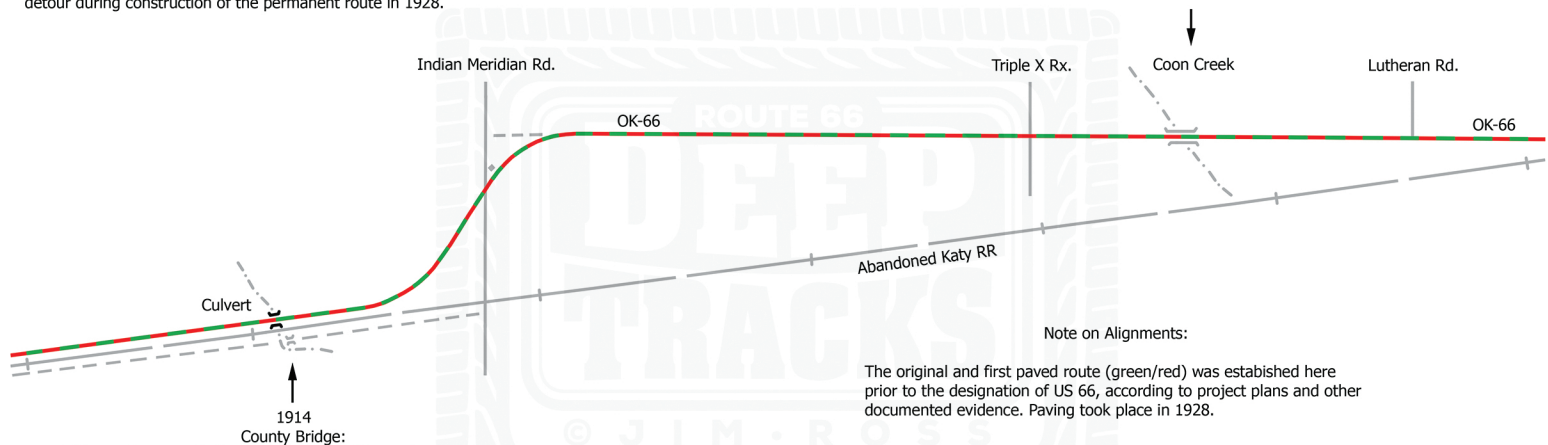




1927 plans for FAP 137-G reveal that Indian Meridian Rd. is labeled as such, and not identified as US 66. Note also that the county road south of the RR (dashed gray line on the map below) leading to the 1914 bridge is not depicted on the plans. This supports other evidence that the county road never carried US 66 traffic other than as a possible detour during construction of the permanent route in 1928.

Between Chandler (east) and Arcadia (west)

Note on Bridge:
1928 project plans for FAP 137-I specified a 3-span steel beam bridge to replace an existing 30' concrete arch on Coon Creek, which was to be rechanneled to straighten its serpentine path. That steel beam bridge was replaced in 1994.



Note on Alignments:

The original and first paved route (green/red) was established here prior to the designation of US 66, according to project plans and other documented evidence. Paving took place in 1928.

Note on Ozark Trails / Indian Meridian Rd.:

The OT (1912 to circa 1922) turned southwest at Luther (previous map) through the towns of Jones and Spencer and from there into Oklahoma City. A branch west from Luther to Edmond does not appear in the OTA guidebooks, but possibly existed. In the early 1920s, the county began improving the traveled road west from Luther toward Edmond. This effort was stepped up by the State Highway Commission upon its creation in 1924, all with an eye on eliminating RR crossings and providing more efficient permanent highways. The first numbered state highways were designated then, with SH 7 being a primary route through the cities later linked by US 66 in eastern Oklahoma.

On this map, the pre-US 66 road west from Luther made a 90-degree turn at Indian Meridian Rd. followed by a second turn on the south side of the RR (dashed gray lines) to connect with the 1914 county-built bridge. Around 1924, however, the dog-leg on Indian Meridian Rd. was replaced (green/red) as part of upgrading efforts following 1919 legislation that provided federal funds to counties (new funding shifted from counties to the SHC in 1924, which in turn was distributed to the counties).

Note: The "Indian Meridian" is a historic boundary dating to the Oklahoma Land Run of 1889, used to divide east from west in establishing legal descriptions for land claims.

This small, county-built bridge carried traffic on the south side of the RR (dashed gray line) from Indian Meridian Rd. westward toward Arcadia until circa 1924, when the green/red route was established. The relocation of the traveled road from the south side of the RR to the north side here is supported in part by drainage structures already in place on the north side at the time 1927 plans for paving were drafted under FAP 137-G (see next map). Moving the 1914 bridge route also eliminated two RR crossings, which was a priority at the time. Additionally, at 16' between the guardrails, the 1914 bridge did not meet the minimum 18' road width standards set in 1925. The county closed this road in 1928, though it may have been used as a detour during improvements to the green/red route. The creek was rechanneled away from the old bridge between 1964 and 1969, as seen on aerial photos.

1914
County Bridge: