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. Along that thread, no attempt was made to verify which bridges original to the interstates carried Route 66 signage as the route was gradually dismantled, though the ones likely to have done so are addressed in the database. Some culverts that were too small to qualify as bridges but with historical significance were documented also, 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. 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
IIllinois

NOTE: All of Illinois Route 66 was decertified by 1976.

NOTE: I-55 bridges not included in the numbered entries are listed at the end of the document.

NOTE: Status of listed bridges is current as of 2014.

1. Chicago River Bridge downtown Chicago on Jackson Blvd. (one-way EB).
   Date Built: 1915
   Type: Double Trunnion Bascule Deck Truss
   Status: Open to traffic
   Coordinates: 41.878151,-87.637795

2. Chicago River Bridge downtown Chicago on Adams Ave. (one-way WB).
   Date Built: 1927; rehabbed in 1996
   Type: Double Trunnion Bascule Deck Truss
   Status: Open to traffic
   Coordinates: 41.879454,-87.638128
3. Lost RR Viaduct on Ogden Ave. in Cicero (Ogden at Cicero Ave.).
Date Built: 1938 (No. 016-0228); rehabbed in 1959; removed in 1999 (not replaced).
Type: 24-span mix of pony and Warren Through Truss with Verticals
Status: Gone
Coordinates: 41.844717,-87.742526

NOTE: Acknowledgment of lost bridge on Des Plaines River (Ogden W. of Harlem--1926-28 route).

Date Built: 1900; replaced in 1927; rehabbed in 1996.
Type: 5-span Precast Concrete Girder
Status: Open to traffic
Coordinates: 41.814462,-87.809382

Date Built: 1935 (No. 099-9901); rehabbed in 1972.
Type: Double Trunnion Bascule Deck Truss
Status: Open to traffic
Coordinates: 41.536635,-88.082995

NOTE: Acknowledgment of the lost Jackson Creek Bridge S. of Joliet on IL53 on the original 2-lane path of Route 66 (41.433107,-88.078461). It was replaced in 1942 (after the route moved to Plainfield in the 1930s) as part of a 4-lane expansion project. Both of those bridges were reconstructed in 1989.

NOTE: Acknowledgment of the lost Prairie Creek Bridge (41.354653,-88.133843) on IL 53 N. of Wilmington. The current WB bridge (the original 2-lane Route 66 pathway) was built in 1978, replacing an earlier bridge. The EB bridge for the 4-lane expansion was built in 1942, which was post-66 era for this alignment. Both bridges were rehabbed in 2008.

Date Built: 1957; rehabbed in 1997.
Type: Cantilevered Warren Through Truss
Status: Open to traffic.
Coordinates: 41.421861,-88.19434
Date Built: 1959
Type: Concrete Slabs
Other detailed data available: No
Status: Open to traffic. Note: It is unlikely that either of these ever carried Route 66 traffic, but possible.
Coordinates: 41.387682,-88.192361

8. Lost bridge on Forked Creek in Wilmington (east side of the city).
Date Built: 1922 (No. 099-0091)
Type: Unknown; current bridge = Steel Stringer.
Coordinates: 41.310767,-88.137169
Photo unavailable

9. Lost Kankakee River Mill Race bridge, Wilmington.
Date Built: 1944 (No. 099-0092)
Type: Unknown; current = Steel Girder.
Status: GONE; replaced in 1998
Coordinates: 41.305452,-88.151337
Photo unavailable
10. Lost Kankakee River bridges, Wilmington.
Date Built: 1) 1913; 2) circa 1930s.
Type: (1) Pratt Through Truss; (2) 7-span Open-Spandrel Concrete Arch.
Status: GONE; 1930s bridge replaced in 1987 (No. 099-0272).
Coordinates: 41.305452,-88.151337

11. Lost Steel Arch Bridge over the railroad between Braceville and Gardner on IL 129.
Date Built: 1939 (No. 032-0062); reconstructed 1964.
Type: Tied Steel Through Arch
Coordinates: 41.209998,-88.280823
Note: The abandoned road on the W side of RR is the 2-lane route—now IL 129—that came from Plainfield when route was moved from Joliet in the 1930s. The historic route from Joliet (on E side of RR) became 66A (today’s IL53).

NOTE: Acknowledgment of a lost bridge of unknown date and type on the Mazon River north of Gardner on the former IL 129 alignment from Plainfield (just WB from the arch bridge above).
41.207494,-88.283861
12. Lost bridge over the Mazon River on IL 53.
Date built: Unknown; current bridge built in 1969 (No. 032-0023) is post-66 era for this route.
Type: Unknown
Status: GONE; replaced in 1969 (No. 032-0023).
Coordinates: 41.206261,-88.28372
Photo unavailable

13. Lost Viaduct at Gardner on IL 53 over the Union Pacific RR.
Date Built: 1928; reconstructed 1965; closed 11-19-98.
Type: 1928 = Unknown (No. 032-0022); reconstructed in 1965 as Steel Girder with Precast Concrete Girder approaches.
Status: GONE; replaced with a Continuous Steel Stringer (No. 032-0096) in 2000.
Coordinates: 41.1821,-88.315428

14. Lost bridge on Woods Run Creek 2 mi. S. of RR viaduct at S. edge of Gardner.
Date Built: 1954 (No. 032-0003); would have replaced an earlier bridge on the 1926 route.
Type: Concrete Slab
Status: GONE; replaced with concrete culvert (No. 032-2004) in 2002 when the 1979 interstate highway culvert (No. 032-2004) was extended from I-55 under the current service road.
Coordinates: 41.129607,-88.381872
Photo unavailable
15. Lost Gooseberry Creek bridges just N. of Dwight on the 4-lane bypass alignment.
Date Built: EB (original 2-lane path) = unknown; replacement (No. 032-0001) = 1954; WB (4-lane expansion) = Circa late 1940s.
Type: Original EB = unknown; 1954 EB replacement = Concrete Deck Girder; 2000 EB replacement = concrete culvert; WB = unknown, likely a Concrete Deck Girder.
Status: EB Original + 1954 replacement GONE: 1954 EB replaced in 2000 with Concrete Culvert (No. 032-2008); Circa 1940s WB GONE, not replaced.
Coordinates: 41.111087,-88.408712
Photo unavailable

NOTE: There are several culverts of minimal significance between Gardner and Dwight.

16. Lost bridges on 4-lane bypass 66 at north edge of Dwight.
Date Built: EB (original 2-lane) = 1954 (No. 053-0017), replaced an earlier bridge of unknown date and type; WB = Unknown, circa late 1940s for 4-lane expansion.
Type: 1954 EB = Concrete Slab; WB - Unknown.
Status: WB bridge GONE, not replaced; EB bridge GONE, replaced in 2001 with a Concrete Culvert (No. 053-2039).
Coordinates: 41.105315,-88.429669
Photo unavailable

NOTE: Acknowledgment of large culvert (likely replaced a bridge of unknown date and type) on the original 2-lane route in Dwight here: 41.096864,-88.422829

17. Lost RR Overhead on the former 4-lane bypass at Dwight.
Date Built: 1954
Type: Unknown
Status: GONE, not replaced. This is now an at-grade crossing.
Coordinates: 41.100979,-88.438756
Photo unavailable

NOTE: Acknowledgment of a lost 1954 viaduct bridge over Hwy. 17 on the 4-lane bypass route in Dwight. 41.093777,-88.44108
18. Mazon River Bridge north of Odell on the original 2-lane alignment.
Date Built: 1954 (No. 053-0013); replaced an earlier bridge of unknown date and type.
Type: Concrete Deck Girder (Tee Beam)
Status: Open to 2-way traffic; WB lanes are now under EB I-55.
Coordinates: 41.050244,-88.481328

19. Concrete Girder on Wolf Creek at Cayuga (N. of Pontiac).
Date Built: 1955 (No. 053-0011), replaced an earlier span of unknown date and type; rebuilt in 1998.
Type: Concrete Deck Girder
Status: Open to traffic. The WB bridge built for the 4-lane expansion during the same era is gone.
Coordinates: 40.944067,-88.580555

20. Lost Twin Stringers over North Creek in Pontiac on 4-lane bypass route.
Date Built: EB = 1955; WB = 1954
Type: EB (No. 053-0010) = Concrete Slab; WB (No. 053-0009) = Concrete Slab; replaced with Steel Stringers.
Status: Replaced in 2001 (No. 053-0176 and No. 053-0175).
Coordinates: 40.888425,-88.640504
Photo unavailable
21. Bridge on N. Division St. over North Creek, Pontiac.
Date Built: 1926 (No. 053-0073); rebuilt in like style in 2005 (No. 053-7105), re-using original end posts.
Type: Concrete Deck Girder (both)
Status: Open to traffic.
Coordinates: 40.888057,-88.633309

22. Lost twin bridges on the Vermillion River in Pontiac on the 4-lane bypass route.
Date Built: EB= 1954 (No. 053-0007); rebuilt 1990; WB = 1947 (No. 053-0008).
Type: Unknown; current bridges are Precast Concrete Girder.
Status: Rebuilt in 1990.
Coordinates: 40.878822,-88.643871
Photo unavailable

23. Lost bridge on the Vermillion River on Ladd St. (2-lane 66) in Pontiac.
Date Built: 1927 (No. 053-0068).
Type: Concrete Deck Girder (Tee Beam); Current = Precast Concrete Girder.
Coordinates: 40.878206,-88.638254 (Note: Vermillion St. Br. built in 1925; Mill St. in 1976).
Photo unavailable
24. Slab bridges on 4-lane 66 on Turtle Creek S. of Pontiac.
Date Built: EB (original 2-lane) = 1954 (rehabbed in 1997); WB = 1943; closed in 1998.
Type: EB (No. 053-0005) = Concrete Slab; WB (No. 053-0006) = Concrete Slab.
Status: EB Bridge is open to traffic.
Coordinates: 40.856279,-88.651944

25. Twin bridges on Rooks Creek S. of Pontiac.
Date Built: EB (No. 053-0003) = 1939 (replaced an earlier bridge of unknown date and type); rebuilt 1997; WB (No. 053-0004) = 1946 for the 4-lane expansion; closed in 1998.
Type: Both are Steel Stringers
Status: EB bridge open to traffic.
Coordinates: 40.814798,-88.677889

26. Side by side bridges N. of Chenoa on a tributary to Rooks Creek on 4-lane 66.
Date Built: WB = 1943 (No. 053-0001) for 4-lane expansion; closed in 1998. EB = 1954 (No. 053-0002), replaced an earlier bridge. The 1954 bridge was rebuilt in 2001.
Type: WB = Concrete Deck Girder; EB = 1954 was likely a Concrete Deck Girder; current = Steel Beam.
Status: EB (rebuilt) bridge open to traffic.
Coordinates: 40.772312,-88.70435
27. Concrete Slab on Turkey Creek N. of Lexington.
Date Built: 1954 (No. 057-0039); replaced a bridge of unknown date and type on the original 2-lane.
Type: Concrete Slab; the WB bridge built for the 4-lane 66 expansion is under I-55.
Status: Open to traffic.
Coordinates: 40.663963,-88.771315

28. Slab bridges on the N. side of Lexington (S. of the bridge above) on the 4-lane route.
Date Built: WB (built for 4-lane expansion) = 1945 (No. 057-0038); EB = 1954 (No. 057-0037).
Type: Both are Concrete Slab.
Status: EB (replaced a bridge on original 2-lane) open to traffic; WB bridge is closed. Both are damaged.
Coordinates: 40.658898,-88.774451

Date Built: EB (original 2-lane route): 1954 (No. 057-0035), replaced an earlier bridge; rebuilt in 2000;
WB (No. 057-0036) = 1946 for the 4-lane expansion.
Type: 1954 and Prior EB bridges = Unknown, 1954 was likely a Concrete Deck Girder; 2000 bridge = Precast Concrete Girder; WB (1946) = Continuous Concrete Deck Girder (4 beams across).
Status: 2000 EB bridge open to traffic; 1946 WB bridge open to pedestrian traffic only.
Coordinates: 40.632066,-88.799453
30. Slab bridge on the original 2-lane alignment (EB half of 4-lane) north of Towanda.
Date Built: 1954 (057-0033); would have replaced an earlier bridge.
Type: Concrete Slab
Status: Open to 2-way traffic; WB bridge consumed by EB I-55.
Coordinates: 40.606537,-88.836155

31. Bridges on Money Creek on 4-lane 66 on N. side of Towanda.
Date Built: EB (No. 057-0031): 1954 (replaced earlier bridge of unknown date and type); replaced in 2000 (No. 057-0239); WB (No. 057-0032): 1945 for the 4-lane expansion.
Type: 1954 EB = Continuous Concrete Deck Girder; 2000 replacement = Precast Concrete Girder; 1945 WB = Continuous Concrete Deck Girder.
Status: 2000 EB (orig. 2-lane pathway) open to traffic; 1945 WB bridge closed.
Coordinates: 40.572937,-88.885269

32. Slab bridge on Sugar Creek on Main St. just N. of Virginia in Bloomington (EB).
Date Built: 1917 (No. 057-0054); rebuilt in 1954; scheduled for replacement in 2015 with No. 057-0256.
Type: Concrete Slab; retains original bridge number; piers are likely original to 1917.
Status: Open to traffic
Coordinates: 40.49868,-88.994427
33. RR Viaducts downtown Bloomington (EB on Main St.; WB on Center St.).
Date Built: EB (No. 057-0193) on original pathway = 1981, may have replaced earlier bridge; WB (No. 057-6301) = 1970 (rebuilt 2004).
Type: Current bridges = WB = Steel Girder; EB = Steel Girder.
Status: Open to traffic
Coordinates: 40.475006,-88.993418

NOTE: Acknowledgment of lost bridge on Timber Creek N. of Funk’s Grove on original 2-lane pathway of unknown type and date. Replaced in 1954 with the bridge listed below. Located approximately here: 40.370188,-89.103059

34. Lost Concrete Girder on Timber Creek at Funk’s Grove.
Date Built: 1954 (No. 057-0003); would have replaced earlier bridge acknowledged above.
Type: 3-span Continuous Concrete Deck Girder (4 beams across).
Status: GONE; replaced in 2015.
Coordinates: 40.361694,-89.113699
35. Slab bridge on WB half of 4-lane 66 (original 2-lane path) on Clear Creek N. of Atlanta.
Date Built: 1954; would have replaced an earlier bridge of unknown date and type.
Type: Concrete Slab; one guardrail has been removed.
Status: Open to traffic
Coordinates: 40.280381,-89.209162

36. Concrete arch bridge on Kickapoo Creek just N. of Lawndale.
Date Built: 1954 (No. 054-0002); would have replaced an earlier bridge of unknown date and type.
Type: Five-span Continuous Concrete Deck Girder.
Status: Open to traffic; Scheduled for replacement by bridge No. 054-0516 as of 2013.
Coordinates: 40.222153,-89.276845
Note: Bridge is on WB half of 4-lane (original 2-lane). EB half is under I-55.

37. Salt Creek Bridge at Lincoln (Ruin).
Date Built: Circa 1920s; replacement bridge built in 1942 on offset alignment.
Type: Unknown, likely a concrete deck girder or slab.
Status: GONE; only piers remain.
Coordinates: 40.131551,-89.392535
38. Salt Creek Bridge on current alignment at Lincoln.
Date Built: 1942 (No. 054-0005); reconstructed in 1975.
Type: Steel Girder
Status: GONE; replaced by Bridge No. 054-0512 in 2014.
Coordinates: 40.130923,-89.388865

39. Bridges on Fancy Creek (once 4-lane 66) at the N. end of Sherman.
Date Built: EB (No. 084-0031) = 1953 (added for 4-lane 66); WB (on the original 2-lane route) = Unknown, but likely in 1953 also; would have replaced an earlier bridge.
Type: Both are nearly identical Concrete Slabs.
Status: WB Abandoned; EB open to traffic (becomes on-ramp to I-55).
Coordinates: 39.913577,-89.585862

40. Lost bridge on 2-lane fragment at N. end of Sherman.
Date Built: Unknown
Type: Unknown
Status: Only road remnant and creek remain.
Coordinates: 39.897181,-89.600228
Photo unavailable
41. Lost Sangamon River Bridge, Sherman.
Date Built: Circa 1900s; replaced 1936.
Type: Pratt Through Truss
Status: Only abutments remain; restricted access.
Coordinates: 39.870601,-89.614343
Photo unavailable

42. Sangamon River Bridge on upgrade alignment, Sherman.
Date Built: 1936 (No. 084-0030); Rebuilt and widened in 1987 (was originally built as a 2-lane bridge with wide shoulders).
Type: Original = steel girder with steel stringer at N end; Reconstructed bridge = Steel Girder.
Status: Open to traffic
Coordinates: 39.870717,-89.613871
Note: IDOT bridge report lists 1926 in error; IL Historic Registry and other sources list 1936.

IDOT photo of 1936 bridge 2013

43. Lost bridge on Sangamon River Overflow, Sherman.
Date Built: 1937 (No. 084-0029); replaced in 1987 (No. 084-0179).
Type: 1937 = Concrete Slab; 1987 = Steel Girder.
Status: Open to traffic
Coordinates: 39.868033,-89.613897
Photo unavailable

NOTE: Acknowledgment of RR Viaduct on Dirksen Parkway in Springfield, containing two numbers: 084-0073 (1939) for WB lanes and 084-0178 (1982) for EB lanes, though it is one structure. The 1982 half was evidently added, along with new guardrails, and given its own number. Both plaques are on the WB (1939) side of the railing.
BEGIN POST-1930 ROUTE 66 ALIGNMENT FROM SPRINGFIELD TO EXIT 33 AT HAMEL.

NOTE: Acknowledgment of the lost Sugar Creek Bridge on Cotton Hill Rd. in Springfield that was submerged with the creation of Lake Springfield. It carried US 66 from 1930 until the completion of the 1932 lake bridge just to the west. Prior to 1930 the route followed the old IL4 alignment farther west. The lake itself was constructed between 1931-1935.

44. Lost bridges over Lake Springfield.
Date Built: 1932 (No. 084-0026); Replaced in 2001 (No. 084-0499).
Type: Concrete Deck Girder with decorative parapet walls and lighting; Current = Steel Girder.
Coordinates: 39.697413,-89.642839
Note: In 1967, the 1932 bridge was adopted by I-55 for its WB lanes until its 2001 replacement. The EB I-55 Bridge, built in 1967, was a Precast Concrete Girder (No. 084-0027). It was replaced in 2002 with Steel Girder (No. 084-0500).

Date Built: 1955 (No. 084-0005); Replaced in 2011 (No. 084-0517).
Type: 1955 & 2011 = Steel Stringers.
Status: 2011 viaduct open to traffic.
Coordinates: 39.629032,-89.64765
Note: Unless this was an at-grade crossing prior to 1955, the viaduct would have replaced an earlier viaduct. This alignment replaced the earlier 2-lane route from Lake Springfield (which merged just south of here) and became the WB half of 4-lane 66 prior to construction of I-55.
Photo unavailable
46. Steel Beam bridge on Brush Creek near the dead-end just N. of Divernon.  
Date Built: 1949 (No. 084-0002; may have replaced earlier bridge on the post-1930 two-lane.  
Type: Steel Beam  
Status: Open to traffic as West I-55 Service Rd. (dead-ends to the north).  
Coordinates: 39.57984,-89.646904

47. Concrete bridge on Macoupin Creek at Farmersville.  
Date Built: 1949 (No. 068-0054) – Replaced an earlier bridge immediately west that was on an offset alignment (fragmented concrete roadbed remains in both directions from the creek).  
Type: Concrete Deck Girder  
Status: Open to traffic as I-55 Svc. Rd.  
Coordinates: 39.438424,-89.644409

48. Lost RR viaduct on the surviving EB lanes of the 4-lane bypass at N. end of Litchfield.  
Date Built: 1950 (No. 068-0032);  
Note: The WB lanes likely had a 1950 viaduct as well.  
Type: 1950 & 1988 = Steel Stringers.  
Status: GONE; replaced in 1998 (No. 068-0061).  
Coordinates: 39.193075,-89.662891  
Photo unavailable
49. Lost RR Viaduct on the 2-lane bypass at the N. end of Litchfield.
Date Built: Unknown; likely abandoned when the 1950 viaduct listed below was built.
Type: Unknown.
Status: GONE; tracks removed.
Coordinates: 39.191312,-89.662161
Photo unavailable

NOTE: Acknowledgment of a possible lost bridge at the S. end of Litchfield located here:
39.152634,-89.666454

50. RR viaduct on W I-55 Svc. Rd. (2-lane 66; later WB half of 4-lane 66) N. of Exit 37 (Williamson).
Date Built: 1939 (No. 060-0004); rebuilt 2002 (piers may be original). This was likely an at-grade
   crossing prior to 1939.
Type: 3-span Steel Stringer
Status: Open to traffic
Coordinates: 38.978352,-89.749966
Photo unavailable

END OF THE POST-30 ALIGNMENT FROM SPRINGFIELD TO EXIT 33 AT HAMEL

BEGIN THE 1926-1930 ALIGNMENT FROM SPRINGFIELD TO HAMEL VIA OLD IL 4

51. Concrete Girder bridge on Lick Creek on Old Chatham Rd. (IL 4) S. of Springfield.
Date Built: 1919 (No. 084-0093); closed in 1989.
Type: 2-span Concrete Through Girder.
Status: Not Maintained; open to pedestrians.
Coordinates: 39.715695,-89.702431
Note: Replacement bridge on the upgrade alignment of IL4 was built in 1975.
52. Lost bridge on Polecat Creek at Chatham.
Date Built: Unknown; current bridge (No. 084-0521) = 2010; bridge prior to that = 1978 (post-66 era).
Type: Unknown; current bridge = Steel Stringer; bridge prior = Precast Concrete Girder.
Status: GONE
Coordinates: 39.683318,-89.704749
Photo unavailable

53. Lost bridge on Panther Creek N. of Auburn.
Date Built: Unknown; current bridge = 2001 (No. 084-0507); previous bridge = 1958 (post-66 era for this alignment).
Type: Unknown; current bridge = Steel Stringer; 1958 bridge = Concrete Deck Girder.
Status: GONE
Coordinates: 39.626131,-89.732386
Photo unavailable

54. Lost bridge on Panther Creek north of Auburn on Snell Rd.
Date Built 1920 (No. 084-0094)
Type: Single-span Concrete Through Girder; Current bridge = 4-barrel concrete culvert with vintage-style guardrails, though different from originals.
Status: GONE; replaced in 2002 (No. 084-0502).
Coordinates: 39.617979,-89.744076

![2013 view of the 2002 bridge](image)
55. Lost bridge on Panther Creek north of Auburn on Curran Road.  
Date Built: 1920 (No. 084-0091)  
Type: Single-span Concrete Through Girder; Current bridge = 4-barrel concrete culvert with vintage style guardrails.  
Status: GONE; replaced 2002 (No. 084-0501).  
Coordinates: 39.613598,-89.750578

56. Lost bridge over Sugar Creek on Harrison at Thayer.  
Date Built: 1920 (No. 084-0095)  
Type: Single-span Concrete Through Girder; Current bridge = Concrete Slab  
Status: GONE; replaced in 1999 (No. 084-0503).  
Coordinates: 39.541988,-89.763143  
Photo unavailable

57. Lost brick bridge on Shearles Branch N. of Nilwood (N. of RR trestle).  
Date Built: 1920 (No. 059-0046)  
Type: Concrete Slab with brick guardrails; Replacement = Concrete Culvert with brick guardrails.  
Status: GONE; replaced 2010 (No. 059-2502).  
Coordinates: 39.410783,-89.784148

NOTE: There are 7 culverts on the stair-step dogleg W. of Nilwood that begins on Donaldson Rd. here:  
39.398704,-89.845249
58. Concrete bridge on Hurricane Creek on the E/W section of the dogleg (Harvest) N. of Carlinville.
   Date Built: 1921 (No. 059-0031)
   Type: Single-span Concrete Through Girder.
   Status: Open to traffic
   Coordinates: 39.325702,-89.87101

59. Lost bridge on Hurricane Creek just N. of Carlinville.
   Date Built: 1921 (No. 059-0006); Reconstructed in 1960; Replaced in 1997 (No. 059-0056).
   Type: Unknown; likely a Through Girder; 1960 = Precast Concrete Girder; 1997 = Steel Beam.
   Status: 1997 bridge open to traffic.
   Coordinates: 39.310091,-89.878502
   Photo unavailable

60. Lost bridge 1 mile SE of Carlinville on unidentified creek.
   Date Built: Unknown; circa 1920.
   Type: Single-span Concrete Through Girder.
   Status: GONE; lost when terrain was reshaped and creek channel relocated at an unknown date.
   Coordinates: 39.272848,-89.865982 (approximate). The curve in the photo now bends to the right.

NOTE: Acknowledgment of bridge ruin on Macoupin Creek on an abandoned segment of original IL4/US66 S. of Carlinville here: 39.261703,-89.849196. Possibly a Through Girder like others in the area; abutments remain; on private property. It’s replacement on current IL4 was built in 1960.
61. Culvert on Deerfield Dr. (W. side of current IL4) about 6.5 mi. S. of Carlinville.
Date Built: 1920
Type: Concrete Culvert with brass plaque: Station 317 + 17; Federal Aid Project 8, Section T.
Status: Open to traffic
Coordinates: 39.21881,-89.816433

62. Girder bridge on Honey Creek on Deerfield Dr. S. of Carlinville on the E. side of current Hwy.
Date Built: 1920 (No. 059-0032).
Type: Single-span Concrete Through Girder.
Status: Closed to traffic
Coordinates: 39.214041,-89.812595

NOTE: Acknowledgment of a concrete culvert on a fragment of original IL4/66 through the Staunton Country Club here: 39.045979,-89.806943

63. Lost bridge on Cahokia Creek S. of Staunton Country Club.
Date Built: 1921 (No. 059-0010). Abutments are to the immediate E. of the current bridge; replaced in 1958. The 1958 bridge was reconstructed in 1997.
Type: Unknown; Current = 4-span Steel Stringer.
Status: 1997 bridge is open to traffic.
Coordinates: 39.036063,-89.801844
Photo unavailable

END OF 1926-1930 ROUTE BETWEEN SPRINGFIELD AND HAMEL
64. Lost bridge on Sugar Creek just E. of Edwardsville (IL 157).
Date Built: 1930 (No. 060-0072)
Type: 1930 = Concrete Slab; 2013 = Steel Beam.
Status: GONE; replaced in 2013 (No. 060-0204).
Coordinates: 38.828329,-89.934051
Photo unavailable

65. Lost Bridge on Mooney Creek E. of Edwardsville (IL157), just W. of the bridge listed above.
Date Built: 1931 (No. 060-0071); Reconstructed in 1952.
Type: 2-span Concrete Deck Girder; 1991 bridge = 3-span Steel Stringer.
Status: GONE; replaced in 1999 (No. 060-0234).
Coordinates: 38.827938,-89.936926
Photo unavailable

BEGIN ALIGNMENTS TO MISSISSIPPI RIVER CROSSINGS ON THE ILLINOIS SIDE

66. Lost bridge on Cahokia Creek on Chain of Rocks Road W. of Edwardsville.
Date Built: 1932 (No. 060-0069); Current bridge (No. 060-0236) = 2008.
Type: Single-span Steel Stringer
Status: GONE; replaced in 2008 with a Concrete Slab.
Coordinates: 38.760199,-90.027038
67. Chain of Rocks Canal Bridge on Chain of Rocks Road in Granite City, IL.
Date Built: 1949 (No. 060-0068); Rehabbed in 1999.
Type: Main Span = Modified Warren Camelback Through Truss; Approaches = Cantilevered Warren Deck Truss + Steel Girder spans.
Status: Open to traffic.
Coordinates: 38.761856,-90.137996

68. Chain of Rocks Bridge on the Mississippi River.
Date Built: 1929; Closed to traffic in 1968; re-opened in 1999 as pedestrian & bicycle route.
Status: Open to pedestrians and vehicles for special events.
Coordinates: 38.759831,-90.173605

69. Lost RR Viaduct on Broadway in Venice (near the McKinley Bridge on the 1926 route).
Date Built: 1936 (No. 060-0155)
Type: 16=span Steel Stringer
Status: GONE; replaced in 1990.
Coordinates: 38.676432,-90.162532
Photo unavailable
70. McKinley Bridge over Mississippi River on the 1926 Route in Venice.
Date Built: 1910 (No. 060-6002); RR discontinued 1977; bridge closed in 2001; reconstructed in 2005; re-opened to vehicles in 2007.
Type: Three-span, pin-connected, 18 panel Pennsylvania Through Truss; Approaches = Steel Stringer/Girder.
Status: Open to traffic
Coordinates: 38.665047,-90.183304

71. Lost RR Viaduct on the IL 203 route (McCambridge Ave.) in Madison.
Date Built: 1935 (No. 060-0066)
Type: 5-span Through and Pony Truss; Current = Single-span Steel Beam with earthen approaches.
Status: GONE; replaced in 1992 (No. 060-0265).
Coordinates: 38.675443,-90.147384
Photo unavailable

72. Lost bridge on Canteen Creek on Collinsville Rd. (66 Bypass route) just W. of I-255.
Date Built: 1930 (No. 060-0074)
Type: Single-span Concrete Deck Girder (Tee Beam); Current bridge = Steel Beam.
Status: GONE; replaced in 1991 (No. 060-0264).
Coordinates: 38.659531,-90.039816
Photo unavailable
73. Slab bridge on canal on Schoenberger Creek on Collinsville Rd. just E. of Jct. Hwy. 203
Date Built: 1947 (No. 082-0031); Scheduled to be replaced by No. 082-0042
Type: Concrete Slab
Status: Open to traffic
Coordinates: 38.641846,-90.123624

74. RR Tunnel / Underpass #1 on St. Clair (IL3) on between Venice & E. St. Louis.
Date Built: Unknown; circa 1930s.
Type: Steel Beam
Status: Open to traffic
Coordinates: 38.635453,-90.149165
Note: This was US 66 from 1929-1936. Underpass was possibly built after that.

75. RR Tunnel / Underpass #2 on St. Clair (IL3) on 1929-1936 route between Venice & E. St. Louis.
Date Built: Unknown; circa 1930s; expanded for a second set of tracks in 1946.
Type: Steel Beam
Status: Open to traffic
Coordinates: 38.634279,-90.147802
NOTE: The chronological order of river crossings for US 66 = MCKINLEY, MUNICIPAL-MACARTHUR, CHAIN OF ROCKS, AND MLK/VETERANS bridges.

76. MLK/Veterans Approach Bridge in East St. Louis over WB I-70, Missouri Ave., and the RR.
Date Built: 1950 (No. 082-6003); rehabbed in 1989.
Type: Riveted, Warren Camelback Through Truss with Verticals.
Status: Open to traffic
Coordinates: 38.629569,-90.163616

77. MLK/Veterans Bridge on 1950s route (Collinsville Rd./ 9th / MLK).
Date Built: 1950 (No. 082-6001); rehabbed 1987; lanes reconfigured to 2EB/1WB in 2009.
Type: 3-span Cantilevered Subdivided Warren Through Truss w/ 2-span Warren Deck Truss approach.
Status: Open to traffic
Coordinates: 38.631003,-90.17881
Date Built: Open to traffic in 1917.
Type: Single-span Parker Through Truss.
Status: In ruins, abandoned (auto deck closed in 1981).
Coordinates: 38.613551,-90.165936

79. Municipal / Douglas MacArthur Bridge 1929 route from East St. Louis, IL.
Date Built: Open to traffic in 1917.
Type: Three-span Modified Pennsylvania Through Truss with single-span Pratt Through Truss on W. end.
Status: Now used only for trains (auto deck closed in 1981).
Coordinates: 38.614909,-90.183982

INTERSTATE BRIDGES THAT MAY HAVE CARRIED ROUTE 66 TRAFFIC IN ILLINOIS (38)
41.747806,-87.934807
41.716861,-88.006831
41.699465,-88.040369
41.474977,-88.196881
41.46886,-88.196598
41.37519,-88.192288
41.120055,-88.399054
41.050602,-88.481867
40.894984,-88.671857
40.768054,-88.716172
40.744778,-88.737947
40.741266,-88.737862