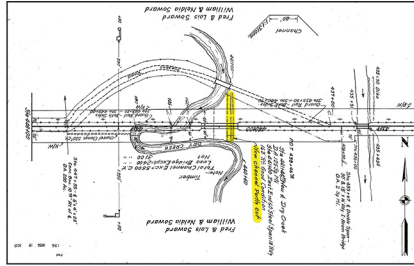
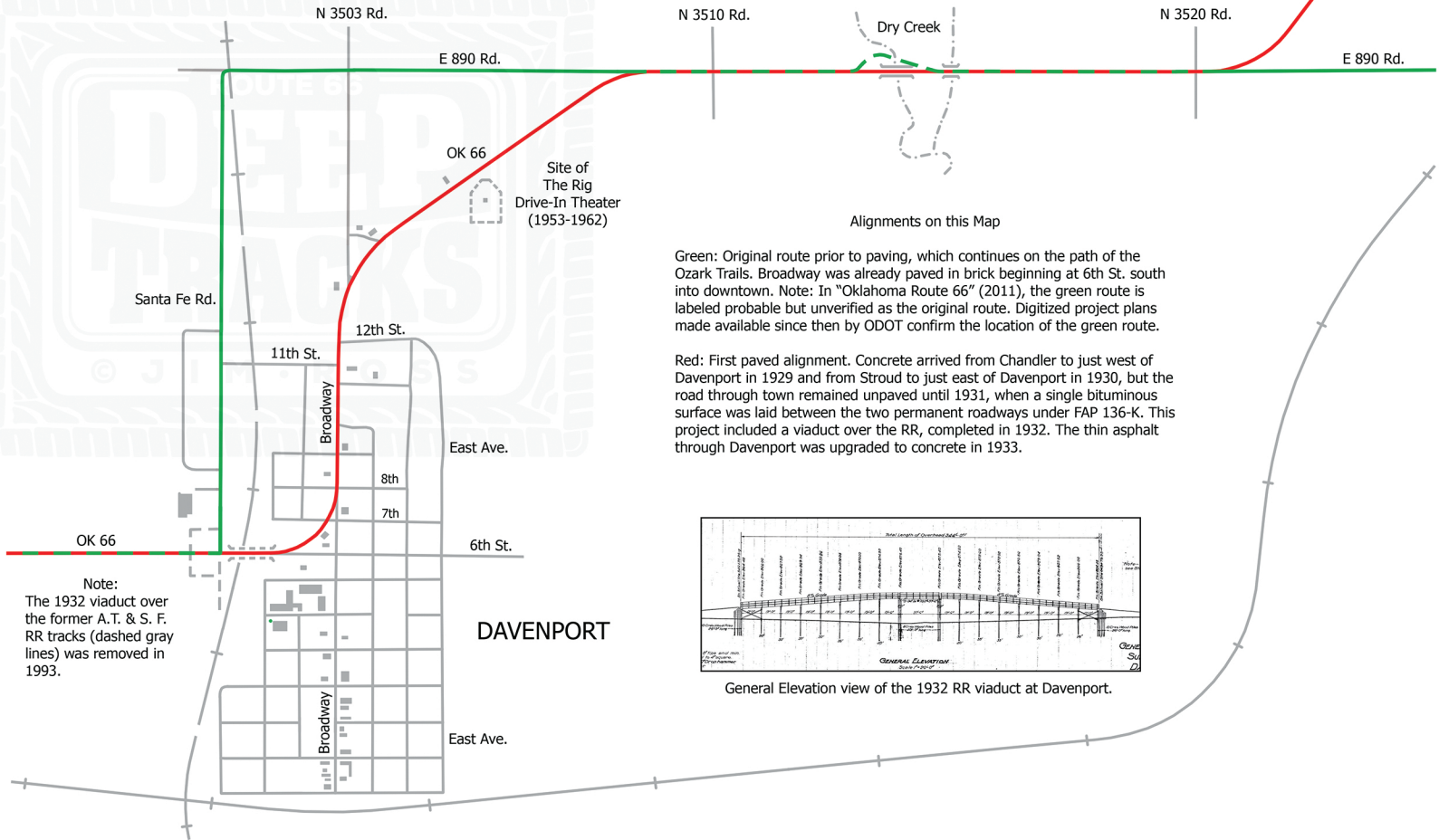


Between Depew (east)
and Chandler (west)



Note:
Plans first drafted in 1926 included a new channel for Dry Creek, which had already been started. US 66 was paved here in 1930. It is not known when, or if, the new alignment opened for traffic prior to paving. Until it did, US 66 would have followed the unimproved "present road" along the curve.

OK 66

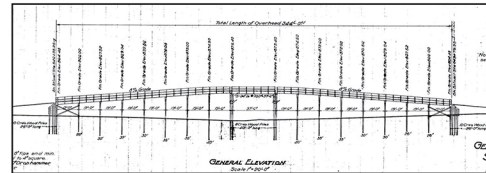


Alignments on this Map

Green: Original route prior to paving, which continues on the path of the Ozark Trails. Broadway was already paved in brick beginning at 6th St. south into downtown. Note: In "Oklahoma Route 66" (2011), the green route is labeled probable but unverified as the original route. Digitized project plans made available since then by ODOT confirm the location of the green route.

Red: First paved alignment. Concrete arrived from Chandler to just west of Davenport in 1929 and from Stroud to just east of Davenport in 1930, but the road through town remained unpaved until 1931, when a single bituminous surface was laid between the two permanent roadways under FAP 136-K. This project included a viaduct over the RR, completed in 1932. The thin asphalt through Davenport was upgraded to concrete in 1933.

Note:
The 1932 viaduct over the former A.T. & S. F. RR tracks (dashed gray lines) was removed in 1993.



General Elevation view of the 1932 RR viaduct at Davenport.