

# 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

## NEW MEXICO

NOTE: From 1926 until 1937, part of the New Mexico route followed a circuitous path from a point west of Santa Rosa northwest to Santa Fe and then southwest through Albuquerque to Los Lunas before swinging back to the northwest to Correo, west of Albuquerque. This route was replaced in 1937 with a more direct east-west alignment. The "Santa Fe Loop," as it is known, will be accounted for following all other entries.

### 1. San Juan Creek Bridge on the 1950s upgrade route at Glenrio.

Date Built: 1952 (No. 5225).

Type: 12-span Steel Stringer.

Status: Closed to traffic; still in use in 1969 pending I-40 construction.

Coordinates: 35.17982,-103.059762



2013



2013

NOTE: From Glenrio west, the Ozark Trails and US 66 followed an unpaved path along the south side of the RR to a point of crossing just west of the four timber bridges listed next.

### 2. 1st Timber bridge on the 1930 first paved route between Glenrio and San Jon.

Date Built: January 1930 or before, according to a news article in January of that year.

Type: Timber Stringer with asphalt deck.

Status: Open to traffic.

Coordinates: 35.162889,-103.07563



2013

3. 2nd Timber bridge on the 1930 first paved route between Glenrio and San Jon.

Date Built: 1930. A news article places its completion in January 1930 or before.

Type: Timber Stringer with asphalt deck.

Status: Open to traffic.

Coordinates: 35.14497,-103.098346



2013

4. 3rd Timber bridge at Arroyo Trujillo on the 1930 route between Glenrio and San Jon.

Date Built: 1930. Completed in January 1930 or before, according to a news article.

Type: Timber Stringer with asphalt deck.

Status: Open to traffic.

Coordinates: 35.124285,-103.139654



2013

5. 4th Timber bridge (on Trujillo Creek) between Glenrio and San Jon on an offset alignment.

Date Built: 1931. This bridge was part of a forced realignment due to flooding in Oct. 1930.

Type: Timber Stringer with asphalt deck.

Status: Open to traffic.

Coordinates: 35.123533,-103.144726



2013

NOTE: Acknowledgment of a Concrete Culvert on the 1931 route here: 35.116679,-103.164843 and the remains of a concrete drain to its south on the failed 1930 route here: 35.11852,-103.155116

6. Remains of a timber bridge on the failed 1930 alignment south of the 1931 paved route.

Date Built: Unknown

Type: Timber Stringer

Status: In ruins; limited access.

Coordinates: 35.116072,-103.161412



2013

NOTE: There are at least 8 Concrete Culverts between the above entry and the point where the first paved route intersects the 1952 upgrade route east of San Jon, a distance of about 6 miles.

NOTE: The next listed bridge replaced a lost 1930s bridge spanning Revuelto Creek. The lost 1930s bridge replaced a US 66 bridge that existed north of today's I-40. It is not known what type of bridge existed there.

7. Bridge on Revuelto Creek west of San Jon.

Date Built: 1952 (No. 5232); new deck and guardrails constructed in 2004.

Type: 6-span Steel Stringer; replaced an early 1930s bridge to the south.

Status: Open to traffic.

Coordinates: 35.15799,-103.471042

Note: Timber piers from the pre-1952 bridge still stand just south of the present bridge.



2013



2013 (remains of earlier bridge)

NOTE: The next listed bridge replaced a 1930s bridge built at the same time as the above entry. It also was replaced in 1952, and again in 2021.

8. \*Lost bridge on Plaza Larga Creek just west of the bridge listed above.

Date Built: 1952; replaced an early 1930s bridge to its immediate south.

Type: Steel Stringer (Bridge No. 5231).

Status: GONE. Replaced in 2021 with a new bridge at the site of its predecessor.

Coordinates: 35.164871,-103.47845



2013



2013

NOTE: Acknowledgment of a Culvert 3 mi. west of No. 8 above located here: 35.17242,-103.544738

9. Lost Bluewater Creek Bridge on the 1926 route at the west end of Tucumcari.

Date Built: Circa 1930; replaced a bridge immediately to its north of unknown type or date.

Type: Unknown

Status: Only abutments remain; replaced by a Steel Stringer on an offset alignment in 1950.

Coordinates: 35.151238,-103.788365



2013

10. Steel Stringer on the upgrade alignment at the west end of Tucumcari on Blue Water Creek.

Date Built: 1950 (No. 3491).

Type: 3-span Steel Stringer.

Status: Open to traffic.

Coordinates: 35.149403,-103.790761



2013

11. Blanco Creek Bridge on the abandoned 1926 route 5 mi. west of Tucumcari.

Date Built: 1936

Type: Steel Stringer with concrete guardrails.

Status: Closed to traffic; on private property.

Coordinates: 35.116231,-103.86549



2013



2001

12. Steel beam on the 1926 route east of Montoya (3rd bridge east).

Date Built: 1936

Type: Steel Stringer

Status: Open to traffic. Plaque on the east end is missing; guardrails are damaged.

Coordinates: 35.107064,-104.024008



2013



2013

13. Steel Stringer on the 1926 route east of Montoya (2nd bridge east).

Date Built: 1936

Type: Steel Stringer with concrete guardrails.

Status: Open to traffic. Plaques on both ends are intact.

Coordinates: 35.103319,-104.037982



2013



2013

14. Bridge on Arroyo De Las Palomas on the 1926 route east of Montoya (1st bridge east).

Date Built: 1936

Type: Steel Stringer with concrete guardrails.

Status: Open to traffic. All plaques are missing.

Coordinates: 35.099612,-104.052018



2013



2013

15. Steel Stringer on the 1950s route at Arroyo Laguna just west of Montoya (south side of I-40).

Date Built: 1952 (No. 5238); replaced a 1930s bridge just to the south of unknown type, which itself replaced a crossing a short distance farther south of unknown type and date on the original route.

Type: 5-span Steel Stringer (Eligible for NRHP).

Status: Open to traffic.

Coordinates: 35.091387,-104.076663



2013



2013

16. Bridge ruin on the abandoned 1926 route east of Newkirk.

Date Built: Circa 1936; replaced in 1951 with a Concrete Culvert on the current route (No. 5672) .

Type: Steel Stringer; piers approx. 13' tall; overall span approx. 100.'

Status: Abandoned; on private property.

Coordinates: 35.065789,-104.212399



2013

17. Lost Bridge on the 1926 route east of Newkirk near the upgrade alignment.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced in 1951 by the bridge listed next.

Coordinates: 35.070695,-104.247036

Photo Unavailable

18. Pajarito Creek bridge on the 1950s route 1.2 mi. east of NM 129 at Newkirk.

Date Built: 1951 (No. 5237); replaced the bridge listed above.

Type: 3-span Steel Stringer with a bridge plaque on each end.

Status: Open to traffic.

Coordinates: 35.072098,-104.246771



2013



2013

NOTE: Acknowledgment of a large 1934 Culvert just west of Newkirk on the first paved alignment here:  
35.06785,-104.270205

19. Timber bridge on an unnamed wash at Cuervo (1926 alignment).

Date Built: Unknown

Type: Single-span Timber bridge with one stone pier and combination stone & concrete abutments.

Status: Abandoned

Coordinates: 35.029127, -104.410081



2013

NOTE: Acknowledgment of a large Concrete Culvert on the Cuervo Cutoff (first paved route) just west of Cuervo here: 35.026719,-104.415946



20. Cuervito Creek culvert on the first paved alignment (Cuervo Cutoff) west of Cuervo.

Date Built: Between 1931-1936.

Type: 5-barrel Concrete Culvert.

Status: Open to traffic; roadway not maintained.

Coordinates: 35.012663,-104.429577



2013

NOTE: There are at least 12 other Culverts on the Cuervo Cutoff, located here, east-to-west:

35.006612,-104.435465 – Small standard concrete Culvert

35.003814,-104.43818 – Standard concrete Culvert with wing walls

35.002316,-104.439639 – Small standard concrete Culvert @ 1000 ft. W. of #2

34.996899,-104.444873 – Standard concrete Culvert with wing walls; pond on north side

34.993724,-104.447962 – Standard concrete Culvert

34.991791,-104.449831 – Standard concrete Culvert

34.98493,-104.456483 – Standard concrete Culvert

34.96843,-104.472477 – Large drain with wing walls (stone ruins of a building on the north side)

34.966685,-104.474163 – Tindhorn & concrete with severe erosion on the north side

34.964916,-104.475872 – Culvert with wing walls (ponds on the north and south sides of the road)

34.955753,-104.485505 – Culvert close to west terminus

34.954925,-104.487803 – On immediate west side of cattle guard

NOTE: Acknowledgment of several large Concrete Culverts on NM 156 (first paved route) between the west end of the Cuervo Cutoff and Santa Rosa.

NOTE: Ruins of 5 Concrete Culverts on the unpaved 1926 route east of Santa Rosa's airport (between NM 156 and US 84) are located here: 34.940202,-104.599791; here: 34.939195, -104.603685; here: 34.939521,-104.61341; here: 34.939543,-104.616441; and here: 34.939603,-104.616989. This route was bypassed in 1936.

21. Abandoned Timber bridge on the 1926 route west of the Santa Rosa airport.

Date Built: Unknown

Type: Timber with concrete abutments.

Status: Ruins remain; on private property.

Coordinates: 34.939198,-104.656232



2013

22. Lost Bridge on El Rito Creek just west of the Blue Hole on the 1926 route in Santa Rosa.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced in 2003 with a Precast Concrete Girder.

Coordinates: 34.939387,-104.677094

Photo Unavailable

23. Lost Bridge on El Rito Creek on the 1936 route in Santa Rosa.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced with a Concrete Slab at an undetermined date.

Coordinates: 34.944506,-104.676394

Photo Unavailable

24. Bridges on the Pecos River in Santa Rosa.

Date Built: 1st bridge (gone) built circa 1900; 2nd bridge (gone) built circa 1930s; 3rd bridge = 1959.

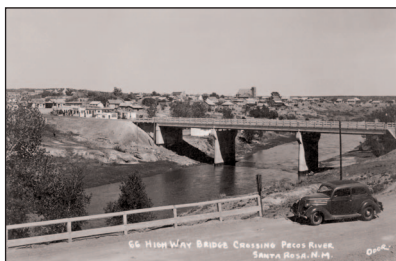
Type: 1st = 9-panel Camelback Through Truss w/ one steel stringer approach on the west end and 3 steel stringer approaches on the east end; 2nd = Steel Stringer; 3rd (No. 6115) = 3-span Steel Stringer.

Status: 1959 bridge open to traffic.

Coordinates: 34.93944,-104.690922



1st Route 66 Bridge



1930s bridge



1959 bridge

25. Lost bridge on the west side of Santa Rosa on the 1926 unpaved route.

Date Built: Unknown

Type: Unknown; concrete abutments, possibly with a timber deck.

Status: In Ruins. Replaced in the 1930s with a culvert on the first paved route nearby.

Coordinates: 34.942445, -104.701166



2017



2017

NOTE: Culverts west of Santa Rosa at Exit 252 are located here: 34.980597 -105.065991; here: 34.980983 -105.069704; and here: 34.982402 -105.082886.

NOTE: Acknowledgment of a 7-barrel Concrete Culvert on the north I-40 Service Road east of Exit 226 (1937 alignment) here: 35.005622,-105.504811 and a 6-barrel culvert east of Exit 203 (Longhorn Ranch) located here: 35.00513,-105.895195

26. Lost bridge on the north I-40 Service. Rd. east of Exit 197 east of Moriarty.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced in 1970 with a Precast Concrete Girder on a slightly offset alignment.

Coordinates: 35.005025,-106.003401

Photo Unavailable

NOTE: Acknowledgment of a Culvert at Carnuel predating the 4-lane here: 35.067042,-106.433605 and Culverts on NM 333 where the former 2-lane route existed north of I-40, located here: 35.066577,-106.433718; and here: 35.064054,-106.461321 (Bridge No. 5540.)

27. Lost bridge or culvert at Carnuel north of I-40 (former 1st paved 2-lane; now 4-lane).

Date Built: Unknown

Type: Concrete Culvert or short bridge.

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

Coordinates: 35.064436,-106.448484



1930s view



2013 (built when road was widened)

28. Lost Central Ave. bridges on the Rio Grande in Albuquerque (1937 upgrade route).

Date Built: EB bridge: Unknown; replaced the 1930s 2-lane bridge. The WB bridge was added in 1952 (this bridge may have been widened later). The current 4-lane bridge was built in 1983.

Type: EB bridge = Unknown; WB bridge = Steel Stringer.

Status: GONE. Replaced in 1983 with a 4-lane Precast Concrete Girder.

Coordinates: 35.089241,-106.680842



1930s bridges (WB bridge in foreground)



1983 bridge (2013 photo)

29. Rio Puerco Bridge west of Albuquerque on the 1937 alignment.

Date Built: 1933 (No. 2530); rehabbed in 1957; bypassed in 1999.

Type: 10-panel Modified Parker Through Truss.

Status: Closed to traffic.

Coordinates: 35.033532,-106.942045



1933 construction photo



2006

NOTE: Completion of the bridge above allowed for a section of what would become the 1937 Santa Fe Loop upgrade alignment to open as NM 6 between Albuquerque to Correo circa 1934. Prior to this, motorists could only travel west from Albuquerque to Correo via the primitive and unpaved NM 6.

NOTE: Acknowledgment of a Concrete Culvert on the upgrade 2-lane route east of Correo near I-40 here: 34.975182, -107.138902

30. Steel Stringer on the upgrade 2-lane alignment east of Correo.

Date Built: Circa 1934 (identical to the Blanco Creek Bridge west of Tukumcari except for length).

Type: Steel Stringer with concrete guardrails.

Status: Closed to traffic; restricted access (Laguna Tribal land).

Coordinates: 34.968423,-107.156306



2013



2013

31. Rio San Jose tributary bridge on the upgrade 2-lane east of Correo.

Date Built: Circa 1934

Type: Camelback Pony Truss.

Status: Closed to traffic; restricted access (Laguna Tribal land).

Note: Abutments for an earlier NM 6 bridge of unknown type remain on the Rio San Jose next to this steel truss bridge.

Coordinates: 34.964357,-107.163215



2013

32. RR Viaduct at Correo where the 1926 route intersects the upgrade route from Albuquerque.

Date Built: 1934; this was likely an at-grade crossing prior to that time.

Type: Timber with timber piers flanking the RR tracks; Steel Beam over the tracks with concrete piers.

Status: Open to traffic.

Coordinates: 34.955208,-107.180408



2013

33. Timber bridge west of Correo on a branch of the Rio San Jose (first paved route).

Date Built: Circa 1931

Type: Timber Stringer on concrete piers.

Status: Open to traffic.

Coordinates: 34.958316,-107.22552



2013

34. Timber bridge on the first paved route west of Correo (west of the bridge above).

Date Built: Circa 1931

Type: Timber Stringer on concrete piers.

Status: Open to traffic.

Coordinates: 34.960798,-107.255032



2013

NOTE: Acknowledgment of 1950s Steel Stringer bridges over the RR west of Correo built for 4-lane US 66 and later adopted by I-40, located here: 34.993402,-107.257897

35. Twin Stringer bridges on the Rio San Jose at Old Laguna.

Date Built: 1955. Replaced a 1930s timber bridge that replaced a 1926 bridge just to the south, located here: 35.037428, -107.380477. The 1930s bridge was just west of and in-between the 1950s bridges.

Type: Steel Stringers

Status: Open to traffic.

Coordinates: 35.038237,-107.379933



2013

36. RR Viaduct just west of Old Laguna.

Date Built: 1955; replaced a 1932 span just to the east. A 1920s at-grade crossing was to the west.

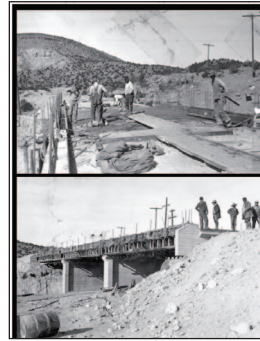
Type: Steel Stringer; may have been widened later.

Status: Open to traffic.

Coordinates: 35.045202,-107.393001



2013 view of the 1955 RR Viaduct



Construction of the 1932 Viaduct

37. Abandoned bridge on the 1926 route over Encinal Creek at Indian Rt. 47.

Date Built: Circa 1932.

Type: Concrete Deck Girder.

Status: Abandoned; replaced in 1936 with a Concrete Culvert on NM 124 just to the south.

Coordinates: 35.050275,-107.444445



2013

NOTE: Acknowledgment of a Concrete Culvert with a cistern on one side just east of Budville here:  
35.062821,-107.522695

38. Large culvert at Budville.

Date Built: 1936 for the first paved alignment; buttressed with rock fill in the post-66 era.

Type: Multi-barrel Concrete Culvert.

Status: Open to traffic.

Coordinates: 35.071338,-107.526633



2013

39. Lost Bridge on the 1926 route in Cubero.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced with a Concrete Culvert in 1989.

Coordinates: 35.083765,-107.524556

Photo Unavailable

NOTE: Acknowledgment of an old Low-water Crossing on the original route west of Cubero here:  
35.086554,-107.548638

40. Large Culvert at San Fidel.

Date Built: 1936; replaced an earlier structure of unknown type and date.

Type: 16-barrel Concrete Culvert.

Status: Open to traffic.

Coordinates: 35.082599,-107.595364



2013

NOTE: There are 5-plus Concrete Culverts (all built in 1936) between San Fidel and I-40 Exit 96 for McCartys, including one of significance here: 35.079096,-107.640262

41. Stringer bridge at McCartys just west of the RR trestle (first paved alignment).

Date Built: 1936

Type: Continuous Steel Girder with embedded plaques.

Status: Open to traffic.

Coordinates: 35.064149,-107.689303



2013



2013



42. One-lane timber bridge on the 1926 alignment at McCartys.

Date built: Unknown

Type: Timber

Status: Closed to traffic; limited access.

Coordinates: 35.063406, -107.693283



2018

43. Truss bridge over the Rio San Jose west of McCartys on Hwy. 124.

Date Built: 1936 for the first paved alignment.

Type: Single-span Camelback Pony Truss.

Status: Open to traffic.

Coordinates: 35.064419,-107.715935



2013

44. Steel beam bridge approx. 1000' west of the truss bridge listed above.

Date Built: 1936 as part of the first paved alignment.

Type: Single-span Steel Beam with concrete guardrails and plaques.

Status: Open to traffic.

Coordinates: 35.06535,-107.718025



2013



2013

45. Rio San Jose Bridge west of McCartys and just east of the I-40 tunnel.

Date Built: 1936 for the first paved alignment.

Type: 3-span Steel Stringer with concrete guardrails and plaques.

Status: Open to traffic.

Coordinates: 35.071723,-107.748628



2013



2013

46. Timber bridge on the 1926 unpaved alignment over the Rio San Jose east of Grants.

Date Built: Unknown

Type: One-lane, 3-span Timber Stringer with concrete piers and abutments.

Status: Abandoned; restricted access; on Acoma Tribal land.

Coordinates: 35.095555,-107.766612



2013

NOTE: Acknowledgment of two Concrete Culverts on the same alignment as the timber bridge above, located here: 35.091146,-107.768982; and here: 35.093491,-107.7673

47. Concrete Culvert on the Rio San Jose just east of the RR viaduct east of Grants.

Date Built: Circa 1936 for the first paved 2-lane that bypassed the timber bridge listed above.

Type: Concrete Culvert containing a NM Highway Commission emblem with no date.

Status: Open to traffic.

Coordinates: 35.097712,-107.773691



2013

48. Lost RR Viaduct east of Grants.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced with a Precast Concrete Girder in 1999.

Coordinates: 35.106542,-107.780112

Photo Unavailable

49. Lost bridge on the Rio San Jose just east of the Jct. with the I-40 connector (east side of Grants).

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced in 1998 with a 4-barrel concrete culvert.

Coordinates: 35.138871,-107.826789

Photo Unavailable

50. Bridge on the Rio San Jose in Grants.

Date Built: 1955 (No. 5494); Eligible for NRHP. Replaced a 2-lane bridge of unknown type and date.

Type: 3-span Continuous Concrete Slab; piers are steel "H" pilings with concrete web wall in-between.

Status: Open to traffic.

Coordinates: 35.152863,-107.854506



2013



2013

51. Lost RR Viaduct on the west side of Grants.

Date Built: 1930s for a new alignment that bypassed the existing at-grade crossing just to the north.

Type: Unknown. A second bridge was added for the EB lanes during the 4-lane project in 1955-1956.

Status: Gone. Both viaduct bridges were replaced with a single 4-lanes-wide viaduct in 1985.

Coordinates: 35.162582,-107.88334

Photo Unavailable

52. Concrete bridge in Milan 1 mile west of the RR Viaduct listed above.

Date Built: 1939; widened or replaced in the 1950s during 4-lane expansion.

Type: Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 35.182845,-107.896676

Photo Unavailable

53. Lost bridge between Bluewater and Prewitt on NM 122.

Date Built: 1963; replaced an earlier bridge of unknown type and date.

Type: Unknown

Status: GONE. Replaced with a Steel Stringer circa 2010.

Coordinates: 35.321851,-107.995493

Photo Unavailable

NOTE: Acknowledgment of two culverts at Prewitt that establish the 1926 route there:

35.362896, -108.041859; and 35.366043, -108.049670

NOTE: Between Prewitt and the Continental Divide, there are 10 culverts, 4 of which are substantial (listed below). All were built in 1936.

35.372994,-108.084066 (about 1.5 mi. west of Prewitt)

35.393576,-108.207968 (just east of Thoreau)

35.401526,-108.24654 (just west of Thoreau)

35.499854,-108.504383 (just east of the Iyanbito Jct. along the 1926 route)

**BEGIN THE 1926 UNPAVED ROUTE FROM PREWITT (I-40 EXIT 63) TO IYANBITO (I-40 EXIT 36)  
ALONG THE NORTH SIDE OF THE RAILROAD TRACKS.**

NOTE: Listing culverts on this section was done primarily to help document the pathway of the 1926 unpaved and vanishing alignment.

54. Two successive Low-water Crossings on the north side of the RR at Prewitt (1926 route).

Date Built: Unknown

Type: Concrete

Status: Abandoned

Coordinates: (1st) 35.373554,-108.073256 (2nd) 35.373891,-108.079425



2013



2013

55. Ruins of a Tinhorn and concrete Culvert approx.  $\frac{3}{4}$  mi. west of the 2nd LWC listed above.

Date Built: Unknown

Type: Concrete and Tinhorn Culvert.

Status: Abandoned

Coordinates: 35.376314,-108.093609



2013

56. Culvert ruin on the north side of the RR west of Prewitt, approx. 1500' west of the above entry.

Date Built: Unknown

Type: Concrete and Tinhorn Culvert.

Status: Abandoned

Coordinates: 35.377698,-108.09816



2013

57. Bridge Ruin on the north side of the RR west of Prewitt, approx. 1 mi. west of the above entry.

Date Built: Unknown

Type: Timber with concrete abutments.

Status: Abandoned

Coordinates: 35.381904,-108.114996



2013

58. Culvert Ruin approx. 1200' west of the above entry.

Date Built: Unknown

Type: Concrete Culvert

Status: Abandoned

Coordinates: 35.383007,-108.11985



2013

59. Tinhorn and concrete culvert 1000' west of the above entry.

Date Built: Unknown

Type: Concrete and Tinhorn Culvert.

Status: Abandoned

Coordinates: 35.38393,-108.124381



2013

60. Tinhorn and concrete Culvert approx. 900' west of the above entry.

Date Built: Unknown

Type: Concrete and Tinhorn Culvert.

Status: Abandoned

Coordinates: 35.384593,-108.127426



2013

61. Bridge Ruin approx. 1500' west of the above entry.

Date Built: Unknown

Type: Timber with concrete abutments.

Status: Abandoned.

Coordinates: 35.385478,-108.131532



2013

62. Concrete Culvert approx. 1200' west of the above entry.

Date Built: Unknown

Type: Concrete Culvert with wing walls.

Status: Abandoned

Coordinates: 35.386457,-108.136942



2013

63. Concrete Culvert approx. 3/4 mi. west of the above entry.

Date Built: Unknown

Type: Concrete Culvert with guardrails and wing walls.

Status: Abandoned

Coordinates: 35.38816,-108.150088



2013

64. Bridge ruin approximately .4 mi. west of the above entry.

Date Built: Unknown

Type: Timber with concrete abutments; only the abutments remain.

Status: Abandoned

Coordinates: 35.389202,-108.158015



2013

65. Culvert approximately .6 mi. west of the above entry (2 mi. east of Thoreau).

Date Built: Unknown

Type: Concrete and Tinhorn Culvert.

Status: Abandoned

Coordinates: 35.390065,-108.168185



2013

66. Concrete and Tinhorm Culvert approx. 1000' west of the above entry (east of Thoreau).

Date Built: Unknown

Type: 2-barrel Tinhorn and Concrete Culvert.

Status: Abandoned

Coordinates: 35.390248,-108.172599



2013



67. Culvert east of Thoreau approx. 1000' west of the above entry.

Date Built: Unknown

Type: Tinhorn and Concrete Culvert; mostly buried.

Status: Abandoned

Coordinates: 35.390382,-108.176232

Photo Unavailable

68. Bridge ruin on the east side of Thoreau.

Date Built: Unknown

Type: Timber with concrete abutments.

Status: Abandoned

Coordinates: 35.395672,-108.203337



2013

NOTE: Acknowledgment of the following culverts west of Thoreau on the 1926 route north of the RR located here: 35.406324° -108.261722°; 35.408095° -108.266268°; 35.411462° -108.274217°; 35.416577° -108.285758°; 35.419246,-108.290965; 35.420609,-108.294107; 35.421883, -108.297238

69. Concrete Culvert north of the 2nd set of RR tracks 1 mi. west of the Continental Divide.

Date Built: Unknown

Type: Concrete Culvert with guardrails.

Status: Abandoned

Coordinates: 35.436814,-108.330525

Note: This is the first of 3 culverts between the Continental Divide and County Rd. 27 at I-40 Exit 44 for Coolidge.



2013

70. Concrete Culvert north of the 2nd set of RR tracks .6 Mi. west of the entry above.

Date Built: Unknown

Type: Concrete Culvert with guardrails and wing walls.

Status: Abandoned

Coordinates: 35.441355,-108.340635



2013

71. Concrete Culvert north of the 2nd set of RR tracks .4 mi. west of the above entry.

Date Built: Unknown

Type: Concrete Culvert with guardrails and wing walls.

Status: Abandoned

Coordinates: 35.444078,-108.346737



2013



2013

NOTE: A short distance west, the 1926 route crosses the northernmost set of RR tracks to follow the southern set of tracks along their north side to a point near I-40 Exit 36 for Iyanbito. This section of old US 66 contains numerous structures. Listed next are a bridge ruin and two of the culverts.

72. Bridge ruin north of the 1st RR at Guam (between the Coolidge and Iyanbito I-40 Exits).

Date Built: Unknown

Type: Two-span Timber Stringer with concrete abutments and concrete piers.

Status: Abandoned; only some timber remains.

Coordinates: 35.494639,-108.399246



1996

73. Tinhorn and concrete Culvert 2.2 mi. west of the bridge ruin listed in the above entry.

Date Built: Unknown

Type: 2-barrel Tinhorn and Concrete Culvert; mostly buried.

Status: Open to traffic (this portion of the roadway is still in use).

Coordinates: 35.499315,-108.440042



2013

74. Culvert ruin at a washout about 1 mi. east of the junction with paved Co. Rd. 27 at Iyanbito.

Date Built: Unknown

Type: Concrete structure of unknown type.

Status: Abandoned

Coordinates: 35.499027,-108.45037

Photo Unavailable

### **END OF THE 1926 ROUTE NORTH OF THE RR BETWEEN PREWITT AND IYANBITO**

NOTE: Acknowledgment of a substantial 1941 Culvert east of Gallup located on the 1937 first paved route at I-40 Exit 33 here: 35.510985,-108.537483

75. Lost bridge on the 1926 route east of Gallup at I-40 Exit 33.

Date Built: Unknown.

Type: Unknown. Replaced by a concrete culvert on the 1937 first paved alignment nearby.

Status: Only the concrete abutments remain.

Coordinates: 35.511376, -108.534952



2017 (abutment: right foreground)

76. Lost bridge on the 1926 route east of the NM 566 turnoff east of Gallup.

Date Built: Unknown

Type: Unknown. Replaced by the entry below on the nearby upgrade alignment.

Status: Only the concrete abutments remain.

Coordinates: 35.531852, -108.604938



2017

77. Concrete bridge on the Rio Puerco at Fort Wingate on the 1937 first paved route.

Date Built: 1946. Either the build date is incorrect, a 1937 span failed, or the bridge on the 1926 route above remained in use for an additional 9 years, though no evidence of paving there exists.

Type: Continuous Concrete Slab with concrete piers.

Status: Open to traffic.

Coordinates: 35.530142,-108.604592



2013

78. Bridge on an unnamed wash in Gallup approx. .7 mi. east of the West I-40 overpass.

Date Built: 1948; likely for 4-lane expansion; may have replaced a bridge of unknown type and date.

Type: Steel Stringer

Status: Open to traffic.

Coordinates: 35.508824,-108.812478



2013

79. Bridge on Saltwater Wash on the south side of I-40 west of Gallup.

Date Built: 1949; replaced an earlier bridge, which replaced a bridge on the original unpaved route.

Type: 3-span Steel Stringer (No. 3480).

Status: Open to traffic.

Coordinates: 35.48036,-108.911832 (11.4 miles east of the Arizona state line)



2013

80. Lost bridge approx. 2 miles west of the above entry on westbound I-40.

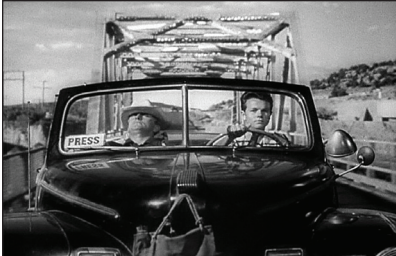
Date Built: 1930s for the first paved 2-lane route; replaced a bridge on the unpaved route nearby.

Type: Pratt Through Truss; featured in the 1951 film, "Ace in the Hole."

Status: GONE. Replaced in 1960 by a Continuous Steel Girder which was kept for westbound I-40.

Coordinates: 35.461416, -108.942544

Note: The 1960 replacement bridge is still in use.



Still shot from the film "Ace in the Hole"

81. Culvert just east of the I-40 Exit 8 underpass in-between EB I-40 and the south service road.

Date Built: Circa 1929 for the first paved route.

Type: Concrete Culvert with wing walls.

Status: Abandoned

Coordinates: 35.452346,-108.949952



2013

82. RR Viaduct just west of I-40 Exit 8 for Manuelito (8 miles east of the Arizona state line).

Date Built: 1950 (No. 3488); rehabbed in 2010.

Type: Steel Stringer

Status: Open to traffic.

Coordinates: 35.449636,-108.955703



2013

83. Bridge approx. 2.4 mi. west of the RR viaduct listed above (last bridge before the state line).

Date Built: 1953 (inscribed on the steel).

Type: Continuous Steel Girder

Status: Open to traffic.

Coordinates: 35.427766,-108.988956



2013

**BEGIN SANTA FE LOOP (1926-1937 US 66 FROM A POINT APPROXIMATELY 7 MILES WEST OF SANTA ROSA THROUGH SANTA FE AND ALBUQUERQUE TO CORREO NEAR TODAY'S I-40).**

NOTE: Acknowledgment of multiple drainage structures on the inaccessible section between I-40 Exit 267 (for Colonias) and Dilia, including these locations: 35.005248,-104.857526; 35.028535,-104.902859; 35.078766,-104.991321

1. Lost bridge on the Pecos River south of Dilia (west side of US 84).

Date Built: 1916

Type: Unknown; likely a Steel Through Truss.

Status: GONE. Destroyed by a flood in 1937 (the same year the Santa Fe Loop was bypassed).

Coordinates: 35.172499,-105.060727



Following the 1937 flood



2013

2. Stone Culvert west of US 84 on the 1926 route north of Dilia. Documents the path of US 66.

Date Built: Unknown

Type: Stone and mortar culvert in three sections.

Status: In ruins; closed to traffic; on private property.

Coordinates: 35.265767,-105.123732



2013

3. Abandoned concrete bridge on the 1926 route at Romeroville.

Date Built: Unknown; may have replaced an earlier structure.

Type: Single-span Concrete Deck Girder.

Status: Closed to traffic; limited access.

Coordinates: 35.507156,-105.257824



2013

4. Bridge ruin on Tecolote Creek at Tecolote.

Date Built: Unknown

Type: Unknown

Status: Abandoned; access restricted.

Coordinates: 35.457489,-105.280932

Note: The 1940 replacement bridge on the I-25 Service Rd. here is post-66 era for the Santa Fe Loop.



2013

5. Bridge ruin on the abandoned 1926 route between Tecolote and Bernal.

Date Built: Unknown

Type: Single-span Timber beam with asphalt roadbed and concrete abutments.

Status: Closed to traffic; restricted access.

Coordinates: 35.417496,-105.311339



2013

6. Lost Bridge on the 1926 route east of the I-25 crossover at Bernal.

Date Built: Unknown. Current bridge appears newer than 1937 when the route was relocated.

Type: Unknown. Piers of current bridge may be original to previous structure.

Status: Open to traffic.

Coordinates: 35.393441,-105.316935



2013



2013



7. Bridge Ruin on the 1926 alignment west of Bernal.

Date Built: Unknown

Type: Timber with concrete abutments.

Status: In ruins, on private property.

Coordinates: 35.395568,-105.413231



2013

NOTE: Acknowledgment of a Concrete Culvert where the 1932 paved route curved south to cross the San Jose bridge listed below: 35.401219,-105.469334

8. Steel Truss bridge on the Pecos River at San Jose.

Date Built: Circa 1923

Type: Six-panel Parker Through Truss with timber deck layered with asphalt when paved circa 1932.

Status: Abandoned; closed to traffic.

Coordinates: 35.396965,-105.47143



2013

9. Stringer Bridge on San Jose Arroyo at San Jose.

Date Built: 1923 (No. 8216); deck and guardrails have been updated, most recently in 2004.

Type: Three-span Continuous Steel Beam.

Status: Open to traffic.

Coordinates: 35.39909,-105.47739



2013

10. Lost bridge on the 1926 route on Glorieta Creek east of Pecos.

Date Built: Unknown. Its position was immediately east of the current bridge.

Type: Unknown

Status: GONE. The current bridge was built in 2004.

Coordinates: 35.539721,-105.683859

Photo Unavailable

NOTE: Acknowledgment of a 1923 Concrete Culvert immediately west of the Pigeon Ranch here:  
35.57182,-105.755387

11. Three Culverts (A,B,C) near the Canoncito Exit (294) along Co. Rd. 51E on the north side of I-25.

Date Built: Unknown

Type: A & C = Concrete Culvert; B = large steel tinhorn with concrete.

Status: A & B open to traffic; C is on private property.

Coordinates: A = 35.548061,-105.834239; B = 35.547403,-105.837244; C = 35.54282,-105.846023



2013 (culvert A)



2013 (tinhorn B)

NOTE: Acknowledgment of two Low-water Crossings on the west side of I-25 (both inaccessible)  
located here: 35.565295,-105.888862; and here: 35.572187,-105.897516

12. Lost bridge over the Santa Fe River on the Old Santa Fe Trail in Santa Fe.

Date Built: Unknown

Type: Three-span Stone Arch.

Status: GONE. Replaced in 1986 with a Concrete Slab.

Coordinates: 35.684699,-105.937629



Circa 1930 (University of New Mexico)

13. Lost bridge over the Santa Fe River on Galisteo St. in Santa Fe.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced in 1969 with a Concrete Slab.

Coordinates: 35.685565,-105.941568

Photo Unavailable

14. Lost Santa Fe River bridge on the 1926 route at the west end of the Santa Fe Airport.

Date Built: Unknown

Type: Unknown. The current 7-barrel Concrete Culvert pictured below was likely built after 1932, when the route westward from Santa Fe was moved to the path of future I-25.

Status: GONE. Replaced by a Culvert.

Coordinates: 35.62962,-106.09153



2013



2013

15. Ruin of a Concrete and Stone culvert on La Bajada Mesa west of Santa Fe.

Date Built: Prior to 1932, when the route over the mesa was relocated to the I-25 corridor.

Type: Concrete with stone wing walls.

Status: Abandoned

Coordinates: 35.608164,-106.134369



2013

16. Lost bridge on Alamo Creek on the 1932 upgrade route (I-25 Svc. Rd. 1 mi. WB from Exit 271).

Date Built: Circa 1932

Type: Unknown

Status: GONE. Replaced in the post-66 era for this alignment.

Coordinates: 35.541179,-106.135987

Photo Unavailable

17. Timber Bridge on the Santa Fe River at the base of La Bajada Mesa.

Date Built: 1927

Type: Timber Stringer with concrete abutments; replaced a LWC (per 1921 Auto Blue Book).

Status: Open to traffic; restricted access due to tribal boundaries.

Coordinates: 35.551237,-106.237609



2013



2013

18. Ruins of an unnamed arroyo bridge on the 1926 route at Santo Domingo.

Date Built: Unknown

Type: Unknown; only concrete abutments remain.

Status: Closed to traffic; restricted access.

Coordinates: 35.511802,-106.317252



2013 computer aerial screen shot

NOTE: Acknowledgment of a drainage structure on the 1926 route between Hwy. 22 and I-25 (west of Santo Domingo) here: 35.4803,-106.336131. A second structure exists farther west, approx. 1 mi. eastward from the Jct. with I-25 here: 35.469012,-106.34496. It is also possible that sand has covered additional culverts or low-water crossings on the arroyos in this area.

NOTE: Low-water Crossings remain on both sides of the Big Cut, here: 35.417683,-106.401574; and here: 35.399708,-106.413839

19. Lost bridge on NM 313 at the north end of Algodones.

Date Built: 1927

Type: 2-span Concrete Deck Girder with concrete guardrails.

Status: GONE. Replaced with a Concrete Slab in the post-66 era for this route.

Coordinates: 35.387449,-106.464828



NM Dept. of Transportation photo

20. Las Huertas Creek Bridge at the south end of Algodones.

Date Built: 1927 (No. 7628), NM DOT Bridge report lists 1975, but is an apparent error.

Type: 3-span Steel Stringer with Timber piers and timber deck overlaid with asphalt.

Status: Open to traffic.

Coordinates: 35.371953,-106.495833



2013

NOTE: The section of the 1937 alignment that bypassed Santa Fe was completed between Albuquerque and Correo in 1934 as NM 6. It would not be signed as US 66 until 1937.

21. A, B, & C: Lost Rio Grande bridges in Albuquerque, Isleta, and Los Lunas.

Dates Built: A (Barelas Bridge) = 1891 Pratt Truss replaced by a 1920s Concrete Girder or Steel Stringer;  
B (Isleta) = 1931; C (Los Lunas) = Unknown.

Types: A= Pratt Through Truss; Concrete Deck Girder or Steel Stringer; B = Pratt Through Truss; C = Unk.

Status: GONE. Current bridges were built in A = 1983; B = 1961; C = Unknown

Coordinates: 35.069802,-106.65983; 34.906346,-106.685021; and 34.804536,-106.717851



Barelas Bridge A (National Hispanic Cultural Center (Albuquerque, NM)



1931 Isleta Bridge

NOTE: 4 culverts on the irrigation ditches on NM 6 at Los Lunas were likely all built in the post-66 era for this route.

NOTE: The large 1929 culvert on NM 6 west of Los Lunas was reconstructed in the post-66 era:  
34.823748,-106.80684

NOTE: The modern-era bridge over the RR on NM 6 west of Los Lunas was likely a grade crossing in 1937. Location = 34.818331,-106.84683

22. Bridge ruin on the 1926 route (formerly the RR) 4 mi. west of the RR viaduct noted above.  
Date Built: Unknown; built for the RR that predated Route 66.

Type: Unknown

Status: Stone abutments remain; the nearby highway is post-66 era for this route.

Coordinates: 34.7884,-106.924638



2013

NOTE: Acknowledgment of 2 successive lost drainage structures on washes west of the bridge listed above: 34.784464,-106.932566; and 34.779706,-106.954411. Both had been replaced as of September 2013.

23. Lost bridge on the old RR alignment adopted by US 66.

Date Built: Unknown; built for the RR predating Route 66.

Type: Unknown

Status: GONE. Replaced by a new alignment nearby in the post-US 66 era for this route.

Coordinates: 34.780081,-106.963844



2013

24. Bridge ruin on the same early roadway (former RR) west of the entry above.

Date Built: Unknown; built for the RR predating 66.

Type: Unknown

Status: Abutments remain; access limited; bypassed in the post-66 era for this route.

Coordinates: 34.78244,-106.970802



2013

NOTE: Acknowledgment of a lost drainage structure (west of the bridge above), which was replaced in 2013, located here: 34.790663,-106.97587

25. Lost bridge over the Rio Puerco.

Date Built: Unknown

Type: One-lane Timber Stringer.

Status: GONE. Replaced in the post-66 era for this alignment.

Coordinates: 34.796621,-106.990572



University of New Mexico

26. \*Lost Timber Bridge 2.5 mi. east of Correo on NM 6 (1926-1937 route).

Date Built: Unknown

Type: Three-span Timber Stringer with circular piers; square timber piers were later added.

Status: GONE. Replaced in 2017.

Coordinates: 34.936438, -107.138236



2013

**END OF SANTA FE LOOP**

