

# HISTORIC U.S. 66 BRIDGE DATABASE 1926-1985

© 2015 / 2022 Jim Ross

## FOR NON-PROFIT USE ONLY

COMPILED BY JIM ROSS IN PREPARATION FOR THE BOOK: ROUTE 66 CROSSINGS: Historic Bridges of the Mother Road, published by THE UNIVERSITY OF OKLAHOMA PRESS. Periodic updates will denote bridges lost since its creation in 2015 with a red \* asterisk.

Note that changes to the route and its bridges are ongoing, while updates are periodical. The number of bridges identified as "lost" will be as current as the most recent update posted to the [website](#).

## INTRODUCTION

Information in this database makes no claim to the final word on the bridges of Route 66, simply because it remains a work in progress. In addition to unresolved questions about early Route 66 alignments in some areas as well as dates that certain pathways were signed as US 66, the quest to ferret out build dates and bridge types for many of the lost structures continues. Some culverts that were too small to qualify as bridges but with historical significance were documented, along with a few notable examples of structures integral to the roadway, such as railroad grade separations and tunnels.

To the extent records were available, state departments of transportation were the primary source used to verify bridge types and build dates. It was also necessary to use unofficial web-based resources and documents found in the literature, not all of which could be considered reliable. In some instances, build dates were estimated (circa) based on favored designs for a given era and other supporting evidence.

Bridges are listed using a separate document for each Route 66 state, while entries within each document follow an east-to-west geographical order. In addition to the numbered entries, there are notes providing anecdotal information or giving brief mention of structures not more fully documented.

Not all bridges that are listed on the National Register of Historic Places are so noted, though many are.

Only some interstate bridges that carried US 66 traffic are included, and all of those featured were originally built for an alignment of US 66. Among those, some that have since been lost or which have little significance were omitted.

Finally, with few exceptions, references to direction will be Eastbound or Westbound, regardless of the true direction of the road in a given instance. Unless otherwise attributed, all photos are by the author.

Key to abbreviations and acronyms:

EB = Eastbound

WB = Westbound

FAP = Federal Aid Project

LWC = Low-water Crossing

## ARIZONA

1. Concrete bridge on Lupton Wash just west of Lupton.

Date Built: 1927 (Rehabbed 1939).

Type: Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 35.342063,-109.062058



2013

2. Culvert Ruin on the 1926 route and former Natonal Old Trails Road east of Allentown.

Date Built: Unkknown

Type: Large Stone Culvert.

Status: In Ruins. Note that this culvert is approx. 9 feet in height.

Coordinates: 35.285645, -109.149493



2018



2018

3. Rio Puerco Bridge on the 1926 unpaved route at Allentown (I-40 Exit 351).

Date Built: 1923

Type: Pratt deck truss; approach spans added in 1929.

Status: Closed to all traffic.

Coordinates: 35.280585,-109.155136



Arizona Historical Society



2013

4. Lost Box Canyon Bridge on today's eastbound I-40 alignment.

Date Built: 1949 on the 2-lane upgrade to the original route just north; later adopted by EB I-40.

Type: Steel Girder

Status: GONE. Replaced in 1978 with a large concrete culvert.

Coordinates: 35.276421,-109.259217



1950 Arizona Historical Society photo

NOTE: Acknowledgment of two culverts on the first paved route, one located here: 35.283353, -109.246442 and one located on Box Canyon here: 35.280094, -109.258497

5. Truss bridge over Querino Canyon on the first paved 2-lane route at Houck.

Date Built: 1930

Type: Warren deck truss.

Status: Open to traffic.

Coordinates: 35.271051,-109.277



2013

6. Concrete bridge on Burntwater Wash west of the entry above.

Date Built: 1931 for the first paved alignment.

Type: 3-span Concrete Slab.

Status: Open to traffic.

Coordinates: 35.248001 -109.294707



2022

NOTE: The culvert on the upgrade 2-lane route here: 35.246688,-109.291586 (EB I-40 just east of Exit 341) was built in 1949, (the same year as the EB I-40 culvert at Box Canyon). It was later widened to accommodate WB I-40. The EB I-40 service road culvert there was built in 1966.

7. Rio Puerco Bridge on the 1926 unpaved route at Sanders (I-40 Exit 339).

Date Built: 1923; Route 66 was relocated to the paved route nearby in 1931.

Type: 2-span Pratt Pony Truss with a timber stringer on each end, timber deck, and concrete piers.

Status: Closed to traffic.

Coordinates: 35.212965,-109.330375

Note: Added to the NRHP in 1988.



1996

NOTE: Acknowledgment of three Concrete Culverts east of Chambers located here (east to west): 35.198908,-109.415176; 35.198742,-109.426114; 35.197952,-109.433185

NOTE: Acknowledgment of four abandoned culverts on the 1926 route west of Chambers (I-40 Exit 333) and east of Exit 330 for McCarrell Road. Locations are, east to west: 35.190493,-109.463611; 35.189864,-109.465282; 35.174684,-109.479085; and 35.169952,-109.483073.

NOTE: The remains of three culverts survive on the first paved route south and west of I-40 Exit 330, located here: 35.155501, -109.494601; 35.140581,-109.515952; 35.133714,-109.524173. Between Navajo and Crazy Creek (next entry), an additional 10 culverts survive on the 1926 and 1930s routes.

8. Crazy Creek Culvert on the first paved route west of Navajo.

Date Built: Circa 1930.

Type: Significant Concrete Culvert on the first paved route (now collapsed).

Status: Abandoned; limited access.

Coordinates: 35.118224,-109.590512



2013

NOTE: Acknowledgment of the WB I-40 Crazy Creek Bridge west of Navajo, built in 1956 for the 2-lane upgrade alignment. By 1960 it was adopted by I-40. Coordinates: 35.111914,-109.589172

NOTE: There are multiple culverts between Crazy Creek and the Dead River to the west along the first paved 2-lane alignment dating to the early 1930s.

9. Dead River Bridge east of the Painted Desert Park boundary on the first paved 2-lane route.  
Date Built: Circa 1930; replaced an earlier span or LWC on the original alignment (vicinity of I-40).  
Type: Steel Stringer  
Status: Abandoned; restricted access.  
Coordinates: 35.100014,-109.696479



2013

NOTE: Acknowledgment of a lost bridge or LWC on the Dead River where the 1926 unpaved route crossed at the present I-40 bridges. 35.085062,-109.706556. Also acknowledgment of the WB I-40 bridge at the same location, built in 1956 for the upgrade 2-lane alignment.

NOTE: A large Concrete Culvert remains on the 1st paved 2-lane route just east of the Petrified Forest National Park boundary fence, located here: 35.092173,-109.7281

NOTE: A Concrete Culvert remains on the park property just east of the 1926 route's Jct. with I-40 near the site of Rocky's Old Stage Station. 35.040371,-109.818561

10. Lithodendron Wash Bridge on the 1st paved 2-lane route just west of I-40 Exit 303.  
Date Built: 1932  
Type: 22-span Timber Stringer with timber piers.  
Status: Abandoned; closed to traffic.  
Coordinates: 34.998701,-109.908058  
Note: Added to the NRHP in 1988.



2013



NOTE: The westbound I-40 bridges on Lithodendron Wash (entries above and below), were built in 1959 for the upgrade 2-lane route, and were adopted by I-40 circa 1961. The I-40 bridges on both washes were replaced in 2012-2013.

11. Timber Stringer on Little Lithodendron Wash just east of Goodwater Rd. (I-40 Exit 300).

Date Built: 1932 (replaced a 1926 LWC).

Type: 18-span Timber Stringer.

Status: Open to traffic.

Coordinates: 34.991648,-109.949665

Note: Added to NRHP in 1988. I-40 bridges here were built in 1959 and replaced in 2013.



2013

NOTE: Acknowledgment of a 2-barrel Concrete Culvert on the first paved 2-lane route just west of the Goodwater Exit on the north side of I-40, located here: 34.991411,-109.967256

NOTE: Acknowledgment of the remains of a LWC on the 1926 unpaved route to the north and west of the Goodwater Exit on Twin Wash here: 34.997405,-109.986042

12. Large Concrete Culvert at the east entrance to Sun Valley on the 1st paved 2-lane alignment.

Date Built: 1933

Type: 4-barrel Concrete Culvert.

Status: Open to traffic.

Coordinates: 34.98975,-110.036953

Note: Contains a brass Geodetic marker dated 1933. The unpaved 1926 route is just to the north here.



2013



2013

NOTE: Between Sun Valley and I-40 Exit 292 there are five culverts on the first paved route, located here: 34.986949,-110.062059; 34.986464,-110.066365; 34.984746,-110.073626; 34.981694,-110.077872; 34.976236,-110.085382

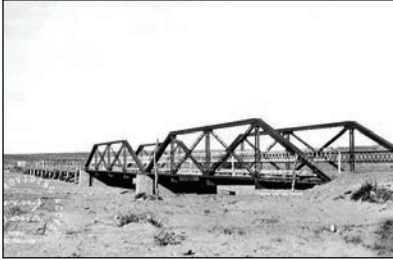
13. Lost Laroux Wash Bridge just west of Holbrook on the 1926 route.

Date Built: Unknown.

Type: Combination 2-span Pratt Pony Truss and Timber Stringer.

Status: GONE. Replaced in 1977 for I-40 along with a second bridge that had been added in the 1950s for a section of 4-lane extending from Holbrook.

Coordinates: 34.905758, -110.200101



Arizona State Library

14. Culvert on the 1926 + first paved route just west of I-40 Exit 283 west of Holbrook.

Date Built: Unknown

Type: Concrete Culvert with guardrails.

Status: Abandoned

Coordinates: 34.911128,-110.233652



2013

NOTE: The 1950s Tanner Wash bridge on the 2-lane upgrade route (later adopted by westbound I-40), was replaced in 2010. 34.946408, -110.295342

15. Tanner Wash Bridge on the 1926 route at the Cholla Power Plant (I-40 Exit 277).

Date Built: 1926; rehabbed circa 2007 with new deck and guardrails.

Type: 2-span Concrete Deck Girder; built by G.W. McMillan, El Paso, TX.

Status: Open to power plant traffic only.

Coordinates: 34.945165,-110.299608



2004 view of original bridge



2013 view after reconstruction

16. Lost Joseph City Wash Bridge on the 1926 route in Joseph City.

Date Built: Unknown

Type: 3-span Concrete Deck Girder.

Status: GONE. Replaced with a 5-span Concrete Slab in 1996.

Coordinates: 34.956314,-110.341018.



1927 Arizona Historical Society photo



2013

17. Manila Wash Bridge on the 1926 + 1st paved 2-lane east of Jackrabbit.

Date Built: 1949; updated in 2013 with new guardrails and end posts.

Type: Concrete Deck Girder; would have replaced an earlier bridge of unknown type and date.

Status: Open to traffic.

Coordinates: 34.964262,-110.408218



2013

NOTE: Acknowledgment of a substantial Culvert on the 1926 + 1st paved route approx. 1.5 miles west of I-40 Exit 269 (Jackrabbit) on the north side of I-40 here: 34.971425,-110.463919

NOTE: Multiple Concrete Culverts exist on both the 1926 and 1st paved routes between the digression from I-40 here: 34.971032, -110.470028 and I-40 Exit 264 for Hibbard Rd. Some of them contain 1932 Geodetic Survey Markers. Their existence helps define both pathways.

NOTE: The 1926 unpaved route south of I-40 and west from the Hibbard Rd. Exit has an erosion control ledge here: 34.971472,-110.529958 and the remains of a culvert here: 34.975742,-110.539241. Crossing to the north side of I-40, the 1926 route has a prominent LWC here: 34.990484,-110.563497 and here: 34.995639,-110.579544

NOTE: There are at least 12 culverts on the 1st paved 2-lane route between I-40 Exit 264 (Hibbard Rd.) and Cottonwood Wash to the west, the most significant of which is here: 34.992134,-110.558491. There are also two between the wash and I-40 located here: 35.011201,-110.602886; and here: 35.010222,-110.611384



18. Lost Cottonwood Wash Bridge on the 1926 unpaved route 2 mi. east of I-40 Exit 257.

Date Built: Circa 1915

Type: Single-span Pratt Through Truss with a timber deck and a seven-span Timber Stringer approach span on the east end.

Status: GONE. Only one concrete bridge support remains, as seen in both photos below.

Coordinates: 35.004869,-110.601826



Arizona Historical Society photo



2021

19. Cottonwood Wash Bridge on on the 1<sup>st</sup> paved 2-lane east of Winslow.

Date Built: Circa 1930

Type: Concrete Deck Girder with concrete guardrails.

Status: Abandoned; access restricted.

Coordinates: 35.009774,-110.593755



2013

20. Lost Bridges on the Little Colorado River at the east end of Winslow.

Date Built: 1916 and 1939.

Type: 1916 = Multi-span Camelback Warren Through Truss with Verticals; 1939 = Ribbed Steel Girder.

Status: GONE. The 1939 bridge was replaced in 2005 with a Precast Concrete Girder.

Coordinates: 35.00658,-110.652807



1916 Through Truss bridge



1990s - Stefan Joppich photo

NOTE: There are two substantial 1954 Concrete Culverts under the 4-lane just west of Winslow's Little Colorado River Bridge here: 35.009003,-110.663202 (1939); and here: 35.010565,-110.667271

21. Concrete Culverts (both eastbound and westbound) on Ruby Wash in Winslow.

Date Built: 1953

Type: 10-barrel Concrete Culvert with concrete guardrails (one each on 2nd St. and 3rd St.).

Status: Open to traffic.

Coordinates: 35.020615,-110.690633



2013

NOTE: There are short culverts on 2nd & 3rd St. here: 35.027229, -110.705239 and here: 35.026350, -110.705759, and there is a 4-barrel culvert on the dead-end 1926 pathway at the west end of Winslow here: 35.036726,-110.735537

22. Tucker Flat Wash Bridge on the 1926 + first paved route (EB I-40) west of Winslow.

Date Built: 1949; later adopted by eastbound I-40.

Type: 3-span Continuous Concrete Slab; replaced a bridge of unknown type and date.

Status: Open to traffic.

Coordinates: 35.049831, -110.775881

Photo Unavailable

NOTE: There are several culverts on the first paved 2-lane route (Red Gap Ranch Rd.) west of Exit 239.

23. Lost bridge on EB I-40 over the RR 3 miles east of Exit 233.

Date Built: 1950 for the upgrade 2-lane route.

Type: Unknown.

Status: GONE. Replaced in 1981 with the current eastbound I-40 bridge.

Coordinates: 35.099344, -110.973745

Photo Unavailable

24. Abandoned Cow Canyon Bridge on the 1926 route 2 mi. east of I-40 Exit 233.

Date Built: Unknown

Type: Concrete Deck Girder with concrete guardrails.

Status: Abandoned; limited access.

Coordinates: 35.100772,-110.986989



2012

NOTE: Between Meteor Crater (I-40 Exit 233) and Two Guns (Exit 230) there are 4 concrete Low-water Crossings / erosion control curbs on the 1926 + 1st paved route.

25. Canyon Diablo Bridge on the 1926 route at Two Guns (I-40 Exit 230).

Date Built: 1915

Type: Filled Spandrel Concrete Luten Arch; built by Topeka Bridge & Iron Co., Topeka, KS.

Status: On private property; not maintained.

Coordinates: 35.11567,-111.095588

Note: Added to the NRHP in 1988.



2013

26. Wagon Box Draw Bridge on the first paved route at Two Guns.

Date Built: Circa 1930

Type: 2-span Concrete Slab.

Status: Abandoned; closed to traffic.

Coordinates: 35.115586,-111.102012



2012

27. Bridge on the upgrade paved 2-lane (future EB I-40) at Two Guns (Exit 230).

Date Built: 1940

Type: Three-span Continuous Ribbed Steel Girder. Reconditioned at some point.

Status: Open to traffic.

Coordinates: 35.117478,-111.099748



Arizona Historical Society photo

28. Canyon Padre Bridge on the 1926 route just west of Twin Arrows (I-40 Exit 219).

Date Built: 1914

Type: Concrete Luten Arch; built by Topeka Bridge & Iron Co., Topeka, KS.

Status: Not maintained; access limited.

Coordinates: 35.162363,-111.287363

Note: With the exception of the guardrails, this bridge is identical in design to the 1915 bridge on Canyon Diablo at Two Guns (entry No. 25 above). It is also listed on the National Register of Historic Places.



1920s postcard



2013

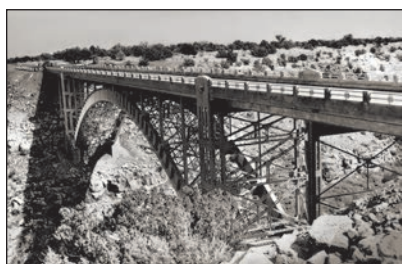
29. Lost Canyon Padre bridges (I-40 pathway) just south of the 1914 bridge above.

Date Built: 1937 for the 2-lane upgrade route (used by EB I-40 from the late 1960s until 1976); and 1960 for the WB bridge when the route became a 4-lane. I-40 adopted both bridges upon completion circa 1969, which was the year the Twin Arrows I-40 overpass was built.

Type: Girder-ribbed Deck Arch (both).

Status: GONE. The 1937 bridge (EB) was replaced in 1976 and its 1960 twin (WB) was replaced in 1991.

Coordinates: 35.159234,-111.285917



Arizona Historical Society - 1937 bridge

NOTE: There are 9 culverts along the first paved route between the Canyon Padre Bridge and Winona.

30. Steel Beam bridge on the 1926 + first paved route 1.5 mi. east of Winona.

Date Built: Unknown; circa 1930 as part of the paving project.

Type: Single-span Steel Beam.

Status: Open to traffic.

Coordinates: 35.192414,-111.373037

Photo Unavailable

31. Lost RR Viaduct at Winona.

Date Built: Unknown

Type: Unknown

Status: GONE. Replaced in 1989.

Coordinates: 35.204961, -111.408075

Photo Unavailable

32. Walnut Creek Bridge on the 1926 route at Winona.

Date Built: 1924. Stiffening plates were added to the Truss in 1950.

Type: Parker Through Truss with a single span Concrete Deck Girder on the east end.

Status: Closed to traffic; preserved; accessible.

Coordinates: 35.211771,-111.421251

Note: Added to the NRHP in 1988.

Note: The bridge's 1924 build date eliminates the old bridge piers nearby as being part of US 66.



2013

NOTE: Acknowledgment of one notable Concrete Culvert on the 1926 route between Winona and Flagstaff, located here: 35.246099,-111.537243.

NOTE: Acknowledgment of a lost RR Viaduct bridge on the 1940s upgrade 2-lane route east of Flagstaff near I-40 Exit 211, located here: 35.204718, -111.407870. This viaduct appears on a 1954 aerial photo. It was replaced in 2002.

33. RR Viaduct bridge just west of I-40 Exit 191 west of Flagstaff.

Date Built: 1950 for the upgrade 2-lane alignment.

Type: 8-span Steel Stringer.

Status: Open to traffic as EB I-40.

Coordinates: 35.194626, -111.737754

Photo Unavailable

NOTE: Multiple culverts exist along the three entangled alignments between Bellemont and Parks, including one with an embedded Geodetic emblem, located here: 35.224397,-111.801551



NOTE: Two large 1929 culverts on the 1931 first paved route just east of I-40 Exit 171 for Deer Farm Road are located here: 35.263987,-112.032483; and here: 35.264046,-112.038878

34. Short slab bridge east of the RR viaduct at the east end of Williams (1926 unpaved route).

Date Built: Unknown; the corresponding culvert on the first paved alignment nearby was built in 1932.

Type: Concrete slab featuring guardrails with curved ends.

Status: Abandoned

Coordinates: 35.256455,-112.162106



2013

35. RR Viaduct at the east end of Williams on the upgrade alignment to the first paved route.

Date Built: 1956

Type: Concrete Rigid Frame.

Status: Open to traffic.

Coordinates: 35.255257,-112.176517



2013

NOTE: 1954 culverts stand on Cataract Creek on both W. Route 66 and Railroad Ave. in Williams.

NOTE: Culverts remain west of Williams and east of Devil Dog Rd. (I-40 Exit 157) on both the 1926 & 1931 routes, located here:

35.221399,-112.246856 (A geodetic survey marker is located just west of this culvert)

35.220398,-112.249375

35.218664,-112.254661

35.218396,-112.258242

35.217429,-112.265062

36. Culvert on the 1926 route west of Williams approx. 2 mi. east of I-40 Exit 157 (Devil Dog Rd).  
Date Built: Unknown. Built for the National Old Trails Road.  
Type: Stone and tinhorn.  
Status: Abandoned; limited access.  
Coordinates: 35.219024,-112.247238



2013

37. Large Culvert on the 1931 first paved route approx. 1/2 mi. west of Devil Dog Rd. (I-40 Exit 157).  
Date Built: Circa 1930.  
Type: 4-barrel Concrete Culvert.  
Status: Open to traffic.  
Coordinates: 35.214596,-112.283931



2013

NOTE: Acknowledgment of a Concrete Culvert next to EB I-40 west of the Devil Dog Rd. Exit (just east the truck pull-out) here: 35.219359,-112.302705.

NOTE: Acknowledgment of a Stone & Tinhorn Culvert on the bell-shaped loop south of I-40 on Ash Fork Hill (1926 pathway) here: 35.214817,-112.330355

NOTE: On the north side of I-40, the 1926 route interacts with the 1931 upgrade route from a point west of Devil Dog Rd. here: 35.218768,-112.343152 to I-40 Exit 149. There are multiple culverts on both pathways, a few of which are located here:

1926 Route:	1931 Route:
35.222427,-112.354024	35.222997,-112.35367
35.218923,-112.39441	35.222873,-112.363633
35.216902,-112.406063	35.222744,-112.370778
35.218632,-112.412528	35.218878,-112.415658

38. Lost Johnson Canyon Bridge on the first paved route just west of I-40 Exit 149.

Date Built: Circa 1930 when the route was paved.

Type: Unknown.

Status: GONE. Abutments remain in the creekbed on the north side of westbound I-40.

Coordinates: 35.214867,-112.427939

Photo Unavailable

39. Johnson Canyon Bridge on the final 2-lane upgrade route alongside the entry above.

Date Built: 1955. Adopted by WB I-40 in 1965.

Type: 2-span Concrete Slab.

Status: Open for traffic as westbound I-40.

Photo Unavailable

NOTE: Acknowledgment of a 9-barrel Concrete Culvert on Ash Creek Wash entering Ash Fork westbound, built in 1934 and located here: 35.222709, -112.476032. Immediately north of this culvert are the remains of a 1950s culvert built when lanes were added for a segment of 4-lane US 66. Those lanes were removed following I-40 construction in the 1960s.

40. Lost bridge over the RR west of Ash Fork on the first paved route (now Eastbound I-40).

Date Built: 1930s.

Type: Unknown

Status: GONE. Replaced in 1965, before I-40 construction. The 1965 bridge remains in place as EB I-40.

Coordinates: 35.220762, -112.508118

NOTE: On the 1926 unpaved route west of Ash Fork toward Crookton Road, there are two LWCs on the north side of I-40 here: 35.222292,-112.511708 and here: 35.222274,-112.527359

On the first paved route west of Ash Fork, there are culverts here: 35.220596,-112.521777; here: 35.219651,-112.529137; and here: 35.218782,-112.536033

41. Partridge Creek Bridge on the first paved route east of Crookton Rd. (I-40 Exit 139).

Date Built: Circa 1930. Replaced a LWC on its north side (1926 unpaved alignment).

Type: 3-span Concrete Deck Girder.

Status: Open to traffic.

Coordinates: 35.218406,-112.538914



2013

42. Partridge Creek Bridge on the 2-lane upgrade route (now WB I-40).

Date Built: 1955. Adopted by I-40 circa 1965.

Type: 3-span Steel Stringer.

Status: Open to traffic as westbound I-40.

Coordinates: 35.221178, -112.539442

Photo Unavailable

43. Eight Mile Creek Bridge on Crookton Rd. approx. 1/2 mi. northwest of the I-40 Jct.

Date Built: 1931; widened in 1941.

Type: Single-span Concrete Slab.

Status: Open to traffic.

Coordinates: 35.233829,-112.595492



2013

44. Pineveta Canyon bridge on Crookton Rd. approx. 1.5 mi. NW of the I-40 Jct.

Date Built: 1930; widened in 1941.

Type: 2-span Concrete Slab (each span = 23 feet).

Status: Open to traffic.

Coordinates: 35.239683,-112.608866



2013

Note: A Low-water crossing survives on the pre-paving alignment near the RR Viaduct (listed next) here:

35.290064,-112.730295

45. Abandoned RR viaduct over the BNSF Line east of Seligman at Crookton Overpass.

Date Built: Circa 1930 when the route was paved.

Type: Steel Beam in the center with a Concrete Deck Girder span on each end.

Status: Replaced in 1956. Closed to traffic.

Coordinates: 35.290687,-112.73242



2013



2013

46. Crookton Overpass Viaduct over the BNSF RR on Crookton Rd.

Date Built: 1956; replaced the original viaduct on an offset alignment.

Type: 3-span Steel Stringer.

Status: Open to traffic.

Coordinates: 35.290661,-112.732709



2013

47. Stone culvert on a bell-shaped loop approx. 1 mi. west of Crookton Rd. MM 148 (1926 route).

Date Built: Unknown. Originally built for the National Old Trails Road.

Type: Stone and Tinhorn culvert.

Status: Abandoned; on private property.

Coordinates: 35.30516,-112.768253

Note: This establishes the 1926 route. A second culvert is located here: 35.30544,-112.768841



2013



48. Stone Culvert ruin on the north side of Crookton Road 2 mi. west of the entry above.

Date Built: Unknown. Originally built for the National Old Trails Road.

Type: Stone and tinhorn; walls are approx. 7 feet tall.

Status: Abandoned; on private property.

Coordinates: 35.310581,-112.801073



2013

NOTE: Between the Crookton Overpass RR viaducts and Seligman, three Route 66 alignments intertwine. Concrete culverts exist on these various pathways, particularly the first paved alignment.

49. Bridge on Crookton Rd. at the east end of Seligman over the I-40 access road.

Date Built: 1969 to accommodate I-40 construction (features an embedded but undated geo marker).

Type: Single-span Steel Girder.

Status: Open to traffic.

Coordinates: 35.320001,-112.849407



2013

50. Concrete Culvert at the east end of Seligman on the first paved alignment.

Date Built: 1931; contains an embedded 1931 Arizona Hwy. Dept. marker.

Type: 6-barrel Concrete Culvert. Note: A tinhorn culvert exists on the unpaved route just to the south.

Status: Open to traffic.

Coordinates: 35.324658,-112.867115



2013



2013

51. Stone Culvert on the original unpaved US 66 at the west end of Seligman on Chino Wash.

Date Built: Unknown. Built for the National Old Trails Road.

Type: Stone and Tinhorn Culvert. Built for the National Old Trails Road.

Status: Abandoned

Coordinates: 35.327097,-112.897302



2013

52. Lost Chino Wash Bridge at the west end of Seligman on the first paved alignment.

Date Built: Circa 1930.

Type: 7-span Ribbed Steel Girder with concrete guardrails.

Status: GONE. Replaced with earthen fill and a large culvert at an unknown date.

Coordinates: 35.330677, -112.897032



1934 Arizona Highways magazine photo.

53. Stone Culvert on the 1926 route south of the first paved alignment just west of Seligman.

Date Built: Unknown. Built for the National Old Trails Road.

Type: Stone and Tinhorn Culvert.

Status: Abandoned

Coordinates: 35.332741,-112.91563



2013

Stone Culvert west of the entry above on the 1926 route.  
Date Built: Unknown. Built for the National Old Trails Road.  
Type: Stone and Tindhorn Culvert.  
Status: Abandoned  
Coordinates: 35.335481,-112.934477



2013

NOTE: All culverts on the first paved route from the Crookton Rd. I-40 Exit west of Ash Fork through Kingman to the west were built between 1930 and 1936. There are at least 40 between Seligman and Kingman.

NOTE: A segment of the abandoned and inaccessible 1926 route just west of Seligman contains the remains of at least 10 of the culverts described above. Their locations are:

35.342076,-112.953803  
35.345115,-112.956182  
35.345928,-112.956823  
35.347727,-112.958245  
35.350671,-112.960538  
35.35213,-112.96169  
35.353654,-112.962886  
35.35484,-112.963813  
35.357842,-112.966159  
35.358438,-112.966625

54. Culvert on the 1926 route east of Peach Springs aprox. 1 mi. west of the Indian Rd. 18 Jct.  
Date Built: Circa 1932.  
Type: 6-barrel Concrete Culvert; a similar culvert was built on the nearby 1962 upgrade alignment.  
Status: Abandoned; inaccessible; on tribal land.  
Coordinates: 35.552325,-113.338869



2013

55. Bridge on Truxton Wash at Truxton.

Date Built: 1935; guardrails are newer; attached marker contains no date.

Type: 3-span Steel Stringer.

Status: Open to traffic.

Coordinates: 35.486546,-113.559881



2013

56. Slab bridge on an unidentified wash approx. 2 miles west of Truxton.

Date Built: 1934; guardrails are newer; attached marker contains no date.

Type: 5-span Concrete slab.

Status: Open to traffic.

Coordinates: 35.467141,-113.599931



2013

57. Bridge on an unidentified wash west of Truxton (west of the bridge listed above).

Date Built: 1934; guardrails are newer; attached marker contains no date.

Type: 3-span Steel Stringer.

Status: Open to traffic.

Coordinates: 35.46147,-113.611599



2013

NOTE: There is a large culvert on the final alignment opposite the bridge listed in No. 58 below, located here: 35.437733, -113.646468

58. Slab bridge on the first paved alignment on an unnamed wash in Crozier Canyon.

Date Built: Unknown; likely during paving in the 1930s.

Type: 4-span Continuous Concrete Slab with flared concrete guardrails.

Status: On private property.

Coordinates: 35.435503,-113.646379



2013



2013

59. Lost bridge less than 1 mile west of the above entry.

Date Built: 1937 on the first paved route (only abutments remain).

Type: Unknown

Status: GONE. Replaced in 1962 with a 3-span Continuous Steel Stringer on an offset alignment.

Coordinates: 35.422459,-113.64875



2013 - 1962 Replacement of the 1937 bridge

NOTE: Acknowledgment of a large culvert just west of Valentine built in 1933 on the 1926 + first paved route. May have replaced an existing bridge. 35.382378,-113.66299

60. Hackberry Wash Bridge on the west side of Hackberry.

Date Built: 1962

replaced a 1930s bridge of unknown type just to the south. One pier from that bridge remains.

Type: 4-span Continuous Steel Stringer (351 ft. length).

Status: Open to traffic. (Note: Predates I-40 bridges between Ash Fork and the Hwy. 93 Jct. in Kingman).

Coordinates: 35.379936,-113.728604



2013



NOTE: Acknowledgment of a 1936 5-barrel culvert in Kingman here: 35.244024,-113.984716

61. Old Trails Wash bridge on 4th Street in Kingman.

Date Built: 1918 for the National Old Trails Road.

Type: 2-span, Rail Top Slab (built with steel rails embedded in the deck).

Status: Open to traffic.

Coordinates: 35.184767,-114.053792



2013



2013

62. Stone Culvert on the 1926 alignment (4th Street / National Old Trails) in Kingman.

Date Built: Unknown

Type: Single barrel Stone and Tinhorn culvert.

Status: Open to traffic.

Coordinates: 35.181564,-114.058322



2013

63. Concrete Culvert on Andy Devine Ave. just west of the Powerhouse in Kingman.

Date Built: 1940

Type: 3-barrel Concrete Culvert with iron railings.

Status: Open to traffic.

Coordinates: 35.189859, -114.059516



2013

64. Concrete Culvert on Route 66 just west of the entry above.

Date Built: 1940

Type: 4-barrel Concrete Culvert with decorative concrete guardrails.

Status: Open to traffic.

Coordinates: 35.189123,-114.061768



2013

65. Bridge on Holy Moses Wash west of Kingman on the upgrade alignment to the original route.

Date Built: 1939; later rehabbed.

Type: 7-span Continuous Steel Stringer.

Status: Open to traffic.

Coordinates: 35.16197,-114.072853



2013

NOTE: There are no bridges on the original alignment from Kingman to Topock via Oatman, but there are multiple culverts. Three along Oatman Rd. are located here:

35.036655,-114.335539

35.037358,-114.353171

35.037425,-114.35358

NOTE: The final, 1950s 2-lane route between Kingman and Topock via Yucca was later adopted by I-40. Several bridges built for that 2-lane route without special significance survive on both the eastbound and westbound lanes. They are listed below without photos.

67. Griffith Wash Bridge (EB I-40).

Date Built: 1949

Type: 5-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 35.082178,-114.120993

68. Black Rock Wash Bridge (EB I-40).

Date Built: 1951

Type: 5-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 35.002237, -114.135992

69. Walnut Creek Bridge (EB I-40).

Date Built: 1951

Type: 5-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 34.963668, -114.143178

70. Rock Creek Bridge (EB I-40).

Date Built: 1952

Type: 4-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 34.901969, -114.154695

71. RR Viaduct bridge at Yucca (WB I-40).

Date Built: 1952

Type: 3-span Continuous Steel Stringer.

Status: Open to traffic.

Coordinates: 34.888755, -114.151706

72. Willow Creek Bridge at Yucca (WB I-40).

Date Built: 1952

Type: 4-span Continuous Steel Stringer.

Status: Open to traffic.

Coordinates: 34.883342, -114.148981

73. Mackenzie Wash Bridge (WB I-40).

Date Built: 1951

Type: 7-span Continuous Concrete Slab with Steel Piers.

Status: Open to traffic.

Coordinates: 34.842228, -114.145812

74. Happy Jack Wash Bridge (WB I-40).

Date Built: 1952

Type: 5-span Continuous Concrete Slab with Steel Piers.

Status: Open to traffic.

Coordinates: 34.816602, -114.146622

75. Flat Top Wash Bridge (WB I-40).

Date Built: 1951

Type: 5-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 34.806084, -114.151461

76. Buck Mountain Wash Bridge (WB I-40).

Date Built: 1969 (likely replaced a multi-barrel 1950s culvert when the interstate was built).

Type: 10-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 34.747191, -114.231093

77. Franconia Wash Bridge (WB I-40).

Date Built: 1951

Type: 7-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 34.737322, -114.250733

78. Chemehuevi Wash Bridge (WB I-40).

Date Built: 1952

Type: 5-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 34.730576, -114.288282

79. Boulder Wash Bridge (WB I-40).

Date Built: 1972

Type: 5-span Continuous Concrete Slab.

Status: Open to traffic.

Coordinates: 34.730429, -114.294208

NOTE: The 1966 bridge on the 2-lane approach to the lost Red Rock Bridge (south I-40 Service Rd.) at Topock is not a US 66 bridge. 34.717391, -114.481704

80. Colorado River Bridge at Topock (1926 route).

Date Built: 1916; Design Engineer = J.A. Sourwine; built by the Kansas City Structural Steel Co.

Type: Three-hinge, spandrel-braced, Steel Through Arch; arch = 592'; overall length = 832'.

Status: Closed to traffic; converted in 1948 to carry a pipeline.

Coordinates: 34.715327,-114.484707

Note: Added to the NRHP in 1988.



Arch bridge when used for vehicles



1994

81. Lost Red Rock bridge on the Colorado River at Topock (originally a RR bridge).

Date Built: 1890 for the RR; converted to vehicle use for US 66 in 1947 (replacing the bridge above).

Type: Cantilevered Through Truss.

Status: GONE. Replaced by the I-40 bridge in 1966; dismantled in 1978.

Coordinates: 34.71699,-114.486729



Postcard view of the Red Rock Bridge



Three alignments at the Colorado River

82. 4-lane I-40 bridge on the Colorado River at Topock (final route of 66 into California).

Date Built: 1966

Type: 7-span Ribbed Steel Girder.

Status: Open to traffic.

Coordinates: 34.717197,-114.487454



2013