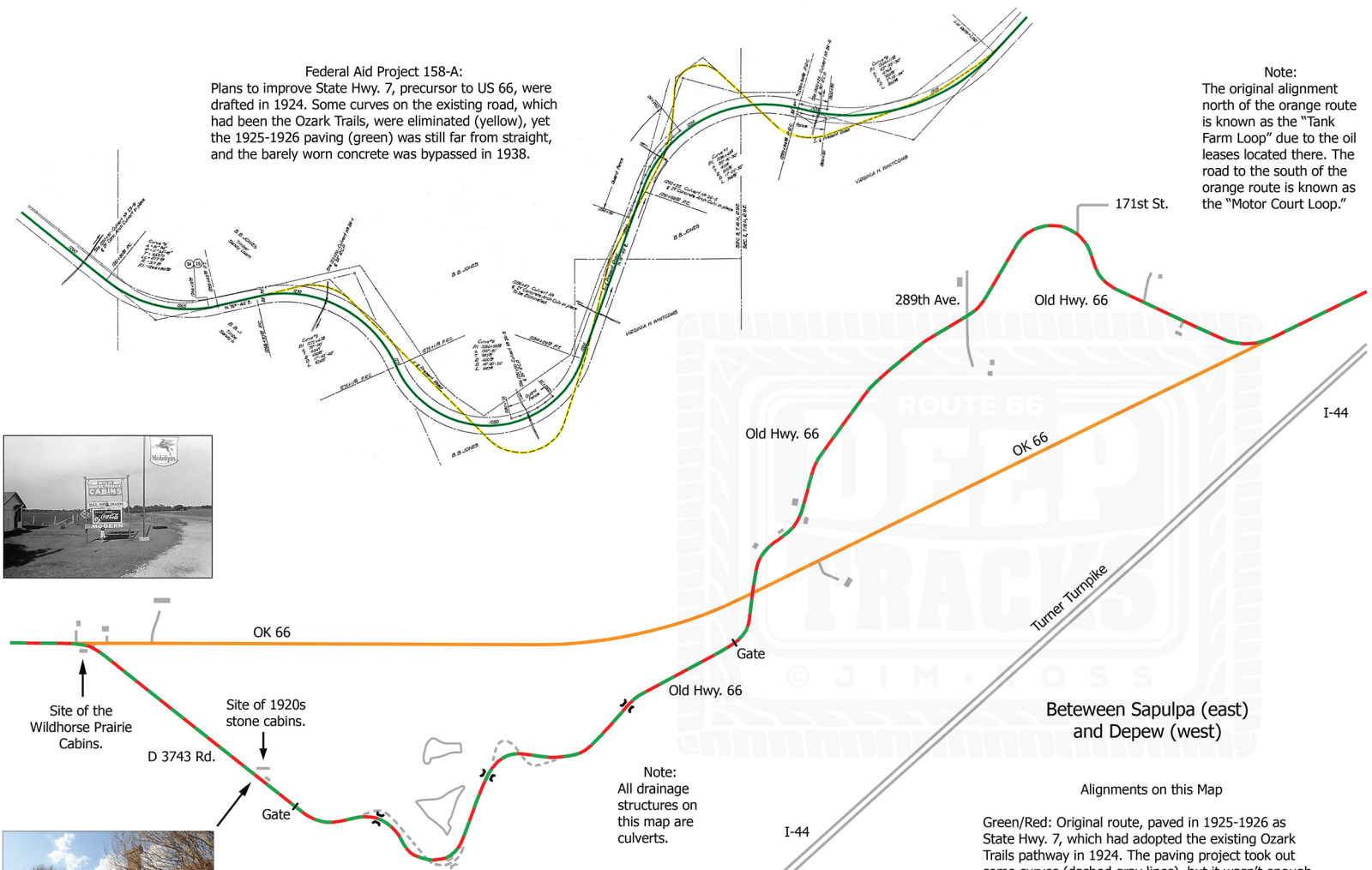


Federal Aid Project 158-A:
Plans to improve State Hwy. 7, precursor to US 66, were drafted in 1924. Some curves on the existing road, which had been the Ozark Trails, were eliminated (yellow), yet the 1925-1926 paving (green) was still far from straight, and the barely worn concrete was bypassed in 1938.

Note:
The original alignment north of the orange route is known as the "Tank Farm Loop" due to the oil leases located there. The road to the south of the orange route is known as the "Motor Court Loop."



Site of the Wildhorse Prairie Cabins.



Stone cabins that were bypassed in 1938.

Site of 1920s stone cabins.
D 3743 Rd.
Gate

Culvert predating US 66 on the Ozark Trails.

Note:
All drainage structures on this map are culverts.

Alignments on this Map
Green/Red: Original route, paved in 1925-1926 as State Hwy. 7, which had adopted the existing Ozark Trails pathway in 1924. The paving project took out some curves (dashed gray lines), but it wasn't enough for rapidly increasing traffic, and only 13 years later it was replaced by the orange route, becoming one of the earliest bypassed sections of first generation paving.
Orange: 1938 bypass of the green/red route.

Note: The majority of the green/red route south of the present highway is on gated private property.