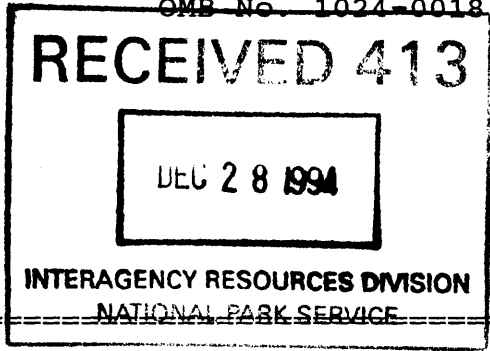


1610

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 Miami Original Nine-Foot Section of Route 66 Roadbed

other names/site number N/A

2. Location

Junction of E. Street SW and
 street & number 130th Street to Route 66 not for publication N/A
 city or town Miami vicinity X
 state Oklahoma code OK county Ottawa code 115
 zip code 74354

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this XX 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 XX meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (N/A See continuation sheet for additional comments.)

Blake Wade December 21, 1994
Signature of certifying official Date

Oklahoma Historical Society, SHPO
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, hereby certify that this property is:

<u> </u> entered in the National Register	<u><i>Beth Poland</i></u>	<u><i>2/9/95</i></u>
<u> </u> See continuation sheet.	_____	_____
<u> </u> determined eligible for the	_____	_____
<u> </u> National Register	_____	_____
<u> </u> See continuation sheet.	_____	_____
<u> </u> determined not eligible for the	_____	_____
<u> </u> National Register	_____	_____
<u> </u> removed from the National Register	_____	_____

 other (explain): _____

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
<u>0</u>	<u>0</u> buildings
<u>0</u>	<u>0</u> sites
<u>1</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Route 66 and Associated Historic Resources in Oklahoma

=====
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)

No Style

Materials (Enter categories from instructions)

foundation N/A

roof N/A

walls N/A

other ASPHALT

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

Period of Significance 1926-1937
1919-1921

=====
8. Statement of Significance (Continued)
=====

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above)
 N/A

Cultural Affiliation N/A

Architect/Builder Western Paving Company, Inc.
 Parker-Washington Company

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: _____

=====
10. Geographical Data
=====

Acreeage of Property 6.9 acres

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

	Zone	Easting	Northing	Zone	Easting	Northing	
1	<u>15</u>	<u>331390</u>	<u>4077480</u>	3	<u>15</u>	<u>329740</u>	<u>4075900</u>
2	<u>15</u>	<u>329790</u>	<u>4077490</u>	4	<u>15</u>	<u>328150</u>	<u>4075940</u>
	<u>N/A See continuation sheet.</u>						

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
=====

Maryjo Meacham, Director, Design/Research Center; Brenda Peck, Historian;
name/title Lisa Bradley & Susan Roth, Graduate Assistants: Oklahoma SHPO, ed.
University of Oklahoma,
organization College of Architecture date May 31, 1992
street & number 830 Van Vleet Oval telephone 405/325-2293
city or town Norman state OK zip code 73019

=====
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 Ottawa County

street & number 102 E. Central, Suite 202 telephone _____

city or town Miami state OK zip code 74354

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 9

Miami Original Nine-Foot Section
of Route 66 Roadbed
name of property
Ottawa County, Oklahoma
county and State

SUMMARY

Built between 1919 and 1921, the three mile stretch of the Miami Original Nine-foot Section of Route 66 Roadbed is lined on both sides with flat cultivated fields and pastures. It is located in a rural setting three miles south and one half mile west of the intersection of present Route 66 and Oklahoma Highway 125 in Miami, Oklahoma. The roadbed is nine feet wide, with five-foot wide gravel shoulders. It is a generally straight road with rounded corners, its course determined by the section lines. Since 1984, the roadbed has been covered with loose gravel. Some of the original roadbed and curbing remain visible in places, and the section is still in use.

DESCRIPTION

This three mile section is one of two sections of the original nine-foot wide road that remains intact. This section begins south of the city of Miami, Oklahoma at the junction of E. 130th Road and S 550 Road (or three miles south and one-half mile west of the intersection of present Route 66 and Oklahoma Highway 125). It is nine feet wide with five-foot wide gravel shoulders. The road is lined on both sides with flat cultivated fields, pastures, and a few small farmhouses that appear to be contemporaneous with the roadbed.

The three mile section commences at the intersection of E. 130th Road and S 550 Road and proceeds west for one mile. At that point, the road then curves to the south for one mile and then curves west for one mile and terminates fifty feet east of the present Route 66 Highway. At each of the corners, the pavement widens to between twelve and sixteen feet and is banked upward at a slight angle from the inner to the outer edges. This feature was designed to prevent fast-moving vehicles from skidding off the road while rounding the curves.

The road was originally surfaced with a "Topeka" asphalt mixture covering a concrete base. Topeka asphalt was similar to ordinary sheet asphalt used on most city streets, but with larger stones added, some as much as one-half inch in size. This original material has been covered with a more recent form of asphalt. For much of the nominated roadbed, a five inch to six inch wide, low

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CONTINUATION SHEET

Section 7 Page 10

Miami Original Nine-Foot Section
of Route 66 Roadbed
name of property
Ottawa County, Oklahoma
county and State

=====

concrete "curb" is visible along the edges of the roadbed. Since 1984, the roadbed has been covered with loose gravel. Portions of the original roadbed are still visible in places. The entire road is visible and still in use.

Although barely noticeable, a small concrete bridge is incorporated into this section of Route 66. Also built in 1918-1919, the surface of the road and bridge are covered with gravel and dirt, making it hard to distinguish the bridge from the road. Because of this and the bridge's small size, it is not counted as a separate structure. The bridge is constructed of reinforced concrete with round, hollow metal pipe used for railing. The railing on the east side of the bridge is missing. The bridge is located over a small tributary of Coal Creek.

ALTERATIONS AND ADDITIONS

Since 1937, the Miami Original Nine-foot Wide Section of Route 66 Roadbed has been used as a rural road for local traffic. Until 1984, the road apparently was maintained with materials similar to the original construction, although the present asphalt is a dark material whereas the original material resembles the color of concrete. Since 1984, a mixture of gravel and dirt has been used to resurface the road. In recent years, Route 66 enthusiasts have painted white "Route 66" logos on the roadbed to aid nostalgia seekers in the search for this early-day relic. These are the only alterations to the original section.

The Miami Original Nine-Foot Section of Route 66 Roadbed continues to maintain a high degree of integrity because of the width of the road, the original setting, the original material which remains visible through the gravel and eroded overlays of asphalt, and conveys the feeling of its past environment.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 11

Miami Original Nine-Foot Section
of Route 66 Roadbed
name of property
Ottawa County, Oklahoma
county and State

=====

SUMMARY

The Miami Original Nine-foot Section of Route 66 Roadbed is historically significant for its unique nine-foot width and its association with the development of transportation in Oklahoma. In 1926, U.S. Highway 66 was officially designated by the United State Department of Agriculture. It was to be a combination of several existing roads that would form a transcontinental passage from Chicago, Illinois, to Los Angeles, California. This section of road, begun in 1919 and completed in 1921, is one of two remaining nine-foot wide sections of roadbed of U.S. Highway Route 66 in Oklahoma. It stretches three miles between Miami and the present Route 66 and was heavily used until the completion of the realigned Route 66 in 1937. It is an excellent example of an original rural section of Route 66, which was later by-passed in one of the many realignments of the route. It is still in use. Contextually, it relates to "Transportation on Route 66 in Oklahoma (1926-1944)." The associated property type is Roadbed, subtype Route 66 Roadbed Still In Use.

HISTORICAL BACKGROUND

This road, like many others, was a response to the increased popularity of the automobile as a form of transportation. A network of hard-surfaced, permanent roads was needed to ensure reliable automobile travel. Although construction started on this roadbed in 1919 and was completed in 1921, it was not opened to public travel until March 1, 1922.

The Miami Original Nine-foot Section of Route 66 Roadbed was part of a 15.47 mile-long stretch of Oklahoma Highway 7 between Miami and Afton, Oklahoma, commonly referred to as the Miami-Afton Road. It was listed in the records of the Oklahoma Department of Transportation as Federal Aid Project Number 8. The original road started near the Neosho River Bridge near Miami, ran through Narcissa, and ended in Afton.

The construction contract was let to Western Paving Company, Inc., although a newspaper article published at the time of the road's dedication indicates that the north half was completed by the Parker-Washington Company of Chicago, Kansas and Tulsa. Specifications called for a five-inch concrete base with a

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 12

Miami Original Nine-Foot Section
of Route 66 Roadbed
name of property
Ottawa County, Oklahoma
county and State

=====

two inch, Topeka asphalt surface. The cost was estimated at \$21,000 per mile, totaling \$341,000 for the 15.47-mile stretch. The March 14, 1922 issue of the Miami Daily Record reported "Max L. Cunningham was the state engineer when the contract was let. The greater part of the road was constructed under the supervision of Capt. J.D. Fanntleroy, district engineer, George C. White, senior engineer, E.S. Aloerman, state engineer, and George S. Stein, project manager."

TRANSPORTATION SIGNIFICANCE

The significance of the Miami Original Nine-foot Section of Route 66 Roadbed lies in its importance to the evolution of Oklahoma's highway system. In 1926, U.S. Highway Route 66 was the answer to a national movement for good roads, and this section of original nine-foot-wide roadbed, which was originally constructed as part of Highway 7, was incorporated into the overall U.S. Highway Route 66 system in Oklahoma.

The nominated roadbed is also significant as a unique section of U.S. Highway Route 66; it is one of two stretches that measures nine feet in width. There are no existing records that explain the reasoning for this width. In fact, all records at the Oklahoma Department of Transportation report this road to be eighteen feet in width. Two possible theories might explain the reason for the nine-foot-wide road. The first possibility is that there was not enough money to finish the second half of the road, thus leaving the entire width at nine feet. The second theory suggests that in order to get more road for the money, they constructed the road half the width at twice the distance. Whatever the reason for its narrow width, it was soon obvious that the nine-foot section was impractical for automobile travel and particularly so for a transcontinental highway. The narrowness posed a safety problem and the zig-zag nature of the road slowed traffic. This resulted in a realignment of Route 66 running west and then south out of Miami that widened the road and eliminated the numerous turns. The realigned section was dedicated in 1937.

The period of significance indicated by the dates 1919-1921 pre-dates the roadbed's association with Route 66. This period reflects when the road was

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 13

Miami Original Nine-Foot Section
of Route 66 Roadbed
name of property
Ottawa County, Oklahoma
county and State

=====

constructed and its importance as the first paved highway in Oklahoma and one of the first Federal Aid Projects in the state.

The nominated property is one of two historic segments of Route 66 that is only nine-feet wide. The other segment is also three miles long and is east/northeast of the town of Afton, Oklahoma. That segment does not have as much integrity as the nominated section due to a .3-mile disturbance to the roadbed caused by the construction of an overpass for the Will Rogers Turnpike, although portions of the Afton segment appear to be eligible for the National Register. The nominated roadbed and the Afton roadbed are separated by a six-mile stretch of the present two-lane Route 66.

The Miami Original Section of Route 66 Roadbed has retained its historical and structural integrity and remains as Oklahoma's longest, most intact section of nine-foot-wide roadbed that was once a part of U.S. Highway Route 66.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9, 10 Page 14

Miami Original Nine-Foot Section
of Route 66 Roadbed
name of property
Ottawa County, Oklahoma
county and State

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BIBLIOGRAPHY

Anders, Mary Ann. "A Survey of Route 66 through Oklahoma." Oklahoma Historical Society, State Historic Preservation Office, 1984.

Bassett, Tom. Interview, Afton, Oklahoma. September 1991.

Lopez, David. Interview, Oklahoma Department of Transportation, Oklahoma City, Oklahoma. November, 1991.

Miami Daily Record-Herald, January 3, 1919. March 3, 1922. March 14, 1922.

Oklahoma Department of Highways. Annual Report from the Engineering Department, 1919-1924.

Oklahoma State Highway Commission. Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive. Oklahoma City, Oklahoma, 1925.

Scott, Quinta and Susan Croce Kelly. Route 66: The Highway and Its People. Norman: University of Oklahoma Press, 1988.

VERBAL BOUNDARY DESCRIPTION

Beginning at the intersection of E 130 Road and S 550 Road, proceed west for one mile, turning south following the curve to the section line road at the junctions of Sections 11, 12, 13, and 14; proceed south one mile to the curve to the east/west section line road; proceed west approximately one mile, ending fifty feet east of the intersection with the present Route 66 highway.

BOUNDARY JUSTIFICATION

The boundaries described includes that part of the original Miami-Afton Road that retains the greatest integrity between the city of Miami, Oklahoma and the present Route 66. The boundaries include the original nine-foot wide roadbed and the five-foot wide gravel shoulders on either side of the road.