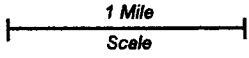
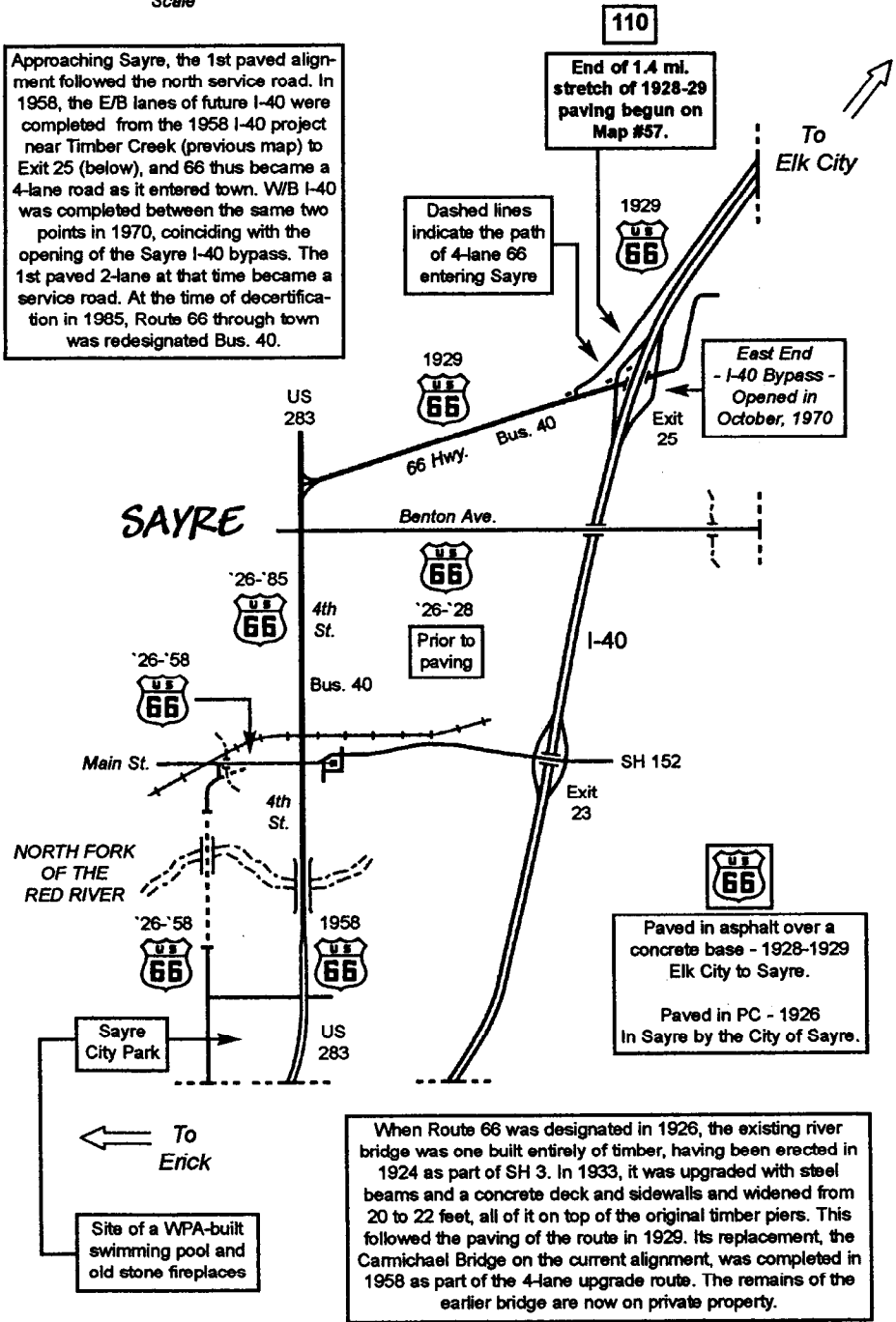


OKLAHOMA ROUTE 66 MAP #58



Approaching Sayre, the 1st paved alignment followed the north service road. In 1958, the E/B lanes of future I-40 were completed from the 1958 I-40 project near Timber Creek (previous map) to Exit 25 (below), and 66 thus became a 4-lane road as it entered town. W/B I-40 was completed between the same two points in 1970, coinciding with the opening of the Sayre I-40 bypass. The 1st paved 2-lane at that time became a service road. At the time of decertification in 1985, Route 66 through town was redesignated Bus. 40.



110
End of 1.4 mi. stretch of 1928-29 paving begun on Map #57.

Dashed lines indicate the path of 4-lane 66 entering Sayre

East End - I-40 Bypass - Opened in October, 1970

1929
US 66
Bus. 40

SAYRE

Benton Ave.

'26-'85
US 66
4th St.

'26-'28
Prior to paving

'26-'58
US 66
Main St.

4th St.

SH 152

NORTH FORK OF THE RED RIVER

'26-'58
US 66

1958
US 66

Paved in asphalt over a concrete base - 1928-1929 Elk City to Sayre.
Paved in PC - 1926 In Sayre by the City of Sayre.

Sayre City Park

When Route 66 was designated in 1926, the existing river bridge was one built entirely of timber, having been erected in 1924 as part of SH 3. In 1933, it was upgraded with steel beams and a concrete deck and sidewalks and widened from 20 to 22 feet, all of it on top of the original timber piers. This followed the paving of the route in 1929. Its replacement, the Carmichael Bridge on the current alignment, was completed in 1958 as part of the 4-lane upgrade route. The remains of the earlier bridge are now on private property.

To Erick

Site of a WPA-built swimming pool and old stone fireplaces