

**Oklahoma Route 66 Roadbed Documentation Project
(1926 – 1970)
A Survey of Roadbed and Integral Structures**

Prepared by

**The Oklahoma Route 66 Association
2001 – 2002**

Survey Team

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For

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Note to Users: The maps in this document, which are licensed from the book *Oklahoma Route 66* (Jim Ross, Ghost Town Press, 2001), are copyrighted and not for commercial use.

INTRODUCTION: OKLAHOMA ROUTE 66

On December 7, 1926, the Oklahoma State Highway Commission approved the newly created U.S. highway system designation adopted less than a month before by the American Association of State Highway Officials (AASHO) on November 11th. This approval by the Oklahoma SHC officially made the new federal routes part of the state highway system.

One of those routes, U.S. 66, crossed Oklahoma border to border. According to the minutes from the highway commission's December 7th meeting, it was designated in general terms as follows: "Beginning at a point on the Kansas state line south of Baxter Springs, follows State Route 39 to the junction with State Highway No. 7 at the town of Commerce, thence follows Route 7 through Miami, Vinita, Tulsa, Chandler, Oklahoma City, thence follows State Highway No. 3 to El Reno, Bridgeport, Clinton, (and) Sayre to the Texas State line near Texola."

Existing numbered state highways themselves had only been in existence a few years, replacing named roads spawned from the various good roads associations, such as the Ozark Trails. In 1926, only a relative few miles of the state's highways were paved. This included State Highways 39, 7, and 3, the designated path of U.S. 66. These and other early roadways were often circuitous, following a mix of section line roads, railroad rights-of-way, branches of the Ozark Trails network, and even the existing postal highway.

Subsequent to the designation of U.S. 66 in Oklahoma in the final days of 1926, fledgling booster groups and other organizations soon came to the forefront in efforts to promote the highway. Top priority was getting the road paved from one end to the other. Likewise, civic groups in many communities began a push to have Route 66 pass through their town or their business district, realizing that many changes in alignment would be necessary as paving progressed. Most influential, perhaps, was the U.S. Highway 66 Association, headed by Cyrus S. Avery of Tulsa. Avery had been involved in the Ozark Trails Association, the Good Roads Movement and, as Oklahoma Highway Commission Chair, had worked with the Bureau of Public Roads in designing the new national highway system and was directly responsible for the creation of the Chicago to Los Angeles route destined to become U.S. 66. Avery is now recognized as the Father of Route 66.

Paving U.S. 66 to a uniform standard across Oklahoma took approximately 10 years. (While the term "uniform" is used, it should be noted that the paving standard of 18 feet in 1925 was not increased to 20 feet until 1930, therefore some 18-foot wide roadways were built, though the majority of paving projects occurred after 1930.) The last section completed was the stretch between Miami and Afton, which replaced the 1922, nine-foot wide "sidewalk" highway between these two towns. Completion of this final link coincided with the opening of a new bridge on Miami's Neosho River in September of 1937. In the interim, Route 66 was paved piecemeal as matching federal funds became available. As predicted, it was a process that effected dozens of changes in the historic alignment, including the bypassing of a number of communities. On the positive side, new bridges abounded, and gone were many sharp

turns, zigzagging section line roads, at-grade railroad crossings, steep hills, flood-prone dips, and other impediments to convenience and safety. Given the road building technology of the era, Route 66 in Oklahoma when completed was state of the art.

While paving materials and roadway designs varied to some degree, most prominent was a road surface of pure Portland Concrete, which is produced when mixing aggregate with Portland Cement. It is often referred to simply as PC. Another, though less popular choice, was a design consisting of a two-inch asphalt driving surface over a five-inch concrete base. This design was built in both 18- and 20-foot widths and in most cases included nine-inch concrete edges. In a few instances, such as the first-generation paving project between Chandler and Wellston, pure asphalt was used. And in rare cases, such as a short stretch eastward from Edmond toward Arcadia, already existing brick paving was kept, at least for the first decade or so. Generally, selection of materials was based on sub-grade factors, availability, and funding. Today, a great deal of first-generation paving survives, particularly of the Portland Concrete variety in western Oklahoma. Evident along many of these stretches of roadway are beveled curbs and drainage gutters originally incorporated into the design.

Changes in the route did not stop with the completion of paving in 1937. Realignment continued to occur throughout the highway's life in response to traffic demands, safety considerations, and a myriad of other factors to which evolving road-building technology could be applied.

Route 66 in Oklahoma and elsewhere remained primarily a two-lane highway throughout the 1930s and 1940s, though the beating the roadway took during World War II caused planners in Washington to put an eye on the future. Entering the 1950s, with traffic continuing to increase, four-lane sections began to proliferate, and in 1953 the first major bypass of a section of Route 66 took place in Oklahoma when the Turner Turnpike opened between Tulsa and Oklahoma City. In 1956, Congress appropriated funds for an entire national network of limited-access interstate highways. This, in effect, signaled the end for Route 66. By that time, however, the majority of U.S. 66 in many states was already a four-lane highway. In Oklahoma, this included the roadway between Sayre and Texola.

By the mid-1960s, the interstate highways destined to replace U.S. 66 in Oklahoma—I-44 and I-40—were open in many areas and under construction in others. Like Route 66, the interstate system was completed in small segments and out of sequence. In Oklahoma, the final section of I-40, between Sayre and Texola, was not opened to traffic until 1975.

As U.S. 66 gave way to the interstates, it was subjected to a variety of fates. Some stretches were brought up to interstate standards and became part of the super slab. Others were removed or abandoned. Many reverted back to county ownership and became county roads or were subsequently deeded back to landowners if not needed to ferry traffic. In western Oklahoma, much of the surviving PC now serves as a frontage road to I-40.

By the mid-1970s, Route 66 was severely fragmented but still a U.S. highway. It wasn't until 1985, following years of litigation over the bypassing of Williams, Arizona, that U.S. 66 was officially decommissioned as a United States Highway and passed into transportation history. In Oklahoma, as in other states, some sections were redesignated as State Highway 66.

The official life span of U.S. 66 in Oklahoma was from December 7, 1926 until April 1, 1985. According to Oklahoma Department of Transportation records, its official length in 1936 was 383.7 miles, of which all but 12.1 miles were paved. Though a figure could not be found for 1937, when paving was completed, it is reasonable to assume that the 12.1 miles of gravel road remaining in 1936 was subsequently paved. On the other end of the distance spectrum, no factual record exists as to the precise pathway the route followed in December of 1926; therefore an exact distance is not known. However, an estimate published in *Oklahoma Route 66* (Jim Ross, 2001, Ghost Town Press) puts the figure at 415.4 miles. This provides a working number for estimating how much of the historic alignment was eliminated as a result of paving.

Today, most of Oklahoma's first paved alignment can still be driven. In the eastern part of the state, the majority of original roadbed has been reconstructed, widened, or otherwise improved, though much of it is still a continuous two-lane highway. In western Oklahoma, while first-generation paving survives in sizable remnants, the path of I-40 has cut through the old road a number of times, requiring motorists to cross from one side of the interstate to the other in the course of their journey.

Generally speaking, present-day Oklahoma Route 66 can be viewed as mostly "made over" in the eastern part of the state—carrying traffic as either SH 66 or as part of a different U.S. or state highway, while in western Oklahoma the majority of the roadway has retained its originality and carries primarily local traffic under county jurisdiction. That stated, sprinkled from one end of the state to the other are dozens of pristine road segments, classic bridges, and a few other integral, historically significant properties worthy of preservation.

SURVEY FINDINGS

This survey was conducted for the express purpose of identifying all alignments of Route 66 in Oklahoma as well as historically significant segments of roadbed and integral structures; integral structures being defined as those structures adjacent to or directly associated with the roadway. Identifying all of the alignments first provided the necessary foundation for a survey that was comprehensive. The maps (beginning on page 32) depict those alignments.

Historically significant sections of roadbed and integral structures (described in the narrative in order of their appearance and identified on the maps) include the following 114 properties:

40 segments of roadbed, 49 bridges, 4 concrete box culverts or drains, 2 stone arch culverts or drains, 1 concrete arch culvert or drain, 1 railroad viaduct, 8 railroad trestles, 1 concrete guardrail, 2 Will Rogers Memorial Highway markers, 1 concrete picnic table, 3 roadside parks, 1 pedestrian underpass, and 1 concrete Ozark Trails obelisk.

While only a relative few of the above properties should be considered a high priority in terms of NRHP listing, and some bear little distinction from one another, an all-inclusive accounting allowed for the establishment of a hierarchy useful to preservationists and planners. Likewise, the detailed mapping of the alignments can serve as a blueprint for use in the identification of other historically significant properties associated with Oklahoma's Route 66 corridor.

THE SURVEY TEAM

Kathy Anderson is currently in her second year as president of the Oklahoma Route 66 Association. Previously, she served four years as association Secretary and newsletter editor. Professionally, she is a video film editor, and has two commercially produced videos to her credit involving U.S. 66 — *Cruisin' Oklahoma 66* (1993) and *Bones of the Old Road* (1998). Numerous highway-related articles by Anderson have appeared in a variety of publications, and she is the editor of the *Oklahoma Route 66 Association Trip Guide*, published annually to provide mapping and travel information for 66 tourists.

Jim Ross has been researching, mapping, and photographing Route 66 since 1990, and is recognized as an authority on the highway's history. In 1992 he published the first guidebook to the route in the Sooner State, *Oklahoma Route 66: The Cruiser's Companion*, and in 1994 co-authored *The Route 66 Map Series*. In 1999, he authored a National Register of Historic Places nomination for a section of U.S. 66 roadbed, and in 2001 his second book, *Oklahoma Route 66*, was published. That same year he was presented the Steinbeck Award for his contributions to the preservation of Route 66, and was inducted into the Oklahoma Route 66 Hall of Fame. He is a regular contributing writer to the National Historic Route 66 Federation's *Federation News*.

Gary Ray Howell is a CAD Tech III at the Oklahoma Department of Transportation, where he has worked for 16 years. Currently he is assigned to the Systems section of the Planning Division, where he examines the histories of Oklahoma highways and makes reports to the Oklahoma Highway Commission for road revisions. Another of Gary Ray's responsibilities is to answer research questions and other inquiries from the public. Much of his experience with Route 66 was gained while working with now-retired Systems supervisor David Lopez, who was considered the department's expert on the evolution of the route. Mr. Howell has since become the department's primary resource for Route 66 information.

RESOURCES

Primary resources used to complete this project include Oklahoma Department of Transportation records; ODOT's Annual Reports; direct consultations with ODOT representative and survey team member Gary Ray Howell; official county maps; the archives of team member Jim Ross, along with his book *Oklahoma Route 66* (Ghost Town Press, 2001); on-line USGS maps and aerial images from the TerraServer web site; a U.S. 66 construction chronology compiled by retired ODOT Systems Supervisor David Lopez; and the book *Spans of Time, Oklahoma Historic Highway Bridges* (Joseph E. King, Texas Tech University Center for Historic Preservation and Technology, 1993).

METHODOLOGY

A strategy was developed to complete the project in the following five phases. 1) Produce a set of maps showing all alignments of Oklahoma U.S. 66 during the highway's life span; 2) Based on established criteria, complete a field survey identifying segments of roadbed and integral structures possessing significance sufficient to meet the National Register of Historic Places Criteria for Evaluation, then photograph and document both the location and characteristics of each property; 3) Incorporate into the maps the identities and locations of the selected properties; 4) Conduct research to acquire project data for the selected properties; and 5) Construct a narrative describing those properties as well as all other aspects of the project.

The maps, which represent a decade of archival and field research by team member Jim Ross, were adapted from his book, *Oklahoma Route 66*, and modified to accommodate both the selected property identifications and the format chosen for the survey's narrative. The original maps were based on a myriad of sources, including a variety of vintage highway maps, magazine and newspaper articles, books, ODOT construction plans and Annual Reports, county and city maps, and the files of fellow road historians David Lopez, Jerry McClanahan, Carol Duncan, Kathy Anderson and others.

The survey team's approach to the project was straightforward. From a point of beginning at the Kansas state line and proceeding westward to the Texas state line, all alignments were individually explored, with each eligible roadway segment or integral structure documented as encountered. Photography included both black & white prints and color transparencies, with a minimum of 2 views in each format taken for each property. Locations were pinpointed and road segments measured for length and, where applicable, width. No attempt was made to discriminate among similar roadbed segments or bridges that had individually met the basic criteria, as such similarities were expected along nearly 400 miles of roadway with little variation in its design or its bridges. Because the nature of the project was somewhat unique in that regard, it was felt by the team that potential elimination of any properties would best be determined by the SHPO.

Upon completion of the fieldwork, archival research was conducted to compile project data for each property. The process used to obtain this information involved research conducted at ODOT by team member Gary Ray Howell as well as the archives of team member Jim Ross and the construction chronology compiled by former ODOT supervisor David Lopez. Problems encountered during this phase and determinations made by the survey team to resolve those problems are discussed in detail in "Project Data Considerations" on page 10.

Lastly, because some properties possessed greater significance than others in terms of their type, originality, and uniqueness, a hierarchy was established under the guidance of the SHPO to help prioritize preservation efforts.

PROJECT DATA CONSIDERATIONS

In regard to road segments, bridges, drains, and railroad trestles, there were occasions during the identification process when records at ODOT (Oklahoma Department of Transportation) did not agree with one another, particularly involving dates of construction. In addition, project numbers did not always match when comparing different records for the same project. In other cases, it was not possible to determine precisely when a project was actually constructed due to variances between plan dates and official completion dates. In these instances, dates were chosen based on the strongest evidence. For example, if a project's completion date for a bridge was listed as, say, 1932, yet a brass marker or concrete date stamp on the bridge itself was dated 1930, the date on the bridge prevailed.

In some cases, bridges and culverts were packaged with the paving projects, but were assigned their own project number. For example, Federal Aid Project 164 may contain sections A-G, with one or more of the letter suffixes identifying a bridge or a length of paving. In a few cases, however, project numbers for bridges were identical to the paving project numbers on which they were located, or assumed to be so where no separate number or suffix was found. Some project numbers were specific to bridges only.

A few project numbers were not found at all. Included in this group were: Bridges, culverts, and trestles for which records were either not kept, those predating State Aid Projects (SAP) or the Federal Aid Road Act of 1916, from which FAP (Federal Aid Project) numbers are derived, and those built without state or federal aid. Additionally, no records were located for the Will Rogers Memorial Highway markers, the picnic table, two of the roadside parks, the concrete guardrail, the Ozark Trail obelisk, or the pedestrian underpass.

Bridge numbers, which are a product of map coordinates, are included if known; however, many bridges are not identified other than by location and type. It is recommended that bridge numbers, plans, and other records pertaining to these structures be researched on a case-by-case basis through ODOT's Bridge Division and / or the county or municipal jurisdiction in which they are located.

CRITERIA FOR PROPERTY INCLUSION

The properties described in the following pages reflect selections made by the survey team based on the below considerations.

1. **Roadbed.** Unbroken segments of first-generation paving, either unaltered or, if resurfaced, maintaining their original width and other characteristics. No segments shorter than one-half mile were considered.
2. **Bridges and Viaducts.** 50 years old and in use during the time their section of roadway carried Route 66 traffic. Included are some that were later improved or repaired without significant change to appearance or original design. In evaluating bridges on roadbeds that are not eligible, evaluation of the roadbed approaches should be taken into consideration.
3. **Box and Arch Culverts or Drains.** Only drains originally constructed with guardrails were considered, using the same criteria for bridges and viaducts. Small concrete culverts beneath the roadway, even if date-stamped, were not included, though some appear in photos of road segments. The same is true for two concrete roadside FAP markers, which are considered part of the road segment in which their photos appear.
4. **Roadside Parks.** Only simple or primitive roadside parks with structures limited to basic facilities, such as tables and fire pits, were considered.
5. **Railroad Trestles.** Same criteria for Bridges.
6. **Concrete Guardrail.** A guardrail along a selected road segment at Sapulpa was included under the same criteria as Bridges due to its bond with the roadway as well as having design characteristics matching bridges of the era.
7. **Will Rogers Memorial Highway Markers.** Two were found. One is contained within the roadside park at Commerce (date undetermined), while the other is located on the 1950s alignment at Catoosa. Due to their uniqueness and the fact that one exists independent of a park, the survey team chose to treat them as independent properties.
8. **Picnic Table.** One, undated concrete table stamped "Okla. Highway Comm." This vintage table was included due to its imprint and its location at a (former) simple roadside rest stop common during the pre-interstate era.
9. **Ozark Trails Obelisk.** One of the few known remaining on the former Ozark Trails network, the 20-foot concrete marker (ca. 1916) was included due to its significance as an enduring signpost of one of the country's earliest highway systems and its position on an original alignment of U.S. 66.
10. **Pedestrian Underpass.** 50 years old and in use during the time its road segment carried Route 66 traffic.

PROPERTY IDENTIFICATIONS

SA = State Aid Project FA = Federal Aid Project PC = Portland Concrete

A + symbol identifies properties already listed on the NRHP. A ! symbol identifies properties immediately eligible for listing on the NRHP. (Note: In cases where eligible integral structures are contained within eligible roadbed segments, only the roadbed segment will be marked with a ! symbol. The single exception to this is property #71, which is individually eligible as well as being a contributing resource to an eligible roadbed segment.) A * symbol identifies properties that are not individually eligible, but are contributing resources to larger, eligible properties. The remaining properties are not eligible at this time.

Properties begin on Map No. 1 and proceed westward in numerical order. Map numbers are in parentheses immediately following property names. For simplicity, a given property may be referred to as being a certain distance "east" or "west" of a given landmark, regardless of its true compass direction, just as motorists on Route 66 are referred to as traveling "eastbound" or "westbound."

1. **Railroad Trestle (Map #1).** Approximately 1 mile west of Quapaw, Ottawa Co., on the 1926 alignment. Built in 1939. Contractor not listed. Project No. WAGS 509A.
2. **Roadside Park (Map #2).** At Commerce, Ottawa Co., and situated with frontage on both the 1926 and 1933 alignments. This park may have once served early Route 66 travelers without the means for overnight lodging. Among the ruins here are several structures, including small concrete drainage culverts on entrance and exit roads, stone fire pits, and the remains of a stone water fountain. Date of construction unknown.
3. **Will Rogers Memorial Highway Marker (Map #2).** Located in a roadside park (property #2) at Commerce, Ottawa Co., on the 1926 and 1933 alignments. This marker was manufactured by the John Gunter & Co. Foundry, Tulsa, and is numbered A-5. Text on the marker, which hangs from a native stone structure (the same design as property #90) and includes a likeness of Will Rogers, provides information on ore mines of the area (depth, tonnage, value) dating to 1848. Date of manufacture or placement is unknown.
4. **Concrete Box Drain (Map #2).** Spans unnamed drainage creek on Main Street in Commerce, Ottawa Co., on the 1926 alignment. Built in 1924. Condition is good. Embedded in the concrete on this property is a brass, Geodetic Survey marker. This structure was improved on its west side in 1965, however any alterations do not detract from its original design features. General Construction Co. Project No. FAP 105A.

5. + **Roadbed** (Map #4). Begins south of Miami, Ottawa Co., on the 1926 alignment and continues for approximately 3 miles to a connection with the 1937 alignment. Paved in 1922 to a width of 9 feet. This unique roadway consists of 2-inch thick rock asphalt over a 5-inch concrete base with concrete edges. Known as the "sidewalk" highway, it once linked Miami with Afton and is one of three, essentially unaltered, surviving remnants. In 1995 it was added to the NRHP. Still used for local traffic, the "sidewalk" highway is periodically concealed by dirt and loose gravel applied to provide additional width. Original project length was 15.469 miles, of which 13.33 miles was 9 feet wide. Western Paving Co. Project No. FA 8.
6. ! **Roadbed** (Map #5). Begins south of Narcissa, Ottawa Co., where the 1926 alignment turns due west (just north of the I-44 overpass), and continues west and south for approximately 1.4 miles to a change in paving at another overpass. Its characteristics are identical to property #5. Western Paving Co. Project No. FA 8.
7. ! **Roadbed** (Map #5). Begins northeast of Afton, Ottawa Co., immediately south of the interstate overpass on the 1926 alignment, and continues approximately 1.2 miles to its junction with the 1937 alignment .6 miles east of Afton. Its characteristics are identical to properties #5 and #6. Western Paving Co. Project No. FA 8.
8. + **Bridge** (Map #5). Spans Horse Creek at the east city limit to Afton, Ottawa Co., on a corrected curve of the 1926 alignment. Built in 1929. This is an I-beam structure in good condition with pedestrian walkways on each side—the only such bridge still existing on Oklahoma Route 66. This property was added to the NRHP in 1995. E.S. Alderman, contractor. Project No. SAP 628.
9. **Roadside Park** (Map #6). Approximately 5 miles south of Afton, Delaware Co., on the 1926 alignment where it turns due west toward Vinita, commonly known as Dead Man's Corner. This park could have served early Route 66 travelers without means for overnight lodging. It contains the fragmented ruins of more than 6 stone and brick fire pits similar to those described in property #2. Some surviving firebrick is stamped "Kansas City." Though the date of construction has not been verified, 1939 records for Delaware Co. carry an entry for "Roadside Improvements" east of the Craig Co. line. Contractor was Gaines Bros. Project No. FA 149C3.

10. **! Bridge (Map #7).** Bridge #1860-0724X. Spans Little Cabin Creek approximately 1 mile east of Vinita, Craig Co., on the 1926 alignment. Built in 1935. This is a camelback Warren pony truss and I-beam structure that replaced a similar pony truss bridge built in 1926 (SAFA 149C). Condition is good. Reason for replacement of the 9-year old bridge was not determined, however it may have been too narrow to meet the 1930 standard width of 20 feet. Steel truss bridges of the Warren design were used extensively in Oklahoma during the 1920s and 1930s. Contractor was Harrison Eng. & Construction. Project No. NRH 149B.
11. **Bridge (Map #7).** Spans Bull Creek on Illinois Ave. in Vinita, Craig Co., on the 1926 alignment. Built in 1933. This is an I-beam structure in good condition with a pedestrian walkway on the south side only. This bridge is a close match to the bridge described in property #8, minus a walkway on one side. Contractor not listed. Project No. NRM 149A.
12. **! Bridge (Map #9).** Bridge #66E0320N4260002. Spans Pryor Creek at the east end of Chelsea, Rogers Co., on the 1926 alignment. Built in 1926. This is a Pratt through truss structure in good condition and still used for local traffic. The concrete abutment on the east end is date-stamped 1926 by the SHC (State Highway Commission). E.G. Fike & Son, contractor. Project No. SAP 257.
13. **Bridge (Map #9).** Bridge #6604-1947X. Spans Pryor Creek at the east end of Chelsea, Rogers Co., on the 1932 alignment. Built in 1932. This is a camelback Warren pony truss and I-beam structure in good condition that continues to carry mainline westbound traffic on SH 66. A brass FAP shield is embedded in the bridge's east, concrete end post, however it is not inscribed. Gaines Yeokum, contractor. Project No. SAFA 185A.
14. **! Roadbed (Map #11).** Begins in Foyil, Rogers Co., at Andy Payne Blvd. & 3rd Street as part of the 1926 alignment and continues for .75 miles to a point of connection with SH 66. Paved in PC in 1931. This is the first section of unaltered Portland Concrete roadway encountered by today's westbound motorists. Still used for local traffic, this stretch of first-generation paving was bypassed in 1963. It was named Andy Payne Blvd. in honor of Foyil's Favorite Son, a part-Cherokee Indian who at age 20 won the 1928 Transcontinental Footrace known as the "Bunion Derby." Ellis Lewis, contractor. Project No. FA 184D.

15. **! Bridges (Map #15).** Spans Bird Creek (once the Verdigris River) approximately 1 mile east of Catoosa, Rogers Co., on the 1936 alignment. Bridge 1 built in 1936. This is mixed truss structure in good condition that continues to carry westbound traffic on SH 66. This bridge was reconditioned and rededicated (to H. Tom Kight, Jr.) in 1957 when a new bridge (Bridge 2) was built alongside to carry eastbound traffic as part of a four-lane improvement project. Though the two bridges are similar, the newer bridge is 4 feet wider at 28 feet. M.E Gillioz, contractor. Project No. NRH 183A. The "Twin Bridges" are the best representative of the upgrade of US 66 to a modern 4 lane highway, presaging the design characteristics of the modern interstate highway system.
16. **Roadbed (Maps #15-#16).** Begins approximately .2 miles westward from the bridge described in property #15, east of Catoosa, Rogers Co., where the 1926 alignment intersects the 1936 alignment (SH 66) and continues for 1 mile on the 1926 alignment to a reconnection with SH 66. Paved in PC in 1927. Though this section of roadway was resurfaced with asphalt (date unknown), its design characteristics and originality are for the most part unchanged. Today it is used for local traffic. Standard Paving Co. Project No. FA 183A.
17. **Will Rogers Memorial Highway Marker (Map #16).** Located at Catoosa, Rogers Co., along the roadside of the 1957 alignment just east of its junction with EW 57 and situated in front of the old Arrowood's Trading Post. This marker is of the same design as the one described in property #3. Inscribed text reads: "A-21. Old Mail Route. About ½ mile S-W is the site of Fort Spunky, a relay station on the Old Star Mils between St. Louis and California. After the War Between the States, Catoosa was founded as the post office with John Gunter Schrimsher (1855-1905) an uncle of Will Rogers as Postmaster. Erected as a Public Service by Mr. and Mrs. Carl R. Mathews." Despite being on the 1957 alignment, it was included on the assumption that it may have originally faced the 1926 alignment and was simply repositioned at the time the four-lane route was completed. This property, like property #3, was manufactured by the John Gunter & Co. Foundry of Tulsa. Date of manufacture and placement are unknown.
18. **! Bridge (Map #16).** Bridge #66E0570N4080006. Spans Spunky Creek at Catoosa, Rogers Co., on road EW 57 (aka Rice) on the Ozark Trails and possible 1926 alignment of U.S. 66. Situated .25 miles west of EW 57's junction with the 1957 alignment (SH 66). Built in 1913. This is a Pratt bedstead pony truss structure with a wood deck in fair condition. This bridge, from a classic early 20th Century design, is one of a small number of survivors in Oklahoma. This alignment possibly carried U.S. 66 traffic as an official temporary route while the first paved route was built in 1926-1927. A partial plaque still bolted to the bedstead on the west end gives its 1913 date and its place of manufacture as Leavenworth, Kansas. Contractor unknown. Predates project numbering.

19. **Roadbed** (Map #16). Begins in Catoosa, Rogers Co., at the intersection of SH 66 and Ford and follows the 1926 alignment for 1.8 miles along Ford and Cherokee Streets to a point where Cherokee intersects 193rd Street. Paved in PC in 1927. Though this section of roadbed was resurfaced in asphalt (date unknown), its design characteristics and its originality are for the most part unchanged. This road segment **contains property #20** below. Standard Paving Co. Project No. FA 183A.
20. **Bridge** (Map #16). Spans an unnamed creek on Cherokee Street in Catoosa, Rogers Co., immediately west of the intersection with Pine on the 1926 alignment. Built in 1939. This is a concrete structure in good condition without markings but typical of smaller bridges for the era. It is **contained within property #19** above. Contractor not listed. Project No. FA 183A.
21. **Bridges** (Map #17). Twin spans on Mingo Creek in Tulsa, Tulsa Co., immediately west of Mingo Road on the 1933 alignment (E. 11th Street). Built in 1950. These twin concrete and I-beam structures carried Route 66 traffic for approximately 9 years and are in good condition. Contractor and project number not available.
22. + **Bridge** (Map #18). Spans the Arkansas River near downtown Tulsa, Tulsa Co., on the 1926 alignment. Built in 1916. This is a concrete arch, Art Deco design that carried Route 66 traffic until the route was realigned in the late 1950s. This property was added to the NRHP in 1996. Missouri Valley Bridge & Iron Works, Leavenworth, Kansas, contractor. No project number listed.
23. **Bridge** (Map #19). Spans Nickel Creek on Southwest Blvd. at Oakhurst, Tulsa Co., on the 1926 alignment, approximately .4 miles east of the Creek Co. line. Built in 1940. This is an I-beam structure in good condition positioned next to a 1917 arched drain beneath the railroad. Contractor not listed. Project No. FA 86.
24. **Bridge** (Map #20). Spans the Rock Creek Overflow at the west end of Sapulpa, Creek Co., on the 1952 alignment (SH 66), immediately east of its junction with the 1926 route. Built in 1952. This bridge consists of four 25-foot concrete slab spans, and is in good condition. Contractor not listed. Project No. FAP 102(3).
25. **Bridge** (Map #20). Spans Rock Creek at the west end of Sapulpa, Creek Co., on the 1952 alignment (SH 66), immediately west of its junction with the 1926 route. Built in 1952. This bridge was constructed at the same time as the bridge described in property #24, and consists of three I-beam spans measuring 80, 100, and 80 feet. It is unknown why two different designs were chosen for these “almost” twin bridges. Condition is good. Contractor not listed. Project No. FAP 102(3).

26. + **Bridge** (Map #20). Bridge #10E0706N3860000. Spans Rock Creek at the west end of Sapulpa, Creek Co., on the 1926 alignment immediately west of its junction with the 1952 alignment on a shared path with the former Ozark Trails. Built in 1925. This bridge, **contained within property #27** below, is a Modified Parker through truss structure 142 feet in length. It is the only bridge on Oklahoma Route 66 with a brick deck, and was added to the NRHP in 1995. Even though partial plans exist, the project number and contractor were not found. It is assumed that this bridge was a section of (A-Z), or simply a part of, the paving project for property #27 below, which is Project No. FA 158D.
27. ! **Roadbed** (Map #20). Begins at the west end of Sapulpa, Creek Co., where the 1926 alignment diverts from the 1952 alignment (SH 66) immediately west of the Rock Creek Overflow Bridge and continues for 3.3 miles to a reconnection with SH 66. Paved in PC in 1925. This section of roadway, which is also an Ozark Trails alignment, **contains properties #26, 28, 29, and 30**. Though it has been resurfaced with a thin layer of asphalt (date unknown) from its east end to just west of the railroad trestle, its design characteristics and originality are for the most part unchanged. Unaltered Portland Concrete paving make up the final .5 miles of this segment, and the curves there, in particular, offer a superb example of road building from the era. Today this stretch of historic roadway is used for local traffic. J. Gallamore Construction Co. and J.J. Harrison, contractors. Project No. FA 158D.
28. * **Concrete Box Drain** (Map #20). Spans Biven Creek, west of Sapulpa, Creek Co., on the 1926 alignment approximately 1.9 miles west of that alignment's eastern junction with the 1952 alignment (SH 66). Built in 1925. This 77-year old structure, **contained in property #27**, is in good condition and still carries local traffic. As with property #26, it is assumed to be either a separate section (A-Z) of the project listed in property #27 above, or simply an element of that project. Partial plans list no contractor, but do indicate it is part of Project No. FA 158 (no section specified).
29. * **Concrete Guardrail** (Map #20). Situated along the south side of roadway west of Sapulpa, Creek Co., on the 1926 alignment approximately .9 miles east of that alignment's junction with the 1952 route near I-44 Exit #211. Built ca. 1925. This guardrail, also **contained in property #27** and similar in design to commonly seen guardrails found on bridges and box drains of the era, is unique to Oklahoma Route 66. Though it has sustained some damage, several sections remain intact. While no records were located, it is assumed that this property, like property #27, was a section (A-Z) of Project No. FA 158, or simply an element of that project (No. FA 158D.)

30. ***Railroad Trestle (Map #20).** Located on the 1926 alignment west of Sapulpa, Creek Co., approximately .8 miles east of that alignment's junction with the 1952 route near I-44 Exit #211. Built in 1925. This trestle, **contained in property #27**, is on the former line of the St. Louis & San Francisco Railroad, and was in place in 1925, though project records give an official completion date of 1926. SL & SF RR Co., contractor. Project No. SAP 102.
31. **! Roadbed (Map #22).** Begins approximately .6 miles west of the I-44 overpass west of Kellyville, Creek Co., on the 1926 alignment where it diverts from SH 66 and continues for 1.6 miles to a reconnection to SH 66. Paved in PC in 1926. Bypassed in 1938, this pristine stretch of paving, sometimes called the Tank Farm Loop due to the former oilfield it passes through, is an excellent example of first-generation paving as it traverses several different terrain features. Today it is used mainly by residents of the area. Maney Bros. and Sam Ward Paving Co., contractors. Project No. FA 158A.
32. **! Roadbed (Map #22).** Begins approximately 1.9 miles west of the I-44 overpass west of Kellyville, Creek Co., on the 1926 alignment where it diverts from SH 66 and continues for approximately 1.8 miles to a reconnection to SH 66. Paved in PC in 1926. Bypassed in 1938, this section of roadbed is a continuation of property #31 above where it picks up on the south side of SH 66 and is the longest section of privately owned, unaltered, first-generation paving in the state. It is presently not accessible. Contractors were Maney Bros. and Sam Ward Paving Co. Project No. FA 158A.
33. **Roadbed (Map #22).** Begins approximately 4.2 miles west of the I-44 overpass west of Kellyville, Creek Co., on the 1926 alignment where it diverts from SH 66 and continues for 1.2 miles, ending at the junction with SH 48 at Bellvue. Paved in PC in 1924. This section of roadway, though later overlaid in asphalt (date unknown), has for the most part retained its design characteristics and is still used for local traffic. It was bypassed in 1965. J.J. Harrison, contractor. Project No. FA 128A.
34. **Roadbed (Maps #22-#23).** Begins east of Bristow, Creek Co., on the 1926 alignment where it is accessed just west of the junction of SH 66 and SH 48 and continues south for 1.8 miles, ending at a reconnection with SH 66 approximately .5 miles north of the I-44 overpass. Paved in PC in 1924. Though this section of roadway, which **contains properties #35 and #36** below, has been resurfaced in asphalt (date unknown), its design characteristics and originality are for the most part unchanged. This road segment may involve approximately .2 miles of Project No. FA 128A on adjoining property #33. Today it is used mostly by local residents. General Construction Co. Project No. FA 88.

35. **Stone Arch Drain (Map #22).** Located on an unnamed creek on the 1926 alignment approximately 1 mile north of I-44 Exit #196 at Bristow. This arch structure, which is **contained within property #34** above, has no markings. It is comprised of native stone, and could have pre-existed Route 66 or may have been a WPA project. Possibly it was part of the paving project for property #34 (FA 88). Condition is good with guardrail damage on one side. No contractor or project number available.
36. **Bridge (Map #23).** Spans Sand Creek on the 1926 alignment approximately .5 miles north of I-44 Exit #196 at Bristow, Creek Co. Built in 1935. This bridge, which is **contained within property #34** above, is a Warren pony truss structure common to Route 66 and other highways in Oklahoma in the 1920s and 1930s. Today, it continues to carry local traffic. Condition is fair. Contractor name & project number were not listed, however it exists on road Project No. FA 88.
37. **! Bridge (Map #23).** Bridge #19E0830N3690003. Spans Little Deep Fork Creek approximately 2 miles west of Bristow, Creek Co., on the 1926 alignment (S. 369 W. Ave.), which was also an alignment of the Ozark Trails. Built in 1914. This bridge is a bedstead Warren pony truss structure with a wood plank deck and is unique to Oklahoma Route 66. It carried traffic on the route's unpaved alignment for approximately 2 years. Condition is fair. Kansas City Bridge Co., contractor. Predates project numbering.
38. **Roadbed (Map #24).** Begins approximately .5 miles west of SH 66 and Ladd in Depew, Creek Co., where the 1926 route is accessible from the 1984 alignment (SH 66) and continues for .6 miles along the 1926 and 1928 alignments to a dead end. Paved in PC in 1928. Though this road segment has been resurfaced in asphalt (date unknown), its design characteristics and originality are for the most part unchanged. Hamilton Construction and Altman Rogers, contractors. Project No. FA 136A.
39. **Roadbed (Map #24).** Begins approximately 1.5 miles west of SH 66 and Ladd in Depew, Creek Co., where the 1928 route is accessible from the 1984 route (SH 66) and continues for 1.1 miles to a dead end. Paved in PC in 1928. Though this road segment has been resurfaced in asphalt (date unknown), its design characteristics and originality are for the most part unchanged. Hamilton Construction and Altman Rogers, contractors. Project No. FA 136A.
40. **Roadbed (Maps #24-#25).** Begins on the 1926 alignment approximately 3 miles west of SH 66 and Ladd in Depew, Creek Co., where that alignment is accessible from the 1984 route (SH 66) on the south side and continues for 2.4 miles, ending near a reconnection with SH 66. Paved in PC in 1928. Approximately half of this road segment, which **contains property #41** below, is located on private land and is not accessible. This roadbed has also been resurfaced in asphalt (date unknown), but has for the most part retained its design characteristics and originality. Hamilton Construction and Altman Rogers, contractors. Project No. FA 136A.

41. **Stone Arch Drain (Map #25).** Located on an unnamed creek approximately 3.7 miles west of SH 66 and Ladd in Depew, Creek Co., on the 1926 alignment. Built in 1925. This stone arch structure, which is **contained in property #40** above, is on private property and is not presently accessible. Condition is good. Records do not list a contractor, but indicate it was part of Project No. FA 136.
42. **Bridge (Map #26).** Spans Lilly Creek at Stroud, Lincoln Co., approximately .7 miles east of Allied Road on the unpaved, 1926-1930 alignment. Built in 1930. This is a concrete structure, consisting of 30-foot concrete T-beam spans. Some damage to the decorative concrete guardrails is evident. No contractor or project number available.
43. **! Bridge (Map #26).** Spans Salt Creek at Stroud, Lincoln Co., approximately .6 miles east of Allied Road on the 1930 paved alignment where it is accessible from the 1960 alignment (SH 66) via 7th Street. Built in 1928. This bridge is another example of a classic Warren pony truss span built throughout Oklahoma in the 1920s and 1930s. Manufactured by J.B. Klein Iron & Foundry in Oklahoma City, it was completed almost 2 years before the paved alignment reached its location. Condition is good. Contractor was Standard Paving Co. Project No. SAFA 136F.
44. **! Bridge (Map #26).** Bridge #41N3570E0860003. Spans Salt Creek at Stroud, Lincoln Co., on Allied Road .5 miles north of Main Street on the 1926 alignment. Built in 1921. This is a 61-foot Warren pony truss bridge and one of the older specimens of this design surviving on Oklahoma Route 66. It is in good condition and still in use. No contractor or project number available.
45. **Concrete Arch Drain (Map #26).** Situated on Gray Horse Creek where it crosses Central Street just west of SH 99 in Stroud, Lincoln Co. This is the 1926 alignment and path of the Ozark Trails. Built in 1909. This unique drainage structure contains a date stamp and is pinned with steel rods. According to a local resident, it once had metal lattice guardrails, which were considered important in that mules reportedly balked at crossing bridges with any other type of railing. No contractor listed. Predates project numbers.
46. **! Ozark Trails Obelisk (Map #27).** Located on the Ozark Trails and 1926-1930 unpaved alignment of U.S. 66 approximately 3.5 miles east of Davenport, Lincoln Co., where the roadway makes a 90-degree turn. Built and placed ca. 1916. This concrete obelisk, approximately 20 feet tall, is 1 of only 2 existing in Oklahoma and one of less than 10 known in the country. Aside from graffiti, the structure is in good condition. Contractor unknown.

47. **! Bridge (Map #27).** Bridge #41E0890N3520007. Spans Dosie Creek on the Ozark Trails and 1926-1930 unpaved alignment of U.S. 66 approximately 2.5 miles east of Davenport, Lincoln Co. Built in 1909. This Warren pony truss structure with a wood plank deck is considered the oldest existing bridge still in use on Route 66. It is in fair condition with a broken bridge plaque still bolted to the truss. Manufactured by the Rochester Bridge Company, Rochester, Indiana. Construction predates project numbers.
48. **Bridge (Map #28).** Spans Bell Cow Creek in Chandler, Lincoln Co., on SH 66, which is the 1926 alignment. Built in 1951. This bridge is an I-beam span in use on current SH 66 and appears to be in good condition. No contractor listed. Project No. SAP 764(2).
49. **Railroad Trestle (Map #29).** Located at Warwick, Lincoln Co., on the 1926 alignment (SH 66). Built in 1928. In 1953 the concrete pedestals for the trestle were moved following embankment excavation to allow for widening of the roadway. No contractor listed. Project No. SAP 764 (2).
50. **! Bridge (Map #30).** Bridge #4124-0157X. Spans Captain Creek where it crosses 2nd Street just west of Hickory in Wellston, Lincoln Co., on the 1926 alignment. Built in 1933. This bridge is a camelback Warren pony truss and I-beam structure common to the route and appears to be in good condition. It was built at the same time an identical bridge was built (property #52) as both the route through Wellston and the "bypass" route (1933) were being paved. This occurred due to a dispute between Oklahoma officials and the Bureau of Public Roads, who insisted on bypassing Wellston with permanent paving. The state had earlier committed (with a bond issue) to have the 1926 alignment through town kept as the mainline route. As a result, the town loop was paved strictly with state funds. It is not known which bridge or paving project was open for traffic first and it is therefore not a certainty that the bridge on the 1926 alignment carried Route 66 traffic. This property is contained within property # 51 below. Contractor was D.C. Sampley. Project No. SAP 827A.
51. **Roadbed (Map #30).** Begins in Wellston, Lincoln Co., on the 1926 alignment (2nd St.) at its intersection with Hickory and continues for 1.6 miles to a connection with the 1933 alignment (SH 66). Paved in PC in 1933. Though resurfaced in asphalt (date unknown), its design characteristics and originality are for the most part unchanged. Because it was built simultaneously with the 1933 alignment, and it is not known which project opened for traffic first, it is uncertain whether this roadway carried Route 66 traffic. This road segment contains property #50 above. S.O. Maxey Co., contractor. Project No. SAP 827A.
52. **Bridge (Map #30).** Bridge #4106-0372X. Spans Captain Creek at Wellston, Lincoln Co., approximately .5 miles west of Hickory on the 1933 alignment (SH 66). Built in 1933. This is a camelback Warren pony truss and I-beam structure that appears to be in good condition. Ledford Way, contractor. Project No. FAE 137E.

53. **Roadbed** (Map #31). Begins just west of Luther, Oklahoma Co., approximately .1 miles east of Peebly Road where the 1926 alignment junctions with the 1979 alignment (SH 66) and proceeds back eastward on the 1926 alignment for .5 miles to a dead end. Paved in PC in 1930. Though resurfaced in asphalt (date unknown), its design characteristics and originality are for the most part unchanged. It also contains a date-stamped 1929 concrete box drain. Access is not presently restricted, however this road segment is on private property. H.L. Cannady, contractor. Project No. FA 137I.
54. + **Roadbed** (Map #32). Begins 1.3 miles west of the intersection of SH 66 and Choctaw Road, Oklahoma Co., where the 1926 alignment diverts from the 1952 alignment (SH 66) and continues on the 1926 alignment for .9 miles where the 1952 route (SH 66) merges. Paved partly in PC (1928) and partly in asphalt over a concrete base (1929). This road segment is a rare example of first-generation paving containing two different road designs that meet near the property's midpoint. This is also the location of a concrete roadside FAP marker placed on the right of way. While ODOT official completion dates are given as 1929 for both projects, 1928 and 1929 are the dates inscribed on the FAP marker. This segment was added to the NRHP in 1999. PC portion: Brooks-Dahlgren, contractor; Project No. FA 137G. Asphalt & concrete portion: West Paving Co., contractor; Project No. SAFA 137F.
55. **Bridge** (Map #36). Spans the Deep Fork River in Oklahoma City, Oklahoma Co., on the 1931 bypass alignment (Western Avenue) between Grand Blvd. and the 1954 alignment (I-44). Built in 1940. This is an I-beam span with decorative guardrails typical of the era. Condition is good. No contractor or project number available.
56. ! **Bridge** (Map #37). Bridge #55E1035N2990004. Spans the Lake Overholser inlet (North Canadian River) in Oklahoma City, Oklahoma Co., on the 1926 alignment .4 miles east of the Canadian Co. line. Built in 1924. This is a mixed truss bridge made up of 4 Parker through trusses and a single camelback Warren pony truss on each end. At 748 feet in length, it is the longest span for its age on the Oklahoma Route. In good condition, it still carries local traffic and is currently maintained by the City of Oklahoma City. This bridge is **contained in property #57** below. Contractor not listed. Project No. FA 60C.

57. **Roadbed** (Map #37). Begins .4 miles west of Council Road, Oklahoma City, Oklahoma Co., on the 1926 alignment where that alignment diverts from the 1958 alignment (SH 66 & 39th Exp.) and continues for 2 miles along the north shore of Lake Overholser, ending at a change in paving. Initially paved partly in PC and partly in asphalt in 1923, 1926, 1928, and 1947. This road segment along the scenic shore of the lake, which also contains property #56 above and property #58 below, is comprised of 1923 PC on the east side of the Overholser Bridge, 1926 PC from the west side of the bridge to the Canadian Co. line, 1947 PC from the Canadian Co. line for 1.5 miles (this PC replaced a 1928 asphalt project), and concludes with approximately .2 miles of 1926 PC paving. Though most of this road segment has been resurfaced in asphalt (dates unknown) its design characteristics and originality are for the most part unchanged. Contractors were Green Construction Co. (1923 PC), Flynn Construction Co. (both 1926 PC projects), and Western Paving Co. (1928 asphalt project). Project numbers were FA 60B (1923 PC), SAP 321A (1926 PC west of bridge plus adjoining 1928 asphalt), and FA 163B (1926 PC at end of segment). No contractor or project number was available for the 1947 PC that replaced the asphalt section.
58. **Bridge** (Map #37). Spans overflow from Lake Overholser in Oklahoma City, Canadian Co., on the 1926 alignment approximately 1 mile west of the Oklahoma Co. line. Built in 1927 or 1935. This bridge, which is contained in property #57 above, is an I-beam structure in good condition that is 215 feet in length and comprised of four, 43-foot spans. Computer records list design specs and year of construction as 1935. Hard copy records for 1927 list the contractor as Woodward Construction Co. and the Project No. SAP 321B.
59. **Roadbed** (Maps #37-#38). Begins approximately .5 miles east of Sara Road on the 1926 alignment (NW 36th St.) in Oklahoma City, Canadian Co., on the west side of the turnpike overpass and continues for 1.3 miles to a change in paving near its junction with the 1958 alignment at Mustang Road in Yukon. Paved in 1926. This relatively short section of Portland Concrete is unaltered and in near pristine condition. Flynn Construction Co., contractor. Project No. FA 163B.
60. **Bridges** (Map #39). Spans Shell Creek approximately 1.5 miles east of Cimarron Road, Canadian Co., on the 1926 alignment. Built in 1951. These twin bridges, which consist of four, 40-foot I-beam spans each, were constructed when the route was expanded to 4 lanes and are in good condition. No contractor listed. Project No. FI 163(6).
61. **! Railroad Viaduct** (Map #40). Elevates the roadway over the Rock Island Line where the tracks cross the 1947 alignment (Bus. 40 / Rock Island Ave.) in El Reno, Canadian Co. Built in 1946. Condition good. No contractor listed. Project No. FAGH 163G.

62. **Railroad Trestle (Map #40).** Spans Elm Street in El Reno, Canadian Co., immediately east of Hoff Street on the 1926 alignment. Built in 1930. This trestle has recently undergone some reconditioning, but remains essentially unaltered and is not presently in use. No contractor or project number available.
63. **! Pedestrian Underpass (Map #40).** Located on Rock Island Ave. in El Reno, Canadian Co., between Elm and Wade streets on the 1932 alignment. Built in 1936. This underground street crossing was a project of the Works Progress Administration (WPA) and is stamped with those letters as well as year of construction. Not presently in use. No contractor or project number available.
64. **! Railroad Trestle (Map #40).** Spans Sunset Drive in El Reno, Canadian Co., approximately .2 miles west of Grand on the 1926 alignment. Built in 1936. This plate girder trestle has a pedestrian walkway with guardrail across the span next to the tracks as well as a steel plaque bolted to the end beam with Federal Aid Project information. Construction involved more than one source of funding. Construction contractor was Merveldt and Lawson, Project No. NRM 164 A, while the trestle was manufactured by J.B. Klein Iron & Foundry, Oklahoma City, under Project No. FAP 164A.
65. **! Roadbed (Maps #41-#43).** Begins on the 1926 alignment approximately 3.5 miles west of Country Club Drive in El Reno, Canadian Co., at the Bus. 40 turnoff for Fort Reno and continues on the 1926 and 1933 alignments for 11.5 miles, ending at a junction with U.S. 281 Spur near I-40 Exit #108. Paved in PC in 1931 and 1932. This stretch of unaltered first-generation concrete, which **contains properties #66, 67, and 68** below, is the second longest in Oklahoma and continues to carry local traffic. Incorporated into the roadway in places are original drainage gutters and beveled curbs. Contractors were: 1931—Union Construction, Project No. FA 164D, and 1932—J.J. Harrison, Project No. FA 164G, and Blackburn Construction Co. and Ryan Richards Construction, Project No. FA 164F.
66. *** Concrete Box Drain (Map #41).** Located on an unnamed drainage creek west of El Reno, Canadian Co., on the 1926 alignment approximately 2.6 miles west of the Bus. 40 turnoff to Fort Reno. Built in 1928. This structure is **contained in property #65** above, and features both a brass FAP (Federal Aid Project) marker (not inscribed) as well as a 1928 date stamp in the concrete (ODOT records list official completion as 1929). Over time, the guardrails on this property have sustained significant damage. T.C. Ottinger, contractor. Project No. SAFA 164E.
67. *** Bridge (Map #43).** Spans Powder Face Creek, Canadian Co., on the 1933 alignment approximately 1.7 miles east of its junction with U.S. 281 Spur (near I-40 Exit #108). Built in 1932. This is a concrete slab bridge with inscribed, brass FAP markers on each end. It is **contained in property #65** above and appears to be in good condition. Contractor was R.R. Tway. Project No. FA 164G.

68. * **Bridge** (Map #43). Spans an unnamed creek on the 1933 alignment, Canadian Co., approximately .7 miles east of its junction with U.S. 281 Spur (near I-40 Exit #108). Built in 1932. This 50-foot I-beam structure, which is **contained in property #65** above, is in good condition and features an inscribed FAP marker on each end. R.R. Tway, contractor. Project No. FA 164G.
69. ! **Roadbed** (Map #44). Begins on the 1933 alignment (U.S. 281 Spur) approximately 2.3 miles westward from I-40 Exit #108, Canadian Co., where the newer 4-lane junctions with the original 1933 2-lane and continues on the 1933 alignment for 1.5 miles to an intersection with U.S. 281. Paved in PC in 1932. This pristine stretch of roadbed descends scenic Bridgeport Hill into the Canadian River valley, and features both beveled curbs and drainage gutters. J.J. Harrison, contractor. Project No. FA 164G.
70. ! **Roadbed** (Maps #44-#48). Begins on the 1933 alignment (U.S. 281) on the east side of the Canadian River bridge in Caddo Co. near the Canadian Co. line (approximately 2.5 miles east of the Hinton Jct. turnoff) and continues westward across the bridge for 19.5 miles, following the 1933, 1934, and 1926 alignments and ending .5 miles east of I-40 Exit #84 at Weatherford. Paved in PC in 1931, 1933, and 1934. Other than patching in places and resurfacing in asphalt for a short distance west of the river bridge, this road segment remains unaltered. As the longest such segment in the state, it also **contains properties #71, 72, 73, 74, 75, 76, 77, 78, 79, 80, and 81** below. Contractors were: 1931—Ryan Richards, Projects No. FA 204F and FA 204G, and T.C. Ottinger, Project No. FA 204E; 1933—J.J. Harrison, Project No. FA 164H; 1934—J.J. Thompson, Project No. NRH 164I.
71. ! **Bridge** (Map #44). Spans the South Canadian River in Caddo Co. near the convergence of the Canadian, Blaine & Caddo Co. lines (approximately 2 miles east of the Hinton Jct. turnoff) on the 1933 alignment (U.S. 281). Built in 1932-1933. Officially it is the William H. Murray Bridge, named in honor of Oklahoma Governor W.H. Murray. Locally it is known as the “Pony” bridge. It is the longest span on Route 66 at 3944.33 feet, or roughly .75 miles, and at the time (according to ODOT’s Annual Report) “the most pretentious engineering project ever attempted by the Oklahoma Highway Commission.” Its estimated cost was \$346,000.00. This bridge is comprised of 38 sets of 100-foot, camelback Warren pony trusses and has a 25-foot roadway. Due to delays in paving west of the river, it was not opened to traffic until the summer of 1934. Bridge plaques remain on the concrete end posts providing particulars about its construction. Though the bridge deck has been lightly resurfaced in asphalt (date unknown) its originality remains intact. This bridge is **contained within property #70** above. Condition is good. Contractors were the Kansas City Bridge Co. and Ryan Richards Construction. Project No. FA 164H.

72. * **Bridge** (Map #45). Spans an unnamed creek and an old railroad grade on the 1934 alignment, Caddo Co., approximately .3 miles east of the Hinton Jct. turnoff for U.S. 281. Built in 1934. This bridge, which is **contained within property #70** above, is an I-beam span over a deep canyon supported by concrete piers and steel towers. It was built at the same time the roadbed was constructed between the westside approach to the North Canadian River bridge and the Bridgeport turnoff, projects scheduled for 1933 completion but delayed by both weather and red tape. It was these delays that left the "Pony" bridge on the North Canadian River sitting idle for 1 year after completion. Originally this structure functioned as a railroad overpass, and it remains in good condition. One unusual feature is a slab of concrete hung from the side of the bridge between the concrete supports that may have been a deflector to protect the structure from smokestack induced deterioration. A Geodetic Survey marker is embedded in one of the lower concrete abutments. Contractor was Nims and Frost. Project No. NRH 164I.
73. * **Bridge** (Map #45). Spans an unnamed creek on the 1934 alignment, Caddo Co., approximately .75 miles west of the Hinton Jct. turnoff for U.S. 281. Built in 1934. This is an I-beam structure comprised of three 60-foot and two 16-foot spans and features brass FAP shields on each end post (not inscribed). It is **contained within property #70** above and appears in good condition. Contractor was Nims and Frost. Project No. NRH 164I.
74. ***Bridge** (Map #46). Spans an unnamed creek on the 1926 alignment, Caddo Co., approximately 1.4 miles west of the Bridgeport town turnoff (the point where the 1934 route joins the 1926 alignment). Built in 1930. This bridge, **contained within property #70** above, is an I-beam structure comprised of four 40-foot spans and appears to be in good condition. Whitson & Kirby, contractor. Project No. SAP 604J.
75. * **Bridge** (Map #46). Spans White Canyon Creek on the 1926 alignment, Caddo Co., approximately 2.2 miles west of the Bridgeport town turnoff. Built in 1930. This bridge, **contained within property #70** above, is an I-beam structure comprised of four, 40-foot spans. It features a date stamp in the concrete abutment on each end. Condition is good. Whitson & Kirby, contractor. Project No. SAP 604J.
76. * **Bridge** (Map #46). Bridge #08E1050N2520005. Spans Dead Woman Creek on the 1926 alignment, Caddo Co., approximately 6.5 miles west of the Bridgeport town turnoff. Built in 1930. This bridge, **contained within property #70** above, is a camelback Warren pony truss span in good condition. Whitson & Kirby, contractor. Project No. SAP 604J.
77. * **Bridge** (Map #46). Spans an unnamed creek on the 1926 alignment, Caddo Co., approximately 1.2 miles west of property #76 above, or 3.7 miles east of the Hydro town turnoff. Built in 1930. This bridge, **contained within property #70** above, is an I-beam span in good condition. Whitson & Kirby, contractor. Project No. SAP 604J.

78. * **Bridge** (Map #47). Bridge #08E1020N2490003. Spans Cedar Canyon Creek on the 1926 alignment, Caddo Co., approximately 1.8 miles east of the Hydro town turnoff. Built in 1930. This bridge, which is **contained within property #70** above, is a 70-foot, Warren pony truss span featuring a date stamp in the concrete abutment at each end. It has sustained slight damage on one end. Whitson & Kirby, contractor. Project No. SAP 604J.
79. * **Bridge** (Map #47). Spans an unnamed creek on the 1926 alignment, Caddo Co., approximately 1.3 miles east of the Hydro town turnoff. Built in 1930. **Contained within property #70** above, it is an I-beam structure comprised of three, 26-foot spans, and is in fair condition. Whitson & Kirby, contractor. Project No. SAP 604J.
80. * **Bridge** (Map #47). Bridge #0848-0127NXF. Spans an unnamed creek on the 1926 alignment, Caddo Co., approximately 1.4 miles west of the Hydro town turnoff. Built in 1930. This bridge, which is **contained within property #70** above, is a 70-foot, Warren pony truss span featuring a date stamp in the concrete abutment at each end. It is identical to property #78 and is in good condition. Whitson & Kirby, contractor. Project No. SAP 604J.
81. * **Railroad Trestle** (Map #48). Located east of Weatherford on the 1926 alignment, Custer Co., 1 mile east of I-40 Exit #84. Built in 1931. **Contained within property #70** above, it is comprised of a 30-foot and a 26-foot I-beam span. Contractor was the C. R. I. & P. Railroad Co. Project No. SAFA 204I.
82. **Roadbed** (Maps #48-#49). Begins on the 1926 alignment .4 miles east of the SH 54 turnoff at I-40 Exit #80 in Weatherford, Custer Co. on the north side of the interstate and continues for 3.5 miles, ending at a change in paving due to an I-40 underpass. Paved in PC in 1931. This roadway, which **contains property #83** below, is a good example of pristine first-generation paving and features symmetrical drains incorporated into the roadbed. It now carries local traffic as part of the I-40 service road. Park & Co., contractor. Project No. FA 204B.
83. **Bridge** (Map #48). Spans Little Deer Creek on the 1926 alignment approximately .2 miles east of the SH 54 turnoff at I-40 Exit #80 in Weatherford, Custer Co. Built in 1930. This bridge, which is **contained within property #82** above, consists of four, 40-foot I-beam spans and is in good condition. Contractor was Grant Williams. Project No. SAFA 204D.
84. **Roadbed** (Map #49). Begins on the 1926 alignment approximately 3.2 miles west of the SH 54 turnoff at I-40 Exit #80 in Weatherford, Custer Co., and continues on the north side of the interstate for 2.2 miles, ending where the path of the paved alignment diverts from the 1926 alignment and is then severed by I-40. Paved in PC in 1931. This segment of roadbed continues to carry local traffic as part of the I-40 service road. Park & Co., contractor. Project No. FA 204B (and possibly part of Project No. FA 204A, also Park & Co.).

85. **! Roadbed** (Map #49). Begins on the 1930 alignment 2.3 miles east of I-40 Exit #71, Custer Co., and continues on the south side of the interstate for 2.2 miles, ending at a change in paving at Exit #71. Paved in PC in 1931. This road segment, which contains property #86 below, also contains asymmetrical drains incorporated into the roadbed. Park & Co., contractor. Project No. FA 204A.
86. *** Bridge** (Map #49). Bridge #2004-0411X. Spans Bear Creek on the 1930 alignment, Custer Co., 1.5 miles east of I-40 Exit #71, on the south side of the interstate. Built in 1930. This bridge, which is contained within property #85 above, is Warren pony truss and I-beam span in good condition. The trusses are stamped "Illinois Steel." L.S. Fisher, contractor. Project No. SAP 604D.
87. **Roadbed** (Maps #49-#50). Begins on the west side of I-40 Exit #71 on the 1930 alignment, Custer Co., and continues on the south side of I-40 for 1.3 miles, joining the 1926 alignment after approximately .8 miles and ending at a change in paving .3 miles east of the next I-40 overpass. Paved in PC in 1931. Park & Co., contractor. Project No. FA 204A.
88. **Picnic Table** (Map #50). Located on the 1926 alignment where its path parallels the 1959 alignment at the east end of Clinton, Custer Co., near I-40 Exit #69. This vintage table is situated within a row of aging shade trees originally planted to provide rest stops for early day motorists. "OKLA. HIGHWAY COMM." is stamped into the table's edge. Nearby are the remnants of a second table, and a third table from this site is now on display at Clinton's Oklahoma Route 66 Museum. Age of table is unknown.
89. **Roadbed** (Maps #50-#51). Begins on the 1926 alignment (Neptune Drive), in Clinton, Custer Co., approximately 1.3 miles south of I-40 Exit #65A and continues for 3.9 miles, ending just east of I-40 Exit #61. Paved in PC in 1931. This roadway contains properties #90, 91, 92, and 93 below, and consists of two different paving projects. It becomes the south side service road to I-40 at Exit #62. Standard Paving Co., contractor. Project No. FAE 205G and FAE 205F.
90. **Roadside Park** (Map #50). Located on the 1926 alignment approximately 1.4 miles south of I-40 Exit #65A in Clinton, Custer Co. Built in 1936. Named Neptune Park, this property was a WPA project that may have been used as a camp for early day Route 66 motorists without the means for lodging. It features several old picnic tables and concrete drainage structures as well as a native stone structure holding the park's sign (the same design as property #3). The park is contained within property #89 above. Contractor is unknown.
91. **Railroad Trestle** (Map #50). Spans the 1926 alignment approximately 2 miles south and west of I-40 Exit #65A in Clinton, Custer Co. Built on the Santa Fe Line in 1931. Date of construction was determined from a 1931 Clinton Tribune newspaper article. This trestle is contained within property #89 above. Contractor and project number not available.

92. **Bridge** (Map #51). Spans an unnamed creek on the 1926 alignment .25 miles east of I-40 Exit #62, Custer Co., on the south side of the interstate. Built in 1929. **Contained within property #89** above, it is an I-beam structure in good condition with inscribed brass FAP shields on each end. Contractor was Joe Briggs. Project No. FA 205J.
93. **Bridge** (Map #51). Spans Dry Creek on the 1926 alignment immediately east of I-40 Exit #61, Custer Co., on the south side of the interstate. Built in 1929. This bridge, which is **contained within property #89** above, is an I-beam structure consisting of three, 25-foot spans and is in good condition. Contractor was Joe Briggs. Project No. FA 205J.
94. **Roadbed** (Maps #51-#52). Begins on the 1926 alignment immediately west of I-40 Exit #61, Custer Co., on the south side of the interstate, and continues for 2.7 miles, ending approximately 1 mile east of I-40 Exit #57 where the 1931 paving diverts from the path of the 1926 alignment and is then severed by the interstate. Paved in PC in 1931. This road segment **contains property #95** below. It is also the location of an old right-of-way marker near its west end. Standard Paving Co., contractor. Project No. FAE 205E.
95. **Bridge** (Map #51). Spans an unnamed creek on the 1926 alignment 1 mile west of I-40 Exit #61, Custer Co., on the south side of the interstate. Built in 1929. **Contained within property #94** above, it is a 40-foot I-beam span in fair condition with some guardrail damage. Joe Briggs, contractor. Project No. FA 205J.
96. **! Roadbed** (Maps #52-#53). Begins on the 1931 alignment just west of I-40 Exit #57, Custer Co., on the north side of the interstate, and continues for 6.6 miles, ending at I-40 Exit #50. Paved in PC in 1931. This scenic segment of unaltered Portland Concrete crosses county lines and is comprised of two different paving projects. It **contains properties #97, 98, and 99**, as well as a number of date-stamped concrete culverts and vintage right-of-way markers. Contractor was Standard Paving Co., Project No. FAE 205E and Project No. EFA 205D.
97. * **Bridge** (Map #52). Spans an unnamed creek on the 1931 alignment approximately 1.5 miles west of I-40 Exit #57, Custer Co., on the north side of the interstate. Built in 1929. This is a 34-foot I-beam structure in good condition with slight damage to the guardrails. An original concrete right-of-way marker stands in the brush nearby. This bridge is **contained within property #96** above. Joe Briggs, contractor. Project No. FA 205J.
98. * **Concrete Box Drain** (Map #52). Located on an unnamed creek on the 1931 alignment .5 miles east of its junction with SH 44 at Foss, Washita Co. Built in 1929. **Contained in property #96** above, this drain features an inscribed brass FAP shield embedded in the west end post and is in good condition. Extensive stone work lines the north side creek bed. Project number was found listed under 1930 completion dates. E.N. Wells, contractor. Project No. FA 205I.

99. * **Bridge (Map #52)**. Spans Sand Creek on the 1931 alignment immediately east of its junction with SH 44 at Foss, Washita Co. Built in 1929. **Contained within property #96** above, it is an I-beam span in good condition with an inscribed FAP marker on the east end. Project number was found under 1930 completion dates. E.N. Wells, contractor. Project No. FA 205I.
100. **Roadbed (Map #53)**. Begins on the 1931 alignment just west of I-40 Exit #50, Washita Co., on the south side of the interstate and continues for .5 miles, near its midpoint crossing the 1926 alignment and then ending where its pathway is severed by I-40. Paved in PC in 1931. Standard Paving Co., contractor. Project No. EFA 205D.
101. **Roadbed (Maps #53-#54)**. Begins on the 1926 alignment immediately west of the first I-40 overpass west of Clinton Lake, Washita Co., on the north side of the interstate and continues for 1 mile, ending at a change of paving near I-40 Exit #47 at Canute. Paved in PC in 1931. This road segment **contains property #102** below. Standard Paving Co., contractor. Project No. EFA 205C.
102. **Bridge (Map #54)**. Spans Turkey Creek on the 1926 alignment approximately 1.2 miles east of I-40 Exit #47 at Canute, Washita Co. Built in 1930. This bridge, which is **contained within property #101** above, is an I-beam span in good condition and features an inscribed FAP marker on the west end post. Joe Briggs, contractor. Project No. FA 205I.
103. **Roadbed (Map #54)**. Begins on the 1926 alignment at the east end of Canute, Washita Co., where it was severed by I-40 and continues through the business district for 1.8 miles, ending at the west end of town where its path was once again cut by the interstate. Paved in PC in 1931. Part of this road segment consists of the middle lanes of the 4-lane through the Canute business district. It also **contains property #104** below. Standard Paving Co., contractor. Project No. EFA 205C.
104. **Railroad Trestle (Map #54)**. Located .6 miles west of 9th Street on the 1926 alignment (Hwy. 66) in Canute, Washita Co. Built in 1931. This trestle is **contained within property #103** above. Contractor was the C. RI. & P. Railroad Co. Project No. SAFA 205L.
105. **Roadbed (Map #54)**. Begins on the 1926 alignment, just west of Canute, Washita Co., on the north side of I-40 and continues for 1 mile to a change in paving at the first interstate overpass west of Canute. Paved in PC in 1931. Standard Paving Co., contractor. Project No. EFA 205C.
106. **Roadbed (Maps #54-#55)**. Begins on the 1926 alignment immediately west of the first I-40 overpass west of Canute, Washita Co., on the north side of the interstate and continues for 2 miles to a change in paving just before intersecting SH 34 at Elk City. Paved in PC in 1931. Standard Paving Co., contractor. Project No. EFA 205C.

107. **Bridge** (Map #55). Spans Elk Creek on the 1926 alignment just west of Van Buren on 3rd St. in Elk City, Beckham Co. Built in 1929 and reconstructed in 1951. This bridge consists of three, 34-foot I-beam spans and is in good condition. Reconstruction records were not available. Original contractor not listed. Project No. SAP 931I.
108. **! Roadbed** (Maps #56-#57). Begins west of Elk City on the 1929 alignment (north service road) approximately .3 miles west of I-40 Exit #32 and continues for 4.1 miles to a change in paving at the I-40 crossover east of I-40 Exit #26. Paved in rock asphalt over a concrete base in 1928-1929 under two different paving projects. This unique road segment was paved to a width of 18 feet shortly before standards were increased to 20 feet in 1930, and though the asphalt has been replaced (date unknown) it has retained its design characteristics and originality. It now carries traffic as a service road to I-40. Surviving concrete culverts, some with date stamps, were placed for this roadway as early as 1926. In places, the original concrete base is visible through holes in the asphalt. Contractor was Standard Paving Co. Project No. FA 212B (1928) and Project No. SAFA 212C (1929).
109. **! Bridge** (Map #57). Bridge #0504-0278SXF. Spans Timber Creek on the 1929 alignment 1 mile east of I-40 Exit #26, Beckham Co., on the south side of the interstate. Built in 1928. The Timber Creek Bridge is a Modified Pratt through truss structure that is unique to Oklahoma Route 66. It remains in good condition. Contractor not listed. Project No. FA 212D.
110. **Roadbed** (Maps #57-#58). Begins on the 1929 alignment (north service road) immediately west of I-40 Exit #26, Beckham Co., on the north side of the interstate and continues for 1.4 miles, ending at a change in paving near I-40 Exit #25. Paved in rock asphalt over a concrete base in 1928. This roadbed is a continuation of the roadbed listed in property #108. Standard Paving Co., contractor. Project No. FA 212B.
111. **Roadbed** (Map #60). Begins on the 1929 alignment (abandoned north lanes of the 4-lane) approximately 1.4 miles east of Hext, Beckham Co., and continues for 3.8 miles, ending just before I-40 Exit 11. Paved in PC in 1929-1930 involving two different paving projects. This road segment, which became the north lanes of 4-lane U.S. 66 in the mid-1950s, was abandoned at an unknown date. Though it has been thinly resurfaced in asphalt (date unknown), PC is visible in many areas and its design characteristics and originality have been retained. This segment also features a roadside concrete FAP marker located on the right of way approximately .8 miles west of Hext. Contractors were Standard Paving Co., Project No. FA 213A (1929), and Standard Paving Co. and Ben Flynn Construction, Project No. FA 213B (1930).

112. **Roadbed (Map #61).** Begins on the 1929 alignment (Roger Miller Blvd. / Bus. 40) approximately .6 miles east of its junction with SH 30 (Sheb Wooley) in Erick, Beckham Co. and continues through town for 1.1 miles, ending at a change in paving. Paved in PC in 1930. This road segment makes up the middle two lanes of the 4-lane through Erick's business district. Standard Paving Co. and Ben Flynn Construction, contractors. Project No. FA 213B.
113. **Roadbed (Maps #61-#62).** Begins on the 1929 alignment (Roger Miller Blvd. / Bus. 40) approximately .7 miles west of its junction with SH 30 (Sheb Wooley) in Erick, Beckham Co. and continues for 2.9 miles, ending at a change in paving. Paved in PC in 1931. This road segment follows the north lanes of the 4-lane. Contractor was Standard Paving. Project No. FAE 213C.
114. **Roadbed (Map #62).** Begins on the 1929 alignment at a section line, Beckham Co., 3 miles east of the Texas border, and proceeds west for 2.7 miles, joining the 1926 alignment at the east edge of Texola and ending at a change in paving on the west side of Texola. Paved in PC in 1931. This roadway is made up of the north lanes of the 4-lane and the middle two lanes through Texola's business district. It is the final surviving segment of first-generation paving on the Oklahoma route. Contractor was Standard Paving. Project No. FAE 213C.

MAPS

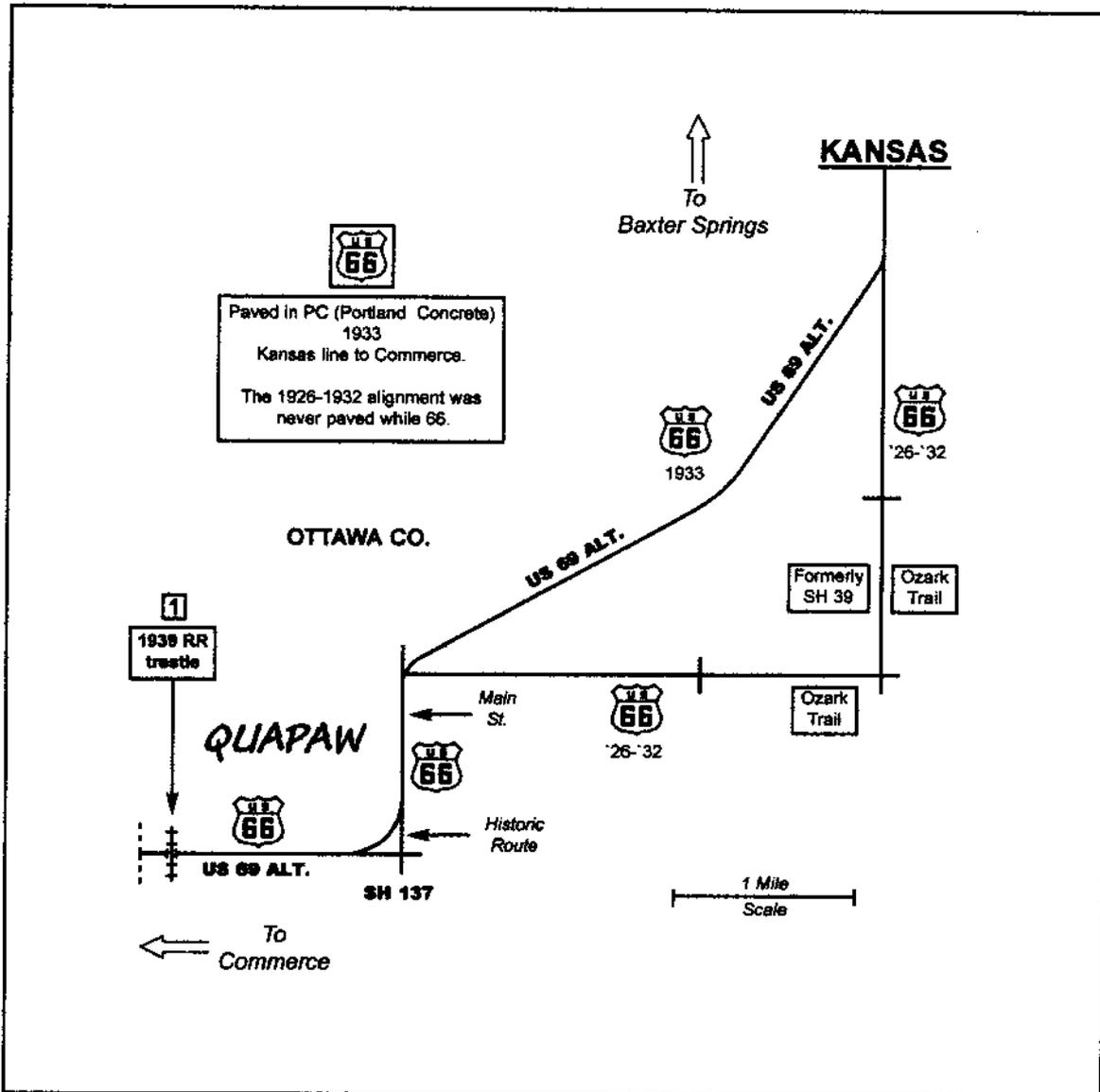
The maps in this survey are intended to serve two primary purposes:

- 1) To depict all of the alignments of U.S. 66 in Oklahoma from its inception until its decertification.
- 2) To identify the locations of the 114 properties detailed in the preceding pages.

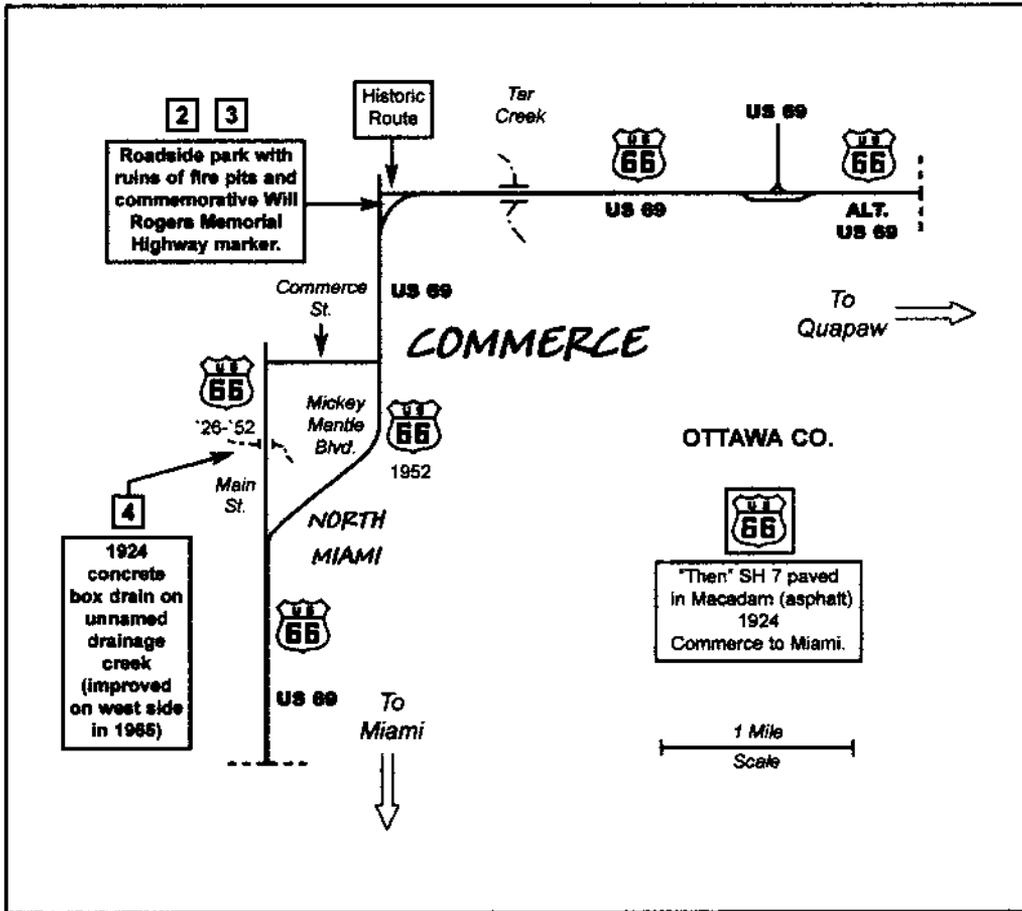
HOW TO USE THE MAPS

- All maps assume a westbound orientation.
- Maps are to scale, however scales vary from one map to another.
- “Historic Route” refers to the first official routing.
- Dashed lines represent sections of road that are discontinuous, fragmented, difficult to access, or that have been obliterated.
- A short black bar across a roadway signifies no access or end of road.
- Incidental roads, such as interstate service roads, may be depicted only in part, even if they continue.
- The few unverified alignments are characterized as “possible” or “probable,” depending on the strength of evidence supporting their inclusion.
- Dates of surfacing shown in the text box headed by a framed U.S. 66 shield on each map relate only to first-generation paving or the initial paving of a later alignment.
- Sections of the former Ozark Trails are shown only where there is interplay with U.S. 66, and may or may not be a proven alignment.
- Railroads shown may be active or inactive, and were included only where needed or where space allowed.

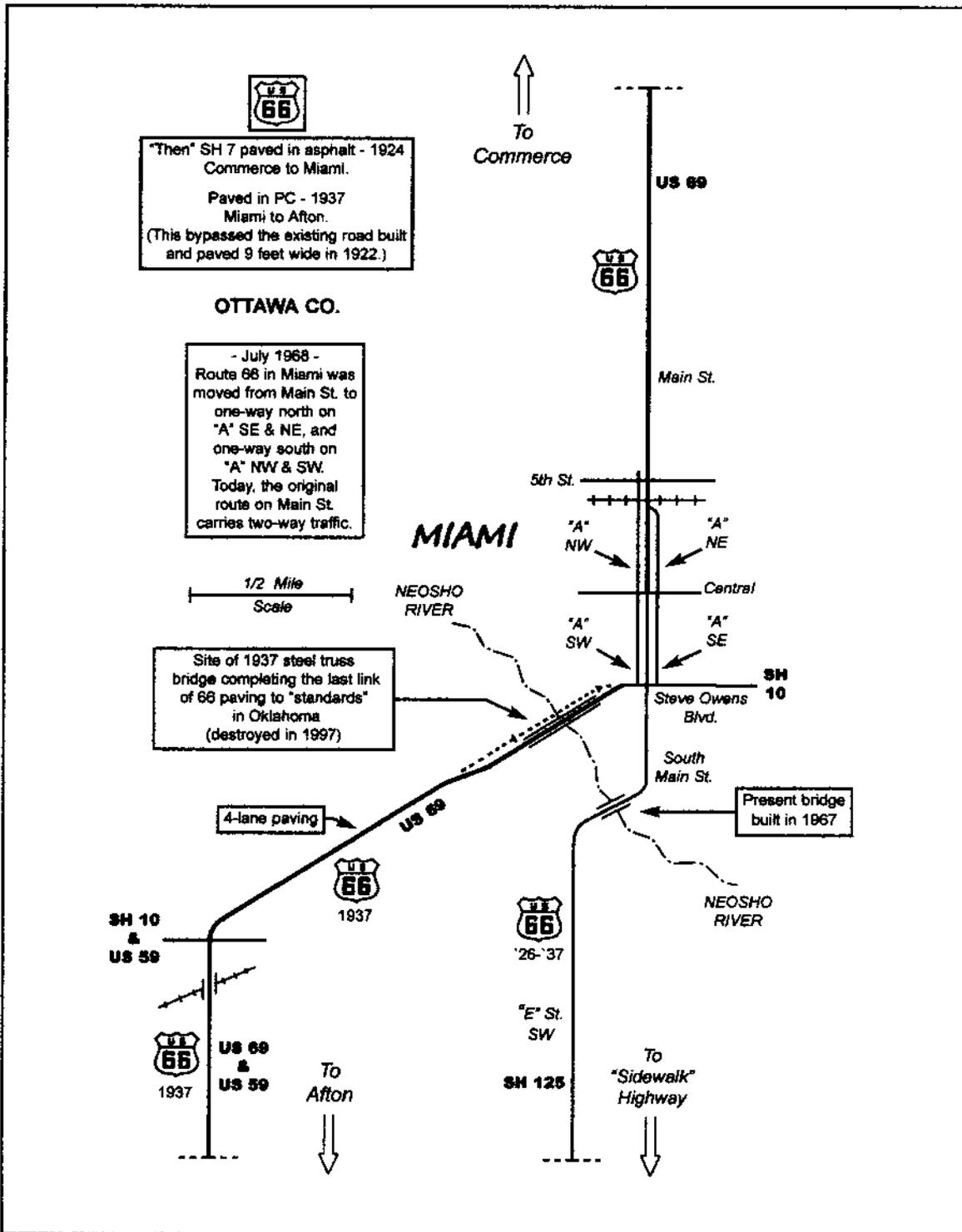
OKLAHOMA ROUTE 66
MAP #1



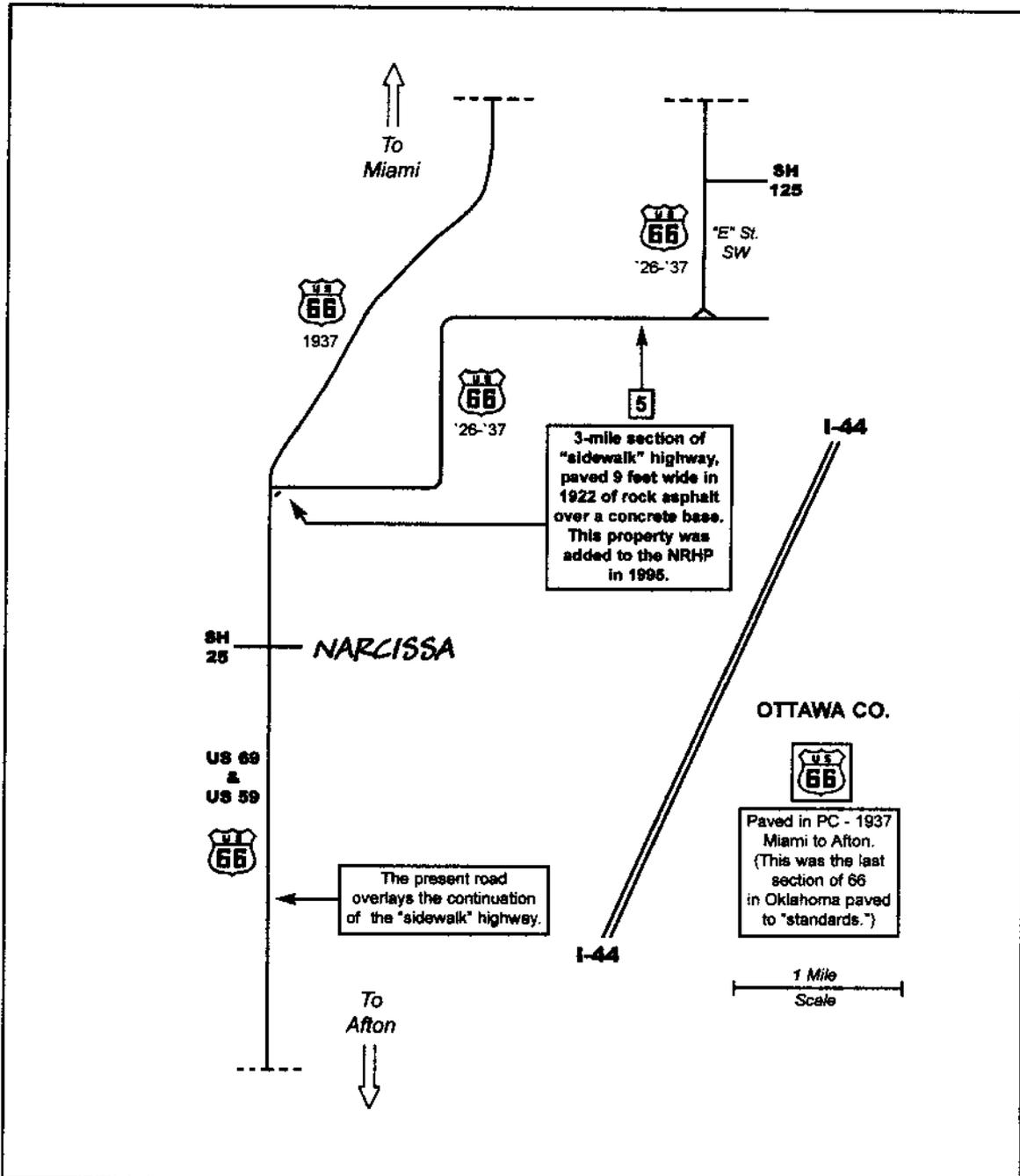
OKLAHOMA ROUTE 66
MAP #2



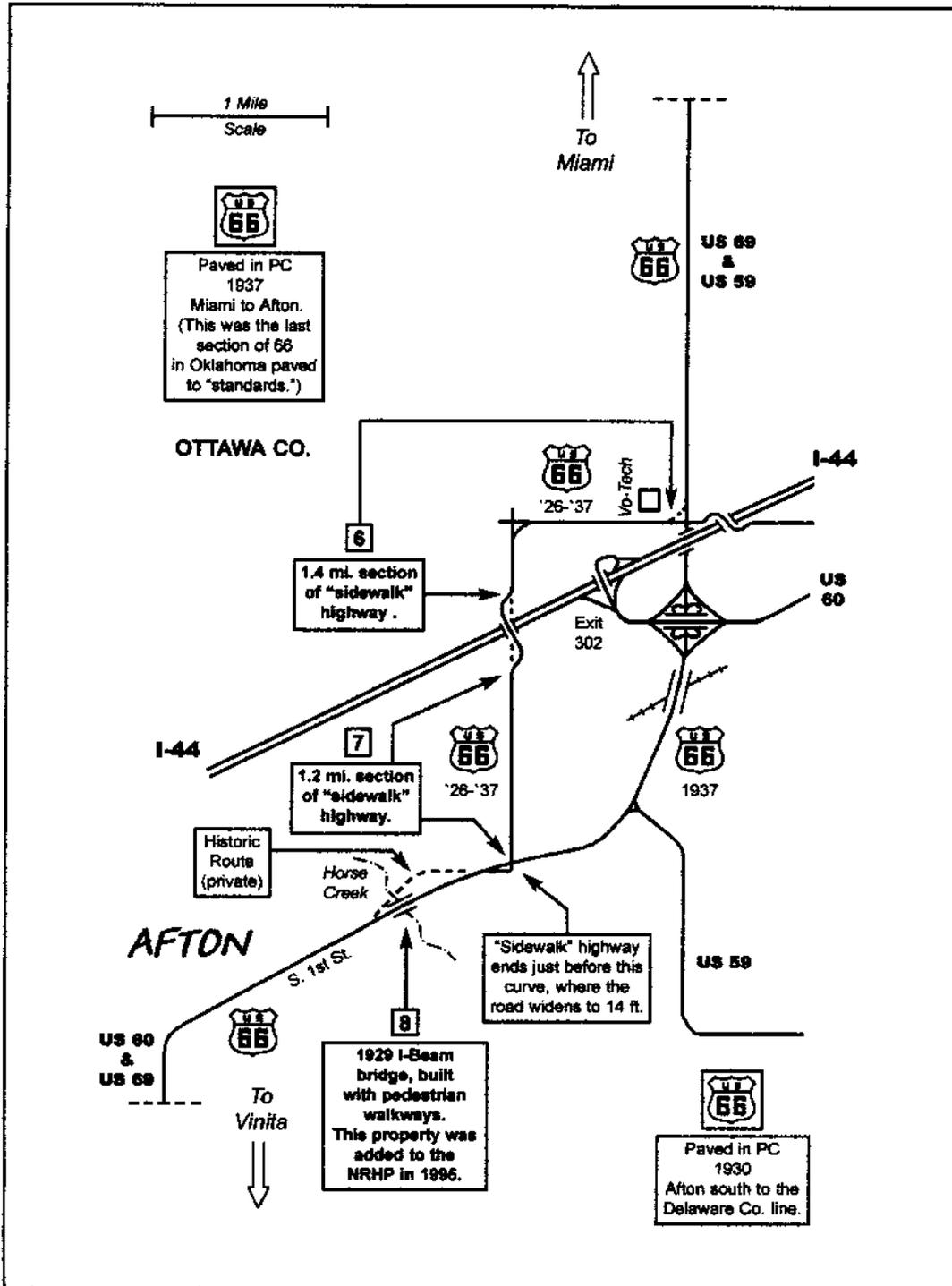
OKLAHOMA ROUTE 66
MAP #3



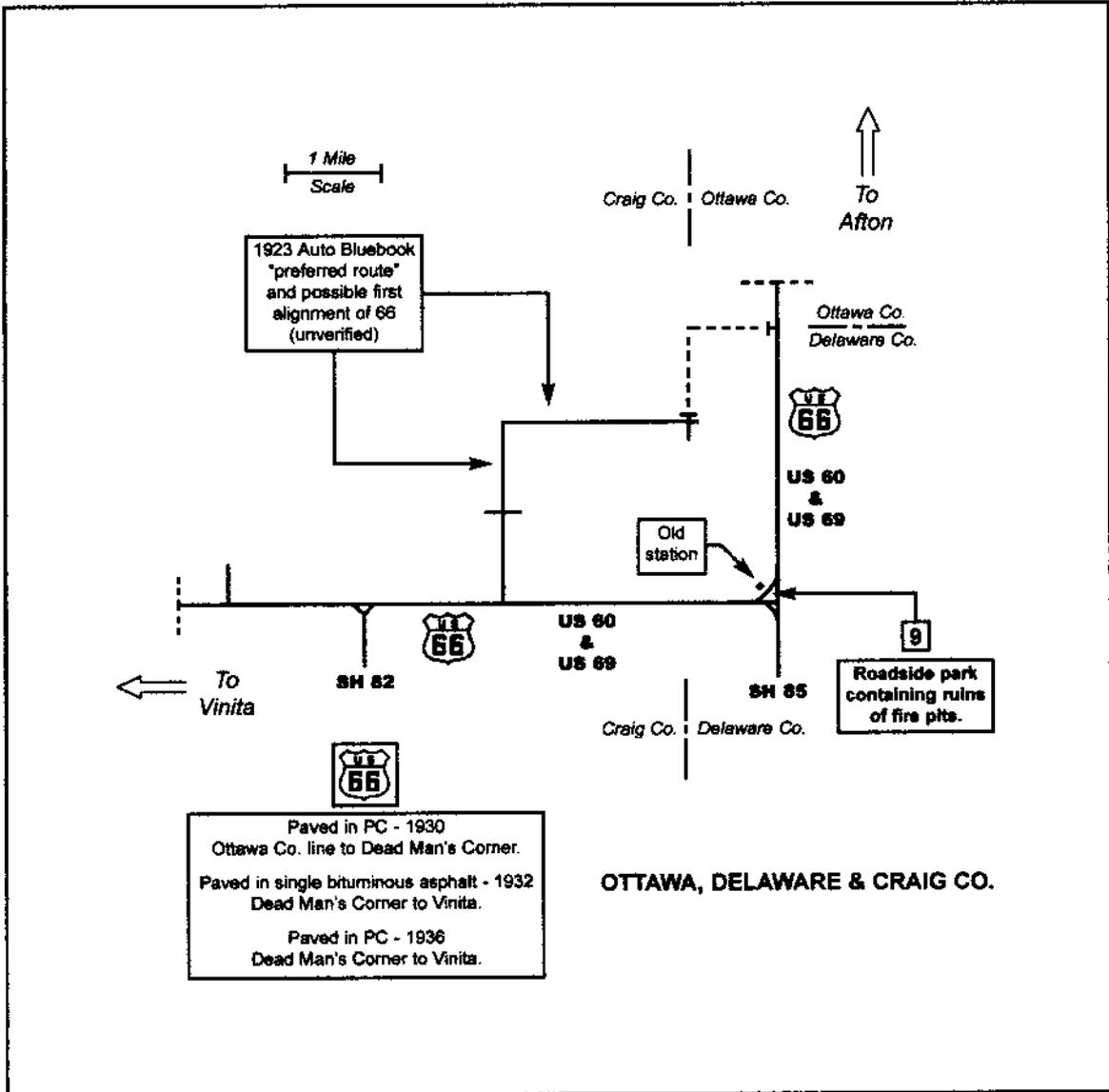
OKLAHOMA ROUTE 66
MAP #4



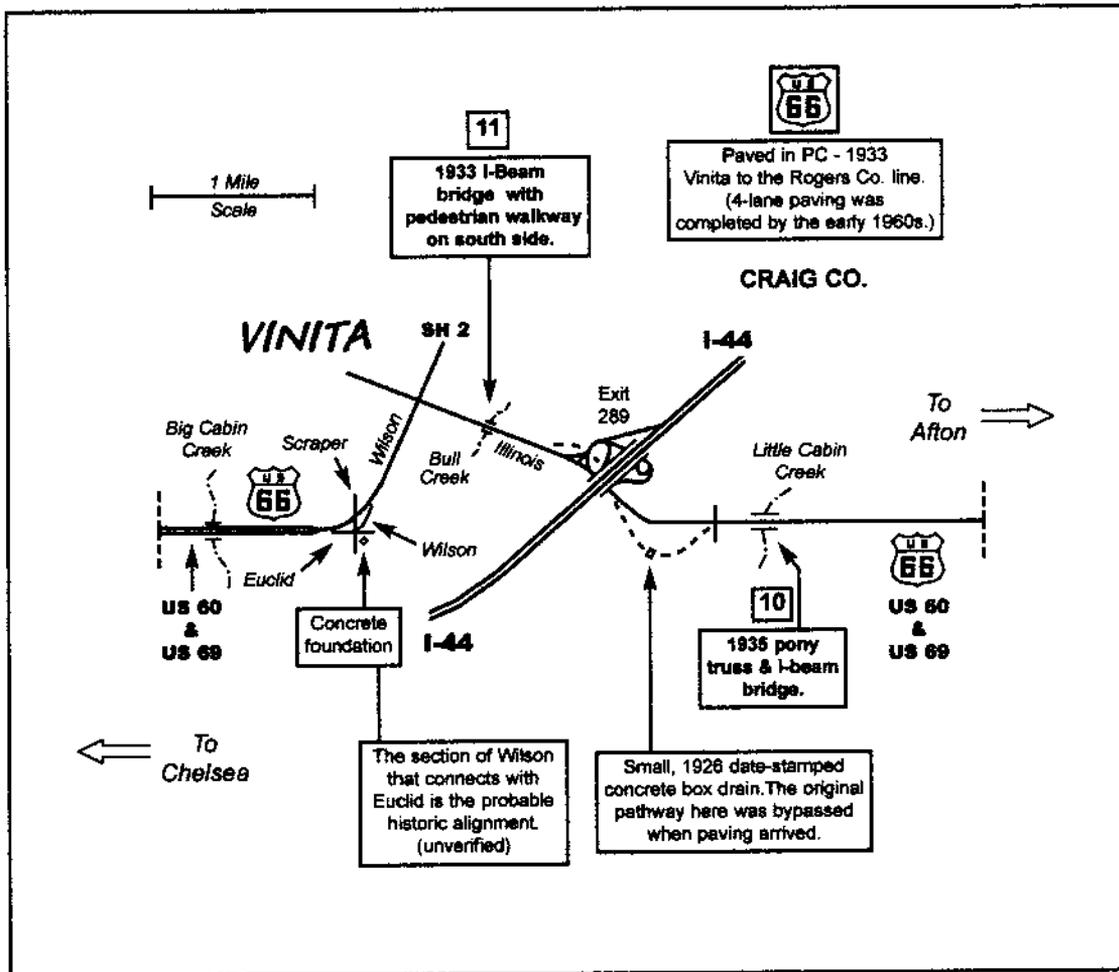
OKLAHOMA ROUTE 66
MAP #5



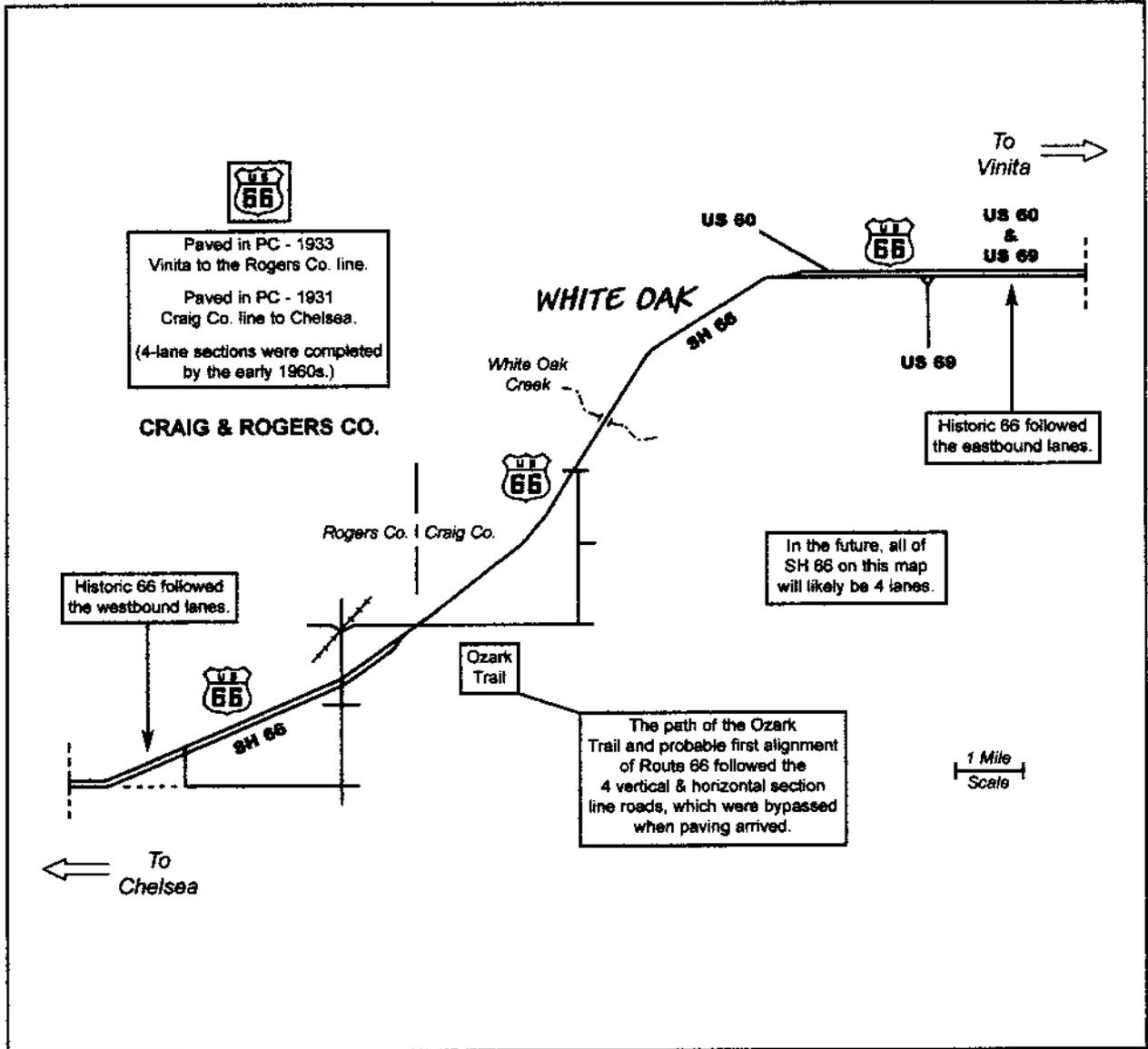
OKLAHOMA ROUTE 66
MAP #6



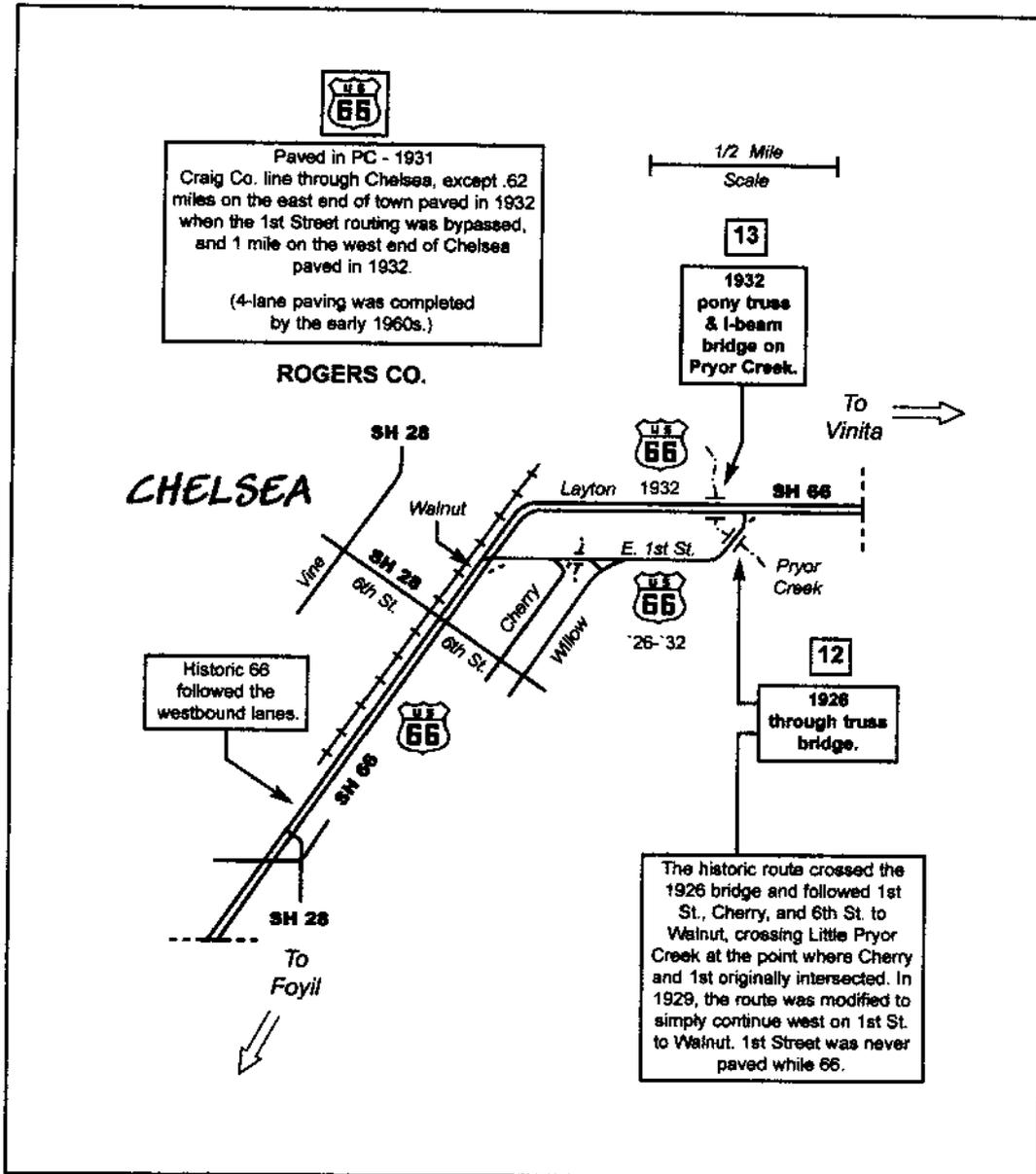
OKLAHOMA ROUTE 66
MAP #7



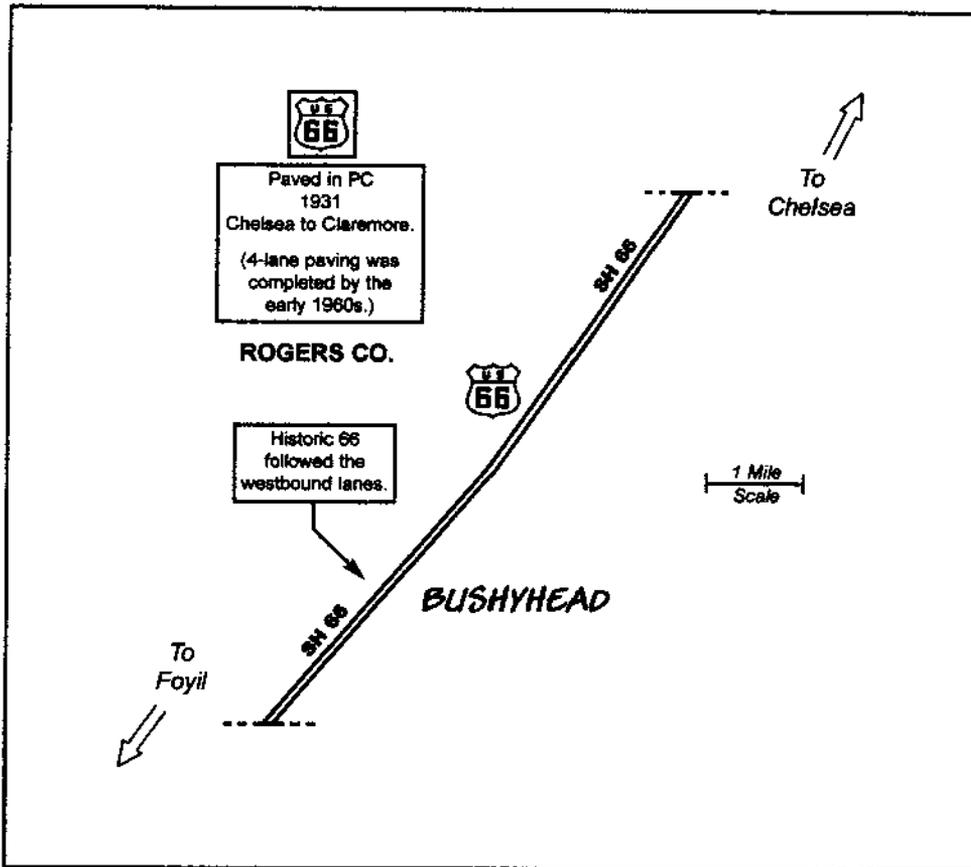
OKLAHOMA ROUTE 66
MAP #8



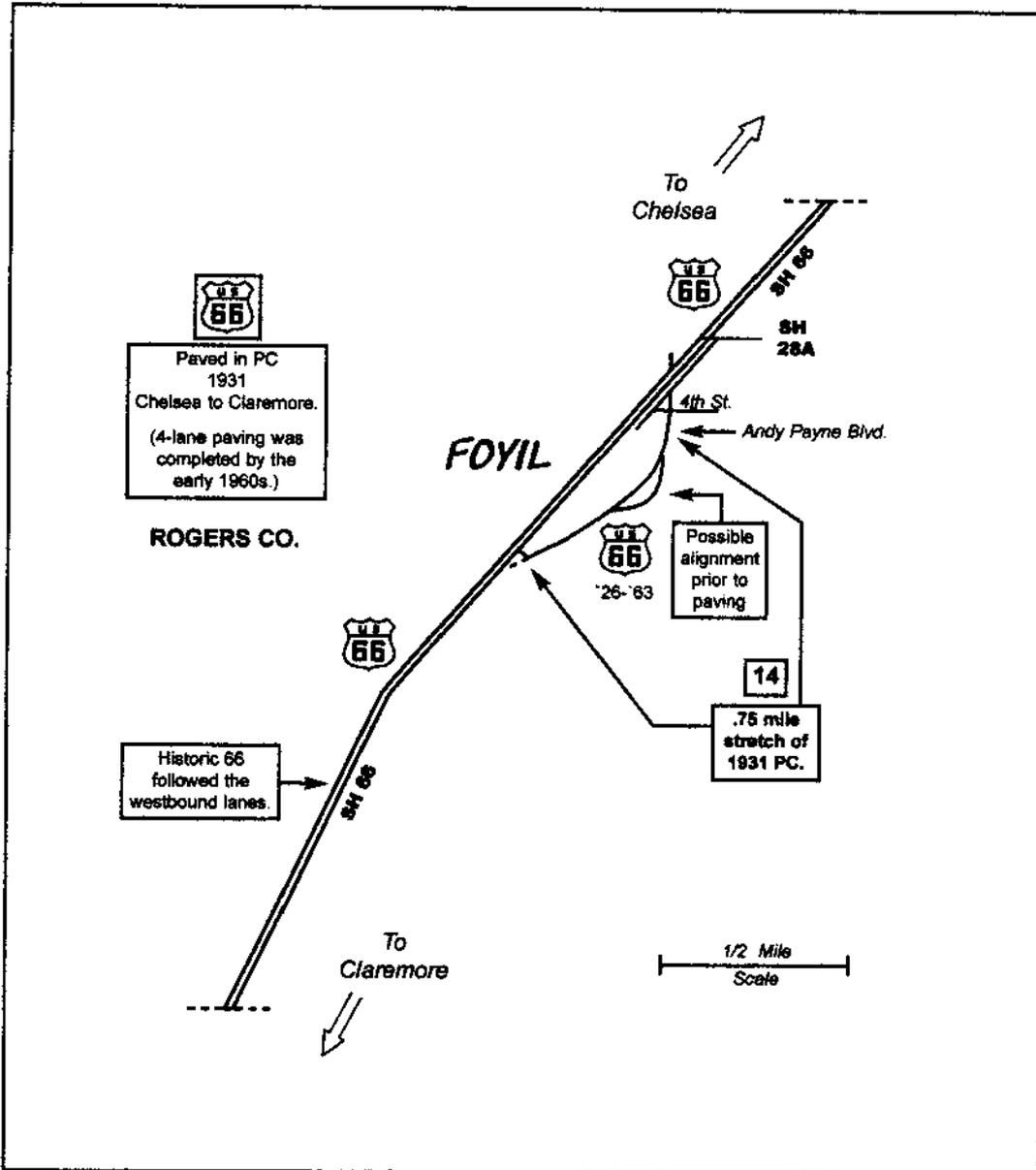
OKLAHOMA ROUTE 66
MAP #9



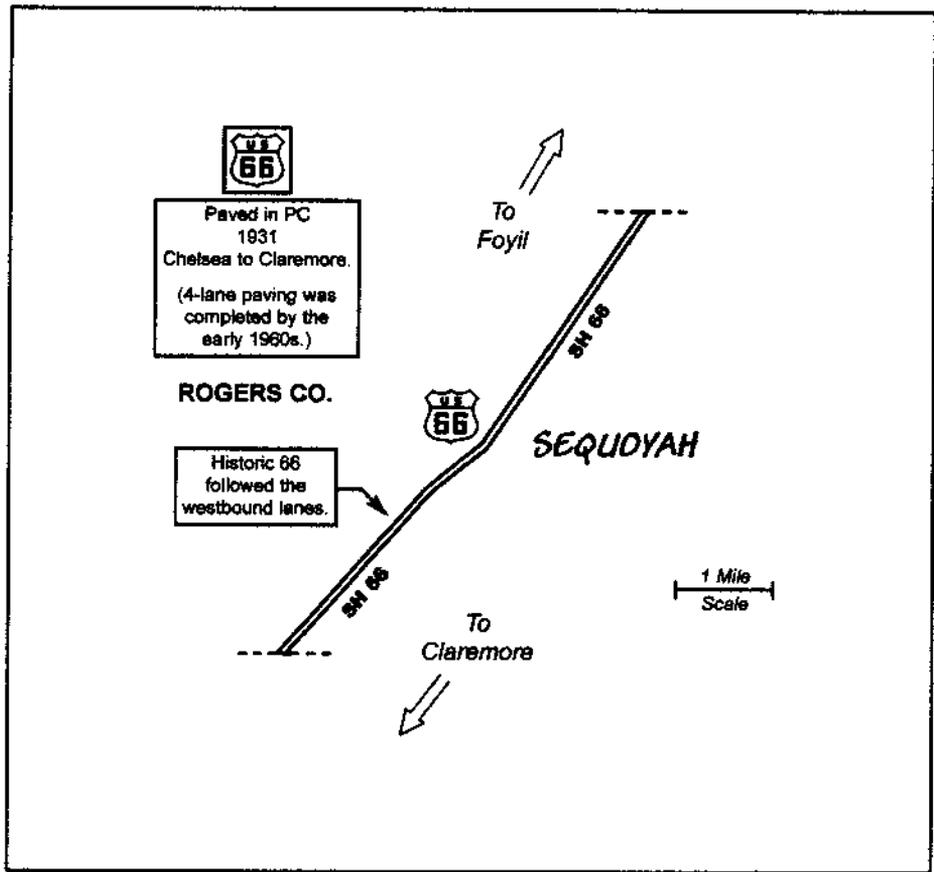
OKLAHOMA ROUTE 66
MAP #10



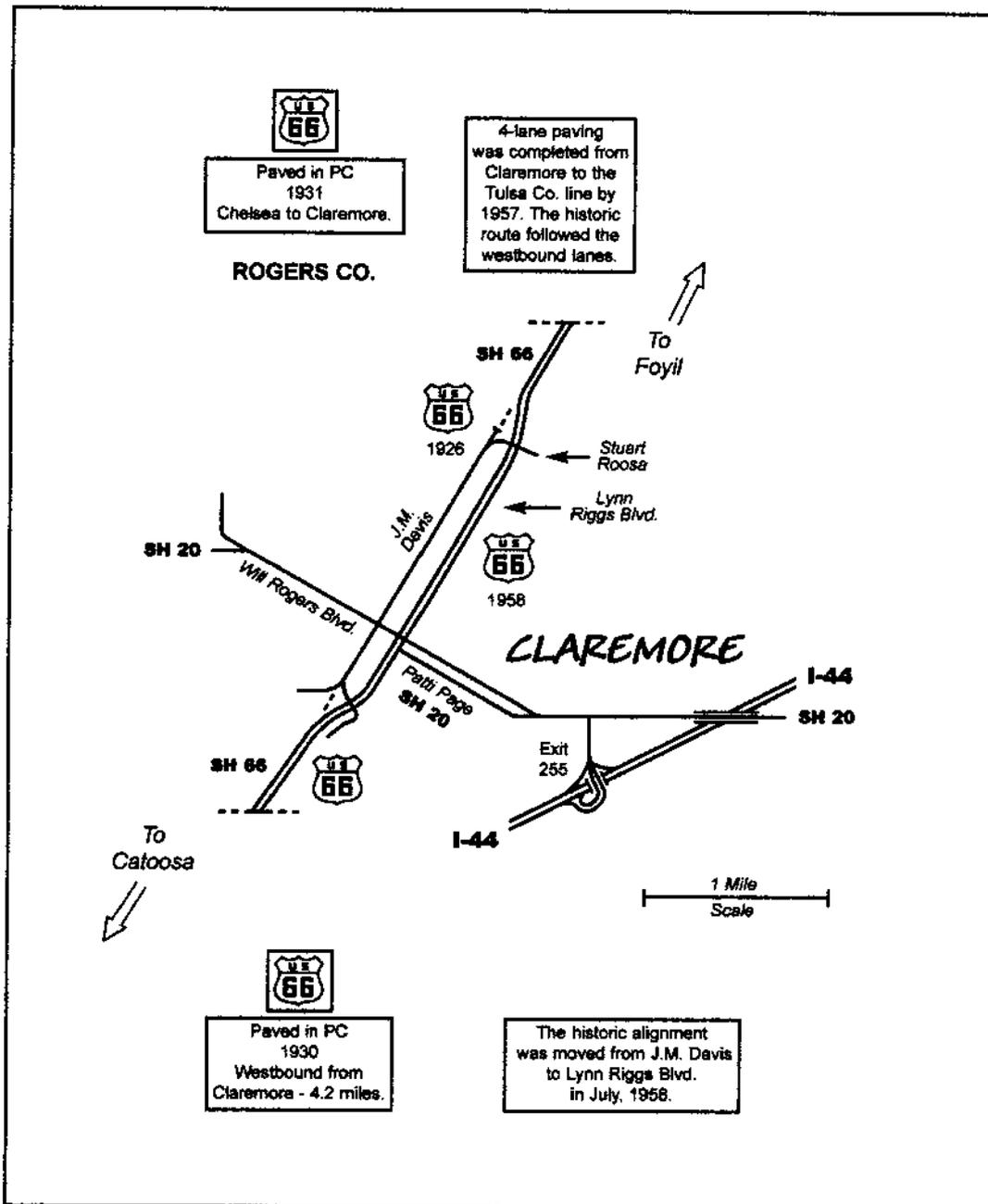
OKLAHOMA ROUTE 66
MAP #11



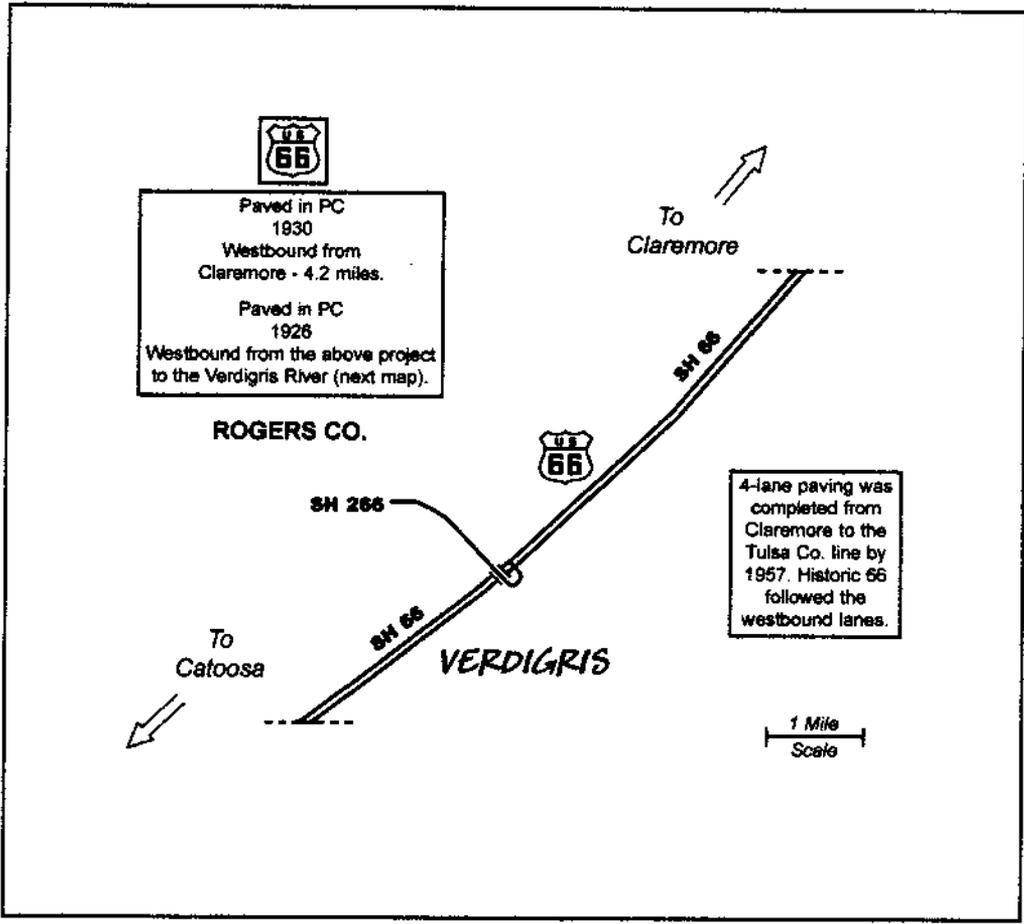
OKLAHOMA ROUTE 66
MAP #12



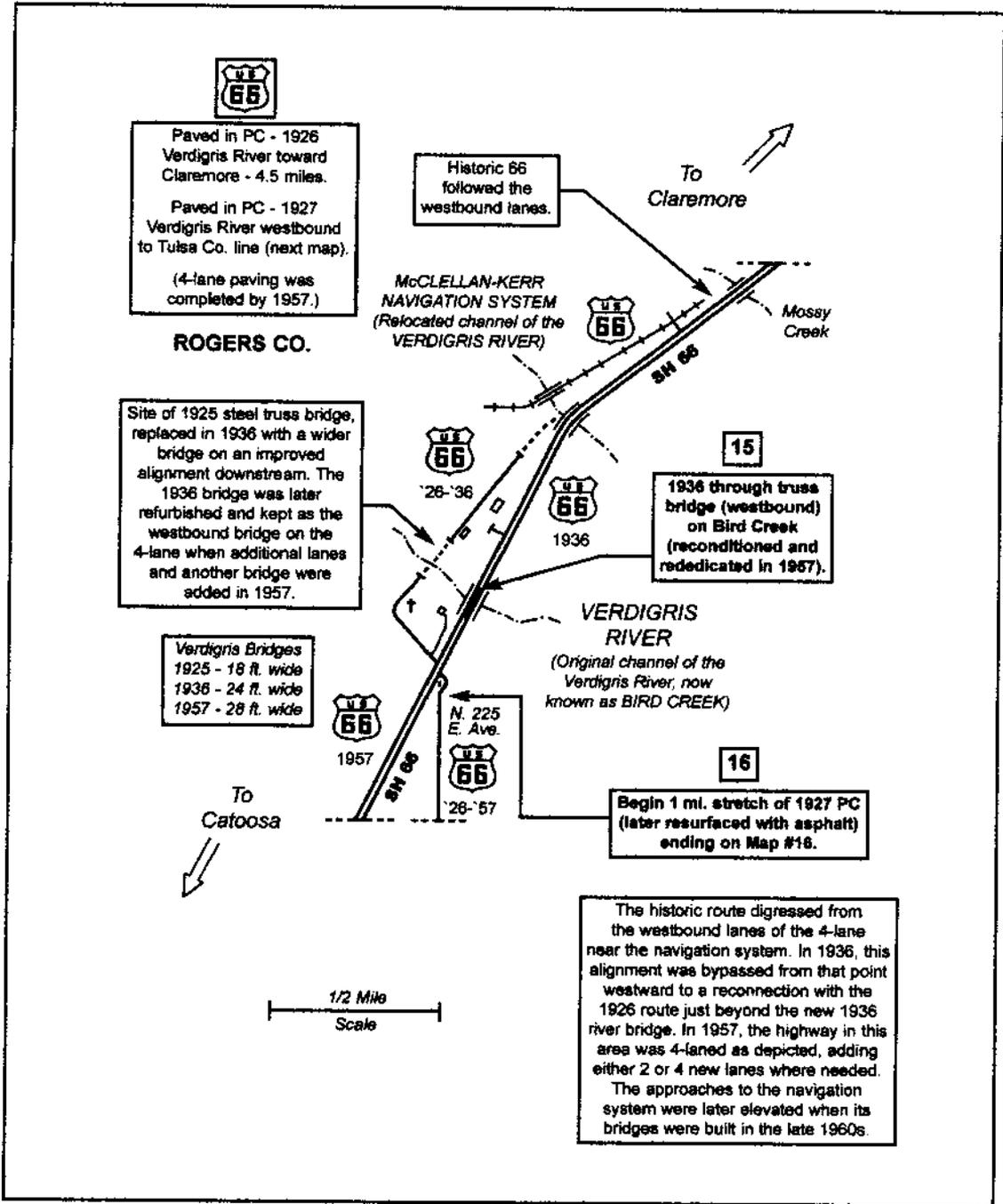
OKLAHOMA ROUTE 66
MAP #13



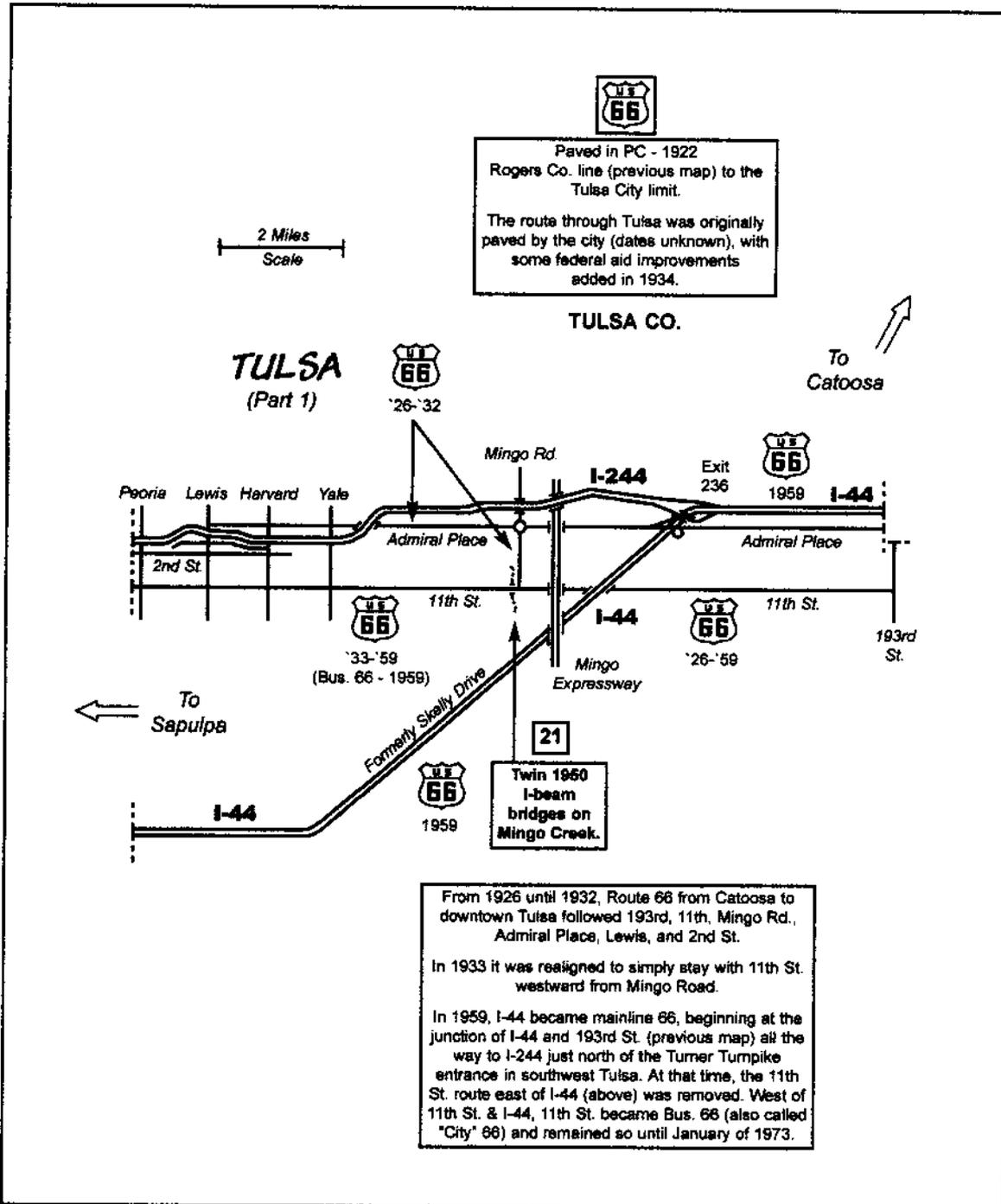
OKLAHOMA ROUTE 66
MAP #14



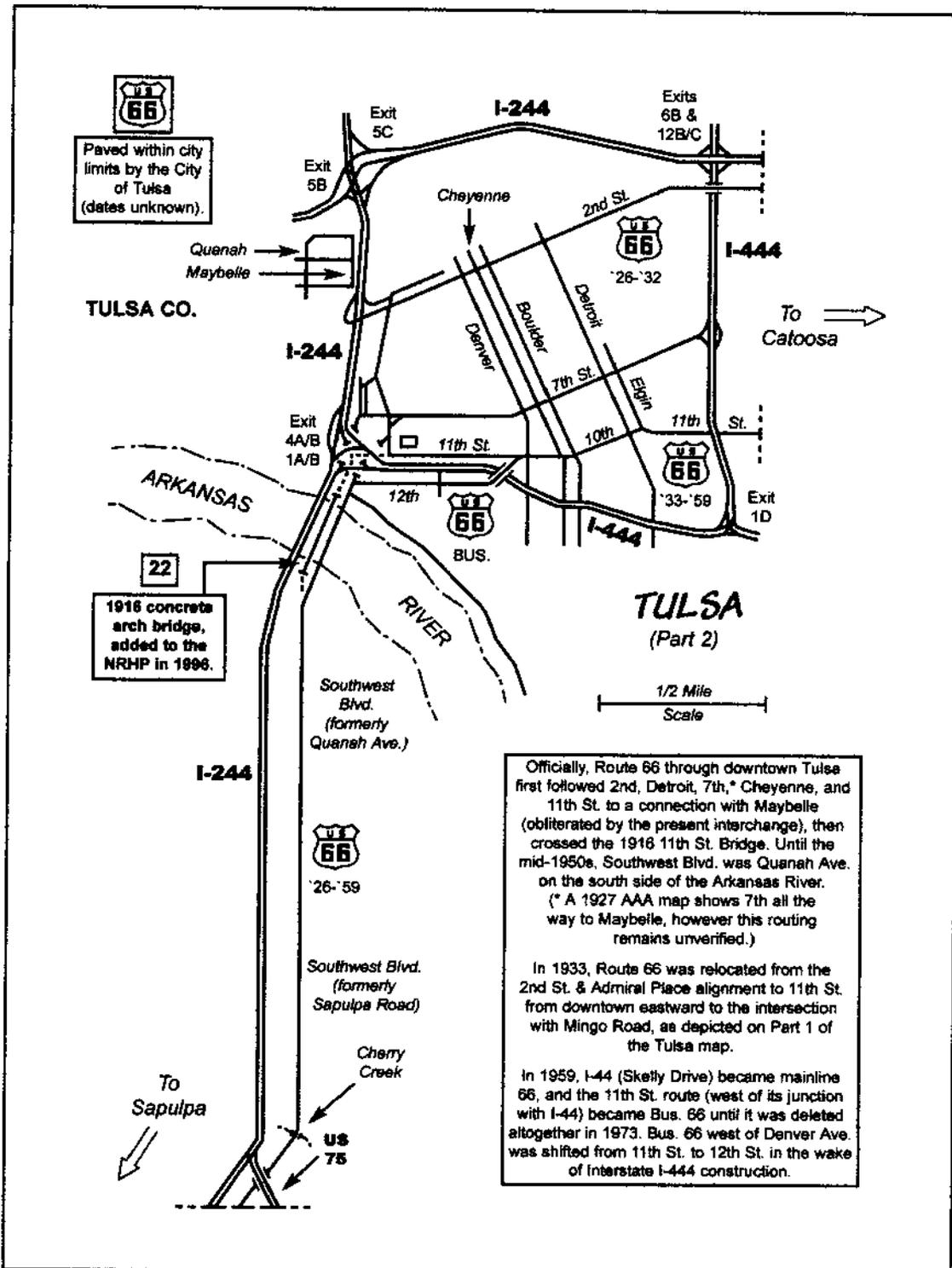
OKLAHOMA ROUTE 66
MAP #15



OKLAHOMA ROUTE 66
MAP #17



OKLAHOMA ROUTE 66
MAP #18

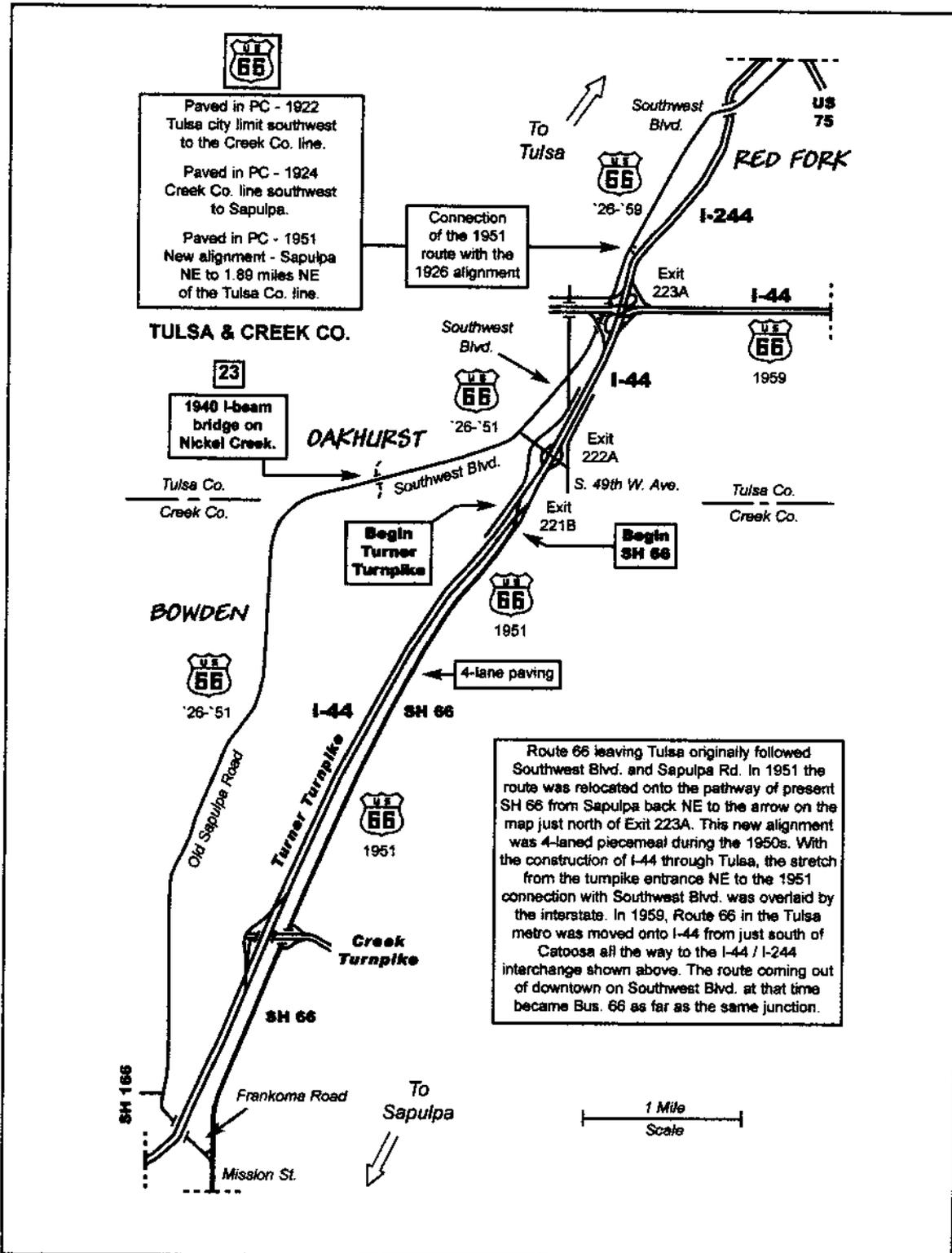


Officially, Route 66 through downtown Tulsa first followed 2nd, Detroit, 7th,* Cheyenne, and 11th St. to a connection with Maybelle (obliterated by the present interchange), then crossed the 1916 11th St. Bridge. Until the mid-1950s, Southwest Blvd. was Quannah Ave. on the south side of the Arkansas River. (* A 1927 AAA map shows 7th all the way to Maybelle, however this routing remains unverified.)

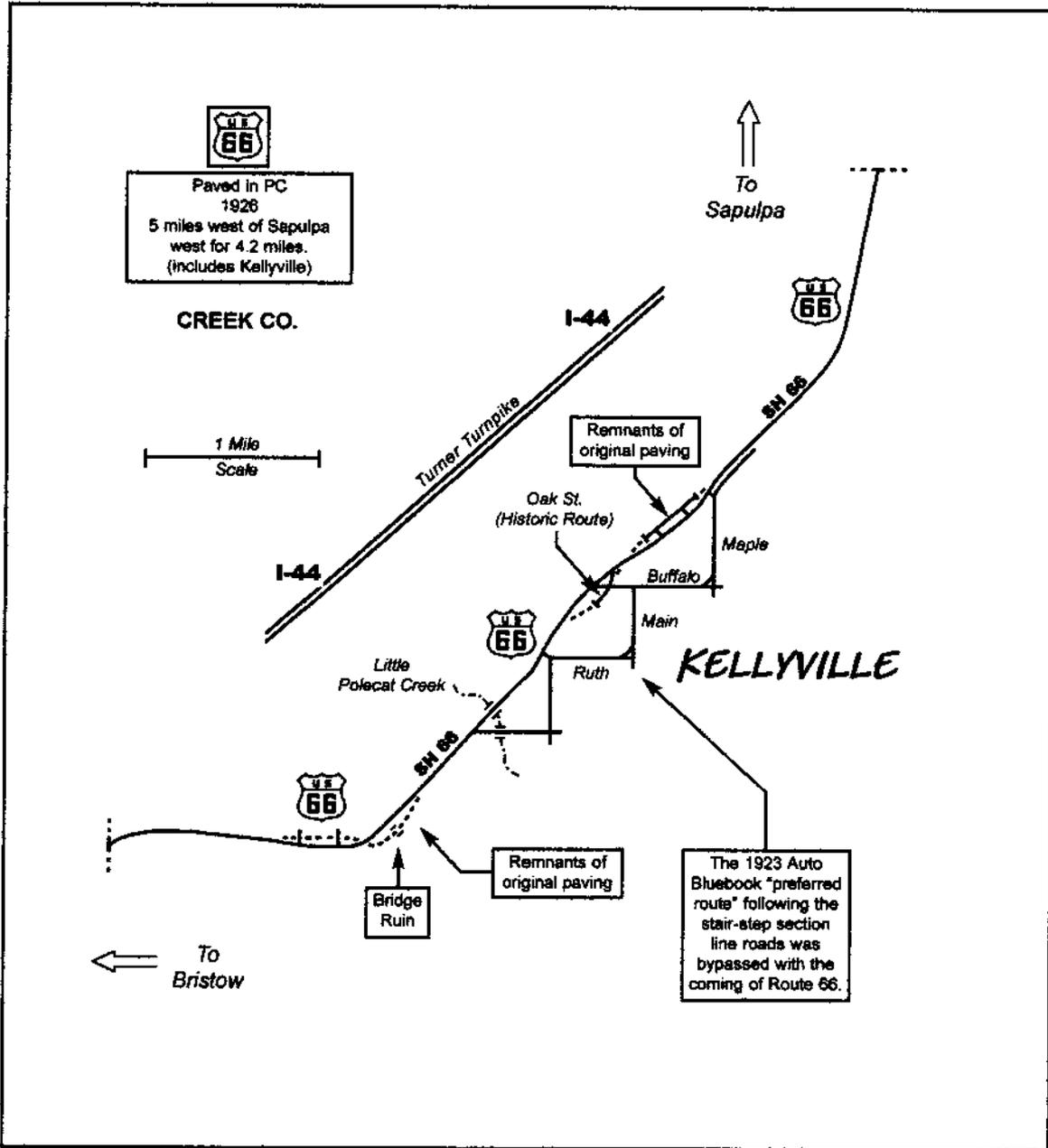
In 1933, Route 66 was relocated from the 2nd St. & Admiral Place alignment to 11th St. from downtown eastward to the intersection with Mingo Road, as depicted on Part 1 of the Tulsa map.

In 1959, I-44 (Skelly Drive) became mainline 66, and the 11th St. route (west of its junction with I-44) became Bus. 66 until it was deleted altogether in 1973. Bus. 66 west of Denver Ave. was shifted from 11th St. to 12th St. in the wake of Interstate I-444 construction.

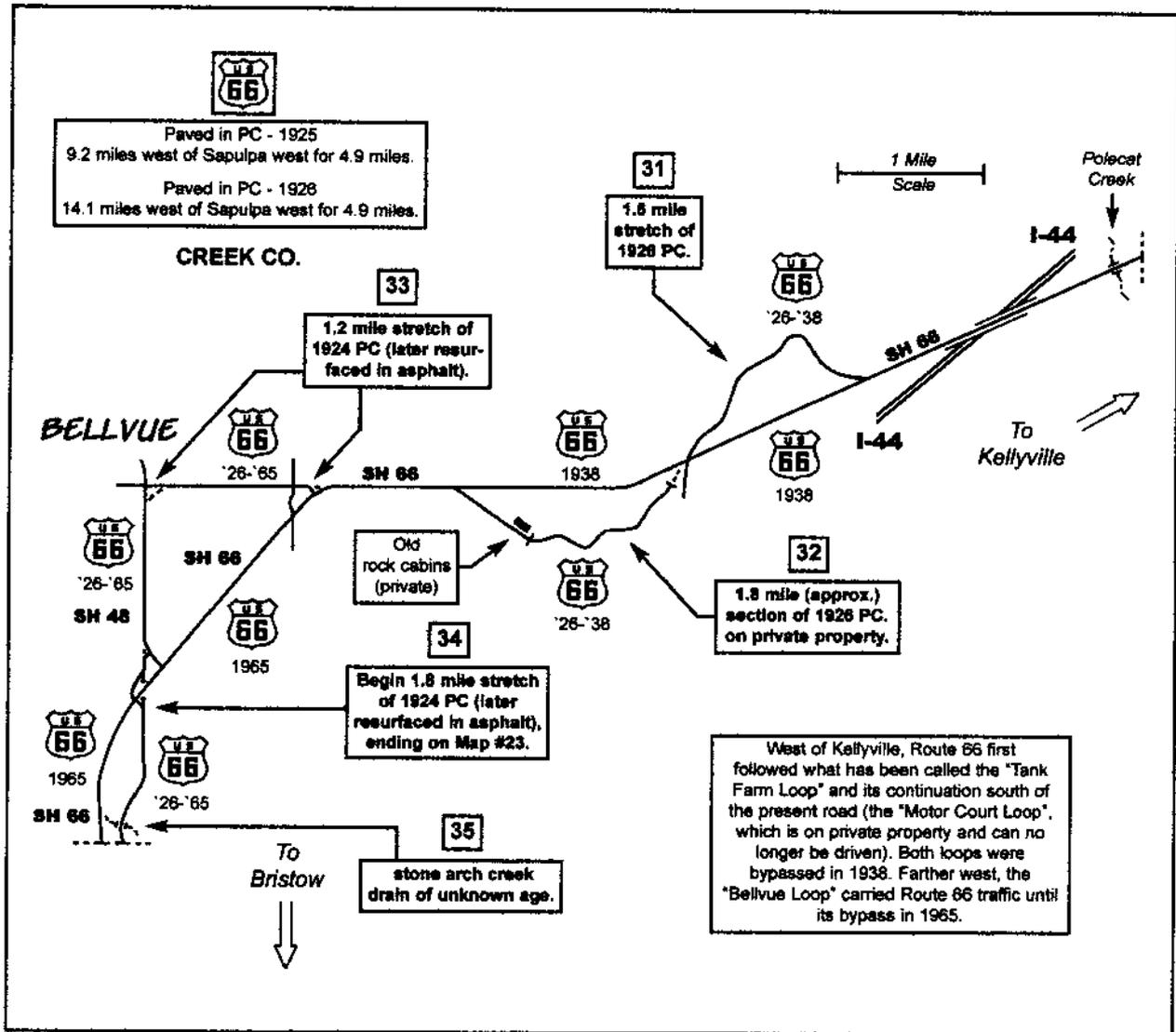
OKLAHOMA ROUTE 66
MAP #19



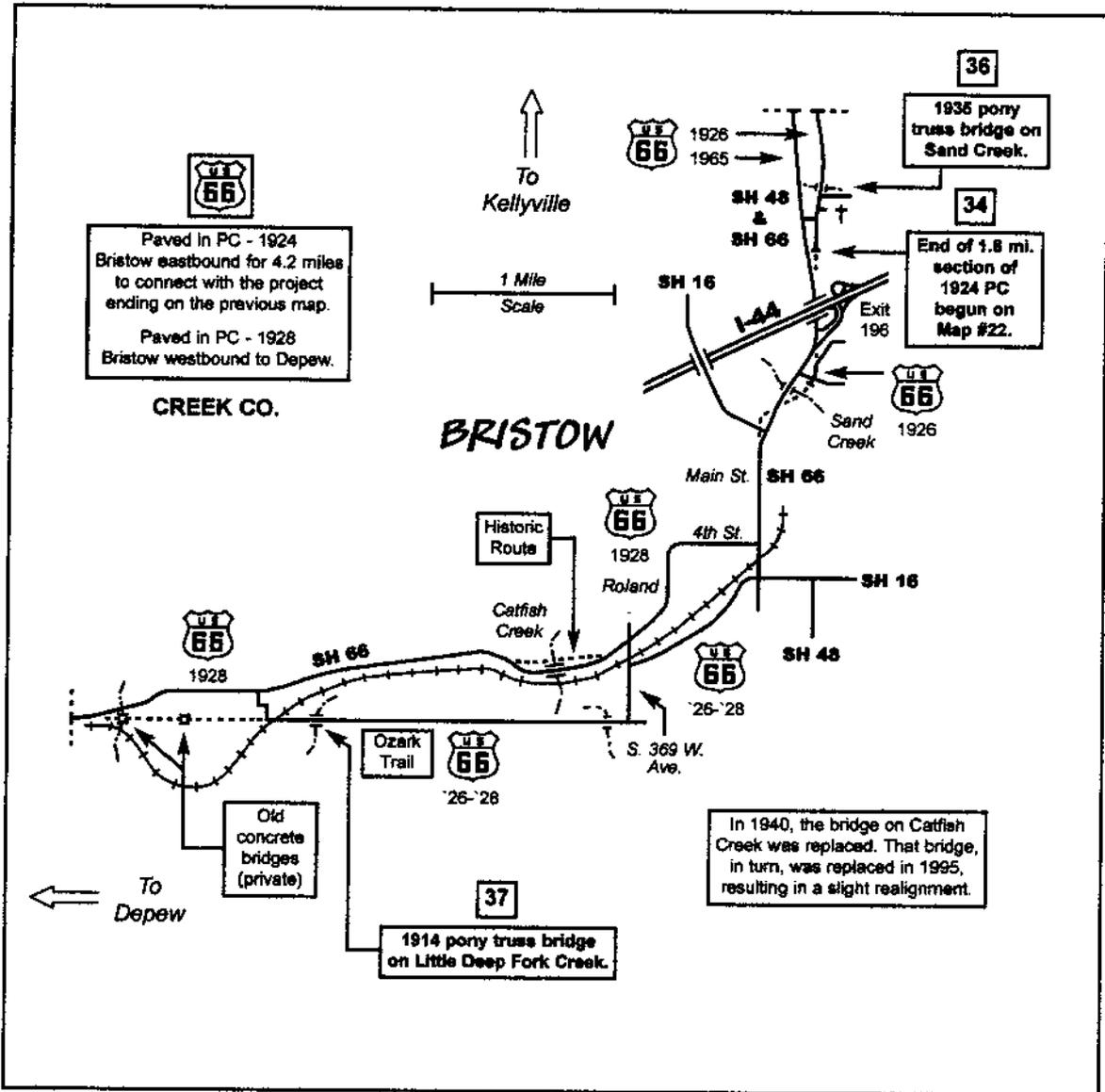
OKLAHOMA ROUTE 66
MAP #21



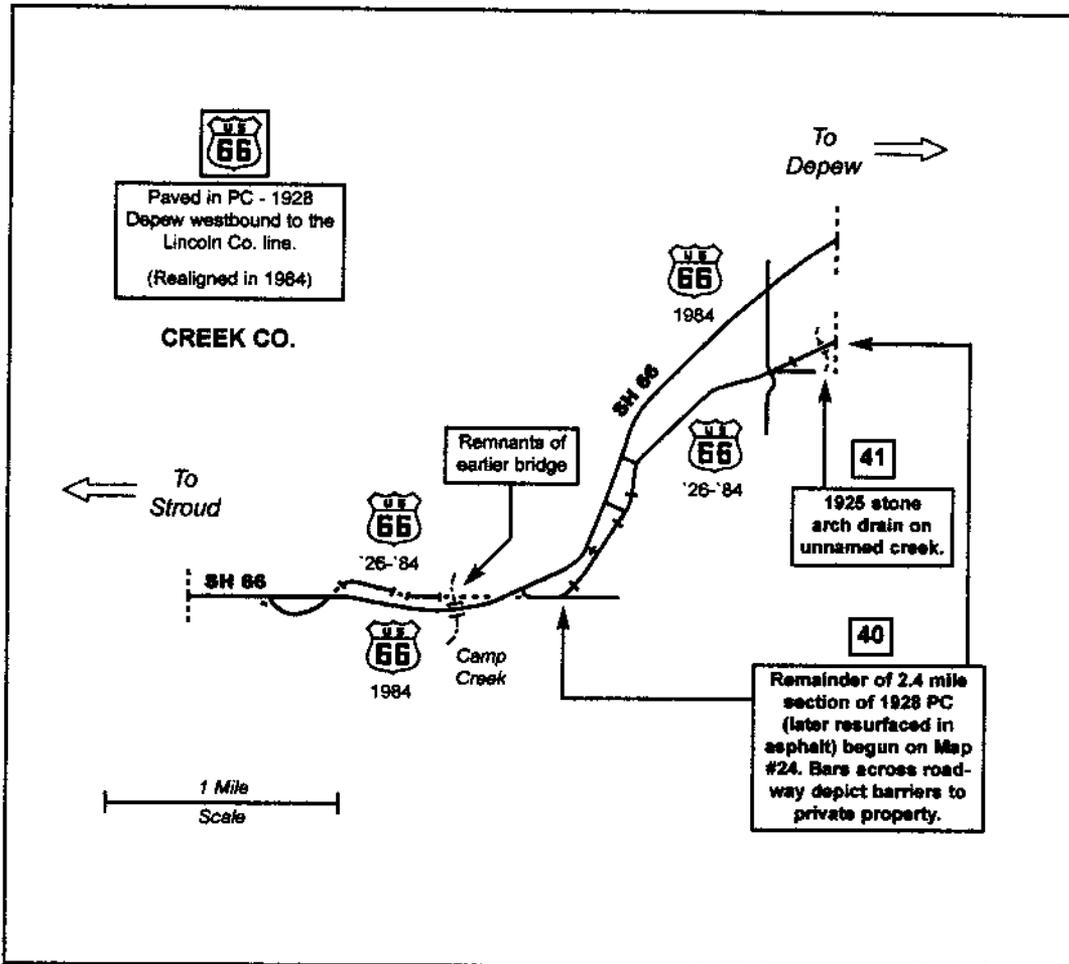
OKLAHOMA ROUTE 66
MAP #22



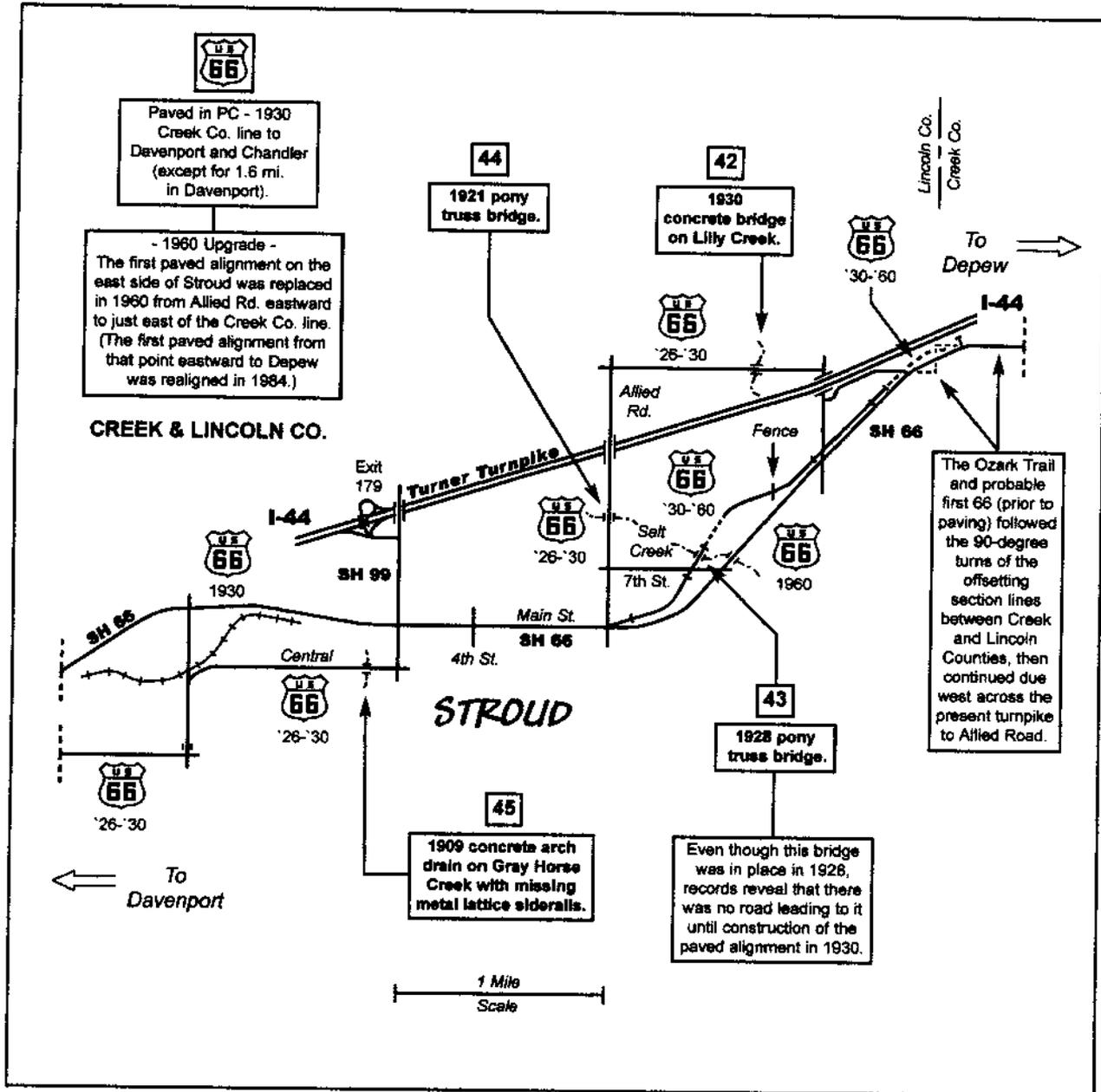
OKLAHOMA ROUTE 66
MAP #23



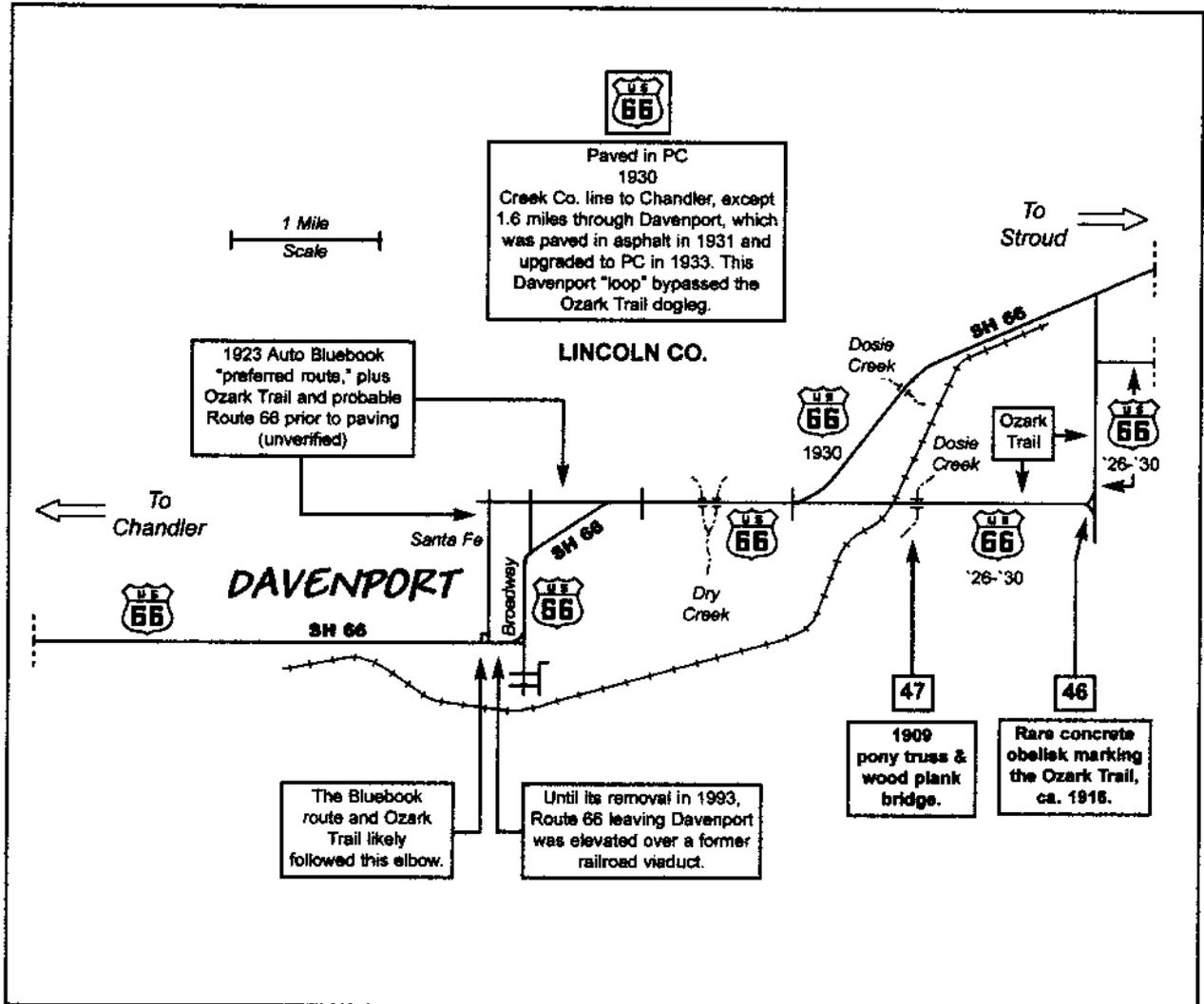
OKLAHOMA ROUTE 66
MAP #25



OKLAHOMA ROUTE 66
MAP #26

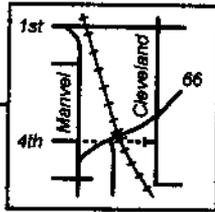


OKLAHOMA ROUTE 66
MAP #27

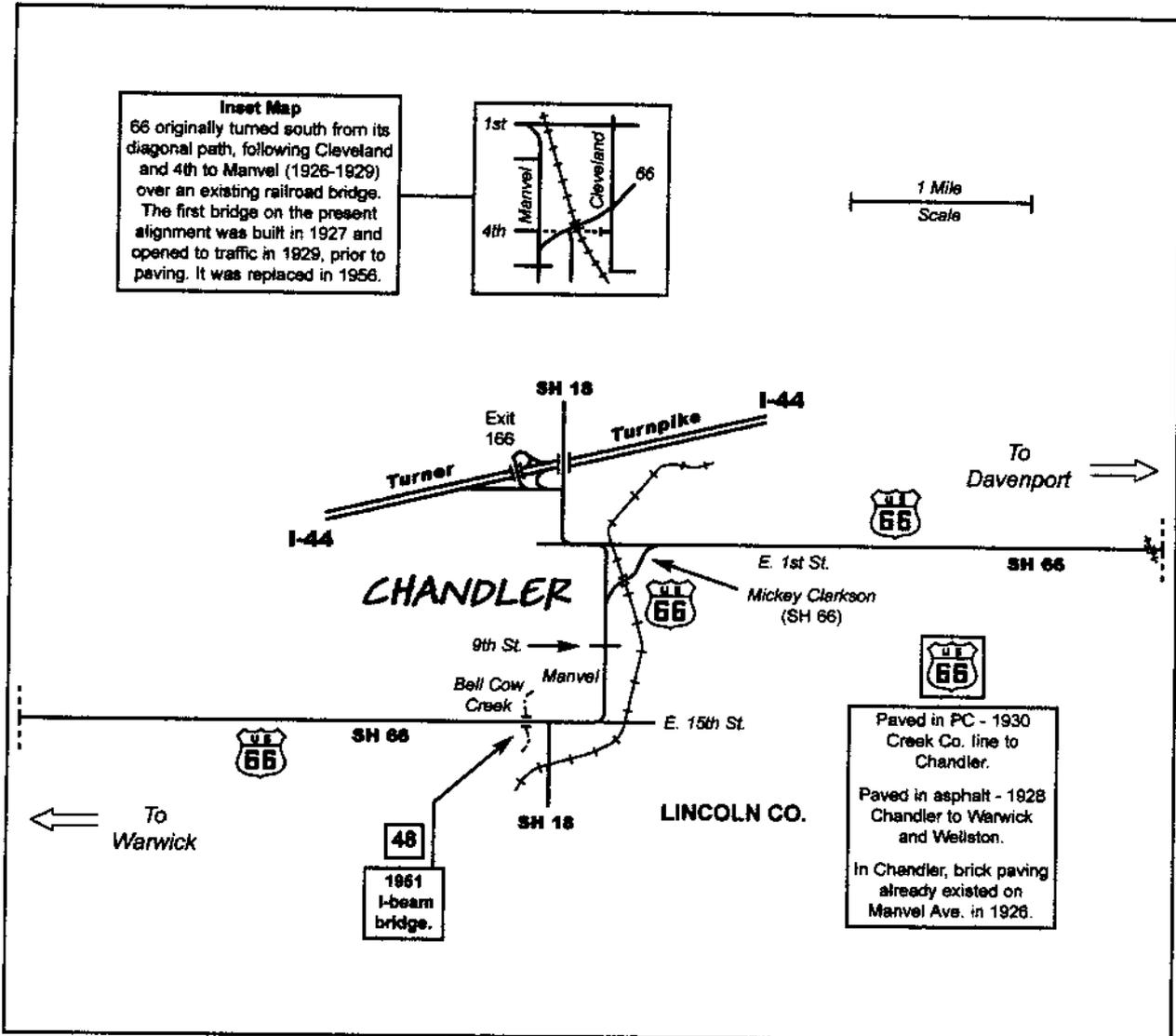


OKLAHOMA ROUTE 66
MAP #28

Inset Map
66 originally turned south from its diagonal path, following Cleveland and 4th to Manvel (1926-1929) over an existing railroad bridge. The first bridge on the present alignment was built in 1927 and opened to traffic in 1929, prior to paving. It was replaced in 1956.

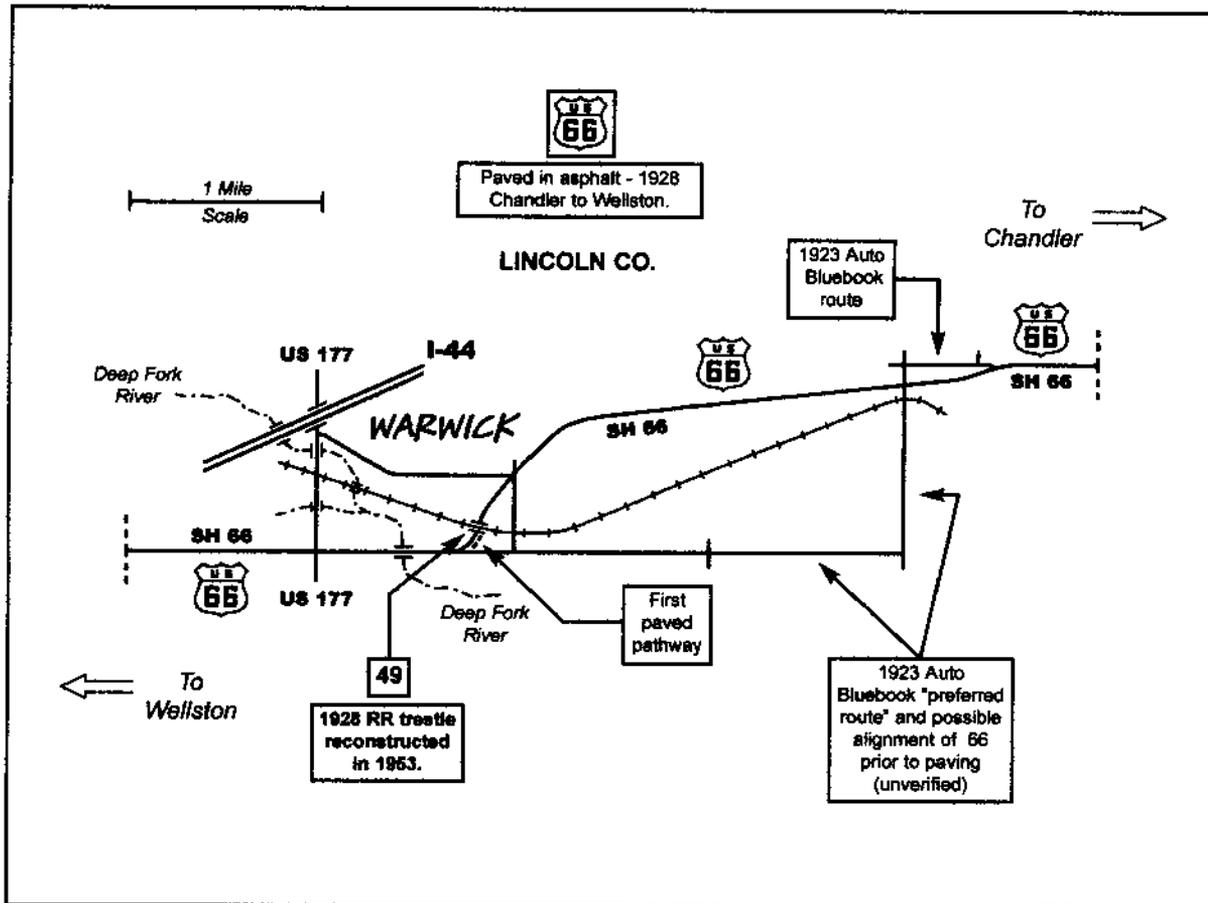


1 Mile
Scale

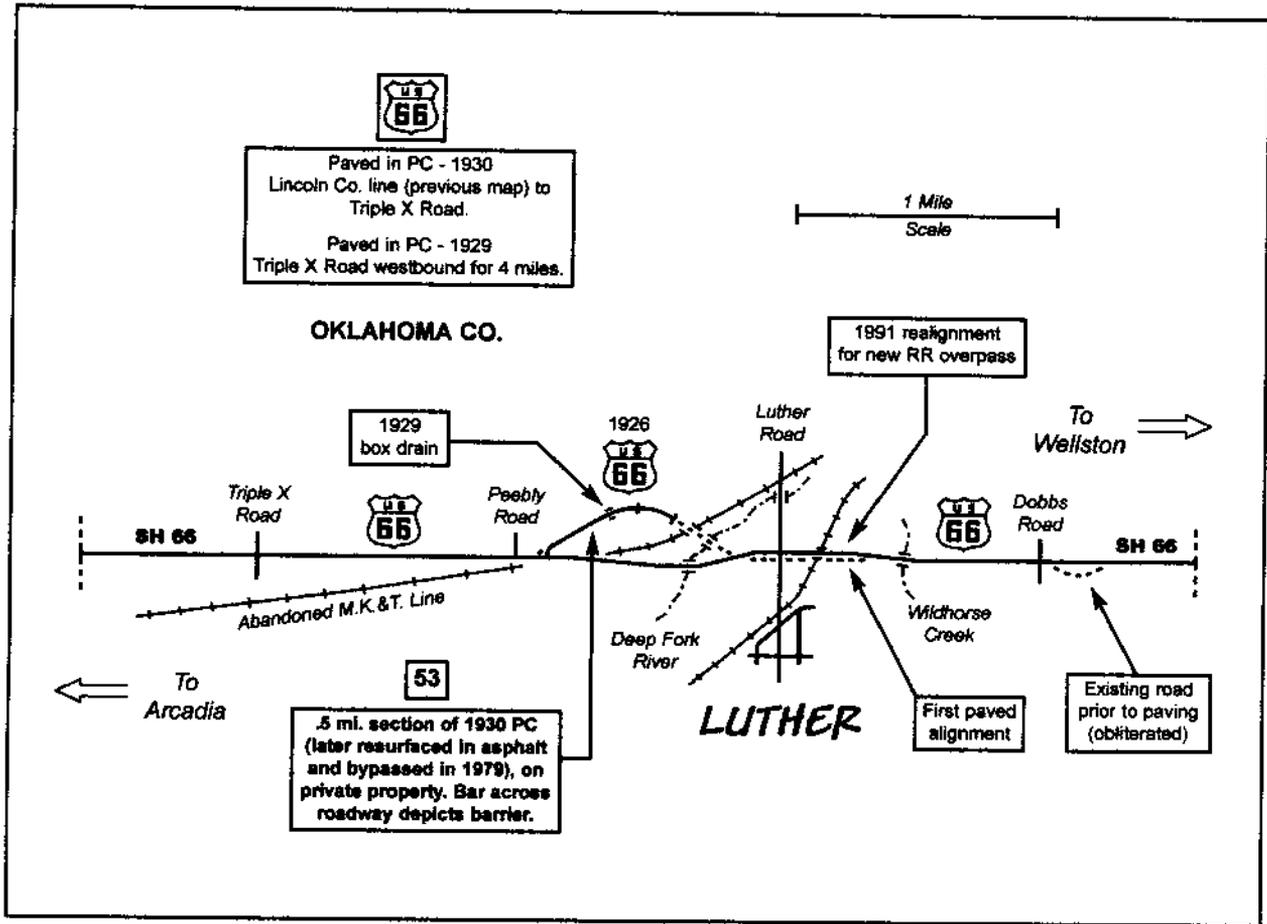


Paved in PC - 1930
Creek Co. line to
Chandler.
Paved in asphalt - 1928
Chandler to Warwick
and Wellston.
In Chandler, brick paving
already existed on
Manvel Ave. in 1926.

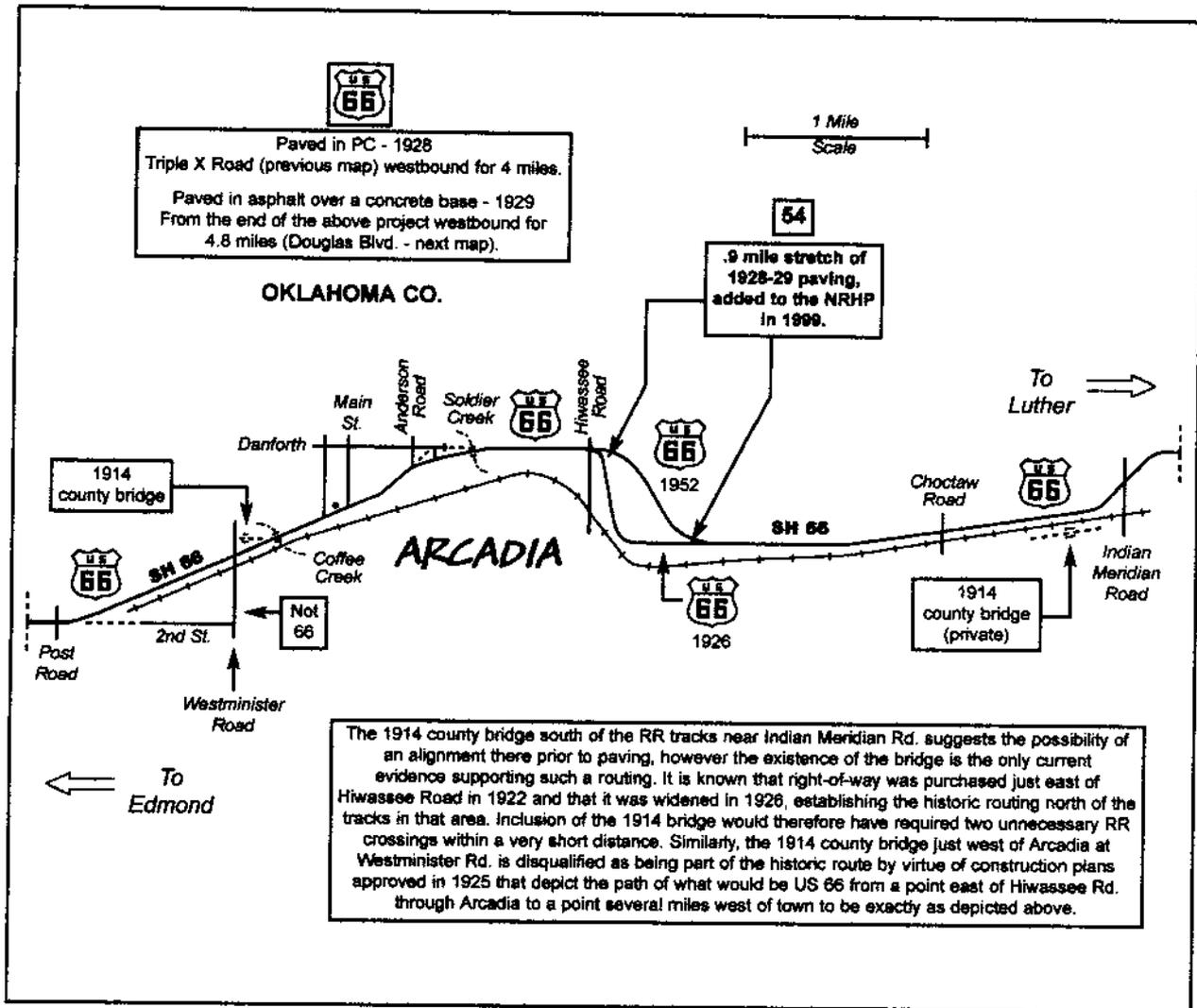
OKLAHOMA ROUTE 66
MAP #29



OKLAHOMA ROUTE 66
MAP #31



OKLAHOMA ROUTE 66
MAP #32

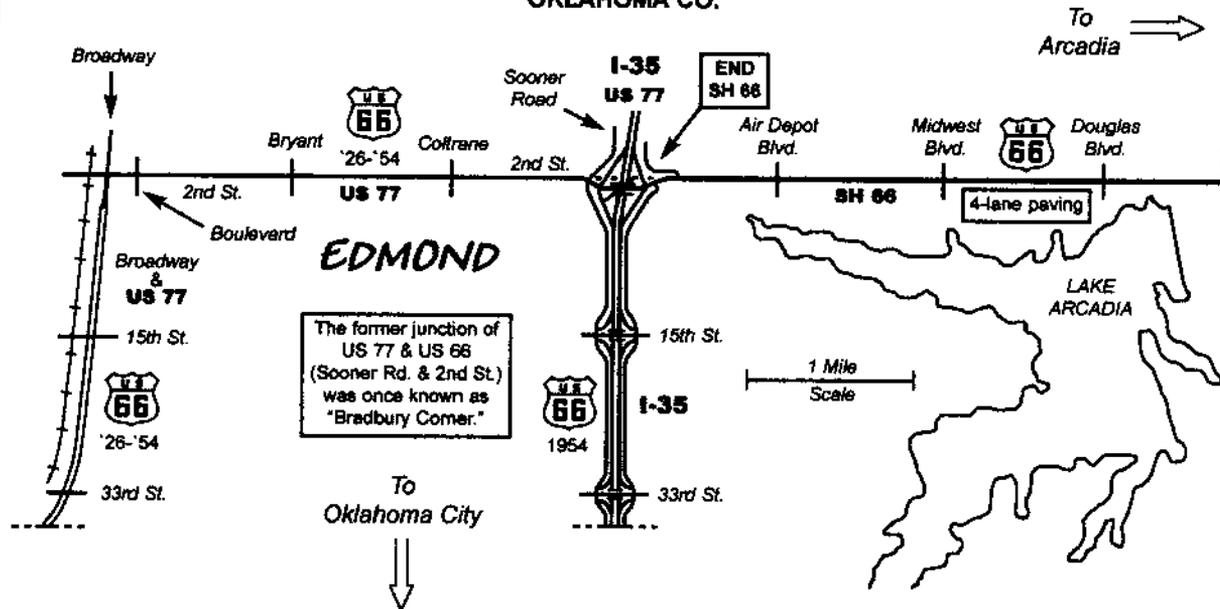


OKLAHOMA ROUTE 66
MAP #33



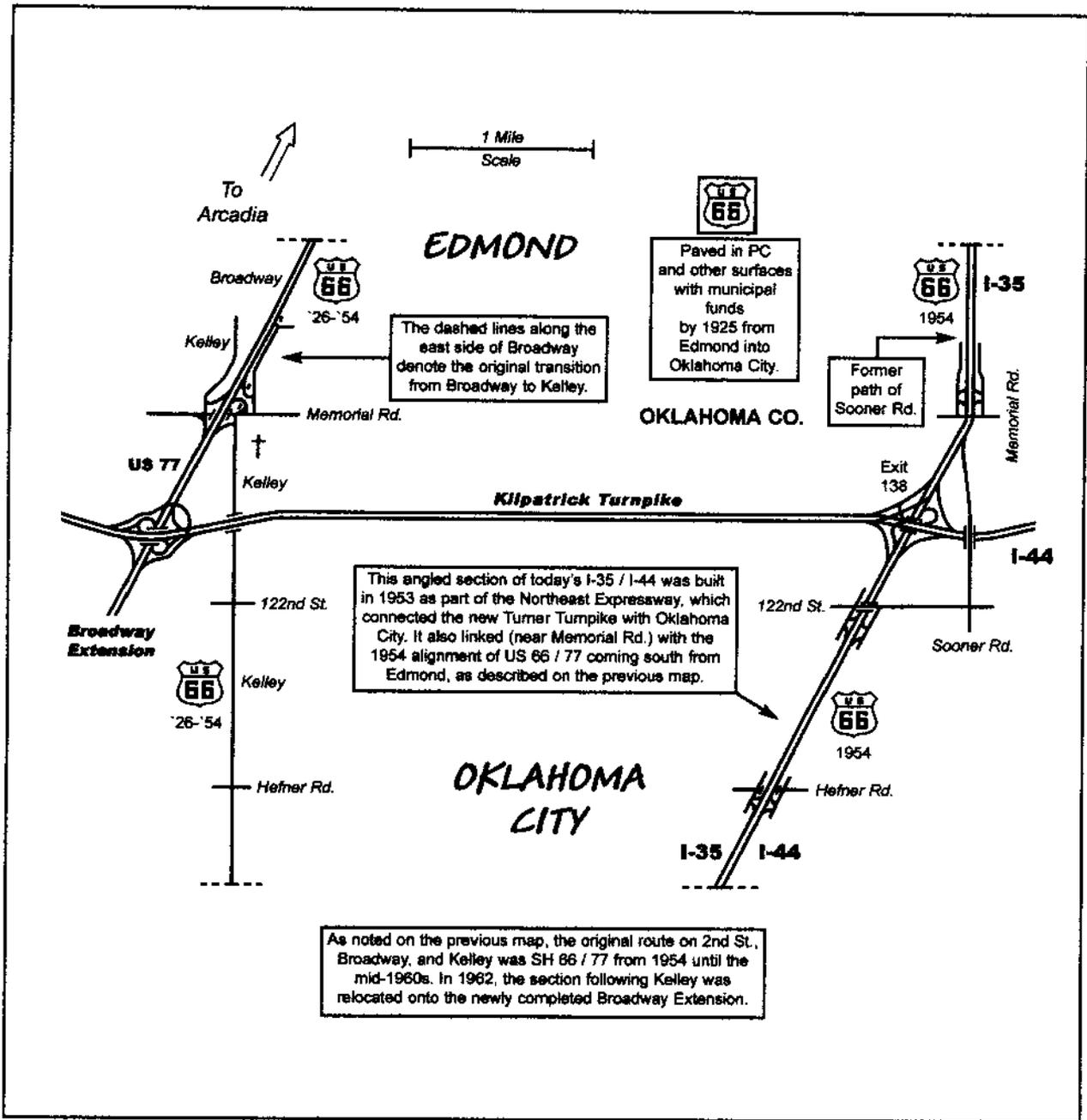
Paved in brick - 1927 - Douglas Blvd. to Sooner Road.
Paved in brick - 1924
Sooner Road westbound for 2.8 miles (then a part of SH 7 & SH 4).
Paved in various surfaces with municipal funds by 1925
through the remainder of Edmond and into OKC.

OKLAHOMA CO.

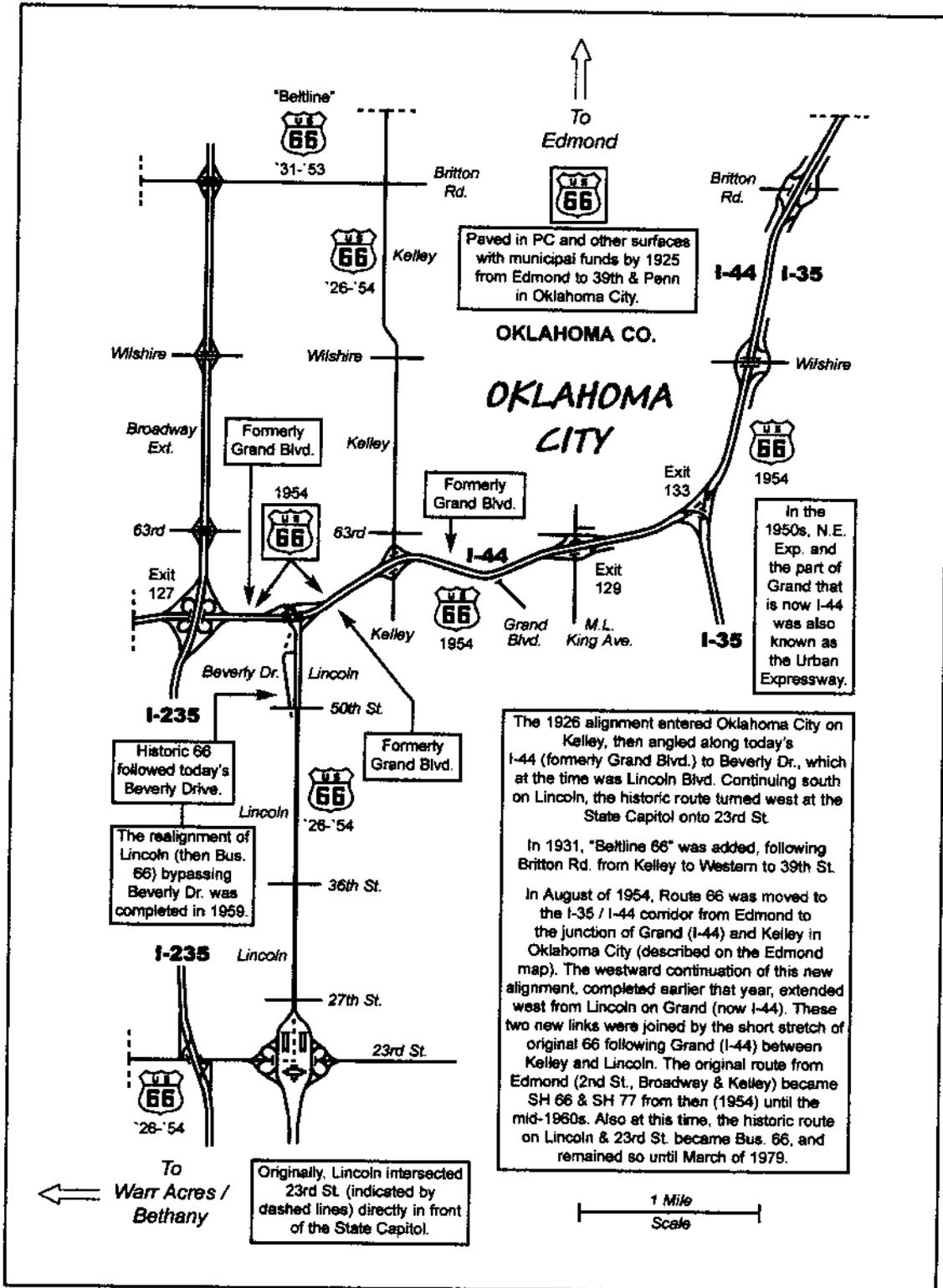


In August of 1954, US 66 and US 77 were moved from 2nd St. and Broadway in Edmond to the path of I-35 (then Sooner Rd.). This route connected with the just-completed Northeast Expressway near the entrance to the Turner Turnpike, which opened in 1953 (next map), and continued to a merging with Grand Blvd. just west of M.L King Blvd. in OKC. From there, it followed Grand to the original route coming from Edmond on Kelley Ave., a total of 10.7 miles. Simultaneously, the original route (2nd, Broadway & Kelley) became SH 66 and SH 77 and remained so until the mid-1960s. With the coming of I-35, US 66 was upgraded to full interstate standards. US 77, meanwhile, was returned in 1965 to its former path on 2nd & Broadway.

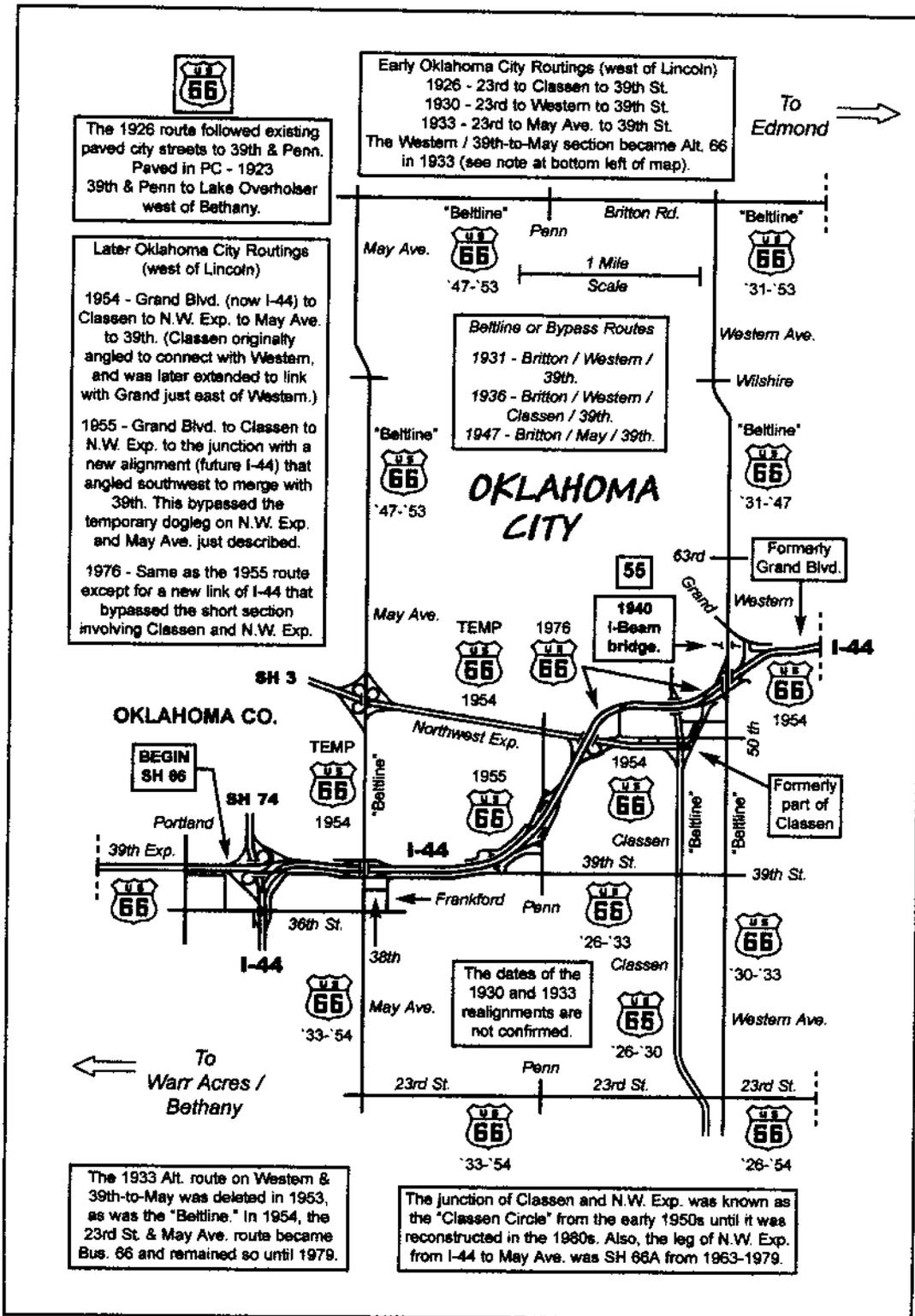
OKLAHOMA ROUTE 66
MAP #34



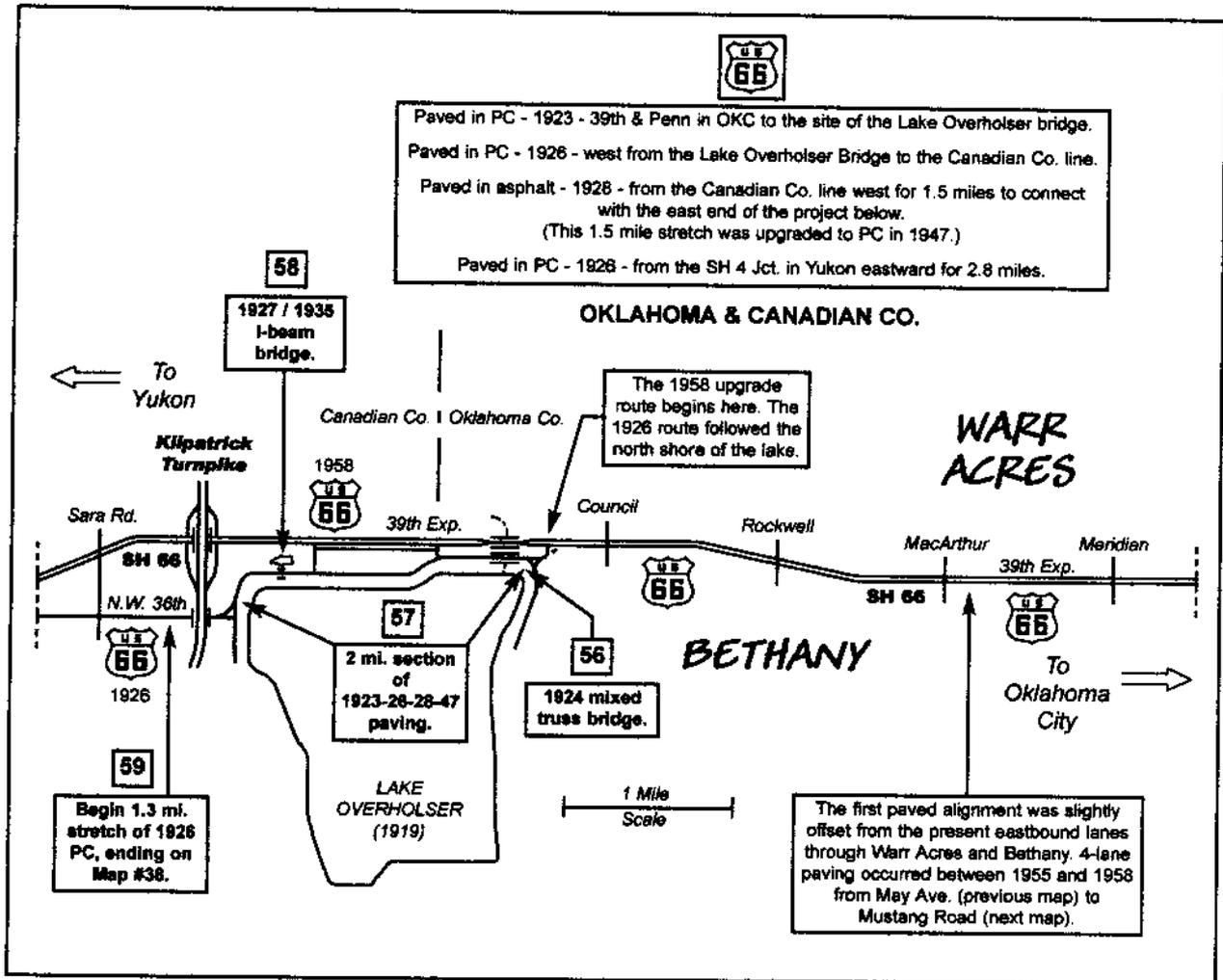
OKLAHOMA ROUTE 66
MAP #35



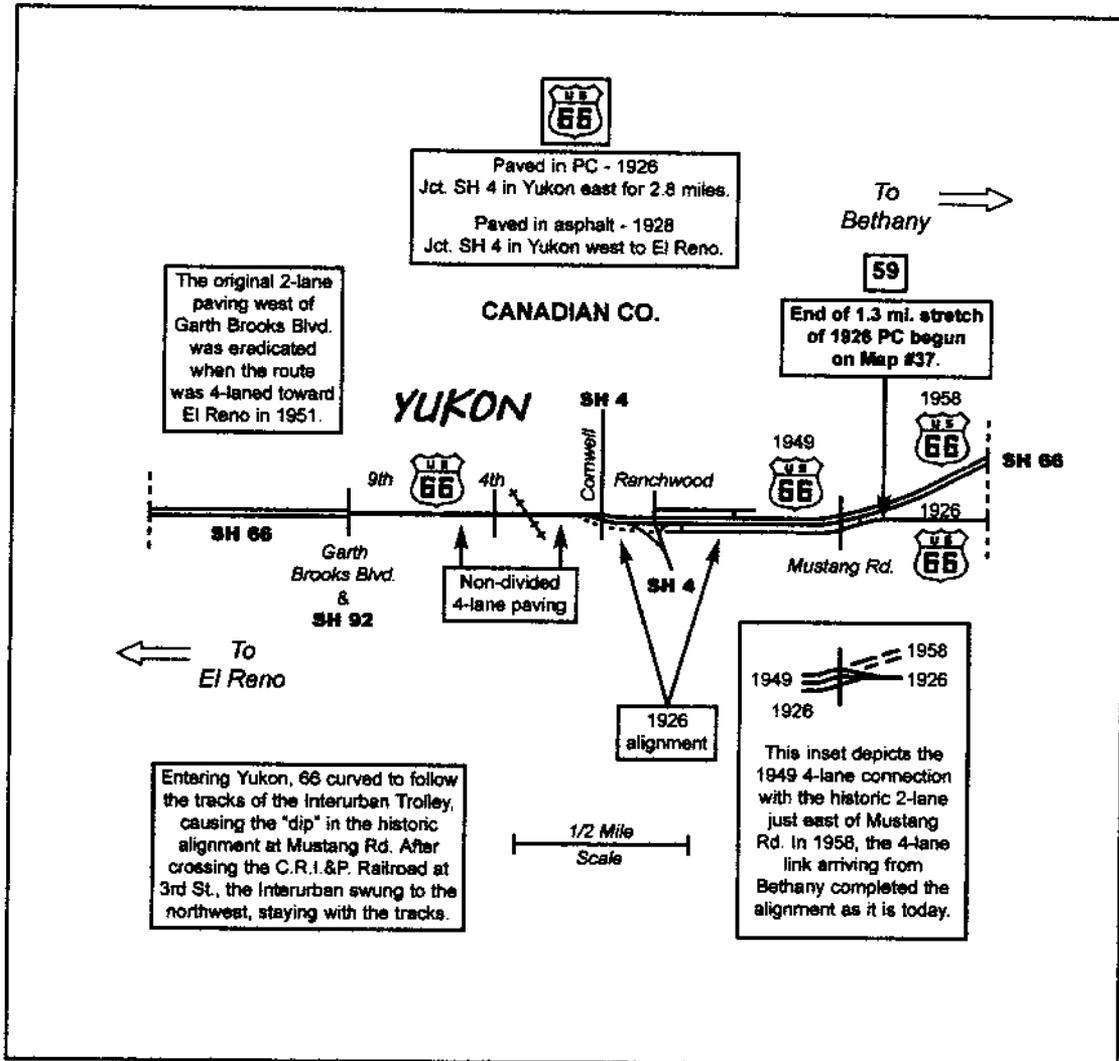
OKLAHOMA ROUTE 66 MAP #36



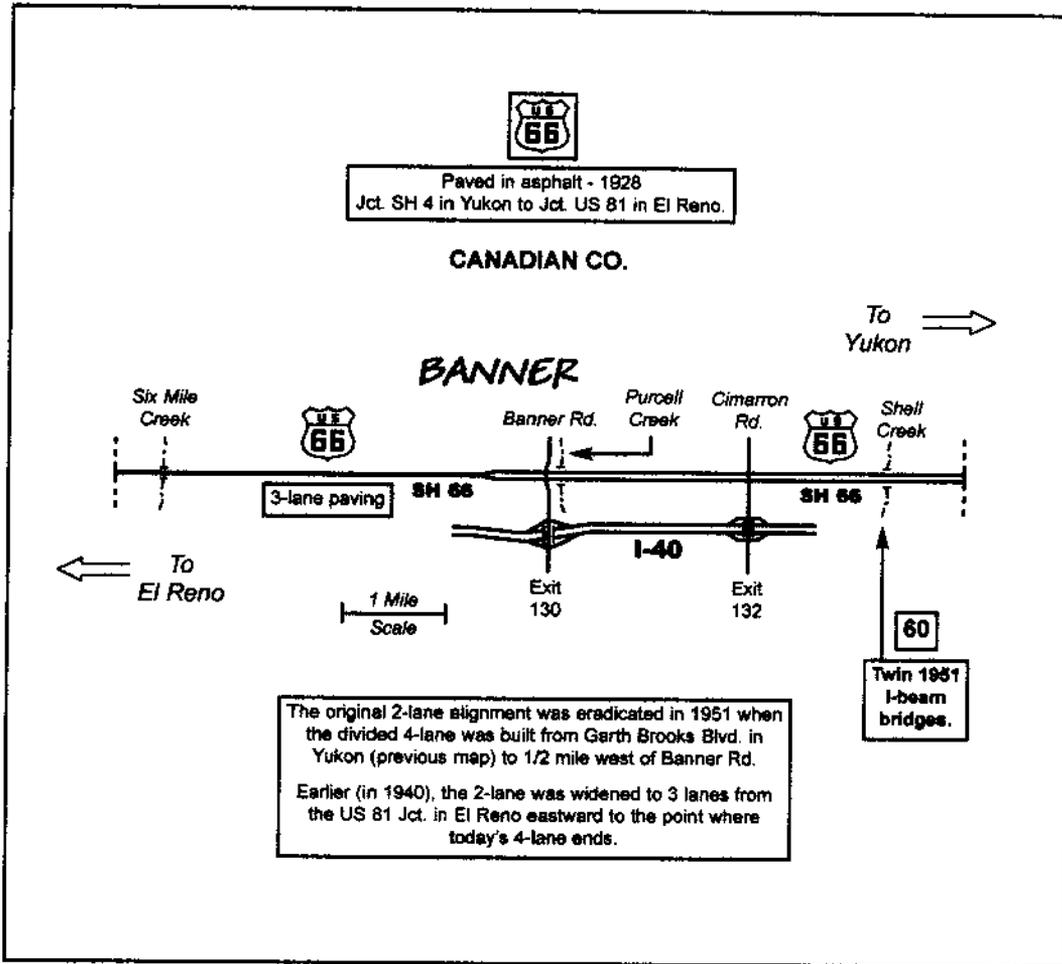
OKLAHOMA ROUTE 66
MAP #37



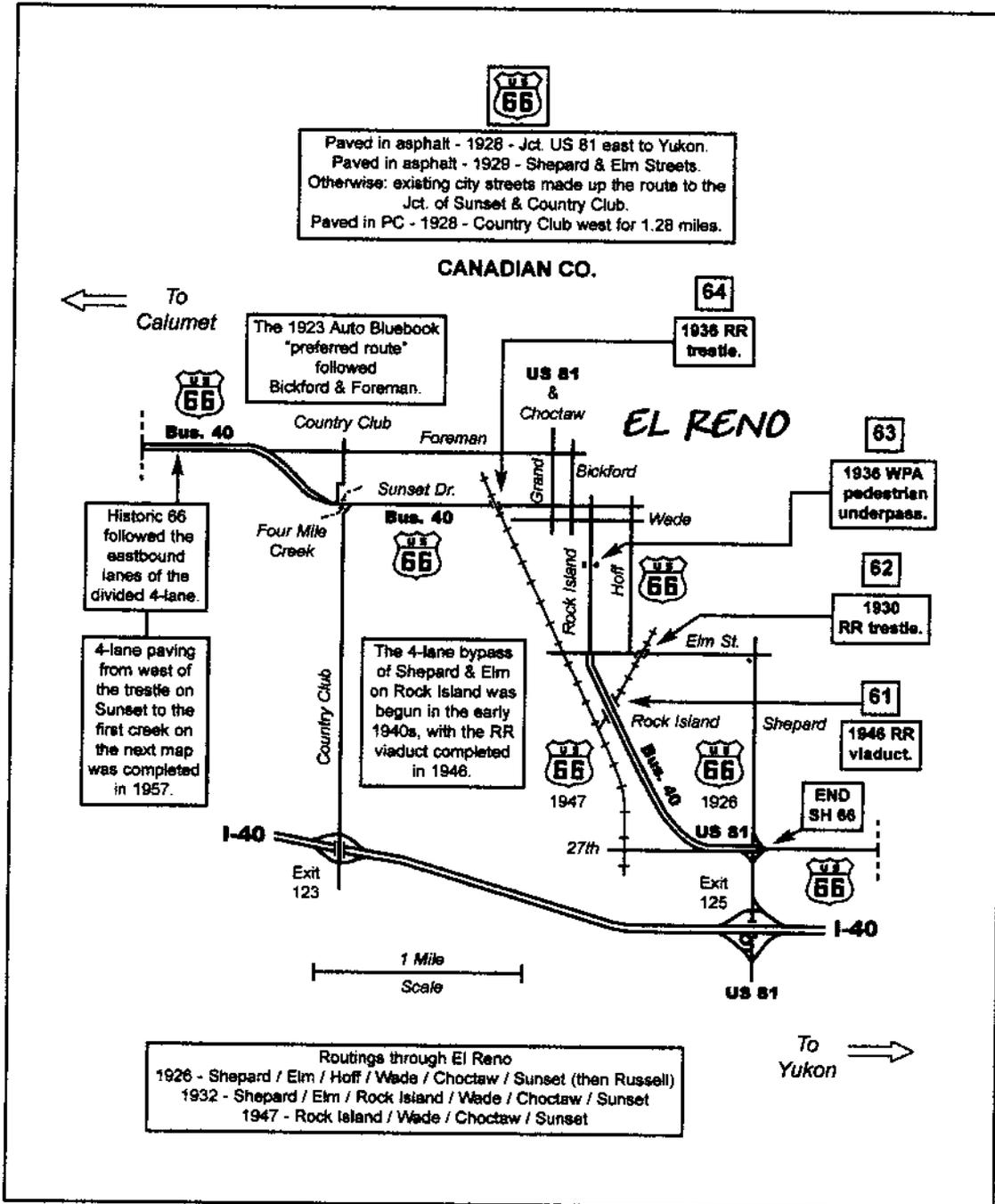
OKLAHOMA ROUTE 66
MAP #38



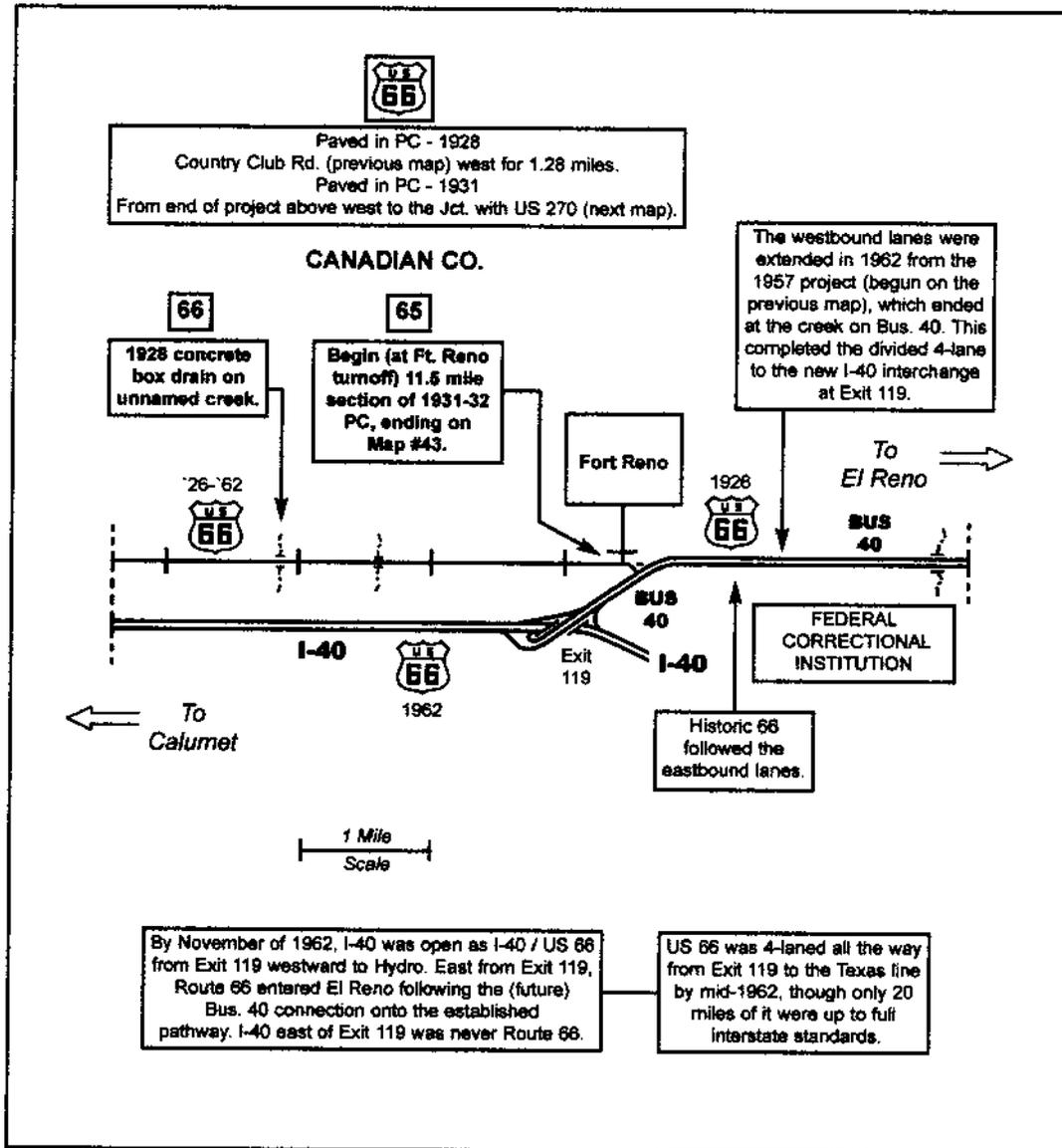
OKLAHOMA ROUTE 66
MAP #39



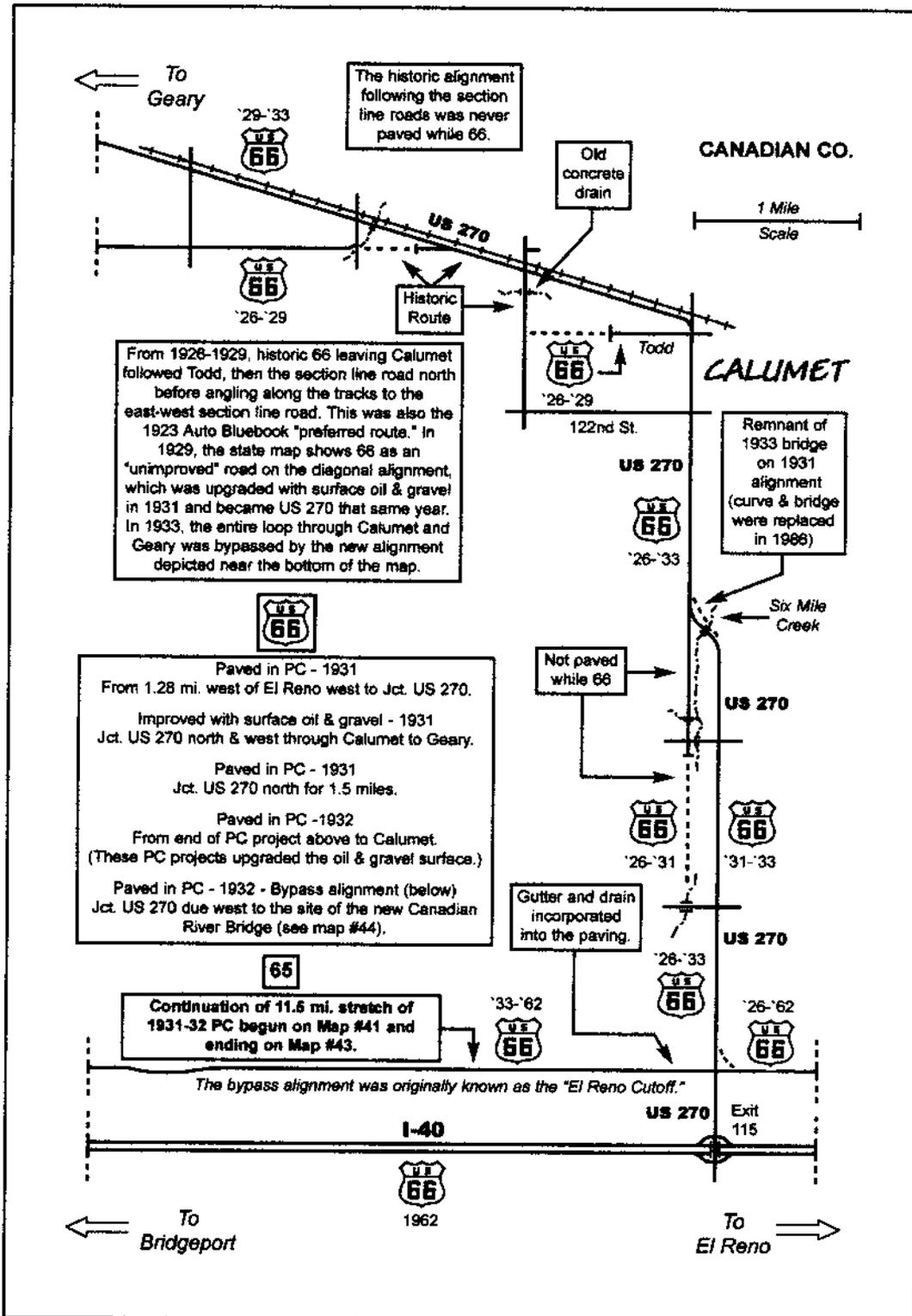
OKLAHOMA ROUTE 66
MAP #40



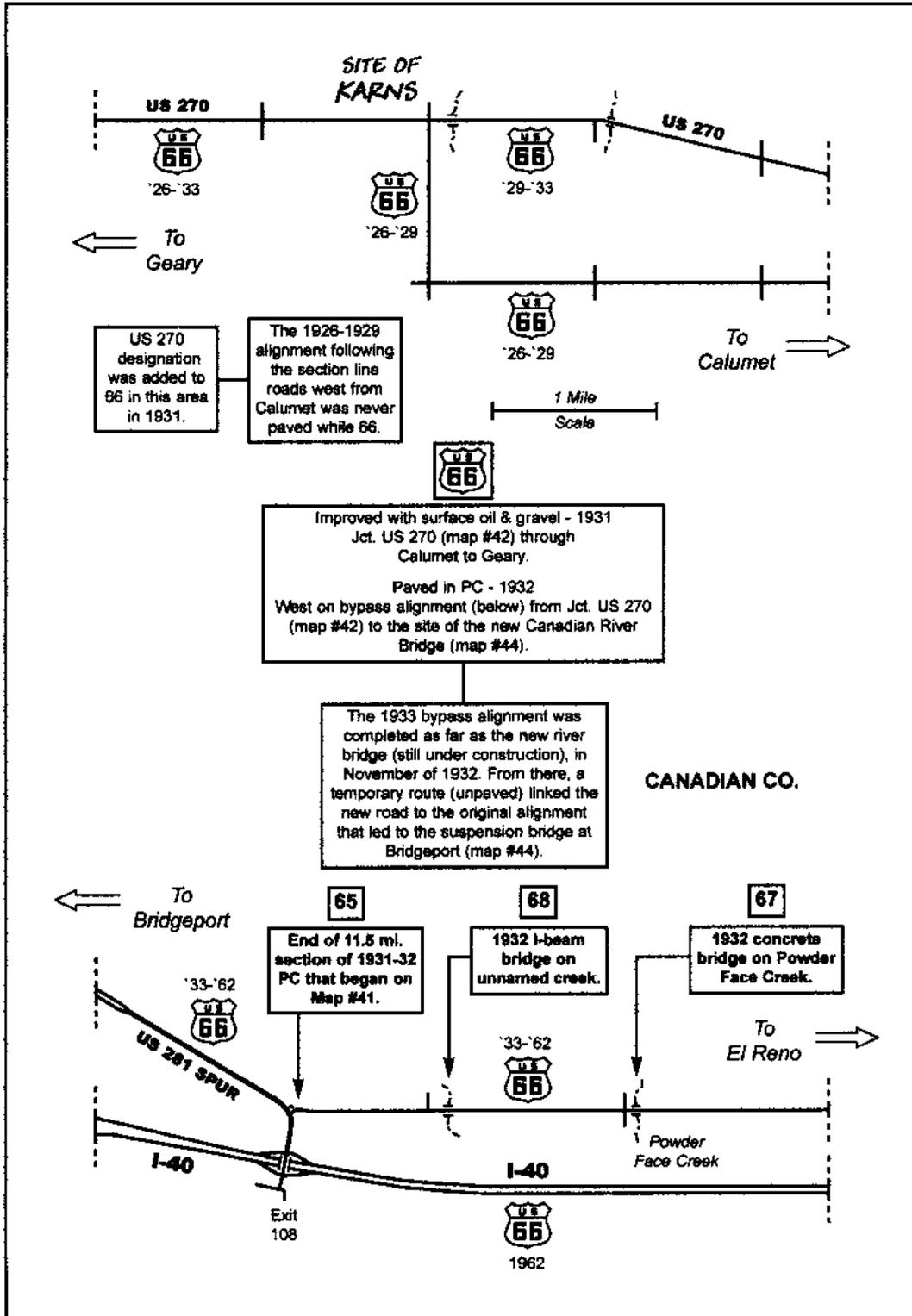
OKLAHOMA ROUTE 66
MAP #41



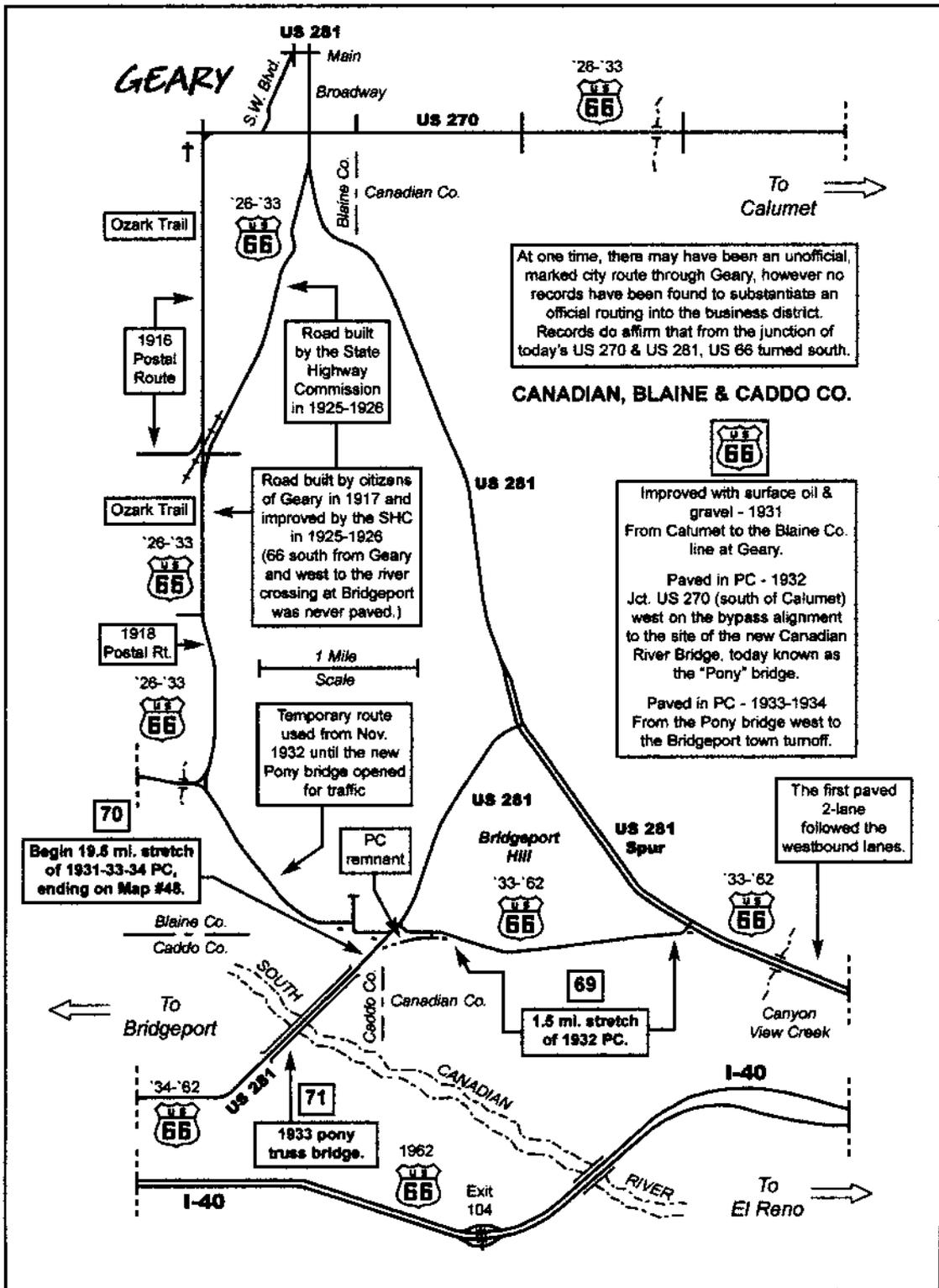
OKLAHOMA ROUTE 66 MAP #42



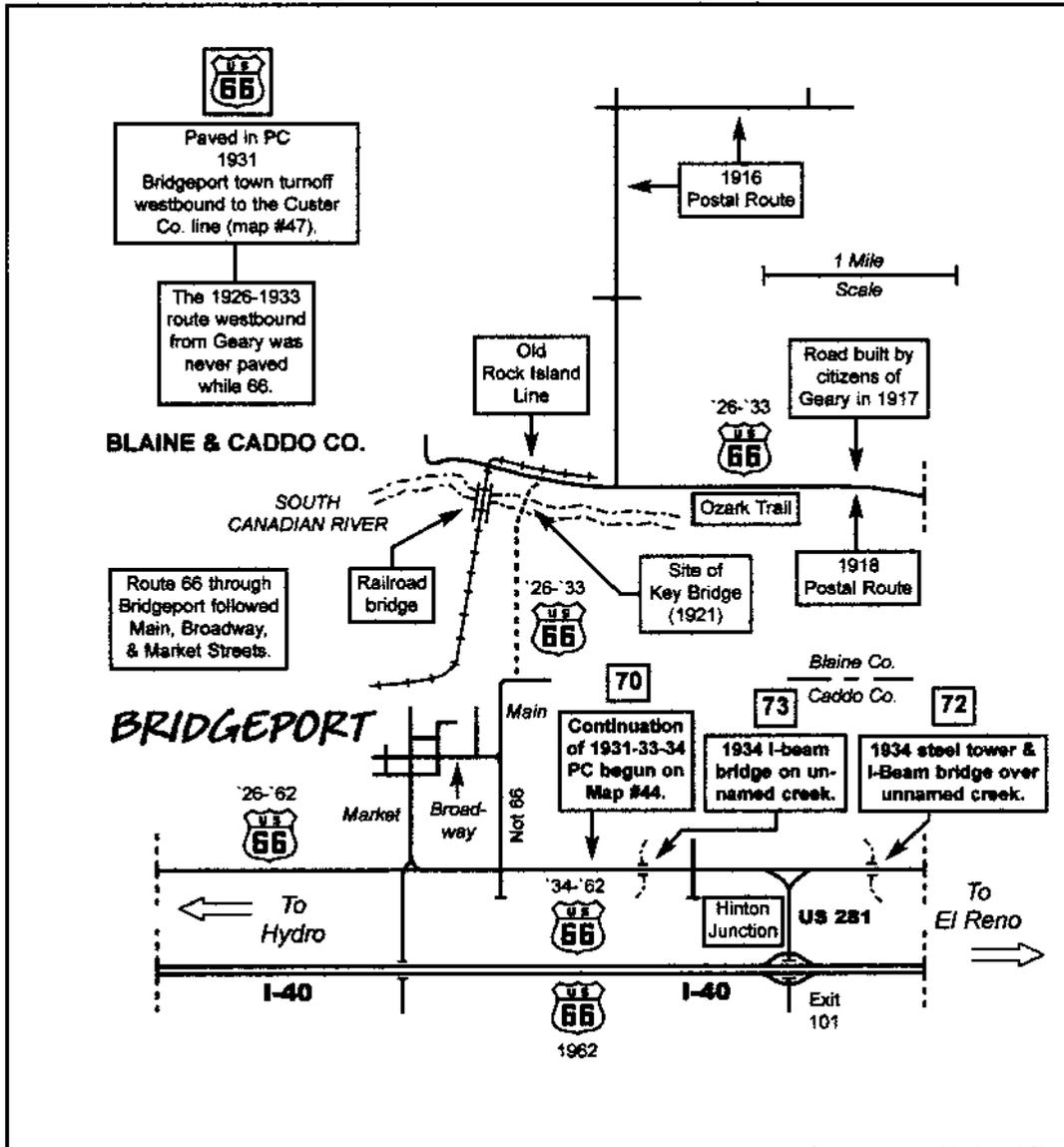
OKLAHOMA ROUTE 66
MAP #43



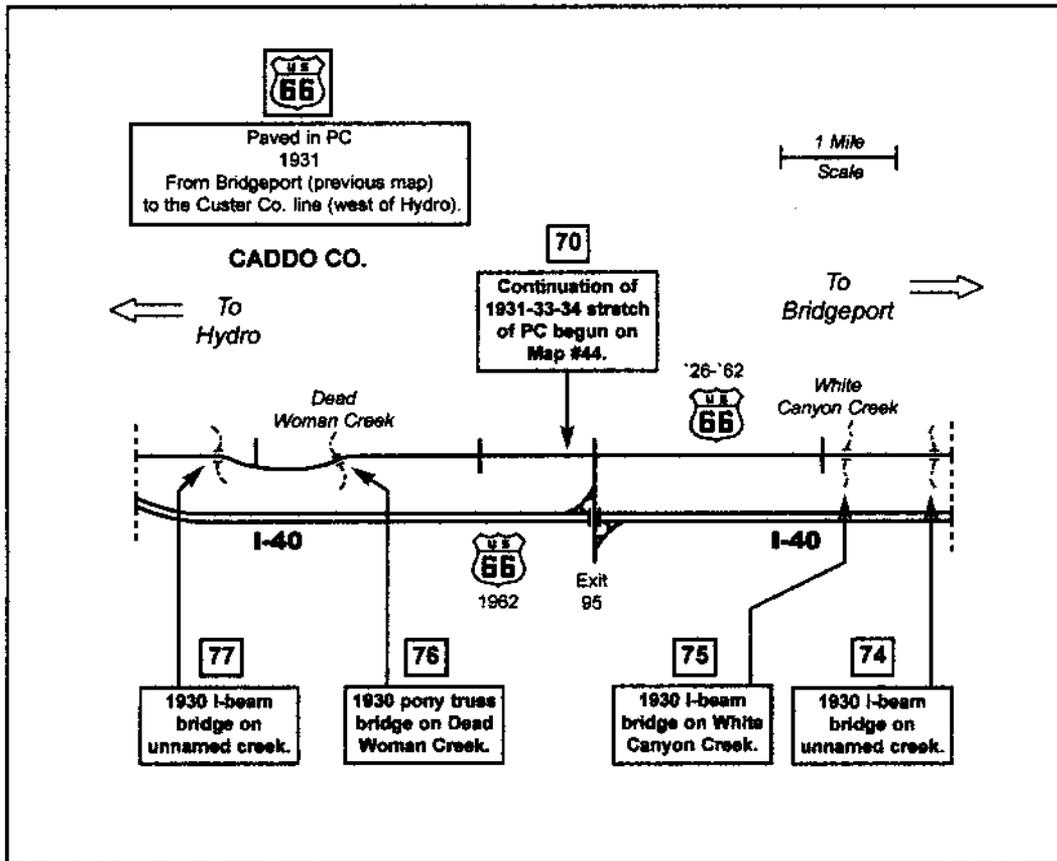
OKLAHOMA ROUTE 66
MAP #44



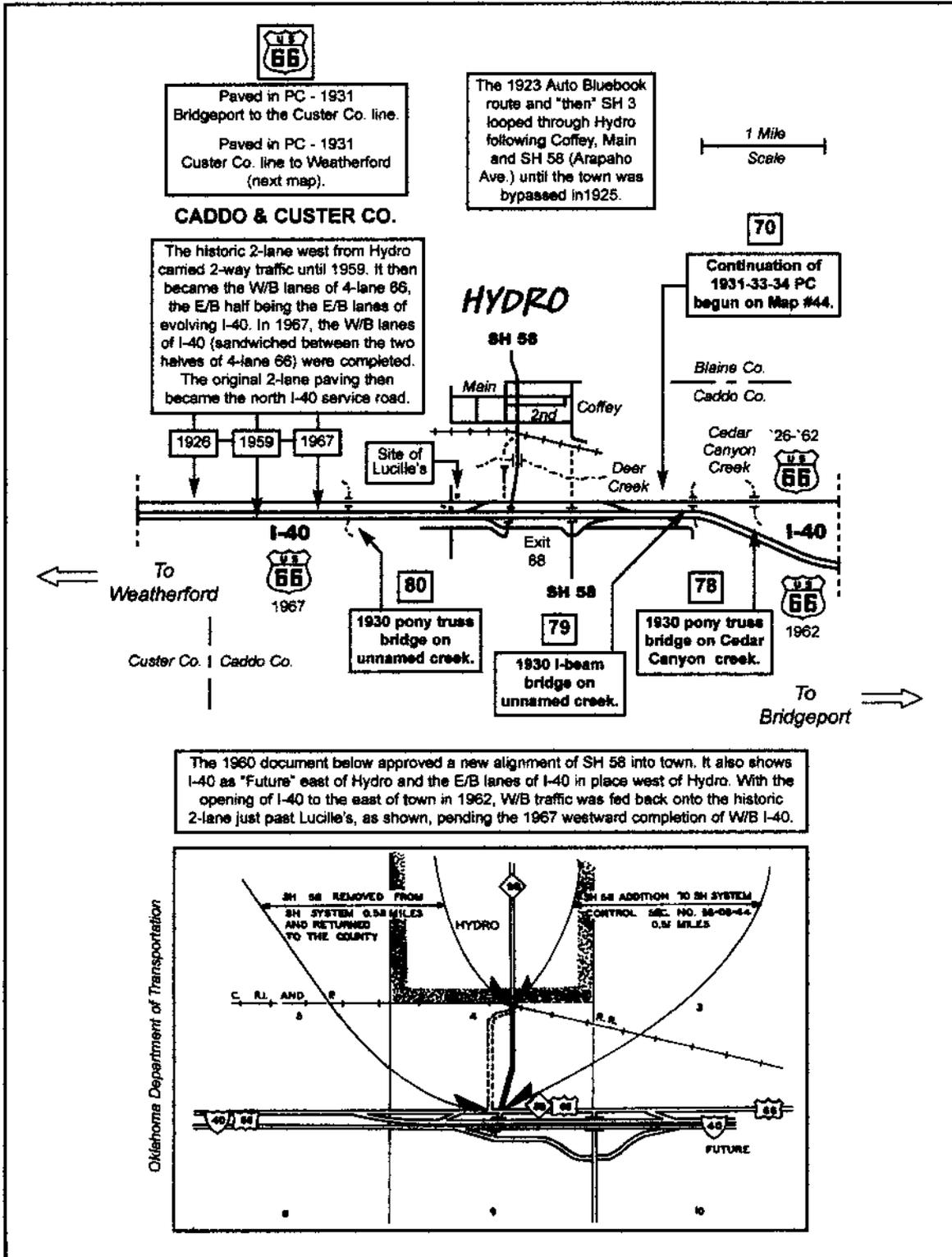
OKLAHOMA ROUTE 66
MAP #45



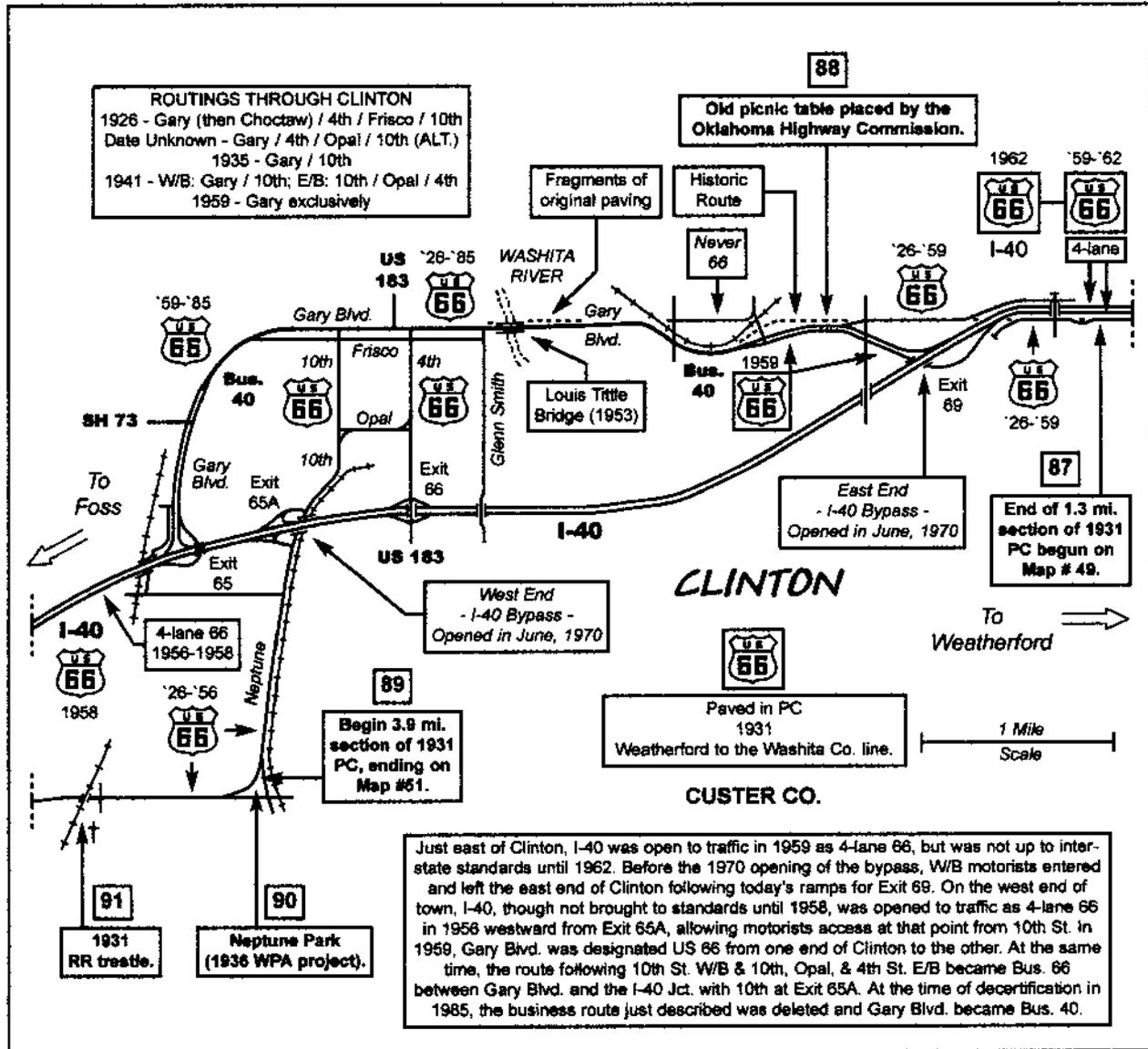
OKLAHOMA ROUTE 66
MAP #46



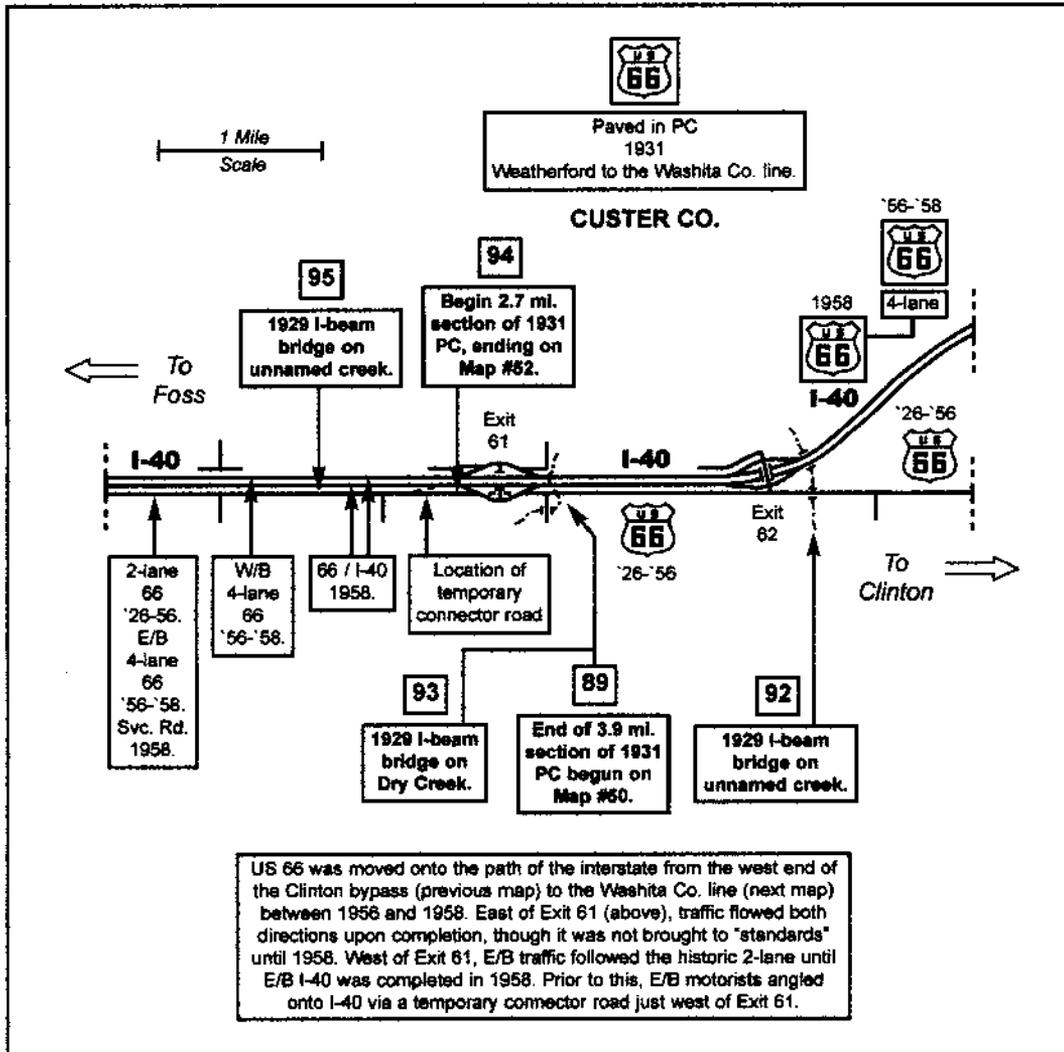
OKLAHOMA ROUTE 66
MAP #47



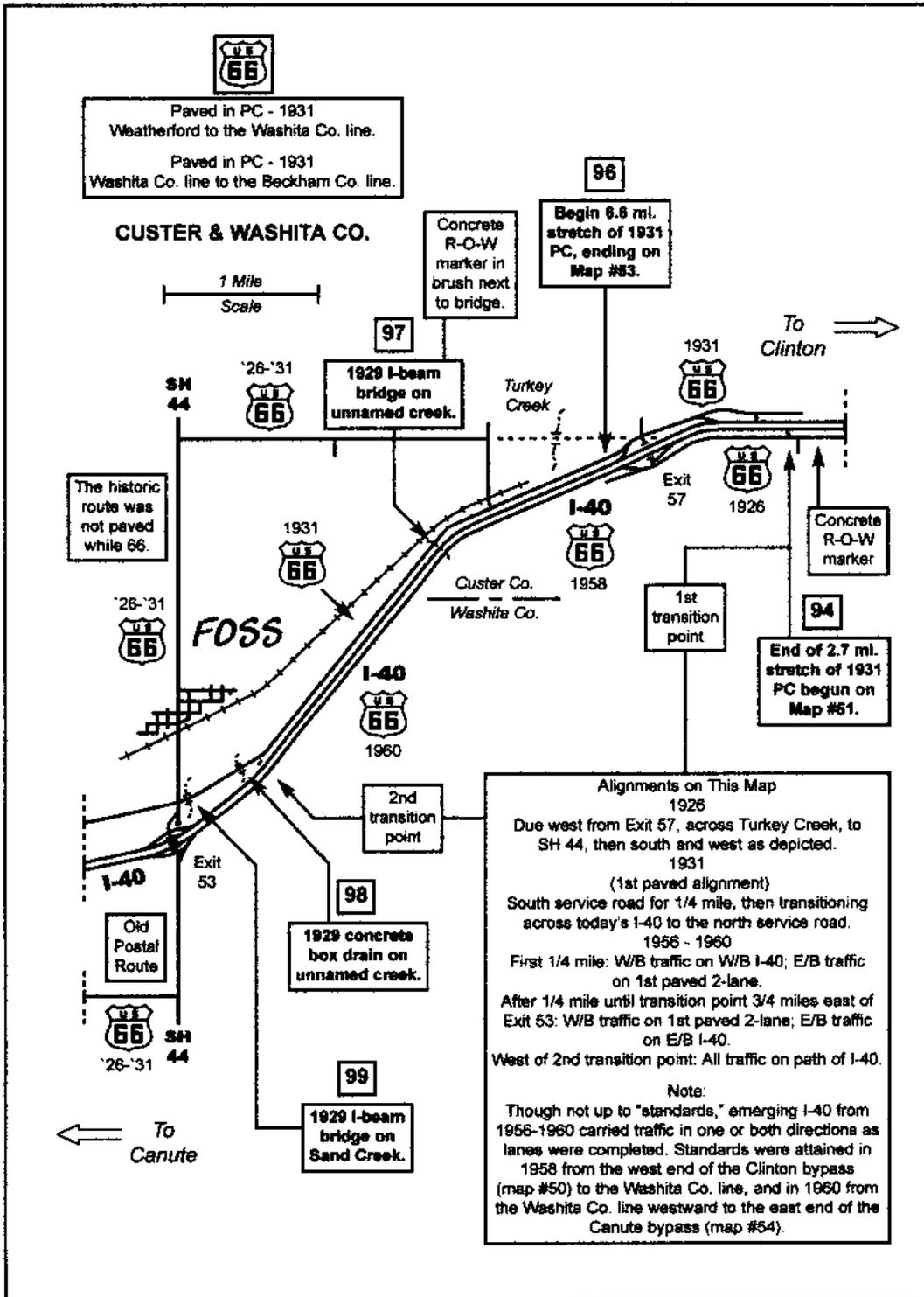
OKLAHOMA ROUTE 66
MAP #50



OKLAHOMA ROUTE 66
MAP #51

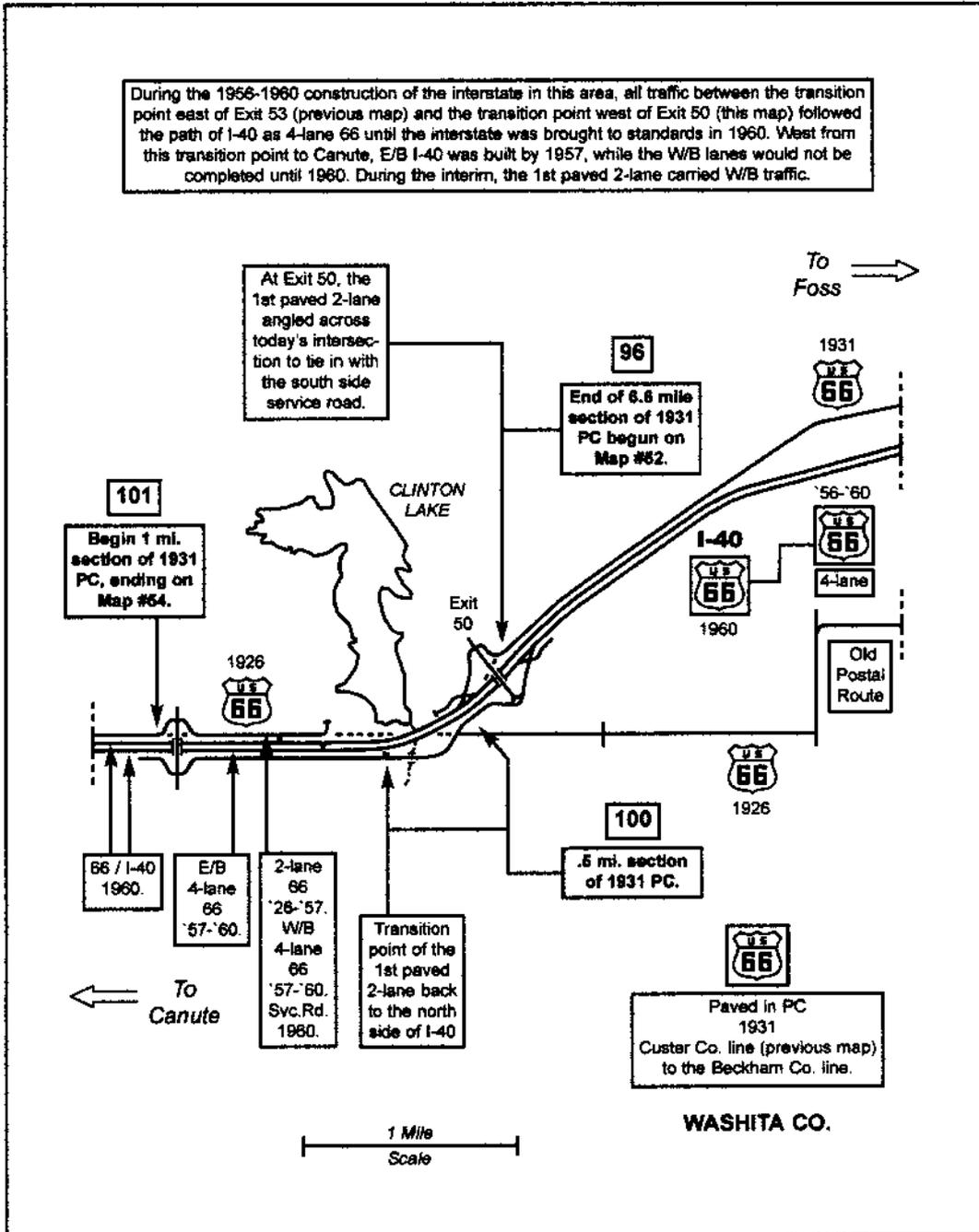


OKLAHOMA ROUTE 66
MAP #52

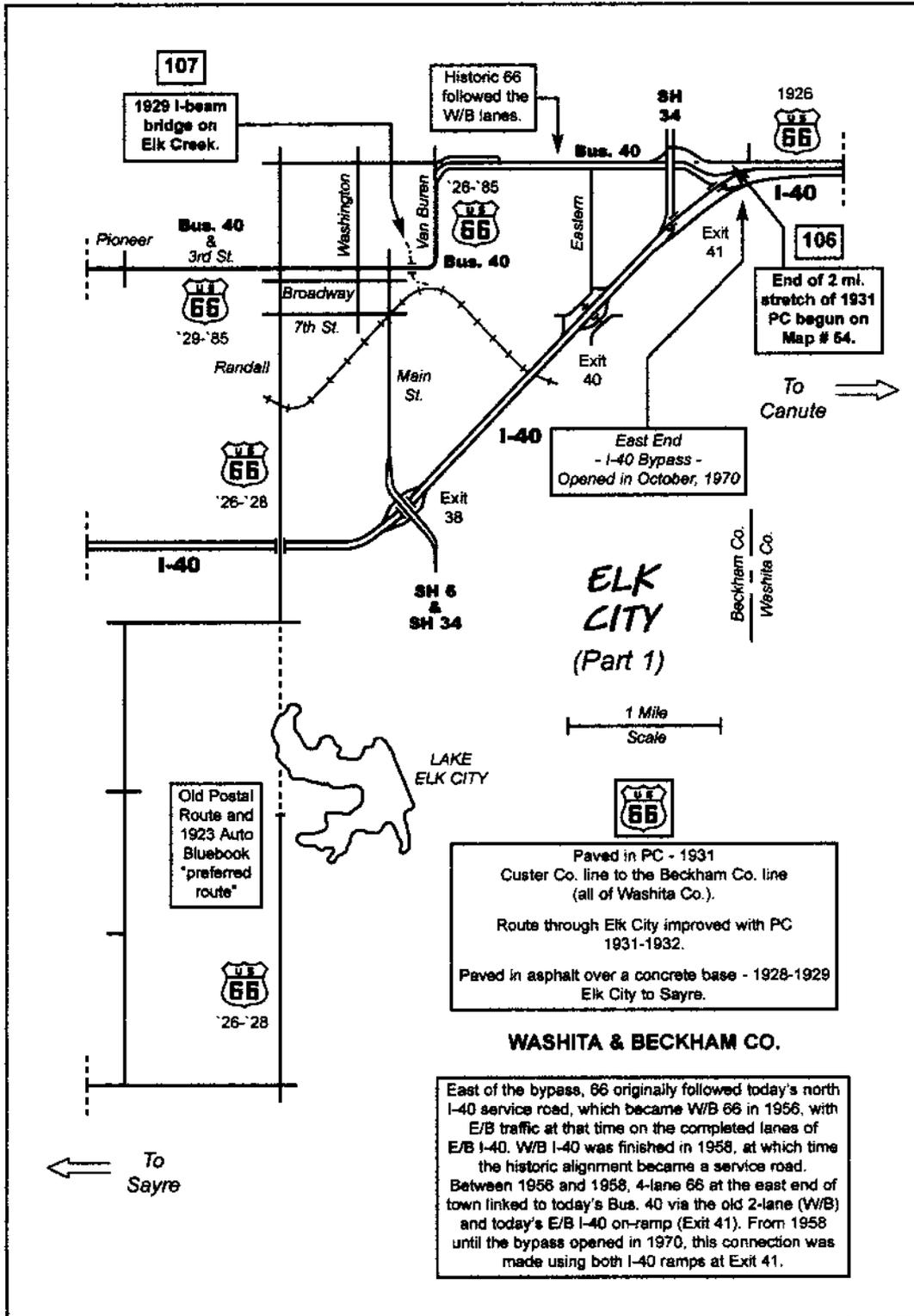


OKLAHOMA ROUTE 66
MAP #53

During the 1956-1960 construction of the interstate in this area, all traffic between the transition point east of Exit 53 (previous map) and the transition point west of Exit 50 (this map) followed the path of I-40 as 4-lane 66 until the interstate was brought to standards in 1960. West from this transition point to Canute, E/B I-40 was built by 1957, while the W/B lanes would not be completed until 1960. During the interim, the 1st paved 2-lane carried W/B traffic.



OKLAHOMA ROUTE 66
MAP #55



OKLAHOMA ROUTE 66 MAP #56

By 1958, Route 66 was 4-laned from Exit 32 (below) to Sayre, using the 1st paved 2-lane (W/B) and the E/B lanes of emerging I-40. By 1961 the 4-lane had been extended back eastward into Elk City along future Bus. 40. W/B I-40 toward Sayre was completed in 1966. At that time, the 1st paved 2-lane west of Exit 32 became a service road. Though the bypass opened in 1970, the route through town remained US 66 until it was de-certified in 1985 and became Bus. 40.

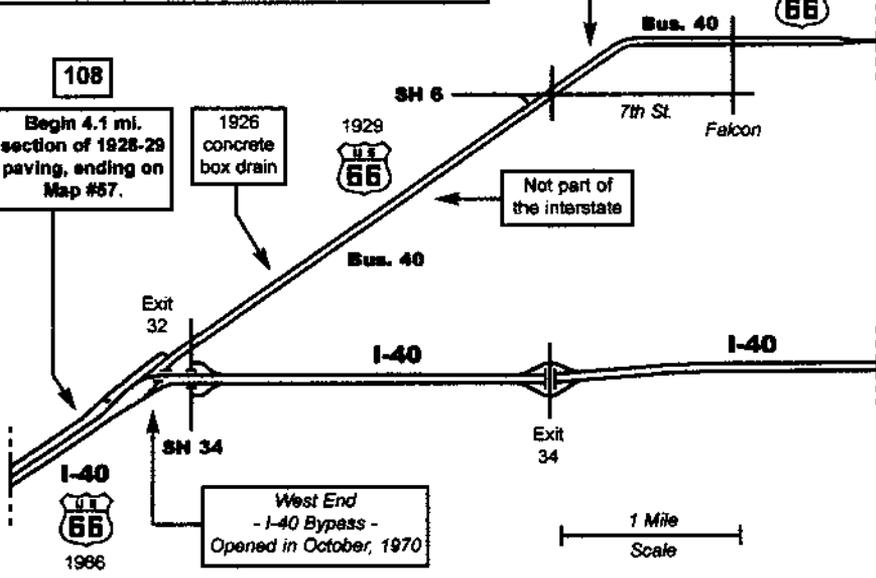
The 1st paved 2-lane followed the W/B lanes. The E/B lanes were added by 1961.

108
Begin 4.1 mi. section of 1928-29 paving, ending on Map #57.

1926 concrete box drain

1929 US 66

Not part of the interstate



To Sayre
↙

ELK CITY (Part 2)

BECKHAM CO.

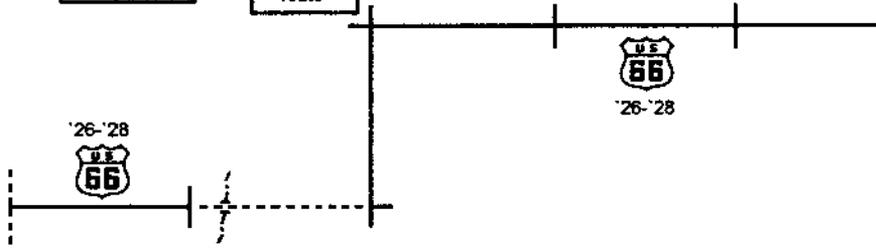
Routings through Elk City

1926
North I-40 Svc. Rd. / Bus. 40 / Van Buren / 3rd St. / Washington / 7th St. / Randall.

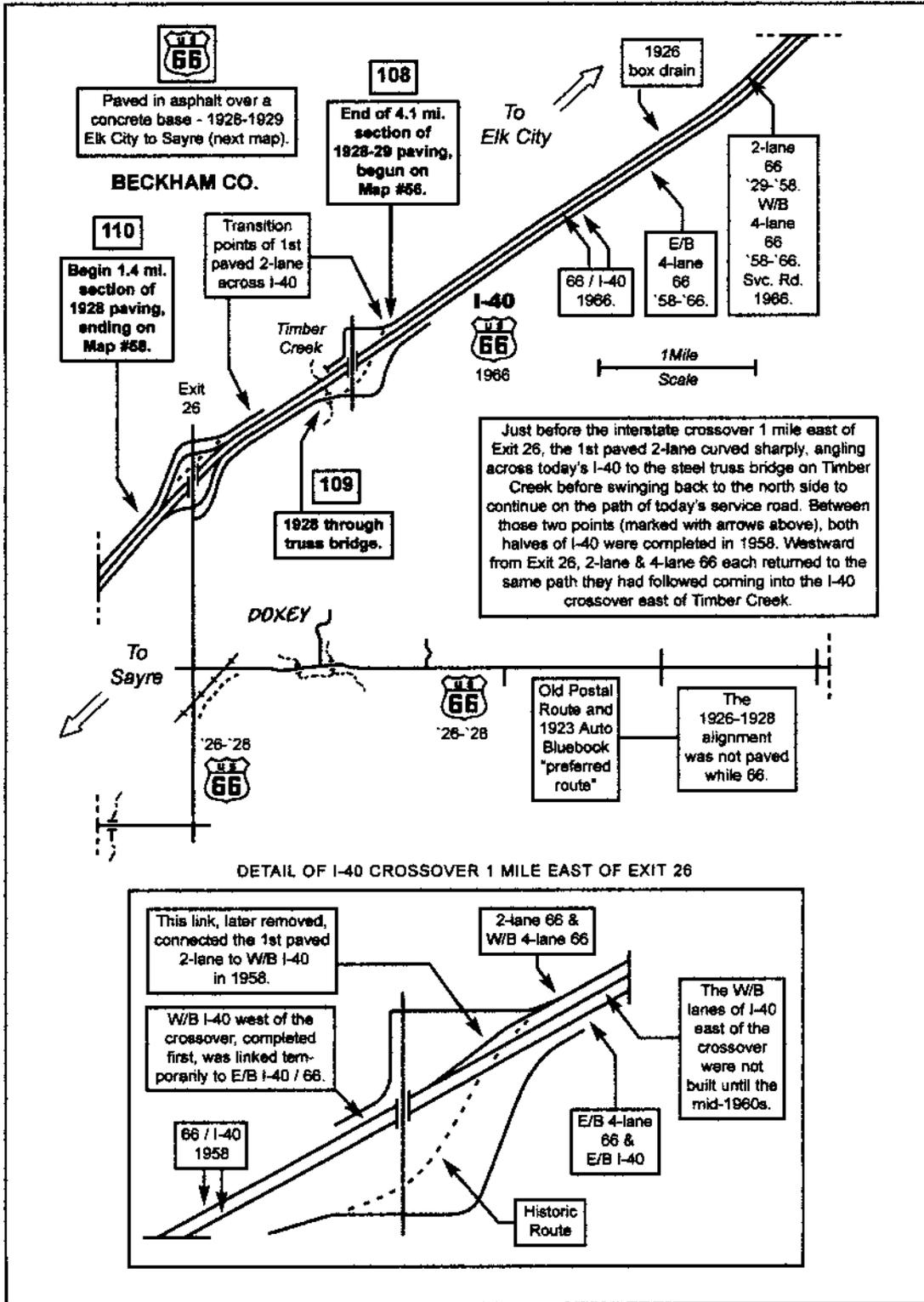
1929
North I-40 Svc. Rd. / Bus. 40 / Van Buren / 3rd St.

The 1926-1928 alignment was not paved while 66.

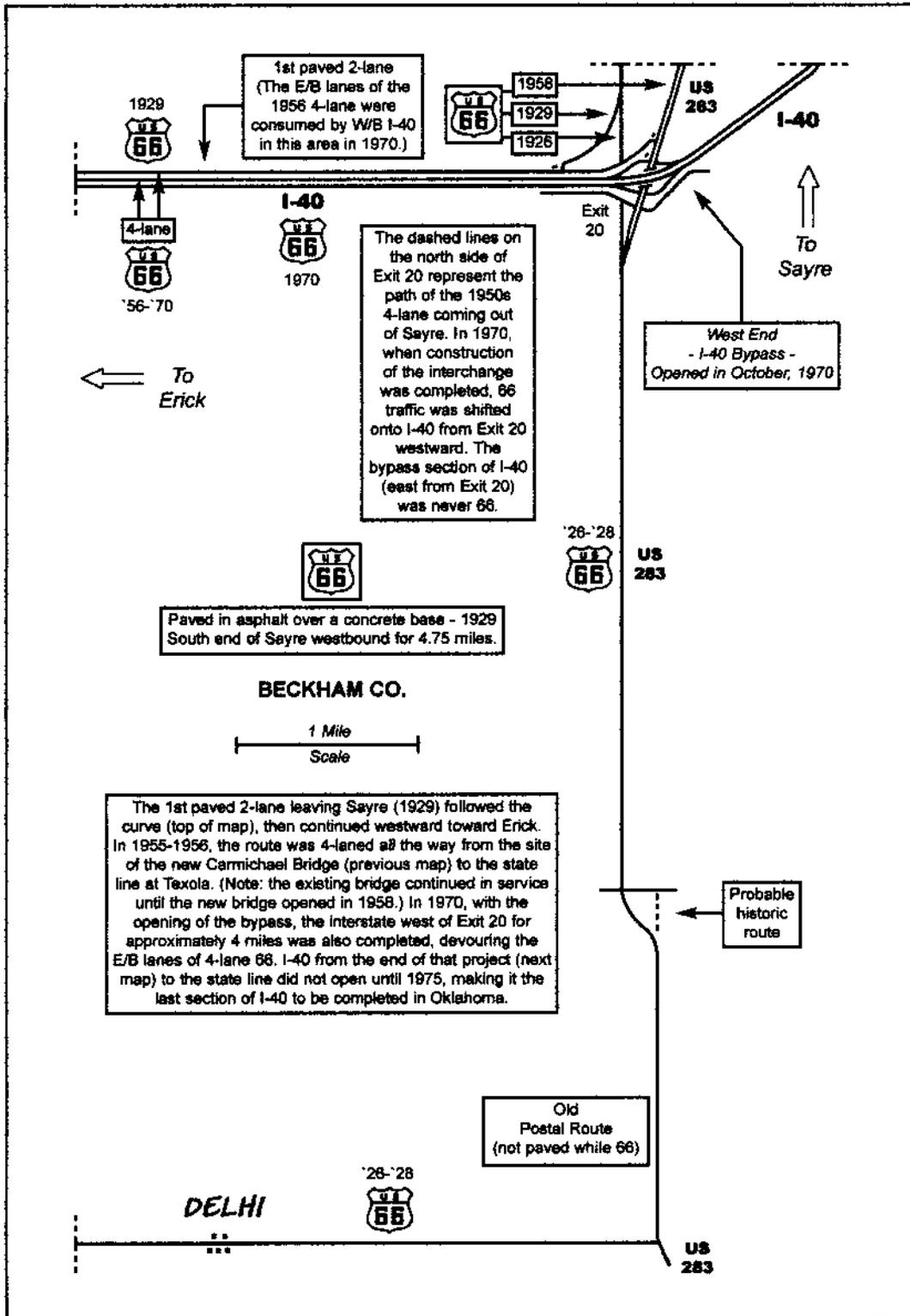
Old Postal Route and 1923 Auto Bluebook "preferred route"



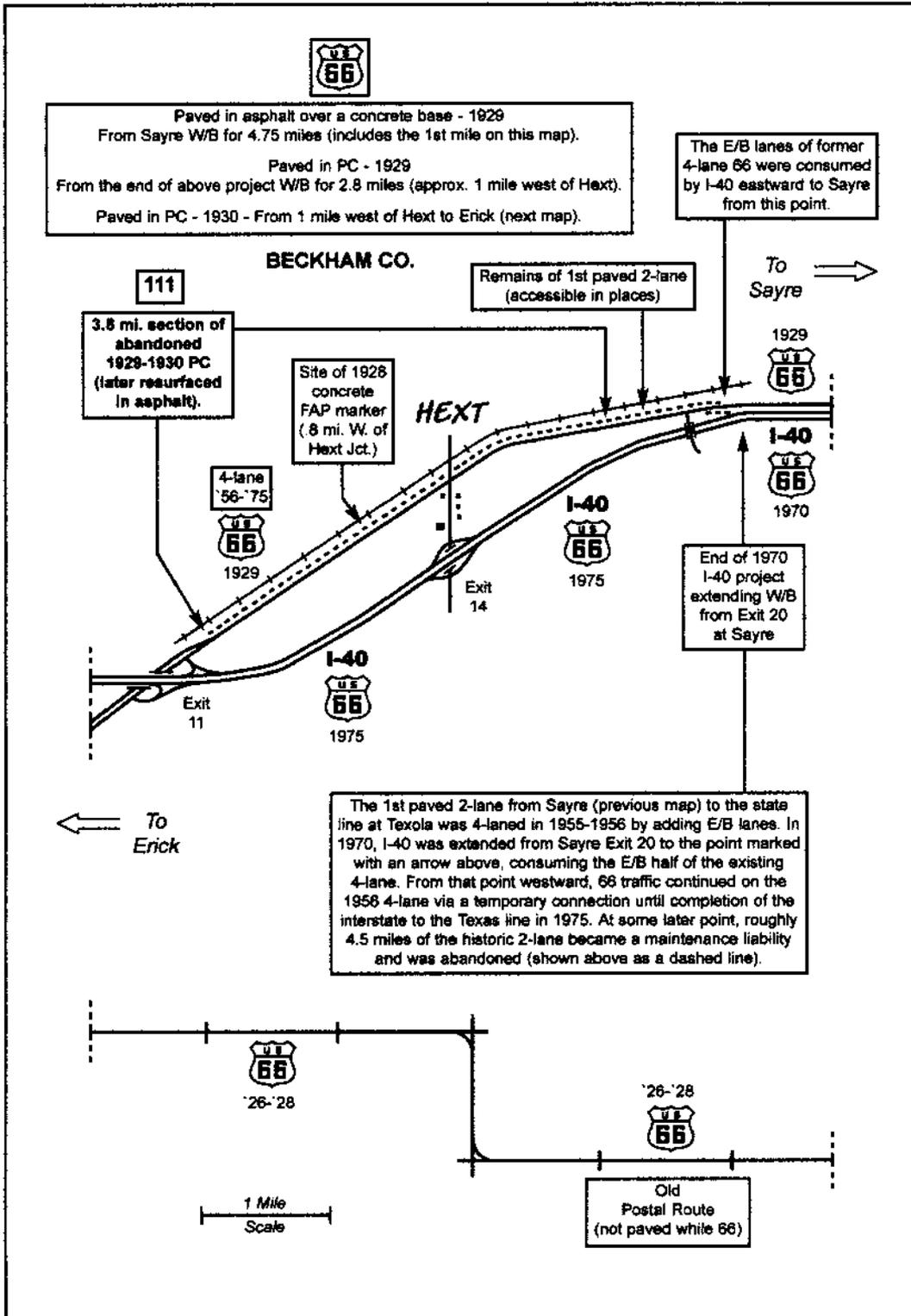
OKLAHOMA ROUTE 66
MAP #57



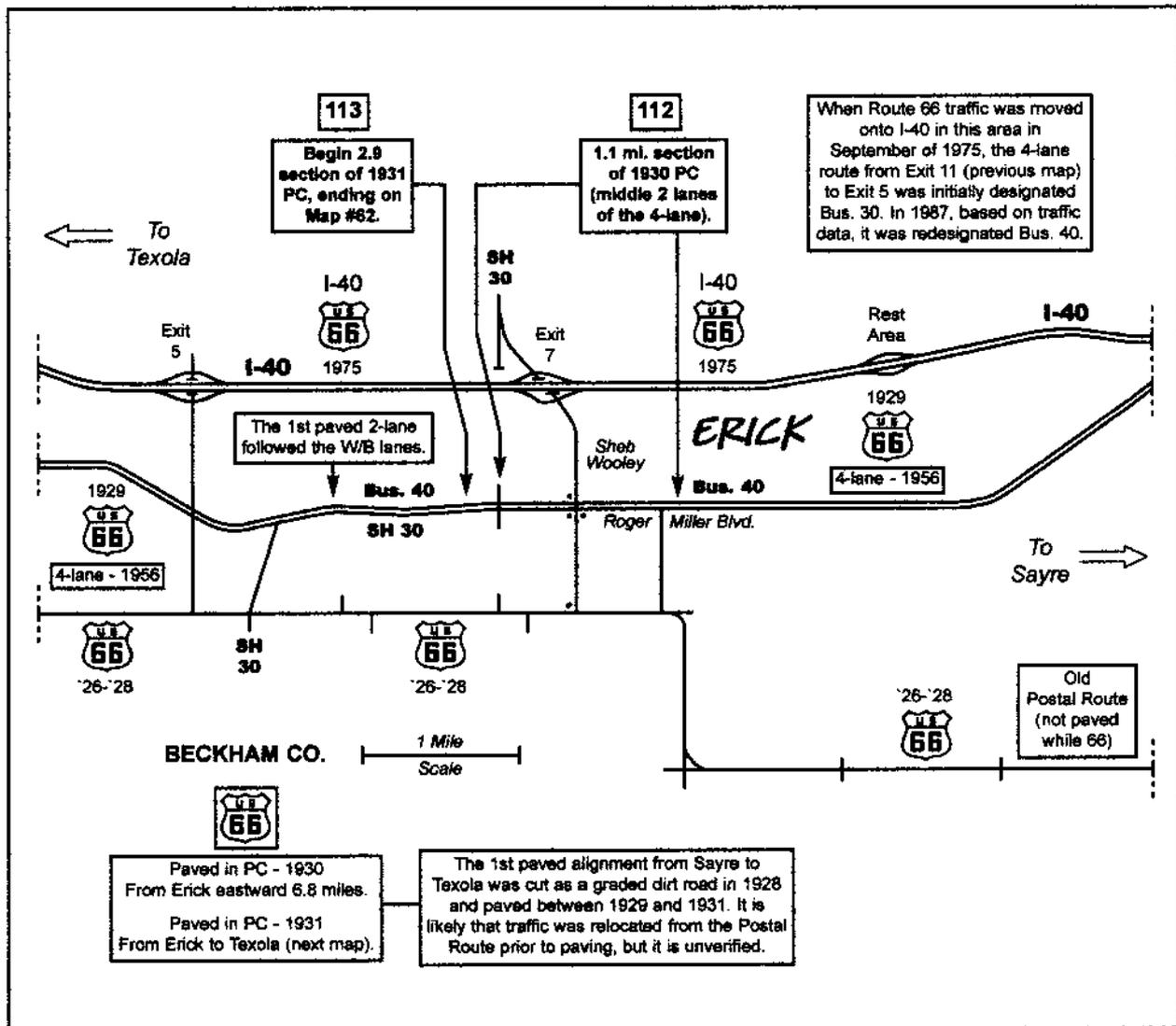
OKLAHOMA ROUTE 66
MAP #59



OKLAHOMA ROUTE 66
MAP #60



OKLAHOMA ROUTE 66
MAP #61



OKLAHOMA ROUTE 66
MAP #62

