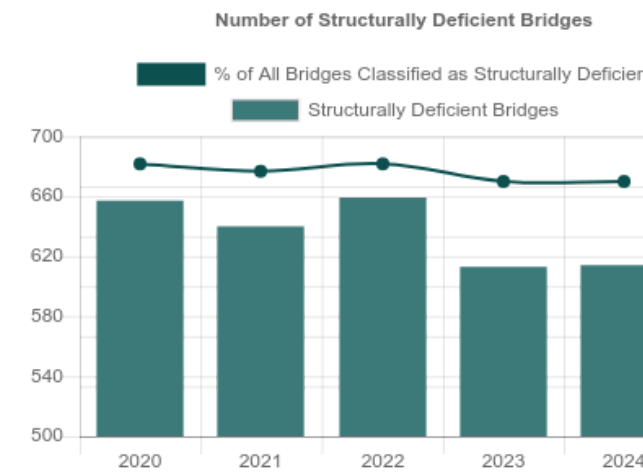
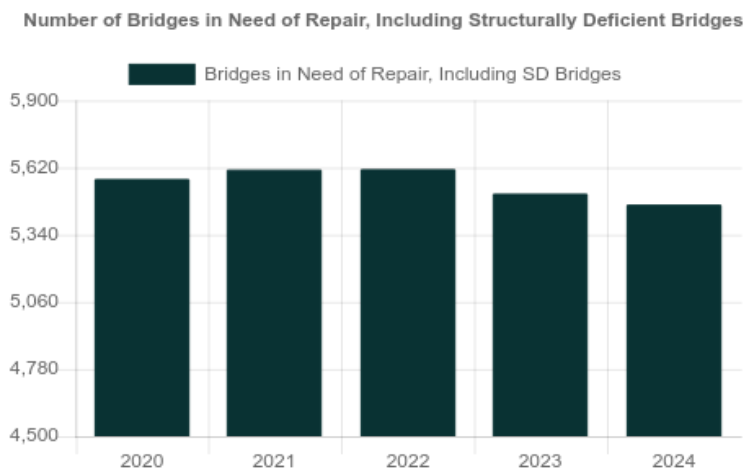
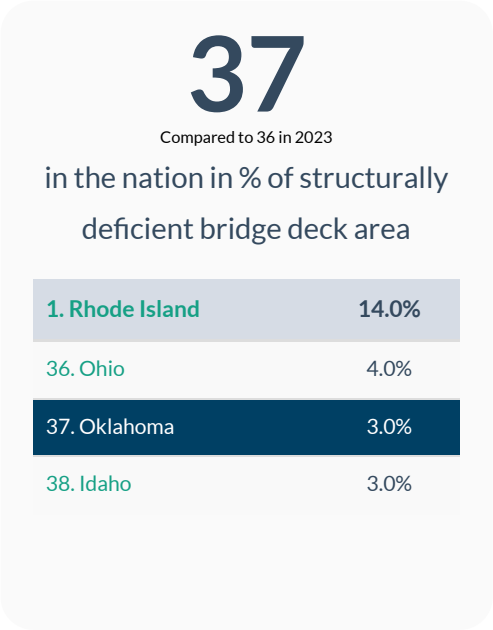
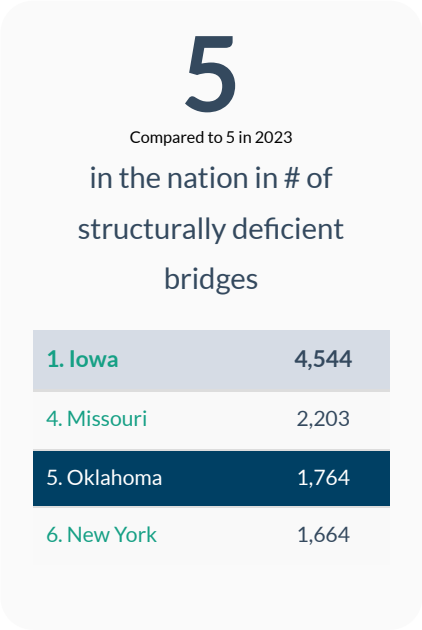
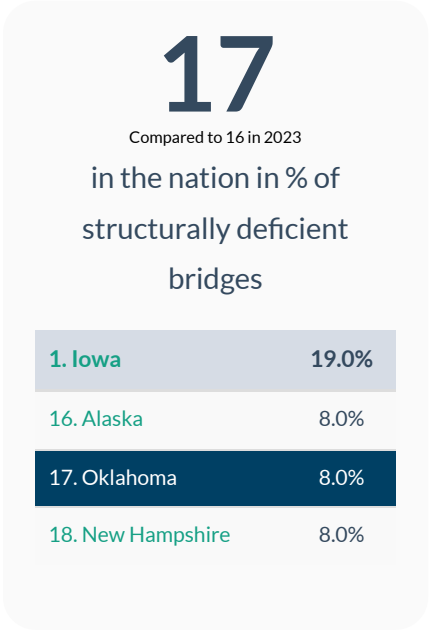


Oklahoma Congressional District 2

- Of the 6,022 bridges in the counties of this district, 614, or 10.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 657 bridges classified as structurally deficient in 2020.
- Repairs are needed on 5,466 bridges in the district, which will cost an estimated \$3.5 billion.
- This compares to 5,573 bridges that needed work in 2020.
- The state has committed \$40.1 million in IIJA bridge formula funds to support 19 projects in the District.



Top Most Traveled Structurally Deficient Bridges in Oklahoma

County	Year Built	Daily Crossings	Type of Bridge	Location
Rogers	1940	9,759	Urban local road	E0510 over Creek
Sequoyah	1975	9,700	Rural minor arterial	U.S. 64 EB over Garrison Trib O Flow
Sequoyah	1975	9,550	Urban other principal arterial	U.S. 64 WB over General O Flow
Muskogee	1905	7,560	Urban minor arterial	Fau 6784 Callahan over Up R.R. Under
Okfuskee	1963	7,450	Rural Interstate	I-40 over Greenleaf Creek
Nowata	1937	6,800	Rural arterial	U.S. 169 over Creek
Rogers	1956	6,750	Urban collector	S.H. 66 NB over Bird Creek & Rd. Under
Sequoyah	1933	5,000	Rural arterial	U.S. 59 over Hog Creek
Rogers	1939	4,500	Urban minor arterial	Fau 8545 (Cherokee over Creek
Craig	1956	4,350	Rural arterial	U.S. 69 SB over Will Rogers Tp I-44 Und
Craig	1936	3,900	Rural arterial	U.S. 69 over White Oak Creek
Ottawa	1944	3,800	Rural major collector	S.H. 10 over Creek
Pittsburg	1968	3,800	Rural arterial	Ind. Nation Tp over Creek
Mayes	1940	3,219	Rural major collector	Fas 4907 over Trib of Neosho River
McCurtain	1953	3,100	Rural arterial	S.H. 3 over Glover River
Sequoyah	1942	2,900	Rural major collector	U.S. 64 over Wolf Creek Trib.
Pushmataha	1957	2,800	Rural arterial	S.H. 3 over Kiamichi River
Pittsburg	1943	2,500	Rural local road	C-Tree Road over Peaceable Creek
Muskogee	1948	2,200	Urban collector	Fau 6741 (Gulick S over Coody Creek
Muskogee	1950	2,001	Urban minor arterial	Fau6741-Gulick St. over Corta Creek
Okmulgee	1950	2,000	Urban minor arterial	Fau 1949 (10 Th) over Coal Creek
Mayes	1928	1,900	Rural major collector	U.S. 412 Alt. over Creek
Le Flore	1948	1,800	Rural major collector	U.S. 271 over Fourche Maline Creek
Delaware	1940	1,664	Rural local road	E0250 over Grand Lake-Hickory Creek
McIntosh	1937	1,300	Rural major collector	S.H. 9 over Wallace Creek

Bridge Inventory: Oklahoma

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	183	173,687	2,262,060	1	461	7,450
Rural arterial	628	526,189	4,093,799	7	7,632	29,750
Rural minor arterial	337	224,582	1,310,724	2	3,569	9,790
Rural major collector	2,449	834,933	2,481,963	226	34,845	63,452
Rural minor collector	1	1,134	790	0	0	0
Rural local road	2,091	377,342	323,067	358	37,068	46,550
Urban Interstate	22	22,560	473,400	0	0	0
Urban freeway/expressway	39	45,645	518,900	0	0	0
Urban other principal arterial	78	97,155	723,547	1	1,139	9,550
Urban minor arterial	59	26,337	271,214	6	1,430	16,361
Urban collector	45	19,803	93,642	4	3,191	9,925
Urban local road	90	18,849	76,402	9	1,230	11,508
Total	6,022	2,368,215	12,629,508	614	90,566	204,336

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	3,661	\$3,178	6,641,276	1,681,044
Widening & rehabilitation	1,533	\$261	4,696,917	205,162
Rehabilitation	46	\$30	85,459	23,198
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	226	\$36	48,945	31,807
Total	5,466	\$3,505	11,472,597	1,941,212

About the data:

Data includes information for the following area(s): Adair County, Atoka County, Bryan County, Cherokee County, Choctaw County, Coal County, Craig County, Delaware County, Haskell County, Hughes County, Johnston County, Latimer County, Le Flore County, McCurtain County, McIntosh County, Marshall County, Mayes County, Muskogee County, Nowata County, Okfuskee County, Okmulgee County, Ottawa County, Pittsburg County, Pushmataha County, Rogers County, Sequoyah County

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered "poor" condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, [published by FHWA](#). Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.