated: "Oklahoma State Standard Plans have been used in constructing these bridges and culverts," and added, "We have furnished our engineering force and expert road and bridge foremen on all projects."[199]

(iii) State standard plans

Begun by railroad engineering departments in the nineteenth century, the practice of preparing standard plans for bridges was adopted by the federal government and the newly formed state highway departments in the first decades of the twentieth century. The Office of Public Roads was preparing standard plans for highway bridges soon after 1910. The states created plans for both state highway use and for local county governments on local roadways.[200] The development of standard plans by many states soon after their highway departments were created was part of the process through which government agencies assumed authority over bridge designs previously controlled by the private bridge-building companies. The standard plans reflected the growing centralization and top-down management

[196] Appraisal reports for Woods, Kay, and Blaine counties, CIAR.

[197] Biennial Report 1937-38, 50.

[198] Biennial Report 1937-38, 53

[199] Appraisal reports for City of Enid and Garfield, Noble, Mayes, Custer, Jackson, Kingfisher and Osage counties, CIAR.

[200] Parsons Brinckerhoff and Engineering and Industrial Heritage, 2-20, 2-22, 2-25

of bridge engineering. The private bridge companies became more specialized as bridge fabricators and their engineers migrated to state highway departments and professional engineering firms.[201]

The state highway department prepared many sets of standard plans, beginning as early as 1920 and continuing throughout the subject period and into the 1950s.[202] Although the total number originally prepared is unknown, 225 state highway department plan sheets from 1930 to 1945 still exist. The plan sheets dates generally follow the publication dates of Oklahoma Standard Specification books, especially the books for 1931 and 1937, which are cited on some of the sheets.[203]

Table 11 identifies the plan sheets according to the original state highway department categories and lists the number of extant sheets, the range of dates that the sheets were originally prepared, and the range of span lengths for each category. Many standard plans were revised multiple times in the years following their original design, as many as ten times in some cases.

Table 11. Bridge types represented by state standard plans, 1930-1945

Bridge material/type	Plan sheets	Date scope	Span range in feet
Concrete arch culvert	1	1942	4-10
Deck girder	2	c.1931	80
Concrete culvert, misc.	3	1942	2-14
Steel continuous plate girder	5	1932 1938	24
Concrete slab	6	1931 1942	10-25
Timber trestle	6	1930 1935 1937 1939	20-24
Concrete T-beam	7	1930-31 1942 1946	24-60
Concrete trestle	9	1933 1940-41	26-60
Timber I-beam	11	1932-33 1937	20-24
Steel continuous I-beam	12	1927 1931 1935 1941 1944	26-70

[201] Parsons Brinckerhoff and Engineering and Industrial Heritage, 2-20.

[202] Biennial Report 1919-1924 (inclusive), 18.

[203] See *Standard Specifications for Road and Bridge Construction* (1931) and *Standard Specifications for Highway Construction* (1937), Oklahoma State Highway Department, Oklahoma State Archives.

Table 11. Bridge types represented by state standard plans, 1930-1945

Bridge material/type	Plan sheets	Date scope	Span range in feet
Steel continuous beam	38	1932-34 1938 1940-41 1944-45	26-30
Steel trusses	125	1930-35 1937-39 1941	60-300
Total Sheets	**225**		

Except for steel trusses and steel deck girders, all the bridge types in the standard plans were designed for relatively short spans, ranging from about 20 feet to 60 or 70 feet. The deck girder plans are for 80 feet. The trusses begin at 60 feet and extend to 300 feet and include a complex variety of span lengths, roadway widths, and truss configurations, including through, pony, and deck trusses.

(iv) Grade separation projects

Efforts by the OHC to replace dangerous at-grade highway/railroad crossings with grade-separation structures began prior to the 1930s and continued throughout the subject period (see Table 8 for chronological sequence of construction). Work diminished to almost nothing during the last few years of the subject period due to World War II.

Not all at-grade crossing situations were remedied with new bridges, since bridge construction was the most expensive solution. Therefore, an important part of the grade-separation program was prioritizing locations for different solutions, ranging from new bridges to relatively inexpensive flashing signals, with bridges being only part of the larger and more comprehensive program.

The OHC prioritization policy in the 1930s was to identify locations with a record of "an excessive number of accidents or where future developments in the highway system or traffic increase appear to warrant the expenditure involved." Early in the program locations were selected because of safety needs, but also because of work-relief needs. Locations were selected where the project could move quickly with design, contracts, and construction, because "the unemployment situation at the time demanded that men be put to work as speedily as possible."[204]

After a location was selected, the state highway department engineers would conduct a survey and determine whether an overpass (highway over railroad) or underpass (highway under railroad) was the best solution. Overpasses required a minimum vertical clearance for rail traffic of 22 feet; underpasses required a minimum vertical clearance for highway vehicles of 14 feet. Choices also depended on alignments, grades, and sight lines, as well as pedestrian traffic and sidewalks. Engineering plans were prepared by the transportation entity whose traffic was carried on the bridge; plans for overpasses were prepared by the state highway department bridge department and plans for underpasses were prepared

[204] Biennial Report 1937-38, 55.

by the affected railroad's engineering department. Completed plans were submitted to the district office of the BPR for final approval (or recommended changes) before being advertised for construction bids.[205]

The grade separation effort received its greatest boost with the Emergency Relief Appropriation Act of 1935, which included over $5 million to Oklahoma for grade separations and protective devices. Of that amount, 25% was to be spent on roads on the secondary system. The state was to bear the expense of all preliminary engineering and investigation, including project plans.[206] As a result, construction of grade-separation bridges jumped from seven in 1934 to 20 in 1935, and 38 in 1936 (see Table 8).

Despite being the same report that announced the 1935 appropriation, the 1938-39 biennial report also stated:

> Since the trend of the amount of appropriations for this class of work is downward, plans for the future will likely involve more protective devices and less separations. The major portion of grade separations that could be constructed at a reasonable cost have been built and utilizing protective devices, the cost of which is relatively low, will permit spreading the appropriation over a greater area to provide the most protection for the traveling public.[207]

The decline soon arrived, as 17 structures were contracted in 1937 and none in 1938. Construction was sporadic in the years following. Altogether, the construction of grade-separation bridges throughout the subject period was relatively small, compared to the number of bridges constructed overall. The 1941-42 biennial report summarized the effort:

> In the six years previous to this biennium, Department has carried on an extensive program of railroad grade crossing elimination and protection. All told, 87 structures were built, 6 crossings eliminated by highway relocation, and 135 flashing light signals were installed. In this biennium we have built10 separations at a cost $1,069,850. *These ten represent the most difficult construction jobs undertaken by the Highway Commission.*[208] [italics added]

The report did not elaborate on the 10 difficult construction jobs, where they were located, or why they were the Commission's most difficult. The statement suggests that while grade-separation bridges were few in number, they were significant in terms of difficulty and complexity.

Two years later, in 1943-44, the federal government stopped work on the program because of the general wartime restriction on state highway department activities. Several projects were halted in the middle of construction. One that was completed involved the Frisco underpass on US-75, which provided access to the Tulsa Bomber Plant.[209]

[205] Biennial Report 1937-38, 56.

[206] Biennial Report 1937-38, 55.

[207] Biennial Report 1937-38, 56.

[208] Biennial Report 1941-42, 92

[209] Biennial Report 1943-44, 99.

(v) Aesthetic treatments

Aesthetic treatment for a bridge is related to architectural styles in vogue at the time of the bridge's design and construction. Nationally, the 1930s and early 1940s represent a transitional era in aesthetic treatments that reflects broad movements in architectural style. During the early years of the twentieth century, bridges that received intentional architectural treatments typically were designed with the Beaux Arts Style of the City Beautiful movement and were in urban locations. These bridges often were arch spans, or beam spans designed to resemble arches, and were built of concrete, occasionally with stone railings and other ornamentation. Classical details, like open-balustrade railings, were commonly used to create a City Beautiful appearance.

In the 1930s, the Beaux Arts occasionally was replaced with one or another version of a newer architectural style to reflect a machine-age culture of modernism. These styles could include Art Deco and Streamline Moderne, which, like the Beaux Arts Style, were compatible with concrete construction. Concrete lent itself to the modern styles that could transform piers, abutments, and entryways into pylons and other modern geometric shapes and forms.

At the same time some designers looked to modern machine-age forms and materials, others intentionally adopted rustic styles for parks and scenic areas. In such locations bridges were built with local and natural materials, like stone and timber, consciously avoiding any reference to machines and modern materials like steel and concrete. These aesthetic styles, featuring a rustic appearance, were also compatible with the New Deal interest in the manual labor and hand-crafted work of the WPA and CCC crews. In some cases, artists were employed to participate in WPA bridge projects in cities and parks.[210]

Research revealed little information about the state highway department's use and application of aesthetic treatments. State highway department documents from the 1933-1945 subject period do not discuss aesthetics in relation to bridge design or materials. Available standard plans are for small and simple beam and girder bridges and exhibit minimal design treatment other than railings. However, bridge photographs published in the biennial reports illustrate that aesthetic treatments were used in some cases.

Concrete treatments of piers and abutments in grade separation structures occasionally display architectural styles from the period, including elements of Art Deco and Streamline Moderne. Examples include photographs of bridges in the 1939-40 biennial report, depicting stylized concrete piers and abutments.[211] A notable overpass in a concrete rib-arch design, featured in the 1933-34 biennial report, has distinctive spandrel columns with large, round-arch openings that give the structure a noticeably

[210] Parsons Brinckerhoff and Engineering and Industrial Heritage, 2-29.

[211] See stylized concrete piers and abutments on the plate-girder underpass, US 62 and 270, Oklahoma County and similar but more subdued treatments on the underpass on State Highway 9, Pottawatomie County, in Biennial Report for 1939-40, 100-101.

contemporary aesthetic look.[212] None of the biennial report photographs include examples of Classical Revival architectural styling, which typically was used on concrete arch bridges, usually in urban areas.

Bridge railings also often reflect application of architectural styles. Many of the bridge railings shown in available photographs from the period are of the stark, rectangular, white concrete bi-rail, with simple rectangular white posts and double rectangular horizontal rails. This railing design, which might be considered "modern" with its clean geometrical lines, was used on almost all bridge types, from large (multi-cell) culverts to a NRWR (drought-relief) Project bridge, with a concrete slab and stone masonry piers and abutments, providing an unusual combination of modern and rustic elements in a small bridge structure.[213] The same railing is seen on state standard plans throughout the subject period for many bridge types, including steel I-beam bridges, concrete girder spans, concrete slab spans, steel continuous beams, steel plate girders, and timber I-beams. On a standard plan sheet from 1944 this design is identified as a type "D" handrail.[214]

In general, the intentional use of ornament and architectural styles for aesthetic treatment of bridges was uncommon, at least for state bridges, and not discussed in OHC biennial reports.

(vi) Roadway and bridge-deck width and sidewalks

Clear roadway width on bridge decks for bridges on state highways was a concern of OHC and the state highway department in the 1930s that increasingly was a reason for bridge widening if not replacement. At the beginning of the decade, in 1929-30, the minimum width of roadway was increased from 20 feet to 22 feet, while design loading—essentially the strength of the bridge—was increased by 20 percent. These two changes responded to increasingly larger vehicles, primarily trucks, and higher speeds on the state's roads. According to the OHC, the higher speeds on roadways created dangerous crowding on existing bridges that had 18- and 20-foot widths, and were therefore too narrow to accommodate faster-moving vehicles.[215] In the 1930-31 biennium, "obsolete structures on paved highways were widened or replaced with modern bridges of standard width and improved design." The policy of widening or replacement represented a change from the earlier practice of not replacing bridges that were narrow but still strong in order to save money.[216] By the end of the 1930s, the OHC and the state highway department were still concerned about the lack of adequate width on state-system bridges, pointing out that a decade after the minimum width was extended to 22 feet, 715 bridges out of 3,000 had a clear width of less than 20 feet and 130 had less than 16 feet. The OHC stated, "Any bridge or other structure

[212] See overpass on State Highway 17 near State Highway 51 at Stillwell, in Biennial Report 1933-34, 140.

[213] A railing that is almost identical was considered an important early modern design detail in establishing NRHP significance in Bridge 6679 in Minnesota, although the Minnesota example was designed in 1948, almost 20 years after the Oklahoma examples. See the large, four-cell box culvert on State Highway 48 in photograph in Biennial Report 1929-30, 71; see also the photograph of the concrete and stone example in Biennial Report 1935-36, 125.

[214] See plan sheet IB-10(1), "Standard I-BM. Bridges 30' Roadway with 2-18' Sidewalks 30' to 60' Spans," 1944.

[215] Biennial Report 1929-30, 57.

[216] Biennial Report 1931-32, 13.

on the State Highway System having a clear width of less than 20 feet represents a serious hazard to traffic and should be replaced in any program of progressive development."[217]

Roadway width on bridges was such a concern in the 1930s that the comprehensive 1937 survey of all state and county bridges were categorized by width and condition. The bridges in the tables were divided into good, fair, and poor condition, and within each condition by four classes of width: under 16 feet, 16-19 feet, 20-26 feet, and 27-36 feet.[218]

The determination to achieve adequate width, at least on state system highways, appears to have resulted in a campaign to alter existing bridges through widening, even if the superstructure was not entirely rebuilt. The 1939-40 biennial report stated:

> A considerable number of existing bridges have been reconstructed to provide a wider roadway. The existing substructure units have been utilized in some cases without any appreciable changes and in other cases by removing the top portion of piers and reconstructing a support for the wider superstructure. In this type of work, existing steel I-beams have been utilized to support the new and wider concrete deck by reinforcing the flanges of I-beams by welding on additional reinforcing plates.[219]

The continued concern with bridge-deck width in the 1930s, and particularly with the description of the design and construction approach to widening in 1939 and 1940, suggests that bridges identified with year-built dates during this time period that have roadways of 22 feet or more may turn out to be rebuilt or widened and not new construction.

Somewhat related to bridge and roadway width was the issue of sidewalks on bridges. In 1940 the OHC observed, "the provision for sidewalks on structures decreases the hazard both for the pedestrian and for car traffic as the driver of a car often pulls out of his lane to avoid hitting a pedestrian, with a resultant collision with an on-coming car." In other words, there was a need for adequate deck width to include a sidewalk. Consequently, the OHC stated, "During this biennial period [1939-40] plans for nearly all structures have provided a pedestrian walk on both sides of the roadway." In cities or towns with heavier pedestrian traffic, sidewalks were to be three or four feet wide. In areas of light pedestrian traffic, a "1'-6" narrow walkway is provided." The narrow walkway had the added benefit of allowing for "bumpers or overhanging loads on trucks" to avoid damage to railings.[220]

(vii) Wartime shortages

The advent of World War II in 1941-42 quickly and substantially curtailed bridge construction, particularly of large bridges. The primary reason was the shortage of construction materials, the OHC reported, "principally in steel and high grade timber, which materials are essential in the construction of any type of bridge." As a result, previously programmed bridge projects were deferred until after the war. In-process

[217] Biennial Report 1939-40, 17.

[218] Table 7 and Table 14 in Oklahoma State Highway Commission*, Oklahoma Highway Studies 1936-1942*.

[219] Biennial Report 1939-40, 87.

[220] Biennial Report 1939-40, 87.

plans were stopped on some bridges and even in-process construction projects were halted. "Although correlation of the Highway Program to the National Defense Program required the elimination from the Construction program of all the larger bridges, the Department concentrated on the smaller structures during this period…"[221]

For the short-span bridges and culverts that remained in the state highway department's list of active projects, the designs were reworked to reduce the amount of steel utilized. For culverts, this resulted in an unreinforced concrete arch culvert and a box culvert in which only the top slab was reinforced. The design changes for short-span bridges were unspecified by the state highway department, except to state that there was a significant increase in the use of concrete, to the degree that such structures became more expensive because the additional concrete expense was more than the reduction in cost of steel. From the limited information in the biennial report, it is not possible to determine if these concrete-heavy wartime structures differ significantly in outward appearance from other similar bridges and culverts that used conventional steel reinforcing.[222]

E. Conclusion

The Great Depression had a profound impact on Oklahoma. However, federal relief came in the form of the numerous New Deal programs implemented nationwide and in Oklahoma. Building and maintaining public roads and bridges was the focus and direct financial beneficiary of government efforts through New Deal programs such as the FERA, CCC, PWA, and WPA to combat unemployment. Completing work on its road network became one of Oklahoma's most important Depression-era initiatives.

Among the major federal relief programs, the CCC and WPA had the greatest presence in the state. The latter, according to its final report, constructed, reconstructed, or improved 29,324 miles of roads and 2,712 bridges in Oklahoma, and also participated in efforts to eliminate unsafe railroad crossings by constructing grade separations. Over 40 percent of all WPA money in Oklahoma went to highway and road building, and the OHC, who awarded more than $74 million in construction contracts during the 1930s, sponsored numerous WPA projects. As for the CCC, the program contributed mostly to soil conservation work, but also constructed or improved many transportation-related resources such as roads, bridges, and culverts in an effort to connect communities or create scenic highways. Overall, steel and wood beam/girder and concrete slab bridges were the most common bridge types constructed between 1933 and 1945, collectively accounting for over 85% of all new construction during this period.

Research of federal work-relief improvement project plans indicates that projects encompassed a range of activities that typically included roadway grading and the replacement or new construction of bridges and/or bridge-class culverts along with numerous drainage structures. Drainage structures primarily consisted of concrete slab and concrete box culverts. In addition to improving the grade of existing roadways and addressing drainage, other less common activities related to projects included resurfacing

[221] Biennial Report 1941-42, 91.

[222] Biennial Report 1941-42, 92. A further analysis of state standard plans, to be completed in a subsequent phase of the project, may provide additional information about the wartime designs.

and straightening of existing roads, the construction of new roads, and the construction of overpasses. It was rare for the project to include the construction of the road itself, landscape features, or other road-related resources, such as ditch checks, retaining walls, and roadside parks. Therefore, permanent structures resulting from federal work-relief transportation improvement projects identified in this study consisted of the construction of bridges, bridge-class culverts, and drainage structures along Oklahoma's road network.

During the Depression years in Oklahoma, attention was focused on work that would employ large numbers of laborers. As such, paving, grading, and drainage projects were primary undertakings during this era. For instance, between 1936 and 1942 more than 1,000 miles of earthen roads within the state's highway system were paved or surfaced. The most common road surfacing types were oil mat or inverted emulsion surfacing, rock asphalt surfacing on gravel, rock or red bed base, and water bound macadam. Federal-aid funds were frequently used for the improvement of secondary roads, which included farm-to-market roads, rural mail routes, and public bus routes. Additionally, projects often involved making roadside improvements, such as adding new landscaping, safety features, and erosion control measures.

Apart from special provisions requiring the use of hand labor methods (labor-intensive projects meant more people could be put to work), road and bridge design and construction projects during the subject period essentially followed previously established federal and state specifications and practices. The major factors that influenced design and construction of these types of resources were available local materials and the ability to use hand labor. As a result, these projects became physical embodiments of the federal relief programs' goals to employ as many people as possible.

It is clear that the impact of the federal aid programs on Oklahoma's transportation network was far-reaching. In his book *ODOT 100: Celebrating the First 100 Years of Transportation in Oklahoma*, historian Bob Burke writes, "By the late 1930s, the scars left on Oklahoma by the Great Depression began healing."[223] While New Deal programs were still actively engaged in transportation projects into the early 1940s, the OHC's focus began shifting to planning for the future of Oklahoma's transportation system. In 1939 the OHC announced, "the goal that within a few years, 40 percent of all rural residents of the state would be within a mile of the state highway system, 89 percent would be within three miles, and only ten percent would be more than five miles from the nearest state highway."[224] The work completed during the Depression era laid the foundation for the future work to complete these goals and the achievement of a modern, post-World War II transportation system.

[223] Burke, 63.

[224] Burke, 63.

3. Inventory Methodology

The inventory methodology was developed to organize and analyze bridges and bridge-class culverts (hereinafter referred to collectively as bridges) from the study period into categories.[225]

The inventory methodology grouped bridges based on the information available to understand which bridges have the potential to possess significance and retain integrity under the NRHP Criteria for Evaluation and required further study under this project. The application of the inventory methodology resulted in four initial groupings:

- **Group 1: Excluded bridges**. These are bridges that are outside the project scope and were excluded for the following reasons: bridge is owned privately or by a railroad, or the bridge was previously evaluated and is part of a Section 106 action.

- **Group 2: Listed or eligible bridges**. These are bridges constructed during the subject period that are already listed in the NRHP or have been determined eligible for listing in the NRHP by the Oklahoma State Historic Preservation Office (SHPO). These bridges were not reevaluated but are included in the results section since they are listed and eligible structures from the subject period.

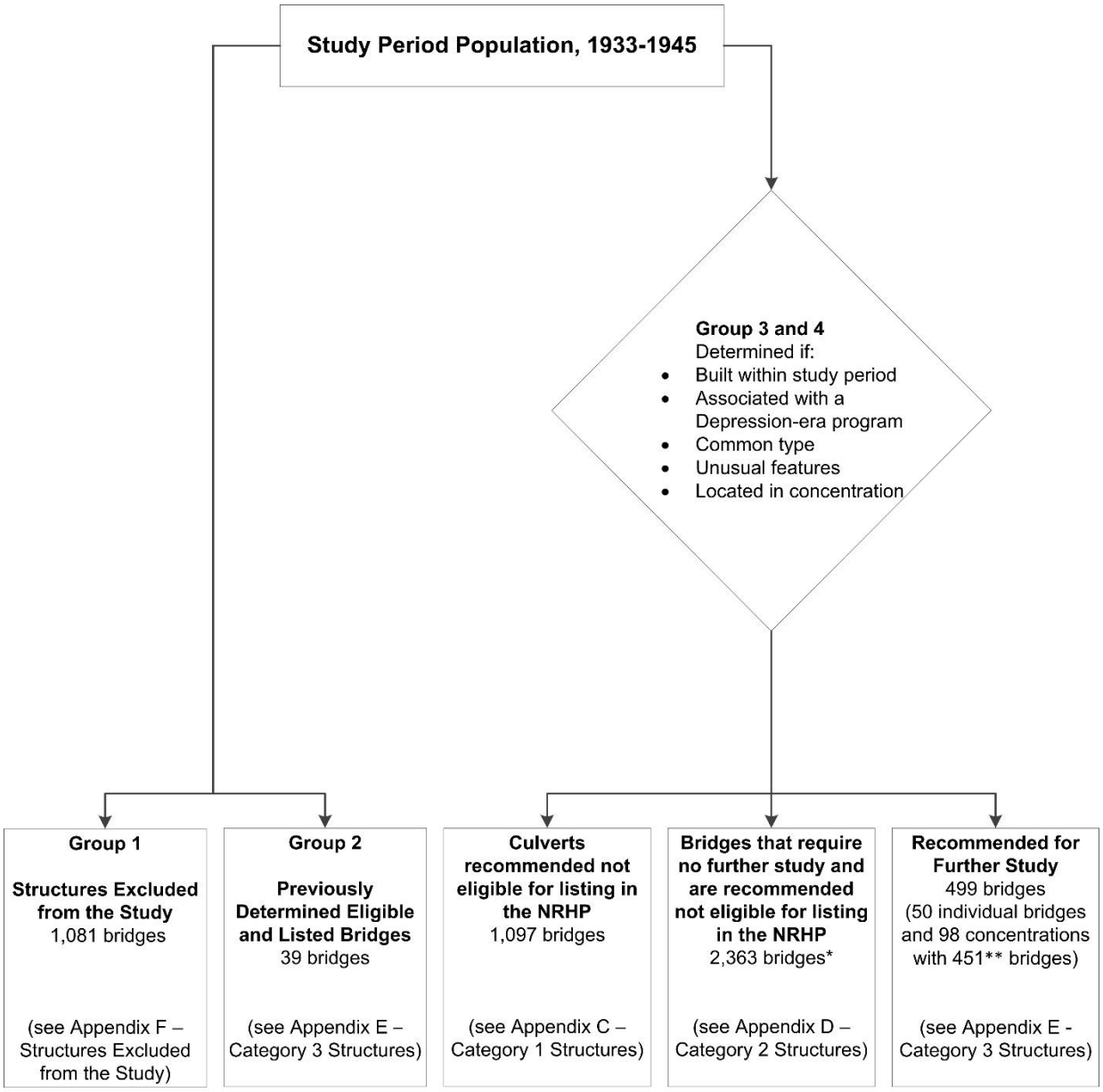
- **Group 3: Previously studied bridges**. These truss, concrete arch, and masonry arch bridges were originally evaluated in 1993 and reevaluated in 2007 based on their bridge type. As a result of the previous studies, these bridges were determined not eligible for the NRHP. However, they were not evaluated for potential significance related to the themes identified in the historic context entitled *Oklahoma Depression-era Road-related Resources and Bridges, 1933-1945: Historic Context Study*. Therefore, previously studied truss, concrete arch, and masonry arch bridges built between 1933 and 1945 are included in this inventory.

- **Group 4: Bridges not previously studied**. These bridges were constructed between 1933 and 1945 and have not previously been studied, and include bridges owned by the state, counties, or local governments.

The inventory methodology defined the information and activities needed to identify bridges within Groups 3 and 4 that warranted further study and had potential to meet the NRHP Criteria. Additional information included verifying that construction dates fell within the subject period, establishing an association with a Depression-era federal work-relief program, identifying unusual design and construction features, and identifying concentrations of bridges that may represent Depression-era federal work-relief program transportation projects. Since research indicated that federal-relief projects typically entailed the construction of multiple bridges and other activities such as grading and the construction of drainage

[225] The date of construction of 1930 was used as the beginning date to identify bridges that were constructed between 1933 and 1945 that may have an estimated construction date and to include bridges designed before 1933 but not completed until the subject period. Data from Oklahoma Department of Transportation, *Bridge Inventory Database,* 2012.

structures, bridges were further analyzed based on their location in an effort to reveal patterns and potential concentrations of bridges that may have been associated with the same project. Through the application of the inventory methodology, 499 bridges (50 individual bridges and 98 concentrations comprised of 451 bridges) were recommended for further study, which included research and field survey.[226] Bridges that did not meet the NRHP Criteria were recommended not eligible for the NRHP. The inventory methodology is summarized in Figure 1.



* This total includes common and uncommon types as defined in the *Oklahoma Depression-era Bridges and Road-related Resources, 1933-1945: Data Collection Summary Report.*
** Two bridges were recommended for further study both individually and as part of a concentration.

Figure 1. Inventory methodology flowchart.

[226] Two bridges are recommended for further study both individually and as part of a concentration.

Bridges and concentrations of bridges identified for further study were subject to local research and field survey to establish a direct and documented association to one of the Depression-era federal work-relief programs between 1933 and 1945, including the FERA, WPA, CCC; National Recovery Highway (NRH) program; NRWR program, U.S. Works Program Grade Crossing (WPGC) program, and the PWA, among others.

To establish a direct association between a bridge or concentration of resources and a federal-relief program, the following resources were utilized:

- Survey of bridge to determine if structure has a federal-relief program plaque or stamp
- Bridge-specific records
- OHC biennial reports for individual projects
- Federal-relief program records for individual projects
- U.S. Community Improvement Appraisal Reports completed by counties, municipalities, and other entities
- Historical newspaper articles that mention the individual bridge, road corridor, or structures within a concentration
- Engineering plans for individual bridges, roadway corridor project, or structures within a concentration

Local research and field survey information collected was used to evaluate these bridges by applying the NRHP Criterion of Evaluation discussed in Section 4. Details of the application of the inventory methodology and the results are included in *Oklahoma Depression-era Bridges and Road-related Resources, 1933-1945: Data Collection Summary Report* available on the web at http://www.odotculturalresources.info/depression-era-works-programs.html.

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4. NRHP Criteria for Evaluation

A. Application of the Criteria

This section presents the NRHP Criteria for Evaluation (evaluation criteria) that applies to bridges built from 1933 to 1945 associated with a federal work-relief program. Individual bridges are evaluated as structures while concentrations of bridges are evaluated collectively as a potential historic district.[227]

The evaluation criteria is based on the NRHP Criteria as outlined in the NRHP bulletins *How To Apply the National Register Criteria for Evaluation* and *How to Complete the National Register Form*, as well as the Secretary of the Interior's *Standards for Archaeology and Historic Preservation: Identification, Evaluation, and Registration* (SOI Standards and Guidelines), and are tailored to this bridge population.

Broadly, the NRHP employs four criteria for evaluation: *Criteria A*, *B*, *C*, and *D*. *Criterion A* and *Criterion B* involve associative value, *Criterion C* involves design or construction value, and *Criterion D* involves information value.

(1) Criterion A: Events

Properties that are associated with events that have made a significant contribution to the broad patterns of our history

Criterion A recognizes bridges or concentrations of bridges that have an important association with single events, a pattern of events, or historic trends that are significant within the context of transportation and bridge-building history.

(2) Criterion B: Persons

Properties that are associated with the lives of persons significant in our past

Criterion B recognizes bridges or concentrations of bridges that illustrate the important achievements of a person who was significant in the past. Structures must be compared to other properties associated with the work of the individual to identify those that best represent a person's historic contributions. Architects, artisans, artists, and engineers are often represented by their works, which are eligible under *Criterion C*. Therefore, the significant works of engineers or bridge-building firms are generally eligible under *Criterion C*, not *Criterion B*. It is unlikely that bridges or concentrations of bridges from the subject period are significant under *Criterion B*.

[227] U.S. Department of the Interior, National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (1991), 5.

(3) Criterion C: Design/Construction

Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion C also recognizes concentrations of bridges whose individual components—bridges, drainage structures, and other road-related resources—lack individual distinction but may collectively qualify as a historic district.

(4) Criterion D: Information Potential

Properties that have yielded, or may be likely to yield, information important in prehistory or history

Criterion D is most often applied to archaeological properties and it is highly unlikely that any bridges or concentrations of bridges from the subject period would be eligible under *Criterion D*.

Criteria A and *C* are specifically applied to bridges and concentrations of bridges during the subject period since *Criteria B* and *D* are unlikely to apply.

B. Evaluation of significance

To qualify for listing in the NRHP, bridges and concentrations of bridges must have a direct and documented association with one of the established Depression-era federal work-relief programs. An association with a Depression-era program is defined to be a project financed (wholly or in part), designed, or constructed by or under the supervision of one of the federal work-relief programs identified in the historic context. Since the historic context relates to statewide themes, bridges and concentrations are evaluated at the state level of significance. Once a direct and documented association is established, one must then determine if the bridge or concentration has an important association to be considered significant. To establish whether a bridge or concentration has an important association, the property should be compared to other bridges within the population and found to have contributed in a meaningful way to the development of the state's transportation network, facilitated major passage between regions, or by exemplifying the federal work-relief programs' policies. Bridges and concentrations that are found to possess significance also must retain integrity to be eligible for listing in the NRHP. Integrity is discussed in Section 4.C.

(1) *Criterion A*

Bridges and concentrations of bridges in Oklahoma built from 1933 to 1945 may be significant under *Criterion A* if they have a direct and important association with important events or trends that have made a significant contribution to the broad patterns of history. The primary events that relate to the implementation of federal work-relief programs and the associated areas of significance are politics/government, social history, transportation, and community planning and development. Additional areas of significance (including economics, entertainment/recreation, and conservation) relate to themes identified in the historic context; however, through field survey and site-specific research they were not found to apply to bridges or concentrations of bridges within the Depression era.

(a) Politics/government and social history

The areas of significance of politics/government and social history are interrelated to the theme of federal work-relief programs and bridge construction along Oklahoma's highways during the Depression. Combined, these areas pertain to the state-level manifestation of the unprecedented national movement to provide relief to the unemployed during the Depression era to stimulate the economy, while also initiating public works projects. Various levels of government, from federal to municipal levels, were involved in the establishment and implementation of the federal work-relief programs, which served to promote the welfare of society during the subject period. Absent these programs, very little transportation infrastructure would likely have been built during the Depression era. The impacts of these programs on the transportation network dramatically improved the roads in the state, and continue to be apparent today.

(b) Transportation

The theme of transportation relates to the construction of Oklahoma bridges that served a significant role in the development of an important transportation route to improve access to previously isolated areas of the state. Prior to the implementation of the federal work-relief programs, some areas of the state, such as the mountainous southeast, were inaccessible. In other areas, the transportation network was still undeveloped enough at the beginning of the subject period that linkages between trade areas had not yet been made. Bridges or concentrations of bridges that provided the critical linkages to open isolated areas to other parts of the state or between important trade areas may have significance under this theme.

(c) Community planning and development

Community planning and development relates to bridges that were designed and constructed as a component of regional or community planning transportation solutions during the subject period. Transportation networks were being improved to provide safer and more efficient connections throughout the state. Solutions (including bridge construction) related to planning initiatives, such as bridges constructed as a grade-separation structures to provide safer crossings, were implemented at the community level and may possess significance related to this theme.

(2) *Criterion C*

Criterion C applies to bridges that may be significant for their design and construction, including such elements as engineering and aesthetic treatment. Considerations under *Criterion C* include the following:

(a) Distinctive characteristics of a type, period, and method of construction

In this subject period, most of the bridges are comprised of reinforced-concrete slabs, reinforced-concrete box culverts, and steel I-beams, which reflect common types whose design and construction were well-established both nationally and in Oklahoma prior to the Depression era. The Oklahoma state highway department developed and utilized standard plans for various bridge types during the Depression era. The historic context, field survey, and research did not reveal important innovations, transitions or variations in the development or use of standard plans in bridge design or construction.

Since the bridges within this subject period reflect types in which design and construction practices followed established practices and often utilized standard designs, there was little engineering that can be

classified as an innovation or demonstrating technical improvements. Based on the historic context, bridges from the subject period are not likely to exhibit significance in the area of engineering unless they are identified to be constructed to provide an engineering solution, such as bridges constructed to respond to a challenging terrain, improve safety or address specific site conditions. Metal truss and concrete and masonry arch bridges within the subject period that have been evaluated in previous studies were reevaluated for significance under this study related to Depression-era projects.[228]

The use of hand-labor construction was considered as a potential distinctive method of construction. Hand-labor construction is reflected in the prevalence of masonry substructures (abutments, piers, and wing walls). The projects completed under the auspices of one of the federal work-relief programs relied upon labor-intensive building activities rather than machine-intensive activities. In addition to requirements for use of hand-labor in construction, an underlying principle of the federal work-relief programs, such as the WPA, was to use local materials such as stone. Masonry substructures were found to be a widespread on bridges within the subject period; however, there is little difference in craftsmanship (dressing and joints) between the masonry substructures when compared. As a result, the use of masonry in the construction of substructures within the study population, when taken alone, is a feature that lacks individual distinction. Collectively, however, concentrations of bridges with masonry substructures may qualify under another consideration below.

(b) Work of a master

Design and construction of bridges during the subject period typically followed well-established bridge design and construction practices and resulted from the collaboration between federal, state, and local governments. The primary goal of the transportation improvement projects that constructed these bridges was to employ as many people as possible, many of which were unskilled in bridge building; thus, the work of a master is unlikely. The historic context, research, and field survey did not attribute particular projects to one individual and the bridges types within the period do not display outstanding engineering features associated with works of a master or fine craftsmanship whose work is distinguishable from others by its characteristic style and quality.

(c) Possess high artistic value

Bridges designed with outstanding architectural style expressed in overall form, aesthetic treatment, or ornamentation may possess high artistic value. The intentional application of ornamentation was limited during the subject period with little, if any, influences of a particular style or larger trends of formal or popular architectural styles of the period, such as Art Deco and Art Moderne. The bridges within the study population exhibited few, if any, aesthetic treatments applied to bridge elements, such as railings and pilasters. The presence of one aesthetic treatment, such as simple open balustrade concrete railings, is not adequate to demonstrate high artistic value; however, if the overall design and form reflects an aesthetic design intent, versus limited or isolated application of ornamentation, a bridge may possess significance for high artistic value.

[228] *Oklahoma Historic Bridge Survey, Phase 1: A Re-Evaluation of Spans of Time: Oklahoma Historic Highway Bridges,* prepared by ODOT, Planning and Research Division, Cultural Resources Program, May 2007, http://www.okladot.state.ok.us/hqdiv/p-r-div/spansoftime/pdfs/survey-phase1.pdf.

(d) Represent a significant and distinguishable entity whose components may lack individual distinction

This element of *Criterion C* applies to concentrations of bridges that collectively exemplify a federal work-relief transportation project and may qualify as a potential historic district. As identified in the historic context, many transportation-related, federal work-relief projects included a range of activities such as roadway grading, replacement or new construction of bridges and culverts, and the construction of drainage structures. Therefore, concentrations of bridges are needed to convey the significance of these transportation improvement projects. A concentration of bridges may possess significance as a Depression-era federal work-relief transportation improvement project under one or more of the areas of significance under *Criterion A*. Concentrations of bridges may also collectively represent collections of bridges constructed during the Depression-era under the same project that lack individual distinction, but together form a distinguishable concentration or display a pattern of similar features. In particular, the presence of masonry substructures may serve to illustrate the result of quarrying and dressing local materials for use in the construction of multiple bridges and drainage structures under *Criterion C*.

C. Integrity

According to the NRHP bulletin *How to Apply the National Register Criteria for Evaluation*, integrity is the ability of a property to convey its significance. The evaluation of integrity requires an understanding of a property's physical features and how they relate to its significance. Historic integrity should be distinguished from structural (or functional) integrity of a bridge. Structural integrity of a bridge describes its ability to function as it was originally designed and may be present in a structure that has little or no historic integrity. On the other hand, a bridge may retain historic integrity while losing its structural integrity.

The NRHP evaluation criteria recognize seven aspects or qualities that, in various combinations, comprise historic integrity. To retain historic integrity, a property will always possess several, and usually most, of the seven aspects of historic integrity. The seven aspects of integrity are:

- *Design – The combination of elements that create the form, plan, space, structure, and style of a property*

  Design refers to the physical features that make up the structure. In bridges, changes in design are often closely related to changes in materials.

- *Materials – The physical elements that were used in the original design and construction of a bridge*

  Bridge materials (concrete, steel, or timber) are used in a structure's design and construction. Bridge materials are closely connected with its design.

- *Workmanship – The physical evidence of the crafts used in the construction of a bridge*

  Workmanship reflects the labor and skill of artisans.

- *Location – The place where the historic property was constructed or the place where the historic event occurred*

  Location refers to the specific place where a bridge was built or an event occurred.

- *Setting – The physical environment of a historic property*

  Setting refers to the historic environment in which the bridge played its historical role. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve.

- *Feeling – A property's expression of the aesthetic or ability to convey a sense of the historic period*

  The aspect of feeling results from the presence of physical features that, taken together, convey the bridge's historic character.

- *Association – The direct link between an important historic event or person and a historic property*

  A bridge retains association if it has a direct and documented connection to a Depression-era federal work-relief program and is located in the place where the important event or activity occurred.

An important part of establishing integrity is determining whether a bridge or concentration retains the essential physical features that enable it to convey its historic identity. This process involves the following steps: (1) defining the essential physical features related to significance, (2) determining if the features are retained and visible enough to convey significance, and (3) determining which aspects of integrity are important to the bridge's significance and determining if they are present. Summarized, these steps analyze the amount of change to a bridge or a concentration, or its loss of integrity, which is weighed against historical and engineering significance to make eligibility recommendations.

The assessment of integrity for *Criterion A* differs from the assessment for *Criterion C* and differs between individual bridges and concentrations of bridges. A discussion of the aspects of integrity and their relationship to individual bridges under *Criteria A* and *C* and for concentrations of bridges is provided below.

(1) Assessing integrity for individual bridges under *Criterion A*

Integrity of association with a Depression-era federal work-relief program is required to retain historic integrity. *Criterion A* relates to the significance of a single structure gained through its historical associations. Therefore, integrity aspects of location, setting, and feeling play the most important role in demonstrating the structure's significance. As a result, these aspects of integrity are weighed more heavily in the assessment of a structure's overall historic integrity. Integrity aspects of design, workmanship, and materials are also important, but alterations that affect these aspects may not result in

the same level of diminished integrity for structure's found to be significant under *Criterion A*. Table 12 summarizes examples of alterations and provides guidance on their relative importance to the loss of historic integrity for a structure eligible under *Criterion A*. Alterations must be evaluated on a case-by-case basis. Depending on the degree of alteration and number of alterations, the cumulative effect may lead to an overall loss of historic integrity that renders a structure not eligible under *Criterion A.*

Table 12. Assessment of historic integrity for individual bridges under *Criterion A*

Aspects*	**Examples of alterations/intrusions outside the period of significance resulting in a loss of historic integrity**
Association (required)	The lack of association with a Depression-era federal work relief program will not allow a bridge to have significance or retain historic integrity.
Location, setting, and feeling (most important)	Changes to the physical environment in which the structure exists and the relationship between the resource and its surroundings. Widening of a superstructure with additional lanes not representing evolution of a transportation route. Parallel new bridge is constructed to create one-way pair, thereby impacting relationship with historic theme. Rural bridge has been encroached upon with development or other features that impact historic theme. Extensive overall loss of historic integrity due to cumulative multiple alterations. Relocated structure, where relocation separates structure from context of historic theme (e.g., bridge is significant for relationship with historic transportation route and is relocated away from the historic road). Since most of the bridges within the study population are concrete, this is rarely expected to apply.
Materials, workmanship, and design (important)	Removal of original architectural treatment or other features on the structure. Incompatible repairs to the structure. These alterations individually may not lead to a loss of historic integrity under *Criterion A;* however, cumulatively, any combination of alterations could lead to a significant loss of historic integrity rendering the structure not eligible under *Criterion A*.

(2) Assessing integrity for individual bridges under *Criterion C*

Integrity of association with a Depression-era federal work-relief program is required to retain historic integrity. Since *Criterion C* relates to the engineering and/or architectural significance of a structure, the integrity aspects of design, workmanship, and materials are most important. This is because they allow a structure to convey its physical features and characterize the type, period, or method of construction. Location, setting, and feeling are important under *Criterion C* when the design responds to the immediate environment. A change in location, setting, or feeling may result in diminished integrity. Table 13 summarizes examples of alterations and their relative importance to the loss of historic integrity for a structure eligible *under Criterion C*. Alterations must be evaluated on a case-by-case basis. Depending

on the degree of alteration and number of alterations, the cumulative effect may lead to an overall loss of historic integrity that renders a structure not eligible under *Criterion C.*

Table 13. Assessment of historic integrity for individual bridges under *Criterion C*

Aspects*	**Examples of alterations/intrusions outside the period of significance resulting in a loss of historic integrity**
Association (required)	The lack of association with a Depression-era federal work-relief program will not allow a bridge to have significance or retain historic integrity.
Materials, workmanship, and design (most important)	Widening of the structure with new and different superstructure type (e.g., widening a concrete slab bridge with prestressed beams or girders to provide sidewalks or extra lanes). Multiple, substantial, or individual alterations creating cumulative effect on integrity. Removal of original architectural or ornamental treatment or distinctive features on structure. Repairs to superstructure or substructure not consistent with original design and materials. Replacement of original rail/parapet with rail/parapet not in-kind or in character with the structure that impacts significance. Lengthening overall structure with approach spans not in keeping with original span type(s). Replacement of approach spans with new spans not in keeping with original span type(s).
Location, setting, and feeling	Generally, changes to the not likely to lead to an overall loss of historic integrity under *Criterion C*.

(3) Assessing integrity for concentrations of bridges

In assessing integrity of a district, the evaluation criteria measures the relationship among the individual resources and whether collectively they provide a sense of the historical environment during the period of significance. Considered as a district, a concentration of bridges is characterized by at least three bridges serving as key structures that are organized in a linear fashion along a roadway.

Integrity of association with a specific Depression-era federal work-relief program is required for keys structure within a concentration to demonstrate it was part of a transportation project and to retain integrity of association.

Research indicates that federal work-relief transportation projects included roadway grading, replacement or new construction of bridges and/or bridge-class culverts, and numerous drainage structures located in a linear fashion along a single roadway. To form a recognizable and cohesive historic district of Depression-era federal work-relief bridges, most, if not all, of the key structures must retain integrity. A district does not retain integrity if alterations result in the loss of integrity of multiple key structures or if intrusions separate and isolate key structures from one another, thereby severing the ability of the district to convey a sense of the historical environment during the period of significance.

A concentration may include other individual road-related resources constructed as part of a federal work-relief transportation improvement project.

Other road-related resources constructed under the same project serve to enhance the sense of the historic environment by demonstrating other improvements made as part of the Depression-era project. These are indicated as minor features on project plans and their absence does not detract from the ability of a concentration of bridges, serving as the key structures, to comprise a historic district. While the road serves to organize the key structures, it was rare for the project to include the construction of the road itself.

The assessment of integrity of concentrations of bridges should take into consideration the relative number, size, scale, design, and location of the resources and the degree to which alterations or intrusions detract from the overall ability to convey significance. The effect of multiple alterations and intrusions will result in diminished integrity under multiple aspects of integrity under *Criterion A* and *Criterion C,* typically including design, materials, and feeling.

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5. Results

This chapter presents the results and NRHP recommendations for Oklahoma's bridges and concentrations of bridges built in the Depression-era between 1933 and 1945. Identification of bridges and concentrations of bridges from the Depression era that are eligible for listing in the NRHP will assist ODOT and the Federal Highway Administration (FHWA) in complying with federal laws and regulations that affect historic properties. Eligibility recommendations were made by historians meeting the Secretary of the Interior's professional qualification standards, which meet federal requirements for such decision-making. Final determinations will be made by the FHWA, in consultation with ODOT and SHPO.

The inventory addressed bridges and bridge-class culverts built between 1933 and 1945. Through the application of the inventory methodology (see Section 3), 499 bridges (50 individual bridges and 98 concentrations comprised of 451 bridges) were recommended for further study.[229]

Following research, fieldwork, and the application of the NRHP evaluation criteria, seven individual bridges and 24 concentrations comprising historic districts with 98 bridges and bridge-class culverts are recommended as eligible for listing in the NRHP. In addition to these recommendations, 39 individual bridges from the study period were already determined to be eligible for or are listed in the NRHP. Table 14 shows the breakdown of bridges recommended for further study.

Table 14. Results of further study

	Recommended for further study*	Recommended eligible	Recommended not eligible
Individual bridges	50	7	43 (35 have no confirmed association with a federal work-relief program)
Concentrations	98	24 (historic districts)	74 (24 with no confirmed association with a federal work-relief program)

* Total is different than totals listed in the *Oklahoma Depression-era Bridges and Road-related Resources, 1933-1945: Data Collection Summary Report* due to bridges identified as nonextant or confirmed to be constructed outside the study period during local research and field survey.

Bridges within the study population were found to have an association with Depression-era federal work-relief programs, as listed in Table 15.

Table 15. Federal relief programs represented for recommended bridges and historic districts

	WPA	NRH program	NRWR program	U.S. WPGC program	FERA
Individual bridges	1	0	0	5	1
Concentrations as historic districts	18	3	3	0	0

[229] Two bridges are recommended for further study both individually and as part of a concentration.

Bridges recommended as individually eligible and concentrations of bridges recommended eligible as a historic district included one or more of the following areas: Politics/Government and Social History, Community Planning and Development, and Transportation under *Criterion A* and/or Engineering under *Criterion C* at the state level of significance (see Table 16).

Table 16. Areas of NRHP significance for the recommended bridges and historic districts

	***Criterion A* only**	***Criterion C* only**	***Criteria A* and *C***
Individual bridges	7	0	0
Concentrations as historic districts	14	0	10

The study resulted in 137 bridges recommended or previously determined eligible or NRHP listed within the study period including:

- Seven individual bridges recommended eligible
- 39 individual bridges previously NRHP listed/determined eligible
- 91 bridges recommended eligible within 24 concentrations as historic districts

This includes 61 on-system bridges and 76 off-system bridges.

Appendices C through F present results tables for the overall inventory population, as follows:

- Appendix C: Category 1 Structures – Culverts recommended not eligible for listing in the NRHP.
- Appendix D: Category 2 Structures – Bridges that require no further study and are recommended not eligible for listing in the NRHP.
- Appendix E: Category 3 Structures – Bridges and culverts subject to individual NRHP evaluation with eligibility recommendations.
- Appendix F: Structure excluded from the study.

Inventory forms for both individual bridges and concentrations that were recommended for further study are included in a separate results report and located on the web at *http://www.odotculturalresources.info/depression-era-works-programs.html*.

Inventory forms for eligible bridges and concentrations include descriptive information and statements of significance discussing how a property meets the NRHP evaluation criteria and whether it qualifies for listing in the NRHP. Inventory forms for individual bridges and concentrations of bridges that are recommended as not eligible include basic descriptive information and statements of significance. Inventory forms were not prepared for structures not recommended for further study as they were not found to meet the NRHP Criteria for Evaluation and are listed in Appendices C and D.

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Appendix A. Oklahoma Bridge Numbering System

The following describes the Oklahoma Department of Transportation's current bridge numbering system. The information is adapted from the Oklahoma Department of Transportation, Planning and Research Division, Cultural Resources Program, "Oklahoma Historic Bridge Survey, Phase I: A Re-evaluation of *Spans of Time: Oklahoma Historic Highway Bridges*," May 2007.

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Bridge Numbering System

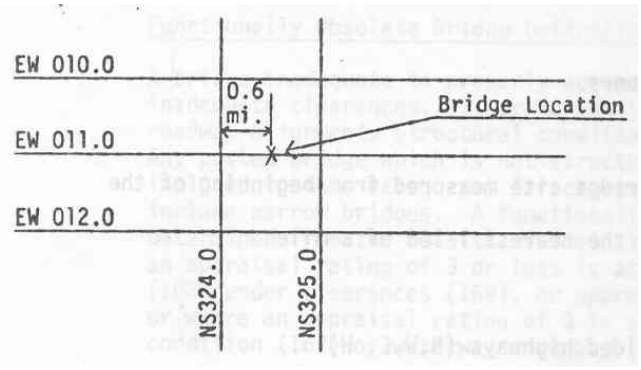
The Oklahoma Department of Transportation (ODOT) gives each bridge a structure number derived from the bridge's location on the road system; these numbers identify each bridge in the survey also. Most of those designated as "NO NUMBER" in the survey are not in the ODOT bridge files, usually because they are bypassed and no longer open to traffic or they are too short to be classified as bridges.

County Roads and City Streets

ODOT assigns bridge numbers based on the state's numbered section lines. East-west section lines are numbered beginning with the Kansas-Oklahoma state line as EW-1, or E001.0, and increasing at one mile increments as one travels south. North-south section lines are numbered beginning with the New Mexico-Oklahoma state line as NS-1, or N001.0, and increasing at one mile increments as one travels east. Also used in the bridge numbering system is a county number. The counties are numbered in alphabetical order: Adair County is 01, Alfalfa County is 02, continuing to Woodward County which is 77. In the structure number, the bridge's location is measured in tenths of a mile from the south or east of two intersecting section lines. For example:

36 E011.0 N324.0 00.6

36 Kay County
E011.0 Indicates the bridge is on EW-11, the section line road 11 miles south of the Kansas line.
N324.0 Refers to county road NS-324, the section line road 324 miles east of the New Mexico line. The bridge is to the east of this section line.
00.6 The bridge is located six-tenths of a mile east of the intersection of EW-11 and NS-324.

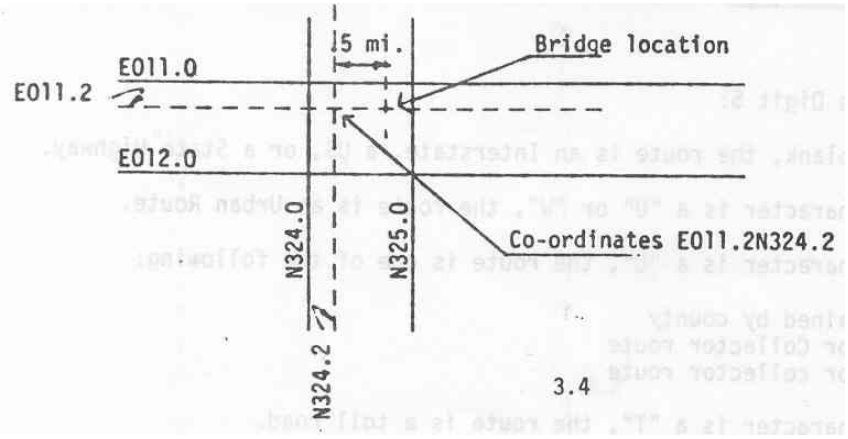


The following applies to bridges that are not located on section line roads, but instead on roads that parallel section lines:

36 E011.2 N324.2 00.5

36 Kay County
E011.2 Indicates the bridge is on an east-west road 11.2 miles south of the Kansas

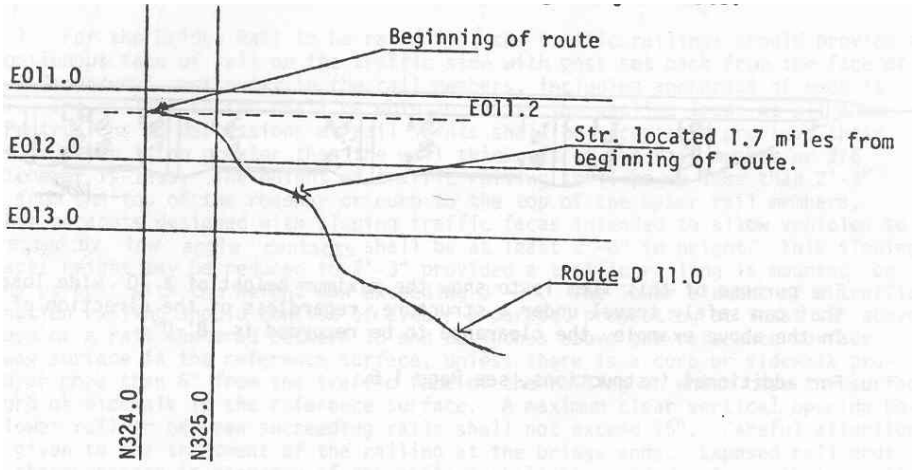
line
N324.2 Indicates the north-south road is 324.2 miles east of the New Mexico line. The bridge is to the east of this road.
00.5 The bridge is located five-tenths of a mile east of the intersection of EW-11.2 and NS-324.2**.**



The following applies to bridges on roads that are not section lines or parallel to section lines, but instead are diagonal, or meandering, roads:

36 D 011.2 N324.0 01.7

36 Kay County
D Diagonal or meandering route
011.2 Indicates the beginning of the road is 11.2 miles south of the Kansas line
N324.0 Indicates the beginning of the road is 324 miles east of the New Mexico line
01.7 The bridge is 1.7 miles from the beginning of the road



State , Interstate, and US Highways

The structure numbers for bridges on state, interstate, and US highways make use of control sections. Each highway is divided into numbered control sections, which usually have

county lines and intersecting highways as their beginning and ending points, and usually run from west to east and south to north, although there are some exceptions. The Oklahoma Department of Transportation's Planning and Research Division compiles and publishes the Control Section Map Book which defines these control sections and gives their numbers. The structure numbers for state, interstate, and US highway bridges are arranged as follows:

6602 0368 WX

66 Rogers County
02 Control section numbered 02
0368 Milepoint of the bridge site measured from the beginning of the control section to the nearest hundredth of a mile. Bridge is 3.68 miles from the beginning of the control section.
W Bridge is on a divided highway and carries westbound lanes. This digit is omitted when the bridge is not on a divided highway.
X Bridge indicator. If the bridge is on a frontage road or ramp, **F** or **R** will follow the **X**.

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Appendix B. Bridge Type Glossary

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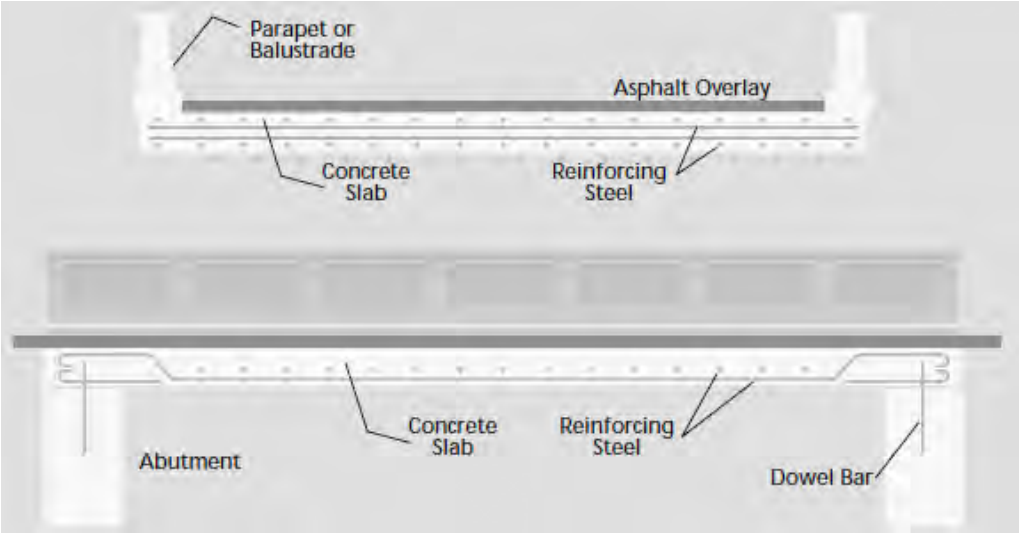
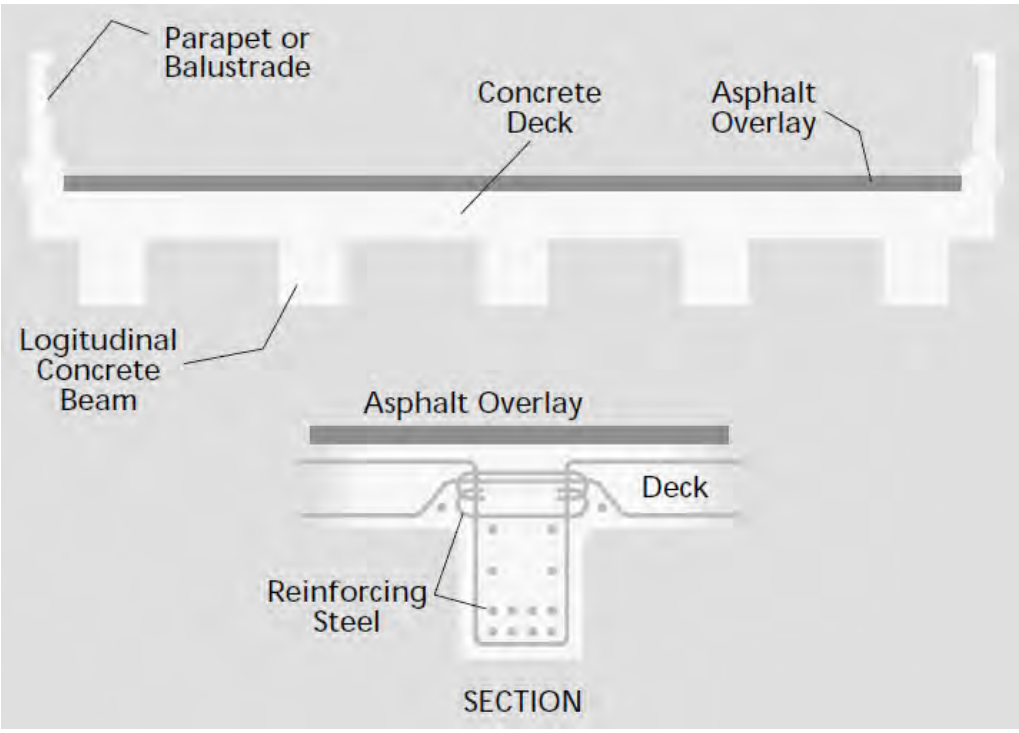
Appendix B. Bridge Type Glossary[1]



Concrete slab.

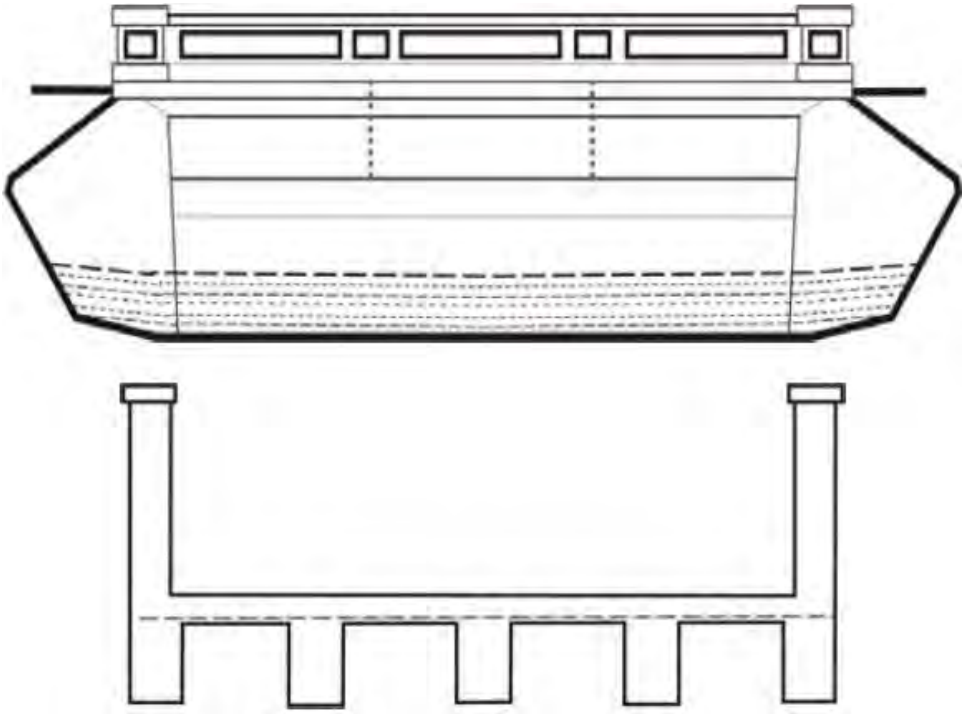
Source: Lichtenstein Consulting Engineers, Inc., Delaware's Historic Bridges: Survey and Evaluation of Historic Bridges with Historic Contexts for Highways and Railroads, 2nd edition, Revised, prepared for the Delaware Department of Transportation, 2000, 190.



Concrete tee beam.

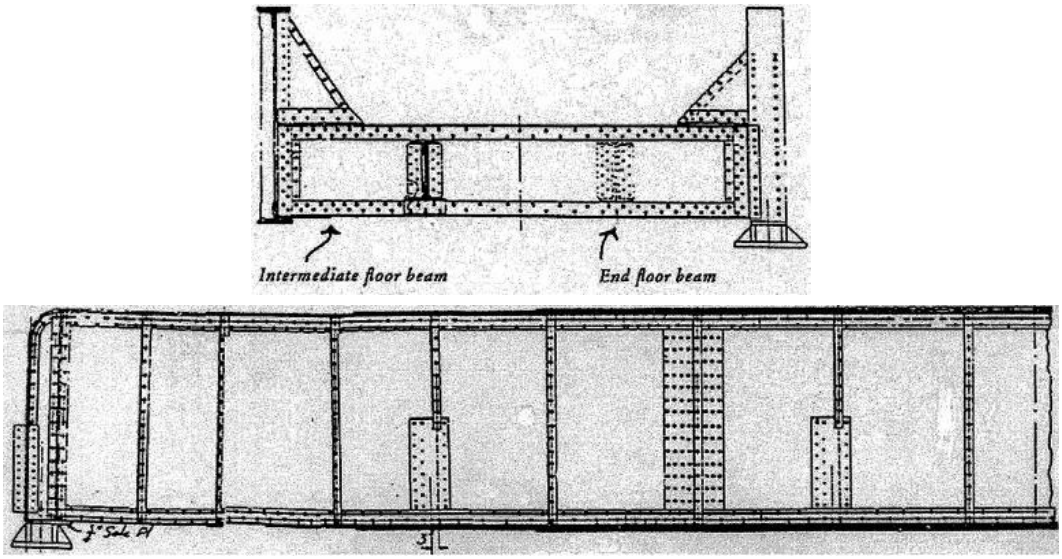
Source: Lichtenstein Consulting Engineers, Inc., 216.

[1] The National Bridge Inventory (NBI) coding of concrete stringer/multi-beam or girder and concrete girder and floorbeam bridge types includes the following: concrete tee beam, concrete girder, concrete I-beam, and concrete box beam. The NBI coding of steel stringer/multi-beam or girder and steel girder and floorbeam system bridges includes the following: steel girder and steel multi-beam.



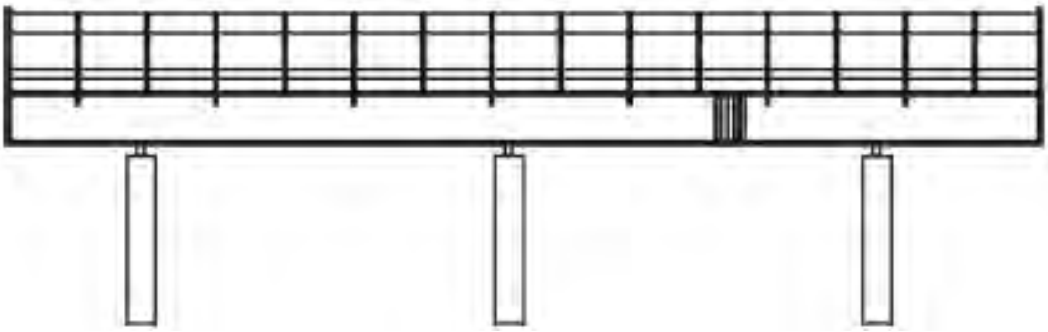
Concrete girder.

Source: Parsons Brinckerhoff and Engineering and Industrial Heritage, A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15, prepared for the National Cooperative Highway Research Program, October 2005, 3-95.



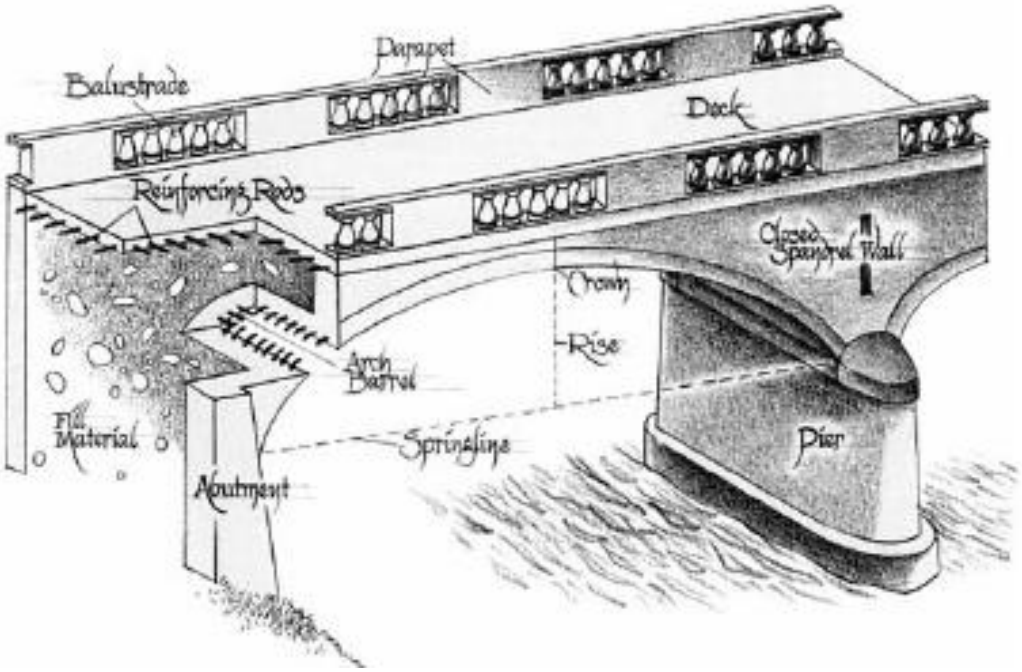
Steel plate girder.

Source: M&H Architecture, Inc., A-4.



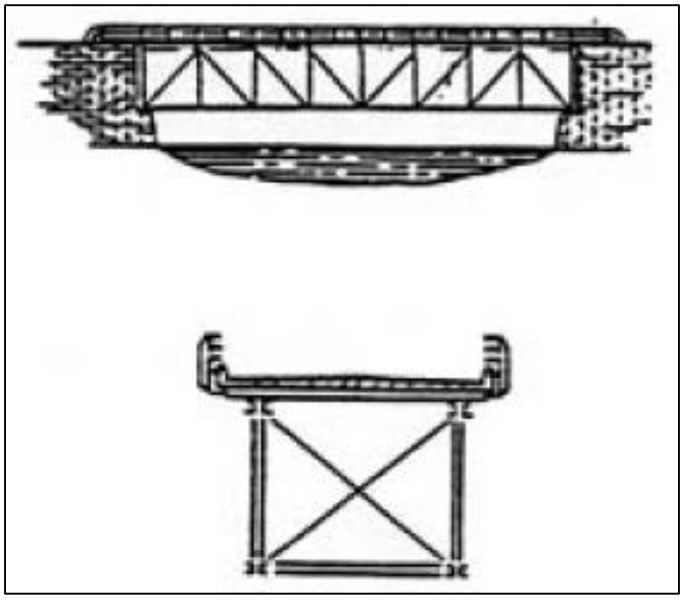
Steel multi-beam (also referred to as steel stringer).

Source: Parsons Brinckerhoff and Engineering and Industrial Heritage, 3-109.



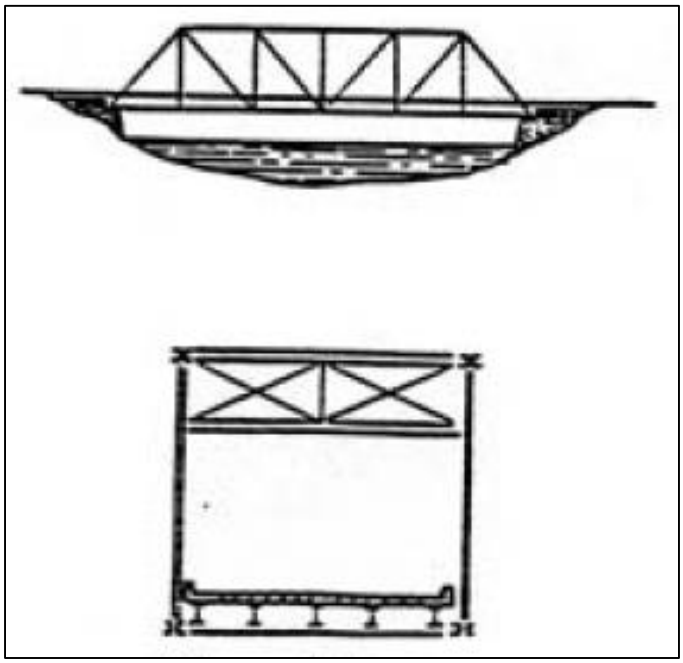
Concrete closed spandrel arch.

Source: M&H Architecture, Inc., A-8.



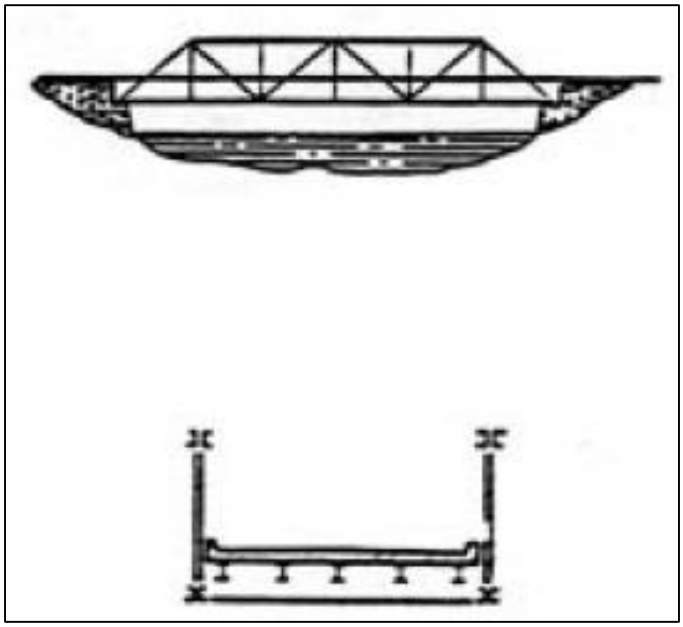
Deck truss.

Source: M&H Architecture, Inc., A-3.



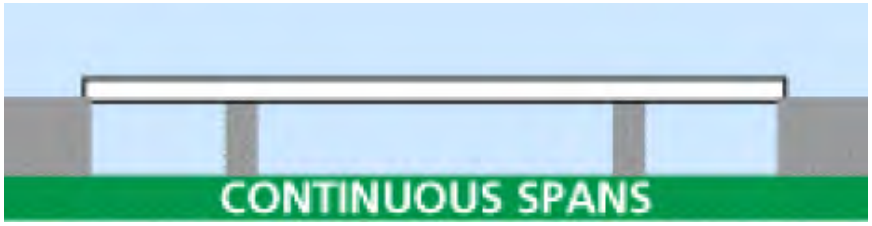
Through truss.

Source: M&H Architecture, Inc., A-3.



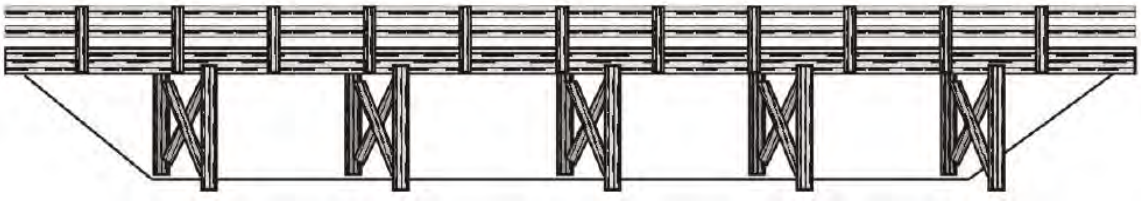
Pony truss.

Source: M&H Architecture, Inc., A-3.



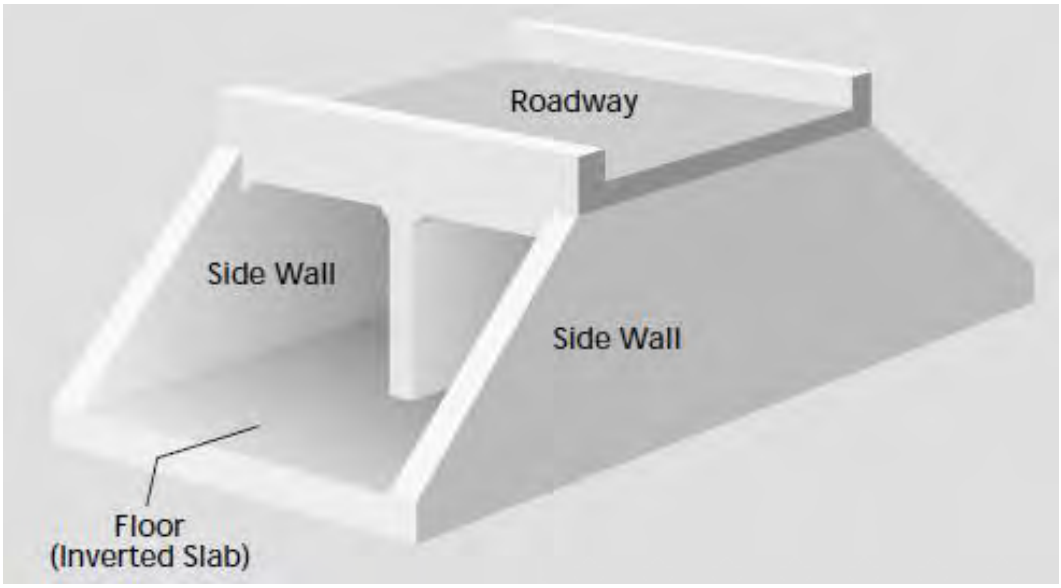
Continuous configuration (can apply to various types).

Source: M&H Architecture, Inc., A-2.



Timber stringer.

Source: Parsons Brinckerhoff and Engineering and Industrial Heritage, 3-82.



Concrete box culvert.

Source: Lichtenstein Consulting Engineers, Inc., 222.

Steel pipe culvert.

Source: Oklahoma Department of Transportation.

Appendix C. Category 1 Structures

Common Bridges and Culverts Recommended Not Eligible for Listing in the NRHP

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Appendix C. Category 1 Structures

Culverts Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Adair	04158 0104 0354 X	U.S. 59	BLACKWOOD BR.	On-System	1934	Concrete culvert (reinforced)
Adair	04346 0102 0365 X	U.S. 59	YELLOW SPRING CREEK	On-System	1935	Concrete culvert (reinforced)
Adair	04347 0104 0450 X	U.S. 59	REESE CREEK	On-System	1935	Concrete culvert (reinforced)
Adair	04430 0102 0798 X	U.S. 59	HANGING DOG CREEK	On-System	1935	Concrete culvert (reinforced)
Adair	04432 0102 1029 X	U.S. 59	S.BRANCH SALLISAW CREEK	On-System	1935	Concrete culvert (reinforced)
Adair	04433 0102 1071 X	U.S. 59	N. BRANCH SALLISAW CREEK	On-System	1933	Concrete culvert (reinforced)
Adair	04480 01N4711E0830003	OLD U.S. 59	STILWELL BRANCH	Off-System	1935	Concrete culvert (reinforced)
Adair	05241 0114 0747 X	S.H. 51	STONEY BRANCH CREEK	On-System	1937	Concrete culvert (reinforced)
Adair	05362 0114 0850 X	S.H. 51	LIGHTHOUSE BRANCH	On-System	1937	Concrete culvert (reinforced)
Adair	05363 0114 0986 X	S.H. 51	CUTACROSS BRANCH	On-System	1937	Concrete culvert (reinforced)
Adair	05408 0114 0356 X	S.H. 51	BIDDING SPRINGS	On-System	1937	Concrete culvert (reinforced)
Adair	05409 0114 0663 X	S.H. 51	MULBERRY HOLLOW BR. UND	On-System	1937	Concrete culvert (reinforced)
Adair	09976 01N4645E0930008	N4645	CREEK	Off-System	1942	Concrete culvert (reinforced)
Adair	18627 0114 0230 X	S.H. 51	TITANIC CREEK	On-System	1937	Concrete culvert (reinforced)
Adair	25768 01N4742E0800009	N4742	CREEK	Off-System	1936	Concrete culvert (reinforced)
Alfalfa	04299 02E0260N2670000	E0260	CREEK	Off-System	1935	Concrete culvert (reinforced)
Alfalfa	04921 0220 0143 X	S.H. 11	CREEK	On-System	1936	Concrete culvert (reinforced)
Alfalfa	05819 02E0180N2620000	FAS 0227	CREEK	Off-System	1938	Concrete culvert (reinforced)
Alfalfa	06070 02N2550E0180009	N2550	CREEK	Off-System	1938	Concrete culvert (reinforced)
Alfalfa	06779 02E0060N2510007	E0060	CREEK	Off-System	1939	Concrete culvert (reinforced)
Alfalfa	07809 02E0060N2590003	E0060	STINK CREEK TRIB.	Off-System	1940	Concrete culvert (reinforced)

Appendix C. Category 1 Structures

Culverts Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Atoka	05720 03N3730E1800001	PLEASANT HILL RD	CREEK	Off-System	1938	Concrete culvert (reinforced)
Atoka	06055 0314 1181 X	S.H. 7	CREEK	On-System	1938	Concrete culvert (reinforced)
Atoka	06295 0314 0771 X	S.H. 7	CREEK	On-System	1938	Concrete culvert (reinforced)
Atoka	06303 0314 1354 X	S.H. 7	CREEK	On-System	1938	Concrete culvert (reinforced)
Atoka	07119 0304 1537 X	U.S. 69	CREEK	On-System	1939	Concrete culvert (reinforced)
Atoka	07212 0304 1204 X	U.S. 69	ELM CREEK	On-System	1939	Concrete culvert (reinforced)
Atoka	07215 0304 1367 X	U.S. 69	CHILLY CREEK	On-System	1939	Concrete culvert (reinforced)
Atoka	09694 03N3730E1960002	HOPEWELL RD	CREEK	Off-System	1941	Concrete culvert (reinforced)
Beaver	03947 0406 2447 X	U.S. 64	CREEK	On-System	1933	Concrete culvert (reinforced)
Beaver	04250 04N1620E0280003	FAS 0408	CREEK	Off-System	1935	Concrete culvert (reinforced)
Beaver	09837 04N1510E0290008	0476C	DON JOSE CREEK	Off-System	1942	Concrete culvert (reinforced)
Beckham	04118 0520 0678 X	S.H. 30	CREEK	On-System	1934	Concrete culvert (reinforced)
Beckham	04126 0520 1209 X	S.H. 30	CREEK	On-System	1934	Concrete culvert (reinforced)
Beckham	04271 05N1680E1170003	N1680	CREEK	Off-System	1935	Concrete culvert (reinforced)
Beckham	04283 05E1150N1860007	E1150 (0506C)	CREEK	Off-System	1935	Concrete culvert (reinforced)
Beckham	04790 0522 1729 X	S.H. 34	CREEK	On-System	1936	Concrete culvert (reinforced)
Beckham	04995 0542 0205 X	S.H. 6	CREEK	On-System	1936	Concrete culvert (reinforced)
Beckham	05638 05N1700E1240007	N1700	CREEK	Off-System	1938	Concrete culvert (reinforced)
Beckham	06040 0514 0214 X	S.H. 6	CREEK	On-System	1938	Concrete culvert (reinforced)
Beckham	07539 05N1740E1170009	N1740	CREEK	Off-System	1940	Concrete culvert (reinforced)
Beckham	09043 0513 0404 X	S.H. 6	CREEK	On-System	1940	Concrete culvert (reinforced)
Beckham	09723 0527 0635 X	S.H. 152	CREEK	On-System	1941	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Blaine	03903 06N2590E0610005	FAS 0619	CREEK	Off-System	1933	Concrete culvert (reinforced)
Blaine	05174 06E0620N2560003	E0620	CREEK	Off-System	1939	Concrete culvert (reinforced)
Blaine	05175 06E0940N2560005	FAS 0605	CREEK	Off-System	1937	Concrete culvert (reinforced)
Blaine	05360 0602 0771 X	U.S. 270	CREEK	On-System	1937	Concrete culvert (reinforced)
Blaine	05410 0610 0712 X	S.H. 3	CREEK	On-System	1940	Concrete culvert (reinforced)
Blaine	05414 0602 1100 X	U.S. 270	CREEK	On-System	1937	Concrete culvert (reinforced)
Blaine	07820 06E0660N2630003	0608C	LAUBUCH CREEK	Off-System	1940	Concrete culvert (reinforced)
Blaine	09769 0622 0178 X	S.H. 51	CREEK	On-System	1941	Concrete culvert (reinforced)
Bryan	03824 07N3783E2005000	N3783 (OLD U.S. 69	CREEK	Off-System	1933	Concrete culvert (reinforced)
Bryan	03825 07N3782E2007000	0746C	CREEK	Off-System	1933	Concrete culvert (reinforced)
Bryan	03826 07N3773E2016000	0746C (OLD US 69)	HARRINGTON CREEK	Off-System	1933	Concrete culvert (reinforced)
Bryan	03952 07N3762E2027000	0746C (OLD US 69)	THOMPSON CREEK	Off-System	1933	Concrete culvert (reinforced)
Bryan	05197 07E2140N3660007	0714C	LITTLE SAND CREEK	Off-System	1937	Concrete culvert (reinforced)
Bryan	05759 07N3690E1980007	0732C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	05778 07N3770E2110009	0742C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Bryan	05897 07E2020N3650003	E2020	WIDOW MOORE CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	05900 07E2020N3650007	E2020	CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	05905 07E2120N3680001	0710C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	05946 07E2010N3940004	0704C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	06042 0710 0293 X	U.S. 70	CREEK	On-System	1945	Concrete culvert (reinforced)
Bryan	06163 07N3860E2090001	FAS 0720	CHANEY CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	06167 07N3825E2170009	N3825	CREEK	Off-System	1938	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Bryan	06171 07N3800E2210009	0718C	BROWN CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	06232 07E2140N3640009	0714C	SAND CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	06236 07E2120N3680009	0710C	ISLAND BAYOU CREEK	Off-System	1938	Concrete culvert (reinforced)
Bryan	06298 0710 0822 X	U.S. 70	CREEK	On-System	1945	Concrete culvert (reinforced)
Bryan	06302 0710 1222 X	U.S. 70	CREEK	On-System	1938	Concrete culvert (reinforced)
Bryan	06354 07N3825E2170002	N3825	ISLAND BAYOU CREEK O'FLO	Off-System	1938	Concrete culvert (reinforced)
Bryan	06355 07N3825E2170004	N3825	ISLAND BAYOU CREEK O'FLO	Off-System	1938	Concrete culvert (reinforced)
Bryan	06921 0725 0427 X	S.H. 22	CREEK	On-System	1939	Concrete culvert (reinforced)
Bryan	06936 0725 0956 X	S.H. 22	CREEK	On-System	1939	Concrete culvert (reinforced)
Bryan	06942 0714 1350 X	S.H. 70E	BRUSHY CREEK	On-System	1939	Concrete culvert (reinforced)
Bryan	07021 07N3720E2210006	N3720	CREEK	Off-System	1939	Concrete culvert (reinforced)
Bryan	07110 0725 0621 X	S.H. 22	SIMON CREEK	On-System	1939	Concrete culvert (reinforced)
Bryan	07121 0710 1892 X	U.S. 70	MCGEE CREEK	On-System	1939	Concrete culvert (reinforced)
Bryan	07723 07N3940E2010003	0758C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Bryan	07765 07N3740E2250006	N3740	CREEK	Off-System	1940	Concrete culvert (reinforced)
Bryan	07766 07N3740E2250007	N3740	CREEK	Off-System	1940	Concrete culvert (reinforced)
Bryan	08042 07E2260N3740002	E2260	CREEK	Off-System	1940	Concrete culvert (reinforced)
Bryan	08659 07E1990N3870008	0702C	PINE CREEK	Off-System	1940	Concrete culvert (reinforced)
Caddo	03830 08E1310N2680002	0834C	CREEK	Off-System	1933	Concrete culvert (reinforced)
Caddo	03896 0814 1774 X	U.S. 281	CREEK	On-System	1933	Concrete culvert (reinforced)
Caddo	04776 0816 0930 X	S.H. 8	CREEK	On-System	1936	Concrete culvert (reinforced)
Caddo	04783 0851 1263 X	S.H. 146	CREEK	On-System	1936	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Caddo	06305 0804 1466NX	U.S. 62	CREEK	On-System	1938	Concrete culvert (reinforced)
Caddo	06309 0804 1699 X	U.S. 62	MERIDIAN CREEK	On-System	1938	Concrete culvert (reinforced)
Caddo	06499 0804 1650 X	U.S. 62	CREEK	On-System	1938	Concrete culvert (reinforced)
Caddo	07610 08N2550E1470003	N2550	CREEK	Off-System	1940	Concrete culvert (reinforced)
Caddo	07798 08E1410N2550003	E1410	CREEK	Off-System	1940	Concrete culvert (reinforced)
Caddo	07806 08E1410N2580001	E1410	CREEK	Off-System	1940	Concrete culvert (reinforced)
Caddo	08792 08N2640E1330007	N2640	CREEK	Off-System	1940	Concrete culvert (reinforced)
Caddo	09898 0836 0549 X	S.H. 58	CREEK	On-System	1942	Concrete culvert (reinforced)
Caddo	09969 0836 1062 X	S.H. 58	CREEK	On-System	1942	Concrete culvert (reinforced)
Canadian	05579 09N2720E0900007	N2720	CREEK	Off-System	1938	Concrete culvert (reinforced)
Canadian	07459 09N2740E0890003	N2740	CREEK	Off-System	1940	Concrete culvert (reinforced)
Canadian	08180 09N2940E1100001	CEMETERY RD.	MUSTANG CREEK	Off-System	1940	Concrete culvert (reinforced)
Canadian	09575 09N2890E1020009	N2890	CREEK	Off-System	1941	Concrete culvert (reinforced)
Canadian	10021 09E1070N2730005	0924C	CREEK	Off-System	1943	Concrete culvert (reinforced)
Canadian	10022 09E1070N2770009	E1070	CREEK	Off-System	1943	Concrete culvert (reinforced)
Canadian	10056 09E1070N2750001	E1070	CREEK	Off-System	1943	Concrete culvert (reinforced)
Canadian	10239 09E0940N2960007	0908C	SOLDIER CREEK	Off-System	1945	Concrete culvert (reinforced)
Canadian	10274 09E0890N2780006	FAS 0936	CREEK	Off-System	1945	Concrete culvert (reinforced)
Canadian	24769 09E1028N2830005	N2890 - CAVANAUGH	CREEK	Off-System	1941	Concrete culvert (reinforced)
Carter	03921 1010 0419 X	S.H. 7	CREEK	On-System	1933	Concrete culvert (reinforced)
Carter	03964 1010 0405 X	S.H. 7	CREEK	On-System	1933	Concrete culvert (reinforced)
Carter	03972 1010 1033 X	S.H. 7	CREEK	On-System	1933	Concrete culvert (reinforced)

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Carter	04756 1018 0145 X	S.H. 76	CREEK	On-System	1936	Concrete culvert (reinforced)
Carter	04761 1022 0232 X	S.H. 76	S. BRANCH RED OAK CREEK	On-System	1936	Concrete culvert (reinforced)
Carter	04867 1022 0383 X	S.H. 76	CREEK	On-System	1936	Concrete culvert (reinforced)
Carter	04933 1016 1961 X	S.H. 53	TULIP CREEK	On-System	1936	Concrete culvert (reinforced)
Carter	05183 10E1920N3060009	1090C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Carter	05297 10N3070E1910006	N3070	CREEK	Off-System	1937	Concrete culvert (reinforced)
Carter	05327 10E1922N3100001	1012C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Carter	05356 1022 0587 X	S.H. 76	WALNUT CREEK O'FLOW	On-System	1937	Concrete culvert (reinforced)
Carter	05406 1048 0044 X	S.H. 199	SEWER CREEK	On-System	1937	Concrete culvert (reinforced)
Carter	05733 10N3377E1870004	N3377	CREEK	Off-System	1938	Concrete culvert (reinforced)
Carter	05846 10E1950N3150006	E1950	CREEK	Off-System	1938	Concrete culvert (reinforced)
Carter	05847 10E1920N3150009	1012C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Carter	05852 10E1860N3250007	E1860	CREEK	Off-System	1938	Concrete culvert (reinforced)
Carter	05866 10E1900N3330006	E1900	CREEK	Off-System	1938	Concrete culvert (reinforced)
Carter	06153 10N3070E1970007	1038C	RED OAK CREEK TRIB.	Off-System	1938	Concrete culvert (reinforced)
Carter	06157 10N3070E2010007	N3070	CREEK	Off-System	1938	Concrete culvert (reinforced)
Carter	06799 10E1930N3380004	1026C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Carter	06917 1016 0226 X	S.H. 53	CREEK	On-System	1939	Concrete culvert (reinforced)
Carter	07017 10N3070E1970001	1038C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Carter	07908 10E1890N3100009	1008C 28	CREEK	Off-System	1940	Concrete culvert (reinforced)
Carter	09748 10N3140E1940003	1054C	CREEK	Off-System	1941	Concrete culvert (reinforced)
Carter	23953 10E1770N3050008	E1770	CREEK	Off-System	1935	Concrete culvert (reinforced)

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Cherokee	04339 11E0834N4450004	E0834	FIRE BRANCH	Off-System	1935	Concrete culvert (reinforced)
Cherokee	06911 1116 0100 X	S.H. 51	WALL TRIP BRANCH	On-System	1939	Concrete culvert (reinforced)
Cherokee	08143 11E0621N4520001	IRR 1104C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Cherokee	08152 11E0601N4550003	FAS 1117	CREEK	Off-System	1940	Concrete culvert (reinforced)
Cherokee	10194 11E0836N4440003	E0836	CREEK	Off-System	1945	Concrete culvert (reinforced)
Choctaw	00573 1216 1218 X	S.H. 109	CREEK	On-System	1937	Concrete culvert (reinforced)
Choctaw	03858 1240 0390 X	U.S. 70 BUS.	CREEK	On-System	1933	Concrete culvert (reinforced)
Choctaw	04365 1244 1620 X	U.S. 70	DOAKSVILLE CREEK	On-System	1935	Concrete culvert (reinforced)
Choctaw	04860 1210 0197 X	U.S. 271	CREEK	On-System	1936	Concrete culvert (reinforced)
Choctaw	04877 1244 1234 X	U.S. 70	NEGRO CREEK	On-System	1936	Concrete culvert (reinforced)
Choctaw	04903 12N4200E2100000	1242C	CREEK	Off-System	1936	Concrete culvert (reinforced)
Choctaw	05147 12N4210E2010007	1248C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05150 12N4404E2060008	N4404	CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05153 12N4340E2140001	N4340	CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05156 12N4340E2140008	N4340	CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05216 12E2060N4180004	E2060	HANUBBY CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05302 12N4360E2000005	1260C	GATES CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05303 12N4210E2010004	1248C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05304 12N4360E2020009	1260C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05305 12N4210E2030004	1248C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05307 12N4218E2040009	FAU 2031 ('I' ST.)	MILLER CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05310 12N4350E2080003	N4350	CREEK	Off-System	1937	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Choctaw	05312 12N4010E2130001	1226C	WHITE GRASS CREEK O'FLOW	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05313 12N4010E2130002	1226C	WHITE GRASS CREEK O'FLOW	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05314 12N4340E2130005	N4340	CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05337 12E1990N4070005	FAS 1217	TANYARD CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05388 12N4210E2010005	1248C	NORTH FORK CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05389 12N4120E2100006	N4120	CROOKED CREEK	Off-System	1937	Concrete culvert (reinforced)
Choctaw	05760 12N4360E1980009	1260C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	05767 12N4140E2040002	N4140	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	05986 12E1980N4310007	FAS 1215	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	05989 12E2090N4330009	E2090	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	05991 12E2100N4340006	E2100	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	05996 12E2080N4400006	E2080	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06060 1217 2334 X	S.H. 109	CREEK	On-System	1938	Concrete culvert (reinforced)
Choctaw	06158 12N4360E2020003	1260C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06161 12N4420E2050003	N4420	CLEAR CREEK O'FLOW	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06162 12N4420E2050004	N4420	CLEAR CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06255 12E2060N4160008	E2060	ELM CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06259 12E1980N4350007	1208C	GATES CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06263 12E2080N4400001	E2080	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06264 12E2080N4400002	E2080	DOAKSVILLE CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06350 12N4010E2020004	FAS 1207	CREEK	Off-System	1938	Concrete culvert (reinforced)
Choctaw	06760 12N4200E2100004	1242C	CREEK	Off-System	1939	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Choctaw	09653 1217 0065 X	S.H. 109	POINTER CREEK	On-System	1941	Concrete culvert (reinforced)
Choctaw	10201 1217 1477 X	S.H. 109	CREEK	On-System	1945	Concrete culvert (reinforced)
Choctaw	10256 1217 1352 X	S.H. 109	CROOKED CREEK	On-System	1945	Concrete culvert (reinforced)
Choctaw	10289 1217 0883 X	S.H. 109	CREEK	On-System	1945	Concrete culvert (reinforced)
Choctaw	10290 1217 1178 X	S.H. 109	CREEK	On-System	1945	Concrete culvert (reinforced)
Cimarron	05237 1304 0494 X	U.S. 64	CREEK	On-System	1937	Concrete culvert (reinforced)
Cimarron	05345 1304 0054 X	U.S. 64	CREEK	On-System	1937	Concrete culvert (reinforced)
Cimarron	05348 1304 0102 X	U.S. 64	CREEK	On-System	1937	Concrete culvert (reinforced)
Cimarron	05354 1304 0371 X	U.S. 64	CREEK	On-System	1937	Concrete culvert (reinforced)
Cleveland	05369 1411 1439 X	S.H. 9	CREEK	On-System	1937	Concrete culvert (reinforced)
Cleveland	05417 1411 1695 X	S.H. 9	CREEK	On-System	1937	Concrete culvert (reinforced)
Cleveland	05418 1411 1705 X	S.H. 9	PECAN CREEK O'FLOW	On-System	1937	Concrete culvert (reinforced)
Cleveland	05645 14N3160E1260008	48TH AVE SE	DAVE BLUE CREEK	Off-System	1938	Steel culvert
Cleveland	05659 14N3280E1390000	192ND AVE SE	CREEK	Off-System	1938	Concrete culvert (reinforced)
Cleveland	07175 14E1170N3230007	E STELLA RD	CREEK	Off-System	1939	Concrete culvert (reinforced)
Cleveland	07546 14N3250E1190007	156TH AVE NE	CREEK	Off-System	1940	Steel culvert
Cleveland	07896 14E1200N3070005	FRANKLIN RD	CREEK	Off-System	1940	Steel culvert
Cleveland	07912 14E1170N3110008	SE 19TH ST	CREEK	Off-System	1940	Concrete culvert (reinforced)
Cleveland	07942 14E1170N3220009	E1170 (SE 149)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Cleveland	08335 14N3100E1240004	24TH AVE SW	MERKLE CREEK	Off-System	1940	Concrete culvert (reinforced)
Cleveland	08915 14E1158N3080008	SW 1ST ST	LITTLE RIVER	Off-System	1940	Concrete culvert (reinforced)
Cleveland	09754 14E1170N3100007	SE 19TH ST	CREEK	Off-System	1941	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Cleveland	09863 14E1220N3070004	W ROCK CREEK RD	CREEK	Off-System	1942	Steel culvert
Cleveland	09865 14E1230N3100005	W ROBINSON ST	MERKLE CREEK	Off-System	1942	Concrete culvert (reinforced)
Cleveland	09893 1422 0176 X	S.H. 39	CREEK	On-System	1942	Concrete culvert (reinforced)
Cleveland	09930 14E1230N3200007	E ALAMEDA DR	CREEK	Off-System	1942	Concrete culvert (reinforced)
Cleveland	09967 1422 0054 X	S.H. 39	CREEK	On-System	1942	Concrete culvert (reinforced)
Cleveland	10181 14E1190N3140008	E1190 (SE 179TH)	CREEK	Off-System	1945	Concrete culvert (reinforced)
Cleveland	10269 14N3250E1200003	156TH AVE NE	WILLOW BRANCH CREEK	Off-System	1945	Concrete culvert (reinforced)
Coal	06292 1516 0592 X	S.H. 48	ELM CREEK	On-System	1938	Concrete culvert (reinforced)
Coal	06297 1516 0797 X	S.H. 48	CREEK	On-System	1938	Concrete culvert (reinforced)
Coal	09724 1514 0665 X	S.H. 43	CREEK	On-System	1941	Concrete culvert (reinforced)
Comanche	03845 1608 0077 X	U.S. 277	CREEK	On-System	1933	Concrete culvert (reinforced)
Comanche	04161 1642 0644 X	S.H. 49	CREEK	On-System	1934	Concrete culvert (reinforced)
Comanche	05171 16E1650N2490004	1622C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Comanche	05698 16N2650E1630006	FAS 1658C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Comanche	05801 16E1653N2360004	1620C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Comanche	05804 16E1657N2380001	FAS 1620C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Comanche	06035 1605 0080 X	U.S. 62	CREEK	On-System	1938	Concrete culvert (reinforced)
Comanche	06176 16E1650N2330005	1620C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Comanche	06177 16E1650N2340001	1620C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Comanche	06722 16N2430E1750001	1680C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Comanche	07675 16N2420E1740008	N2420	SPRING CREEK	Off-System	1937	Concrete culvert (reinforced)
Comanche	09994 16N2560E1660003	FAU 7681 (SHERIDAN	NUMU CREEK	Off-System	1942	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Comanche	21278 16E1663N2560002	E1663 ('D' AVE)	NUMU CREEK	Off-System	1940	Concrete culvert (reinforced)
Comanche	23451 16E1658N2560008	E1658 (BELL AVE.)	NUMU CREEK	Off-System	1940	Concrete culvert (reinforced)
Cotton	02635 1724 0653 X	S.H. 53	CREEK	On-System	1936	Concrete culvert (reinforced)
Cotton	04111 1716 0193 X	S.H. 5	CREEK	On-System	1934	Concrete culvert (reinforced)
Cotton	04114 1716 0426 X	S.H. 5	CREEK	On-System	1934	Concrete culvert (reinforced)
Cotton	04116 1716 0661 X	S.H. 5	CREEK	On-System	1934	Concrete culvert (reinforced)
Cotton	04793 1708 1941 X	U.S. 277	CREEK	On-System	1936	Concrete culvert (reinforced)
Cotton	04884 1708 2030 X	U.S. 277	CREEK	On-System	1936	Concrete culvert (reinforced)
Cotton	06059 1704 1725 X	U.S. 70	CREEK	On-System	1938	Concrete culvert (reinforced)
Cotton	06307 1704 1671 X	U.S. 70	CREEK	On-System	1938	Concrete culvert (reinforced)
Cotton	06308 1704 1697 X	U.S. 70	CREEK	On-System	1938	Concrete culvert (reinforced)
Cotton	06405 1704 1478 X	U.S. 70	CREEK	On-System	1938	Concrete culvert (reinforced)
Cotton	06731 17N2650E1860006	1755C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Cotton	06732 17N2650E1870002	1755C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Cotton	06733 17N2560E1870008	N2560	CREEK	Off-System	1939	Concrete culvert (reinforced)
Cotton	07016 17N2620E1960002	N2620	CREEK	Off-System	1939	Concrete culvert (reinforced)
Cotton	07018 17N2540E1980003	N2540	RABBIT CREEK	Off-System	1939	Concrete culvert (reinforced)
Cotton	07158 17N2530E1970007	N2530	RABBIT CREEK	Off-System	1939	Concrete culvert (reinforced)
Cotton	07692 17N2622E1820006	N2622	CREEK	Off-System	1940	Concrete culvert (reinforced)
Cotton	07701 17N2460E1890009	N2460	CREEK	Off-System	1940	Concrete culvert (reinforced)
Cotton	07715 17N2670E1950006	N2670	CREEK	Off-System	1940	Concrete culvert (reinforced)
Cotton	07787 17E1880N2450002	E1880	CREEK	Off-System	1940	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Craig	03932 1806 0765 X	U.S. 60	CREEK	On-System	1933	Concrete culvert (reinforced)
Craig	04772 1810 0702 X	U.S. 69	CREEK	On-System	1936	Concrete culvert (reinforced)
Craig	04781 1806 1182 X	U.S. 60	CREEK	On-System	1936	Concrete culvert (reinforced)
Craig	04951 1806 1152 X	U.S. 60	LOCUST CREEK	On-System	1936	Concrete culvert (reinforced)
Craig	06281 1810 0049 X	U.S. 69	CREEK	On-System	1938	Concrete culvert (reinforced)
Craig	06400 1810 0428 X	U.S. 69	CREEK	On-System	1938	Concrete culvert (reinforced)
Craig	06930 1804 0791 X	U.S. 60	CREEK	On-System	1939	Concrete culvert (reinforced)
Craig	07204 1804 0309 X	U.S. 60	LIGHTNING CREEK	On-System	1939	Concrete culvert (reinforced)
Craig	07209 1804 0754 X	U.S. 60	THOMPSON CREEK	On-System	1939	Concrete culvert (reinforced)
Craig	07210 1804 1056 X	U.S. 60	PECAN CREEK	On-System	1939	Concrete culvert (reinforced)
Craig	08740 18N4400E0230003	N4400	ELM CREEK	Off-System	1940	Concrete culvert (reinforced)
Craig	10095 1824 0086 X	S.H. 82	CREEK	On-System	1944	Concrete culvert (reinforced)
Craig	10096 1824 0496 X	S.H. 82	CREEK	On-System	1944	Concrete culvert (reinforced)
Creek	03885 1908 1079 X	U.S. 75A	CREEK	On-System	1933	Concrete culvert (reinforced)
Creek	04123 1910 1143 X	S.H. 16	CREEK	On-System	1934	Concrete culvert (reinforced)
Creek	04129 1910 1509 X	S.H. 16	CREEK	On-System	1934	Concrete culvert (reinforced)
Creek	04353 1910 0837 X	S.H. 16	CREEK	On-System	1935	Concrete culvert (reinforced)
Creek	04862 1908 0228 X	U.S. 75A	CREEK	On-System	1936	Concrete culvert (reinforced)
Creek	04927 1912 0710 X	S.H. 48	CREEK	On-System	1936	Concrete culvert (reinforced)
Creek	05917 19E0870N3720004	E0870	CREEK	Off-System	1938	Concrete culvert (reinforced)
Creek	06830 19E0760N3610008	E0760	WEST SPRING CREEK	Off-System	1939	Concrete culvert (reinforced)
Creek	07440 19N3805E0790009	N3805	CREEK	Off-System	1940	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Creek	08031 19E0810N3620009	E0810	CREEK	Off-System	1940	Concrete culvert (reinforced)
Creek	08186 1918 0288 X	S.H. 33	CREEK	On-System	1940	Concrete culvert (reinforced)
Creek	08993 19E0830N3790004	E0830	CHICKEN CREEK	Off-System	1940	Concrete culvert (reinforced)
Creek	09041 1918 0255 X	S.H. 33	EAST TIGER CREEK	On-System	1940	Concrete culvert (reinforced)
Creek	09903 1918 0894 X	S.H. 33	CREEK	On-System	1942	Concrete culvert (reinforced)
Creek	09907 1918 1112 X	S.H. 33	DEEP CREEK	On-System	1942	Concrete culvert (reinforced)
Creek	09916 19N3620E0820002	N3620	CREEK	Off-System	1942	Concrete culvert (reinforced)
Creek	09943 1918 0928 X	S.H. 33	CREEK	On-System	1942	Concrete culvert (reinforced)
Creek	10032 19E0900N3690000	E0900	BACHELOR CREEK	Off-System	1943	Concrete culvert (reinforced)
Creek	10047 19E0900N3650007	E0900	CREEK	Off-System	1943	Concrete culvert (reinforced)
Creek	23962 19N3602E0690007	N3602 HARLEY AVE	CREEK	Off-System	1938	Concrete culvert (reinforced)
Creek	28780 19E0650N3620008	E6500	CREEK	Off-System	1936	Concrete culvert (reinforced)
Custer	05074 20N2070E0940004	2034C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Custer	05349 2006 0265 X	U.S. 183	CREEK	On-System	1937	Concrete culvert (reinforced)
Custer	06750 20E0910N2040002	E0910	CREEK	Off-System	1939	Concrete culvert (reinforced)
Custer	08203 2018 2130 X	S.H. 33	CREEK	On-System	1940	Concrete culvert (reinforced)
Custer	09036 2018 0099 X	S.H. 33	CREEK	On-System	1940	Concrete culvert (reinforced)
Custer	09039 2018 0156 X	S.H. 33	CREEK	On-System	1940	Concrete culvert (reinforced)
Delaware	04160 2118 0480 X	S.H. 20	SUMMERFIELD CREEK	On-System	1934	Concrete culvert (reinforced)
Delaware	04865 2122 0278 X	S.H. 20	CREEK	On-System	1936	Concrete culvert (reinforced)
Delaware	06002 21E0485N4510000	2142C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Delaware	06054 2102 1123 X	U.S. 59	CREEK	On-System	1940	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Delaware	06056 2102 1189 X	U.S. 59	CREEK	On-System	1940	Concrete culvert (reinforced)
Delaware	06389 21E0473N4580007	2142C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Delaware	06627 21D4610E0500002	D4610	CREEK	Off-System	1939	Concrete culvert (reinforced)
Delaware	06973 21D4560E0500009	D4560	CREEK	Off-System	1939	Concrete culvert (reinforced)
Delaware	07131 21D4610E0520006	D4610	CREEK	Off-System	1939	Concrete culvert (reinforced)
Delaware	07134 21N4550E0550001	N4550	CREEK	Off-System	1939	Concrete culvert (reinforced)
Delaware	07249 21E0290N4490007	E0290	DUCK CREEK	Off-System	1939	Concrete culvert (reinforced)
Delaware	09370 21E0485N4540005	IRR 2142C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Dewey	03843 2212 0051 X	U.S. 270	CREEK	On-System	1933	Concrete culvert (reinforced)
Dewey	03892 2208 1452 X	U.S. 183	CREEK	On-System	1933	Concrete culvert (reinforced)
Dewey	04121 2232 0886 X	S.H. 51	CREEK	On-System	1934	Concrete culvert (reinforced)
Dewey	04858 2216 0092 X	U.S. 270	CREEK	On-System	1936	Concrete culvert (reinforced)
Dewey	05248 2204 1812 X	U.S. 60	CREEK	On-System	1937	Concrete culvert (reinforced)
Dewey	05347 2206 0081 X	U.S. 60	CREEK	On-System	1937	Concrete culvert (reinforced)
Dewey	05366 2216 1222 X	U.S. 270	LITTLE ROBE CREEK	On-System	1937	Concrete culvert (reinforced)
Dewey	05407 2206 0090 X	U.S. 60	WEST SEILING CREEK	On-System	1937	Concrete culvert (reinforced)
Dewey	05437 2208 1735 X	U.S. 183	HOG CREEK	On-System	1937	Concrete culvert (reinforced)
Dewey	05449 2204 1307 X	U.S. 60	CREEK	On-System	1937	Concrete culvert (reinforced)
Dewey	05556 22N2210E0690002	FAS 2223	CREEK	Off-System	1938	Concrete culvert (reinforced)
Dewey	06033 2226 0043 X	S.H. 47	CREEK	On-System	1938	Concrete culvert (reinforced)
Dewey	06642 22N2090E0760001	2226C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Dewey	06645 22N2090E0760005	2226C	MOUSE HOLLOW CREEK	Off-System	1939	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Dewey	06755 22E0750N2080001	E0750	CREEK	Off-System	1939	Concrete culvert (reinforced)
Dewey	07434 22N2080E0740008	N2080	CREEK	Off-System	1940	Concrete culvert (reinforced)
Dewey	09912 22N2140E0620006	FAS 2206	CREEK	Off-System	1942	Concrete culvert (reinforced)
Dewey	09923 22E0790N2040003	FAS 2205	N. QUARTER MASTER CREEK	Off-System	1942	Concrete culvert (reinforced)
Dewey	17711 22N2075E0710003	N2075	TRAIL CREEK	Off-System	1935	Concrete culvert (reinforced)
Ellis	03940 2302 1354 X	U.S. 60	CREEK	On-System	1933	Concrete culvert (reinforced)
Ellis	03965 2312 0484 X	U.S. 283	CREEK	On-System	1933	Concrete culvert (reinforced)
Ellis	03969 2312 0706 X	U.S. 283	CREEK	On-System	1933	Concrete culvert (reinforced)
Ellis	03986 2304 1361 X	U.S. 60	CREEK	On-System	1933	Concrete culvert (reinforced)
Ellis	04115 2302 0648 X	U.S. 60	CREEK	On-System	1937	Concrete culvert (reinforced)
Ellis	04431 2314 0961 X	U.S. 283	CREEK	On-System	1935	Concrete culvert (reinforced)
Ellis	05540 23N1900E0310006	2358C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Ellis	07677 23E0390N1750002	E0390	CREEK	Off-System	1940	Concrete culvert (reinforced)
Ellis	07678 23E0560N1750004	E0560	CREEK	Off-System	1940	Concrete culvert (reinforced)
Garfield	04090 24N2930E0550002	N2930	SKELETON CREEK TRIB.	Off-System	1939	Concrete culvert (reinforced)
Garfield	04829 24E0450N2780003	E0450	CREEK	Off-System	1936	Concrete culvert (reinforced)
Garfield	04968 2429 0658 X	S.H. 132	CREEK	On-System	1936	Concrete culvert (reinforced)
Garfield	05358 2416 0624 X	S.H. 15	CREEK	On-System	1936	Concrete culvert (reinforced)
Garfield	05415 2402 1154 X	U.S. 60 / U.S. 412	CREEK	On-System	1936	Concrete culvert (reinforced)
Garfield	05549 24N2970E0530004	N2970	CREEK	Off-System	1938	Concrete culvert (reinforced)
Garfield	05823 24E0450N2820003	E0450	CREEK	Off-System	1938	Concrete culvert (reinforced)
Garfield	05828 24E0400N2900005	E0400	CREEK	Off-System	1938	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garfield	05837 24E0470N3070004	E0470	CREEK	Off-System	1938	Concrete culvert (reinforced)
Garfield	05838 24E0370N3070006	E0370	CREEK	Off-System	1938	Concrete culvert (reinforced)
Garfield	06192 24E0310N2790005	E0310	CREEK	Off-System	1938	Concrete culvert (reinforced)
Garfield	06631 24N2930E0550004	N2930	SKELETON CREEK TRIB.	Off-System	1939	Concrete culvert (reinforced)
Garfield	06931 2416 0817 X	S.H. 15 & S.H. 74	CREEK	On-System	1939	Concrete culvert (reinforced)
Garfield	07114 2416 0793 X	S.H. 15 & S.H. 74	CREEK	On-System	1939	Concrete culvert (reinforced)
Garfield	07391 24N3090E0380001	N3090	CREEK	Off-System	1940	Concrete culvert (reinforced)
Garfield	09561 24N2815E0310007	N2815	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garfield	09563 24N2780E0440007	N2780	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garfield	09565 24N2810E0510003	N2810	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garfield	09838 24N2920E0310003	N2920	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garfield	09840 24N2970E0430000	N2970	CREEK	Off-System	1942	Concrete culvert (reinforced)
Garfield	09861 24E0360N2960009	E0360	CREEK	Off-System	1942	Concrete culvert (reinforced)
Garfield	10008 24N2990E0440001	N2990	CREEK	Off-System	1943	Concrete culvert (reinforced)
Garfield	10010 24N2970E0490001	N2970	CREEK	Off-System	1943	Concrete culvert (reinforced)
Garfield	10011 24N2970E0500000	N2970	CREEK	Off-System	1943	Concrete culvert (reinforced)
Garfield	10027 24E0400N3080008	E0400	CREEK	Off-System	1943	Concrete culvert (reinforced)
Garfield	10045 24E0330N3020006	E0330	CREEK	Off-System	1943	Concrete culvert (reinforced)
Garfield	10084 24E0320N3050000	E0320	CREEK	Off-System	1944	Concrete culvert (reinforced)
Garfield	14531 24N2860E0450008	N2860 (CLEVELAND)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Garfield	14533 24N2900E0500001	N2890	CREEK	Off-System	1940	Concrete culvert (reinforced)
Garfield	15684 24E0450N2920009	E0450	CREEK	Off-System	1939	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garfield	24990 24N3080E0360003	N3080	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garfield	27423 24N2890E0400001	N2890 (N. 16TH ST)	SKELETON CREEK	Off-System	1938	Concrete culvert (reinforced)
Garvin	03488 2504 0063 X	S.H. 7	CREEK	On-System	1933	Concrete culvert (reinforced)
Garvin	03872 2504 0782 X	S.H. 7	CREEK	On-System	1933	Concrete culvert (reinforced)
Garvin	03874 2504 0798 X	S.H. 7	WHISKEY CREEK	On-System	1933	Concrete culvert (reinforced)
Garvin	04658 25N3230E1570003	N3230	CREEK	Off-System	1936	Concrete culvert (reinforced)
Garvin	05185 25E1550N3110001	E1550	CREEK	Off-System	1937	Concrete culvert (reinforced)
Garvin	05246 2512 1297 X	S.H. 19	SANDY CREEK	On-System	1937	Concrete culvert (reinforced)
Garvin	05381 25N3110E1510000	N3110	CREEK	Off-System	1937	Concrete culvert (reinforced)
Garvin	05840 25E1690N3110000	2544C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Garvin	05853 25E1510N3250007	2508C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Garvin	06043 2506 0396 X	U.S. 177	CREEK	On-System	1938	Concrete culvert (reinforced)
Garvin	06044 2506 0447 X	U.S. 177	CREEK	On-System	1938	Concrete culvert (reinforced)
Garvin	06201 25E1690N3110008	2544C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Garvin	06280 2506 0019 X	U.S. 177	CREEK	On-System	1938	Concrete culvert (reinforced)
Garvin	06282 2512 0144 X	S.H. 19	CREEK	On-System	1938	Concrete culvert (reinforced)
Garvin	06791 25E1520N3040005	E1520	CREEK	Off-System	1939	Concrete culvert (reinforced)
Garvin	06797 25E1600N3280000	E1600	CREEK	Off-System	1939	Concrete culvert (reinforced)
Garvin	06999 25N3050E1540006	N3050	CREEK	Off-System	1939	Concrete culvert (reinforced)
Garvin	07933 25E1570N3190006	2524C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Garvin	07946 25E1510N3240004	2508C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Garvin	07949 25E1510N3250009	2508C	CREEK	Off-System	1940	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garvin	08933 25E1550N3180005	E1550	CREEK	Off-System	1940	Concrete culvert (reinforced)
Garvin	09589 25N3170E1630002	2554C	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garvin	09592 25N3170E1700008	2554C	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garvin	09593 25N3170E1710001	2554C	WILD HORSE CREEK O'FLOW	Off-System	1941	Concrete culvert (reinforced)
Garvin	09594 25N3170E1710003	2554C	WILD HORSE CREEK O'FLOW	Off-System	1941	Concrete culvert (reinforced)
Garvin	09595 25N3230E1710005	FAS2525C	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garvin	09616 25E1650N3210008	FAS 2540C	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garvin	09690 25N3250E1660002	2558C	CREEK	Off-System	1941	Concrete culvert (reinforced)
Garvin	09721 2512 0586 X	S.H. 19	CREEK	On-System	1941	Concrete culvert (reinforced)
Garvin	09722 2512 0634 X	S.H. 19	CREEK	On-System	1941	Concrete culvert (reinforced)
Garvin	09895 2532 0395 X	S.H. 76	CREEK	On-System	1942	Concrete culvert (reinforced)
Garvin	09968 2536 0748 X	S.H. 76	CREEK	On-System	1942	Concrete culvert (reinforced)
Garvin	26253 2512 1244 X	S.H. 19	CREEK	On-System	1937	Concrete culvert (reinforced)
Grady	05180 26E1370N2810003	2616C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Grady	05353 2630 0338 X	S.H. 39	CREEK	On-System	1937	Concrete culvert (reinforced)
Grady	08712 2618 0492 X	S.H. 19	CREEK	On-System	1940	Concrete culvert (reinforced)
Grady	08714 2618 0721 X	S.H. 19	CREEK	On-System	1940	Concrete culvert (reinforced)
Grady	09046 2618 0705 X	S.H. 19	DRY CREEK	On-System	1940	Concrete culvert (reinforced)
Grady	09048 2618 0729 X	S.H. 19	CREEK	On-System	1940	Concrete culvert (reinforced)
Grant	03945 2704 1815 X	U.S. 60	CREEK	On-System	1937	Concrete culvert (reinforced)
Grant	04796 27N2960E0110001	N2960	CREEK	Off-System	1936	Concrete culvert (reinforced)
Grant	04883 2712 1993 X	S.H. 11	CREEK	On-System	1936	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Grant	04885 2712 2039 X	S.H. 11	CREEK	On-System	1936	Concrete culvert (reinforced)
Grant	04954 27N3057E0230001	N3050	CREEK	Off-System	1936	Concrete culvert (reinforced)
Grant	08512 27E0090N2830008	E0090	DUEL CREEK	Off-System	1940	Concrete culvert (reinforced)
Grant	08706 2716 0189 X	S.H. 74	CREEK	On-System	1940	Concrete culvert (reinforced)
Grant	08718 2712 1427 X	S.H. 11	CREEK	On-System	1940	Concrete culvert (reinforced)
Grant	08722 2712 1511 X	S.H. 11	CREEK	On-System	1940	Concrete culvert (reinforced)
Grant	14011 27E0010N2820001	E0010	CREEK	Off-System	1941	Concrete culvert (reinforced)
Greer	04284 28E1550N1910001	2832C	CREEK	Off-System	1935	Concrete culvert (reinforced)
Greer	04673 28E1410N1880008	FAS 2820	CREEK	Off-System	1936	Concrete culvert (reinforced)
Greer	04686 28E1470N1950003	FAS 2804	CREEK	Off-System	1936	Concrete culvert (reinforced)
Greer	04863 2814 0235 X	S.H. 34	CREEK	On-System	1936	Concrete culvert (reinforced)
Greer	06031 2820 0030 X	S.H. 34A	LAKE CREEK	On-System	1938	Concrete culvert (reinforced)
Greer	06937 2804 0973 X	U.S. 283	CREEK	On-System	1939	Concrete culvert (reinforced)
Harmon	03265 2904 0322 X	U.S. 62	CREEK	On-System	1935	Concrete culvert (reinforced)
Harmon	03538 2904 1058 X	U.S. 62	CREEK	On-System	1933	Concrete culvert (reinforced)
Harmon	03543 2904 1164 X	U.S. 62	CREEK	On-System	1933	Concrete culvert (reinforced)
Harmon	03890 2908 1330 X	S.H. 30	CREEK	On-System	1933	Concrete culvert (reinforced)
Harmon	05382 29N1740E1650005	FAS 2913	CREEK	Off-System	1937	Concrete culvert (reinforced)
Harper	03851 3020 0249 X	U.S. 283	CREEK	On-System	1933	Concrete culvert (reinforced)
Harper	03862 3020 0500 X	U.S. 283	CREEK	On-System	1933	Concrete culvert (reinforced)
Harper	03898 30E0130N1900003	OLD U.S. 64	CREEK	Off-System	1933	Concrete culvert (reinforced)
Harper	03917 3004 0219 X	U.S. 64	CREEK	On-System	1933	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Harper	03925 3004 0559 X	U.S. 64	COON CREEK	On-System	1933	Concrete culvert (reinforced)
Harper	03926 3010 0542 X	U.S. 183	WILLOW CREEK	On-System	1933	Concrete culvert (reinforced)
Harper	03931 3010 0734 X	U.S. 183	CREEK	On-System	1933	Concrete culvert (reinforced)
Harper	03960 3004 0283 X	U.S. 64	DAVIS CREEK	On-System	1933	Concrete culvert (reinforced)
Harper	03963 3004 0392 X	U.S. 64	LITTLE COTTONWOOD CREEK	On-System	1933	Concrete culvert (reinforced)
Harper	04167 3004 0948 X	U.S. 64	HUCKABY CREEK	On-System	1934	Concrete culvert (reinforced)
Harper	04169 3004 1130 X	U.S. 64	CHARLESTON CREEK	On-System	1934	Concrete culvert (reinforced)
Harper	04182 3004 0819 X	U.S. 64	RODKEYS CREEK	On-System	1934	Concrete culvert (reinforced)
Harper	04187 3004 1459 X	U.S. 64	COTTONWOOD CREEK	On-System	1934	Concrete culvert (reinforced)
Haskell	08131 31E1280N4400002	FAS 3117	FISH CREEK TRIB.	Off-System	1940	Concrete culvert (reinforced)
Haskell	08787 31N4390E1290001	FAS 3117	FISH CREEK	Off-System	1940	Concrete culvert (reinforced)
Haskell	09720 3106 0247 X	S.H. 9	BROKEN CREEK	On-System	1940	Concrete culvert (reinforced)
Hughes	04096 32N3900E1220006	N3900	CREEK	Off-System	1934	Concrete culvert (reinforced)
Hughes	04097 32N3890E1270002	3236C	CREEK	Off-System	1934	Concrete culvert (reinforced)
Hughes	04098 32N3870E1310009	3236C	GABBLER CREEK	Off-System	1934	Concrete culvert (reinforced)
Hughes	04103 32E1310N3870007	3236C	CREEK	Off-System	1934	Concrete culvert (reinforced)
Hughes	04144 32N3890E1280009	3236C	CREEK	Off-System	1934	Concrete culvert (reinforced)
Hughes	04151 32E1330N3820007	3212C	CREEK	Off-System	1934	Concrete culvert (reinforced)
Hughes	04754 3210 0120 X	U.S. 270	CREEK	On-System	1936	Concrete culvert (reinforced)
Hughes	04770 3210 0628 X	U.S. 270	COAL CREEK	On-System	1936	Concrete culvert (reinforced)
Hughes	04929 3216 1211 X	S.H. 1	HAY CREEK	On-System	1936	Concrete culvert (reinforced)
Hughes	06918 3212 0230 X	S.H. 9	CREEK	On-System	1939	Concrete culvert (reinforced)

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Hughes	08184 3230 0235 X	S.H. 48	CREEK	On-System	1940	Concrete culvert (reinforced)
Hughes	08704 3230 0087 X	S.H. 48	CREEK	On-System	1940	Concrete culvert (reinforced)
Hughes	08705 3236 0120 X	S.H. 84	CREEK	On-System	1940	Concrete culvert (reinforced)
Hughes	08707 3230 0221 X	S.H. 48	CREEK	On-System	1940	Concrete culvert (reinforced)
Hughes	08716 3212 0866 X	S.H. 9	O'FLOW	On-System	1940	Concrete culvert (reinforced)
Hughes	08784 32N3898E1260001	3236C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Jackson	03867 3304 0600 XC	U.S. 62 SD	CREEK	On-System	1933	Concrete culvert (reinforced)
Jackson	03938 3312 1164 X	S.H. 6	CREEK	On-System	1933	Concrete culvert (reinforced)
Jackson	03971 3304 0845 X	U.S. 62	CREEK	On-System	1933	Concrete culvert (reinforced)
Jackson	04662 33N2070E1660006	FAS 3308	CREEK	Off-System	1936	Concrete culvert (reinforced)
Jackson	04664 33N2070E1680009	FAS 3308	CREEK	Off-System	1936	Concrete culvert (reinforced)
Jackson	04682 33E1690N1940003	E1690	CREEK	Off-System	1936	Concrete culvert (reinforced)
Jackson	04683 33E1775N1940005	3332C	CREEK	Off-System	1936	Concrete culvert (reinforced)
Jackson	04861 3314 0207 X	S.H. 34	CREEK	On-System	1936	Concrete culvert (reinforced)
Jackson	04864 3314 0272 X	S.H. 34	CREEK	On-System	1936	Concrete culvert (reinforced)
Jackson	04930 3304 1419 X	U.S. 62	CREEK	On-System	1936	Concrete culvert (reinforced)
Jackson	04949 3314 0115 X	S.H. 34	CREEK	On-System	1936	Concrete culvert (reinforced)
Jackson	05108 33N2160E1630006	N2160	CREEK	Off-System	1937	Concrete culvert (reinforced)
Jackson	05367 3304 1227 X	U.S. 62	CREEK	On-System	1937	Concrete culvert (reinforced)
Jackson	05436 3304 1213 X	U.S. 62	CREEK	On-System	1937	Concrete culvert (reinforced)
Jackson	05685 33N2100E1550004	FAS 3310	CREEK	Off-System	1938	Concrete culvert (reinforced)
Jackson	05692 33N2100E1600002	FAS 3310	CREEK	Off-System	1938	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Jackson	06156 33E1630N2010002	E1630	CREEK	Off-System	1938	Concrete culvert (reinforced)
Jackson	06910 3320 0128 X	S.H. 5	CREEK	On-System	1939	Concrete culvert (reinforced)
Jackson	06922 3320 0436 X	S.H. 5	CREEK	On-System	1939	Concrete culvert (reinforced)
Jackson	06925 3320 0611 X	S.H. 5	CREEK	On-System	1939	Concrete culvert (reinforced)
Jackson	07108 3320 0500 X	S.H. 5	CREEK	On-System	1939	Concrete culvert (reinforced)
Jackson	10200 3312 0758 X	S.H. 6	CREEK	On-System	1945	Concrete culvert (reinforced)
Jackson	21396 33E1760N2040005	FAS 3314	CREEK	Off-System	1940	Concrete culvert (reinforced)
Jefferson	03853 3410 0265 X	S.H. 5	CREEK	On-System	1933	Concrete culvert (reinforced)
Jefferson	05181 34E1910N2910001	3404C MAJOR	MUD CREEK	Off-System	1937	Concrete culvert (reinforced)
Jefferson	05325 34E1910N2840001	3446C MAJOR	MOMUMENT CREEK	Off-System	1937	Concrete culvert (reinforced)
Jefferson	05742 34N2800E1920004	N2800	CREEK	Off-System	1938	Concrete culvert (reinforced)
Jefferson	05773 34N2830E2070008	N2830	CREEK	Off-System	1938	Concrete culvert (reinforced)
Jefferson	05825 34E2120N2870003	3436C MAJOR	FLEETWOOD CREEK	Off-System	1938	Concrete culvert (reinforced)
Jefferson	05827 34E2120N2890004	3418C MAJOR	CREEK	Off-System	1938	Concrete culvert (reinforced)
Jefferson	05834 34E1910N3010002	3406C MAJOR	MUD CREEK	Off-System	1938	Concrete culvert (reinforced)
Jefferson	06045 3402 0501 X	U.S. 70	CREEK	On-System	1938	Concrete culvert (reinforced)
Jefferson	06744 34N2980E1980009	N2980	CREEK	Off-System	1939	Concrete culvert (reinforced)
Jefferson	06787 34E1950N2760006	E1950	CREEK	Off-System	1939	Concrete culvert (reinforced)
Jefferson	06788 34E1950N2780006	E1950	CREEK	Off-System	1939	Concrete culvert (reinforced)
Jefferson	06789 34E2010N2990005	3412C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Jefferson	06790 34E2020N3020007	E2020	N. MUD CREEK	Off-System	1939	Concrete culvert (reinforced)
Jefferson	07866 34E2060N2980009	E2060	CREEK	Off-System	1940	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Jefferson	07867 34E1960N2990002	E1960	CREEK	Off-System	1940	Concrete culvert (reinforced)
Jefferson	07868 34E1960N2990008	E1960	CREEK	Off-System	1940	Concrete culvert (reinforced)
Jefferson	10115 3414 1679 X	S.H. 32	BIRD BAKER CREEK	On-System	1944	Concrete culvert (reinforced)
Jefferson	10167 34E2070N2780006	3428C MAJOR	CREEK	Off-System	1945	Concrete culvert (reinforced)
Jefferson	23221 34E1930N2730001	E1930	BEAVER CREEK	Off-System	1939	Concrete culvert (reinforced)
Johnston	06933 3518 0882 X	S.H. 48	CREEK	On-System	1939	Concrete culvert (reinforced)
Johnston	08014 35E1915N3520003	E1915	SAND CREEK O'FLOW	Off-System	1940	Concrete culvert (reinforced)
Kay	05534 36N3140E0220005	N3140	CREEK	Off-System	1938	Concrete culvert (reinforced)
Kay	05844 36E0210N3140003	E0210	CREEK	Off-System	1938	Concrete culvert (reinforced)
Kay	06596 36N3270E0040009	N3270	CREEK	Off-System	1939	Concrete culvert (reinforced)
Kay	07367 36N3180E0160003	N3180	STINK CREEK	Off-System	1940	Steel culvert
Kay	07381 36N3160E0280008	N3160	CREEK	Off-System	1940	Concrete culvert (reinforced)
Kay	10242 36E0090N3260007	E0090	CREEK	Off-System	1945	Concrete culvert (reinforced)
Kay	14742 36N3331E0210000	MONUMENT RD	CREEK	Off-System	1938	Concrete culvert (reinforced)
Kingfisher	03868 3706 0701 X	S.H. 3 & S.H. 33	CREEK	On-System	1933	Concrete culvert (reinforced)
Kingfisher	03878 3706 0920 X	S.H. 3 & S.H. 33	CREEK	On-System	1933	Concrete culvert (reinforced)
Kingfisher	03887 3706 1255 X	S.H. 3 & S.H. 33	CREEK	On-System	1933	Concrete culvert (reinforced)
Kingfisher	03915 3710 0080 X	S.H. 33	CREEK	On-System	1933	Concrete culvert (reinforced)
Kingfisher	03924 3706 0525 X	S.H. 3 & S.H. 33	CREEK	On-System	1933	Concrete culvert (reinforced)
Kingfisher	03928 3706 0622 X	S.H. 3 & S.H. 33	CREEK	On-System	1933	Concrete culvert (reinforced)
Kingfisher	03937 3706 1106 X	S.H. 3 & S.H. 33	CREEK	On-System	1933	Concrete culvert (reinforced)
Kingfisher	03983 3706 0816 X	S.H. 3 & S.H. 33	CREEK	On-System	1933	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Kingfisher	05242 3710 0853 X	S.H. 33	WALNUT CREEK	On-System	1937	Concrete culvert (reinforced)
Kingfisher	05247 3710 1350 X	S.H. 33	WHITE CREEK	On-System	1937	Concrete culvert (reinforced)
Kingfisher	05365 3710 1216 X	S.H. 33	CREEK	On-System	1937	Concrete culvert (reinforced)
Kingfisher	05413 3710 1007 X	S.H. 33	FOREMAN CREEK	On-System	1937	Concrete culvert (reinforced)
Kingfisher	06319 37N2740E0860008	N2740	DEAD INDIAN CREEK	Off-System	1938	Concrete culvert (reinforced)
Kingfisher	06928 3710 0706 X	S.H. 33	CREEK	On-System	1939	Concrete culvert (reinforced)
Kingfisher	07109 3710 0527 X	S.H. 33	JECH CREEK	On-System	1939	Concrete culvert (reinforced)
Kingfisher	07203 3710 0246 X	S.H. 33	CREEK	On-System	1939	Concrete culvert (reinforced)
Kingfisher	07207 3710 0546 X	S.H. 33	TRAIL CREEK	On-System	1939	Concrete culvert (reinforced)
Kingfisher	08201 3712 1663 X	S.H. 51	CREEK	On-System	1940	Concrete culvert (reinforced)
Kingfisher	08202 3712 1712 X	S.H. 51	CREEK	On-System	1940	Concrete culvert (reinforced)
Kingfisher	08272 37N2740E0860000	N2740	CREEK	Off-System	1940	Concrete culvert (reinforced)
Kingfisher	08724 3712 1587 X	S.H. 51	CREEK	On-System	1940	Concrete culvert (reinforced)
Kingfisher	09768 3712 0103 X	S.H. 51	CREEK	On-System	1941	Concrete culvert (reinforced)
Kingfisher	25379 37N2710E0820006	N2710	CREEK	Off-System	1940	Concrete culvert (reinforced)
Kiowa	04159 3806 0412 X	U.S. 183	CREEK	On-System	1934	Concrete culvert (reinforced)
Kiowa	04759 3808 0176 X	U.S. 183	CREEK	On-System	1936	Concrete culvert (reinforced)
Kiowa	04762 3822 0245 X	S.H. 44	CREEK	On-System	1936	Concrete culvert (reinforced)
Kiowa	05281 38N2090E1460002	N2090	CREEK	Off-System	1937	Concrete culvert (reinforced)
Latimer	03857 3906 0381 X	S.H. 2	CREEK	On-System	1933	Concrete culvert (reinforced)
Latimer	03865 3906 0575 X	S.H. 2	CREEK	On-System	1933	Concrete culvert (reinforced)
Latimer	03886 3906 1163 X	S.H. 2	CREEK	On-System	1933	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Latimer	03982 3906 0602 X	S.H. 2	CREEK	On-System	1933	Concrete culvert (reinforced)
Latimer	04157 3916 0151 X	S.H. 1	CREEK	On-System	1934	Concrete culvert (reinforced)
Latimer	04177 3916 0202 X	S.H. 1	CREEK	On-System	1934	Concrete culvert (reinforced)
Latimer	04178 3916 0367 X	S.H. 1	CREEK	On-System	1934	Concrete culvert (reinforced)
Latimer	04350 3916 0682 X	S.H. 1	CREEK	On-System	1935	Concrete culvert (reinforced)
Latimer	04354 3916 0902 X	S.H. 1	CREEK	On-System	1935	Concrete culvert (reinforced)
Latimer	04359 3916 1064 X	S.H. 1	CREEK	On-System	1935	Concrete culvert (reinforced)
Latimer	04360 3916 1250 X	S.H. 1	CREEK	On-System	1935	Concrete culvert (reinforced)
Latimer	04435 3916 1125 X	S.H. 1	CREEK	On-System	1935	Concrete culvert (reinforced)
Latimer	06283 3912 0152 X	S.H. 1	CREEK	On-System	1938	Concrete culvert (reinforced)
Latimer	08819 39N4360E1585002	3926C	CEDAR CREEK	Off-System	1940	Concrete culvert (reinforced)
Latimer	17798 39D1444N4362001	D1444	CREEK	Off-System	1940	Concrete culvert (reinforced)
Latimer	28873 39E1399N43000P7	PARK RD	CREEK	Off-System	1938	Concrete culvert (reinforced)
Latimer	28874 39E1387N43100P8	ROBBERS CAVE RD	CREEK	Off-System	1938	Concrete culvert (reinforced)
LeFlore	04784 4034 1276 X	S.H. 31	CREEK	On-System	1936	Concrete culvert (reinforced)
LeFlore	04785 4006 1308 X	U.S. 59	NUBBIN RIDGE CREEK	On-System	1936	Concrete culvert (reinforced)
LeFlore	04786 4034 1367 X	S.H. 31	CREEK	On-System	1936	Concrete culvert (reinforced)
LeFlore	05252 4040 2670 X	S.H. 63	KIAMICHI RIVER O'FLOW	On-System	1937	Concrete culvert (reinforced)
LeFlore	05253 4040 2690 X	S.H. 63	KIAMICHI RIVER O'FLOW	On-System	1937	Concrete culvert (reinforced)
LeFlore	06108 40N4700E1230004	N4700	CREEK	Off-System	1938	Concrete culvert (reinforced)
LeFlore	06300 4040 0943 X	S.H. 63	CREEK	On-System	1938	Concrete culvert (reinforced)
LeFlore	06330 40N4735E1470008	N4735	CREEK	Off-System	1938	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
LeFlore	06401 4006 0697 X	U.S. 59	CREEK	On-System	1938	Concrete culvert (reinforced)
LeFlore	06926 4042 0621 X	S.H. 83	CREEK	On-System	1939	Concrete culvert (reinforced)
LeFlore	07255 4006 0775 X	U.S. 59	ROCK CREEK	On-System	1938	Concrete culvert (reinforced)
LeFlore	07580 40N4770E1310002	4068C	CREEK	Off-System	1940	Concrete culvert (reinforced)
LeFlore	08317 40N4750E1180007	4072C	CREEK	Off-System	1940	Concrete culvert (reinforced)
LeFlore	09719 4006 0223 X	U.S. 59	TOWN CREEK	On-System	1940	Concrete culvert (reinforced)
LeFlore	09726 4006 0680 X	U.S. 59	CREEK	On-System	1940	Concrete culvert (reinforced)
LeFlore	09770 4006 0573 X	U.S. 59	CREEK	On-System	1940	Concrete culvert (reinforced)
LeFlore	09778 4040 3417 X	S.H. 63	CREEK	On-System	1940	Concrete culvert (reinforced)
LeFlore	09788 4006 0418 X	U.S. 59	POLK CREEK	On-System	1941	Concrete culvert (reinforced)
LeFlore	10255 4034 0141 X	S.H. 31	CREEK	On-System	1944	Concrete culvert (reinforced)
LeFlore	10287 4034 0001 X	S.H. 31	OWL CREEK	On-System	1944	Concrete culvert (reinforced)
Lincoln	03861 4112 0493 X	S.H. 18	CREEK	On-System	1933	Concrete culvert (reinforced)
Lincoln	03863 4130 0549 X	S.H. 99	CREEK	On-System	1933	Concrete culvert (reinforced)
Lincoln	03871 4128 0760 X	U.S. 377 / S.H. 99	CREEK	On-System	1933	Concrete culvert (reinforced)
Lincoln	03889 4112 1289 X	S.H. 18	CREEK	On-System	1933	Concrete culvert (reinforced)
Lincoln	03891 4128 1388 X	U.S. 377 / S.H. 99	CREEK	On-System	1933	Concrete culvert (reinforced)
Lincoln	03914 4112 0076 X	S.H. 18	CREEK	On-System	1936	Concrete culvert (reinforced)
Lincoln	03922 4112 0511 X	S.H. 18	SPRING CREEK	On-System	1933	Concrete culvert (reinforced)
Lincoln	03927 4130 0555 X	S.H. 99	CREEK	On-System	1933	Concrete culvert (reinforced)
Lincoln	04195 4120 1368 X	U.S. 177	CREEK	On-System	1934	Concrete culvert (reinforced)
Lincoln	08190 4104 0372 X	U.S. 62	LITTLE SAND CREEK TRIB.	On-System	1940	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Lincoln	08198 4104 1172 X	U.S. 62	SHAN CREEK	On-System	1940	Concrete culvert (reinforced)
Lincoln	09047 4104 0725 X	U.S. 62	PRUETT CREEK	On-System	1940	Concrete culvert (reinforced)
Lincoln	09622 41E0900N3570006	4124C	CREEK	Off-System	1941	Concrete culvert (reinforced)
Lincoln	09757 41E0890N3420005	E0890	BELLCALF CREEK	Off-System	1941	Concrete culvert (reinforced)
Lincoln	10143 41N3330E0910007	N3330	CREEK	Off-System	1945	Concrete culvert (reinforced)
Logan	04110 4214 0190 X	S.H. 51	CREEK	On-System	1934	Concrete culvert (reinforced)
Logan	05234 4220 0214 X	S.H. 74	CREEK	On-System	1937	Concrete culvert (reinforced)
Logan	06792 42E0840N3040009	E0840	CREEK	Off-System	1939	Concrete culvert (reinforced)
Logan	07205 4202 0376 X	U.S. 77	SNAKE CREEK	On-System	1939	Concrete culvert (reinforced)
Logan	07903 42E0690N3090008	E0690	CREEK	Off-System	1940	Concrete culvert (reinforced)
Logan	07904 42E0690N3100000	E0690	CREEK	Off-System	1940	Concrete culvert (reinforced)
Logan	07911 42E0705N3110007	E0705	CREEK	Off-System	1940	Concrete culvert (reinforced)
Love	04117 4306 0670 X	S.H. 32	COFFEE POT CREEK	On-System	1934	Concrete culvert (reinforced)
Love	04760 4310 0217 X	S.H. 32	CREEK	On-System	1936	Concrete culvert (reinforced)
Love	05770 43N3220E2060001	4322C MAJOR	CREEK	Off-System	1938	Concrete culvert (reinforced)
Love	05788 43N3290E2170005	N3290	CREEK	Off-System	1938	Concrete culvert (reinforced)
Love	05856 43E2130N3280008	E2130	CREEK	Off-System	1938	Concrete culvert (reinforced)
Love	05859 43E2035N3290004	E2035	CREEK	Off-System	1938	Concrete culvert (reinforced)
Love	05860 43E2035N3290009	E2035	CREEK	Off-System	1938	Concrete culvert (reinforced)
Love	05861 43E2150N3300002	4334C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Love	05862 43E2150N3310005	4332 MAJOR	CREEK	Off-System	1938	Concrete culvert (reinforced)
Love	06170 43N3320E2190008	N3320	CREEK	Off-System	1938	Concrete culvert (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Love	06795 43E2060N3210001	4304C MAJOR	CREEK	Off-System	1939	Concrete culvert (reinforced)
Love	07044 43E2060N3210002	4304C MAJOR	CREEK	Off-System	1939	Concrete culvert (reinforced)
Love	07924 43E2060N3170003	4302C MAJOR	CREEK	Off-System	1940	Concrete culvert (reinforced)
Love	07970 43E2140N3330008	4332 MAJOR	CORCORAN CREEK	Off-System	1940	Concrete culvert (reinforced)
Love	08573 43E2060N3200005	4304C MAJOR	CREEK	Off-System	1940	Concrete culvert (reinforced)
Love	08602 43E2040N3380006	4336C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Love	08710 4318 0362 X	S.H. 96	BONE CREEK	On-System	1940	Concrete culvert (reinforced)
Love	08935 43E2060N3200006	4304C MAJOR	WALNUT BAYOU CREEK	Off-System	1940	Concrete culvert (reinforced)
Love	08955 43E2040N3380004	4336C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Love	09615 43E2060N3150008	4302C MAJOR	CREEK	Off-System	1941	Concrete culvert (reinforced)
Major	04753 4728 0113 X	S.H. 58	CREEK	On-System	1936	Concrete culvert (reinforced)
Major	05232 4726 0068 X	S.H. 15	CREEK	On-System	1937	Concrete culvert (reinforced)
Major	05239 4726 0663 X	U.S. 412	CREEK	On-System	1937	Concrete culvert (reinforced)
Major	05352 4726 0324 X	U.S. 412	CREEK	On-System	1937	Concrete culvert (reinforced)
Major	05808 47E0520N2490009	FAS 4721	ELM CREEK	Off-System	1938	Concrete culvert (reinforced)
Major	06048 4716 0639 X	U.S. 281	CREEK	On-System	1938	Concrete culvert (reinforced)
Major	06057 4726 1391 X	U.S. 412	CREEK	On-System	1938	Concrete culvert (reinforced)
Major	06971 47N2510E0480007	N2510	ELM CREEK	Off-System	1939	Concrete culvert (reinforced)
Major	07162 47E0480N2350001	E0480	EAST GRIEVER CREEK	Off-System	1939	Concrete culvert (reinforced)
Major	07163 47E0480N2390008	E0480	BARNEY CREEK	Off-System	1939	Concrete culvert (reinforced)
Major	09700 47E0490N2510007	E0490	ELM CREEK	Off-System	1940	Concrete culvert (reinforced)
Major	09737 47N2530E0460007	N2530	ELM CREEK	Off-System	1941	Concrete culvert (reinforced)

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Major	09750 47E0470N2520008	E0470	ELM CREEK	Off-System	1941	Concrete culvert (reinforced)
Marshall	04343 4804 0219 X	U.S. 70	CREEK	On-System	1935	Concrete culvert (reinforced)
Marshall	04729 48E2000N3510004	E2000	CREEK	Off-System	1936	Concrete culvert (reinforced)
Marshall	04820 48N3580E1990009	N3580	ROCK CREEK	Off-System	1936	Concrete culvert (reinforced)
Marshall	04834 48E2030N3560009	E2030	CREEK	Off-System	1936	Concrete culvert (reinforced)
Marshall	05192 48E1990N3520009	4802C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Marshall	06348 48D3540E1978008	D3540	CREEK	Off-System	1938	Concrete culvert (reinforced)
Marshall	06461 48D3540E1978002	D3540	BELL CREEK	Off-System	1938	Concrete culvert (reinforced)
Marshall	07055 48E2030N3510008	E2030	CREEK	Off-System	1939	Concrete culvert (reinforced)
Marshall	07745 48N3560E2090005	N3560	ROOSTER CREEK	Off-System	1940	Concrete culvert (reinforced)
Marshall	27472 48E1975N3390008	E1975	CREEK	Off-System	1940	Concrete culvert (reinforced)
Mayes	06037 4902 0134 X	U.S. 69	CREEK	On-System	1938	Concrete culvert (reinforced)
Mayes	06304 4904 1453 X	U.S. 69	CREEK	On-System	1938	Concrete culvert (reinforced)
Mayes	06929 4904 0729 X	U.S. 69	CREEK	On-System	1937	Concrete culvert (reinforced)
Mayes	06935 4904 0898 X	U.S. 69	CREEK	On-System	1939	Concrete culvert (reinforced)
Mayes	07117 4904 1172 X	U.S. 69	CREEK	On-System	1939	Concrete culvert (reinforced)
Mayes	07213 4904 1224 X	U.S. 69	CREEK	On-System	1939	Concrete culvert (reinforced)
Mayes	09725 4916 0669 X	S.H. 28	CREEK	On-System	1941	Concrete culvert (reinforced)
Mayes	10262 49N4270E0540009	N4270	CHOUTEAU CREEK	Off-System	1945	Concrete culvert (reinforced)
McClain	04180 4418 0472 X	S.H. 39	CREEK	On-System	1934	Concrete culvert (reinforced)
McClain	05236 4440 0300 X	S.H. 74B	CREEK	On-System	1937	Concrete culvert (reinforced)
McClain	05654 44N3130E1360005	N3130	CREEK	Off-System	1938	Concrete culvert (reinforced)

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McClain	06696 44N3160E1410001	N3160	CREEK	Off-System	1939	Concrete culvert (reinforced)
McClain	06697 44N3090E1410002	N3090	CREEK	Off-System	1939	Concrete culvert (reinforced)
McClain	06700 44N3090E1420007	N3090	CREEK	Off-System	1939	Concrete culvert (reinforced)
McClain	06704 44N3270E1470001	N3270	TOMIKE CREEK	Off-System	1940	Concrete culvert (reinforced)
McClain	06989 44N3100E1270005	N3100	CREEK	Off-System	1939	Concrete culvert (reinforced)
McClain	08538 44E1350N3030005	E1350	CREEK	Off-System	1940	Concrete culvert (reinforced)
McClain	09050 4420 0948 X	S.H. 59	CREEK	On-System	1940	Steel culvert
McClain	09854 44N3030E1480006	N3030	BEAR CREEK	Off-System	1942	Concrete culvert (reinforced)
McCurtain	04113 4504 0010 X	U.S. 70/US-259/SH3	CREEK	On-System	1934	Concrete culvert (reinforced)
McCurtain	04344 4502 0261 X	U.S. 70	CREEK	On-System	1935	Concrete culvert (reinforced)
McCurtain	05159 45N4720E2200001	4574C	CREEK	Off-System	1937	Concrete culvert (reinforced)
McCurtain	05226 45E2120N4490005	4528C	CREEK	Off-System	1937	Concrete culvert (reinforced)
McCurtain	05772 45N4580E2060007	4588C	COURTHOUSE CREEK	Off-System	1938	Concrete culvert (reinforced)
McCurtain	05794 45N4720E2210005	4574C	CREEK	Off-System	1938	Concrete culvert (reinforced)
McCurtain	06003 45E2070N4525001	E2070	CREEK	Off-System	1938	Concrete culvert (reinforced)
McCurtain	06004 45E2070N4525004	E2070	WHEELOCK CREEK	Off-System	1938	Concrete culvert (reinforced)
McCurtain	06165 45N4620E2100008	IRR 4560C	CREEK	Off-System	1938	Concrete culvert (reinforced)
McCurtain	06166 45N4620E2110004	IRR 4560C	CREEK	Off-System	1938	Concrete culvert (reinforced)
McCurtain	06265 45E2120N4460005	4528C	GARLAND CREEK	Off-System	1938	Concrete culvert (reinforced)
McCurtain	06273 45E2030N4560002	4517C	FRANKLIN CREEK	Off-System	1938	Concrete culvert (reinforced)
McCurtain	06756 45N4520E2080001	N4520	WHEELOCK CREEK	Off-System	1939	Concrete culvert (reinforced)
McCurtain	06761 45N4480E2100007	N4480	CREEK	Off-System	1939	Concrete culvert (reinforced)

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McCurtain	06766 45N4560E2140008	N4560	CREEK	Off-System	1939	Concrete culvert (reinforced)
McCurtain	06894 45E2165N4520007	E2165	CREEK	Off-System	1939	Concrete culvert (reinforced)
McCurtain	06905 45E2140N4740005	FAS 4505	CREEK	Off-System	1939	Concrete culvert (reinforced)
McCurtain	07019 45N4720E2140001	FAS 4505	GOODWATER CREEK	Off-System	1939	Concrete culvert (reinforced)
McCurtain	07099 45E2140N4740009	FAS 4505	CREEK	Off-System	1939	Concrete culvert (reinforced)
McCurtain	07100 45E2137N4770001	FAS 4505	CREEK	Off-System	1939	Concrete culvert (reinforced)
McCurtain	07194 45E2165N4540009	E2165	CREEK	Off-System	1939	Concrete culvert (reinforced)
McCurtain	08146 45E2100N4520003	E2100	CREEK	Off-System	1940	Concrete culvert (reinforced)
McCurtain	08195 4524 0949 X	U.S. 259	CREEK	On-System	1940	Concrete culvert (reinforced)
McCurtain	08199 4524 1542 X	U.S. 259	CREEK	On-System	1940	Concrete culvert (reinforced)
McCurtain	08440 45N4620E2110009	IRR 4560C	CREEK	Off-System	1940	Concrete culvert (reinforced)
McCurtain	08719 4524 1457 X	U.S. 259	CREEK	On-System	1940	Concrete culvert (reinforced)
McCurtain	08720 4524 1460 X	U.S. 259	CREEK	On-System	1940	Concrete culvert (reinforced)
McCurtain	08721 4524 1467 X	U.S. 259	CREEK	On-System	1940	Concrete culvert (reinforced)
McCurtain	09049 4524 0929 X	U.S. 259	WATERFALL CREEK	On-System	1942	Concrete culvert (reinforced)
McCurtain	09052 45N4610E1810009	N4610	CREEK	Off-System	1940	Concrete culvert (reinforced)
McCurtain	09699 45N4720E2210002	4574C	CREEK	Off-System	1941	Concrete culvert (reinforced)
McCurtain	19132 45E2050N4630006	4522C	CREEK	Off-System	1938	Concrete culvert (reinforced)
McIntosh	03904 46N4210E1030008	4666C	CREEK	Off-System	1933	Concrete culvert (reinforced)
McIntosh	03919 4608 0343 X	U.S. 266	CREEK	On-System	1933	Concrete culvert (reinforced)
McIntosh	04792 4610 1938 X	S.H. 9	WEST BRANCH RABBIT CREEK	On-System	1936	Concrete culvert (reinforced)
McIntosh	04886 4610 2057 X	S.H. 9	CREEK	On-System	1936	Concrete culvert (reinforced)

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McIntosh	05447 4610 1166 X	S.H. 9	CREEK	On-System	1937	Concrete culvert (reinforced)
McIntosh	05604 46N4202E1080005	FAS 4624	ELK CREEK	Off-System	1938	Concrete culvert (reinforced)
McIntosh	08185 4616 0257 X	S.H. 52	CARKUS CREEK	On-System	1940	Concrete culvert (reinforced)
McIntosh	10149 46N4135E1180009	N4135	CREEK	Off-System	1945	Concrete culvert (reinforced)
Murray	04278 50N3395E1740005	N3398	CREEK	Off-System	1935	Concrete culvert (reinforced)
Murray	04873 5020 1100 X	U.S. 177	CREEK	On-System	1936	Concrete culvert (reinforced)
Murray	05188 50E1680N3360007	E1680	CREEK	Off-System	1937	Concrete culvert (reinforced)
Murray	05702 50N3280E1660009	N3280	CREEK	Off-System	1938	Concrete culvert (reinforced)
Murray	06372 50E1805N3390006	IRR E1805	OIL CREEK	Off-System	1938	Concrete culvert (reinforced)
Murray	07989 50E1780N3390004	E1780	BRANCH CREEK	Off-System	1940	Concrete culvert (reinforced)
Murray	08713 5012 0694 X	S.H. 7	CREEK	On-System	1940	Concrete culvert (reinforced)
Murray	09872 50E1680N3350008	E1680	CREEK	Off-System	1942	Concrete culvert (reinforced)
Murray	10183 50E1670N3290008	5004C	CREEK	Off-System	1945	Concrete culvert (reinforced)
Murray	10243 50E1670N3300001	5004C	CREEK	Off-System	1945	Concrete culvert (reinforced)
Murray	10283 50E1670N3290001	5004C	CREEK	Off-System	1945	Concrete culvert (reinforced)
Murray	10310 50E1690N3400003	5006C	ROCK CREEK	Off-System	1945	Concrete culvert (reinforced)
Muskogee	03847 5108 0182 X	U.S. 64	COAL CREEK TRIB.	On-System	1933	Concrete culvert (reinforced)
Muskogee	03916 5108 0098 X	U.S. 64	COAL CREEK TRIB.	On-System	1933	Concrete culvert (reinforced)
Muskogee	05222 51E1000N4330004	5128C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Muskogee	05370 5128 2127 X	S.H. 10	ROSS LAKE CREEK	On-System	1937	Concrete culvert (reinforced)
Muskogee	05438 5128 2061 X	S.H. 10	SHIMOON CREEK	On-System	1937	Concrete culvert (reinforced)
Muskogee	09944 5128 1764 X	S.H. 10	MANARD TRIB.	On-System	1942	Concrete culvert (reinforced)

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Muskogee	09970 5128 1326 X	S.H. 10	LITTLE BOUDINOT CREEK	On-System	1942	Concrete culvert (reinforced)
Muskogee	09971 5128 1833 X	S.H. 10	MANARD TRIB.	On-System	1942	Concrete culvert (reinforced)
Muskogee	10039 5128 1028 X	S.H. 10	SAND CREEK TRIB.	On-System	1943	Concrete culvert (reinforced)
Muskogee	10140 51N4360E0860008	N4360	CREEK	Off-System	1939	Concrete culvert (reinforced)
Noble	04606 5228 0000 X	U.S. 177	CREEK	On-System	1936	Concrete culvert (reinforced)
Noble	04974 5228 0042 X	U.S. 177	COON CREEK	On-System	1936	Concrete culvert (reinforced)
Noble	05064 52N3270E0350008	N3270	CREEK	Off-System	1937	Concrete culvert (reinforced)
Noble	05434 5224 0148 X	U.S. 177	SPRING CREEK	On-System	1936/	Concrete culvert (reinforced)
Noble	06076 52N3270E0370004	N3270	CREEK	Off-System	1938	Concrete culvert (reinforced)
Noble	07101 5210 0112 X	U.S. 77	CREEK	On-System	1940	Concrete culvert (reinforced)
Nowata	04872 5304 1020 X	U.S. 60	CREEK	On-System	1936	Concrete culvert (reinforced)
Nowata	05231 5308 0019 X	U.S. 169	CREEK	On-System	1937	Concrete culvert (reinforced)
Nowata	05411 5304 0794 X	U.S. 60	LITTLE SALT CREEK	On-System	1937	Concrete culvert (reinforced)
Okfuskee	03836 54E1150N3930005	5438C	CREEK	Off-System	1933	Concrete culvert (reinforced)
Okfuskee	04419 54E1060N3730009	5416C	CREEK	Off-System	1935	Concrete culvert (reinforced)
Okfuskee	04472 54E1166N3920004	5462C	PARSLEY CREEK	Off-System	1935	Concrete culvert (reinforced)
Okfuskee	04637 54N3770E1050004	5448C	YHOLA CREEK	Off-System	1936	Concrete culvert (reinforced)
Okfuskee	05892 54E1110N3590003	E1110	CREEK	Off-System	1938	Concrete culvert (reinforced)
Okfuskee	05935 54E1090N3860003	FAS 5423	CREEK	Off-System	1938	Concrete culvert (reinforced)
Okfuskee	05937 54E1090N3870009	FAS 5423	CREEK	Off-System	1938	Concrete culvert (reinforced)
Okfuskee	07107 5412 0497 X	S.H. 48	CREEK	On-System	1939	Concrete culvert (reinforced)
Okfuskee	09760 54E1140N3850006	5424C	ALABAMA CREEK	Off-System	1941	Concrete culvert (reinforced)

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Oklahoma	04313 55E1000N3200009	E1000 (BRITTON RD)	CREEK	Off-System	1935	Concrete culvert (reinforced)
Oklahoma	04386 55N3020E0970006	N3020 (MAC ARTHUR)	CREEK	Off-System	1935	Concrete culvert (reinforced)
Oklahoma	04406 55E0970N2990003	NW 136TH ST.	CREEK	Off-System	1935	Concrete culvert (reinforced)
Oklahoma	04407 55E0970N3000002	NW 136TH ST.	WALNUT CREEK	Off-System	1941	Concrete culvert (reinforced)
Oklahoma	04410 55E1000N3220008	E1000 (BRITTON RD)	CREEK	Off-System	1935	Concrete culvert (reinforced)
Oklahoma	04467 55E1110N3270002	E1110 (SE 59)	CREEK (SE 59TH)	Off-System	1935	Concrete culvert (reinforced)
Oklahoma	04636 55N3200E0990003	N3200 (HIWASSEE	CREEK	Off-System	1936	Concrete culvert (reinforced)
Oklahoma	04713 55E0910N3130009	NE 220TH	CREEK	Off-System	1936	Concrete culvert (reinforced)
Oklahoma	04714 55E0910N3160000	NE 220TH	CREEK	Off-System	1936	Concrete culvert (reinforced)
Oklahoma	04809 55N3280E1030005	5588C (HARRAH RD)	CREEK	Off-System	1936	Concrete culvert (reinforced)
Oklahoma	05073 55N3200E0930001	HIWASSEE RD.	CREEK	Off-System	1937	Concrete culvert (reinforced)
Oklahoma	05075 55N3200E0950004	N3200 (HIWASSEE	CREEK	Off-System	1937	Concrete culvert (reinforced)
Oklahoma	05080 55N3072E1035004	N3072 (SHARTEL)	CREEK	Off-System	1937	Concrete culvert (reinforced)
Oklahoma	05081 55N3200E1040009	N3200 (HIWASSEE	CREEK	Off-System	1937	Concrete culvert (reinforced)
Oklahoma	05395 55E1060N3200005	E1060 (NE 10)	CREEK	Off-System	1937	Concrete culvert (reinforced)
Oklahoma	05396 55E1060N3220002	E1060 (NE 10)	CREEK	Off-System	1937	Concrete culvert (reinforced)
Oklahoma	05591 55N3160E1020001	DOUGLAS BLVD	CREEK	Off-System	1938	Concrete culvert (reinforced)
Oklahoma	05601 55N3200E1060009	N3200 (HIWASSEE	CREEK	Off-System	1938	Concrete culvert (reinforced)
Oklahoma	05849 55E1070N3180005	RENO AVE.(E1070)	CREEK	Off-System	1938	Concrete culvert (reinforced)
Oklahoma	06034 5536 0050 X	S.H. 3	CREEK	On-System	1938	Concrete culvert (reinforced)
Oklahoma	06047 5536 0554 X	S.H. 3	CREEK	On-System	1938	Concrete culvert (reinforced)
Oklahoma	06202 55E1070N3130003	RENO AVE.(E1070)	CREEK	Off-System	1938	Concrete culvert (reinforced)

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Oklahoma	06363 55E1060N3130004	NE 10TH ST.(E1060)	CRUTCHO CREEK TRIB.	Off-System	1938	Concrete culvert (reinforced)
Oklahoma	06397 5536 0330 X	S.H. 3	BLUFF CREEK	On-System	1938	Concrete culvert (reinforced)
Oklahoma	06659 55N3220E1030001	N3220 (CHOCTAW RD)	CREEK	Off-System	1939	Concrete culvert (reinforced)
Oklahoma	07043 55E1070N3200000	E1070 (RENO AVE.)	CREEK	Off-System	1939	Concrete culvert (reinforced)
Oklahoma	07046 55E1070N3220004	E1070 (RENO AVE.)	CREEK	Off-System	1939	Concrete culvert (reinforced)
Oklahoma	07479 55N3020E0950009	N3020 (MAC ARTHUR)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	07482 55N3100E0970004	N3100 (EASTERN)	HARRISON CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	07500 55N3110E1050009	N3110 (BRYANT AVE)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	07501 55N3250E1070003	N3250 (PEEBLY RD)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	07931 55E1000N3190001	E1000 (BRITTON RD)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	07937 55E1070N3210008	E1070 (RENO AVE.)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	08284 55N3260E0970001	N3260 (LUTHER RD)	WILD HORSE CREEK	Off-System	1943	Concrete culvert (reinforced)
Oklahoma	08286 55N3230E1030002	N3230 (INDIAN MERI	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	08543 55E1020N3060007	NW 63RD ST.	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	08572 55E1000N3200004	E1000 (BRITTON RD)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	08942 55E1060N3260001	E1060 (NE 10)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	09320 55E1070N3250009	E1070 (RENO AVE.)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	09705 55D1016N3030003	S. HEFNER DR.	CREEK	Off-System	1941	Concrete culvert (reinforced)
Oklahoma	09708 55E1070N3260002	E1070 (RENO AVE.)	CREEK	Off-System	1941	Concrete culvert (reinforced)
Oklahoma	09784 55N3010E1000007	ROCKWELL AVE.	BLUFF CREEK	Off-System	1941	Concrete culvert (reinforced)
Oklahoma	09793 55E1010N3000004	WILSHIRE BLVD.	BLUFF CREEK	Off-System	1941	Concrete culvert (reinforced)
Oklahoma	09957 55E1090N3100001	SE 29TH ST.	CROOKED OAK CREEK	Off-System	1942	Concrete culvert (reinforced)

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Oklahoma	09958 55E1090N3110003	E1090 (SE 29 ST)	CHERRY CREEK	Off-System	1942	Concrete culvert (reinforced)
Oklahoma	10026 55E0930N2990009	E0930 (NW 192)	CREEK	Off-System	1943	Concrete culvert (reinforced)
Oklahoma	10111 55E1030N2995003	NW 50TH ST.	BLUFF CREEK	Off-System	1944	Concrete culvert (reinforced)
Oklahoma	10280 55E1020N2995004	NW 63RD ST.	BLUFF CREEK	Off-System	1945	Concrete culvert (reinforced)
Oklahoma	14276 55E1070N3190007	E1070 (RENO AVE.)	CREEK	Off-System	1939	Concrete culvert (reinforced)
Oklahoma	14677 55E0970N3070002	NW 136TH ST.	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	16221 55N3040E1040004	PORTLAND AVE.	DEEP FORK CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	16372 55N3060E1030005	PENNSYLVANIA AVE.	DEEP FORK CREEK	Off-System	1935	Concrete culvert (reinforced)
Oklahoma	17401 55N3075E1110005	WALKER	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	17402 55N3070E1120003	N3070 (WESTERN AVE	LIGHTNING CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	18413 55E1090N3120008	E1090 (SE 29 ST)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	18869 55N3000E0990005	N3000 (COUNCIL RD)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Oklahoma	26353 55N3020E0900001	N3020	BLOODY RUSH CREEK	Off-System	1938	Concrete culvert (reinforced)
Oklahoma	26954 55E0910N3160001	NE 220TH	CREEK	Off-System	1936	Concrete culvert (reinforced)
Okmulgee	04923 5614 0226 X	S.H. 16	SALT CREEK TRIBUTARY	On-System	1936	Concrete culvert (reinforced)
Okmulgee	05336 56E0970N3950005	FAU 4340 (20 ST)	CREEK	Off-System	1937	Steel culvert
Osage	03816 57N3610E0040003	N3610	CREEK	Off-System	1933	Concrete culvert (reinforced)
Osage	03855 5734 0347 X	S.H. 99	ELM CREEK	On-System	1933	Concrete culvert (reinforced)
Osage	03873 5734 0795 X	S.H. 99	CREEK	On-System	1933	Concrete culvert (reinforced)
Osage	03930 5734 0697 X	S.H. 99	CREEK	On-System	1933	Concrete culvert (reinforced)
Osage	03934 5734 0857 X	S.H. 99	CREEK	On-System	1933	Concrete culvert (reinforced)
Osage	03973 5706 1061 X	U.S. 60	DRY HOLLOW CREEK	On-System	1933	Concrete culvert (reinforced)

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Osage	03980 5734 0151 X	S.H. 99	CEDAR CREEK	On-System	1933	Concrete culvert (reinforced)
Osage	04369 5734 1874 X	S.H. 99	CREEK	On-System	1935	Concrete culvert (reinforced)
Osage	04791 5706 1785 X	U.S. 60	CREEK	On-System	1936	Concrete culvert (reinforced)
Osage	04794 5706 2235 X	U.S. 60	ELIZA CREEK	On-System	1936	Concrete culvert (reinforced)
Osage	04890 57D3340E0250006	IRR D0275	CREEK	Off-System	1936	Concrete culvert (reinforced)
Osage	04976 57D3705E0250005	D3705	PAWHUSKA LAKE	Off-System	1936	Concrete culvert (reinforced)
Osage	05890 57E0400N3560008	5740C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Osage	06600 57N3550E0140007	N3550	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06608 57N3540E0170006	IRR 5708C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06615 57D3758E0190007	D3758	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06616 57N3850E0210001	5768C	PAULA CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06637 57N3664E0650004	5786C	BLACK DOG CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06801 57E0230N3380009	E0230	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06805 57E0240N3400002	E0240	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06821 57E0214N3520008	5714C	SALT CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06845 57D0130N3842023	D0130	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06848 57E0450N3880001	E0450	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	06850 57E0450N3900004	E0450	CREEK	Off-System	1940	Concrete culvert (reinforced)
Osage	06963 57D3810E0190001	D3810	SAND CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	07050 57E0230N3360008	E0230	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	07051 57E0330N3400001	5736C	CREEK	Off-System	1936	Concrete culvert (reinforced)
Osage	07058 57E0482N3690008	5798C	CREEK	Off-System	1939	Concrete culvert (reinforced)

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Osage	07059 57E0400N3700001	E0400	CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	07060 57D0380N3760001	D0380	SUNSET CREEK	Off-System	1939	Concrete culvert (reinforced)
Osage	07378 57N3770E0250004	IRR FAS 5747	QUAPAW CREEK	Off-System	1940	Concrete culvert (reinforced)
Osage	07994 57E0240N3400006	E0240	CREEK	Off-System	1940	Concrete culvert (reinforced)
Osage	08027 57E0100N3590009	FAS 5745	CREEK	Off-System	1940	Concrete culvert (reinforced)
Osage	08613 57E0350N3440004	5736C	BELFORD CREEK	Off-System	1940	Concrete culvert (reinforced)
Osage	08650 57D0243N3740009	D0243	CREEK	Off-System	1940	Concrete culvert (reinforced)
Osage	09666 5716 1482 X	S.H. 18	HAINES CREEK	On-System	1941	Concrete culvert (reinforced)
Osage	09668 5716 1574 X	S.H. 18	CREEK	On-System	1941	Concrete culvert (reinforced)
Osage	09675 57N3560E0260001	N3560	CREEK	Off-System	1941	Concrete culvert (reinforced)
Osage	10205 57N3688E0260004	IRR N3688	CLEAR CREEK	Off-System	1945	Concrete culvert (reinforced)
Osage	10261 57N3890E0500002	68TH W. AVE.	ROCK CREEK	Off-System	1945	Concrete culvert (reinforced)
Osage	30205 57E0594N3830004	E0594 (161ST W)	SHELL CREEK	Off-System	1940	Concrete culvert (reinforced)
Ottawa	03866 5836 0581 X	U.S. 69 ALT.	CREEK	On-System	1933	Concrete culvert (reinforced)
Ottawa	03929 5836 0656 X	U.S. 69 ALT.	CREEK	On-System	1933	Concrete culvert (reinforced)
Ottawa	03933 5814 0771 X	U.S. 69	CREEK	On-System	1933	Concrete culvert (reinforced)
Ottawa	04778 5802 0957 X	U.S. 59	CREEK	On-System	1936	Concrete culvert (reinforced)
Ottawa	04787 5802 1425 X	U.S. 59	CREEK	On-System	1936	Concrete culvert (reinforced)
Ottawa	06041 5818 0232 X	U.S. 69	CREEK	On-System	1938	Concrete culvert (reinforced)
Ottawa	06063 58N4565E0030002	IRR 5836C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Ottawa	07093 58E0020N4590001	IRR E0020	LYTLE CREEK	Off-System	1939	Concrete culvert (reinforced)
Ottawa	08177 5826 0089 X	S.H. 10 C	CREEK	On-System	1940	Concrete culvert (reinforced)

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Ottawa	08711 5826 0420 X	S.H. 10 C	CREEK	On-System	1940	Concrete culvert (reinforced)
Ottawa	09035 5826 0062 X	S.H. 10 C	FLINT CREEK	On-System	1940	Concrete culvert (reinforced)
Ottawa	09038 5826 0149 X	S.H. 10 C	CREEK	On-System	1940	Concrete culvert (reinforced)
Ottawa	10097 5820 0531 X	S.H. 10	CREEK	On-System	1944	Concrete culvert (reinforced)
Ottawa	10098 5820 0603 X	S.H. 10	CREEK	On-System	1944	Concrete culvert (reinforced)
Ottawa	10099 5810 0732 X	U.S. 60	CREEK	On-System	1944	Concrete culvert (reinforced)
Ottawa	10100 5820 0750 X	S.H. 10	CREEK	On-System	1944	Concrete culvert (reinforced)
Ottawa	10101 5820 0969 X	S.H. 10	CREEK	On-System	1944	Concrete culvert (reinforced)
Ottawa	10107 5802 0242 X	U.S. 59	CREEK	On-System	1944	Concrete culvert (reinforced)
Ottawa	10114 5820 0810 X	S.H. 10	CREEK	On-System	1944	Concrete culvert (reinforced)
Pawnee	03962 5914 0298 X	S.H. 18	SKEDEE CREEK	On-System	1933	Concrete culvert (reinforced)
Pawnee	04181 5902 0687 X	U.S. 64	PAWNEE CREEK	On-System	1934	Concrete culvert (reinforced)
Pawnee	08003 59E0353N3450009	E0353	MUD CREEK	Off-System	1940	Concrete culvert (reinforced)
Pawnee	08013 59E0430N3500009	E0430	CRYSTAL CREEK	Off-System	1940	Concrete culvert (reinforced)
Pawnee	08623 59E0430N3480008	E0430	SKEDEE CREEK	Off-System	1940	Concrete culvert (reinforced)
Pawnee	09053 5914 1483 X	S.H. 18	EAGLE CREEK	On-System	1940	Concrete culvert (reinforced)
Payne	03844 6026 0053 X	S.H. 99	CREEK	On-System	1933	Concrete culvert (reinforced)
Payne	04724 60E0570N3360009	E0570	BRUSH CREEK	Off-System	1936	Concrete culvert (reinforced)
Payne	04932 6018 1445 X	S.H. 51 (SIXTH ST)	STILWATER CREEK O'FLOW	On-System	1936	Concrete culvert (reinforced)
Payne	05190 60E0730N3410009	140TH ST. (E0730)	BRUSH CREEK	Off-System	1937	Concrete culvert (reinforced)
Payne	07208 6018 0718SX	S.H. 51	HUNT CREEK	On-System	1939	Concrete culvert (reinforced)
Payne	07211 6018 1163SX	S.H. 51	CREEK	On-System	1939	Concrete culvert (reinforced)

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Payne	08951 60E0610N3330003	MCELROY RD.	WEST BOOMER CREEK	Off-System	1940	Concrete culvert (reinforced)
Payne	23091 60N3334E0610001	DUNCAN ST.	CREEK	Off-System	1934	Concrete culvert (reinforced)
Pittsburg	01669 6106 0205 X	U.S. 270	CREEK	On-System	1940	Concrete culvert (reinforced)
Pittsburg	01673 6106 0513 X	U.S. 270	CREEK	On-System	1940	Concrete culvert (reinforced)
Pittsburg	04424 6118 0198 X	S.H. 31	CREEK	On-System	1934	Concrete culvert (reinforced)
Pittsburg	04475 6118 0245 X	S.H. 31	BUCK CREEK	On-System	1934	Concrete culvert (reinforced)
Pittsburg	04931 6106 1431 X	U.S. 270	CREEK	On-System	1936	Concrete culvert (reinforced)
Pittsburg	05950 61E1570N4000008	E1570	CREEK	Off-System	1938	Concrete culvert (reinforced)
Pittsburg	06036 6123 0127 X	S.H. 63	CREEK	On-System	1938	Concrete culvert (reinforced)
Pittsburg	06865 61E1570N4010006	E1570	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pittsburg	06940 6114 1009 X	S.H. 31	CREEK	On-System	1943	Concrete culvert (reinforced)
Pittsburg	07591 61N3995E1370001	6120C	BULL CREEK	Off-System	1940	Concrete culvert (reinforced)
Pittsburg	08090 61E1408N4042000	6166C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Pittsburg	09669 6118 1592 X	S.H. 31	CREEK	On-System	1941	Concrete culvert (reinforced)
Pittsburg	10033 61E1560N3940002	FAS 6126	CREEK	Off-System	1943	Concrete culvert (reinforced)
Pittsburg	10049 61E1438N4150006	FAS 6105	CREEK	Off-System	1943	Concrete culvert (reinforced)
Pittsburg	10060 61E1560N3940006	FAS 6126	SASSAFRAS CREEK	Off-System	1943	Concrete culvert (reinforced)
Pittsburg	10061 61E1438N4130007	FAS 6105	CREEK	Off-System	1943	Concrete culvert (reinforced)
Pittsburg	10288 6114 0548 X	S.H. 31	CREEK	On-System	1943	Concrete culvert (reinforced)
Pontotoc	04656 62N3572E1560003	N3572	CREEK	Off-System	1936	Concrete culvert (reinforced)
Pontotoc	05193 62E1595N3540004	6258C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Pontotoc	05198 62E1505N3680000	E1505	CREEK	Off-System	1937	Concrete culvert (reinforced)

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Pontotoc	05333 62E1505N3670008	E1505	CREEK	Off-System	1937	Concrete culvert (reinforced)
Pontotoc	05351 6220 0298 X	S.H. 48	CREEK	On-System	1937	Concrete culvert (reinforced)
Pontotoc	05671 62N3460E1460003	N3460	CREEK	Off-System	1938	Concrete culvert (reinforced)
Pontotoc	05700 62N3460E1640003	6250C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Pontotoc	05878 62E1450N3450006	E1450	CREEK	Off-System	1938	Concrete culvert (reinforced)
Pontotoc	05879 62E1570N3450009	6218C	WEST DAYS CREEK	Off-System	1938	Concrete culvert (reinforced)
Pontotoc	05880 62E1570N3480009	6218C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Pontotoc	05891 62E1651N3570005	6236C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Pontotoc	06218 62E1570N3460007	6218C	EAST DAYS CREEK	Off-System	1938	Concrete culvert (reinforced)
Pontotoc	06223 62E1650N3510005	6236C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Pontotoc	06706 62N3490E1480003	6254C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pontotoc	06818 62E1570N3510006	6218C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pontotoc	07054 62E1570N3500008	6218C	BLACK CREEK	Off-System	1939	Concrete culvert (reinforced)
Pontotoc	09156 62E1700N3480009	6242C	LITTLE BLUE RIVER	Off-System	1940	Concrete culvert (reinforced)
Pottawatomie	03864 6326 0553 X	S.H. 18	CREEK	On-System	1933	Concrete culvert (reinforced)
Pottawatomie	04316 63E1410N3300008	6338C	CREEK	Off-System	1935	Concrete culvert (reinforced)
Pottawatomie	04321 63E1110N3470000	6385C	CREEK	Off-System	1935	Concrete culvert (reinforced)
Pottawatomie	04871 6326 0952 X	S.H. 18	ROCK CREEK	On-System	1936	Concrete culvert (reinforced)
Pottawatomie	05245 6310 1168 X	S.H. 9	CREEK	On-System	1937	Concrete culvert (reinforced)
Pottawatomie	05279 63N3380E1390001	6372C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Pottawatomie	06039 6310 0210 X	S.H. 9	CREEK	On-System	1938	Concrete culvert (reinforced)
Pottawatomie	06104 63N3360E1190009	6360C	CREEK	Off-System	1938	Concrete culvert (reinforced)

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Pottawatomie	06288 6310 0432 X	S.H. 9	CREEK	On-System	1938	Concrete culvert (reinforced)
Pottawatomie	06661 63N3550E1080005	N3550	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pottawatomie	06672 63N3320E1170007	PATTERSON ROAD	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pottawatomie	06681 63N3490E1300008	N3490	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pottawatomie	06806 63E1100N3420001	WOLVERINE RD	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pottawatomie	06810 63E1380N3450001	E1380	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pottawatomie	07052 63E1190N3410005	E1190	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pottawatomie	07053 63E1190N3430001	E1190	CREEK	Off-System	1939	Concrete culvert (reinforced)
Pottawatomie	08020 63E1090N3560007	6306C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Pottawatomie	08176 6330 0085 X	S.H. 39	CREEK	On-System	1940	Concrete culvert (reinforced)
Pottawatomie	08182 6330 0224 X	S.H. 39	CREEK	On-System	1940	Concrete culvert (reinforced)
Pottawatomie	08183 6330 0265 X	S.H. 39	CREEK	On-System	1940	Concrete culvert (reinforced)
Pottawatomie	08189 6330 0371 X	S.H. 39	CREEK	On-System	1940	Concrete culvert (reinforced)
Pottawatomie	08326 63N3310E1210006	6366C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Pottawatomie	08588 63E1160N3300008	LAKE ROAD	CREEK	Off-System	1940	Concrete culvert (reinforced)
Pottawatomie	08708 6330 0229 X	S.H. 39	CREEK	On-System	1940	Concrete culvert (reinforced)
Pottawatomie	08949 63E1080N3320003	E1080	CREEK	Off-System	1940	Concrete culvert (reinforced)
Pottawatomie	09619 63E1180N3360008	6316C	CREEK	Off-System	1941	Concrete culvert (reinforced)
Pushmataha	04795 6404 3309 X	U.S. 271	CREEK	On-System	1936	Concrete culvert (reinforced)
Pushmataha	04887 6404 3193 X	U.S. 271	CREEK	On-System	1936	Concrete culvert (reinforced)
Pushmataha	04922 6402 0174 X	U.S. 271	CREEK	On-System	1936	Concrete culvert (reinforced)
Pushmataha	05340 64E1960N4120009	E1960	CREEK	Off-System	1937	Concrete culvert (reinforced)

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Pushmataha	05962 64E1820N4090002	6438C	TEN MILE CR. OVRFLOW	Off-System	1938	Concrete culvert (reinforced)
Pushmataha	05963 64E1820N4090003	6438C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Pushmataha	06138 64N4315E1670000	N4315	ROCK CREEK	Off-System	1938	Concrete culvert (reinforced)
Pushmataha	06144 64N4090E1890005	6438C	COLE CREEK	Off-System	1938	Concrete culvert (reinforced)
Pushmataha	06941 6420 1086 X	S.H. 144 (IRR)	CREEK	On-System	1939	Concrete culvert (reinforced)
Pushmataha	08126 64E1660N4355004	E1660	CREEK	Off-System	1940	Concrete culvert (reinforced)
Pushmataha	08136 64E1950N4420009	E1950	CREEK	Off-System	1940	Concrete culvert (reinforced)
Pushmataha	08417 64N4150E1890002	N4150	JUDGE COX CREEK	Off-System	1940	Concrete culvert (reinforced)
Pushmataha	08420 64N4090E1900009	6438C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Pushmataha	09857 64D4240E1870005	D4240	CREEK	Off-System	1942	Concrete culvert (reinforced)
Pushmataha	09885 64E1860N4245003	E1860	CREEK	Off-System	1942	Concrete culvert (reinforced)
Pushmataha	10052 6406 0276 X	U.S. 271	CREEK	On-System	1943	Concrete culvert (reinforced)
Roger Mills	04878 6506 1257 X	S.H. 30	CREEK	On-System	1936	Concrete culvert (reinforced)
Roger Mills	05710 65E0810N1740007	E0810	CREEK	Off-System	1938	Concrete culvert (reinforced)
Roger Mills	09773 6507 1182 X	S.H. 30	CREEK	On-System	1941	Concrete culvert (reinforced)
Rogers	06970 66N4090E0380001	N4090	CREEK	Off-System	1939	Concrete culvert (reinforced)
Rogers	08104 66E0590N4160000	E0590 (OLD SH 33)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Rogers	09906 6622 1061 X	S.H. 88	CREEK	On-System	1942	Concrete culvert (reinforced)
Seminole	04108 6734 0045 X	S.H. 99A	CREEK	On-System	1934	Concrete culvert (reinforced)
Seminole	04109 6734 0062 X	S.H. 99A	CREEK	On-System	1934	Concrete culvert (reinforced)
Seminole	04142 67D3680E1220007	D3680	CREEK	Off-System	1934	Concrete culvert (reinforced)
Seminole	04143 67N3670E1250003	N3670	CREEK	Off-System	1934	Concrete culvert (reinforced)

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Seminole	04757 6726 0149 X	S.H. 59	CREEK	On-System	1936	Concrete culvert (reinforced)
Seminole	05904 67E1120N3670003	E1120	CREEK	Off-System	1938	Concrete culvert (reinforced)
Seminole	06402 6714 1042 X	S.H. 9	CREEK	On-System	1938	Concrete culvert (reinforced)
Seminole	06403 6714 1154 X	S.H. 9	CREEK	On-System	1938	Concrete culvert (reinforced)
Seminole	06404 6714 1359 X	S.H. 9	CREEK	On-System	1938	Concrete culvert (reinforced)
Seminole	07564 67N3600E1250001	6756C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Seminole	08028 67E1270N3610000	6718C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Seminole	08034 67E1130N3650009	6704C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Seminole	09583 67N3600E1410005	N3600	CREEK	Off-System	1941	Concrete culvert (reinforced)
Seminole	09853 67N3520E1350008	N3520	CREEK	Off-System	1942	Concrete culvert (reinforced)
Seminole	10053 6702 0419 X	U.S. 270	CREEK	On-System	1943	Concrete culvert (reinforced)
Seminole	28178 67D1415E3510008	6766C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Seminole	28179 67E1425N3640004	E1425	CREEK	Off-System	1940	Concrete culvert (reinforced)
Sequoyah	03882 6802 0993 X	U.S. 59	CREEK	On-System	1933	Concrete culvert (reinforced)
Sequoyah	04131 6806 1576 X	U.S. 64	CREEK	On-System	1934	Concrete culvert (reinforced)
Sequoyah	06939 6806 1005 X	U.S. 64	W BRANCH W NEGRO CREEK	On-System	1939	Concrete culvert (reinforced)
Sequoyah	08160 68E1090N4640009	E1090	CREEK	Off-System	1940	Concrete culvert (reinforced)
Sequoyah	09659 6810 0537 X	U.S. 64	WOLF CREEK	On-System	1941	Concrete culvert (reinforced)
Sequoyah	09900 6810 0589 X	U.S. 64	WOLF CREEK TRIBUTARY	On-System	1941	Concrete culvert (reinforced)
Sequoyah	09904 6810 0911 X	U.S. 64	CREEK	On-System	1942	Concrete culvert (reinforced)
Stephens	05832 69E1730N2960009	6922C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Stephens	05833 69E1730N2980001	6922C	CREEK	Off-System	1938	Concrete culvert (reinforced)

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Stephens	07857 69E1625N2820008	FAU 170 (MEMORIAL)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Stephens	08723 6912 1511 X	S.H. 29	CREEK	On-System	1940	Concrete culvert (reinforced)
Texas	03674 7004 0503 X	U.S. 54	CREEK	On-System	1933	Concrete culvert (reinforced)
Texas	04125 7004 1207 X	U.S. 54	CREEK	On-System	1934	Concrete culvert (reinforced)
Tillman	04453 71E1870N2220004	E1870	CREEK	Off-System	1935	Concrete culvert (reinforced)
Tillman	04479 7114 1029 X	S.H. 5	CREEK	On-System	1935	Concrete culvert (reinforced)
Tillman	04665 71N2230E1730001	N2230	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04668 71N2250E1830006	7132C	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04669 71N2280E1840002	N2280	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04672 71N2190E1880004	N2190	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04675 71N2230E1900002	N2230	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04676 71N2250E1900008	N2250	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04678 71N2400E1930000	FAS 7106	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04694 71E1870N2150003	E1870	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04695 71E1880N2190002	E1880	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04696 71E1820N2190008	E1820	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04697 71E1840N2190009	E1840	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04698 71E1800N2220006	E1800	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04699 71E1780N2220007	7106C	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04700 71E1840N2250002	E1840	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04702 71E1780N2270006	7106C	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04704 71E1850N2320001	E1850	CREEK	Off-System	1936	Concrete culvert (reinforced)

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Tillman	04819 71N2220E1880008	FAS 7110	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	04822 71E1840N2200006	E1840	CREEK	Off-System	1936	Concrete culvert (reinforced)
Tillman	05114 71N2320E1710007	FAS 7111	DEEP RED CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05115 71N2240E1730004	N2240	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05116 71N2420E1740008	N2420	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05125 71N2360E1840007	IRR FAS 7120	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05129 71N2230E1860009	N2230	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05155 71E1840N2140005	E1840	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05161 71E1830N2220009	7154C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05165 71E1820N2280001	E1820	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05169 71E1880N2410003	E1880	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05292 71N2140E1780001	N2140	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05295 71N2290E1840006	N2290	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05296 71N2290E1880006	IRR N2290	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05298 71N2310E1920000	FAS 7106	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05316 71E1780N2250005	7106C	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05319 71E1770N2340001	FAS 7122	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05390 71E1870N2200007	E1860	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tillman	05704 71N2410E1730001	N2410	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05711 71N2310E1750002	N2310	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05717 71N2300E1780006	FAS 7111	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05725 71N2190E1810008	N2190	CREEK	Off-System	1938	Concrete culvert (reinforced)

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Tillman	05730 71N2190E1830009	N2190	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05790 71E1870N2170009	E1870	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05792 71E1860N2210002	E1860	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05793 71E1850N2210003	FAS 7105	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05795 71E1870N2220008	E1870	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05796 71E1740N2260000	E1740	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05797 71E1780N2260003	7106C	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05799 71E1750N2300008	E1750	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05800 71E1950N2340005	E1950	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	05806 71E1930N2390009	E1930	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	06172 71E1860N2220005	E1860	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	06174 71E1770N2280002	E1770	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	06178 71E1950N2340004	E1950	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	06179 71E1790N2370006	E1790	JACK CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	06180 71E1790N2390007	E1790	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	06181 71E1790N2400001	E1790	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	06357 71E1870N2210005	E1870	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tillman	06773 71E1930N2280004	E1930	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tillman	06774 71E1880N2310003	E1880	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tillman	07156 71N2270E1840009	N2270	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tillman	07683 71N2360E1770004	7148C	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tillman	07760 71E1830N2210007	E1830	CREEK	Off-System	1940	Concrete culvert (reinforced)

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Tillman	07764 71E1710N2240008	E1710	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tillman	08835 71N2150E1830000	FAS 7114	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	04255 72N3970E0660002	FAU 8341 (HARVARD)	FRED CREEK	Off-System	1935	Concrete culvert (reinforced)
Tulsa	04336 72E0565N3950003	FAU 8410 (1500 E M	DIRTY BUTTER CREEK	Off-System	1935	Concrete culvert (reinforced)
Tulsa	05210 72E0410N3990002	E0410	CREEK	Off-System	1937	Concrete culvert (reinforced)
Tulsa	05378 72N4030E0450002	N4030 (OLD US 169)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	05947 72E0410N3950008	E0410	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tulsa	06245 72E0605N3860009	E0605 (4TH ST.)	CREEK	Off-System	1938	Concrete culvert (reinforced)
Tulsa	06247 72E0597N3900001	E0597	FORMER HARLOW CREEK	Off-System	1938	Concrete culvert (reinforced)
Tulsa	06624 72N3950E0420005	N3950	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	06628 72N4000E0490005	7222C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	06638 72N4030E0650005	FAU 8461 (129 E AV	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	06844 72E0600N3820008	E0600	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	06853 72E0530N3960002	E0530	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	06854 72E0530N3960005	7205C	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	06855 72E0480N3960006	E0480	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	06857 72E0510N3960007	E0510	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	06869 72E0460N4020009	E0460	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	07069 72E0430N4000004	E0430	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	07130 72N3980E0470007	N3980	CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	07395 72N3960E0410006	N3960	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	07413 72N3990E0640003	N3990 (SHERIDAN)	LITTLE JOE CREEK	Off-System	1940	Concrete culvert (reinforced)

Appendix C. Category 1 Structures

Culverts Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Tulsa	07420 72N3940E0660009	FAU 8281 (ELWOOD)	HAGER CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	07426 72N3950E0680007	96TH	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	07432 72N3970E0730008	HARVARD	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	08052 72E0594N3880009	E0596	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	08072 72E0530N3980005	E0530	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	08093 72E0710N4060007	FAU 8120 (121 ST S	CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	08253 72N3940E0670005	FAU 8281 (ELWOOD)	HAGER CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	08715 7236 0811 X	S.H. 11	CREEK	On-System	1940	Concrete culvert (reinforced)
Tulsa	09017 72E0670N4020006	FAU 8200(HOUSTON	HAIKEY CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	09051 7236 1091 X	S.H. 11	CREEK	On-System	1940	Concrete culvert (reinforced)
Tulsa	09061 72N3930E0620005	FAU 8225 (3600 SW	CHERRY CREEK	Off-System	1940	Concrete culvert (reinforced)
Tulsa	09663 7236 1321 X	S.H. 11	CREEK	On-System	1941	Concrete culvert (reinforced)
Tulsa	09881 72E0670N4030007	FAU 8200(HOUSTON	HAIKEY CREEK	Off-System	1942	Concrete culvert (reinforced)
Tulsa	10048 72E0620N3950003	E0620 (1500 E 3	CROW CREEK	Off-System	1943	Concrete culvert (reinforced)
Tulsa	10188 72E0588N3970005	INDEPEND	COAL CREEK	Off-System	1945	Concrete culvert (reinforced)
Tulsa	12113 72E0560N3980006	FAU 8420 (36 ST N)	COAL CREEK	Off-System	1939	Concrete culvert (reinforced)
Tulsa	24437 72E0690N3950002	FAU 8301 (ELM)	CREEK	Off-System	1940	Concrete culvert (reinforced)
Wagoner	09660 7312 0842 X	S.H. 51	CREEK	On-System	1941	Concrete culvert (reinforced)
Wagoner	09731 7312 0753 X	S.H. 51	COWETA CREEK	On-System	1941	Concrete culvert (reinforced)
Washington	06594 74N3940E0020005	N3940	CREEK	Off-System	1939	Concrete culvert (reinforced)
Washington	06606 74N3934E0170003	N3934 (SUNSET BLVD	CREEK	Off-System	1939	Concrete culvert (reinforced)
Washington	06607 74N3934E0170002	FAU 6061 (SUNSET B	CREEK	Off-System	1939	Concrete culvert (reinforced)

Appendix C. Category 1 Structures

Culverts Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Washington	06618 74N3940E0270004	N3940	CREEK	Off-System	1939	Concrete culvert (reinforced)
Washington	06864 74E0320N4010004	E0320	CREEK	Off-System	1939	Concrete culvert (reinforced)
Washington	06951 74N3970E0030001	N3970	CREEK	Off-System	1939	Concrete culvert (reinforced)
Washita	02962 7506 0038 X	U.S. 183	CREEK	On-System	1942	Concrete culvert (reinforced)
Washita	04120 7524 0846 X	S.H. 54	CREEK	On-System	1934	Concrete culvert (reinforced)
Washita	04124 7514 1159 X	S.H. 44	CREEK	On-System	1934	Concrete culvert (reinforced)
Washita	04183 7524 1011 X	S.H. 54	CREEK	On-System	1934	Concrete culvert (reinforced)
Washita	10020 75E1140N2140000	FAS 7518	CREEK	Off-System	1943	Concrete culvert (reinforced)
Washita	10038 7516 0903 X	S.H. 44	WALNUT CREEK	On-System	1943	Concrete culvert (reinforced)
Washita	10113 7510 0030 X	S.H. 152	CORDELL CREEK	On-System	1944	Concrete culvert (reinforced)
Woods	03848 7602 0212 X	U.S. 64	CREEK	On-System	1933	Concrete culvert (reinforced)
Woods	04361 7612 1253 X	U.S. 281	CREEK	On-System	1935	Concrete culvert (reinforced)
Woods	05346 7616 0067 X	U.S. 281	CREEK	On-System	1937	Concrete culvert (reinforced)
Woods	10128 76N2240E0180008	N2240	CREEK	Off-System	1945	Concrete culvert (reinforced)
Woodward	04859 7712 0195 X	U.S. 412	CREEK	On-System	1936	Concrete culvert (reinforced)
Woodward	07256 7712 1051 X	U.S. 412	BULL CREEK	On-System	1939	Concrete culvert (reinforced)
Woodward	07394 77N1990E0400000	N1990	CREEK	Off-System	1940	Concrete culvert (reinforced)
Woodward	08193 7708 0914 X	S.H. 15	CREEK	On-System	1933	Concrete culvert (reinforced)
Woodward	08717 7708 0899 X	S.H. 15	CREEK	On-System	1933	Concrete culvert (reinforced)
Woodward	10042 77E0400N1960002	E0400	SAND CREEK	Off-System	1943	Concrete culvert (reinforced)

Appendix D. Category 2 Structures

Bridges and Culverts that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

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Appendix D. Category 2 Structures

Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Adair	00078 01N4639E0820000	0126C	SMITH HOLLOW CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Adair	04107 01E0610N4700006	0152C	CREEK	Off-System	1934	Concrete continuous slab (reinforced)
Adair	04628 01N4740E0710004	0134C	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Adair	04630 01N4737E0730000	0134C	SHELL BRANCH CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Adair	04634 01N4700E0870004	N4700	DOG CREEK	Off-System	1936	Concrete slab (reinforced)
Adair	04746 01E0600N4710002	0102C	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Adair	05555 01N4700E0660009	N4700	CREEK	Off-System	1938	Concrete slab (reinforced)
Adair	05557 01N4720E0710002	N4720	BEN KNIGHT TRIB. CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Adair	05558 01N4750E0720009	N4750	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Adair	06019 01E0680N4710006	E0680	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Adair	06021 01E0781N4720009	E0781	CREEK	Off-System	1938	Concrete slab (reinforced)
Adair	06023 01E0850N4730008	E0850	LITTLE LEE CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Adair	06025 01E0704N4750003	E0704	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Adair	06278 01E0743N4740009	E0743	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Adair	07460 01N4658E0890004	0142C	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Adair	09845 01N4685E0760000	FAS 0104	CREEK	Off-System	1942	Concrete continuous slab (reinforced)

Appendix D. Category 2 Structures

Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Adair	09847 01N4641E0920009	0140C	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Adair	10012 01N4726E0630009	N4720	CREEK	Off-System	1943	Timber stringer/multi-beam or girder
Adair	10013 01N4750E0680004	0122C	CREEK	Off-System	1943	Concrete continuous slab (reinforced)
Adair	10037 01E0850N4750002	0150C	CREEK	Off-System	1943	Concrete continuous slab (reinforced)
Adair	10040 01N4652E0870006	0138C	CREEK	Off-System	1943	Concrete continuous slab (reinforced)
Adair	10051 01E0877N4690006	IRR 0156C	DOG CREEK	Off-System	1943	Concrete slab (reinforced)
Adair	10062 01E0850N4750004	0150C	CREEK	Off-System	1943	Concrete continuous slab (reinforced)
Adair	10065 01N4750E0690001	0122C	BALLARD CREEK	Off-System	1943	Concrete slab (reinforced)
Adair	23909 01E0760N4680006	E0760	ENGLAND HOLLOW CREEK	Off-System	1938	Concrete slab (reinforced)
Alfalfa	04454 02E0090N2570003	E0090	DRIFTWOOD CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Alfalfa	04613 02N2700E0330001	N2700	TURKEY CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Alfalfa	04708 02E0220N2520001	E0220	EAGLE CHIEF CREEK TRIB.	Off-System	1936	Steel continuous stringer/multi-beam or girder
Alfalfa	04710 02E0310N2590009	E0310	WEST CLAY CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Alfalfa	04825 02E0330N2520006	E0330	EAGLE CHIEF CREEK TRIB.	Off-System	1936	Steel stringer/multi-beam or girder
Alfalfa	04828 02E0310N2720007	E0310	WAGON CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Alfalfa	04936 02N2620E0170008	N2620	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Alfalfa	05063 02N2560E0310005	N2560	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Alfalfa	05173 02E0030N2540009	E0030	STINK CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Alfalfa	05176 02E0040N2570008	E0040	CREEK	Off-System	1937	Steel stringer/multi-beam or girder

Appendix D. Category 2 Structures

Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Alfalfa	05259 02N2530E0260003	N2530	CREEK	Off-System	1937	Steel continuous stringer/multi-beam or girder
Alfalfa	05260 02N2720E0360007	N2720	CREEK	Off-System	1937	Steel continuous stringer/multi-beam or girder
Alfalfa	05323 02E0220N2630005	E0220	EAST CLAY CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Alfalfa	05371 02N2570E0020004	N2570	CREEK	Off-System	1937	Steel continuous stringer/multi-beam or girder
Alfalfa	05393 02E0250N2610007	E0250	EAST CLAY CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Alfalfa	05439 02N2580E0230005	N2580	WEST CLAY CREEK TRIB.	Off-System	1937	Steel stringer/multi-beam or girder
Alfalfa	05443 02E0300N2580008	FAS 0212	CREEK	Off-System	1937	Concrete continuous stringer/multi-beam or girder (reinforced)
Alfalfa	05528 02N2530E0180004	N2530	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	05536 02N2550E0230005	FAS 0227	COTTON WOOD CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	05812 02E0370N2530001	E0370	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	05813 02E0290N2540004	E0290	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	06068 02N2520E0150006	N2520	SALT FORK TRIB.	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	06071 02N2550E0240001	FAS 0227	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	06075 02N2550E0350009	N2550	BARROW DRAIN	Off-System	1938	Steel continuous stringer/multi-beam or girder
Alfalfa	06187 02E0100N2610002	E0100	STINK CREEK	Off-System	1938	Steel continuous stringer/multi-beam or girder
Alfalfa	06190 02E0360N2730003	E0360	TURKEY CREEK TRIB.	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	06191 02E0360N2740000	E0360	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	06429 02E0110N2510001	E0110	CREEK	Off-System	1938	Steel stringer/multi-beam or girder

Appendix D. Category 2 Structures

Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Alfalfa	06467 02E0050N2520002	E0050	LITTLE MULE CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	06468 02E0210N2570007	E0210	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Alfalfa	06598 02N2650E0080009	N2650	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Alfalfa	06610 02N2540E0180004	N2540	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Alfalfa	06784 02E0350N2680005	E0350	TURKEY CREEK TRIB.	Off-System	1939	Steel stringer/multi-beam or girder
Alfalfa	06953 02N2540E0080006	N2540	DRY CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Alfalfa	06960 02N2550E0170009	N2550	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Alfalfa	06966 02N2570E0240007	N2570	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Alfalfa	08224 02N2520E0160003	N2520	SALT FORK TRIB.	Off-System	1940	Steel stringer/multi-beam or girder
Alfalfa	08486 02E0250N2600003	E0250	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Alfalfa	08487 02E0320N2600008	E0320	WEST CLAY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Alfalfa	09057 02N2600E0170003	N2600	COTTONWOOD CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Alfalfa	09701 02E0140N2520002	E0140	CREEK	Off-System	1941	Steel continuous stringer/multi-beam or girder
Alfalfa	10159 02E0360N2530001	E0360	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Alfalfa	10225 02E0160N2520005	E0160	SALT FORK TRIB.	Off-System	1945	Steel continuous stringer/multi-beam or girder
Alfalfa	10257 02N2570E0180005	N2570	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Atoka	04330 03E1910N3770007	VOCA RD	CREEK	Off-System	1936	Concrete slab (reinforced)
Atoka	04733 03E1910N3740006	VOCA RD	CREEK	Off-System	1936	Concrete slab (reinforced)
Atoka	04818 03N3740E1830003	WILSON LN	CREEK	Off-System	1936	Concrete slab (reinforced)
Atoka	05120 03N3880E1820004	FORREST HILL RD	CREEK	Off-System	1937	Concrete slab (reinforced)
Atoka	05126 03N3880E1860001	FORREST HILL RD	CREEK	Off-System	1937	Concrete slab (reinforced)

Appendix D. Category 2 Structures

Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Atoka	05133 03N3880E1890004	FORREST HILL RD	CREEK	Off-System	1936	Concrete slab (reinforced)
Atoka	05202 03E1840N3740008	ARTESIAN RD	CREEK	Off-System	1937	Concrete slab (reinforced)
Atoka	05203 03E1800N3760009	ROCKING R RD	CREEK	Off-System	1937	Concrete slab (reinforced)
Atoka	05213 03E1710N4100000	E1710 RD	CREEK	Off-System	1937	Concrete slab (reinforced)
Atoka	05294 03N3880E1830007	FORREST HILL RD	SAND CREEK	Off-System	1937	Concrete slab (reinforced)
Atoka	05399 03E1800N3760004	ROCKING R RD	CREEK	Off-System	1937	Concrete slab (reinforced)
Atoka	05721 03N3780E1800002	OLD BROOM RD	CREEK	Off-System	1938	Concrete slab (reinforced)
Atoka	06337 03D3995E1622013	D3995 RD	BUCK CREEK	Off-System	1938	Concrete slab (reinforced)
Atoka	06341 03N3735E1810003	PLEASANT HILL RD	ROCK CREEK	Off-System	1938	Concrete slab (reinforced)
Atoka	06532 0314 0779 X	S.H. 7	WATSON CREEK	On-System	1938	Steel stringer/multi-beam or girder
Atoka	06724 03N3905E1790001	TELLICO RD	CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	06737 03N4050E1902005	CENTER POINT RD	CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	06840 03E1910N3740000	VOCA RD	SALT CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Atoka	06842 03E1860N3810005	BOGGY DEPOT RD	CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	06843 03E1860N3820003	BOGGY DEPOT RD	CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	07004 03N3905E1780001	TELLICO RD	CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	07010 03N3980E1900001	BACHELOR FARM RD	CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	07011 03N3900E1900001	BENTLEY RD	CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	07012 03N3900E1900003	BENTLEY RD	CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	07061 03E1860N3810000	BOGGY DEPOT RD	CREEK	Off-System	1939	Concrete slab (reinforced)

Appendix D. Category 2 Structures

Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Atoka	07062 03E1860N3830006	W BOGGY DEPOT RD	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Atoka	07151 03N4005E1670004	WESLEY RD	DOYAL CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Atoka	07157 03N3900E1920004	BENTLEY RD	CANEY CREEK	Off-System	1939	Concrete slab (reinforced)
Atoka	08419 03N3950E1900005	IRON STOB RD	CREEK	Off-System	1940	Concrete slab (reinforced)
Atoka	08997 03E1940N3820001	MT CARMEL RD	DAVIS CREEK	Off-System	1940	Concrete slab (reinforced)
Beaver	04488 04E0140N1410003	FAS 0401	SPRING CREEK	Off-System	1939	Concrete slab (reinforced)
Beaver	04526 04E0140N1410004	FAS 0401	CREEK	Off-System	1939	Concrete slab (reinforced)
Beaver	05282 04E0310N1500007	0428C	COON CREEK	Off-System	1937	Concrete slab (reinforced)
Beaver	05697 04E0300N1630001	E0300	CAMP CREEK	Off-System	1938	Concrete slab (reinforced)
Beaver	07149 04E0070N1580008	E0070	CREEK	Off-System	1939	Concrete slab (reinforced)
Beaver	07570 04E0150N1260004	0406C	CREEK	Off-System	1940	Concrete slab (reinforced)
Beaver	09411 04E0150N1350005	E0150	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Beaver	10203 04N1280E0190002	N1280	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Beckham	04576 0527 0042 X	S.H. 152	SWEET WATER CREEK O'FLOW	On-System	1935	Steel stringer/multi-beam or girder
Beckham	04590 0527 0052 X	S.H. 152	SWEET WATER CREEK	On-System	1935	Steel stringer/multi-beam or girder
Beckham	04671 05E1150N1860003	E1150 (0506C)	SHORT CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Beckham	05123 05E1270N1830009	FAS 0501	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Beckham	05144 05E1230N1990005	E1230	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Beckham	05145 05E1230N2000007	E1230	CREEK	Off-System	1937	Concrete continuous slab (reinforced)

Appendix D. Category 2 Structures

Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Beckham	05293 05E1260N1800009	FAS 0501	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Beckham	05614 05N1910E1140007	N1910	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Beckham	05615 05N1870E1140007	N1870	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Beckham	05762 05E1090N2000006	E1090	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Beckham	06103 05N1960E1180002	N1960	INDIAN CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Beckham	06666 05N1830E1120001	FAS 0505	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Beckham	06730 05E1160N1860002	E1160	SHORT CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Beckham	07512 05N2000E1090005	FAS 0504	CREEK	Off-System	1940	Concrete slab (reinforced)
Beckham	07568 05N1940E1260003	N1940	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Beckham	07697 05E1130N1850004	E1130	LONG CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Beckham	07720 05E1080N2000005	E1080	ELK CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Beckham	08298 05N1870E1100007	N1870	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Beckham	08837 05E1100N1870002	E1100	TIMBER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Beckham	09739 05N2000E1090004	FAS 0504	CREEK	Off-System	1941	Concrete slab (reinforced)
Blaine	05177 06E0880N2630002	0636C	CREEK	Off-System	1937	Concrete slab (reinforced)
Blaine	05267 06N2680E0780001	N2680	CEDAR CREEK	Off-System	1937	Concrete slab (reinforced)
Blaine	05324 06E0850N2680009	0676C	CREEK	Off-System	1937	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Blaine	05484 0610 1062 X	S.H. 3	CREEK	On-System	1937	Steel stringer/multi-beam or girder
Blaine	05554 06N2600E0660005	FAS 0608	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	05564 06N2640E0770006	N2640	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	05568 06N2660E0820007	N2660	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	05569 06N2680E0840001	N2680	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	05575 06N2570E0870009	N2570	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	05810 06E0780N2500000	E0780	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	05811 06E0840N2520004	IRR E0840	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	05816 06E0900N2580001	FAS 0628	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	05817 06E0900N2580009	FAS 0628	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Blaine	05820 06E0940N2620001	FAS 0605	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	06086 06N2470E0730004	N2470	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	06089 06N2510E0790001	IRR FAS 0614	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	06185 06E0840N2520005	IRR E0840	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	06186 06E0900N2580007	FAS 0628	HORSE CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	06316 06N2640E0660002	N2640	SALT CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	06358 06E0720N2580004	FAS 0609	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	06408 06N2530E0780003	N2530	CREEK	Off-System	1938	Concrete slab (reinforced)
Blaine	06780 06E0808N2560006	E0808	CREEK	Off-System	1939	Concrete slab (reinforced)
Blaine	06781 06E0806N2560007	E0806	CREEK	Off-System	1939	Concrete slab (reinforced)
Blaine	06974 06N2680E0800008	N2680	CREEK	Off-System	1939	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Blaine	07164 06E0970N2560006	IRR FAS 0618	CREEK	Off-System	1939	Concrete slab (reinforced)
Blaine	07166 06E0900N2600007	IRR E0900	HORSE CREEK	Off-System	1939	Concrete slab (reinforced)
Blaine	07467 06N2570E0920001	0636C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Blaine	08485 06E0880N2600001	FAS 0604	CREEK	Off-System	1940	Concrete slab (reinforced)
Blaine	08759 06N2570E0880007	FAS 0604	CREEK	Off-System	1940	Concrete slab (reinforced)
Blaine	08883 06E0880N2590009	FAS 0604	CREEK	Off-System	1940	Concrete slab (reinforced)
Blaine	09062 06N2560E0650009	N2560	SPRING CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Bryan	03827 07N3930E2040009	0758C	WHITEGRASS CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Bryan	04211 0720 0332 X	S.H. 78	YARNABY CREEK	On-System	1934	Steel stringer/multi-beam or girder
Bryan	05205 07E2080N3820002	E2080	CREEK	Off-System	1937	Concrete slab (reinforced)
Bryan	05206 07E2000N3870001	E2000	CREEK	Off-System	1937	Concrete slab (reinforced)
Bryan	05209 07E2078N3910005	E2078	MCGEE CREEK	Off-System	1937	Concrete slab (reinforced)
Bryan	05308 07N3920E2050002	N3920	RABBIT CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Bryan	05311 07N3920E2100002	N3920	SULPHUR CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Bryan	05335 07E2080N3920005	E2080	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Bryan	05444 07E2090N3760003	0742C	KANOLA CREEK	Off-System	1937	Concrete slab (reinforced)
Bryan	05468 07E2115N3910006	E2110	SULPHUR CREEK	Off-System	1937	Steel truss - through
Bryan	05769 07N3710E2050004	N3710(BRYAN RD.)	CREEK	Off-System	1938	Concrete slab (reinforced)
Bryan	05923 07E2030N3760002	E2030	THOMPSON CREEK	Off-System	1938	Concrete slab (reinforced)
Bryan	06379 07E2090N3710005	FAU 3630	MINERAL BAYOU CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Bryan	06382 07E2040N3770003	FAS 0724	HARRINGTON CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Bryan	06427 07N3705E2150009	N3705	ISLAND BAYOU CREEK	Off-System	1938	Steel truss - through
Bryan	06440 07E2030N3700004	E2030	LITTLE BLUE CREEK	Off-System	1938	Steel truss - through
Bryan	06466 07N3712E2227001	0728C	WEBB CREEK	Off-System	1938	Steel truss - through
Bryan	06474 07D2018N3720005	D2018	LITTLE BLUE RIVER	Off-System	1938	Steel truss - through
Bryan	06505 07N3815E2030004	0750C	CADDO CREEK	Off-System	1938	Concrete slab (reinforced)
Bryan	06544 0710 0392 X	U.S. 70	KANALLA CREEK	On-System	1938	Steel stringer/multi-beam or girder
Bryan	06554 0710 0046 X	U.S. 70	MINERAL BAYOU CREEK	On-System	1938	Steel stringer/multi-beam or girder
Bryan	06556 0710 1101 X	U.S. 70	ROCK CREEK	On-System	1938	Steel stringer/multi-beam or girder
Bryan	06586 0710 0759 X	U.S. 70	BLUE RIVER	On-System	1938	Steel truss - through
Bryan	07244 07N3690E2000000	0732C	BOIS D'ARC CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Bryan	07305 0710 1798 X	U.S. 70	SULPHUR CREEK	On-System	1939	Steel stringer/multi-beam or girder
Bryan	07306 07N3725E2090003	FAU 3672 (CEMETERY	MINERAL BAYOU CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Bryan	08853 07N3760E2090006	N3760	KANOLA CREEK	Off-System	1940	Steel truss - through
Bryan	08860 07N3825E2170008	N3825	ISLAND BAYOU CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Bryan	09007 07E2000N3910009	0758C	CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Bryan	09424 0716 0340 X	S.H. 91	SAND CREEK	On-System	1940	Steel stringer/multi-beam or girder
Bryan	09502 0720 2637 X	S.H. 78	MINERAL BAYOU CREEK	On-System	1939	Steel stringer/multi-beam or girder
Caddo	02776 08E1310N2730002	0834C	CREEK	Off-System	1939	Concrete slab (reinforced)
Caddo	02777 08E1310N2730003	0834C	CREEK	Off-System	1939	Concrete slab (reinforced)
Caddo	04051 08E1020N2590007	0804C	CREEK	Off-System	1933	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Caddo	04188 08E1250N2640005	E1250	CREEK O'FLOW	Off-System	1934	Concrete tee beam (reinforced)
Caddo	04216 08E1186N2620006	E1186	MEDICINE CREEK	Off-System	1934	Steel stringer/multi-beam or girder
Caddo	04649 08N2450E1360009	N2450	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Caddo	05661 08N2490E1390005	N2490	CREEK	Off-System	1939	Concrete slab (reinforced)
Caddo	06123 08N2580E1460007	N2580	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Caddo	06360 08E1140N2720001	E1140	CREEK	Off-System	1938	Concrete slab (reinforced)
Caddo	06691 08N2530E1370005	IRR N2530	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Caddo	06776 08E1400N2450008	E1400	CREEK	Off-System	1939	Concrete slab (reinforced)
Caddo	06778 08E1440N2500003	E1440	CREEK	Off-System	1939	Concrete slab (reinforced)
Caddo	06786 08E1150N2710001	E1150	CREEK	Off-System	1939	Concrete slab (reinforced)
Caddo	07029 08E1400N2450006	E1400	CREEK	Off-System	1940	Concrete slab (reinforced)
Caddo	07030 08E1430N2450008	IRR 0847C	CREEK	Off-System	1939	Concrete slab (reinforced)
Caddo	07113 0816 0785 X	S.H. 8	CREEK	On-System	1939	Concrete slab (reinforced)
Caddo	07116 0816 0952 X	S.H. 8	CREEK	On-System	1939	Concrete slab (reinforced)
Caddo	07290 08E1341N2650005	IRR FAU 2140 (CENT	WASHITA RIVER(CENTRAL)	Off-System	1939	Steel truss - through
Caddo	07513 08N2570E1090007	N2570	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07519 08N2500E1110005	N2500	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07537 08N2470E1170003	N2470	CREEK	Off-System	1940	Timber stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Caddo	07542 08N2500E1180009	N2500	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07553 08N2690E1220004	N2690	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07557 08N2690E1230007	N2690	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07569 08N2645E1260006	IRR N2645	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07590 08N2490E1360008	N2490	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Caddo	07598 08N2510E1430006	N2510	CREEK	Off-System	1940	Concrete slab (reinforced)
Caddo	07604 08N2460E1460001	N2460	EAST CACHE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	07795 08E1090N2520008	E1090	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07803 08E1420N2570008	IRR E1420	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07814 08E1470N2610001	E1470	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	07821 08E1480N2630008	E1480	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	07827 08E1450N2680004	IRR E1450	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	08285 08N2530E1020009	N2530	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	08299 08N2570E1110002	N2570	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	08308 08N2740E1140009	N2740	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	08323 08N2450E1210000	N2450	CREEK	Off-System	1940	Timber stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Caddo	08327 08N2470E1210009	N2470	CROOKED COBB CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08330 08N2540E1220008	N2540	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08346 08N2470E1330009	IRR N2470	CEDAR CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08365 08N2580E1410008	IRR N2580	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08374 08N2570E1470009	N2570	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08468 08E1320N2470007	E1320	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08471 08E1320N2490009	IRR E1320	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08472 08E1110N2500008	E1110	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	08481 08E1350N2560006	IRR E1350	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08491 08E1470N2640001	E1470	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08500 08E1320N2740009	E1320	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	08874 08E1300N2490001	IRR E1300	RUNNING CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08875 08E1030N2520009	E1030	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	08877 08E1350N2530006	IRR E1350	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08878 08E1340N2540001	IRR E1340	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08887 08E1250N2640007	E1250	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	08890 08E1220N2660004	E1220	WHITE BREAD CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	08892 08E1230N2690009	E1230	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Caddo	09118 08E1400N2500004	IRR E1400	EASY CACHE CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Caddo	09123 08E1430N2550009	IRR E1430	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	09192 08N2560E1300009	IRR N2560	COBB CREEK	Off-System	1940	Steel truss - through
Caddo	09225 08E1220N2500003	E1220	LAKE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	09303 08E1020N2480007	0804C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	09306 08E1360N2660004	E1360	TONKAWA CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Caddo	09381 08N2550E1470002	N2550	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Canadian	04197 09E1020N2670009	E1020	CREEK	Off-System	1934	Steel stringer/multi-beam or girder
Canadian	04587 09D1040N2970012	OVERHOLSER	LAKE	Off-System	1935	Steel stringer/multi-beam or girder
Canadian	09989 09E1030N2880007	E1030	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Carter	04943 10N3280E1970009	HEDGES RD	CREEK	Off-System	1936	Concrete arch - deck (reinforced)
Carter	04945 10E1993N3270005	E1993	CREEK	Off-System	1936	Concrete arch - deck (reinforced)
Carter	04959 10E1993N3270002	E1993	CREEK	Off-System	1936	Concrete arch - deck (reinforced)
Carter	05713 10N3130E1760003	N3130	CREEK	Off-System	1938	Concrete slab (reinforced)
Carter	05739 10N3160E1900002	N3160	COTTONWOOD CREEK	Off-System	1938	Concrete slab (reinforced)
Carter	05836 10E1890N3060004	E1890	WHISKEY CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Carter	07948 10E2020N3250007	1032C	CREEK	Off-System	1940	Concrete slab (reinforced)
Carter	10199 10E1995N33200P0	PARK 110	CREEK	Off-System	1945	Concrete slab (reinforced)
Carter	10254 10E1988N33100P2	PARK 110	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Cherokee	02853 11E0845N4480009	1146C	LITTLE GREEN LEAF CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Cherokee	04000 1112 1390 X	S.H. 51	PECAN CREEK	On-System	1933	Steel stringer/multi-beam or girder
Cherokee	05431 11E0687N4460007	E0687	BLACKBIRD CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Cherokee	06085 11N4500E0710009	N4500	DOUBLE SPRING CREEK	Off-System	1938	Concrete slab (reinforced)

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Cherokee	06888 11E0690N4470002	E0690	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Cherokee	06975 11N4590E0830001	N4590	CREEK	Off-System	1939	Concrete slab (reinforced)
Cherokee	07138 11N4584E0620000	N4584	FALLS BRANCH	Off-System	1939	Steel stringer/multi-beam or girder
Cherokee	07441 11N4590E0810008	N4590	CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	07463 11N4484E0900009	1148C	CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	08132 11E0675N4400008	E0675	CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	08133 11E0671N4410004	E0671	CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	08134 11E0670N4410006	E0670	CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	08255 11N4400E0680005	1120C	CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	08265 11N4440E0820001	N4440	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Cherokee	08276 11N4482E0890005	1148C	CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	08694 11E0660N4530000	MC 1112C	FOURTEEN MILE CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	08695 11E0650N4530005	1114C	FOURTEEN MILE CREEK	Off-System	1940	Concrete slab (reinforced)
Cherokee	10253 11E0690N4510006	E0690	FOURTEEN MILE CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Choctaw	03905 12N4360E2040006	1260C	CREEK	Off-System	1933	Concrete slab (reinforced)
Choctaw	03912 12E1980N4320002	1208C	SPENCER CREEK	Off-System	1933	Concrete slab (reinforced)
Choctaw	05143 12N4195E1980001	1246C	ONE CREEK	Off-System	1937	Concrete slab (reinforced)
Choctaw	05214 12E1990N4130003	1204C	CREEK	Off-System	1937	Concrete slab (reinforced)
Choctaw	05455 12N4350E2080008	N4350	BIRD CREEK	Off-System	1937	Concrete slab (reinforced)
Choctaw	06349 12N4360E2000004	1260C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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Choctaw	06351 12N4140E2020005	N4140	CREEK	Off-System	1938	Concrete slab (reinforced)
Choctaw	06462 12N4010E2040002	FAS 1207	MAYHEW CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Choctaw	06522 12N4140E2020008	N4140	BOKCHITO CREEK	Off-System	1938	Concrete slab (reinforced)
Choctaw	08101 12E2017N4100007	E2017	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Choctaw	09026 12E2070N4400002	E2070	DOAKSVILLE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Cimarron	04478 1310 0813 X	U.S. 287	CREEK	On-System	1933	Concrete slab (reinforced)
Cleveland	05274 14N3120E1200006	N PORTER AVE	LITTLE RIVER	Off-System	1937	Concrete arch - deck (reinforced)
Cleveland	05850 14E1230N3180006	E ROBINSON ST	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Cleveland	05854 14E1410N3260004	BOX RD.	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Cleveland	06106 14N3180E1210001	72ND AVE NE	ROCK CREEK	Off-System	1938	Concrete arch - deck (reinforced)
Cleveland	09189 14N3170E1210005	60TH AVE NE	ROCK CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Cleveland	09806 14E1170N3110005	SE 19TH ST	N FORK OF LITTLE RIVER	Off-System	1941	Concrete slab (reinforced)
Cleveland	09822 1404 0369 X	U.S. 77	CHOTEAU CREEK	On-System	1940	Steel stringer/multi-beam or girder
Cleveland	09991 14E1200N3140009	FRANKLIN RD	LITTLE RIVER	Off-System	1942	Steel stringer/multi-beam or girder
Coal	05110 15N3744E1650003	1534C	PEACH CREEK	Off-System	1937	Concrete slab (reinforced)
Coal	05244 1512 0988 X	S.H. 31	CREEK	On-System	1937	Concrete slab (reinforced)
Coal	05919 15E1620N3740002	E1620	TURKEY CREEK	Off-System	1938	Concrete slab (reinforced)
Coal	05928 15E1755N3795002	1518C	CREEK	Off-System	1938	Concrete slab (reinforced)
Coal	05931 15E1780N3810001	E1780	CREEK	Off-System	1938	Concrete slab (reinforced)
Coal	06135 15N3740E1620004	1534C	TURKEY CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Coal	06140 15N3730E1680004	N3730	OWL CREEK	Off-System	1938	Concrete slab (reinforced)

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Coal	06242 15E1740N3760001	E1740	COON CREEK	Off-System	1938	Concrete slab (reinforced)
Coal	06562 1516 0861 X	S.H. 48	CREEK	On-System	1938	Steel stringer/multi-beam or girder
Coal	07002 15N3820E1690007	1536C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Coal	07105 1518 0430 X	S.H. 48	CREEK	On-System	1939	Concrete slab (reinforced)
Coal	07153 15N3810E1760007	N3810	COAL CREEK	Off-System	1939	Concrete slab (reinforced)
Coal	07202 1521 0062 X	S.H. 31B	ELM CREEK	On-System	1939	Concrete slab (reinforced)
Coal	07655 15N3750E1640002	N3750	PEACH CREEK	Off-System	1940	Concrete slab (reinforced)
Coal	07671 15N3840E1720004	N3840	SULPHUR CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Coal	08036 15E1650N3670008	E1650	CREEK	Off-System	1940	Concrete slab (reinforced)
Coal	08037 15E1670N3690002	1526C	CREEK	Off-System	1940	Concrete slab (reinforced)
Coal	08041 15E1625N3720009	E1625	CREEK	Off-System	1940	Concrete slab (reinforced)
Coal	08044 15E1770N3790007	E1770	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Coal	08047 15E1755N3830002	1520C	CREEK	Off-System	1940	Concrete slab (reinforced)
Coal	08048 15E1755N3830005	1520C	CREEK	Off-System	1940	Concrete slab (reinforced)
Coal	08178 1520 0140 X	S.H. 131	CREEK	On-System	1940	Concrete slab (reinforced)
Coal	08181 1520 0193 X	S.H. 131	CREEK	On-System	1940	Concrete slab (reinforced)
Coal	08647 15E1630N3650008	E1630	ROCK CREEK	Off-System	1940	Concrete slab (reinforced)
Coal	08653 15E1780N3810007	E1780	FRENCH HENRY CREEK	Off-System	1940	Concrete slab (reinforced)
Coal	09037 1521 0149 X	S.H. 31B	ELM CREEK	On-System	1940	Concrete slab (reinforced)
Coal	09366 15E1660N3750004	E1660	OWL CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Coal	09418 15E1669N3770002	E1669	CANEY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Coal	09507 15E1664N3710007	E1664 (OLD SH3)	LEADER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Coal	09814 1514 0704 X	S.H. 43	MILL CREEK	On-System	1941	Steel stringer/multi-beam or girder
Coal	10300 15E1785N3680000	1522C	WALNUT BRANCH	Off-System	1945	Steel stringer/multi-beam or girder
Comanche	04043 16N2570E1700004	FAU 7701	WOLF CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Comanche	04044 16N2570E1700005	FAU 7701	WOLF CREEK O'FLOW	Off-System	1933	Steel stringer/multi-beam or girder
Comanche	04544 1624 0853 X	S.H. 17	SHETTLERS CREEK	On-System	1935	Steel stringer/multi-beam or girder
Comanche	04554 1624 0886 X	S.H. 17	BEAVER CREEK	On-System	1935	Steel stringer/multi-beam or girder
Comanche	04824 16E1650N2490006	1622C	PECAN CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Comanche	04904 16E1650N2450003	1622C	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Comanche	04905 16E1650N2450006	1622C	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Comanche	04944 16E1650N2440007	1622C	CARTER CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Comanche	05007 16E1650N2470009	1622C	BLUE BEAVER CREEK	Off-System	1936	Steel truss - through
Comanche	05321 16E1656N2560008	E1656 (DEARBORN)	NUMU CREEK	Off-System	1937	Concrete slab (reinforced)
Comanche	06721 16N2430E1740004	FAS 1680C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Comanche	06782 16E1664N2560008	E1664 (13TH & 'E'	NUMU CREEK	Off-System	1938	Concrete slab (reinforced)
Comanche	07817 16E1720N2620004	E1720	CREEK	Off-System	1940	Concrete slab (reinforced)
Comanche	07840 16E1500N2730001	IRR 1688C	CREEK	Off-System	1940	Concrete slab (reinforced)
Comanche	08399 16N2720E1640008	N2720	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Comanche	08408 16N2430E1760009	1680C	CREEK	Off-System	1940	Concrete slab (reinforced)
Comanche	08811 16N2660E1540002	N2660	CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Comanche	08880 16E1490N2570004	1602C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Comanche	10075 1642 0098 X	S.H. 49	MEDICINE CREEK	On-System	1943	Steel stringer/multi-beam or girder
Comanche	10160 16E1740N2550008	E1740	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Comanche	10161 16E1570N2560005	E1570	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Comanche	10227 16E1600N2740001	E1600	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Comanche	10270 16N2690E1560006	N2690	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Cotton	04202 1716 0402 X	S.H. 5	CREEK	On-System	1934	Steel stringer/multi-beam or girder
Cotton	04207 1716 0561 X	S.H. 5	CREEK	On-System	1934	Steel stringer/multi-beam or girder
Cotton	04208 1716 0571 X	S.H. 5	CREEK	On-System	1934	Steel stringer/multi-beam or girder
Cotton	04209 1710 1148 X	S.H. 5	COX CREEK	On-System	1933	Steel stringer/multi-beam or girder
Cotton	04213 1716 0411 X	S.H. 5	CREEK	On-System	1934	Steel stringer/multi-beam or girder
Cotton	04285 17N2690E1940001	N2690	CREEK	Off-System	1935	Concrete slab (reinforced)
Cotton	04298 17E1950N2660007	E1950	CREEK	Off-System	1940	Concrete slab (reinforced)
Cotton	04491 17E1950N2690003	E1950	CREEK	Off-System	1935	Concrete slab (reinforced)
Cotton	05714 17N2690E1760009	IRR N2690	CREEK	Off-System	1938	Concrete arch - deck (reinforced)
Cotton	06558 1704 1518 X	U.S. 70	WHISKEY CREEK	On-System	1938	Steel stringer/multi-beam or girder
Cotton	06725 17N2660E1800009	N2660	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Cotton	06783 17E1910N2630007	E1910	CREEK	Off-System	1939	Concrete slab (reinforced)
Cotton	10152 17N2700E1970009	N2700	CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Craig	02605 18E0239N4250006	E0239	LIGHTNING CREEK	Off-System	1938	Concrete slab (reinforced)
Craig	04246 18N4330E0130002	N4330	CREEK	Off-System	1935	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Craig	04421 18E0186N4420004	E0186	JONES CREEK	Off-System	1935	Concrete stringer/multi-beam or girder (reinforced)
Craig	04518 18E0030N4430002	E0030	ELM CREEK	Off-System	1935	Timber stringer/multi-beam or girder
Craig	04605 18E0261N4400008	E0261	BULL CREEK	Off-System	1936	Concrete continuous stringer/multi-beam or girder (reinforced)
Craig	04607 18N4290E0010003	1834C	CREEK	Off-System	1936	Steel continuous stringer/multi-beam or girder
Craig	04608 18N4380E0080002	IRR 1868C	WILLOW CREEK	Off-System	1936	Concrete slab (reinforced)
Craig	04609 18N4480E0080008	N4480	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Craig	04843 18E0340N4340002	E0340	ROCK CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Craig	04846 18E0310N4410001	1824C	HOG CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Craig	04953 18N4270E0090002	1832C	E FORK BIG CREEK	Off-System	1936	Steel truss - through
Craig	05002 1810 0566 X	U.S. 69	WHITE OAK CREEK	On-System	1936	Steel stringer/multi-beam or girder
Craig	05020 18N4270E0070008	1832C	BIG CREEK	Off-System	1936	Steel truss - through
Craig	05053 18N4390E0180003	IRR 1816C	HALE CREEK	Off-System	1937	Concrete slab (reinforced)
Craig	05055 18N4370E0220000	N4370	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Craig	05224 18E0310N4430006	1824C	CREEK	Off-System	1937	Concrete slab (reinforced)
Craig	05343 18E0240N4390004	E0240	ELM CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Craig	05376 18N4440E0280008	N4440	LOCUST CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Craig	05404 18E0290N4440002	E0290	LOCUST CREEK	Off-System	1937	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Craig	05539 18N4360E0300009	N4360	CREEK	Off-System	1938	Concrete slab (reinforced)
Craig	06450 1810 0465 X	U.S. 69	BILLINGSLIE CREEK	On-System	1938	Steel stringer/multi-beam or girder
Craig	06968 18N4260E0250005	1844C	THUNDER CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Craig	07075 18E0030N4260003	E0030	CREEK	Off-System	1939	Concrete slab (reinforced)
Craig	07076 18E0270N4290001	IRR FAS 1819	PRYOR CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Craig	07187 18E0050N4260001	1802C	BRUSH CREEK	Off-System	1939	Concrete slab (reinforced)
Craig	07261 18N4279E0220003	1844C	LIGHTNING CREEK	Off-System	1939	Concrete slab (reinforced)
Craig	07369 18N4460E0160006	N4460	CROW CREEK	Off-System	1938	Concrete slab (reinforced)
Craig	07387 18N4470E0330004	N4470	MUSTANG CREEK	Off-System	1940	Concrete slab (reinforced)
Craig	08115 18E0010N4280008	E0010	CREEK	Off-System	1940	Concrete slab (reinforced)
Craig	08128 18E0260N4370003	E0260	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Craig	08230 18N4340E0230003	1850C	WHITE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Craig	08231 18N4390E0240008	IRR 1854C	ELM CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Craig	08235 18N4480E0330003	1864C	MUSTANG CREEK	Off-System	1940	Concrete slab (reinforced)
Craig	09027 18E0250N4410005	1820C	BULL CREEK	Off-System	1940	Concrete slab (reinforced)
Craig	09166 18E0280N4400002	IRR E0280	BULL CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Craig	09674 18N4470E0230005	N4470	SHAWNEE CREEK	Off-System	1941	Concrete slab (reinforced)
Craig	09886 18E0310N4350003	1824C	CREEK	Off-System	1942	Concrete slab (reinforced)
Craig	09936 18E0310N4360009	1824C	CREEK	Off-System	1942	Concrete slab (reinforced)
Craig	10007 18N4350E0230001	IRR N4350	CREEK	Off-System	1943	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Craig	10119 1824 0157 X	S.H. 82	MUSTANG CREEK	On-System	1944	Steel stringer/multi-beam or girder
Craig	23277 18N4300E0100008	1834C	CREEK	Off-System	1938	Concrete slab (reinforced)
Creek	00368 19E0880N3710009	E0880	WEST FORK SANDY CREEK	Off-System	1940	Steel truss - through
Creek	01375 19E0740N3670002	E0740	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Creek	04057 1908 1052 X	U.S. 75A	ROCK CREEK	On-System	1933	Steel stringer/multi-beam or girder
Creek	04092 19N3600E0600006	N3600	CREEK	Off-System	1934	Steel stringer/multi-beam or girder
Creek	04265 19N3740E0920005	N3740	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04326 19E0760N3620000	E0760	CREEK	Off-System	1935	Timber stringer/multi-beam or girder
Creek	04328 19E0830N3710008	E0830	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04329 19E0815N3720006	E0815	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04332 19E0940N3790008	E0940	HOPPER CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04333 19E0940N3790009	E0940	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04381 19N3720E0780006	N3720	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04416 19E0850N3620002	E0850	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04417 19E0640N3660007	E0640	SAND CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04470 19E0790N3610001	E0790	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	04485 19N3720E0800000	N3720	SAND CREEK	Off-System	1935	Steel truss - through
Creek	04625 19N3660E0660002	N3660	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Creek	04626 19N3660E0670008	N3660	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Creek	04629 19N3670E0720005	N3670	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Creek	04631 19N3600E0760007	N3600	CREEK	Off-System	1936	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Creek	04730 19E0900N3620007	E0900	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Creek	04802 19N3660E0700006	N3660	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Creek	04836 19E0910N3670001	E0910	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Creek	05266 19N3830E0680003	N3830	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Creek	05334 19E0660N3810001	E0660	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Creek	05561 19N3770E0770000	N3770	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05563 19N3670E0770004	N3670	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05567 19N3770E0820003	N3770	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05573 19N3660E0870004	N3660	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05583 19N3750E0920001	N3750	CREEK	Off-System	1938	Timber stringer/multi-beam or girder
Creek	05896 19E0850N3640009	E0850	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05899 19E0720N3650005	E0720	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05901 19E0890N3650009	E0890	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05906 19E0680N3680002	E0680	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05913 19E0810N3700005	E0810	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05914 19E0680N3700007	E0680	DEEP CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05920 19E0890N3740008	E0890	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05921 19E0890N3740009	E0890	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	05932 19E0670N3830002	E0670	CREEK	Off-System	1938	Concrete slab (reinforced)
Creek	06237 19E0730N3690001	E0730	HOOT OWL HOLLOW	Off-System	1938	Steel stringer/multi-beam or girder
Creek	06380 19E0740N3740004	E0740	CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Creek	06383 19E0700N3810001	E0700	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Creek	06566 1904 1036 X	S.H. 66	POLECAT CREEK	On-System	1938	Steel continuous stringer/multi-beam or girder
Creek	06640 19N3690E0720008	N3690	CREEK	Off-System	1939	Concrete slab (reinforced)
Creek	06641 19N3870E0750007	N3870	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Creek	06643 19N3870E0760002	N3870	CREEK	Off-System	1939	Concrete slab (reinforced)
Creek	06648 19N3620E0850005	N3620	CREEK	Off-System	1939	Concrete slab (reinforced)
Creek	06649 19N3785E0870001	N3785	CREEK	Off-System	1939	Concrete slab (reinforced)
Creek	06831 19E0660N3620004	E0660	DRY CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Creek	07304 1904 1340SX	S.H. 66	LITTLE POLECAT CREEK	On-System	1939	Steel stringer/multi-beam or girder
Creek	07435 19N3770E0750005	N3770	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	07450 19N3780E0850007	N3780	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	07462 19N3710E0900004	N3710	CLIFTY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	07471 19N3780E0930002	N3780	HOPPER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	08026 19E0770N3590009	E0770	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	08030 19E0720N3620009	E0720	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	08039 19E0820N3700009	E0820	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	08252 19N3660E0660005	N3660	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	08258 19N3870E0760008	N3870	CREEK	Off-System	1940	Concrete slab (reinforced)
Creek	08651 19E0810N3770005	E0810	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	08652 19E0820N3790005	E0820	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	08985 19E0730N3600007	E0730	TIGER CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Creek	09160 19E0740N3810002	E0740	LITTLE POLECAT CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	09179 19N3779E0760003	N3779	NEVERSWEAT CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	09566 19N3910E0730000	N3910	CREEK	Off-System	1941	Concrete slab (reinforced)
Creek	09684 19N3650E0900001	N3650	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Creek	09984 19E0750N3800007	E0750	CREEK	Off-System	1942	Steel truss - through
Creek	09999 19N3690E0730000	N3690	DOG CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Creek	10014 19N3740E0860001	N3740	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Creek	10015 19N3830E0870005	N3830	CREEK	Off-System	1943	Concrete continuous slab (reinforced)
Creek	10136 19N3660E0700008	N3660	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Creek	10144 19N3780E0940008	N3780	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Creek	10185 19E0870N3670003	E0870	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Creek	23072 19E0745N3820001	E0745	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	23074 19N3697E0630002	N3697	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	23111 19E0640N3700002	E0640	COTTONWOOD CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Creek	23113 19E0680N3660001	E0680	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Creek	23210 19N3680E0830007	N3680	CREEK	Off-System	1935	Concrete slab (reinforced)
Creek	23211 19E0820N3770001	E0820	SKULL CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Creek	23964 19E0712N3600002	WOOD ST.	TIGER CREEK	Off-System	1936	Concrete arch - deck (reinforced)
Custer	04263 20N2390E0900002	N2390	CREEK	Off-System	1935	Concrete continuous slab (reinforced)
Custer	04264 20N2390E0910000	N2390	CREEK	Off-System	1935	Concrete continuous slab (reinforced)

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Custer	04267 20N2320E1000008	N2320	CREEK	Off-System	1935	Concrete slab (reinforced)
Custer	04388 20N2330E1040002	N2330	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Custer	05798 20E0990N2300001	FAS 2002	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Custer	05803 20E1010N2370001	E1010	CREEK	Off-System	1938	Concrete slab (reinforced)
Custer	05805 20E0910N2380009	E0910	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Custer	07025 20E1010N2300008	FAS 2003	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Custer	07446 20N2210E0830008	N2210	EAST BARNITZ CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Custer	07465 20N2100E0910004	N2100	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Custer	07480 20N2070E0960001	2034C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Custer	07761 20E1010N2220008	E1010	CREEK	Off-System	1940	Concrete slab (reinforced)
Custer	07778 20E0890N2380007	E0890	CREEK	Off-System	1940	Concrete slab (reinforced)
Custer	08434 20E0960N2070001	E0960	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Custer	08444 20E1000N2150005	E1000	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Custer	08451 20E0990N2270003	FAS 2002	BEAVER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Custer	09573 20N2320E0970005	N2320	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Custer	09805 20E1020N2280003	E1020	TURTLE CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Delaware	04547 21N4585E0480005	2142C	DRY CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Delaware	04616 21N4608E0430003	N4608	CREEK	Off-System	1936	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Delaware	04617 21N4605E0430007	N4605	BRUSH CREEK TRIB.	Off-System	1936	Concrete continuous slab (reinforced)
Delaware	04891 21N4520E0260003	N4520	FLY CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Delaware	06012 21E0335N4660006	IRR 2116C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Delaware	06073 21N4650E0300003	2120C	CREEK	Off-System	1938	Concrete slab (reinforced)
Delaware	06393 21E0280N4680001	2110C	CARR CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Delaware	06632 21N4668E0550009	2154C	CALUNCHETY HOLLOW CREEK	Off-System	1939	Concrete slab (reinforced)
Delaware	06890 21E0310N4490007	E0310	DUCK CREEK	Off-System	1939	Concrete slab (reinforced)
Delaware	06891 21E0310N4490008	E0310	DUCK CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Delaware	06893 21E0270N4510002	E0270	FLY CREEK	Off-System	1939	Concrete slab (reinforced)
Delaware	06967 21N4592E0240005	N4592	HICKORY CREEK	Off-System	1939	Concrete slab (reinforced)
Delaware	06969 21N4650E0250007	N4650	CREEK	Off-System	1939	Concrete slab (reinforced)
Delaware	07097 21E0530N4710006	E0530	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Delaware	07098 21E0519N4710008	E0520	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Delaware	07135 21N4610E0550005	N4610	CREEK	Off-System	1939	Concrete slab (reinforced)
Delaware	07253 21E0348N4620005	E0348	WHITEWATER CREEK	Off-System	1939	Concrete slab (reinforced)
Delaware	07408 21N4601E0580009	2156C	CREEK	Off-System	1940	Concrete slab (reinforced)
Delaware	08246 21N4675E0550006	2154C	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Delaware	09033 21E0250N4600001	E0250	GRAND LAKE-HICKORY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Delaware	09401 21E0485N4510003	IRR 2142C	SALINE CREEK	Off-System	1940	Steel truss - through

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Delaware	10286 21E0558N4600006	E0558	SPRING CREEK	Off-System	1945	Concrete slab (reinforced)
Dewey	05476 2204 0570 X	U.S. 60	COTTONWOOD CREEK	On-System	1937	Steel stringer/multi-beam or girder
Dewey	05493 2204 1337 X	U.S. 60	CAMP CREEK	On-System	1937	Steel stringer/multi-beam or girder
Dewey	05499 2204 0903 X	U.S. 60	KIZER CREEK	On-System	1937	Steel stringer/multi-beam or girder
Dewey	05500 2204 1716 X	U.S. 60	DEEP CREEK	On-System	1937	Steel stringer/multi-beam or girder
Dewey	07240 22N2210E0680002	FAS 2223	CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Dewey	07442 22N2240E0820002	N2240	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Dewey	07753 22D0750N2130006	D0750	CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Dewey	08256 22N2080E0730003	N2080	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Dewey	08851 22D0668N2050008	D0668	GYP CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Dewey	09434 2206 0285 X	U.S. 60	WEST SEILING CREEK	On-System	1940	Steel stringer/multi-beam or girder
Ellis	05726 23E0570N1820002	E0570	LITTLE WOLF CREEK	Off-System	1938	Concrete slab (reinforced)
Ellis	06633 23N1850E0560005	N1850	CREEK	Off-System	1941	Concrete slab (reinforced)
Ellis	07682 23E0560N1760008	E0560	WILLOW CREEK	Off-System	1940	Concrete slab (reinforced)
Ellis	08828 23E0360N1710005	E0360	CREEK	Off-System	1940	Concrete slab (reinforced)
Ellis	10305 23E0540N1720000	E0540	CREEK	Off-System	1945	Concrete stringer/multi-beam or girder (reinforced)
Garfield	03831 24E0540N2850008	E0540	BUFFALO CREEK	Off-System	1933	Concrete stringer/multi-beam or girder (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garfield	03832 24E0460N2910003	E0460	CREEK	Off-System	1933	Concrete stringer/multi-beam or girder (reinforced)
Garfield	03833 24E0480N2920005	E0480	CREEK	Off-System	1933	Concrete stringer/multi-beam or girder (reinforced)
Garfield	04460 24E0540N2980001	E0540	WOLF CREEK	Off-System	1935	Steel continuous stringer/multi-beam or girder
Garfield	04910 24E0400N3090009	E0400	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Garfield	05069 24N2800E0520003	N2800	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Garfield	05264 24N3000E0420009	N3000	CREEK	Off-System	1937	Concrete stringer/multi-beam or girder (reinforced)
Garfield	05459 24N3050E0440009	N3050	BLACK BEAR CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Garfield	05537 24N2810E0290001	N2810	CREEK	Off-System	1938	Concrete slab (reinforced)
Garfield	05542 24N2950E0330009	N2950	CREEK	Off-System	1938	Concrete slab (reinforced)
Garfield	05822 24E0380N2770003	E0380	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Garfield	05824 24E0560N2850009	E0560	CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)
Garfield	06361 24E0300N2910005	E0300	SAND CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)
Garfield	06430 24E0430N2920002	E0430	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Garfield	07386 24N2790E0320009	N2790	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garfield	07873 24E0320N3000009	E0320	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garfield	09735 24N2770E0410001	N2770	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Garfield	09752 24E0560N2840008	E0560	BUFFALO CREEK	Off-System	1941	Concrete stringer/multi-beam or girder (reinforced)
Garfield	09753 24E0340N2980006	2419C	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Garfield	09839 24N2850E0330005	N2850	CREEK	Off-System	1942	Concrete slab (reinforced)
Garfield	09841 24N2980E0430004	N2980	CREEK	Off-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Garfield	09843 24N2880E0510001	N2880	CREEK	Off-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Garfield	09844 24N2910E0510006	N2910	CREEK	Off-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Garfield	09860 24E0390N2870005	E0390	CREEK	Off-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Garfield	09862 24E0360N3000004	E0360	CREEK	Off-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Garfield	09911 24N2910E0410007	N2910 (42ND)	SKELETON CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Garfield	09945 24N2770E0290002	N2770	CREEK	Off-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Garfield	09974 24N2820E0510009	N2820	DRY CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Garfield	09978 24E0380N3100001	E0380	ELKHORN CREEK	Off-System	1942	Concrete continuous slab (reinforced)
Garfield	10024 24E0320N2810003	2404C	CREEK	Off-System	1943	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garfield	10025 24E0550N2850005	E0550	BUFFALO CREEK	Off-System	1943	Concrete stringer/multi-beam or girder (reinforced)
Garfield	10043 24E0440N2790004	E0440	CREEK	Off-System	1943	Concrete stringer/multi-beam or girder (reinforced)
Garfield	10044 24E0350N3000005	E0350	CREEK	Off-System	1943	Concrete stringer/multi-beam or girder (reinforced)
Garfield	10172 24E0320N2830006	2404CO	NINE MILE CREEK	Off-System	1945	Concrete stringer/multi-beam or girder (reinforced)
Garfield	10308 24E0320N2810007	2404CO	SAND CREEK	Off-System	1945	Concrete stringer/multi-beam or girder (reinforced)
Garfield	23991 24N2960E0300002	N2960	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Garfield	26044 24E0330N2870000	E0330	CREEK	Off-System	1938	Concrete slab (reinforced)
Garvin	05328 25E1560N3100002	E1560	CREEK	Off-System	1937	Timber stringer/multi-beam or girder
Garvin	05456 2512 0672 X	S.H. 19	LITTLE PEAVINE CREEK	On-System	1937	Steel stringer/multi-beam or girder
Garvin	05498 2512 0753 X	S.H. 19	PEAVINE CREEK	On-System	1937	Steel stringer/multi-beam or girder
Garvin	05848 25E1500N3180001	E1500	CREEK	Off-System	1938	Timber stringer/multi-beam or girder
Garvin	06205 25E1510N3250006	2508C	WASHINGTON CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Garvin	06334 25N3300E1560000	FAS 2531C	WOLF CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Garvin	06339 25N3100E1690009	N3100	SALT CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Garvin	06365 25E1500N3180005	E1500	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Garvin	06370 25N3370E1570000	N3370	WILLOW SANDY CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garvin	07342 2512 0201 X	S.H. 19	WASHITA RIVER	On-System	1938	Steel truss - through
Garvin	07631 25N3190E1560002	N3190	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	07640 25N3360E1580004	IRR N3360	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	07646 25N3100E1590009	N3100	PANTHER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	07881 25E1586N3030004	2548C	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	07886 25E1525N3060001	E1525	HAPPY HOLLOW CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	07888 25E1530N3060002	E1530	HAPPY HOLLOW CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	07892 25E1570N3060009	E1570	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	07901 25E1632N3080009	E1632	HONEY CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	07910 25E1630N3110003	E1630	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	07950 25E1490N3250009	E1490	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	07974 25E1550N3350003	E1550	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08377 25N3170E1500002	N3170	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08381 25N3170E1520003	N3170	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08386 25N3110E1550001	2552C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08393 25N3250E1610005	N3250	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08401 25N3090E1670005	N3090	HONEY CREEK	Off-System	1940	Timber stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garvin	08525 25E1590N3000005	2528C	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08527 25E1600N3000009	E1600	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08535 25E1590N3020007	2528C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08537 25D1605N3030003	D1605	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08541 25E1520N3050006	E1520	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08560 25E1530N3150006	E1530	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08562 25E1590N3160009	E1590	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08570 25E1550N3190006	E1550	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Garvin	08576 25E1510N3220005	2508C	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08586 25E1510N3300000	2510C	LITTLE PEAVINE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08820 25N3320E1610002	N3320	NEGRO SANDY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08825 25N3070E1680002	N3070	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08917 25E1580N3080009	2522C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	08924 25E1560N3120002	E1560	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08932 25E1510N3180001	E1510	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	08958 25E1610N3400002	E1610, 2538C	LITTLE CANADIAN SANDY CR	Off-System	1940	Steel truss - through
Garvin	09091 25N3230E1500007	N3230	OWL CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Garvin	09201 25N3250E1520006	N3250	CREEK	Off-System	1940	Concrete slab (reinforced)
Garvin	09202 25N3215E1520007	N3215	CHEEK CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Garvin	09585 25N3130E1510003	N3130	CREEK	Off-System	1941	Timber stringer/multi-beam or girder
Garvin	09707 25E1680N3200007	2544C	CREEK	Off-System	1941	Concrete stringer/multi-beam or girder (reinforced)
Garvin	09791 25N3170E1710000	N3170, 2554C	WILD HORSE CREEK O'FLOW	Off-System	1941	Steel truss - through
Garvin	09794 25E1650N3180008	FAS 2540	SANDY CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Garvin	09802 25N3050E1530000	2512C	CREEK	Off-System	1941	Concrete slab (reinforced)
Garvin	09927 25E1530N3040003	E1530	CREEK	Off-System	1942	Timber stringer/multi-beam or girder
Garvin	09960 25E1660N3170004	E1660	CREEK	Off-System	1942	Timber stringer/multi-beam or girder
Garvin	23506 25N3340E1620001	N3340	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Garvin	24158 25E1600N3150005	E1600	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Grady	04054 26N2830E1350002	N2830 (16 ST)	LINE CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Grady	04404 26E1498N2750006	2632C	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Grady	04648 26N2910E1360002	N2910	CREEK	Off-System	1936	Concrete slab (reinforced)
Grady	05461 26N2840E1300002	2658C	CREEK	Off-System	1937	Concrete stringer/multi-beam or girder (reinforced)
Grady	05481 2630 0443 X	S.H. 39	WEST WINTER CREEK	On-System	1937	Steel stringer/multi-beam or girder
Grady	06115 26N2750E1320004	FAS 0831C	CREEK	Off-System	1938	Concrete slab (reinforced)
Grady	06196 26E1423N2850003	2622C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Grady	06197 26E1420N2870000	2622C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Grady	06676 26N2790E1220001	2656C	CREEK	Off-System	1939	Concrete slab (reinforced)
Grady	07034 26E1350N2780005	IRR E1350	TONY HOLLOW CREEK	Off-System	1939	Concrete slab (reinforced)
Grady	07035 26E1350N2780008	E1350	CREEK	Off-System	1939	Concrete slab (reinforced)
Grady	07036 26E1220N2790001	2602C	CREEK	Off-System	1939	Concrete slab (reinforced)
Grady	07037 26E1425N2840002	2622C	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Grady	07168 26E1540N2820007	2636C	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Grady	07170 26E1170N2920001	E1170	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Grady	07856 26E1430N2810007	E1430	CREEK	Off-System	1940	Concrete slab (reinforced)
Grady	08367 26N2810E1420008	N2810	CREEK	Off-System	1940	Concrete slab (reinforced)
Grady	08504 26E1430N2810001	E1430	CREEK	Off-System	1940	Concrete slab (reinforced)
Grady	08515 26E1280N2880007	2608C	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Grady	08518 26E1290N2930006	E1290	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Grady	09579 26N2900E1260005	N2900	CREEK	Off-System	1941	Concrete stringer/multi-beam or girder (reinforced)
Grady	09955 26E1180N2780004	E1180	CREEK	Off-System	1942	Concrete slab (reinforced)
Grant	04001 2704 1573 X	U.S. 60	BOGGEY CREEK	On-System	1933	Steel stringer/multi-beam or girder
Grant	04101 27E0020N2990003	E0020	CREEK	Off-System	1934	Concrete slab (reinforced)
Grant	04233 2704 1366 X	U.S. 60	POND CREEK	On-System	1933	Steel truss - through
Grant	04457 27E0015N2790006	E0015	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Grant	04830 27E0260N3080008	E0260	CREEK	Off-System	1936	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Grant	04909 27E0180N2820006	E0180	CREEK	Off-System	1936	Steel continuous stringer/multi-beam or girder
Grant	05049 2704 0082 X	U.S. 60	SALT FORK ARKANSAS RIVER	On-System	1933	Steel truss - through
Grant	07171 27E0200N2990008	E0200	BULLWACKER CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Grant	07172 27E0200N3000000	E0200	POLECAT CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Grant	07855 27E0070N2800004	E0070	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Grant	08503 27E0050N2800006	E050	CREEK	Off-System	1940	Steel girder and floorbeam system
Grant	08510 27E0050N2830002	E0050	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Grant	08514 27E0180N2860006	E0180	SPRING CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Grant	08523 27E0090N2990008	E0090	POLECAT CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Grant	09054 27N2850E0020002	N2850	CROOKED CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Grant	09134 27E0030N2960001	E0030	WOLF CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Grant	09311 27E0090N2800008	E0090	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Grant	09350 27E0090N2790004	E0090	SAND CREEK	Off-System	1940	Steel truss - through
Grant	09439 2712 1809 X	S.H. 11	COTTONWOOD CREEK	On-System	1940	Steel stringer/multi-beam or girder
Grant	09454 27E0260N2930003	E0260	WILD HORSE CREEK	Off-System	1940	Steel truss - through
Grant	09494 27N3057E0230006	N3057	POND CREEK	Off-System	1940	Steel truss - through
Grant	09512 2712 1788 X	S.H. 11	OSAGE CREEK	On-System	1940	Steel stringer/multi-beam or girder
Grant	09523 2712 1470 X	S.H. 11	POND CREEK	On-System	1940	Steel truss - through
Grant	09809 27E0290N2770007	E0290	COLDWATER CREEK	Off-System	1941	Concrete stringer/multi-beam or girder (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Grant	10127 27N2980E0180001	N2980	BULLWACKER CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10168 27E0010N2790006	E0010	CREEK	Off-System	1945	Concrete slab (reinforced)
Grant	10171 27E0070N2820007	E0070	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Grant	10173 27E0250N2900005	E0250	CREEK	Off-System	1945	Concrete slab (reinforced)
Grant	10177 27E0270N2970009	E0270	CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10178 27E0110N3020003	E0110	ELM CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10202 27N2900E0060003	N2900	POND CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10232 27E0270N2800005	E0270	COLDWATER CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10233 27E0060N2820008	E0060	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Grant	10258 27N3000E0210004	N3000	BULLWACKER CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10296 27E0080N2940001	E0080	CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10318 27E0280N3000009	E0280	CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10324 27N3000E0210008	N3000	POND CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Grant	10670 27E0200N3000005	E0200	POLECAT CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Grant	14678 27E0200N3070003	E0200	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Grant	14927 27E0060N2900005	E0060	POND CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Grant	17823 27E0260N2930006	E0260	CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Grant	23160 27E0130N3080008	E0130	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Grant	24460 27N3010E0100006	N3010	CREEK	Off-System	1941	Concrete slab (reinforced)
Grant	25023 27N2970E0240006	N2970	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Grant	26338 27E0270N2940005	E0270	CREEK	Off-System	1940	Concrete slab (reinforced)
Grant	26344 27N2960E0270004	N2960	CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Greer	04240 2814 1020 X	S.H. 34	SALT FORK RED RIVER	On-System	1933	Steel truss - through
Greer	04653 28N1840E1460005	FAS 2801	CREEK	Off-System	1936	Concrete slab (reinforced)
Greer	04654 28N2040E1480006	N2040	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Greer	04655 28N2000E1510002	FAS 2807	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Greer	04667 28E1370N1820000	E1370	CREEK	Off-System	1936	Concrete slab (reinforced)
Greer	04670 28E1390N1850002	FAS 2802	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Greer	04674 28E1520N1890009	FAS 2808	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Greer	04681 28E1500N1940000	E1500	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Greer	04684 28E1520N1940007	E1520	CREEK	Off-System	1936	Concrete slab (reinforced)
Greer	04685 28E1460N1950002	E1460	CREEK	Off-System	1936	Concrete slab (reinforced)
Greer	04687 28E1440N1970002	2818C	CREEK	Off-System	1936	Concrete slab (reinforced)
Greer	04688 28E1390N2000005	E1390	CREEK	Off-System	1936	Concrete slab (reinforced)
Greer	04689 28E1450N2010002	E1450	CREEK	Off-System	1936	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Greer	04690 28E1500N2010004	E1500	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Greer	04814 28N1990E1440002	N1990	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Greer	04815 28N1990E1440004	N1990	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Greer	05042 2802 1734 X	U.S. 283	ELM FORK RED RIVER O'FLO	On-System	1936	Concrete slab (reinforced)
Greer	05093 28N1820E1400008	N1820	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05099 28N1980E1540000	N1980	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05100 28N1940E1540005	FAS 2805	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05102 28N1940E1570006	FAS 2805	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05118 28E1400N1790004	E1400	CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05121 28E1410N1820005	E1410	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05127 28E1440N1860004	E1440	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05128 28E1370N1860009	E1370	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05130 28E1470N1870005	E1470	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05131 28E1430N1870007	FAS 2821	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05134 28E1550N1890007	FAS 2813	CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05135 28E1430N1890009	FAS 2821	CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05136 28E1470N1900002	E1470	CREEK	Off-System	1937	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Greer	05137 28E1550N1900005	FAS 2813	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05138 28E1360N1910006	E1360	HAYSTACK CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05139 28E1446N1920006	E1446	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05146 28E1380N2000007	E1380	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05280 28N2030E1400004	N2030	CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05283 28N1960E1520005	N1960	CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05284 28N1940E1570005	FAS 2805	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05299 28E1445N1990001	E1445	CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05300 28E1510N2000000	E1510	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05306 28E1510N2030005	E1510	CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05386 28E1440N1860002	E1440	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Greer	05425 28N1940E1550002	FAS 2805	CREEK	Off-System	1937	Concrete slab (reinforced)
Greer	05653 28N2010E1350001	N2010	LAKE CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05655 28N2000E1360007	N2000	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05658 28N1920E1380006	N1920	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05660 28N1990E1390003	FAS 2810	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05662 28N1870E1390005	N1870	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05663 28N2010E1390009	N2010	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05667 28N2030E1430007	N2030	CREEK	Off-System	1938	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Greer	05669 28N1970E1450002	N1970	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05678 28N1940E1490009	FAS 2805	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Greer	05681 28N1960E1510008	N1960	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05686 28N1940E1550008	FAS 2805	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05728 28E1410N1820003	E1410	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Greer	05732 28E1400N1870001	E1400	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05735 28E1470N1870008	E1470	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05736 28E1470N1880003	E1470	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Greer	05740 28E1320N1910001	E1320	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05744 28E1380N1930001	E1380	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Greer	05747 28E1410N1930007	E1410	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05749 28E1580N1950002	FAS 3301	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05750 28E1410N1950006	E1410	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05751 28E1410N1950008	E1410	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05754 28E1360N1960007	E1360	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05755 28E1580N1970007	FAS 3301	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05756 28E1580N1970009	FAS 3301	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	05761 28E1430N1990009	E1430	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Greer	06118 28N1880E1380004	N1880	CREEK	Off-System	1938	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Greer	06126 28N1880E1470004	FAS 2809	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	06127 28N1950E1500002	N1950	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	06150 28E1400N1940002	E1400	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	06151 28E1360N1950007	E1360	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	06152 28E1370N1950008	E1370	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	06154 28E1410N1980003	E1410	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	06155 28E1440N1990001	2818C	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	06159 28E1450N2030002	E1450	CREEK	Off-System	1938	Concrete slab (reinforced)
Greer	06346 28E1580N1940004	FAS 3301	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Greer	06708 28N1960E1540004	N1960	CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	06710 28N1970E1550006	N1970	CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	06728 28E1430N1820005	E1470	SULPHUR CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	06734 28E1540N1870009	E1540	CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	06738 28E1370N1940006	E1370	CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	06741 28E1380N1970005	FAS 2802	CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	06993 28N1880E1400008	FAS 2820	CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	07008 28E1410N1880001	FAS 2820	CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	07015 28E1550N1940002	E1550	CREEK	Off-System	1939	Concrete slab (reinforced)
Greer	07592 28N1870E1370002	N1870	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07593 28N1930E1380002	N1930	CREEK	Off-System	1940	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Greer	07603 28N2000E1460000	N2000	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Greer	07605 28N2040E1460001	2818C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Greer	07617 28N1950E1510006	N1950	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07693 28E1370N1830000	E1370	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07698 28E1380N1870007	E1380	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07703 28E1350N1900005	FAS 2803	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Greer	07705 28E1350N1910009	FAS 2803	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Greer	07706 28E1480N1910009	FAS 2809	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07710 28E1570N1930007	E1570	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07714 28E1570N1950006	E1570	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Greer	07716 28E1500N1960006	E1500	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07717 28E1500N1980003	E1500	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07718 28E1530N1990001	E1530	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07721 28E1450N2010000	E1450	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	07729 28E1400N2020007	E1400	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08362 28N1940E1400003	N1940	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08380 28N2030E1510007	N2030	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Greer	08383 28N2000E1530001	FAS 2807	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08388 28N1850E1550006	N1850	CREEK	Off-System	1940	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Greer	08411 28E1370N1840000	E1370	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08422 28E1480N1930003	FAS 2809	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08425 28E1460N2030005	E1460	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08810 28N1880E1540001	FAS 2814	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08840 28E1570N1940004	E1570	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08841 28E1370N1970001	E1370	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	08842 28E1370N1980006	E1370	CREEK	Off-System	1940	Concrete slab (reinforced)
Greer	09580 28N1800E1330005	FAS 2801	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09596 28E1330N1790002	FAS 2801	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09603 28E1500N1990006	E1500	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09604 28E1510N1990009	E1510	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09687 28N1940E1400004	N1940	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09688 28N1940E1410007	N1940	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09691 28E1420N1930009	FAS 2820	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09692 28E1410N1940001	E1410	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09693 28E1430N1940003	E1430	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Greer	09744 28N1850E1450008	N1850	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	09747 28E1430N1930007	E1430	CREEK	Off-System	1941	Concrete slab (reinforced)
Greer	26982 28E1470N1950001	E1470	CREEK	Off-System	1939	Concrete slab (reinforced)
Harmon	03582 29N1720E1590001	N1720	CREEK	Off-System	1937	Concrete slab (reinforced)
Harmon	04036 2906 0104 X	S.H. 9	BEAR CREEK	On-System	1933	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Harmon	04657 29N1830E1560006	FAS 2908	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Harmon	05101 29N1700E1560009	N1700	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Harmon	05106 29N1810E1620000	N1810	CREEK	Off-System	1937	Concrete slab (reinforced)
Harmon	05119 29E1700N1800002	E1700	CREEK	Off-System	1937	Concrete slab (reinforced)
Harmon	05288 29E1550N1690001	FAS 2906	CREEK	Off-System	1937	Concrete slab (reinforced)
Harmon	05290 29E1590N1710009	E1590	CREEK	Off-System	1937	Concrete slab (reinforced)
Harmon	05383 29N1830E1680007	FAS 2908	CREEK	Off-System	1937	Concrete slab (reinforced)
Harmon	05385 29E1570N1700001	E1570	SANDY CREEK	Off-System	1937	Concrete slab (reinforced)
Harmon	05715 29E1560N1780003	E1560	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Harmon	05718 29E1650N1790002	2914C	CREEK	Off-System	1938	Concrete slab (reinforced)
Harmon	05723 29E1700N1800008	E1700	CREEK	Off-System	1938	Concrete slab (reinforced)
Harmon	05724 29E1560N1810004	E1560	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Harmon	05727 29E1650N1820003	2914C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Harmon	05729 29E1690N1830005	E1690	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Harmon	06141 29E1580N1710005	E1580	CREEK	Off-System	1938	Concrete slab (reinforced)
Harmon	06333 29N1780E1550007	N1780	CREEK	Off-System	1938	Concrete slab (reinforced)
Harmon	06336 29N1660E1600009	N1660	CREEK	Off-System	1938	Concrete slab (reinforced)
Harmon	07629 29N1790E1550007	2928C	CREEK	Off-System	1940	Concrete slab (reinforced)
Harmon	07642 29N1790E1580005	2928C	CREEK	Off-System	1940	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Harmon	23413 29E1600N1800000	E1600	CREEK	Off-System	1938	Concrete slab (reinforced)
Harper	07689 30E0060N1810004	E0060	REDOUBT CREEK BR.	Off-System	1940	Timber stringer/multi-beam or girder
Harper	18619 30E0030N1820006	FAS 3015	REDOUBT CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	04640 31N4470E1170002	FAS 3118	CREEK	Off-System	1936	Concrete slab (reinforced)
Haskell	04641 31N4450E1170008	N4450	TALOKA CREEK TRIB.	Off-System	1936	Concrete slab (reinforced)
Haskell	04644 31N4550E1200006	3144C - N4550	CREEK	Off-System	1936	Concrete slab (reinforced)
Haskell	05221 31E1250N4320008	3116C	BEAR CREEK TRIB.	Off-System	1937	Concrete continuous slab (reinforced)
Haskell	05273 31N4470E1180006	FAS 3118	LITTLE SANS BOIS CR.	Off-System	1937	Concrete slab (reinforced)
Haskell	05619 31N4450E1170006	N4450	TALOKA CREEK TRIB.	Off-System	1938	Concrete slab (reinforced)
Haskell	05622 31N4560E1180004	N4560	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	05626 31N4440E1200004	N4440	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	05629 31N4410E1210008	N4410	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	05630 31N4593E1220008	N4593	CACHE CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Haskell	05632 31N4380E1230001	N4380	KINGS CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Haskell	05633 31N4500E1230001	N4500	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	05636 31N4410E1230008	N4410	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	05639 31N4410E1240008	N4410	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	06006 31E1220N4580009	E1220	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	06101 31N4475E1160009	N4475	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	06107 31N4500E1210007	N4500	CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Haskell	06272 31E1240N4550005	E1240	CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	06323 31N4550E1230004	N4550	CACHE CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	06324 31N4500E1260009	N4500	MULE CREEK	Off-System	1938	Concrete slab (reinforced)
Haskell	06675 31N4330E1210004	N4330	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Haskell	06677 31N4420E1230003	FAS 3117	SNAKE CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Haskell	06880 31E1210N4330004	E1210	CREEK	Off-System	1939	Concrete slab (reinforced)
Haskell	06881 31E1250N4330009	3116C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Haskell	07079 31D1315N4390003	D1315	CREEK	Off-System	1939	Concrete slab (reinforced)
Haskell	07082 31E1220N4500007	E1220	CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Haskell	07191 31E1110N4490004	E1110	CREEK	Off-System	1939	Concrete slab (reinforced)
Haskell	07522 31N4480E1120002	3140C	BRIER CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	07548 31N4470E1200004	FAS 3118	QUICKSAND CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Haskell	07562 31N4480E1240006	3138C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Haskell	07575 31N4470E1290004	3138C	CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	07576 31N4470E1290005	3138C	CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	08135 31D1206N4415003	E1206	SNAKE CREEK TRIB.	Off-System	1940	Steel stringer/multi-beam or girder
Haskell	08324 31N4355E1210004	N4355	CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	08325 31N4340E1210005	3130C	CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	08341 31N4342E1270008	3122C	LITTLE BEAVER CREEK	Off-System	1940	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Haskell	08691 31E1170N4470004	3118C	CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	09029 31E1120N4500006	3142C	CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	09185 31N4480E1150004	FAS 3118	CREEK	Off-System	1940	Concrete slab (reinforced)
Haskell	09378 31N4520E1290009	N4520	OWL CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Haskell	10148 31N4580E1170002	N4580	MCCANN CREEK	Off-System	1945	Concrete continuous slab (reinforced)
Haskell	14218 31N4430E1160003	FAS 3118	LITTLE SANS BOIS TRIB.	Off-System	1939	Concrete continuous slab (reinforced)
Hughes	04392 32N3744E1280009	3206C	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Hughes	04418 32E1290N3720001	3206C	TIGER CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Hughes	04489 32N3750E1450009	3232C	SAND CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Hughes	04508 32N3750E1420000	3232C	LEADER CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Hughes	04509 32N3743E1500006	3232C	BIG SANDY CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Hughes	04562 32N3750E1440000	3232C	BIG CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Hughes	04565 32E1513N3737000	3232C	BIG SANDY CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Hughes	04991 32D3846E1540013	D3846	CANEY BOGGY CREEK	Off-System	1936	Steel truss - through
Hughes	05003 3214 1347 X	S.H. 9	FISH CREEK	On-System	1936	Steel stringer/multi-beam or girder
Hughes	05625 32N3740E1190006	N3740	CREEK	Off-System	1938	Concrete slab (reinforced)
Hughes	05627 32N3750E1200005	N3750	CREEK	Off-System	1938	Concrete slab (reinforced)
Hughes	05648 32N3760E1300009	N3760	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Hughes	05911 32E1420N3690005	3218C	CREEK	Off-System	1938	Concrete slab (reinforced)
Hughes	05918 32E1470N3730008	3220C	CREEK	Off-System	1938	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Hughes	05922 32E1260N3750003	E1260	CREEK	Off-System	1938	Concrete slab (reinforced)
Hughes	05924 32E1260N3760006	E1260	CREEK	Off-System	1938	Concrete slab (reinforced)
Hughes	05942 32E1320N3890003	E1320	CREEK	Off-System	1938	Concrete slab (reinforced)
Hughes	06124 32N3880E1460008	N3880	CREEK	Off-System	1938	Concrete slab (reinforced)
Hughes	06239 32E1310N3710001	E1310	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Hughes	06243 32E1245N3820003	E1245	FISH CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Hughes	06325 32N3790E1260009	N3790	GRAVES CREEK	Off-System	1938	Concrete slab (reinforced)
Hughes	06841 32E1500N3790007	3220C	SALT CREEK BRANCH	Off-System	1939	Concrete continuous slab (reinforced)
Hughes	06846 32E1320N3870003	E1320	CREEK	Off-System	1939	Concrete slab (reinforced)
Hughes	07063 32E1320N3880000	E1320	CREEK	Off-System	1939	Concrete slab (reinforced)
Hughes	07309 3212 0092 X	S.H. 9	LONG GEORGE CREEK	On-System	1938	Steel stringer/multi-beam or girder
Hughes	07583 32N3680E1320009	N3680	JACOBS CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Hughes	07624 32N3880E1540001	N3880	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Hughes	08043 32E1280N3760005	3206C	CREEK	Off-System	1940	Concrete slab (reinforced)
Hughes	08364 32N3802E1410005	N3802	HAY CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Hughes	09520 32E1240N3810008	3270C	WEWOKA CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Hughes	09627 32N3780E1510000	N3780	CREEK	Off-System	1941	Concrete slab (reinforced)
Hughes	09628 32E1510N3790005	E1510	PANTHER CREEK	Off-System	1941	Concrete slab (reinforced)
Hughes	27707 32E1430N3800008	E1430	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	03961 3318 0259 X	S.H. 6	CREEK	On-System	1933	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Jackson	04074 3318 0887 X	S.H. 6	TURKEY CREEK	On-System	1933	Steel truss - through
Jackson	04279 33N1970E1770002	N1970	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Jackson	04666 33N1970E1770006	N1970	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Jackson	04901 33N1970E1790004	N1970	CREEK	Off-System	1936	Concrete slab (reinforced)
Jackson	04972 33E1750N2030001	FAS 3304	CREEK	Off-System	1936	Concrete slab (reinforced)
Jackson	05122 33E1760N1830008	E1760	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Jackson	05141 33E1680N1940002	E1680	CREEK	Off-System	1937	Concrete slab (reinforced)
Jackson	05287 33N2020E1650009	FAS 3309	CREEK	Off-System	1937	Concrete slab (reinforced)
Jackson	05384 33N2080E1690001	N2080	CREEK	Off-System	1937	Concrete slab (reinforced)
Jackson	05426 33N2020E1660009	FAS 3309	CREEK	Off-System	1937	Concrete slab (reinforced)
Jackson	05441 33N1950E1680002	N1950	CREEK	Off-System	1937	Concrete slab (reinforced)
Jackson	05442 33E1660N1920004	E1660	CREEK	Off-System	1937	Concrete slab (reinforced)
Jackson	05454 33N2020E1700005	FAS 3309	CREEK	Off-System	1937	Concrete slab (reinforced)
Jackson	05687 33N2030E1560004	N2030	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05694 33N1900E1610009	N1900	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05705 33N1900E1730002	N1900	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05706 33N2020E1730008	FAS 3309	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05707 33N2095E1730009	N2095	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05712 33N1910E1750008	N1910	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05722 33N1970E1800003	N1970	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Jackson	05731 33E1630N1860003	E1630	CREEK	Off-System	1938	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Jackson	05745 33E1670N1930001	FAS 3315	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Jackson	05746 33E1620N1930006	E1620	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Jackson	05748 33E1630N1940003	E1630	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05753 33E1630N1960005	E1630	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05763 33E1600N2010003	E1600	CREEK	Off-System	1938	Concrete arch - deck (reinforced)
Jackson	05766 33E1550N2030002	E1550	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05777 33E1610N2110003	E1610	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05781 33E1620N2130006	E1620	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05782 33E1610N2130007	E1610	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05783 33E1630N2140005	E1630	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05784 33E1660N2140009	3318C	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05785 33E1630N2150005	E1630	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	05786 33E1630N2150007	E1630	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06137 33N2050E1660009	N2050	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06142 33N2080E1750006	N2080	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06145 33E1600N1910001	E1600	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06146 33E1710N1910005	E1710	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06149 33E1670N1920007	FAS 3315	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06160 33E1750N2040007	E1750	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06164 33E1530N2090006	E1530	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06347 33E1750N1970009	FAS 3304	CREEK	Off-System	1938	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Jackson	06419 33N2020E1580005	N2020	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06420 33N1940E1680004	N1940	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06423 33N2085E1770002	N2085	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Jackson	06426 33E1780N1960007	E1780	CREEK	Off-System	1938	Concrete slab (reinforced)
Jackson	06504 33E1630N1890003	E1630	TURKEY CREEK	Off-System	1938	Steel truss - through
Jackson	06709 33N2030E1550003	N2030	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	06711 33N1940E1580009	FAS 3318	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06713 33N2020E1610001	N2020	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	06715 33N2020E1620003	N2020	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	06716 33N1990E1630004	N1990	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06719 33N2110E1660006	N2110	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06736 33E1650N1880009	E1650	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06740 33E1730N1960003	E1730	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06742 33E1770N1980007	E1770	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06743 33E1770N1980008	E1770	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06747 33E1610N2020001	E1610	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06751 33E1690N2060006	FAS 3307	CREEK	Off-System	1939	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Jackson	06752 33E1690N2070002	FAS 3307	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06757 33E1620N2080005	E1620	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06758 33E1690N2080006	FAS 3307	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	06759 33E1600N2090004	E1600	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	06764 33E1660N2140001	3318C	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	06765 33E1650N2140007	E1650	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	07000 33N2030E1540007	N2030	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	07003 33N1900E1730009	N1900	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	07009 33E1740N1890009	E1740	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	07013 33E1710N1900005	E1710	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	07225 33N2010E1530008	N2010	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	07226 33N2030E1700009	N2030	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Jackson	07243 33N1920E1660003	N1920	CREEK	Off-System	1939	Concrete slab (reinforced)
Jackson	07626 33N2120E1550004	N2120	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Jackson	07636 33N2130E1570005	N2130	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Jackson	07637 33N2130E1570006	N2130	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Jackson	07638 33N2030E1580001	N2030	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	07654 33N2060E1630009	FAU 5181 (VETERANS	CREEK	Off-System	1940	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Jackson	07661 33N1970E1660006	N1970	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Jackson	07670 33N2105E1720001	N2105	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Jackson	07672 33N2020E1720005	FAS 3309	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	07673 33N1900E1730005	N1900	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	07681 33N2070E1750009	FAS 3314	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Jackson	07684 33N1870E1780001	3338C	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	07702 33E1620N1900001	E1620	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Jackson	07728 33E1710N2020007	E1710	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Jackson	07733 33E1700N2040005	E1700	IRRIGATION CANAL	Off-System	1940	Concrete slab (reinforced)
Jackson	07737 33E1720N2060002	E1720	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	07739 33E1720N2060008	E1720	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	07746 33E1600N2090008	E1600	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	07750 33E1590N2110007	E1590	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Jackson	07754 33E1650N2140006	E1650	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	08400 33N1980E1650008	N1980	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	08822 33N2110E1630004	N2110	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Jackson	08823 33N2010E1650002	N2010	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	08824 33N1980E1660009	N1980	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Jackson	08826 33N1970E1680005	N1970	CREEK	Off-System	1940	Concrete slab (reinforced)
Jackson	09587 33N2050E1620008	N2050	CREEK	Off-System	1941	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Jackson	09588 33N1940E1620008	FAS 3325	CREEK	Off-System	1941	Concrete slab (reinforced)
Jackson	09599 33E1800N1860002	3338C	CREEK	Off-System	1941	Concrete slab (reinforced)
Jackson	09855 33N1990E1780009	3332C	CREEK	Off-System	1942	Concrete slab (reinforced)
Jackson	10306 33E1630N20600N3	FAU 5158 (FALCON R	CREEK	Off-System	1945	Concrete slab (reinforced)
Jefferson	04534 34N3010E2030003	3444C MAJOR	MUD CREEK	Off-System	1935	Steel truss - through
Jefferson	04902 34N3010E2030002	3444C MAJOR	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Jefferson	07711 34N2760E1940001	N2760	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Jefferson	07850 34E2050N2770008	E2050	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Jefferson	08520 34E2090N2950003	E2090	RED CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Jefferson	09437 3418 1006 X	S.H. 89	POST OAK CREEK	On-System	1940	Steel stringer/multi-beam or girder
Jefferson	10230 34E2060N2770007	E2060	CREEK	Off-System	1945	Concrete slab (reinforced)
Johnston	00602 3522 0262 X	S.H. 48A	LITTLE SANDY CREEK	On-System	1935	Concrete slab (reinforced)
Johnston	00617 3522 0719 X	S.H. 48A	CREEK	On-System	1935	Concrete slab (reinforced)
Johnston	04203 3536 0699 X	S.H. 7	KEEL CREEK	On-System	1934	Steel stringer/multi-beam or girder
Johnston	05716 35N3448E1780006	N3448	MILL CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Johnston	06226 35E1745N3590006	E1745	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Johnston	06233 35E1935N3650002	3516C	CREEK	Off-System	1938	Concrete slab (reinforced)
Johnston	06234 35E1935N3650004	3516C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Johnston	06235 35E1800N3650006	E1800	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Johnston	06344 35N3650E1890009	N3650	CREEK	Off-System	1938	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Johnston	06424 35N3490E1770005	3546C	PENNINGTON CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Johnston	06828 35E1865N3580004	3526C	BIG SANDY CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Johnston	08015 35E1780N3540002	3502C	CREEK	Off-System	1940	Concrete slab (reinforced)
Johnston	08608 35E1923N3430004	3510C	CREEK	Off-System	1940	Concrete slab (reinforced)
Johnston	08610 35E1940N3430008	E1940	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Johnston	08642 35E1870N3623004	E1870	SANDY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Johnston	09478 35E1956N3450004	E1956	TURKEY CREEK	Off-System	1940	Steel truss - through
Johnston	10086 35E1760N3480003	3546C	PENNINGTON CREEK (E FORK	Off-System	1944	Concrete slab (reinforced)
Kay	03474 36E0280N3160006	E0280	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Kay	04314 36E0210N3290008	E0210	CREEK	Off-System	1935	Concrete slab (reinforced)
Kay	04315 36E0210N3300000	E0210	CREEK	Off-System	1935	Concrete slab (reinforced)
Kay	05187 36E0150N3240002	E0150	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Kay	05531 36N3250E0220001	N3250	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Kay	05867 36E0100N3330007	E0100	CREEK	Off-System	1938	Concrete slab (reinforced)
Kay	06452 36N3190E0190007	N3190	STINK CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Kay	06599 36N3250E0090009	N3250	LOST CREEK	Off-System	1939	Concrete slab (reinforced)
Kay	07220 36N3240E0110006	N3240	LOST CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Kay	07357 36N3450E0030007	N3450	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	07922 36E0160N3150007	E0160	THOMPSON CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	07925 36E0060N3170004	E0060	DRY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	07966 36E0120N3320004	E0120	SPRING CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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Kay	07980 36E0180N3370002	E0180	TURKEY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	07981 36E0030N3370004	E0030	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Kay	08204 36N3350E0020008	N3350	CHILOCCO CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	08215 36N3120E0080009	N3120	DOE CREEK	Off-System	1940	Concrete slab (reinforced)
Kay	08220 36N3210E0100002	N3210	BITTER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	08225 36N3350E0170008	N3350	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	08559 36E0180N3150002	E0180	THOMPSON CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	08568 36E0100N3190002	E0100	DRY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	08584 36E0100N3270009	E0100	DUCK CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Kay	08732 36N3420E0090004	N3420	SWEETWATER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kay	09241 36E0200N3210002	E0200	STINK CREEK	Off-System	1940	Steel truss - through
Kay	09247 36E0130N3310003	E0130	BOIS D'ARC CREEK	Off-System	1940	Steel truss - through
Kay	09397 36E0203N3350004	E0203 L.A. CAN	PONCA CITY LAKE	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Kay	09407 36N3370E0030003	N3370	CHILOCCO CREEK	Off-System	1940	Steel truss - through
Kay	09551 36N3260E0020008	N3260	EAST SPRING CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Kay	09979 36E0020N3160001	E0020	SHOO FLY CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Kay	10241 36E0190N3180008	E0190	STINK CREEK	Off-System	1945	Steel truss - through
Kay	11556 36E0150N3390004	E0150	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Kay	17668 36E0220N3250003	E0220	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Kay	25131 36E0110N3310004	E0110	BOIS D'ARC CREEK	Off-System	1940	Steel truss - through

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Kay	25563 36N3150E0220008	N3150	DEER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kingfisher	04591 3710 0045 X	S.H. 33	UNCLE JOHN'S CREEK	On-System	1935	Steel stringer/multi-beam or girder
Kingfisher	05478 3710 1192 X	S.H. 33	CAMPBELL CREEK	On-System	1937	Steel stringer/multi-beam or girder
Kingfisher	08251 37N2980E0650002	N2980	COTTONWOOD CREEK	Off-System	1940	Concrete arch - deck (reinforced)
Kingfisher	08271 37N2860E0850006	N2860	CLEAR CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kingfisher	08273 37N2700E0860009	N2700	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Kingfisher	09335 37N2720E0800002	N2720	KINGFISHER CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Kingfisher	10137 37N2855E0800002	N2855	CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Kingfisher	10215 37N2720E0810001	N2720	CREEK	Off-System	1945	Timber stringer/multi-beam or girder
Kingfisher	10277 37E0600N2920004	E0600	LYON CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Kingfisher	26234 37E0730N2960005	E0730	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Kiowa	00529 3843 0178 X	S.H. 115	CREEK	On-System	1935	Concrete slab (reinforced)
Kiowa	00637 3843 0205 X	S.H. 115	SADDLE MOUNTAIN CREEK	On-System	1935	Concrete slab (reinforced)
Kiowa	00638 3843 0224 X	S.H. 115	CREEK	On-System	1935	Concrete slab (reinforced)
Kiowa	04289 38E1580N2170003	FAS 3804	CREEK	Off-System	1935	Concrete continuous slab (reinforced)
Kiowa	04394 38N2120E1320007	N2120	CREEK	Off-System	1935	Timber stringer/multi-beam or girder
Kiowa	04646 38N2360E1330007	N2360	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04647 38N2290E1350004	N2290	CREEK	Off-System	1936	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Kiowa	04650 38N2270E1370001	N2270	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04652 38N2410E1450004	N2410	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04661 38N2290E1660002	IRR N2290	DEEP RED CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04692 38E1390N2070004	E1390	CREEK	Off-System	1936	Timber stringer/multi-beam or girder
Kiowa	04701 38E1370N2260005	E1370	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04705 38E1440N2320005	E1440	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04706 38E1390N2390002	E1390	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04707 38E1400N2430003	E1400	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04812 38N2240E1320009	N2240	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04813 38N2330E1430005	N2330	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	04823 38E1360N2290007	E1360	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Kiowa	05090 38N2400E1320009	IRR N2400	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05091 38N2400E1340009	IRR N2400	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05096 38N2320E1490009	IRR N2320	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05097 38N2200E1500005	N2200	CREEK	Off-System	1937	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Kiowa	05098 38N2160E1510003	3834C	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05107 38N2300E1620009	IRR N2300	CREEK	Off-System	1937	Concrete slab (reinforced)
Kiowa	05151 38E1370N2070006	E1370	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05162 38E1590N2250009	IRR E1590	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05163 38E1570N2260002	3892C	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05164 38E1600N2260008	IRR E1600	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05166 38E1500N2310009	IRR E1500	CREEK	Off-System	1937	Concrete slab (reinforced)
Kiowa	05278 38N2420E1330004	3856C	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05318 38E1500N2310005	IRR E1500	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Kiowa	05428 38E1495N2210004	E1495	CREEK	Off-System	1937	Concrete slab (reinforced)
Kiowa	05657 38N2185E1380004	N2185	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	05691 38N2160E1580002	N2160	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	05701 38N2260E1640009	IRR N2260	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	05787 38E1593N2150007	E1593	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	05789 38E1390N2170007	E1390	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	05791 38E1590N2190006	E1590	CREEK	Off-System	1938	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Kiowa	05802 38E1450N2360009	E1450	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06122 38N2100E1450007	FAS 3817	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06168 38E1360N2190004	E1360	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06328 38N2110E1460006	N2110	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06356 38E1375N2180008	E1375, 5TH STREET	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06457 38N2185E1380001	N2185	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06458 38N2100E1420002	FAS 3817	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06463 38E1460N2120006	FAS 3815	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06488 38E1420N2400006	3818C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Kiowa	06991 38N2110E1350003	N2110	CREEK	Off-System	1939	Concrete slab (reinforced)
Kiowa	07265 38N2100E1400008	FAS 3817	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Kiowa	07278 38E1460N2110004	FAS 3815	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Kiowa	07582 38N2090E1310006	FAS 3801	CREEK	Off-System	1940	Concrete slab (reinforced)
Kiowa	07657 38N2300E1640008	IRR N2300	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Kiowa	07756 38E1410N2170004	FAS 3825	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Kiowa	07758 38E1550N2170005	E1550	CREEK	Off-System	1940	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Kiowa	07763 38E1360N2240008	E1360	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Kiowa	07768 38E1580N2280000	IRR E1580	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Kiowa	07776 38E1310N2360002	E1310	CREEK	Off-System	1940	Concrete tee beam (reinforced)
Kiowa	08347 38N2090E1330009	FAS 3801	CREEK	Off-System	1940	Concrete slab (reinforced)
Kiowa	08387 38N2280E1550005	N2280	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Kiowa	08396 38N2256E1620008	IRR N2256 (C ST.)	CREEK	Off-System	1940	Concrete slab (reinforced)
Kiowa	08397 38N2260E1620009	IRR N2260 (G ST.)	CREEK	Off-System	1940	Concrete slab (reinforced)
Kiowa	08458 38E1390N2340006	3860C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Kiowa	08855 38E1400N2100002	E1400	CREEK	Off-System	1940	Concrete slab (reinforced)
Kiowa	09198 38N2360E1430006	IRR FAS 3827	LONGHORN CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Kiowa	09217 38E1340N2100007	FAS 3810	CREEK	Off-System	1940	Concrete slab (reinforced)
Kiowa	09505 38E1370N2160007	FAS 3814	LITTLE ELK CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Kiowa	09698 38E1350N2120005	E1350	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Kiowa	09742 38N2260E1420009	N2260	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Kiowa	09789 3826 0897 X	S.H. 54	CREEK	On-System	1941	Concrete slab (reinforced)
Kiowa	09801 38N2260E1400009	N2260	RAINY MOUNTAIN CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Kiowa	09804 38E1350N2110005	E1350	CREEK	Off-System	1941	Concrete slab (reinforced)
Kiowa	09987 38E1450N2100008	E1450	CREEK	Off-System	1942	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Kiowa	29708 38N2300E1620008	N2300	CREEK	Off-System	1937	Concrete slab (reinforced)
Latimer	04173 39N4461E1420006	N4461	OAK CREEK	Off-System	1934	Steel truss - through
Latimer	04230 3904 0689 X	U.S. 270	LITTLE FOURCHE MALINE CR	On-System	1934	Steel continuous stringer/multi-beam or girder
Latimer	05513 3916 1272 X	S.H. 1	ROCK CREEK	On-System	1937	Steel truss - through
Latimer	05987 39E1590N4320007	ANDERSON CREEK RD	CREEK	Off-System	1938	Concrete slab (reinforced)
Latimer	05988 39E1430N4330007	E1430	CUNNEO TUBBY CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Latimer	06000 39E1460N4480008	IRR 3932C	CREEK	Off-System	1938	Concrete slab (reinforced)
Latimer	06001 39E1460N4490001	IRR 3932C	CREEK	Off-System	1938	Concrete slab (reinforced)
Latimer	06046 3912 0520 X	S.H. 1	CREEK	On-System	1938	Concrete continuous slab (reinforced)
Latimer	06258 39E1430N4330003	E1430	CREEK	Off-System	1938	Concrete slab (reinforced)
Latimer	06262 39E1460N4390001	IRR 3914C	CLEAR CREEK	Off-System	1938	Concrete slab (reinforced)
Latimer	06702 39N4490E1430005	N4490	CREEK	Off-System	1939	Concrete slab (reinforced)
Latimer	06703 39N4230E1450003	N4230	CREEK	Off-System	1939	Concrete slab (reinforced)
Latimer	07147 39N4490E1430002	N4490	OAK CREEK	Off-System	1939	Concrete slab (reinforced)
Latimer	07148 39N4324E1450002	N4324	CREEK	Off-System	1939	Concrete slab (reinforced)
Latimer	07609 39N4470E1470002	N4470	PIGEON CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Latimer	08120 39E1590N4320002	ANDERSON CREEK RD	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Latimer	08121 39E1590N4330002	ANDERSON CREEK RD	CREEK	Off-System	1940	Concrete slab (reinforced)
Latimer	08122 39E1590N4330003	ANDERSON CREEK RD	CREEK	Off-System	1940	Concrete slab (reinforced)
Latimer	08138 39E1460N4470003	IRR 3932C	HOG CREEK	Off-System	1940	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Latimer	08688 39D1444N4362011	D1444	CREEK	Off-System	1940	Concrete girder and floorbeam system (reinforced)
Latimer	09022 39D1380N4280007	D1380	SAN BOIS CREEK	Off-System	1940	Concrete slab (reinforced)
Latimer	09086 39N4355E1440002	N4355	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Latimer	09200 39N4360E1450007	3916C	BANDY CREEK	Off-System	1940	Concrete slab (reinforced)
Latimer	09269 39E1430N4270003	3906C	BEAVER CREEK	Off-System	1940	Concrete slab (reinforced)
Latimer	09422 3916 0044 X	S.H. 1	BOGGS HOLLOW CREEK	On-System	1940	Steel stringer/multi-beam or girder
Latimer	09423 3916 0060 X	S.H. 1	BOGGS HOLLOW CRK O'FLOW	On-System	1940	Steel stringer/multi-beam or girder
Latimer	09482 3912 1035 X	S.H. 1	PINE CREEK	On-System	1940	Steel stringer/multi-beam or girder
Latimer	09492 39D1444N4362002	D1444	FORCHE MALINE CREEK	Off-System	1940	Steel truss - through
Latimer	10195 39E1410N4455002	3902C	CREEK	Off-System	1945	Concrete slab (reinforced)
Latimer	28872 39N4306E14000P8	ROBBERS CAVE RD	COON CREEK	Off-System	1945	Steel stringer/multi-beam or girder
LeFlore	04228 4040 2708 X	S.H. 63	KIAMICHI RIVER	On-System	1934	Steel truss - through
LeFlore	04449 40D4670E1413006	D4670	ROCK CREEK	Off-System	1935	Concrete slab (reinforced)
LeFlore	04743 40E1292N4550001	E1290	OWL CREEK	Off-System	1936	Steel stringer/multi-beam or girder
LeFlore	04744 40E1620N4570004	4042C	CREEK	Off-System	1936	Concrete slab (reinforced)
LeFlore	04748 40E1728N4810000	IRR FAS 4033	CREEK	Off-System	1936	Timber stringer/multi-beam or girder
LeFlore	04749 40E1728N4810005	IRR FAS 4033	CREEK	Off-System	1936	Timber stringer/multi-beam or girder
LeFlore	04849 40E1710N4560004	E1710	FISHER CREEK	Off-System	1936	Timber stringer/multi-beam or girder
LeFlore	04851 40E1460N4700005	E1460	CREEK	Off-System	1936	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
LeFlore	04964 40E1728N4805000	IRR FAS 4033	COW CREEK	Off-System	1936	Steel stringer/multi-beam or girder
LeFlore	05088 40N4660E1210007	N4660	PECAN CREEK	Off-System	1937	Concrete slab (reinforced)
LeFlore	05089 40N4770E1210008	N4770	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
LeFlore	05092 40N4780E1380007	4076C	SUGAR LOAF CREEK O'FLOW	Off-System	1937	Concrete slab (reinforced)
LeFlore	05275 40N4660E1200007	N4660	COAL CREEK	Off-System	1937	Steel stringer/multi-beam or girder
LeFlore	05344 40E1275N4760002	4017C	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
LeFlore	05433 40D1290N4780007	D1290	CEDAR CREEK	Off-System	1937	Concrete girder and floorbeam system (reinforced)
LeFlore	05435 4034 0855 X	S.H. 31	CREEK	On-System	1936	Steel stringer/multi-beam or girder
LeFlore	05518 4002 1391 X	U.S. 59	CEDAR CREEK	On-System	1936	Steel stringer/multi-beam or girder
LeFlore	05656 40N4660E1370003	N4660	LITTLE MOUNTAIN CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	05690 40N4520E1570008	N4520	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
LeFlore	06008 40E1260N4630004	E1260	CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)
LeFlore	06010 40E1263N4635002	4054C	BUCK CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06014 40E1280N4670005	4016C	BUCK CREEK O'FLOW	Off-System	1938	Concrete slab (reinforced)
LeFlore	06020 40E1425N4720008	E1425	MORRIS CREEK	Off-System	1938	Concrete continuous slab (reinforced)
LeFlore	06022 40E1395N4730007	E1395	CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06030 40E1230N4820002	E1230	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
LeFlore	06102 40N4680E1170004	N4680	CREEK	Off-System	1938	Concrete continuous slab (reinforced)

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LeFlore	06105 40N4820E1200007	4078C	CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06110 40N4700E1240003	N4700	HOLI-TUSHKA CREEK	Off-System	1938	Concrete girder and floorbeam system (reinforced)
LeFlore	06125 40N4678E1462002	4032C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
LeFlore	06391 40E1195N4675002	4060C	CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06394 40E1380N4760006	E1380	DOUBLE BRANCH CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06395 40E1210N4810008	E1210	CEDAR CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06415 40N4787E1528000	4084C	CREEK	Off-System	1938	Steel truss - through
LeFlore	06418 40N4520E1560007	N4520	BUZZARD CREEK	Off-System	1938	Concrete girder and floorbeam system (reinforced)
LeFlore	06476 40E1410N4740007	E1410	CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06485 40N4714E1360004	N4714(S.MCKENNA ST	MCMURTREY CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06503 40D4538E1545001	D4538	BUZZARD CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06517 40D4538E1545006	D4538	BUZZARD CREEK	Off-System	1938	Concrete slab (reinforced)
LeFlore	06907 40E1325N4790005	4024C	CREEK	Off-System	1939	Concrete slab (reinforced)
LeFlore	07096 40E1500N4690001	E1500	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
LeFlore	07197 40E1280N4670003	4016C	BUCK CREEK	Off-System	1939	Concrete slab (reinforced)
LeFlore	07300 40E1500N4720003	4034C	HODGENS CREEK	Off-System	1939	Concrete slab (reinforced)
LeFlore	07310 4042 0535 X	S.H. 83	PETER HARRIS CREEK	On-System	1939	Steel stringer/multi-beam or girder
LeFlore	07585 40N4760E1350006	4066C	CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	07630 40N4788E1560000	4084C	CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	07650 40N4662E1610004	N4662	CREEK	Off-System	1940	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
LeFlore	07651 40N4580E1610005	4044C	CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	08159 40E1420N4640005	4026C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
LeFlore	08168 40E1500N4760006	E1500	HONTUBBY CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	08169 40E1500N4760007	E1500	CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	08171 40E1550N4777000	4040C	BUSHMAN CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	08173 40E1270N4810002	E1270	IVY BRANCH CREEK	Off-System	1940	Steel stringer/multi-beam or girder
LeFlore	08359 40N4670E1390004	N4670	ROCK CREEK	Off-System	1940	Steel stringer/multi-beam or girder
LeFlore	08702 40D1398N4800023	D1398	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
LeFlore	09197 40N4550E1430004	N4550	CEDAR CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	09199 40N4520E1440000	N4520	FOURCHE MALINE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
LeFlore	09204 40D4538E1545018	D4538	BUZZARD CREEK	Off-System	1940	Steel truss - through
LeFlore	09371 40E1610N4660004	E1610	BILLY CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	09405 40E1564N4720000	E1564	SHAWNEE CREEK	Off-System	1940	Concrete slab (reinforced)
LeFlore	09652 40E1325N4780008	E1325	CREEK	Off-System	1941	Concrete slab (reinforced)
LeFlore	09779 4040 3509 X	S.H. 63	RICHMOND CREEK	On-System	1940	Steel stringer/multi-beam or girder
LeFlore	09815 4040 3593 X	S.H. 63	HORSE PEN CREEK	On-System	1940	Steel stringer/multi-beam or girder
LeFlore	09817 40E1590N4530001	E1590	FRAZIER CREEK	Off-System	1941	Steel truss - through
LeFlore	09820 40N4640E1292003	4054C	BRAZIL CREEK	Off-System	1941	Steel truss - through
LeFlore	10094 40E1230N4660003	E1230	RED BANK CREEK	Off-System	1944	Steel stringer/multi-beam or girder
LeFlore	10294 40N4490E1550005	N4490	ROCK CREEK	Off-System	1945	Timber stringer/multi-beam or girder
LeFlore	10334 4034 0399 X	S.H. 31	WOLF CREEK	On-System	1944	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
LeFlore	23984 40N4820E1210001	4078C	CEDAR CREEK	Off-System	1938	Steel stringer/multi-beam or girder
LeFlore	26608 40N4660E1400007	N4660	CREEK	Off-System	1940	Concrete slab (reinforced)
Lincoln	03979 41E1000N3470006	E1000	BREAKFAST CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Lincoln	03985 4130 1200 X	S.H. 99	SAND CREEK	On-System	1933	Steel stringer/multi-beam or girder
Lincoln	03999 4130 1288 X	S.H. 99	CREEK	On-System	1933	Steel stringer/multi-beam or girder
Lincoln	04019 4130 0126 X	U.S. 377 / S.H. 99	SALT CREEK	On-System	1933	Steel stringer/multi-beam or girder
Lincoln	04199 41E0930N3340007	E0930	SPRING CREEK	Off-System	1934	Steel stringer/multi-beam or girder
Lincoln	04256 41N3400E0770001	N3400	SAND CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Lincoln	04318 41E0810N3400004	E0810	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Lincoln	04319 41E0840N3410006	4116C	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Lincoln	04380 41N3330E0770002	N3330	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Lincoln	04385 41N3340E0950002	N3340	CREEK	Off-System	1935	Timber stringer/multi-beam or girder
Lincoln	04412 41E0870N3460007	E0870	CREEK	Off-System	1935	Timber stringer/multi-beam or girder
Lincoln	04414 41E0840N3550000	E0840	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Lincoln	04469 41E0860N3470001	E0860	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Lincoln	05562 41N3520E0770002	N3520	TURKEY CREEK	Off-System	1938	Timber stringer/multi-beam or girder
Lincoln	05857 41E0840N3290001	E0840	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Lincoln	05874 41E1060N3380000	E1060	CREEK	Off-System	1938	Timber stringer/multi-beam or girder
Lincoln	05882 41E0970N3490003	E0970	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Lincoln	05883 41E0770N3490009	E0770	CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Lincoln	05886 41E0970N3530000	E0970	CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)
Lincoln	06095 41N3380E0940003	N3880	PECAN CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Lincoln	06096 41N3410E0950005	N3410	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Lincoln	06213 41E0980N3320008	E0980	EAST CAPTAIN CREEK	Off-System	1938	Timber stringer/multi-beam or girder
Lincoln	06374 41E0830N3460003	E0830	EAST BEAVER CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Lincoln	06411 41N3380E0920007	N3880	PECAN CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Lincoln	06435 41E0830N3450002	E0830	WEST BEAVER CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Lincoln	07443 41N3530E0830000	N3530	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	07452 41N3340E0850008	N3440	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	07468 41N3330E0920001	N3330	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	07489 41N3500E1000008	N3500	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	07491 41N3450E1010004	N3450	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Lincoln	08024 41E0950N3580001	E0950	BARBY CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Lincoln	08274 41N3300E0880007	N3300	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	08591 41E0780N3310004	E0780	CREEK	Off-System	1940	Steel girder and floorbeam system
Lincoln	08604 41E0940N3410008	E0940	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	08619 41E0940N3470000	E0940	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	08758 41N3470E0860004	N3470	DRY CREEK TRIB.	Off-System	1940	Steel girder and floorbeam system
Lincoln	08766 41N3350E1020005	N3350	QUAPAW CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Lincoln	09069 41N3380E0930002	N3880	PECAN CREEK	Off-System	1940	Steel girder and floorbeam system
Lincoln	09158 41E1060N3580002	E1060	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	09258 41E0830N3500002	E08300	NORTH BR. RANCH CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	09285 41N3480E0860007	N3480	DRY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	09479 4120 0024 X	U.S. 177	SPRING CREEK	On-System	1940	Steel stringer/multi-beam or girder
Lincoln	09569 41N3503E0880003	4166C	CREEK	Off-System	1941	Concrete slab (reinforced)
Lincoln	09571 41N3505E0900008	FAS 4128	CHUCKAHO CREEK	Off-System	1941	Concrete slab (reinforced)
Lincoln	09620 41E0930N3450006	E0930	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Lincoln	09849 41N3390E1020001	N3390	CREEK	Off-System	1942	Timber stringer/multi-beam or girder
Lincoln	09850 41N3380E1060003	N3380	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Lincoln	09870 41E0960N3340004	E0960	CREEK	Off-System	1942	Timber stringer/multi-beam or girder
Lincoln	09873 41E1030N3390006	E1030	CREEK	Off-System	1942	Timber stringer/multi-beam or girder
Lincoln	09875 41E1060N3450003	E1060	CREEK	Off-System	1942	Timber stringer/multi-beam or girder
Lincoln	09877 41E0850N3560008	E0850	LILLY CREEK	Off-System	1942	Concrete slab (reinforced)
Lincoln	09914 41N3340E0750009	N3340	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Lincoln	10031 41E0910N3550008	FAS 4128	WILD HORSE CREEK	Off-System	1943	Concrete slab (reinforced)
Lincoln	10041 41N3540E0910005	N3540	CREEK	Off-System	1943	Steel stringer/multi-beam or girder
Lincoln	10081 41N3510E1000000	N3510	CREEK	Off-System	1944	Steel stringer/multi-beam or girder
Lincoln	10146 41N3440E1020001	N3440	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Lincoln	10267 41N3390E0970004	N3390	CREEK	Off-System	1945	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Lincoln	10268 41N3450E1000004	N3450	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Lincoln	10329 41E0810N3440007	E0810	WEST BEAVER CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Lincoln	23176 41E1010N3450007	E1010	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Lincoln	26706 41N3435E0890007	N3435 (BLAINE AVE)	CREEK	Off-System	1936	Concrete slab (reinforced)
Logan	02684 42N3030E0630009	N3030	SPRING CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Logan	02788 42E0630N3010001	E0630	HORSE CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Logan	04198 42E0770N3060009	E0770	GAR CREEK	Off-System	1934	Steel continuous stringer/multi-beam or girder
Logan	04911 42E0610N3140009	E0610	EAST BEAVER CREEK	Off-System	1936	Steel truss - through
Logan	05184 42E0650N3090009	E0650	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Logan	05329 42E0750N3250009	E0750	CREEK	Off-System	1937	Concrete slab (reinforced)
Logan	05559 42N3240E0730006	N3240	SOLDIER CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Logan	05839 42E0700N3100004	E0700	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Logan	07319 42N3100E0820009	N3100	COTTONWOOD CREEK	Off-System	1939	Steel truss - through
Logan	07427 42N3100E0680009	N3100	CREEK	Off-System	1940	Concrete slab (reinforced)
Logan	07448 42N3230E0840005	INDIAN MERIDIAN	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	07893 42E0750N3060009	E0750	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	07905 42E0670N3100001	E0670	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	07952 42E0750N3270001	E0750	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	08254 42N3000E0680004	N3000	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	08257 42N3150E0740002	N3150	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	08529 42E0600N3000009	E0600	HORSE CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Logan	08536 42E0630N3020009	E0630	SPRING CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	08540 42E0640N3050002	E0640	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	08564 42E0750N3170009	E0750	ANTELOPE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	08565 42E0740N3180001	E0740	ANTELOPE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	08574 42E0720N3200007	E0720	CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Logan	08752 42N3140E0760004	N3140	PIN CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	08913 42E0700N3060009	E0700	WOLF CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	09064 42N3150E0760008	N3150	PIN CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	09143 42E0630N3120008	E0630	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	09318 42E0810N3220004	E0810	BEAR CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	09396 42E0840N3280009	E0840	BEAR CREEK	Off-System	1940	Steel truss - through
Logan	09683 42N3060E0850009	N3060	CREEK	Off-System	1941	Concrete slab (reinforced)
Logan	09738 42N3060E0850002	N3060	CREEK	Off-System	1941	Concrete slab (reinforced)
Logan	09946 42N3200E0720009	N3200	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Logan	23171 42N3075E0750007	N3075	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	23181 42N3170E0840003	N3170	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Logan	25637 42E0750N3070006	E0750	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Logan	26284 42E0610N3000005	E0610	HORSE CREEK	Off-System	1937	Concrete slab (reinforced)
Love	06169 43N3320E2190006	N3320	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Love	06214 43E2040N3350005	E2040	PUMPKIN CREEK	Off-System	1938	Concrete slab (reinforced)
Love	06433 43E2160N3290009	4330C MAJOR	CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Love	06533 4310 1035 X	S.H. 32	BOGGY CREEK	On-System	1938	Steel stringer/multi-beam or girder
Love	10074 4310 1245 X	S.H. 32	WILSON CREEK	On-System	1943	Steel stringer/multi-beam or girder
Love	10123 4310 0874 X	S.H. 32	HICKORY CREEK	On-System	1944	Steel truss - through
Major	05472 47N2280E0360009	N2280	WEST CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Major	07028 47E0480N2370004	E0480	W.BRANCH BARNEY CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Major	07286 47E0360N2270009	E0360	CUDDY CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Major	08748 47N2500E0560007	N2500	DEEP CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Major	09807 47N2730E0380003	N2730	TURKEY CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Major	19337 47N2280E0350009	N2280	CUDDY CREEK	Off-System	1937	Concrete continuous stringer/multi-beam or girder (reinforced)
Major	28624 47E0520N2480007	E0520	SKUNK CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Marshall	04013 4804 0054 X	U.S. 70	WHISKEY CREEK	On-System	1933	Steel continuous stringer/multi-beam or girder
Marshall	05000 48N3530E2050007	N3530	LITTLE GLASSES CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Marshall	05332 48E2110N3450003	4810C	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Marshall	06399 4824 0374 X	S.H. 199	CREEK	On-System	1938	Steel stringer/multi-beam or girder
Marshall	07740 48N3480E2060009	N3480	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Marshall	09299 48D3538E2060007	D3538	LITTLE GLASSES CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Marshall	25106 48N3507E2020003	N3057 (3RD ST.)	WHISKEY CREEK	Off-System	1937	Concrete slab (reinforced)
Marshall	28837 48N3580E20800P7	TEXHOMA PARK ROAD	ROOSTER CREEK	Off-System	1939	Steel truss - through

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Mayes	04741 49E0510N4320008	4930C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Mayes	04842 49N4260E0460008	N4260	SEMINOLE CREEK	Off-System	1936	Timber stringer/multi-beam or girder
Mayes	05341 49E0540N4300002	E0540	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Mayes	05550 49N4370E0540001	N4370	CREEK	Off-System	1938	Concrete slab (reinforced)
Mayes	05551 49N4380E0560004	N4380	CRUTCHFIELD BRANCH	Off-System	1938	Concrete continuous slab (reinforced)
Mayes	05993 49E0480N4360006	E0480	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Mayes	06257 49E0600N4290009	E0600	CREEK	Off-System	1938	Concrete slab (reinforced)
Mayes	06260 49E0480N4370006	E0480	CREEK	Off-System	1938	Concrete slab (reinforced)
Mayes	06261 49E0455N4380009	E0455	CREEK	Off-System	1939	Concrete slab (reinforced)
Mayes	06482 49D4293E0600009	D4293	CREEK	Off-System	1938	Concrete slab (reinforced)
Mayes	06883 49E0450N4350009	E0450	CREEK	Off-System	1939	Concrete slab (reinforced)
Mayes	06886 49E0520N4380009	4948C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Mayes	06889 49E0470N4470009	4910C	CREEK	Off-System	1939	Concrete slab (reinforced)
Mayes	07190 49E0563N4430009	N4438	SNAKE CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Mayes	07231 49E0420N4330003	E0420	CREEK	Off-System	1941	Concrete slab (reinforced)
Mayes	07232 49E0520N4380004	4948C	CHAPEL BRANCH	Off-System	1939	Concrete slab (reinforced)
Mayes	07233 49E0510N4430002	4916C	WICKLIFFE CREEK	Off-System	1939	Steel continuous stringer/multi-beam or girder
Mayes	07272 49E0520N4330009	4930C	SULPHUR CREEK	Off-System	1939	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Mayes	07284 49D0616N4390002	IRR D0616	SPRING CREEK	Off-System	1939	Concrete slab (reinforced)
Mayes	07343 4916 0734 X	S.H. 28	BIG CABIN CREEK	On-System	1939	Steel truss - through
Mayes	07389 49N4450E0360002	N4450	ELM CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Mayes	08747 49N4270E0560001	N4270	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Mayes	09440 49N4370E0380009	N4370	ROCK CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Mayes	09546 4932 0273 X	S.H. 82	GRAND RIVER	On-System	1940	Steel truss - through
Mayes	09651 49E0470N4460005	4910C	CREEK	Off-System	1941	Concrete slab (reinforced)
Mayes	09716 49E0460N4290009	E0460	MUD CREEK	Off-System	1941	Timber stringer/multi-beam or girder
Mayes	09782 49N4330E0420006	N4330	CREEK	Off-System	1941	Concrete slab (reinforced)
Mayes	09828 4916 0435 X	S.H. 28	ROCK CREEK	On-System	1941	Steel stringer/multi-beam or girder
Mayes	10312 49E0610N4390000	E0610	CREEK	Off-System	1945	Concrete slab (reinforced)
Mayes	10314 49N4270E0470009	N4270	SEMINOLE CREEK	Off-System	1945	Steel truss - through
McClain	06689 44N3120E1360007	N3120	CREEK	Off-System	1939	Concrete slab (reinforced)
McClain	06998 44N3220E1480007	N3220	CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
McClain	07042 44E1470N3170000	E1470	GADDIS CREEK	Off-System	1939	Steel stringer/multi-beam or girder
McClain	07173 44E1480N3100009	E1480	CREEK	Off-System	1939	Concrete slab (reinforced)
McClain	07599 44N3030E1430009	N3030	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
McClain	08369 44N3060E1430006	N3060	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
McClain	08907 44E1210N3030004	NE 16TH ST	POND CREEK	Off-System	1940	Timber stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
McClain	08922 44E1420N3110001	E1420	SECOND CREEK	Off-System	1940	Concrete tee beam (reinforced)
McClain	09140 44E1260N3060009	SE 40TH ST	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
McClain	09194 44N3015E1360006	N3015	DIBBLE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
McClain	09293 44N3090E1410004	N3090	FINN CREEK	Off-System	1940	Steel stringer/multi-beam or girder
McClain	09477 44E1460N3110008	E1460	FINN CREEK	Off-System	1940	Steel stringer/multi-beam or girder
McCurtain	03840 45E2090N4595002	4530C	CREEK	Off-System	1933	Concrete continuous slab (reinforced)
McCurtain	03841 45E2080N4690000	4532C	CROOKED CREEK	Off-System	1933	Concrete slab (reinforced)
McCurtain	03991 45D2060N4680013	D2060	COAL CREEK	Off-System	1933	Concrete slab (reinforced)
McCurtain	04016 45E2060N4680007	E2060	YANUBBEE CREEK	Off-System	1933	Concrete slab (reinforced)
McCurtain	04017 45E1752N4725000	4502C	ROCK CREEK	Off-System	1933	Concrete slab (reinforced)
McCurtain	04850 45E2040N4670002	E2040	YANUBBEE CREEK	Off-System	1936	Concrete slab (reinforced)
McCurtain	04917 45E2032N4560004	4517C	MITCHEL CREEK	Off-System	1936	Concrete slab (reinforced)
McCurtain	04918 45E2050N4570009	E2050	BOKTUKLO CREEK	Off-System	1936	Timber stringer/multi-beam or girder
McCurtain	04963 45E2160N4580006	E2160	PERRY CREEK	Off-System	1936	Concrete slab (reinforced)
McCurtain	04987 45E2040N4650006	E2040	YASHAU CREEK	Off-System	1936	Concrete girder and floorbeam system (reinforced)
McCurtain	05001 4512 0476 X	S.H. 3	MUD CREEK	On-System	1936	Steel stringer/multi-beam or girder
McCurtain	05029 4502 0002 X	U.S. 70	CLEAR CREEK	On-System	1936	Steel stringer/multi-beam or girder
McCurtain	05034 4504 0517WX	U.S. 70 SB	YASHAU CREEK	On-System	1936	Steel truss - through
McCurtain	05227 45E2140N4560003	E2140	CREEK	Off-System	1937	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
McCurtain	05228 45E2080N4630001	E2080	HOLLY CREEK	Off-System	1937	Concrete continuous slab (reinforced)
McCurtain	05387 45N4625E1865002	N4625	CANYON CREEK	Off-System	1937	Concrete slab (reinforced)
McCurtain	05391 45N4720E2210003	4574C	NORWOOD CREEK	Off-System	1937	Steel stringer/multi-beam or girder
McCurtain	06460 45N4605E1820005	N4605	CREEK	Off-System	1938	Concrete slab (reinforced)
McCurtain	07020 45N4600E2170001	4558C	CREEK	Off-System	1939	Concrete girder and floorbeam system (reinforced)
McCurtain	07195 45E2130N4550002	E2130	GARVIN CREEK	Off-System	1939	Steel stringer/multi-beam or girder
McCurtain	07254 45E2135N4800003	FAS 4505	RED BRANCH CREEK	Off-System	1939	Steel stringer/multi-beam or girder
McCurtain	07285 45E2120N4480008	4528C	BUZZARD CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
McCurtain	07308 45E1740N4690007	E1740	BIG EAGLE CREEK	Off-System	1939	Concrete slab (reinforced)
McCurtain	07327 4506 2616 X	S.H. 3	YASHAU CREEK	On-System	1939	Steel stringer/multi-beam or girder
McCurtain	07336 4506 2302 X	S.H. 3	LUKFATA CREEK	On-System	1939	Steel stringer/multi-beam or girder
McCurtain	07725 45N4570E2020000	N4570	BENNINGFIELD CREEK	Off-System	1940	Steel stringer/multi-beam or girder
McCurtain	08696 45E2135N4540009	E2135	CREEK	Off-System	1940	Concrete slab (reinforced)
McCurtain	09030 45E2135N4530007	E2135	WATERHOLE CREEK	Off-System	1940	Concrete slab (reinforced)
McCurtain	09327 45E2115N4440005	E2115	CLEAR CREEK	Off-System	1940	Steel stringer/multi-beam or girder
McCurtain	09466 45N4750E2270006	N4750	NORWOOD CREEK	Off-System	1940	Steel stringer/multi-beam or girder
McCurtain	09531 45D4710E1770002	D4710	BIG EAGLE CREEK	Off-System	1940	Steel truss - through
McCurtain	09812 45N4610E1820000	N4610	LITTLE GLOVER CREEK	Off-System	1941	Concrete stringer/multi-beam or girder (reinforced)
McCurtain	09937 45E2090N4620003	4530C	HOLLY CREEK	Off-System	1942	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
McCurtain	09986 45N4772E1770002	N4772	DRY CREEK	Off-System	1942	Concrete slab (reinforced)
McCurtain	21951 45E1820N4590000	IRR FAS 4533	COON CREEK	Off-System	1940	Concrete slab (reinforced)
McIntosh	03993 4608 0174 X	U.S. 266	ELK CREEK	On-System	1933	Steel stringer/multi-beam or girder
McIntosh	04022 46N4210E1050003	U.S. 69BS(CITY OWN	BIG ELK CREEK	Off-System	1933	Steel stringer/multi-beam or girder
McIntosh	04032 46N4210E1030001	4666C	CREEK	Off-System	1933	Steel stringer/multi-beam or girder
McIntosh	04045 4608 0118 X	U.S. 266	BACKWALL CREEK	On-System	1933	Steel continuous stringer/multi-beam or girder
McIntosh	05448 4610 1187 X	S.H. 9	WALLACE CREEK	On-System	1937	Steel stringer/multi-beam or girder
McIntosh	05592 46N4230E1020004	N4230	HONEY SPRINGS BRANCH	Off-System	1938	Concrete continuous slab (reinforced)
McIntosh	05605 46N4090E1090003	N4090	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
McIntosh	05623 46N4173E1180009	N4173	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
McIntosh	05624 46N4150E1190002	N4150	CREEK	Off-System	1938	Concrete slab (reinforced)
McIntosh	05971 46E1010N4130002	E1010	CREEK	Off-System	1938	Concrete slab (reinforced)
McIntosh	05983 46E1120N4270005	4620C	MUD CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)
McIntosh	06658 46N4110E1020009	N4110	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
McIntosh	06664 46N4230E1110001	N4230	CARR CREEK	Off-System	1939	Concrete continuous slab (reinforced)
McIntosh	06665 46N4110E1110009	N4110	FAME BRANCH	Off-System	1939	Concrete continuous slab (reinforced)
McIntosh	06861 46E1159N3980003	E1159	CREEK	Off-System	1939	Concrete continuous slab (reinforced)

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McIntosh	06980 46N4070E1100004	N4070	EUFAULA LAKE	Off-System	1939	Steel stringer/multi-beam or girder
McIntosh	06984 46N4000E1190005	N4000	CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
McIntosh	07185 46E1020N4120002	E1020	GENTRY CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
McIntosh	07538 46N4070E1170009	4644C	WALLACE CREEK	Off-System	1940	Concrete continuous slab (reinforced)
McIntosh	08092 46E1190N4060005	E1190	WALLACE CREEK	Off-System	1940	Concrete arch - deck (reinforced)
McIntosh	08097 46E1090N4080008	4614C	CREEK	Off-System	1940	Concrete arch - deck (reinforced)
McIntosh	08111 46E1100N4250001	4616C	DUCHESS CREEK	Off-System	1940	Concrete continuous slab (reinforced)
McIntosh	08329 46N4010E1220007	N4010	CREEK	Off-System	1940	Concrete arch - deck (reinforced)
McIntosh	09165 46E1150N4260001	4622C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
McIntosh	09433 4616 0238 X	S.H. 52	CHISHOLM CREEK	On-System	1940	Steel stringer/multi-beam or girder
McIntosh	09480 4616 0042 X	S.H. 52	MILL CREEK	On-System	1940	Steel stringer/multi-beam or girder
McIntosh	28144 46N4180E1200007	N4180	POSSUM CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Murray	05875 50E1830N3390009	5012C	CREEK	Off-System	1938	Concrete slab (reinforced)
Murray	06285 5031 0224 X	S.H. 110	CREEK	On-System	1938	Concrete slab (reinforced)
Murray	07992 50E1690N3390009	5006C	CREEK	Off-System	1940	Concrete slab (reinforced)
Muskogee	02608 51E0910N4310008	E0910	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Muskogee	03817 51N4200E0900009	5146C	CREEK	Off-System	1933	Concrete slab (reinforced)
Muskogee	04105 51E0950N4250009	E0950	CREEK	Off-System	1934	Steel stringer/multi-beam or girder

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Muskogee	04141 51N4420E1070000	5170C	SULPHUR CREEK	Off-System	1934	Steel stringer/multi-beam or girder
Muskogee	04268 51N4390E1050002	5166C	S FORK OF DIRTY CREEK	Off-System	1935	Concrete continuous slab (reinforced)
Muskogee	04737 51E0970N4130009	5126C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Muskogee	04740 51E1090N4310002	E1090	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	05076 51N4310E0970001	N4310	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Muskogee	05079 51N4320E1020008	N4320	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Muskogee	05083 51N4390E1060009	5166C	CREEK	Off-System	1937	Concrete slab (reinforced)
Muskogee	05218 51E0910N4270004	E0910	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Muskogee	05220 51E1140N4310006	IRR 5164C	CREEK	Off-System	1937	Concrete slab (reinforced)
Muskogee	05223 51E0970N4340001	5128C	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Muskogee	05269 51N4424E0840007	N4424	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Muskogee	05270 51N4240E0890006	5148C	CREEK	Off-System	1940	Concrete slab (reinforced)
Muskogee	05402 51E0970N4300008	FAS 5110	CREEK	Off-System	1937	Concrete slab (reinforced)
Muskogee	05571 51N4230E0850009	N4230	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Muskogee	05572 51N4220E0870001	5106C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Muskogee	05574 51N4330E0870008	N.45TH ST.E	WEB CREEK	Off-System	1938	Concrete slab (reinforced)
Muskogee	05577 51N4180E0880009	N4180	CREEK	Off-System	1938	Concrete slab (reinforced)
Muskogee	05578 51N4228E0900001	N4228	CREEK	Off-System	1938	Concrete slab (reinforced)
Muskogee	05581 51N4300E0910007	N4300	CREEK	Off-System	1938	Concrete slab (reinforced)

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Muskogee	05603 51N4390E1080005	5166C	CREEK	Off-System	1938	Concrete slab (reinforced)
Muskogee	05608 51N4380E1120003	N4380	STARVILLA CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Muskogee	05618 51N4350E1160006	N4350	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Muskogee	05961 51E0870N4070008	E0870	CREEK	Off-System	1938	Concrete slab (reinforced)
Muskogee	05965 51E0810N4090009	E0810	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Muskogee	05981 51E0870N4220001	E0870	CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	05990 51E1070N4340004	E1070	CREEK	Off-System	1938	Concrete slab (reinforced)
Muskogee	05992 51E1110N4350004	IRR E1110	CREEK	Off-System	1938	Concrete slab (reinforced)
Muskogee	05994 51E0850N4370009	E0850	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Muskogee	05997 51E0830N4400007	E0830	CREEK	Off-System	1938	Concrete slab (reinforced)
Muskogee	05998 51E1130N4410006	5168C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Muskogee	06032 5150 0036 X	S.H. 104	COAL CREEK TRIB.	On-System	1938	Concrete slab (reinforced)
Muskogee	06318 51N4300E0840003	N4300	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Muskogee	06321 51N4300E0960005	N4300	CREEK	Off-System	1938	Concrete girder and floorbeam system (reinforced)
Muskogee	06653 51N4210E0890009	N4210	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	06654 51N4200E0920005	5146C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Muskogee	06655 51N4390E0930008	5124C	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	06667 51N4340E1120002	N4340	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Muskogee	06875 51E0995N4230007	E0995	CREEK	Off-System	1939	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Muskogee	06876 51E0880N4260001	FAU 6760 (BORDER S	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	06877 51E0910N4310001	E0910	SAM CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Muskogee	06878 51E0930N4310005	5120C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Muskogee	06879 51E0930N4310007	5120C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Muskogee	06882 51E0830N4340002	5172C	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	06884 51E0830N4380001	E0830	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	06885 51E0830N4380005	E0830	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	06977 51N4270E0840001	N4270	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	06978 51N4220E0860009	5106C	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	06979 51N4390E1040004	5166C	CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	07073 51E0930N4200000	5120C	CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	07078 51E0940N4370007	5124C	CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	07457 51N4240E0880005	5148C	CREEK	Off-System	1940	Concrete slab (reinforced)
Muskogee	07464 51N4120E0900009	5142C	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	07470 51N4120E0920002	5142C	CANE CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	07490 51N4429E1000009	N4430	TAYLOR CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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Muskogee	08100 51E0870N4100004	E0870	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	08118 51E0930N4300006	5120C	CREEK	Off-System	1940	Concrete slab (reinforced)
Muskogee	08129 51E0935N4380009	E0935 PATRICK AVE.	CREEK	Off-System	1939	Concrete slab (reinforced)
Muskogee	08130 51N4400E1140000	N4400	CREEK	Off-System	1937	Concrete slab (reinforced)
Muskogee	08277 51N4290E0900003	N4290	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Muskogee	08690 51E0830N4410005	E0830	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Muskogee	09568 51N4090E0850009	N4090	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Muskogee	09639 51E0815N4070008	E0815	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Muskogee	09646 51E0960N4240007	E0960	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Muskogee	09681 51N4090E0840002	N4090	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Muskogee	10000 5128 1907 X	S.H. 10	MANARD BAYOU CREEK O'FLO	On-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	10002 5128 1288 X	S.H. 10	BOUDINOT CREEK	On-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Muskogee	10004 5128 1897 X	S.H. 10	MANARD BAYOU CREEK	On-System	1942	Steel stringer/multi-beam or girder
Muskogee	10034 51E0860N4130003	E0860	CREEK	Off-System	1943	Steel stringer/multi-beam or girder
Muskogee	10050 51E1000N4180005	E1000	CREEK	Off-System	1943	Steel stringer/multi-beam or girder
Muskogee	10080 51N4130E0890009	N4130	CREEK	Off-System	1944	Steel stringer/multi-beam or girder
Muskogee	30501 51E0844N4360004	E0844/E.SOUTH AVE	CREEK	Off-System	1938	Concrete slab (reinforced)
Noble	02387 52N3120E0490006	N3120	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Noble	02388 52N3120E0520005	N3120	CREEK	Off-System	1941	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Noble	02682 52N3204E0500007	11TH ST	CALF CREEK	Off-System	1940	Concrete slab (reinforced)
Noble	03953 52E0520N3190006	E0520	COW CREEK	Off-System	1933	Concrete slab (reinforced)
Noble	04102 52E0490N3160008	E0490	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Noble	04493 52E0490N3160003	E0490	CREEK	Off-System	1935	Concrete arch - deck (reinforced)
Noble	04618 52N3120E0460001	N3120	TURKEY CREEK	Off-System	1936	Concrete slab (reinforced)
Noble	04715 52E0500N3160006	E0500	CREEK	Off-System	1936	Concrete slab (reinforced)
Noble	04716 52E0420N3190001	E0420	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Noble	04832 52E0380N3190006	E0380	HACKBERRY CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Noble	05067 52N3150E0390007	N3150	DEAN CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Noble	05186 52E0400N3140007	E0400	DEAN CREEK	Off-System	1937	Concrete slab (reinforced)
Noble	05467 52E0480N3230001	E0480	COW CREEK	Off-System	1937	Steel truss - through
Noble	05858 52E0360N3290003	E0360	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Noble	05864 52E0490N3310007	E0490	CREEK	Off-System	1938	Concrete slab (reinforced)
Noble	06077 52N3180E0380006	N3180	HACKBERRY CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Noble	07045 52E0390N3220001	E0390	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Noble	07393 52N3160E0390007	N3160	HACKBERRY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Noble	07920 52E0550N3140008	E0550	COW CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Noble	09614 52E0450N3110005	E0450	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Noble	09931 52E0570N3210008	E0570	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Noble	23787 52N3190E0440009	N3190	CREEK	Off-System	1938	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Noble	24306 52E0570N3160008	E0570	STILLWATER CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Noble	26283 52E0400N3180000	E0400	CREEK	Off-System	1937	Concrete slab (reinforced)
Nowata	04610 53N4139E0210008	N4139	CREEK	Off-System	1938	Concrete slab (reinforced)
Nowata	04736 53E0090N4110005	E0090	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Nowata	05215 53E0160N4150005	E0160	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Nowata	05217 53E0230N4230006	E0230	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Nowata	05532 53N4137E0220001	138 S. SYCAMORE	SEWER CREEK	Off-System	1938	Concrete slab (reinforced)
Nowata	05533 53N4136E0220002	N4136 (S. MAPLE)	SEWER CREEK	Off-System	1938	Concrete slab (reinforced)
Nowata	07074 53E0040N4210004	N4210	SNOW CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Nowata	08096 53E0020N4070004	E0020	OPOSSUM CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Nowata	09963 53E0250N4050005	E0250	PURGATORY CREEK	Off-System	1942	Concrete slab (reinforced)
Nowata	26679 53N4190E0210005	N4190	KENTUCKY CREEK	Off-System	1940	Concrete arch - deck (reinforced)
Okfuskee	04174 54E1050N3790007	5468C	NUYAKA CREEK	Off-System	1934	Concrete slab (reinforced)
Okfuskee	04236 54N3787E0960000	5450C	DEEP FORK RIVER	Off-System	1934	Steel truss - through
Okfuskee	04269 54N3930E1130000	IRR 5462C	CREEK	Off-System	1935	Concrete slab (reinforced)
Okfuskee	04734 54E1000N3770007	FAS 5405	CREEK	Off-System	1936	Concrete slab (reinforced)
Okfuskee	04735 54E1160N3840008	5434C	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Okfuskee	04808 54N3690E1000001	N3690	CREEK	Off-System	1936	Concrete slab (reinforced)
Okfuskee	04835 54E1020N3630008	5466C	CREEK	Off-System	1936	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Okfuskee	04895 54N3710E1000001	N3710	LITTLE WALNUT CREEK	Off-System	1936	Concrete slab (reinforced)
Okfuskee	04897 54N3880E1080004	N3880	CREEK	Off-System	1936	Concrete slab (reinforced)
Okfuskee	04913 54E1170N3920003	E1170	PARSLEY CREEK	Off-System	1936	Concrete slab (reinforced)
Okfuskee	04957 54N3837E1121000	5456C	ALABAMA CREEK	Off-System	1936	Concrete slab (reinforced)
Okfuskee	04971 54N3630E0990006	N3630	LITTLE HILLBILLY CREEK	Off-System	1936	Concrete slab (reinforced)
Okfuskee	05008 54E1070N3610003	E1070	ROCK CREEK	Off-System	1936	Concrete stringer/multi-beam or girder (reinforced)
Okfuskee	05082 54N3840E1050007	IRR FAS 5421	CREEK	Off-System	1937	Concrete slab (reinforced)
Okfuskee	05084 54N3830E1100005	5456C	CREEK	Off-System	1937	Concrete slab (reinforced)
Okfuskee	05200 54E1010N3690000	5408C	CREEK	Off-System	1937	Concrete slab (reinforced)
Okfuskee	05204 54E0980N3770007	5406C	CREEK	Off-System	1937	Concrete slab (reinforced)
Okfuskee	05272 54N3855E1140004	N3855	CREEK	Off-System	1937	Concrete slab (reinforced)
Okfuskee	05473 54E1020N3810005	5414C	COW CREEK	Off-System	1937	Concrete slab (reinforced)
Okfuskee	05489 5412 0643 X	S.H. 48	LITTLE WALNUT CREEK	On-System	1937	Steel stringer/multi-beam or girder
Okfuskee	05497 5412 0598 X	S.H. 48	WALNUT CREEK	On-System	1937	Steel stringer/multi-beam or girder
Okfuskee	05587 54N3620E0970006	N3620	CREEK	Off-System	1938	Concrete slab (reinforced)
Okfuskee	05590 54N3690E1000009	N3690	CREEK	Off-System	1938	Concrete slab (reinforced)
Okfuskee	05902 54E1050N3660004	E1050	CREEK	Off-System	1938	Concrete slab (reinforced)
Okfuskee	05927 54E0960N3790006	E0960	CREEK	Off-System	1938	Concrete slab (reinforced)
Okfuskee	05929 54E0960N3800001	E0960	CREEK	Off-System	1938	Concrete slab (reinforced)
Okfuskee	05930 54E1187N3800001	5432C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Okfuskee	06228 54E1070N3610007	E1070	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Okfuskee	06384 54E1160N3850004	5434C	CREEK	Off-System	1938	Concrete slab (reinforced)
Okfuskee	06526 54E1140N3800008	5424C	ROCK CREEK	Off-System	1936	Concrete slab (reinforced)
Okfuskee	06662 54N3800E1090005	5452C	CREEK	Off-System	1939	Concrete slab (reinforced)
Okfuskee	06663 54N3800E1100008	5452C	CREEK	Off-System	1939	Concrete slab (reinforced)
Okfuskee	07180 54E1185N3930001	E1185	CREEK	Off-System	1939	Concrete slab (reinforced)
Okfuskee	07271 54E1000N3730007	FAS 5405	CREEK	Off-System	1939	Concrete slab (reinforced)
Okfuskee	07323 54E1000N3730006	FAS 5405	WALNUT CREEK	Off-System	1939	Concrete slab (reinforced)
Okfuskee	09159 54E1050N3680002	E1050	CREEK	Off-System	1940	Steel truss - through
Okfuskee	09576 54N3760E1120001	5422C	CREEK	Off-System	1941	Concrete slab (reinforced)
Oklahoma	04447 55N3082E1060008	WALNUT AVE	MAIN ST. UNDER	Off-System	1935	Steel stringer/multi-beam or girder
Oklahoma	05046 5504 1150SX	U.S. 62	CHOCTAW RD & UP R.R. UND	On-System	1936	Steel stringer/multi-beam or girder
Oklahoma	08281 55N3280E0950002	N3280 (HARRAH RD)	CREEK	Off-System	1940	Concrete arch - deck (reinforced)
Oklahoma	08938 55E0950N3240008	E0950 (NE 164)	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Oklahoma	09474 55N3070E1020006	WESTERN AVE.	DEEP FORK CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Oklahoma	10001 55E1090N3130003	SE 29TH ST(1090)	CRUTCHO CREEK	Off-System	1942	Concrete stringer/multi-beam or girder (reinforced)
Oklahoma	10216 55N3220E0930002	CHOCTAW RD.	CREEK	Off-System	1945	Concrete slab (reinforced)
Oklahoma	10328 55E1110N3070004	E1110 (S.W 59)	LIGHTNING CREEK	Off-System	1945	Steel continuous stringer/multi-beam or girder
Oklahoma	16459 55N3075E1100007	N3075 (WALKER A	LIGHTNING CREEK	Off-System	1945	Steel continuous stringer/multi-beam or girder
Okmulgee	04137 56N4000E0940009	N4000	LONG BRANCH CREEK	Off-System	1934	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Okmulgee	04382 56N3870E0890002	N3870	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Okmulgee	04486 56N4070E0920005	N4070	CANE CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Okmulgee	04505 56N4060E0900005	N4060	LITTLE CANE CR.TRIB.	Off-System	1935	Concrete continuous slab (reinforced)
Okmulgee	04561 56N3950E1080008	FAU 1961 (LAKE RD)	COAL CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Okmulgee	05077 56N3840E0980001	N3840	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Okmulgee	05078 56N4060E0980009	N4060	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Okmulgee	05207 56E0860N3880001	E0860	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Okmulgee	05211 56E0990N4050008	BANYAN RD.	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Okmulgee	05380 56N3860E0900008	IRR FAS 5622	DEEP FORK RIVER O'FLOW	Off-System	1937	Concrete continuous slab (reinforced)
Okmulgee	05400 56E1050N4020001	HOFFMAN RD. 5630C	CAT CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Okmulgee	05401 56E0990N4050007	E0990	GRAVE CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Okmulgee	05585 56N3890E0960006	N3890	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	05588 56N3915E0990004	WILSON RD. 5622C	SALT CR.TRIB.	Off-System	1938	Steel stringer/multi-beam or girder
Okmulgee	05594 56N3950E1050006	N3950	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Okmulgee	05595 56N3920E1050007	N3920	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	05596 56N3920E1050008	TURKEY PEN RDN3920	MONTEZUMA CR.TRIB.	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	05597 56N3950E1050009	N3950	CREEK	Off-System	1938	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Okmulgee	05602 56N3920E1070003	TURKEY PEN RDN3920	MONTEZUMA CR.TRIB.	Off-System	1938	Concrete slab (reinforced)
Okmulgee	05933 56E0850N3840009	E0850	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	05936 56E0870N3870004	E0870	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	05938 56E0850N3880001	E0850	CREEK	Off-System	1941	Concrete slab (reinforced)
Okmulgee	05940 56E0850N3880006	E0850	CREEK	Off-System	1938	Concrete slab (reinforced)
Okmulgee	05943 56E0820N3900005	E0820	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Okmulgee	05948 56E1022N3960008	CEDAR RD.	CREEK	Off-System	1938	Concrete slab (reinforced)
Okmulgee	05956 56E0910N4030008	BALD HILL RD.	CREEK	Off-System	1939	Concrete slab (reinforced)
Okmulgee	05957 56E1000N4040001	E1000	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	05959 56E1000N4040005	E1000	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	06094 56N3960E0910004	N3960	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Okmulgee	06097 56N3890E0960007	N3890	OKMULGEE CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	06098 56N3920E1060009	TURKEY PEN RDN3920	MONTEZUMA CR.TRIB.	Off-System	1936	Concrete continuous slab (reinforced)
Okmulgee	06244 56E0850N3840007	E0850	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Okmulgee	06246 56E0850N3880009	E0850	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Okmulgee	06249 56E0870N3980002	E0870	CREEK	Off-System	1938	Concrete slab (reinforced)
Okmulgee	06322 56N3910E1010001	IRR N3910	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Okmulgee	06385 56E0875N3910009	E0875	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Okmulgee	06386 56E1030N3930001	E1030	CREEK	Off-System	1940	Concrete slab (reinforced)
Okmulgee	06852 56E1030N3940002	E1030	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Okmulgee	06860 56E0910N3970008	5610C	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Okmulgee	06862 56E0910N3980006	5610C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Okmulgee	06866 56E0830N4020001	IRR 5604C	CREEK	Off-System	1939	Concrete slab (reinforced)
Okmulgee	06868 56E0830N4020008	IRR 5604C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Okmulgee	07139 56N4060E0840001	5664C	ASH CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Okmulgee	07142 56N3870E0930003	DENTONVILLE RD.	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Okmulgee	07184 56E0920N4030002	LIBERTY RD.	CANE CR.TRIB.	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Okmulgee	07248 56E0980N3970006	E0980	CUSSETAH CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Okmulgee	07456 56N3960E0870005	N3960	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Okmulgee	07473 56N3900E0930004	5646C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Okmulgee	07488 56N4050E1000005	N4050	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Okmulgee	08049 56E0940N3850001	5616C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Okmulgee	08054 56E0820N3890003	E0820	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Okmulgee	08055 56E0830N3900001	E0830	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Okmulgee	08062 56E1050N3940007	CONIFER RDFAS 5628	BURGESS CREEK	Off-System	1940	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Okmulgee	08064 56E1050N3950005	FAS 5628	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Okmulgee	08067 56E0810N3960008	FAS 5620	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Okmulgee	08068 56E0810N3970009	HECTORVILLE RD	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Okmulgee	08070 56E0810N3980001	HECTORVILLE RD	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Okmulgee	08074 56E1125N3980008	IRR 5682C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Okmulgee	08282 56N3957E0960005	N3957 (MUSKOGEE ST	CREEK	Off-System	1940	Masonry arch - deck
Okmulgee	08661 56E1097N3920008	BRYANT RD. 5636C	COAL CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Okmulgee	08662 56E1088N3920009	E1088 (MOORE ST.)	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Okmulgee	09008 56E0900N3930005	5608C	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Okmulgee	09012 56E0959N3950006	E0959 (3 ST.)	OKMULGEE CREEK	Off-System	1940	Concrete continuous stringer/multi-beam or girder (reinforced)
Okmulgee	09180 56N3957E0960001	N3957 (MUSKOGEE ST	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Okmulgee	09574 56N3880E0980009	5624C	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Okmulgee	09629 56E0944N3880006	5646C	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Okmulgee	09630 56E1006N3890008	5624C	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Okmulgee	09633 56E1050N3960005	FAS 5628	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Okmulgee	09713 56E1005N3880006	5624C	CREEK	Off-System	1941	Steel continuous stringer/multi-beam or girder

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Okmulgee	09714 56E1040N3950006	IRR E1040	BURGESS CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Okmulgee	09762 56E0900N4040002	E0900	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Okmulgee	09878 56E0830N3910003	E0830	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Okmulgee	09933 56E1120N3910000	E1120	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Okmulgee	09948 56N4010E1000006	N4010	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Okmulgee	10006 56E0945N3830009	5616C	DEEP FORK O'FLOW.	Off-System	1942	Timber stringer/multi-beam or girder
Okmulgee	10090 56E0830N3860004	E0830	CREEK	Off-System	1944	Steel stringer/multi-beam or girder
Okmulgee	10105 56E0990N4070008	E0990	CREEK	Off-System	1944	Steel stringer/multi-beam or girder
Okmulgee	10145 56N3860E1000000	N3860	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Okmulgee	10147 56N3924E1100001	5636C	CREEK	Off-System	1945	Concrete continuous slab (reinforced)
Okmulgee	10190 56E0910N4090009	5614C	CANE CREEK TRIB.	Off-System	1945	Concrete continuous slab (reinforced)
Osage	03909 57D0230N3440001	D0230	CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Osage	03954 57E0180N3740006	E0180	LITTLE SAND CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Osage	04009 5706 0872 X	U.S. 60	ELM CREEK	On-System	1934	Steel truss - through
Osage	04030 5734 0654 X	S.H. 99	ROCK CREEK	On-System	1933	Steel stringer/multi-beam or girder
Osage	04040 5706 0912 X	U.S. 60	ROCK CREEK	On-System	1933	Steel stringer/multi-beam or girder
Osage	04245 57N3810E0100006	N3810	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Osage	04252 57N3826E0310003	5790C	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Osage	04484 57N3700E0410001	N3700	CREEK	Off-System	1935	Steel truss - through
Osage	04585 57D3910E0090001	D3910	CANEY RIVER	Off-System	1935	Steel truss - through

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Osage	04934 57N3530E0020007	N3530	SPRING CREEK	Off-System	1936	Steel truss - through
Osage	04960 57D0185N3560001	D0185	CREEK	Off-System	1936	Steel truss - through
Osage	05015 57N3820E0050007	N3820	POND CREEK	Off-System	1936	Steel truss - through
Osage	05257 57N3679E0120001	N3679	DRY CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Osage	05496 5730 0033 X	S.H. 99	PINN CREEK	On-System	1937	Steel stringer/multi-beam or girder
Osage	05516 57N3880E0190004	IRR 5764C	SAND CREEK	Off-System	1937	Steel truss - through
Osage	05543 57N3660E0400003	5742C	PENN CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Osage	06241 57D0032N3750008	D0032	BUCK CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Osage	06421 57D3825E0140008	D3825	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Osage	06439 57E0370N3700001	IRR FAS 5755	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Osage	06542 57E0450N3880009	E0450	QUAPAW CREEK	Off-System	1938	Steel truss - through
Osage	06557 5730 1228 X	S.H. 99	BIRCH CREEK	On-System	1938	Steel stringer/multi-beam or girder
Osage	06622 57N3750E0370000	5792C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Osage	06822 57E0300N3530003	E0300	CREEK	Off-System	1939	Concrete slab (reinforced)
Osage	06836 57E0120N3670005	E0120	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Osage	06965 57D3732E0230000	D3732	BIRD CREEK TRIB.	Off-System	1939	Concrete arch - deck (reinforced)
Osage	07379 57N3925E0260005	N3925	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	07388 57N3450E0330006	5720C	DOGA CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08016 57E0279N3540002	E0279	TATE CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Osage	08205 57N3810E0020009	N3810	CANEY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08214 57N3520E0080003	N3520	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08219 57N3520E0090009	N3520	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08229 57N3744E0220004	N3744 (OLD S.H. 99	SOLDIER CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Osage	08238 57N3740E0400005	5788C	CREEK	Off-System	1940	Concrete slab (reinforced)
Osage	08614 57D0230N3440007	D0230	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08628 57D0150N3520006	D0150	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Osage	08629 57E0150N3520008	E0150	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Osage	08630 57E0060N3530005	E0060	OTTER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08632 57E0300N3540008	E0300	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08635 57E0050N3550008	5702C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Osage	08727 57N3530E0060005	N3530	OTTER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08730 57D3910E0070005	D3910	CREEK O'FLOW	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08979 57E0170N3500007	E0170	MUD CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Osage	08990 57D0430N3700003	IRR D3676	BLACKBIRD CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	08991 57E0420N3710005	E0420	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	09000 57E0330N3850008	E0330	DOG THRASHER CREEK	Off-System	1940	Steel girder and floorbeam system
Osage	09006 57E0090N3910003	E0090	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	09056 57N3610E0070007	5732C	SOUTH ELM CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Osage	09058 57N3818E0370005	N3818	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	09170 57N3610E0070004	5732C	NORTH ELM CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	09260 57E0379N3680007	FAS 5754	NICIOLA CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Osage	09261 57E0340N3700005	E0340	HOMINY CREEK	Off-System	1940	Steel truss - through
Osage	09333 57N3540E0240008	IRR 5724C	LITTLE CHIEF CREEK	Off-System	1940	Steel truss - through
Osage	09367 57D0030N3830008	D0030	TURKEY CREEK	Off-System	1940	Steel truss - through
Osage	09372 57N3700E0400006	N3700	CREEK	Off-System	1940	Steel truss - through
Osage	09399 57E0260N3790004	E0260	NELAGONEY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	09408 57D3910E0050001	D3910	COON CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Osage	09529 5712 0189 X	S.H. 18	SALT CREEK	On-System	1940	Steel truss - through
Osage	09557 57D3685E0080009	D3685	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Osage	09712 57E0265N3550009	E0265	SOLOMAN CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Osage	09972 57D3655E0060004	D3655	FOX CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Osage	10054 57N3745E0310003	N3745	CREEK	Off-System	1943	Steel stringer/multi-beam or girder
Osage	10206 57D3615E0280004	D3615	LUCY CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Osage	10284 57E0240N3560004	5724C	LITTLE CHIEF CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Osage	10291 57N3705E0420007	N3705	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Osage	23273 57D0187N3764006	D0187	CREEK	Off-System	1940	Steel truss - through
Osage	25779 57N3818E0370006	N3818	BULL CREEK	Off-System	1935	Steel girder and floorbeam system
Ottawa	04056 5814 0778 X	U.S. 69	TAR CREEK	On-System	1933	Steel stringer/multi-beam or girder
Ottawa	04248 58N4520E0230008	IRR N4520	CREEK	Off-System	1935	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Ottawa	05527 58N4510E0160002	N4510	CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	05535 58N4600E0220009	5838C	CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	06013 58E0166N4670001	IRR E0166	CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	06018 58E0094N4700002	IRR E0094	CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	06062 58N4660E0020004	IRR 5844C	LITTLE FIVE MILE CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Ottawa	06064 58N4515E0060002	E0060	CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	06066 58N4510E0110006	IRR N4510	CREEK	Off-System	1938	Concrete arch - deck (reinforced)
Ottawa	06069 58N4540E0160005	IRR N4540	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Ottawa	06270 58E0060N4530007	IRR E0060	CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	06312 58N4530E0110006	N4530	CREEK	Off-System	1938	Concrete arch - deck (reinforced)
Ottawa	06313 58N4530E0110009	N4530	CREEK	Off-System	1938	Concrete arch - deck (reinforced)
Ottawa	06390 58E0166N4670000	IRR N4660	CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	06406 58D4648E0100005	IRR N4640	FLINT CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	06446 58E0060N4680008	IRR E0060	WARREN BRANCH	Off-System	1938	Concrete slab (reinforced)
Ottawa	06512 58N4655E0070008	IRR N4645	WARREN BRANCH	Off-System	1938	Steel stringer/multi-beam or girder
Ottawa	06595 58N4590E0040003	IRR N4570	CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	06597 58N4670E0070009	IRR 5844C	WARREN BRANCH	Off-System	1939	Concrete slab (reinforced)
Ottawa	06603 58N4683E0160003	IRR 5846C	BRUSH CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Ottawa	06604 58N4590E0170001	N4590	CREEK	Off-System	1939	Concrete arch - deck (reinforced)
Ottawa	06609 58N4590E0170006	IRR N4590	CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	06611 58N4680E0180004	IRR N4674	CREEK	Off-System	1939	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Ottawa	06613 58N4520E0190004	IRR N4520	CREEK	Off-System	1939	Concrete arch - deck (reinforced)
Ottawa	06614 58N4520E0190005	N4520	CREEK	Off-System	1939	Concrete arch - deck (reinforced)
Ottawa	06895 58E0140N4550001	IRR E0140	CREEK	Off-System	1939	Concrete arch - deck (reinforced)
Ottawa	06900 58E0210N4580008	IRR E0210	CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	06902 58E0050N4610001	IRR 5806C	CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	06954 58N4660E0090001	IRR N4650	FLINT CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	06962 58N4550E0200004	N4550	CREEK	Off-System	1940	Concrete slab (reinforced)
Ottawa	07084 58E0190N4510009	E0190	CREEK	Off-System	1939	Concrete arch - deck (reinforced)
Ottawa	07086 58E0190N4520004	E0190	CREEK	Off-System	1939	Concrete arch - deck (reinforced)
Ottawa	07087 58E0050N4520004	IRR E0050	CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	07089 58E0200N4550003	E0200	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Ottawa	07092 58E0230N4580005	5824C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Ottawa	07193 58E0050N4540007	E0050	CREEK	Off-System	1939	Concrete arch - deck (reinforced)
Ottawa	07222 58N4540E0220001	IRR N4540	LITTLE HORSE CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	07234 58E0060N4538001	IRR E0060	ELM CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	07236 58N4580E0140001	N4580	HUDSON CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	07237 58N4560E0150007	N4560	HUDSON CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	07238 58N4530E0230001	N4530	HORSE CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	07273 58E0020N4530003	E0020	FOUR MILE CREEK	Off-System	1939	Steel truss - through
Ottawa	07356 58N4490E0020008	IRR N4470	SQUAW CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	07361 58N4676E0080002	IRR N4676	CREEK	Off-System	1940	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Ottawa	08140 58E0220N4500004	IRR 5848C	CREEK	Off-System	1940	Concrete slab (reinforced)
Ottawa	08142 58E0063N4500008	5834C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	08155 58E0174N4590005	IRR E0174	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	08158 58E0129N4640004	IRR 5840C	SHAWNEE BRANCH	Off-System	1940	Concrete slab (reinforced)
Ottawa	08161 58E0060N4670001	IRR 5844C	CREEK	Off-System	1940	Concrete slab (reinforced)
Ottawa	08163 58E0188N4680007	E0188	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	08165 58E0230N4690005	IRR E0230	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	08223 58N4500E0150006	IRR 5834C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	08228 58N4550E0210001	IRR N4550	CREEK	Off-System	1940	Concrete slab (reinforced)
Ottawa	08700 58E0050N4690002	IRR E0050	WARREN BRANCH	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	09031 58E0030N4540006	IRR 5802C	ELM CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Ottawa	09272 58E0200N4510007	IRR E0200	HORSE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	09275 58E0058N4620006	JOSEPHINE SMITH PK	CREEK	Off-System	1936	Concrete slab (reinforced)
Ottawa	09402 58E0230N4520003	IRR E0230	HORSE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Ottawa	09460 5826 0327 X	S.H. 10 C	LOST CREEK	On-System	1940	Steel stringer/multi-beam or girder
Ottawa	09556 58N4595E0080008	IRR N4590	ELM CREEK	Off-System	1941	Concrete slab (reinforced)
Ottawa	09908 5810 1294 X	U.S. 60	CREEK	On-System	1942	Concrete slab (reinforced)
Ottawa	09909 5810 1357 X	U.S. 60	CREEK	On-System	1942	Concrete slab (reinforced)
Ottawa	10120 5802 0432 X	U.S. 59	HORSE CREEK TRIB.	On-System	1944	Steel stringer/multi-beam or girder
Ottawa	10122 5820 0817 X	S.H. 10	SYCAMORE CREEK	On-System	1944	Steel continuous stringer/multi-beam or girder
Ottawa	10197 58E0160N4580005	IRR 5818C	CREEK	Off-System	1945	Concrete arch - deck (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Ottawa	12293 58E0020N4480006	E0020	SQUAW CREEK	Off-System	1935	Concrete slab (reinforced)
Ottawa	17689 58E0060N4690001	IRR E0060	BRANCH CREEK	Off-System	1938	Concrete slab (reinforced)
Ottawa	20972 58E0022N4580002	IRR E0022	LYTLE CREEK	Off-System	1940	Concrete slab (reinforced)
Ottawa	28028 58N4580E0020001	IRR N4580	LYTLE CREEK	Off-System	1939	Concrete slab (reinforced)
Ottawa	28031 58N4608E0100001	IRR N4608	CREEK	Off-System	1939	Concrete slab (reinforced)
Pawnee	03901 59N3460E0420004	N3460	SKEDEE CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Pawnee	03967 5920 0620 X	S.H. 99	CARPENTER CREEK	On-System	1933	Steel stringer/multi-beam or girder
Pawnee	04007 59N3580E0480004	N3580	HELL ROARING CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Pawnee	04112 5906 0247 X	U.S. 64	CREEK	On-System	1934	Steel stringer/multi-beam or girder
Pawnee	04189 59E0510N3490007	E0510	CREEK	Off-System	1934	Steel continuous stringer/multi-beam or girder
Pawnee	04620 59N3590E0540001	N3590	CREEK	Off-System	1936	Timber stringer/multi-beam or girder
Pawnee	05068 59N3450E0460005	N3450	CREEK	Off-System	1937	Timber stringer/multi-beam or girder
Pawnee	05191 59E0570N3500005	E0570	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Pawnee	05331 59E0500N3450002	E0500	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Pawnee	05397 59E0490N3410008	E0490	PANTHER CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Pawnee	05547 59N3490E0450008	N3490	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pawnee	05912 59E0582N3690009	E0582	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pawnee	06217 59E0390N3450003	E0390	MUD CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pawnee	06434 59E0390N3410006	E0390	ROCK CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pawnee	06500 59N3570E0580005	N3570	LAGOON CREEK	Off-System	1938	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Pawnee	06620 59N3500E0340001	N3500	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Pawnee	06621 59N3500E0350008	N3500	EAGLE CREEK	Off-System	1939	Steel girder and floorbeam system
Pawnee	06803 59E0410N3390001	E0410	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Pawnee	06807 59E0400N3430008	E0400	CREEK	Off-System	1939	Timber stringer/multi-beam or girder
Pawnee	06811 59E0480N3460006	E0480	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Pawnee	06813 59E0460N3480008	E0460	CREEK	Off-System	1939	Concrete slab (reinforced)
Pawnee	06823 59E0480N3530003	E0480	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Pawnee	07132 59N3620E0500006	N3620	TURKEY CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Pawnee	07262 59N3600E0470008	N3600	HELL ROARING CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Pawnee	08021 59E0440N3560009	E0440	CREEK	Off-System	1940	Concrete slab (reinforced)
Pawnee	08247 59N3650E0560007	N3650	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Pawnee	08626 59E0350N3510007	E0350 COTTONWOOD R	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pawnee	28304 59E0510N3590004	E0510	CREEK	Off-System	1935	Steel truss - through
Payne	04148 60E0545N3410009	GLENCOE RD(E0540)	CAMP CREEK	Off-System	1934	Concrete stringer/multi-beam or girder (reinforced)
Payne	04408 60E0680N3180004	80TH ST (E0680)	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Payne	04527 60E0610N3270002	E0610	STILLWATER CREEK	Off-System	1935	Steel truss - through
Payne	04582 6012 0121 X	U.S. 177	DUGOUT CREEK	On-System	1935	Steel stringer/multi-beam or girder
Payne	04622 60N3390E0560009	UNION RD. (N3390)	LITTLE STILLWATER CREEK	Off-System	1936	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Payne	04624 60N3220E0650001	VASSAR RD (N3220)	CREEK	Off-System	1936	Concrete stringer/multi-beam or girder (reinforced)
Payne	04726 60E0570N3460009	VFW RD. (E0570)	SALT CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Payne	04805 60N3430E0730008	ESECO	BRUSH CR.TRIB.	Off-System	1936	Concrete stringer/multi-beam or girder (reinforced)
Payne	05877 60E0550N3440002	GLENCOE RD(E0550)	CREEK	Off-System	1938	Concrete slab (reinforced)
Payne	06083 60N3200E0670007	PLEASANT VY(N3200)	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Payne	06315 60N3220E0620006	VASSAR RD (N3220)	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Payne	07049 60E0570N3300004	MCMURTRY RD(E0570)	CREEK	Off-System	1939	Concrete slab (reinforced)
Payne	07178 60E0600N3280003	LAKEVIEW RD(E0600)	CREEK	Off-System	1939	Concrete slab (reinforced)
Payne	07295 6018 0552SX	S.H. 51 EB	CREEK	On-System	1939	Steel stringer/multi-beam or girder
Payne	07313 6018 1066SX	S.H. 51 EB	HARRINGTON CREEK	On-System	1939	Steel stringer/multi-beam or girder
Payne	07926 60E0670N3170009	68TH ST (E0670)	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Payne	08244 60N3310E0540000	SANGRE RD (N3310)	LONG BRANCH CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Payne	08571 60E0660N3200000	56TH ST (E0660)	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Payne	08577 60E0690N3230001	92ND ST (E0690)	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Payne	08968 60E0740N3450002	E0740	BIG CREEK	Off-System	1940	Steel girder and floorbeam system
Payne	09146 60E0690N3300002	92ND ST (E0690)	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Payne	09243 60E0690N3230003	92ND ST (E0690)	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Payne	09410 60N3300E0610005	CNTRY CLUB (N3300)	STILLWATER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Payne	09417 60E0670N3390008	68TH ST (E0670)	STILLWATER CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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Payne	09430 60E0590N3570009	AIRPORT RD.(E0590)	LAGOON CREEK	Off-System	1940	Concrete slab (reinforced)
Payne	09783 60N3280E0610002	N3280	STILLWATER CREEK	Off-System	1941	Steel truss - through
Payne	10135 60N3530E0690002	NORFOLK RD.(N3530)	CREEK	Off-System	1945	Concrete slab (reinforced)
Payne	20036 60E0648N3480002	E0648	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Payne	23514 60E0650N3200002	44TH ST (E0650)	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Payne	29543 60N3440E0610008	N3440	COUNCIL CREEK	Off-System	1936	Steel truss - through
Pittsburg	03837 61E1563N4115000	6136C	CREEK	Off-System	1933	Concrete slab (reinforced)
Pittsburg	03911 61E1360N3970007	6120C	CREEK	Off-System	1933	Concrete slab (reinforced)
Pittsburg	04898 61N4130E1280000	N4130	GIBSON CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Pittsburg	04990 6106 1440 X	U.S. 270	SANDY CREEK	On-System	1936	Steel stringer/multi-beam or girder
Pittsburg	05033 6106 1310 X	U.S. 270	COAL CREEK	On-System	1936	Steel truss - through
Pittsburg	05208 61E1450N3895002	E1450	CREEK	Off-System	1937	Concrete slab (reinforced)
Pittsburg	05504 6118 1305 X	S.H. 31	BLUE CREEK	On-System	1936	Steel stringer/multi-beam or girder
Pittsburg	05672 61N4170E1460006	6174C	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	05673 61N4060E1470003	6168C	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	05674 61N4060E1470006	6168C	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	05677 61N3910E1490001	N3910	COON CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	05679 61N4140E1500002	6170C	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	05699 61N4097E1638000	6138C	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	05954 61E1320N4020004	6118C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pittsburg	05960 61E1520N4040006	E1520	PINEY CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Pittsburg	05968 61E1290N4110007	E1290	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	05974 61E1440N4150006	E1440	EAST KREBS CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pittsburg	06058 6123 1474 X	S.H. 63	CREEK	On-System	1938	Concrete slab (reinforced)
Pittsburg	06114 61N4300E1310008	N4300	SAN BOIS CREEK	Off-System	1940	Concrete slab (reinforced)
Pittsburg	06119 61N3950E1390009	N3950	LITTLE WILD HORSE CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	06129 61D4030E1535008	D4030	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pittsburg	06139 61N4085E1675002	6138C	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	06251 61E1310N4020007	E1310	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	06252 61E1410N4040002	E1410	CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	06299 6123 0827 X	S.H. 63	CREEK	On-System	1938	Concrete slab (reinforced)
Pittsburg	06310 6129 1889 X	S.H. 113	CREEK	On-System	1938	Concrete slab (reinforced)
Pittsburg	06329 61N4085E1470002	N4085	MILLER CREEK	Off-System	1938	Concrete slab (reinforced)
Pittsburg	06414 61N4050E1510007	N4050	CHUN CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pittsburg	06417 61D4030E1535010	D4030	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pittsburg	06679 61N4280E1285001	6112C	CREEK	Off-System	1939	Concrete slab (reinforced)
Pittsburg	06692 61N4040E1388007	6166C	CREEK	Off-System	1939	Concrete slab (reinforced)
Pittsburg	06707 61N4030E1540003	6160C	CREEK	Off-System	1939	Concrete slab (reinforced)
Pittsburg	06714 61N4090E1612005	6138C	CREEK	Off-System	1939	Concrete slab (reinforced)
Pittsburg	06851 61E1420N3930001	6154C	CREEK	Off-System	1939	Concrete slab (reinforced)
Pittsburg	06871 61E1600N4050003	6138C	CREEK	Off-System	1939	Concrete slab (reinforced)
Pittsburg	07067 61E1350N3960000	E1350	CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Pittsburg	07102 6124 0283 X	S.H. 71	CREEK	On-System	1939	Concrete slab (reinforced)
Pittsburg	07103 6112 0335 X	S.H. 31	RANCH CREEK	On-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Pittsburg	07122 6129 1946 X	S.H. 113	CREEK	On-System	1939	Concrete slab (reinforced)
Pittsburg	07183 61E1590N4030001	6138C	CHUN CREEK	Off-System	1939	Concrete slab (reinforced)
Pittsburg	07219 6123 2088 X	S.H. 63	CREEK	On-System	1939	Concrete continuous slab (reinforced)
Pittsburg	07280 61E1425N3925001	6154C	BIG WILD HORSE CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Pittsburg	07648 61D3980E1600014	D3980	CREEK	Off-System	1940	Concrete girder and floorbeam system (reinforced)
Pittsburg	08098 61E1420N4090002	E1420	CREEK	Off-System	1940	Concrete slab (reinforced)
Pittsburg	09019 61E1480N4100005	E1480	MILLER CREEK	Off-System	1940	Concrete slab (reinforced)
Pittsburg	09205 61N4030E1560008	6160C	CREEK	Off-System	1940	Concrete slab (reinforced)
Pittsburg	10093 61E1590N4150006	6144C	CREEK	Off-System	1944	Concrete slab (reinforced)
Pittsburg	10106 61E1590N4150002	6144C	CREEK	Off-System	1944	Concrete slab (reinforced)
Pittsburg	10109 61N4195E1403001	N4195	ASH CREEK	Off-System	1944	Steel stringer/multi-beam or girder
Pontotoc	04731 62E1600N3680005	6230C	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Pontotoc	04912 62E1575N3580002	E1575	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Pontotoc	05491 62N3445E1560003	6218C	SANDY CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Pontotoc	05895 62E1610N3640002	E1610	OWL CREEK	Off-System	1938	Timber stringer/multi-beam or girder
Pontotoc	06224 62E1580N3520000	E1580	CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)

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Pontotoc	06376 62E1580N3570004	E1580	CLEAR BOGGY CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)
Pontotoc	08018 62E1700N3550007	6242C	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Pontotoc	08023 62E1720N3580001	E1720	LITTLE BLUE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pontotoc	08639 62D1670N3560004	D1670	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pontotoc	08989 62E1597N3693000	6230C	LEADER CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Pontotoc	09448 62N3623E1478000	6210C	TOE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pontotoc	10082 62N3510E1570005	N3510	BLACK CREEK	Off-System	1944	Steel stringer/multi-beam or girder
Pontotoc	10110 62N3445E1610007	N3445	CREEK	Off-System	1944	Steel stringer/multi-beam or girder
Pottawatomie	05040 6356 0070 X	S.H. 102	N. CANADIAN RIVER	On-System	1936	Steel stringer/multi-beam or girder
Pottawatomie	05620 63N3360E1170009	6360C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Pottawatomie	05863 63E1420N3310005	E1420	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Pottawatomie	05871 63E1370N3350001	E1370	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Pottawatomie	05872 63E1370N3350002	E1370	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Pottawatomie	06660 63N3390E1080001	N3390	CREEK	Off-System	1939	Concrete slab (reinforced)
Pottawatomie	06670 63N3415E1150005	UNION ST.	CREEK	Off-System	1939	Concrete slab (reinforced)
Pottawatomie	06673 63N3440E1170009	N3440	CREEK	Off-System	1939	Concrete slab (reinforced)
Pottawatomie	06804 63E1390N3390007	E1390	CREEK	Off-System	1939	Timber stringer/multi-beam or girder
Pottawatomie	07048 63E1360N3290008	E1360	EAST POND CREEK	Off-System	1939	Concrete continuous slab (reinforced)

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Pottawatomie	07977 63E1100N3360003	E1100	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pottawatomie	07988 63E1110N3390003	6308C	CREEK	Off-System	1940	Concrete slab (reinforced)
Pottawatomie	07991 63E1300N3390009	E1300	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Pottawatomie	07993 63E1110N3400004	FAS 6334	ROCK CREEK	Off-System	1940	Concrete slab (reinforced)
Pottawatomie	08011 63E1130N3490005	E1130	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Pottawatomie	08307 63N3360E1140008	N3360	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pottawatomie	08603 63E1340N3400009	E1340	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pottawatomie	08956 63E1070N3390004	E1070	SOUTH QUAPAW CREEK	Off-System	1940	Steel truss - through
Pottawatomie	09149 63E1410N3350000	6338C	CREEK	Off-System	1940	Steel truss - through
Pottawatomie	09525 63N3416E1330005	N3416	SALT CREEK	Off-System	1940	Steel truss - through
Pottawatomie	09992 63E1250N3380009	E1250	DANCE CREEK	Off-System	1942	Steel continuous stringer/multi-beam or girder
Pottawatomie	09995 63E1240N3300007	E1240	BULLFROG CREEK	Off-System	1942	Timber stringer/multi-beam or girder
Pottawatomie	10184 63E1180N3450007	6318C	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Pottawatomie	23885 63E1180N3450009	6318C	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Pushmataha	03820 64N4485E1620009	N4485	CREEK	Off-System	1933	Concrete slab (reinforced)
Pushmataha	04055 64N4280E1790006	N4280	BIG CEDAR CREEK	Off-System	1933	Steel stringer/multi-beam or girder
Pushmataha	04287 64N4380E1960000	6428C	TURKEY CREEK	Off-System	1935	Concrete slab (reinforced)
Pushmataha	05023 6402 0159 X	U.S. 271	DUMPLING CREEK	On-System	1936	Steel stringer/multi-beam or girder
Pushmataha	05140 64N4285E1939000	IRR FAS 6416	CREEK	Off-System	1937	Concrete slab (reinforced)
Pushmataha	05225 64E1800N4480002	E1800	CREEK	Off-System	1937	Concrete slab (reinforced)

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Pushmataha	05405 64E1630N4500005	6410C	CREEK	Off-System	1937	Concrete slab (reinforced)
Pushmataha	06338 64N4490E1650000	IRR FAS 6415	CREEK	Off-System	1938	Concrete slab (reinforced)
Pushmataha	06548 6416 0886 X	S.H. 3	MILL CREEK	On-System	1938	Steel stringer/multi-beam or girder
Pushmataha	07014 64N4320E1920009	N4320	FRAZIER CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Pushmataha	07250 64E1630N4520005	6410C	TOMBSTONE CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Pushmataha	07251 64E1620N4530007	6410C	POST OAK CREEK	Off-System	1939	Concrete stringer/multi-beam or girder (reinforced)
Pushmataha	07320 6402 0436 X	U.S. 271	BEAVER CREEK	On-System	1939	Steel stringer/multi-beam or girder
Pushmataha	08139 64E1620N4480006	E1620	CREEK	Off-System	1940	Concrete slab (reinforced)
Pushmataha	08685 64E1810N4265004	E1810	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pushmataha	08692 64E1810N4480003	IRR FAS 6416	CREEK	Off-System	1940	Concrete slab (reinforced)
Pushmataha	09024 64E1647N4320001	E1647	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pushmataha	09210 64N4445E1735000	6418C	LITTLE RIVER	Off-System	1940	Concrete slab (reinforced)
Pushmataha	09386 64N4090E1870003	6438C	ELM CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Pushmataha	09498 6416 0089 X	S.H. 3	BEAVER CREEK	On-System	1940	Steel stringer/multi-beam or girder
Pushmataha	09500 6416 1145 X	S.H. 3	ROCK CREEK	On-System	1940	Steel stringer/multi-beam or girder
Pushmataha	09501 6416 1543 X	S.H. 3	FRAZIER CREEK	On-System	1940	Steel stringer/multi-beam or girder
Pushmataha	09508 6416 0145 X	S.H. 3	DUMPLING CREEK	On-System	1940	Steel stringer/multi-beam or girder
Pushmataha	09856 64N4475E1810005	IRR FAS 6416	CREEK	Off-System	1942	Concrete slab (reinforced)
Pushmataha	09889 64E1810N4475004	IRR FAS 6416	CREEK	Off-System	1942	Concrete slab (reinforced)
Pushmataha	09965 64E1900N4170004	E1900	CREEK	Off-System	1942	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Pushmataha	10321 64E1950N4310002	E1950	FRAZIER CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Roger Mills	04221 6520 0446 X	S.H. 47	RUSH CREEK	On-System	1934	Steel stringer/multi-beam or girder
Roger Mills	05072 65N1790E0920009	N1790	CREEK	Off-System	1937	Concrete slab (reinforced)
Roger Mills	05586 65N2000E0970005	FAS 6518	CREEK	Off-System	1938	Concrete slab (reinforced)
Roger Mills	07502 65N1680E1070007	N1680	CREEK	Off-System	1940	Concrete slab (reinforced)
Rogers	00202 66E0450N4190003	6622C	LITTLE DOG CREEK	Off-System	1940	Steel truss - through
Rogers	04801 66N4220E0430001	6653C	LITTLE DOG CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Rogers	04840 66E0300N4210009	E0300	PLUMB CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Rogers	05066 66N4180E0380003	6618C	CREEK	Off-System	1937	Steel continuous stringer/multi-beam or girder
Rogers	05512 66E0590N4200008	E0590	UP R.R. & CO RD UNDER	Off-System	1937	Steel stringer/multi-beam or girder
Rogers	05548 66N4220E0450008	6653C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Rogers	05958 66E0350N4040002	6612C	CREEK	Off-System	1938	Concrete slab (reinforced)
Rogers	06078 66N4230E0390003	6654C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Rogers	07133 66N4190E0500009	N4190	DOG CREEK	Off-System	1939	Steel continuous stringer/multi-beam or girder
Rogers	07136 66N4073E0580001	FAU 8545 (CHEROKEE	CREEK	Off-System	1939	Concrete slab (reinforced)
Rogers	07390 66N4240E0360005	N4240	CREEK	Off-System	1940	Concrete slab (reinforced)
Rogers	07397 66N4160E0430004	N4160	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Rogers	08103 66E0430N4150009	E0430	SWEETWATER CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Rogers	08109 66E0595N4210008	E0595	PEA CREEK	Off-System	1940	Concrete slab (reinforced)
Rogers	08233 66N4270E0290008	N4270	CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Rogers	08240 66N4110E0490002	N4110	JONATHON CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Rogers	08242 66N4092E0510002	N4092	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Rogers	08245 66N4120E0540009	N4120	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Rogers	08248 66N4210E0620002	N4210	PEA CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Rogers	08675 66D0550N4050001	D0550	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Rogers	09018 66E0370N4100002	E0370	FOUR MILE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Rogers	09060 66D4210E0500003	D4210	DOG CREEK TRIB.	Off-System	1940	Steel stringer/multi-beam or girder
Rogers	09267 66E0510N4040002	E0510	CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Rogers	09564 66N4200E0450003	N4200	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Rogers	09640 66E0340N4090006	6638C	CREEK	Off-System	1941	Concrete slab (reinforced)
Rogers	09641 66E0340N4090009	6638C	CREEK	Off-System	1941	Concrete slab (reinforced)
Rogers	09680 66N4210E0400007	N4210	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Rogers	09715 66E0340N4060002	6639C	CREEK	Off-System	1941	Concrete slab (reinforced)
Rogers	09763 66E0332N4250007	E0332 (FIRST ST)	CREEK	Off-System	1941	Concrete slab (reinforced)
Seminole	00683 6733 0532 X	S.H. 99A	TURKEY CREEK	On-System	1940	Steel stringer/multi-beam or girder
Seminole	04215 67D3665E1260019	D3665	TRIBUTARY TO WEWOKA CK	Off-System	1934	Steel stringer/multi-beam or girder
Seminole	04224 67D3665E1260015	D3665	CREEK	Off-System	1934	Steel stringer/multi-beam or girder
Seminole	04272 67N3580E1290008	6746C	CREEK	Off-System	1935	Timber stringer/multi-beam or girder
Seminole	04811 67N3520E1235000	6750C	CREEK	Off-System	1936	Concrete continuous slab (reinforced)
Seminole	04938 67N3600E1400001	N3600	ROCK CREEK	Off-System	1936	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Seminole	05617 67N3600E1150007	6769C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	05621 67N3600E1180000	6769C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	05631 67N3690E1220009	N3690	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	05640 67N3600E1240008	6756C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	05889 67E1340N3540001	E1340	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	05893 67E1390N3610003	6732C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	05894 67E1310N3640000	6726C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	05910 67E1130N3680009	E1130	CREEK	Off-System	1938	Concrete slab (reinforced)
Seminole	06222 67E1270N3510001	E1270	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Seminole	06225 67E1270N3550005	E1270	CREEK	Off-System	1938	Concrete slab (reinforced)
Seminole	06231 67E1110N3640005	E1110	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	06537 67E1160N3540006	E1160	TURKEY CREEK	Off-System	1938	Steel truss - through
Seminole	06671 67N3550E1160001	N3550	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06678 67N3550E1270002	N3550	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06687 67N3650E1340003	N3650	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06698 67N3560E1410003	N3560	CREEK	Off-System	1939	Steel continuous stringer/multi-beam or girder
Seminole	06699 67N3620E1420002	N3620	CREEK	Off-System	1939	Steel stringer/multi-beam or girder

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Seminole	06701 67N3630E1430000	N3630	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Seminole	06815 67E1390N3510003	E1390	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06816 67E1160N3510005	E1160	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06824 67E1180N3550004	E1180	CREEK	Off-System	1938	Concrete slab (reinforced)
Seminole	06825 67E1180N3550007	E1180	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06827 67E1340N3570005	6724C	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Seminole	06829 67E1180N3580004	6710C	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06833 67E1340N3650005	E1340	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06834 67E1420N3650005	6764C	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Seminole	06835 67E1270N3660007	E1270	TRIBUTARY TO WEWOKA CK	Off-System	1939	Concrete slab (reinforced)
Seminole	06837 67E1120N3680003	E1120	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Seminole	06981 67N3540E1160000	N3540	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	06982 67N3550E1170007	N3550	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	06983 67N3690E1190001	N3690	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06985 67N3690E1190008	N3690	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	06995 67N3590E1430002	N3590	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	07056 67E1160N3530001	E1160	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	07057 67E1350N3530004	E1350	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Seminole	07144 67N3650E1290001	IRR FAU 1241	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	07241 67N3670E1290007	N3670	CREEK	Off-System	1939	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Seminole	07247 67E1350N3530003	E1350	CREEK	Off-System	1939	Concrete slab (reinforced)
Seminole	07529 67N3540E1140009	N3540	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	07578 67N3670E1290008	N3670	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	07588 67N3650E1360002	N3650	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	08012 67E1390N3500002	E1390	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	08019 67E1390N3560004	E1390	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Seminole	08022 67E1280N3570002	E1280	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Seminole	08032 67E1420N3640005	E1420	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	08338 67N3510E1270001	N3510	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Seminole	08358 67N3600E1390002	N3600	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	08633 67E1340N3540008	E1340	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Seminole	08645 67E1420N3640001	E1420	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Seminole	08648 67E1310N3660008	E1310	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	08649 67E1170N3680005	6708C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Seminole	08798 67N3570E1370008	N3570	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	08981 67E1390N3550000	E1390	CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	09045 6733 0618 X	S.H. 99A	CREEK	On-System	1940	Concrete slab (reinforced)
Seminole	09193 67N3530E1350002	N3530	CREEK	Off-System	1940	Steel truss - through
Seminole	09259 67E1370N3510008	E1370	MUD CREEK	Off-System	1940	Concrete slab (reinforced)
Seminole	09470 67E1130N3630007	6704C	GAR CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Seminole	09581 67N3550E1370003	N3550	CREEK	Off-System	1941	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Seminole	09582 67N3550E1370004	N3550	CREEK	Off-System	1941	Concrete slab (reinforced)
Seminole	09621 67E1130N3560009	6770C	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Seminole	09623 67E1430N3600009	E1430	CREEK	Off-System	1941	Concrete slab (reinforced)
Seminole	09624 67E1120N3610000	E1120	CREEK	Off-System	1941	Concrete slab (reinforced)
Seminole	09758 67E1390N3540003	E1390	SANDY CREEK	Off-System	1941	Concrete slab (reinforced)
Seminole	09795 67E1230N3570008	E1230	CREEK	Off-System	1941	Concrete slab (reinforced)
Seminole	09821 67E1230N3530008	E1230	CREEK	Off-System	1941	Concrete slab (reinforced)
Seminole	09876 67E1410N3510004	E1410	JUMPER CREEK	Off-System	1942	Concrete slab (reinforced)
Seminole	09953 67D3545E1427005	D3545	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Seminole	09981 67E1360N3520002	6730C	MUD CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Seminole	09983 67E1270N3650007	6718C	TRIBUTARY TO WEWOKA CK	Off-System	1942	Concrete slab (reinforced)
Seminole	10030 67E1440N3510007	E1440	NEGRO CREEK	Off-System	1943	Steel stringer/multi-beam or girder
Seminole	14775 67N3500E1390003	N3500	CREEK	Off-System	1940	Concrete slab (reinforced)
Sequoyah	04140 68N4590E1010009	6828C	CREEK	Off-System	1934	Steel stringer/multi-beam or girder
Sequoyah	04176 68E1120N4770008	FAS 6818	RABBIT BRANCH	Off-System	1934	Steel stringer/multi-beam or girder
Sequoyah	04270 68N4700E1160008	N4700	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Sequoyah	04338 68E0995N4440009	E0995	BRANCH	Off-System	1935	Concrete slab (reinforced)
Sequoyah	04446 68N4680E1050005	6832C	PRAIRIE CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Sequoyah	04499 68E1150N4750004	6824C	MUD SLOUGH	Off-System	1935	Steel stringer/multi-beam or girder
Sequoyah	04559 68E1120N4750004	FAS 6818	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Sequoyah	05589 68N4770E1000003	N4770	SHORT BRANCH	Off-System	1938	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Sequoyah	06656 68N4450E1010008	N4450	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Sequoyah	06657 68N4570E1010008	N4570	CREEK	Off-System	1939	Concrete slab (reinforced)
Sequoyah	06668 68N4723E1120003	N4723	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Sequoyah	07080 68E0990N4450008	E0990	CREEK	Off-System	1939	Concrete slab (reinforced)
Sequoyah	07504 68N4670E1070008	N4670	CREEK	Off-System	1940	Concrete slab (reinforced)
Sequoyah	08150 68E1040N4530006	TOWER ROAD	LITTLE VIAN CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Sequoyah	08153 68E1100N4570001	E1100	HARRISON CREEK	Off-System	1940	Concrete slab (reinforced)
Sequoyah	08156 68E1080N4590009	E1080	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Sequoyah	08162 68E1030N4680003	E1030	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Sequoyah	08164 68E1030N4680009	E1030	CREEK	Off-System	1940	Concrete slab (reinforced)
Sequoyah	08166 68E1108N4720005	E1108	CREEK	Off-System	1940	Concrete slab (reinforced)
Sequoyah	08288 68N4670E1070001	N4670	CREEK	Off-System	1940	Concrete slab (reinforced)
Sequoyah	08290 68N4600E1070009	N4600	CREEK	Off-System	1940	Concrete slab (reinforced)
Sequoyah	08303 68N4690E1130003	N4690	CREEK	Off-System	1940	Concrete stringer/multi-beam or girder (reinforced)
Sequoyah	09273 68E1040N4530009	E1040	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Sequoyah	09685 68N4690E1130004	N4690	CREEK	Off-System	1941	Concrete stringer/multi-beam or girder (reinforced)
Sequoyah	09767 68E1070N4670001	6814C	CREEK	Off-System	1941	Concrete slab (reinforced)
Sequoyah	09890 68E1040N4610001	6812C	CREEK	Off-System	1942	Concrete slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Sequoyah	09998 68E1115N4710005	E1115	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Stephens	04521 6914 0324 X	S.H. 53	WALKER CREEK	On-System	1935	Steel stringer/multi-beam or girder
Stephens	04970 6912 1441 X	S.H. 29	BLACK BEAR CREEK	On-System	1940	Steel stringer/multi-beam or girder
Stephens	05830 69E1680N2940009	6908C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Stephens	06136 69N2910E1640004	6960C	CREEK	Off-System	1938	Concrete slab (reinforced)
Stephens	06490 69E1610N2780003	E1610	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Stephens	06718 69N3030E1640002	6978C	SALT CREEK	Off-System	1939	Concrete slab (reinforced)
Stephens	08896 69E1640N2780002	6906C	CREEK	Off-System	1940	Concrete slab (reinforced)
Stephens	09136 69E1760N2980008	6972C	TIVIS CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Stephens	09435 6912 0642 X	S.H. 29	CLEAR CREEK	On-System	1940	Steel stringer/multi-beam or girder
Stephens	09450 69N2780E1620005	6942C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Stephens	09610 69E1790N2790009	6928C	CREEK	Off-System	1941	Concrete slab (reinforced)
Stephens	09990 69E1680N2910005	6908C	DRY CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Stephens	29549 69E1730N2840007	E1730	EAST COW CREEK	Off-System	1940	Steel truss - through
Texas	16304 70N0770E0190009	FAS 7003	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tillman	05117 71N2230E1780005	N2230	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Tillman	05291 71N2240E1750002	N2240	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Tillman	05317 71E1710N2260008	E1710	CREEK	Off-System	1937	Concrete continuous slab (reinforced)
Tillman	05709 71N2230E1740001	N2230	CREEK	Off-System	1938	Concrete continuous slab (reinforced)

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Tillman	05719 71N2250E1790003	N2250	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Tillman	06173 71E1850N2220008	FAS 7105	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Tillman	06175 71E1800N2330004	E1800	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Tillman	06182 71E1870N2420002	FAS 7105	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Tillman	06345 71N2280E1910002	N2280	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Tillman	06465 71E1880N2220004	E1880	CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Tillman	06727 71N2310E1810009	N2310	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	06729 71N2270E1840001	N2270	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	06767 71E1760N2220009	E1760	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	06768 71E1860N2230002	E1860	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	06772 71E1750N2270008	E1750	CREEK	Off-System	1939	Concrete slab (reinforced)
Tillman	07005 71N2270E1810004	N2270	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	07006 71N2260E1810009	N2260	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	07007 71N2310E1820009	N2310	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	07023 71E1700N2270001	E1700	CREEK	Off-System	1939	Concrete continuous slab (reinforced)

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County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Tillman	07024 71E1820N2290001	E1820	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	07026 71E1830N2310000	E1830	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	07154 71N2260E1810001	N2260	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	07161 71E1750N2330007	E1750	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	07268 71N2270E1820001	N2270	CREEK	Off-System	1939	Concrete continuous slab (reinforced)
Tillman	07690 71N2370E1810007	N2370	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Tillman	07713 71N2430E1950001	N2430	BLUE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tillman	07770 71E1780N2280008	7106C	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tillman	07777 71E1780N2360005	E1780	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tillman	07782 71E1870N2420009	FAS 7105	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Tillman	07785 71E1870N2440004	FAS 7105	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Tillman	08409 71N2240E1810002	N2240	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Tillman	08416 71N2430E1870003	N2430	BRUSH CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tillman	08450 71E1740N2250005	E1740	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tillman	08856 71E1790N2110007	E1790	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Tillman	08872 71E1870N2420008	FAS 7105	BRUSH CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Tillman	09222 71E1890N2220001	E1890	CREEK	Off-System	1940	Concrete continuous slab (reinforced)

Appendix D. Category 2 Structures

Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Tillman	09451 71E1730N2250003	FAS 7102	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tillman	09452 71E1730N2280006	FAS 7102	COFFIN CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tillman	09461 7104 0448 X	U.S. 70	BOTTLE CREEK	On-System	1940	Steel stringer/multi-beam or girder
Tillman	09499 7104 0660 X	U.S. 70	SUTTLE CREEK	On-System	1940	Steel stringer/multi-beam or girder
Tillman	09521 71E1730N2280009	FAS 7102	DEEP RED CREEK	Off-System	1940	Steel truss - through
Tillman	09597 71N2120E1800009	N2120	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Tillman	09601 71N2400E1890009	N2400	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Tillman	09605 71E1900N2390009	E1900	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Tillman	09606 71E1890N2400009	E1890	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Tillman	09696 71E1810N2110000	FAS 7114	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Tillman	09697 71E1800N2110003	E1800	CREEK	Off-System	1941	Concrete slab (reinforced)
Tillman	09792 71N2120E1840001	FAS 7105	CREEK	Off-System	1941	Concrete continuous slab (reinforced)
Tulsa	04331 72E0640N3780009	E0640	CREEK	Off-System	1935	Concrete continuous slab (reinforced)
Tulsa	04982 72E0480N3940007	E0480 (116 ST. N)	HOMINY CREEK	Off-System	1936	Steel truss - through
Tulsa	05039 72E0500N3950003	E0500 (96 ST. N)	BIRD CREEK	Off-System	1936	Steel truss - through
Tulsa	06079 72N3950E0410002	7202C	CREEK	Off-System	1938	Concrete slab (reinforced)
Tulsa	06080 72N3950E0620002	FAU 8301 (PEORIA A	CROW CREEK	Off-System	1938	Concrete stringer/multi-beam or girder (reinforced)
Tulsa	06634 72N4040E0570002	N4040	CREEK	Off-System	1939	Concrete slab (reinforced)

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Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Tulsa	07182 72E0480N3970005	7208C	CREEK	Off-System	1939	Concrete slab (reinforced)
Tulsa	07399 72N3990E0430009	N3990	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	07400 72N3960E0450004	N3960	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	07403 72N3980E0480007	N3980	CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Tulsa	07410 72N3870E0630005	N3870 (OLD S.H. 97	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	07429 72N4060E0690006	FAU 8521 (177 E AV	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08045 72E0600N3800001	E0600	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08046 72E0600N3820001	E0600	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08056 72E0619N3900001	E0619	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08063 72E0420N3950004	E0420	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08066 72E0770N3960005	E0770	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08071 72E0490N3980003	E0490	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08076 72E0780N3990002	191ST STREET	SNAKE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08078 72E0460N3990007	E0460	CHERRY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08084 72E0470N4020004	E0470	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08088 72E0750N4040005	E0750	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Tulsa	08091 72E0755N4050001	E0755	CREEK	Off-System	1940	Steel continuous stringer/multi-beam or girder
Tulsa	08094 72E0680N4060009	FAU 8180(91 ST)	BROKEN ARROW CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	08259 72N4030E0760009	N4030	CREEK	Off-System	1940	Concrete slab (reinforced)
Tulsa	08658 72E0645N3850003	E0645	CREEK	Off-System	1940	Steel stringer/multi-beam or girder

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Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Tulsa	08667 72E0440N3990002	E0440	HORSEPEN CREEK	Off-System	1940	Steel girder and floorbeam system
Tulsa	08999 72E0602N3850006	E0602	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	09002 72E0593N3890005	E0593	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	09003 72E0650N3890008	E0650	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	09009 72E0790N3930008	E0790	NORTH DUCK CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	09010 72E0788N3940005	E0788	DUCK CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	09013 72E0790N3970008	E0790	SNAKE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	09263 72E0600N3890008	E0600 (7TH ST.)	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	09438 7236 1527 X	S.H. 11	FLAT ROCK CREEK	On-System	1940	Steel stringer/multi-beam or girder
Tulsa	09444 72N4020E0720006	N4020	HAIKEY CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Tulsa	10131 72N4000E0540006	FAU 8401 (N MEMORI	COAL CREEK	Off-System	1945	Concrete continuous slab (reinforced)
Tulsa	10207 72N4020E0450003	N4020 (19 ST.)	BLACKJACK CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Tulsa	10260 72N4025E0450003	N4025 (12 ST)	BLACKJACK CREEK	Off-System	1945	Concrete slab (reinforced)
Tulsa	10313 72N4020E0430003	N4020	HORSEPEN CREEK	Off-System	1945	Concrete stringer/multi-beam or girder (reinforced)
Tulsa	10331 72N3960E0550004	N3960 (N LEWIS	FLAT ROCK CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Tulsa	18918 72E0460N4020008	E0460	CREEK	Off-System	1936	Steel continuous stringer/multi-beam or girder
Wagoner	05265 73N4280E0670002	N4280	FLAT ROCK CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Wagoner	05978 73E0800N4200003	E0800	CREEK	Off-System	1938	Concrete slab (reinforced)
Wagoner	05979 73E0810N4200009	E0810	CREEK	Off-System	1938	Concrete slab (reinforced)
Wagoner	05982 73E0814N4260003	E0814	CREEK	Off-System	1938	Concrete slab (reinforced)

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Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Wagoner	05985 73E0690N4310005	7356C	CREEK	Off-System	1938	Concrete slab (reinforced)
Wagoner	06254 73E0720N4110001	7358C	CREEK	Off-System	1940	Concrete slab (reinforced)
Wagoner	06646 73N4180E0790007	7334C	CREEK	Off-System	1939	Concrete slab (reinforced)
Wagoner	08682 73E0760N4180000	E0760	GAR CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Wagoner	09020 73E0820N4190006	FAS 7333	BLUE CREEK	Off-System	1940	Concrete slab (reinforced)
Wagoner	09164 73E0710N4240007	E0710	BILLY CREEK	Off-System	1940	Concrete girder and floorbeam system (reinforced)
Wagoner	09485 73N4140E0590007	FAS 7324	SALT CREEK	Off-System	1940	Steel truss - through
Wagoner	09567 73N4210E0800009	FAS 7332	CREEK	Off-System	1941	Concrete slab (reinforced)
Wagoner	09643 73E0810N4200005	E0810	CREEK	Off-System	1941	Concrete slab (reinforced)
Wagoner	09645 73E0760N4240002	E0760	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Wagoner	09884 73E0770N4150002	E0770	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Wagoner	09913 73N4250E0660001	N4250	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Wagoner	09934 73E0790N4150008	E0790	CREEK	Off-System	1942	Steel stringer/multi-beam or girder
Wagoner	10193 73E0720N4250002	E0720	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Wagoner	10248 73E0740N4070006	E0740	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Wagoner	10251 73E0670N4230007	E0670	CREEK	Off-System	1945	Concrete slab (reinforced)
Wagoner	10252 73E0670N4270008	E0670	FLAT ROCK CREEK	Off-System	1945	Concrete slab (reinforced)
Wagoner	10320 73E0660N4220008	E0660	BULL CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Wagoner	24420 73E0800N4320004	E0800	CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Washington	04546 74N3960E0220003	7438C	RICE CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Washington	04889 74N4010E0150006	7416C	CREEK	Off-System	1936	Steel stringer/multi-beam or girder

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Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Washington	04914 74E0250N3990003	E0250	CREEK	Off-System	1936	Steel stringer/multi-beam or girder
Washington	05538 74N4000E0300001	7452C	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Washington	06859 74E0250N3970003	E0250	CREEK	Off-System	1939	Concrete slab (reinforced)
Washington	06863 74E0190N3990005	E0190	CREEK	Off-System	1939	Concrete slab (reinforced)
Washington	07360 74N3975E0070008	N3975	CREEK	Off-System	1940	Concrete slab (reinforced)
Washington	07384 74N4000E0300009	7452C	CREEK	Off-System	1940	Concrete slab (reinforced)
Washington	08077 74E0300N3990007	FAS 7420	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Washington	08082 74E0350N4010006	7430C	CREEK	Off-System	1940	Concrete slab (reinforced)
Washington	08666 74E0150N3980008	7454C	CREEK	Off-System	1940	Concrete slab (reinforced)
Washington	08670 74E0350N4010009	7430C	CREEK	Off-System	1940	Concrete slab (reinforced)
Washington	08726 74N3978E0060002	N3978	POOLER CREEK	Off-System	1940	Concrete tee beam (reinforced)
Washington	08742 74N4010E0390001	N4010	CREEK	Off-System	1940	Steel girder and floorbeam system
Washington	09265 74E0320N3970006	E0320	N. FORK CREEK	Off-System	1940	Steel truss - through
Washington	09484 74N4030E0270002	N4030	FOUR MILE CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Washington	09733 74N3940E0240008	N3940	CREEK	Off-System	1941	Steel girder and floorbeam system
Washington	09734 74N3950E0240005	FAS 7411	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Washington	09816 74N3950E0260002	7434C MAJOR	KEELER CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Washita	02517 75E1220N2390007	FAS 7514	CREEK	Off-System	1939	Concrete slab (reinforced)
Washita	03852 7538 0259 X	S.H. 54B	CREEK	On-System	1933	Concrete slab (reinforced)
Washita	05350 7530 0274 X	S.H. 55	CREEK	On-System	1937	Steel stringer/multi-beam or girder
Washita	05612 75N2330E1140004	N2330	COFFEE CREEK	Off-System	1938	Concrete continuous slab (reinforced)

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Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Washita	05628 75N2220E1210007	N2220	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Washita	06680 75N2190E1290003	N2190	CREEK	Off-System	1939	Concrete slab (reinforced)
Washita	06769 75E1187N2240005	3RD. ST.	CREEK	Off-System	1939	Concrete tee beam (reinforced)
Washita	06770 75E1188N2240005	2ND. ST.	CREEK	Off-System	1939	Concrete slab (reinforced)
Washita	07160 75E1120N2250005	E1120	CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Washita	07515 75N2360E1090009	FAS 7509	CREEK	Off-System	1940	Concrete slab (reinforced)
Washita	07524 75N2360E1120007	FAS 7509	CORN CREEK	Off-System	1940	Concrete slab (reinforced)
Washita	07543 75N2246E1180009	N2246	CREEK	Off-System	1940	Concrete tee beam (reinforced)
Washita	07551 75N2080E1210003	N2080	CREEK	Off-System	1940	Concrete slab (reinforced)
Washita	07577 75N2150E1290007	N2150	CREEK	Off-System	1940	Concrete continuous slab (reinforced)
Washita	08780 75N2180E1210001	N2180	CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Washita	09113 75E1120N2340001	E1120	COFFEE CREEK	Off-System	1940	Timber stringer/multi-beam or girder
Washita	09186 75N2340E1150004	N2340	CORN CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Washita	09695 75E1210N2040002	E1210	CREEK	Off-System	1941	Concrete slab (reinforced)
Washita	10070 7516 0044 X	S.H. 44	EAST ELK CREEK	On-System	1943	Concrete tee beam (reinforced)
Washita	10071 7516 0914 X	S.H. 44	SAND CREEK	On-System	1943	Concrete tee beam (reinforced)
Woods	04052 7604 0535 X	U.S. 64	RED HORSE CREEK	On-System	1933	Steel truss - through
Woods	04374 76N2190E0070007	N2190	CREEK	Off-System	1935	Concrete continuous slab (reinforced)
Woods	04375 76N2190E0100002	N2190	CREEK	Off-System	1935	Concrete continuous slab (reinforced)

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Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Woods	04400 76E0130N2160003	E0130	CREEK	Off-System	1935	Steel stringer/multi-beam or girder
Woods	05807 76E0040N2450008	E0040	CREEK	Off-System	1937	Steel stringer/multi-beam or girder
Woods	05809 76E0040N2490009	E0040	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Woods	06065 76N2460E0060003	N2460	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Woods	06072 76N2400E0270008	N2400	SAND CREEK	Off-System	1938	Concrete continuous slab (reinforced)
Woods	06464 76E0120N2220002	E0120	BULL CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Woods	06523 76E0110N2240007	E0110	RED HORSE CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Woods	08459 76E0220N2360008	E0220	CREEK	Off-System	1940	Steel stringer/multi-beam or girder
Woods	09673 76N2500E0040000	N2500	CREEK	Off-System	1941	Steel stringer/multi-beam or girder
Woods	10224 76E0210N2440008	E0210	LITTLE EAGLE CHIEF CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Woods	10302 76N2300E0120001	N2300	CREEK	Off-System	1945	Concrete continuous stringer/multi-beam or girder (reinforced)
Woods	10327 76E0240N2480007	E0240	LAKE CREEK	Off-System	1945	Steel stringer/multi-beam or girder
Woods	10330 76N2300E0120002	N2300	CREEK	Off-System	1945	Concrete continuous stringer/multi-beam or girder (reinforced)
Woods	21586 76N2370E0200009	N2370	EAGLE CHIEF CREEK	Off-System	1938	Steel continuous stringer/multi-beam or girder
Woods	23394 76E0120N2250001	E0120	REDHORSE CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Woods	23560 76N2370E0200002	N2370	CREEK	Off-System	1941	Concrete stringer/multi-beam or girder (reinforced)
Woods	23561 76N2370E0200007	N2370	CREEK	Off-System	1941	Concrete stringer/multi-beam or girder (reinforced)

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Bridges that Require No Further Study and are Recommended Not Eligible for Listing in the NRHP

County	Bridge Number & Structure Number	Facility Carried	Feature Crossed	On- or Off-System	Year Built	Bridge Type
Woods	26046 76E0250N2480001	E0250	CREEK	Off-System	1938	Steel stringer/multi-beam or girder
Woodward	00634 7715 0103 X	S.H. 50B	BULL CREEK	On-System	1938	Concrete slab (reinforced)
Woodward	06748 77E0450N2030001	E0450	BAR DITCH DRAINAGE	Off-System	1939	Concrete slab (reinforced)
Woodward	07129 77N2040E0450004	N2040	INDIAN CREEK TRIB.	Off-System	1939	Concrete continuous slab (reinforced)
Woodward	07283 77N2070E0440008	N2070	INDIAN CREEK	Off-System	1939	Steel stringer/multi-beam or girder
Woodward	09602 77E0510N1920005	E0510	BOGGY CREEK	Off-System	1941	Concrete slab (reinforced)

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Appendix E. Category 3 Structures

Bridges and Culverts Subject to Individual NRHP Evaluation with Eligibility Recommendations

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Adair	04623 01N4627E0620006	0152C LUNAR CREEK	Concrete slab (reinforced)	1936	Off-System	Recommended not eligible (92)
Adair	04747 01E0659N4730004	0110C CREEK	Concrete continuous slab (reinforced)	1936	Off-System	Recommended not eligible (92)
Adair	06635 01N4690E0640006	0120C TYNER CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (92)
Adair	06636 01N4690E0650002	0120C CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (92)
Adair	09891 01E0630N4620009	0101C LUNAR CREEK	Concrete continuous slab (reinforced)	1942	Off-System	Recommended not eligible (92)
Adair	10036 01E0653N4670005	0110C TYNER CREEK	Concrete continuous slab (reinforced)	1943	Off-System	Recommended not eligible (92)
Alfalfa	04579 0220 0528 X	S.H. 11 CREEK	Steel stringer/multi-beam or girder	1935	On-System	Recommended not eligible (3)
Alfalfa	04592 0220 0673 X	S.H. 11 SALT FORK ARKANSAS RIVER	Steel stringer/multi-beam or girder	1935	On-System	Recommended not eligible (3)
Alfalfa	04595 0220 0627 X	S.H. 11 SALT FORK ARK RIV O'FLOW	Steel stringer/multi-beam or girder	1935	On-System	Recommended not eligible (3)
Alfalfa	04798 02N2610E0270000	FAS 0204 CREEK	Steel continuous stringer/multi-beam or girder	1936	Off-System	Recommended eligible Within Historic District (5)
Alfalfa	04826 02E0270N2610001	E0270 EAST CLAY CREEK TRIB.	Steel continuous stringer/multi-beam or girder	1936	Off-System	Recommended eligible Within Historic District (5)
Alfalfa	04892 02N2580E0270007	N2580 WEST CLAY CREEK TRIB.	Steel stringer/multi-beam or girder	1936	Off-System	Recommended not eligible Within Historic District (4)
Alfalfa	04907 02E0270N2610005	E0270 CREEK	Steel continuous stringer/multi-beam or girder	1936	Off-System	Recommended eligible Within Historic District (5)
Alfalfa	05058 02N2580E0270001	N2580 WEST CLAY CREEK TRIB.	Steel stringer/multi-beam or girder	1937	Off-System	Recommended eligible Within Historic District (4)
Alfalfa	05059 02N2580E0280001	N2580 WEST CLAY CREEK TRIB.	Steel stringer/multi-beam or girder	1937	Off-System	Recommended eligible Within Historic District (4)

**During field survey determined not to be part of concentration*

+The structure number and/or the date of construction listed in the Spans of Time differs from information presented in this report.

Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Alfalfa	05060 02N2580E0280002	N2580 WEST CLAY CREEK TRIB.	Steel stringer/multi-beam or girder	1937	Off-System	Recommended eligible Within Historic District (4)
Atoka	05109 03N3930E1640001	WARDVILLE RD OWL CREEK	Concrete slab (reinforced)	1937	Off-System	Recommended not eligible (6)
Atoka	05112 03N3930E1660004	WARDVILLE RD CREEK	Concrete slab (reinforced)	1937	Off-System	Recommended not eligible (6)
Atoka	05113 03N3930E1670003	WARDVILLE RD BECK CREEK	Concrete slab (reinforced)	1937	Off-System	Recommended not eligible (6)
Atoka	05285 03N3930E1640005	WARDVILLE RD CREEK	Concrete slab (reinforced)	1937	Off-System	Recommended not eligible (6)
Atoka	05286 03N3930E1650002	WARDVILLE RD ROBERTS CREEK	Concrete stringer/multi-beam or girder (reinforced)	1939	Off-System	Recommended not eligible (6)
Atoka	05738 03N4000E1895008	CRABTREE RD CRABTREE BRANCH	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (7)
Atoka	05949 03E1910N4000006	FARRIS CEMETERY RD CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (7)
Atoka	06250 03E1910N4000002	FARRIS CEMETERY RD CRAB TREE CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (7)
Atoka	06425 03N4000E1895005	CRABTREE RD CRABTREE BRANCH	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (7)
Beaver	03539 0420 1072 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (9)
Beaver	03557 0420 1565 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (9)
Beaver	03563 0420 1830 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (9)
Beaver	03624 0420 0739 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (9)
Beaver	04372 0406 2831 X	U.S. 64 HOG CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (10)
Beaver	04442 0406 2845 X	U.S. 64 HOG CREEK O'FLOW	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (10)
Beaver	04751 0426 0062 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (8)

**During field survey determined not to be part of concentration*

+The structure number and/or the date of construction listed in the Spans of Time differs from information presented in this report.

Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Beaver	04758 0426 0150 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (8)
Beaver	04789 0426 1542 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (8)
Beaver	04856 0424 0040 X	S.H. 3 SAND CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (8)
Beaver	04866 0424 0280 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (8)
Beaver	04881 0426 1436 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (8)
Beaver	04926 0424 0541 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (8)
Beaver	04928 0426 0907 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (8)
Beaver	06956 04N1660E0110003	N1660 HOG CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible*
Beaver	07150 04E0110N1660007	E0110 HOG CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible*
Beaver	07275 04N1670E0100008	N1670 HOG CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible*
Beaver	07363 04N1650E0100001	0496C HORSE CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible*
Beaver	09515 04E0140N1320008	0407C DUGOUT CREEK	Steel continuous stringer/multi-beam or girder	1940	Off-System	Recommended eligible
Beckham	05006 0522 1749 X	S.H. 34 FARMRAIL (FMRC RR) UNDER	Steel stringer/multi-beam or girder	1936	On-System	Recommended eligible
Beckham	06720 05E1250N1740001	E1250 CREEK	Concrete culvert (reinforced)	1939	Off-System	Recommended not eligible*
Beckham	06723 05E1260N1760001	FAS 0501 CREEK	Concrete culvert (reinforced)	1939	Off-System	Recommended eligible Within Historic District (11)
Beckham	06988 05N1750E1250009	FAS 0501 TURKEY CREEK	Concrete culvert (reinforced)	1939	Off-System	Recommended eligible Within Historic District (11)
Beckham	07668 05E1290N1710009	E1290 CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended not eligible*
Beckham	07669 05E1260N1720001	E1260 CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (11)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Beckham	08337 05N1710E1250007	N1710 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible*
Beckham	08404 05E1260N1700008	E1260 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible*
Beckham	09577 05N1747E1240007	N1747 CREEK	Concrete continuous slab (reinforced)	1941	Off-System	Recommended not eligible*
Beckham	09578 05N1745E1240007	N1745 CREEK	Concrete continuous slab (reinforced)	1941	Off-System	Recommended not eligible*
Blaine	05268 06N2670E0820002	0660C CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (12)
Blaine	05565 06N2670E0810002	0660C CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (12)
Blaine	05821 06E0750N2640002	E0750 COOPER CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (13)
Blaine	06090 06N2670E0810007	0660C CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (12)
Blaine	06188 06E0750N2630004	E0750 COOPER CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (13)
Blaine	06189 06E0750N2630006	E0750 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (13)
Bryan	06591 0720 0001 X	S.H. 78 RED RIVER	Steel truss - through	1936	On-System	Listed
Bryan	10343 07D2057N3730002	D2057 UP R.R.	Steel stringer/multi-beam or girder	1945	Off-System	Recommended not eligible
Caddo	04076 0814 1711 X	U.S. 281 CREEK	Steel stringer/multi-beam or girder	1933	On-System	Listed
Caddo	04775 0846 0917 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (15)
Caddo	04782 0846 1232 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (15)
Caddo	04879 0846 1333 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (15)
Caddo	09519 08E1320N2700001	E1320 SUGAR CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible
Canadian	04085 0902 0000 X	U.S. 281 S. CANADIAN RIVER	Steel truss - pony	1933	On-System	Listed

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Canadian	06924 0922 0600 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (16)
Canadian	06934 0922 0895 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (16)
Canadian	06943 0922 1391 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (16)
Canadian	06946 0922 1730 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (16)
Canadian	07214 0922 1357 X	S.H. 3 DEER CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (16)
Canadian	07217 0922 1545 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (16)
Canadian	07218 0922 1670 X	S.H. 3 SPRING CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (16)
Canadian	10566 0904 0690 X	I-40 BUS. UP R.R. UNDER	Steel stringer/multi-beam or girder	1942	On-System	Previously determined eligible
Carter	04717 10E1860N3290005	1016C CREEK	Concrete culvert (reinforced)	1936	Off-System	Recommended not eligible (17)
Carter	04718 10E1880N3300007	E1880 CREEK	Concrete culvert (reinforced)	1936	Off-System	Recommended not eligible (17)
Carter	04720 10E1860N3310003	1016C CREEK	Concrete culvert (reinforced)	1936	Off-System	Recommended not eligible (17)
Carter	04721 10E1860N3320002	1016C CREEK	Concrete culvert (reinforced)	1936	Off-System	Recommended not eligible (17)
Carter	04755 1030 0230 X	S.H. 53 BUZZARD CREEK TRIB.	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (17)
Carter	05741 10N3230E1910004	1068C CREEK	Concrete culvert (reinforced)	1938	Off-System	Recommended not eligible (18)
Carter	05743 10N3230E1920008	1068C CREEK	Concrete culvert (reinforced)	1938	Off-System	Recommended not eligible (18)
Carter	05851 10E1930N3220009	E1930 CREEK	Concrete culvert (reinforced)	1938	Off-System	Recommended not eligible (18)
Carter	06798 10E1860N3320007	1016C CREEK	Concrete culvert (reinforced)	1939	Off-System	Recommended not eligible (17)
Carter	07968 10E1860N3330001	1016C CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (17)
Cherokee	06088 11N4480E0770001	N4480 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (19)
Cherokee	06266 11E0770N4470002	FAS 1118 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (19)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Cherokee	06317 11N4510E0770004	N4510 CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (19)
Cherokee	06644 11N4430E0760003	N4430 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (19)
Cherokee	06887 11E0773N4430006	E0773 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (19)
Cherokee	09765 11E0764N4510003	E0764 (CHOCTAW) TOWN BRANCH CREEK	Concrete arch - deck (reinforced)	1941	Off-System	Previously determined eligible
Cherokee	09766 11E0761N4510004	E0761 (SHAWNEE ST. TOWN BRANCH CREEK	Concrete arch - deck (reinforced)	1941	Off-System	Previously determined eligible
Cimarron	00580 1320 1515 X	S.H. 325 CREEK	Concrete slab (reinforced)	1939	On-System	Recommended not eligible Within Historic District (90)
Cimarron	00581 1320 2070 X	S.H. 325 CREEK	Concrete slab (reinforced)	1939	On-System	Recommended eligible Within Historic District (90)
Cimarron	00582 1320 2150 X	S.H. 325 CREEK	Concrete slab (reinforced)	1939	On-System	Recommended not eligible Within Historic District (90)
Cimarron	00647 1320 1938 X	S.H. 325 CREEK	Concrete slab (reinforced)	1939	On-System	Recommended eligible Within Historic District (90)
Cimarron	04088 13N0260E0190000	N0260 CREEK	Concrete culvert (reinforced)	1934	Off-System	Recommended not eligible*
Cimarron	04132 1320 3606 X	S.H. 325 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible*
Cimarron	04171 1320 3793 X	S.H. 325 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible*
Cimarron	04341 1306 0077 X	U.S. 287 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (20)
Cimarron	04356 1310 0937 X	U.S. 287 CREEK	Concrete slab (reinforced)	1933	On-System	Recommended not eligible (20)
Cimarron	04363 1310 1431 X	U.S. 287 CREEK	Concrete slab (reinforced)	1933	On-System	Recommended not eligible (20)
Cimarron	04368 1306 1831 X	U.S. 287 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (20)
Cimarron	04370 1306 1880 X	U.S. 287 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (20)
Cimarron	04434 1310 1080 X	U.S. 287 CREEK	Concrete slab (reinforced)	1933	On-System	Recommended not eligible (20)
Cimarron	04438 1310 1500 X	U.S. 287 CREEK	Concrete slab (reinforced)	1933	On-System	Recommended not eligible (20)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Cimarron	04439 1310 1565 X	U.S. 287 CREEK	Concrete slab (reinforced)	1933	On-System	Recommended not eligible (20)
Cimarron	04539 1310 1032 X	U.S. 287 CREEK	Concrete slab (reinforced)	1933	On-System	Recommended not eligible (20)
Cimarron	04545 1310 1646 X	U.S. 287 CREEK	Concrete slab (reinforced)	1933	On-System	Recommended not eligible (20)
Cimarron	04952 1302 3277 X	U.S. 56 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible*
Cleveland	06593 1404 0000 X	U.S. 77 S. CANADIAN RIVER & R.R.	Steel truss - deck	1938	On-System	Listed
Coal	00568 1512 1111 X	S.H. 31 CREEK	Concrete slab (reinforced)	1935	On-System	Recommended not eligible
Coal	00623 1512 1150 X	S.H. 31 CREEK	Concrete slab (reinforced)	1935	On-System	Recommended not eligible
Coal	00641 1508 0739 X	S.H. 31 CREEK	Concrete slab (reinforced)	1935	On-System	Recommended not eligible
Craig	07366 18N4290E0160002	1844C SALT CREEK TRIB.	Concrete slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (21)
Craig	08113 18E0190N4280001	1844C SALT CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (21)
Craig	08227 18N4280E0200009	1844C MADDEN CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (21)
Craig	10486 18N4290E0160005	1844C SALT CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (21)
Creek	04540 19N3730E0730003	N3730 MOSQUITO CREEK	Steel girder and floorbeam system	1935	Off-System	Recommended not eligible
Creek	04803 19N3670E0730006	N3670 CREEK	Steel stringer/multi-beam or girder	1936	Off-System	Recommended not eligible
Creek	04804 19N3670E0730007	N3670 CREEK	Steel stringer/multi-beam or girder	1936	Off-System	Recommended not eligible
Creek	23963 19E0713N3600002	1ST ST. TIGER CREEK	Concrete arch - deck (reinforced)	1936	Off-System	Previously determined eligible
Custer	07299 20E1030N2250004	E1030 FMRC R.R. UNDER	Steel stringer/multi-beam or girder	1939	Off-System	Recommended not eligible
Delaware	06626 21N4583E0440006	2132C CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (22)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Delaware	06899 21E0444N4580006	2132C CREEK	Concrete continuous slab (reinforced)	1939	Off-System	Recommended not eligible (22)
Delaware	07091 21E0451N4570007	2132C CREEK	Concrete continuous slab (reinforced)	1939	Off-System	Recommended not eligible (22)
Ellis	04348 2320 0451 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (23)
Ellis	04349 2320 0555 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible Within Historic District (23)
Ellis	04364 2320 1490 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible*
Ellis	04366 2312 1752 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (24)
Ellis	04423 2314 0072 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible Within Historic District (24)
Ellis	04440 2312 1671 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (24)
Ellis	04441 2312 2021 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (24)
Ellis	04476 2320 0277 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (23)
Ellis	04477 2320 0399 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (23)
Ellis	04500 2320 0154 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (23)
Ellis	09598 23E0480N1820009	E0480 CREEK	Concrete culvert (reinforced)	1941	Off-System	Recommended not eligible*
Garfield	04004 24E0320N2900009+	2404C SAND CREEK	Concrete continuous stringer/multi-beam or girder (reinforced)	1933	Off-System	Previously determined eligible
Garvin	03849 2510 0224 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (25)
Garvin	03860 2510 0460 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (25)
Garvin	03918 2510 0331 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (25)
Garvin	04006 2510 0650 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (25)

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Garvin	04035 2510 0056 X	S.H. 19 BEEF CREEK	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (25)
Garvin	04170 2508 1417 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (25)
Garvin	04185 2508 1242 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (25)
Garvin	04194 2508 1168 X	S.H. 19 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (25)
Grady	07276 26N2838E1350002	FAU 4061 (4 ST) TONY HOLLOW CREEK	Concrete arch - through (reinforced)	1939	Off-System	Previously determined eligible
Grady	07277 26N2837E1350002+	FAU 4057 (6 ST) TONY HOLLOW CREEK	Concrete continuous girder and floorbeam system (reinforced)	1939	Off-System	Previously determined eligible
Grady	09611 26E1560N2800006	E1560 BUCKHORN CREEK	Concrete slab (reinforced)	1941	Off-System	Recommended eligible Within Historic District (26)
Grady	09612 26E1560N2810002	E1560 CREEK	Concrete slab (reinforced)	1941	Off-System	Recommended eligible Within Historic District (26)
Grady	09703 26E1560N2780002	E1560 CREEK	Concrete slab (reinforced)	1941	Off-System	Recommended eligible Within Historic District (26)
Grady	09704 26E1560N2800002	E1560 CREEK	Concrete slab (reinforced)	1941	Off-System	Recommended eligible Within Historic District (26)
Grant	04712 27E0020N2810006	E0020 CREEK	Concrete culvert (reinforced)	1936	Off-System	Recommended not eligible (27)
Grant	06193 27E0020N2800006	E0020 CREEK	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible (27)
Grant	06194 27E0020N2820008	E0020 CREEK	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible (27)
Grant	06195 27E0020N2830003	E0020 CREEK	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible (27)
Grant	09391 27E0180N2800006	E0180 SAND CREEK	Steel truss-pony	1940	Off-System	Previously determined eligible
Greer	08192 2802 0659 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (1)
Greer	08194 2802 0918 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (1)

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Greer	08196 2802 0958 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (1)
Greer	08197 2802 1022 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (1)
Greer	08709 2802 0308 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (1)
Greer	09741 28N1840E1390009	FAS 2801 DEER CREEK	Steel stringer/multi-beam or girder	1941	Off-System	Recommended not eligible
Harmon	07348 2908 1114 X	S.H. 30 SALT FORK RED RIVER	Steel continuous stringer/multi-beam or girder	1939	On-System	Recommended not eligible
Harper	03936 3006 0992 X	U.S. 183 GYP CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended eligible Within Historic District (28)
Harper	03939 3006 1249 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended eligible Within Historic District (28)
Harper	03942 3006 1522 X	U.S. 183 MCNINN CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended eligible Within Historic District (28)
Harper	03968 3006 0652 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended eligible Within Historic District (28)
Harper	06912 3014 0184 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (29)
Harper	07112 3016 0726 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (29)
Harper	07206 3016 0521 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (29)
Hughes	05004 32N3729E1370004	3218C UP R.R. UNDER	Steel stringer/multi-beam or girder	1936	Off-System	Recommended not eligible
Hughes	05915 32E1525N3710006	3224C CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (30)
Hughes	05916 32E1525N3720001	3224C CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (30)
Hughes	06838 32E1525N3710004	3224C CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (30)
Jackson	05693 33N2090E1610007	N2090 IRRIGATION CANAL	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (96)
Jackson	05768 33E1610N2050002	E1610 IRRIGATION CANAL	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (96)

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Jackson	06343 33E1630N1880009	E1630 COTTONWOOD CREEK	Steel truss-deck	1938	Off-System	Previously determined eligible
Jackson	06352 33E1580N2040001	E1580 IRRIGATION CANAL	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (96)
Jackson	06518 33E1690N2080005	FAS 3307 CREEK	Concrete slab (reinforced)	1938	Off-System	Previously determined eligible
Jackson	07730 33E1680N2030006	E1680 IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	07735 33E1710N2050001	E1710 IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	07742 33E1660N2070005	E1660 IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	08389 33N2030E1550008	N2030 CREEK / IRRIGATION	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	08426 33E1560N2030006	E1560 CREEK / IRRIGATION	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	08427 33E1550N2030009	E1550 CREEK / IRRIGATION	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	08429 33E1660N2040005	E1660 IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	08845 33E1520N2040005	E1520 IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	08846 33E1570N2040006	E1570 IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	08849 33E1560N2040009	E1560 IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	08850 33E1550N2040009	3394C IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)
Jackson	09102 33E1530N2040008	E1530 IRRIGATION CANAL	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (96)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Jackson	09219 33E1660N2130001	3318C CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible
Jefferson	07350 3416 0000 X	S.H. 79 RED RIVER	Steel truss-pony	1938	On-System	Listed
Kay	02938 36E0020N3470002	E0020 LITTLE BEAVER CREEK	Steel stringer/multi-beam or girder	1936	Off-System	Recommended not eligible
Kay	04376 36N3205E0140003	N3205 (6 ST) CREEK	Concrete culvert (reinforced)	1935	Off-System	Recommended not eligible*
Kay	04550 36E0230N3180005	E0230 CREEK	Steel truss-pony	1935	Off-System	Previously determined eligible
Kay	04777 3618 0951 X	S.H. 11 LEGION CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (95)
Kay	09730 3616 0740 X	U.S. 177 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible (95)
Kay	12091 36E0141N3200006	E0141 (FLORENCE) CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (95)
Kiowa	03324 3802 0025 X	U.S. 62 BUS. CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (33)
Kiowa	03331 3802 0396 X	U.S. 62 BUS. CREEK	Concrete tee beam (reinforced)	1933	On-System	Recommended not eligible (33)
Kiowa	03407 3802 0223 X	U.S. 62 BUS. CREEK	Concrete stringer/multi-beam or girder (reinforced)	1933	On-System	Recommended not eligible (33)
Kiowa	03555 3806 1450 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (31)
Kiowa	03564 3806 1892 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (31)
Kiowa	03685 3806 1782 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (31)
Kiowa	03687 3806 2260 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (31)
Kiowa	03688 3806 2306 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (31)
Kiowa	03949 3806 2839 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (31)
Kiowa	05357 3810 0590 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1937	On-System	Recommended not eligible (32)
Kiowa	05361 3810 0816 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1937	On-System	Recommended not eligible (32)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Kiowa	05509 3810 1209 X	S.H. 9 BIG ELK CREEK	Steel truss-pony	1937	On-System	Recommended not eligible (32)
Kiowa	05514 3810 1277 X	S.H. 9 LITTLE ELK CREEK	Steel stringer/multi-beam or girder	1937	On-System	Recommended not eligible (32)
Kiowa	05519 3810 1240 X	S.H. 9 ELK CREEK O'FLOW	Steel stringer/multi-beam or girder	1937	On-System	Recommended not eligible (32)
Kiowa	06287 3810 0373 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (32)
Kiowa	06289 3810 0437 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (32)
Kiowa	06479 3810 1470 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (32)
Kiowa	06771 38E1580N2240007	IRR E1580 CREEK	Concrete continuous slab (reinforced)	1939	Off-System	Recommended not eligible Within Historic District (34)
Kiowa	06923 3810 0526 X	S.H. 9 CREEK	Concrete slab (reinforced)	1939	On-System	Recommended not eligible (32)
Kiowa	07022 38E1580N2250007	IRR E1580 CREEK	Concrete continuous slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (34)
Kiowa	07159 38E1580N2250003	IRR E1580 CREEK	Concrete continuous slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (34)
Kiowa	07227 38E1580N2250006	IRR E1580 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (34)
Latimer	04351 3902 0704 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (35)
Latimer	04357 3902 0939 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (35)
Latimer	04429 3902 0785 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended eligible Within Historic District (35)
Latimer	05676 39N4270E1470008	N4270 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (94)
Latimer	06256 39E1490N4230000	LINWOOD LN CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (94)
Latimer	07077 39E1470N4290001	3910C CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (94)
LeFlore	03879 4002 0930 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (45)
LeFlore	03884 4002 1067 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (45)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
LeFlore	03888 4002 1265 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (45)
LeFlore	03935 4002 0960 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (45)
LeFlore	04048 4002 0590 X	U.S. 59 BIG BRUSHY CREEK	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (45)
LeFlore	04119 4002 0837 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible*
LeFlore	04164 4002 0799 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (45)
LeFlore	04165 4002 0833 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (45)
LeFlore	04166 4002 0914 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (45)
LeFlore	04168 4002 1090 X	U.S. 59 CREEK	Steel stringer/multi-beam or girder	1934	On-System	Recommended not eligible (45)
LeFlore	04193 4002 1034 X	U.S. 59 CREEK	Steel stringer/multi-beam or girder	1934	On-System	Recommended not eligible (45)
LeFlore	04225 4002 1095 X	U.S. 59 SHAWNEE CREEK	Steel continuous stringer/multi-beam or girder	1933	On-System	Recommended not eligible (45)
LeFlore	04816 40N4763E1490000	4088C CREEK	Concrete slab (reinforced)	1936	Off-System	Recommended not eligible (38)
LeFlore	04852 40E1495N4750000	4034C CREEK	Concrete continuous slab (reinforced)	1936	Off-System	Recommended not eligible (38)
LeFlore	04853 40E1495N4760002	4034C HONTUBBY CREEK	Concrete continuous slab (reinforced)	1936	Off-System	Recommended not eligible (38)
LeFlore	04854 4036 0010 X	S.H. 1 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (41)
LeFlore	04855 4036 0019 X	S.H. 1 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (41)
LeFlore	05022 4014 2619 X	U.S. 271 R.R. (ABANDONED) UNDER	Steel stringer/multi-beam or girder	1936	On-System	Recommended eligible
LeFlore	05031 4036 0034 X	S.H. 1 ROCK CREEK	Steel truss-pony	1936	On-System	Recommended not eligible (41)

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Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

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LeFlore	05095 40N4748E1480000	4088C CREEK	Concrete continuous slab (reinforced)	1937	Off-System	Recommended not eligible (38)
LeFlore	05229 40E1495N4760007	4034C CREEK	Concrete continuous slab (reinforced)	1937	Off-System	Recommended not eligible (38)
LeFlore	05230 40E1483N4810003	4036C CREEK	Steel stringer/multi-beam or girder	1937	Off-System	Recommended not eligible (38)
LeFlore	05432 40D1485N4730018	D1485 CREEK	Concrete slab (reinforced)	1937	Off-System	Recommended not eligible (38)
LeFlore	05486 4042 0015 X	S.H. 83 KANSAS CITY SOUTHERN R.R	Steel stringer/multi-beam or girder	1936	On-System	Recommended eligible
LeFlore	05506 40N4802E1470002	N4802 POTEAU RIVER	Steel truss - through	1937	Off-System	Previously determined eligible
LeFlore	05689 40N4520E1560009	N4520 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible
LeFlore	06009 40E1480N4640009	E1480 CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (37)
LeFlore	06011 40E1485N4655000	4034C CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (37)
LeFlore	06016 40E1435N4680005	4028C CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (39)
LeFlore	06027 40E1487N4780008	4036C CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (38)
LeFlore	06028 40E1485N4800002	4036C CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (38)
LeFlore	06029 40E1483N4810005	4036C CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (38)
LeFlore	06274 40E1480N4640008	4034C REICHERT CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (37)
LeFlore	06279 40E1490N4780002	4036C CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (38)
LeFlore	06327 40N4695E1430001	4028C CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (39)

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Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
LeFlore	06392 40E1435N4675004	4028C CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (39)
LeFlore	06484 40N4655E1190005	N4655 CACHE CREEK	Steel continuous girder and floorbeam system	1938	Off-System	Recommended not eligible
LeFlore	06497 40E1550N4800000	4041C BIG CREEK	Steel truss-through	1938	Off-System	Previously determined eligible
LeFlore	06908 40E1410N4800004	E1410 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (43)
LeFlore	06909 40E1410N4800008	E1410 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (43)
LeFlore	07095 40E1435N4680002	4028C THOMPSON CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (39)
LeFlore	07199 40E1410N4790006	E1410 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (43)
LeFlore	07200 40E1410N4810002	E1410 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (43)
LeFlore	07201 40E1410N4810007	E1410 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (43)
LeFlore	07635 40N4775E1570003	4084C CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (44)
LeFlore	07644 40N4773E1583000	4084C CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (44)
LeFlore	08170 40E1570N4775003	4084C CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (44)
LeFlore	08701 40E1490N4770005	4036C CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended not eligible (38)
LeFlore	08816 40N4775E1570006	4084C CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended eligible Within Historic District (44)
LeFlore	09528 40N4580E1600004	4044C KIAMICHI RIVER	Steel truss-through	1940	Off-System	Previously determined eligible
LeFlore	09654 4040 0316 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible (40)
LeFlore	09657 4040 0478 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible (40)
LeFlore	09658 4040 0525 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible (40)
LeFlore	09661 4040 1041 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible*
LeFlore	09662 4040 1224 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended eligible Within Historic District (36)

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LeFlore	09664 4040 1448 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (36)
LeFlore	09665 4040 1482 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (36)
LeFlore	09667 4040 1554 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (36)
LeFlore	09670 4040 1659 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (36)
LeFlore	09718 4040 0009 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible (40)
LeFlore	09728 4040 0705 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible (40)
LeFlore	09729 4040 0712 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible (40)
LeFlore	09732 4040 1090 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible*
LeFlore	09772 4040 0743 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible (40)
LeFlore	09774 4040 1380 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (36)
LeFlore	09775 4040 1488 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (36)
LeFlore	09776 4040 1527 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (36)
LeFlore	09777 4040 1620 X	S.H. 63 CREEK	Concrete culvert (reinforced)	1940	On-System	Recommended eligible Within Historic District (36)
LeFlore	09790 4040 1160 X	S.H. 63 DEAD MAN CREEK	Concrete culvert (reinforced)	1941	On-System	Recommended not eligible*
LeFlore	09798 4040 3130 X	S.H. 63 CREEK	Steel stringer/multi-beam or girder	1940	On-System	Recommended not eligible (42)
LeFlore	09799 4040 3147 X	S.H. 63 GUM CREEK	Steel stringer/multi-beam or girder	1940	On-System	Recommended not eligible (42)
LeFlore	09824 4040 3135 X	S.H. 63 PIGEON CREEK	Steel stringer/multi-beam or girder	1940	On-System	Recommended not eligible (42)
Logan	04857 4216 0066 X	S.H. 74 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (46)
Logan	05047 4206 1442 X	S.H. 33 COTTONWOOD CK, ST,BNSF	Steel stringer/multi-beam or girder	1936	On-System	Previously determined eligible

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Logan	05235 4216 0297 X	S.H. 74 CREEK	Concrete culvert (reinforced)	1937	On-System	Recommended not eligible (46)
Logan	05464 4216 0316 X	S.H. 74 COTTONWOOD CREEK O'FLOW	Concrete culvert (reinforced)	1937	On-System	Recommended not eligible (46)
Logan	08919 42E0835N3100005	E0835 CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible
Logan	27395 42E0783N3120007	NOBLE ST. S.H. 33OV/COTTONWD CR UN	Steel stringer/multi-beam or girder	1936	Off-System	Previously determined eligible
Major	07307 47E0520N2540009	E0520 SAND CREEK	Steel stringer/multi-beam or girder	1939	Off-System	Previously determined eligible
Major	24138 47N2539E0500009	N2539 CREEK	Timber stringer/multi-beam or girder	1934	Off-System	Recommended not eligible
Mayes	08125 49E0530N4350008	FAS 4907 CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (48)
Mayes	09025 49E0530N4360001	FAS 4907 CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (48)
Mayes	09539 49N4475E0380003	N4475 GRAND RIVER	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible
Mayes	09650 49E0360N4380009	E0360 CREEK	Concrete slab (reinforced)	1941	Off-System	Recommended not eligible (47)
Mayes	09717 49E0360N4380004	E0360 CREEK	Concrete slab (reinforced)	1941	Off-System	Recommended not eligible (47)
Mayes	27569 4916 1450 X	S.H. 28 PENSACOLA DAM	Concrete arch - deck (reinforced)	1940	On-System	Listed
Mayes	29642 4916 1628 X	S.H. 28 GRAND LAKE W. SPILLWAY	Concrete girder and floorbeam system (reinforced)	1940	On-System	Listed
Mayes	29645 4916 1651 X	S.H. 28 GRAND LAKE E. SPILLWAY	Concrete girder and floorbeam system (reinforced)	1940	On-System	Listed
McClain	06990 44N3030E1270005	N3030 CREEK	Concrete culvert (reinforced)	1939	Off-System	Recommended not eligible
McCurtain	03955 45E2040N4790002	E2040 BUCK CREEK	Concrete slab (reinforced)	1933	Off-System	Recommended not eligible (50)
McCurtain	03956 45E2040N4800003	E2040 TWO MILE CREEK	Concrete slab (reinforced)	1933	Off-System	Recommended not eligible (50)

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McCurtain	03957 45E2040N4800008	E2040 CREEK	Concrete slab (reinforced)	1933	Off-System	Recommended not eligible (50)
McCurtain	05157 45N4670E2160002	4568C CREEK	Concrete continuous slab (reinforced)	1937	Off-System	Recommended not eligible (49)
McCurtain	05158 45N4670E2160009	4568C CREEK	Concrete continuous slab (reinforced)	1937	Off-System	Recommended not eligible (49)
McCurtain	05315 45N4670E2180002	4568C MUD CREEK	Concrete slab (reinforced)	1937	Off-System	Recommended not eligible (49)
McIntosh	05505 4614 0037 X	S.H. 9 UP R.R. UNDER	Steel stringer/multi-beam or girder	1937	On-System	Recommended eligible
McIntosh	05642 46N4000E1250005	N4000 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (51)
McIntosh	06856 46E1250N3960007	4628C MILL CREEK	Concrete continuous slab (reinforced)	1939	Off-System	Recommended not eligible (51)
McIntosh	06867 46E1250N4020001	4630C CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (51)
McIntosh	07066 46E1255N3950003	E1255 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (51)
McIntosh	09014 46E1250N3980001	4628C CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (51)
Murray	06143 50N3288E1760002	N3288 LICK CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (93)
Murray	08946 50E1760N3295001	E1760 DRY SANDY CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (93)
Murray	09922 50N3292E1764000	5014C CREEK	Concrete slab (reinforced)	1942	Off-System	Recommended not eligible (93)
Muskogee	10073 5128 0683 X	S.H. 10 LITTLE GREEN LEAF CREEK	Concrete stringer/multi-beam or girder (reinforced)	1943	On-System	Recommended not eligible
Okfuskee	04391 54N3932E1150003	IRR 5462C CREEK	Steel stringer/multi-beam or girder	1935	Off-System	Recommended not eligible
Okfuskee	04985 54E1170N3880001	FAS 5424 ROCK CREEK	Concrete slab (reinforced)	1936	Off-System	Recommended not eligible (2)
Okfuskee	05606 54N3760E1100008	N3760 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (14)

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Okfuskee	05611 54N3780E1140001	N3780 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (14)
Okfuskee	05925 54E1120N3770006	E1120 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (14)
Okfuskee	05941 54E1180N3890002	FAS 5424 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (2)
Okfuskee	06475 54E1120N3780005	E1120 BATTLE CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (14)
Okfuskee	06527 54E1092N3850003	FAS 5423 BAD CREEK	Concrete girder and floorbeam system (reinforced)	1938	Off-System	Recommended not eligible*
Okfuskee	07064 54E1165N3880001	E1165 ROCK CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (2)
Oklahoma	07895 55E0920N3070001	NW 206TH ST. CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (52)
Oklahoma	07897 55E0920N3070008	NW 206TH ST. CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (52)
Oklahoma	07899 55E0920N3080001	COVELL RD. CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (52)
Oklahoma	10072 55D3215E1000074	D3215 (HOGBACK RD) BNSF R.R.	Steel stringer/multi-beam or girder	1943	Off-System	Recommended not eligible
Okmulgee	06570 56E0900N3910003	5608C R.R. & CREEK UNDER	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible
Osage	04764 5730 0386 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (53)
Osage	04767 5730 0518 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (53)
Osage	04773 5730 0824 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (53)
Osage	04870 5730 0703 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (53)
Osage	05019 5730 1166 X	S.H. 99 ABANDONED R.R. UNDER	Steel stringer/multi-beam or girder	1936	On-System	Recommended not eligible (53)
Osage	06552 57N3825E0060005	5756C BIRCH CREEK	Steel truss-pony	1938	Off-System	Previously determined eligible
Osage	09279 57D3910E0070004	D3910 CREEK	Steel truss - through	1940	Off-System	Previously determined eligible

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Osage	11602 57D3825E01810P7	OSAGEHILLS PARK RD CREEK	Concrete arch - deck (reinforced)	1933	Off-System	Previously determined eligible
Ottawa	04848 58E0160N4550007	IRR E0160 CREEK	Concrete slab (reinforced)	1936	Off-System	Recommended not eligible (54)
Ottawa	04924 58E0100N4500006	OLD U.S. 59 CREEK	Concrete arch - deck (reinforced)	1936	Off-System	Previously determined eligible
Ottawa	05017 5806 0256 X	U.S. 60 HORSE CREEK	Steel stringer/multi-beam or girder	1936	On-System	Listed
Ottawa	05526 58N4550E0130007	IRR N4550 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (54)
Ottawa	05529 58N4580E0180006	N4580 CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (54)
Ottawa	06007 58E0170N4590002	E0170 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible
Ottawa	06612 58N4520E0190002	N4520 CREEK	Concrete continuous arch - deck (reinforced)	1939	Off-System	Recommended not eligible
Ottawa	06896 58E0140N4550007	IRR E0140 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (54)
Ottawa	06897 58E0170N4550008	IRR E0170 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (54)
Ottawa	06898 58E0180N4560004	IRR E0180 CREEK	Concrete arch - deck (reinforced)	1939	Off-System	Recommended not eligible (54)
Ottawa	06957 58N4560E0140005	N4560 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (54)
Ottawa	06961 58N4520E0190007	IRR N4520 HORSE CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (54)
Ottawa	07090 58E0170N4550007	IRR E0170 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (54)
Ottawa	07221 58N4550E0160002	N4550 HUDSON CREEK	Concrete slab (reinforced)	1937	Off-System	Recommended not eligible (54)
Ottawa	07372 58N4580E0180003	IRR N4580 LINK CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (54)
Ottawa	08144 58E0140N4520001	IRR E0140 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (54)
Ottawa	09369 58E0030N4510003	IRR 5802C FOUR MILE CREEK	Concrete arch - deck (reinforced)	1940	Off-System	Recommended not eligible

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

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Ottawa	09544 5810 1148 X	U.S. 60 SPRING RIVER	Steel continuous stringer/multi-beam or girder	1940	On-System	Recommended not eligible
Ottawa	09545 5810 1125 X	U.S. 60 NEOSHO RIVER	Steel continuous stringer/multi-beam or girder	1940	On-System	Recommended not eligible
Pawnee	03995 5914 0740 X	S.H. 18 COAL CREEK	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (55)
Pawnee	05262 59N3470E0390003	N3470 CREEK	Steel stringer/multi-beam or girder	1937	Off-System	Recommended not eligible (55)
Pawnee	05423 59N3490E0390005	N3490 COAL CREEK	Steel truss-pony	1937	Off-System	Recommended not eligible (55)
Payne	03881 6004 0977 X	S.H. 18 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (56)
Payne	04876 6004 1171 X	S.H. 18 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (56)
Payne	05025 6004 1181 X	S.H. 18 SALT CREEK	Steel stringer/multi-beam or girder	1936	On-System	Recommended not eligible (56)
Payne	05855 60E0670N3270001	68TH ST (E0670) CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (57)
Payne	06368 60E0680N3260001	80TH ST (E0680) WILDHORSE CREEK	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible (57)
Pittsburg	04738 61E1490N4213003	E1490 CREEK	Concrete slab (reinforced)	1936	Off-System	Recommended not eligible (94)
Pittsburg	05453 61N4097E1633000	6138C ROCK CREEK	Steel stringer/multi-beam or girder	1937	Off-System	Listed
Pittsburg	05650 61N4010E1320002	N4010 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (58)
Pittsburg	05651 61N4010E1320003	N4010 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (58)
Pittsburg	05680 61N4170E1510001	N4170 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible*
Pittsburg	05696 61N4180E1615002	N4180 CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible*
Pittsburg	05953 61E1560N4020002	E1560 CHUN CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible (60)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

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Pittsburg	05955 61E1560N4020003	E1560 CREEK	Concrete culvert (reinforced)	1938	Off-System	Recommended not eligible (60)
Pittsburg	05973 61E1520N4150005	E1520 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible*
Pittsburg	06117 61N4015E1350007	N4015 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended eligible Within Historic District (58)
Pittsburg	06134 61N4020E1560002	N4020 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (60)
Pittsburg	06253 61E1520N4050003	E1520 ROCK CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible
Pittsburg	06540 61N4180E1615004	N4180 HOGEYE CREEK	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible*
Pittsburg	06686 61N4010E1330007	N4010 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (58)
Pittsburg	06873 61E1600N4173001	6144C CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (59)
Pittsburg	07072 61E1625N4190009	6144C CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (59)
Pittsburg	07186 61E1600N4173006	6144C CEDAR CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (59)
Pittsburg	07230 61E1545N4176000	6172C CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended not eligible*
Pittsburg	07324 61E1435N4071000	FAU 4488 (WASHINGT U.P. R.R. UNDER	Steel stringer/multi-beam or girder	1939	Off-System	Recommended not eligible
Pontotoc	04993 62E1547N3550008	14TH ST. ABANDONED R.R. UNDER	Steel stringer/multi-beam or girder	1936	Off-System	Recommended not eligible
Pontotoc	06051 6220 0832 X	S.H. 48 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (61)
Pontotoc	06132 62N3570E1550001	WINTERSMITH CREEK	Concrete arch - deck (reinforced)	1934	Off-System	Listed
Pontotoc	06238 62E1525N3700007	6226C CREEK	Concrete culvert (reinforced)	1938	Off-System	Recommended not eligible (61)
Pontotoc	06301 6220 0947 X	S.H. 48 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (61)
Pontotoc	30322 62N3568E1550007	N3568 WINTERSMITH CREEK	Concrete arch - through (reinforced)	1934	Off-System	Listed
Pottawatomie	06802 63E1170N3390000	6396C CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (63)

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

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Pottawatomie	09250 63E1180N3380003	6316C SQUIRREL CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (63)
Pottawatomie	09251 63E1180N3390002	6316C CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (63)
Pottawatomie	09756 63E1168N3420000	OAKLAND ST SHAWNEE CREEK	Concrete culvert (reinforced)	1941	Off-System	Recommended not eligible (62)
Pottawatomie	09831 63N3413E1170001	GORDON COOPER PKWY N. CANADIAN RIVER	Steel continuous stringer/multi-beam or girder	1941	Off-System	Recommended not eligible
Pottawatomie	09919 63N3417E1160001	OKLAHOMA ST. CREEK	Concrete culvert (reinforced)	1942	Off-System	Recommended not eligible (62)
Pottawatomie	09920 63N3419E1160004	MC KINLEY ST. SHAWNEE CREEK	Steel stringer/multi-beam or girder	1942	Off-System	Recommended not eligible (62)
Pottawatomie	09951 63N3420E1160007	HARRISON ST. SHAWNEE CREEK	Steel stringer/multi-beam or girder	1942	Off-System	Recommended not eligible (62)
Pottawatomie	15192 63E1150N3330002	EW115 or FAU 5498 (DAM ROAD) SHAWNEE LAKE SPILLWAY	Concrete stringer/multi-beam or girder (reinforced)	1933	Off-System	Recommended eligible
Pushmataha	03946 6404 2164 X	U.S. 271 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (64)
Pushmataha	03948 6404 2784 X	U.S. 271 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (64)
Pushmataha	03976 6404 1294 X	U.S. 271 GAY CREEK	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (65)
Pushmataha	03984 6404 1114 X	U.S. 271 CREEK	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (65)
Pushmataha	03987 6404 1810 X	U.S. 271 SNOW CREEK	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (64)
Pushmataha	03998 6404 1130 X	U.S. 271 CREEK	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (65)
Pushmataha	04003 6404 1777 X	U.S. 271 CREEK	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (64)

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Pushmataha	04071 6404 2361 X	U.S. 271 BLACK SULPHUR CANYON	Steel stringer/multi-beam or girder	1933	On-System	Recommended not eligible (64)
Pushmataha	06948 6416 1900 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (66)
Pushmataha	06950 6416 2140 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (66)
Pushmataha	07123 6416 1967 X	S.H. 3 CREEK	Concrete culvert (reinforced)	1939	On-System	Recommended not eligible (66)
Rogers	08116 66E0330N4290004	E0330 CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended not eligible (67)
Rogers	08117 66E0330N4290006	E0330 CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (67)
Rogers	08237 66N4050E0400003	N4050 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible
Rogers	09023 66E0330N4300004	E0330 LITTLE PRYOR CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (67)
Rogers	09679 66N4240E0370008	N4240 CREEK	Concrete slab (reinforced)	1941	Off-System	Recommended not eligible
Seminole	04358 6718 0994 X	S.H. 56 CREEK	Concrete culvert (reinforced)	1935	On-System	Recommended not eligible (69)
Seminole	04769 6714 0600 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended eligible Within Historic District (68)
Seminole	04771 6714 0666 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended eligible Within Historic District (68)
Seminole	04779 6718 1027 X	S.H. 56 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (69)
Seminole	04780 6718 1047 X	S.H. 56 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended not eligible (69)
Seminole	04868 6714 0397 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended eligible Within Historic District (68)
Seminole	04925 6714 0439 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended eligible Within Historic District (68)
Seminole	04967 6714 0653 X	S.H. 9 TIGER CREEK	Steel stringer/multi-beam or girder	1936	On-System	Recommended eligible Within Historic District (68)
Seminole	05607 67N3670E1110006	N3670 CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (70)

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Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

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Seminole	05609 67N3670E1130001	N3670 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (70)
Seminole	05610 67N3670E1130004	N3670 CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (70)
Seminole	06293 6714 0625 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1936	On-System	Recommended eligible Within Historic District (68)
Seminole	06814 67E1380N3500002	E1380 CREEK	Steel stringer/multi-beam or girder	1939	Off-System	Recommended eligible Within Historic District (98)
Seminole	06819 67E1380N3510007	E1380 CREEK	Steel stringer/multi-beam or girder	1939	Off-System	Recommended eligible Within Historic District (98)
Seminole	06820 67E1380N3510008	E1380 CREEK	Concrete slab (reinforced)	1939	Off-System	Recommended eligible Within Historic District (98)
Seminole	08017 67E1140N3540003	E1140 CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (97)
Seminole	08638 67E1140N3560003	E1140 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (97)
Seminole	08640 67E1140N3560005	E1140 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (97)
Seminole	09952 67N3630E1270007	N3630 CREEK	Concrete slab (reinforced)	1942	Off-System	Previously determined eligible
Sequoyah	04128 6806 1386 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (71)
Sequoyah	04186 6806 1357 X	U.S. 64 BIG SALLISAW OVERFLOW	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible*
Sequoyah	04234 6806 1346 X	U.S. 64 BIG SALLISAW CREEK	Steel truss-pony	1934	On-System	Recommended not eligible (71)
Sequoyah	09420 68E1108N4720002	E1108 LITTLE SKIN BAYOU CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended not eligible
Sequoyah	09813 68E1020N4560007	IRR 6808C PINHOOK CK.	Masonry arch - deck	1941	Off-System	Previously determined eligible
Sequoyah	09826 6810 0201 X	U.S. 64 LITTLE SALLISAW CREEK	Concrete stringer/multi-beam or girder (reinforced)	1941	On-System	Recommended not eligible
Stephens	07836 69E1740N2720002	6919C CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (72)

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Stephens	08497 69E1740N2720008	6918C CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (72)
Stephens	08507 69E1738N2820006	E1738 (MAGNOLIA AV WILLOW CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (73)
Stephens	08508 69E1732N2820008	E1732 (ASH AVE) CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (73)
Stephens	08509 69E1729N2830001	E1729 (HICKORY AVE CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (73)
Stephens	08898 69E1736N2820007	E1736 (ELM ST) CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (73)
Stephens	09495 69E1740N2730001	6918C LITTLE BEAVER CREEK O'FL	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (72)
Stephens	09522 69E1740N2730006	6918C LITTLE BEAVER CREEK	Steel truss-pony	1940	Off-System	Recommended not eligible (72)
Stephens	13182 69E1733N2820007	E1733 (OAK AVE) WILLOW CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (73)
Tillman	03893 7114 1580 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (75)
Tillman	03923 7114 0511 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (76)
Tillman	03941 7114 1460 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (75)
Tillman	03943 7114 1739 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (75)
Tillman	03970 7114 0726 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (76)
Tillman	03981 7114 0422 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended not eligible (76)
Tillman	04660 71N2220E1660000	7130C CREEK	Steel stringer/multi-beam or girder	1936	Off-System	Recommended not eligible (78)
Tillman	04663 71N2220E1670006	7130C CREEK	Concrete culvert (reinforced)	1936	Off-System	Recommended not eligible (78)
Tillman	04817 71N2220E1640002	7130C CREEK	Concrete culvert (reinforced)	1936	Off-System	Recommended not eligible (78)
Tillman	06286 7120 0320 X	S.H. 36 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (74)
Tillman	06290 7120 0500 X	S.H. 36 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (74)

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Tillman	06296 7120 0790 X	S.H. 36 BRUSH CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (74)
Tillman	06396 7120 0301 X	S.H. 36 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (74)
Tillman	06398 7120 0371 X	S.H. 36 LITTLE DEEP RED CK TRIB.	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (74)
Tillman	06449 7120 0423 X	S.H. 36 CREEK	Concrete culvert (reinforced)	1938	On-System	Recommended not eligible (74)
Tillman	07291 7120 0310 X	S.H. 36 LITTLE DEEP RED CREEK	Steel stringer/multi-beam or girder	1939	On-System	Recommended not eligible (74)
Tillman	07292 7120 0343 X	S.H. 36 LITTLE DEEP RED CK TRIB.	Steel stringer/multi-beam or girder	1939	On-System	Recommended not eligible (74)
Tillman	07293 7120 0388 X	S.H. 36 DEEP RED CREEK O' FLOW	Steel stringer/multi-beam or girder	1939	On-System	Recommended not eligible (74)
Tillman	07326 7120 0393 X	S.H. 36 DEEP RED CREEK	Steel stringer/multi-beam or girder	1939	On-System	Recommended not eligible (74)
Tillman	08838 71N2190E1900002	N2190 CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended not eligible (77)
Tillman	09108 71E1890N2190006	E1890 CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended not eligible (77)
Tillman	09220 71E1900N2190002	E1900 BOTTLE CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended not eligible (77)
Tulsa	06442 72E0602N3890009	E0602 BIGHEART CREEK	Concrete culvert (reinforced)	1938	Off-System	Recommended not eligible
Tulsa	07404 72N3990E0550005	ZOO MAINT. ENTRANC COAL CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (81)
Tulsa	07406 72N3992E0550006	N3991 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (81)
Tulsa	07407 72N3995E0550007	N3995 (CHEROKEE COAL CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (81)

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Tulsa	08073 72E0553N3980007	E0553 (OXLEY DR) COAL CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (81)
Tulsa	08079 72E0720N4000006	131ST STREET CREEK	Concrete culvert (reinforced)	1940	Off-System	Recommended not eligible (79)
Tulsa	08080 72E0490N4000008	E0490 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (82)
Tulsa	08081 72E0490N4010002	E0490 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (82)
Tulsa	08089 72E0760N4040006	E0760 CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Recommended not eligible
Tulsa	08669 72E0720N4010008	131ST STREET WHITE CHURCH CREEK	Concrete slab (reinforced)	1940	Off-System	Recommended not eligible (79)
Tulsa	08746 72N4010E0490006	N4010 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (82)
Tulsa	08750 72N4065E0710002	N4065 (185 E) BROKEN ARROW CREEK	Steel truss-pony	1940	Off-System	Previously determined eligible
Tulsa	09016 72E0720N4000009	E0720 (131 ST S CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Recommended not eligible (79)
Tulsa	09373 72N3910E0590002	FAU 8221 (N 49 W) HARLOW CREEK	Concrete tee beam (reinforced)	1940	Off-System	Recommended not eligible
Tulsa	09535 7236 0743 X	S.H. 11 HOMINY CREEK	Steel truss - through	1940	On-System	Previously determined eligible
Tulsa	10133 72N3995E0590009	N3995 (73 AVE. MILL CREEK	Concrete culvert (reinforced)	1945	Off-System	Recommended not eligible (80)
Tulsa	10210 72N4000E0600006	FAU 8401 (MEMORIAL JONES CREEK	Concrete culvert (reinforced)	1945	Off-System	Recommended not eligible (80)
Tulsa	10212 72N4000E0590009	FAU 8401 (MEMORIAL MILL CREEK	Concrete culvert (reinforced)	1945	Off-System	Recommended not eligible (80)
Tulsa	10264 72N4010E0590006	FAU 8421 (S MINGO TUPELO CREEK	Concrete culvert (reinforced)	1945	Off-System	Recommended not eligible (80)

**During field survey determined not to be part of concentration*

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Tulsa	24336 72E0760N4040001	E0760 CREEK	Concrete continuous slab (reinforced)	1940	Off-System	Previously determined eligible
Washington	05521 7413 0165 X	S.H. 123 CANEY RIVER	Steel truss - through	1937	On-System	Previously determined eligible
Washington	10091 74E0335N3950005	7428C SOUTH FORK CREEK	Concrete culvert (reinforced)	1944	Off-System	Recommended not eligible (83)
Washington	10092 74E0335N3960009	7428C UNNAMED CREEK	Concrete slab (reinforced)	1944	Off-System	Recommended not eligible (83)
Washington	10112 74E0335N3970005	7430C NELLIE BLY CREEK	Concrete culvert (reinforced)	1944	Off-System	Recommended not eligible (83)
Washita	04162 7514 0733 X	S.H. 44 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (84)
Washita	04163 7514 0764 X	S.H. 44 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (84)
Washita	04192 7514 0665 X	S.H. 44 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended not eligible (84)
Washita	04212 7514 0348 X	S.H. 44 DRY ELK CREEK	Steel stringer/multi-beam or girder	1934	On-System	Recommended not eligible (84)
Washita	04552 7514 0048 X	S.H. 44 STEEL DUST CREEK	Steel stringer/multi-beam or girder	1935	On-System	Recommended not eligible (84)
Washita	05013 7508 1345 X	S.H. 152 A.T. & S.F. R.R. UNDER	Steel stringer/multi-beam or girder	1936	On-System	Recommended eligible
Washita	05637 75N2050E1230008	N2050 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (85)
Washita	06109 75N2050E1240001	N2050 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (85)
Washita	06111 75N2050E1240009	N2050 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (85)
Woods	03869 7602 0716 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended eligible Within Historic District (86)
Woods	03958 7604 0008 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1933	On-System	Recommended eligible Within Historic District (86)
Woods	04122 7602 0938 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1934	On-System	Recommended eligible Within Historic District (86)
Woods	04219 7602 1214 X	U.S. 64 HOUSTON CREEK	Steel stringer/multi-beam or girder	1934	On-System	Recommended eligible Within Historic District (86)

**During field survey determined not to be part of concentration*

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Appendix E. Category 3 Structures

Bridges and Culverts subject to individual NRHP evaluation with eligibility recommendations

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Eligibility Recommendation/ Individual or Within Historic District (Concentration No.)
Woods	05243 7616 0880 X	U.S. 281 CREEK	Concrete culvert (reinforced)	1937	On-System	Recommended eligible Within Historic District (89)
Woods	05364 7616 1107 X	U.S. 281 CREEK	Concrete culvert (reinforced)	1937	On-System	Recommended eligible Within Historic District (89)
Woods	06067 76N2370E0140005	N2370 LITTLE EAGLE CHIEF CREEK	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible (87)
Woods	06927 7616 0650 X	U.S. 281 CREEK	Concrete culvert (reinforced)	1937	On-System	Recommended eligible Within Historic District (89)
Woods	08731 76N2370E0090003	N2370 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1940	Off-System	Recommended not eligible (88)
Woods	09171 76N2370E0090001	N2370 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1940	Off-System	Recommended not eligible (88)
Woods	09172 76N2370E0100004	N2370 BOGGY CREEK	Concrete stringer/multi-beam or girder (reinforced)	1940	Off-System	Recommended not eligible (88)
Woods	23558 76N2370E0160002	N2370 CREEK	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible (87)
Woods	23559 76N2370E0170001	N2370 CREEK	Steel stringer/multi-beam or girder	1938	Off-System	Recommended not eligible (87)
Woodward	05779 77E0410N2130002	E0410 CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (91)
Woodward	05780 77E0410N2130003	E0410 CREEK	Concrete continuous slab (reinforced)	1938	Off-System	Recommended not eligible (91)
Woodward	06407 77N2130E0410002	N2130 CREEK	Concrete slab (reinforced)	1938	Off-System	Recommended not eligible (91)

**During field survey determined not to be part of concentration*

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Appendix F. Structures Excluded from the Study

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Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Adair	03503 0118 0316 X	S.H. 100 MIDDLE BR.,JENKINS CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Adair	03504 0118 0343 X	S.H. 100 E. BRANCH, JENKINS CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Adair	03605 0118 0216 X	S.H. 100 W. BRANCH JENKINS CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Adair	03740 0118 0450 X	S.H. 100 RUSSELL BRANCH CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Adair	10198 01E0680N4730004	KCS R.R. E0680 UNDER	Steel stringer/multi-beam or girder	1945	Off-System	Owned by railroad
Alfalfa	02620 0202 0125 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Alfalfa	02624 0202 0296 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Alfalfa	02856 0212 0018 X	S.H. 8 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Alfalfa	02860 0202 0161 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Alfalfa	02963 0202 0262 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Alfalfa	03006 0224 0279 X	S.H. 45 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Alfalfa	03057 0224 0201 X	S.H. 45 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Alfalfa	03468 02E0300N2650003	FAS 0212 EAST CLAY CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Alfalfa	03616 0212 0519 X	S.H. 8 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Alfalfa	03649 02N2660E0030009	N2660 BIG SANDY CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Alfalfa	03735 02E0300N2620006	FAS 0212 EAST CLAY CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Alfalfa	04522 0220 0455 X	S.H. 11 CREEK	Steel stringer/multi-beam or girder	None	On-System	Nonextant
Alfalfa	04578 0220 0361 X	S.H. 11 CREEK	Steel stringer/multi-beam or girder	None	On-System	Nonextant
Alfalfa	09829 0234 0879 X	S.H. 38 SALT FORK ARKANSAS RIVER	Steel stringer/multi-beam or girder	1940	On-System	Determined not eligible - Section 106 complete
Atoka	02479 03N3825E1920004	S OLD HWY CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Atoka	02870 0304 1098 X	U.S. 69 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Atoka	02952 03E1640N4007001	WESLEY RD NOLLEYTUBBY CREEK	Timber stringer/multi-beam or girder	1980	Off-System	Determined to be outside study period
Atoka	03105 03N3840E1870000	S OLD HWY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Atoka	03126 03N3822E1930003	S OLD HWY DAVIS CREEK O'FLOW	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Atoka	03156 03N3835E1880004	S OLD HWY FRONTERHOUSE CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Atoka	03157 03N3822E1930005	S OLD HWY DAVIS CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Atoka	03381 03E1815N3870006	COURT ST., E1815 SANDY CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Atoka	03400 0312 1122SX	S.H. 3 EB DOUBLE SPRING CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Atoka	03419 0312 1980 X	S.H. 3 COLD SPRINGS CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Atoka	03420 0312 0335SX	S.H. 3 EB SAND CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Atoka	03422 0312 1848 X	S.H. 3 SANDY CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Atoka	03493 0319 0131 X	S.H. 131 CREEK	Concrete slab (reinforced)	1932	On-System	Determined to be outside study period
Atoka	06735 03N3950E1880001	IRON STOB RD DOUBLE SPRINGS CREEK	Concrete slab (reinforced)	1939	Off-System	Determined not eligible - Section 106 complete
Atoka	09939 03E1812N3870003	UP R.R. COURT ST. UNDER	Steel stringer/multi-beam or girder	1942	Off-System	Owned by railroad
Beaver	03486 0420 0016 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03520 0422 0632 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03549 0422 1304 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03558 0422 1607 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03606 0422 0218 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03609 0420 0274 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Beaver	03647 0422 2120 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03679 0422 1015 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03682 0422 1243 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03689 0422 2675 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03690 0422 2692 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beaver	03752 0420 0496 X	U.S. 270 AURORA CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Beaver	09425 04N1410E0240003	N1410 CLEAR CREEK	Concrete slab (reinforced)	1940	Off-System	Determined not eligible - Section 106 complete
Beckham	02719 05N1890E1120005	N1890 TIMBER CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Beckham	02863 0512 0421 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Beckham	03334 0508 0690 X	U.S. 283 SPRING CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Beckham	03462 05N1746E1240006	FAS 0501 CREEK	Concrete continuous slab (reinforced)	1932	Off-System	Determined to be outside study period
Beckham	03537 0522 1055 X	S.H. 34 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Beckham	03743 0522 0783 X	S.H. 34 FLAT CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Beckham	03770 0522 1267 X	S.H. 34 INDIAN CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Beckham	03804 0522 0237 X	S.H. 34 N. FORK RED RIVER O'FLOW	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Beckham	03815 0522 0343 X	S.H. 34 N. FORK OF RED RIVER	Steel truss - through	1932	On-System	Determined to be outside study period
Blaine	02413 06N2620E0910002	IRR N2620 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Blaine	02629 0604 0444 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Blaine	02701 06N2620E0920003	N2620 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Blaine	02770 06E0600N2520001	E0600 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Blaine	02771 06E0820N2530004	IRR E0820 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Blaine	03513 0626 0537 X	S.H. 58 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Blaine	03672 0626 0479 X	S.H. 58 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Bryan	00059 07N3651E2197000	UP R.R. 0716C UNDER	Concrete arch - deck (reinforced)	1931	Off-System	Owned by railroad
Bryan	02742 07D3845E2075007	D3845 CHANEY CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Bryan	03256 0702 0030 X	U.S. 69 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Bryan	03337 0702 0887 X	U.S. 69 ISLAND BAYOU CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Bryan	03803 07N3749E2040000	0746C (OLD US 69) BLUE RIVER O'FLOW	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Bryan	03805 07N3748E2042000	0746C (OLD US 69) BLUE RIVER	Steel truss - through	1932	Off-System	Determined to be outside study period
Bryan	05487 0724 0093 X	S.H. 78 CHUCKWA CREEK	Steel stringer/multi-beam or girder	1937	On-System	Determined not eligible - Section 106 complete
Bryan	09432 0720 2661 X	K R.R. S.H. 78 UNDER	Steel stringer/multi-beam or girder	1940	On-System	Owned by railroad
Bryan	11364 07N3930E2150007	N3930 CREEK	Steel stringer/multi-beam or girder	1999	Off-System	Determined to be outside study period
Bryan	16378 07N3690E2220005	N3690 CREEK	Steel stringer/multi-beam or girder	1991	Off-System	Determined to be outside study period
Caddo	02521 08E1020N2510006	0804C CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Caddo	02528 08E1310N2690005	0834C CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Caddo	02621 0824 0130 XC	S.H. 152 SD CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Caddo	02632 0824 0625 X	S.H. 152 CREEK	Concrete culvert (reinforced)	1928	On-System	Determined to be outside study period
Caddo	02641 0802 0733 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Caddo	02859 0824 0135 X	S.H. 152 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Caddo	02866 0802 0820 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Caddo	02867 0824 0903 X	S.H. 152 CHERRY DALE CREEK	Concrete culvert (reinforced)	1928	On-System	Determined to be outside study period
Caddo	02916 08E1020N2500005	0804C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Caddo	03081 08E1020N2490003	0804C CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Caddo	03107 08E1020N2520001	0804C CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Caddo	03202 08E1020N2560002	0804C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Caddo	03203 08E1020N2560009	0804C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Caddo	03301 0818 1375 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Caddo	03413 0818 1532 X	S.H. 9 TWO HATCHET CREEK	Steel stringer/multi-beam or girder	1929	On-System	Determined to be outside study period
Caddo	03415 0818 1705 X	S.H. 9 BELLAMY CREEK	Steel stringer/multi-beam or girder	1929	On-System	Determined to be outside study period
Caddo	03514 0814 0551 X	U.S. 281 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Caddo	03553 0814 1418 X	U.S. 281 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Caddo	03599 0814 0089 X	U.S. 281 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Caddo	05045 0836 0069 X	S.H. 58 WASHITA RIVER	Steel truss - through	1935	On-System	Determined not eligible - Section 106 complete
Caddo	05446 0836 0221 X	S.H. 58 CREEK	Steel stringer/multi-beam or girder	1936	On-System	Determined not eligible - Section 106 complete
Caddo	05507 0836 0211 X	S.H. 58 CEDAR CREEK	Steel truss - through	1936	On-System	Determined not eligible - Section 106 complete
Caddo	07835 08E1380N2720001	E1380 EAST FORK CREEK	Timber stringer/multi-beam or girder	1994	Off-System	Determined to be outside study period
Caddo	07844 08E1220N2730009	E1220 CANNEDY CREEK	Concrete culvert (reinforced)	2012	Off-System	Determined to be outside study period
Caddo	08764 08N2600E1010001	N2600 CREEK	Steel stringer/multi-beam or girder	2012	Off-System	Determined to be outside study period
Caddo	09081 08N2520E1330001	IRR N2520 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Superstructure replacement
Caddo	09389 08E1150N2600001	E1150 SUGAR CREEK	Prestressed concrete tee beam	1940	Off-System	Determined to be outside study period
Caddo	23603 08N2470E1440008	IRR N2470 CREEK	Steel stringer/multi-beam or girder	2007	Off-System	Determined to be outside study period
Caddo	24260 08E1250N2640008	E1250 CREEK	Steel stringer/multi-beam or girder	1995	Off-System	Determined to be outside study period
Caddo	29966 08E1430N2570003	E1430 CREEK	Concrete arch - deck (reinforced)	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Canadian	02426 09N2920E1050006	RICHLAND RD. CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Canadian	02534 09E1030N2830003	UP R.R. FAU 3860 (ELM ST.) UNDER	Steel stringer/multi-beam or girder	1930	Off-System	Owned by railroad
Canadian	02544 09E1050N2970008	NW 23RD ST. CREEK	Steel culvert	2002	Off-System	Determined to be outside study period
Canadian	02781 09E1020N2820006	UP R.R. FAU 3880 (FOREMAN RD UND	Steel stringer/multi-beam or girder	1930	Off-System	Owned by railroad
Canadian	02896 09N2890E1060001	N2890(BANNER RD) PURCELL CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Canadian	03257 09D1010N2630005	OLD U.S. 281 SPUR CREEK	Concrete culvert (reinforced)	1931	Off-System	Determined to be outside study period
Canadian	03261 09D1010N2630009	OLD U.S. 281 SPUR CREEK	Concrete culvert (reinforced)	1931	Off-System	Determined to be outside study period
Canadian	03471 09E1100N2780003	E1100 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Canadian	03491 09D1010N2640006	OLD U.S. 281 SPUR CREEK	Concrete culvert (reinforced)	1931	Off-System	Determined to be outside study period
Canadian	03578 09N2850E1040003	N2850 CREEK	Concrete continuous slab (reinforced)	1932	Off-System	Determined to be outside study period
Canadian	07508 09N2910E1080008	CIMARRON RD. SHELL CREEK	Concrete slab (reinforced)	1940	Off-System	Superstructure replacement
Canadian	28088 09D0894N2820001	UP R.R. D0894 (OLD U.S. 81)UNDER	Steel stringer/multi-beam or girder	1937	Off-System	Owned by railroad
Carter	02464 10N3143E1780006	1056C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Carter	02556 10E1920N3290007	E1920 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Carter	03464 10N3140E1980002	N3140 DEMIJOHN CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Carter	05427 10N3297E1960006	BNSF R.R. LAKE MURRAY DR UNDER	Steel stringer/multi-beam or girder	1937	Off-System	Owned by railroad
Carter	07302 1004 0228 X	BNSF R.R. S.H. 199 UNDER	Steel stringer/multi-beam or girder	1939	On-System	Owned by railroad
Carter	29685 10N3297E1960007	BNSF R.R. LAKE MURRAY DR UNDER	Steel stringer/multi-beam or girder	1937	Off-System	Owned by railroad
Carter	29686 10N3297E1960008	BNSF R.R. LAKE MURRAY DR UNDER	Steel stringer/multi-beam or girder	1937	Off-System	Owned by railroad
Cherokee	02611 11E0911N4570005	BLUE TOP RD. CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Cherokee	03423 11N4417E0740005	FAS 1105 DOUBLE SPRING CREEK	Concrete stringer/multi-beam or girder (reinforced)	1931	Off-System	Determined to be outside study period
Choctaw	02603 12E2070N4240001	1268C CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Choctaw	02956 12E2070N4250001	E2070 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Choctaw	03465 12N4230E2020003	1249C CREEK	Concrete culvert (reinforced)	1932	Off-System	Determined to be outside study period
Choctaw	03467 12D4364E2060043	D4364 TUTTLE CREEK	Concrete culvert (reinforced)	1932	Off-System	Determined to be outside study period
Choctaw	03597 12E2050N4410007	E2050 CLEAR CREEK	Concrete culvert (reinforced)	1932	Off-System	Determined to be outside study period
Choctaw	08677 12E1970N4050004	E1970 CANEY CREEK	Timber stringer/multi-beam or girder	1948	Off-System	Determined to be outside study period
Choctaw	26471 12E2070N4250005	E2070 CREEK	Concrete arch - through (reinforced)	1930	Off-System	Determined to be outside study period
Cimarron	04345 1310 0283 X	U.S. 287 CREEK	Concrete culvert (reinforced)	None	On-System	Nonextant
Cimarron	04367 1310 1753 X	U.S. 287 CREEK	Concrete slab (reinforced)	None	On-System	Nonextant
Cimarron	04371 1306 2047 X	U.S. 287 CREEK	Concrete culvert (reinforced)	None	On-System	Nonextant
Cleveland	02432 14N3000E1140004	COUNCIL RD. CREEK	Concrete arch - deck (reinforced)	1930	Off-System	Determined to be outside study period
Cleveland	02792 14E1160N3130009	E1160 (SE 134TH) CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Cleveland	03024 14N3160E1170001	DOUGLAS BLVD. CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Cleveland	07921 14E1230N3150003	E ROBINSON ST ROCK CREEK	Steel culvert	1997	Off-System	Determined to be outside study period
Cleveland	07923 14E1250N3160001	E LINDSEY ST CREEK	Steel culvert	1998	Off-System	Determined to be outside study period
Coal	02944 15E1750N3680005	E1750 CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Coal	03430 1504 0709 X	U.S. 75 ROCK CREEK	Steel truss - through	1931	On-System	Determined to be outside study period
Coal	03499 1502 0250 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Coal	03527 1502 0731 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Coal	03618 1502 0575 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Coal	03761 1502 0214 X	U.S. 75 COAL CREEK	Steel truss - through	1932	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Coal	03763 1502 0556 X	U.S. 75 BRIAR CREEK	Steel stringer/multi-beam or girder	1932	On-System	Superstructure replacement
Comanche	02460 16N2430E1720001	IRR N2430 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Comanche	02522 16E1750N2520003	1640C CREEK	Concrete arch - deck (reinforced)	1930	Off-System	Determined to be outside study period
Comanche	02526 16E1510N2630002	1606C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Comanche	02773 16E1750N2550007	1640C SNAKE CREEK	Steel continuous stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Comanche	02857 1618 0013 X	S.H. 7 CREEK	Concrete culvert (reinforced)	1927	On-System	Determined to be outside study period
Comanche	02862 16N2578E1660007	N2578 NUMU CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Comanche	02914 16E1650N2370009	E1650 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Comanche	03127 16E1550N2680003	E1550 WHISKEY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Comanche	03183 16E1652N2360001	1620C BIG SANDY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Comanche	03209 16N2474E1760004	N2474 CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Comanche	03217 16E1656N2390007	FAS 1620C POST OAK CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Comanche	03234 16N2472E1760002	N2472 WEST CACHE CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Comanche	03397 16E1670N2570009	LEE BLVD. NUMU CREEK	Concrete culvert (reinforced)	1931	Off-System	Determined to be outside study period
Comanche	03587 16E1590N2670001	FAS 1616C NINE MILE CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Comanche	03638 1649 1304 X	I-44 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Comanche	03776 1624 0669 X	S.H. 17 WHISKEY CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Comanche	03809 16E1650N2430005	1620C W CACHE CREEK	Steel truss - through	1932	Off-System	Determined to be outside study period
Comanche	03821 16N2570E1700009	FAU 7701 WOLF CR O'FLOW	Concrete culvert (reinforced)	1933	Off-System	Determined to be outside study period
Comanche	04018 1608 0084 X	U.S. 277 SNAKE CREEK	Steel stringer/multi-beam or girder	1933	On-System	Determined not eligible - Section 106 complete
Cotton	03363 1714 1085 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Cotton	03411 1714 0924 X	S.H. 5 SOLDIERS CREEK	Steel truss - through	1931	On-System	Determined to be outside study period
Cotton	03512 1714 0512 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Cotton	03542 1708 1135 X	U.S. 277 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Cotton	03552 1708 1415 X	U.S. 277 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Cotton	03554 1708 1425 X	U.S. 277 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Cotton	03680 1708 1197 X	U.S. 277 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Cotton	03683 1708 1270 X	U.S. 277 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Cotton	06583 1708 0319 X	U.S. 277 DEEP RED CREEK	Steel truss - through	1938	On-System	Determined not eligible - Section 106 complete
Cotton	09510 1708 0353 X	U.S. 277 DEEP RED CREEK O'FLOW	Steel stringer/multi-beam or girder	1940	On-System	Determined not eligible - Section 106 complete
Cotton	09516 1708 0303 X	U.S. 277 DEEP RED CREEK O'FLOW	Steel stringer/multi-beam or girder	1940	On-System	Determined not eligible - Section 106 complete
Craig	02637 1814 0662 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Craig	02852 18E0050N4460004	E0050 MUD CREEK	Concrete arch - deck (reinforced)	1930	Off-System	Determined to be outside study period
Craig	03288 1802 0928 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Craig	03298 1814 1155 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Craig	03346 1814 1648 X	S.H. 2 LITTLE CABIN CREEK	Concrete stringer/multi-beam or girder (reinforced)	1931	On-System	Determined to be outside study period
Craig	03387 1802 1314 X	U.S. 59 ELM CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Craig	03424 1802 1340 X	U.S. 59 RUSSEL CREEK	Steel truss - through	1931	On-System	Determined to be outside study period
Craig	03429 1802 0673 X	U.S. 59 UP R.R. UNDER	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Craig	03455 18N4440E0270006	N4440 CREEK	Concrete slab (reinforced)	1932	Off-System	Determined to be outside study period
Craig	04251 18N4450E0280006	N4450 LOCUST CREEK	Timber stringer/multi-beam or girder	1992	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Craig	04965 1804 0056 X	U.S. 60 MADDEN CREEK	Steel stringer/multi-beam or girder	1936	On-System	Determined not eligible - Section 106 complete
Craig	07314 1820 1588 X	S.H. 10 EAST FORK OF BIG CREEK	Steel stringer/multi-beam or girder	1939	On-System	Determined not eligible - Section 106 complete
Craig	07322 1820 1682 X	S.H. 10 BIG CREEK	Steel stringer/multi-beam or girder	1939	On-System	Determined not eligible - Section 106 complete
Craig	10121 1824 0654 X	S.H. 82 LOCUST CREEK	Steel stringer/multi-beam or girder	1944	On-System	Determined not eligible - Section 106 complete
Creek	02399 19N3780E0750001	N3780 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02401 19N3747E0750007	N3747 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02407 19N3800E0820001	N3800 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02411 19N3660E0880007	N3660 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02414 19N3790E0930006	N3790 HOPPER CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02580 19E0720N3620004	E0720 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02581 19E0680N3630008	E0680 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02582 19N3680E0910000	N3680 BACHELOR CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02583 19E0880N3680004	E0880 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02584 19E0850N3720003	E0850 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02585 19E0760N3720003	E0760 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02586 19E0850N3740006	E0850 MORGAN CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02587 19E0820N3760005	E0820 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02589 19D0865N3800017	D0865 TURKEY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02686 19N3620E0690003	N3620 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02698 19N3700E0900001	N3700 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02700 19N3640E0910004	N3640 CREEK	Steel continuous stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Creek	02825 19E0860N3620009	E0860 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02826 19E0740N3660004	E0740 DOG CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02827 19E0650N3700005	E0650 COTTONWOOD CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02828 19E0760N3720005	E0760 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02830 19E0740N3780004	E0740 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	02943 19E0880N3670007	E0880 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	03131 19E0910N3730007	E0910 WEST FORK OF SANDY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	03155 19N3705E0910007	N3705 N. CANADIAN RIVER	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	03182 19N3705E0910009	N3705 DEEP FORK RIVER O'FLOW	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	03481 19E0870N3620006	E0870 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Creek	03716 19E0750N3750002	E0750 ROWLAND CREEK	Steel truss - through	1932	Off-System	Determined to be outside study period
Creek	06587 1908 0180 X	U.S. 75A S.L. & S.F. R.R. UNDER	Steel stringer/multi-beam or girder	1936	On-System	Determined not eligible - Section 106 complete
Creek	23459 19E0740N3680002	E0740 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Creek	25238 19E0680N3690000	E0680 SCHOLAR CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Custer	02496 20E0990N2220001	FAS 2002 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Custer	02618 2006 0018 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Custer	02619 2006 0034 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Custer	02648 2004 1042NXF	I-40 FRONTAGE RD. CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Custer	02697 20N2290E0870004	N2290 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Custer	02713 20N2350E1060005	N2350 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Custer	02766 20E1040N2380001	E1040 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Custer	02981 20N2380E0900006	N2380 LITTLE DEER CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Custer	03080 20E0910N2380002	E0910 LITTLE DEER CREEK	Steel stringer/multi-beam or girder	1987	Off-System	Determined to be outside study period
Custer	03190 20E0930N2260003	E0930 BEAVER CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Custer	03192 2004 0411SXF	I-40 FRONTAGE RD. BEAR CREEK	Steel truss - through	1930	On-System	Determined to be outside study period
Custer	03195 20D2252E1065001	GNBC R.R. FAU 3039 UNDER	Steel stringer/multi-beam or girder	1930	Off-System	Owned by railroad
Custer	03206 2028 0418 X	S.H. 54 LITTLE DEEP CREEK	Steel stringer/multi-beam or girder	1930	On-System	Determined to be outside study period
Custer	03259 2014 0050 X	S.H. 33 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Custer	03305 2004 1640NXF	I-40 FRONTAGE RD. CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Custer	03370 2004 1607NXF	FMRC R.R. I-40 FRTG. RD. UNDER	Steel stringer/multi-beam or girder	1931	On-System	Owned by railroad
Custer	03421 2004 1619NXF	I-40 FRONTAGE RD. LITTLE DEEP CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Custer	03436 2014 1651 X	S.H. 33 WEST BARNITZ CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Custer	03437 2014 1730 X	S.H. 33 EAST BARNITZ CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Custer	03615 2022 0500 X	S.H. 34 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Custer	03626 20N2038E0870006	OLD S.H. 34 CREEK	Concrete culvert (reinforced)	1932	Off-System	Determined to be outside study period
Custer	03676 2012 0715 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Custer	03696 2014 0135 X	S.H. 33 CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Custer	03721 20N2038E0870001	OLD S.H. 34 N. QUARTERMASTER CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Custer	03723 20N2041E0830003	OLD S.H. 34 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Custer	05027 2018 1281 X	S.H. 33 GNBC R.R. UNDER	Steel stringer/multi-beam or girder	1936	On-System	Determined not eligible - Section 106 complete
Custer	07751 20E1050N2120001	2030C CREEK	Timber stringer/multi-beam or girder	1985	Off-System	Determined to be outside study period
Custer	23668 20E1060N2230009	FMRC R.R. E1060 UNDER	Timber stringer/multi-beam or girder	1930	Off-System	Owned by railroad
Custer	30077 20N2300E1010006	GNBC R.R. N2300 UNDER	Timber stringer/multi-beam or girder	1930	Off-System	Owned by railroad
Delaware	02376 21N4510E0260003	N4510 FLY CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Delaware	02377 21N4510E0260009	N4510 FLY CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Delaware	02616 21E0340N4680002	IRR 2116C CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Delaware	02675 21N4622E0290002	N4622 SPRING BRANCH CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Delaware	02885 21N4690E0310005	2166C CAVE SPRINGS TRIB.	Steel stringer/multi-beam or girder	None	Off-System	Nonextant
Delaware	03091 21N4670E0320005	N4670 HONEY CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Delaware	03171 21N4703E0470003	2148C SPAVINAW CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Delaware	03179 21D0470N4620009	D0470 CLOUD CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Delaware	03185 21E0425N4510005	E0425 SPAVINAW CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Delaware	03224 21D0579N4660001	D0579 FLINT CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Delaware	06592 2106 1883WX	U.S. 59 SB GRAND LAKE	Prestressed continuous segmental box girder	2001	On-System	Determined to be outside study period
Delaware	06629 21N4580E0530009	N4580 CREEK	Concrete culvert (reinforced)	2012	Off-System	Determined to be outside study period
Delaware	09329 21D0458N4617003	D0465 BEATY CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Determined not eligible - Section 106 complete
Dewey	03533 2220 0826 X	S.H. 34 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Dewey	03678 2220 0874 X	S.H. 34 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Dewey	03697 2220 0286 X	S.H. 34 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Dewey	08266 22N2100E0820005	N2100 CREEK	Steel stringer/multi-beam or girder	2000	Off-System	Determined to be outside study period
Dewey	28587 22E0640N2410004	E0640 CREEK	Timber stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Ellis	02739 23E0510N1760009	E0510 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Ellis	03347 2308 1788 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Ellis	03366 2308 1780 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Ellis	04352 2320 0826 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Determined not eligible - Section 106 complete
Ellis	04362 2320 1299 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Determined not eligible - Section 106 complete
Ellis	04426 2320 0693 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Determined not eligible - Section 106 complete
Ellis	04437 2320 1146 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Determined not eligible - Section 106 complete
Ellis	04481 2320 1282 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Determined not eligible - Section 106 complete
Ellis	04501 2320 1273 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1935	On-System	Determined not eligible - Section 106 complete
Ellis	05416 2302 1166 X	U.S. 60 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Garfield	00621 2416 1076 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Garfield	02383 24N3000E0430007	N3000 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	02532 24E0460N2810007	E0460 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Garfield	02539 24E0520N2910004	E0520 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Garfield	02540 24E0320N2910004	2404C CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	02542 24E0430N2930009	E0430 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	02546 24E0500N3030008	E0500 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Garfield	02784 24E0427N2880001	E0427 (MAINE ST. CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	03252 24E0490N2880003	E0490 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1931	Off-System	Determined to be outside study period
Garfield	03378 24E0510N3010005	E0510 OTTER CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Garfield	03572 24N2800E0540008	N2800 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Garfield	03573 24N2830E0580004	N2830 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Garfield	03588 24E0530N3070003	E0530 4-D CREEK	Steel continuous stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Garfield	09453 24E0427N2870009	UP R.R. E0427 UNDER	Steel girder and floorbeam system	1940	Off-System	Owned by railroad
Garfield	19694 24E0350N3090007	E0350 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Garfield	23747 24E0423N2870009	UP R.R. E0423 (ELM) UNDER	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Garfield	23748 24E0428N2880001	E0428 (CHEROKEE) CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	23749 24E0428N2880002	E0428 (OKLAHOMA) CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	25104 24N2900E0570001	N2900 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	26045 24N2850E0320004	N2850 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	26346 24E0550N2900008	E0550 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	27424 24E0430N2920003	BNSF R.R. E0430 UNDER	Concrete slab (reinforced)	1936	Off-System	Owned by railroad
Garfield	27442 24E0426N2880001	E0426 (BROADWAY) CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Garfield	27443 24E0425N2880001	E0425 (RANDOLPH ST CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Garvin	02552 25E1555N3210006	2578C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Garvin	03758 2502 0188 X	U.S. 77 CREEK	Concrete slab (reinforced)	1931	On-System	Determined to be outside study period
Garvin	03774 2502 0200 X	U.S. 77 WASHITA RIVER O'FLOW	Concrete slab (reinforced)	1931	On-System	Determined to be outside study period
Garvin	03880 2510 0963 X	S.H. 19 CREEK	Concrete culvert (reinforced)	None	On-System	Nonextant
Garvin	03894 2502 1655 X	U.S. 77 CREEK	Concrete culvert (reinforced)	1925	On-System	Determined to be outside study period
Garvin	04041 2502 1693 X	U.S. 77 OWL CREEK	Steel stringer/multi-beam or girder	1925	On-System	Determined to be outside study period
Garvin	04127 2508 1374 X	S.H. 19 CREEK	Concrete culvert (reinforced)	None	On-System	Nonextant
Garvin	07111 2527 0660 X	S.H. 74 CREEK	Steel stringer/multi-beam or girder	1939	On-System	Determined not eligible - Section 106 complete
Garvin	07927 25E1680N3180000	2544C SANDY CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Determined not eligible - Section 106 complete
Garvin	07941 25E1510N3220008	2508C CREEK	Concrete culvert (reinforced)	1940	Off-System	Superstructure replacement
Garvin	09476 25N3055E1580005	2548C RUSH CREEK	Steel truss - through	2007	Off-System	Determined to be outside study period
Grady	02440 26N2850E1250009	N2850 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Grady	02780 26E1350N2820001	E1350 (FRISCO AVE) ROCK HOLLOW CREEK	Concrete arch - deck (reinforced)	1930	Off-System	Determined to be outside study period
Grady	02920 26E1250N2850006	2604C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Grady	02921 26E1250N2850008	2604C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Grady	03108 26E1370N2890009	E1370 EAST ELM CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Grady	03142 26E1425N2840000	2622C LITTLE WASHITA RIVER	Steel truss - through	1930	Off-System	Determined to be outside study period
Grady	03345 2612 1625 X	U.S. 81 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Grady	03374 2612 1631 X	U.S. 81 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Grady	03416 26N2828E1330005	N2828 WASHITA RIVER O'FLOW	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Grady	03425 26N2828E1330004	N2828 WASHITA RIVER	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Grady	04978 26N2920E1310003	2674C EAST BITTER CREEK	Steel truss - through	1936	Off-System	Determined not eligible - Section 106 complete
Grady	05355 2630 0504 X	S.H. 39 CREEK	Concrete culvert (reinforced)	1937	On-System	Determined not eligible - Section 106 complete
Grady	06052 2614 0840 X	U.S. 277 CREEK	Concrete culvert (reinforced)	1928	On-System	Determined to be outside study period
Grant	01886 2706 0544 X	U.S. 64 CREEK	Concrete slab (reinforced)	1931	On-System	Determined to be outside study period
Grant	02372 27N2990E0170005	N2990 COTTONWOOD CREEK	Steel stringer/multi-beam or girder	2006	Off-System	Determined to be outside study period
Grant	02373 27N2830E0210004	N2830 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Grant	02375 27N2780E0250001	N2780 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Grant	02668 27N3020E0120005	N3020 POLECAT CREEK	Timber stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Grant	02879 27N2830E0170008	N2830 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Grant	03032 27E0130N3020003	E0130 POLECAT CREEK	Timber stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Grant	03129 27E0200N2920001	E0200 CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Grant	03193 27N2928E0190009	N2920 OSAGE CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Grant	03279 2706 0709 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Grant	03284 2706 0838 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Grant	03343 2714 1226 X	S.H. 11 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Grant	03409 2706 0676 X	U.S. 64 COLDWATER CREEK	Concrete stringer/multi-beam or girder (reinforced)	1931	On-System	Determined to be outside study period
Grant	03410 2706 0728 X	U.S. 64 SAND CREEK	Concrete stringer/multi-beam or girder (reinforced)	1931	On-System	Determined to be outside study period
Grant	03418 2706 0649 X	U.S. 64 CREEK	Concrete slab (reinforced)	1931	On-System	Determined to be outside study period
Grant	03441 2706 0748 X	U.S. 64 CREEK	Concrete slab (reinforced)	1931	On-System	Determined to be outside study period
Grant	03530 2714 0746 X	S.H. 11 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Grant	03598 2714 0041 X	S.H. 11 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Grant	03856 2714 0351 X	S.H. 11 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Grant	03920 2714 0415 X	S.H. 11 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Grant	03974 2714 1101 X	S.H. 11 LITTLE ANTELOPE CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Grant	10338 27N2990E0220001	N2990 POND CREEK	Steel stringer/multi-beam or girder	1945	Off-System	Superstructure replacement
Grant	14830 27E0030N2890004	E0030 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Grant	15432 2714 0851 X	S.H. 11 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Grant	15660 27E0290N2790009	E0290 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Grant	17663 27E0260N2940008	E0260 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Grant	25184 27E0290N2770001	E0290 CREEK	Steel box beam or girders - multiple	1996	Off-System	Determined to be outside study period
Grant	25782 27E0260N2960008	E0260 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Grant	26699 27N2970E0250005	N2970 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Greer	00928 28E1320N1840002	E1320 HAY STACK CREEK	Steel stringer/multi-beam or girder	1999	Off-System	Determined to be outside study period
Greer	02452 28N1850E1530009	N1850 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Greer	02623 2808 0290 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Greer	02651 2808 1175 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Greer	03258 2812 0043 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Greer	03263 2812 0268 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Greer	03266 2812 0365 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Greer	03268 2812 0465 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Greer	03355 2812 0089 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Greer	03372 2812 0339 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Greer	03510 2804 0464 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Greer	03519 2804 0623 X	U.S. 283 LAKE CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Greer	03842 2826 0011 X	S.H. 44 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Greer	05764 28E1440N2010005	2818C CREEK	Concrete slab (reinforced)	1938	Off-System	Determined not eligible - Section 106 complete
Greer	05765 28E1440N2030001	2818C CREEK	Concrete slab (reinforced)	1938	Off-System	Determined not eligible - Section 106 complete
Harmon	02468 29E1730N1810004	E1730 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Harmon	02737 29E1670N1690004	FAS 2908 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Harmon	03264 2902 0300 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03276 2904 0685 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03325 2902 0122 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03329 2902 0365 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03330 2902 0390 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03358 2902 0324 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03359 2904 0616 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03405 2902 0032 X	U.S. 62 BIG SANDY CREEK	Concrete stringer/multi-beam or girder (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03433 2904 0284 X	U.S. 62 SANDY CREEK	Prestressed concrete stringer/multi-beam or girder	1978	On-System	Owned by railroad
Harmon	03495 2912 0161 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03517 2912 0617 X	S.H. 5 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harmon	03795 2912 0334 X	S.H. 5 LOBOS OR SANDY CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Harmon	09543 2910 0763 X	S.H. 30 ELM FORK OF RED RIVER	Steel continuous stringer/multi-beam or girder	1940	On-System	Determined not eligible - Section 106 complete

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Harper	03304 3002 1496 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harper	03398 3002 2142 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Harper	03523 3012 0716 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Harper	03567 3012 1962 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Harper	03601 3012 0132 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Harper	03635 3012 1144 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Harper	03642 3012 1457 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Harper	03644 3012 1530 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Harper	03686 3012 2070 X	U.S. 270 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Haskell	03521 3104 0641 X	S.H. 2 ELM CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Haskell	06271 31E1220N4540002	E1220 OTTER CREEK TRIB.	Steel stringer/multi-beam or girder	1938	Off-System	Determined not eligible - Section 106 complete
Hughes	02625 3202 0311 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Hughes	02634 3202 0602 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Hughes	02638 3202 0704 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Hughes	03273 3204 0614 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Hughes	03282 3204 0805 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Hughes	03336 3202 0862 X	U.S. 75 SHAWNEE CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	On-System	Determined to be outside study period
Hughes	03580 32N3820E1310008	N3820 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Hughes	03581 32N3820E1320003	N3820 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Hughes	03655 32N3920E1210008	N3920 CREEK	Concrete slab (reinforced)	1932	Off-System	Determined to be outside study period
Hughes	03656 32N3826E1380004	N3826 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Hughes	04989 3210 0320 X	UP R.R. U.S. 270 UNDER	Steel stringer/multi-beam or girder	1936	On-System	Owned by railroad

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Hughes	08992 32E1290N3740004	3206C YEAGER CREEK	Timber stringer/multi-beam or girder	2002	Off-System	Determined to be outside study period
Hughes	23678 32N3770E1460003	N3770 POND CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Jackson	02456 33N1980E1620001	FAS 3320 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Jackson	02458 33N1880E1700008	FAS 3302 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Jackson	02459 33N1930E1720001	N1930 CREEK	Concrete arch - deck (reinforced)	1930	Off-System	Determined to be outside study period
Jackson	02476 33E1640N1910006	E1640 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Jackson	02478 33E1770N1910009	3328C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Jackson	02480 33E1710N1990003	E1710 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Jackson	02646 3304 0971 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Jackson	02967 3304 1003 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Jackson	03059 3304 1131 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Jackson	03522 3306 0690 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jackson	03545 33N2040E1520001	N2040 (OLD U.S.283 CREEK	Concrete culvert (reinforced)	1932	Off-System	Determined to be outside study period
Jackson	03613 3306 0382 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jackson	03621 3308 0683 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jackson	03623 3306 0735 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jackson	03718 3306 0197 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jackson	06938 3302 0982 X	U.S. 62 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Jackson	07332 3320 0219 X	S.H. 5 SANDY CREEK	Steel truss - through	1939	On-System	Determined not eligible - Section 106 complete
Jackson	07738 33E1680N2060002	E1680 CREEK	Steel stringer/multi-beam or girder	1967	Off-System	Determined to be outside study period
Jackson	09591 33N2100E1700004	FAS 3310 CREEK	Concrete slab (reinforced)	1941	Off-System	Nonextant
Jackson	23997 33N1970E1760002	N1970 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Jefferson	02533 34E2020N2820009	3410C HACKBERRY CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Jefferson	03377 34N3010E2030006	3444C MAJOR MUD CREEK O'FLOW	Concrete stringer/multi-beam or girder (reinforced)	1931	Off-System	Determined to be outside study period
Jefferson	03390 34N3010E2030005	3444C MAJOR CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Jefferson	03396 34N3010E2030004	3444C MAJOR CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Jefferson	03490 3404 0082 X	U.S. 70 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Jefferson	03498 3404 0245 X	U.S. 70 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Jefferson	03505 3404 0358 X	U.S. 70 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Jefferson	03534 3402 0837 X	U.S. 70 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jefferson	03535 3406 0948 X	U.S. 81 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jefferson	03550 3404 1343 X	U.S. 70 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jefferson	03551 3404 1369 X	U.S. 70 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jefferson	03560 3406 1670 X	U.S. 81 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jefferson	03566 3406 1931 X	U.S. 81 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jefferson	03632 3404 0995 X	U.S. 70 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Jefferson	03636 3406 1270 X	U.S. 81 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Jefferson	03648 3404 2319 X	U.S. 70 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Jefferson	03681 3406 1222 X	U.S. 81 CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Jefferson	03725 3406 1453 X	U.S. 81 CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Jefferson	03727 3406 1683 X	U.S. 81 SQUIRREL CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Jefferson	03754 3404 0795 X	U.S. 70 CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Jefferson	03769 3404 0621 X	U.S. 70 WEST MUD CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Jefferson	04306 34E1910N2920004	3404C MAJOR MUD CREEK	Steel stringer/multi-beam or girder	1935	Off-System	Determined not eligible - Section 106 complete

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Jefferson	07169 34E2070N2840004	E2070 FROG CREEK	Steel stringer/multi-beam or girder	1939	Off-System	Determined not eligible - Section 106 complete
Johnston	03274 3528 0627 X	S.H. 99 LITTLE SANDY CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Johnston	03286 3528 0922 X	S.H. 99 BIG SANDY CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Johnston	03332 3532 0435 X	S.H. 99 DIAMOND SPRING BR.	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Johnston	03360 3528 0688 X	S.H. 99 BUZZARD CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Johnston	03371 3532 0225 X	S.H. 99 PECAN CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Johnston	03383 3532 0368 X	S.H. 99 LITTLE PECAN CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Johnston	03547 3506 1266 X	S.H. 7 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Johnston	03705 3506 1130 X	S.H. 7 SULPHUR BRANCH CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Johnston	03756 3516 1738 X	S.H. 22 ROCK CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Johnston	03759 3516 1560 X	S.H. 22 BUTCHER PEN CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Johnston	03876 3532 0810 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Johnston	03966 3506 0550 X	S.H. 7 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Johnston	03992 3506 0080 X	S.H. 7 PECAN CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Johnston	06227 35E1770N3590007	3504C CREEK	Concrete slab (reinforced)	1938	Off-System	Determined not eligible - Section 106 complete
Johnston	10076 3524 0381 X	S.H. 99 WASHITA RIVER	Steel truss - through	1943	On-System	Determined not eligible - Section 106 complete
Kay	02366 36N3380E0060003	N3380 DEER CREEK	Masonry arch - deck	1930	Off-System	Determined to be outside study period
Kay	02378 36N3120E0270003	N3120 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kay	02662 36N3120E0030008	N3120 SAND CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Kay	02798 36E0090N3210003	E0090 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kay	02929 36E0200N3250001	E0200 DUCK CREEK	Steel stringer/multi-beam or girder	1939	Off-System	Superstructure replacement
Kay	02972 36N3210E0100003	N3210 BITTER CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Kay	02997 36E0120N3210002	E0120 DRY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Superstructure replacement
Kay	03033 36E0090N3200009	E0090 BITTER CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Kay	03038 36E0090N3310000	E0090 BOIS D'ARC CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Kay	03064 36N3210E0110001	N3210 BITTER CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Kay	03168 36N3120E0180003	N3120 DEER CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Kay	04422 3610 0651WX	BNSF R.R. U.S. 77 SB UNDER	Steel stringer/multi-beam or girder	1936	On-System	Owned by railroad
Kay	07260 36N3250E0200003	N3250 DUCK CREEK	Steel stringer/multi-beam or girder	2006	Off-System	Determined to be outside study period
Kay	07929 36E0190N3180009	E0190 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Superstructure replacement
Kay	08210 36N3230E0040005	N3230 EAST BITTER CREEK	Steel stringer/multi-beam or girder	1995	Off-System	Determined to be outside study period
Kay	08222 36N3190E0100009	N3190 DOE CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Superstructure replacement
Kay	08551 36E0180N3120001	E0180 PETERS CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Kay	08556 36E0180N3130008	E0180 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Kay	08601 36E0200N3370009	E0200 COON CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Superstructure replacement
Kay	08948 36E0120N3310005	E0120 BOIS D'ARC CREEK	Steel stringer/multi-beam or girder	2004	Off-System	Determined to be outside study period
Kay	09245 36E0170N3300005	E0170 BOIS D'ARC CREEK	Steel stringer/multi-beam or girder	1995	Off-System	Determined to be outside study period
Kay	14525 36N3270E0100001	N3270 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kay	17774 36N3160E0240004	N3160 CREEK	Steel box beam or girders - multiple	1930	Off-System	Superstructure replacement
Kay	17775 36N3220E0280006	N3220 BIRD'S NEST CREEK	Steel box beam or girders - multiple	1970	Off-System	Determined to be outside study period
Kay	25231 36E0150N3300009	E0150 BOIS D'ARC CREEK	Steel stringer/multi-beam or girder	1997	Off-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Kay	26950 36N3410E0160006	N3410 WILDCAT CREEK	Steel stringer/multi-beam or girder	2007	Off-System	Determined to be outside study period
Kay	26952 36N3196E0230003	N3196 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kingfisher	00001 37N2860E0770007	N2860 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Kingfisher	03472 37E0770N2880008	E0770 TRAIL CREEK	Concrete stringer/multi-beam or girder (reinforced)	1932	Off-System	Determined to be outside study period
Kingfisher	06447 3710 0020 X	UP R.R. S.H. 33 UNDER	Steel stringer/multi-beam or girder	1938	On-System	Owned by railroad
Kingfisher	09533 3712 1610 X	S.H. 51 TURKEY CREEK	Steel truss - through	1940	On-System	Determined not eligible - Section 106 complete
Kingfisher	10139 37N2750E0810007	N2750 KINGFISHER CREEK	Timber stringer/multi-beam or girder	1945	Off-System	Superstructure replacement
Kingfisher	21628 37E0880N2850004	E0880 UNCLE JOHN CREEK	Steel stringer/multi-beam or girder	1987	Off-System	Determined to be outside study period
Kingfisher	27970 3710 0019 X	UP R.R. & CITY ST S.H. 33 UNDER	Steel stringer/multi-beam or girder	1938	On-System	Owned by railroad
Kingfisher	27971 3710 0021 X	UP R.R. & CITY ST S.H. 33 UNDER	Steel stringer/multi-beam or girder	1938	On-System	Owned by railroad
Kiowa	02443 38N2060E1320005	3884C CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02444 38N2370E1330005	IRR FAS 3827 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02446 38N2320E1380004	3860C CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02447 38N2260E1390007	N2260 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02448 38N2260E1390009	N2260 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02450 38N2090E1450006	N2090 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02451 38N2280E1500006	FAS 3808 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02455 38N2220E1620001	IRR FAS 3829 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02486 38E1340N2150002	E1340 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02487 38E1580N2160002	FAS 3804 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Kiowa	02488 38E1580N2180004	FAS 3804 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02491 38E1580N2200004	FAS 3804 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02492 38E1420N2200004	FAS 3825 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02494 38E1370N2200009	E1370 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02498 38E1520N2220007	FAS 3813 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02499 38E1420N2240007	FAS 3825 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02500 38E1400N2260001	E1400 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02503 38E1630N2280001	IRR E1630 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02505 38E1380N2300002	FAS 3803 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02513 38E1410N2360006	IRR FAS 3827 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02514 38E1390N2360009	3860C CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02516 38E1360N2390001	E1360 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02733 38N2270E1550005	N2270 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02743 38E1340N2090001	FAS 3810 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02744 38E1390N2100003	E1390 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02750 38E1360N2200005	E1360 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02753 38E1370N2220009	E1370 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Kiowa	02760 38E1450N2290004	E1450 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02761 38E1483N2300007	E1483 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02899 38N2300E1350009	N2300 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02900 38N2180E1430001	IRR FAS 3802 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02901 38D2285E1640018	D2285 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02907 38E1580N2170008	FAS 3804 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02909 38E1360N2230001	E1360 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02911 38E1600N2240001	IRR FAS 3804 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02913 38E1530N2310007	IRR E1530 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02985 38N2370E1320006	IRR FAS 3827 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	02986 38N2180E1450007	IRR FAS 3802 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	03075 38N2090E1350009	FAS 3801 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Kiowa	03295 3816 1032 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Kiowa	03327 3802 0182 X	U.S. 62 BUS. CREEK	Concrete stringer/multi-beam or girder (reinforced)	1931	On-System	Determined to be outside study period
Kiowa	03362 3816 0981 X	S.H. 9 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Kiowa	03406 3802 0197 X	U.S. 62 BUS. OTTER CREEK O' FLOW	Concrete stringer/multi-beam or girder (reinforced)	None	On-System	Nonextant
Kiowa	03428 3802 0192 X	U.S. 62 BUS. OTTER CREEK	Steel truss - through	None	On-System	Nonextant
Kiowa	03440 3802 0210 X	U.S. 62 BUS. DRY OTTER CREEK	Concrete tee beam (reinforced)	1931	On-System	Determined to be outside study period
Kiowa	03518 3808 0620 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Kiowa	03524 3802 0716 X	U.S. 62 BUS. E FORK OF DEEP RED CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Kiowa	03525 3818 0718 X	S.H. 44 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Kiowa	03586 38E1650N2320007	IRR 3872C CREEK	Concrete culvert (reinforced)	1932	Off-System	Determined to be outside study period
Kiowa	03760 38D2285E1640010	D2285 DEEP RED CREEK	Steel truss - through	1932	Off-System	Determined to be outside study period
Latimer	03026 39N4355E1440003	N4355 FOURCHE MALINE CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Latimer	03546 3906 1257 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Latimer	03561 3906 1708 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Latimer	03568 3906 1989 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Latimer	03637 3906 1286 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Latimer	03640 3906 1377 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Latimer	03641 3906 1393 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Latimer	03645 3906 1538 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Latimer	03728 3906 2070 X	S.H. 2 BANDY CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Latimer	03729 3906 2210 X	S.H. 2 CREEK	Concrete slab (reinforced)	1932	On-System	Determined to be outside study period
Latimer	04191 3916 0322 X	S.H. 1 CREEK	Concrete culvert (reinforced)	1934	On-System	Determined not eligible - Section 106 complete
Latimer	08689 39E1460N4370002	IRR 3914C CREEK	Concrete slab (reinforced)	1940	Off-System	Determined not eligible - Section 106 complete
Latimer	09472 3916 0258 X	S.H. 1 BUFFALO CREEK OVERFLOW	Steel stringer/multi-beam or girder	1940	On-System	Determined not eligible - Section 106 complete
Latimer	09473 3916 0270 X	S.H. 1 BUFFALO CREEK OVERFLOW	Steel stringer/multi-beam or girder	1940	On-System	Determined not eligible - Section 106 complete
Latimer	09509 3916 0285 X	S.H. 1 BUFFALO CREEK	Steel truss - through	1940	On-System	Determined not eligible - Section 106 complete
LeFlore	03559 4002 1638 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
LeFlore	03562 4002 1735 X	U.S. 59 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
LeFlore	04474 40D1550N4735005	D1550 BLACK FORK CREEK	Concrete slab (reinforced)	1999	Off-System	Determined to be outside study period
LeFlore	06994 40N4570E1410000	N4570 COAL CREEK	Concrete culvert (reinforced)	2011	Off-System	Determined to be outside study period
LeFlore	08356 40N4600E1375005	4086C CREEK	Steel stringer/multi-beam or girder	2011	Off-System	Determined to be outside study period
LeFlore	09084 40N4760E1380004	N4760 DOUBLE BRANCH CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Superstructure replacement
Lincoln	02400 41N3530E0760001	N3530 TURKEY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02402 41N3430E0790002	N3430 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02412 41N3440E0910001	N3440 CREEK	Concrete arch - deck (reinforced)	1930	Off-System	Determined to be outside study period
Lincoln	02421 41N3470E0990006	N3470 BREAKFAST CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02422 41N3520E1000002	N3520 WARSHAM CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02557 41E0740N3300000	E0740 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02559 41E0990N3330004	E0990 CREEK	Timber stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02561 41E0950N3370004	E0950 PECAN CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02568 41E0780N3460006	4106C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02569 41E0930N3460006	E0930 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02570 41E0940N3460009	E0940 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Lincoln	02572 41E0780N3490009	4106C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02573 41E0870N3510008	E0870 TROT CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02574 41E0980N3520001	E0980 CREEK	Timber stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02575 41E0990N3530007	E0990 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Lincoln	02576 41E1010N3570009	E1010 CREEK	Steel stringer/multi-beam or girder	1998	Off-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Lincoln	02694 41N3330E0780000	N3330 DUGOUT CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02812 41E0840N3430004	E0840 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02815 41E1010N3510003	E1010 ROBINSON CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02819 41E0820N3520009	E0820 FOUR MILE CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02822 41E0900N3560007	4124C GRAY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02824 41E0860N3570006	E0860 LILLY CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Lincoln	02894 41N3400E0950005	N3400 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	02933 41E0760N3390004	IRR E0760 CREEK	Steel girder and floorbeam system	1930	Off-System	Determined to be outside study period
Lincoln	03070 41N3360E1020008	N3360 QUAPAW CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	03084 41E1010N3510004	E1010 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Lincoln	03111 41E0750N3450005	4102C BIG CREEK	Steel girder and floorbeam system	1930	Off-System	Determined to be outside study period
Lincoln	03260 4116 0064 X	S.H. 18 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Lincoln	03262 4116 0192 X	S.H. 18 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Lincoln	03293 4116 1013 X	S.H. 18 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Lincoln	03296 4116 1130 X	S.H. 18 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Lincoln	03299 4116 1240 X	S.H. 18 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Lincoln	03399 4116 0661 X	S.H. 18 DRY CREEK O'FLOW	Concrete slab (reinforced)	1931	On-System	Determined to be outside study period
Lincoln	03412 4116 1080 X	S.H. 18 WEST BEAVER CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Lincoln	03434 4116 0670 X	S.H. 18 DRY CREEK	Concrete slab (reinforced)	1931	On-System	Determined to be outside study period
Lincoln	03461 41N3346E0950009	N3346 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Lincoln	03475 41E0870N3460004	E0870 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Lincoln	03591 41E0800N3480009	E0800 RANCH CREEK	Timber stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Lincoln	03661 41E0760N3560001	IRR E0760 SAND CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Lincoln	03800 4124 0157 X	S.H. 66 BUS. CAPTAIN CREEK	Steel truss - through	1932	On-System	Determined to be outside study period
Lincoln	04413 41E0830N3510005	E0830 CREEK	Steel stringer/multi-beam or girder	1935	Off-System	Superstructure replacement
Lincoln	04487 41N3390E1020003	N3390 QUAPAW CREEK	Steel stringer/multi-beam or girder	2010	Off-System	Determined to be outside study period
Lincoln	27082 4128 1744 X	U.S. 377 / S.H. 99 GRAY HORSE CREEK	Concrete culvert (reinforced)	2007	On-System	Determined to be outside study period
Logan	02035 42E0690N3030001	E0690 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Logan	02547 42E0690N3110002	E0690 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Logan	02695 42N3160E0830002	N3160 CREEK	Steel continuous stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Logan	02787 42E0640N2990003	E0640 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Logan	03139 42N3250E0820002	N3250 BEAR CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Logan	03164 4206 0860 X	S.H. 33 GAR CREEK	Steel stringer/multi-beam or girder	1930	On-System	Determined to be outside study period
Logan	03181 42N3280E0830004	HARRAH RD. BEAR CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Logan	03255 42E0760N3250002	E0760 CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Logan	03379 42E0820N3180004	E0820 BEAR CREEK	Timber stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Logan	03450 4204 0261 X	U.S. 77 CIMARRON RIVER	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Logan	06652 42N3100E0880000	N3100 (BROADWAY) SPRING CREEK	Steel stringer/multi-beam or girder	1939	Off-System	Determined not eligible - Section 106 complete
Logan	11606 4228 0152 X	S.H. 74E SAND CREEK	Concrete culvert (reinforced)	1950	On-System	Determined to be outside study period
Logan	25304 42N3180E0710004	N3180 CREEK	Steel continuous stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Logan	27880 42E0786N3130001	E0786 JELSMA STADIUM (STORAGE)	Steel stringer/multi-beam or girder	Pre-1	Off-System	Determined to be outside study period
Love	02649 4302 1088 X	U.S. 77 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Love	02653 4302 1299 X	U.S. 77 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Love	02855 4302 0586 X	BNSF R.R. U.S. 77 UNDER	Steel girder and floorbeam system	1930	On-System	Owned by railroad
Love	02869 4302 1042 X	U.S. 77 CLOUDS BRANCH CREEK	Steel stringer/multi-beam or girder	1930	On-System	Determined to be outside study period
Major	03308 4726 2008 X	U.S. 412 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Major	03309 4726 2112 X	U.S. 412 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Major	03310 4702 2881 X	U.S. 60 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Major	03338 4718 1083 X	S.H. 8 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Major	03356 4704 0161 X	U.S. 60 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Major	03797 4732 0563 X	S.H. 58 INDIAN CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Major	10067 47N2280E0350005	BNSF R.R. N2280 UNDER	Steel stringer/multi-beam or girder	1943	Off-System	Owned by railroad
Marshall	03494 4816 0153 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Marshall	03508 4816 0383 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Marshall	03608 4816 0238 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Marshall	03670 4810 0303 X	S.H. 70A CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Marshall	03766 4816 0119 X	S.H. 99 GLASSES CREEK	Steel continuous stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Marshall	04574 4804 0220 X	BNSF R.R. U.S. 70 UNDER	Steel stringer/multi-beam or girder	1935	On-System	Owned by railroad
Marshall	05301 48N3600E2000002	4808C CREEK	Concrete culvert (reinforced)	1937	Off-System	Determined not eligible - Section 106 complete
Marshall	10565 4806 0176 X	S.H. 32 HAUANI CREEK	Steel truss - through	1943/	On-System	Determined not eligible - Section 106 complete
Mayes	02380 49N4310E0370009	N4310 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Mayes	02391 49N4290E0590005	N4290 BRUSHY CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Mayes	02394 49D4293E0610009	D4293 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Mayes	02609 49E0370N4350003	4906C ROCK CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Mayes	02683 49N4260E0510007	4958C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Mayes	02888 49N4280E0450009	4942C CREEK	Timber stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Mayes	02958 49E0480N4290009	E0480 CREEK	Concrete arch - deck (reinforced)	1930	Off-System	Determined to be outside study period
Mayes	03067 49N4280E0480004	4942C SEMINOLE CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Mayes	03178 49E0500N4300002	E0500 PRYOR CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Mayes	05485 49E0590N4300002	E0590 UP R.R. UNDER	Concrete stringer/multi-beam or girder (reinforced)	1937	Off-System	Determined not eligible - Section 106 complete
Mayes	09887 49E0600N4350007	E0600 CREEK	Steel stringer/multi-beam or girder	1942	Off-System	Determined not eligible - Section 106 complete
McClain	03300 4428 1241 X	S.H. 59 CANADIAN SANDY CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
McClain	03306 4428 1640 X	S.H. 59 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
McClain	03307 4428 1909 X	S.H. 59 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
McClain	03349 4428 2149 X	S.H. 59 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
McClain	04948 4428 0045 X	BNSF R.R. S.H. 59 UNDER	Steel girder and floorbeam system	1936	On-System	Owned by railroad
McClain	08923 44E1350N3110005	E1350 CREEK	Timber stringer/multi-beam or girder	2012	Off-System	Determined to be outside study period
McCurtain	02617 45E2060N4710000	E2060 CROOKED CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
McCurtain	03199 45E1745N4790005	4502C MOUNTAIN FORK RIVER	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
McCurtain	03712 45N4490E2040003	4526C WHITE OAK CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
McCurtain	03989 45N4550E2150006	N4550 WATERHOLE CREEK	Concrete slab (reinforced)	1933	Off-System	Determined not eligible - Section 106 complete
McCurtain	06577 4504 0235EX	U.S. 70/US-259/SH3 LITTLE RIVER OVERFLOW	Steel stringer/multi-beam or girder	1938	On-System	Determined not eligible - Section 106 complete

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
McCurtain	06584 4504 0259EX	U.S. 70/US-259/SH3 LITTLE RIVER OVERFLOW	Steel stringer/multi-beam or girder	1938	On-System	Determined not eligible - Section 106 complete
McCurtain	06589 4504 0187EX	U.S. 70 NB LITTLE RIVER	Steel truss - through	1938	On-System	Determined not eligible - Section 106 complete
McCurtain	23764 45N4550E2160006	N4550 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
McIntosh	03375 4606 1640 X	U.S. 266 CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
McIntosh	03489 4606 0065 X	U.S. 266 DEEP CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
McIntosh	03619 4606 0608 X	U.S. 266 WAYNE CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
McIntosh	03751 4606 0467 X	U.S. 266 PUTTY CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
McIntosh	08095 46E1240N4080001	IRR 4630C CREEK	Concrete culvert (reinforced)	2012	Off-System	Determined to be outside study period
McIntosh	08781 46N3980E1240004	FAS 4619 MILL CREEK	Concrete stringer/multi-beam or girder (reinforced)	2012	Off-System	Determined to be outside study period
McIntosh	10249 46E1030N4080008	E1030 PUTTY CREEK	Steel culvert	1996	Off-System	Determined to be outside study period
Murray	00645 5020 1216 X	U.S. 177 TRAVERTINE CREEK	Concrete slab (reinforced)	1918	On-System	Determined to be outside study period
Murray	03294 5012 1013 X	S.H. 7 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Murray	03497 5024 0199 X	U.S. 177 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Muskogee	02419 51N4239E0970006	5180C CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Muskogee	02657 5112 1494 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Muskogee	02893 51N4257E0940004	5180C CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Muskogee	03101 51N4248E0960001	5180C BUTLER BRANCH CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Muskogee	03122 51N4213E1000005	5180C WAYSIDE CREEK	Steel slab	1930	Off-System	Determined to be outside study period
Muskogee	03151 5102 1102 X	U.S. 62 CANE CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	On-System	Determined to be outside study period
Muskogee	03267 5108 0400 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1929	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Muskogee	03352 51N4180E0990005	5144C CREEK	Steel truss - through	1931	Off-System	Determined to be outside study period
Muskogee	03765 5120 0116 X	U.S. 266 BENNETT CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Muskogee	08123 51E1069N4340001	UP R.R. E1069 UNDER	Steel continuous stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Muskogee	08278 51N4293E0890006	UP R.R. S.CHEROKEE DRIVE	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Muskogee	09818 5128 2014 X	UP R.R. S.H. 10 UNDER	Steel stringer/multi-beam or girder	1941	On-System	Owned by railroad
Noble	02385 52N3150E0450009	N3150 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Noble	02801 52E0350N3260007	E0350 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Noble	03281 5210 0777 X	U.S. 77 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Noble	03292 5210 1007 X	U.S. 77 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Noble	03314 52N3250E0290007	N3250 BIRD'S NEST CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Noble	25040 52N3370E0490003	N3370 LONG BRANCH CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Noble	25421 52E0580N3160006	BNSF R.R. E0580 UNDER	Steel stringer/multi-beam or girder	1942	Off-System	Owned by railroad
Noble	25429 52E0480N3360005	E0480 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Noble	25431 52E0360N3140007	E0360 BUNCH CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Nowata	02365 53N4140E0030001	N4140 VINEGAR CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Nowata	02374 53N4070E0210008	N4070 CURL CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Nowata	02659 53N4090E0020007	N4090 OPOSSUM CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Nowata	02660 53N4100E0030001	N4110 OPOSSUM CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Nowata	02664 53N4134E0070005	N4134 CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Nowata	02666 53N4050E0110007	N4050 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Nowata	02839 53E0190N4090005	E0190 MORMON CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Nowata	02841 53E0190N4090009	E0190 MORMON CREEK	Steel stringer/multi-beam or girder	2010	Off-System	Determined to be outside study period
Nowata	02842 53E0190N4100001	E0190 MORMON CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Nowata	02843 53E0160N4100003	E0160 WOLF CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Nowata	02873 53N4120E0040000	N4130 OPOSSUM CREEK	Masonry arch - deck	1930	Off-System	Determined to be outside study period
Nowata	03007 53N4110E0030001	N4120 OPOSSUM CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Nowata	03050 53E0115N4180006	E0115 TUCKER CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Nowata	03136 53N4140E0240005	N4140 S. FORK CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Nowata	03167 53N4140E0040002	N4140 OPOSSUM CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Nowata	03201 53N4135E0080008	N4135 HICKORY CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Nowata	03223 53N4190E0190006	N4190 CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Nowata	03569 53N4240E0100009	5348C CHUCKLE CREEK	Concrete continuous slab (reinforced)	1932	Off-System	Determined to be outside study period
Nowata	03650 53N4060E0240005	5328C PURGATORY CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Nowata	03706 53N4060E0220005	5328C CURL CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Nowata	03717 53E0270N4200002	5322C PANTHER CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Okfuskee	03289 5406 0959 X	U.S. 75 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Okfuskee	03291 5406 1000 X	U.S. 75 BAD CREEK O'FLOW	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Okfuskee	03315 54N3800E1100003	5452C CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Okfuskee	03394 5406 0995 X	U.S. 75 BAD CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Okfuskee	03592 54D1053N3670002	D1053 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Okfuskee	03612 5414 0360 X	S.H. 56 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Okfuskee	04642 54N3890E1180001	N3890 CREEK	Concrete slab (reinforced)	None	Off-System	Nonextant
Oklahoma	02423 55N2995E1035002	OVERHOLSER CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Oklahoma	02425 55N3277E1050005	N3277 (TIM HOLT) CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Oklahoma	02550 55E0900N3140009	SORGHUM MILL RD. OIL PEAVINE CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Oklahoma	02802 55E0950N3270009	E0950 (164 ST) CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Oklahoma	02998 55E0940N3230009	E0940 (NE 178) CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Oklahoma	03123 55N3150E1060001	MIDWEST BLVD N3150 SOLDIER CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Oklahoma	03245 55N3072E1030009	SHARTEL AVE. CREEK	Concrete culvert (reinforced)	1931	Off-System	Determined to be outside study period
Oklahoma	03369 55E1082N3078001	BNSF R.R. SW 17TH UNDER	Steel stringer/multi-beam or girder	1931	Off-System	Owned by railroad
Oklahoma	03391 55E1074N3078002	BNSF R.R. E1074 (S 7 ST) UNDER	Steel stringer/multi-beam or girder	1931	Off-System	Owned by railroad
Oklahoma	03392 55E1080N3080000	BNSF R.R. E1080 (SW 15 ST) UNDER	Steel stringer/multi-beam or girder	1931	Off-System	Owned by railroad
Oklahoma	03473 55E1090N3040003	SW 29TH ST. CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Oklahoma	04536 55E1065N3075005	BNSF R.R. NW 3RD ST. UNDER	Steel stringer/multi-beam or girder	1935	Off-System	Owned by railroad
Oklahoma	04594 55N3082E1060007	WALNUT AVE U.P. R.R. UNDER	Steel continuous stringer/multi-beam or girder	2005	Off-System	Superstructure replacement
Oklahoma	05451 55N3050E1080006	SLWC R.R. MAY AVE. UNDER	Steel girder and floorbeam system	1937	Off-System	Owned by railroad
Oklahoma	05463 5504 0280 X	SLWC R.R. U.S. 62 UNDER	Steel girder and floorbeam system	1937	On-System	Owned by railroad
Oklahoma	07298 55N3050E1060008	UP R.R. N3050 UNDER	Steel stringer/multi-beam or girder	1939	Off-System	Owned by railroad
Oklahoma	07947 55E0960N3240008	E0960(NE 150) SMITH CREEK	Steel stringer/multi-beam or girder	1927	Off-System	Determined to be outside study period
Oklahoma	09354 55E1069N3070009	BNSF R.R. FAU 9464 (SHERIDAN) UND	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Oklahoma	09355 55E1065N3080000	BNSF R.R. N 4TH STREET UNDER	Steel other	1940	Off-System	Owned by railroad
Oklahoma	09356 55E1063N3080000	BNSF R.R. N 6TH STREET UNDER	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Oklahoma	09357 55E1064N3080000	BNSF R.R. N 5TH STREET UNDER	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Oklahoma	09358 55E1066N3080000	BNSF R.R. E1066 (ROBT S KERR)UNDER	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Oklahoma	09394 55E1068N3080000	BNSF R.R. E1068 (MAIN) UNDER	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Oklahoma	16327 55E1040N3070006	NW 36TH ST CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Oklahoma	23335 55E1066N3080001	BNSF R.R. E1066 (ROBT S KERR)UNDER	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Oklahoma	26425 55N3020E0920003	N3020 CREEK	Concrete culvert (reinforced)	1938	Off-System	Determined not eligible - Section 106 complete
Okmulgee	02592 56E1087N3920009	N1087 (BRODWAY) CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Okmulgee	02834 56E1086N3930000	E1086 (TRUDGEON) CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Okmulgee	02982 56N3944E0910000	N3944 CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Okmulgee	03269 5606 0493 X	U.S. 62 GRAVE CREEK TRIBUTARY	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Okmulgee	03380 56E1085N3990009	5634C CREEK	Concrete continuous slab (reinforced)	1931	Off-System	Determined to be outside study period
Okmulgee	03782 5612 0048 X	U.S. 266 COAL CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Okmulgee	04152 56E0930N3940009	E0930 NEGRO CREEK	Concrete culvert (reinforced)	2012	Off-System	Determined to be outside study period
Okmulgee	04266 56N3950E0920009	N3950 NEGRO CREEK	Concrete culvert (reinforced)	2012	Off-System	Determined to be outside study period
Okmulgee	05495 56E0900N3930008	R.R. 5608C UNDER	Steel stringer/multi-beam or girder	1937	Off-System	Owned by railroad
Okmulgee	06291 5620 0523 X	S.H. 56 NUYAKA CREEK	Concrete culvert (reinforced)	1946/	On-System	Determined to be outside study period
Okmulgee	06320 56N3860E0900005	IRR FAS 5622 CREEK	Prestressed concrete tee beam	1978	Off-System	Owned by railroad

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Okmulgee	06539 56E0910N4060006	E0910 LITTLE CANE CREEK	Steel stringer/multi-beam or girder	1950	Off-System	Determined to be outside study period
Okmulgee	07181 56E1085N3960004	5634C CREEK	Concrete culvert (reinforced)	1959	Off-System	Determined to be outside study period
Okmulgee	09071 56N3947E1090002	FAU 1957 (4 TH) COAL CREEK	Steel stringer/multi-beam or girder	1937	Off-System	Determined not eligible - Section 106 complete
Okmulgee	09458 56E1074N3950009	BNSF R.R. FAU 1963 (2 ST W) UNDER	Steel girder and floorbeam system	1940	Off-System	Owned by railroad
Osage	02369 57N3610E0110007	IRR 5732C CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Osage	02565 57E0300N3430009	5734C BIG DRUM CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02661 57N3683E0030002	5748C CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Osage	02670 57D3758E0190001	D3785 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Osage	02673 57N3650E0270002	5746C LITTLE HOMINY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02676 57N3843E0290009	N3843 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02677 57D3715E0320006	D3715 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Superstructure replacement
Osage	02809 57E0280N3410004	5734C MARCHESONI CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02811 57E0325N3420005	5736C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02817 57E0100N3510009	5704C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02818 57E0140N3520005	5706C CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Osage	02820 57E0140N3530002	5706C CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Osage	02829 57E0230N3740009	5770C LITTLE SOLDIER CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02831 57E0260N3780009	E0260 BUFFALO CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02880 57N3650E0240005	5746C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02881 57N3355E0270007	IRR 5718C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Osage	02882 57D3421E0280003	5734C LITTLE DRUM CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02883 57N3788E0280009	FAS 5747 COSHAHEE CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02884 57N3431E0290002	5734C BIG DRUM CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02939 57E0215N3560006	5726C LOST MAN CREEK TRIB.	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Osage	02945 57E0219N3720001	IRR 5782C BIRD CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Osage	02946 57E0220N3730001	IRR 5782C MUD CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02947 57E0405N3760009	5788C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	02968 57N3684E0050001	5748C CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Osage	03012 57N3850E0210006	5768C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	03043 57E0320N3580007	FAS 5754 LUCY CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Osage	03044 57E0390N3580009	5740C SYCAMORE CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Osage	03066 57N3524E0280004	IRR 5722C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	03112 57E0050N3560009	5702C CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Osage	03169 57N3850E0200004	IRR 5768C SAND CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Osage	03170 57N3629E0300008	5746C HOMINY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Osage	03205 57E0217N3520002	5714C SALT CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Osage	03215 57N3790E0260005	N3790 BIRD CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Osage	03230 57N3522E0280007	5722C SALT CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Osage	03590 57D0230N3430004	D0230 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Osage	03593 57E0175N3740009	E0175 MUD CREEK	Concrete continuous slab (reinforced)	1932	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Osage	03664 57E0348N3670008	E0342 CREEK	Concrete continuous slab (reinforced)	1932	Off-System	Determined to be outside study period
Osage	03691 57D3685E0070002	D3685 DOG CREEK	Concrete continuous slab (reinforced)	1932	Off-System	Determined to be outside study period
Osage	03724 5734 1303 X	S.H. 99 BIRCH CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Osage	04593 5734 1529 X	S.H. 99 POND CREEK	Steel truss - through	1935	On-System	Determined not eligible - Section 106 complete
Osage	04601 5734 1748 X	S.H. 99 CANEY RIVER	Steel truss - through	1935	On-System	Determined not eligible - Section 106 complete
Osage	04875 5730 1170 X	S.H. 99 CREEK	Concrete culvert (reinforced)	None	On-System	Nonextant
Osage	08622 57E0280N3480006	E0280 CLEAR CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Superstructure replacement
Osage	30206 57N3740E0290008	N3740 BIRCH CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Ottawa	02613 58E0200N4600009	IRR E0200 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Ottawa	02615 58E0070N4660008	IRR 5812C CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Ottawa	03054 58E0125N4680004	IRR E0125 MODOCK CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Ottawa	03114 58E0010N4530006	IRR E0010 FOUR MILE CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Ottawa	03115 58E0040N4540006	IRR E0040 ELM CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Ottawa	06268 58E0110N4510003	IRR E0110 WINDY CREEK	Concrete arch - deck (reinforced)	1938	Off-System	Determined not eligible - Section 106 complete
Ottawa	07083 58E0180N4510008	IRR E0180 CREEK	Concrete arch - deck (reinforced)	1939	Off-System	Determined not eligible - Section 106 complete
Ottawa	07192 58N4509E0220002	IRR 5848C CREEK	Concrete slab (reinforced)	1939	Off-System	Determined not eligible - Section 106 complete
Ottawa	07301 5836 0120 X	BNSF R.R. U.S. 69 ALT. UNDER	Steel girder and floorbeam system	1939	On-System	Owned by railroad
Ottawa	09276 58E0125N4690009	E0125 LOST CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Superstructure replacement
Pawnee	02821 59E0570N3560003	E0570 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Pawnee	03496 5910 0196 X	S.H. 18 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Pawnee	03651 59N3460E0380004	N3460 MUD CREEK	Steel truss - through	1932	Off-System	Determined to be outside study period
Pawnee	03662 59E0575N3580005	E0575 KENNY CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Pawnee	03663 59E0450N3580007	E0450 HARPER CREEK	Steel truss - through	1932	Off-System	Determined to be outside study period
Pawnee	03694 59E0390N3430005	E0390 WALKER CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Pawnee	03764 5910 0920 X	S.H. 18 CAMP CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Pawnee	04603 5914 1566 X	S.H. 18 ARKANSAS RIVER	Steel truss - through	1935	On-System	Determined not eligible - Section 106 complete
Pawnee	05458 59N3500E0390003	N3500 COAL CREEK	Steel truss - through	None	Off-System	Nonextant
Pawnee	06571 59E0467N3480003	E0467 BLACK BEAR CREEK	Steel truss - through	1938	Off-System	Determined to be outside study period
Pawnee	07398 59N3530E0430007	N3530 CRYSTAL CREEK	Concrete stringer/multi-beam or girder (reinforced)	2012	Off-System	Determined to be outside study period
Payne	00789 60E0680N3230004	80TH ST (E0680) CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Payne	02560 60E0640N3340004	32ND ST (E0640) CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Payne	02571 60E0660N3490005	56TH ST CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Payne	02642 6010 0798 X	S.H. 33 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Payne	02805 60E0700N3290009	104TH ST (E0700) WILD HORSE CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Payne	02806 60E0590N3350003	AIRPORT RD (E0590) WEST BRUSH CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Payne	02814 60E0690N3510000	DEEP ROCK SKULL CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Payne	02891 60N3270E0680008	REDLAND RD(N3270) WILD HORSE CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Payne	02892 60N3520E0730001	HARMONY RD. COTTONWOOD CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Payne	03097 60N3470E0640003	MT. VERNON RD. COUNCIL CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Payne	03130 60E0630N3450001	19TH ST. COUNCIL CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Payne	03184 60E0610N3500003	MCELROY RD. SALT CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Payne	03204 60E0685N3410003	86TH ST. STILLWATER CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Payne	03270 6031 0526 X	U.S. 177 BOOMER CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Payne	03285 6031 0887 X	U.S. 177 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Payne	03659 60E0715N3230009	128TH ST (E0715) CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Payne	06207 60E0680N3270006	80TH ST (E0680) CREEK	Steel stringer/multi-beam or girder	2012	Off-System	Temporary structure
Payne	06208 60E0680N3280003	80TH ST (E0680) CREEK	Steel stringer/multi-beam or girder	None	Off-System	Nonextant
Payne	07258 6018 1744 X	S.H. 51 (SIXTH ST) BOOMER CREEK	Steel stringer/multi-beam or girder	1939	On-System	Determined not eligible - Section 106 complete
Payne	28806 60E0624N3530008	DALLAS AVE. MUD CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Payne	29053 60N3536E0620003	MAIN STREET CREEK	Concrete arch - deck (reinforced)	1931	Off-System	Determined to be outside study period
Pittsburg	03819 61N4200E1480009	6176C CREEK	Steel stringer/multi-beam or girder	1933	Off-System	Superstructure replacement
Pittsburg	05684 61N4168E1539000	6172C CREEK	Concrete slab (reinforced)	None	Off-System	Nonextant
Pontotoc	03280 62E1612N3621000	E1612 CREEK	Concrete culvert (reinforced)	1931	Off-System	Determined to be outside study period
Pontotoc	03283 62E1622N3628000	E1622 CREEK	Concrete culvert (reinforced)	1931	Off-System	Determined to be outside study period
Pontotoc	03290 62E1628N3639000	E1628 CREEK	Concrete culvert (reinforced)	1931	Off-System	Determined to be outside study period
Pontotoc	03354 62E1600N3590001	6230C CLEAR BOGGY CREEK	Concrete stringer/multi-beam or girder (reinforced)	1931	Off-System	Determined to be outside study period
Pontotoc	03442 62E1628N3640006	E1628 BUCK CREEK	Steel stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period
Pontotoc	03610 6240 0308 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Pontotoc	03617 6240 0541 X	S.H. 99 SHEEP CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Pontotoc	03620 6240 0621 X	S.H. 99 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Pontotoc	03627 6240 0805 X	S.H. 99 MILL CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Pontotoc	03630 6240 0876 X	S.H. 99 MILL CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Pontotoc	03634 6240 1023 X	S.H. 99 WALNUT CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Pontotoc	03668 6240 0114 X	S.H. 99 LITTLE EAST BLUE RIVER	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Pottawatomie	02810 63E1164N3410008	MAIN ST. SHAWNEE CR	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Pottawatomie	03073 63N3490E1210004	U.P. R.R. UNDER N3490 UNDER	Timber stringer/multi-beam or girder	1930	Off-System	Owned by railroad
Pottawatomie	04589 63E1168N3390005	FAU 5462 (CLEAR PO N. CANADIAN RIVER	Steel stringer/multi-beam or girder	None	Off-System	Bridge was removed from inventory per City of Shawnee.
Pottawatomie	06685 63N3490E1330001	N3490 CREEK	Concrete culvert (reinforced)	1939	Off-System	Determined not eligible - Section 106 complete
Pottawatomie	07223 63N3490E1320007	N3490 CREEK	Concrete culvert (reinforced)	1939	Off-System	Determined not eligible - Section 106 complete
Pottawatomie	07316 63N3490E1330000	N3490 SALT CREEK	Concrete stringer/multi-beam or girder (reinforced)	1939	Off-System	Determined not eligible - Section 106 complete
Pottawatomie	10220 63N3340E1400006	N3340 HOG CREEK	Steel stringer/multi-beam or girder	1945	Off-System	Superstructure replacement
Pushmataha	02640 6406 0720 X	U.S. 271 CEDAR CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Pushmataha	02650 6406 1154 X	U.S. 271 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Pushmataha	02840 64E1870N4090006	E1870 HAMPTON CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Pushmataha	03165 6406 0949 X	U.S. 271 BRYANT BRANCH CREEK	Steel stringer/multi-beam or girder	1930	On-System	Determined to be outside study period
Pushmataha	03484 64E1850N4260000	6430C CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Pushmataha	03583 64N4095E1755000	6438C TEN MILE CREEK	Masonry arch - deck	1932	Off-System	Determined to be outside study period
Pushmataha	03600 6410 0129 X	S.H. 2 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Pushmataha	03665 64E1863N4370003	IRR FAS 6416 CREEK	Concrete slab (reinforced)	1932	Off-System	Determined to be outside study period
Pushmataha	03746 64E1840N4280001	6430C ONE CREEK	Concrete slab (reinforced)	1932	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Pushmataha	04232 6404 0234 X	U.S. 271 KIAMICHI RIVER O'FLOW	Steel continuous stringer/multi-beam or girder	1934	On-System	Determined not eligible - Section 106 complete
Pushmataha	04239 6404 0212 X	U.S. 271 KIAMICHI RIVER	Steel truss - through	1934	On-System	Determined not eligible - Section 106 complete
Pushmataha	10189 64E1860N4090001	6420C HAMPTON CREEK	Timber slab	1997	Off-System	Determined to be outside study period
Roger Mills	03341 6502 1175 X	U.S. 283 CANYON CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Roger Mills	03357 6504 0237 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Roger Mills	03365 6502 1310 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Roger Mills	03509 6504 0404 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Roger Mills	03515 6504 0607 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Roger Mills	03548 6504 1280 X	U.S. 283 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Roger Mills	03607 6512 0225 X	S.H. 33 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Roger Mills	03631 6508 0927 X	S.H. 33 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Roger Mills	03639 6512 1359 X	S.H. 33 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Roger Mills	03643 6512 1509 X	S.H. 33 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Roger Mills	03677 6508 0767 X	S.H. 33 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Roger Mills	03742 6508 0675 X	S.H. 33 LITTLE TURKEY CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Roger Mills	03784 6508 0541 X	S.H. 33 TURKEY CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Roger Mills	03785 6504 0749 X	U.S. 283 DEAD INDIAN CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Roger Mills	05757 65E0970N1980001	E0970 CREEK	Concrete culvert (reinforced)	1938	Off-System	Determined not eligible - Section 106 complete
Roger Mills	05758 65E0970N1980008	E0970 CREEK	Concrete slab (reinforced)	1938	Off-System	Determined not eligible - Section 106 complete
Roger Mills	10781 65E0970N1980009	E0970 CREEK	Concrete slab (reinforced)	1938	Off-System	Determined not eligible - Section 106 complete

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Rogers	02602 66E0590N4210009	E0590 PEA CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Rogers	02622 6604 0285 X	S.H. 66 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Rogers	02654 6604 1367 X	S.H. 66 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Rogers	02658 6604 1663 X	S.H. 66 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Rogers	02680 66N4230E0430001	N4230 LITTLE DOG CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Rogers	02844 66E0433N4160008	E0433 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Rogers	02847 66E0590N4200001	E0590 INOLA CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Rogers	02848 66E0590N4230008	E0590 BULL CREEK	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Rogers	02954 66E0440N4040001	E0440 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Rogers	02955 66E0310N4120002	E0310 ONION CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Rogers	02978 66N4150E0430002	N4150 SWEETWATER CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Rogers	03200 66N4093E0406003	OLD U.S. 169 FOUR MILE CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Rogers	03348 6604 1902 X	S.H. 66 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Rogers	03431 6604 1947NX	S.H. 66 PRYOR CREEK	Steel truss - through	1931	On-System	Determined to be outside study period
Rogers	05070 66N4230E0520008	6652C CREEK	Steel stringer/multi-beam or girder	1937	Off-System	Determined not eligible - Section 106 complete
Rogers	09175 66N4290E0310008	BNSF R.R. N4290 UNDER	Steel stringer/multi-beam or girder	1940	Off-System	Owned by railroad
Rogers	09787 66E0520N4240003	6624C CREEK	Steel stringer/multi-beam or girder	1941	Off-System	Determined not eligible - Section 106 complete
Seminole	02631 6718 0537 X	S.H. 56 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Seminole	02941 67E1180N3610009	6710C CREEK	Steel continuous stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Seminole	03246 67N3590E1270003	N3590 CREEK	Timber stringer/multi-beam or girder	1931	Off-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Seminole	03297 6734 1132 X	S.H. 99A JONES CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Seminole	03506 6724 0363 X	S.H. 56 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Seminole	03711 67N3540E1390001	N3540 SANDY CREEK	Steel truss - through	1932	Off-System	Determined to be outside study period
Seminole	03767 6718 0125 X	S.H. 56 JUMPER CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Seminole	04833 67E1210N3520007	E1210 CREEK	Steel stringer/multi-beam or girder	1996	Off-System	Determined to be outside study period
Seminole	05037 6718 1046 X	BNSF R.R. S.H. 56 UNDER	Steel stringer/multi-beam or girder	1936	On-System	Owned by railroad
Sequoyah	02420 68N4450E0980004	N4450 WEBBER CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Sequoyah	03500 6817 0269 X	S.H. 101 ROSS BRANCH CREEK	Concrete continuous slab (reinforced)	1932	On-System	Determined to be outside study period
Sequoyah	03501 6817 0276 X	S.H. 101 ROSS BRANCH TRIB	Concrete continuous slab (reinforced)	1932	On-System	Determined to be outside study period
Sequoyah	03604 6820 0202 X	S.H. 141 LITTLE SKIN CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Sequoyah	03614 6824 0432 X	S.H. 100 CREEK	Concrete culvert (reinforced)	2012	On-System	Determined to be outside study period
Sequoyah	03653 68N4597E0950000	6846C CREEK	Concrete culvert (reinforced)	1932	Off-System	Determined to be outside study period
Sequoyah	03654 68N4587E1000008	6828C CHOATE BRANCH	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Sequoyah	03673 6817 0492 X	S.H. 101 CREEK	Concrete slab (reinforced)	1932	On-System	Determined to be outside study period
Sequoyah	03700 6824 0526 X	S.H. 100 CREEK	Concrete culvert (reinforced)	2012	On-System	Determined to be outside study period
Sequoyah	03703 6806 1087 X	U.S. 64 WEST NEGRO CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Sequoyah	04021 6804 0220 X	U.S. 59 HOG CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Sequoyah	04130 6806 1558 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1993	On-System	Determined to be outside study period
Sequoyah	04179 6818 0406 X	S.H. 64B CREEK	Concrete slab (reinforced)	1948	On-System	Determined to be outside study period
Sequoyah	06448 6802 0937 X	KCS R.R. U.S. 59 UNDER	Steel stringer/multi-beam or girder	1938	On-System	Owned by railroad
Stephens	03030 69E1640N2770007	6906C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Texas	02626 7008 0332 X	U.S. 64 TEEPEE CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Texas	02633 7002 0589 X	U.S. 54 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Texas	02643 7002 0802 X	U.S. 54 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Texas	02656 7002 1446 X	U.S. 54 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Texas	02871 7002 1245 X	U.S. 54 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Texas	03058 7002 0523NX	U.S. 54 WB N. FORK FRISCO CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Texas	03303 7010 1462 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Texas	03323 7014 0012 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Tillman	02461 71N2250E1720009	N2250 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tillman	02493 71E1670N2200008	FAS 7123 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tillman	02515 71E1740N2380005	E1740 CREEK	Timber stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tillman	02745 71E1680N2180009	E1680 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tillman	02755 71E1790N2240001	E1790 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Tillman	02758 71E1770N2270009	E1770 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tillman	02768 71E1930N2440002	E1930 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tillman	02902 71N2400E1880007	N2400 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tillman	03272 7110 0598 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Tillman	03333 7110 0455 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Tillman	03335 7110 0705 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Tillman	03340 7110 1104 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Tillman	03361 7110 0802 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Tillman	03373 7110 0962 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Tillman	03385 7110 0867 X	U.S. 183 DEAD MAN CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Tillman	03408 7108 0512 X	U.S. 183 SUTTLE CREEK	Steel stringer/multi-beam or girder	1931	On-System	Determined to be outside study period
Tillman	03536 7108 0993 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Tillman	03667 7108 0095 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Tillman	08453 71E1730N2330001	FAS 7102 HORSE CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Determined not eligible - Section 106 complete
Tillman	28513 71E1730N2350008	E1730 CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Determined not eligible - Section 106 complete
Tulsa	02384 72N4000E0450002	7222C CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tulsa	02389 72N4000E0540008	FAU 8401 (MEMORIAL COAL CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Tulsa	02392 72N3955E0610005	N3955 (UTICA AV CROW CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Tulsa	02393 72N3900E0610008	FAU 8201 (65 W AVE CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tulsa	02593 72E0680N3930008	91ST STREET HAGAR CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Tulsa	02594 72E0770N3940008	E0770 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Tulsa	02597 72E0720N4030009	E0720 ASPEN CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tulsa	02598 72E0640N4050009	FAU 8260 (51 ST S. CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Tulsa	02681 72N3970E0470008	7208C CREEK	Steel girder and floorbeam system	1930	Off-System	Determined to be outside study period
Tulsa	02689 72N3960E0730005	N3960 POSEY CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tulsa	02832 72E0605N3860007	E0605 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Tulsa	02838 72E0780N3970008	E0780 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tulsa	02887 72N4010E0440000	7206C CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Tulsa	02948 72E0647N3790002	E0647 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tulsa	02950 72E0593N3940009	U.P. R.R. UNDER FAU 8352 (S 4 ST) UNDER	Concrete slab (reinforced)	1930	Off-System	Owned by railroad
Tulsa	02953 72E0450N4030009	E0450 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Tulsa	03019 72N3950E0590001	BNSF R.R. (PEORIA) FAU 8301 UNDER	Concrete slab (reinforced)	1930	Off-System	Owned by railroad
Tulsa	03226 72N4035E0435006	OLD U.S. 169 HORSE PEN CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Tulsa	03227 72N3939E0590004	E0620 BNSF R.R. UNDER	Concrete stringer/multi-beam or girder (reinforced)	1930	Off-System	Determined to be outside study period
Tulsa	03233 72E0430N4040004	OLD U.S. 169 CANEY RIVER O'FLOW	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tulsa	03237 72E0430N4040007	OLD U.S. 169 CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Tulsa	03238 72E0430N4040001	OLD U.S. 169 CANEY RIVER	Steel truss - through	1930	Off-System	Determined to be outside study period
Tulsa	05445 72E0618N3940004	PEDESTRIAN FAU 8289 (RIVERSIDE)UND	Steel stringer/multi-beam or girder	None	Off-System	Nonextant
Tulsa	06493 72E0720N4010006	FAU 8100 (131 ST S HAIKEY CREEK	Concrete stringer/multi-beam or girder (reinforced)	1997	Off-System	Determined to be outside study period
Tulsa	09511 7236 1109 X	S.H. 11 DELAWARE CREEK	Steel stringer/multi-beam or girder	1940	On-System	Determined not eligible - Section 106 complete
Tulsa	10068 72N4010E0570005	BNSF R.R. N. MINGO ROAD UNDER	Steel stringer/multi-beam or girder	1943	Off-System	Owned by railroad
Tulsa	10247 72E0605N4000000	FAU 8326 (8300 E 1 MILL CREEK	Timber stringer/multi-beam or girder	1945	Off-System	Owned by railroad
Tulsa	17088 72E0720N4040006	FAU 8100 ELM CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Tulsa	20554 72E0578N3970008	E0578 COAL CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Superstructure replacement
Wagoner	02600 73E0590N4100009	E0590 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Wagoner	02601 73E0590N4120001	E0590 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Wagoner	03526 7323 0727 X	S.H. 16 CREEK	Concrete slab (reinforced)	1932	On-System	Determined to be outside study period
Washington	02671 74N4000E0210002	N4000 FISH CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Washington	02976 74N3990E0360004	N3990 BEAVER CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Washington	03016 74N3990E0390004	N3990 SAUNDERS CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Washington	03047 74E0398N3930007	E0398 TYNER CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Washington	03095 74N4030E0390009	N4030 LACY CREEK	Steel truss - through	1930	Off-System	Determined to be outside study period
Washington	03138 74N3980E0320009	N3980 NORTH FORK	Steel truss - through	1930	Off-System	Determined to be outside study period
Washington	03708 74N4000E0360009	7452C BEAVEN CREEK	Steel truss - through	1932	Off-System	Determined to be outside study period
Washington	03734 74N4000E0380009	7452C SAUNDERS CREEK	Steel truss - through	1932	Off-System	Determined to be outside study period
Washita	02433 75N2240E1160004	N2240 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02437 75N2300E1200006	N2300 CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02489 75E1210N2190006	E1210 CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02508 75E1260N2310009	E1260 GYP CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02511 75E1220N2360001	FAS 7514 CREEK	Concrete continuous slab (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02512 75E1160N2360005	E1160 TWO BABY CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02721 75N2240E1130002	N2240 CREEK	Concrete slab (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02722 75N2421E1150001	N2421 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02723 75N2422E1150001	N2422 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02724 75N2070E1150002	N2070 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Washita	02725 75N2370E1210004	N2370 CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02726 75N2070E1210007	N2070 CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02728 75N2060E1260008	N2060 CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02747 75E1240N2190001	E1240 ELK CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02748 75E1290N2190003	E1290 CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02751 75E1120N2210003	FAS 7502 CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Washita	02908 75E1210N2170009	E1210 ELK CREEK	Concrete continuous tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	02983 75N2410E1070002	N2410 CREEK	Concrete continuous tee beam (reinforced)	1930	Off-System	Determined to be outside study period

Appendix F. Structures Excluded From the Study

County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Washita	02984 75N2280E1220001	N2280 CAVALRY CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	03074 75N2040E1240007	N2040 CREEK	Concrete tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	03079 75E1100N2320004	E1100 GYP CREEK	Concrete continuous tee beam (reinforced)	1930	Off-System	Determined to be outside study period
Washita	03271 7506 0565 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Washita	03287 7506 0927 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1926	On-System	Determined to be outside study period
Washita	05030 7530 0557 X	S.H. 55 LITTLE ELK CREEK	Steel stringer/multi-beam or girder	1936	On-System	Determined not eligible - Section 106 complete
Woods	02861 7606 0296 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1930	On-System	Determined to be outside study period
Woods	03013 76N2460E0270003	N2460 SAND CREEK	Steel stringer/multi-beam or girder	1930	Off-System	Determined to be outside study period
Woods	03061 7610 1616 X	U.S. 281 CREEK	Concrete slab (reinforced)	1930	On-System	Determined to be outside study period
Woods	03278 7604 0702 X	U.S. 64 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Woods	03302 7610 1428 X	U.S. 281 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Woods	03328 7612 0363 X	U.S. 281 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Woods	03344 7604 1257 X	U.S. 64 EAGLE CHIEF CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Woods	03393 7604 0943 X	U.S. 64 WHITE HORSE CREEK	Steel truss - through	1931	On-System	Determined to be outside study period
Woods	03404 76E0030N2450005	E0030 DRIFTWOOD CREEK	Steel truss - through	1931	Off-System	Determined to be outside study period
Woods	03713 76E0270N2430006	E0270 CREEK	Steel stringer/multi-beam or girder	1932	Off-System	Determined to be outside study period
Woods	04072 7604 0208 X	U.S. 64 ANDERSON CREEK	Steel stringer/multi-beam or girder	1933	On-System	Determined not eligible - Section 106 complete
Woods	04555 7606 0983 X	U.S. 64 BNSF R.R. UNDER	Steel stringer/multi-beam or girder	1935	On-System	Determined not eligible - Section 106 complete
Woods	05502 76N2490E0050009	N2490 DRIFTWOOD CREEK	Steel truss - through	1937	Off-System	Determined not eligible - Section 106 complete

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Woods	09282 76N2500E0250005	N2500 LAKE CREEK	Steel stringer/multi-beam or girder	1940	Off-System	Determined not eligible - Section 106 complete
Woodward	02381 77N1970E0390009	BNSF R.R. N1970 UNDER	Steel stringer/multi-beam or girder	1930	Off-System	Owned by railroad
Woodward	02386 77N2030E0460008	N2030 CREEK	Concrete culvert (reinforced)	1930	Off-System	Determined to be outside study period
Woodward	03094 77N2260E0350005	BNSF R.R. N2260 UNDER	Timber stringer/multi-beam or girder	1930	Off-System	Owned by railroad
Woodward	03326 7716 0144 X	S.H. 34 CREEK	Concrete culvert (reinforced)	1931	On-System	Determined to be outside study period
Woodward	03426 7716 0486 X	S.H. 34 SOUTH PERSIMMON CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Woodward	03444 7716 0757 X	S.H. 34 NORTH PERSIMMON CREEK	Steel stringer/multi-beam or girder	1930	On-System	Determined to be outside study period
Woodward	03532 7716 0816 X	S.H. 34 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Woodward	03556 7716 1475 X	S.H. 34 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Woodward	03565 7704 1896 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Woodward	03602 7704 0160 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1932	On-System	Determined to be outside study period
Woodward	03603 7704 0192 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1932	On-System	Superstructure replacement
Woodward	03788 7716 1421 X	S.H. 34 INDIAN CREEK	Steel stringer/multi-beam or girder	1932	On-System	Determined to be outside study period
Woodward	03870 7702 0740 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete
Woodward	03875 7702 0798 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete
Woodward	03877 7702 0907 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete
Woodward	03883 7702 1004 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete
Woodward	03897 7702 1844 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete

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County	Bridge Number & Structure Number	Facility Carried & Feature Crossed	Bridge Type	Year Built	On- or Off-System	Reason for Exclusion
Woodward	03944 7702 1814 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete
Woodward	03975 7702 1162 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete
Woodward	03996 7704 0771 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete
Woodward	03997 7702 1074 X	U.S. 183 CREEK	Concrete culvert (reinforced)	1933	On-System	Determined not eligible - Section 106 complete
Woodward	09656 7708 0394 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1946	On-System	Determined to be outside study period
Woodward	09727 7708 0682 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1946	On-System	Determined to be outside study period
Woodward	09771 7708 0587 X	S.H. 15 CREEK	Concrete culvert (reinforced)	1946	On-System	Determined to be outside study period