IMPLEMENTATION

9. **Text for ASCE website:** A draft of the proposed text which will appear on the ASCE website (maximum 500 words)

Route 66 is representative of the early development (circa 1920's) of cross-country highway routes in the United States. Route 66 was not constructed as a single project with an identifiable construction start date and construction end date. Creation of Route 66 was the collection of many individual efforts at the state, county and local level that established what eventually became a continuous numbered highway from Chicago, Illinois to Santa Monica, California, approximately 2,448 miles in length.

There were many notable civil engineering features constructed and achievements accomplished at many locations along the Route 66 alignment during its development. As the first continuous numbered cross-country route connecting the Midwest (Chicago) with the Pacific Coast (Los Angeles and Santa Monica) Route 66 is historically significant for its effect on regional and national economic, social, and political development.

This National Historic Civil Engineering Landmark commemorates the Route 66 corridor from Chicago, Illinois to Santa Monica, California. Within that corridor are 15 select civil engineering features, or elements, of historical significance. Fourteen are listed on the National Register of Historic Places. They 15 include:

- The Chain of Rocks Bridge, over the Mississippi River north of St. Louis: Piers were located to align with water intake towers downstream. To locate all piers on sound bedrock, the design featured a thirty-degree bend in the road at a pier in mid-river.
- Brush Creek Bridge, north of Baxter Springs, Kansas: The Marsh Rainbow Arch bridge design is constructed of concrete and steel.
- 11th Street Arkansas River Bridge in Tulsa, Oklahoma: Built in 1916-1917, it was the first major multi-span concrete bridge in Oklahoma with 18 spans and 1,470 feet long.
- Bridgeport Bridge over the Canadian River hear Bridgeport, Oklahoma: A 40 span, 3,945 foot long truss structure.
- Santa Rosa Cutoff and Laguna Cutoff in New Mexico: The two realignments improved roadway geometrics and shortened the travel distance by 107 miles.
- Route 66 in Mohave County, Arizona: The Oatman Highway through the Black Mountains dealt with the most challenging topography along the 2,448 mile long Route 66 and had the steepest grades and most curving alignment.
- Old Trails Bridge over Colorado River at Topock, Arizona: A 600-foot steel arch constructed in 1914.
- Colorado Street Bridge in Pasadena, California: The highest concrete bridge in the world upon completion in 1913.
- Arroyo Seco Parkway in Los Angeles: Upon completion in 1940, was the first "freeway" in the western United States.

Route 66 was established as a numbered route in April, 1926 but it was several years until 1938 when the last unpaved segment was paved. The Route 66 route number was decommissioned in 1985. During Route 66's 59-year life there were many changes in local alignment resulting from highway improvements and relocations. Yet, today, many civil engineering features of historic significance continue to remain.

10. **Text for Landmark plaque:** A draft of proposed text that will appear on the Landmark plaque that describes the Landmark and why it is worthy of recognition from a historic civil engineering point of view. (maximum of 100 words)

    The following is proposed text for a "generic" Landmark plaque such as might be placed at each end of Route 66. This text could also be used at other locations.

    Route 66 is representative of the early development (circa 1920's) of cross-country highway routes in the United States. Creation of Route 66 was the collection of many individual efforts at the state, county and local level that established what eventually became a continuous numbered highway from Chicago to Santa Monica. Notable civil engineering features and achievements occurred at many locations along the Route 66 alignment during its development. Route 66 is historically significant for its effect on regional and national economic, social and political development. [85 words]

    The following is proposed text that could be used by ASCE Sections for site-specific use. The text is the same as above, except that the final sentence has been deleted, leaving space for about 32 words to describe the local feature.

    Route 66 is representative of the early development (circa 1920's) of cross-country highway routes in the United States. Creation of Route 66 was the collection of many individual efforts at the state, county and local level that established what eventually became a continuous numbered highway from Chicago to Santa Monica. Notable civil engineering features and achievements occurred at many locations along the Route 66 alignment during its development. [Description of local feature to be inserted here. As an example: The Chain of Rocks Bridge was designed to align its piers with downstream water intake towers, thus minimizing hazards to river navigation. The 30-degree bend in the bridge at mid-river was necessary to place bridge piers on stable bedrock.]

11. **Proposed Landmark plaque location:** Ten Sections have participated in preparing this nomination of the Route 66 corridor and there are 15 features of historical significance identified in this nomination. Typically, ASCE at the national level will pay for one Landmark plaque for a Historic Landmark. There has been a suggestion from one member of the History and Heritage Committee that perhaps two Landmark plaques could be funded, one at each end of Route 66. Individual Sections may wish to pay for additional plaques to be located at other locations. For example, the St. Louis Section would like a plaque installed at Route 66 State Park in Missouri. This nomination package proposes that the decision on Landmark plaque locations be made after the History and Heritage Committee recommends designation as a NHCEL and after Board approval.