

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

MISSOURI

Order of the Mississippi River Bridge crossings by US 66:

1. McKinley Bridge — on the 1926 Route from Venice, IL.

Date Built: 1910; RR discontinued 1977; Closed to traffic 2001; Re-opened to traffic 2007.

Type: Three-span, pin-connected, 18 panel Pennsylvania Petit Through Truss.

Status: Open to traffic.

Coordinates: 38.665047,-90.183304



2013

2. Municipal / MacArthur Bridge — 1929 Route from East St. Louis.

Date Built: Open to traffic in 1917.

Type: 3-span Modified Pennsylvania Truss with a single-span Pratt Through Truss on the west end.

Status: Now used only for trains (auto deck closed in 1981 and was dismantled in 2014).

Coordinates: 38.614909,-90.183982



2013

3. Chain of Rocks Bridge — 1936 route from Mitchell, IL.

Date Built: 1929 (Closed to traffic in 1968; re-opened in 1999 as pedestrian and bicycle route).

Type: 5-span Subdivided Warren Through Truss with Verticals and Warren Through Truss approach spans (3 on each end).

Status: Open to pedestrians. Vehicles allowed only for special events.

Coordinates: 38.759831,-90.173605



2013

4. Veterans / MLK Bridge — 1956 route from Collinsville and East St. Louis, IL.

Date Built: 1951 (rehabbed in 1987; lanes reconfigured to 2 EB / 1 WB in 2009).

Type: Cantilevered Subdivided Warren Through Truss with a 2-span Warren Deck Truss approach.

Status: Open to traffic.

Coordinates: 38.631003,-90.17881



2013

5. Poplar Street Bridge — 1969 route from East St. Louis.

Date Built: 1967

Type: Multi-span Steel Girder.

Status: Open for traffic.

Coordinates: 38.617872, -90.182618

Note: The route was shifted from the Veterans Bridge to the Poplar St. Bridge once I-55 / I-64 was completed. This route involved only interstate pathways and carried US 66 traffic from 1969-1975.

Photo Unavailable

6. Lost Viaduct over the RR on Chouteau Ave. just east of Vandeventer in St. Louis.

Date Built: 1918

Type: Unknown (partially brick).

Status: GONE. Replaced in 2005 by a Steel Stringer.

Coordinates: 38.62758,-90.244114



MODOT photo

7. Gravois Ave. bridge over I-55 and Russell Blvd. just south of downtown St. Louis.

Date Built: Circa 1955.

Type: Concrete Girder.

Status: Open to traffic.

Coordinates: 38.608474, -90.212357

Photo Unavailable

8. RR Underpass on Chippewa just west of its junction with Gravois.

Date Built: 1936 (MODOT).

Type: 3 bridges; 2 for vehicles = Concrete Deck Girder; 1 (middle) for RR = Steel Beam; includes a pedestrian underpass accessed from the upper level (closed).

Status: Open to traffic.

Coordinates: 38.589955,-90.259719



2013

9. Bridge over Drainage Canal on Chippewa just east of Watson Rd.

Date Built: Unknown; likely replaced an earlier bridge of unknown date or type.

Type: Four-span Precast Concrete Girder.

Status: Open to traffic.

Coordinates: 38.587031,-90.31309

Photo Unavailable

10. *Lost Arch Bridge on Black Creek on Manchester Rd. at Hanley Rd. in Maplewood.

Date Built: 1923; rehabbed in 1930.

Type: Closed Spandrel Arch; newer guardrails, no markings.

Status: Gone. Replaced in 2022.

Coordinates: 38.612718, -90.333991



2013

11. Short slab bridge on Gravois Creek on Watson Rd. just west of Grant.

Date Built: 1931; has been widened and updated at some point.

Type: Concrete Slab

Status: Open to traffic.

Coordinates: 38.561195,-90.371111

Photo Unavailable

12. Lost Bridge over Lindbergh Blvd. on Watson Rd.

Date Built: 1931.

Type: Original bridge: Concrete Rigid Frame; Current bridge: Precast Concrete Girder.

Status: GONE. Replaced in 1983.

Coordinates: 38.561195,-90.371111



MODOT photo. Joe Sonderman Collection

13. Arch bridge over Two Mile Creek on Lindbergh Blvd. 1 mi. north of Manchester Rd.

Date Built: 1930; rehabbed in 1977. Arch remains; possibly widened when rehabbed.

Type: Masonry Arch; stone on the west side; concrete on the east side (result of widening).

Status: Open to traffic.

Coordinates: 38.61441,-90.406028



2013

14. Bridge on Lindbergh Blvd. at Conway Road over Deer Creek in Ladue.

Date Built: 1930; appears to be combo of the original bridge with 1970s or later upgrade.

Type: Concrete Deck Girder. Bridge has been rehabbed, with one side different than the other.

Pieces of earlier structure remain in creek bed.

Status: Open to traffic.

Coordinates: 38.642138,-90.405526



2013

15. Bridge over RR on Dunn Rd. just west of Lilac.

Date Built: 1931; appears to have been updated at some point.

Type: Concrete Slab with Steel Beam structure over the RR segment.

Status: Open to traffic.

Coordinates: 38.768226,-90.208586

Photo Unavailable

16. Lost Meramec River Bridge on the Watson Rd. alignment just west of I-270.

Date Built: Circa 1932. An eastbound bridge was added in the 1950s for the 4-lane route.

Type: Unknown

Status: GONE. Replaced with Steel Girder bridges when I-44 was built. Note that the I-44 bridges here have been reconstructed/realigned several times since the interstate was built.

Coordinates: 38.543957,-90.434181

Photo Unavailable

17. Times Beach Bridge on the Meramec River.

Date Built: 1933; replaced a 1900 Through Truss bridge (Votaw Bridge).

Type: 3-span Warren Deck Truss with Verticals; the 1900 Bridge was a 10-panel Camelback Pratt Through Truss with Steel Girder approaches on each end.

Status: Closed to all traffic; deck removed in 2012.

Coordinates: 38.505611,-90.592013



Votaw Bridge circa 1900 - Joe Sonderman Collection



2013 view of the 1933 bridge

18. Lost bridge on the I-44 south service road (former US 66) just west of Exit 261 at Allenton.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced by a Concrete Deck Girder in the post-66 era.

Coordinates: 38.499608,-90.688803

Photo Unavailable

19. Lost Arch Bridge over the Union Pacific RR east of Gray Summit.

Date Built: 1932 (No. J-872) Contractor: Gaines Bros.

Type: Open-Spandrel Arch.

Status: GONE. Replaced in 1994 with a Steel Stringer.

Coordinates: 38.48529,-90.809321



1993

20. Lost bridge on Fox Creek on the Manchester Rd. alignment east of Gray Summit.

Date Built: 1923

Type: Concrete Slab or Deck Girder.

Status: GONE. Replaced in 2011 with a single-span Precast Concrete Girder.

Coordinates: 38.54303,-90.731922



Jerry McClanahan photo

21. Lost Truss bridges on the Bourbeuse River at I-44 Exit 247 (Hwy. 50).

Date Built: WB (H0152) = 1925; EB (K0524) = 1935 for the 4-lane expansion.

Type: Pratt Through Trusses.

Status: GONE. Replaced with flat Steel Girder bridges for I-44. The replacement to the 1925 bridge became Hwy. AT (today's I-44 outer road). The replacement to the 1935 bridge became the WB half of 4-lane 66, the EB half being constructed at that time. The 4-lane later became I-44.

Coordinates: 38.440094,-90.908681



MODOT photo. Joe Sonderman Collection

22. *Lost Concrete Girder on Winsel Creek east of Sullivan.

Date Built: 1922

Type: Concrete Slab

Status: Destroyed and replaced in 2017.

Coordinates: 38.232888,-91.146828



2013

23. *Partially lost Concrete bridge west of Bourbon on a branch of the Little Bourbeuse River.

Date Built: 1924. Concrete guardrails replaced with steel circa 2017; concrete girders retained.

Type: Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 38.125953,-91.306059



2013



2013

24. Concrete bridge on the north Outer Rd. just west of St. James.

Date Built: 1964. Part of 4-lane US 66 (adopted by I-44 within a couple of years).

Type: Concrete Deck Girder.

Current Status: Open to traffic.

Notes: 37.989587,-91.655256

Photo Unavailable

25. Lost bridge over 4-lane US 66 / I-44 at Rolla on the existing 2-lane route from St. James.

Date Built: 1950s

Type: Steel Girder

Status: GONE. Replaced in 1987.

Coordinates: 37.961709,-91.765679



MODOT photo. Joe Sonderman Collection

26. *Lost Concrete Slab on Little Beaver Creek west of Rolla.

Date Built: 1926

Type: Concrete slab

Status: Replaced in 2020.

Coordinates: 37.932472,-91.838523



2013

27. Lost Through Truss bridge over the RR at Arlington on the paved 2-lane alignment.

Date Built: 1924 (Bridge G419).

Type: Single-span Pratt Through Truss.

Status: GONE. Replaced in 1932 by the concrete slab listed below (which was in turn replaced by the 1966 EB I-44 Steel Girder bridge over both the river and the RR. The 1966 bridge was replaced in 2009.

Coordinates: 37.919809,-91.969333



RR bridge center of photo

28. Lost bridge over the RR at Arlington on the 2-lane alignment (and later EB 4-lane 66).

Date Built: 1932 (Bridge K21); replaced the 1924 Through Truss bridge listed above.

Type: 3-span Concrete Slab and Steel Beam (2 spans = Slab; 1 span over RR = Steel Beam).

Status: GONE. Replaced by the 1966 I-44 EB bridge over both the RR and River.

Coordinates: 37.919758,-91.96914

Note: US 66 became 4-lanes with the addition of 2 new lanes and new bridges for WB traffic in 1952.



1932 bridge over the RR at Arlington

29. Lost Through Truss bridge over the Little Piney River at Arlington.

Date Built: 1923 (Bridge G418).

Type: Five-span Pratt Through Truss.

Status: GONE. Replaced in 1966 by EB I-44 / US 66 bridge spanning both the RR and river.

Coordinates: 37.918201,-91.970374

Note: At the time of the 1953 photo below, the 1923 Through Truss river bridge was still in use on the EB half of 4-lane US 66.



MODOT photo. Joe Sonderman Collection

30. Lost bridge on Tater Hollow just west of Arlington.

Date built: Circa 1923.

Type: Single-span Pratt Pony Truss.

Status: GONE. Lost to realignments in the immediate area.

Coordinates: 37.915034, -91.973625



31. Lost EB US 66 / I-44 bridge over both the RR and Little Piney River at Arlington.

Date Built: 1966

Type: Steel Girder

Status: GONE. Replaced in 2009 by a Steel Girder span.

Coordinates: 37.918294,-91.969891

Photo Unavailable

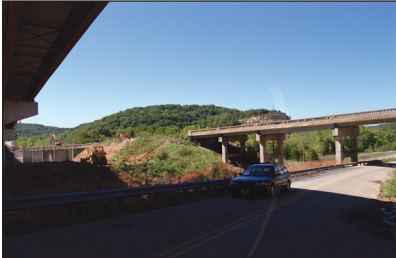
32. Lost WB US 66 bridge over the RR at Arlington (later adopted by WB I-44).

Date Built: 1952 (Bridge L417) for the 4-lane expansion.

Type: Concrete Deck Girder.

Status: GONE. Replaced by a new WB I-44 Steel Girder bridge over the RR and river in 2003.

Coordinates: 37.919818,-91.96943



2003 photo of 1952 WB bridge over RR

33. Lost WB US 66 bridge over the Little Piney River at Arlington (later adopted by WB I-44).

Date Built: 1952 (Bridge L416) for the 4-lane expansion.

Type: Steel Girder

Status: GONE. Replaced by a new WB I-44 Steel Girder bridge in 2003.

Coordinates: 37.918277,-91.970353



1952 WB river bridge during demolition

34. Lost bridge at Hooker on an unknown creek.

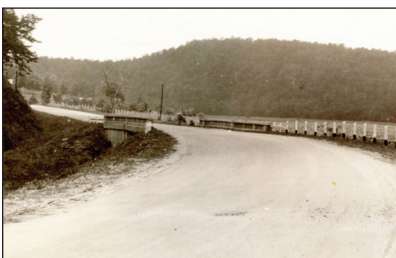
Date Built: Unknown, circa 1920s.

Type: Photo suggests it may be a Single-span Concrete Deck Girder.

Status: GONE. Consumed by I-44.

Coordinates: Vicinity of 37.861844,-92.061912

Note: Bridge likely spanned a stream just west of the I-44 bridges at Trophy Rd. where EB I-44 is today.



Steve Rider Collection

35. Through Truss bridge on the Big Piney River at Devil's Elbow.

Date Built: 1923 (No. 206001.5); Riley & Bailey Const.; rehabbed in 2013.

Type: Mixed: 1-span Warren Pony Truss; 2-span Parker Through Truss; 4-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 37.848345,-92.062367



2013



2013

36. 4-lane bridge over the Big Piney River west of Hooker Cut.

Date Built: 1942 (No. L 35); Maxwell Construction.

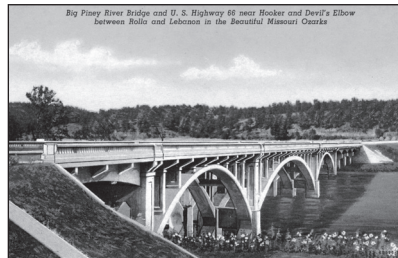
Type: 3-span Open Spandrel Arch with Concrete Deck Girder approaches (4 spans E. end; 1 W. end).

Status: Open to traffic.

Coordinates: 37.850146,-92.071305



2013



2013

NOTE: Acknowledgment of the lost 1950s bridge on Roubidoux Creek at Waynesville, built for 4-lane US 66, located here: 37.817449, -92.193209

37. Concrete arch bridge on Roubidoux Creek in Waynesville.

Date Built: 1923 (No. G 455A); Koss Const. Co. of Des Moines, IA.

Type: 5-span Closed (filled) Spandrel Arch (Widened in 1939).

Status: Open to traffic.

Coordinates: 37.827879,-92.205485



2013

38. Bridge on unnamed creek just east of the Gasconade river bridge at Hazelgreen.

Date Built: 1956 (No. A-4311), when 2-lane US 66 in this area became the EB half of 4-lane US 66.

Type: 3-span Concrete Deck Girder; replaced an earlier bridge of unknown date and type.

Status: Open to traffic.

Coordinates: 37.762155,-92.447377

Photo Unavailable

Note: Acknowledgment of two bridges opposite the creek bridge listed above and two bridges on the Gasconade River built for 4-lane US 66 in 1956 (WB) and in 1963 (EB). All four were later adopted by I-44. The creek bridges were Concrete Slabs, while the Gasconade River bridges were Steel Girders.

39. Gasconade River Bridge west of Hazelgreen.

Date Built: 1924 (No. G-245); Riley & Bailey Construction.

Type: Single-span Pratt Through Truss, 2-span Parker Through Truss; Single-span Warren half-hip PonyTruss with verticals.

Status: Closed to traffic in 2014, pending repair or replacement. Highly endangered.

Coordinates: 37.759214,-92.451859



2013

40. Lost Concrete Slab bridge on the south side of I-44 Exit 135 east of Lebanon.

Date Built: 1923 (prior to paving).

Type: Concrete Slab

Status: GONE. Replaced by a Steel Beam bridge in 1972 (post-66 era for this alignment).

Coordinates: 37.740875,-92.586031



MODOT photo. Joe Sonderman Collection



2013

41. Concrete Slab west of Lebanon on Goodwin Hollow Creek.

Date Built: 1922 (No. F. 772); rehabbed in 1929.

Type: Concrete Slab

Status: Open for traffic.

Coordinates: 37.635171,-92.682475



2013

42. *Lost Truss Bridge on the Niangua Branch east of Marshfield.

Date Built: 1924

Type: Single span Riveted Half-Hip Pratt Pony Truss.

Status: Gone. Replaced in 2022.

Coordinates: 37.371074,-92.8656



2013

NOTE: Acknowledgment of surviving 1950s bridges on I-44 at Sarah Branch and the East Fork Niangua River that were built for 4-lane US 66, located here: 37.435776, -92.876631; 37.410445, -92.889991

43. Lost Glenstone RR Viaduct in Springfield over the BNSF RR.

Date Built: 1939

Type: Unknown

Status: GONE. Replaced by a Precast Concrete Girder in the post-66 era (piers may be original).

Coordinates: 37.210987,-93.261862



MODOT photo, circa 1954

44. Jordan Creek Bridge on College St. (just east of the Kansas Exp.) in Springfield.
Date Built: 1934; would have replaced an earlier structure of unknown date and type.
Type: Concrete Slab; later widened to accommodate 4 lanes.
Status: Open to traffic.
Coordinates: 37.208604,-93.309881



2013

45. Bridge on the Sac River west of Springfield.
Date Built: 1972; would have replaced an earlier bridge of unknown date and type.
Type: Steel Stringer.
Status: Open to traffic.
Coordinates: 37.202919,-93.512971



2013

46. Bridge over Pickerel Creek west of Springfield.
Date Built: 1972; replaced an earlier bridge on its south side.
Type: Steel Stringer
Status: Open to traffic.
Coordinates: 37.198125,-93.527787



2013

47. *Stringer bridge on Pickerel Creek Overflow just west of the bridge above.

Date Built: 1932 (No. K0162); M.E. Gillioz, Monett, Missouri, contractor.

Type: Steel Stringer

Status: Replaced in 2022.

Coordinates: 37.197074,-93.530437



2013



2013

48. *Lost Pony Truss bridge over Billies Creek just west of Halltown.

Date Built: 1923

Type: Riveted single-span Pratt Pony Truss.

Status: GONE. Replaced in 2021.

Coordinates: 37.193506,-93.632087



2013

49. Pony Truss bridge on Turnback Creek at Paris Springs.

Date Built: 1923

Type: 3-span half-hip Warren Pony Truss with verticals.

Status: Open to traffic.

Coordinates: 37.192457,-93.688032



2013

50. *Turnback Creek Bridge on MO 96 (1960 bypass of the bridge above).

Date Built: 1960

Type: Steel Stringer

Status: Replaced in 2022.

Coordinates: 37.189972,-93.686183



2013

51. Through Truss bridge over Johnson Creek at Spencer.

Date Built: 1923

Type: Riveted, 5-panel Pratt Through Truss.

Status: Open to traffic.

Coordinates: 37.184036,-93.701347



2013

52. *Johnson Creek Bridge on MO 96 (1960 bypass of the bridge above).

Date Built: 1960

Type: Steel Stringer

Status: Replaced in 2022.

Coordinates: 37.187835,-93.695839



2013

53. *Concrete bridge on Stahl Creek west of Albatross.

Date Built: 1955 (F0395); would have replaced an earlier span of unknown date and type.

Type: Three-span Concrete Deck Girder.

Status: Replaced in 2022.

Coordinates: 37.189303,-93.851985



2013

54. *Bridge on Dry Fork Creek at Phelps.

Date Built: 1955 (No. F0393).

Type: Concrete Slab.

Status: Replaced in 2022.

Coordinates: 37.189931,-93.901048



2013

55. Lost bridge on White Oak Creek between Plew and Avila.

Date Built: 1925

Type: Unknown

Status: Replaced in 1983 (post-US 66 era with bridge No. H0083).

Coordinates: 37.194561,-94.094663



2013 (1983 bridge; replaced in 2022)

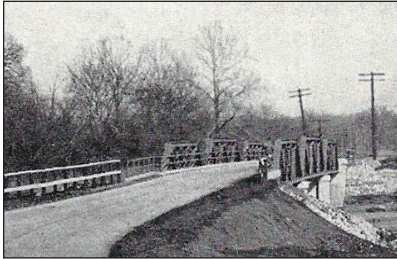
56. Lost bridge on the Spring River in Carthage (1926 route at Kellogg Lake).

Date Built: Circa 1920s

Type: Three-span Pony Truss (likely a Pratt; photo is inconclusive).

Status: GONE. Removed circa 1954 when the upgrade alignment was built; only abutments remain.

Coordinates: 37.184448,-94.29886



1927 Yearbook photo



2013

57. *Spring River Overflow bridge on MO 96 (closest to Kellogg Lake) in Carthage.

Date Built: 1953 for the upgrade alignment (today's MO 96).

Type: Concrete Deck Girder.

Status: Replaced in 2022.

Coordinates: 37.187587,-94.296986



2013

58. Lost bridge on the Spring River on the 1954 upgrade route (MO 96) in Carthage.

Date Built: 1953

Type: Unknown

Status: GONE. Replaced in 2011 with a Precast Concrete Girder.

Coordinates: 37.184715,-94.299218

Photo Unavailable

59. Spring River overflow bridge on MO 96 (first bridge west of the Spring River Bridge and the first bridge east of the RR Viaduct in Carthage).

Date Built: 1953; replaced a Concrete Culvert built in 1935.

Type: 3-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 37.183544,-94.300119



2013

NOTE: Acknowledgment of a Concrete Culvert on the 1926 dog-leg (River St. and Central) at the RR crossing in Carthage, which was bypassed when the 1934 RR viaduct was built.

37.178461,-94.302398

60. *Lost Concrete RR Viaduct on the east side of Carthage.

Date Built: 1934; bypassed the at-grade crossing on the 1926 River St. / Central route.

Type: 6-span Concrete Deck Girder.

Status: Destroyed and replaced in 2017.

Coordinates: 37.17951,-94.303231



2013

NOTE: The existing single-span pony truss bridge on an abandoned section of N. Main St. near the Jct. of old US 71 and Route "V" here: 37.190959,-94.310507 was never part of US 66.

NOTE: The next three bridges were on the ALT. US 66 route entering Carthage from the east, which followed Route "V" west to (then) US 71, and then south to connect with mainline US 66 at Central. The "V" route was in use from approximately 1930-1954.

61. Concrete bridge (northern) on Old US 71 / "V" route on the Spring River overflow at Carthage.

Date Built: 1928

Type: Combination Single-span Open-Spandrel Arch and multi-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 37.19085,-94.312402



2013 (Shellee Graham photo)

62. Arch Bridge on the Spring River and RR on Old US 71 (middle bridge, "V" route) at Carthage.

Date Built: 1928

Type: Combination 3-span Open-Spandrel Arch and Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 37.186373,-94.313734



Postcard view of middle bridge
(Joe Sonderman Collection)



2013 (Shellee Graham photo)

63. Concrete viaduct over the RR on Old US 71 (southern bridge, "V" route) at Carthage.

Date Built: 1928

Type: Multi-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 37.18286,-94.313819



2013



2013

64. Short Viaduct over the RR on Oak St. west of Garrison in Carthage.

Date Built: 1920

Type: Timber

Status: Open to traffic.

Coordinates: 37.176559,-94.318411



2013

NOTE: The Oak St. bridge over former US71 (now I-49) was built after US 66 moved onto Central Ave.
37.176526,-94.333518

65. Girder bridge over the RR on Oak St. just west of the Y in Carthage.

Date Built: 1936

Type: Concrete Deck Girder and Steel Plate Girder combination.

Status: Open to traffic.

Coordinates: 37.176598,-94.345225



2013

NOTE: The final 2-lane upgrade route was constructed from Brooklyn Heights on the west side of Carthage to Joplin between 1949-1951. This became US 66 / US 71. It contained three bridges located here: 37.165340, -94.401120 (over the former RR), here: 37.162259, -94.409238 (over Center Creek), and here: 37.141628, -94.454185. In 1974, after 66 was already decertified in this area, that 2-lane was expanded to 4 lanes, and included a new section from Brooklyn Heights back eastward to Central Ave. in Carthage. Today this route is Hwy. 171 / Bus. I-49. See next three entries.

66. Lost bridge on the final 2-lane route over a former RR between Carthage and Joplin.

Date built: 1949-1950 (westbound half of the future 1974 4-lane).

Type: Unknown

Status: GONE. Replaced in 2012.

Coordinates: 37.165340, -94.401120



2012 Street View Capture before replacement.

67. Bridge over Center Creek and roadway on the final 2-lane between Carthage and Joplin.

Date Built: 1949-1950 (westbound half of the future 1974 4-lane).

Type: Steel Stringer.

Status: Open to traffic.

Coordinates: 37.162259, -94.409238



2013

68. Bridge over the RR entering Webb City / Joplin on the final 2-lane from Carthage.

Date Built: 1949-1950 (eastbound half of the future 1974 4-lane).

Type: Steel Girder.

Status: Open to traffic.

Coordinates: 37.141628, -94.454185



2013

69. *Lost Concrete bridge over a Center Creek tributary west of Carthage on the 1926 route.

Date Built: 1922

Type: Concrete slab.

Status: Destroyed and replaced in 2016.

Coordinates: 37.172886,-94.405972



2013



2013

70. Lost bridge on Center Creek west of Carthage.

Date Built: 1912

Type: Rare, 2-span Parker Pony truss.

Status: GONE. Replaced with a Precast Concrete Girder in 1994.

Coordinates: 37.167332,-94.416424



1990 Shellee Graham photo

NOTE: Acknowledgment of a two-barrel Concrete Culvert on Powell Dr. in Webb City that carried US 66 Alt. traffic located here: 37.145472,-94.483797

71. Lost bridge over Turkey Creek on Rangeline south of Newman St. in Joplin.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced with a Precast Concrete Girder and Deck Girder combo. This bridge has been widened. The Deck Girder side dates to 1957; the Precast Girder side to 1976.

Coordinates: 37.097322,-94.47671

Photo Unavailable

72. Lost concrete bridge on Turkey Creek on E. 7th St. (east of Rangeline) in Joplin (1976 Route).

Date Built: 1930

Type: Unknown

Status: GONE. Replaced by a Precast Concrete Girder sometime after 2009.

Coordinates: 37.083724,-94.44838

Photo Unavailable

73. Concrete Slab on Grove Creek east of Joplin on 7th St. (1976 route).

Date Built: 1926; rehabbed in 1950.

Type: 3-span Concrete Slab.

Status: Open to traffic.

Coordinates: 37.082815,-94.381105



2013

74. Lost RR Viaduct on 7th St. just west of Rangeline in Joplin.

Date Built: Unknown

Type: Unknown.

Status: GONE. Reverted to an at-grade crossing.

Coordinates: 37.084035,-94.480965



MODOT Photo. Joe Sonderman Collection

75. Lost RR Viaduct on 7th St. just east of Main St. in Joplin.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced with a Precast Concrete Girder in 1996.

Coordinates: 37.083975,-94.507379

Photo Unavailable

76. Lost Turkey Creek Bridge on St. Louis St. in Joplin.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced with a Precast Concrete Girder in the post-66 era for this alignment.

Coordinates: 37.100897,-94.494704

Photo Unavailable

77. Ruins of a RR Viaduct on 1st St. just east of Main St. in Joplin.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced by the viaduct on 2nd St. / Broadway in 1985.

Coordinates: 37.090787,-94.511637

Note: The RR Depot was in use from 1911 – 1969.

Photo Unavailable

78. Concrete Girder over a RR and Creek on N. Main St. in Joplin.

Date Built: 1934; rehabbed in 1987.

Type: Concrete Deck Girder (9 beams across).

Status: Open to traffic.

Coordinates: 37.099288,-94.512839



2013



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NOTE: The ruins of a bridge over Turkey Creek on N. Main St. in Joplin (37.109780, -94.512312) was once part of Hwy. 43 but never US 66, as part of the US 66 alignment along MacArthur leading to this bridge was not completed until 1934, the same year the bridge in question was bypassed by the next entry.

79. Turkey Creek Bridge on N. Main St. in Joplin.

Date Built: 1934 (No. J0339) ; later widened for 4-lane expansion.

Type: 3-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 37.109404,-94.511857



2013