

HISTORIC U.S. 66 BRIDGE DATABASE 1926-1985

© 2015 / 2022 Jim Ross

FOR NON-PROFIT USE ONLY

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

TEXAS

1. Concrete bridge over an abandoned RR 5.5 mi. west of the Oklahoma State Line.

Date Built: 1932

Type: Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 35.226393,-100.105557

Note: Added to the NRHP in April 2007.



2013

2. *Lost bridges on North Long Dry Creek 2 mi. west of Lela (south Service Rd. and EB I-40).

Date Built: 1950s when the route was expanded to 4 lanes.

Type: Concrete Slabs. The south service road bridge replaced a 1930s bridge of unknown type on the first paved 2-lane route. (The original 2-lane just to the south had 3 creek crossings in the area.)

Status: GONE. Replaced circa 2018. Dates and types of original 2-lane bridges are unknown.

Coordinates: EB I-40 Bridge = 35.228715,-100.378122; South Service Rd. =35.228540, -100.377906



2013 (EB I-40 bridge)



2013 (EB I-40 Service Rd. bridge)

3. Abandoned Concrete Culvert on first paved 2-lane route just west of McLean.

Date Built: Unknown; verifies the pathway of US 66. Several others exist to the west.

Type: Concrete Culvert

Status: Abandoned

Coordinates: 35.227249,-100.628492



2013

4. Three Concrete Culverts west of Jericho on the original unpaved route.

Date Built: Unknown; verifies the path of US 66.

Type: Concrete Culverts (2 with guardrails).

Status: Abandoned

Coordinates: 35.166033,-100.961583; here: 35.165997,-100.970552; and here: 35.166037,-100.97297



2013 (1st culvert WB)



2013 (2nd culvert WB)



2013 (3rd culvert WB)

5. East Amarillo Blvd. bridge over "Ave. B" near the airport (EB lanes; there is no WB bridge).

Date Built: Unknown; US 66 era.

Type: 4-span Precast Concrete Girder.

Status: Open to traffic.

Coordinates: 35.241659,-101.685315



2013

6. East Amarillo Blvd. bridges over Lakeside Dr.

Date Built: Unknown; US 66 era.

Type: Concrete Slabs

Status: Open to traffic.

Coordinates: 35.224061,-101.741577



2013

7. Concrete Culverts on Amarillo Blvd. (eastbound and westbound) near the RR underpass.

Date Built: 1950s.

Type: 4-barrel Concrete Culverts.

Status: Open to traffic.

Coordinates: 35.221045,-101.761122



2013

8. Slab bridge on the 1926 route near the RR underpass on East Amarillo Blvd.

Date Built: Unknown

Type: Single-span Concrete Slab (18' wide).

Status: Abandoned

Coordinates: 35.222045,-101.761498



2013

9. RR viaduct on Amarillo Blvd. just west of Panhandle Blvd.

Date Built: Unknown; US 66 era.

Type: 3-span Precast Concrete Girder.

Status: Open to traffic.

Coordinates: 35.222046,-101.788352



2013

10. RR Underpasses with art deco walkways on Fillmore St. in Amarillo (original route).

Date Built: 1931; prior to this it would have been an at-grade crossing.

Type: Steel Beam and Concrete.

Status: Open to traffic.

Coordinates: 35.213601,-101.833322

Note: When streets became one-way, Fillmore was NB and Pierce (to the east) was SB, however the viaduct on Pierce appears to have been built in the post-66 era for this alignment and is not featured.



2013

11. *Lost Twin RR Viaducts on West Amarillo Blvd. just east of Lamar.

Date Built: Circa 1953 during the 4-lane expansion.

Type: Steel Stringers

Status: GONE. Replaced in 2022.

Coordinates: 35.222266,-101.860252



2013

12. Bridge on West Amarillo Blvd. over Western Avenue.

Date Built: Circa 1953 during the 4-lane expansion.

Type: Precast Concrete Girder.

Status: Open to traffic.

Coordinates: 35.222203,-101.884087



2013

13. Amarillo Blvd. bridges over Hagy St.

Date Built: Circa 1953 during 4-lane expansion.

Type: Precast Concrete Girders.

Status: Open to traffic.

Coordinates: 35.194955,-101.914791



2013

14. Twin Bridges on Amarillo Blvd. over Coulter Street.

Date Built: Circa 1953 during 4-lane expansion.

Type: Precast Concrete Girders.

Status: Open to traffic.

Coordinates: 35.192067,-101.920437



2013

15. Acknowledgment of an integral structure (subway under the RR) on the west side of Amarillo.

Date Built: Unknown

Type: Timber and Steel Beam trestle.

Status: GONE. Replaced with an at-grade crossing; RR tracks have since been removed.

Coordinates: 35.191482,-102.027758

Note: a fragment of curved paving remains on the right of way at the location.



Joe Sonderman Collection



2013 (view toward I-40)

NOTE: Between Vega and Adrian, original US 66 was north of the RR, which was alongside today's north I-40 service road. This segment contains 5 drainage structures (3 culverts and 2 bridges), listed below.

16. Concrete bridge (1st west of Vega) on the 1926 route north of the former RR.

Date Built: Unknown

Type: Concrete Deck Girder with iron guardrails.

Status: Abandoned; on private property.

Coordinates: 35.258862,-102.499328



2013

17. Concrete Culvert (2nd west of Vega) on the 1926 route, approx. 2 mi. west of No. 16 above.

Date Built: Unknown

Type: Concrete Culvert

Status: Abandoned; on private property.

Coordinates: 35.265908,-102.537772



2013

18. Concrete Culvert (3rd west of Vega) on the 1926 route, 1000 ft. west of No. 17 above.

Date Built: Unknown

Type: Concrete Culvert

Status: Abandoned; on private property.

Coordinates: 35.267115,-102.544045



2013

19. Concrete Culvert (4th west of Vega) on the 1926 route, approx. 2.3 mi. west of No. 18 above.

Date Built: Unknown

Type: Concrete Culvert

Status: Abandoned; on private property.

Coordinates: 35.27445,-102.583206



2013

20. Concrete bridge (5th west of Vega) on the 1926 route, approx. 2.7 mi. west of No 19 above.

Date Built: Unknown

Type: Concrete Slab

Status: Abandoned; on private property.

Coordinates: 35.273189,-102.631762



2013

21. Concrete Culvert on the 1926 route west of Adrian on the north side of I-40's Ivy Rd. Exit.

Date Built: Unknown

Type: Concrete Culvert

Status: Abandoned; on private property.

Coordinates: 35.255009,-102.780909



2003

NOTE: Acknowledgment of two other culverts on the abandoned stretch north of I-40 westbound from the above entry, located here: 35.253973, -102.783715; and here: 35.251967,-102.787062

NOTE: Crossing to the south side of I-40, original 66 followed the RR to Glenrio. There are many structures along this stretch, mostly ruins of culverts. A few are listed below.

22. Bridge ruin south of I-40's Ivy Rd. Exit on the 1926 unpaved route on the Boydston Ranch.

Date Built: Unknown

Type: Timber with concrete abutments.

Status: Abandoned; in ruins.

Coordinates: 35.242189, -102.791466

Photo Unavailable

23. Timber bridge on the 1926 route south of I-40's Ivy Rd. Exit westbound from the entry above.

Date Built: Unknown

Type: Timber with concrete abutments.

Status: Abandoned; in ruins.

Coordinates: 35.23435,-102.79737



2003

24. Concrete Culvert on the 1926 route southwest of I-40's Ivy Rd. Exit on the Boydston Ranch.

Date Built: Unknown

Type: Concrete Culvert

Status: Abandoned; on private property.

Coordinates: 35.231286,-102.826825



2003

25. Tin Culvert with concrete supports on the 1926 route east of Boise.

Date Built: Unknown

Type: Tin Culvert with concrete supports.

Status: Abandoned; on private property.

Coordinates: 35.225301,-102.840986



2003

26. Concrete Culvert on the 1926 route on the Bridwell Ranch west of Boise.

Date Built: Unknown

Type: Concrete Culvert

Status: Abandoned; on private property.

Coordinates: 35.211054,-102.869776



2003

27. Concrete Culvert on the 1926 route on the Bridwell Ranch west of Boise.

Date Built: Unknown

Type: Concrete Culvert

Status: Abandoned; on private property.

Coordinates: 35.202715,-102.89431



2003