

HISTORIC U.S. 66 BRIDGE DATABASE 1926-1985

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COMPILED BY JIM ROSS IN PREPARATION FOR THE BOOK: ROUTE 66 CROSSINGS: Historic Bridges of the Mother Road, published by THE UNIVERSITY OF OKLAHOMA PRESS. Periodic updates will denote bridges lost since its creation in 2015 with a red * asterisk.

INTRODUCTION

Information in this database makes no claim to the final word on the bridges of Route 66, simply because it remains a work in progress. In addition to unresolved questions about early Route 66 alignments in some areas as well as dates that certain pathways were signed as US 66, the quest to ferret out build dates and bridge types for many of the lost structures continues. Some culverts that were too small to qualify as bridges but with historical significance were documented, along with a few notable examples of structures integral to the roadway, such as railroad grade separations and tunnels.

To the extent records were available, state departments of transportation were the primary source used to verify bridge types and build dates. It was also necessary to use unofficial web-based resources and documents found in the literature, not all of which could be considered reliable. In some instances, build dates were estimated (circa) based on favored designs for a given era and other supporting evidence.

Bridges are listed using a separate document for each Route 66 state, while entries within each document follow an east-to-west geographical order. In addition to the numbered entries, there are notes providing anecdotal information or giving brief mention of structures not more fully documented.

Not all bridges that are listed on the National Register of Historic Places are so noted, though many are.

Only some interstate bridges that carried US 66 traffic are included, and all of those featured were originally built for an alignment of US 66. Among those, some that have since been lost or which have little significance were omitted.

Finally, with few exceptions, references to direction will be Eastbound or Westbound, regardless of the true direction of the road in a given instance. Unless otherwise attributed, all photos are by the author.

Key to abbreviations and acronyms:

EB = Eastbound

WB = Westbound

FAP = Federal Aid Project

LWC = Low-water Crossing

CALIFORNIA

NOTE: All of California US 66 was decertified by 1976.

NOTE: Acknowledgment of the 1966 I-40 Colorado River Bridge and a 1966 Steel Stringer bridge west of the river, both of which served as the final alignment of US 66 into California. 34.717034,-114.491246

1. Steel Arch Bridge on the Colorado River (CA Side).

Date Built: 1916; design engineer = J.A. Sourwine; built by Kansas City Structural Steel Co.

Type: Three-hinge, spandrel-braced, Steel Through Arch; arch = 592' Overall length = 832.'

Status: Closed to traffic; converted in 1948 to carry a pipeline.

Coordinates: 34.715327,-114.484707

Note: Added to the NRHP in 1988.



1994

2. Stone Arch Culvert over Workman Wash on the 1947 route near Park Moabi (I-40 Exit 153). This alignment follows the former RR bed from the 1890 Red Rock Bridge on the Colorado River.

Date Built: 1890 (adopted by US 66 in 1947); widened at some point (west side is Concrete).

Type: Stone Arch Culvert; meets bridge definition by the width of its opening (20' + wide).

Status: Open to traffic.

Coordinates: 34.724657,-114.493548



2013

NOTE: The remains of several concrete erosion control curbs and a Low-water Crossing exist on the 1926 and first paved route along the National Old Trails pathway between Park Moabi and I-40 Exit 143 (Five Mile Station Rd.).

NOTE: Between I-40 Exit 148 (Five Mile Station Rd.) and Needles, four bridges now carrying eastbound I-40 traffic were built for the final 2-lane alignment of US 66 in the 1950s. Their locations are here: 34.774960, -114.581510; here: 34.790896, -114.586506; here: 34.797851, -114.588729; and here: 34.815356, -114.594222. All of them are matching concrete slabs except for length.

3. RR Viaduct on Broadway in Needles.

Date Built: 1965

Type: 3-span Continuous Steel Stringer.

Status: Open to traffic.

Coordinates: 34.844537,-114.613262



2013

NOTE: Acknowledgment of drainage structures on the 1926 route west of Needles that document the path of US 66 located here: 34.874223,-114.654238; and here: 34.891645,-114.71245

NOTE: There are no bridges on the 1926 Goffs-to-Fenner Loop, which begins at the turnoff from I-40 onto US 95 here: 34.878398, -114.755417. Similarly, none of the bridges on the 1931 first paved route that bypassed the Goff's loop along today's I-40 corridor were kept when the interstate was built.

NOTE: Between I-40 Exit 115 (Mountain Springs Rd.) and the RR viaduct near Essex on the first paved 2-lane there are 14 timber bridges over unnamed washes (all built from 1929-1931), located here:

4. 34.821581,-115.076107
5. 34.816155,-115.089003
6. 34.811482,-115.09977
7. 34.803986,-115.117038
8. 34.798039,-115.130738
9. 34.789783,-115.149787
10. 34.78662,-115.156965
11. 34.780082,-115.169142
12. 34.776442,-115.17603
13. 34.773129,-115.182188
14. 34.769463,-115.188985
15. 34.766285,-115.194891
16. 34.76138,-115.203963
17. 34.754399,-115.21769

18. RR Viaduct bridge east of Essex on the first paved route.

Date Built: 1931

Type: 5-span Concrete Deck Girder (No. 54C0328).

Status: Open to traffic.

Coordinates: 34.753716,-115.220614



2013

NOTE: Between the RR viaduct above on the 1931 route and Essex there are 4 additional timber bridges over unnamed washes (all built between 1929-1931), located here:

19. 34.749256,-115.231031

20. 34.745796,-115.234797

21. 34.74055,-115.240172

22. 34.736376,-115.244496

Between Essex and Ludlow on the 1931 first paved 2-lane route there are 97 additional short bridges of like design. Photos include those at Chambless (#56), and at Amboy (#72), and a lengthy one approx. 5 mi. west of Siberia (#102). Due to flooding in 2014, some of the timber bridges in the Mojave have been replaced and many others will be reconstructed or replaced over time.

23. 34.728153,-115.258261

24. 34.727355,-115.259919

25. 34.718515,-115.272547

26. 34.715076,-115.277412

27. 34.711592,-115.282326

28. 34.706177,-115.289965

29. 34.70189,-115.295978

30. 34.694997,-115.305693

31. 34.689281,-115.313767

32. 34.682752,-115.32294

33. 34.677185,-115.330799

34. 34.668375,-115.343185

35. 34.664463,-115.348665

36. 34.659788,-115.355127

37. 34.654648,-115.362358

38. 34.650897,-115.367652

39. 34.64523,-115.375635

- 40. 34.640023,-115.382941
- 41. 34.63357,-115.39205
- 42. 34.627196,-115.400971
- 43. 34.617091,-115.415176
- 44. 34.611268,-115.42333
- 45. 34.605899,-115.430878
- 46. 34.601846,-115.436575
- 47. 34.594087,-115.447496
- 48. 34.586646,-115.457887
- 49. 34.583422,-115.462447
- 50. 34.578736,-115.469051
- 51. 34.575772,-115.473187
- 52. 34.573475,-115.476711 (3-span Concrete Slab replacement to original Timber Stringer)
- 53. 34.56252,-115.509831
- 54. 34.562269,-115.523821
- 55. 34.562021,-115.53859
- 56. 34.561849,-115.54809 (Six-span Timber Stringer with updated concrete curbs)
- 57. 34.561476,-115.569153
- 58. 34.561321,-115.578098
- 59. 34.561166,-115.587529
- 60. 34.561038,-115.594148
- 61. 34.560831,-115.606202
- 62. 34.560519,-115.623484
- 63. 34.560358,-115.632764
- 64. 34.56004,-115.650687
- 65. 34.559397,-115.685553
- 66. 34.559216,-115.695163
- 67. 34.559081,-115.703135
- 68. 34.558916,-115.711932
- 69. 34.558803,-115.718396
- 70. 34.558646,-115.726379
- 71. 34.558491,-115.734323
- 72. 34.558368,-115.740855 (Amboy) Single-span timber; build date unknown.
- 73. 34.559653,-115.772025
- 74. 34.561454,-115.778762
- 75. 34.566147,-115.796441
- 76. 34.567523,-115.803224
- 77. 34.56884,-115.810034
- 78. 34.569741,-115.814615
- 79. 34.571042,-115.820972



No. 56, at Chambless



No. 72, at Amboy

- 80. 34.572928,-115.829663
- 81. 34.574887,-115.838833
- 82. 34.576724,-115.847368
- 83. 34.57766,-115.851767
- 84. 34.578648,-115.856375
- 85. 34.58026,-115.863847
- 86. 34.581596,-115.870169
- 87. 34.584522,-115.88335
- 88. 34.586657,-115.892466
- 89. 34.588717,-115.901272
- 90. 34.589592,-115.905043
- 91. 34.591235,-115.912071
- 92. 34.59316,-115.920294
- 93. 34.594701,-115.926482
- 94. 34.596291,-115.93234
- 95. 34.598137,-115.939121
- 96. 34.600815,-115.948943
- 97. 34.604148,-115.959589
- 98. 34.610025,-115.968829
- 99. 34.614094,-115.974507
- 100. 34.618321,-115.980574
- 101. 34.62517,-115.990407
- 102. 34.63876,-116.008164 (Ten-span Timber with additional piers added; curbs dated 1952)
- 103. 34.644802,-116.010792
- 104. 34.650056,-116.013093
- 105. 34.670797,-116.018984
- 106. 34.695028,-116.053498
- 107. 34.709129,-116.08701
- 108. 34.711158,-116.092358
- 109. 34.71301,-116.097237
- 110. 34.714719,-116.101738
- 111. 34.716048,-116.105257
- 112. 34.716804,-116.107268
- 113. 34.719227,-116.113641
- 114. 34.724992,-116.125368
- 115. 34.724882,-116.129523
- 116. 34.724371,-116.145136
- 117. 34.72423,-116.149106
- 118. 34.724075,-116.153767
- 119. 34.72361,-116.168096



No. 102, westbound from Siberia

NOTE: Between Lavic Rd. and Newberry Springs there are similar timber bridges here:

- 120. 34.741620, -116.318886
- 121. 34.785039, -116.433624
- 122. 34.78575, -116.441206
- 123. 34.787153, -116.456071 (Just west of Hector Rd.)
- 124. 34.788616, -116.471614
- 125. 34.796559, -116.51601
- 126. 34.805816, -116.567557
- 127. 34.816272, -116.625957

NOTE: Between the I-40 crossover west of Newberry Springs and Daggett there are 10 such bridges on the first paved route, located here:

- 128. 34.848506, -116.809678
- 129. 34.84877, -116.816104 (Single-span Timber; new wing walls and concrete supports)
- 130. 34.851116, -116.845244
- 131. 34.852327, -116.8488
- 132. 34.85341, -116.852041
- 133. 34.85485, -116.8563
- 134. 34.856694, -116.861739
- 135. 34.859824, -116.871004
- 136. 34.861069, -116.877988
- 137. 34.861373, -116.88

NOTE: There are 0 bridges north of the RR (original route) between Newberry Springs and Daggett.

NOTE: There are two small concrete bridges on the Marine Corps Base at Barstow here:

- 138. 34.871122, -116.941068
- 139. 34.877535, -116.962773

140. Steel truss bridge on the Mojave River at Oro Grande / Victorville.

Date Built: 1930; replaced a Parker Through Truss of unknown build date.

Type: Modified Baltimore Truss with Concrete Deck Girder approaches (3-span on the east end; 2-span on the west end).

Status: Open to traffic.

Coordinates: 34.573944, -117.322693



NOTE: Acknowledgment of a lost viaduct bridge over the RR on the Mariposa Rd. alignment south of Hesperia, replaced when I-15 was built in the mid-1960s, located here: 34.391203,-117.408121

NOTE: Acknowledgment of a culvert on the first paved route in Upper Cajon Pass approx. 1 mile west of Cajon Summit, located here: 34.346439, -117.465506

NOTE: Acknowledgment of a 1932 Concrete Culvert in Middle Cajon Pass on the east side of I-15 just north of Exit 131 here: 34.316894, -117.478169.

141. Brush Creek Bridge on Cajon Blvd. just south of I-15 Exit 129 (Cleghorn).

Date Built: 1930

Type: 3-span Concrete Slab.

Status: Open to traffic.

Coordinates: 34.296156,-117.458042



2013

142. Zuni Creek Bridge .2 mi. west of the Brush Creek Bridge listed above.

Date Built: 1952 (Bridge No. 54-372 L).

Type: Single-span Concrete Slab. Constructed like a culvert but listed by Caltrans as a bridge.

Status: Open to traffic.

Coordinates: 34.29328,-117.454516



2013

NOTE: Abutments in the canyon just east of the Cleghorn Creek bridges listed below were built for the RR. They are located here: 34.290209, -117.454416; and here: 34.289652, -117.454221

143. Cleghorn Creek Bridge on the westbound half of the 4-lane route just west of Zuni Creek.

Date Built: 1952

Type: Single-span Concrete Slab.

Status: Open to traffic.

Coordinates: 34.289413,-117.453016



2013



2013

144. Cleghorn Creek Bridge on the closed eastbound half of the 4-lane route.

Date Built: 1939

Type: Single-span Concrete Slab.

Status: Closed to traffic.

Coordinates: 34.289424,-117.452793



2013

NOTE: The Concrete Culvert in the canyon here: 34.286501, -117.453936 was built for the RR. Two alignments of US 66 closely parallel each other in this area just up-slope from the former RR bed.

145. Twin bridges approx. 1 mi. west of the Cleghorn Creek bridges on Cajon Blvd.

Date Built: 1952. The westbound bridge (first paved 2-lane alignment) replaced an earlier bridge, which itself replaced the original US 66 bridge on the unpaved route just to its west.

Type: Single-span Concrete Slabs.

Status: WB Closed to traffic; EB Open to traffic.

Coordinates: 34.277867,-117.452879



2013

NOTE: The single-span drainage canal bridge on Cajon Blvd. entering San Bernardino is post-66 era.
34.174275,-117.351688

NOTE: Acknowledgment of the lost RR viaduct on 5th St. in San Bernardino, built in 1955 for the 1951 Alternate / Bus. US 66 alignment, located here: 34.108416, -117.302598

146. *Lost RR Viaduct on Mt. Vernon in San Bernardino on the original route.
Date Built: 1934; replaced an earlier viaduct with sharp turn. Was US 66 ALT until 1951.
Type: Multi-span Steel Plate Girder with 3-span Concrete Slab on the south end.
Status: GONE. Destroyed in 2021 for replacement.
Coordinates: 34.105264,-117.313842



Ian Arthur Charles Bowen photo



2013

147. Lost 4th St. bridge on East Branch Lytle Creek (1926 route) in San Bernardino.
Date Built: Unknown
Type: Unknown
Status: GONE. Replaced in 1973 with a Concrete Deck Girder (post-66 era for this alignment).
Coordinates: 34.106436,-117.326748
Photo Unavailable

148. East Branch Lytle Creek Bridge on 5th St. in San Bernardino on the upgrade 2-lane route.
Date Built: 1976 (the year US 66 was decertified in CA); would have replaced an earlier bridge.
Type: 3-span, Continuous Concrete Deck Girder.
Status: Open to traffic.
Coordinates: 34.107845,-117.329143



2013

149. Lytle Creek Channel Bridge on Foothill just west of the entry above.

Date Built: 1945; likely for 4-lane expansion. Would have replaced an existing bridge.

Type: Single-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 34.106674,-117.332676



2013

150. Lytle Basin RR Viaduct on Foothill just west of the entry above.

Date Built: 1967. Note: This RR does not appear on a 1954 aerial photograph.

Type: 5-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 34.106846,-117.340819



2013

Continuing west on Foothill Blvd., other drainage structures with minimal significance are located here:

34.106432,-117.541202

34.106639,-117.579072

34.106698,-117.61375

34.106823,-117.695327

34.108499,-117.750897

34.111414,-117.759193

34.121705,-117.789912

34.124142,-117.80294 (built in 1928)

34.136147,-117.839047

34.128746,-117.843991

151. San Gabriel River Bridge on Huntington Dr. in Duarte.

Date Built: 1922 (north half); 1930 (south half) Respective dates are stamped on each side of the bridge.

Type: 12-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 34.137187,-117.943305



2013 (Shiela Harlow photo)

152. Sawpit Wash Bridge on Huntington Dr. in Monrovia.

Date Built: 1952 (date-stamped on curb); 1965 Geo marker on top rail; piers may be pre-1952.

Type: Two-span Concrete Slab (No. 3131); would have replaced or updated an earlier structure.

Status: Open to traffic.

Coordinates: 34.139863,-117.987788



2013

153. Santa Anita Wash Bridge on Foothill Blvd. in Arcadia.

Date Built: 1928

Type: Two-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 34.151024,-118.027725



2013

154. Colorado Street Bridge in Pasadena.

Date Built: 1913 (year dedicated) for \$240K; rededicated in 1993 after \$27M rehab.

Type: 9-span Open Spandrel Concrete Arch with a 3-span Concrete Deck Girder at each end and a one-span Concrete Slab on the west end over Linda Vista Ave. (added at unknown date).

Status: Open to traffic.

Coordinates: 34.144656,-118.164216



Pasadena Museum of History



2013



Internet Satellite photo

155. RR Viaduct on Fair Oaks Dr. in Pasadena just south of Glenarm St.

Date Built: Unknown; route moved from Fair Oaks onto the Parkway in 1940.

Type: Three-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 34.125006,-118.150227



2013

156. Bridge over the Arroyo Seco Parkway on Fair Oaks Dr. in South Pasadena.

Date Built: 1940 (No. 53-0440), the same year the Fair Oaks route moved onto the Parkway.

Type: 2-span Concrete Slab.

Status: Open to traffic.

Coordinates: 34.119202,-118.150363

Note: Parkway Alignment = 1940-1964 EB; 1944-1964 WB



2013



2013

157. Arroyo Seco Channel Bridge over the Arroyo Seco Pkwy. in South Pasadena (Exit 31A).

Date Built: 1939 (No. 53 0276)

Type: 3-span Concrete Slab.

Status: Open to traffic.

Coordinates: 34.118048,-118.167792

Note: This was the US 66 alignment from 1940-1964 EB; 1944-1964 WB.



2013

158. York Blvd. Bridge (Route 66 from 1931-1935) over Arroyo Seco and the Parkway.

Date Built: 1912 (No. 53 0121).

Type: 6-span Closed Spandrel Concrete Arch.

Status: Open to traffic.

Coordinates: 34.113016,-118.177234



2013

159. Bridge on San Fernando Rd. (1934-1936 temporary construction alignment).

Date Built: 1913

Type: Single-span Closed Spandrel Concrete Arch.

Status: Open to traffic.

Coordinates: 34.080384,-118.225031



2013

160. EB Arroyo Seco Parkway Bridge over the L.A. River (connects to the Elysian Park tunnels).
Date Built: 1937 (No. 53 0042R). Carried 2-way traffic until 1943, then became one-way eastbound.
Type: Steel and Concrete Girder (East to West: 5-span Concrete Deck Girder, then 3-span Steel Girder).
Status: Open to traffic.
Coordinates: 34.079903,-118.22656



California Highway & Public Works



2013 (Eastbound bridge in foreground)

161. WB Arroyo Seco Pkwy. bridge over the L.A. River (elevated alongside the EB bridge).
Date Built: 1943 (No. 53 0042L). Extension of the WB half of the Pkwy. at the river began in 1941.
Type: Steel and concrete girder (East to West: 5-span Concrete Deck Girder, then 3-span Steel Girder).
Status: Open to traffic.
Coordinates: 34.08013,-118.226672



2013



2013

162. Lost Figueroa St. Bridge over the L.A. River.
Date Built: 1927; replaced a bridge built in 1903 of unknown type. US 66 moved here in 1931 or 1932.
Type: 4-Ring Open Spandrel Concrete Arch.
Status: GONE. Demolished and replaced in 1939.
Coordinates: 34.081293,-118.227187



Demo of 127 bridge. City of L.A. Archives

163. Lost Figueroa St. Bridge over the L.A. River.

Date Built: 1939; replaced the 1927 bridge listed above.

Type: Combination 6-span Concrete Girder (east side approach), 1-span Steel Beam (over the RR), and a Warren Deck Truss with Verticals (over the river).

Status: GONE. Demolished and replaced in 2014.

Coordinates: 34.081293,-118.227187



1939 Figueroa St. Bridge (2013)

History of the Figueroa Street Bridges:

A bridge built in 1903 of unknown type was replaced in 1927 with a 4-ring, open spandrel concrete arch bridge (No. 162 above) called the Dayton Ave. Bridge (the street name later changed to Figueroa). In 1937, an avalanche buried the Riverside Viaduct (next entry), which connected the Figueroa St. Bridge to the Elysian Park tunnels, taking more than a year to clear. In the interim, a 1938 flood resulted in a decision to cement the riverbed. Doing so required that the nearly-new 1927 bridge be replaced. The new bridge was completed in 1939 and featured a slight curve (pictured above). It remained in service until it was replaced in 2014.

164. Hillside Viaduct connecting the Figueroa St. Bridge with the Elysian Park tunnels.

Date Built: 1931 (No. 53 2225G).

Type: 21-span Continuous Concrete Deck Girder.

Status: Open to traffic; today this viaduct connects the tunnels (EB traffic) to the I-5 on-ramp, bypassing the connection with the current Figueroa St. Bridge.

Coordinates: 34.080345,-118.227447



2013 (Figueroa St. Bridge in background)

165. WB Arroyo Seco Pkwy. Bridge over the Parkway's EB Figueroa St. off-ramp.

Date Built: 1940 (No. 53 0533L).

Type: Single-span Concrete Slab.

Status: Open to traffic.

Coordinates: 34.082271,-118.223575



2013

166. Buena Vista Bridge on Broadway St. over the L. A. River.

Date Built: 1913 (plaque states 1911); rehabbed in 1997 (plaque states 2000).

Type: 7-span Open Spandrel Concrete Arch (E. to W.: 4 open spandrel and 3 closed spandrel spans).

Status: Open to traffic.

Coordinates: 34.072103,-118.225106



2013



2013

167. Elysian Park Tunnels (4) on Figueroa St. (later Arroyo Seco Parkway).

Date Built: First three WB from river = 1931; 4th = 1936.

Type: Concrete Tunnels.

Status: Open to traffic one-way EB (tunnels 2-way until the WB Pkwy. extension opened in 1944).

Coordinates: 34.077312,-118.229553

Note: Until the 4th tunnel opened, traffic turned south at Solano to Broadway to reach downtown.



2013 - Tunnels 1, 2, 3 - WB view



Tunnel 4 - WB view

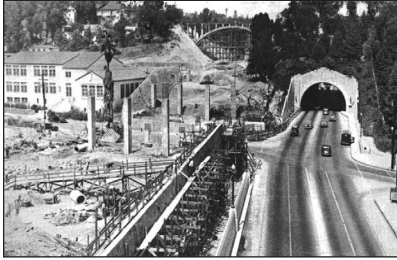
168. Arroyo Seco Parkway Bridge over Solano Ave. (just west of tunnel #3).

Date Built: 1942 (No. 53 0541L); upgraded in 2001.

Type: 3-span Concrete Deck Girder (Tee Beam). Later widened for additional lanes.

Status: Open to traffic.

Coordinates: 34.075553,-118.232114



California Hwys. & Public Works



2013

NOTE: There is a Pedestrian Underpass (No. 53-0532R) beneath the EB half of the Parkway at Solano Ave. for the 1931 Solano Ave. School.

169. WB Parkway Amador St. Bridge (just west of the Solano Ave. bridge listed above).

Date Built: 1942 (No. 53-0504L); widened at some point for additional lanes; rehabbed in 2001.

Type: Single-span Concrete slab.

Status: Open to traffic.

Coordinates: 34.074936,-118.232667



2013

170. Bridge over Stadium Way on the WB Arroyo Seco Pkwy. (west of Tunnel No. 4).

Date Built: 1942; upgraded in 2001.

Type: 3-span Continuous Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 34.071362,-118.235376



2013

171. Sunset Blvd. Bridge over Glendale Blvd.

Date Built: 1934; replaced an earlier bridge with partitioned lanes; later widened.

Type: Concrete Rigid Frame.

Status: Open to traffic.

Coordinates: 34.078121,-118.260543



2013

172. Sunset Blvd. Bridge over Silver Lake Blvd.

Date Built: 1934; later widened.

Type: Steel girder with arched brick pedestrian walkways underneath along each side.

Status: Open to traffic.

Coordinates: 34.082601,-118.272846



2013

173. Santa Monica Blvd. Bridge over the Hollywood 101 Freeway.

Date Built: 1949 (a date stamp on the bridge's south side is concealed by traffic signs).

Type: Concrete Slab; widened at some point.

Status: Open to traffic.

Coordinates: 34.09079,-118.306506



2013

NOTE: Acknowledgment of the bridges built for the Hollywood (101) Freeway, which opened in 1953 between the end of the Arroyo Seco Parkway Extension and Santa Monica Blvd., listed East to West.

34.062763,-118.248857 (1953 4-level interchange; the EB ramp from 101 is a bridge over CA 110)

34.064154,-118.250421 (N. Beaudry Ave.)

34.069723,-118.261241 (Glendale Blvd.)

34.072021,-118.266935 (N. Alvarado St.)

34.074368,-118.27213 (N. Coronado St.)

34.076558,-118.27919 (N. Vendome St.)

34.077214,-118.281741 (Sliver Lake Blvd.)

34.077814,-118.284431 (N. Hoover St.)

34.078394,-118.286802 (N. Virgil Ave. - Twin Bridges)

34.082026,-118.295337 (N. Heliotrope St. - Twin Bridges)

34.083588,-118.298862 (Melrose Lane - Twin Bridges)

34.084788,-118.300476 (North Normandie Ave.)

L.A. RIVER BRIDGES AND US 66 ALIGNMENTS TIMELINE

1926-1931 Alignment: Huntington / Mission / Broadway to 7th St. downtown. NOTE: Part of Broadway remained US 66 until 1935 (from Solano to downtown), when the fourth Elysian Park tunnel was completed, and possibly into 1936 as part of the construction alignment. Also, until 1949 there was a tunnel on Broadway just north of Sunset Blvd.

1928: Figueroa St. Bridge. Then Dayton Avenue, the bridge had no curve. It replaced a 1903 bridge. In 1937 an avalanche buried the Riverside Dr. elevated viaduct, which took more than a year to clear. In the meantime, flooding in 1938 led to a project to concrete the river, which meant the destruction of the 10-year-old 1928 bridge. The new bridge, with the curve, opened in 1939. Construction began on its replacement in 2013.

Nov. 1931: First three tunnels opened for traffic (part of Figueroa St.). NOT 66 at this time.

1931-1934 Alignment: Fair Oaks, Mission, Arroyo, and York to Figueroa (then named Pasadena). Near the river, this route continued on the east side of the river along Pasadena to Broadway and the Buena Vista Bridge.

1934-1936: Construction Alignment (Probably signed TEMP 66): Shifted to the Colorado St. Bridge and Colorado Blvd. in Pasadena to Eagle Rock to San Fernando along east side of river to Pasadena St. to Broadway, possibly while constructing the 1937 viaduct for the EB Parkway or other projects, such as improvements to Figueroa St. near its northern end. Figueroa likely would have remained signed as US 66 throughout the construction period.

Aug. 4, 1936. Fourth tunnel opens. US 66 was shifted from Broadway prior to this (maybe in Jan. as CA used 1/1 effective dates at that time), using Solano to Broadway as a temp route after clearing Tunnel No. 3. The route shifted from the Broadway terminus at 7th St. downtown to the Sunset Blvd. route the same year (1936).

1936-1940 Alignment: From the Colorado St. Bridge onto Figueroa and through the 4 tunnels to Sunset Blvd. while the Arroyo Seco Pkwy. was completed, which opened in 1940. Coming off the Figueroa St. Bridge, motorists angled left up an incline via the hillside viaduct to enter the tunnels. Today this is the ramp between eastbound Arroyo Seco and I-5.

1937: The first (EB) Parkway river bridge (built in 1936) opens, allowing EB traffic to bypass the Hillside Viaduct and Figueroa St. Bridge and access Figueroa directly on the east side of the river. NOTE: This was the year of the avalanche, blocking traffic on the Hillside Viaduct from the Figueroa St. Bridge, which was also replaced during this period. Once the new Figueroa St. Bridge opened in 1939, traffic resumed using it, along with the parkway bridge, to negotiate the Y at the tunnels. When the parkway opened in 1940, the tunnels were adopted by the Parkway.

1940: The Arroyo Seco Pkwy. opens from Pasadena to a connection with the 1937 river bridge. From that point through the tunnels to Sunset Blvd. downtown, traffic became two-way and bottlenecked, compounded by the traffic feeding in from the new Figueroa St. Bridge via the Hillside Viaduct.

1941: Work begins on the Arroyo Seco Parkway "Extension," which includes a WB bridge over the river and an elevated WB roadway across Elysian Park hills to Sunset Blvd.

"By" 1942: The Figueroa St. route becomes ALT 66 until 1964 (including the Colorado St. segment).

1943: December 30: The WB viaduct opens and completes the Arroyo Seco Parkway as EB & WB from Pasadena to Sunset Blvd., eliminating the bottleneck and all two-way traffic. EB tunnel traffic can still access Figueroa St. via the hillside viaduct or an exit-left offramp that goes under the WB parkway.

1953: The Parkway is extended and the route continues past Sunset to the Hollywood (101) Freeway, and from there to Santa Monica Blvd.