



Oklahoma Route 66 Scenic Byway Corridor Management Plan



Prepared for:



Prepared by:



Oklahoma Route 66 Scenic Byway Corridor Management Plan (CMP)



Oklahoma Department of Transportation
&
Oklahoma University

Prepared by:
TranSystems



In Association with:
Jacobs Carter Burgess



ACKNOWLEDGEMENTS

Thank you to...

The many communities and volunteers along the Oklahoma Route 66 Scenic Byway corridor who made this Corridor Management Plan (CMP) a reality.

Richard Andrews at the Oklahoma Department of Transportation (ODOT) for his leadership to establish Oklahoma Route 66 as a traveler destination in the State of Oklahoma.

The Oklahoma Department of Transportation (ODOT)

Jacobs Carter Burgess

TranSystems

To all those that have worked hard to make the Oklahoma Route 66 Scenic Byway a safe, enjoyable and sought after destination and home – Thank You!

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1.0 Introduction to the Corridor Management Plan

The Oklahoma Route 66 Scenic Byway Corridor Management Plan (CMP) is intended to provide a collection of information that will assist in the preservation, promotion, interpretation, enhancement, and management of the intrinsic resources found throughout the Oklahoma Route 66 Scenic Byway corridor. This CMP will attempt to foster economic planning and activity within the Oklahoma Route 66 Scenic Byway communities and provides direction and foresight as to the proper course of promotion, use, and preservation of the corridor's resources.



The unified Corridor Vision and Goals referenced in this CMP are a by-product of the Oklahoma Route 66 Scenic Byway communities. This CMP is an extension of the people – the people of the Oklahoma Route 66 Scenic Byway. The diverse goals and wishes of the many communities along the corridor have been assembled and unified in this CMP, to give a common voice that will be heard and understood by all. This unification and common ground that is assembled in this CMP will be the promoter and the protector of the Oklahoma Route 66 Scenic Byway corridor for decades to come.

1.1 Corridor Limits

The Oklahoma Route 66 Scenic Byway corridor is approximately 400 miles in length and is composed of a variety of routes from Quapaw in the northeast part of the state to Texola in the southwest. The Oklahoma Route 66 corridor has been altered and adjusted many times over the years and the corridor follows several different historical routes throughout the State of Oklahoma. Figure 1 shows the corridor limits and displays the route that is designated by the Oklahoma Scenic Byways Program and the Route 66 communities as the corridor/route used for the development of this Corridor Management Plan (CMP). The corridor has been divided into eight (8) segments in an effort to make the mapping and narrative sections of this CMP more manageable and detailed. The individual segment Figures are displayed in Figures 2-9. These segment-by-segment Figures provide a closer look at the corridor as it makes its way through Oklahoma. The turn by turn directions of the entire corridor by Segments 1-8 are listed below.

National Scenic Byway CMP Point #1

A map identifying the corridor boundaries, intrinsic resources, and land uses along the corridor.

Oklahoma Route 66 Corridor Description

Oklahoma Route 66 (Oklahoma Route 66 Scenic Byway) through the State of Oklahoma is divided into eight (8) segments starting from the northeast corner to the southwest corner of state. Segment 1 starts at the Oklahoma/Kansas border on US 69/SH 66. Travelling southwest on US 69/SH 66, the Oklahoma Route 66 Scenic Byway goes through the town of Quapaw. The Oklahoma Route 66 Scenic Byway continues west on US 69/SH 66 then turns south into the

cities of Commerce and then Miami. The Oklahoma Route 66 Scenic Byway continues south from US 69/SH 66 on SH 125 until it turns west onto 20th Ave. SW in South Miami. 20th Ave. SW turns into East 120th Road before it reaches the US 69/SH 66 intersection. The Oklahoma Route 66 Scenic Byway then turns southwest back onto US 69/SH 66, now also US 59. US 69/SH 66/US 59 continues south through Narcissa and then crosses the Will Rogers Turnpike. The Oklahoma Route 66 Scenic Byway then turns southwest onto US 69/SH 66/US 60 before the town of Afton. The Oklahoma Route 66 Scenic Byway then travels south through Afton on US 69/SH 66/US 60 until it turns west and goes to the city of Vinita. Segment 1 ends in Vinita at the intersection of E Illinois Ave. and S Wilson St.

Segment 2 of the Oklahoma Route 66 Scenic Byway travels southwest on South Wilson Street then heads west on US 69/SH 66/US 60. The Oklahoma Route 66 Scenic Byway then splits southwest (left) on SH 66 and continues on SH 66 until the city of Chelsea. The Oklahoma Route 66 Scenic Byway continues southwest through Chelsea, Bushyhead, Foyil, Sequoyah, and into the city of Claremore. The Oklahoma Route 66 Scenic Byway travels through Claremore on S Lynn Riggs Blvd/SH 66 to the southwest. The Oklahoma Route 66 Scenic Byway continues southwest on SH 66 through Verdigris and into Catoosa then Tulsa. On the edge of Tulsa, the Oklahoma Route 66 Scenic Byway goes from SH 66 west onto Interstate 44 for a short distance, then south onto South 193rd East Avenue. The Oklahoma Route 66 Scenic Byway then turns west onto East 11th Street in Tulsa until Segment 2 stops in the center of Tulsa at the intersection of South Yale Avenue and 11th Street.

Segment 3 of the Oklahoma Route 66 Scenic Byway starts at the intersection of South Yale Avenue and 11th Street and travels west on 11th Street until it reaches Southwest Boulevard, just before the Arkansas River. The Oklahoma Route 66 Scenic Byway then turns south on Southwest Boulevard and continues on Southwest Boulevard until it turns into South Sapulpa Road at the intersection with West 51st Street. The Oklahoma Route 66 Scenic Byway travels on South Sapulpa Road until the road turns back into Southwest Boulevard, then into Frankoma Road. The Oklahoma Route 66 Scenic Byway continues south on Frankoma Road until it intersects with SH 66 on the outskirts of Sapulpa. The Oklahoma Route 66 Scenic Byway then continues on SH 66 south into Sapulpa, then turns west and travels out of town. The Oklahoma Route 66 Scenic Byway stays on SH 66 southwest passing Kellyville on the west then under Interstate 44 until it intersects with SH 48. The Oklahoma Route 66 Scenic Byway then travels south on SH 66/SH 48 into the city of Bristow before it turns west on SH 66 in the center of the city. The Oklahoma Route 66 Scenic Byway then goes west out of Bristow, passing Depew, until Segment 3 ends in the center of Stroud at the intersection of SH 66 and US 377.

Oklahoma - Route 66 Corridor Management Plan



Figure 1
Corridor Limits / Segment Map

MAP SOURCE DATA:
Data CD from ODOT-April 2007

Oklahoma - Route 66 Corridor Management Plan

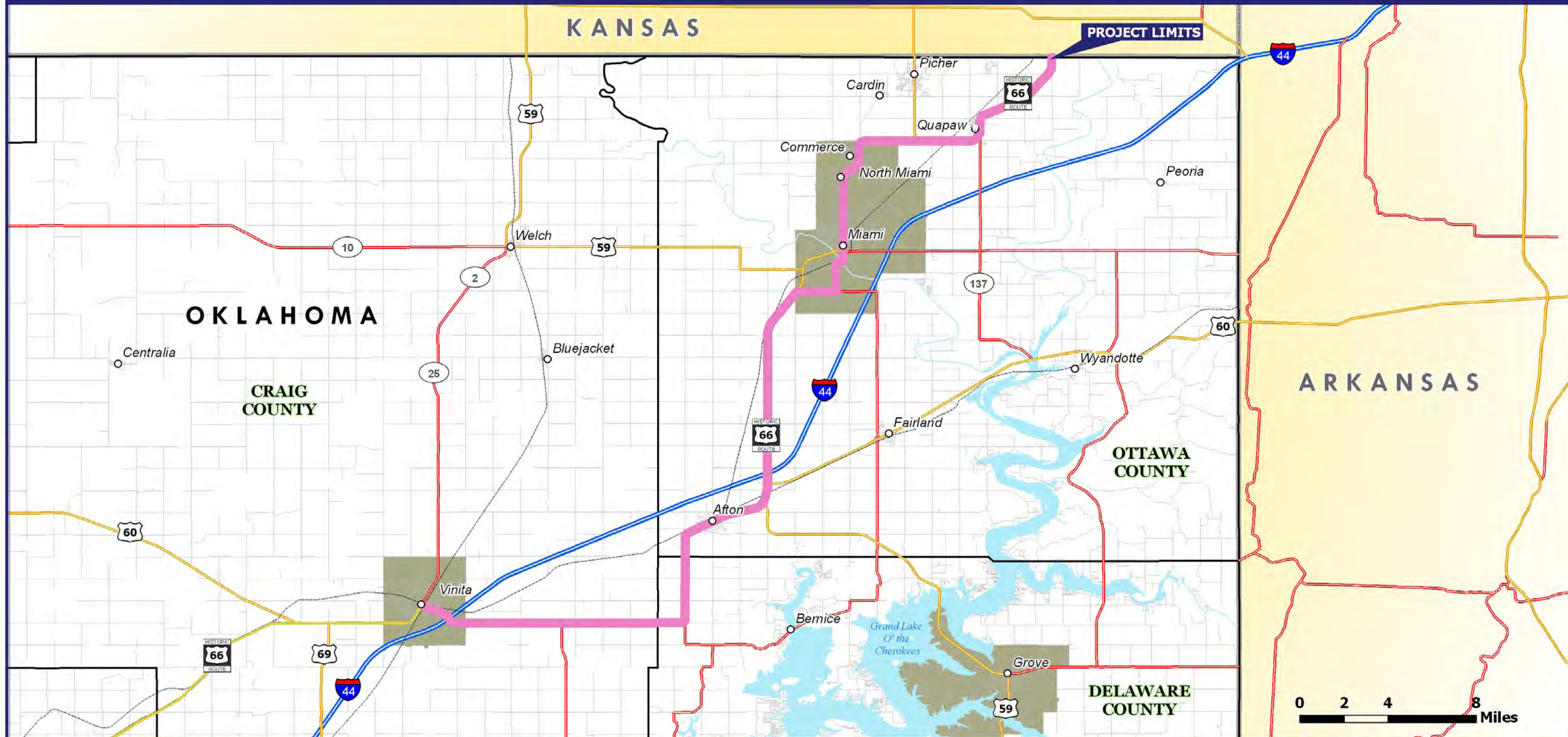


Figure 2
Segment Map 1

MAP SOURCE DATA:
Data CD from ODOT - April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

- Urban Area
- Lakes
- Rivers
- Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways



Oklahoma - Route 66 Corridor Management Plan

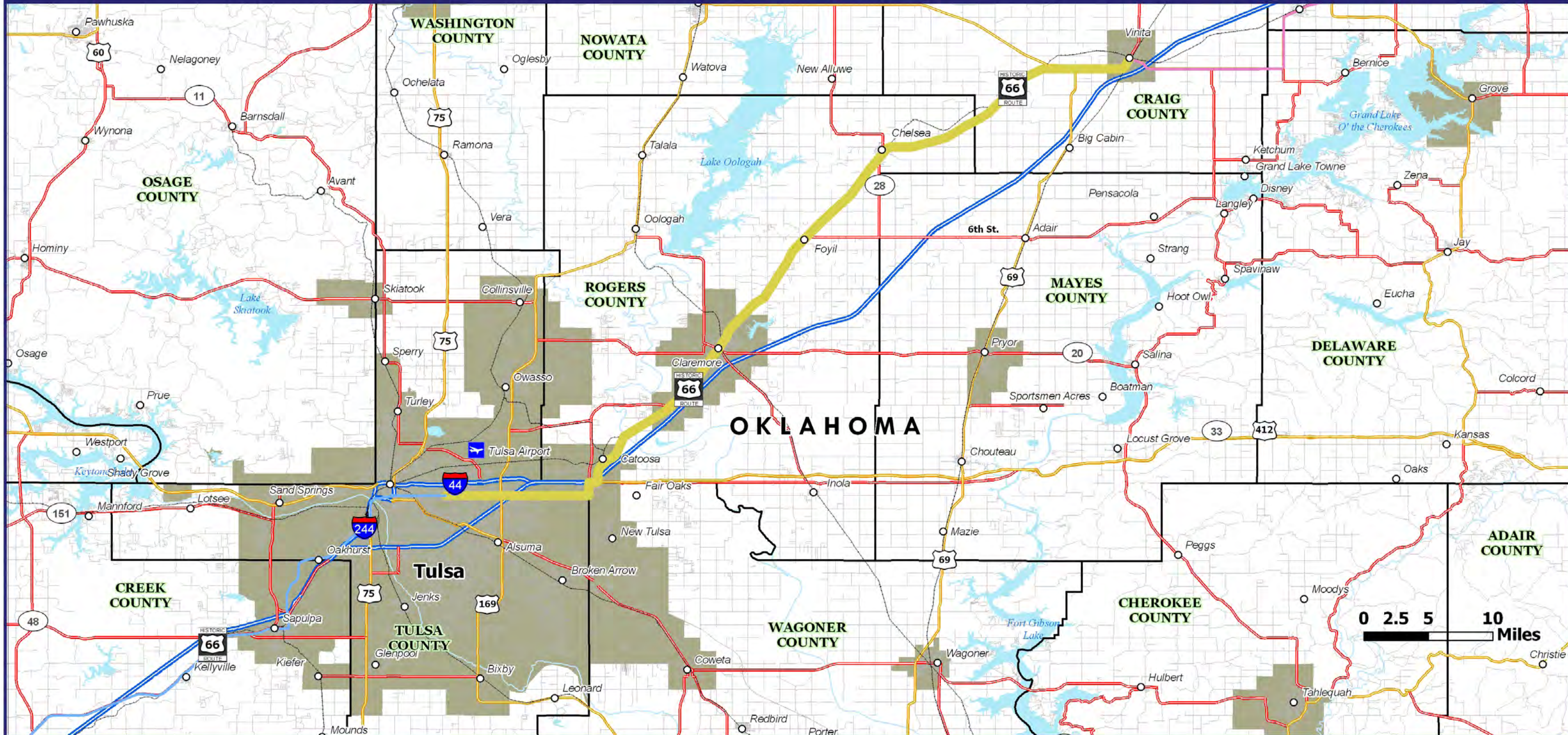


Figure 3 Segment Map 2

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

-  Urban Area
-  Lakes
-  Rivers
-  Railroad
- Road Network**
 -  Interstate Highway
 -  State Routes
 -  U.S. Highways



MAP SOURCE DATA:
Data CD from ODOT-April 2007

Oklahoma - Route 66 Corridor Management Plan

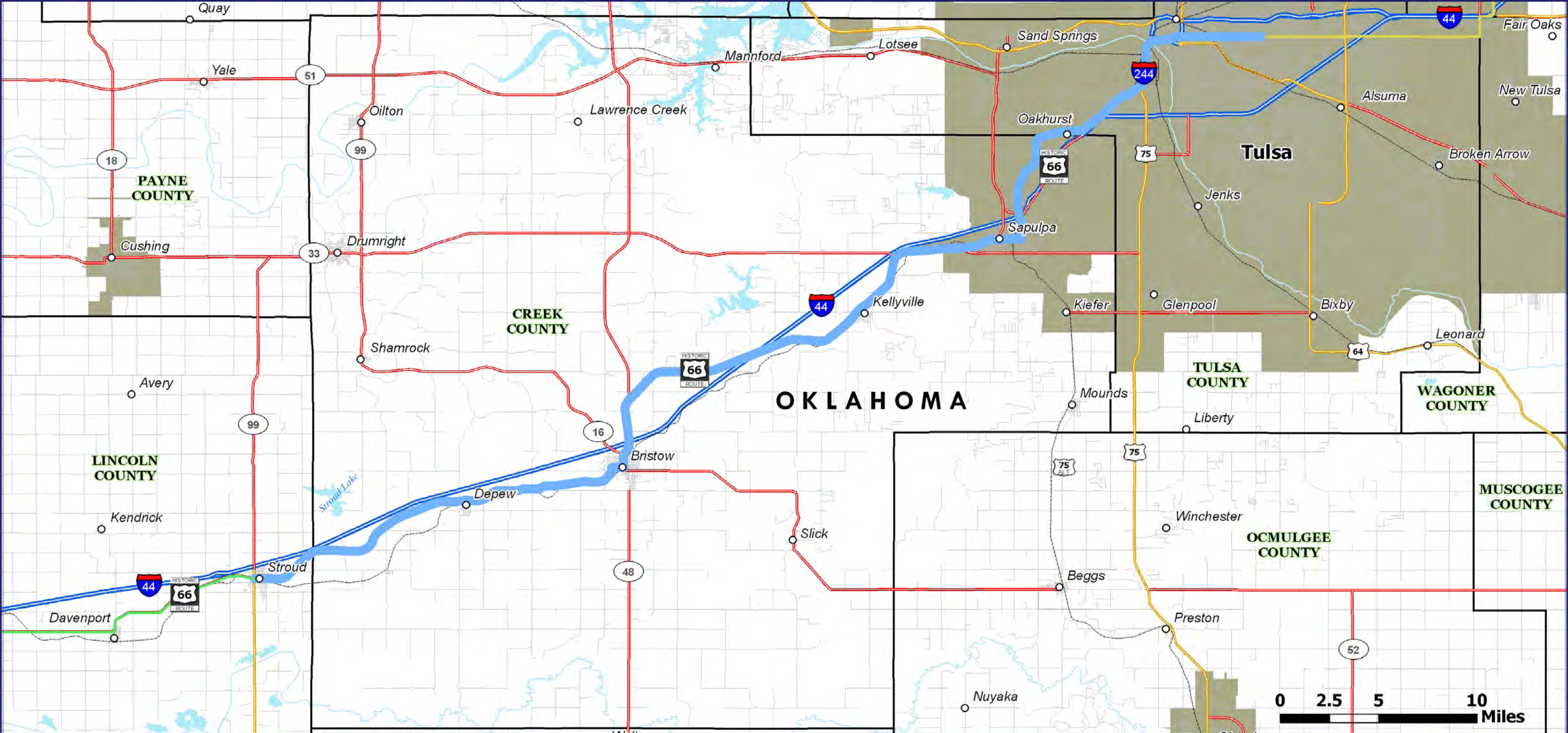


Figure 4
Segment Map 3

MAP SOURCE DATA:
Data CD from ODOT -April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Urban Area

Lakes

Rivers

Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

Oklahoma - Route 66 Corridor Management Plan

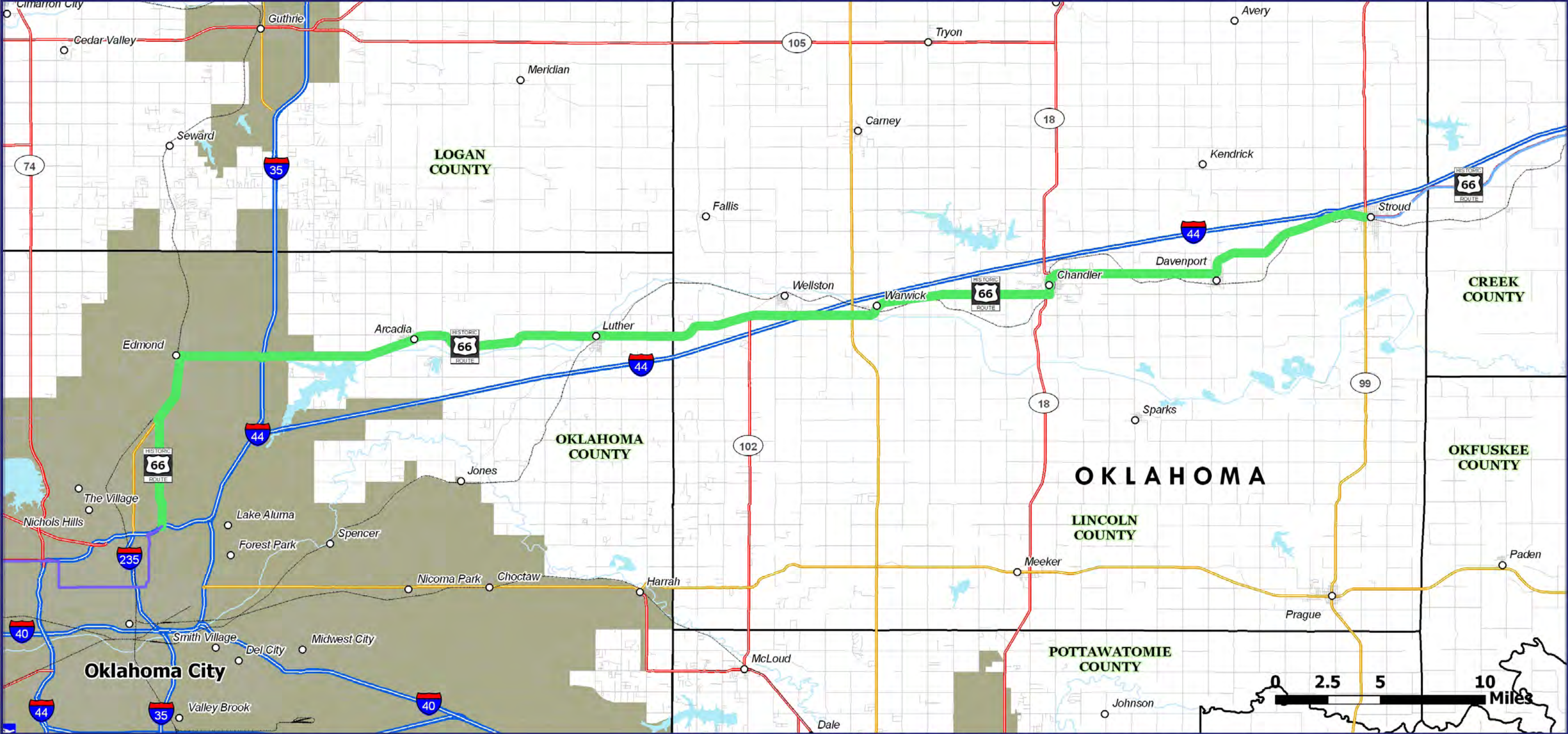


Figure 5
Segment Map 4

MAP SOURCE DATA:
Data CD from ODOT - April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
 - Interstate Highway
 - State Routes
 - U.S. Highways



Oklahoma - Route 66 Corridor Management Plan

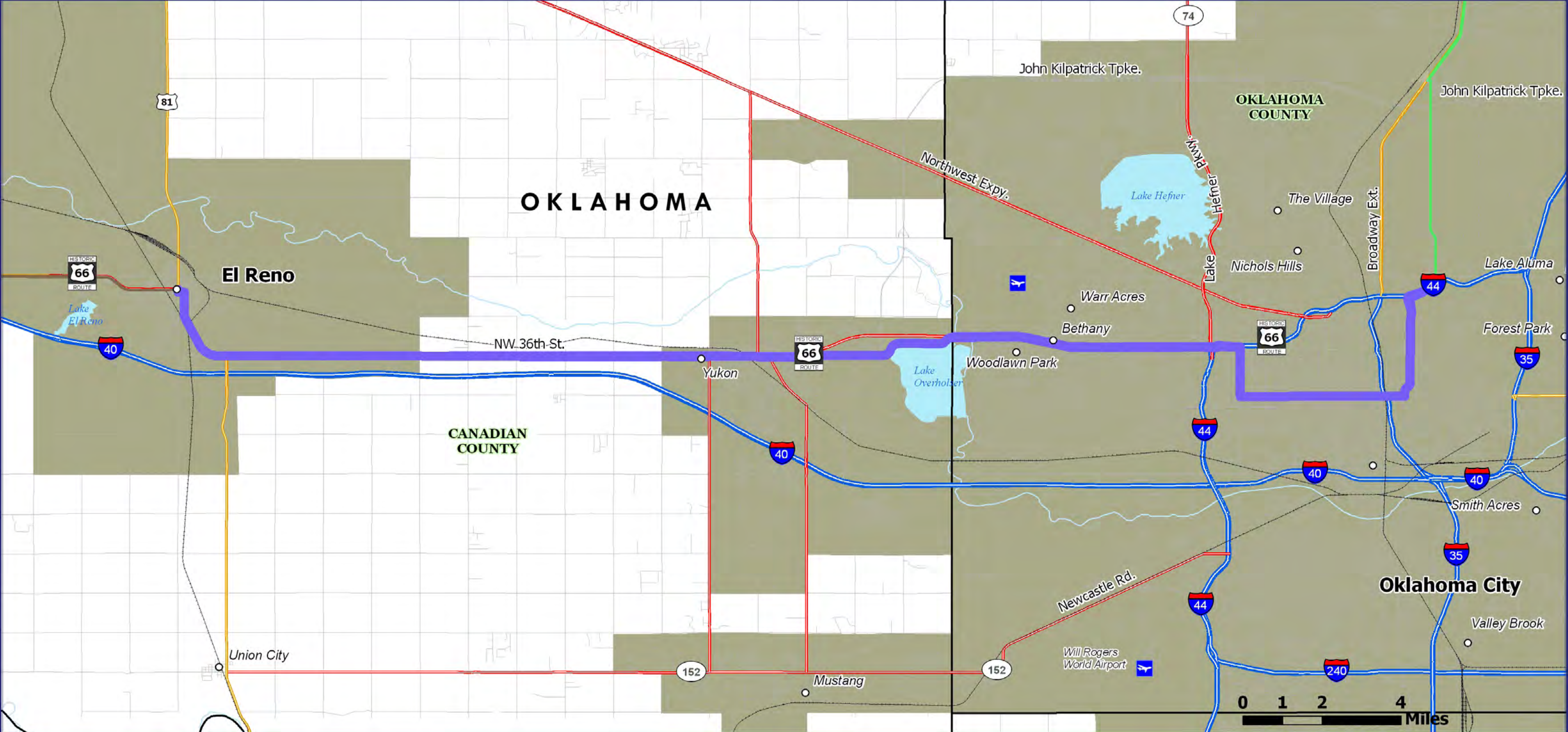


Figure 6
Segment Map 5

MAP SOURCE DATA:
Data CD from ODOT - April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Urban Area

Lakes

Rivers

Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

Oklahoma - Route 66 Corridor Management Plan

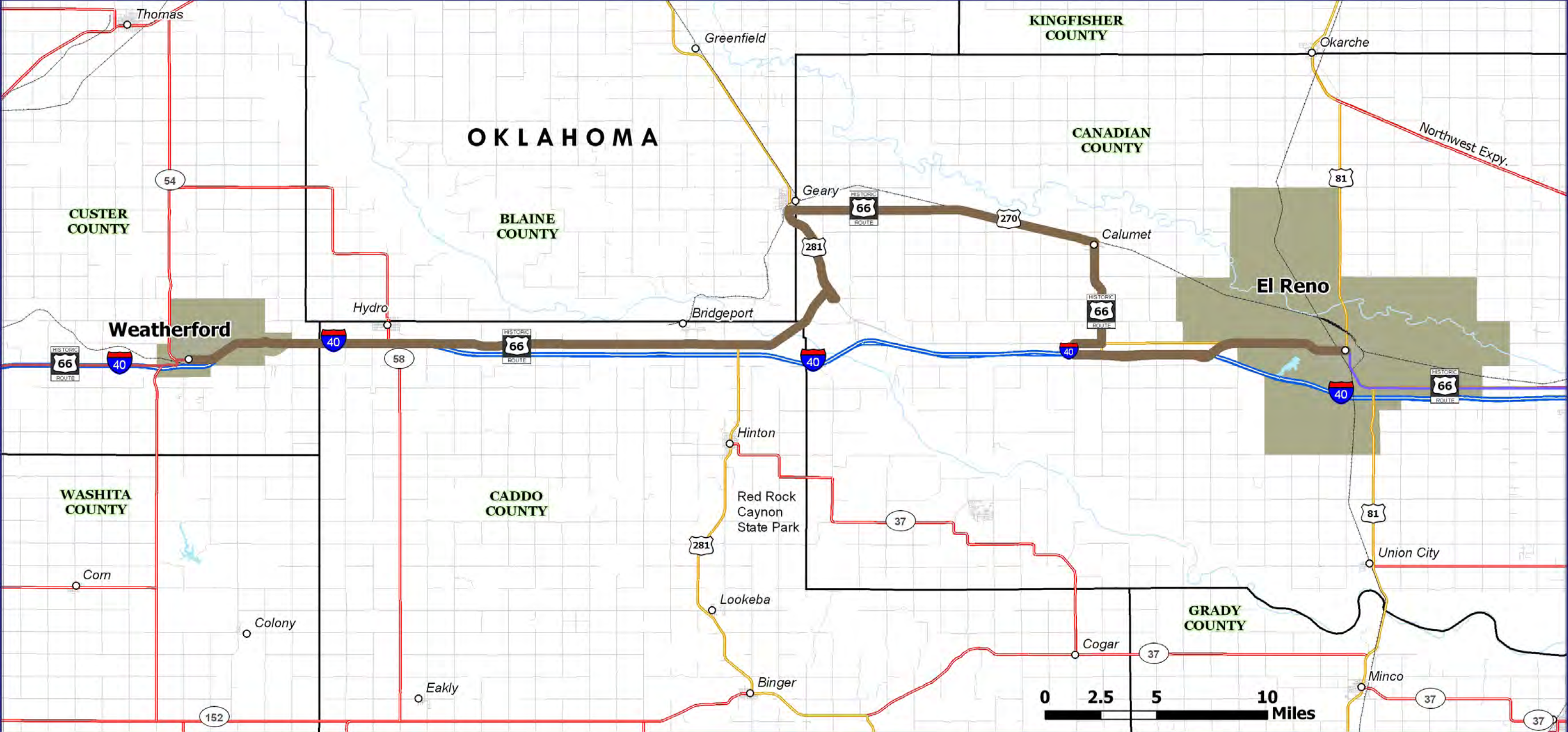


Figure 7
Segment Map 6

MAP SOURCE DATA:
Data CD from ODOT April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

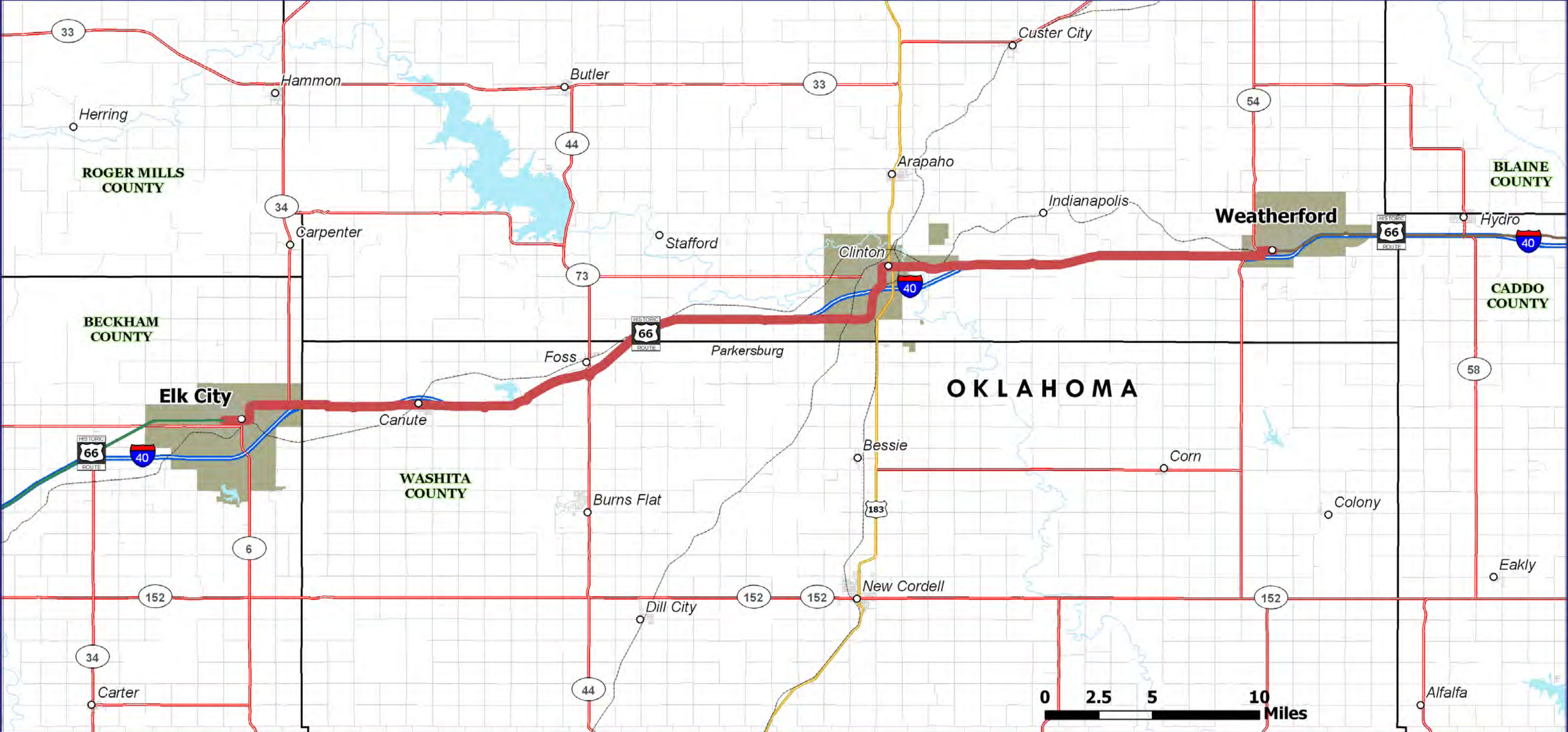
Other Features

- Urban Area
- Lakes
- Rivers
- Railroad

Logos

- OU
- TranSystems
- JE JACOBS

Oklahoma - Route 66 Corridor Management Plan



MAP SOURCE DATA:
Data CD from ODOT - April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Urban Area

Lakes

Rivers

Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

Scale

0 2.5 5 10 Miles

North Arrow

Logos

- OU
- TranSystems
- JE JACOBS
- Carter Burgess

Oklahoma - Route 66 Corridor Management Plan

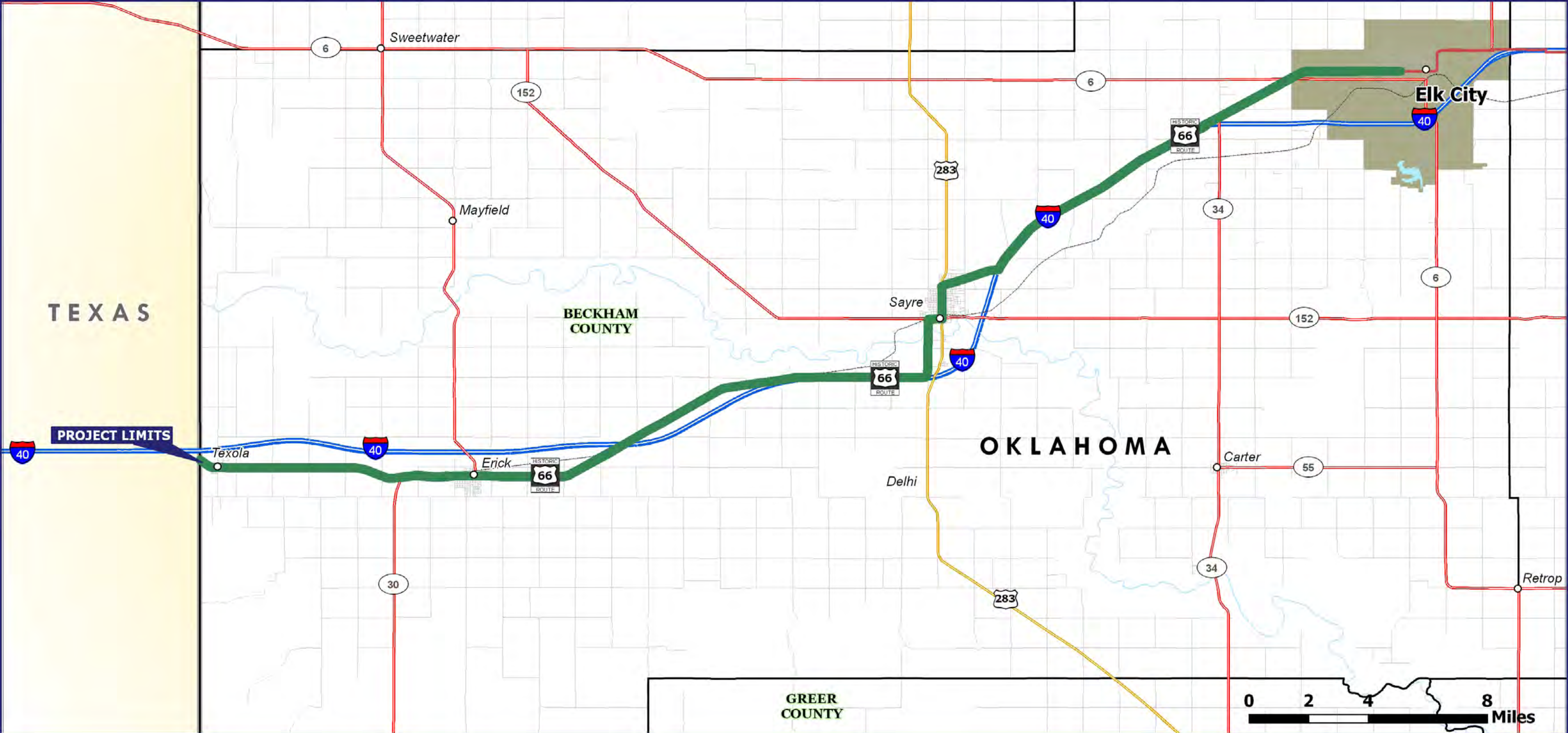


Figure 9
Segment Map 8

MAP SOURCE DATA:
Data CD from ODOT April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

- Urban Area
- Lakes
- Rivers
- Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways



Segment 4 of the Oklahoma Route 66 Scenic Byway starts at the intersection of SH 66 and US 377 and travels west on SH 66 out of Stroud southwest to the town of Davenport. The Oklahoma Route 66 Scenic Byway goes through Davenport on SH 66 to the city of Chandler. The Oklahoma Route 66 Scenic Byway travels west into Chandler on SH 66/E 1st St. then south on SH 66/Manvel Ave. before turning back west on SH 66/W 15th St. The Oklahoma Route 66 Scenic Byway then travels west out of Chandler, through the towns of Warwick, Welston, Luther, and Arcadia until it turns into US 77/E 2nd St. in Oklahoma City. The Oklahoma Route 66 Scenic Byway continues on US 77/E 2nd St. west until it turns south onto US 77/Broadway Ext. The Oklahoma Route 66 Scenic Byway continues along on US 77/Broadway Ext. before it turns south onto Kelley Ave. Segment 4 of the Oklahoma Route 66 Scenic Byway ends at the intersection of Kelley Ave. and Interstate 44/SH 66.

Segment 5 of the Oklahoma Route 66 Scenic Byway starts at the intersection of Kelley Ave. and Interstate 44/SH 66 in Oklahoma City then travels southwest on Interstate 44 until it turns south onto North Lincoln Blvd. The Oklahoma Route 66 Scenic Byway then goes south on North Lincoln Blvd. until it turns west onto NW/NE 23rd St. The Oklahoma Route 66 Scenic Byway continues on NW 23rd St. until it turns north on N May Ave. then goes up to Interstate 44/SH 66 again. Turning west onto Interstate 44/SH 66 from N May Ave., The Oklahoma Route 66 Scenic Byway travels west on Interstate 44/SH 66 until it splits off onto N Overholser Dr. The Oklahoma Route 66 Scenic Byway travels on N Overholser Dr. until it turns off onto NW 39th St. which turns into NW 36th St. NW 36th St. then turns into Main St./SH 66 and continues west on SH 66 through Yukon and into El Reno. The Oklahoma Route 66 Scenic Byway turns north onto US 81/SH 66/S Rock Island Ave. in El Reno and goes until it turns west on E Wade St. for a short distance before turning back north on N Choctaw Ave. Segment 5 of the Oklahoma Route 66 Scenic Byway ends at the intersection of W Sunset Dr./SH 66 and N Choctaw Ave.

Segment 6 of starts at the intersection of W Sunset Dr./SH 66 and N Choctaw Ave. in El Reno. The Oklahoma Route 66 Scenic Byway travels west out of El Reno on SH 66 until it splits southwest (left) onto Interstate 40. The Oklahoma Route 66 Scenic Byway then continues on Interstate 40 until it turns north onto CR N2730. The Oklahoma Route 66 Scenic Byway then turns east on E 1020 Rd. before turning back to the north on US 270/Calumet Rd. and travelling to the town of Calumet. US 270 turns west out of Calumet then takes The Oklahoma Route 66 Scenic Byway on to the city of Geary. The Oklahoma Route 66 Scenic Byway then travels south out of Geary on US 281/SH 8 until it splits off onto US 281 Spur. It then travels on US 281 spur until it gets to Britton Rd. NW where it turns west onto Britton Rd. NW and goes back to US 281/SH 8. The Oklahoma Route 66 Scenic Byway then continues southwest on US 281/SH 8 until it splits west (right) onto CR E1020. It then continues on CR E1020 passing by Bridgeport and Hydro on the south before it turns into Main St. in Weatherford. Segment 6 of the Oklahoma Route 66 Scenic Byway ends at the intersection of Main St. and Custer St. in Weatherford.

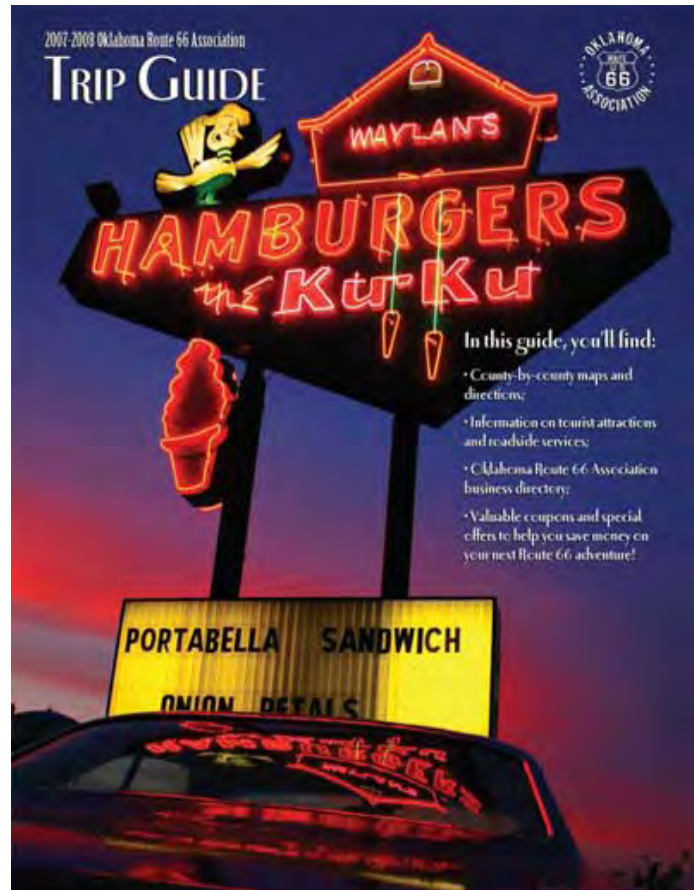
Segment 7 of the Oklahoma Route 66 Scenic Byway starts at the intersection of Main St. and Custer St. in Weatherford, then travels west on W Main St. until it turns south on S 4th St. S 4th St. then turns into SR 54 before the Oklahoma Route 66 Scenic Byway splits west (right) onto Route 66 Hwy. The Oklahoma Route 66 Scenic Byway travels west on Route 66 Hwy. until it turns into Gary Blvd. outside of Clinton. Gary Blvd. then turns into US 183/W Choctaw Ave. before the Oklahoma Route 66 Scenic Byway turns south on 10th St. The Oklahoma Route 66 Scenic Byway then travels south on 10th St. before it turns into Neptune Dr./Historic Route 66 and turns back to the west. The Oklahoma Route 66 Scenic Byway then travels west along Interstate 40 on CR E1060/Historic Route 66 passing by the town of Foss on the south until it reaches the town of Canute on Old US Hwy 66. The Oklahoma Route 66 Scenic Byway continues on Old Hwy 66/CR E1100 until Elk City where it turns back into SH 66. The Oklahoma Route 66 Scenic Byway then turns south on SH 66/Van Buren Ave. in Elk City and goes until it turns west onto SH 66/W 3rd St. Segment 7 of the Oklahoma Route 66 Scenic Byway ends at the intersection of W 3rd St. and Randall Ave. in Elk City.

Segment 8 of the Oklahoma Route 66 Scenic Byway starts at the intersection of W 3rd St. and Randall Ave. in Elk City and travels west on W 3rd St./SH 6 until it splits south (left) on Interstate 40 (Bus Route) and then goes on the I-40 Frontage Road. The Oklahoma Route 66 Scenic Byway travels southwest on the I-40 Frontage Road until it turns into US 66 outside of Sayre. It then travels onto on US 66 southwest into the town of Sayre until it turns south on US 283/US 66/4th St. the Oklahoma Route 66 Scenic Byway then travels south on US 283/US 66/4th St. until it turns west on SH 152/Main St. for a short distance then back south on S 9th St/CR N1870. The Oklahoma Route 66 Scenic Byway then turns west onto US 66 until it turns into Interstate 40 (Bus Route). The Interstate 40 (Bus Route) then turns into the Roger Miller Memorial Highway and the Oklahoma Route 66 Scenic Byway travels on this until the town of Erick where it turns into SH 30/Broadway St. Continuing west through Erick the road turns back into Historic Route 66/CR E1240 before it reaches Texola. The Oklahoma Route 66 Scenic Byway then travels on Historic Route 66/CR E1240 through Texola to the state border. Segment 8 of the Oklahoma Route 66 Scenic Byway ends at the Oklahoma/Texas border, which is also the end of the Oklahoma Route 66 Scenic Byway.

The Oklahoma Route 66 Association develops an *Oklahoma Route 66 Trip Guide*, updated each June, which has detailed maps, figures and information about the corridor for travelers. This guide is a “must-have” for travelers attempting to navigate the many different roads of the Route 66 corridor. Appendix A contains a full copy of the June 2008 Trip Guide.

1.2 Statement of Purpose

The Oklahoma Route 66 Scenic Byway CMP is intended to provide a collection of information that will assist in the preservation, promotion, interpretation, enhancement, and management of the intrinsic resources found throughout the Oklahoma Route 66 corridor. This CMP will attempt to foster economic planning and activity within the Route 66 communities and provides direction and foresight as to the proper course of promotion, preservation and use of the corridor’s resources.



The unified Corridor Vision and Goals referenced in this CMP are a by-product of the Route 66 communities. This CMP is an extension of the people – the people of Oklahoma Route 66. The diverse goals and wishes of the many communities along the corridor have been assembled and unified in this CMP, to give a common voice that will be heard and understood by all. This unification and common ground that is assembled in this CMP will be the promoter and the protector of the Oklahoma Route 66 corridor for future generations.

1.3 The Oklahoma Scenic Byway Program and the National Scenic Byways Program

Oklahoma Byways Program

The Oklahoma Byways Program is a collaborative, grass roots effort to recognize, preserve, and enhance selected roads throughout the state. Created in 1995, the Byways Program is a partnership between the Oklahoma Department of Transportation (ODOT) and the University of Oklahoma Outreach Program (OU). Working with the federal National Scenic Byways Program, Oklahoma Byways seeks to support selected roads, promote communities and preserve irreplaceable resources. The Oklahoma Program enjoys regional partnerships by working with

agencies and communities in New Mexico and Arkansas to preserve and protect their Byway resources.

The Oklahoma Byways Program prides itself on being community driven and community led. This collaborative approach allows the program to address the specific needs and challenges in each community. The program relies on the involvement of community leaders and various agencies that have a vested interest in the success of the byway. Local residents and communities working together have the ability to voice their concerns and ideas on how to promote, encourage and protect their intrinsic qualities. These efforts form the foundation of a thriving program that accurately represents the byway's regional and local issues.

Oklahoma recently celebrated its centennial of statehood, providing an opportunity for the State to honor its colorful history and reflect on its storied past. Fortunately, many of the State's historic assets are still viable and accessible for preservation and protection. In many of our rural communities natural and historic man made environments are giving way to development. This transition creates an imperative need for Oklahoma communities to take the initiative in serving as stewards for their communities.

The Oklahoma Byways programmatic focus is centered on the community and the importance of transportation to the economic livelihood of our cities and towns. Services offered by the Byway Program are dynamic and multi-disciplinary and local entities are provided a diverse menu of programs and opportunities tailored to their specific requests. This partnership approach meets the customer's needs and allows for customized delivery of services. A menu of "off the self programs" can also be adapted for particular community projects or activities.



The Oklahoma Byways Program partners with over 43 faculty members at the University of Oklahoma to provide direct training and support to communities through a speaker's bureau. Direct marketing and design support is provided to all communities along the Byway corridor. Rediscovery projects provide master interpretive urban and regional planning. A variety of direct support is provided to businesses along the route to encourage innovative growth and small business development. The statewide website is www.okscenicbyways.org.



As of November 2008 the State of Oklahoma has seven (7) state designated Scenic Byways, one of which is a National Scenic Byway. A list of these can be found below:

Oklahoma State Byways

- Cimarron Heritage Trail Byway
- Mountain Gateway Scenic Byway
- Mountain Pass Scenic Byway
- Osage Nation Heritage Trail
- Route 66 Scenic Byway (this CMP addresses this byway)
- Wichita Mountains Scenic Byway

Oklahoma National Scenic Byways

- Talimena Drive: A National Byway

National Scenic Byways Program (NSBP)

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. Since 1992, the National Scenic Byways Program has funded 2,451 projects for state and nationally designated byway routes in 50 states, Puerto Rico and the District of Columbia. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities. (Source: <http://www.byways.org>, August 2008)



U.S. Department
of Transportation

**Federal Highway
Administration**

The National Scenic Byways Program (NSBP) requires that a Corridor Management Plan (CMP) meet the following 14 points, plus an additional 4 points for those Scenic Highways that are seeking All-American Road (AAR) designation, for a total of 18 points. Throughout the Oklahoma Route 66 Scenic Byway CMP each section that addresses one of the 18 points is denoted with a maroon square with the NSB point addressed inside, such as the sample box below shows:



National Scenic Byways Program (NSBP) Corridor Management Plan (CMP) Criteria/Point Sample Box

Throughout this document these boxes display where each of the 18 NSBP CMP points (for All-American Designation) are addressed.

18 Points of the NSBP CMP Requirements

1. A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor.
2. An assessment of the intrinsic qualities and their "context" (the areas surrounding them).

3. A strategy for maintaining and enhancing each of those intrinsic qualities.
4. The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.
5. A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.
6. A plan for on-going public participation.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.
11. A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.
12. Plans of how the byway will be marketed and publicized.
13. Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway's intrinsic qualities.
14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors.

All-American Road Requirements/Points

15. A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.
16. A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.
17. A plan for addressing multi-lingual information needs.
18. A demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

(Source: NSBP Nomination Application Manual, 2008)

1.4 Benefits of National Scenic Byway Designation

Scenic highways/byways are roads that highlight and capture the significant cultural, historic, archeological, recreational, natural, and scenic features of an area. These significant roadways

provide an enjoyable experience for travelers, while providing local communities with economic development opportunities, sustainability, and tourist revenue. Designating and protecting our country's scenic highways is a way to preserve and enhance America's beauty and heritage for future generations to experience and enjoy. For designation as a National Scenic Byway (NSB), a road must possess intrinsic qualities that are nationally or regionally significant. In addition, a Corridor Management Plan (CMP) must be prepared that identifies significant intrinsic resources, potential impacts to those resources, preservation, maintenance, and enhancement strategies, and promotion/marketing plans. Some of the benefits of National Scenic Byway designation include:

National Recognition

National Scenic Byway designation recognition carries with it not only a heightened awareness of the corridor as one of the premier corridors in the country, but also recognition of the entities, Stakeholders, agencies, organizations, businesses, and communities that worked so hard to achieve designation. Identification of the route on local, state, and federal maps can lead to more tourism opportunities for the area. National Scenic Byway designation also provides recognition through international and national marketing and promotional opportunities via the National Scenic Byways Program website and marketing literature, as well as local, state and national tourism entities and their collective marketing/promotion information. It is also anticipated that the Oklahoma Route 66 Scenic Byway corridor group will develop marketing and promotional materials in the future to continue the recognition and promotion of the corridor.

Increased Pride

National Scenic Byways are a source of local community pride and provide a chance for citizens to showcase the beauty and unique qualities of their region. This CMP provides a way for Stakeholders to determine what they prefer to highlight about their communities. It also identifies how to preserve these intrinsic resources while encouraging thoughtful and sustainable growth. National Scenic Byway designation is a means to a communal goal. It provides a network opportunity for like-minded individuals in all of the communities along the corridor to come together and share a voice for the good of the corridor and its resources.

Increased Funding Opportunities

National Scenic Byway designation will help the Oklahoma Route 66 Scenic Byway become eligible for federal funds through the National Scenic Byways Program (NSBP), as well as other funding sources and potential partnership opportunities that may have not been available otherwise. The NSBP grant program is a common source of funding for Scenic Highways/Byway in the U.S., and these funds can be used to develop interpretive facilities, information kiosks, restrooms, fund staffing needs, and other needed improvements and implementation objectives outlined in this CMP. In addition, implementation of the CMP could

result in economic development opportunities, increased business/customer traffic, tax revenue, and jobs.

1.5 Corridor Story

Route 66 travels through eight states as it winds from Chicago to Los Angeles. Nowhere along this eight state journey does a traveler get a better sense of what Route 66 is all about than in Oklahoma. From the rolling hills of Northeast Oklahoma to the arid plains of Southwest Oklahoma, the 400 plus miles of Route 66 through Oklahoma proudly displays the pride, freedom, and independence that Route 66 was built upon.



Oklahoma represents a series of firsts for Route 66. Route 66 was born in Oklahoma when Cyrus Avery of Tulsa thought of the idea to link Chicago to Los Angeles. Oklahoma currently has more mile of original Route 66 than any other state. Oklahoma was also the first state to install historic markers along the old route. The first closed section of Route 66 also took place in Oklahoma when Interstate 44 cut between Tulsa and Oklahoma City.

A great portrayal of American history and culture can be experienced along Oklahoma Route 66. Will Rogers, America's first international superstar was raised in Claremore and a museum in his honor graces the town today. Just over a century ago Oklahoma was the last safe haven for Native Americans and Route 66 provide a window into their history and lifestyle. Route 66 was a direct right-of-passage for some 200,000 people fleeing the Black Blizzard or Dust Bowl headed for California in the 1930's. Americans ran from their woes along Route 66 during the Great Depression longing for a better life over the Rockies.



Oklahoma Route 66 was also home to Foyil's own Andy Payne, a Cherokee Indian, who was the winner of the Bunion Derby in 1928. The Bunion Derby was a 3,422 mile footrace from Los Angeles to New York City. Andy helped put Route 66 on the Figure as the footrace drew national exposure as it traveled along Route 66 from Los Angeles to Chicago.



A prominent symbol of Americana and Route 66 is the Phillips 66 shield. Phillips 66 was born in Oklahoma along Route 66 and housed their corporate headquarters in Oklahoma for many years.

Oklahoma is also home to the National Highway 66 Association, who is responsible for the promotion of the Mother Road across all eight states, and also holds the International Route 66 festival held annually every July in Tulsa. In Elk City the National Route 66 Museum can also be found, highlighting the journey along all eight states that Route 66 traverses. In Clinton one can visit the Oklahoma Route 66 Museum,

which highlights the portion of Route 66 that wanders through Oklahoma. These great Route 66 museums are key stopping points for all travelers along Route 66.

The creation of the Interstate Highway System broke the unity and cohesion of Oklahoma Route 66 into multiple pieces by installing Interstate 40 and 44, and the Will Rogers Turnpike, which, in parts, went over and across Route 66. Oklahoma Route 66 was cut into pieces, and in areas where the interstate did not take over Route 66, cities and towns were bypassed and the travelers just stopped coming down Route 66. Many of these communities are now ghost towns and offer the traveler a real sense of what an American community was like years ago.

Oklahoma still has many remaining sections of original Route 66. One of the best preserved is just outside Miami and is referred to as the Sidewalk Highway due to its 9-foot width. Driving down this piece of road is an experience like no other. It rolls gracefully through fields and open farms and offers the traveler a serene and quiet drive into yesteryear.

Route 66 represents an escape from the ordinary; a true symbolism of the adventure of the open road; a journey into the heart and soul of all that America stands for; a snapshot of 20th century American life. These emotions and adventures are reflected around every corner of Oklahoma Route 66. The old buildings are ready to shake off the dust and relive a by-gone era. The traditional service stations, motels, and motor inns that line the roadside are yearning to service patrons once more. There is a sense of life and enthusiasm that America trapped in a time capsule that is Oklahoma Route 66.

1.6 Management Team Members, Stakeholders, and the Oklahoma Route 66 Association

Stakeholders

The Stakeholders of the Oklahoma Route 66 Scenic Byway are those people/entities that have taken on the responsibility of implementing the Goals and Strategies of this CMP in an effort to achieve the Corridor Vision. The names and entities of the Oklahoma Route 66 Scenic Byway Stakeholder Committee are listed in Appendix B.

Oklahoma Route 66 Association

The purpose of the Oklahoma Route 66 Association is to promote, enhance, perpetuate, and encourage the development of tourism, economic opportunities, and historic resources and landmarks along the Oklahoma's section of Route 66. The Association's focus is on the portion of the Route within the borders of the State of Oklahoma which includes the counties of Ottawa, Delaware, Craig, Rogers, Tulsa, Creek, Lincoln, Oklahoma, Canadian, Caddo, Blaine, Custer, Washita, and Beckham.

The Association is a not-for profit organization made up of volunteers who are dedicated to the promotion and preservation of Route 66. As spelled out in our bylaws, the Association is managed by a team of elected officers.

The Association also takes part in cooperative efforts that promote the Route's interests on a national level. The Association's activities includes fund raising, coordination of all statewide efforts, development of events statewide, economic development activities and provides assistance to communities along the Route. The Association publishes a periodic newsletter that is mailed to our membership located around the world. The Association also publishes the official *Oklahoma Route 66 Association Trip Guide* - a large-format driving aid that is updated every year and is packed full of valuable information and maps.

In keeping with the Association's mandate, they generate whatever finances and pressures they can to save Route 66 landmarks from decay or destruction. As a group the Association strives to provide technical assistance and guidance to communities along the Route that may wish to develop Route 66 projects. They also identify sites of historic or cultural significance along the Route and promote efforts to preserve or acquire these elements. Membership in the Association is open to anyone, from any state or nation, who cares about Route 66 and all that it represents.

1.7 Oklahoma Route 66 Community Descriptions

This section of the CMP provides a description of each community along the Oklahoma Route 66 Scenic Byway corridor. The community descriptions are organized from the east to the west along the corridor. Each community has a map segment number in parenthesis immediately

following the community name. This allows for easy reference using the provide Segment Figures/Maps.

Quapaw (Segment 1)

Quapaw, located in Ottawa County, derived its name from the Quapaw Indians that originally settled the area. Quapaw was once an important hay shipping area at the turn of the century. Later, the cattle industry and large ranches became a large part of the town's economy.

The real boom for the town was the zinc and lead mining industry, which started in the region as early as 1897. The Dark Horse Zinc Mine opened its doors in 1904. This was a mainstay of the town, but after World War I the demand for zinc and lead declined and the boom days for Quapaw were over.

The town has seen better times; however, this small town boasts a great display of murals on its buildings that are frequented by travelers along Route 66.

Commerce (Segment 1)

Commerce is another small town that had its boom years from the zinc and lead mining industry. Commerce was the hometown of the legendary American Baseball star Mickey Mantle. A Mickey Mantle Museum is planned in Commerce at his boyhood home located at 319 South Quincy Street.¹



Miami (Segment 1)

Miami (pronounced “My-am-uh”) derived its name from the Miami Indians and was the first chartered town in Indian Territory. Miami was a small Indian Territory town until the discovery of lead and zinc in 1905. Miners and their families moved to the town with the hopes of getting rich.

Once Route 66 was built through Miami the town saw a surge in local services and retail establishments. One of these establishments still stands today. The Coleman Theater, built by mining millionaire George L. Coleman, was built in 1929 in an attempt to bring big-city culture to Miami. This Spanish Revival style building soon attracted hundreds of patrons to view Vaudeville Shows and movies on the big screen. Many legends



¹ As of May 2008, it is still unclear whether the museum will be located in Commerce, Tulsa, or Oklahoma City.

came to the Coleman Theater such as Will Rogers and the Three Stooges. The theater has undergone extensive restoration and has never closed its doors.

Also located in Miami is the last section of the original nine foot wide “Ribbon Road” that is listed as an Oklahoma National Historic Landmark. This wonderful piece of Route 66 history zigzags for 13 miles between Miami and Afton.

Afton (Segment 1)

Afton was established in 1886 and was named by a Scottish railroad surveyor for his daughter, who was named after the River Afton in Scotland. Afton started as a farming community made possible by the rich dark soil from Horse Creek. As Route 66 was completed Afton soon started seeing service stations and motor courts opening. Then, Interstate 44 soon replaced Route 66 as a main travel route and Afton saw a decline in its economy and population.

The Buffalo Ranch, located in Afton, was once one of the most visited tourist stops along Route 66. The Buffalo Ranch had animals from all over the world, including llamas, buffalo, and yaks and also had a petting zoo and restaurant. The Buffalo Ranch closed in 1997.

Afton has several vintage gas stations, old vacant motor courts, and historic architecture scattered throughout the town. A restored DX Service station welcomes you to Afton and serves as a visitor center. Several structures pre-date Route 66 and provide great photographic opportunities and provide a true taste of Oklahoma’s past.

Eight miles southwest of Afton along Highway 59 is a recreational offering at the Grand Lake O’ The Cherokees. This 46,000+ acre lake is ideal for boating, skiing, fishing, swimming, and other water activities.

Vinita (Segment 1 and 2)

Vinita is the second oldest town in Oklahoma. Established in 1871 at the crossing of two major railroads, the Atlantic and the Pacific, it was first referred to as Downingville. The town later took on the name of Vinita after Vinnie Ream, the sculptress who created the Abraham Lincoln statue at the United States Capitol.

Vinita grew slowly in the beginning with large fine homes and buildings constructed – many that stand today. Vinita was the first town in Oklahoma to have electricity.

Vinita is often called “America’s Crossroads” as Interstate 44, US Highway 69 and 60, and State Highway 2 bring people to town. The Burlington Northern and the Union Pacific Railroads still operate in Vinita as well.

Vinita has many historic structures that pre-date Route 66 including the Craig County Courthouse and the Hotel Vinita. Clanton's Café is also worth a stop. Clanton's is the oldest run family owned restaurant on Route 66 in Oklahoma and still serves what is said to be the best fried chicken in the country.

Near Vinita is the Cabin Creek Battle Site, which was the location of a significant Civil War battle, as well as other significant Civil War occurrences.

Chelsea (Segment 2)

Chelsea was named after a homesick railroad worker who missed his hometown of Chelsea, England. The main industry in the early years of Chelsea was cattle and hay, until the discovery of oil in 1889. The oil was found just west of town by Edward Byrd, who purchased the land from the Cherokee Nation and drilled the first oil well in Oklahoma. This oil drill not only shaped the future for Chelsea, but also for the entire state of Oklahoma.

Will Rogers had visited Chelsea frequently during his youth to visit his sister, Allie McSpadden. Gene Audrey also lived in Chelsea during his employment for the Frisco Railroad.

Chelsea has a large collection of the only Sears Roebuck homes constructed west of the Mississippi. A lovely example of a Sears Roebuck home still used as a residence today can be found at 1001 Olive Street.

Foyil (Segment 2)

Foyil is a Route 66 community that should be on every travelers "must see" list. This almost ghost town of less than 200 residents has some great sights and a storied past. Visitors can travel along a section of original Route 66 still showing the pinkish Portland Cement surface of yesteryear. This stretch of Route 66 is named Andy Payne Boulevard after the winner of a transcontinental footrace (the "Bunion Derby") in 1928 that took place along Route 66. Andy Payne was from Foyil and was a long shot to win the race. His dedication and perseverance became a national story. His memorial can be seen in Foyil in a park along Andy Payne Boulevard.

Another sight to see along Highway 28A, four miles east of Foyil is Ed Galloway's Totem Pole Park featuring the world's largest concrete totem pole at 90 feet, as well as many other great sights constructed by Mr. Galloway.

Claremore (Segment 2)

Claremore received its name from the Osage Indian Tribe that had established a fur trading post along the Verdigris River atop a 25 acre mound that was referred to as Clermont, a French word meaning "clear mountain." During the Trail of Tears the Cherokee Indians were forced from

their homes and given title to Clermont Mound. The Osage Indians were moved to a reservation, which later became Osage County.

In 1874 a post office was established and the town was to be named Clermont. However, a clerical error caused the name of the town to be listed as Claremore, and so it stands today. By the end of the 19th century Claremore was larger than the City of Tulsa.

In 1903 oil tycoons started drilling in Claremore; however, they did not find oil. What they did find was mineral water and this paved the way for numerous radium bath houses to be opened in Claremore. People came from all over the world to cleanse themselves in Claremore's radium bath houses.

Claremore is best known as the hometown of Will Rogers. He was born in 1874 in a log cabin and rose from a vaudeville career to become one of America's most popular comedians. The Will Rogers Memorial is in Claremore and includes an eight-gallery museum.

Claremore is a stop that can keep you busy for more than a full day, so plan ahead. The downtown streets alone will fill your day with shopping and eating with numerous antique stores and local shops scattered around town.



Catoosa (Segment 2)

As travelers approach Catoosa from the East they will pass over two (2) large steel truss bridges that cross the Verdigris River. These mismatched bridges, built in 1936 and 1957, both served the original Route 66 traveler and offer a nice photographic opportunity. The locals refer to these bridges as “Felix” and “Oscar.”

Just past the two (2) steel truss bridges is the famous Blue Whale. The Blue Whale is another absolute visit for Route 66 travelers. Built by Hugh Davis in the early 1970s as an anniversary gift to his wife Zelta who collected whale figurines, the Blue Whale sits on a peaceful pond that

is spring fed and attracted many swimmers and “whale watchers.” Hugh added picnic tables, truckloads of sand for a beach, lifeguards, and opened the Blue Whale to the public.

Catoosa is also the furthest inland seaport in the United States. It is linked to the Arkansas River system that flows out to the Gulf of Mexico. Located within a 2,000 acre industrial park and employing over 2,500 people the port ships mostly agricultural and manufactured goods.

Tulsa (Segment 2 and 3)

Tulsa was first settled by Native Americans in 1836 when they were driven from their lands during the Trail of Tears. The Indians decided to end their journey for a new home under the Council Oak Tree that was located on the eastern edge of the Arkansas River. This new settlement came to be called Tallahassee, while others called it “Tulsy”, which meant “old town.” For almost 30 years the Indians lived in the peaceful town that would come to be known as Tulsa.

Once the Civil War started many of the Indians in Tulsa decided to move to Kansas where they would be protected from intruders and conflict. However, a force of Texas Calvary and Confederate Indians attacked them before they could leave. The Battle of Round Mountain was fought northwest of Tulsa at the junction of the Cimarron River and the Arkansas River. Two (2) other Civil War battles were fought north of Tulsa. The Chustenahlah and Churston-Talassah battles wore the Creek Indians down and they slowly moved into Kansas near Fort Scott.

After the war a U.S. Census taken in 1867 showed that the Tulsa area had approximately 264 Creek Indians remaining. Tulsa was surrounded by wild open land that outlaws started to call home. The land was not monitored and outlaws felt that they could do anything they wanted without the eye of the law. In an effort to clean up the activities taking place around Tulsa President Grant placed Judge Isaac Parker in charge of regaining discipline and order. Judge Parker was soon called the “hanging judge” and order was quickly regained.

As more and more white settlers began to locate in Indian Territory the government ignored its “permanent” arrangement with the Native Americans and tribes were forced to accept new treaties which limited the land available to them and their families. The first U.S. Post Office was established in 1879 at a location near 41st Street and Trenton Avenue. This facilitated the growth of the Tulsa area.

In 1882 the St. Louis and San Francisco Railroad extended a rail line to Tulsa to support the cattle industry. Surveyors shortly thereafter began laying out the streets and plots of land surrounding the rail yards. In 1889 the unassigned land in the Indian Territory was opened to white settlers and people rushed in to the area to claim the land. These people were soon nicknamed “boomers.”

Tulsa quickly changed its ways when oil was discovered in 1901. At Red Fork (a nearby town) an oil deposit was discovered that created quite a stir of investors and oil barons. In 1905, a larger oil deposit was found in nearby Glenn Pool. These great oil finds created the Golden Years (the 1920s) for Oklahoma and gained Tulsa the name “Oil Capitol of the World.” This almost came to an end when a great race riot unfolded in 1921. An entire section of the city (the Greenwood District) was burned to the ground and civil unrest led to hundreds of families leaving town for safer places to live. The Greenwood Business District was able to rebuild, and remained vibrant for several decades. As population trends evolved, it later fell into lack of reinvestment resulting in blighted conditions. Introduction of the interstate system and then Urban Renewal in the early 1970s’ redefined the area with modern office buildings. A portion of the rebuilt Greenwood District was preserved during Urban Renewal and is home to small office, commercial and retail businesses. Greenwood’s decline did not alter Tulsa’s status as “Oil Capital of the World”. That occurred in the 1970’s when global oil markets changed. Tulsa’s downtown proliferation of Art Deco architecture during the oil boom days is nationally recognized and was featured when the National Trust for Historic Preservation held its 2008 National Preservation Conference in Tulsa.

Sapulpa (Segment 3)

Sapulpa, located about 15 miles west of Tulsa, began when a Creek Indian named Jim Sapulpa came to the region from Alabama and started a farm on Rock Creek. The St. Louis and San Francisco Railroads also extended to this area and the city took on the name of its first settler – Sapulpa. The town was incorporated in 1898 and became a regional cattle shipping center.

In 1905 the discovery of oil at the Glenpool field (four miles southeast of Sapulpa) spurred economic and population growth for Sapulpa. Most of the buildings in downtown Sapulpa were erected in the 1920s as a result of the booming times. Many glass and brick plants were opened during these times and the population reached close to 20,000 by the mid-1920s.

Sapulpa is home to many preserved historical buildings and sites. A traveler can get the true sense of Route 66 and the history of the region by traveling through Sapulpa. There are many sites to visit and wonderful pieces of old Route 66 scattered along the corridor.

Stroud (Segment 3 and 4)

Stroud got its start as a whiskey town for cowboys and cattlemen looking to have a drink and some fun away from the dry Indian Territory. In 1907 Oklahoma Statehood forced the town dry and Stroud took on the more “sleepy-town industries” of agriculture and oil. Then, when Route 66 came through town many services began popping up and the town saw a surge in population and activity.

One of the original Route 66 businesses that is still open today is the Rock Café. The café opened in 1939 and is considered by many to be a Route 66 icon. The café was constructed over three (3) years by a man named Roy Rieves who used the old rocks from the original Route 66 to construct his building. The Rock Café has seen some bad times, but still remains open today and is listed on the National Register of Historic Places.

Stroud has many buildings listed on the National Register of Historic Places and also offers great recreational experiences at Stroud Lake. Bring an extra pair of shoes and toss them up into the Shoe Tree to the East of town, just as thousands have done before.

Davenport (Segment 4)

Davenport was founded in 1892 and has remained relatively quite over the years. Oil was discovered there in 1924 and the world's first round oil tank was installed in Davenport in 1925. Visitors can see the Ozark trail obelisk to the east of town. Also be sure to eat at Dan's Bar-b-que and Wooly's 66 Café.

Chandler (Segment 4)

Chandler was founded after the 1891 Land Rush. The U.S. Government surveyed and set aside the one-square mile town for public use and named it in honor of George Chandler, the First Assistant Secretary of the Interior under President Harrison.

The early industry for Chandler was cotton. Everything in Chandler revolved around the cotton industry. Children began picking cotton at the age of 6 and school could not begin until the cotton picking season ended in mid-November. This lasted for a few decades until the oil and cattle industry became prominent forms of employment and investment for many.

The opening of Route 66 in Chandler brought many travelers, and along with the travelers came many businesses and services. Once the Turnpike and the Interstate system opened and Route 66 was less traveled, many of these services and businesses closed. However, Chandler has kept on going strong. This small town has some incredible Route 66 artifacts worth seeing. Be sure to check out the murals on many of the town's buildings, the Lincoln Motel (in operation since 1939) and the restored Phillips 66 Station at 7th and Manvel along Route 66.



Arcadia (Segment 4)

Arcadia is a small town that is rooted in agriculture. The cotton industry spurred the economy in Arcadia until a fire in 1924 destroyed all of the buildings on the east side of Main Street. Many of the buildings were never rebuilt. The town continued with its small town lifestyle, and then in 1974, the town was flooded with rain that washed away many of the bridges, roads, and railroad tracks. The railroad has never reopened.

Arcadia is famous for its Round Barn. Located on Route 66 in the heart of Arcadia, the Round Barn is one of our nation's unique landmarks. Built in 1898 the large red barn served as a house for livestock and a location for local dances and gatherings. The Round Barn is an amazing sight to see and has involved many volunteer efforts for its preservation over the years.

Some other sights worth stopping for in Arcadia are the 1903 Methodist Church located at 4th and Lee Street, the Victorian House on 2nd Street (Ruble Home), and the Washington Irving Monument at Highway 66 and Anderson Road. Lake Arcadia is also a wonderful place to spend the day in the water.

Edmond (Segment 4)

Edmond was originally named "Summit" as it is the highest point along the Sante Fe rail line in Oklahoma Territory. The current name was taken from an engineer for the Sante Fe Railroad.

Edmond has some rich sites worth visiting such as the first church in Oklahoma Territory (St. John's Catholic Church) and the first school in Oklahoma Territory (Sanders Camera Shop). Edmond also housed a few of the legendary Route 66 eateries such as Wide-a-Wake, 66 Highway Café, The Lone Elm, and Royce's. Golfing is also a major attraction in Edmond with over 200 holes of golf all within 15 minutes of hotels and elegant bed and breakfasts.

Oklahoma City (Segment 4 and 5)

Oklahoma City, the Capitol of Oklahoma, started during the Great Land Rush in 1889 when the United States government opened up the land to white settlement after forcing the Native Americans off the land earlier in the 18th century. On April 22, 1889 more than 50,000 homesteaders lined the boundaries of Oklahoma City to stake their claim. Some settlers snuck in earlier in the night to stake their land early and were therefore referred to as "Sooners." The small region went from a railroad station town to a settled city of 10,000 people in one day.

Soon after the Great Land Rush railroad companies connected to Oklahoma City and the region became the crossroads of America. By 1900, Oklahoma City's population had doubled and in 1907, Oklahoma earned its statehood.

By 1910 Oklahoma City had a population of 64,000 and its streets were lined with fashionable shops and all the amenities and attractions of a big city. Industry was strong and people continued to settle in the area. Once oil was discovered in 1928, Oklahoma City again boomed and became one of the most successful and financially secure cities in the United States.

When Route 66 came through town it was yet another successful event for Oklahoma City. More shops and hotels opened and people flooded the streets. Growth continued and today Oklahoma City is a city of over 1 million residents, which is 1/3 of the entire population of the State of Oklahoma.

Route 66 through Oklahoma City offers some great attractions and is a destination unto itself. There are numerous historic sites, cultural locations, and a visit to the Oklahoma City National Memorial & Museum is a must see.

Yukon (Segment 5)

Yukon, established in 1891, sits at the location where the Chisholm Trail (cattle trail from Texas to Kansas) ran more than 100 years ago. The town got its start in the agricultural and milling industry. A large grain elevator still stands today displaying the slogan “Yukon’s Best Flour.”

El Reno (Segment 5 and 6)

Fort Reno was established as a cavalry outpost to protect the Darlington Indian Agency during the 1874 Cheyenne Uprising. It was named in honor of Major General Jesse L. Reno, who was killed in the Civil War. El Reno is known for its onion-fried burgers, which were first cooked in 1926. It is home to the world’s largest onion-fried burger, and the city continues to make a giant burger on the first Saturday in May every year.

Hydro (Segment 6)

Hydro just briefly touches Route 66 on the town’s southern edge, but that shouldn’t keep anyone from going up into it. The Route 66 Soda Fountain/ North Side Drug will take you back to the old days of the small town. Then just west of Hydro is Lucille’s, named after Lucille Hamons, who was known as the “Mother of Route 66”. Her service station helped many travelers over the years that the Mother Road has been in existence.

Weatherford (Segment 6 and 7)

Weatherford is named for William Weatherford, an early day frontier marshal for the era. The original town was located a bit farther north than it is now, but when the railroad came in, the town developed where it stands today. General Thomas P. Stafford, astronaut, was born and raised in Weatherford and there is a museum that contains military and personal items of his, including the suit he wore into space.

**Clinton (Segment 7)**

Clinton is a big part of Route 66 because for almost 30 years the post-World War II National Highway 66 Association called the town home. Although that organization no longer exists the city now houses the Oklahoma Route 66 Museum, the first state-sponsored Route 66 museum in the nation. A number of other former Route 66 mainstays, like Pop Hick's Restaurant are no longer around, but there is still plenty of history in Clinton.

Foss (Segment 7)

Foss was once a thriving town after it was moved farther north away from the banks of Turkey Creek and once Route 66 came through it. The business district grew and different Route 66 pathways brought trade and traffic. The

drought and the Dust Bowl of the 1930s caused people to leave and then the interstate bypass turned it into an official Oklahoma ghost town. An old gas station/café/bus station known as Kobel's Place still stands today.

Elk City (Segment 7 and 8)

Elk City, or Busch as it was also called once or twice, had a name debate for many years (especially when some enterprisers tried to lure a brewery there), before one was finally decided upon. This town also has great history associated with Route 66, just like Clinton. The 1931 US Highway 66 Association held its annual convention here and more than 30,000 people attended. Be sure to visit the Old Town Museum and Queenan Trading Post in Elk City, which have been staples of the Mother Road for many years.

Erick (Segment 8)

Erick was once the westernmost city in Oklahoma, until more modern surveying techniques came along and the western border between Oklahoma and Texas was determined once and for all. This is also the reason the 100th Meridian once ran through the town, and how the 100th Meridian Museum came to be located where it is today in Erick.

Texola (Segment 8)

Texola, with many remnants of Route 66's glory days, is the final town along Oklahoma's Route 66 journey heading west into Texas. Texola has many nice sights that give the traveler a true taste of what better days had brought to Route 66 and its communities. Over many years, the 100th Meridian has been surveyed eight different times. As a result, some people in Texola have lived in both Texas and Oklahoma without ever having moved.

2.0 Corridor Vision, Goals, and Strategies

The Corridor Vision, Goals and Strategies for the Oklahoma Route 66 Scenic Byway corridor are vital to its success as they provide for a unified and singular Vision. This Corridor Vision is established for the entire Route 66 corridor and all of its communities throughout the State of Oklahoma. The Vision, Goals and Strategies for the Oklahoma Route 66 Scenic Byway were developed in close coordination with the public throughout the public coordination process and workshops. See the Public Participation Section (Chapter 7.0) for more information.

2.1 Corridor Vision Statement

A Corridor Vision Statement is a statement or idea that presents a picture of a scenic corridor in the future, and so much more. The corridor vision statement is the inspiration, the framework, and the foundation for all of the strategic planning that will take the Oklahoma Route 66 Scenic Byway to the highest level of achievement. Whether for all, or part of the corridor, the Corridor Vision Statement answers the basic question...“Where do we want to go?” This statement will remind the Stakeholders what they want to achieve and what they want out of the Corridor Management Plan (CMP) in the future.

While the Corridor Vision Statement will not tell you how you’re going to get there, it does set the direction for your strategic planning. That’s why it’s important when crafting a Corridor Vision Statement to let your imagination go and dare to dream – and why it’s important that a Corridor Vision Statement captures your passion.

The vital difference between a Corridor Vision Statement and a Mission statement is that the Corridor Visions Statement is a product/statement for the Stakeholders of the Oklahoma Route 66 Scenic Byway corridor, and a Mission Statement is for the “customers” or travelers along the corridor.

Oklahoma Route 66 Scenic Byway Corridor Vision Statement

The Oklahoma Route 66 Scenic Byway is an internationally renowned destination that offers a diverse selection of quality accommodations and attractions for travelers of all ages and interests. All sections of the corridor are accessible and well-marked making trip planning and navigation easy and enjoyable. There is a common theme and feel to the corridor that travelers find interesting and recognizable and create the longing for return trips. The economic climate is robust and businesses work together to achieve the common vision of the Route 66 community.

2.1 Goals and Strategies

The following section provides the Goals and Strategies for the Oklahoma Route 66 Scenic Byway corridor. The Implementation Responsibilities chapter (Chapter 5.0) of this CMP assigns responsible entities to each of the Goals and Strategies outlined below.

Goal 1: Preservation of Intrinsic Resources

Preserve and protect the valuable intrinsic resources along Oklahoma Route 66 that give the roadway its character.

Strategies:

- 1.1 Identify key Oklahoma Route 66 resources, including the road itself, and develop strategies for preservation and protection of these resources.
- 1.2 Enhance working relationships with resource management agencies and property owners along Oklahoma Route 66 to preserve and protect the intrinsic resources.
- 1.3 Work with the National Park Service (NPS) and the Trust for Historic Preservation to encourage the preservation of structures and sites.
- 1.4 Develop incentive programs within local and state governments that encourage preservation of key Oklahoma Route 66 resources.
- 1.5 Educate the Oklahoma Route 66 community about the benefits and methods of preservation of resources.
- 1.6 Develop a Design Guide Manual that outlines and presents preferred design standards to the Route 66 development community and property owners.
- 1.7 Promote that local governments develop Comprehensive Plans that assist in the protection of Oklahoma Route 66 resources.
- 1.8 Develop a Land management Plan that will guide the development and preservation of property/land along the Oklahoma Route 66 corridor.
- 1.9 Create/promote a Bridge Preservation and Maintenance Plan.

Goal 2: Signage/Wayfinding

Create an integrated, thorough and recognizable signage system that easily guides the traveler's experience along the Oklahoma Route 66 Scenic Byway.

Strategies:

- 2.1 Assess existing sign policies, rules and regulations governing signage along Route 66.
- 2.2 Seek to create an easily identifiable Oklahoma Route 66 Scenic Byway signage/wayfinding design.
- 2.3 Develop a detailed Oklahoma Route 66 Scenic Byway signage system (location, size) that provides a simple, easy to follow route for travelers.
- 2.4 Develop and install interpretive signage throughout the corridor that conveys Oklahoma Route 66 Scenic Byway stories.

- 2.5 Encourage the re-designation of the route as Historic U.S. Route 66.
- 2.6 Explore and utilize methods to ensure that Route 66 signage is not stolen or damaged.

Goal 3: Promotion and Marketing

Promote the Oklahoma Route 66 Scenic Byway as a destination for travelers of all ages and interests.

Strategies:

- 3.1 Create an identifiable Oklahoma Route 66 Scenic Byway brand and theme that is consistent for the entire state.
- 3.2 Develop a strong Oklahoma Route 66 Scenic Byway presence on the Internet through existing or new website portals.
- 3.3 Work with local Oklahoma Route 66 Scenic Byway communities to identify marketable resources and target travelers.
- 3.4 Market the Oklahoma Route 66 Scenic Byway nationally and internationally.
- 3.5 Create an Oklahoma Route 66 Scenic Byway Day or Festival that celebrates the history and influence of the road.
- 3.6 Develop multi-State cooperation in promoting Route 66 across the United States.

Goal 4: Education

Enhance education about the history of the Oklahoma Route 66 Scenic Byway by telling its compelling and powerful story.

Strategies:

- 4.1 Develop a series of Figures, guidebooks, and travel itineraries for use by the Oklahoma Route 66 Scenic Byway traveling community.
- 4.2 Create an Oklahoma Route 66 Scenic Byway 66 booth that can be displayed at events, conferences, fairs, and trade shows.
- 4.3 Work with local residents to capture and log stories of the history of Oklahoma Route 66 Scenic Byway and its communities.
- 4.4 Work with the Oklahoma Department of Education and local School Boards to develop curriculum for students on the role of the Oklahoma Route 66 Scenic Byway in state history, economics, and culture.
- 4.5 Develop a hospitality training series targeted at local Oklahoma Route 66 Scenic Byway businesses.
- 4.6 Support the Oklahoma Route 66 and National Route 66 Museums.

Goal 5: Partnering

Create sustainable partnerships that preserve and enhance the Oklahoma Route 66 Scenic Byway corridor for future generations.

Strategies:

- 5.1 Work with resource management agencies and property owners along the Oklahoma Route 66 Scenic Byway to preserve and enhance the corridor and its corresponding intrinsic resources.
- 5.2 Identify and pursue funding opportunities with private and corporate donors to accomplish corridor projects.
- 5.3 Create a reward/incentive program that promotes an active Oklahoma Route 66 Scenic Byway 66 partner base and Stakeholder Committee program.
- 5.4 Develop/enhance an operational structure or entity for the long-term preservation and promotion of the Oklahoma Route 66 Scenic Byway, such as a registered not-for-profit.
- 5.5 Create an on-going public outreach and involvement campaign to continually foster volunteer support for the Oklahoma Route 66 Scenic Byway effort.
- 5.6 Work with other state Route 66 Scenic Byway programs/groups to assist and enhance the Oklahoma Route 66 Scenic Byway corridor.

Goal 6: Beautification and Landscaping

Enhance and encourage beautification of landscaping and “grounds” in appropriate areas along the Oklahoma Route 66 Scenic Byway.

Strategies:

- 6.1 Work with local governments to encourage changes to local codes and ordinances that encourage highway beautification and landscaping, where appropriate.
- 6.2 Provide incentives to enhance landscaping in areas along Oklahoma Route 66.
- 6.3 Seek grants and other funding sources to fund beautification efforts, such as the Transportation Enhancement Program.
- 6.4 Work with utility providers and other regulatory entities to promote the aesthetic placement of utilities (underground).

Goal 7: Tourism

Enhance the existing tourist amenities and/or develop new tourist facilities along the Oklahoma Route 66 Scenic Byway.

Strategies:

- 7.1 Develop tourism focused loans and assistance programs that encourage new and re-opened business opportunities along the route.

- 7.2 Work with local and state governments to encourage changes to local codes and ordinances that provide incentives to enhance existing tourist amenities and/or develop new tourist facilities.
- 7.3 Work with existing owners of closed or dilapidated sites to encourage redevelopment and rehabilitation.
- 7.4 Develop tourist stops, bike routes, walking trails and rest areas along the Oklahoma Route 66 Scenic Byway that fit the general character of the corridor.

3.0 Intrinsic Resource Assessment

An international destination unto itself, the Oklahoma Route 66 Scenic Byway is the epitome of an All-American Road. Providing an exceptional traveling experience, Route 66 is so recognized and sought after that the road itself is a destination. The intrinsic resources along the corridor are added features and amenities that give Route 66 its majestic feel and energy.

National Scenic Byway CMP Point #2

An assessment of the intrinsic qualities and their “context” (the areas surrounding them).

The following Intrinsic Resource Assessment chapter outlines the intrinsic resources found along the corridor and helps to define it as an All-American Road. In order to be designated as an All-American Road the corridor must meet specific criteria for at least two (2) of the intrinsic qualities. The Oklahoma Route 66 Scenic Byway represents a significant amount of Historical and Cultural resources at a National level of significance, and therefore, has focused this CMP on these resource categories. The additional resource categories are not ignored in this CMP, they are however, not at the same level of significance as Historical and Cultural.

The six (6) intrinsic qualities as defined by the National Scenic Byways Program are Cultural, Historic, Archeological, Recreational, Natural, and Scenic. A description of each is as follows:

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association

Archeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

Recreational Quality involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

Natural Quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape--landform, water, vegetation, and manmade development--contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

(Source: *National Scenic Byways National Nomination Guide*, 2008)

Within this Intrinsic Resource Assessment chapter each intrinsic resource quality is divided into sub-categories to highlight if the specific resource is of National, Regional, or Local significance. Resources of *National* significance will draw visitors from a national market, resources of *Regional* significance must be destinations that are sought after by visitors from two (2) or more states, and *Locally* significant resources are those resources that visitors and residents of the State of Oklahoma enjoy and visit.

Below are the intrinsic qualities and the corresponding resources that are found along the Oklahoma Route 66 Scenic Byway. Table 1 and Figures 10-18 display the intrinsic resources found along the Oklahoma Route 66 Scenic Byway corridor and denotes them by intrinsic quality. The resources are labeled by number and can be located and identified using Table 1, which shows the resource name, the resource identification # (Map ID #) that corresponds to the figures/maps, the intrinsic quality category, and whether or not the resource is Nationally, Regionally, or Locally significant.

The resources are listed by resource quality category (Cultural, Historic, etc.), broken down by significance, and the segment number and the Map ID is provided in parentheses, which corresponds to all of the resource maps and tables provided in this CMP.

Table 1 - Oklahoma Route 66 Intrinsic Resource Matrix

Segment Number	Towns/ Communities (East to West)	Map_ID	Resources	Address	Zip Code	Scenic	Natural	Historic	Cultural	Archeological	Recreation	Nationally Significant Resource	Regionally Significant Resource	Locally Significant Resource
1	Quapaw	1	Dark Horse Zinc Mine	Edge of Quapaw	74363			X						X
		2	Bank of Quapaw	338 E. Main St.	74363								X	
1	Commerce	3	Home of Mickey Mantle	319 S. Quincy	74339				X				X	
		4	The Rock Shop	Mickey Mantle Blvd.	74339				X					X
1	Miami	5	Dobson Museum	110 A Southwest	74345				X				X	
		6	Coleman Theatre Beautiful	103 N. Main	74354			X				X		
		7	Ribbon Road (section)	Section of original Rt. 66 between Miami and Afton				X				X		
		8	"Sidewalk" Highway	Begins at the corner of Main and Steve Owens Blvd. in Miami				X				X		
		9	Marathon Gas Station (Circa 1929)	Intersection of Highway 69 and Oklahoma Highway 10				X					X	
		10	Waylan's Ku Ku Burger	915 N. Main St.	74354				X				X	
1	Narcissa													
1	Afton	11	Horse Creek Bridge	South 1st. St. going across Horse Creek	74331			X					X	
		12	Afton Station	1st and Locust	74331				X				X	
		13	Rest Haven Motel Sign	Rt. 66 in Afton	74331				X					X
		14	Grand Lake O' The Cherokees	off I-44 in NE OK	74344						X		X	
1,2	Vinita	15	Barker Gang Gravesite	901 State Park Rd.	74344				X					X
		16	Cabin Creek Civil War Battle Site	Just off Rt. 66				X				X		
		17	Eastern Trails Museum	215 W. Illinois					X				X	
		18	World's Largest McDonald's	Will Rodgers Turnpike	74301				X				X	
2	White Oak	19	White Oak Mill	In White Oak				X					X	
2	Chelsea	20	Chelsea Motel and Sign	Rt. 66 in Afton				X					X	
		21	Two Original Sears & Roebuck Homes	1001 S. Olive	74016			X				X		
2	Bushyhead													
2	Foyil	22	Totem Pole Park / Galloway Park- World's Largest Totem Pole	Four miles east of Foyil on 28A					X			X		
		23	Andy Payne Marker and Statue	Old Rt. 66 on west/south side of town				X					X	
2	Sequoyah													
2	Claremore	24	Will Rogers Memorial and Museum	1720 W. Will Rogers Blvd.					X			X		
		25	Lynn Riggs Memorial	121 N. Weenonah					X				X	
		26	J.M. Davis Arms and Historical Museum	333 N. Lynn Riggs					X			X		
2	Verdigris	27	Twin Steel Truss Bridges	East of Catoosa going over Bird Creek				X					X	
2	Catoosa	28	Inland Seaport	Tulsa Port of Catoosa, Arkansas River System	74015				X				X	
		29	Arkansas River Historical Society Museum	5350 Cimarron Rd.	74015				X				X	
		30	Catoosa Historical Society Museum and Depot	207 N. Cherokee	74015				X				X	
		31	The Blue Whale	North of town on Rt. 66	74015				X			X		
		32	D. W. Correll Museum	19934 E. Pine St.	74015				X				X	
2,3	Tulsa	33	11th St. Bridge	11th St.	74107			X					X	
		34	Creek Council Oak Tree	18th and S. Cheyenne				X				X		
		35	Oklahoma Jazz Hall of Fame	322 N. Greenwood Ave.					X				X	
		36	Home of "Father of Route 66" Cyrus Avery	Mingo Circle in Tulsa					X				X	
		37	Admiral Twin Drive-In	7355 E. Easton St.	74115					X			X	
		38	Sue Bland Oil Well (Tulsa's first oil well)	In Red Fork					X				X	
3	Oakhurst													
3	Sapulpa	39	Rock Creek Bridge	Old Rt. 66	74066			X				X		
		40	Frankoma Pottery	9549 Frankoma Rd.	74066				X			X		
		41	West Sapulpa Highway Section	Just outside of Sapulpa				X				X		
		42	Sapulpa Historical Museum & Waite Phillips 1922 Filling Station	100 E. Lee	74066				X				X	
		43	Heritage Park	101 E. Dewey	74066								X	
		44	Sapulpa Trolley & Rail Museum	701 E. Dewey	74066								X	
		45	Guardian of the Plains Buffalo Statue	1245 New Sapulpa Rd.	74066								X	
3	Kellyville	46	Old Rock Motel Cabins	E. of Kellyville				X					X	
		47	Old Cotton Gin	20351 W. Highway 66	74039				X					X
3	Bristow	48	Tank Farm Highway Loop	Just outside of Bristow				X				X		
		49	Site of Oklahoma's first radio station	Edge of Bristow	74010			X					X	
		50	Bristow Museum	One Railroad Place	74010				X				X	
		51	Veterans of Foreign Wars National War Memorial	VFW Post 3656	74010			X					X	
3	Depew													
3,4	Stroud	52	Route 66 Shoe Tree	3750 E. Hwy. 66		X			X				X	
		53	Stroud Lake	3 miles north on SH 99, 3 miles east on Lake Road							X		X	
		54	The Rock Café	114 W. Main				X				X		
		55	Ozark Trails Highway Section	Just outside of Stroud				X				X		
		56	Tatanka Ranch	8235 N. 48 Rd.					X					X
4	Davenport	57	Ozark Trail Obelisk	east end of town				X					X	
		58	Dosie Creek Truss Bridge	Going over Dosie Creek east of Davenport on Route 66				X						X
		59	1933 Texas Company Gas Station	center of Davenport on Rt 66				X						X
4	Chandler	60	Museum of Pioneer History	719 Manvel	74834				X				X	
		61	Old Phillips 66 Gas Station	7th and Manvel	74834				X				X	
		62	Rt. 66 Interpretive Center	400 E. Route 66	74834				X				X	
		63	Coca-Cola Ghost Sign	on side of St. Cloud Hotel at 1216 Manvel Ave.	74834			X					X	
		64	Metal Barn advertising Merammac Caverns	3.5 miles west of Chandler along Rt. 66	74834			X						X
		65	Bell Cow Lake	north of Chandler at Hwy. 18 and I-44 intersection	74834						X		X	

Segment Number	Towns/ Communities (East to West)	Map_ID	Resources	Address	Zip Code	Scenic	Natural	Historic	Cultural	Archeological	Recreation	Nationally Significant Resource	Regionally Significant Resource	Locally Significant Resource
4	Warwick	66	Seaba Station	1 mile west of intersection of OK 66 and US-177				X				X		
4	Wellston	67	Concrete Totem Pole	west side of town next to Pioneer Camp BBQ					X					X
		68	Two Pony Truss Bridges	on 66B				X						X
4	Luther													
		69	Other Original Mile of Road	east of town near intersection of Hiawasee and Rt. 66				X				X		
4	Arcadia	70	Arcadia Lake	Hwy. 66 west of Arcadia							X		X	
		71	Historic Round Barn	P.O. Box 134	73007			X				X		
		72	POPS	660 W Highway 66	73007				X				X	
4	Edmond	73	One Roomed School House	2nd St. and Boulevard				X					X	
		74	Edmond Historical Society Museum	431 S. Boulevard					X				X	
		75	Cowboy Hall of Fame & Western Heritage Center	1700 NE 63rd St.					X			X		
		76	Owl Courts	742 W. Britton Rd.				X					X	
		77	Oklahoma City National Memorial	620 N. Harvey St.					X			X		
		78	Route 66 Park	9901 NW 23rd St.							X		X	
		79	Antenna Farm	east side of OKC on Kelly Ave.					X					X
		80	Capitol Building on Route 66	NE 23rd and Lincoln				X	X				X	
		81	Kamp's Grocery w/ Milk Bottle Building	north of 23rd on Classen					X					X
		82	Lake Overholser	Between Council Rd. and Morgan Rd.							X		X	
		83	Will Rogers Theater	4322 N. Western Ave.	73118			X					X	
5	Warr Acres													
5	Bethany	84	Lake Overholser Truss Bridge	1/2 mile west of Council Road on Route 66				X						X
		85	Chisholm Trail Watering Hole	2200 S. Holly	73099			X					X	
5	Yukon	86	Yukon Museum and Art Center	11440 W. Service Road	73099				X				X	
		87	Yukon's Best Flour & Grain Co.	E.Main St. and S. 3rd St.	73099			X					X	
		88	Yukon's Best Railroad Museum	3rd and Main St.	73099			X					X	
5	Banner													
		89	Heritage Express Trolley	300 S. Grand Ave	73036				X				X	
5,6	El Reno	90	Fort Reno	7107 W. Cheyenne St.	73036			X				X		
		91	Canadian County Historical Museum and Heritage Park	300 S. Grand Ave	73036				X				X	
		92	Jobe's Drive-In	1220 Sunset Dr.	73036				X					X
6	Calumet													
6	Geary	93	Canadian Rivers Museum	304 SW Blvd.	73040				X				X	
		94	Jesse Chisholm Gravesite	NE of Geary near Left Hand Spring	73040									X
6	Bridgeport	95	Bridgeport Hill	old Rt. 66 and US 281 Spur		X							X	
		96	"Pony" Bridge	over Canadian River				X					X	
		97	Key Bridge Relics	Bridgeport				X					X	
6	Hydro	98	Lucille Hamons Station	0.5 mi. W. of jct. of I-40 and OK 58	73048				X			X		
		99	Hydro Pioneer Museum	in Hydro	73048				X				X	
		100	General Thomas P. Stafford Airport Museum	3000 Logan Rd.	73096				X				X	
6,7	Weatherford	101	Heartland of America Heritage Center	2000 E. Frontage Rd.	73096				X				X	
		102	Lucilles Roadhouse and Gift Shop/Museum	Rt. 66 and Airport Rd.	73096				X				X	
		103	Lee-Cotter Blacksmith Shop	208 W. Rainey	73096			X					X	
		104	66 West Twin Drive-In	W. Historic Rt. 66	73096			X	X					X
		105	Crowder Lake State Park	8 mi South of Weatherford on Hwy 54							X		X	
		106	Oklahoma Route 66 Museum	2229 Gary Blvd.	73601				X			X		
7	Clinton	107	Cheyenne Cultural Center	2250 NE Rt. 66	73601				X				X	
		108	Trade Winds Courtyard Inn	2128 Gary Blvd.	73601			X						X
		109	McLain Rogers Park & Historic Amphitheater	S 10th & Jaycee Ln.	73601			X					X	
7	Foss	110	Kobel's Gas Station Ruins	in Foss	73647			X					X	
		111	Foss State Park	Hwy 44 N and Hwy 73 W	73647						X		X	
7	Canute	112	Catholic Cemetery & Grotto	east of town on 66 35.421803N, 99.271469W				X						X
		113	National Route 66 Museum & Old Town Museum Complex	Rt. 66 and Pioneer Rd.	73644				X			X		
7,8	Elk City	114	Parker Rig 114- World's Tallest Non-working Oil Rig	107 E. 3rd	73644			X					X	
		115	Anadarko Basin Museum of Natural History	204 N. Main St.	73644				X				X	
		116	Great Western Trail Marker	3rd and Poiner Rd.	73644			X						X
		117	Beckham County Courthouse	E. Main	73662			X					X	
8	Sayre	118	Short Grass Country Museum & Historical Society	106 E.Poplar	73662				X				X	
		119	Owl Drug Store	4th and Main St.	73662			X					X	
		120	Doxey Timber Creek Bridge		73662			X						X
8	Hext													
		121	100th Meridian Museum	corner of Sheb Wolley and Roger Miller Blvd.	73645				X				X	
8	Erick	122	Roger Miller Museum	101 E. Roger Miller Blvd.	73645				X				X	
		123	Sand Hills Curiosity Shop	201 S. Sheb Wooley Ave.	73645				X				X	
		124	Territorial Jail	Downtown Texola				X					X	
8	Texola	125	Will Rogers Historical Markers	Route 66 on Oklahoma-Texas State Line				X					X	



Figure 10
Resource Segment Map

LEGEND

Corridor Segments	Intrinsic Resource
Segment 1 (Quapaw to Vinita)	★ Intrinsic Resource
Segment 2 (Vinita to Tulsa)	■ Urban Area
Segment 3 (Tulsa to Stroud)	■ Lakes
Segment 4 (Stroud to OKC)	■ Rivers
Segment 5 (OKC to El Reno)	--- Railroad
Segment 6 (El Reno to Weatherford)	Road Network
Segment 7 (Weatherford to Elk City)	— Interstate Highway
Segment 8 (Elk City to Texola)	— State Routes
	— U.S. Highways

0 20 40 80 Miles

MAP SOURCE DATA:
Data CD from ODOT-April 2007

TranSystems
JE JACOBS
Carter Burgess

Oklahoma - Route 66 Corridor Management Plan

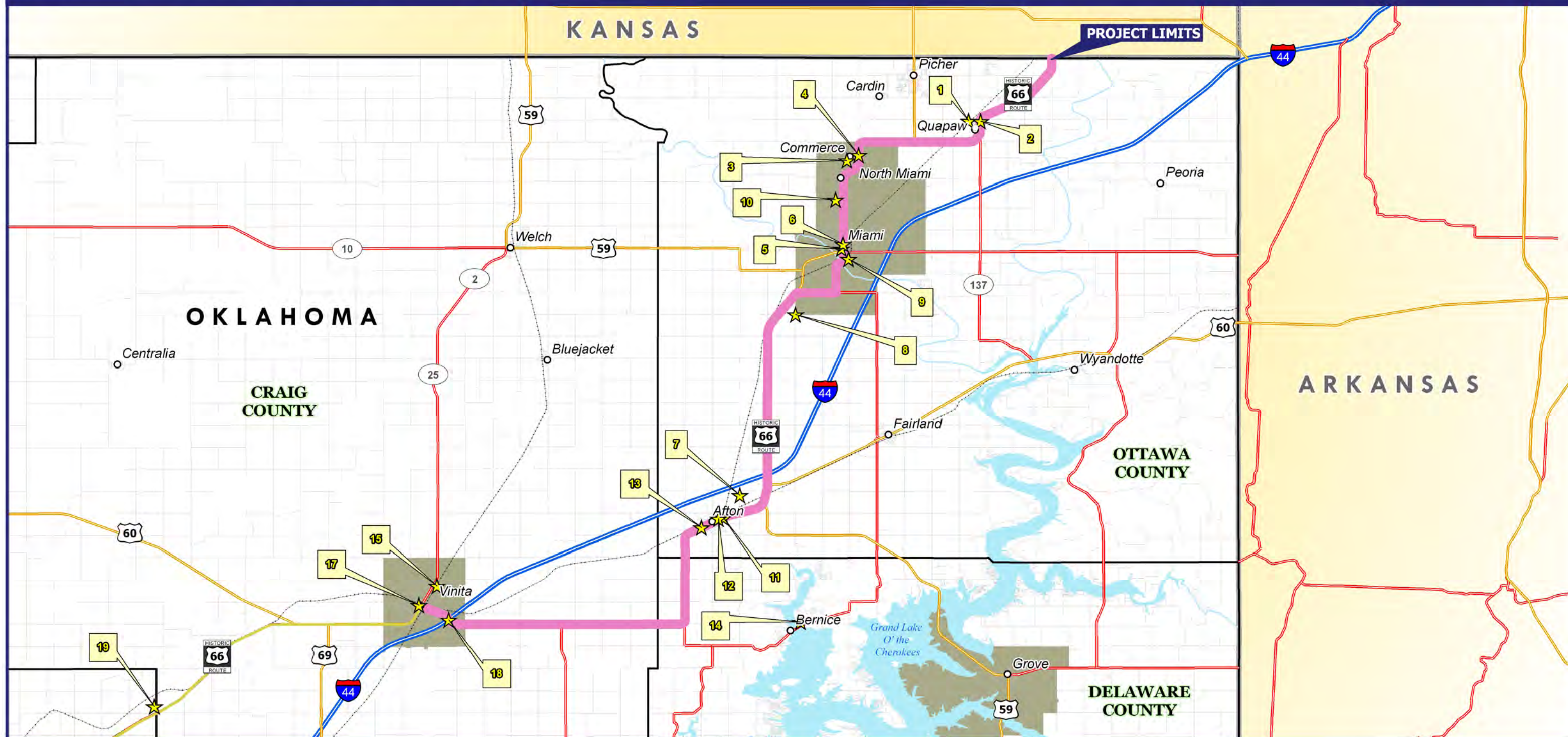


Figure 11
Resource Segment Map 1

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Intrinsic Resource (Map ID)

- Urban Area
- Lakes
- Rivers
- Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

MAP SOURCE DATA:
Data CD from ODOT - April 2007



Oklahoma - Route 66 Corridor Management Plan

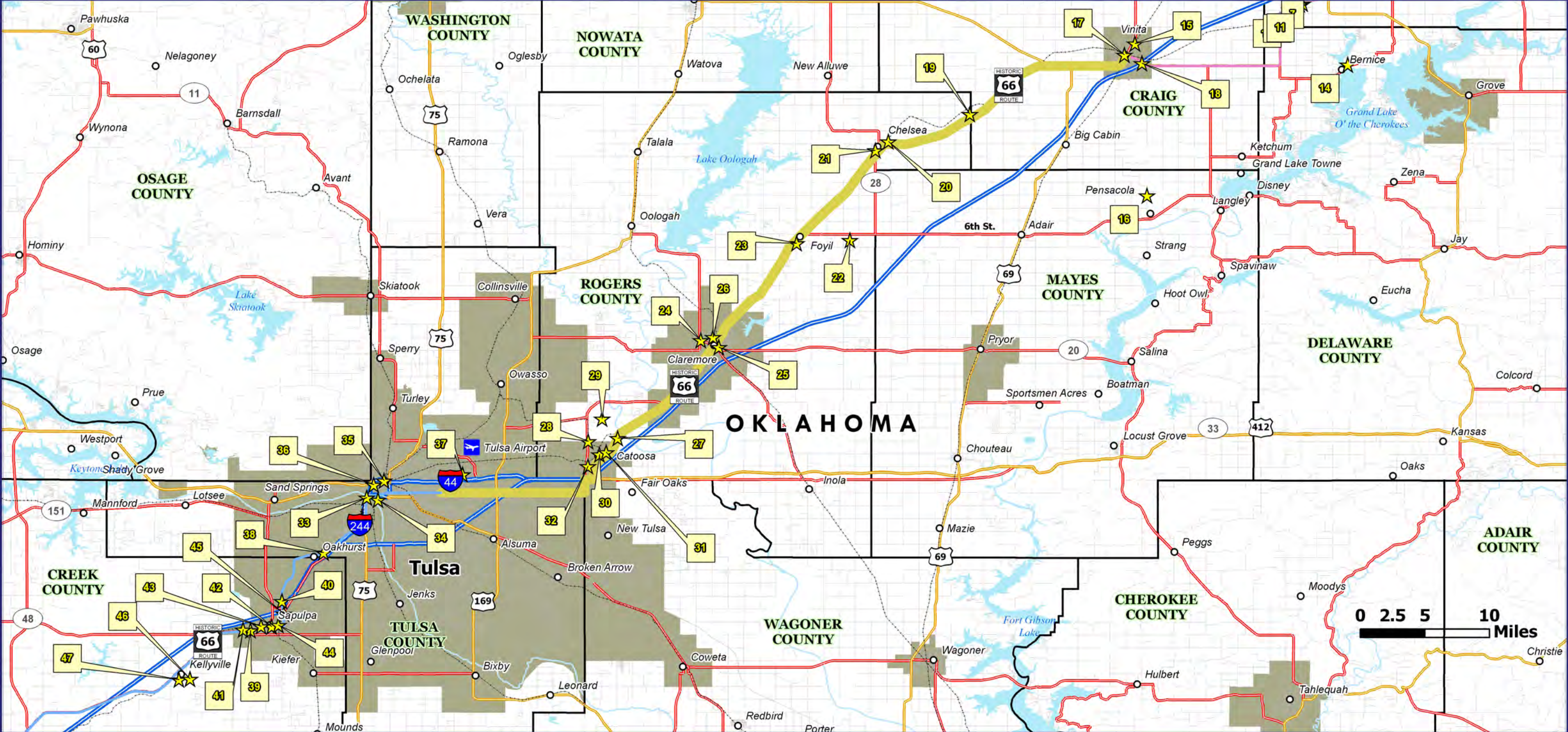


Figure 12
Resource Segment Map 2

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

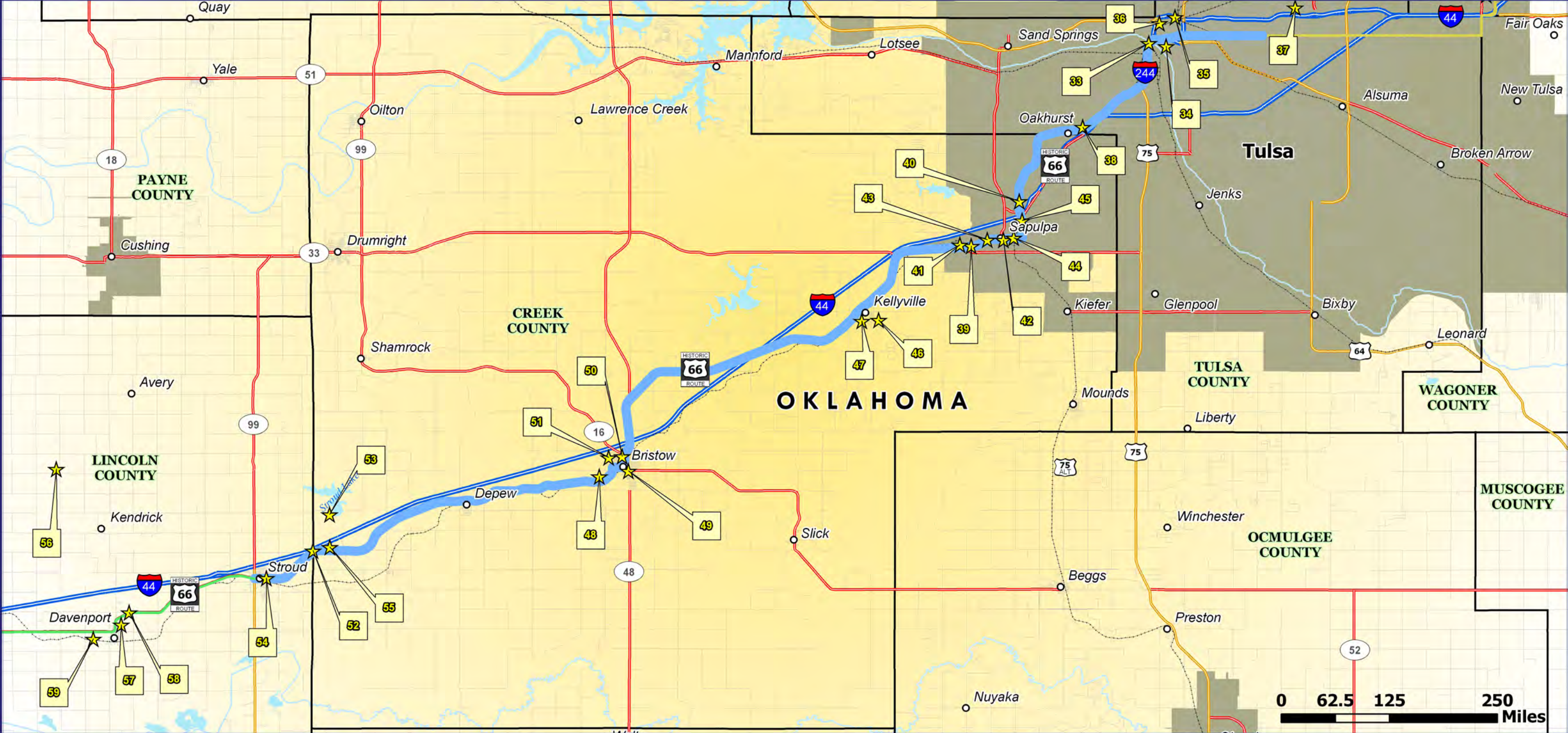
Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

- Intrinsic Resource (Map ID)
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
 - Interstate Highway
 - State Routes
 - U.S. Highways



Oklahoma - Route 66 Corridor Management Plan



Oklahoma - Route 66 Corridor Management Plan

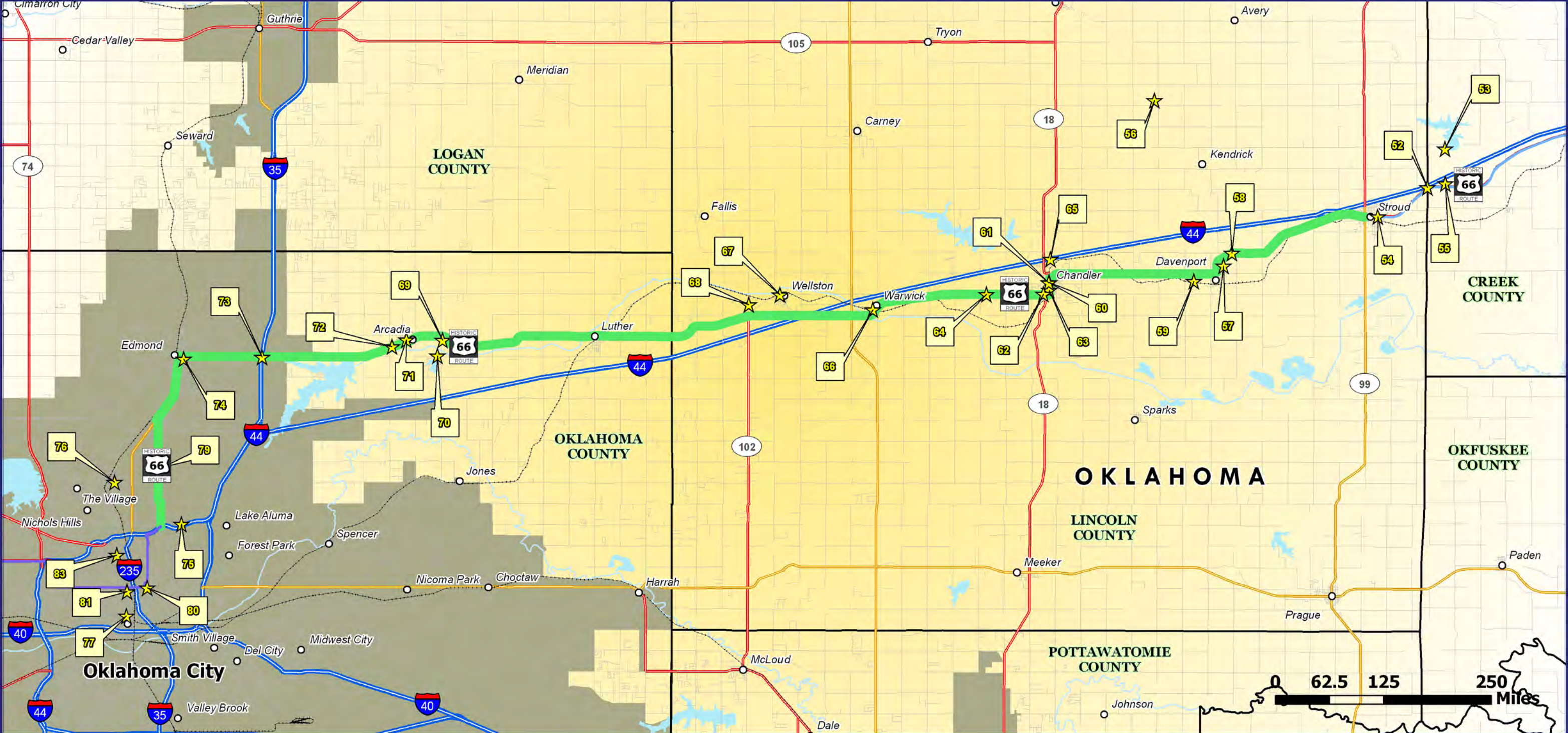


Figure 14
Resource Segment Map 4

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

- Intrinsic Resource (Map ID)
- Urban Area
- Lakes
- Rivers
- Railroad
- Road Network
 - Interstate Highway
 - State Routes
 - U.S. Highways



Oklahoma - Route 66 Corridor Management Plan

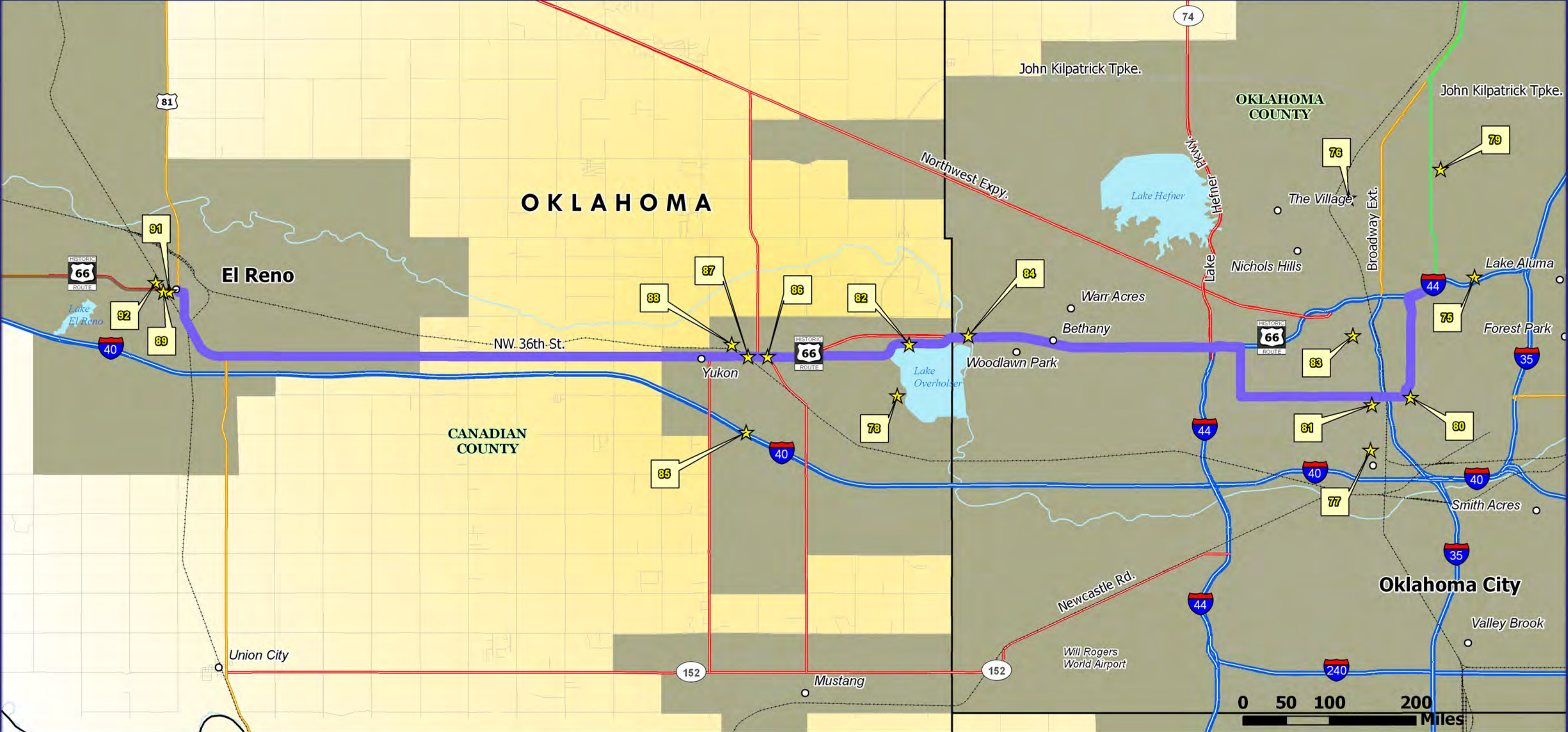


Figure 15
Resource Segment Map 5

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Intrinsic Resource (Map ID)

- Urban Area
- Lakes
- Rivers
- Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

Oklahoma - Route 66 Corridor Management Plan



Figure 16
Resource Segment Map 6

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Intrinsic Resource (Map ID)

- Urban Area
- Lakes
- Rivers
- Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

Other Symbols:

- ★ Intrinsic Resource (Map ID)
- Urban Area
- Lakes
- Rivers
- Railroad

Logos:

- OU
- TranSystems
- JE JACOBS Carter Burgess

Oklahoma - Route 66 Corridor Management Plan

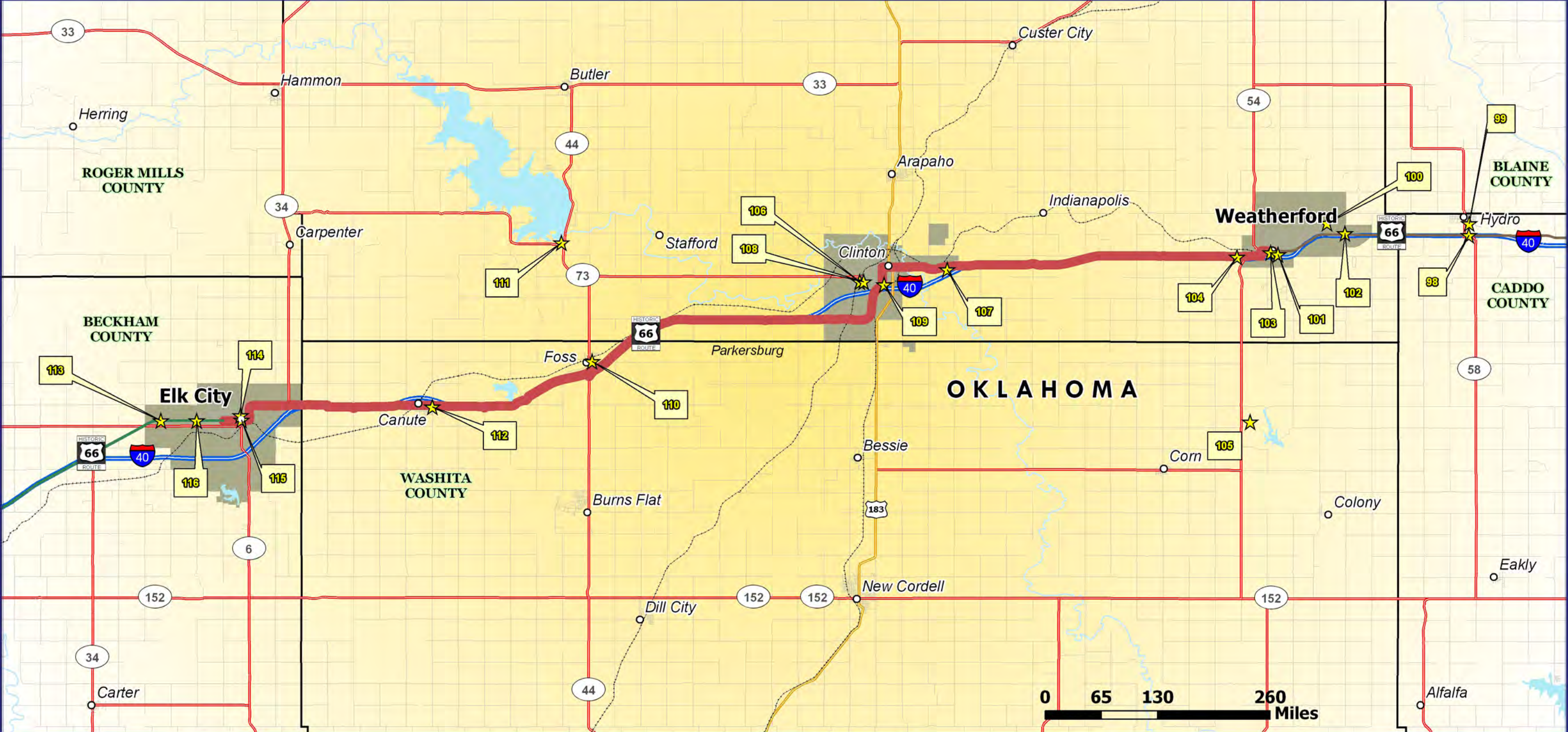


Figure 17
Resource Segment Map 7

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Intrinsic Resource (Map ID)

- Urban Area
- Lakes
- Rivers
- Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

Oklahoma - Route 66 Corridor Management Plan

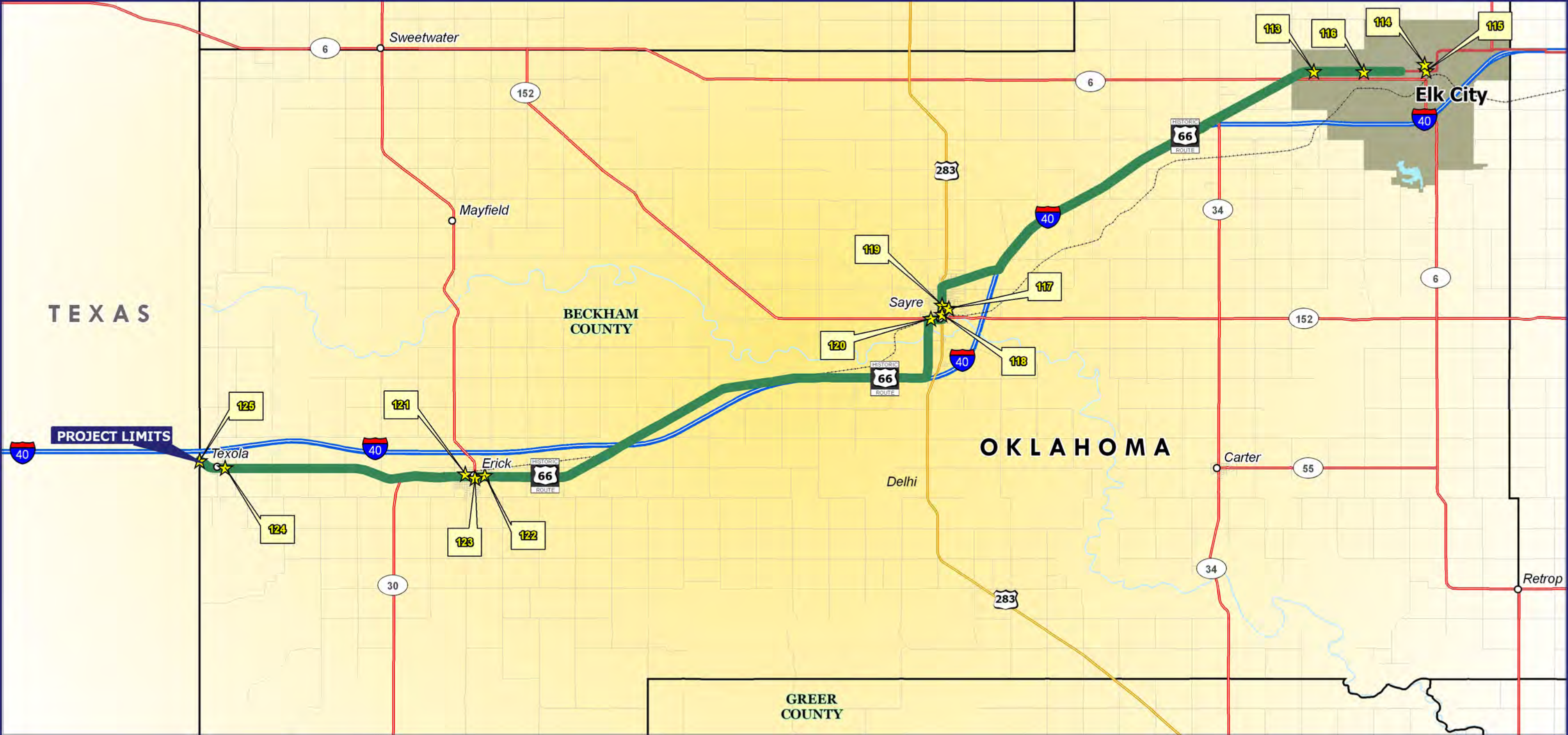


Figure 18
Resource Segment Map 8

MAP SOURCE DATA:
Data CD from ODOT-April 2007

LEGEND

Corridor Segments

- Segment 1 (Quapaw to Vinita)
- Segment 2 (Vinita to Tulsa)
- Segment 3 (Tulsa to Stroud)
- Segment 4 (Stroud to OKC)
- Segment 5 (OKC to El Reno)
- Segment 6 (El Reno to Weatherford)
- Segment 7 (Weatherford to Elk City)
- Segment 8 (Elk City to Texola)

Intrinsic Resource (Map ID)

- Urban Area
- Lakes
- Rivers
- Railroad

Road Network

- Interstate Highway
- State Routes
- U.S. Highways

3.1 Historic Resources

Historic resources encompass legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns and other examples of human activity. Historic features can be inventoried, Figured, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

Nationally Significant Historic Resources

Coleman Theatre Beautiful (Segment 1, Map ID #6)

Miami's crown jewel, the Coleman Theatre Beautiful is a Spanish Mission Revival style structure built in 1929 by George L. Coleman, Sr. as a vaudeville and movie theater. In 1989, the theater, suffering from years of neglect, was given to the City of Miami by the Coleman family and has since undergone extensive renovation. This structure draws tourist from a national audience due to its significant history and notable architectural style.

Ribbon Road Section (Segment 1, Map ID #7)

Miami has the last section of the original Ribbon Road, listed as an Oklahoma National Historic Landmark. This small 9-foot wide section of historic Route 66 travels through rural Oklahoma farms and endless rolling plains. A trip down this section of Route 66 provides the traveler with a wonderful understanding of what it was like to travel the road during the infancy of the automobile era.

“Sidewalk” Highway Section (Segment 1, Map ID #8)

A unique and fragile stretch of road linking Miami with Afton was paved only 9 feet wide, including its concrete edges. This is one of two sections of original Route 66 highway currently located on the National Register of Historic Places (1995). This amazing section of original Route 66 draws international visitors longing for an authentic Route 66 travelling experience.

Cabin Creek Civil War Battle Site (Segment 1, 2, Map ID #16)

Close to Vinita, this twelve acre Civil War battle site features granite monuments and markers that tell the story of this 1862 Confederate victory. It is considered to be one of the most complete battles of the Civil War. Confederate forces captured over 100 wagons, 720 mules and other goods valued at \$1,500,000.

Two Original Sears and Roebuck Homes (Segment 2, Map ID #21)

These two (2) houses were ordered by mail from the Sears Roebuck Company in 1913 and still serve as residences today. Sears and Roebuck mail order homes have attracted a following in the past decade as a result of their architecture, quality materials and construction, and rarity. These homes draw many travelers longing to see a piece of authentic American housing history.

Creek Council Oak Tree (Segment 2, 3, Map ID #34)

The Creek Council Oak tree is the birthplace of Tulsa and marks the end of a devastating migration along the infamous Trail of Tears for the Lochapoka Band of Creek Indians.

Rock Creek Bridge (Segment 3, Map ID #39)

At the west end of the City of Sapulpa is the Rock Creek Bridge. This bridge is considered to be one of the crown jewels of the Oklahoma Route 66 Scenic Byway. The weathered concrete bridge is a direct throwback to the days when the road followed the lay of the land, irrespective of its unruly configuration. Bridge hobbyists and travelers seeking magnificent infrastructure photo opportunities seek this bridge out for its unique and traditional appearance.

West Sapulpa Highway Section (Segment 3, Map ID #41)

This section of Oklahoma Route 66 is located outside of Sapulpa and was placed on the National Register of Historic Places in 2004. This is one of few sections of Route 66 listed on the Register of Historic Places.

Tank Farm Highway Loop (Segment 3, Map ID #48)

This Route 66 roadway segment is located just outside of Bristow and was placed on the National Register of Historic Places in 2006.

Rock Café (Segment 3, 4, Map ID #4)

The Rock Café is a significant and well-recognized Route 66 icon. It has stood on the outskirts of Stroud since 1936. An inspiration of a man named Roy Rieves, who used his life savings to buy the lots on which the café sits. At the time he started to build, Route 66 was finishing pavement installation in a nationwide effort to connect the east and west coasts. Roy built the café almost single-handedly over a three (3) year time span, using the very rocks removed from the old road while the paving of Route 66 took place right in front of his land. The café was open from 1939 to 1983, until it had to be closed as business declined due to the opening of the Turner Turnpike. Now listed on the National Register of Historic Places, the Rock Café has been revived and is again in operation. The café offers hometown cooking and Oklahoman hospitality to travelers along the Oklahoma Route 66 Scenic Byway.

Ozark Trails Highway Section (Segment 3, 4, Map ID #55)

This roadway segment is located outside of Stroud and was placed on the National Register of Historic Places in 2003.

Seaba Station (Segment 4, Map ID #66)

This historic station has been in operation since 1924, two (2) years before Route 66 was even built. It was first built by John and Alice Seaba, operating a garage and service station before changing it to the Seaba Manufacturing Company in the 1930s. They sold it in 1951, and it

changed hands a couple more times over the years before Sonny and Sue Preston bought it in 1995 and completely restored the building. Today, Seaba Station Antiques, Gifts and Collectibles is listed on the National Register of Historic Places, and continues to welcome Route 66 travelers.

Original Mile of Road (Segment 4, Map ID #69)

This section of original Route 66 roadway was the second small section of original Route 66 highway to be placed on the National Register of Historic Places. Its uniqueness is found not in its age or condition, but in characteristics relating to the road surface itself, which involves two completely different designs that adjoin not far from the midpoint. This segment of roadway can be found just outside of Arcadia.

Historic Round Barn (Segment 4, Map ID #71)

Located on Route 66 in the heart of Arcadia, the Round Barn is one of our nation's unique landmarks. Built in 1898 by resident William F. Odor, complete restoration of the barn began in 1989 following the collapse of the roof. Led by retired master carpenter Luke Robison, then in his seventies, the slumping structure was righted and then returned to its original condition by Robison and a group of local volunteers dubbed the "Over the Hill Gang." Since opening to the public, the Round Barn has been operated by members of Arcadia's Historical and Preservation Society and has achieved great success, becoming one of the most publicized and visited icons anywhere along Route 66.

Fort Reno (Segment 5, 6, Map ID #90)

Fort Reno was established as a permanent post in July 1875, near the Darlington Indian Agency on the old Cheyenne-Arapaho reservation in Indian Territory, in present-day central Oklahoma. Named for General Jesse L. Reno, who died at the Battle of South Mountain, it supported the U.S. Army following the Cheyenne uprising in 1874. The fort and its buildings still remain in El Reno today, and can be visited by travelers of Route 66.

Regionally Significant Historic Resources**Marathon Gas Station (Segment 1, Map ID #9)**

This Marathon Motor Oil service station in Miami was built circa 1929 and is one of very few remaining that has not been substantially altered. This station provides travelers with an authentic look at service stations of the early era of automobiles. It is listed on the National Register of Historic Places.

Waylon's Ku Ku Burger (Segment 1, Map ID #10)

A mainstay of Miami, this eatery on Oklahoma Route 66 conveys the era of the 1950s with a large neon sign and Ku Ku on the roof and a pleasant mid-century décor inside. In addition, one of the best burgers anywhere can be enjoyed at Waylon's.

Horse Creek Bridge (Segment 1, Map ID #11)

Listed on the National Register of Historic places, the Horse Creek Bridge was built in 1929 to cross the powerful Horse Creek. Complete with pedestrian walkways on both sides, a safety feature not seen on most Route 66 bridges, the bridge provides travelers with a taste of early 1900s engineering technology and bridge design.

White Oak Mill (Segment 1, Map ID #19)

The small community of White Oak thrived around this mill for years, before it was shut down. There is very little left in the town today, other than the mill and a few more buildings.

Chelsea Motel and Neon Sign (Segment 2, Map ID #20)

A vintage classic sign, representing the thousands of creative, colorful, and bright neon signs that would lure motorists to the adjacent motel.

Andy Payne Marker and Statue (Segment 2, Map ID #23)

The marker and statue are a tribute to the winner of one of the most remarkable events in sports history – one that took place along Oklahoma Route 66. The Bunion Derby was a 3,400 mile foot race from Los Angeles to New York and took place on approximately 2,400 miles of Route 66. Andy Payne, a 19-yr-old from Foyil, Oklahoma won the first ever trans-continental run. He wanted the \$25,000 prize so he could marry his high school sweetheart and save his family's farm.

On March 4, 1928, over 275 runners began the grueling odyssey; by the third day over half had dropped out. The race continued through desert heat and torrential rains. Runners succumbed along the way to injuries, exhaustion, and one was even hit by a car that sped away. Andy Payne emerged as a contender against a Brit, Peter Gavuzzi, trading the lead back and forth for five weeks until Gavuzzi dropped out in Ohio complaining of a "bad tooth." As a final indignity, Pyle made the runners circle around Madison Square Garden for 20 miles before crossing the finish line.

Payne set a world record by completing the distance in 573 hours, 4 minutes, 34 seconds -- he averaged 6 miles an hour. He got his \$25,000 dollars, returned to Oklahoma, and married his sweetheart.

In a quiet spot along Route 66 in Foyil, a monument commemorates Andrew Hartley Payne and his Transcontinental Footrace victory. (*Source: Roadside America, 2008*)

Twin Steel Truss Bridges (Segment 2, Map ID #27)

In the town of Verdigris, these "twin" bridges are actually not twins as one was built in 1936 and the other in 1957. The massive bridges are truly a site to see on while driving on Route 66.

D.W. Correll Museum (Segment 2, Map ID #32)

The D.W. Correll Museum in Catoosa consists of three (3) buildings with many items from the past. One building houses antique automobiles restored by Correll himself. The second building houses an extensive collection of bottles and decanters. The third building contains a collection of rocks, gems, and minerals from all over the world, along with many articles about the construction of the Port of Catoosa.

11th St. Bridge (Segment 2, 3, Map ID #33)

One of Tulsa's best known Art Deco structures, built in 1916.

Sue Bland Oil Well (Segment 2, 3, Map ID #38)

The sue Bland Oil Well was Oklahoma's first oil well, located in the Red Fork community of West Tulsa. It was completed in 1901 by Dr. J.C.W. Bland and Dr. Fred S. Clinton on the homestead allotment of Dr. Bland's wife, Sue A. Bland, a Creek County citizen. The Sue Bland #1 was a thirty barrel well at a depth of 600 feet.

Old Rock Motel Cabins (Segment 3, Map ID #46)

East of Kellyville, these old rock cabins still stand today, but are now limited to serving as subjects for photographs. Rock cabins were once a regular site along Route 66, but have fallen to neglect and deterioration.

Veterans of Foreign Wars National Wake Island War Memorial at City Park (Segment 3, Map ID #51)

Bristow provides travelers with a wonderful city park experience where they can visit the Veterans of Foreign Wars National Wake Island War Memorial. This is a nice side trip and is set in a beautiful city park that offers many amenities and relaxation.

Ozark Trail Obelisk (Segment 4, Map ID #57)

On Route 66 between Stroud and Davenport, this rare concrete obelisk marks the Ozark Trail; circa 1917, one of only four remaining in the United States.

The Ozark Trail was a network of locally maintained roads and highways that predated the United States federal highway system. The roads ran from St. Louis, Missouri, to El Paso, Texas, over a series of routes. These roads were maintained by both private citizens and local communities. In one case, however, the US government was directly involved; it built the Ozark Trail Bridge in 1925 over the South Canadian River between Newcastle, Oklahoma, and Oklahoma City, as the first federal highway project built in Oklahoma.

These roads comprised the major highway system in the region until U.S. Highway 66 was built in the 1920s. In Oklahoma, portions of the section-line roads between Anadarko and Hobart are still referred to as "The Old Ozark Trail." (*Source: Drive the OST, www.drivetheost.com, 2008*)

Old Phillips 66 Gas Station (Segment 4, Map ID #61)

The Old Phillips 66 Gas station is a cottage-style station in Chandler, which was a popular service station design used by Phillips 66 and other brands during the 1920s and 1930s. This is one of the few remaining Phillips 66 stations in the country resembling the cottage-style architecture. The service station is currently undergoing renovation and plans to be a featured attraction along Oklahoma Route 66 in the near future.

Coca-Cola Ghost Sign (Segment 4, Map ID #63)

One of many authentic ghost signs located along the Oklahoma Route 66 Scenic Byway, this one was recently restored on the side of the St. Cloud Hotel. This is a common photo opportunity for Route 66 travelers.

One Roomed School House (Segment 4, Map ID #73)

This site portrays the first schoolhouse built in Oklahoma Territory, during the historic land run of 1889.

Owl Courts (Segment 4, 5, Map ID #76)

The Owl Courts are a collection of old tourist courts, also known as motor hotels for travelers and tourist along Route 66.

Capitol Building on Route 66 (Segment 4, 5, Map ID #80)

The Oklahoma State Capitol building, located in Oklahoma City, is the seat of government of the U.S. state of Oklahoma and the location of the chambers of the Oklahoma Legislature. The state capitol campus is famous for oil wells being located there and remains today as the only state capitol grounds in the United States with active oil rigs. The capitol building sits directly on top of the Oklahoma City Oil Field and is listed on the National Register of Historic Places.

Oklahoma's first capitol was originally located in the city of Guthrie, now a northern suburb of Oklahoma City. At noon on April 22, 1889 cannons sounded the start of the Oklahoma land run. In only six hours about 10,000 people had settled in what would soon become the capitol of Oklahoma Territory. Within only months Guthrie became a modern brick and stone "Queen of the Prairie" with municipal water, electricity, a mass transit system and underground parking garages for horses and carriages.

Without the protection of the federal government, Oklahoma's newly established government became part of political battle on where the capitol should be located. In the middle of the night,

on June 11, 1910, the state seal was taken from Guthrie and moved south to Oklahoma City, the present site of the state capitol.

The relocated capitol was originally slated to be built in the Warr Acres suburb, far from downtown Oklahoma City. The proposal called for the capitol building to front NW 39th Street. However, after three (3) years of consideration, support moved to build the capitol at its present Oklahoma City site approximately two (2) miles from downtown's central business district.

The construction of the relocated Capitol Building began on July 20, 1914 under the direction of Governor Lee Cruce. It was delivered to the state on July 1, 1917 though it wasn't finished until 1919. The completed building had over 400,000 square feet of space located on six (6) floors.

(Source: National Register of Historic Places. National Park Service, 2007)

Will Rogers Theater (Segment 4, 5, Map ID #83)

This historic theater in Oklahoma City was designed and built in 1946 by architect Jack Corgan. The lobby features a large mural depicting scenes from Will Rogers' life. Today, it is a special events center with a coffee house in the lobby.

Chisholm Trail Watering Hole (Segment 5, Map ID #85)

This watering hole marks the spot of the famous Chisholm Trail, which was used by cattle drovers during the 1870s and 1880s.

Yukon's Best Flour & Grain Co. (Segment 5, Map ID #87)

Yukon's Best Flour & Grain Company was founded in 1891 and located at the crossroads of Route 66 and the eastern fork of the Chisholm Trail. The company has a classic neon sign that can be seen for miles at night and has been a landmark for Route 66 travelers for generations.

Yukon's Best Railroad Museum (Segment 5, Map ID #88)

Located in Yukon, three cabooses and one box car contain Rock Island memorabilia and other railroad antiques and artifacts. The Old Interurban Depot lies directly to the west.

"Pony" Bridge (Segment 6, Map ID #96)

When Route 66 was first built, this spot in Bridgeport was the western end of two (2) safe water crossings over the Canadian River. The Pony Bridge at the Canadian River is 3944.33 feet long and contains 38 pony trusses. It was completed July 1, 1933.

An interesting fact about this historic steel tress bridge is that it is featured in the 1939 classic film "The Grapes of Wrath" starring Henry Fonda. The filming took place at the western end of the bridge depicting a scene where grandpa is buried after being shot. The bridge was only 6 years old when this filming took place.

Key Bridge Relics (Segment 6, Map ID #97)

Formerly a toll bridge along Route 66, this bridge was replaced by the “Pony” Bridge and was then destroyed by a fire in 1946, then dismantled. Rusty uprights are all that remain.

Lee-Cotter Blacksmith Shop (Segment 6, 7, Map ID #103)

Located in Weatherford the Lee-Cotter Blacksmith Shop is listed on the National Register of Historic Places. Four generations of business have been held in the original 1910 location on old Route 66. Enjoy seeing turn-of-the-century belt-driven farrier equipment of which most is still in use.

McLain Rogers Park & Historic Amphitheater (Segment 7, Map ID #109)

Located on 15 acres of land in Clinton, the park houses several historic WPA projects. Most notably of which is the 400 seat outdoor amphitheater, one of only two left in the state. Utilized by many Route 66 travelers in its heyday, the amphitheater still features local talent and Broadway style productions in the summer months.

Kobel’s Gas Station Ruins (Segment 7, Map ID #110)

Kobel’s was a popular stop along Route 66. All that remains today are ruins of what once was. This site still attracts a large audience as it offers a glimpse back in time to when Route 66 was heavily traveled and needed “modern” automotive services.

Parker Rig 114 - World’s Tallest Non-Working Oil Rig (Segment 7, 8, Map ID #114)

The Parker Oil Rig #114 can be seen in the parking lot of the Casa Grande Hotel. This 179 ft. tall oil derrick is a sight to see and provides a reflection of Oklahoma’s oil boom years.

Beckham County Courthouse (Segment 8, Map ID #117)

The Beckham County Courthouse is one of the most identifiable structures along all of Route 66 in Oklahoma. The Courthouse was also featured in the movie *The Grapes of Wrath*.

Owl Drug Store (Segment 8, Map ID #119)

The Owl Drug Store is another famous Route 66 landmark located in Sayre. The Owl Drug Store was built in the 1920s and is one of many buildings in the town on the National Register of Historic Places.

Territorial Jail (Segment 8, Map ID #124)

One room jail in Texola, built in 1910 with iron bars for door and windows.

*Locally Significant Historical Resources***Dark Horse Zinc Mine (Segment 1, Map ID #1)**

Zinc and ore were churned out of this mine in the early 1900s, creating the town of Quapaw, the first town developed in Oklahoma on Route 66.

Dosie Creek Bridge (Segment 4, Map ID #)

Barely a mile down the road from the Ozark Trail Obelisk is an old steel truss bridge built in 1909 by Rochester Bridge Co. of Rochester, Indiana. It could possibly be the oldest existing Route 66 bridge still in use.

1933 Texas Company Gas Station (Segment 4, Map ID #59)

This gas station in the center of Davenport was originally built in 1933 and has been renovated into an office space and business base. The old style of the building remains and it still draws in Route 66 enthusiasts from all over the country to tour it.

Metal Barn Advertising Meramec Caverns (Segment 4, Map ID #64)

This metal barn west of Chandler is the last remaining one on Route 66 in Oklahoma advertising the Meramec Caverns in Missouri. This type of barn-side advertising was a common scene in the roaring era of Route 66.

Two Pony Truss Bridges (Segment 4, Map ID #68)

There are two (2) bridges left on this segment of Route 66 in Wellston. One is on Route 66B and the other is on the original Route 66 alignment from 1933. These bridges resemble the automotive era of America and Route 66.

Lake Overholser Truss Bridge (Segment 5, Map ID #84)

The Lake Overholser Truss Bridge is a classic mixed through truss bridge built in 1924 outside of Bethany. It is one of only a few its size still in existence anywhere on Route 66 and in the State of Oklahoma.

66 West Twin Drive-In (Segment 6, 7, Map ID #104)

This drive-in opened in 1967 as the 40 West Drive-In and shortly was renamed the 66 West Twin Drive-In. This twin screen drive-in theater just outside of Weatherford is one of very few drive-in theaters left on Route 66 and elsewhere in the United States. It is still in operation today.

Trade Winds Courtyard Inn (Segment 7, Map ID #108)

Just across from the Route 66 Museum in Clinton the Trade Winds Courtyard Inn is known as the overnight stop for Elvis Presley a number of times during his numerous car trips west of Memphis. The Inn is still in business today and offers an authentic lodging experience.

Catholic Cemetery & Grotto (Segment 7, Map ID #112)

The Catholic Cemetery has an interesting Grotto and Calvary Hill monument built in 1928. The Grotto represents the tomb of Christ and one of four nearby granite historical markers declares “the Grotto serves as a monument to the settlers of western Oklahoma who struggled with tornadoes, drought, and ‘blue northers’ to establish a prosperous community while maintaining their beliefs.”

Great Western Trail Marker (Segment 7, 8, Map ID #116)

More than six million cattle went up this trail from Texas to Kansas between 1874 and 1888. The trail crossed the location where this marker sits (in the Old Town Museum Complex, Elk City) approximately 10 miles east.

Doxey Timber Creek Bridge (Segment 8, Map ID #120)

Located just outside of Sayre, this historic steel truss bridge is part of the Oklahoma ghost town of Doxey, of which there is only a cemetery left.

3.2 Cultural Resources

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

Nationally Significant Cultural Resources**Ed Galloway’s Totem Pole Park (Segment 2, Map ID #22)**

Listed on the National Register of Historic Places and claiming the title of World’s Largest Concrete Totem Pole, Ed Galloway’s Totem pole and park is located ten miles north of Claremore off Route 66, four miles east of Foyil on Highway 28A and features a 90 foot totem pole that towers over everything surrounding it. Started in 1937 and completed in 1948, it took Ed Galloway 11 years and approximately 28 tons of cement, 6 tons of steel, and 100 tons of sand and rock to create the massive structure. Visitors come from all over the world to view this unique and magnificent structure.

Will Rogers Memorial and Museum (Segment 2, Map ID #24)

Not far from the log cabin in which he was born there lies a memorial and museum dedicated to Oklahoma’s favorite son – Will Rogers. The town of Claremore features the Will Rogers Memorial that includes an eight (8) gallery museum, complete with movie/film theaters and features items from his cowboy trick roping days to Vaudeville. This museum is a world-class museum and will impress even the most seasoned museum visitor.

J.M. Davis Arms and Historical Museum (Segment 2, Map ID #26)

Also located in Claremore is the J.M. Davis Arms and Historical Museum is said to house the world's largest collection of guns and related artifacts, totaling over 20,000 pieces.

The Blue Whale (Segment 2, Map ID #31)

One of the most recognizable icons of Route 66, the Blue Whale in Catoosa was built by Hugh Davis in the early 1970s as an anniversary gift to his wife Zelda, who collected whale figurines. Originally for family use, it didn't take the Davis family long to realize that everyone around would want to enjoy the pond, diving boards, and slides that the Blue Whale had to offer. The giant whale and the pond it sits on has provided outdoor fun for children as well as adults for nearly twenty years, serving as both a gymnasium and diving platform. The park also includes small picnic tables, a few boats, public restrooms, a concession stand, and gorgeous trees providing shade and relaxation. Following a decade of deterioration after its closing in the late 1980s, the grounds were cleaned up and the faded whale was replenished with a new coat of paint, bringing it back to its original color. Many other amenities were also restored with the exception of a large ark that rested in the middle of the lake, which once housed a zoo, and is now being overtaken by mother nature.

Frankoma Pottery (Segment 3, Map ID #40)

Perhaps the thing that Sapulpa is best known for is the globally recognized Frankoma Pottery. The pottery pieces made since 1954 all contain red clay that helps to identify their authenticity and the fact that they come from Sapulpa, Oklahoma. There are free factory tours available for visitors to watch the skilled artisans make pottery in the same manner as they have been for over sixty years.

Cowboy Hall of Fame and Western Heritage Center (Segment 4, 5, Map ID #75)

The Cowboy Hall of Fame and Western Heritage Center preserves the rugged individualism and romantic spirit of the frontier. This popular visitor attraction in Oklahoma City features a vast collection of classic and contemporary Western art. Opened July 4, 1999 are three (3) new historical galleries, the American Cowboy Gallery, the American Rodeo Gallery, and Prosperity Junction, and a re-created authentic western town. Visitors coming off of Route 66 to the museum will enjoy an adventure into the Old West at this national memorial to the American Cowboy.

Oklahoma City National Memorial and Memorial Center Museum (Segment 4, 5, Map ID #77)

The Oklahoma City National Memorial and Museum was created to honor those who were killed, those who survived, and those changed forever by the 1995 bombing of the Alfred P. Murrah Federal Building in Oklahoma City. The Memorial and Museum are dedicated to educating visitors about the impact of violence, informing about events surrounding the

bombing, and inspiring hope and healing through lessons learned by those affected. The Memorial and the Museum are internationally known and offer a truly memorable visitor experience.

Lucille Hamons' Station (Segment 6, Map ID #98)

One-half mile southwest of Hydro is Lucille Hamons' Station, for which Hydro is best known. Built in 1927 by Carl Ditmore, Carl and Lucille Hamons bought the gas station and auto court in 1941. World War II started just two months after they purchased the property, and Carl began hauling hay to the northern states while Lucille learned how to pump gas, change headlights and fix flat tires. The Hamons lived at the station in quarters located behind and above the business, and in addition to taking care of her three children; Lucille also maintained the seven cabins, doing the wash in an old wringer washing machine. On January 31, 1971 Carl Hamons died and Lucille was left alone to run the business. Before long, I-40 would arrive through Oklahoma, taking Route 66 off the Figures. Many of the old businesses died, but Lucille, who had long tended to travelers of the Mother Road, hung on. In the 1990s, when Route 66 began to see a revival, Lucille was made famous and dubbed "The Mother of the Mother Road." In July, 1997 Lucille's station was placed on the National Historic Register and in 1999, Lucille received the Oklahoma Route 66 Hall of Fame Award. Lucille continued to run the store until the day she died, 59 years after buying the property. Mrs. Hamons died on August 18, 2000 but is lovingly remembered by the many long time travelers of Route 66. Today, this classic old gas station is only one of two upper-story over style stations left on Oklahoma's ribbon of Route 66.

Oklahoma Route 66 Museum (Segment 7, Map ID #106)

The Oklahoma Route 66 Museum is operated by state agency Oklahoma Historical Society. Originally called the Museum of Western Trails, the facility officially opened in 1968, and was operated by the Oklahoma Tourist Trust and Recreation (later referred to as the Oklahoma Department of Tourism and Recreation).

Twenty-three years ago, the Route 66 Museum was transferred to OHS. In 1993, plans began for a redevelopment of the museum. The Route 66 project was funded with federal, state and private funds, with the citizens of Clinton (population approximately 10,000) raising over \$200,000.00.

The museum officially opened on September 23, 1995, as the Oklahoma Route 66 Museum with a grand opening celebration in Clinton including car shows, free live entertainment, a rock 'n roll dance and many other activities.

Exhibits begin with "The World's Largest Curio Cabinet," home of special treasures collected from along the route. Following the Introduction gallery, the museum tells the story of Route 66 by decade; with 10,000 square feet of exhibit space, there are 7 galleries beginning with the 1920s and traveling to the 1970s. Along the way visitors see vehicles and listen to music while

they experience the history and culture of each decade concerning road construction, transportation, lodging, restaurants, garages, curio shops, attractions, and other artifacts, graphics, and videos. At the end of their trip down the “Main Street of America,” visitors catch their breath in the drive-in theater, before stopping in the “Curio” gift shop with its wide selection of signs, books, videos, clothing, toys, games and numerous other mementos, of Route 66 and the Museum.

National Route 66 Museum and Old Town Museum Complex (Segment 7, 8, Map ID #113)

Take a step back in time at the National Route 66 Museum and Old Town Museum Complex located in the heart of Elk City. The museum focuses on the people who lived, worked and traveled the Mother Road and offers visitors a road pattern to travel not just through Oklahoma, but all eight (8) states that Route 66 traverses.

Regionally Significant Cultural Resources**Home of Mickey Mantle (Segment 1, Map ID #3)**

Mickey Mantle is one of the best know New York Yankees and American Baseball players. His legacy as a player and an individual will survive with the game of baseball for as long as it is played, and beyond. His boyhood home can be found in the town of Commerce, Oklahoma. He was given the nickname of Commerce Comet for the obvious reason. The site is planned to be a Mickey Mantle National Museum and will continue to attract baseball fans and Americana seeking travelers for years to come.

Dobson Museum (Segment 1, Map ID #5)

Part of the Dobson Memorial Center campus in Miami, this museum has over 5,000 historical items on display. Historical items include an Indian cultural collection, area mining display, early day woodworking tools, and displays of furniture and toys used by the first settlers.

Afton Station (Segment 1, Map ID #12)

This old DX Oil Company service station in Afton, has been restored and functions as an informal museum and hospitality stop for Route 66 travelers. This station offers a view of historic stations used by Route 66 travelers before chain and large national gas stations were popularized.

Eastern Trails Museum (Segment 1, 2, Map ID #17)

The Eastern Trails Museum is located within the Vinita City Hall and was created in 1968 as a reminder of the major north-south trails that traversed the country as early as 1824. The museum houses many artifacts and mementos from the Cherokee, Shawnee and Delaware Indians.

World's Largest McDonalds (Segment 1, 2, Map ID #18)

On the Will Rogers Turnpike at the Vinita exit is the world's largest McDonalds. With over 29,135 square feet of space, this is a destination of many hungry travelers along the corridor. For Before McDonalds purchased the building it was known as the Glass House Restaurant.

Lynn Riggs Memorial (Segment 2, Map ID #25)

This memorial is for the writer of *Green Grow the Lilacs*, which the famous Broadway musical *Oklahoma* was based on. The memorial is located in Claremore, which is also the setting for *Oklahoma*.

Inland Seaport – Port of Catoosa (Segment 2, Map ID #28)

The Port of Catoosa is the furthest inland seaport in the United States and links Tulsa to the Arkansas River system, which eventually reaches the Gulf of Mexico.

Arkansas River Historical Society Museum (Segment 2, Map ID #29)

Located in Catoosa, the museum tells the history of the Arkansas River and McClellan-Kerr Arkansas River Navigation System, regional benefits of the waterway, steamboat lore, cargo, and archeology.

Catoosa Historical Society Museum and Depot (Segment 2, Map ID #30)

The Catoosa Historical Society Museum and Depot was designed to look like a historic train depot in Catoosa, complete with artifacts, historic pictures, and an old train caboose.

Oklahoma Jazz Hall of Fame (Segment 2, 3, Map ID #35)

Created in 1988 along Route 66 in Tulsa, the Oklahoma Jazz Hall of Fame is dedicated to the preservation, education, and performance of jazz.

Home of “Father of Route 66” Cyrus Avery (Segment 2, 3, Map ID #36)

Cyrus Stevens Avery, the “Father of Route 66”, called Tulsa home. He was elected Tulsa County Commissioner in 1913. In 1921, he became President of the Associated Highways of America and was influential in the construction of highways across the nation. In 1925, Avery was appointed Consulting Highway Specialist to the U. S. Bureau of Public Roads and was tasked with the creation of a national highway system. His influence and efforts with the Bureau created a highway that stretched across eight states and three time zones from Chicago to Los Angeles – a road that would later become known as Route 66.

Avery took the members of the Route 66 Commission across the state aboard the Pickwick Bus line (the forerunner of Greyhound), which provided a 26-passenger bus service through Oklahoma. Tulsa had the only bridge in the region which crossed the Arkansas River (the bridge remains and is on the National Register of Historic Places). At the end of the trip, Avery and

other members of the Commission stood next to the bus for a photograph with Avery holding a Route 66 sign. Thus, Cyrus Stevens Avery became known as the “Father of Route 66”.

Cyrus Avery was a civic leader and sponsored many innovative projects including the Tulsa Municipal Airport, Tulsa's Mohawk Park, and Tulsa's International Petroleum Exposition. He also served on Tulsa's Water Board and was instrumental in the development of the City's Spavinaw water supply system.

Cyrus Stevens Avery died in Tulsa on July 2, 1963 at the age of 91.

Admiral Twin Drive-In (Segment 2, 3, Map ID #37)

Located in Tulsa, this is Oklahoma's largest drive-in, with two screens and a capacity for more than 1,500 cars. It was originally opened in 1951 as the *Modern Aire Drive-In*, and the second screen was added a year later and the drive-in was renamed the *Admiral Twin Drive-In*. The theater was also featured in Frances Ford Coppola's classic 1983 movie “The Outsiders” as a 1950's hangout.

Sapulpa Historical Museum and Waite Phillips 1922 Filling Station (Segment 3, Map ID #42)

This independent museum contains nostalgic artifacts from Sapulpa and the surrounding area of Creek County.

Bristow Historical Museum (Segment 3, Map ID #50)

The Bristow Historical Museum is housed in a 1923 restored train depot. The Museum contains railroad related displays and exhibits about the city's history, from Indian Territory days to the present.

Route 66 Shoe Tree (Segment 3, 4, Map ID #52)

A true oddity of the Mother Road, which can be found at the junction of the old and new alignments on a historic loop east of Stroud. Though the very short but pleasant stretch of worn out paving now lies on private property, it is open to vehicles, and motorists are invited to hang a pair of footwear in the tree. For decades travelers have tossed their shoes in the tree for others to see.

Museum of Pioneer History (Segment 4, Map ID #60)

The Museum of Pioneer History is one of the better locally supported museums in Oklahoma. The museum is located in Chandler within a row of stately old buildings on the National Register of Historic Places. The museum is dedicated to the preservation of local history and the education of future generations.

Route 66 Interpretive Center/Old National Guard Armory (Segment 4, Map ID #62)

Located in Chandler this restored National Guard Armory will house a Route 66 Interpretive Center and other historical artifacts.

Edmond Historical Society Museum (Segment 4, Map ID #74)

The Edmond Historical Society Museum is designed to highlight the community's history. The museum is housed in the former Armory of the 179th Infantry, 45th Division of the Oklahoma National Guard. The historic native sandstone building was built in 1936 by the Works Progress Administration (WPA). The museum's major exhibit area covers Edmond, Oklahoma history from prehistoric times to the present. The permanent exhibits are arranged in chronological order from the early days when Edmond was a coal and water stop for the Santa Fe Railroad, through the Run of 1889, the building years in the early 1900's, up through the present. Special exhibits include a re-creation of the Bradbury Corner Station, a one-quarter-scale model of St. John the Baptist Catholic Church, the first church in the territory, and a special area dedicated to those who served in the 179th Infantry during World War II. The lives of the early pioneers are interpreted through their tools, a pioneer cabin, and many documents and records of those who made the Run of 1889, the birth date of Edmond as a town.

Also within the museum you will find exhibits featuring many of our most illustrious citizens including Olympic Gold Medal winners Shannon Miller, gymnastics, and Wayne Wells, wrestling. (*Source: Edmond Historical Society, 2008*)

Yukon Museum and Art Center (Segment 5, Map ID #86)

The Yukon Museum and Art Center is located in Yukon, Oklahoma and tells the story and history of Yukon's Flour, railroad, and trails.

Heritage Express Trolley (Segment 5, 6, Map ID #89)

The only rail-based trolley in Oklahoma crosses Route 66 in El Reno and has been refurbished so travelers can step back in time and take a ride on a historic trolley.

Canadian County Historical Museum and Heritage Park (Segment 5, 6, Map ID #91)

The Canadian County Historical Museum houses great artifacts and exhibits for travelers to view. The Museum is where the Heritage Express Trolley departs from.

Canadian Rivers Museum (Segment 6, Map ID #93)

The Canadian Rivers Museum tells the traveler about the town of Geary, Oklahoma and the only two bridges that crossed the Canadian River here, one of which is gone now.

Hydro Pioneer Museum (Segment 6, Map ID #99)

An old pioneer and heritage museum, located along Route 66 in Hydro, Oklahoma.

General Thomas P. Stafford Air & Space Museum (Segment 6, 7, Map ID #100)

Located in Weatherford, Oklahoma, the birthplace of astronaut and flight pioneer General Thomas P. Stafford, the Stafford Air & Space Museum houses an amazing collection of air and space exhibits, an interactive aviation gallery that spans the history of flight, more than 20 historic aircraft, unique space flight artifacts and more!



The Stafford Air & Space Museum also houses one of the most comprehensive exhibits in the world displaying the history of rocketry. From the giant F-1 Saturn engine, powerhouse of the Apollo missions, down through the Gemini and Mercury space programs, Explorer, Sputnik and on to the earliest known man-made rockets, the Stafford Air & Space Museum will leave you in awe! (Source: *Stafford Air and Space Museum*, 2008)

**Heartland of America Heritage Center (Segment 6, 7, Map ID #101)**

Located in Weatherford, this museum features 32 themed exhibits with transportation and the military exhibits as the most popular. The transportation display includes antique cars, tractors, buggies, and bicycles. The military display highlights World War II, Korea, and Vietnam.

On the grounds of the Heartland Museum are a one-room school house and a depression era blacksmith shop. Route 66 is also a notable exhibit with an original diner, an original Route 66 service station and ice house.

Lucille's Roadhouse and Gift Shop/Museum (Segment 6, 7, Map ID #102)

Lucille's Roadhouse is at a T-intersection of Route 66 and Airport Road on the east edge of Weatherford. It was just built in 2006, but has the same old-style as many of the previous restaurants along the Mother Road. Its design was inspired by the original Lucille's Gas Station, complete with the canopy out front with an Old Ford Pickup and vintage gas pumps under it.

Cheyenne Cultural Center (Segment 7, Map ID #107)

This one-acre complex is located on the original Red Wheat allotment of the former Cheyenne-Arapaho Reservation. The Center features an exhibit area showcasing Cheyenne artists, an open-air portico, and a landscape of plants important to the Cheyenne way of life.

Anadarko Basin Museum of Natural History (Segment 7, 8, Map ID #115)

The Anadarko Basin Museum of Natural History is located in the former Casa Grande Hotel in Elk City and is easily marked with one of world's largest drilling rigs, the 181-foot-tall oil derrick located in the parking lot.

Short Grass Country Museum & Historical Society (Segment 8, Map ID #118)

The Short Grass Country Museum & Historical Society is located in the town of Sayre along Route 66 in the old Rock Island Depot. The Depot is Sayre's most important historical landmark. The Short Grass Country Museum is dedicated to the preservation of the history of Western Oklahoma. The grand opening was April 11, 1992, coinciding with the Centennial Celebration of the April 1892 land run which opened this area, the Cheyenne and Arapaho lands, to white settlement. The museum features changing displays on all aspects of early-day life in Shortgrass Country.

100th Meridian Museum (Segment 8, Map ID #121)

The 100th Meridian Museum is filled with artifacts from prehistoric times to the present and also has many significant Route 66 items.

Roger Miller Museum (Segment 8, Map ID #122)

Located in Erick and dedicated to Mr. "King of the Road" himself, Erick was also the boyhood home of this country music legend.

Locally Significant Cultural Resources**The Rock Shop (Segment 1, Map ID #4)**

This long-established Route 66 landmark on Mickey Mantle Boulevard contains a vast display of rocks and crystals indigenous to the area.

Rest Haven Motel Sign (Segment 1, Map ID #13)

This now defunct hotel features a one-of-a-kind old neon sign resembling the glory days of the Mother Road.

Barker Gang Gravesite (Segment 1, 2, Map ID #15)

The Barker Gang was a notorious gang in the 1930s throughout the mid-west. The gang was a group of four boys that committed numerous kidnappings and murders. The gang is now buried near Vinita at this unique location and attraction.

Old Cotton Gin (Segment 3, Map ID #47)

The Old Cotton Gin was once lively location in the center of Kellyville and is now a diner and antique shop.

Tatanka Ranch (Segment 3, 4, Map ID #56)

The Tatanka Guest Ranch is located on 1,000 acres of Oklahoma countryside just outside of Stroud. The ranch has a lodge, guest house, cabins, and a large lake and small ponds for fishing. There are also many scenic trails to be explored on foot, ATVs or horseback.

Concrete Totem Pole (Segment 4, Map ID #67)

The historic Concrete Totem Pole is located in Wellston at the Pioneer Camp BBQ. The Pioneer Camp BBQ was once a Route 66 fixture and tourist stop. Currently, the Camp has one remaining unit of an old motor court.

POPs (Segment 4, Map ID #72)

In Arcadia, and just recently built in 2007, this is a convenience store, gas station, and restaurant all in one. Visitors can't miss the giant pop bottle that stands at the entrance, and everyone will want to go inside to sample one of the 440-plus types of soda pop in the store. Hungry travelers and visitors come from all over the country to discover the experience of POPs.

Antenna Farm (Segment 4, 5, Map ID #79)

The Antenna Farm is located on the east side of Oklahoma City along the original alignment of Route 66. Located on the site are many different TV and radio station towers. This unique oddity is a true taste of what makes the Oklahoma Route 66 Scenic Byway a great driving and cultural experience.

Kamp's Grocery with Milk Bottle Building (Segment 4, 5, Map ID #81)

Kamp's Grocery with Milk Bottle Building is on the National Register of Historic Places. Located on Classen Boulevard in Oklahoma City, it remains as a guiding landmark for Route 66 travelers.

Jobe's Drive-In (Segment 5, 6, Map ID #92)

Located along Route 66 just west of Oklahoma City, a must stop drive-in for travelers to El Reno, and home of the famous onion-fried burger. Jobe's is a classic drive-in where patrons can pull up to the menu and have the food brought right out on a window tray that attaches to the car.

Jesse Chisholm Gravesite (Segment 6, Map ID #94)

Jesse Chisholm was a trader, trailblazer, guide, interpreter, and peacemaker in the Oklahoma Indian Territory for the last forty years of his life. A granite marker sits on his gravesite about six miles northeast of Geary.

Sand Hills Curiosity Shop (Segment 8, Map ID #123)

This is an unbelievably surreal experience in the heart of Erick. Harley and Annabelle (the “Mediocre Musicians”) will show visitors around their shop in the self-professed Redneck Capital of the World.

3.3 Scenic

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environments of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape – landform, water, vegetation and manmade development – contribute to the quality of the corridor’s visual environment. Everything present is in harmony and shares in the intrinsic qualities. These features are divided into two main groups: the primary (national) resources and the secondary (regional) resources.

Nationally Significant Scenic Resources

There are no Scenic Resources of National Significance.

Regionally Significant Scenic Resources**Scenic Drive (Segment 6 – See Location on Map)**

Prior to reaching Bridgeport Hill near Geary, the stretch through the hills on Route 66 is arguably the most scenic drive anywhere in Oklahoma. With rolling hills and vast farms spread across the landscape, the fresh Oklahoma air and scenery is a sight to be seen.

Bridgeport Hill (Segment 6, Map ID #95)

This pristine area outside of Geary once challenged early-day eastbound drivers with its steep grade and has delivered westbound motorists to the magnificent span on the Canadian River since the 1930s.

Locally Significant Scenic Resources

There are many sections of the Oklahoma Route 66 Scenic Byway corridor that offer the traveler amazing and refreshing views of rolling hills, expansive farms, and other wonderful sights.

3.4 Recreational

Recreational Quality involves outdoor recreational activities directly in association with and dependent upon the natural and cultural elements of the corridor’s landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

Nationally Significant Recreational Resources

There are no Recreational Resources of national significance.

Regionally Significant Recreational Resources**Grand Lake O' The Cherokees (Segment 1, Map ID #14)**

Just eight miles southwest of Afton along Highway 59, a wonderful side trip presents itself at Grand Lake O' The Cherokees. The lake's 46,500 surface acres of water are ideal for boating, skiing, fishing, swimming and sailing. Across the lake in Grove, Oklahoma is the site of Har-Ber Village, one of the largest antique museums in the United States. This reconstructed turn-of-the-century village contains over one hundred buildings and a collection of thousands of items representing America's past.

Lake Sahoma (Segment 3 – Labeled on Map)

This lake is also located near Sapulpa and has many activities like camping, fishing, and boating available to travelers and people around the area.

Stroud Lake (Segment 3, 4, Map ID #53)

Near the town of Stroud, this lake offers camping, boat ramps, white sand beach, swimming, skiing, and riding trails.

Bell Cow Lake (Segment 4 , Map ID #65)

Bell Cow Lake is located just north of Chandler and has four different recreation and camping areas, two on the North Side and two on the South Side. There is also fishing and hunting in and around the different areas of the lake.

Lake Arcadia (Segment 4 - Labeled on Map)

Located 1.5 miles West of Arcadia on Route 66 Enjoy the scenic views provided by the lake while you and your family engage in activities the lake has to offer: Hiking, boating, swimming, fishing and camping are some of the activities at Lake Arcadia. Don't worry if you forgot supplies, the shops in Arcadia can fill all of your needs from bait to food to gasoline.

Lake Overholser (Segment 4, 5, Map ID #82)

Located just outside of Oklahoma City, this lake is one of Oklahoma's oldest reservoirs. It is a man-made lake that was built in 1919 to provide water to a treatment plant still operating today. It is complete with water recreation facilities, boat ramp, and many fishing spots.

Route 66 Park (Segment 4, 5, Map ID #78)

Route 66 enthusiasts can get their kicks at this 148 acre park in Oklahoma City along the Mother Road on the west side of Lake Overholser. Along with general amenities this park has some

very unique Route 66 related attractions. The Festival Plaza has stamped and colored concrete with an embedded Route 66 Figure that flows from the beginning to the end of the road. Route 66's major attractions are indicated with 34 medallions on the giant eight-state Figure which also includes major landmarks. The Route 66 playground is the largest in the Oklahoma City area, and will be a major attraction for children as well.

Crowder Lake State Park (Segment 6, 7, Map ID #105)

Just south of Weatherford, this state park has even more to offer than most in Oklahoma. Along with the RV sites and camping, it offers rappelling, ropes course, climbing wall, canoes, paddleboats, and sailboats available to the public. Swimming and Scuba diving is also permitted.

Foss State Park (Segment 7, Map ID #111)

This park is located in Foss on Foss Lake and has many recreational activities to offer. These activities include hiking, biking, horseback riding, fishing, boating, swimming, and camping. And traveler along Route 66 would enjoy anything this state park has to offer.

Locally Significant Recreational Resources

There are no Recreational Resources of Local Significance.

3.5 Natural

Natural Quality resources apply to those resources in the natural environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal differences.

Nationally Significant Natural Resources

There are no Natural Resources of National Significance.

Regionally Significant Natural Resources

There are no Natural Resources of Regional Significance.

Locally Significant Natural Resources

There are no Natural Resources of Local Significance.

3.6 Archeological

Archeological Quality resources involve those characteristics of the scenic byway corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as

identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

Nationally Significant

There are no Archeological Resources of national significance.

Regionally Significant

There are no Archeological Resources of regional significance.

Locally Significant Natural Resources

There are no Archeological Resources of Local Significance.