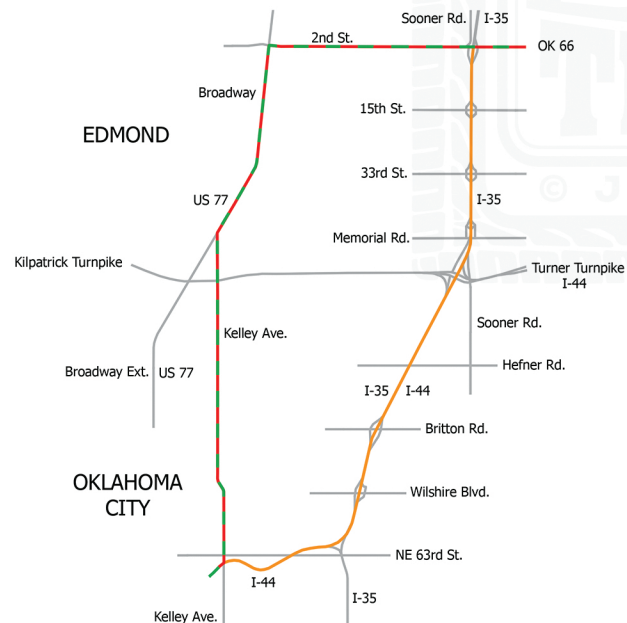
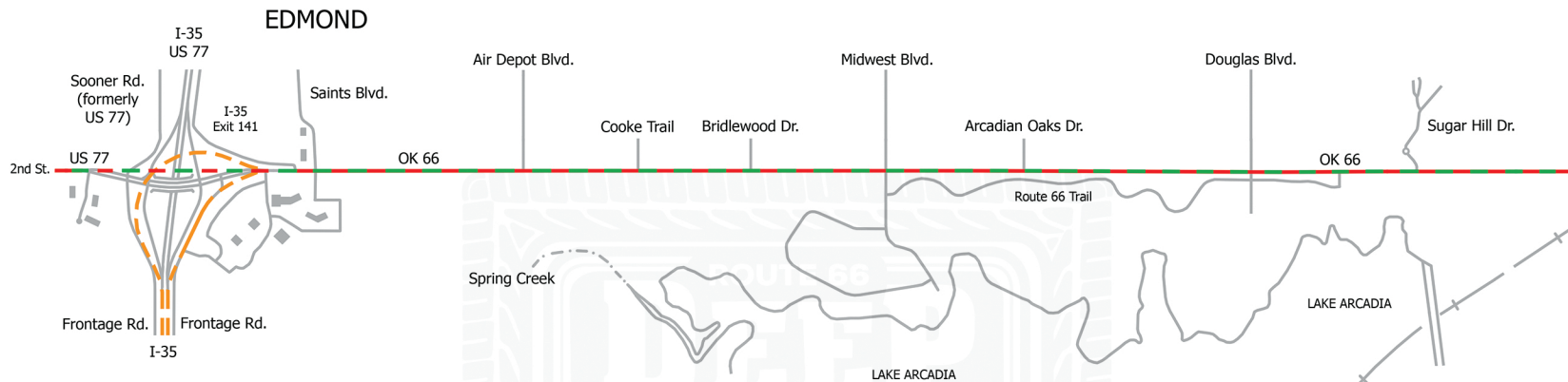


Between Arcadia (east) and Bethany (west)

Note:
Prior to the existence of I-35, the crossroad of US 66 and US 77 (Sooner Rd.), was known as "Bradbury Corner," so named for the station and store located there.



Alignments on this Map

Green/Red: Original and first paved route, with paving completed east of Douglas Blvd. in 1929 using asphalt over a concrete base under FAP 137-F. From Douglas Blvd. west to Sooner Rd., it was paved in brick in 1927 under FAP 137-H. West of Sooner Rd., the route into Edmond had been paved with brick in 1924 under FAP 130-A. The brick paving was resurfaced in asphalt circa 1948. In 1954, when US 66 and US 77 were moved to the orange route, the green/red route through Edmond to Oklahoma City was redesignated OK 66 and OK 77 and remained so until 1965. At that time, US 66 stayed with the orange route, while US 77 was returned to its original alignment through Edmond.

Orange: 1954 4-lane alignment (later upgraded for I-35 & I-44) that bypassed Edmond along the path of Sooner Rd. to link with Oklahoma City's new Urban Expressway and the Turner Turnpike (Map 64), both of which opened in 1953.

Note:

At this point, mapping will continue with the green/red route through Edmond to a point in Oklahoma City where it intersects the orange route, then revert back to this location to follow the orange route to the same point of connection in Oklahoma City. **See overview map at left.**