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United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. Name of Property

historic name US Highway 77 Bridge at the Canadian River


other names/site number Purcell-Lexington Bridge; Bridge # 1404 0000 X

2. Location

street & number US Highway 77 over the Canadian River not for publication N/A
city or town Purcell vicinity N/A
state Oklahoma code OK counties McClain/Cleveland code 087/027 zip code N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally X statewide ___ locally. (N/A See continuation sheet for additional comments.)

 _____
Signature of certifying official Date 7-21-03

Oklahoma Historical Society, SHPO
State or Federal agency and bureau

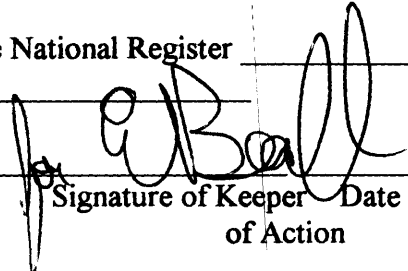
In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register _____
___ See continuation sheet.
___ determined eligible for the _____
National Register
___ See continuation sheet.
___ determined not eligible for the _____
National Register
___ removed from the National Register _____
___ other (explain): _____

 _____
Signature of Keeper Date
of Action SEP 2 2003

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Road-related

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Road-related

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: Deck Truss Bridge

Materials (Enter categories from instructions)

foundation CONCRETE (roadbed, piers and abutments)

roof N/A

walls N/a

other Trusses: METAL: Steel

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ENGINEERING
TRANSPORTATION

Period of Significance 1936-1938

8. Statement of Significance (Continued)

Significant Dates 1938

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation _____

Architect/Builder James, Guy H., Contractor

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency: Oklahoma Department of Transportation

Federal agency

Local government

University

Other

Name of repository: _____

10. Geographical Data

Acreage of Property ~3.5

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	14	649910	3875600	3		
2	14	651100	3875760	4		

N/A See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jim Gabbert, Architectural Historian

organization Oklahoma State Historic Preservation Office date 4/30/03

street & number 2704 Villa Prom, Shepherd Mall telephone (405) 522-4478

city or town Oklahoma City state OK zip code 73107

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Oklahoma Department of Transportation

street & number 200 NE 20th Street telephone _____

city or town Oklahoma City state OK zip code 73103

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Section 7 Page 9

US Highway 77 Bridge at the Canadian River
name of property
McClain/Cleveland Counties, Oklahoma
county and State

US Highway 77 is carried over the Canadian River and the Santa Fe Railroad tracks between Lexington and Purcell, Oklahoma, by a deck truss bridge with a length of 3,642 feet. Lexington is a town of around 1,800 in population and is located on the east bank of the Canadian River in Canadian County. Purcell, with a population of around 4,800, is located on the west bank of the Canadian and is the seat of McClain County. The bridge, opened to traffic in 1939, is the longest and highest bridge of its type in the state of Oklahoma. It replaced an earlier toll bridge connecting the two towns. The bridge consists of 36 Warren deck truss spans and a concrete deck. It towers approximately fifty feet off the railroad grade. It retains excellent integrity, with only minor repairs and patches to its concrete pavement.

DESCRIPTION

The Canadian River serves as the boundary between Canadian and McClain counties. For the majority of its run from Texas to the Arkansas River in Eastern Oklahoma, the Canadian flows in west to east direction. The towns of Lexington and Purcell, sited opposite each other on the river's banks, are on a section of the river that flows north to south. The river valley is wide, with steep bluffs on each bank. The Santa Fe Railroad tracks parallel the river on the west side at the base of the west bluffs.

The bridge is supported by 35 paired, round, concrete piers with a concrete web between, adding to the stability of the structure. (photos # 5 and 11) The pier bases extend six feet into bedrock. ¹ Each pier anchors the end of a steel deck truss. The truss system is a Warren with verticals, made up of riveted "I" and "C" channel beams. (photo #6) There are three beam types used in the makeup of each truss – solid, laddered, and braced. (photos #6 and 7) The trusses are tied by horizontal sway beams. Each of the 100' trusses is approximately ten feet in height. (photo #9) The 200' over the railroad is twice as tall. (photo #8) The trusses support the roadbed on I-beams that run perpendicular to the roadbed. At each end of the bridge, the approaches are 50', I-beam decks (photo #4) . Each features 7 I-beams running parallel to the roadbed. One end is anchored to a concrete abutment while the other end ties to the Warren deck trusses at the first pier on either end. All sections, whether I-beam or truss, have 4' cantilevers on both sides that carry the walkways and railings. (photo # 7)

The railing on either side of the concrete roadbed consists of decorative steel pipe and picket railing with concrete posts. Each section is approximately 10' in length. The concrete posts are cast in place; each has chamfered edges and features three "v" grooves running vertically on the face. The railing has a round top rail with smaller, square pickets and flat bottom rails. (photo #2)

¹ Jones, Fredrick, "Fifty Year Dream Comes True," *The Daily Oklahoman*, Vol. 47, No. 204, Section D, page 1 , Sunday, July 31, 1938.

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The 3' walkways are raised 8" off the driving surface. The walkways are 4" thick while the driving surface is eight inches thick at the edges, ten inches thick at the center.² The driving surface shows evidence of occasional patches and a wholesale replacement of expansion joints. The underside of some of the deck shows that corrugated metal was used as a form for the new expansion joints, but for the most part removable forms were used. At 10' intervals, circular drains are located at the curb. These 4" holes are simply steel pipes set into the concrete to allow runoff water to fall to the valley floor. (photos #1 and 2) The deck width, curb-to-curb, is 32 feet, "the widest roadway the state has ever built on a large bridge."³

The abutments for the bridge are poured-in-place concrete with sloping wing walls. I-beams for the approach sections rest on slide plates on an inset shelf. (photo #4)

Final quantities involved in the construction of the bridge were as follows:

- 2,081 cubic yards of rock excavated.
- 7,345 lineal feet of handrail.
- 2,084.3 tons of structural steel.
- 552 tons of reinforcing steel.
- 3,720 pounds of lead bearing-plates.
- 9,406 cubic yards of Class A concrete in piers and bases.
- 4,049 cubic yards of concrete in deck and walkways.⁴

At 3,642 feet, the US 77 Bridge is the third longest bridge in Oklahoma. It is the longest deck truss bridge and is one of the most picturesque bridges in the state. Ordinary maintenance has brought minor changes to the roadbed – new expansion joints and repairs from accident damage – but the structural system remains intact. It has a high degree of integrity of design, location, association, workmanship, feeling, setting, and materials. It represents the best example of the deck truss bridge in Oklahoma.

² "Purcell Bridge Ranks as Oklahoma's Largest Single Contract," *The Purcell (Okla.) Register*, August 11, 1938.

³ "Guy H. James' Bid on New Purcell Bridge was \$651,781," *The Purcell (Okla.) Register*, August 11, 1938. See also King, Joseph E., Spans of Time: Oklahoma Historic Highway Bridges, Oklahoma City: Planning Division, Oklahoma Department of transportation, 1993. Page 101.

⁴ Jones, "Fifty Year Dream Comes True" and "Purcell Bridge Ranks."

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US Highway 77 Bridge at the Canadian River
name of property
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county and State

SUMMARY

The US Highway 77 Bridge over the Canadian River is eligible for the National Register of Historic Places under Criteria A and C, as an excellent example of bridge engineering prior to World War II and for its transportation significance in the state of Oklahoma. It remains the longest, highest, and best example of a deck truss bridge in the state. At the time of its construction, it was the costliest single transportation-related expenditure in Oklahoma history and was the culmination of an on-going debate between the plans of federal highway engineers and the desires of state and local politicians.

HISTORIC BACKGROUND

The Canadian River served as the boundary between Oklahoma Territory and Indian Territory. Lexington, located on the east bank, was located in O.T. while Purcell was located in the Chickasaw Nation. Each grew as a trade center for the surrounding areas and trade between the two towns was brisk. Indian Territory was by law dry, so the liquor trade between the two towns was brisk. Stories abound about various incarnations of "the sandbar saloon, a liquor dispensing shack erected on stilts on the sandbar" of the Lexington side of the river.⁵ The Canadian River served as a hindrance to ordinary trade, though. Its wide, sandy bed was often treacherous and fording the river was dangerous. The need for a permanent crossing was obvious.

The first permanent crossing was constructed in 1900. A wooden bridge, set on wooden pilings which rested on concrete-filled pipes driven into the sand of the riverbed, was completed in the spring of 1900. It was known as Hocker's Bridge after one of its proponents. Paid for by sale of subscriptions and stock, the bridge was a success until October 5, 1904 when a flood washed it away. Citizens of the two towns were left once again to fording the river or crossing by any number of odd and safe conveyances.⁶

For almost seven years, the two towns were again separated. In the spring of 1911, the state issued a charter for the construction and operation of a toll bridge to serve the two towns. The bridge would operate on tolls for a period of twenty years and then the ownership and responsibility of the bridge would revert to the State. This new bridge was completed for \$69,000 and opened for business on December 14, 1911. The bridge was steel, consisting of multiple Warren through-truss spans set on concrete piers. A toll house was constructed at the west end. While serviceable for almost thirty years, it had two shortcomings: it was narrow and it was low above the river, although it in fact withstood a number of floods. Its 16 foot roadbed allowed travel only in a single direction with the automobiles and trucks of the

⁵ Jones, "Fifty Year Dream Comes True."

⁶ Ibid. See also "Small Ferry Boat took Place of 'Billy Hocker's' Bridge," *Purcell (Okla.) Register*, August 11, 1938; and "Old Chapter in Bridge History Nears End," *Purcell (Okla.) Register*, June 10, 1937.

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early 20th Century, a serious problem after the designation of US 77 in 1926 and the ever-increasing traffic in the area. "Where the bridge was mainly built to serve commerce between Purcell and Lexington and adjacent territories, it was called upon in its later years to serve traffic going from east coast to west coast and from Canada to Mexico. The coming of modern highways and the great increase in the use of automobiles put Purcell on the 'Main Street of America' and the facilities of the old 16-foot toll bridge have been severely taxed by this traffic."⁷

The toll bridge was not turned over to the state after 20 years as dictated by the charter. It took a federal court decision to erase the charter of this and other toll bridges in Oklahoma. It wasn't until 1933 that the bridge became free; Perry and Lexington put on a parade and celebration to mark the occasion. Traffic monitors were placed at the bridge to control flow in one direction. This often created a log jam of traffic in the two towns. The traffic problem led to the decision to replace the bridge on this busy US highway but it also led to the political/economic debate between the federal agency sponsoring the bridge and citizens and politicians from Oklahoma who wanted control of the location of the bridge.

TRANSPORTATION SIGNIFICANCE

US Highway 77 was an important north/south highway, cutting Oklahoma in half and linking Oklahoma City to Dallas, Texas. Until supplanted by Interstate 35, US 77 was one of the busiest thoroughfares in Oklahoma. In addition to connecting the capital city with Dallas, it also connected the seats of four southern counties and gave access to three of Oklahoma's most popular tourist destinations, Platt National Park, Turner Falls, and Lake Murray.

When designated, US 77 followed established routes. The existing bridge between Lexington and Purcell was the logical choice for the location of the newly designated highway. There were no other safe river crossings for miles. While the location was expedient, from a transportation viewpoint it also had its inherent flaws. The bridge itself was narrow. The approaches through the two towns necessitated numerous right-angle turns; US 77 is a north/south road, but the bridge crosses the Canadian River in an east/west direction.

Soon after the state took control of the bridge, it began to look for ways to replace it. The length of the bridge was a drawback – the new bridge would be very expensive and in a state hard-hit by the Depression, funding was tight. Federal money for this federal highway was the only solution.

After submission by the Oklahoma Highway Department of a Federal Aid Project for a new bridge at a location immediately south of the old bridge, a controversy began. Initial investigations made on July 1, 1936, by the Bureau of Public Roads (precursor to the Federal Highway Administration) determined that there were two feasible routes.

⁷ "Old Chapter in Bridge History Nears End; toll Bridge is Opened in 1911," *Purcell (Okla.) Register*, June 10, 1937, page 1.

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The primary route for an improved US 77 and a new bridge crossing would bypass Lexington completely and skirt around the west edge of Purcell. The new river crossing should be upstream a number of miles, south of the town of Noble, where the river followed a more easterly course. The second would have the highway continue south of Lexington to cross the river near Wayne, around 5 miles south, bypassing Purcell completely.⁸ The findings of this survey, which detailed the problems with routing through the two towns, was submitted to the State Highway Engineer, Van T. Moon. The impact of this report was immediately recognized by the locals. In his front page article in the *Purcell Register*, J.C. Nance noted that "Unless the citizens of Lexington and Purcell make a unified, well organized stand... the bridge is apt to be located up the river, leaving Lexington sitting high and dry without a highway or without a railroad... and Purcell... without a highway through the business district."⁹ Nance later called on "friends in public office" to help the two towns protect their "greatest asset."

A bridge committee was formed by the two towns to lobby state and federal representatives in the matter of the bridge. Engineer Moon presented the Bureau of Public Roads a set of alternative sites that would still have the crossing between Lexington and Purcell. The estimated cost would be \$655,000 and both sites were approved by the State Highway Commission. The lobbying effort worked, as well. "Oklahoma's federal representatives at Washington are solidly in accord with the efforts of Purcell and Lexington people to secure a favorable location of the proposed new Canadian river bridge..." including Senators Elmer Thomas and Josh Lee (nominee) and Congressmen Wilburn Cartwright and Will Rogers.¹⁰ The State Highway Commission narrowed its choice of alternatives to a site that was south of the old bridge and that came directly east off Main Street. This would necessitate the construction of the bridge directly over the train station. The cost of this alternative was projected to be around \$700,000 to be divided between the Federal Aid Project share of \$360,000, the state share of \$240,000, and \$100,000 from the Works Progress Administration (WPA). This alternative would eliminate one of the Bureau of Public Road's concerns – right angle turns. By routing directly onto Main Street, two of the three right angle turns in Purcell would be eliminated.¹¹

A joint inspection by federal and state engineers of the proposed Main Street site was set for February, 1937. Oklahoma's congressional delegation continued to make their desires clear to Thomas McDonald, chief of the Bureau of Public Roads, but he refused to comment until the results of the joint inspection.¹² The results of the inspection did not please either the local boosters or Oklahoma's politicians.

Governor E.W. Marland, upon hearing of the inspection report, remarked "I am bitterly opposed to the major

8 Nance, J.C., "Alternate Routes for River Bridge Asked," *Purcell (Okla.) Register*, July 23, 1936, page 1. See also "Canadian River Bridge Problem Again to the Front," *Purcell (Okla.) Register*, August 13, 1936, page 1.

9 Nance, "Alternate Routes".

10 "Aid Pledged in Favorable Site for the Bridge," *Purcell (Okla.) Register*, October 29, 1936, page 1; also "Highway Commission Selects Bridge Site," *Purcell (Okla.) Register*, October 22, 1936, page 1.

11 "Route Over Depot is Approved for Bridge," *Purcell (Okla.) Register*, December 24, 1936, Page 1.

12 "Bridge Site to be Inspected," *Purcell (Okla.) Register*, February 11, 1937, page 1.

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highways missing the towns. Let's not forget that Cleveland county voted bonds to build that road... Now what are we going to do, build a road that misses both towns? Not if I have anything to do with it, we will not!" Federal district engineer C.E. Swain rejected the Main Street proposal and did not even consider the alternative location just south of the old bridge. Cost was a chief concern; Swain noted that a bridge north of town would cost \$300,000 less and that he did not believe that in the economic crises of the day that the additional cost was justified.¹³

The state, through its congressional representatives and transportation officials, brought back a proposal that would place the bridge between the location of the old bridge and the Main Street site. They pointed out to the federal engineers that fact that while the bridge would be more expensive at that location than the one proposed by the federal engineer, it would be a wash in the long run. Little new road would need to be constructed, a fact not accounted for by the federal engineer. The new plan was sent for approval. There is no doubt that Oklahoma's powerful congressional influence helped to get this compromise plan approved.¹⁴

Bids for the new bridge were opened on May 25. The bridge was actually considered two separate projects, *US Works Program Grade Crossing No. WPGM 112-H Overpass* and *Federal Aid Project No. 112-H Bridge*. This was due to the federal structuring of aid monies. The bid was to reflect minimum wage scales in the amounts of 75 cents and hour for skilled labor, 50 cents an hour for intermediate labor, and 30 cents an hour for unskilled labor. The bid package also included the design of the bridge, a deck truss of over 3,600 feet with a concrete deck. Total cost was not to exceed \$688,757.20.¹⁵ The winning bid was offered by Oklahoma City contractor Guy H. James at \$651,781. The work schedule included completion of the project in 240 working days with work commencing on July 1, 1937. Actual work commenced on July 15, 1937 and ended May 13, 1938. It covered 194 working days, 54 fewer than called for in the contract.¹⁶ After work on the roadbed and approaches, the bridge opened for traffic on August 11, 1938.

The US Highway 77 Bridge over the Canadian River is significant in its importance to the transportation history of the state. It represents a focal project that pitted the interests of the federal Bureau of Public Roads' desires for safe, efficient interstate highways versus the economic interests of the towns of Purcell and Lexington and of the state of Oklahoma. Through intervention of powerful political interests, the bridge was kept in its place, connecting two Oklahoma towns, rather than relocated to provide a more expeditious route on a major north/south interstate highway. For this reason, the US Highway 77 Bridge is eligible for the National Register in the area of transportation under Criterion A.

13 "River bridge Proposal Rejected by Swain," *Purcell (Okla.) Register*, February 25, 1937, page 1.

14 "Tentative Approval is Given Bridge Project," *Purcell (Okla.) Register*, March 11, 1937, page 1.

15 "State Highway Commission Asks Bids on Canadian River Bridge," *Purcell (Okla.) Register*, May 6, 1937, page 1.

16 "Work Expected to Start Soon on New Structure," *Purcell (Okla.) Register*, June 10, 1937, page 1.; also "Guy James' Bid on New Purcell Bridge Was \$651, 781."

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ENGINEERING SIGNIFICANCE

The deck truss bridges signify the last step in the transition from steel truss spans to modern concrete designs. As Joseph E. King notes in his Spans of Time: Oklahoma Historic Highway Bridges, "... the deck truss permitted engineers to have a wider roadway at somewhat less expense than the through truss..."¹⁷ King also notes that the Warren truss is the most commonly used system in deck trusses. All nine of those deck trusses identified in King's survey were Warrens.

There were nine deck trusses identified in King's survey. Only three were of any size; six of the deck trusses identified were one or two spans. Of the three larger deck truss bridges, one, Delaware County's Sailboat bridge (Bridge #2106 1883 X) is no longer extant. The remaining bridge, the Ripley Bridge in Payne County, is abandoned and deteriorating. An eight span bridge measuring 978 feet in length with a width of only 18 feet, it does not compare favorably with the US Highway 77 Bridge except in age. The Ripley bridge was constructed in 1928, and represents an early example of the type.

At 3,642 feet, the US Highway 77 Bridge is the third longest bridge in the state. The "Pony Bridge," or Bridgeport bridge on US 66 over the Canadian River in Canadian County is 3,944 feet long. A forty span camelback pony truss bridge, the "Pony Bridge" is significant in its own right but does not compare with the deck truss. The longest bridge in the state, the Roosevelt Bridge over Lake Texhoma in Bryan County, is 4,943 feet long. Also significant on its own merits, this 87 span, Parker through truss and Camelback pony truss bridge post-dates the US Highway 77 Bridge. Like the "Pony Bridge", the Roosevelt Bridge is long and low, carrying the roadbed close to the water while the US 77 Bridge is high in the air, creating a different feeling when crossing the spans. The Roosevelt Bridge's mixed truss design also differentiates it from the more streamlined look of the US Highway 77 Bridge.¹⁸

The US Highway 77 Bridge is the best extant example of a deck truss bridge in Oklahoma. Its length and height are unparalleled and its integrity is excellent. Apart from minor patches and replacement of expansion joints, the bridge remains as it was when opened to traffic in 1938. It retains a high degree of integrity of location, design, materials, workmanship, setting, feeling, and association. It is eligible for the National Register under Criterion C, at the state level of significance.

¹⁷ King, page 58.

¹⁸ Ibid. pages 99 and 101.

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CONCLUSION

The US Highway 77 Bridge over the Canadian River is eligible for the National Register of Historic Places under Criteria A and C, as an excellent example of bridge engineering prior to World War II and for its transportation significance in the state of Oklahoma. It remains the longest, highest, and best example of a deck truss bridge in the state. At the time of its construction, it was the costliest single transportation-related expenditure in Oklahoma history and was the culmination of an on-going debate between the plans of federal highway engineers and the desires of state and local politicians. It is significant at the state level and remains to this day one of the more noteworthy bridges in the state of Oklahoma.

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BIBLIOGRAPHY

Daily Oklahoman. Oklahoma City. July 31, 1938.

King, Joseph E. Spans of Time: Oklahoma Historic Highway Bridges. Oklahoma City: Oklahoma Department of Transportation, Planning Division. 1993.

Purcell (Okla.) Register. Purcell, Oklahoma. 1936, 1937, 1938.

VERBAL BOUNDARY DESCRIPTION

The west abutment rests approximately 100' east of the intersection of Canadian Street and Washington Street (US 77) in Purcell, McClain County, T6N, R2W, NW ¼, NE ¼, NE ¼, Section 12.

The east abutment rests approximately 100' east of the intersection of 5th Street and Broadway (US 77) in Lexington, Cleveland County, T6N, R1W, on the section line between Section 6 and Section 7.

The boundary between McClain and Cleveland counties is indefinite, it varies with the flow of the river in its channel.

BOUNDARY JUSTIFICATION

Includes the area historically associated with the bridge.