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

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1. Name of Property

==========

historic name Arcadia Route 66 Roadbed

other names/site number N/A

==========

2. Location

==========

street & number Extend. SSE from Jct. SR66 & Hiwassee Rd. not for publication N/A

city or town Arcadia, Oklahoma vicinity X

state Oklahoma code OK county Oklahoma code 109

zip code 73007

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 __X__ statewide ____ locally. (____ See continuation sheet for additional comments.)

Signature of certifying official — Date: 10-25-99

Oklahoma Historical Society; State Historic Preservation Officer
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:

____ 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 of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

___ private
_X_ public-local
___ public-State
___ public-Federal

Category of Property (Check only one box)

___ building(s)
___ district
___ site
_X_ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
1	_____	structures
1	_____	objects
2	_____	Total

Number of contributing resources previously listed in the National Register N/A

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:	Sub:
Transportation	Road Related (Vehicular)

Current Functions (Enter categories from instructions)

Cat:	Sub:
Transportation	Road Related (Vehicular)

7. Description

Architectural Classification (Enter categories from instructions)

Other - roadway

Materials (Enter categories from instructions)

foundation Concrete
roof N/A
walls N/A
other Portland Concrete / asphalt and concrete combination

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)

X 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.

X 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 1922-1949

Significant Dates 1922
1926
1928-29

8. Statement of Significance (Continued)

Significant Person (Complete if Criterion B is marked above)

_____

Cultural Affiliation _____

_____

_____

Architect/Builder Oklahoma State Highway Commission--Design
Brooks Dahlgren and West Paving Co., 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
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: _____

10. Geographical Data

Acreage of Property 9.5

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	14	653900	3948120	3	14	653960	3948040
2	14	654080	3947520	4	14	654180	3947400
5	14	654320	3947360	6	14	654820	3947320

N/A 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 Jim Ross, publisher

organization Ghost Town Press date June 29, 1999

street & number 13100 E. Old Highway 66 telephone (405) 396-2166

city or town Arcadia state OK zip code 73007-7909

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 Oklahoma County

street & number 320 Robert S. Kerr Ave. telephone (405) 713-1361

city or town Oklahoma City state OK zip code 73102

NARRATIVE DESCRIPTION

The nominated section of two-lane roadbed is just under one mile in length. Near its midpoint, a concrete pylon bearing construction data remains alongside the road. This stretch of original Route 66 lies along a wooded hillside approximately one mile east of the town of Arcadia, Oklahoma and approximately one-half mile north of the Deep Fork of the Canadian River. Rural in setting and zoned agricultural, this tree-lined lane is decorated with blackjack oak, burr oak, cottonwood, cedar, chinaberry, and other indigenous trees as well as an abundance of wildflowers. A haven for deer, the area is also habitat for coyote, rabbit, bobcat, raccoon, squirrel and other game. To the immediate north is a Black Angus cattle ranch and to the immediate west lies an operating dairy farm. To the east and south, the landscape is a mix of pasture, woodland, and cultivated river bottom.

The roadway within the boundaries of the property is nine tenths of a mile in length and its hard surface width is eighteen feet, with additional right of way of sixty-two feet, resulting in a total property width of eighty feet. Constructed in 1922 and paved in 1928-29 to Oklahoma State Highway Commission standards of the era, the property consists of the east and west adjoining "ends" of two separate road construction projects, each of which was built with a different road surface design. The first, completed in 1928, is a standard "Bates Type" roadway consisting of pure Portland Concrete, and is part of Federal Aid Project 137, Section G, extending 3/10ths of a mile on the east end of the property. The total length of this project was 4.058 miles. The second, completed in 1929, is a "Modified Bates Type" roadway consisting of a two inch asphalt surface over a five inch concrete base with nine inch concrete edgings, and is part of State Aid/Federal Aid Project 137, Section F, extending 6/10ths of a mile on the west end of the property. The total length of this project

NARRATIVE DESCRIPTION (Continued)

was 4.877 miles. The parts of these road projects extending outside the boundaries of the property have been overlaid by present Oklahoma State Highway 66.

Both road surface designs were common during the early years of paving U.S. highways, though the Portland Concrete surface (such as the property's FAP 137-G) ultimately became the design of choice, as it was more economical, could be built faster, and met all standards for durability. In 1928 Oklahoma, approximately 90% of all Portland Cement was manufactured in-state at the Ada, Oklahoma Portland Cement Company. (This cement, mixed on-site with aggregate, became Portland Concrete.) The resulting roadbed had a strength averaging 4,500 lbs. per square inch, as high as any in the nation. Calcium chloride was used as a curing agent. On asphalt projects (such as the property's SA/FAP 137-F), an on-site chemist from the state laboratory supervised the preparation and laying of the asphalt mixture, to include assisting the contractor in selecting the sands used. From day to day the finished product was tested for viscosity, solubility, specific gravity, melting point, volatility, penetration, and flash point.

At the point where the two road types abut (near the property's midpoint), there remains on the right of way a concrete FAP (Federal Aid Project) marker with two in-laid brass shields inscribed with data for each project in its entirety, to include the project's number and section, its length in miles, and the year of completion. This marker, which is three-sided and stands approximately three feet above ground, was installed by the state highway department at the time paving and all related work was completed.

ALTERATIONS

Other than periodic patching of holes with like materials, the dimensions and materials for both road types remain unaltered since their respective completions in 1928-29. The roadside FAP marker remains 100% unaltered.

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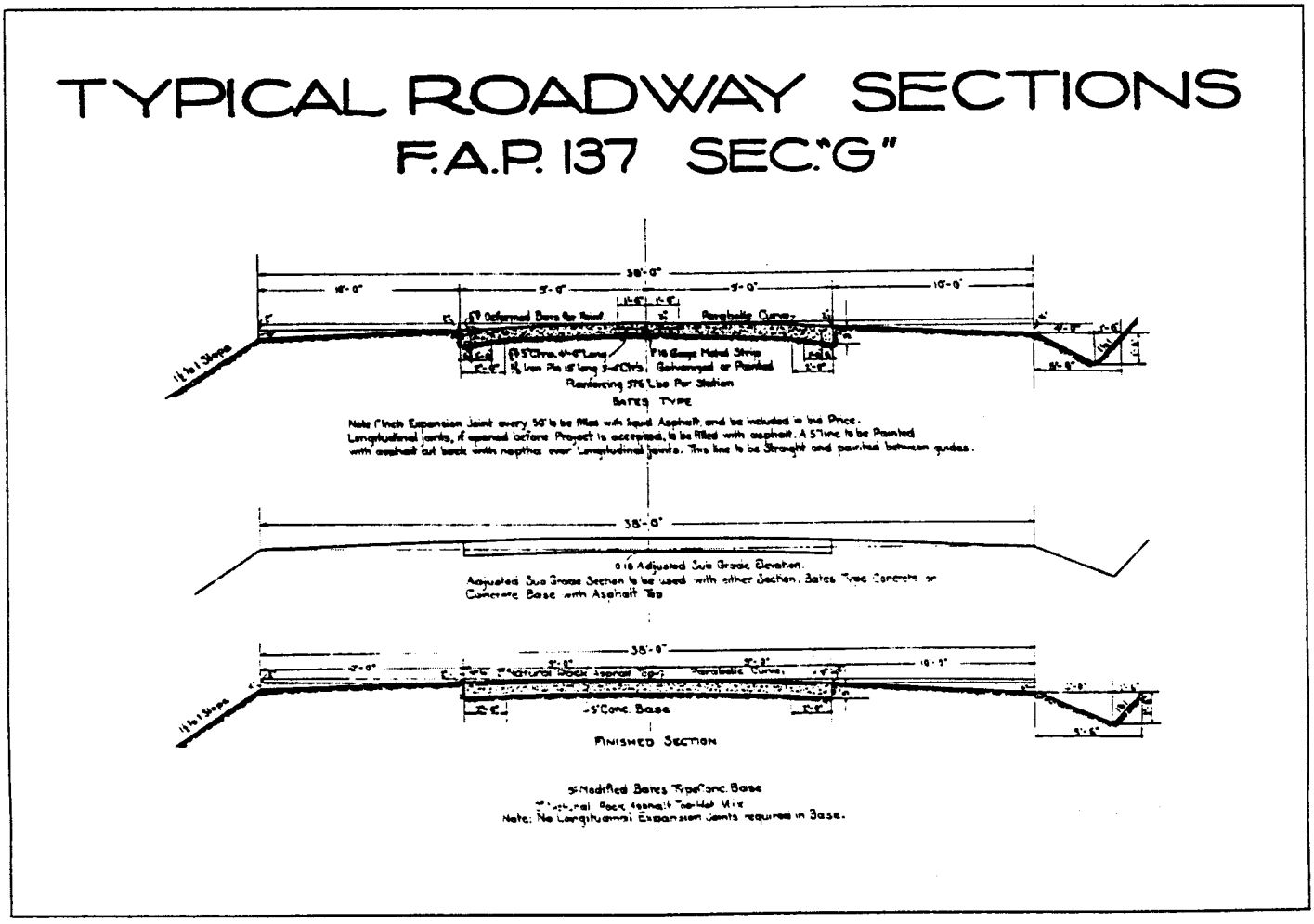
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 11

Arcadia Route 66 Roadbed
name of property
Oklahoma County, Oklahoma
county and state
Route 66 and Associated Historic Resources in Oklahoma
name of multiple property listing

Oklahoma State Highway Commission roadway design specifications - 1928



Oklahoma State Highway Commission roadway design specifications - 1928

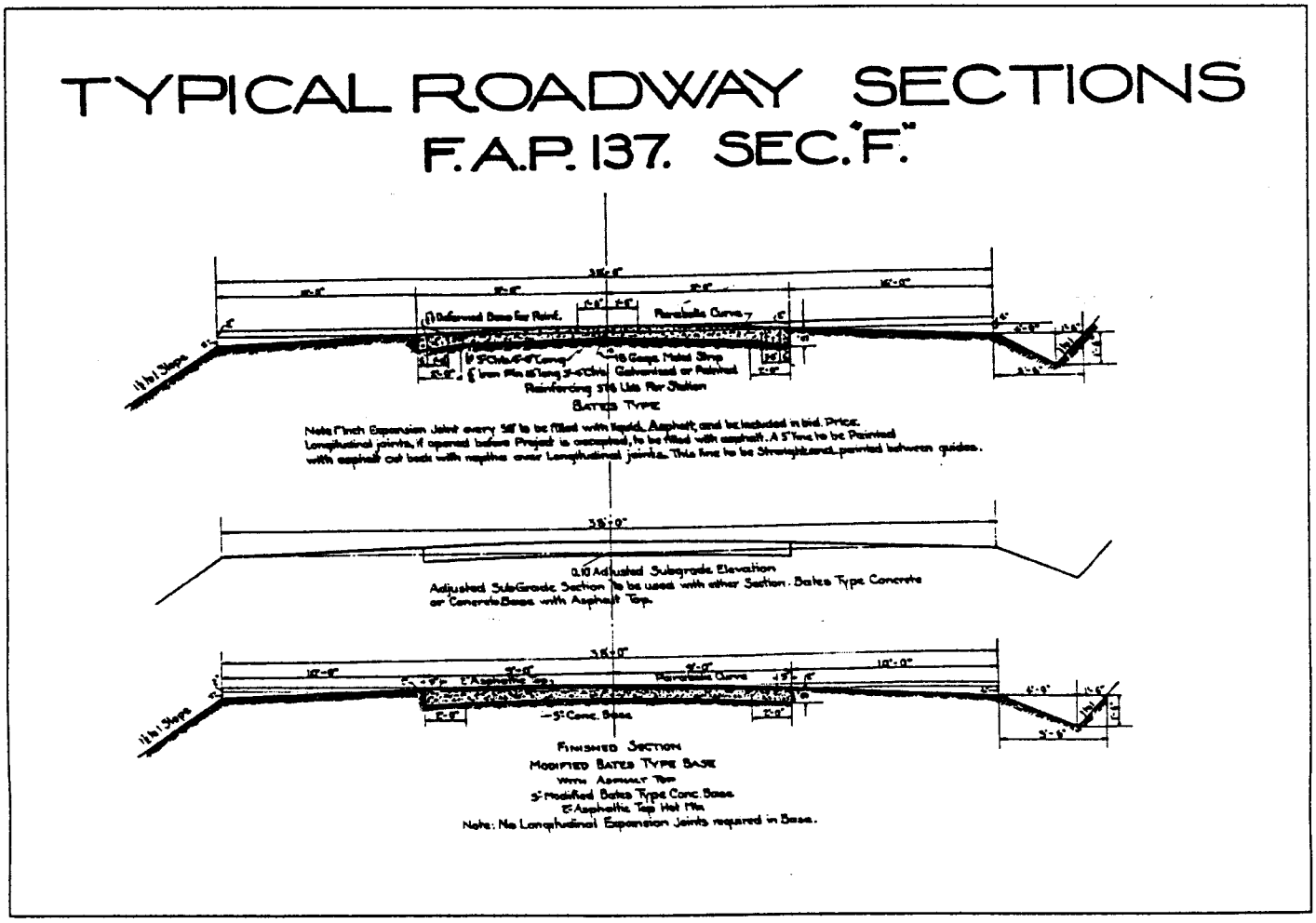


Illustration of 1928 road building project of identical design to the property's FAP 137-F.

Federal Aid Project No. 168. Okmulgee County, 5 miles of concrete and asphalt paving west of Henryetta, being built by Park and Moran of Okmulgee; C. P. Smith resident engineer and J. H. Tait division engineer.

NARRATIVE STATEMENT OF SIGNIFICANCE

SUMMARY

This section of original Route 66 roadbed is eligible for the National Register of Historic Places under Criterion A for its association with the development of a modern transportation system in Oklahoma and its association with U.S. Highway 66, one of the nation's first all-weather, interstate highways. It is also eligible under Criterion C as an excellent surviving example of roadbed construction and paving methods in the late 1920s, illustrating two distinctly different types of roadway design.

HISTORICAL BACKGROUND

The dedication of Route 66 took place on November 11, 1926 at an American Association of State Highway Officials ceremony in Pinehurst, NC, when the uniform numbering system for the newly created national highway system was adopted by all the states. Prior to the establishment of this system, the nation's highways consisted essentially of discontinuous road networks devised by non-affiliated trails associations. The new government-mandated uniform marking system gave precise definition to each recognized federal highway in terms of its length and continuity.

Because both ends of the highway terminated in major cities (Chicago in the east and Los Angeles in the west), Route 66 soon became the nation's premier thoroughfare. It was known as "the way west," and during the Dust Bowl and Depression years it also became a road of hope for thousands of

NARRATIVE STATEMENT OF SIGNIFICANCE (Continued)

migrant families desperate to escape the shriveled lands of Oklahoma, Arkansas, Texas and Kansas. In 1939, author John Steinbeck chronicled that exodus in his novel, "The Grapes of Wrath," wherein he defined Route 66 as "the mother road, the road of flight." It was an identification that so aptly described the innumerable instances of deliverance or despair resulting from the migrants' travels on the highway that "The Mother Road" thereafter became the universally adopted namesake for U.S.66.

Also known as The Will Rogers Highway (dedicated as such by the U.S.66 Highway Association in 1952) and The Main Street of America (the slogan used by the association), a variety of other events and occurrences also contributed to the establishment of its legendary status in transportation history. Among them were the "Bunion Derby" of 1928, a transcontinental footrace that incorporated all of U.S.66 and brought a high level of publicity to the fledgling highway, and the Will Rogers Caravan, a motorcade that traveled the highway in 1952 to promote a motion picture on the life of Will Rogers.

In 1946, during a car trip from Pennsylvania to Los Angeles, songwriter/composer Bobby Troup used the names of the towns on the map he followed to write the song destined to become the highway's anthem, "Route 66," a tune that was initially recorded by Nat King Cole and has since been recorded by dozens of other artists.

Troup's historic trip occurred immediately after World War II,

NARRATIVE STATEMENT OF SIGNIFICANCE (Continued)

during which Route 66 had been used primarily as a conduit for military and truck convoys operating between the industrial East and training bases in the West. The congestion caused by the continuous stream of large trucks slowed traffic significantly, however, and over time resulted in serious damage to the roadway. These two unforeseen shortcomings played a major role in post-war decisions to replace the nation's highways with limited access, high-speed interstates, which came to bear with the Interstate Highway Act of 1956. Even though parts of many highways had by then been four-laned, over the next twenty years America's primary network of roadways, including U.S.66, were systematically replaced or upgraded to full interstate standards.

Among the millions who traveled this fabled road between its inception in 1926 and its official de-certification in 1985, hundreds of thousands felt its impact in a myriad of ways. For the majority of Americans still living, however, it is perhaps best remembered as America's vacation highway, where trading posts and reptile ranches once decorated the roadside and where small town boulevards were splashed with pulsing neon and lined with motor courts and full-service filling stations. Route 66 earned its place in the hearts of these motorists beginning at the end of World War II, when returning servicemen sought to re-visit former duty stations in California or simply set out with their families to experience first hand the freedom they now so deeply understood. Others flocked to the Grand Canyon and similar tourist attractions that were now much more accessible.

NARRATIVE STATEMENT OF SIGNIFICANCE (Continued)

Throughout its years, Route 66 was in a continual state of physical change. In the beginning, the roadway itself was primarily a linkage of dirt and gravel roads, and as paving commenced, numerous alterations in the route were required to eliminate some of the hair-pin turns, flood-prone areas, and other hazards that involved safety or impeded traffic. Even with the advent of hard surfacing, however, funding limitations and the construction technology of the time left many stretches of the road marginal in terms of safety and ease of travel. It was common, for instance, for road builders to use existing bridges where possible, even if the result was an awkward deviation in the routing. Low-lying areas were often improved, but to a less than optimum degree.

Typical surfacing materials included concrete, asphalt, and brick, with concrete or asphalt accounting for all but a few short sections. The entire paving process took twelve years to complete (1926-1938) and progressed piece-meal, with each of the states involved creating their own specifications regarding design and materials and prioritizing which areas to pave first as funds were made available.

In Oklahoma, the State Highway Commission directed that the path of Route 66 was to follow State Highway 39 from the Oklahoma boundary with Kansas to Commerce, State Highway 7 from Commerce to Oklahoma City, and State Highway 3 across western Oklahoma. At the time, the roads that made up this linkage included existing section line roads, town roads, and the like, most of which were unimproved, including the nominated property. Situated in central Oklahoma only seven miles east of Edmond and twenty

NARRATIVE STATEMENT OF SIGNIFICANCE (Continued)

miles northeast of Oklahoma City, the development of the section containing the property came early compared to areas that remained unpaved as late as 1937. This was due primarily to a higher volume of traffic in the vicinity of the larger towns. Even so, the property carried all Route 66 traffic for approximately one and a half years as a dirt road before improvements were made.

HISTORICAL SIGNIFICANCE

The initial right of way for the nominated property--66 feet in width--was purchased in 1922 for use as a county road. In 1924, it became part of Oklahoma State Highway 7, which was one of several new, numbered state highways created to replace the Ozark Trail and other "named" roads. In 1926, SH7 was also designated U.S.66 and in 1928, in preparation of paving, additional right of way was acquired, expanding the original sixty-six feet to eighty feet. Paving of the property's roadway, which involved two separate construction projects, began the same year and, as stated in the Narrative Description, involved two different road surface designs--the "Bates Type" concrete design and the "Modified" Bates Type" concrete and asphalt combination. The Portland Concrete project (FAP 137-G) opened to traffic in 1928, while the combination concrete and asphalt project (SA/FAP 137-F) was completed in 1929. At that time the concrete marker officially identifying both projects (the property's other resource) was installed on the right of way where the two roads meet.

NARRATIVE STATEMENT OF SIGNIFICANCE (Continued)

Though the standard, all-concrete "Bates Type" roadway was faster and cheaper to build than the "Modified Bates Type" that featured a two-inch rock asphalt surface, it was not uncommon for the Oklahoma State Highway Commission to specify different designs for adjoining projects or to solicit bids that were not restricted to one design, as indicated on the specification sheets for the property's FAP 137-Sections G and F, each of which depicts both the "Bates Type" and "Modified Bates Type" roadbeds (see continuation sheets for Section 7, pages 11 & 12). Paving of highways at the time was an evolving innovation. As a result, highway departments often experimented with different surfaces to test durability. To further illustrate this point, FAP 137-H, which abutted SA/FAP 137-F only a few miles west of the property, was paved in brick, thus linking three consecutive projects of three different road type designs.

Because the property's roadway circumnavigated a small hill, its construction involved banking curves, inclines, and a measure of cut-and-fill (whereby high points were cut down and the extracted dirt used to fill low areas). Contractor for the "Bates Type" project (FAP 137-Section G), was Brooks Dahlgren. Contractor for the "Modified Bates Type" project (SA/FAP 137-Section F) was West Paving Company. Section G (totaling 4.058 miles) was let in the amount of $111,108.00, while the accepted bid for Section F (totaling 4.877 miles) was for $165,703.00.

Once completed, the property ferried all U.S.66 traffic until 1952. At that time, it was bypassed by a new alignment that re-directed traffic

NARRATIVE STATEMENT OF SIGNIFICANCE (Continued)

around the other side of the hill. The characteristics of the upgrade alignment reflected the most current design aspects, including wider lanes, improved striping and drainage, less severe grades, and gentler curves. Consequently, the property was removed from the state highway system and its maintenance reverted to the county government. It has since remained open for localized use.

As part of one of the key routes when the first system of interstate highways was designated in 1926, the nominated property is one of a relatively few remaining sections of original Route 66 paving, and has two unique and significant distinctions: It contains the only unaltered, surviving specimen of the concrete/asphalt "Modified Bates Type" roadway built to the standards required by the State Highway Commission when U.S.66 was constructed in Oklahoma. It also contains the only surviving stretch of Route 66 paving that involves the adjoining of two different, original, unaltered road surface designs.

Both road types are highly representative of designs favored by road builders of the time and were used for first generation paving on virtually all of Route 66 in Oklahoma.

NARRATIVE STATEMENT OF SIGNIFICANCE (Continued)

Additionally, the significance of the property's roadbed is further enhanced by the original, unaltered, concrete project marker located on the right of way, which is among the few still existing on Route 66 and one of an even fewer number found to be fully inscribed with historical project data.

Because it has been only lightly traveled since its 1952 bypass, the nominated property mirrors precisely and superbly all of its historical associations. It stands not only as an important example of the road building technology of the era, it is symbolic of the role played by highways in the cultural changes spawned by the auto age and the evolution of transportation in America.

MAJOR BIBLIOGRAPHICAL REFERENCES

Krim, Arthur, "Mapping Route 66: A Cultural Cartography." Roadside America, ed. Jan Jennings. Ames: University of Iowa Press, 1990, p.206.

Lange, Dorothea and Taylor, Paul Schuster, "An American Exodus." New Haven: Yale University Press, 1939; Paul Schuster Taylor, 1969.

Oklahoma Department of Transportation - Records. Oklahoma City, Oklahoma.

Rittenhouse, Jack D., "A Guidebook to Highway 66." A Facsimile of the 1946 First Edition. Albuquerque: University of New Mexico Press, 1989.

Ross, Jim, "Proud of What It Means: Route 66, Oklahoma's Mother Road." The Chronicles of Oklahoma, Vol. LXXIII, Number 3, Fall 1995, pp.260-277. Oklahoma Historical Society.

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

Thomas, James H., "The Bunion Derby." Oklahoma City: Southwestern Heritage Books, 1980.

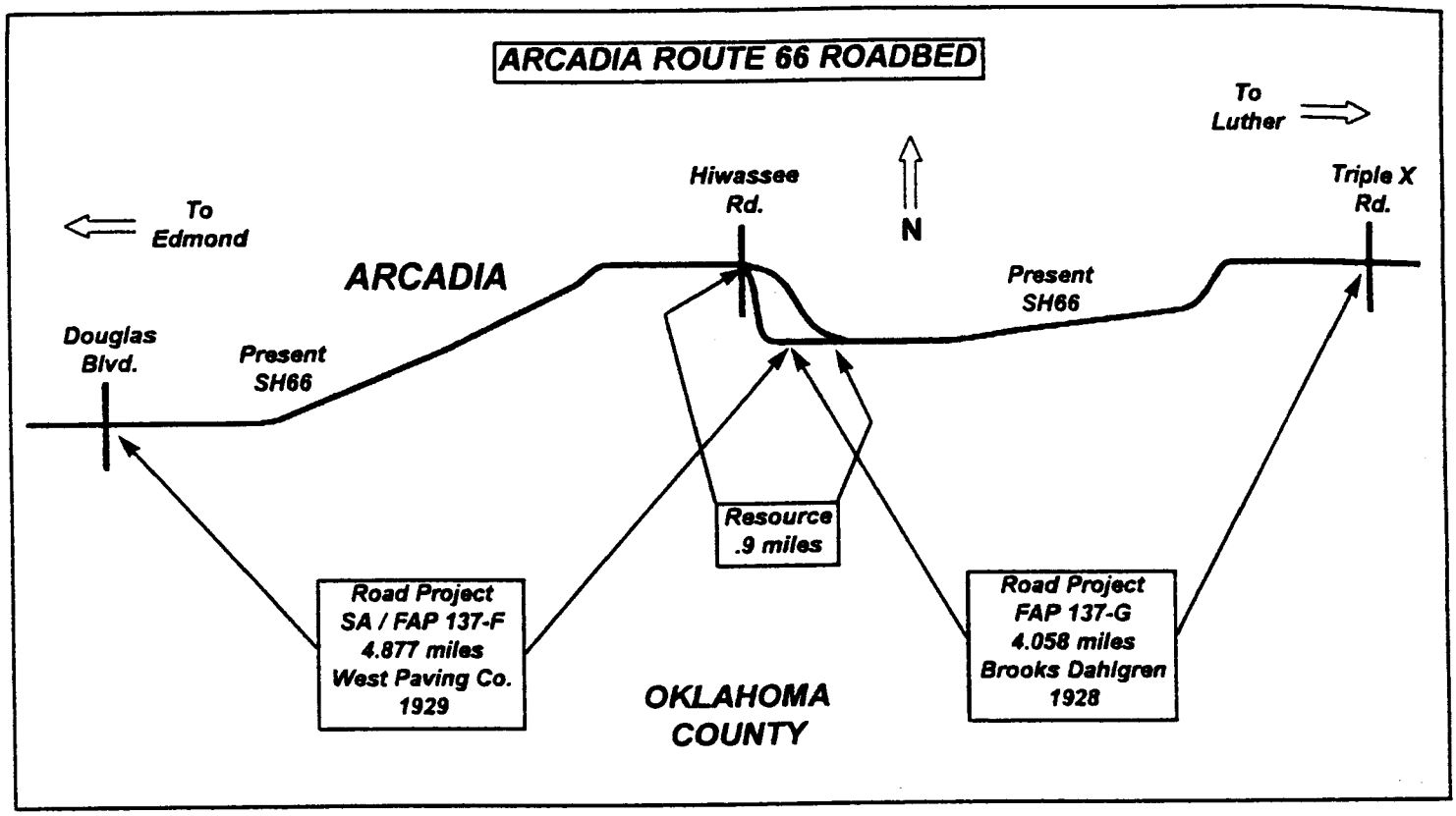
Wallis, Michael, "Route 66: The Mother Road," New York: St. Martin's Press, 1990.

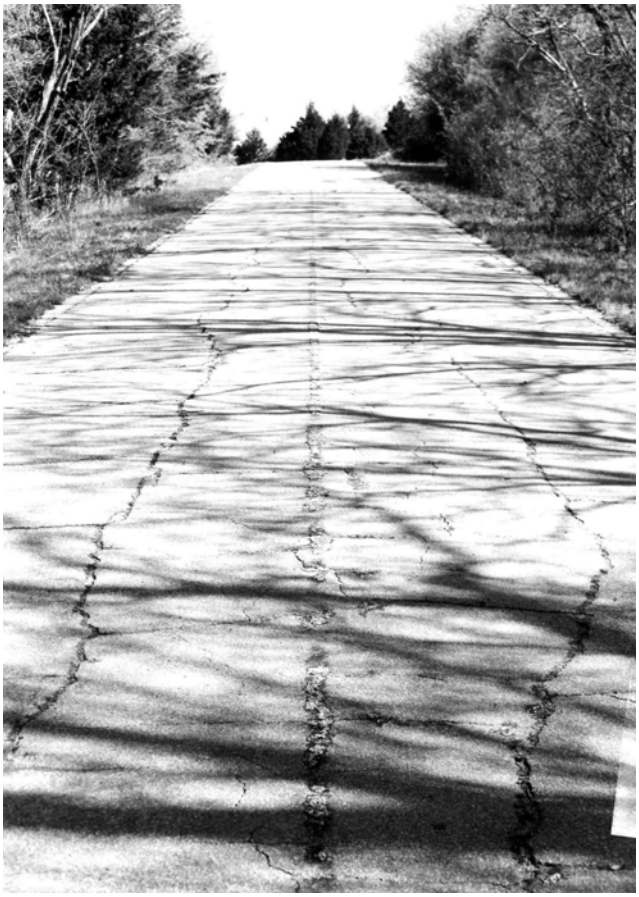
VERBAL BOUNDARY DESCRIPTION

Beginning at the northwest corner of the northwest quarter of Section 27, Oklahoma County, which is the intersection of Oklahoma State Highway 66 and Hiwassee Road and the junction of sections 21, 22, 27, and 28, proceed on an angle south-southeasterly for approximately one-half mile, then along a banking, uphill, left-hand curve approximately one-tenth of a mile to a due east direction following the quarter section line of section 27 for approximately three-tenths of a mile, to a reconnection with Oklahoma State Highway 66.

BOUNDARY JUSTIFICATION

The boundary described contains the entire property, to include the original paved roadbed as well as adjoining right-of-way, together totaling eighty feet in width by nine-tenths of a mile in length.


ARCADIA ROUTE 66 ROADBED
To Luther
To Edmond
Hiwassee Rd.
N
Triple X Rd.
ARCADIA
Present SH66
Douglas Blvd.
Present SH66
Resource .9 miles
Road Project SA / FAP 137-F 4.877 miles West Paving Co. 1929
Road Project FAP 137-G 4.058 miles Brooks Dahlgren 1928
OKLAHOMA COUNTY



Arcadia Route 66 Roadbed