



Moments in History

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Moments in History January

In January 1927, the first edition of the Manual & Specifications for the Manufacture, Display, and Erection of....U.S. Standard Road Markers and Signs was published.

In January 1937, an inventory of all roads in each Oklahoma county was complete and work began on the task of preparing some 500 official county and state maps.

In January 1973, the 1973 Highway Act expanded the urban highway program to include not only the metropolitan areas, but all cities of 5,000 or more population.

On January 1, 1913, Highway Commissioner Sidney Suggs presented the first biennial report of the Oklahoma Highway Department to the Oklahoma legislature.

According to state law at the time, after January 1, 1917 "no draft wagon of one ton capacity or greater, and having iron or steel tires, shall be permitted to be sold by a dealer in this state if its tires are less than three inches in width."

The Preston bridge, known in Oklahoma as the Woodville bridge in Marshall County was purchased and opened for traffic January 1, 1930.

As of January 1, 1939, there were 8,261 miles of highways on the State Highway System.

January 2, 1957 The Oklahoma Highway Commission dedicated SH 96 from the junction of SH 32 north of Burneyville then south 2 miles

On January 3, 1966, the Oklahoma Highway Commission approved the designation of SH 75 Business, a nearly 3 mile section of road between I-40 and US-62 in Henryetta.

On January 4, 1939, the Oklahoma Highway Commission approved the designation of SH-52 from the junction US 64 near Hooker south to the junction of SH 3 west of Hardesty.

On January 5, 1954, the Oklahoma Highway Commission requested the Bureau of Public Roads establish US-66 beginning 4 miles west of Vinita and continuing east.

On January 5, 1970, the Oklahoma Transportation Commission awarded an I-40 reconstruction project beginning at US 69 south of Checotah and extending east 6 miles. Construction completed October 28, 1971.

On January 5, 1976, the Federal Highway Administration allocated \$6 million in special funding for the replacement of hazardous bridges on the federal-aid system in Oklahoma.

On January 8, 1923, Paul Nesbitt became the seventh Oklahoma Highway Commissioner.

January 8, 1987, Governor Bellmon appointed Neal McCaleb as Transportation Secretary.

On January 8, 2002, a ceremony was held to dedicate and open the Canadian River Twin Bridges between Tuttle and Mustang.

On January 9, 2006, ODOT introduced new state highway signs using the shape of the state of Oklahoma.

On January 10, 1955, the Oklahoma Transportation Commission approved the redesignation of SH15A to SH 34C from the junction of SH 34 east to Boiling Springs State Park.

On January 10, 1991, Gov. Walters named Delmas Ford as the 2nd Secretary of Transportation.

On January 11, 1939, the Oklahoma legislature approved House Bill 1, which changed the number of Transportation Commissioner from four back to three.

On January 11, 1950, the Oklahoma Transportation Commission approved the designation of SH 77H from Hollywood corner north to the Oklahoma County Line.

On January 12, 1968, the I-244 project to construct overpasses over Admiral Place and over Delaware Ave. in Tulsa were complete.

On January 13, 1937, the Oklahoma Highway Commission approved the designation of SH-55 from Rocky in Washita County to Carter in Beckham County.

On January 13, 1951, H. E. Bailey became the General Manager of the Oklahoma Turnpike Authority in order to oversee construction of the Turner Turnpike.

On January 14, 1963, the surfacing of I-35 in Noble Co. was completed from approximately 7 miles north of US 64 and extending approximately 11 miles to the existing paved section of I-35 at SH 15.

On January 15, 1973, The Transportation Commission unanimously approved the authorization of the Department to implement the licensing, registration and permit procedures for control of outdoor advertising along interstate and federal-aid primary highways throughout the State.

On January 16, 1969, William M. Dane resigned as State Highway Director, effective February 1, 1969.

On January 17, 1939, H. E. Bailey began his term as State Highway Commissioner, together with Sandy H. Singleton and George A. Meacham.

On January 18, 1978, the 262 ft. SH-2 bridge over Pine Creek, 6 miles northeast of Moyers in Pushmataha Co. was completed.

On January 21, 1986, a resolution was passed naming the new 4-lane US 69 Bypass the "George Nigh Expressway" for his efforts to complete the four-laning of U. S. Highway 69 border to border.

On January 22, 1957, surveying and plans for the Oklahoma City I-40 Crosstown Expressway are authorized.

On January 23, 1964, the 7-mile project to pave I-40 between SH 18 and the Seminole County Line was complete in Pottawatomie Co.

On, January 24, 1961, the State Highway Commission appointed Frank Lyons as the 4th Director of the Department of Highways.

On January 25, 1933, the Oklahoma Highway Commission approved SH-65 from Walters to the Texas State line.

On January 26, 2009, the project to reconstruct the SH-9 bridges over Rainy Mountain Creek and Stinking Creek was completed east of SH-115 in Kiowa county.

On January 27, 1927, the Oklahoma Legislature approved House Bill 75 changing the number of Highway Commissioners from three to five.

On January 27, 1947, the Legislature approved House Bill 1, increasing the number of Highway Commissioners to eight and

creating the position of State Highway Director.

On January 28, 1986, a resolution was passed naming the new 4-lane US-69 Bypass in McAlester, the George Nigh Expressway.

On January 29, 1932, construction started on the office building and two shops for the Highway Department Division 3 offices in Ada.

On January 31, 1969, Gov. Bartlett attended the Highway Commission meeting and asked the Commission to review all policies regarding consulting engineering contracts.



Moments in History February

In February, 1944, the Highway Commission authorized the Department to employ four traveling mechanics to inspect all highway equipment in the state and make minor repairs.

On February 1, 1920, R. C. Terrell became the fourth Chief Engineer of the Highway Department

On February 1, 1921, B. E. Clark became the fifth Highway Commissioner

On February 1, 1961, Frank Lyons took office as Director of the Department of Highways.

On February 2, 1926, a contract was awarded to build a second bridge over the Red River, south of Davidson. At the time it was the longest highway bridge in the state at 5,423 ft.

On February 2, 1944, H. E. Bailey became the 16th Chief Engineer of the Highway Department

On February 2, 1953, the Highway Commission designated US-66 from Lincoln Boulevard. to SH 74 then to N.W. 39th Street. A total distance of 4.9 miles.

On February 2, 1953, the Highway Commission approved the proposed 1953 Concrete and Bituminous Program for the amount of \$3,261,650

On February 2, 1981, the Transportation Commission designated SH-3 between the State Capitol in Oklahoma City and the Colorado State Line north of Boise City as the Northwest Passage.

On February 3, 1986, the Transportation Commission approved the designation of SH 33G between SH 33 and SH 69A in northeastern Oklahoma.

On February 4, 1985, V. O. Bradley was named the Interim Director and later Director after Gov. Nigh asked the Legislature to drop the requirement that the Director be an engineer.

On February 6, 1983, it was announced that the Department's employee newspaper won first place as the best internal publication at AASHTO Public Affairs Workshop in San Antonio.

On February 7, 1939, the Commission approved the designation of SH 44A from the junction SH-44 north to Quartz Mountain State Park.

On February 7, 1955, the Commission approved the designation of SH 51C from the junction of SH 51 north to Lake Carl Blackwell.

On February 7, 2000, the new Sailboat Bridge over Grand Lake was completed and reopened to traffic.

On February 8, 1963, the I-40 project from 1/2 mile east of Douglas Boulevard in Midwest City and extending southeast 5 miles into Oklahoma City completed.

On February 10, 1951, C. A. Stoldt became the second Department of Highways Director following an announcement by Gov. Murray.

On February 11, 1941, L. S. Robson replaced H. E. Bailey as State Highway Commissioner.

On February 12, 1985, the Oklahoma Senate approved a resolution naming the Transportation Department Building in Oklahoma City, the Richard A. Ward Building.

On February 13, 1933, Senate Bill 55 was signed expanding the number of Highway Commissioners from three to four. L. V. Orton was then named a Commissioner.

On February 14, 1934, the Department of Highways laboratory building was destroyed by a fire. A new laboratory building was built at 23rd Street and Walnut Avenue.

On February 15, 1960, a 5-mile, I-40 project to pave from US-281 to east of the Caddo-Canadian County line was completed for \$668,000.

On February 16, 1983, Gov. Nigh asked the Transportation Commission to plan a four-year comprehensive road program for the spending of new federal money.

On February 17, 1924, Gov. Trapp declared to the Legislature that he would abolish the highway department unless they passed a bill to give it sufficient money to match incoming federal aid funding.

On February 17, 1958, the Highway Commission approved the designation of SH 48C from Sasakwa north via Wewoka and Cromwell to the junction of SH 48 south of Castle.

On February 17, 1958, the Highway Commission adopted a resolution requesting the U.S. Congress amend the Federal Aid Highway Act to provide for consistent Interstate funding.

On February 18, 1993, John F. Crowley was named the 6th State Transportation Director.

On February 19, 1957, the Highway Commission awarded projects to pave US-77 from Goldsby east 7 miles in McClain Co. and build 3 bridges on the US-66 Bypass in Tulsa.

On February 20, 1970, the final segment of I-35 near Wynnewood opened, marking the completion of I-35 in Oklahoma from the Kansas to the Texas border.

On February 21, 1933, H. N. Arnold, L. B. Selman and Ed McDonald began their terms as Highway Commissioners.

On February 21, 1986, the final two contracts to complete four-laning US-69 from Big Cabin south to the Red River were awarded.

On February 23, 2004, ODOT received the American Road & Transportation Builders Association "PRIDE Award" for the Webbers Falls Memorial Dedication events.

On February 24, 1937, the Highway Commission approved SH 36A. Designation from the junction of SH 36 west to Cameron College in Lawton.

On February 25, 1964, the SH-28 project to pave 5 miles of roadway between the Will Rogers Turnpike and Adair. Was completed in Mayes County.

On February 26, 1916, House Bill-43 was passed requiring county commissioner's building permanent state roads and bridges to request the Highway Commissioner to designate a highway engineer to consult with.

On February 27, 2003, the SH-99 project to widen the 5 miles of the roadway from 2 to 4 lines near Seminole completed.

On February 28, 1985, Transportation Department Director Richard D. Ward retired from the Department.

On February 28, 2003, Phil Tomlinson was named as the 5th Secretary of Transportation.

On February 29, 1987, the northbound lanes of US 81 north of Okarche were flooded and pumps were brought in to clear the roadway and prevent further damage to the roadway.

On February 30, 1928, the third free bridge over the Red River was opened to traffic near Burkburnett, Texas.



Moments in History

March

In March, 1925, a convict labor camp was organized near the town of Clayton to assist in the construction of SH 10 in Pushmataha County.

In March, 1936, twenty survey teams began work observing and recording distances of roads, bridges, streams and railroads in the state. 101,125 miles of roadway were recorded

On March 1, 1922, a project to pave 15 miles of roadway from the Neosha River Bridge near Miami southwesterly through Narcissa to Afton in Ottawa County completed.

On March 1, 1948, the Highway Commission established permanent Resident Engineer's Headquarters in all 8 Divisions

On March 1, 1969, The Department of Highways' Right-of-Way Division was reorganized and divided into the Bureau of Engineering and the Bureau of Acquisition.

On March 2, 1927, the Commission designated SH 50 from Mooreland via Freedom to the junction of US 64 in Woods County.

On March 2, 1953, SH 93 was designation from Hugo to Rattan.

On March 3, 1953, SH-40 Business was designed from Harding Ave. north to the junction of US-77 in Ponca City.

On March 4, 1927, U.S. Congress approved a special act placing the control of the tolls on the bridges across the Red River under the jurisdiction of the War Department

On March 4, 1963, SH 32 Truck Route was designated in Marietta from the junction of US 77 northeasterly to the junction of SH 32 (Main Street).

On March 4, 1974, the Oklahoma Legislature approved House Bill 1504, making the maximum speed limit on all Oklahoma highways 55 miles per hour.

On March 4, 1991, the Transportation Commission appointed Bobby G. Green as the 5th Director of Oklahoma Department of Transportation.

On March 5, 1945, the Transportation Commission designated SH 91 from Guymon south to the Texas State Line.

On March 6, 1956, Gov. Gary requested the Transportation Commission make every effort to start Highway-77 construction as soon as possible because of its economic importance.

On March 6, 1961, a resolution was adopted allowing Congress to grant relief on State payments for the relocation of roads near the Oologah, Keystone and Eufaula Reservoirs.

On March 7, 1924, the gasoline tax was amended by House Bill 14 to levy an excise tax of 2 ½ cent per gallon to allow for purchasing right-of-way and improved highway construction.

On March 8, 1954, the Highway Commission authorized the Director to enter into an engineering contract for the survey and plans for the Tinker Diagonal in Oklahoma County.

On March 9, 1949, the Highway Commission awarded the contract for two bridges over the Mountain Fork River, 7 miles

east of Broken Bow. Both bridges are still in use today.

On March 11, 1985, a dedication ceremony was held at the Ft. Sill Reservation celebrating resuming rail service from Chickasha, through Anadarko, Fort Sill, to Wichita Falls, TX.

On March 12, 1947, H. E. Bailey was appointed by the Transportation Commission as Director of the State Highway Department and was to receive a salary of \$12,000 per year.

On March 12, 1949, work started to convert the Tulsa-Sapulpa Highway (US 66) to a 4-lanes highway with two additional lanes for parking.

On March 13, 1947, members of the Highway Commission met with the Director to formulate tentative rules and regulations to govern the Highway Department.

On March 14, 1924, Senate Bill 44 was approved creating a three-member State Highway Commission and setting each Commissioner's term of office at six years.

On March 15, 1915, the legislature passed the first bill establishing the metal vehicle license plate and requiring them to be attached to the rear of vehicles.

On March 15, 1930, the Highway Commission created a purchasing department to centralize all purchases and obtain competitive bidding to receive the best prices.

On March 16, 1911, the Oklahoma Legislature approved House Bill 318, establishing a State Department of Highways.

On March 16, 1917, the House Joint Resolution 16 was passed, providing the matching funds needed in order to accept federal funds from the Federal Aid Road Act of 1916.

On March 17, 1969, the Highway Commission formally provided for a study of every road, highway, and street within the state, a requirement of the 1968 Federal Highway Act.

On March 18, 1924, the terms of office for the first three Highway Commissioners, Cyrus S. Avery, F. J. Gentry and Roy M. Johnson, began.

On March 19, 1959, US-66 designation was removed from Southwest Boulevard in Red Fork and 11th Street through Tulsa and added to I-44 from Red Fork through Tulsa.

On March 19, 1997, the project to replace the SH-58 bridge over Salty Creek, approximately 2 miles south of the Kansas State Line was completed.

On March 20, 1956, a joint project between Oklahoma and Texas was approved to build the US-77 bridge over the Red River (now part of I-35 two bridges).

On March 21, 1938, construction began on a project to build US-270 in Oklahoma County, including a traffic circle at May Avenue and Northwest Highway.

On March 22, 1985, Senate Bill 138 was passed, removing the requirement that the Transportation Director must be a professional engineer.

On March 23, 1917, Senate Bill was passed creating specific offices and positions at the Department of Highways to be appointed by the Commissioner of Highways.

On March 23, 1925, the 9th Oklahoma Legislature passed the gasoline tax which put a levy of one cent per gallon of gasoline on every gallon consumed in Oklahoma.

On March 23, 1925, House Bill 373 was passed placing the state highway system under the direct control of the State Highway Commission, instead of County Commissioners.

On March 23, 1937, the Highway Commission approved the designation of SH-69 from SH-14 east of Bessie northeast to the junction of US-66 in Weatherford.

On March 24, 1932, the first meeting of the Joint Committee on Uniform Traffic Control Devices was held in Washington D.C.

On March 24, 1942, the Highway Commission approved the designation of SH-92 from the junction of US-62 east of Chickasha to the junction of SH-37 in Tuttle.

On March 26, 1971, the Highway Commission named Chester Brooks the 7th State Highway Director.

On March 27, 1968, the I-40 project consisting of two highway overpasses, one highway underpass and one railroad underpass was completed in Washita County.

On March 28, 1923, Senate Bill 26 was passed setting the speed limit on state highways in Oklahoma at 35 miles per hour.

On March 28, 1972, the Highway Advertising Control Act of 1972 was passed authorizing the Department to control, regulate and enforce advertising restrictions along highways.

On March 29, 1971, the project to resurface 7-miles of I-35 from the Murray/Carter County Line extending south was completed.

On March 30, 1917, House Bill 620 was passed, allocating funds to aid in road construction and equip road working camps with proper tools and teams in each county of the State.

On March 31, 1927, House Bill 340 was approved, authorizing the Highway Commission to co-operate with the U.S. Geological Survey in the topographic mapping of Oklahoma.

On March 31, 1931, House Bill 149 was approved, providing for locating, tracing and mapping the Chisholm Trail, Texas Cattle Trail and other old cattle trails across the state.



Moments in History April

In April 1925, an additional convict labor camp was established in Pushmataha County to assist with the construction of SH 10 across the Kiamichi Mountains.

On April 1, 1921, E. S. Alderman became the fifth Chief Engineer of the Department of Highways.

On April 1, 1929, House Bill 284 was passed, changing the number of Highway Commissioners from five back to three.

On April 1, 1930, the Commission called for the installation of modern accounting equipment, the Hollerith tabulating machines, to detail all department expenditures.

On April 1, 1936, the Highway Commission approved the designation of SH-39 from Purcell west

On April 2, 1917, President Wilson told congress that United States will enter into WWI.

On April 3, 1943, Senate Bill 183 was approved making it unlawful to construct or maintain any business or structure on the right-of-way on any State or Federal highway.

On April 4, 1934, major floods hit Western Oklahoma sweeping away bridges, roads, rails and houses. With US-66 and SH-14 blocked for days, Clinton residents were marooned.

On April 4, 1936, the first Federal Work Program grade crossing project in the state was completed on the M.K.T. Railroad southwest of Trail in Dewey County.

On April 4, 1987, the Transportation Commission elected Neal A. McCaleb as the 3rd Transportation Director.

On April 5, 1950, the Highway Commission instructed the Director of Highways to begin searching out locations for Interstate Highway routes between the Kansas line and Guthrie.

On April 5, 1971, the Highway Department began studying the state's transit, airport and waterway needs and inventorying highway needs to comply with the Federal Aid Highway Act of 1970

On April 6, 1917, Congress passed the war declaration and President Wilson signed it.

On April 6, 1953, the Highway Commission designated SH 70E from the junction of US 70 east of Durant southeasterly to Albany.

On April 6, 1992, the Transportation Commission approved removing SH-74 designation from May Avenue and placing it on Lake Hefner Parkway on its completion.

On April 7, 1973, the final "east" segment of I-40, from old US-69 near Checotah east to Warner, was dedicated by Gov. Hall.

On April 8, 1929, John F. Rightmire became the eleventh Chief Engineer of the Highway Department.

On April 9, 1923, Senate Bill 349 was passed giving the Commissioner of Highways the ability to purchase right-of-way, prepare construction plans and appoint project engineers

On April 10, 1981, House Bill 1623 was approved authorizing the ODOT to acquire, construct, reconstruct, repair, operate and maintain railroad rights-of-way.

On April 10, 2009, Gov. Henry appointed ODOT Director Gary Ridley as the 6th Secretary of Transportation.

On April 11, 1962, the I-40 resurfacing project between US-281 in Caddo County and extending east to the Caddo/Canadian County line completed.

On April 12, 1943, Senate Bill 149 was approved authorizing the Highway Commission to construct and maintain flight strips, access roads and other necessary highways.

On April 12, 1945, a tornado hit the Highway Department's Division 2 Office in Antlers. A contract to rebuild the facilities was awarded later that year.

On April 13, 1942, the first project to pave SH 49 between Cache and the Wichita Mountains Wildlife Refuge in Comanche County was awarded.

On April 14, 1936, the first inventory of all roads in Canadian County was completed. It was the first countywide road inventory to be completed in the state.

On April 14, 1960, the 4 ½- mile surfacing project on I-35 from SH 33 south was complete in Logan County.

On April 15, 1936, the first inventory of roads in Grady and McClain Counties was completed and work began on the first Grady and McClain county maps

On April 15, 1939, House Bill 230 was approved, requiring the Highway Commission to maintain all roads connecting State and Federal Parks with highways and city streets.

On April 15, 1945, Heavy rains caused much of Eastern Oklahoma to flood, washing-out several state highway bridges and sections of pavement.

On April 16, 1936, the first inventory of all roadways in Kingfisher and Pottawatomie Counties was complete.

On April 16, 1945, House Bill 470 was approved levying an excise tax of two cents per gallon in order to provide additional funds to the State Highway Commission.

On April 17, 1931, House Bill 484 was approved transferring responsibility for registration of motor vehicles and the collection of tag fees to the Oklahoma Tax Commission

On April 18, 1989, the Oklahoma Senate adopted a concurrent resolution expressing support for the return of rail passenger service to Oklahoma.

On April 19, 1945, Senate Bill 297 was approved authorizing contracts suspended by federal agency orders during WWII be re-negotiated with the original contractor or cancelled by mutual agreement.

On April 20, 1948, Mr. Lundy, the new Tulsa Mayor, appeared before the Commission requesting the extension of Sapulpa Road and its reconstruction into a four-lane highway.

On April 21, 1989, House Joint Resolution 1029 was approved directing ODOT and several other state agencies to designate and promote old U.S. Route 66 as a historic route.

On April 21, 1989, the Centennial Expressway (I-235) was dedicated, linking the I-35/I-40 Jct. and I-44 near the State Capitol. The roadway opened to traffic the next day.

On April 22, 1931, House Bill 216 was approved authorizing the Highway Department to makes and enforce laws regulating the

licensing of aircrafts and pilots.

On April 22, 1958, the first completed segment of interstate in Oklahoma was completed and dedicated on I-35 in Kay County

On April 23, 1923, the first bridge over the South Canadian River near Newcastle was completed. It replaced a toll ferry which operated intermittently.

On April 24, 1921, the Federal Aid project to construct a 6 miles of gravel road extending south from Lawton was completed.

On April 25, 1941, the first paving project on SH-34 from US-66 north to the Roger Mills County line was approved by the Highway Commission.

On April 26, 1939, House Bill 533 was approved authorizing the Highway Commission to purchase five existing bridges over the Red River from Texas.

On April 26, 1962, a project to surface I-35 from SH 15 in Noble County and extending north 10 miles into Kay County completed.

On April 26, 1963, a project to surface I-35 from the Red River bridge north 11 miles in Love County was completed.

On April 27, 1945, the Highway Commission submitted a proposal for 46 projects to repair flood damage and to prevent future damage on highways statewide.

On April 28, 1969, the Highway Department Commission Chairman appointed Commissioners Irish and West to a Survey Committee for the selection of a Director.

On April 28, 1973, the new Carl Albert Bridge across the Kiamichi River on SH 93 was dedicated in Choctaw County.

On April 29, 1969, the I-35 construction project beginning at the Carter County line and extending north 6 miles was completed in Murray County.

On April 30, 1947, Senate Bill 225 was approved creating the Oklahoma Turnpike Authority.



Moments in History May

On May 1, 1930, two toll bridges over the Canadian River were purchased for \$140,000 and opened as free bridges. The Bridgeport Bridge and the Ada-Konawa Bridge.

On May 1, 1958, Pawnee County was transferred to Highway Department Division Eight and Creek County transferred to Division Four.

On May 1, 1973, the Department of Highways began construction on its new building at 200 N.E. 21st St. The total cost of building was \$7,604,000.

On May 1, 1995, the Transportation Commission approved the US-70 Bypass and US-259 Bypass in Idabel.

On May 2, 1955, the Highway Commission instructed the Department to begin surveying for a location for a county maintenance headquarters in each county.

On May 3, 1948, the Highway Commission approved the designation of SH 51A from the junction of SH 51 east to Southard.

On May 3, 1982, the Transportation Department and its partners began negotiating with the Rock Island Railroad for the purchase and resumption of rail freight service from Salina, Kansas through Oklahoma to Dallas.

On May 4, 1953, the Transportation Commission approved the designation of SH-98 from Valliant to Wright City.

On May 4, 2006, Joint Resolution 55 was filed celebrating the 50th Anniversary of the federal interstate system of highways.

On May 5, 1936, the first inventory of all roads in Blaine County was completed in preparation for the first Blaine County ,General Highway and Transportation Map.

On May 6, 1974, the Commission approved a resolution stating the Urban System Program would be administered the same manner as the Federal-aid Secondary Program

On May 7, 1947, the Commission approved a resolution stating a contractor violating a contract by using faulty or inferior material would be taken into full consideration in future project bids.

On May 7, 1962, the Highway Commission approved the designation of the SH-56 Loop connecting US-75 and US-62 on the northeast bypass route in Okmulgee.

On May 7, 1984, the Transportation Commission approved a round of new construction projects following increases in the state and federal fuel taxes.

On May 8, 1935, House Bill 125 was approved authorizing the Highway Commission to use State Highway funds to purchase five bridges over the Red River.

On May 8, 1935, House Bill 275 was approved authorizing the use of safety glass in state owned motor vehicles.

On May 8, 1995, the Department's Ardmore Residency Building was destroyed by a tornado. Approval to build a new building

was given in September 1996.

On May 9, 1936, the US-66 bridge over the Verdigris River (now the southbound SH-66 bridge over Bird Creek) was completed near Catoosa for \$132,915.57.

On May 10, 1932, State Highway Commission Chairman Sam R. Hanks announced the proposed Northwest Highway, between Oklahoma City to Guymon, would be built.

On May 10, 1939, House Bill 497 was approved designation the State Capitol Building grounds, street and roads as part of the State Highway System.

On May 10, 1943, flood hit eastern Oklahoma causing an estimated \$1 million in damages to roads and bridges on the highway system.

On May 10, 1971, staff from the Governor's office appeared before the Commission to discuss the 1971 Summer Youth Opportunity Program for disadvantaged youths, and to recommend participation in the program.

On May 11, 1942, the last W.P.A. project awarded in Oklahoma, widening US-183 in the city of Clinton, completed

On May 12, 1969, two I-40 construction projects in Muskogee were awarded. They included 6 miles of roadway, 6 highway overpasses, 4 bridges, 2 rail overpasses and 1 highway underpass.

On May 13, 1936, the first inventory of all road in Payne County was completed in preparation for the first Payne County - General Highway and Transportation Map

On May 14, 1935, Van T. Moon became the fourteenth Chief Engineer of the Highway Department

On May 15, 1938, the Canadian River Bridge between Lexington and Purcell was completed.

On May 15, 1957, the Cimarron River overflowed its banks flooding parts of western and northern Oklahoma following three days of heavy rain.

On May 15, 1989, Gov. Bellmon vetoed House Joint Resolution 1034 which would have renamed 11 highways and bridges after current and past legislators.

On May 16, 1957, Gov. Gary asked for Federal Aid disaster assistance following three days of flooding in western and northern Oklahoma.

On May 16, 1957, four bridges, including the newly completed Raymond Gary bridge on US 281 across the Cimarron River were destroyed by flood water.

On May 16, 1973, the I-40 realignment project from the McIntosh Co. line and extending east 6 mile was completed in Muskogee.

On May 17, 1957, Highway Director C. A. Stoldt estimated that nearly \$5 million in damage had occurred on the state highway system following heavy floods in the state.

On May 18, 1943, floods hit northeastern Oklahoma for the second time within a week, closing 26 highways.

On May 18, 1948, the Highway Commission approved a proposal for the City of Tulsa to furnish right-of-way and the Department pay for the construction to widen US-66 through Tulsa.

On May 18, 1958, the first segment of interstate in Oklahoma under the Federal Interstate Act of 1956 was completed on I-35 in northern Kay County.

On May 18, 1962, the Tinker Diagonal Expressway (I-40 from I-

35 to Douglas Blvd.) was dedicated.

On May 18, 1998, House Bill 2238 was approved requiring ODOT to make certain improvements to roads and bridges before removing them from the State Highway System.

On May 19, 1957, Federal disaster relief officials met with Gov. Gary and state official to discuss funding to repair flood damage from the States most disastrous flooding ever.

On May 20, 1943, flooding hit Eastern Oklahoma for the second time in ten days. Nearly all bridges over the areas three rivers were washed out or severely damaged

On May 21, 1936, the Highway Commission designated SH-67 from US-75 in Mounds northeast to US-64 in Bixby.

On May 21, 1936, the first inventory of all roads in Okfuskee County was completed and work began to prepare the first Okfuskee County highway and transportation map.

On May 21, 1947, the Highway Commission approved and adopted the first official Oklahoma Department of Highways Rules and Regulations

On May 21, 1957, Gov. Gary signed a temporary 1-cent gasoline tax to pay for flood damages. The tax was set to last for seven months or until the Governor ended it.

In 1961 the week of May 21-27 was proclaimed by the Governor as National Highway Week.

On May 22, 1936, the first inventory of all roads in Wagoner County was completed and work began on the first Wagoner County General Highway and Transportation Map

On May 23, 1969, the first section of the I-40 Elk City Bypass was completed. It consisted of five highway overpasses and two railroad overpasses.

On May 24, 1944, the highway commission designated SH-75A from the junction of US 69 & US 75 in Colbert west to Cartwright.

On May 25, 1936, the first inventory of all roads in Seminole and Tulsa Counties were completed.

On May 26, 1988, the Oklahoma City Chamber of Commerce passed a resolution recommending that Interstate 235 be name the Centennial Expressway.

On May 26, 2002, the I-40 bridge over the Arkansas River near Webbers Falls was hit by two river barges and knocked down. Fourteen people were killed.

On May 26, 2003, a dedication ceremony was held for the Webbers Falls I-40 Bridge Memorial.

On May 27, 1950, a reconstructed section of US-69 between Caddo in Bryan County and Tushka in Atoka was opened to traffic.

On May 27, 1957, Gov. Gary directing the Highway Commission and the State Highway Department to devote all facilities and personnel to repairing flood damages in order to restore the roads to normal use.

On May 28, 1976, the Commission authorized the Highway Department to contract with consulting firm Modjeski and Masters to perform an independent and unbiased investigation into the cause of the US-75 bridge collapse north of Calvin.

On May 29, 1934, Construction completed on the Sh-34 bridge over the Salt Fork of the Red River south of Mangum.

On May 30, 1975, the final segment of I-40, from Texas to east of Erick, was completed, making Oklahoma one of the first

states in the nation to complete its rural highway system.

In May 1925, the Department of Highways took over the maintenance on the entire State Highway System, purchasing all equipment and maintaining the state highways with no expense to the counties.

In May 1951, floods in Western Oklahoma, washed out the US-183 bridge over Beaver River in Woodward County and the US-66 bridge over the North Fork of the Red River south of Sayre



Moments in History June

In June 1917, the office of the State Highway Department was moved to the basement of the east wing of the State Capitol Building after the building was completed.

On June 1, 1919, Henry Wood became the fourth Highway Commissioner.

On June 1, 1925, Senate Bill 44 was approved appointing a Right-of-Way Engineer to secure right-of-way and exercise eminent domain for the State Highway Department.

On June 1, 1925, SH-29 was designated from SH-8 in Lawton east to SH 4 in Ardmore.

On June 1, 1927, SH-51 was designated from the SH-17 in Stilwell west to SH-27 west of Eldon.

On June 1, 1927, Clark R. Mandigo became the tenth Chief Engineer of the Highway Department

On June 1, 1936, the first inventory of all roads in Cherokee, Greer, Noble and Pawnee Counties was completed.

On June 1, 1967, William M. Dane was appointed as the 5th Director of the Highway Department.

On June 1, 1970, SH-70 was designated as a truck route in Idabel from US-70 south and east to SH-3 & US-70 (South Bypass Route).

On June 2, 1936, the first inventory of all roads in McIntosh County was completed in preparation for the first McIntosh County Highway and Transportation Map

On June 2, 1937, SH-73 was designated from US-66 west of Elk City to US-235.

On June 2, 1975, a ceremony was held on I-40 near Erick marking the completion of the final 17 miles of the 616 mile-long rural interstate highway system in Oklahoma.

On June 3, 1944, SH-62 was designated from US-183 east to the County Court House in Arapaho.

On June 3, 2002, the Transportation Commission declared an emergency following the I-40 Webbers Falls bridge hit and approved a contract for demolition of the bridge.

On June 4, 1925, the contract to construct the first bridge over the Red River was awarded. The bridge was known as the Hugo - Paris bridge.

On June 4, 1934, SH 59 was designated from SH-18 near Pearson to SH-48 south of Seminole.

On June 4, 1990, the Transportation Commission elected Jack L. Blaess as the 4th Director of Oklahoma Department of Transportation.

On June 4, 2001, the Transportation Commission voted to allow the Department to issue bonds as part of the GARVEE Bond program, the first time the Department financed road construction by selling bonds.

On June 5, 1967, the US-70 & 271 Hugo Bypass project and a I-

35 road and bridge project in Garvin and McClain Counties were awarded.

On June 5, 1971, President Richard Nixon was on hand to dedicate the McClellan-Kerr Arkansas River Navigation System.

On June 5, 1989 the Roadside Beautification Donor Fund was established and was to be administered and implemented by the ODOT Beautification Office.

On June 6, 1969, the Highway Commission approved the hiring of Truman Branscum as the 6th Director for the State Highway Department.

On June 7, 1948, the Highway Commission approved Clarksville, Texas and Idabel, Oklahoma as the site for a bridge over the Red River.

On June 7, 1971, the Highway Director Brooks reported that the Department received an additional \$10.2 million in Federal funds because of staff diligence in getting projects ready for submission to the Federal Highway Administration.

On June 7, 1971, Gov. Hall announced that there was an immediate necessity to expand access to Will Rogers International Airport in Oklahoma City via I-240 and I-40.

On June 8, 1976, House Bill 1791 was approved creating the Department of Transportation and abolishing the Department of Highways. It also renamed the Highway Commission to the Transportation Commission.

On June 9, 1919, a Federal and State experimental road project on East 23rd Street Highway near Santa Fe was completed. It was one of the first paved highway in the state.

On June 10, 1911, Gov. Lee Cruce appointed Sidney Suggs as the new and first State Highway Commissioner.

On June 10, 1936, the first inventory of all roads in Creek County was completed.

On June 10, 1936, the second U.S. Work Program project for the Oklahoma Department of Highways to be awarded. A SH-33 overpass over a county road and Missouri Pacific Railroad.

On June 10, 1937, a contract for the Lexington-Purcell Bridge over the Canadian River was awarded.

On June 11, 1936, the first inventory of all roads in Hughes, LeFlore and Sequoyah Counties was completed.

On June 11, 1957, a contract to construct a section of US-77 in Kay County from the Kansas State Line south miles was awarded.

On June 12, 2002, the Transportation Commission award a contract to rebuild the I-40 bridge over the Arkansas River near Webbers Falls following a bridge hit.

On June 13, 1958, the Highway Commission approved the construction of the I-40 Tinker Diagonal which was the part of Interstate that run along Tinker Air Force Base.

On June 14, 1999, Amtrak train service returned to Oklahoma with the inaugural trip of the Heartland Flyer, running daily from Oklahoma City to Ft. Worth, TX.

On June 14, 2010, Heavy rain closed parts of SH-132 in Garfield Co., US-177 in Kay Co., US-177 and SH-18 in Lincoln Co., I-40 in Oklahoma Co. and SH-20 in Tulsa Co..

On June 15, 1911, House Bill 318 became effective establishing the Oklahoma Department of Highways and providing for a State Highway Commissioner

On June 15, 1927, a convict labor camp was built near

Stringtown in Atoka County to provide workers to construct and build bridges along 24 miles of US-73 in the area.

On June 15, 1936, the first inventory of all roads in Osage County was completed in preparation for the first Osage County - General Highway and Transportation Map

On June 16, 1936, Congress amended the Federal Aid Highway Act of 1916 authorizing Federal funds to be applied to secondary or feeder roads thus creating the Federal Aid Secondary Road System.

On June 16, 1942, the Commission approved the designation of SH-94 from Hardesty to Hooker.

On June 17, 1980, the I-44 Belle Isle Bridge opened for traffic in Oklahoma City.

On June 17, 1980, House Bill 1819 was approved creating a County Roads Branch within the Department of Transportation.

On June 18, 1936, the first inventory of all roads in Muskogee County was completed and work began on to prepared the first Muskogee County highway map.

On June 19, 1944, the War Production Board authorized the use of new steel to reconstruct the SH-33 bridge over the Grand River, after the old bridge was washed out in floods a year earlier.

On June 20, 1944, the Highway Commission approved the designation of SH-55A from SH-55 north to SH-41.

On June 20, 1970, the project to surface I-40 (Clinton Bypass) from Clinton and east 4 miles was completed.

On June 21, 1932, the first two projects on the proposed US-270 Northwest Highway were sent out for bids. Both projects were in Harper County.

On June 21, 1945, Gov. Kerr dedicated the Roosevelt Bridge on US-70 over Lake Texhoma. It was named in memory of President Roosevelt.

On June 22, 1929, House Bill 4 was approved authorizing the Department to purchase or enter into condemnation proceedings on any toll bridge or road needed as part of the state highway system.

On June 22, 1929, House Bill 241 was approved raising the gasoline tax to four cents per gallon. One cent would go to Counties and 3 cents would go to the State.

On June 22, 1948, the Highway Commission approved the widening and reconstruction of US-66 in Tulsa from the southerly city limits to 25th Street.

On June 23, 1948, the Highway Commission instructed the Director to revise the current engineering contract for a future 4-lane freeway between Sapulpa and Tulsa.

On June 23, 1953, the Highway Commission awarded a contract for the US-66 Bypass project at NW 39th St. and Drexel Ave. in Oklahoma City.

On June 24, 1947, the Highway Commission adopted a resolution designating a route consisting of several highways between Miami and Altus as the "Broadway to the Big Bend Highway."

On June 25, 1936, the first inventory of all roads in Rogers and Tillman Counties was completed.

On June 25, 1992, Gov. David Walters dedicated the Lake Hefner Parkway (SH 74) in Oklahoma City.

On June 26, 2001, Gov. Keating appointed Herschal Crow as the

4th Secretary of Transportation.

On June 27, 1958, Gov. Raymond Gary dedicated the new 6-lane Lincoln Boulevard and interchange at US-66 (now I-44) north of the State Capitol in Oklahoma City.

On June 27, 1985, the Executive Committee of the American Association of State Highway and Transportation Officials approved elimination of US-66 designation in Oklahoma.

On June 28, 1938, construction on US-270 began as part of the Northwest Passage from US-81 near Okarche in Canadian Co. and extending southeast 18 miles to the Oklahoma Co. Line.

On June 28, 1965, House Bill 654 was approved requiring junk and salvage yards be at least fifty feet away from highway right-of-way and be screened from view from any adjacent road or highway.

On June 29, 1918, separate contracts were awarded for the 3rd and 4th official projects by the Oklahoma Highway Department.

On June 29, 1936, the first inventory of all roads in Grant and Latimer Counties was complete and work started on preparing the first official state road maps.

On June 29, 1956, President Dwight D. Eisenhower signed the Federal Aid Highway Act of 1956 which set aside funding for an interstate system.

On June 29, 1992, the Lake Hefner Parkway (SH 74) was first opened to traffic.

On June 30, 1925, the last day of the federal fiscal year, the annual income of the Oklahoma State Highway Department was \$3,092,982.11

On June 30, 1927, the last day of the federal fiscal year, the annual income of the Oklahoma State Highway Department was \$6,836,397.89

On June 30, 1928, the last day of the fiscal year, the annual income of the Oklahoma State Highway Department was \$7,432,584.48

On June 30, 1931, the Oklahoma Transportation Commission adopted a plan to begin carrying its own compensation insurance, saving more than 50% over previous practices.

On June 30, 1936, the first inventory of all roads in Jackson and Kay Counties completed and work began on preparing the first county maps.

On June 30, 1940, there were 8,507 miles of highways on the State Highway Systems, but only 3,027 miles were paved roads



Moments in History July

In July, 1963, the State Highway Department moved to the Jim Thorpe Building, south of the State Capitol in Oklahoma City.

On July 1, 1911, Sidney Suggs began his term as the first Oklahoma highway commissioner. Asst. Commissioner Clark Hudson and Chief Engineer W.P Goit also began their terms that day.

On July 1, 1923, House Bill 503 went into effect, enacting a gasoline tax. At the time all funds collected went to counties governments to build and maintain roads.

On July 1, 1938, construction began on the US-64 bridge over the Arkansas River, north of Bixby. Still standing today, this bridge is used as a pedestrian bridge with a new highway bridge built beside it.

On July 2, 1929, Senate Bill 58 was approved giving the State Highway Commission the authority to construct and maintain roads and bridge on any highway or street on the state highway system.

On July 3, 1936, the first inventory of all roads in Pittsburg and Mayes Counties was completed. Preparation then began on the first county road maps.

On July 5, 1945, a contract was authorized to rebuild ODOT's Division 2 headquarters in Antlers after a tornado destroyed it on April 12, 1945.

On July 6, 1964, the Highway Commission approved a project to pave 6 miles of I-40 east of SH-99 in Seminole County.

On July 7, 1988, the Transportation Commission approved the naming of I-235 in Oklahoma City as the Centennial Expressway to commemorate Oklahoma City's 100th birthday.

On July 8, 1988, the new 6-lane, I-35 bridge over the Canadian River was dedicated south of Norman.

On July 9, 1956, Gov. Gary, legislators and the Highway Commission met to discuss if the Department had sufficient matching funds needed for the stepped up highway construction program outlined in the Federal Aid Highway Act of 1956.

On July 9, 1956, work began to study a new interstate route from Oklahoma City to Wichita. This route, which would become I-35, was studied previously by the Oklahoma Turnpike Authority as a possible turnpike route.

On July 10, 1956, the Highway Commission awarded contracts for a four-lane highway between Bethany and Yukon (now SH-66) including a new bridge over Lake Overholser at 39th St.

On July 11, 1916, the Federal Aid Highway Act was enacted as the first Federal highway funding legislation

On July 13, 1943, the "Defense Highway Act of 1941" was approved allowing the Federal government to help pay the costs of surveys, plans and specifications outlined in the Federal-Aid Highway Program."

On July 14, 1958, as required in House Bill 821 of the 1957

Legislature, the Highway Commission authorized the Department to transfer \$10,000 to the Editorial and Publications Board to defray expenses toward the publication of the magazine "Oklahoma Today".

On July 14, 1958, the Highway Commission awarded the contract to build twin bridges on I-40 over the Canadian River in Canadian Co. Each bridge was 2519 feet long.

On July 14, 1981, The Transportation Department reached an agreement with the Rock Island Railroad Trustee for the acquisition of 59 miles of former Rock Island Mainline between Hydro and Elk City.

On July 15, 1964, the construction of I-40 from US-75 and extending east 7 miles in Okmulgee County was completed.

On July 18, 1961, a section of I-35 between Guthrie and Perry was dedicated by then Lt. Gov. George Nigh.

On July 18, 1980, on of Project SAP-47(30)Rdy.Part 1, in Major County, grade, drain and surface with 3 RCB's. US 60 four-lane divided highway, beginning ½ mile west of SH 58 at Ringwood and extending east 4.003 miles.

On July 19, 1940, the first inventory of all roads in Oklahoma County was completed. This inventory was used to prepare the first Oklahoma County Highway and Transportation Map

On July 20, 1936, the first inventory of all roads in Nowata and Pushmataha Counties was completed. These inventories were used to prepare the first county highway maps.

On July 21, 1955, Gov. Gary, Mr. Stanley Draper of the OKC Chamber of Commerce and OKC Mayor Street appeared before the Highway Commission to request the designation of Tinker Diagonal Road as an interstate route.

On July 21, 1959, the Highway Commission elected Lee Bird Washbourne as the 3rd Director of the Department of Highways.

On July 22, 1936, the first inventory of all roads in Haskell County was completed.

On July 23, 1965, the construction of I-40 from Western Ave. east to Shartel Ave. in Oklahoma city was completed.

On July 25, 1936, the first inventory of all roads in Adair County was completed and work began to prepare the first Adair County highway and transportation Map.

On July 26, 1944, the Highway Commission approved the designation of SH-89 from SH-32 north to Ringley.

On July 27, 1945, as authorized by the Senate Bill 149, the Division of Soil Conservation was established by the State Highway Commission.

On July 28, 1939, the Highway Commission increased the number of Highway Department field divisions from six to eight.

On July 29, 1936, the first U.S. Works Program highway project awarded in Oklahoma was completed. This project constructed US-66 (now US 69) between Afton and Narcissa in Ottawa County.

On July 29, 2002, the I-40 bridge over the Arkansas River at Webbers Falls reopened after being knocked down by a barge on May 26.

On July 30, 1930, the Highway Commission approved the addition of a staff position to check all freight claims and look for billing inaccuracies.

On July 31, 1964, the surfacing of I-40 between US-64 near Roland in Sequoyah County and the Arkansas State Line was

completed.

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Moments in History August

In August, 1933, the final paving project on US-66(Rt.66) was finished, completing the paving of the historic highway across the entire State on a diagonal course from the Kansas to the Texas State line.

In August 1939, the first Statewide Traffic Volume Map was prepared from data gather by the Planning Survey team in 1936.

On August 1, 1915, the second Highway Commissioner, George Noble, began his term. He served until May 30, 1919.

On August, 1, 1929, the State Highway Commissions of both Oklahoma and Texas met in Austin, TX and agreed to build three bridges across the Red River on U S-81, US-77 and US-75.

On August 1, 1936, the first inventory of all roads in Garfield County was completed and work began on the first Garfield County general highway and transportation map.

On August 2, 1932, the project to construct the US-66 Bridgeport Bridge was awarded. At the time of its completion the nearly 4,000 ft. long bridge was the longest bridge in the Southwest U.S.

On August 3, 1936, the first inventory of all roads in Cotton County was completed and work began to prepare the first Cotton County Highway and Transportation Map.

On August 3, 1953, the Highway Commission, upon the request of the U.S. Bureau of Public Roads, designated US 66 from El Reno west to the Texas State line.

On August 4, 1975, the project to construct the I-44 Belle Isle Bridges between US-66 and Classen Blvd. in Oklahoma City was awarded.

On August 5, 1985, the current Department of Transportation Building (built in 1974) was named the R. A. "Dick" Ward Transportation building.

On August 6, 1936, the first inventory of all roads in Bryan and Coal Counties was completed and preparation began on the first county transportation maps.

On August 6, 1951, the Highway Commission approved the designation of SH-77 Scenic from east of Marietta to SH-77A at Lake Murray.

On August 6, 2001, the Transportation Commission approved Gary Ridley as the 16th Director of the Transportation Department (formerly the Highway Department).

On August 7, 1961, the Highway Commission approved a Oklahoma Turnpike Authority resolution for a new turnpike route, the Southwestern Turnpike, later named the H.E. Bailey Turnpike.

On August 8, 1936, the first inventory of all roads in Harmon County was completed and work began on the first Harmon County General Highway and Transportation Map.

On August 8, 1951, a project to surface the US-66 Bypass between Classen Blvd. and May Ave. in Oklahoma City was awarded by the Highway Commission.

On August 8, 1978, the project to construct the new US-75 bridge over Canadian River north of Calvin was completed. It replaced the bridge that collapsed in May 28, 1976.

On August 8, 1978, the Transportation Commission approved its State Rail Plan, allowing Oklahoma to be eligible for federal assistance under the Railroad Revitalization and Regulatory Reform Act of 1976.

On August 9, 1971, the Transportation Commission began discussing the need for improvements to I-35 from I-40 south through Norman because of growing traffic needs.

On August 10, 1970, the Transportation Commission awarded the I-244 improvement project from Knight St. to 24th St. in Tulsa.

On August 12, 1946, the US-59 Honey Creek Bridge over Grand Lake was dedicated south of Grove.

On August 13, 1936, the first inventory of all roads in Johnston County was completed and work began to prepare the first Johnston County highway and transportation map.

On August 13, 1956 the Highway Commission approved the designation of SH-39 Business on 5th Street, Cherokee and Main Street in Asher.

On August 13, 1956, the Highway Commission adopted a policy that on interstate projects 90% of costs for purchasing of right-of-way and adjusting utilities will come from Federal Funds and the remaining 10% will be furnished by the State of City.

On August 14, 2001, a 6.6-mile test section of Brifen Cable Barrier System, the first of its kind in the U.S., was completed on the Lake Hefner Parkway(SH-74).

On August 15, 1915, the Highway Department officially set-up offices in the Mercantile Building in Oklahoma City. Because no funding was dedicated, all office furniture and supplies were borrowed from other State Agencies.

On August 15, 1959, the National Interstate and Defense Highways Numbering System was adopted in Oklahoma. East-west highways were assigned even numbers, increasing from south to north; and north-south highways were assigned odd numbers, increase from west to east.

On August 16, 1964, a project to construct a 6 mile section of I-40 west of SH-99 in Seminole County was completed.

On August 17, 1936, the first inventories of all roads in Custer, Garvin and McCurtain Counties were completed and work began on preparing the first comprehensive county transportation maps.

On August 18, 1936, the Highway Commission approved the designation of SH-71 from Bennington in Bryan County south to the Texas State Line.

On August 19, 1958, the Highway Commission awarded contracts for three projects to construct sections of I-35 in parts of Cleveland, Oklahoma, Noble and Payne Counties.

On August 19, 1976, the project to construct the SH-33 bridge over the Cimarron River east of Perkins was completed in Payne County.

On August 20, 1957, the Highway Commission awarded a 3-mile project to construct a section of the US-77 East Bypass near NE 20th St. in Oklahoma City.

On August 20, 1962, a project to construct a new alignment of SH-58 between SH-45 near Helena in Alfalfa County and the Major County Line was completed.

On August 21, 1939, the project to pave a 7 mile section of US-270/Northwest Highway from May Ave. in Oklahoma City east to the Canadian County Line was approved.

On August 22, 1969, a project to pave a 5 mile section of I-40 near Vian in Sequoyah County completed.

On August 24, 1924, State Highway Numbered Route Designation was approved by the Commission. The first routes were numbered State Highways 1 through 26.

On August 24, 1936, the first inventory of all roads in Craig, Ottawa and Woods Counties was completed and preparation began of the first county transportation maps.

On August 25, 1979, a project to reconstruct and realign a curved section SH-4 near Smithville in McCurtain County was completed.

On August 26, 1946, the Highway Commission approved the designation of SH-37A. from US-62 west of Moore to SH 152. In Grady Co.

On August 27, 1964, the I-40 project to construct 5 miles of I-40 beginning at US-75 in Henryetta and extending east was completed in Okmulgee County.

On August 28, 1924, the first official Oklahoma map depicting the new Highway Numbered Routes was approved by the Highway Commission.

On August 28, 1929, the Highway Commission approved the dedication of SH-56 from the Konawa Toll Bridge northeast to SH-3 south of Wewoka in Seminole County.

On August 29, 1963, the project to construct 3 miles of I-40 near US-69 in McIntosh County was completed.

On August 30, 1945, the construction of a new Honey Creek Bridge across Grand Lake in Delaware County was approved. The original bridge was washed out in the floods of May 1943.



Moments in History September

In September 1924, the first convict labor road camps were organized in Carter and Murray Counties to construct US-77 through the Arbuckle Mountains.

In September, 1936, ten automatic electric traffic recorders were installed on the state highway system to record traffic volumes.

On September 1, 1916, the first state map showing all state roads designated as highways was published for use by the Department of Highways and counties governments.

On September 1, 1936, the first inventory of all roads in Harper, Jefferson and Pontotoc Counties was completed and preparation began on the first county transportation maps.

September 1, 1976 Richard D. Ward, the present State Highway Director became the first State Transportation Director according to House Bill 1791, Oklahoma Session Law 1976, page 338.

On September 2, 1931, Charles L. Wilson became the thirteenth Chief Engineer of the Highway Department.

On September 2, 1936, the first inventory of all roads in Murray County was completed and preparation began on the first Murray County General Highway and Transportation Map

On September 2, 1975 the Transportation Commission approved the designation of SH-30 Business from I-40 northwest of Erick to I-40 east of Erick in Beckham County.

On September 3, 1964, the project to construct I-35 from 12 miles north of the Red River to SH-32 was completed in Love County

On September 3, 1974, the Transportation Commission approved the removal of the Ozark Frontier Trail route markings in the state. Oklahoma, Arkansas, Missouri and Kansas agreed to remove the signs because there was little tourist interest.

On September 4, 1947, the Highway Commission approved the relocation of the Waynoka Maintenance Headquarters to Alva in Woods County.

On September 5, 1944, the Highway Commission approved the designation of SH-82A from SH-82 & Cherokee Ave. in Langley northeast to SH-28 at the Grand River Dam.

On September 5, 1972, the Transportation Commission approved the designation of SH-60 Truck Route from Pine St. to Cherokee Ave. in Nowata.

On September 5, 2000 the Transportation Commission approved the designation of SH-51 spur from SH-51 to SH-82 in Tahlequah.

September 6, 1926, was the first day of a seven day traffic study to determine the average traffic count on the State Highway System. This was the first official statewide traffic count study in Oklahoma.

On September 6, 1936, the first inventory of all road in Delaware County was completed and work began to prepare

the first Delaware County Highway and Transportation Map

On September 6, 2007, the project to construct seven bridges and three miles of SH-11 through the Great Salt Plains in Alfalfa County was completed.

On September 7, 1974, the Department of Highways staff began moving into the new Department of Highways building south west of the Capitol in Oklahoma City.

On September 8, 1936, the first inventory of all roads in Caddo County was completed and preparations began on the first Caddo County Transportation Map.

On September 8, 1953, the Highway Commission approved the designation of SH-29A from SH-29 to Foster in Garvin County.

On September 8, 1953, the Highway Commission gave approval for Mr. Terbush, the Shop Foreman at the Dept. of Highways Buffalo field office to construct a roughometer machine to gather data on new pavement surfaces.

On September 8, 1958, the Highway Commission authorized the Department to participate in a study by the Highway Research Board to compile highway laws of all States.

On September 8, 1964, the Highway Commission authorized the Director to oversee bridge projects for the new waterway navigation system on the Arkansas and Verdigris Rivers between Catoosa and Fort Smith, Arkansas.

On September 9, 1971, the I-244 construction project between Rockford Ave. and Delaware Ave. in Tulsa was completed.

On September 9, 1974, the Department of Highways celebrate its first official work day in the new Department of Highways building at 200 N.E. 21st St. in OKC.

On September 10, 1938, a plan to build a half-mile long bridge across Grand Lake on US-59 was announced. This bridge was later known as the Sailboat Bridge. It was rebuilt in 2001.

On September 11, 1950, the Highway Commission approved the designation of SH-95 from US-64 to Texhoma in Texas County.

On September 12, 1949, the Highway Commission approved the presentation of a 25 Year Award of Merit lapel pin and certificate for any Highway Department employee with 25 years of service.

On September 13, 1932, four projects were awarded to construct segments of the proposed Northwest Highway in Ellis and Harper Counties.

On September 14, 1958, construction began the I-40 Twin Bridges over the Canadian River west of El Reno in Canadian County. Each bridge is 2,530 feet long.

On September 14, 1970, the project to construct 4 miles of US-62 in Kiowa County beginning at the Comanche County Line and extending west was awarded.

On September 15, 1929, A. R. Losh became the twelfth Chief Engineer at the Oklahoma Highway Department.

On September 15, 1936, the first inventory of all roads in Comanche and Roger Mills Counties was completed and work began to prepare the first county transportation maps.

On September 16, 1958, a ground breaking ceremony was held for the I-40 Tinker Diagonal construction project in Midwest City.

On September 16, 1976, Gov. David Boren was on hand to dedicate the Oklahoma Department of Highways Division III Headquarters in Ada.

On September 17, 1936, the first inventory of all roads in Alfalfa County was completed and work began on the first Alfalfa County Highway and Transportation Map.

On September 18, 1936, the first inventory of all roads in Choctaw and Dewey Counties was completed. Work then began on the first county transportation maps.

On September 19, 1926, the second day of a seven day traffic count study was held to determine the average daily traffic on the State Highway System.

On September 19, 1940, the Highway Commission approved the designation of SH-82 from Spavinaw north to Langley in Mayes County.

On September 19, 1944, the Highway Commission approved the designation of SH-61A from SH 99, south of Fittstown, to Harden City in Pontotoc County.

On September 20, 1971, the project to pave a new section of I-40 east of US-69 in McIntosh County was awarded.

On September 21, 1964, the construction of the I-44 at US-169 interchange in Tulsa was completed.

On September 22, 2005, U.S. Transportation Secretary Norman Mineta designated SH-1/Talimena Drive in southeastern Oklahoma as a National Scenic Byway.

On September 23, 1935, the first Federal WPA Highway Project in the state was awarded for the construction of US-66 (now US-69) in Ottawa County.

On September 23, 1936, the Highway Commission approved the designation of SH-74A from SH-9 to Jenkins Ave. in Norman.

On September 23, 1941, the North Canadian River flooded the city of Guymon in Texas County, sweeping away the US-64 bridge.

On September 24, 1934, the project to construct three bridges on SH-56 in Seminole County was completed. The entire project cost \$40,874.46.

On September 25, 1923, the U.S. Secretary of Agriculture approved federal aid funding to pave highways connecting county seats to major highways.

On September 25, 1936, the first inventory of all roads in Marshall County was completed and preparation began on the first Marshall County highway and transportation map.

On September 26, 1979, the Interstate Commerce Commission (ICC) declared the Rock Island Railroad Company cashless and unable to providing rail service. In a single day, one-fifth of the State's rail system became inoperative.

On September 27, 1938, the Highway Commission approved the designation of SH-79 from US-70 to the Red River in Bryan County.

On September 27, 1974, a special meeting of the State Highway Commission was held. The first meeting held in the Commission Room in the new Department of Highways building.

On September 28, 1935, the project to pave US-62 in Anadarko was completed in Caddo County.

On September 29, 1936, the first inventory of all roads in Ellis County was completed and work began on preparation of the first Ellis County highway and transportation map.

On September 29, 1986, flooding washed out US-81 between Kingfisher and Dover and damaged the I-35 bridge over the Cimarron River in Logan County, causing I-35 to be closed.

On September 30, 1921, a Federal Aid project to construct a 57 mile section of highway across Choctaw County, through Hugo and over the Red River into Texas was awarded.

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Moments in History October

In October 1924, a convict labor camp was established to assist in the difficult rock excavation needed to construct SH-4 across the Arbuckle Mountains in Murray and Carter Counties.

In October 1926, the SH-10 Hugo-Paris Bridge, the first free bridge built over the Red River was completed in Choctaw County.

In October 1930, a small prison camp was established in Coal County for the purpose of constructing culverts on US-75 north of Coalgate.

On October 1, 1922, M. L. Cunningham became the sixth Chief Engineer of the highway Department

On October 1, 1936, the first inventory of all roads in Stephens County was completed and work began to prepare the first Stephens County Highway and Transportation Map.

On October 1, 1984, the Local Government Coordination Division was created at ODOT.

On October 2, 1926, the third of a seven day count of the first average traffic count was taken of the State Highway System.

On October 2, 1929, the Highway Commission approved the designation of SH 42 between Granite and SH 24.

On October 2, 1945, Congress declared that highway construction halted by rationing during WWII could resume and the Highway Department could move forward with future planning and construction.

On October 3, 1949, the highway commission approved the designation of SH-66A from Lincoln Boulevard to Eastern Avenue in Oklahoma City.

On October 3, 1960, a project to pave I-35 north of SH-33 in Logan County completed.

On October 4, 1944, the Highway Commission approved the designation of SH-74B from the junction of SH-76 south of Blanchard east to the junction of SH-74.

On October 4, 1951, the Highway Commission was asked by a local garden club to establish roadside parks in Oklahoma, one in each County, beginning with the Blue Star Memorial Highway, US 77.

On October 4, 1954, the Highway Commission approved US-62 as an Interstate Federal-Aid Primary Route from Oklahoma County to Okmulgee County.

On October 5, 1949, the Highway Commission awarded a project to construct a portion of the US-66 Bypass from NE 63rd St. & Eastern Ave. to Lincoln Boulevard in Oklahoma City.

On October 6, 1922, the second official Highway Department construction project, the "Williams Highway Project," was completed. The 27 miles project constructed a road from Bethel to Broken Bow in McCurtain County.

On October 6, 1936, the first inventory of all roads in Cimarron County was completed and work began on the first Cimarron

County Highway and Transportation Map.

On October 6, 1958, the Highway Commission approved the designation of SH-50A from SH-50 east to Alabaster Caverns State Park in Woodward County.

On October 6, 1958, US-77 Business Men's Association President Paul E. Livingston presented to the commission a resolution commending Gov. Raymond Gary and deeming him "Oklahoma's Road-Building Governor"

On October 6, 1974, a dedication event and open house was held for the new Department of Highways Building. This building currently houses ODOT's Central Office in Oklahoma City.

On October 6, 2003, ODOT was awarded the Institute of Transportation Engineers' 2003 Transportation Achievement Award for the reconstruction of the Webbers Falls bridge.

On October 7, 1936, the first inventory of all roads in Love County was completed and work began on preparing the first Love County - General Highway and Transportation Map

On October 7, 1974, the first Commission Meeting in the new Department of Highways building at 200 NE 21st Street was held.

On October 9, 1947, the contract to build the SH-74 over Rush Creek, 5 miles south of Maysville was awarded. The bridge is still in use today.

On October 9, 1987, Gov. Henry Bellmon dedicated a new four-lane section of SH-33 between SH-88 near Inola and US-69 south of Chouteau.

On October 10, 1936, the first inventory of all roads in Carter County was completed. The inventory was used to prepared the first Carter County - General Highway and Transportation Map.

On October 10, 1959, State Highway Director Lee B. Washbourne estimated that nearly \$1 million in flood damages had occurred that month to the highway system, more than half of that was in Tulsa.

On October 11, 2002, the project to build bridges over McMurty Creek and Witteville Road as part of the new US-59 Bypass project in Poteau completed.

On October 12, 1935, the second Federal Work Project Administration project by the Oklahoma Department of Highways was awarded. The SH-33 project near Inola built and overpass over a county road and Missouri Pacific Railroad.

On October 13, 1923, record flooding hit Western Oklahoma. State funds were extended to the western counties to replace some of the important structures which the counties were not able to finance.

On October 13, 1936, the first inventory of all roads in Woodward County was completed and work began on creating the first Woodward County Highway and Transportation Map

On October 15, 1926, traffic counts were taken for the fourth of seven day as part of the first average traffic count taken of the State Highway System.

On October 16, 1968, a project to pave 6 miles of US-77 through Springer in Carter County was complete. The project included 6 highway overpasses.

On October 17, 1936, the first inventory of all roads in Beaver County was completed and work began on the first Beaver County Highway and Transportation Map

On October 18, 1960, the surfacing of I-35 in Logan County was completed from Waterloo Rd. north 7 miles.

On October 19, 1936, the first inventory of all roads in Beckham County was completed and work began on the first Beckham County Highway and Transportation Map.

On October 21, 1941, construction began on the SH-18 bridge over the North Canadian River south of Shawnee.

On October 22, 1962, the project to construct I-40 from US-270 to SH-18 was completed in Pottawatomie County.

On October 23, 1941, ten highways in northwestern Oklahoma were closed and the towns of Waynoka and Woodward were flooded, following heavy rains.

October 23, 1972, State Highway Commission approved Richard D. Ward as the 8th Department of Highway Director effective December 1, 1972.

On October 25, 1921, a federally aided project to construct a gravel road from the Horse Creek Bridge near Afton, south to the Delaware County Line was completed in Ottawa County.

On October 25, 1924 a federal aid project to construct a section of gravel surfaced road from Weleetka and extending north 7 miles in Okfuskee County was completed.

On October 26, 1976, a project to construct the SH-48 bridge over Beemore Creek was completed south of Holdenville.

On October 27, 2009, a project to construct the US-283 bridge over Spring Creek north of US-270 in Harper County was completed.

On October 28, 1926, a traffic count was done on all highways for the fifth of a seven days as part of the first average traffic count taken of the State Highway System.

On October 28, 1936, the first inventory of all roads in Texas county was completed and work began on preparing the first Texas County Highway and Transportation Map

On October 29, 1965, the project to complete dirt and drainage work for I-40 between Portland Ave. and May Ave. in Oklahoma City was completed.

On October 30, 1924, a federally aided project to pave five miles of Meridian Highway in Stephens County was completed.

On October 30, 1939, a project to construct a four-mile section of US-69 in Atoka County and build two bridges was awarded.

On October 30, 1939, a project to pave 6 miles of US-60 and build 3 bridges between the Nowata County line and US-66 was awarded

On October 31, 1962, the project to construct a new alignment of US-270 north of Holdenville was completed.



Moments in History November

In November 1949, the project to pave 4-lanes of I-40 in Yukon was completed in Canadian County.

On November 1, 1924, the position of State Maintenance Engineer was created to organize and co-ordinate the maintenance forces employed to maintain the state highway system.

On November 1, 1984, the positions of ODOT Deputy Director and ODOT Chief Engineer were created.

On November 2, 1953, the Highway Commission approved the designation of SH-75D from the US-75 north to Bartlesville to US-75 south of Dewey.

On November 3, 1945, the War Production Board and the regulations it imposed restricting the use of critical materials for road construction was abolished by executive order.

On November 3, 2008, the \$46 million reconstruction project on I-44 from Riverside Dr. to Yale Ave. in Tulsa was awarded.

On November 5, 1924, the bridge across the North Fork of the Red River on SH-3 and SH-24 was completed near Sayre in Beckham County.

On November 5, 1948, the Highway Commission approved the design plans for US-66 (Rt. 66) between Sapulpa and Tulsa.

On November 5, 1951, the Highway Commission approved the designation of SH-40A from SH-40 to Main Street in Carney.

On November 6, 1935, the Highway Commission approved the designation of SH-63 from Talihina west to the junction of SH-2 in McCurtain County.

On November 7, 1919, "Fort Sill Boulevard" was built from Lawton to the Ft. Sill military reservation.

On November 7, 1935, the Manual on Uniform Traffic Control Devices for Streets and Highways was approved for use on all roads built in the U.S.

On November 7, 2003, the ODOT Enhancement Branch, Roadway Design Division, was awarded first place in the 2003 Keep Oklahoma Beautiful Statewide Environmental Excellence Award competition for the Webbers Falls I-40 Bridge Memorial.

On November 8, 1939, the contract to build the first ODOT Division 8 office building in Tulsa was awarded.

On November 8, 1949, a delegation from Yukon attended the Highway Commission meeting and offered to give the State any right-of-way necessary to widen US-66 from Yukon west.

On November 9, 1916, the first toll road on record in Oklahoma was constructed from Chelsea to Claremore in Rogers County.

On November 9, 1922, M. M. Henderson became the sixth Oklahoma Highway Commissioner.

On November 9, 1939, the contract to build the first ODOT Division 7 headquarters building in Duncan was awarded.

On November 9, 1956, Gov. Raymond Gary was on hand to

celebrate the opening of the newly widened US-66 through Bethany.

On November 11, 1922, a massive federally funded project to pave 64 miles of roadway was completed in Tulsa County. The project included roads from Tulsa to Skiatook, Owasso, Jenks, Keystone and to the Wagoner County line.

On November 11, 1926, the United State's numbered designation of highway routes were established. Oklahoma received nine U.S. route designations; US 64, 66, 70, 73, 75, 77, 81, 266 and 271.

On November 11, 1952, the Highway Commission approved the designation of SH-74F from Norman to US-77.

On November 12, 1935, the first U.S. Works Program railroad crossing project was completed in Oklahoma. It was located on SH-34 over the M.K.T. Railroad southwest of Trail in Dewey County.

On November 13, 1952, the Highway Commission awarded a bridge project on the US-66/ US-77 Bypass at Witcher Road.

On November 13, 1957, the Highway Commission awarded a project to construct US-77 from the Oklahoma/Cleveland County line to SE 59th St. and High Ave. in Oklahoma City.

On November 13, 1998, a dedication was held for the completion of SH-82 from US-270 near Red Oak in Latimer County to SH-9 west of Stigler in Haskell County.

On November 14, 1933, a project to pave 3 miles of US-62 and build 2 bridges in Jackson County was awarded.

On November 14, 1968, the project to construct five miles of I-40 beginning at US-59 in Sequoyah County was completed.

On November 15, 1919, the first toll road in Oklahoma, between Chelsea and Claremore, was abolished by a court order and taken over by Rogers County officials.

As of November 15, 1938, there were 8,150 miles of highways on the Oklahoma State Highway System.

On November 15, 1950, the Highway Commission awarded a project to pave US-66 between Lincoln Boulevard and Classen Boulevard in Oklahoma City.

On November 15, 1951, a dedication ceremony was held celebrating the completion of a project to four-lane six miles of US-66 through Yukon.

On November 16, 1923, W. C. Buraham became the eighth Chief Engineer of the Highway Department.

As of November 17, 1936, there were 8,447 miles of roadway on the Oklahoma State Highway System.

On November 17, 1958, the Commission approved the designation of SH-50B from the junction of SH 50 north of Mooreland west to the entrance of Boiling Springs State Park.

On November 17, 1958, the Commission approved the Oklahoma City Chamber of Commerce request to place bronze plaques at the entrance of the Raymond Gary Expressway for official dedication.

On November 18, 1964, the project to pave I-40 from 6 miles east of Sallisaw to Muldrow completed in Sequoyah County.

On November 19, 2003, the ODOT Traffic Engineering Division received the National Highway Safety Award for the innovative cable barrier system, installed along a segment of Lake Hefner Parkway (SH 74).

On November 20, 1962, the project to pave a 7 mile section of I-

40 in Pottawatomie County starting at the Oklahoma County Line and extending east was completed.

On November 21, 1967, three projects were completed in Carter County to pave I-35 from the Love County line to US-70 in Ardmore and construct ten bridges along the route.

On November 22, 1962, work began clearing structures for the I-40 Crosstown Expressway construction in Oklahoma City

On November 22, 1971, the project to surface I-35 in Garvin County, from the Murray County Line and extending north 6 miles was completed.

On November 23, 1926, traffic counts were taken on all highways in Oklahoma for seventh and last day as part of the first average daily traffic count on the State Highway System.

On November 24, 1954, Gov. Gary announced that he would keep C. A. Stoldt as Director of Highways. Stole served in the position from 1951-1958.

On November 24, 1965, a project to build five bridges along I-35 in Love and Carter Counties completed.

On November 26, 1964, the project to construct a section of I-40 near Byers Place in Oklahoma City was completed.

November 27, 2007, Completion of Project NHY-024N(008) of grade, drain & surface on US 77 in Oklahoma City, from NW 63rd Street and extending 0.37 mile north. Consisted of reconstructing a four-lane highway to a six-lane highway.

On November 28, 1995, President Clinton signed the National Highway System Act of 1995. At the time, 68% of the nation's truck travel took place on the National Highway System.

On November 29, 1951, the Highway Commission approved the set up a Legal Department to handle all the legal business of the Commission including condemnation proceedings and other litigation

On November 29, 1963, a project to build three bridges along I-40 in McIntosh County starting at the Okmulgee County Line and extending east 7 miles was completed.

On November 30, 1972, Chester Brooks resigned as Highway Director after holding the position for only one year.



Moments in History

On December 1, 1916, the second biennial report of the Oklahoma Highway Department was submitted to the Governor.

On December 1, 1926, the State Highway System contained 5,501 miles of roadway. Today ODOT is responsible for over 30,000 lane miles of roadway.

On December 1, 1928, there was just over 6,280 miles of highways in the State Highway System.

On December 1, 1932, there were just over 7,140 miles of highways on the State Highway System.

On December 1, 1941, there were just over 8,333 miles of roadway on the State Highway System.

On December 1, 1986, Gov. Nigh presented to the commission that \$1.5 Billion was spent on the highway system in Oklahoma during his term of office. Slightly more than the previous five administrations combined.

On December 1, 2005, ODOT was given an Excellence in Concrete Pavement Award from the American Concrete Pavement Association for work on I-40 in McIntosh County.

On December 2, 1940, the first inventory of all roads in Logan County was completed and work began to prepare the first Logan County - General Highway and Transportation Map

On December 3, 1945, the Highway Commission approved the designation of SH-77D from south of Davis to the Falls Creek Assembly Grounds.

On December 4, 1978, a delegation from Ada appeared before the Commission requesting the Department to design an East Bypass in Ada, between Industrial Road and Country Club Road.

On December 5, 1949, the Commission instructed the Director to set up two test sections of No Passing Zones on US-77 and US-81 from the Kansas State Line to the Texas State Line.

On December 5, 1951, the Commission approved an appropriation for the manufacture and installation of "Welcome to Oklahoma" signs at all major Oklahoma border crossings.

On December 6, 1999, the Department was given approval to investigate alternative methods to address crossover accidents on the Lake Hefner Parkway in OKC. Following this a test section of the Brifen Cable Barrie System was installed and has proved successful.

On December 6, 2000, a portion of the original Rt. 66 near El Reno was loaded on trucks and taken to the Smithsonian Museum in Washington D.C. for exhibit.

On December 7, 1926, the Highway Commission approved the designation of US-54, US-64, US-66, US-70, US-71, US-73, US-75, US-77, US-81 and US-266 through Oklahoma

On December 7, 1942, B. E. Clark became the fifteenth Chief Engineer

On December 7, 1942, gasoline rationing became effective as a national emergency was declared, causing the income of the Highway Department to decrease.

On December 8, 1941, the United States entered into World War II and all new highway construction was stopped except those projects approved by the War Production Board as important to the war effort.

On December 9, 1940, the Highway Traffic Advisory Committee to the War Department was appointed by the U.S. Secretary of War. Membership comprises representatives of State and local police, motor vehicle administrators, and state highway officials.

On December 12, 1963, the Highway Commission authorized the department to obtain bids for the construction of a two-story highway annex building, to house the right-of-ways and legal divisions, and to include a lighted parking lot.

On December 12, 1988, the Transportation Commission designated SH-412A in Delaware and Cherokee Counties and SH-412B in Mayes County.

On December 13, 1960, the project to construct 1.5 miles of I-40 southeast of Sunnyslane Rd. completed in Del City.

On December 14, 2001, the \$11.6 million project to construct a set of twin bridges on SH-4 over the Canadian River between Tuttle and Mustang was completed.

On December 15, 1994, Gov. Frank Keating appointed Neil A. McCaleb as the Secretary of Transportation, his second appointment to the position.

On December 16, 1960, the project to surface the last section of I-35 in Noble County, near the Payne County line, completed.

On December 17, 1957, the Highway Commission awarded a contract for the project to construct a section of US-66, 7 miles east of the Washita/Custer County Line and extending east 4 miles

On December 17, 1957, the Highway Commission awarded a project to construct a section of US-77, from just north of US-66 in Edmond and extending north 5 miles the Logan-Oklahoma County Line.

On December 17, 1965, the southbound US-81 Cimarron River bridge south of Dover was hit by an over-height semi-truck load and badly damaged. The bridge was closed to all traffic while repairs were made.

On December 18, 1991, the Federal Intermodal Surface Transportation Efficiency Act of 1991 was approved.

On December 19, 1963, a project to construct I-35 in Kay County from US-60 to approximately 1.5 miles north of SH-11 was completed.

On December 20, 2001, the expansion of SH-4 from SH-152 in Mustang, south over Canadian River to SH-37 in Tuttle was opened to traffic.

On December 21, 1965, the project to construct 3 miles of I-35 in Love County, north of SH-32 was completed.

On December 22, 1966, a project to surface I-35 in Love County from SH-32 north to the Carter County Line was completed.

On December 23, 1933, a project to pave 6 miles of US-60 in Major County with concrete was completed

On December 23, 1958, the Highway Commission awarded contracts for interstate projects on I-35 in Logan Co. and I-40 in Caddo, Canadian and Custer Counties.

On December 24, 1943, the project to repair flood damage to the US-64 bridge over the Arkansas River at Webbers Falls was completed .

On December 25, 2009, ODOT's Maintenance crews spent Christmas Eve and Christmas Day plowing highways. All Interstate Highways, ordered closed on Christmas Eve because of a large snow storm, were re-opened by Christmas afternoon.

On December 26, 1945, the Highway Commission approved the designation of SH-53A from SH-53 near Comanche to Lake Comanche.

On December 27, 1932, the Highway Commission awarded a project to construct nearly 3 miles of SH-33 in Custer County.

On December 27, 1932, the Highway Commission awarded a project to construct two bridges and 7 miles of SH-44 in Blaine County.

On December 27, 1932, the Highway Commission awarded a project to construct 6 miles of SH-34 and four SH-34 bridges in Dewey County.

On December 27, 1932, the Highway Commission awarded a project to construct 7 miles of SH-18 and three bridges in Pottawatomie County.

On December 28, 1937, the State Highway Commission disbanded the prison camps and prison worker used to construct several highways in south and southeastern Oklahoma in the 1920's and 1930's.

On December 29, 1970, the project to resurface 5 miles of I-35 from Purcell north was completed in McClain Co.

On December 30, 1946, the Highway Commission approved the designation of SH-75C from US-62 to the City airport in Okmulgee.

On December 31, 1919, the first Federal Aid Project constructed in Muskogee County was completed. It surfaced 2.5 miles of the Jefferson Highway south from Muskogee.

On December 31, 1929, there were a total of 516,322 cars, 60,390 trucks, and 26,242 tractors registered in the State of Oklahoma.

On December 31, 1932, there were officially 7,371 miles of highways on the State Highway System.