

NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name _ West Sapulpa Route 66 Roadbed _

other names/site number _ Ozark Trail _

2. Location

street & number _ Jct. of Ozark Trail and SR 66 ¼ mile west of Sahoma Lake Road _ not for publication

city or town _ Sapulpa _ vicinity _ x _
state _ Oklahoma _ code _ OK _ county _ Creek _ code _ 037 _
zip code _ 74066 _

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide X locally. (n/t See continuation sheet for additional comments.)

B. B. Starbuck 1-20-04
Signature of certifying official Date

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, EDSON BEALL, hereby certify that this property is:
Edson H. Beall 3/3/04
 entered in the National Register ___
See continuation sheet.
 determined eligible for the ___
National Register
See continuation sheet.
 determined not eligible for the ___
National Register
 removed from the National Register ___

other (explain): _____

[Signature] _____
Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
_____	_____ buildings
_____	_____ sites
<u> 4 </u>	_____ structures
_____	_____ objects
<u> 4 </u>	_____ Total

Number of contributing resources previously listed in the National Register 1

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Oklahoma Route 66 Historic Resources, 1926-1970

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)

 Other: Roadway _____

Materials (Enter categories from instructions)

foundation Concrete _____

roof _____

walls _____

other Portland Concrete _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation _____

Engineering _____

Period of Significance 1926-1952

Significant Dates 1926, 1952

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder J. Gallamore Construction Co. and J. J. Harrison Contractors

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

 preliminary determination of individual listing (36 CFR 67) has been requested.

 previously listed in the National Register

 previously determined eligible by the National Register

 designated a National Historic Landmark

 recorded by Historic American Buildings Survey # _____

 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

 Federal agency

 Local government

 University

 Other

Name of repository: Oklahoma Department of Transportation

10. Geographical Data

Acreage of Property _ approximately 28 acres _____

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1	__	_____	3	__	_____
2	__	_____	4	__	_____
x See continuation sheet.					

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title ___ Michael Cassity _____

organization ___ Michael Cassity Historical Research and Photography _ date ___ May 14, 2003 _

street & number ___ 304 West Albuquerque _____ telephone ___ 918 451-8378 _____

city or town ___ Broken Arrow _____ state ___ OK _ zip code ___ 74011 _____

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name __ Creek County _____

street & number_ 317 E Lee Ave ___ telephone _ (918) 248-5145 _____

city or town __ Sapulpa _____ state _ OK _____ zip code _ 74066-4325 _____

name __ Burlington Northern Railroad _____

street & number_ Post Office Box 061089 _____ telephone _____

city or town __ Fort Worth, state _ Texas _____ zip code _ _76161-0089 _____

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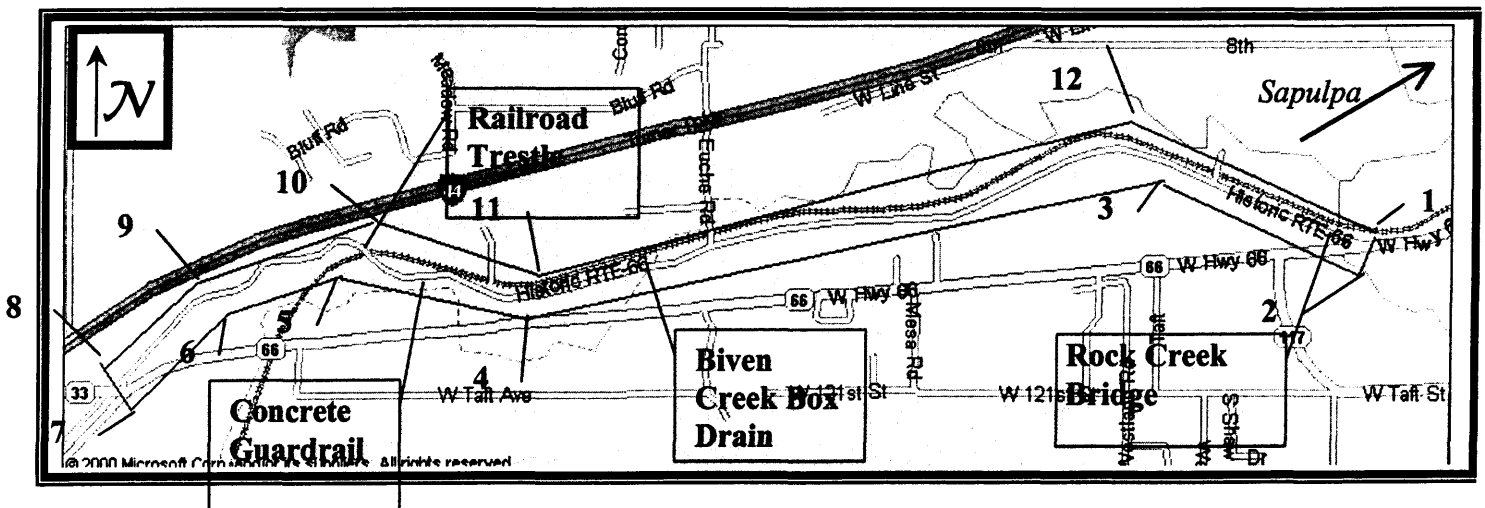
West Sapulpa Route 66 Roadbed

Creek County, Oklahoma

Description

SUMMARY

This alignment of roadbed consists of a district defined by a meandering stretch of road that leaves modern State Highway 66 and then reconnects with that road 3.3 miles later. Located approximately one mile west of Sapulpa, the road crosses a major stream (Rock Creek) on a bridge previously listed on the National Register of Historic Places, follows the course of the railroad directly adjacent on the north until it crosses under the railroad and continues to the west. The area is rural with scattered homes and is covered with lush vegetation much of the year. The land gently undulates and the road, constructed with minimal cut and fill processes, often takes on the feel of an early country lane that requires slow travel, and even has the feel of a tunnel because of the trees lining its narrow path. In addition to the Rock Creek Bridge and the railroad trestle, this segment also includes a concrete drain on Biven Creek and a concrete guardrail on one side. Because Route 66 changed its route in 1952, and because the main flow of traffic since then passes to the south of this segment, this section has retained its historic and architectural integrity of location, design, materials, workmanship, feeling, and association.



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West Sapulpa Route 66 Roadbed

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Feature 1. Roadbed

UTM 14 758,395E 3986814N

In 1924 and 1925 this segment was constructed as part of a larger road project connecting Sapulpa, the county seat of Creek County, and Bristow, to the west. The roadbed is eighteen feet wide and 3.3 miles long. While the road contains a few relatively straight segments, the great majority of the road winds and weaves its way around and between wooded hills in a serpentine fashion, following generally the railroad right of way, with a few pronounced bends and S curves along its path. The roadbed is constructed of Portland Concrete. At an unknown date, a relatively thin layer of asphalt was placed over the concrete, apparently as an alternative to patching the concrete at scattered places. That asphalt has usually worn completely away at the edges of the road and is often missing not only in small pieces but even in substantial stretches; in either case, the asphalt, a common building material on this road and similar roads during the period of historic significance, does not compromise the integrity of this structure. The half-mile of road at the western end, indeed, was not covered with asphalt at any point. The right of way extends generally about thirty feet on the north side of the road and twenty-one feet on the south side of the road.

The roadbed is a contributing feature. The other features are directly associated with the roadbed.

Feature 2. Bridge No. 18 at Rock Creek

UTM 14 758,169E 3986829N

Located about one tenth of a mile from the eastern terminus of the nominated road segment, Bridge No. 18 at Rock Creek is a Parker Through Truss bridge. Sixteen feet wide, and thus slightly narrower than the roadbed, it is one hundred twenty feet long, including the approaches that link it to the roadbed. The structure of the bridge is distinct with steel members arranged in a lattice to create a compound truss able to support the single, long span of the bridge. It is also distinguished by the decking of the bridge which is brick, a material that extends beyond the bridge proper to the approaches which are

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protected with concrete post and rail guardrails. This bridge was constructed in 1924 and served the unpaved road that preceded the Portland Concrete road constructed in 1925. In 1926 the official designation of Route 66 as a United States Highway made this bridge part of Route 66 and it served that function until a new road, and bridge, replaced this stretch in 1952. It retains its original appearance, design, materials, workmanship, location, feeling, and association.

The bridge is already listed on the National Register of Historic Places, February 23, 1995, Number 95000031.

Feature 3. Biven Creek Box Drain
UTM 14 755564E 3986640N

The Biven Creek Box Drain is a concrete bridge-like structure almost two miles west of the eastern beginning of this road segment. From the road, indeed, it appears to be a conventional bridge with three sections of concrete posts and rail on either side. The length of the guardrails is about twenty feet; the posts are about three feet high and are capped with square pyramid points. Constructed at the same time as the road, the drain is an integral part of the roadbed and allows Biven Creek, a small drainage, to pass beneath the road. During seasonally lush vegetation, the drain may even go unnoticed by the traveler along the road, so well does it blend with the environment. It is only by leaving the road and venturing to the north side (the south is a steep slope that abruptly drops to the creek bed) that the significant structure of the drain becomes visible. Two large open rectangular boxes made of concrete extend completely from one side of the road to the other to provide a channel for the stream to follow. Concrete abutments extend to the east and west diagonally to anchor the structure and prevent erosion.

This drain is a contributing feature.

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Feature 4. Concrete Guardrail and Retaining Wall

UTM 14 754767E 3986585N

The guardrail located slightly over two miles from the eastern beginning point of the road section is a concrete structure that borders the south side of the road at a point where the shoulder drops off dramatically to the creek below; the guard rail, about a hundred feet long, is actually the visible portion of a concrete retaining wall that was constructed to protect the bank from erosion in this segment adjacent to the creek. The rail consists of twelve sections of pre-formed, reinforced, concrete post and rail, about seven and a half feet between each post. Although the structure has suffered some vehicular damage in the more than three-fourths of a century it has co-existed with the road, it remains functional, its design is clear, and parts of it are in good condition.

The concrete guardrail is a contributing feature.

Feature 5. Railroad Trestle

UTM 14 754492E 3986633N

After the Rock Creek Bridge, the railroad trestle is the most dramatic feature along this segment of the road. Located about two and a half miles from the eastern beginning point, the trestle even helped define the course of the construction of the road. Prior to the paving of the road, a simple grade where the road crossed the tracks of the St. Louis and San Francisco Railroad caused obvious traffic safety problems. Moreover, a substantial curve in the plans for this section of road combined with the safety concerns to provide the stimulus for an alternative. An underpass beneath the railroad, if constructed at the right point, would provide a superior crossing and would also reduce the curve leading to it. This trestle was the result, even though the alteration meant a delay in construction (since it also required the Oklahoma Corporation Commission's involvement with hearings on the proposed change). Made of poured concrete, the trestle reaches across the road on its own bed, which is about twenty feet from side to side, and is supported at each end by massive

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abutments that extend another twenty feet east and west. The clearance is thirteen and a half feet, quite ample for the automobiles that used it early, but not for modern trucks. Another six feet of solid concrete topped with gravel make the structure about twenty feet tall.

The date on the east side of the trestle, 1925, confirms its association with the road.

This trestle is a contributing feature.

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Narrative Statement of Significance

Summary

The 3.3 mile segment of road that formed part of Route 66 west of Sapulpa, Oklahoma, is significant within the Multiple Property Nomination, "Oklahoma Route 66 Historic Resources, 1926-1970." Constructed in 1924 and 1925, this road was designated part of Route 66 in 1926 and it served the nation and the community in that capacity until 1952 at which date a new alignment of Route 66 bypassed this older section. Because of this association, the road and its associated features qualify under that multiple property nomination. The road and features are significant under Criterion A because they represent the property type, "Roadbeds" in the area of significance of Transportation and under Criterion C because they represent a distinct period, style, and type of construction. The contributing resources include a box drain, a concrete guardrail and retaining wall, and a railroad trestle. These features are addressed in the same property type of "Roadbeds" in the "Oklahoma Route 66 Historic Resources, 1926-1970" Multiple Property Nomination as "associated features like culverts and bridges." This segment of road and its contributing resources also are significant under Criterion C in the same Multiple Property Nomination in the area of significance Engineering which requires that a feature must be a good example of a distinct road type or style in its design, materials, workmanship, association, feeling, setting, and location as it once appeared as part of Route 66 in Oklahoma.

The particular requirements of the Multiple Property Nomination include having been a part of Route 66 at some point between 1926 and 1970. This road segment was part of Route 66 from 1926 to 1952. They also require that the property retain the essential features that identify it as a highway either within a town center or in a rural setting. This roadbed retains its original materials, banking, curves, and right of way, and the specialized features of drains and bridges, and a significant railroad trestle. Although some of the original Portland Concrete pavement has been resurfaced with asphalt, this conforms to the expectations for Route 66 roadbed: "Pavement is an inherently fragile feature of highways and is routinely covered over and replaced. Some early segments of

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Route 66 were never paved. Therefore, original pavement is not a registration requirement.” Bridge No. 18 over Rock Creek also meets the requirements for a resource separate from the roadbed, as a bridge and has already been listed on the National Register.

Historical Background

It is by no means clear when the road from Sapulpa to Bristow (or, as the citizens of western Creek County saw it, from Bristow to Sapulpa) originated, but it likely emerged as one of these early town to town roads well before statehood and well before the organization of the counties. In 1915, however, this route had been designated part of the Ozark Trails, one of the privately sponsored roads the designation of which was intended to attract both traffic and public support; the road remained, however, mainly dirt, and at best, graded seasonally. In 1918 the official Ozark Trails log book noted that three-tenths of a mile west of the courthouse, “End of pavement and trolley line.” The road after the pavement ended, moreover, came to a bridge, presumably an earlier version of the Rock Creek Bridge, and then meandered along the railroad, crossing a spur of the railroad and two more bridges before crossing the railroad again and ultimately crossing the railroad yet again.¹ In 1924 year the county commissioners proposed to the state two projects that would pave the Ozark Trail between Sapulpa and Bristow, one starting at Sapulpa and working west, and the other starting at Bristow coming east. The county, in the words of the local newspaper, “is assured of ample federal aid” for the projects.² In June 1924, the same newspaper summarized the project, saying “The Creek county program includes the Ozark Trail from the Tulsa county line to the Lincoln county line, a distance of about

¹ Ozark Trails Association, *The Ozark Trails: A 1200 Mile Link in a Transcontinental Road from Ocean to Ocean* (Amarillo: Russell & Cockrell, 1918), 38-40.

² “County Road Bids Soon to be Asked For,” [Creek] *County Democrat News*, April 24, 1924.

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thirty-five miles [and] is one of the most important highways in the state, carrying vastly more traffic than any other in the county.”³

The road improvement proposal seemed to find support in all quarters, but one complication caused a delay in approval and construction. The road generally followed the track of the St. Louis and San Francisco Railroad along the south edge of the railroad right of way, but at two points the road crossed the tracks. Those railroad crossings had been a feature of the existing road for years, but with the new construction the crossing arrangements had to be altered. Basically, the intersection required an underpass for the road to pass beneath the railroad tracks. This change required the involvement of the Oklahoma Corporation Commission, the public agency with authority to deal with the railroad, and, moreover, those discussions also required public hearings. Those hearings, moreover, could not be scheduled until the U.S. Bureau of Public Roads, the antecedent of the Federal Highway Administration, approved the route.⁴ Although the Frisco Railroad, as it was known, protested the action, the case went to the Oklahoma Corporation Commission and the Commission ordered railroad compliance and financial participation, and indeed required the railroad to contract construction of the underpass so that it would be complete and open for traffic no later than August 1, 1925.⁵

³ “Oklahoma Leads All States in Building Good Roads,” [Creek] *County Democrat News*, June 5, 1924.

⁴ “Fifteen Miles of Sapulpa Bristow Road Will be Paved this Year, It is Announced,” [Creek] *County Democrat News*, June 12, 1924; “No Change of Route Albert Pike Highway,” [Creek] *County Democrat News*, July 3, 1924; “Fifteen and One-Half Miles of Road to Bristow Will be Paved this Year, It is Said,” [Creek] *County Democrat News*, July 10, 1924.

⁵ Order No. 2864, Cause 6195, Board of County Commissioners of Creek County in conjunction with the State Highway Department, Complainants, vs. The St. Louis – San Francisco Railway Company, Defendant, April 30, 1925, in Eighteenth Annual report of the Corporation Commission of the State of Oklahoma for the year Ending June 30, 1925, 677-679.

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Ultimately the change in plans came about to accommodate the underpass and construction was begun and by December 1925, not only the underpass but the entire paved road between Sapulpa and Bristow was paved in its entirety.⁶ This was a major event in the life of Creek County, and the local press reported that “The opening of this 25 miles of paving between two of Creek County’s leading cities has been looked forward to for some time by the citizens of both sides of the county” The report continued: “It is now only a forty-five minute drive from Bristow to Sapulpa.”⁷ A large celebration to commemorate the linkage of these two communities was then scheduled, a celebration that would mark not just the physical achievement of recent construction, but the future prospects that the connection heralded.

Sapulpa and Route 66, 1926-1952

In 1926, along with other segments of the Ozark Trail, this section of road became designated part of the new U.S. Route 66. Gas stations, tourist camps and tourist courts, and cafés cropped up alongside the road. By 1928, a major amusement park was established along this road, the Dixieland Park, and soon it had “a large 100-by-150-foot swimming pool, a 50-by-80-foot bathhouse, one room tourist cottages made of stucco, an auto garage and service station, a playground and special swimming pool for smaller children, plus a miniature golf course, barbecue pits and picnic tables and a café.”⁸ Attracting local entertainment seekers, it also appealed to the traveling public in search of

⁶ “Sapulpa – Bristow Paving Now Open All Way There,” [Creek] *County Democrat News*, December 3, 1925.

⁷ “Sapulpa – Bristow Paving Now Open All Way There,” [Creek] *County Democrat News*, December 3, 1925.

⁸ James W. Hubbard, “Dixieland Was a Dream Realized,” *Sapulpa Herald*, October 18, 1992; Thomas Arthur Repp, *Route 66: The Empires of Amusement* (Lynnwood, Washington: Mock Turtle Press, 1999), 136-139.

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a respite from their weary journeys. In 1928 the transcontinental foot race from Los Angeles to New York, via Route 66 to Chicago, brought attention to the road; the Sapulpa reporters itemized what would hit Sapulpa around 10:00 a.m. on Monday, April 16, 1928: "There are 125 cars and trucks with the caravan, including hospital and dining cars. A broadcasting outfit and receiving sets are a part of the equipment. A carnival show and other concessions are a part of the caravan." Businesses opened their doors for the crowd and the schools closed theirs to allow the students to participate in this event hardly imaginable a few years before.⁹

In the following years, Route 66 emerged as the premiere highway in the nation in terms of its distinctive identity, and it also became an icon of much larger social and cultural changes in the nation. These changes, outlined in the Multiple Property Nomination, include the dramatic migration of dispossessed to California, the transformation of local businesses from "mom and pop" operations to centralized commercial chains, and the seemingly inexorable increase in traffic.

To accommodate the heavy traffic along Route 66 in this area, highway promoters and planners initially called for the road to be widened, to be turned into a four-lane road. That idea, however, quickly transformed in the push to replace Route 66. The only question for this segment was which would happen first. In 1952, a new section of Route 66 opened that was wider and that avoided the meandering path and S curves of the 1925 route which it replaced. The old one-lane bridge was bypassed and so too was the stretch of road three miles past it that rolled around and through the hills and under the narrow railroad trestle. By this point, however, the changes were already clear in every way. The year before, Dixieland Park had closed and a new drive-in theater, the Teepee Drive-In, shortly afterwards, near the bridge, represented the substance of the change. Traffic patterns were changing, demographics were changing, popular culture was changing, and Route 66 was changing. The following year, 1953, the Turner Turnpike opened north of

⁹ "Sapulpa on Main Street Highway Number Sixty-six," [Creek] *County Democrat News*, April 12, 1928; "Transcontinental Races Have Passed Oklahoma," [Creek] *County Democrat News*, April 19, 1928.

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this segment, and it opened over the vehement opposition of the citizens of the small towns between Tulsa and Oklahoma City while the businesses of the two large cities heralded the new road that brought them closer together, just as the residents of Bristow and Sapulpa had celebrated this stretch that seemed to promise a glowing future in 1925, and that seemed to connect them to the world in when the Bunion Derby runners and their entourage paraded through the area in 1928. The turning over of this stretch of road to the county highway department thus represented an event in the life of Route 66 ever bit as important as the designation of the route had in 1926.

Engineering Significance and the Sapulpa Segment of Route 66

The physical features of the section of Route 66 at this location are significant because they represent the materials, workmanship, design, and feeling of Route 66 and thus make this property eligible under Criterion C in the area of significance of Engineering. What is especially significant is that this road, constructed before Route 66 was designated as an official United States highway, reveals that the states through which the route passed used existing roads for the new highway. In some instances these roads were dirt and sometimes, more than any other category, they were improved dirt, which is to say that the dirt had been graded but not graveled or otherwise paved. This section, part of only twelve percent of the roads in the state highway system that were paved with a hard surface, represented the most advanced construction methods and materials of the time and would in the coming years serve as a standard for other roads to meet. Indeed, it would be more than a decade later before Route 66 in Oklahoma was completely paved.

An important component of the wave of road construction that this section represented was the conformity to new standards, standards that were hardly contemplated just a few years before. Along with the Portland Concrete used as a road surface several standard elements soon would be the hallmark of paved Route 66 across Oklahoma. The annual report issued by the Oklahoma State Highway Commission on January 1, 1925, enumerated the rising

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standards of design in the Federal Aid Roads constructed in the state and listed these features:¹⁰

1. The pavement would normally be eighteen feet wide.
2. The graded shoulders on either side of the pavement are three feet in width.
3. Grades do not exceed five per cent, except when physically impossible to achieve, as in steep terrain.
4. The necessity of permanent structures, including drainage structures, required the replacement of older structures with new materials and designs so that they would conform to new road standards.
5. The right of way was increased to sixty-six feet.
6. Where sharp curves previously marked turns in the road, curves were made more gradual, with radii of greater than five hundred feet; moreover, in the new system represented by this road, the curves would usually be banked.
7. Guardrails would be used at points of high fill and sharp curves.

The segment of Route 66 west of Sapulpa bypassed in 1952, and left intact with only light residential traffic along its path since then, still reflects these features. The plans for the road, moreover, confirm the purposeful methodology in its construction. When the road of which this segment was a part was completed, it represented not just a major achievement in improving and speeding the traffic between Sapulpa and Bristow, but it also represented the new standard of highway construction rising to dominance on Route 66.

Summary

In the years since 1952, when this segment of Route 66 was decommissioned and became a corridor for local traffic only, this roadway has attracted not those interested in greater speed and ease of heavy transportation. Instead, it has attracted those who seek reminders

¹⁰ *Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma* (Oklahoma City, January 1, 1925), 20-21.

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of the past, when a brick-decked bridge represented the acme of construction, when the roadway meandered gracefully through the countryside instead of dominating the landscape, when an eighteen-foot wide roadway amply accommodated two-way traffic, and when the traveling was as much a part of the trip as was destination. It also serves as a reminder of how a project in its own success can plant the seeds of its own obsolescence and replacement. All one need do is look to the south at the divided four lane highway that became Route 66 and replaced it in 1952, and look to the north at the Turner Turnpike, Interstate 44, which replaced Route 66 itself as the main travel corridor in eastern Oklahoma in 1953. As a feature associated with events that have made a significant contribution to the broad patterns of our history and as a property whose characteristics embody features representative of a type and period of construction, the segment of Route 66 west of Sapulpa is eligible for the National Register of Historic Places as the property type "Roadbeds" within the Multiple Property Nomination, "Oklahoma Route 66 Historic Resources, 1926-1970" under Criterion A and Criterion C.

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Major Bibliographical References

Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma (Oklahoma City, January 1, 1925).

“County Road Bids Soon to be Asked For,” [Creek] *County Democrat News*, April 24, 1924.

“Fifteen and One-Half Miles of Road to Bristow Will be Paved this Year, It is Said,” [Creek] *County Democrat News*, July 10, 1924.

“Fifteen Miles of Sapulpa Bristow Road Will be Paved this Year, It is Announced,” [Creek] *County Democrat News*, June 12, 1924.

Hubbard, James W., “Dixieland Was a Dream Realized,” *Sapulpa Herald*, October 18, 1992.

Jackson, Pauline P., “The Sapulpa Story to 1929,” M.A. Thesis, University of Tulsa, 1956.

“No Change of Route Albert Pike Highway,” [Creek] *County Democrat News*, July 3, 1924.

Oklahoma Department of Transportation, Oklahoma City, plans for Federal Aid Project 158D and State Aid Project 102.

“Oklahoma Leads All States in Building Good Roads,” [Creek] *County Democrat News*, June 5, 1924.

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National Park Service

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West Sapulpa Route 66 Roadbed

Creek County, Oklahoma

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West Sapulpa Route 66 Roadbed
Creek County, Oklahoma

UTM References

Zone	Easting	Northing	Zone	Easting	Northing
1 14_	_758455E	_3986877N_	7 14_	_753560E	_3986115N_
2 14_	_758436E	_3986728N_	8 14_	_753508E	_3986170N_
3 14_	_757367E	_3987036N_	9 14_	_753837E	_3986533N_
4 14_	_755075E	_3986478N_	10 14_	_754508E	_3986703N_
5 14_	_754413E	_3986563N_	11 14_	_755075E	_3986597N_
6 14_	_753953E	_3986396N_	12 14_	_757367E	_3987246N_

Verbal Boundary Description

This property includes the roadbed and associated features along the centerline of the road designated by Creek County as Ozark Trail which leaves Oklahoma State Highway 66 as it reaches westward in a serpentine polygon corridor that stretches from Map Points 1 and 2 to Map Points 7 and 8 near where it rejoins State Highway 66. The property includes the area of roadbed and right of way for a distance of thirty-nine feet to the north and 30 feet to the south of the centerline. This is an area 3.3 miles long and 69 feet wide.

Boundary Justification

This boundary includes the property historically associated with the West Sapulpa Route 66 Roadbed.