

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

OKLAHOMA

1. Lost Steel Stringer on Tar Creek east of Commerce.

Date Built: 1933

Type: Steel Stringer

Status: GONE. Replaced by a Precast Concrete Girder in 2013.

Coordinates: 36.943611,-94.853399



2013

2. Concrete Slab on S. Main St. in Commerce.

Date Built: 1924; west side rehabbed in 1965.

Type: Concrete Slab (contains geodetic survey marker).

Status: Open to traffic.

Coordinates: 36.92775,-94.877498



2013

3. Large Concrete Culvert on N. Main St. in Miami.

Date Built: 1950; would have replaced an earlier structure when the roadway was 2 lanes.

Type: 3-barrel Concrete Culvert.

Status: Open to traffic.

Coordinates: 36.893539,-94.877552



2013

4. Lost Neosho River Bridge on Steve Owens Blvd. / US 69 in Miami (1937 alignment).

Date Built: 1937

Type: Through K-Truss with Steel Stringer approaches.

Status: GONE. Replaced in 1996 by a Steel Girder bridge.

Coordinates: 36.870334,-94.883834



1992

5. Lost RR Viaduct on 1937 route south of Miami.

Date Built: circa 1937

Type: Unknown

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

Coordinates: 36.85575,-94.904013

Photo Unavailable

6. Lost Neosho River Bridge on the 1926 route on S. Main St. in Miami.

Date Built: 1922, part of Federal Aid Project No. 8.

Type: 5-span Closed Spandrel Concrete Arch.

Status: GONE. Replaced in 1967 (post-66 era for this alignment).

Coordinates: 36.864262,-94.879438

Note: The lost bridge may have replaced a steel truss toll bridge built in late 1800s (identified on pg. 6 of the book *Spans of Time*) that was moved to the river 4.5 mi. west of Commerce on E60 Rd.



ODOT photo

7. Concrete Slab bridge with a pedestrian walkway on S. Main in Miami (south of Fairgrounds).

Date Built: Unknown

Type: Concrete Slab

Status: Open to traffic.

Coordinates: 36.856024,-94.882402



2013

8. *Lost Horse Creek Bridge at Afton.

Date Built: 1936; replaced an earlier bridge on its north side.

Type: Steel Stringer with pedestrian walkways on both sides (rare).

Status: Destroyed and replaced in 2020.

Coordinates: 36.696995,-94.956562

NOTE: Added to the NRHP in 1995.



2013

9. Short bridge on the Blue Book route west of Afton (US 66 until Aug. 1928).

Date built: Circa 1919. Location: 1 mi. west and 1/3 mi. south of the Delaware Co. line (E 240 Rd.).

Type: Concrete Slab

Status: Abandoned, in ruins, on private property.

Coordinates: 36.665198,-94.999415

Note: A culvert ruin exists 700' north of the bridge here: 36.667144, -94.999416. Approx. 2/3 of a mile to the south there was a 1919 culvert, also on the Blue Book route; now buried: 36.656135, -94.999377



Short bridge SW of Delaware Co. Line



1993 (culvert dated 1919; now buried)

10. Large Concrete Culvert on Locust Creek 1 mi. east of the US 82 Jct.

Date Built: 1936

Type: 5-barrel Concrete Culvert.

Status: Open to traffic.

Coordinates: 36.626963,-95.043306



2013

11. Pony truss bridge on Little Cabin Creek east of Vinita.

Date Built: 1935; replaced a similar bridge built in 1926 that didn't meet new standards.

Type: Camelback Pony Truss with Steel Stringer Approaches at both ends.

Status: Replaced in 2011; preserved; open to pedestrians.

Coordinates: 36.62689,-95.120284

Note: Added to the NRHP in 2009.



2013

12. Lost bridge on Bull Creek on Illinois Ave. in Vinita.

Date Built: 1933

Type: Steel Stringer with a pedestrian walkway on the south side.

Status: GONE. Replaced with a Steel Stringer circa 2009.

Coordinates: 36.636184,-95.147536



1996

13. Lost bridges on Big Cabin Creek at Vinita.

Date Built: EB = 1929 / 1964; WB = 1964 with 4-lane project (1929 bridge replaced at that time).

Type: 1929 = Steel Stringer; 1964 Replacements = Steel Girders.

Status: GONE. Replaced in 2011 with Precast Concrete Girders.

Coordinates: 36.6267,-95.174604



ODOT photo of 1929 bridge construction

14. Steel Truss bridge on the 1926 route (1st Street) on Pryor Creek at Chelsea.

Date Built: 1926

Type: Riveted, 6-panel Modified Pratt Through Truss.

Status: Open to traffic.

Coordinates: 36.538392,-95.415032

Note: Added to NRHP in 2006



2013



2013

15. Lost Pony Truss Bridge on SH 66 (1932 US 66 route) on Pryor Creek at Chelsea.

Date Built: 1932

Type: Camelback Pony Truss with a Steel Beam approach span on each end.

Status: GONE. Replaced in March 2013 with a Precast Concrete Girder.

Coordinates: 36.539312,-95.416349



2013

16. Lost Pryor Creek Bridge on the eastbound lanes at Chelsea (opposite the bridge above).

Date Built: 1958 with the 4-lane expansion.

Type: Steel Stringer

Status: GONE. Replaced in 2014 with a Precast Concrete Girder span.

Coordinates: 36.539145,-95.416326



2013



2013

17. Lost Pryor Creek (tributary) Bridge on 1st Street in Chelsea.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced in 1941 with a 2-span Concrete Slab (this route was moved in 1932).

Coordinates: 36.537347,-95.42362



1941 bridge on 1st St. in Chelsea (2013 photo)

NOTE: Acknowledgment of a 1958 Concrete Culvert at the west edge of Chelsea built for the 4-lane project, which may have replaced a culvert or bridge on the 2-lane route. 36.5275,-95.435398

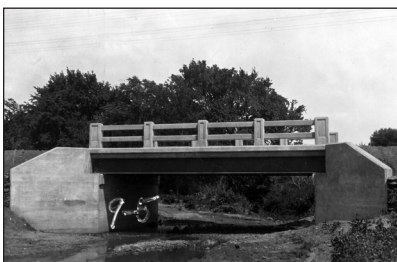
18. Lost bridge 2 miles westbound from Foyil on the westbound lanes at the Jct. with Co. Rd. E 420.

Date Built: 1932; would have replaced an earlier span.

Type: Steel Beam

Status: GONE. Replaced by a Concrete Culvert during the 4-lane expansion in the 1950s.

Coordinates: 36.408901,-95.540077



ODOT photo

NOTE: There are Concrete Culverts on Cat Creek at the west end of Claremore on JM Davis here: 36.308354,-95.620274 and on the upgrade alignment (SH 66) here: 36.30782,-95.619454

19. Lost bridge on an unnamed creek just east of Mossy Creek on the original westbound 2-lane.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced circa 1957 with a culvert when the route was expanded to 4 lanes.

Coordinates: 36.225549, -95.704401

Photo Unavailable

20. *Lost concrete Slab bridge on the 1957 added eastbound lanes just east of Mossy Creek.

Date Built: circa 1957 for the 4-lane expansion project.

Type: 5-span Concrete Slab.

Status: GONE. Replaced in 2015.

Coordinates: 36.225343,-95.704239



2013

21. Lost Steel Stringer on the westbound lanes (original 2-lane pathway) on Mossy Creek.

Date Built: 1957 as part of the 4-lane project (would have replaced a bridge of unknown date and type).

Type: Steel Stringer

Status: GONE. Replaced with a Precast Concrete Girder in the 2000s.

Coordinates: 36.221634,-95.710858

Photo Unavailable

22. *Lost Concrete Slab bridge on Mossy Creek on the eastbound lanes.

Date Built: Circa 1957 for 4-lane expansion project.

Type: Multi-span Concrete Slab.

Status: GONE. Replaced with a Precast Concrete Girder circa 2018.

Coordinates: 36.221418,-95.710671



2013

23. Twin bridges (EB & WB) on the River Navigation System (rechanneled Verdigris River).

Date Built: 1969

Type: Steel Girder

Status: Open to traffic.

Coordinates: 36.215753,-95.720461



2013

24. Lost 1925 bridge on the Verdigris River (now Bird Creek) at Catoosa.

Date Built: 1925

Type: Unknown; likely a Pratt or Parker Through Truss.

Status: GONE. Replaced in 1936 on the nearby 2-lane upgrade (WB lanes of future 4-lane US 66).

Coordinates: 36.210522,-95.726984

Photo Unavailable

25. Lost 1936 Bird Creek Bridge (Tom Kight Bridge) on the WB lanes of the 4-lane route at Catoosa.

Date Built: 1936

Type: 3-span Through K-truss with Camelback Pony Trusses on ends (2 on the east; 1 on the west).

Status: GONE. Replaced in 2011 with a flat Steel Girder span.

Coordinates: 36.209194,-95.724784

Note: Segments of this bridge are now at the entrance to a nearby restaurant and in the park on the south side of the highway.



1936 bridge on left side (1994 photo)

26. 1957 Tom Kight bridge on the EB lanes of the 4-lane route on Bird Creek at Catoosa.

Date Built: 1957 for the 4-lane expansion.

Type: Same as the bridge above except this bridge is 28 feet wide vs. 24 feet for the 1936 bridge.

Status: Open to traffic.

Coordinates: 36.209166,-95.724602



2013

27. Lost Spunky Creek Bridge in Catoosa on the Ozark Trails route and probable temporary US 66.

Date Built: 1913

Type: One-lane Bedstead pony truss (Pratt design) with timber deck. Missouri Valley Bridge & Iron Co.

Status: Dismantled in 2014 and placed in storage by the City of Catoosa. Possible future use is unknown.

Coordinates: 36.191538,-95.74067



2009



2013

28. Lost twin bridges on Spunky Creek on the 4-lane route at Catoosa.

Date Built: 1957 for 4-lane project; the existing westbound bridge may have been kept.

Type: Unknown

Status: GONE. Replaced in 2000 with Precast Concrete Girder spans.

Coordinates: 36.188131,-95.739716

Photo Unavailable

29. Concrete bridge on S. Cherokee on an unidentified creek in Catoosa.

Date Built: 1939

Type: 2-span Concrete Slab.

Status: Open to traffic.

Coordinates: 36.175588,-95.753328



2013

NOTE: Acknowledgment of a 6-barrel Concrete Culvert on 11th St. east of 129th St. in Tulsa, which may have replaced a bridge of unknown type and date, located here: 36.148045,-95.82424

NOTE: Acknowledgment of a 2-barrel concrete culvert just west of Garnett Rd. on 11th St. here: 36.147971,-95.851937

30. Lost Mingo Creek Bridge on Mingo Rd. just south of the future traffic circle (1926 route).

Date Built: 1926 (117' Bridge).

Type: Camelback Pony Truss.

Status: GONE. Replaced in 1950 and again in 1999, both post-66 era for this alignment.

Coordinates: 36.159515,-95.868808



Bridge in right center of photo. Tulsa Rotary Club - Tulsa City-County Library
Beryl Ford Collection

31. Lost bridge or culvert on Tupelo Creek on Mingo Rd. north of 11th St. in Tulsa.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced in 1945 (route moved to a new alignment in 1932).

Coordinates: 36.15405,-95.868803

Photo Unavailable

32. Twin bridges on Mingo Creek just west of Mingo Rd. on 11th Street in Tulsa.

Date Built: 1950 when 11th Street was expanded to 4 lanes. Would have replaced a 2-lane span.

Type: Steel Stringer

Status: Open to traffic.

Coordinates: 36.14814,-95.871836

NOTE: Current bridges may be newer than 1950 (11th St. was Bus. US 66 from 1959-1973).



2013

33. Concrete Culvert on Mill Creek on 11th St. just west of the Mingo Creek bridges above.

Date Built: 1950 with 4-lane expansion. Would have replaced an earlier span on the original 2-lane.

Type: Concrete Culvert

Status: Open to traffic.

Coordinates: 36.147937,-95.874344



2013

34. Concrete Culvert on Mill Creek on 11th St. just west of entry above.

Date Built: 1950 when 11th Street was expanded to 4 lanes. Would have replaced an earlier 2-lane span.

Type: Concrete Culvert

Status: Open to traffic.

Coordinates: 36.148107,-95.885427



2013

35. 12th St. Bridge over I-444 in Tulsa.

Date Built: 1971

Type: Steel Girder

Status: Open to traffic.

Coordinates: 36.145231,-95.994743

Note: This bridge was on Bus. US 66 until 1973.



2013

36. Cyrus Avery Memorial Bridge on the Arkansas River in downtown Tulsa.

Date Built: 1916; widened in 1929; bypassed in 1980 (Current Southwest Blvd. bridge was never US 66).

Type: Open-spandrel Concrete Arch.

Status: Closed to traffic.

Coordinates: 36.142985,-96.004807

Note: Added to the NRHP in 1996.



1998

37. Concrete Culvert on Cherry Creek on Southwest Blvd. just east of US 75.

Date Built: 1940

Type: Concrete Culvert. Note: The structure was widened for walkways circa 2019.

Status: Open to traffic.

Coordinates: 36.11221,-96.010325

Photo Unavailable

NOTE: The Southwest Blvd. Bridge over I-244 in Red Fork was built in 1974, one year after the Bus. 66 designation was removed for this alignment. There was no existing bridge at the time.

BEGIN 1959 SKELLY DRIVE + I-44 ALIGNMENT BEGINNING AT THE EAST END NEAR CATOOSA

The Skelly Dr. route was built piecemeal as a US 66 project between 1952 and 1958. But just prior to its opening, it was designated I-44. US 66 signage moved there in 1959 *after* it became an interstate. Since parts of it may have been open as US 66 during its construction, four selected bridges are listed here.

38. * Lost twin bridges on I-44 at 177th St. (1 mi. west of 193rd St.) west of Catoosa.

Date Built: 1958

Type: Steel Stringers with iron railing guardrails.

Status: GONE. Replaced with Concrete Deck Girder bridges circa 2018.

Coordinates: 36.162701,-95.779598



2013

39. Lost bridge over Peoria Ave. on 1959 Skelly Drive route (I-44).

Date Built: 1955

Type: Unknown

Status: GONE. Replaced by a Steel Stringer circa 2011.

Coordinates: 36.089641,-95.975727

Photo Unavailable

40. Lost 51st St. Arkansas River Bridge on 1959 Skelly route (I-44).

Date Built: 1952

Type: Unknown; likely a Steel or Concrete Deck Girder.

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

Coordinates: 36.089971,-95.988763



ODOT photo

41. *Lost twin bridges over South 33rd W. Ave. on I-44 (1959 Skelly Dr. route).

Date Built: 1952

Type: Concrete Slab

Status: Open to traffic.

Coordinates: 36.088878,-96.029586



2013

END SKELLY DRIVE SEGMENT / RESUME ORIGINAL ROUTE SOUTHWEST OF DOWNTOWN TULSA.

42. Concrete bridge over Nickel Creek on Southwest Blvd. in Oakhurst.

Date Built: 1940 (this alignment was US 66 until 1951).

Type: Concrete Slab

Status: Open to traffic.

Coordinates: 36.077739,-96.070416



2013

43. Culvert west of Oakhurst on the 1926 route.

Date Built: Unknown

Type: 2-barrel Concrete Culvert with guardrails.

Status: Open to traffic.

Coordinates: 36.043576, -96.098205



2013

44. Culvert with partial guardrail on Sapulpa Rd. west of Oakhurst on the 1926 route.

Date Built: Unknown

Type: 2-barrel Concrete Culvert with guardrails.

Status: Open to traffic.

Coordinates: 36.037148, -96.101034



2013

45. Two Lost bridges (1952 route) on the Rock Creek overflow and Rock Creek (one east and one west of the turnoff for the 1926 route).

Date Built: 1952

Type: Unknown; East replacement = 5-span Concrete Slab ; West = 3-span Precast Concrete Girder.

Status: GONE. Replaced in 2008.

Coordinates: East = 35.994354,-96.131268; and West = 35.993207,-96.136616

Photo Unavailable

46. Through Truss Bridge on Rock Creek at the west end of Sapulpa on the 1926 alignment.

Date Built: 1921 by Creek Co. The brick deck was added in 1925 under FAP 158-D (paving).

Type: Modified Parker Through Truss with a brick deck.

Status: Open to traffic.

Coordinates: 35.993796,-96.136595

Added to the NRHP in 1995.



2013

47. Culvert on Biven Creek 1.9 mi. west of the Rock Creek Bridge on the 1926 route.

Date Built: 1925

Type: Concrete Culvert with guardrails.

Status: Open to traffic.

Coordinates: 35.992721,-96.165536



2013

48. Lost bridge on Little Polecat Creek west of Kellyville.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced, possibly more than once. Current span is a post-US 66 era structure.

Coordinates: 35.931844,-96.232532

Photo Unavailable

NOTE: Acknowledgment of a lost bridge or culvert on a tributary of Polecat Creek west of Kellyville bypassed with a curve correction at an unknown date. 35.923795,-96.243708. Also, acknowledgment of a Concrete Culvert a short distance farther west on a similar curve correction here: 35.92451,-96.251993.

49. Lost bridge on Polecat Creek west of Kellyville.

Date Built: 1938; later widened and updated.

Type: Steel Stringer

Status: GONE. Replaced at an unknown date in the post-66 era; may have retained original piers.

Coordinates: 35.91977,-96.281659

Photo Unavailable

50. Lost bridge over I-44 west of Kellyville.

Date Built: Early 1950s over the Turner Turnpike.

Type: Unknown

Status: GONE. Replaced in 2011 with Steel Girder bridge on a slightly offset alignment.

Coordinates: 35.914548,-96.294374

Photo Unavailable

51. Concrete Culvert on the 1926 alignment (E0770 Road) east of Bristow.

Date Built: Unknown

Type: Concrete Culvert with guardrails.

Status: Open to traffic.

Coordinates: 35.901155,-96.368565



2013

52. Steel Beam bridge just south of SH 66 & SH 48 on the 1926 route.

Date Built: 1935

Type: Steel Beam with steel guardrails.

Status: Open to traffic.

Coordinates: 35.879433,-96.387314



2013

53. Stone culvert on the 1926 route east of Bristow (about 1 mi. south of the Jct. with SH66 / SH48).

Date Built: circa 1920s

Type: Stone Arch masonry with concrete guardrails.

Status: Open to traffic.

Coordinates: 35.866199,-96.388441



2013

54. Lost Sand Creek Bridge on the upgrade route (SH 66) at the north edge of Bristow.

Date Built: 1965; replacing a pony truss bridge on the parallel 1926 alignment.

Type: Steel Stringer

Status: GONE. Replaced in 2014 with a large Concrete Culvert.

Coordinates: 35.85724,-96.387961



2013

55. *Lost Sand Creek Bridge on the 1926 route on the north edge of Bristow.

Date Built: 1935 (replaced an earlier bridge). Bypassed in 1965 with the bridge listed above.

Type: Warren Pony Truss with Verticals.

Status: GONE. Destroyed in 2017.

Coordinates: 35.857705,-96.387285



2013

56. Lost bridge on Sand Creek (original 2-lane route) west of above two entries.

Date Built: Unknown

Type: Unknown; only rubble remains in the brush to the south of the present highway.

Status: GONE. Bypassed in 1958 with twin bridges on the current (parallel) alignment.

Coordinates: 35.842762,-96.388942

Photo Unavailable

57. Lost twin bridges on Sand Creek on SH 66 on the north side of Bristow.

Date Built: 1958

Type: Steel Stringers

Status: GONE. Replaced in 2015.

Coordinates: 35.843234,-96.389264



2013

58. Lost bridge on Deep Fork Creek on the 1926 route at Bristow on W. 241st St. S., aka Jaycee Ave.

Date Built: Unknown

Type: Steel Beam with a timber deck.

Status: GONE. Replaced in 2009.

Coordinates: 35.813783,-96.407972



1995

59. Bridge on the 1926 route west of Bristow on W. 241st St. S. (Jaycee Ave.) west of entry above.

Date Built: Unknown

Type: Steel Beam with stone and timber abutments; guardrails of pipe and concrete.

Status: Open to traffic.

Coordinates: 35.813733,-96.421064



2013

60. Little Deep Fork Creek Bridge (1926 route) on 241st St. S. (Jaycee Ave.) west of Bristow.
Date Built: 1914 by the Kansas City Bridge Co.
Type: One-lane Bedstead Warren Pony Truss with a timber deck.
Status: Closed to all traffic; on private property.
Coordinates: 35.813685,-96.435329



2004



2013

61. Two short bridges on the abandoned segment of the 1926-1928 route west of Bristow.
Date Built: circa early-1920s.
Type: East: Steel Beam with stone abutments, concrete and pipe guardrails; West = Concrete Culvert with guardrails.
Status: Abandoned; on private property.
Coordinates: E = 35.813632,-96.452065; W = 35.81472,-96.456639



East bridge (1996)



West bridge (2013)

62. Lost Catfish Creek Bridge on the upgrade route (SH 66) west of Bristow.
Date Built: 1940; replaced an existing bridge.
Type: Unknown
Status: GONE. Replaced by a Precast Concrete Girder bridge in 1995.
Coordinates: 35.820184,-96.412178
Note: Current bridge is named the "SFC Donald J. Hurt Memorial Bridge."
Photo Unavailable

63. Lost bridge on Little Deep Fork Creek at the east end of Depew on the 1926-1928 alignment.

Date Built: Unknown

Type: Single-span Warren Pony Truss.

Status: GONE. This bridge was moved to an offset alignment in 1928 on an improved curve. In 1973, the curve was altered again and a Precast Concrete Girder (next entry) replaced the truss bridge.

Coordinates: 1926 location: 35.806877,-96.494621; 1928 location: 35.806896, -96.494549



Original site of truss bridge (2008 photo)



Site of truss bridge after its relocation in 1928
Beryl Ford Collection, Tulsa Rotary Club,
Tulsa City-County Library

64. Bridge at the east end of Depew on SH 66 (final alignment).

Date Built: 1973; replaced the 1926 truss bridge on the existing alignment (see entry above).

Type: Precast Concrete Girder.

Status: Open to traffic.

Coordinates: 35.807177,-96.495144



2013

NOTE: There are lost culverts / possible bridge sites along the 1928-1984 route west of Depew here: 35.806091,-96.520475; here: 35.803781,-96.532842; and here: 35.796335,-96.551875

There is no visible evidence of *bridges* having been at these locations.

NOTE: Acknowledgment of a Concrete Culvert on the abandoned 1926-1928 route west of Depew here: 35.794233,-96.551665

65. Stone Arch Culvert on the 1926 route east of Milfay Rd. between Depew and Stroud.

Date Built: 1925 (FA 136).

Type: Masonry Arch with concrete guardrails.

Status: Preserved; on private property.

Coordinates: 35.785933,-96.561893



2013

66. Lost bridge on Camp Creek west of Depew on the 1926 route parallel to the upgrade alignment.

Date Built: 1927, replacing a more narrow 60' steel span; abutments remain.

Type: Pony Truss with I-Beam approaches.

Status: GONE. Replaced in 1982-1984 by a Precast Concrete Girder on the final alignment.

Coordinates: 35.769682,-96.586951

Photo Unavailable

67. Bridge on Camp Creek between Depew and Stroud on SH 66 (final alignment).

Date Built: 1982-84; carried US 66 traffic for approximately one year.

Type: Precast Concrete Girder.

Status: Open to traffic.

Coordinates: 35.76931,-96.586819

Photo Unavailable

Note: A 1960 culvert survives east of the Salt Creek Bridge (listed below) here: 35.756079,-96.633479

68. Salt Creek Bridge on the final alignment (SH 66) east of Stroud.

Date Built: 1960 when the older offset alignment in this area was bypassed.

Type: Steel Stringer

Status: Open to traffic.

Coordinates: 35.754936,-96.634547



2013

69. Lilly Creek Bridge on the 1930 first paved route east of Stroud.

Date Built: 1928, two years before paving. (The Salt Creek Bridge on the same alignment just to the west was also built in 1928, well ahead of paving.)

Type: Single-span Steel Beam with concrete guardrails.

Status: Abandoned; on private property.

Coordinates: 35.758008,-96.633048



2013

70. Lilly Creek Bridge on the 1926-1930 route just west of Graham Rd. and north of I-44 at Stroud.

Date Built: Unknown

Type: Concrete Deck Girder.

Status: Open to traffic. In poor condition; highly endangered.

Coordinates: 35.767703,-96.6342



2013

71. Truss bridge on Salt Creek east of 7th St. on the 1930 first paved route at Stroud.

Date Built: 1928 (paving was delayed until 1930).

Type: Single-span Warren Pony Truss.

Status: Closed to traffic.

Coordinates: 35.754762,-96.636683



2013

72. Truss bridge on Allied Rd. (1926-1930 route) at Stroud.

Date Built: 1921

Type: Single-span Warren Pony Truss.

Status: Open to traffic.

Coordinates: 35.758,-96.644993



2013

73. Arch Drain on Gray Horse Creek on Central St. in Stroud (1926-1930 + Ozark Trails route).

Date Built: 1909

Type: Closed Spandrel Concrete Arch.

Status: Open to traffic.

Coordinates: 35.74601,-96.667433

Note: A 1917 culvert exists 1.2 mi. westbound from this drain, also on the Ozark Trails alignment.



2013



1994

74. Lost bridge on Dosie Creek on the 1926-1930 route 2.5 mi. east of Davenport.

Date Built: 1917 by the Rochester Bridge Co., Rochester, IN.

Type: Single-span, one-lane Warren pony Truss with a timber deck.

Status: GONE. Replaced in 2004 with a Steel Beam bridge.

Coordinates: 35.724074,-96.721268



1992



1992

75. Lost Dosie Creek Bridge on the the 1930 first paved 2-lane alignment (current SH 66).

Date Built: 1930

Type: Unknown

Status: GONE. Replaced in 1998 with a Concrete Slab.

Coordinates: 35.737726,-96.717134

Photo Unavailable

76. Lost back-to-back bridges on Dry Creek east of Davenport.

Date Built: Circa 1928; replaced existing steel spans or narrower width.

Type: Circa 1928 bridges = I-Beam

Status: GONE. Replaced in the 1950s with Concrete Slab spans and again in 1995. Note: The 1928 bridges replaced in the 1950s were offset to the south. The 1995 bridges were positioned back on the 1928 alignment, which was paved in 1930.

Coordinates: 35.724056,-96.742667 and 35.724056,-96.744716

Photos Unavailable

77. Lost RR Viaduct in Davenport on the first paved route (SH 66).

Date Built: 1932

Type: I-Beam and Timber; 344' overall length.

Status: GONE. Removed in 1993; this is now an at-grade crossing.

Coordinates: 35.709806,-96.76862

Photo Unavailable

78. Lost bridge east of Chandler on the west side of the RR trestle.

Date Built: Unknown

Type: Steel Truss.

Status: GONE. Replaced in 1936 with an I-Beam structure, and again in 2011 with a concrete culvert.

Coordinates: 35.709786,-96.829932

Photo Unavailable

NOTE: Acknowledgment of a lost RR viaduct on the 1926 alignment in Chandler on 4th Street (35.706783,-96.879341) that carried US 66 traffic for less than two years before a new viaduct was built in 1927 immediately to its north on Mickey Clarkson Ave. (current location).

79. RR Viaduct with pedestrian walkways on Mickey Clarkson in Chandler (1930 route).
Date Built: 1956, replacing a 3-span 1927 Steel Stringer (noted above).
Type: Steel Stringer.
Status: Open to traffic.
Coordinates: 35.707013,-96.879439



2013

80. Bell Cow Creek Bridge in Chandler.
Date Built: 1951; replaced an existing bridge of unknown type and date. Rehabbed in 2021.
Type: Three-span Continuous Concrete Slab with pedestrian walkways.
Status: Open to traffic.
Coordinates: 35.6954,-96.88525



2013

81. Large Concrete Culvert between Chandler and Warwick on the original route (SH 66).
Date Built: 1951
Type: Three-barrel Concrete Culvert.
Status: Open to traffic.
Coordinates: 35.695358,-96.955314
Photo Unavailable

82. Concrete Culvert 3/4 of a mile west of the entry above between Chandler and Warwick.
Date Built: 1951
Type: Concrete Culvert
Status: Open to traffic.
Coordinates: 35.693352,-96.970388
Photo Unavailable

83. Lost bridge on the Deep Fork River at Warwick.

Date Built: 1928; would have replaced an existing bridge of unknown type and date, possibly timber.

Type: Single-span K-Truss with a Steel Stringer approach on each end.

Status: GONE. Replaced in 1952 with a Steel Stringer, and again in 2014 with a Precast Concrete Girder.

Coordinates: 35.681039,-97.009022



ODOT photo of 1928 bridge



2013 photo of the 1952 bridge

84. Concrete Culvert just west of the US 177/ SH 66 Jct. on Spring Creek east of Wellston.

Date Built: 1951; may have replaced a bridge of unknown date and type.

Type: Concrete Culvert

Status: Open to traffic.

Coordinates: 35.681029,-97.020665

Photo Unavailable

85. Truss bridge on Captain Creek in downtown Wellston (1926 route).

Date Built: 1932; replaced an existing bridge of unknown type and date.

Type: Camelback Pony Truss.

Status: Open to traffic. Reconditioned in 1998; reconstructed in 2021 using original trusses.

Coordinates: 35.693265,-97.071303



2013

86. Lost bridge on Captain Creek overflow west of the bridge above (current SH 66-B).

Date Built: 1932

Type: Concrete Slab with guardrails.

Status: GONE. Replaced with a Concrete Slab in 2005.

Coordinates: 35.690842,-97.07612



1998

87. Date-stamped Concrete Culvert on SH 66-B just east of the Jct. with SH 66 west of Wellston.

Date Built: 1932

Type: Concrete Culvert

Status: Open to traffic.

Coordinates: 35.685017,-97.084377



1996

88. Lost truss bridge on Captain Creek on 1933 bypass route (now SH 66) at Wellston.

Date Built: 1932 (this was a twin of the Captain Creek Bridge listed in entry No. 85).

Type: Camelback Pony Truss.

Status: GONE. Replaced in 2001 with a Precast Concrete Girder.

Coordinates: 35.681021,-97.079703

Photo Unavailable

89. Lost bridge over Wildhorse Creek at Luther.

Date Built: Unknown

Type: Reinforced Concrete Girder (Re: FAP 137-I).

Status: GONE. Replaced in 1980 with a Concrete Slab.

Coordinates: 35.666809,-97.185319

Photo Unavailable

90. Lost bridge over the Frisco RR at Luther (east side of town).

Date Built: 1929

Type: Single-span Pratt through truss.

Status: GONE. Replaced in 1991 with a Precast Concrete Girder.

Coordinates: 35.666841,-97.191545



ODOT photo

91. Lost back-to-back bridges over the Deep Fork River and the Katy RR at Luther.

Date Built: 1929, as part of the paving project. An FAP shield remains on the river bridge abutment.

Type: 3-span Concrete and Steel Beam structures of different length.

Status: River bridge: replaced in 1979 by the current route's bridge; RR viaduct (and tracks) removed.

Coordinates: 35.667355,-97.200611 and 35.668114,-97.201936



2013



OHS / Oklahoman Collection

92. Deep Fork River Bridge at Luther on the final alignment (SH 66).

Date Built: 1978 (carried Route 66 traffic until 1985).

Type: Precast Concrete Girder.

Status: Open to traffic.

Coordinates: 35.666475,-97.201303



2013

NOTE: Acknowledgment of a 1929 date-stamped 1929 culvert just west of Luther on the first paved route located here: 35.668837,-97.206842

93. Lost bridge on Coon Creek west of Luther.

Date Built: 1928-1929 (FAP 137-K).

Type: 3-span I-Beam on re-channeled creek; replaced a 30' Arch drainage structure just to the east.

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

Coordinates: 35.666968,-97.225271

Photo Unavailable

94. Lost bridge on Soldier Creek on the east side of Arcadia.

Date Built: 1925.

Type: Concrete Slab

Status: GONE. Replaced with a Precast Concrete Girder on an offset alignment in 2001.

Coordinates: 35.667011,-97.313897



2000

95. Lost Bridge on Coffee Creek on the west side of Arcadia.

Date Built: 1925

Type: Steel Stringer

Status: GONE. Replaced in 2001 with a Precast Concrete Girder.

Coordinates: 35.659881,-97.331948



2000

96. Lost bridges over emerging I-35 on 2nd St. at Edmond.

Date Built: 1953

Type: Two 4-span Concrete Slabs, and one 2-span Concrete Slab over a ramp (based on a 1954 aerial photo and a photo from the 1956 state highway map).

Status: GONE. Replaced by a 4-lane Precast Concrete Girder bridge in 1986.

Coordinates: 35.652676,-97.424217

Photos Unavailable

97. Lost bridge over Spring Creek on the WB half of the 1954 route just south of 2nd St. in Edmond.

Date Built: 1953

Type: Unknown

Status: GONE. Replaced in 1986.

Coordinates: 35.647302,-97.424919

Photo Unavailable

NOTE: Acknowledgment of both lost and present I-35 / I-44 bridges (1954 route) spanning Hefner Rd., a Deep Fork tributary, and Britton Rd., which were all replaced between 1981-1983. The replacement bridges were in use until the route was decertified in 1985.

98. Lost Lincoln Blvd. overpass on the former Northeast Exp. / US 66.

Date Built: 1958 (Lincoln was Bus. US 66 from 1954-1979).

Type: Unknown

Status: GONE. Replaced in 1980 with a Steel Stringer.

Coordinates: 35.529607,-97.504181

Photo Unavailable

99. Twin bridges on Lincoln Blvd. over the Deep Fork River just south of the I-44 Jct.

Date Built: 1957 when Lincoln was widened and the Beverly Dr. alignment was bypassed.

Type: Steel Stringers (these were widened from 2 lanes each to 3 lanes each in 1959).

Status: Open to traffic.

Coordinates: 35.527555,-97.503357



2013

100. I-44 bridges over the Deep Fork River near Western Ave. on the 1954 route.

Date Built: 1951 when it was still Northeast Exp. Later widened.

Type: Steel Stringers

Status: Open to traffic.

Coordinates: 35.527647,-97.527604



2013

101. Deep Fork River Bridge on Western Ave. just north of I-44 (Beltline route).

Date Built: 1940 (The Beltline route existed on this part of Western Ave. until 1947).

Type: Steel Stringer with decorative iron guardrails. Later widened.

Status: Open to traffic.

Coordinates: 35.527656,-97.529852



2013

102. Twin bridges (1955 route) west of Classen at the turnoff to Yukon from Northwest Exp.

Date Built: 1952; now positioned beneath the I-44 overpass bridges.

Type: Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 35.521967,-97.54217



ODOT photo circa 1958



2013 - Side view of westbound bridge

103. Concrete bridges on I-44 over Penn Ave. in Oklahoma City on the 1955 route.

Date Built: 1954; reconstructed in 1980.

Type: Concrete Rigid Frame.

Status: Open to traffic.

Coordinates: 35.514296,-97.547265



2013

NOTE: Acknowledgment of large drainage structure built in 1954 west of Penn Ave. on the 1955 4-lane route (now I-44), located here: 35.511486,-97.55647

NOTE: Acknowledgment of the 1953 bridge on May Ave. over Northwest Exp. where the 1954 route met the May Ave. Beltline route, located here: 35.526359, -97.565660

104. Concrete bridge on May Ave. just south of I-44 on Deep Fork Creek.

Date Built: 1951 (this route was US 66 until 1954).

Type: 3-span Concrete Slab with concrete and iron guardrails.

Status: Open to traffic.

Coordinates: 35.506459,-97.565656



2013

105. Steel truss bridge on the North Canadian River at Lake Overholser in Oklahoma City.
Date Built: 1924; adopted by US 66 in 1926.
Type: 4-span sub-divided Parker Through Truss with one Camelback Pony Truss on each end.
Status: Open to traffic.
Coordinates: 35.514702,-97.663887



2013

106. Four-lane bridge on the 1958 route at Lake Overholser in Oklahoma City.
Date Built: 1958 (guardrails and deck have since been rehabbed).
Type: Steel Stringer
Status: Open to traffic.
Coordinates: 35.515038,-97.663818



ODOT photo circa 1959



2013

107. Steel Stringer on the 1926 route along Lake Overholser in Oklahoma City.
Date Built: 1927 (FAP project data); rehabbed in 1935.
Type: Steel Stringer
Status: Open to traffic.
Coordinates: 35.512262,-97.687663



2013

108. Concrete Culvert on Main St. just west of Ranchwood in Yukon.

Date Built: 1949 for 4-lane US 66.

Type: Concrete Culvert with guardrails.

Status: Open to traffic.

Coordinates: 35.507758,-97.739981

Photo Unavailable

109. Lost Culvert on 2-lane 66 in Yukon at the Hwy. 4 North turnoff.

Date Built: Unknown

Type: Concrete Culvert with guardrails.

Status: GONE. Replaced in 1949 and later widened for current intersection.

Coordinates: 35.50783,-97.742044



ODOT photo circa 1949 prior to replacement

110. Twin bridges on Shell Creek on the 1951 4-lane alignment west of Yukon.

Date Built: 1951; rehabbed in 1977 and again circa 2000s.

Type: 4- span Steel Stringers; replaced a bridge on the 2-lane route of unknown type and date.

Status: Open to traffic.

Coordinates: 35.507817,-97.790495



ODOT photo (1977)



2013

111. Lost bridges on Purcell Creek on the 1951 4-lane route at Banner Rd. west of Yukon.

Date Built: 1951. Replaced a bridge on the original 2-lane of unknown type and date.

Type: Unknown

Status: GONE. Replaced in 2008.

Coordinates: 35.508014,-97.848654

Photo Unavailable

112. Lost Six Mile Creek bridge on the original 2-lane route just east of El Reno.

Date Built: Unknown.

Type: Unknown.

Status: GONE. Replaced in 1951 (type unknown) with bridges for the 4-lane and again in 2008 with a 4-lane-wide Precast Concrete Girder.

Coordinates: 35.508005,-97.918278

Photo Unavailable

113. Date-stamped Concrete Culvert on Elm St. (1926 route) in El Reno.

Date Built: 1928 (road was paved here in 1929).

Type: Concrete Culvert with date stamp.

Status: Open to traffic.

Coordinates: 35.52238,-97.947839



2013



2013

114. *Lost RR Viaduct with pedestrian walkways on Rock Island in El Reno.

Date Built: 1946; rehabbed circa 2004.

Type: Steel Stringer.

Status: GONE. Replaced in 2020-2021.

Coordinates: 35.519491,-97.951136



2013

NOTE: Acknowledgment of a 1956 Culvert on Sunset Ave. in El Reno on Four Mile Creek here:
35.532279,-97.972589

115. Concrete Culvert 1.9 mi. west of the Ft. Reno turnoff west of El Reno (1926 route).

Date Built: 1928

Type: Date-stamped Concrete Culvert with concrete guardrails.

Status: Open to traffic.

Coordinates: 35.537022,-98.067838

Note: The 5-post concrete guardrails were replaced with salvaged steel guardrails circa 2012.



2013

116. Dated Concrete Culvert with an FAP marker 2.6 mi. west of the Fort Reno turnoff.

Date Built: 1928 with 4-post concrete guardrails, which were replaced circa 2012 with scrap steel guardrails. The concrete posts (including the FAP Marker) were left in the creek bed.

Type: Concrete Culvert

Status: Open to traffic.

Coordinates: 35.536948,-98.081881



1994



2013 - Endpost with FAP shield in creekbed

BEGIN PRE-1933 ROUTE TO BRIDGEPORT VIA CALUMET AND GEARY

117. *Lost bridge on the 1926 route 1 mi. north of the Calumet turnoff.

Date Built: Unknown

Type: Steel Beam with timber supports.

Status: GONE. Replaced circa 2017 with 2 galvanized steel tin horns.

Coordinates: 35.551288,-98.118583



2013

NOTE: Acknowledgment of lost bridges of unknown date and type on the unpaved 1926 route north of the entry above here: 35.568133,-98.118576; and here: 35.571249,-98.118586; both replaced in 2004.

118. Lost bridge and nearby culvert on Six Mile Creek & its overflow on the 1932 alignment south of Calumet.

Date Built: 1931 (at the time of paving).

Type: Unknown

Status: GONE. The Six Mile Creek bridge was replaced in 1986; ruins of the culvert remain.

Coordinates: 35.575141,-98.115292 (bridge); 35.576406,-98.117261 (culvert).

Photo Unavailable

119. Concrete drain on the 1926 unpaved route on the west side of Calumet.

Date Built: Circa 1924.

Type: Concrete Culvert with guardrails.

Status: Open to traffic.

Coordinates: 35.605185,-98.136432



2013

NOTE: A short Steel Beam bridge .2 miles south of the entry above is a post-66 replacement structure for this alignment. It originally may have been a culvert: 35.602188,-98.136428

NOTE: Acknowledgment of possible lost culvert or bridge on the E/W 1926 route west of Calumet here: 35.609267,-98.154475

NOTE: Acknowledgment of a large 1929 Concrete Culvert that originally featured 8-post concrete guardrails, built in 1929 on the oil & gravel section of 2-lane US 66 east of Geary. 35.623758,-98.205581

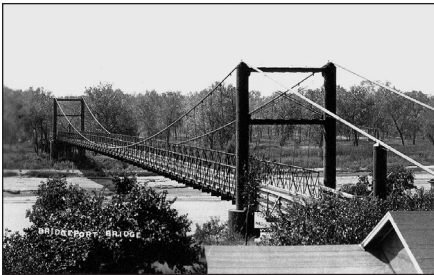
NOTE: Acknowledgment of a date-stamped Concrete Culvert on the unpaved 1926 route south of Geary that is now buried, located here: 35.600867,-98.32752

120. Lost bridge on Lumpmouth Creek (unpaved 1926 route) south of Geary.
Date Built: 1920 (ODOT); bridge number & location: 06E1000N2610009; 71 feet in length.
Type: One-lane, Single-span Pratt Pony truss with a timber deck.
Status: GONE. Replaced in 1995 with a Steel Beam bridge.
Coordinates: 35.564593,-98.332445



1992

121. Lost Suspension bridge on the South Canadian River north of Bridgeport.
Date Built: 1921 by businessman George Key as a toll bridge. Known as the Key Bridge.
Type: One-lane Steel Suspension bridge with a timber deck (1000 feet in suspension).
Status: GONE. Bypassed with a new bridge downstream in 1934; demolished in 1952 following a fire.
Coordinates: 35.567124,-98.374688



Kathy Anderson Collection



2014

**END OF PRE-1933 ROUTE THROUGH CALUMET AND GEARY TO BRIDGEPORT
BEGIN 1932 UPGRADE ROUTE FROM EL RENO TO BRIDGEPORT (THE EL RENO CUTOFF)**

122. Concrete bridge on Powder Face Creek 2.2 mi. east of the Jct. with US 281 Spur.
Date Built: 1932 (FAP 164-G).
Type: Concrete Slab with a brass FAP marker embedded in each end.
Status: Open to traffic.
Coordinates: 35.536609,-98.200645



2013



2013

123. Steel bridge on an unidentified creek .7 miles east of Spur 281 (1932 upgrade route).
Date Built: 1932 (FAP 164-G).
Type: Steel Beam with Concrete guardrails and a brass FAP shield embedded in each end.
Status: Open to traffic.
Coordinates: 35.536585,-98.221043



2013



2013

124. Lost Canyon View Creek Bridge on the 1932 upgrade route (US Spur 281).
Date Built: 1932 on 2-lane US 66 (westbound lanes of the present 4-lane); FAP 164-G.
Type: Steel Stringer with concrete guardrails and one embedded brass FAP marker on the east end.
Status: GONE. Replaced in 1999 with a Precast Concrete Girder during 4-lane expansion.
Coordinates: 35.548403,-98.264982



2013



2013

125. William H. Murray "Pony" bridge over the South Canadian River on the 1932 route.
Date Built: 1932-33; opened in 1934.
Type: 38-span Camelback Pony Truss with a Single-span Steel Stringer on each end.
Status: Open to traffic. Cicra 2022 this bridge will undergo superstructure replacement and be widened 4 feet, with the original trusses retained.
Coordinates: 35.541306,-98.321255
Note: Added to the NRHP on 3-3-2004.



2013



1932 ODOT photo

126. Stringer over a creek and RR on the 1934 route west of the "Pony" bridge listed above.

Date Built: 1933-1934

Type: Steel Stringer with steel and concrete piers and a Geodetic survey marker on a lower abutment.

Status: Open to traffic.

Coordinates: 35.536207,-98.340614



2013



ODOT photo during 1933 construction

127. Steel Stringer on the 1934 route .75 mi. west of the US 281 turnoff to Hinton.

Date Built: 1934

Type: Steel Stringer with concrete guardrails and embedded brass FAP markers at both ends.

Status: Open to traffic.

Coordinates: 35.536378,-98.363903



2013



2013

128. Steel Stringer on unnamed creek 1.4 mi. west of the Bridgeport turnoff.

Date Built: 1930

Type: Steel Stringer with concrete guardrails (contains no FAP markers).

Status: Open to traffic.

Coordinates: 35.536511,-98.411893



2013

129. Steel Stringer on White Canyon Creek .7 mi. west of the entry above.

Date Built: 1930 (features date stamps in abutments on each end).

Type: Steel Stringer with concrete guardrails.

Status: Open to traffic.

Coordinates: 35.536535,-98.424616



2013



2013

130. Steel Truss bridge on Dead Woman Creek approx. 4.5 mi. east of Hydro.

Date Built: 1930

Type: Camelback Pony Truss.

Status: Open to traffic.

Coordinates: 35.536295,-98.502228



2013

131. Steel Beam bridge on unnamed creek 1.2 mi. west of the bridge above.

Date Built: 1930 (no markings).

Type: Steel Beam with concrete guardrails.

Status: Open to traffic.

Coordinates: 35.536771,-98.525279



2013

132. Steel truss bridge over Cedar Canyon Creek 1.8 mi. east of Hydro.

Date Built: 1930; contains a date-stamp in the abutment at each end.

Type: Single-span Warren Pony Truss with Verticals.

Status: Open to traffic.

Coordinates: 35.536814,-98.548563



2013



2013

133. Steel Stringer on an unnamed creek 1.3 mi. east of Hydro.

Date Built: 1930

Type: Steel Stringer with concrete guardrails (damaged).

Status: Open to traffic.

Coordinates: 35.53686,-98.558581



2013

134. Lost Steel Truss bridge 1.4 mi. W. of Hydro.

Date Built: 1930

Type: Single-span Pratt Pony Truss with date stamps in the abutments on each end.

Status: GONE. Replaced by large Concrete Culvert circa 2006.

Coordinates: 35.536871,-98.600526

Note: The truss span was acquired by Allen & Jackie Entz of Entz Auctions just west of the bridge site.



2002



2013 (after removal)

135. *Lost bridge on Little Deep Creek west of Hydro (east side of the RR trestle).

Date Built: 1930 (just prior to paving); bridge was later rehabbed.

Type: 3-span Steel Stringer.

Status: GONE. Replaced circa 2018.

Coordinates: 35.536888,-98.640874



2013

136. Bridge on Little Deep Creek just west of Weatherford on the north I-40 Frontage Rd.

Date Built: 1930; deck and guardrails rehabbed in the post-66 era; piers and beams appear original.

Type: Steel Stringer (four 40-foot spans).

Status: Open to traffic.

Coordinates: 35.522635,-98.723158



2013

137. "State Aid" stamped culvert on the unpaved 1926 route west of Weatherford.

Date Built: 1919

Type: Concrete Culvert

Status: Abandoned; on private property.

Coordinates: 35.52287,-98.831689



1994



1994

138. Bear Creek Bridge on the 1930 first paved route 1.5 mi. east of I-40 Exit 71.
Date Built: 1930; SA FA 204-D.
Type: Single-span Pratt Pony Truss with a single-span Steel Beam on each end.
Status: Open to traffic.
Coordinates: 35.515871,-98.84582



2013

139. Lost Bear Creek Bridge on the unpaved 1926 route 1.5 mi. east of I-40 Exit 71.
Date Built: Unknown
Type: Single-span, half-hip Warren Pony Truss.
Status: GONE. Replaced by a Steel Beam bridge on a straightened curve in 2000.
Coordinates: 35.522879,-98.843383



1993



2013 (truss bridge abutments on left)

140. Lost Turtle Creek Bridge (1926 route) at Clinton (north of the 4-lane bridges).
Date Built: Unknown
Type: Unknown
Status: GONE. Replaced by new bridges for the 4-lane alignment in 1959. Abutments remain.
Coordinates: 35.51595,-98.930224
Photo Unavailable

141. Turtle Creek Bridges on the 4-lane alignment at the east end of Clinton.

Date Built: 1959; reconstructed in 1985 using original piers.

Type: WB bridge = Precast Concrete Girder; EB bridge = Steel Stringer.

Status: Open to traffic.

Coordinates: 35.515251,-98.930331



2013 (eastbound bridge)

142. Lost steel truss bridge on the Washita River at Clinton.

Date Built: 1926 (from ODOT construction history).

Type: 2-span Pratt Through Truss.

Status: GONE. Replaced in 1953 by the Louis Tittle Bridge (see next entry).

Coordinates: 35.515784,-98.957275



ODOT photo (1940s)



ODOT Photo 1953

143. *Lost Louis Tittle Bridge on the Washita River at Clinton.

Date Built: 1953

Type: Steel Stringer with decorative iron guardrails.

Status: GONE. Replaced in 2021.

Coordinates: 35.515505,-98.957157



2013

144. Steel Stringer .25 mi. east of I-40 Exit 62 (west of Clinton).

Date Built: 1929 (FAP 205-J); likely replaced an earlier bridge, possibly timber).

Type: Steel Stringer with guardrails and a brass FAP marker on each end.

Status: Open to traffic.

Coordinates: 35.47964,-99.019953



2013



2013

145. Steel Stringer on Dry Creek at I-40 Exit 61 west of Clinton.

Date Built: 1929; likely replaced an earlier bridge.

Type: 3-span Steel Stringer with concrete guardrails.

Status: Open to traffic.

Coordinates: 35.479657,-99.046106



2013

146. Steel Beam bridge on an unnamed creek 1 mi. west of I-40 Exit 61.

Date Built: 1929; likely replaced an earlier bridge.

Type: Single-span 40-foot Steel Beam.

Status: Open to traffic.

Coordinates: 35.479696,-99.074408



2013

NOTE: Acknowledgment of two 1929 date-stamped culverts on the first paved route (north I-40 service road) just east of Exit 57, located here: 35.480791, -99.111127 and here: 35.480084,-99.11521

147. Lost bridge on Turkey Creek (unpaved 1926 route) west of I-40 Exit 57.

Date Built: Unknown

Type: Unknown. Only concrete abutments remain.

Status: GONE. Replaced when the route relocated at the time of paving in 1931.

Coordinates: 35.479806,-99.125844



1995

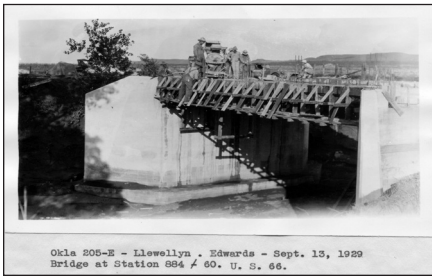
148. Steel Beam bridge on an unnamed creek 1.5 mi. west of I-40 Exit 57 (east of Foss).

Date Built: 1929

Type: Single 34-foot Steel Beam span with concrete guardrails.

Status: Open to traffic.

Coordinates: 35.469983,-99.137863



1929 ODOT construction photo



2013

149. Concrete bridge with guardrails .5 mi. east of the Jct. with SH 44 at Foss.

Date Built: 1929 (FAP 205-I).

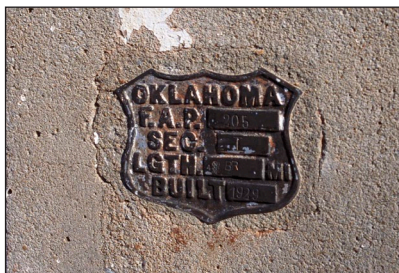
Type: 3-span Continuous Concrete Slab with guardrails and one embedded FAP shield (west end post).

Status: Open to traffic.

Coordinates: 35.450777,-99.161333



2013



2013

150. Steel Stringer on Sand Creek just east of the Jct. with SH 44 at Foss.

Date Built: 1929 (FAP 205-I).

Type: Steel Stringer with a brass FAP marker embedded in the east end post.

Status: Totally reconstructed from the deck down in 2019. Only the guardrails were retained.

Coordinates: 35.448531,-99.168447



2013



1996

NOTE: The back-to-back Turkey Creek Bridges on SH 44 at Foss that replaced the bridge listed below are both post-US 66 for this route.

151. Lost bridge Turkey Creek Bridge on SH 44 (1926-1931 route) at Foss.

Date Built: Unknown

Type: Unknown; only abutments remain.

Status: GONE. Replaced by slab bridges that are post-66 for this route (see note above).

Coordinates: 35.450631, -99.170138



2013

152. Concrete Culvert on the E/W section line (1926-1931 unpaved route) north of Foss.

Date Built: 1930 (FAP 205 C&D).

Type: Concrete Culvert

Status: Open to traffic.

Coordinates: 35.479845,-99.165795

Note: this route connected in a direct E/W line with the bridge ruin on Turkey Creek (entry No. 147).



2013

153. Steel Stringer on Monument Creek (Clinton Lake overflow area) west of Foss.

Date Built: 1927 (paving occurred in 1931).

Type: 128-foot, 3-span Steel Stringer.

Status: Open to traffic.

Coordinates: 35.421244,-99.223302

Note: An predecessor bridge may have stood just north of this location here: 35.421911,-99.223104



2013

154. Steel Stringer on Turkey Creek 1.2 mi. east of I-40 Exit 47 east of Canute.

Date Built: 1930 (FAP 205-I).

Type: 2-span Steel Stringer with concrete guardrails and embedded FAP marker on the west end post.

Status: Open to traffic.

Coordinates: 35.421948,-99.250254



2013



2013

155. * Lost Bridge on the westbound lanes of Bus. 40 at the east end of Elk City.

Date Built: 1929 on the original 2-lane; later updated. EB lanes = 1958 Concrete Culvert.

Type: Steel Stringer

Status: GONE. Replaced with a culvert circa 2019.

Coordinates: 35.422037,-99.387496



2013

156. *Lost 4-lane Elk Creek Bridge on Bus.40 / 3rd St. in downtown Elk City.

Date Built: 1929 (reconstructed to 4 lanes in 1951).

Type: Steel Stringer with decorative iron guardrails.

Status: GONE. Replaced in 2021 using similar design elements.

Coordinates: 35.411718,-99.402153



2013

157. West Elk Creek Bridge on Randall Ave. south of Elk City.

Date Built: Unknown

Type: 80', Single-span Warren Pony Truss with a 16' timber deck (later replaced with steel plates).

Status: Closed to Traffic. Limited access.

Coordinates: 35.375771,-99.417404



2014

158. Lost bridge on the 1926-1928 route southwest of Elk City on Indian Creek.

Date Built: Unknown

Type: Unknown

Status: No trace remains. There is a culvert on this alignment just to the west.

Coordinates: 35.320238,-99.500911. The culvert is here: 35.320329, -99.503376

Note: Indian Creek is wide with steep banks, suggesting the need for a substantial bridge.

Photo Unavailable

159. Lost bridge on Timber Creek at Doxey on the 1926-1928 route.

Date Built: Unknown

Type: Unknown

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

Coordinates: 35.320518,-99.579003

Photo Unavailable

160. Successive lost bridges on Deep Creek east of Sayre (1926-1928 route).

Date Built: Unknown

Type: East Bridge = Steel Beam with timber deck; West Bridge = Steel Beam with asphalt deck.

Status: GONE. Replaced circa 2000 with Precast Concrete Girder spans.

Coordinates: 35.305889,-99.605797 (East bridge); 35.305871,-99.609885 (West bridge).



1994 (East Bridge)



1994 (West Bridge)

NOTE: Acknowledgment of a large Concrete Culvert approx. ½ mi. west of Liberty Ln. in Elk City (1929 route), soon after the beginning of the divided 4-lane, located here: 35.411709,-99.452079

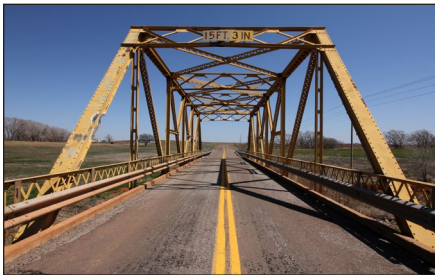
161. Back to Back bridges on Timber Creek west of Elk City on the first paved route.

Date Built: 1928

Type: Modified Pratt Through Truss and Steel Stringer (immediately west).

Status: Open to traffic.

Coordinates: 35.344607,-99.580194



2013



2013

162. Lost bridge on Short Creek (1926 route) in Sayre near first US 66 river bridge there.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced with a nearby culvert on Main St. after the route was moved in 1958.

Coordinates: 35.290998,-99.645294



2013 (Path of original route near Main St.)

163. Timber, Steel, & Concrete bridge on the North Fork Red River (1926-1957 route) on the west side of Sayre.

Date Built: 1924

Type: Timber Stringer; upgraded in 1933 with Steel Beams and a Concrete deck.

Status: In ruins. Replaced in 1958 when US 66 moved eastward to the Carmichael Bridge.

Coordinates: 35.286607,-99.64676



2013



Circa 1940s

NOTE: A large Culvert remains on Short Creek on S. 4th St. in Sayre (1958 route), located here: 35.287859,-99.63986

164. *Lost Carmichael Bridge on the North Fork Red River in Sayre.

Date Built: 1958 to replace the 1924 bridge listed above.

Type: Steel Stringer with decorative iron guardrails.

Status: GONE. Replaced in 2021.

Coordinates: 35.283629,-99.63985



2013



ODOT photo, circa 1959

NOTE: DRAINAGE STRUCTURES ON THE 1926-1928 ROUTE FROM SAYRE TO TEXOLA ON THE OLD POSTAL ROUTE WERE BUILT AFTER 1928 BY THE WPA, WITH THE EXCEPTION OF THE SHORT BRIDGE LISTED BELOW.

165. Short bridge on Little Turkey Creek just south of Texola (1926-1928 route).

Date Built: 1920

Type: 26-foot Concrete Deck Girder (ODOT acknowledges that this bridge may be misidentified).

Status: GONE. Note: The site features a structure fashioned from sheet metal and steel beams built at an unknown date.

Coordinates: 35.211278,-99.982641



2015

166. Bridge on Sand Creek just west of I-40 Exit 20 on the first paved 2-lane (later 4-lane).

Date Built: Circa 1955 when the route was expanded to 4-lanes between Sayre and Texola.

Type: Steel Stringer; would have replaced an earlier span of unknown type and date.

Status: Open to traffic.

Coordinates: 35.2623,-99.657622



2013

167. Turkey Creek twin bridges on 4-lane US 66 3.4 mi. west of the bridge above.

Date Built: 1956 with 4-lane expansion. The westbound bridge would have replaced an earlier bridge on the original 2-lane alignment.

Type: Steel Stringer

Status: The westbound bridge is closed; the eastbound bridge is open to traffic.

Coordinates: 35.260794,-99.723406



2013

168. *Lost side by side bridges on Little Turkey Creek (4-lane route west of Erick).

Date Built: WB Bridge = 1928; EB Bridge = 1955

Type: WB (1928 2-lane) = Steel Stringer; EB (1956 4-lane expansion) = 4-span Continuous Concrete Slab.

Status: GONE. Replaced in 2021 with a large culvert.

Coordinates: 35.214324,-99.905844



2013 (westbound bridge)



2013 (eastbound bridge)

169. Large Culvert underneath the 4-lane route west of the entry above.

Date Built: 1956 when route expanded to 4 lanes.

Type: Concrete Culvert across entire 4-lane; would have replaced a bridge on the original WB 2-lane.

Status: Open to traffic.

Coordinates: 35.219221,-99.938642



2013

170. Abutments for two lost bridges on a curve that was corrected when the 1928 2-lane east of Texola was expanded to 4 lanes in 1955-1956.

Date Built: Circa 1928.

Type: Unknown

Status: Ruins. Note: These are opposite the culvert listed above (east) and the culvert listed next (west).

Coordinates: 35.218728,-99.93868 (East abutments); 35.21875,-99.943298 (West abutments).



2013 (east abutments)



2013 (west abutments)

171. Culvert beneath the 4-lane next to the western bridge abutment listed above.

Date Built: Circa 1956 at the time of the route's expansion from 2 lanes to 4.

Type: Concrete Culvert; would have replaced an existing westbound bridge on the original 2-lane.

Status: Open to traffic.

Coordinates: 35.219239,-99.942697



2013

172. Date-stamped Concrete Culvert east of Texola on the westbound lanes of the 4-lane.

Date Built: 1931

Type: Concrete Culvert on the first paved 2-lane alignment.

Status: Open to traffic.

Coordinates: 35.219284,-99.973823



2013