

Between Chandler (east)  
and Arcadia (west)

**F.A.P. 137  
SEC. "G"**

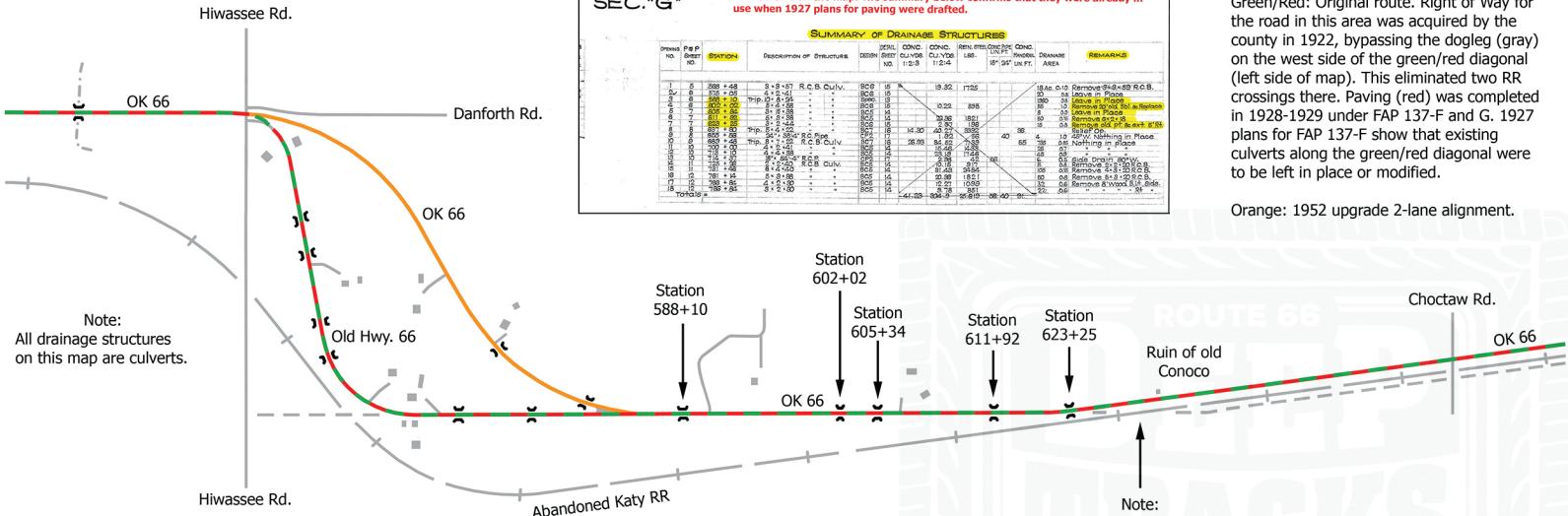
The Station numbers and Remarks highlighted below match culverts identified with arrows on the map. The summary below confirms that they were already in use when 1927 plans for paving were drafted.

| DRAINAGE NO. | P.F. NO. | S.P. NO. | SECTION | DESCRIPTION OF STRUCTURE | SECTION NO. | CONC. NO. | REIN. CONC. NO. | LARS | CONC. NO. | DRAINAGE AREA | REMARKS        |
|--------------|----------|----------|---------|--------------------------|-------------|-----------|-----------------|------|-----------|---------------|----------------|
|              |          |          |         |                          |             |           |                 |      |           |               |                |
| 1            | 100      | 101      | 1       | R.C.B. CULV.             | 100         | 101       | 102             | 103  | 104       | 105           | Station 588+10 |
| 2            | 106      | 107      | 2       | R.C.B. CULV.             | 106         | 107       | 108             | 109  | 110       | 111           | Station 602+02 |
| 3            | 112      | 113      | 3       | R.C.B. CULV.             | 112         | 113       | 114             | 115  | 116       | 117           | Station 605+34 |
| 4            | 118      | 119      | 4       | R.C.B. CULV.             | 118         | 119       | 120             | 121  | 122       | 123           | Station 611+92 |
| 5            | 124      | 125      | 5       | R.C.B. CULV.             | 124         | 125       | 126             | 127  | 128       | 129           | Station 623+25 |

Alignments on this Map

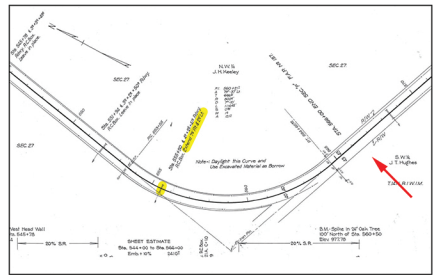
Green/Red: Original route. Right of Way for the road in this area was acquired by the county in 1922, bypassing the dogleg (gray) on the west side of the green/red diagonal (left side of map). This eliminated two RR crossings there. Paving (red) was completed in 1928-1929 under FAP 137-F and G. 1927 plans for FAP 137-F show that existing culverts along the green/red diagonal were to be left in place or modified.

Orange: 1952 upgrade 2-lane alignment.

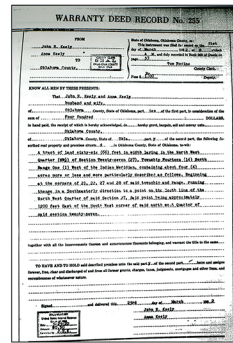


Note:  
All drainage structures  
on this map are culverts.

Note:  
The dashed gray line represents a former county road that connected to the 1914 bridge on the previous map. The arrow above indicates where this road likely crossed the RR. A RR grade crossing existed at the east end of this short road as well.



FAP 137-F project plans from 1927, show the curve at the bottom of the diagonal route (green/red, above), noting that an existing culvert is to be extended. This confirms that the diagonal route was already in use. The red arrow denotes the east end of FAP 137-F and the west end of FAP 137-G where the two connect.



The document above is a deed for land purchased by the county from John H. Keely in March 1922 for a right of way 66' wide. It describes the diagonal part of the green/red route at the upper left of the map. A new county road here eliminated two RR crossings and bypassed a flood plain. This ROW was expanded to 80' in 1928, in preparation of paving of the route under FAP 137-F.

**OKLAHOMA CO. REGISTER  
DEC. 21, 1928**

Ed L. Shelden, chairman of the county commissioners, Tuesday wrote the corporation commission that the county will close a road crossing over the M-K-T railway track about five miles east of Arcadia. He refused to close a crossing one-half mile south of Arcadia, however, explaining to the commission that the second road, while not a section line, must be kept open for farmers living southeast of Arcadia. The request was made by the railroad company. The first road is parallel to U. S. Highway No. 66, which will serve the purposes of both roads, Shelden said.