



*Oklahoma Route 66 Scenic Byway*  
Corridor Management Plan



Prepared for:



Prepared by:



# Oklahoma Route 66 Scenic Byway Corridor Management Plan (CMP)



Oklahoma Department of Transportation  
&  
Oklahoma University

Prepared by:  
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In Association with:  
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*Oklahoma State Byways*

- Cimarron Heritage Trail Byway
- Mountain Gateway Scenic Byway
- Mountain Pass Scenic Byway
- Osage Nation Heritage Trail
- Route 66 Scenic Byway (this CMP addresses this byway)
- Wichita Mountains Scenic Byway

*Oklahoma National Scenic Byways*

- Talimena Drive: A National Byway

*National Scenic Byways Program (NSBP)*

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. Since 1992, the National Scenic Byways Program has funded 2,451 projects for state and nationally designated byway routes in 50 states, Puerto Rico and the District of Columbia. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities. (Source: <http://www.byways.org>, August 2008)



U.S. Department  
of Transportation

**Federal Highway  
Administration**

The National Scenic Byways Program (NSBP) requires that a Corridor Management Plan (CMP) meet the following 14 points, plus an additional 4 points for those Scenic Highways that are seeking All-American Road (AAR) designation, for a total of 18 points. Throughout the Oklahoma Route 66 Scenic Byway CMP each section that addresses one of the 18 points is denoted with a maroon square with the NSB point addressed inside, such as the sample box below shows:



### **National Scenic Byways Program (NSBP) Corridor Management Plan (CMP) Criteria/Point Sample Box**

**Throughout this document these boxes display where each of the 18 NSBP CMP points (for All-American Designation) are addressed.**

*18 Points of the NSBP CMP Requirements*

1. A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor.
2. An assessment of the intrinsic qualities and their "context" (the areas surrounding them).

3. A strategy for maintaining and enhancing each of those intrinsic qualities.
4. The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.
5. A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.
6. A plan for on-going public participation.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.
11. A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.
12. Plans of how the byway will be marketed and publicized.
13. Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway's intrinsic qualities.
14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors.

#### *All-American Road Requirements/Points*

15. A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.
16. A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.
17. A plan for addressing multi-lingual information needs.
18. A demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

*(Source: NSBP Nomination Application Manual, 2008)*

### **1.4 Benefits of National Scenic Byway Designation**

Scenic highways/byways are roads that highlight and capture the significant cultural, historic, archeological, recreational, natural, and scenic features of an area. These significant roadways

## 2.1 Goals and Strategies

The following section provides the Goals and Strategies for the Oklahoma Route 66 Scenic Byway corridor. The Implementation Responsibilities chapter (Chapter 5.0) of this CMP assigns responsible entities to each of the Goals and Strategies outlined below.

### Goal 1: Preservation of Intrinsic Resources

Preserve and protect the valuable intrinsic resources along Oklahoma Route 66 that give the roadway its character.

#### *Strategies:*

- 1.1 Identify key Oklahoma Route 66 resources, including the road itself, and develop strategies for preservation and protection of these resources.
- 1.2 Enhance working relationships with resource management agencies and property owners along Oklahoma Route 66 to preserve and protect the intrinsic resources.
- 1.3 Work with the National Park Service (NPS) and the Trust for Historic Preservation to encourage the preservation of structures and sites.
- 1.4 Develop incentive programs within local and state governments that encourage preservation of key Oklahoma Route 66 resources.
- 1.5 Educate the Oklahoma Route 66 community about the benefits and methods of preservation of resources.
- 1.6 Develop a Design Guide Manual that outlines and presents preferred design standards to the Route 66 development community and property owners.
- 1.7 Promote that local governments develop Comprehensive Plans that assist in the protection of Oklahoma Route 66 resources.
- 1.8 Develop a Land management Plan that will guide the development and preservation of property/land along the Oklahoma Route 66 corridor.
- 1.9 Create/promote a Bridge Preservation and Maintenance Plan.

### Goal 2: Signage/Wayfinding

Create an integrated, thorough and recognizable signage system that easily guides the traveler's experience along the Oklahoma Route 66 Scenic Byway.

#### *Strategies:*

- 2.1 Assess existing sign policies, rules and regulations governing signage along Route 66.
- 2.2 Seek to create an easily identifiable Oklahoma Route 66 Scenic Byway signage/wayfinding design.
- 2.3 Develop a detailed Oklahoma Route 66 Scenic Byway signage system (location, size) that provides a simple, easy to follow route for travelers.
- 2.4 Develop and install interpretive signage throughout the corridor that conveys Oklahoma Route 66 Scenic Byway stories.

**Table 1 - Oklahoma Route 66 Intrinsic Resource Matrix**

Segment Number	Towns/ Communities (East to West)	Map_ID	Resources	Address	Zip Code	Scenic	Natural	Historic	Cultural	Archaeological	Recreation	Nationally Significant Resource	Regionally Significant Resource	Locally Significant Resource
1	Quapaw	1	Dark Horse Zinc Mine	Edge of Quapaw	74363			X						X
		2	Bank of Quapaw	338 E. Main St.	74363								X	
1	Commerce	3	Home of Mickey Mantle	319 S. Quincy	74339				X				X	
		4	The Rock Shop	Mickey Mantle Blvd.	74339				X					X
1	Miami	5	Dobson Museum	110 A Southwest	74345				X				X	
		6	Coleman Theatre Beautiful	103 N. Main	74354			X				X		
		7	Ribbon Road (section)	Section of original Rt. 66 between Miami and Afton				X				X		
		8	"Sidewalk" Highway	Begins at the corner of Main and Steve Owens Blvd. in Miami				X				X		
		9	Marathon Gas Station (Circa 1929)	Intersection of Highway 69 and Oklahoma Highway 10				X						X
10	Waylan's Ku Ku Burger	915 N. Main St.	74354				X					X		
1	Narcissa													
1	Afton	11	Horse Creek Bridge	South 1st. St. going across Horse Creek	74331			X					X	
		12	Afton Station	1st and Locust	74331				X				X	
		13	Rest Haven Motel Sign	Rt. 66 in Afton	74331				X					X
		14	Grand Lake O' The Cherokees	off I-44 in NE OK	74344						X		X	
1,2	Vinita	15	Barker Gang Gravesite	901 State Park Rd.	74344				X					X
		16	Cabin Creek Civil War Battle Site	Just off Rt. 66				X				X		
		17	Eastern Trails Museum	215 W. Illinois					X				X	
		18	World's Largest McDonald's	Will Rodgers Turnpike	74301				X				X	
2	White Oak	19	White Oak Mill	In White Oak			X					X		
2	Chelsea	20	Chelsea Motel and Sign	Rt. 66 in Afton			X						X	
		21	Two Original Sears & Roebuck Homes	1001 S. Olive	74016			X				X		
2	Bushyhead													
2	Foyil	22	Totem Pole Park / Galloway Park- World's Largest Totem Pole	Four miles east of Foyil on 28A				X				X		
		23	Andy Payne Marker and Statue	Old Rt. 66 on west/south side of town				X					X	
2	Sequoyah													
2	Claremore	24	Will Rogers Memorial and Museum	1720 W. Will Rogers Blvd.				X				X		
		25	Lynn Riggs Memorial	121 N. Weonah				X					X	
		26	J.M. Davis Arms and Historical Museum	333 N. Lynn Riggs				X					X	
2	Verdigris	27	Twin Steel Truss Bridges	East of Catoosa going over Bird Creek			X					X		
2	Catoosa	28	Inland Seaport	Tulsa Port of Catoosa, Arkansas River System	74015				X				X	
		29	Arkansas River Historical Society Museum	5350 Cimarron Rd.	74015				X				X	
		30	Catoosa Historical Society Museum and Depot	207 N. Cherokee	74015				X				X	
		31	The Blue Whale	North of town on Rt. 66	74015				X			X		
		32	D. W. Correll Museum	19934 E. Pine St.	74015				X				X	
2,3	Tulsa	33	11th St. Bridge	11th St.	74107			X					X	
		34	Creek Council Oak Tree	18th and S. Cheyenne				X				X		
		35	Oklahoma Jazz Hall of Fame	322 N. Greenwood Ave.				X					X	
		36	Home of "Father of Route 66" Cyrus Avery	Mingo Circle in Tulsa				X					X	
		37	Admiral Twin Drive-In	7355 E. Easton St.	74115					X			X	
		38	Sue Bland Oil Well (Tulsa's first oil well)	In Red Fork				X					X	
3	Oakhurst													
3	Sapulpa	39	Rock Creek Bridge	Old Rt. 66	74066			X				X		
		40	Frankoma Pottery	9549 Frankoma Rd.	74066				X			X		
		41	West Sapulpa Highway Section	Just outside of Sapulpa				X				X		
		42	Sapulpa Historical Museum & Waite Phillips 1922 Filling Station	100 E. Lee	74066				X				X	
		43	Heritage Park	101 E. Dewey	74066								X	
		44	Sapulpa Trolley & Rail Museum	701 E. Dewey	74066								X	
		45	Guardian of the Plains Buffalo Statue	1245 New Sapulpa Rd.	74066								X	
3	Kellyville	46	Old Rock Motel Cabins	E. of Kellyville			X					X		
47	Old Cotton Gin	20351 W. Highway 66	74039				X					X		
3	Bristow	48	Tank Farm Highway Loop	Just outside of Bristow			X					X		
		49	Site of Oklahoma's first radio station	Edge of Bristow	74010			X					X	
		50	Bristow Museum	One Railroad Place	74010				X				X	
		51	Veterans of Foreign Wars National War Memorial	VFW Post 3656	74010			X					X	
3	Depew													
3,4	Stroud	52	Route 66 Shoe Tree	3750 E. Hwy. 66		X			X				X	
		53	Stroud Lake	3 miles north on SH 99, 3 miles east on Lake Road							X		X	
		54	The Rock Café	114 W. Main				X				X		
		55	Ozark Trails Highway Section	Just outside of Stroud				X				X		
		56	Tatanka Ranch	8235 N. 48 Rd.					X					X
4	Davenport	57	Ozark Trail Obelisk	east end of town			X						X	
		58	Dosie Creek Truss Bridge	Going over Dosie Creek east of Davenport on Route 66				X						X
59	1933 Texas Company Gas Station	center of Davenport on Rt 66					X						X	
4	Chandler	60	Museum of Pioneer History	719 Manvel	74834				X				X	
		61	Old Phillips 66 Gas Station	7th and Manvel	74834			X					X	
		62	Rt. 66 Interpretive Center	400 E. Route 66	74834				X				X	
		63	Coca-Cola Ghost Sign	on side of St. Cloud Hotel at 1216 Manvel Ave.	74834			X					X	
		64	Metal Barn advertising Merammac Caverns	3.5 miles west of Chandler along Rt. 66	74834			X						X
		65	Bell Cow Lake	north of Chandler at Hwy. 18 and I-44 intersection	74834						X			X

Segment Number	Towns/ Communities (East to West)	Map_ID	Resources	Address	Zip Code	Scenic	Natural	Historic	Cultural	Archaeological	Recreation	Nationally Significant Resource	Regionally Significant Resource	Locally Significant Resource
4	Warwick	66	Seaba Station	1 mile west of intersection of OK 66 and US-177				X				X		
4	Wellston	67	Concrete Totem Pole	west side of town next to Pioneer Camp BBQ					X					X
4	Wellston	68	Two Pony Truss Bridges	on 66B				X						X
4	Luther													
4	Arcadia	69	Other Original Mile of Road	east of town near intersection of Hiawasee and Rt. 66				X				X		
4	Arcadia	70	Arcadia Lake	Hwy. 66 west of Arcadia							X		X	
4	Arcadia	71	Historic Round Barn	P.O. Box 134	73007			X				X		
4	Arcadia	72	POPS	660 W Highway 66	73007				X				X	
4	Edmond	73	One Roomed School House	2nd St. and Boulevard				X					X	
4	Edmond	74	Edmond Historical Society Museum	431 S. Boulevard					X				X	
4,5	Oklahoma City	75	Cowboy Hall of Fame & Western Heritage Center	1700 NE 63rd St.					X			X		
4,5	Oklahoma City	76	Owl Courts	742 W. Britton Rd.				X					X	
4,5	Oklahoma City	77	Oklahoma City National Memorial	620 N. Harvey St.					X			X		
4,5	Oklahoma City	78	Route 66 Park	9901 NW 23rd St.							X		X	
4,5	Oklahoma City	79	Antenna Farm	east side of OKC on Kelly Ave.					X					X
4,5	Oklahoma City	80	Capitol Building on Route 66	NE 23rd and Lincoln				X	X				X	
4,5	Oklahoma City	81	Kamp's Grocery w/ Milk Bottle Building	north of 23rd on Classen					X					X
4,5	Oklahoma City	82	Lake Overholser	Between Council Rd. and Morgan Rd.							X		X	
4,5	Oklahoma City	83	Will Rogers Theater	4322 N. Western Ave.	73118			X					X	
5	Warr Acres													
5	Bethany	84	Lake Overholser Truss Bridge	1/2 mile west of Council Road on Route 66				X						X
5	Yukon	85	Chisholm Trail Watering Hole	2200 S. Holly	73099			X					X	
5	Yukon	86	Yukon Museum and Art Center	11440 W. Service Road	73099				X				X	
5	Yukon	87	Yukon's Best Flour & Grain Co.	E.Main St. and S. 3rd St.	73099			X					X	
5	Yukon	88	Yukon's Best Railroad Museum	3rd and Main St.	73099			X					X	
5	Banner													
5,6	El Reno	89	Heritage Express Trolley	300 S. Grand Ave	73036				X				X	
5,6	El Reno	90	Fort Reno	7107 W. Cheyenne St.	73036			X				X		
5,6	El Reno	91	Canadian County Historical Museum and Heritage Park	300 S. Grand Ave	73036				X				X	
5,6	El Reno	92	Jobe's Drive-In	1220 Sunset Dr.	73036				X					X
6	Calumet													
6	Geary	93	Canadian Rivers Museum	304 SW Blvd.	73040				X				X	
6	Geary	94	Jesse Chisholm Gravesite	NE of Geary near Left Hand Spring	73040									X
6	Bridgeport	95	Bridgeport Hill	old Rt. 66 and US 281 Spur		X							X	
6	Bridgeport	96	"Pony" Bridge	over Canadian River				X					X	
6	Bridgeport	97	Key Bridge Relics	Bridgeport				X					X	
6	Hydro	98	Lucille Hamons Station	0.5 mi. W. of jct. of I-40 and OK 58	73048				X			X		
6	Hydro	99	Hydro Pioneer Museum	in Hydro	73048				X				X	
6,7	Weatherford	100	General Thomas P. Stafford Airport Museum	3000 Logan Rd.	73096				X				X	
6,7	Weatherford	101	Heartland of America Heritage Center	2000 E. Frontage Rd.	73096				X				X	
6,7	Weatherford	102	Lucilles Roadhouse and Gift Shop/Museum	Rt. 66 and Airport Rd.	73096				X				X	
6,7	Weatherford	103	Lee-Cotter Blacksmith Shop	208 W. Rainey	73096			X					X	
6,7	Weatherford	104	66 West Twin Drive-In	W. Historic Rt. 66	73096			X	X					X
6,7	Weatherford	105	Crowder Lake State Park	8 mi South of Weatherford on Hwy 54							X		X	
6,7	Weatherford	106	Oklahoma Route 66 Museum	2229 Gary Blvd.	73601				X			X		
7	Clinton	107	Cheyenne Cultural Center	2250 NE Rt. 66	73601				X				X	
7	Clinton	108	Trade Winds Courtyard Inn	2128 Gary Blvd.	73601			X					X	
7	Clinton	109	McLain Rogers Park & Historic Amphitheater	S 10th & Jaycee Ln.	73601			X					X	
7	Foss	110	Kobel's Gas Station Ruins	in Foss	73647			X					X	
7	Foss	111	Foss State Park	Hwy 44 N and Hwy 73 W	73647						X		X	
7	Canute	112	Catholic Cemetery & Grotto	east of town on 66 35.421803N, 99.271469W				X						X
7,8	Elk City	113	National Route 66 Museum & Old Town Museum Complex	Rt. 66 and Pioneer Rd.	73644				X			X		
7,8	Elk City	114	Parker Rig 114- World's Tallest Non-working Oil Rig	107 E. 3rd	73644			X					X	
7,8	Elk City	115	Anadarko Basin Museum of Natural History	204 N. Main St.	73644				X				X	
7,8	Elk City	116	Great Western Trail Marker	3rd and Poiner Rd.	73644			X						X
8	Sayre	117	Beckham County Courthouse	E. Main	73662			X					X	
8	Sayre	118	Short Grass Country Museum & Historical Society	106 E.Poplar	73662				X				X	
8	Sayre	119	Owl Drug Store	4th and Main St.	73662			X					X	
8	Sayre	120	Doxey Timber Creek Bridge		73662			X						X
8	Hext													
8	Erick	121	100th Meridian Museum	corner of Sheb Wolley and Roger Miller Blvd.	73645				X				X	
8	Erick	122	Roger Miller Museum	101 E. Roger Miller Blvd.	73645				X				X	
8	Erick	123	Sand Hills Curiosity Shop	201 S. Sheb Wooley Ave.	73645				X				X	
8	Texola	124	Territorial Jail	Downtown Texola				X					X	
8	Texola	125	Will Rogers Historical Markers	Route 66 on Oklahoma-Texas State Line				X					X	



### 3.1 Historic Resources

Historic resources encompass legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns and other examples of human activity. Historic features can be inventoried, Figured, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

#### *Nationally Significant Historic Resources*

##### **Coleman Theatre Beautiful (Segment 1, Map ID #6)**

Miami's crown jewel, the Coleman Theatre Beautiful is a Spanish Mission Revival style structure built in 1929 by George L. Coleman, Sr. as a vaudeville and movie theater. In 1989, the theater, suffering from years of neglect, was given to the City of Miami by the Coleman family and has since undergone extensive renovation. This structure draws tourist from a national audience due to its significant history and notable architectural style.

##### **Ribbon Road Section (Segment 1, Map ID #7)**

Miami has the last section of the original Ribbon Road, listed as an Oklahoma National Historic Landmark. This small 9-foot wide section of historic Route 66 travels through rural Oklahoma farms and endless rolling plains. A trip down this section of Route 66 provides the traveler with a wonderful understanding of what it was like to travel the road during the infancy of the automobile era.

##### **“Sidewalk” Highway Section (Segment 1, Map ID #8)**

A unique and fragile stretch of road linking Miami with Afton was paved only 9 feet wide, including its concrete edges. This is one of two sections of original Route 66 highway currently located on the National Register of Historic Places (1995). This amazing section of original Route 66 draws international visitors longing for an authentic Route 66 travelling experience.

##### **Cabin Creek Civil War Battle Site (Segment 1, 2, Map ID #16)**

Close to Vinita, this twelve acre Civil War battle site features granite monuments and markers that tell the story of this 1862 Confederate victory. It is considered to be one of the most complete battles of the Civil War. Confederate forces captured over 100 wagons, 720 mules and other goods valued at \$1,500,000.

##### **Two Original Sears and Roebuck Homes (Segment 2, Map ID #21)**

These two (2) houses were ordered by mail from the Sears Roebuck Company in 1913 and still serve as residences today. Sears and Roebuck mail order homes have attracted a following in the past decade as a result of their architecture, quality materials and construction, and rarity. These homes draw many travelers longing to see a piece of authentic American housing history.

**Creek Council Oak Tree (Segment 2, 3, Map ID #34)**

The Creek Council Oak tree is the birthplace of Tulsa and marks the end of a devastating migration along the infamous Trail of Tears for the Lochapoka Band of Creek Indians.

**Rock Creek Bridge (Segment 3, Map ID #39)**

At the west end of the City of Sapulpa is the Rock Creek Bridge. This bridge is considered to be one of the crown jewels of the Oklahoma Route 66 Scenic Byway. The weathered concrete bridge is a direct throwback to the days when the road followed the lay of the land, irrespective of its unruly configuration. Bridge hobbyists and travelers seeking magnificent infrastructure photo opportunities seek this bridge out for its unique and traditional appearance.

**West Sapulpa Highway Section (Segment 3, Map ID #41)**

This section of Oklahoma Route 66 is located outside of Sapulpa and was placed on the National Register of Historic Places in 2004. This is one of few sections of Route 66 listed on the Register of Historic Places.

**Tank Farm Highway Loop (Segment 3, Map ID #48)**

This Route 66 roadway segment is located just outside of Bristow and was placed on the National Register of Historic Places in 2006.

**Rock Café (Segment 3, 4, Map ID #4)**

The Rock Café is a significant and well-recognized Route 66 icon. It has stood on the outskirts of Stroud since 1936. An inspiration of a man named Roy Rieves, who used his life savings to buy the lots on which the café sits. At the time he started to build, Route 66 was finishing pavement installation in a nationwide effort to connect the east and west coasts. Roy built the café almost single-handedly over a three (3) year time span, using the very rocks removed from the old road while the paving of Route 66 took place right in front of his land. The café was open from 1939 to 1983, until it had to be closed as business declined due to the opening of the Turner Turnpike. Now listed on the National Register of Historic Places, the Rock Café has been revived and is again in operation. The café offers hometown cooking and Oklahoman hospitality to travelers along the Oklahoma Route 66 Scenic Byway.

**Ozark Trails Highway Section (Segment 3, 4, Map ID #55)**

This roadway segment is located outside of Stroud and was placed on the National Register of Historic Places in 2003.

**Seaba Station (Segment 4, Map ID #66)**

This historic station has been in operation since 1924, two (2) years before Route 66 was even built. It was first built by John and Alice Seaba, operating a garage and service station before changing it to the Seaba Manufacturing Company in the 1930s. They sold it in 1951, and it

changed hands a couple more times over the years before Sonny and Sue Preston bought it in 1995 and completely restored the building. Today, Seaba Station Antiques, Gifts and Collectibles is listed on the National Register of Historic Places, and continues to welcome Route 66 travelers.

#### **Original Mile of Road (Segment 4, Map ID #69)**

This section of original Route 66 roadway was the second small section of original Route 66 highway to be placed on the National Register of Historic Places. Its uniqueness is found not in its age or condition, but in characteristics relating to the road surface itself, which involves two completely different designs that adjoin not far from the midpoint. This segment of roadway can be found just outside of Arcadia.

#### **Historic Round Barn (Segment 4, Map ID #71)**

Located on Route 66 in the heart of Arcadia, the Round Barn is one of our nation's unique landmarks. Built in 1898 by resident William F. Odor, complete restoration of the barn began in 1989 following the collapse of the roof. Led by retired master carpenter Luke Robison, then in his seventies, the slumping structure was righted and then returned to its original condition by Robison and a group of local volunteers dubbed the "Over the Hill Gang." Since opening to the public, the Round Barn has been operated by members of Arcadia's Historical and Preservation Society and has achieved great success, becoming one of the most publicized and visited icons anywhere along Route 66.

#### **Fort Reno (Segment 5, 6, Map ID #90)**

Fort Reno was established as a permanent post in July 1875, near the Darlington Indian Agency on the old Cheyenne-Arapaho reservation in Indian Territory, in present-day central Oklahoma. Named for General Jesse L. Reno, who died at the Battle of South Mountain, it supported the U.S. Army following the Cheyenne uprising in 1874. The fort and its buildings still remain in El Reno today, and can be visited by travelers of Route 66.

#### ***Regionally Significant Historic Resources***

##### **Marathon Gas Station (Segment 1, Map ID #9)**

This Marathon Motor Oil service station in Miami was built circa 1929 and is one of very few remaining that has not been substantially altered. This station provides travelers with an authentic look at service stations of the early era of automobiles. It is listed on the National Register of Historic Places.

##### **Waylon's Ku Ku Burger (Segment 1, Map ID #10)**

A mainstay of Miami, this eatery on Oklahoma Route 66 conveys the era of the 1950s with a large neon sign and Ku Ku on the roof and a pleasant mid-century décor inside. In addition, one of the best burgers anywhere can be enjoyed at Waylon's.

**Horse Creek Bridge (Segment 1, Map ID #11)**

Listed on the National Register of Historic places, the Horse Creek Bridge was built in 1929 to cross the powerful Horse Creek. Complete with pedestrian walkways on both sides, a safety feature not seen on most Route 66 bridges, the bridge provides travelers with a taste of early 1900s engineering technology and bridge design.

**White Oak Mill (Segment 1, Map ID #19)**

The small community of White Oak thrived around this mill for years, before it was shut down. There is very little left in the town today, other than the mill and a few more buildings.

**Chelsea Motel and Neon Sign (Segment 2, Map ID #20)**

A vintage classic sign, representing the thousands of creative, colorful, and bright neon signs that would lure motorists to the adjacent motel.

**Andy Payne Marker and Statue (Segment 2, Map ID #23)**

The marker and statue are a tribute to the winner of one of the most remarkable events in sports history – one that took place along Oklahoma Route 66. The Bunion Derby was a 3,400 mile foot race from Los Angeles to New York and took place on approximately 2,400 miles of Route 66. Andy Payne, a 19-yr-old from Foyil, Oklahoma won the first ever trans-continental run. He wanted the \$25,000 prize so he could marry his high school sweetheart and save his family's farm.

On March 4, 1928, over 275 runners began the grueling odyssey; by the third day over half had dropped out. The race continued through desert heat and torrential rains. Runners succumbed along the way to injuries, exhaustion, and one was even hit by a car that sped away. Andy Payne emerged as a contender against a Brit, Peter Gavuzzi, trading the lead back and forth for five weeks until Gavuzzi dropped out in Ohio complaining of a "bad tooth." As a final indignity, Pyle made the runners circle around Madison Square Garden for 20 miles before crossing the finish line.

Payne set a world record by completing the distance in 573 hours, 4 minutes, 34 seconds -- he averaged 6 miles an hour. He got his \$25,000 dollars, returned to Oklahoma, and married his sweetheart.

In a quiet spot along Route 66 in Foyil, a monument commemorates Andrew Hartley Payne and his Transcontinental Footrace victory. (*Source: Roadside America, 2008*)

**Twin Steel Truss Bridges (Segment 2, Map ID #27)**

In the town of Verdigris, these "twin" bridges are actually not twins as one was built in 1936 and the other in 1957. The massive bridges are truly a site to see on while driving on Route 66.

**D.W. Correll Museum (Segment 2, Map ID #32)**

The D.W. Correll Museum in Catoosa consists of three (3) buildings with many items from the past. One building houses antique automobiles restored by Correll himself. The second building houses an extensive collection of bottles and decanters. The third building contains a collection of rocks, gems, and minerals from all over the world, along with many articles about the construction of the Port of Catoosa.

**11<sup>th</sup> St. Bridge (Segment 2, 3, Map ID #33)**

One of Tulsa's best known Art Deco structures, built in 1916.

**Sue Bland Oil Well (Segment 2, 3, Map ID #38)**

The sue Bland Oil Well was Oklahoma's first oil well, located in the Red Fork community of West Tulsa. It was completed in 1901 by Dr. J.C.W. Bland and Dr. Fred S. Clinton on the homestead allotment of Dr. Bland's wife, Sue A. Bland, a Creek County citizen. The Sue Bland #1 was a thirty barrel well at a depth of 600 feet.

**Old Rock Motel Cabins (Segment 3, Map ID #46)**

East of Kellyville, these old rock cabins still stand today, but are now limited to serving as subjects for photographs. Rock cabins were once a regular site along Route 66, but have fallen to neglect and deterioration.

**Veterans of Foreign Wars National Wake Island War Memorial at City Park (Segment 3, Map ID #51)**

Bristow provides travelers with a wonderful city park experience where they can visit the Veterans of Foreign Wars National Wake Island War Memorial. This is a nice side trip and is set in a beautiful city park that offers many amenities and relaxation.

**Ozark Trail Obelisk (Segment 4, Map ID #57)**

On Route 66 between Stroud and Davenport, this rare concrete obelisk marks the Ozark Trail; circa 1917, one of only four remaining in the United States.

The Ozark Trail was a network of locally maintained roads and highways that predated the United States federal highway system. The roads ran from St. Louis, Missouri, to El Paso, Texas, over a series of routes. These roads were maintained by both private citizens and local communities. In one case, however, the US government was directly involved; it built the Ozark Trail Bridge in 1925 over the South Canadian River between Newcastle, Oklahoma, and Oklahoma City, as the first federal highway project built in Oklahoma.

These roads comprised the major highway system in the region until U.S. Highway 66 was built in the 1920s. In Oklahoma, portions of the section-line roads between Anadarko and Hobart are still referred to as "The Old Ozark Trail." (*Source: Drive the OST, www.drivetheost.com, 2008*)

#### **Old Phillips 66 Gas Station (Segment 4, Map ID #61)**

The Old Phillips 66 Gas station is a cottage-style station in Chandler, which was a popular service station design used by Phillips 66 and other brands during the 1920s and 1930s. This is one of the few remaining Phillips 66 stations in the country resembling the cottage-style architecture. The service station is currently undergoing renovation and plans to be a featured attraction along Oklahoma Route 66 in the near future.

#### **Coca-Cola Ghost Sign (Segment 4, Map ID #63)**

One of many authentic ghost signs located along the Oklahoma Route 66 Scenic Byway, this one was recently restored on the side of the St. Cloud Hotel. This is a common photo opportunity for Route 66 travelers.

#### **One Roomed School House (Segment 4, Map ID #73)**

This site portrays the first schoolhouse built in Oklahoma Territory, during the historic land run of 1889.

#### **Owl Courts (Segment 4, 5, Map ID #76)**

The Owl Courts are a collection of old tourist courts, also known as motor hotels for travelers and tourist along Route 66.

#### **Capitol Building on Route 66 (Segment 4, 5, Map ID #80)**

The Oklahoma State Capitol building, located in Oklahoma City, is the seat of government of the U.S. state of Oklahoma and the location of the chambers of the Oklahoma Legislature. The state capitol campus is famous for oil wells being located there and remains today as the only state capitol grounds in the United States with active oil rigs. The capitol building sits directly on top of the Oklahoma City Oil Field and is listed on the National Register of Historic Places.

Oklahoma's first capitol was originally located in the city of Guthrie, now a northern suburb of Oklahoma City. At noon on April 22, 1889 cannons sounded the start of the Oklahoma land run. In only six hours about 10,000 people had settled in what would soon become the capitol of Oklahoma Territory. Within only months Guthrie became a modern brick and stone "Queen of the Prairie" with municipal water, electricity, a mass transit system and underground parking garages for horses and carriages.

Without the protection of the federal government, Oklahoma's newly established government became part of political battle on where the capitol should be located. In the middle of the night,

on June 11, 1910, the state seal was taken from Guthrie and moved south to Oklahoma City, the present site of the state capitol.

The relocated capitol was originally slated to be built in the Warr Acres suburb, far from downtown Oklahoma City. The proposal called for the capitol building to front NW 39th Street. However, after three (3) years of consideration, support moved to build the capitol at its present Oklahoma City site approximately two (2) miles from downtown's central business district.

The construction of the relocated Capitol Building began on July 20, 1914 under the direction of Governor Lee Cruce. It was delivered to the state on July 1, 1917 though it wasn't finished until 1919. The completed building had over 400,000 square feet of space located on six (6) floors.

*(Source: National Register of Historic Places. National Park Service, 2007)*

#### **Will Rogers Theater (Segment 4, 5, Map ID #83)**

This historic theater in Oklahoma City was designed and built in 1946 by architect Jack Corgan. The lobby features a large mural depicting scenes from Will Rogers' life. Today, it is a special events center with a coffee house in the lobby.

#### **Chisholm Trail Watering Hole (Segment 5, Map ID #85)**

This watering hole marks the spot of the famous Chisholm Trail, which was used by cattle drovers during the 1870s and 1880s.

#### **Yukon's Best Flour & Grain Co. (Segment 5, Map ID #87)**

Yukon's Best Flour & Grain Company was founded in 1891 and located at the crossroads of Route 66 and the eastern fork of the Chisholm Trail. The company has a classic neon sign that can be seen for miles at night and has been a landmark for Route 66 travelers for generations.

#### **Yukon's Best Railroad Museum (Segment 5, Map ID #88)**

Located in Yukon, three cabooses and one box car contain Rock Island memorabilia and other railroad antiques and artifacts. The Old Interurban Depot lies directly to the west.

#### **"Pony" Bridge (Segment 6, Map ID #96)**

When Route 66 was first built, this spot in Bridgeport was the western end of two (2) safe water crossings over the Canadian River. The Pony Bridge at the Canadian River is 3944.33 feet long and contains 38 pony trusses. It was completed July 1, 1933.

An interesting fact about this historic steel tress bridge is that it is featured in the 1939 classic film "The Grapes of Wrath" starring Henry Fonda. The filming took place at the western end of the bridge depicting a scene where grandpa is buried after being shot. The bridge was only 6 years old when this filming took place.

**Key Bridge Relics (Segment 6, Map ID #97)**

Formerly a toll bridge along Route 66, this bridge was replaced by the “Pony” Bridge and was then destroyed by a fire in 1946, then dismantled. Rusty uprights are all that remain.

**Lee-Cotter Blacksmith Shop (Segment 6, 7, Map ID #103)**

Located in Weatherford the Lee-Cotter Blacksmith Shop is listed on the National Register of Historic Places. Four generations of business have been held in the original 1910 location on old Route 66. Enjoy seeing turn-of-the-century belt-driven farrier equipment of which most is still in use.

**McLain Rogers Park & Historic Amphitheater (Segment 7, Map ID #109)**

Located on 15 acres of land in Clinton, the park houses several historic WPA projects. Most notably of which is the 400 seat outdoor amphitheater, one of only two left in the state. Utilized by many Route 66 travelers in its heyday, the amphitheater still features local talent and Broadway style productions in the summer months.

**Kobel’s Gas Station Ruins (Segment 7, Map ID #110)**

Kobel’s was a popular stop along Route 66. All that remains today are ruins of what once was. This site still attracts a large audience as it offers a glimpse back in time to when Route 66 was heavily traveled and needed “modern” automotive services.

**Parker Rig 114 - World’s Tallest Non-Working Oil Rig (Segment 7, 8, Map ID #114)**

The Parker Oil Rig #114 can be seen in the parking lot of the Casa Grande Hotel. This 179 ft. tall oil derrick is a sight to see and provides a reflection of Oklahoma’s oil boom years.

**Beckham County Courthouse (Segment 8, Map ID #117)**

The Beckham County Courthouse is one of the most identifiable structures along all of Route 66 in Oklahoma. The Courthouse was also featured in the movie *The Grapes of Wrath*.

**Owl Drug Store (Segment 8, Map ID #119)**

The Owl Drug Store is another famous Route 66 landmark located in Sayre. The Owl Drug Store was built in the 1920s and is one of many buildings in the town on the National Register of Historic Places.

**Territorial Jail (Segment 8, Map ID #124)**

One room jail in Texola, built in 1910 with iron bars for door and windows.



### *Locally Significant Historical Resources*

#### **Dark Horse Zinc Mine (Segment 1, Map ID #1)**

Zinc and ore were churned out of this mine in the early 1900s, creating the town of Quapaw, the first town developed in Oklahoma on Route 66.

#### **Dosie Creek Bridge (Segment 4, Map ID #)**

Barely a mile down the road from the Ozark Trail Obelisk is an old steel truss bridge built in 1909 by Rochester Bridge Co. of Rochester, Indiana. It could possibly be the oldest existing Route 66 bridge still in use.

#### **1933 Texas Company Gas Station (Segment 4, Map ID #59)**

This gas station in the center of Davenport was originally built in 1933 and has been renovated into an office space and business base. The old style of the building remains and it still draws in Route 66 enthusiasts from all over the country to tour it.

#### **Metal Barn Advertising Meramec Caverns (Segment 4, Map ID #64)**

This metal barn west of Chandler is the last remaining one on Route 66 in Oklahoma advertising the Meramec Caverns in Missouri. This type of barn-side advertising was a common scene in the roaring era of Route 66.

#### **Two Pony Truss Bridges (Segment 4, Map ID #68)**

There are two (2) bridges left on this segment of Route 66 in Wellston. One is on Route 66B and the other is on the original Route 66 alignment from 1933. These bridges resemble the automotive era of America and Route 66.

#### **Lake Overholser Truss Bridge (Segment 5, Map ID #84)**

The Lake Overholser Truss Bridge is a classic mixed through truss bridge built in 1924 outside of Bethany. It is one of only a few its size still in existence anywhere on Route 66 and in the State of Oklahoma.

#### **66 West Twin Drive-In (Segment 6, 7, Map ID #104)**

This drive-in opened in 1967 as the 40 West Drive-In and shortly was renamed the 66 West Twin Drive-In. This twin screen drive-in theater just outside of Weatherford is one of very few drive-in theaters left on Route 66 and elsewhere in the United States. It is still in operation today.

#### **Trade Winds Courtyard Inn (Segment 7, Map ID #108)**

Just across from the Route 66 Museum in Clinton the Trade Winds Courtyard Inn is known as the overnight stop for Elvis Presley a number of times during his numerous car trips west of Memphis. The Inn is still in business today and offers an authentic lodging experience.

**Catholic Cemetery & Grotto (Segment 7, Map ID #112)**

The Catholic Cemetery has an interesting Grotto and Calvary Hill monument built in 1928. The Grotto represents the tomb of Christ and one of four nearby granite historical markers declares “the Grotto serves as a monument to the settlers of western Oklahoma who struggled with tornadoes, drought, and ‘blue northers’ to establish a prosperous community while maintaining their beliefs.”

**Great Western Trail Marker (Segment 7, 8, Map ID #116)**

More than six million cattle went up this trail from Texas to Kansas between 1874 and 1888. The trail crossed the location where this marker sits (in the Old Town Museum Complex, Elk City) approximately 10 miles east.

**Doxey Timber Creek Bridge (Segment 8, Map ID #120)**

Located just outside of Sayre, this historic steel truss bridge is part of the Oklahoma ghost town of Doxey, of which there is only a cemetery left.

**3.2 Cultural Resources**

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

***Nationally Significant Cultural Resources*****Ed Galloway’s Totem Pole Park (Segment 2, Map ID #22)**

Listed on the National Register of Historic Places and claiming the title of World’s Largest Concrete Totem Pole, Ed Galloway’s Totem pole and park is located ten miles north of Claremore off Route 66, four miles east of Foyil on Highway 28A and features a 90 foot totem pole that towers over everything surrounding it. Started in 1937 and completed in 1948, it took Ed Galloway 11 years and approximately 28 tons of cement, 6 tons of steel, and 100 tons of sand and rock to create the massive structure. Visitors come from all over the world to view this unique and magnificent structure.

**Will Rogers Memorial and Museum (Segment 2, Map ID #24)**

Not far from the log cabin in which he was born there lies a memorial and museum dedicated to Oklahoma’s favorite son – Will Rogers. The town of Claremore features the Will Rogers Memorial that includes an eight (8) gallery museum, complete with movie/film theaters and features items from his cowboy trick roping days to Vaudeville. This museum is a world-class museum and will impress even the most seasoned museum visitor.

**Table 8 – Weather Averages**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. High	46°	52°	62°	71°	78°	87°	94°	92°	84°	74°	60°	48°
Avg. Low	25°	28°	38°	48°	57°	66°	70°	68°	62°	50°	38°	28°
Mean	36°	41°	50°	60°	68°	77°	82°	81°	74°	62°	50°	38°
Avg. Precip.	1.1 in	1.6 in	2.7 in	2.8 in	5.3 in	4.3 in	2.6 in	2.6 in	3.8 in	3.3 in	2.0 in	1.4 in

The Oklahoma Route 66 Scenic Byway corridor is able to accommodate traffic safely during all seasons, and could even accommodate an increase in traffic, if needed. The Oklahoma Department of Transportation maintains much of the roadway all year long and does an exceptional job keeping the corridor in top-quality and safety.

#### 4.9 Bridges

As a traveler journeys across the State of Oklahoma one encounters a variety of bridge types that made possible a dramatic improvement in transportation between the 1890s and 1930s. During this period Oklahoma became a state (1907) and began expanding its road system. This effort, stretching over the years and involving both local and state governments, occurred at the same time that American bridge builders were perfecting an array of standardized bridges for use on the highways. Thus, Oklahoma's formative years meshed with this stage of industrial and technical progress to furnish the state with a significant cross section of the dominant bridge types, principally steel trusses, which were then serving to modernize and link together a nationwide system of roads. Although the forces of time, nature, and progress have taken a toll, many of these bridges remain to convey the impact of these changes. (*Source: ODOT, 2008*)

As a traveler drives along the Oklahoma Route 66 Scenic Byway they are presented with a diverse and wonderful display of bridge design. The bridges along the corridor provide travelers with amazing views of rivers and streams, valleys and gorges, and other natural features that are common stopping points for photographs, hikes, fishing, biking, and other activities. Some of the more significant bridges along the Oklahoma Route 66 Scenic Byway are discussed in detail in the Intrinsic Resource Assessment chapter of this CMP.

All of the bridges located along the corridor, whether historic or not, are measured or rated based on their use, integrity, structure, and condition. These ratings tell ODOT when a bridge is in need of repair, needs to be rebuilt, or needs to be placed out of commission. As described in the following paragraphs, bridges are given a sufficiency rating, structural evaluation, and condition ratings. The major aspect they are measured on is structural evaluation, which will then determine three classifications: functional, functionally obsolete, or structurally deficient. The classifications and definitions are described below.

### Oklahoma Route 66 Bridge Summary

- 108 Total Bridges
- 19 Structurally Deficient Bridges
- 11 Functionally Obsolete Bridges

#### *Sufficiency Rating*

The bridge sufficiency is a method of evaluating highway bridge data by calculating four separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge.

Sufficiency rating is essentially an overall rating of a bridge's fitness for the duty that it performs based on four factors, one of which is its Structural Evaluation. A low Sufficiency Rating may be due to structural defects, narrow lanes, low vertical clearance, or any of many possible issues.

#### *Structural Evaluation*

Structural evaluation is an appraisal rating that in plain English describes an overall rating of the condition of the bridge structure. This is the summary of the separately rated conditions of the structural components of the bridge. This is the truest measure in the National Bridge Inventory of the structural fitness of a bridge.

#### *Functionally Obsolete*

Functionally obsolete is a status used to describe a bridge that is no longer *by design* functionally adequate for its task. Reasons for this status include that the bridge doesn't have enough lanes to accommodate the traffic flow, it may be a drawbridge on a congested highway, or it may not have space for emergency shoulders. Functionally Obsolete does not communicate anything of a structural nature. A Functionally Obsolete bridge may be perfectly safe and structurally sound, but may be the source of traffic jams or may not have a high enough clearance to allow an oversized vehicle.

#### *Structurally Deficient*

Structurally deficient is a status used to describe a bridge that has one or more structural defects that require attention. This status does not indicate the severity of the defect but rather that a defect is present. Please see the Structural Evaluation and the Condition ratings of each bridge Deck, Substructure, and Superstructure for details of the nature and severity of the defect(s).

#### *Condition Ratings*

The condition ratings are based on three main parts of the bridge. If any one part or a combination of the three were deteriorating, then it would bring the condition rating down. The

bridge deck is the supporting surface of the bridge. It may or may not be covered with a wear surface such as asphalt. The bridge deck is often steel-reinforced concrete and is supported by the Superstructure. The bridge Superstructure includes the structural elements that support the bridge deck. These may include steel beams, a concrete frame or culvert, steel cables and a floor beam system as used in a suspension bridge, or a steel truss. The bridge Substructure is essentially the bridge's foundation supporting the Superstructure. This includes abutments and piers.

There are many bridges along The Oklahoma Route 66 Scenic Byway that are still in use and considered to be resources of the roadway itself. Some of the significant historic bridges along the corridor are listed in Intrinsic Resource Assessment, Section 3. The longest bridge along The Oklahoma Route 66 Scenic Byway is The Pony Bridge at the Canadian River with a length of 3944.33 feet long and containing 38 pony trusses. It was completed on July 1, 1933 and was featured in the 1939 classic film “The Grapes of Wrath.”

The original 11th Street Bridge was constructed in 1916 as a Highway 64 crossing of the Arkansas River and as a way to connect downtown Tulsa with the rich oil fields west of the river. Unlike most bridges of the day, the beautiful art deco structure was not made with steel and wood, but was constructed with steel reinforced concrete. At that time, it was the only concrete bridge west of the Mississippi River.

The 1916 bridge carried one lane of automobile traffic on each side of a railroad track located in the middle of the structure. In 1934 a second structure was constructed on the downstream side of the original arch bridge. The two structures were connected through a common deck that widened the bridge to accommodate four lanes of vehicular traffic.

In 1926, the 11th Street Bridge proved to be instrumental in Cyrus Avery’s successful attempt to align a highway from Chicago to Los Angeles through Oklahoma and his beloved City of Tulsa. That highway would later be designated as Route 66. For more than half a century the arch bridge served as the historic highway before the construction of Interstate 44 diverted most travel.

By the late 1970’s, the bridge was in such disrepair that it became unsafe for vehicular traffic. The City of Tulsa subsequently constructed a new bridge downstream of the 1934 structure and in 1980 closed the old bridge to traffic. In 1996, the 11<sup>th</sup> Street Bridge, comprised of both the 1916 and 1934 structures, was listed on the U.S. Department of the Interior’s National Register of Historic Places.

In 2004 the 11<sup>th</sup> Street Bridge was officially renamed the “Cyrus Avery Route 66 Memorial Bridge” by the Tulsa City Council. Visitors today can still enjoy the beauty of the art deco

## 5.0 Implementation Responsibilities

This chapter provides a summary of the implementation entities and a timeframe/schedule for the implementation of the Oklahoma Route 66 Scenic Byway CMP goals and strategies in an effort to achieve the Corridor Vision. Future management strategies are also summarized and discussed.

### National Scenic Byway CMP Point #4

The agencies, groups and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.

### 5.1 Stakeholders List

A Stakeholder is a person, group, or organization that has a direct or indirect stake in an organization because it can affect or be affected by the organization's actions, objectives, and policies. Key Stakeholders of the Scenic Byway are residents, businesses, government entities at all levels, and travelers/visitors to the corridor.

A Stakeholder Committee was formed during the early stages of the Oklahoma Route 66 Scenic Byway CMP development. The Stakeholder Committee is an ever-changing group and should always be in flux to add members that are involved and interested in the efforts and goals that the group is trying to achieve. The Stakeholder Advisory Committee will act as an advisory committee to the corridor and the Oklahoma Route 66 Association and will assist in research, implementation, and be caretakers of the Scenic Byway. A table of the current (December 2008) Stakeholder Committee can be found in Chapter 1 – Introduction to the CMP.


### 5.2 Implementation of the Corridor Goals and Strategies

### National Scenic Byway CMP Point #18


A demonstration of the extent to which enforcement mechanism are being implemented in accordance with the corridor management plans.

The key to long-term success and achievement of the Corridor Vision is the implementation of the Goals and Strategies. The following table (Table 11) outlines each of the Goals and Strategies from the Corridor, Vision, Goals and Strategies chapter of this CMP and assigns the potential responsible entities that will ensure each Goal and Strategy is fulfilled. In addition, a timeframe (short, medium and long-term) is assigned to each Goal and Strategy to provide some guidance and direction of importance. Once designated as an All-American Road (or National Scenic Byway) the Oklahoma Route 66 Scenic Byway Stakeholder Committee will focus on international tourism promotion to continue to draw from international markets. A multi-lingual plan will also be developed to create an environment that is accommodating to international travelers.

**Table 11 – Implementation of the Corridor’s Goals and Strategies**

	Coordinators		Public Offices				Not-for-Profits		Private			Implementation
	Oklahoma Route 66 Stakeholder Group	Oklahoma University Byways Program	Town	County	State	Federal	Environmental	Historic	Business	Land Owners	Utility Co.	Term (Short, Medium, Long)
<b>GOAL 1 - PRESERVATION OF INTRINSIC RESOURCES</b>												
<i>Preserve and protect the valuable intrinsic resources along Oklahoma Route 66 that give the roadway its character.</i>												
<b>STRATEGIES:</b>												
1.1 Identify key Oklahoma Route 66 resources, including the road itself, and develop strategies for preservation and protection of these resources.	✓		■	■	✕	✕	●	●	■			Short
1.2 Enhance working relationships with resource management agencies and property owners along Oklahoma Route 66 to preserve and protect the intrinsic resources.	✓		■	■	■		■			✕		Short
1.3 Work with the National Park Service (NPS) and the Trust for Historic Preservation to encourage the preservation of structures and sites.	✓				●	●		✕	■	■		Short
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>✓ Coordinator Short-Term 1-3 years</p> </div> <div style="text-align: center;"> <p>✕ Primary Responsibility Medium-Term 4-7 years</p> </div> <div style="text-align: center;"> <p>● Major Assistance Long-Term 7 or more years</p> </div> <div style="text-align: center;"> <p>■ Support</p> </div> </div>												

**CORRIDOR MANAGEMENT PLAN**

	Coordinators		Public Offices				Not-for-Profits		Private			Implementation
	Oklahoma Route 66 Stakeholder Group	Oklahoma University Byways Program	Town	County	State	Federal	Environmental	Historic	Business	Land Owners	Utility Co.	Term (Short, Medium, Long)

**GOAL 5 – PARTNERING**

*Create sustainable partnerships that preserve and enhance the Oklahoma Route 66 Scenic Byway corridor for future generations.*

**STRATEGIES:**

5.1 Work with resource management agencies and property owners along the Oklahoma Route 66 Scenic Byway to preserve and enhance the corridor and its corresponding intrinsic resources.	✓		●	●	●	●	●	●	●	✘		Short
5.2 Identify and pursue funding opportunities with private and corporate donors to accomplish corridor projects.		✓							●	●	●	Short
5.3 Create a reward/incentive program that promotes an active Oklahoma Route 66 Scenic Byway 66 partner base and Stakeholder Committee program.	✓								●	●		Medium

✓ Coordinator  
Short-Term 1-3 years

✘ Primary Responsibility  
Medium-Term 4-7 years

● Major Assistance  
Long-Term 7 or more years

■ Support



(Source: National Register of Historic Places Official Website, <http://www.nps.gov/nr/index.htm>, National Park Service U.S. Department of the Interior, 2008)

In addition to the National Register of Historic Places, Oklahoma State Historic Preservation Office (SHPO) and the National Park Service have created *Tomorrow's Legacy: Oklahoma's Statewide Preservation Plan* (See Appendix D). This plan was developed to guide preservation activities in Oklahoma and its mission focuses on the same ideas and efforts as Oklahoma Route 66 does. The mission of the plan is to use preservation as a tool for insuring the vitality of Oklahoma's cities and towns. This preservation can only be achieved through public support and sustainable funding. Several plan development goals and strategies have been developed from this mission. The goals set forth by the plan are as follows:

1. Increase the public's awareness of Oklahoma's archeological and historic resources and the importance of their preservation.
2. Develop and maintain an effective statewide network to communicate preservation information, needs, and concerns.
3. Strengthen efforts to identify and evaluate archeological and historic resources.
4. Develop appropriate strategies for the preservation of archeological and historic resources and encourage the use of widely accepted treatment methods.
5. Provide incentives for the preservation of Oklahoma's significant archeological and historic resources.
6. Foster the consideration of archeological and historic resources in public and private sector planning and decision-making processes.

These goals can be achieved by implementing such strategies as increasing public awareness, developing a preservation network, identifying significant resources, using preservation methods, providing incentives for preservation, and including preservation in planning. This preservation plan as well as listings on the National Register of Historic Places will help local governments and municipalities in devising ways to preserve the many resources along Oklahoma Route 66.

## 6.2 Route 66 Roadways/Segments

Two (2) original mile sections of Oklahoma Route 66 segments, the Miami nine foot wide "Sidewalk" highway and the Arcadia roadbed, are two reasons alone to travel Oklahoma Route 66 Scenic Byway. Since those two (2) segments were placed on the National Register of Historic Places in 1995 and 1998, respectively, there have been three (3) other segments of Route 66 listed in the past few years. Table 12 lists the section of Oklahoma Route 66 roadbed that are listed on the National Register of Historic Places.

**Table 12 - National Register Designated Roadbeds**

Resource Name	Address	City	County	Date Listed
Miami Original Nine-Foot Section of Route 66 Roadbed	From Jct. of E. St. SW. and 130 <sup>th</sup> St. to US 66	Miami	Ottawa	02/09/1995
Arcadia Route 66 Roadbed	Extends SSE from Jct. OK 66 and Hiwassee Rd.	Arcadia	Oklahoma	11/30/1999
Ozark Trails Section of Route 66	Jct. of N3540 rd and E0890 Rd W to Jct. of E0890 Rd. and St. Louis and San Francisco RR tracks	Stroud	Lincoln	12/05/2003
West Sapulpa Route 66 Roadbed	Jct. of Ozark Trail of OK 66, 0.25 W of Sahoma Lake Rd.	Sapulpa	Creek	03/03/2004
Tank Farm Loop Route 66 Roadbed	Jct. of OK 66 and Old Hwy. 66, 0.6 mi. W of I-44 overpass	Bristow	Creek	09/06/2006

(Source: National Register Information System, <http://www.nr.nps.gov/>, National Park Service U.S. Department of the Interior, 2008)

These original segments of Route 66 have long since been bypassed, with Route 66 seeing several realignments over the years. They are now considered destinations in the same way that a museum or building would. These original segments of Route 66 are still maintained by Oklahoma DOT. The towns and counties along the Oklahoma Route 66 Scenic Byway need to work with ODOT to preclude this from happening in order to protect and preserve these segments. Once again, the fact that these are located on the National Historic Register of Places can help achieve protection and preservation, but ordinances and laws for preservation should be developed as well.

### 6.3 Historic Bridges

Bridges can be designated as historic and be rebuilt, rehabilitated, or preserved much in the same way that buildings can. As is the case of some of the bridges along Oklahoma Route 66, once they fall into disrepair, they are very expensive to maintain. One group that is dedicated to helping preserve bridges is the Historic Bridge Foundation. Towns, agencies, or interested parties can contact them to get advice and assistance on how to encourage and promote bridge preservation. The Historic Bridge Foundation website is <http://historicbridgefoundation.com/>. Eleven of the 1,168 Oklahoma Bridges throughout the state are shown on this website <http://okbridges.wkinsler.com/index.html>, but unfortunately the old remnants of bridges and ruins that are located along and around Route 66 are not shown. The websites <http://www.nationalbridges.com/> and <http://www.bridgehunter.com/> have entire inventories of bridges that are located in the state, even showing bridges that are not open to traffic or are structurally deficient. Roads have been closed and re-routed for many years because of bridges

falling into disrepair. There are some bridges on Route 66 that are considered to be Intrinsic Resources (Chapter 3.0) in this CMP, due to their historic significance or importance to Route 66 and its development. These bridges will need help with preservation to continue to function and stay in use on Route 66.

Some of the bridges listed in the Intrinsic Resource section, like the Rock Creek Bridge, Horse Creek Bridge, 11<sup>th</sup> St. Bridge, and Lake Overholser Bridge are listed on the National Register of Historic Places, which helps them with preservation by achieving funding and recognition. Others listed in the Intrinsic Resource section, like the Twin Steel Truss Bridges, the Dosie Creek Bridge, and the “Pony” Bridge have many historical and architectural qualities that relate to the character of Route 66 but may be deteriorating or structurally deficient. These have the criteria to be designated as historic structures which would allow the towns, and counties in which they are located to make laws and ordinances, which would protect them and assist in being awarded funding or grants for protection. A complete Route 66 Bridge Preservation/Maintenance plan, which is a strategy of this CMP (see the Corridor Vision, Goals and Strategies chapter), will be a valuable effort in future preservation. A plan such as this would identify which bridges are worthy of preservation; techniques for preservation; and an evaluation of how best to manage the long-term maintenance of these structures.

#### **6.4 Cultural Resources**

Cultural resources are scattered along Oklahoma Route 66 and are one of the main attractions along the corridor. An example of a cultural resource may be the Blue Whale or the Shoe Tree. These places are treasures to Oklahoma Route 66 and they can easily fall into neglect and disrepair. Some ways that these locations and other cultural resources can be protected is through the following:

- Grant funding focused on preservation
- Community volunteering and support
- Purchase by a non-for-profit entity with a goal of preservation, etc.

#### **6.5 Parks and Recreational Areas**

Oklahoma Route 66 runs adjacent to many lakes, recreation areas, and municipal parks as indicated in the Intrinsic Resource section. Each of those areas is maintained by local, state, or federal agencies and some may even be co-managed. While each entity has its own formal resource plan that describes the policies, procedures and regulations for maintaining intrinsic resources on their property, goals between numerous land management agencies seem to have a common framework for preserving natural areas and hydrological systems through the application general land management policies. Unfortunately, there are no state or federal parks located along the corridor that have Land Management Plans.