The Preservation of United States Highway Systems: Route 66

A lesson plan designed for 8-9th grade students
About This Lesson

This lesson was developed in partnership with the Preservation50 initiative as a component of the 50th anniversary commemoration of the National Historic Preservation Act. The curriculum is structured around material from the National Park Service with supplemental primary sources, images, and maps related to historic preservation from the Missouri Department of Transportation and the Advisory Council on Historic Preservation. The goal of this lesson is to teach students the value and significance of America’s historic places through the study of how we as a country have worked at the federal, state, and local level to preserve our heritage through legislation and law.

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www.Preservation50.org
www.NextExitHistory.com

The primary focus of this lesson is the transformation and preservation of United States highway systems, with a concentration on the legacy of Route 66 and the preservation attempts to save the “Mother Road.”

Abandoned cars along Route 66 in Arizona
Learning Objectives
**Lesson Plan Steps**

1. Introduce the Inquiry question to get students thinking about the topic
2. Read through readings as a class (when appropriate, have students read aloud)
3. Have students answer reading questions
4. Assign activities

**Where This Lesson Fits into the Curriculum**

**Topics:** This lesson could be used in teaching units on American roads, historic tourism, 20th century Interstate Highway System, Route 66, the National Historic Preservation Act, Section 106 Review Process, and contemporary historic preservation at a local level.

**Time period:** 19th Century to 21st-century America

**Relevant U.S. History Standards for Grades 5-12**

These social studies standards provided through the National Park Service’s Teaching with Historic Places, the UCLA Department of History, and the National Curriculum Standards for Social Studies.

**Standard 2: Historical Thinking**

- Appreciate historical perspectives—the ability (a) describing the past on its own terms, through the eyes and experiences of those who were there, as revealed through their literature, diaries, letters, debates, arts, artifacts, and the like; (b) considering the historical context in which the event unfolded—the values, outlook, options, and contingencies of that time and place; and (c) avoiding “present-mindedness,” judging the past solely in terms of present-day norms and values.

- Draw upon the visual, literary, and musical sources including: (a) photographs, paintings, cartoons, and architectural drawings; (b) novels, poetry, and plays; and, (c) folk, popular and classical music, to clarify, illustrate, or elaborate upon information presented in the historical narrative.

- Compare and contrast differing sets of ideas, values, personalities, behaviors, and institutions by identifying likenesses and differences.

- Hypothesize the influence of the past, including both the limitations and opportunities made possible by past decisions.

- Obtain historical data from a variety of sources, including: library and museum collections, historic sites, historical photos, journals, diaries, eyewitness accounts, newspapers, and the like; documentary films, oral testimony from living witnesses, censuses, tax records, city directories, statistical compilations, and economic indicators.

- Formulate a position or course of action on an issue by identifying the nature of the problem, analyzing the underlying factors contributing to the problem, and choosing a plausible solution from a choice of carefully evaluated options.

**United States Era 7 Standard 3C:** Assess how increased leisure time promoted the growth of profes-
issues and social problems encountered in public life. By applying concepts and methods of political science and law, students learn how people work to promote positive societal change.

SCIENCE, TECHNOLOGY, AND SOCIETY-Young children learn how science and technologies influence beliefs, knowledge, and their daily lives. They study how basic technologies such as telephones, ships, automobiles, and airplanes have evolved and how we have employed technology such as air conditioning, dams, and irrigation to modify our physical environment and contribute to changes in global health and economics. From history (their own and others’), they can construct examples of the effects of technologies such as the wheel, the stirrup, an understanding of DNA, and the Internet. In the middle grades, students begin to explore the complex influence of scientific findings and technology on human values, the growth of knowledge, and behavior.

Learning Objectives

1. Explore the creation of Route 66 and its significance to American history, and the history of the William’s Store and Meramec River Bridge preservation

2. Identify how Route 66 played a role in Missouri’s local economy along the route

3. Analyze why the incorporation of interstate systems changed not only transportation, but economic prosperity

4. Recognize the push for preserving Route 66

5. Document the section of Route 66 Highway that still exists
6. Determine the struggles in preserving Route 66 and the factors weighed in the decision to preserve

7. Recognize that part of a preservationist job is to determine the pros and cons of preservation, and develop options of varying degrees

8. Participate in decision making and debate the right course of action

9. Develop an understanding for local preservation groups, the powers they have, and the efforts they have made to protect Route 66

10. Recognize the laws and grants available to help preserve historic sites relating to Route 66

11. Practice knowledge of topic through written activity

12. Follow the role of a SHPO and how to access adverse affect on a historic structure
Inquiry Questions

1. Where is Route 66? Where have you heard the term before?

2. Can, and should every historic site or structure be preserved?

3. Where do most preservation efforts begin? What can local communities do to preserve historic sites?

4. Can historic structures always be saved? How is it decided which projects can and cannot be completed when working on historic structures?

History of the 66 Drive-In

In Missouri, Route 66 passed through St. Louis, Franklin, Crawford, Phelps, Pulaski, Laclede, Webster, Greene, Lawrence, Jasper and Newton Counties (northeast to southwest), roughly following the Old Wire Road and the St. Louis-San Francisco (Frisco) Railroad. By 1921, Route 66 was paved in St. Louis and St. Clair Counties. Rolla and Springfield newspapers in early June 1928 indicated that plans were underway to pave all of Route 66 (in Missouri) with concrete by 1930. Like most states, Missouri paved its roads in sections – Route 66 was no exception. The state paved about half of the road with concrete by 1922; the remainder was covered with “gravel, semi-gravel construction, and all-weather road [macadam]” until sections could be replaced with concrete. Missouri was the third state to pave its entire road, which was completed in 1931. A celebration was held in Rolla on March 15, 1931, with a parade over two miles in length and an estimated 8,000 people in attendance.

Route 66 entered Missouri from Illinois by crossing the McKinley Bridge (constructed in 1910) across the Mississippi River. The McKinley Bridge was one of the largest spanning the Mississippi River and considered the “best route” for automobiles. In 1935, the road was rerouted to a new bridge situated further north near the confluence of the Mississippi and Missouri Rivers. The McKinley Bridge remained an “optional” route for those who wished to travel directly through downtown St. Louis. These were not the only two locations for Route 66 across the Mississippi River.

Carthage is located in southwestern Missouri, in Jasper County. It is the second largest town in the county, and serves as the county seat. In the early 20th century, Carthage benefitted from the establishment of a statewide road system as well; a 1924 highway map of the state shows that southwestern Missouri already had a significant concentration of improved roadways at that time. One of the longest continual sections of paved road shown on that map ran right through Carthage.

Route 66 had an immense effect upon the state and the nation. As the first national highway linking Chicago and Los Angeles, it expanded travel options in a way the railroads had only touched upon. In the decades following the creation of Route 66, millions of travelers experienced Missouri via
Route 66, and the highway became an interstate conduit for tourism and other traveler-related business activities. Proximity to the popular new highway provided local businesses with a ready-made clientele, and in many towns, the highway became an essential element of the local economy. Route 66 connected dozens of small towns in Missouri with the rest of the country, and the ever-expanding national love affair with the automobile ensured that connection was here to stay. That love affair with the automobile also spurred the creation of many new types of businesses which were related to its use.

**History of Route 66 in Oklahoma**

U.S. Highway 66 in Oklahoma occupies a very special place along the Mother Road. Here the densely populated terrain of the Midwest meets the western road's wide open plains country.

At the creation of Route 66 in 1926, Oklahoma was not yet 20 years into statehood and was still developing a modern infrastructure, Oklahoma had more railroad mileage, the transport choice of the 19th century, than road miles. Less than 12% of the State's roads had hard paved surfaces. As a result, the first generation of Route 66 roadbed in Oklahoma was a patchwork of often primitive roads. This situation soon improved as the State, with Federal support, replaced Oklahoma’s various private highway associations as custodians of the roadway. From its very beginning, Route 66 in Oklahoma was a work in progress, constantly undergoing rerouting, widening, straightening, and resurfacing. The straightening and realigning of Oklahoma Route 66 shortened it by 47 miles between 1926 and 1951.

Route 66 in Oklahoma offers a good example of how a road and its environment can be mutually sustaining. With the improvement of the roadbeds and the increase in local and interstate traffic, new commercial activity sprouted up along the Oklahoma roadside. These developments exposed many of the State's isolated communities to a broader range of social, cultural, and economic contacts. Both Oklahoma and Route 66 grew together. The story of U.S. Highway 66 in Oklahoma is not exclusively a tale of uplift and progress, however. While many roadside communities flourished, others suffered when they lost the highway in realignments. For some, the coming of a wider world via Route 66 proved an unwanted experience. In addition, the trek of Dust Bowl migrants along the Mother Road during the 1930s continues to evoke vivid images of human suffering.

The postwar boom in tourism and transport catapulted Route 66 into its Golden Age but also nudged it closer to extinction, as Oklahoma opted to replace the eventually overburdened highway with a new generation of multi-lane, limited access thoroughfares. By 1957, the Turner Turnpike and Will Rogers Turnpike connected Oklahoma City to Joplin, Missouri, and after 1970, Interstate 40 spanned the entire western half of the State. These super highways relegated Route 66 to servicing local traffic.

**The Road Segments**
Five road segments totaling only about 26 miles offer the traveler along historic Oklahoma Route 66 a vivid picture of the highway's historical development. They are valuable artifacts that tell a story of evolving pavement design, traffic engineering, and changing patterns of social interaction. The Route 66 segments at Miami, West Sapulpa, Stroud (Ozark Trails), and Arcadia represent the earliest roadbeds, those that existed prior to their designation as part of the new national highway in 1926. These sections offer the traveler good examples of the road engineering and construction methods from the early 20th century. The fifth segment, the Bridgeport Hill-Hydro section, including the famous William H. Murray Bridge, is primarily a product of road improvement from the early to mid 1930s and represents conditions that characterized the second generation of Oklahoma Route 66.

History of The Williams’ Store

Following his return from World War I, Leo Williams and his wife Lora Leona Williams opened a small diner and garage on the eastern edge of Riverton, Kansas. Leo worked at the Empire District Electric Plant across the street while Lora served lunches and sold groceries. After a tornado destroyed that building in 1923, Leo built the current store on an adjacent lot. The new store opened on March 20, 1925 with a small apartment in the west half of the building for the Williams’. Three years later, Lora and Leo’s only child, Jane, was born in the apartment on February 29, 1928. The 1930 Sanborn Insurance map for Galena describes the property as a one-story masonry store with a Composition roof. The map shows the main store with a dwelling unit on the west side, smaller one story rooms on the north and east, and an open porch across the front. A single-car garage stood at the rear of the property. The Williamses leased the gasoline rights first to Texaco and later to Standard Oil. Signage on the building from this time reads, “Y Not Eat/Williams/Bar-B-Q” and “General Merchandise.” The Williams’ Store carried everything from groceries to general merchandise. Patrons could buy shoes and clothes, as well as food staples such as ice, milk, eggs, bread, fresh meat, canned goods, and penny candy. There were also sold bulk foods such as lard, peanut butter, and vinegar. Lora continued to serve chili, and Leo barbecued beef and venison in a pit behind the store. Leo was also known for selling high-quality produce at the store. According to his daughter, Jane Williams Ball, Leo purchased produce every evening at the Joplin Market Square. Like most businesses in the area, the Williams Store catered primarily to local customers, although it also played an important role on Route 66. As current owner Isabelle Eisler wrote, “Travelers stopped to enjoy a slice of cold watermelon, to have a fairly famous Barbecue sandwich...or to fill a thermos with coffee. It was a Pit Stop with a graveled parking area and, lout back, a familiar white closet, with a half moon cut-out in its door. Two closets in fact. The storefront had red and green neon tube lighting to pierce the early darkness of a cold, snowy night and people in the store, owners, clerks and customers, all served as veritable verbal Mapscos if you needed directions.”

Over the course of their long ownership, the Williamses made a few modifications to the property. Around 1933, they enclosed the front of the store, creating a protected breezeway for produce and customers. In 1939, a few years before the family moved their residence to the house next door to me store, a small bathroom was installed in the apartment.
Leo also built a regulation croquet court in the open lot east of the store. Constructed to standard specifications and with low walls surrounding the playing field, the court was lit for night games. It was an entertainment focal point for Riverton, drawing crowds for tournament play. When parking needs increased, the court was removed. In 1945, after spending over twenty years in the grocery business, Leo Williams purchased a skating rink in Galena and leased the grocery to Lloyd Paxon. After Leo’s death in 1948, at the age of 56, Lora ran the Galena Roller Rink until Paxon’s lease on the grocery expired. Lora returned to the store, operating it until about 1970. She affiliated with Associated Grocers (AG) out of Joplin, Missouri, an organization similar to the Independent Grocer’s Association (IGA). The store became known as the “Lora Williams AG Food Market.” Lora retired around 1970 and lived in the house next to the store until her death in October 1977. Thelma Ball, her daughter Jane’s mother-in-law, assumed responsibility for the store after Lora’s retirement. In 1971, Lora transferred the property to her daughter Jane. Thelma Ball purchased the property from Jane in 1972. The current owners, Joe and Isabell Eisler, purchased the property from Thelma Ball in 1973. The Eislers erected the greenhouse, but have otherwise maintained the historic character of the property. The store continues to operate as a grocery and deli run by their nephew Scott Nelson, President of the Kansas Route 66 Association. It remains an icon for Route 66 in Kansas.

History of the Meramec River Bridge

Land use in the area and the construction of the Votaw Bridge 1824-1925

The land in the area was agricultural until the development of Times Beach. The land on the west side of the Meramec River was granted to John Votaw in 1824 by the General Land Office. The land grant included 233.05 acres. By 1878 Lorenzo Votaw owned the land and an adjacent parcel to the north. In 1860 the household included his wife, Elizabeth and two children, Alonzo and Laura. There were several farm laborers that were part of the household as well as a private teacher.

In 1896 the citizens of Meramec township petitioned the St. Louis County Court to construct a bridge across the Meramec River. The petitioners had pledged a substantial amount toward the expense of constructing a bridge. Apparently nothing occurred, because petitioners again appeared before the St. Louis County Court in April 1899 requesting the County build a bridge across the Meramec River. The Court received and filed the petition. On September 15 the report on building a bridge was submitted to the County Court.

The Development of Traffic Relief Highway 66

In 1928 the Missouri Constitution was amended to allow for, among other things, the creation of a system of traffic relief roads in the Kansas City and St. Louis areas. On July 9, 1929 a delegation from St. Louis County appeared before the Missouri Highway Commission to make a statement that they felt the St. Louis area had been “discriminated against by the Commission in the matter of locating and constructing state roads.”
Among the roads discussed was a “road leaving U. S. 50 and U. S. 66 at or near Grays Summit, thence into St. Louis over the Antire and Watson Roads.” This road would be designated Traffic Relief 66 (TR 66) and by 1933 would be the main alignment of Route 66 through St. Louis County. The road would cross the Meramec River twice.

In the 1930 Biennial Report the Bridge Division reported that the traffic relief program had called for a number of specially designed bridges. Some of the bridges were for stream crossings, but others were for railroad grade separations and grade separations at important highway intersections. Traffic Relief 66 had started construction during this time period and one of the new bridges was highlighted in the report, the Meramec River Bridge near Kirkwood. The bridge was 1,132 feet long with a steel superstructure and reinforced concrete substructure. The cost of the bridge was $158,122.

In May the Highway Commission authorized state negotiation for right of way along this portion of the corridor and condemnation proceedings if necessary. Even as construction was underway for the traffic relief route there were groups unhappy with the location of the route west of the crossing that tried to have the location changed. In January 1931 two delegations from Eureka appeared before the State Highway Commission. The Commission agreed to consider the alternate route, but stated they felt the original location was the correct one.
Student Readings
Setting the Stage-Historical Context For Students

The 66 Drive-In

Americans took to the road with the lifting of wartime rationing and travel restrictions during the Mother Road’s golden age that began in 1945. Businesses along Route 66 that had endured the war years now reaped their reward, while the increase in traffic was so great that it also spawned new businesses to accommodate postwar travelers. Although an innovation of the 1930s, the drive-in theater really came of age during the auto and travel boom of the late 40s and early 50s. Drive-in theaters offered millions of (pre-television) motel guests an opportunity for evening entertainment without having to leave the car or wander too far from the road. The number of drive-in theaters nationwide surged from a mere 52 in 1941 to 4,500 by 1956.

The 66 Drive-In in Carthage was part of that postwar wave and today is one of a very few historically intact drive-in theaters still operating along old Route 66. A striking feature of the 66 Drive-In is its original rural setting on a nine-acre plot about three miles outside of town.

Almost all of the 66 Drive-In’s original elements still exist and are in operation. The 66-foot high screen house continues its original dual role. Its front serves as a support for the movie screen, while its outward sloping back is a huge billboard announcing its original 1949 message: 66 DRIVE-IN THEATRE CARTHAGE, MO.

The theater ran from 1949 to 1985. After a period of decline following the decommissioning of Route 66 and a nationwide fall in drive-in theater attendance, the 66 Drive-In was renovated and reopened on April 18, 1998.

The William’s Store

Following service duty in World War I, Mr. Leo Williams and his wife, Lora, opened a small diner and garage on the eastern edge of Riverton, Kansas. Mr. Williams worked at the Empire District Electric Plant across the street while his wife served lunches and sold groceries. After a tornado destroyed the building in 1923, Mr. Williams built the current one-story building on an adjacent lot. The new Williams’ Store opened in 1925 with a small apartment in the west half for the Williams family.

Like most businesses in the area, the Williams’ Store catered primarily to local customers but also played an important role for travelers on Route 66. Business prospered after it was featured as an official stop on a Route 66 map series in the 1930s and 40s. Travelers would stop to enjoy a cold slice of watermelon, have a famous barbecue sandwich, use the facilities, or get directions. Patrons also bought shoes and clothes, as well as food staples such as ice, milk, eggs, bread, fresh meat, canned goods, and penny candy. Stores like this filled an important niche for travelers unable to afford café and restaurant prices.
Mr. Williams also built a croquet court in the open lot east of the store. The court was lit for night games. It was a focal point of entertainment in Riverton, drawing crowds for tournament play. When the store's parking needs increased, however, the Williams removed the court for additional parking.

The Williams family sold the store in 1973 to Joe and Isabell Eisler, whose nephew, Scott Nelson, now runs the business as a market, deli, general store, and Route 66 souvenir shop. The one-story red brick building has changed little over its 80 years of operation, still retaining the glass-enclosed porch, the wooden shelves, the rear deli counter, and the interior pressed-tin ceiling. It was listed in the National Register of Historic Places in 2003 and received a National Park Service Route 66 Corridor Preservation Program Cost-Share Grant award in 2005 for repairs to the roof and electrical system upgrades.

**The Meramec River U.S. 66 Bridge**

The course Route 66 took from Illinois to California did not remain static. Meramec River U.S. 66 Bridge resulted from rerouting. The bridge and the road it supported helped to transform the area from a wealthy retreat to a working-class town. More recently, the bridge has become a centerpiece of a State Park devoted to Route 66.

Local government funded and maintained highways and bridges before the late 19th century. Boats and trains were the preferred means of transportation before that time, and roads were expensive. In the late-19th and early-20th centuries, bicycle and automobile enthusiasts began establishing good roads associations to lobby for highway infrastructure, and the States and Federal government responded with funding for transportation.

Bridge building increased dramatically in Missouri during the 1920s. In 1918, the state funded a mere 35 new bridges. By 1931, the Bureau of Bridges had prepared designs for 2,465 additional bridges.

Route 66 initially bypassed the lower Meramec River, which late 19th-century hotel and railroad operators had made a destination for well-off area residents. Route 66 was rerouted, requiring a Meramec River crossing. The Meramec River U.S. 66 Bridge that resulted is a 1009-foot-long 30-foot-wide steel structure.

The bridge supported subsequent development of the area. In the 1940s, as commuting supported by the bridge became a popular option and river-based recreation developed further, more people moved to this section of shoreline. By the late 1960s, construction of Interstate 44 had begun and traffic was permanently rerouted to the 1956 bridge relegating the Meramec River U.S. 66 Bridge to local traffic. By 1985 Route 66 was entirely decommissioned in the state. Interest in the road remained, however, and sparked Missouri's 1999 creation of the Route 66 State Park. The 419-acre park interprets and showcases the surrounding environment and portions of Route 66 within its boundary, including the Meramec River U.S. 66 Bridge. Although listed on the National Register of Historic Places in 2009, the bridge was recently closed to all traffic due to advanced deterioration.
Route 66 In Missouri

Route 66 did not just attract automobiles and tourists – it also caught the attention of businesses. Early commercial interests began to spring up along Route 66 as soon as news of the road’s national designation was announced. This draw became even more pronounced once it became known that the road would be completely paved with concrete – from Chicago to Los Angeles. As noted by Gene Prebianca of Rosati, Missouri (Phelps County), “When dad heard the old gravel road Route 66 was to be paved with concrete, he figured a filling station on the new road would be just the thing to create jobs for us five boys and my two sisters.” Emil and Albina Prebianca started with a gas station and soon added a restaurant. The family called their business the “White Stone Inn” and the complex included a “family residence [which provided overnight accommodations for travelers] and country grocery store with Texaco gas pumps.” A picnic table was set up beside the road for travelers. Early entrepreneurs like the Prebiancas were on Route 66. Initially the businesses were family-owned and operated – small enterprises that existed because of the road itself.

Roadside entertainment may not have been a necessity, but it was certainly a draw and resulted in a booming economy for rural Missourians. Midwestern states like Missouri most often held “tourist homes” such as that owned by the Prebiancas during the 1910s-1920s. Jack and Lillian Kelly constructed small frame cabins near St. James (Phelps County), Missouri in the 1920s – Kelly’s Kabins. The Kellys were retired circus performers and purchased land during the 1920s on Route 66. The cabins rented for $1.00 per night.

Advertising roadside businesses was not unique in 1926 – it was a method for attracting tourists. As early as the mid-1890s, the League of American Wheelmen published brochures and booklets promoting businesses that accommodated bicyclists. Handbooks distributed to Wheelmen members outlined travel routes, road conditions, and rated commercial establishments along the routes. Automobile associations and gasoline stations heavily promoted roadside attractions by distributing free brochures, maps, and booklets. Phillips 66 gasoline, utilized the U.S. Highway Route 66 sign as its logo to promote a direct association with the well-traveled highway. Phillips, as did many oil companies, provided a list of roadside attractions along Route 66. Some oil companies engaged in partnerships with map companies to assist in boosting tourism. Because Route 66 was the most heavily traveled of the early national auto routes, it is not surprising that Missouri, which carried approximately 300 miles of the road, was heavily promoted by auto associations and petroleum companies.

Signs and brochures were not the only means by which Route 66 was promoted. One of the most unusual events was the “Great Bunion Derby” of 1928 – a transcontinental foot race from Los Angeles to New York that in Missouri, utilized Route 66. The race began on March 3, 1928. So many of the runners developed foot problems that the race became known as the ‘Bunion Derby’.” The race ended on May 26, 1928, with 55 individuals completing the run. Often, the buildings that housed Route 66’s businesses served as a promotional venue. Because roadside architecture catered to the automobile, commercial roadside buildings were often designed to attract the passing tourists’ attention. The automobile helped stimulated not only a new kind of landscape but also a commercial architectural revolution. Many business owners constructed buildings that captured the imagination of the public and exploited an historical or regional appeal. For most Americans, Route 66 was a
The Interstate and Decommissioning of Route 66, 1956 – 1981

Missouri holds 1,181 miles of the U.S. interstate system, including segments of Interstates 70, 44, 55, 64 and 72. Interstate 44 roughly follows Route 66, crossing the state northeast/southwest from St. Louis to Joplin. Construction on I-44 began in 1956 and the road opened for public use in 1966, though the interstate would not be fully completed until 1981. Missouri’s Route 66 succumbed to the nation’s first official designated section of its interstate system. Route 66 was identified as obsolete by the federal government as early as 1944 when the route failed to meet road building standards issued by the Bureau of Public Roads under the Federal-Aid Highway Act. Completion and success of the Pennsylvania Turnpike (1940), New York Thruway (1946) and New Jersey Turnpike (1953) added fuel to the fire of building national interstate highways. In terms of Route 66 and those who advocated its inclusion in the planned modern road system, the reality was that “no one missed the significance of what was going on . . . No one doubted that Route 66 was starting to fade as it (the interstate construction project) came nearer.”

Missouri began to replace Route 66 as soon as construction began on Interstate 44 in 1956. Much of the original road was completely obliterated by the interstate. In the Ozarks region of the state, the interstate bypassed Carthage, Halltown, Joplin, and Webb City, while I-44 connected Missouri to Oklahoma via the Will Rogers Turnpike. Original segments of Route 66 do survive though most have been re-paved and/or redirected. Sections of the old route extend through Pacific, Gray Summit, St.

In 1985, Route 66 was decommissioned by the American Association of State Highway and Transportation Officials (AASHTO). Americans were unwilling to dismiss the historic highway, however; and a resurgence of interest in the Mother Road has continued to gain national attention. In 1995, Congress through the assistance of the National Park Service initiated a National Route 66 Corridor Preservation Program. The Route 66 Association of Missouri works to preserve Route 66 in Missouri. The non-profit group has been successful in getting Route 66 road signs established along major sections of the road that remain in use today.

The Impact of Route 66 in American Culture

One component of Route 66 is physical. It consists of historic and non historic sections of road as well as historic and non historic views of structures, businesses, and natural landmarks. The route also serves as an example of highway evolution and construction in the United States from just after the turn of the century to the present development of multi lane super highways. Other highways also exhibit this evolution, particularly the Lincoln Highway, which ran coast to coast and is now primarily U.S. Highway 30; and the National Road, which ran from Maryland to Illinois, and is now mostly represented by U.S. Highway 40 and Interstate 70. There is also an abstract element. This is the perception of Route 66 and its history. In many ways, it is this component that

Cadillac Ranch, Route 66
has distinguished the road from other American two lane highways. From the beginning Route 66 was promoted in the popular media as a national main street. This has continued through the present.

Many segments of Route 66 have deteriorated, but they still provide travelers with the opportunity to experience what it was like to travel in the United States before interstate highways. Most Americans have not driven Route 66 from end to end, yet that possibility existed. Perhaps one had only to stand on the pavement to imagine the route stretching all the way from Chicago to Los Angeles. The route made it conceivable to travel to places far away. Whether a resident along the route had visions of long journeys or not, the route did serve as the first fast connector between isolated settings and urban centers. It was the path to commerce and adventure.

Challenges to the Preservation of the “Mother Road”

Any attempt to preserve Route 66 would be complex because of the length of the road and its many landscapes. The major character-defining features of the cultural landscapes are the road itself, bridges, local architecture, size and nature of the communities linked, land use, vegetation, and soils. Route 66 is not a single entity; it changes dramatically as it crosses from rural to urban areas and back again, traversing a variety of zones. Many segments have been dramatically modified. Some areas have been affected more than others. Preservationists face another major challenge to preserve a “living” highway as a historical route while allowing for normal change. As a local or regional road Route 66 is constantly evolving, and it would be unrealistic to try to impede its evolution. But, if changes are allowed without restriction, the charm and appeal of the road will soon be lost. Change could be guided by formulating and enforcing local, state, or regional criteria for preservation along the route.

One of the most appealing activities is driving old Route 66 alignments. When segments are heavily used, they require maintenance that often results in the loss of the character that made them attractive. Certain communities have identified abandoned segments as bikepaths or trails, but this approach conflicts with the very essence of the highway - it was built to be driven. When segments are not used at all, the road still deteriorates. For example, in eastern New Mexico (near Tucumcari and Santa Rosa) the old segments of Route 66 have become virtual dirt tracks; near Lexington, Illinois, a portion of the original concrete closed to traffic is now so badly cracked that it has to be mowed every summer to prevent further deterioration.

Buildings along the route include broad architectural styles and designs, particularly in commercial properties and associated cultural landscapes. Many do not meet current standards of national or regional significance, yet they are important because they reflect the customs, beliefs, needs, and values of both the travelers and the people along the highway. Modern establishments built to replicate this character are also important to a living highway. Buildings in various states of disrepair (some boarded up and others in ruin) also help to define the landscape. The primary issue is the need to define the most important areas or landscapes that are essential to preserving the character of the road.

Route 66 Special Resource Study Alternatives

Five conceptual alternatives for the future of Route 66 were presented from the National Park Service Route 66 Special Resource Study. Here are two contrasting alternatives.
Alternative 1: The Resources Preserved** CONCEPT AND PHILOSOPHY

This alternative would allow for a traditional NPS approach to the preservation and management of Route 66. Property would be purchased by a congressionally authorized commission, and a large number of sites, facilities, and personnel would be needed. Partnerships with property owners would be stressed. This alternative would concentrate on saving the most representative features associated with Route 66. This alternative would tell the Route 66 Story, while providing a national recognition of the route as a whole, and would center on saving and interpreting those resources necessary to illustrate the highway’s history.

Alternative 4: Commemorative Redesignation by Congress** CONCEPT AND PHILOSOPHY

This alternative would provide for a consistent Route 66 driving experience. The various alignments of Route 66 would be marked so that visitors could drive between Chicago and Los Angeles along the historic path of the route. Commemorative designation would not require that any road rehabilitation or reconstruction be done. Federal involvement would be limited to the legislation required to designate Route 66 as a commemorative highway and funding for the original signs. Emphasis would be on directing the driving experience to as many of the remaining original sections of the highway as possible. Interstate highways would be used where original sections of roadway cannot be directly linked.

**Route 66 Through Kansas**

With less than 14 miles of Route 66, the highway through Kansas has a distinct and important role in both national and local history. Historically, this area of Kansas was one of the most active lead mining areas in the United States, including one of the largest lead smelters in the nation, the Eagle-Picher mine. To accommodate the mining operations, the road through the area was paved in 1923. For this reason, it was selected to become part of the majestic sweep of Route 66 as it crossed the nation on its way from Missouri to Oklahoma. Kansas shares the distinction with Illinois of being one of only two states to have their entire lengths of Route 66 hard-surfaced when first commissioned in 1926. Kansas has another distinction: It is the only state that was completely bypassed when the interstate replaced Route 66 in 1961. I-44 goes directly from Missouri to Oklahoma passing just east of the Kansas state line. However, in Kansas travelers can still experience small town character and hospitality that characterizes the best of Route 66, with opportunities to drive original roadbed; visit with business owners; stroll across the rainbow marsh arch bridge; and visit the restored Phillip’s 66 station, which is now operating as a visitor center.

**Preservation**

Preservation efforts have been strong since 1992 when not one but two associations (Kansas Historic Route 66 Association, Route 66 Association of Kansas) were formed to preserve the local heritage of the route. Several revitalization projects have since been undertaken, and in 2011, local citizens worked to acquire state Kansas State Historic Byway status. The National Park Service Route 66 Corridor Preservation Program has awarded six grant awards for projects in Kansas, including the
restoration of Eisler Brother’s Store in Riverton, the Phillip’s 66 station in Baxter Springs, and the Galena Viaduct.

The Route 66 Act of 1990

After the road was decommissioned in 1985, federal and state agencies, private organizations, and numerous members of public realized that remnants of the road were quickly disappearing, and that the remaining significant structures, features, and artifacts associated with the road should be preserved. In 1990, the US Congress passed Public Law 101-400, the Route 66 Study Act of 1990. The act recognized that Route 66 “has become a symbol of the American people’s heritage of travel and their legacy of seeking a better life.” The legislation resulted in the National Park Service conducting the Route 66 Special Resource Study to evaluate the significance of Route 66 in American history, and to identify options for its preservation, interpretation, and use. The document provides an in-depth account of significance and history of Route 66. This study led to enactment of Public Law 106-45, and the creation of the Route 66 Corridor Preservation Program.

Public Law 101-400, Route 66 Study Act of 1990:

Public Law 101-400 101st Congress
An Act

To authorize a study of methods to commemorate the nationally significant highway known as Route 66, and for other purposes. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Section 1. SHORT TITLE
This Act may be cited as the “Route 66 Study Act of 1990”
SEC. 2. FINDINGS.
The Congress finds that

(1) United States Route 66, the 2,000 mile highway from Chicago, Illinois, to Santa Monica, California, played a significant role in the 20th-century history of our Nation, including the westward migration from the Dust Bowl and the increase in tourist travel;

(2) Route 66, an early example of the 1926 National Highway System program, transverse the States of Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California;

(3) Route 66 has become a symbol of the American people’s heritage of travel and their legacy of seeking a better life and has been enshrined in American popular culture;

(4) Although the remnants of Route 66 are disappearing, many structures, features, and artifacts of Route 66 remain; and

(5) Given the interest by organized groups and State governments in the preservation of features associated with Route 66, the route’s history, and its role in American popular culture, a coordinated evaluation of preservation options should be undertaken

SEC. 3 STUDY AND REPORT BY THE NATIONAL PARK SERVICE. (a) STUDY.-

(1) The Secretary of the Interior, acting through the Director of the National Park Service and in
cooperation with the respective States, shall coordinate a comprehensive study of United States Route 66. Such study shall include an evaluation of the significance of Route 66 in American history, options for preservation and use of remaining segments of Route 66, and options for the preservation and interpretation of significant features associated with the highway. The study shall consider private sector preservation alternatives.

(2) The study shall include participation by representatives from each of the States traversed by Route 66, the State historic preservation offices, representatives of associations interested in the preservation of Route 66 and its features, and persons knowledgeable in American history, historic preservation, and popular culture.

(b) REPORT.- Not later than two years from the date that funds are made available for the study referred to in subsection (a), the Secretary shall transmit such study to the Committee on Energy and Natural Resources of the United States Senate and the Committee on Interior and Insular Affairs of the United States House of Representatives.

(c) LIMITATION. Nothing in this Act shall be construed to authorize the National Park Service to assume responsibility for the maintenance of United States Route 66.

SEC. 4 AUTHORIZATION OF APPROPRIATIONS There are authorized to be appropriated $200,000 to carry out the provisions of this Act.

Approved September 28, 1990.

Groups Active Along Route 66

Supporters in all the states along Route 66 have established local and regional organizations to promote the road, preserve its most notable landmarks, and lobby on its behalf. These groups thrive today. Growing memberships and expanded projects reflect increased interest in the road and its future. Local, state, and federal agencies have also become involved in a series of projects that highlight the importance of the highway. The various state Route 66 organizations publish newsletters and organize annual antique auto shows or driving activities. Practically all of the work is done by volunteers who contribute substantial numbers of hours to support the highway. Sometimes they cooperate to restore and preserve buildings along the road, such as the Coleman Theater in Miami, Oklahoma, the Texaco gas station in Chandler, Oklahoma, or the Phillips gas station in McLean, Texas. Quite often they rally to preserve a landmark, such as the Willow Creek bridge near Riverton, Kansas, or the Coral Court Motel in St. Louis, Missouri. Their struggles have not deterred them. In some cases they share in the operation of museums where the story of the road can be told. Among the most successful is the Devil's Rope Museum in McLean, Texas.

Other interesting Route 66 exhibits are in Chandler, Oklahoma, Rancho Cucamonga, California, Needles, California, and McLean, Illinois. There is often a close tie between those who are interested in the highway for its own sake and those who see it as a means of promoting businesses and the economic development of their community. The majority of the members, however, share a deep love for the road and contribute substantial amounts of time, money, and effort to keep it alive. In most instances the various Route 66 associations work closely with state and local agencies. In Illinois the state organization publishes and distributes free pamphlets guiding motorists along the old alignments. It has also cooperated with the Illinois Department of Transportation and the State Historic Preservation Office in planning and designing the current survey of the road, which will include a pavement evaluation and an inventory of all structures eligible for the National Register of Historic
Places.

The Missouri state association has been instrumental in undertaking a statewide survey of roadside commercial architecture. Professional and volunteer members have completed historic inventory survey forms for more than half of all relevant structures along the road except for bridges and the roadway. The organization has published an annotated map of Route 66 in Missouri with detailed information on the various alignments. It was also the first group to put up directional signs throughout the state to enable motorists to follow the old road alignments. Although Kansas has less than twenty miles of the highway, the members of the state association have demonstrated a profound appreciation for the remaining historic resources. They mounted a campaign to save the Willow Creek bridge, and although they failed to convince county officials to preserve the old concrete arch, they raised awareness among other groups who now act together. The members have photographed all those structures they consider significant. The state association was also responsible for putting up directional signs.

Some of the strongest supporters of the road live in Oklahoma. The Oklahoma association directional signs are placed sporadically but are very helpful, particularly in the large cities. In Texas only the panhandle is traversed by Route 66, but support for the highway among the various local groups is strong, and they work hard for its preservation.

In New Mexico the state association has cooperated with the Department of Tourism and the State Historic Preservation Office to fund and publish the first inventory of all commercial properties along Route 66. A model of its kind, this is an important first step in identifying the resources that define the road. The local association has collaborated with the city of Albuquerque to publish an excellent map of all the Route 66 resources still standing today.

Federal agencies are responding to the steady interest in the road. The National Trust for Historic Preservation is currently conducting a study of the resources along the road and trying to craft a program that would meet the needs of the various highway communities. Main Street is another national trust program that has been adopted in selected Route 66 towns. Although the program has been successful, it requires a substantial commitment of funds that is beyond the means of most small communities along the highway. Renewed interest in the road has implications for the economic well-being of the region. The popularity of Route 66 has extended beyond the United States. Foreign visitors have shown an increased interest in traveling the road. Europeans, particularly Germans, are among the most frequent travelers.

Section 106 Review

Proud of your heritage? Value the places that reflect your community’s history? You should know about Section 106 review, an important tool you can use to influence federal decisions regarding historic properties. By law, you have a voice when a project involving federal action, approval, or funding may affect properties that qualify for the National Register of Historic Places, the nation’s official list of historic properties.
Each year, the federal government is involved with many projects that affect historic properties. For example, the Federal Highway Administration works with states on road improvements, the Department of Housing and Urban Development grants funds to cities to rebuild communities, and the General Services Administration builds and leases federal office space.

Agencies like the Forest Service, the National Park Service, the Bureau of Land Management, the Department of Veterans Affairs, and the Department of Defense make decisions daily about the management of federal buildings, parks, forests, and lands. These decisions may affect historic properties, including those that are of traditional religious and cultural significance to federally recognized Indian tribes and Native Hawaiian organizations. Projects with less obvious federal involvement can also have repercussions on historic properties. For example, the construction of a boat dock or a housing development that affects wetlands may also impact fragile archaeological sites and require a U.S. Army Corps of Engineers permit. Likewise, the construction of a cellular tower may require a license from the Federal Communications Commission and might compromise historic or culturally significant landscapes or properties valued by Indian tribes or Native Hawaiian organizations for traditional religious and cultural practices.

These and other projects with federal involvement can harm historic properties. The Section 106 review process gives you the opportunity to alert the federal government to the historic properties you value and influence decisions about projects that affect them.

**What is Section 106 Review?**

In the National Historic Preservation Act of 1966 (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the nation as a living part of community life. Section 106 of the NHPA is crucial to that program because it requires consideration of historic preservation in the multitude of projects with federal involvement that take place across the nation every day. Section 106 requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties. Additionally, federal agencies must provide the ACHP an opportunity to comment on such projects prior to the agency's decision on them. Section 106 review encourages, but does not mandate, preservation. Sometimes there is no way for a needed project to proceed without harming historic properties. Section 106 review does ensure that preservation values are factored into federal agency planning and decisions. Because of Section 106, federal agencies must assume responsibility for the consequences of the projects they carry out, approve, or fund on historic properties and be publicly accountable for their decisions.

**Responsibilities of a State Historic Preservation Officer**

State Historic Preservation Officers (SHPOs) administer historic preservation at the State level, review National Register of Historic Places nominations, maintain data on historic properties that have been identified but not yet nominated, and consult with Federal agencies during Section 106 review. SHPOs are designated by the governor of their respective State or territory.

Federal agencies seek the views of SHPOs when identifying historic properties and assessing ad-
verse effects of an undertaking on historic properties. Apply criteria of adverse effect

800.5(a)(1) Adverse effects occur when an undertaking may directly or indirectly alter characteristics of a historic property that qualify it for inclusion in the Register. Reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative also need to be considered.

800.5(a)(2) Examples of adverse effects include physical destruction or damage; alteration not consistent with the Secretary of the Interior’s Standards; relocation of a property; change of use or physical features of a property’s setting; visual, atmospheric, or audible intrusions; neglect resulting in deterioration; or transfer, lease, or sale of a property out of Federal ownership or control without adequate protections.

If a property is restored, rehabilitated, repaired, maintained, stabilized, remediated or otherwise changed in accordance with the Secretary’s Standards, then it will not be considered an adverse effect (assuming that the SHPO/THPO* agrees). Where properties of religious and cultural significance to Indian tribes or Native Hawaiian organizations are involved, neglect and deterioration may be recognized as qualities of those properties and thus may not necessarily constitute an adverse effect.

If a property is transferred, leased or sold out of Federal ownership with proper preservation restrictions, then it will not be considered an adverse effect as in the past regulations. Transfer between Federal agencies is not an adverse effect per se; the purpose of the transfer should be evaluated for potential adverse effects, so that they can be considered before the transfer takes place.

Alteration or destruction of an archaeological site is an adverse effect, whether or not recovery of archaeological data from the site is proposed. The Council has issued guidance to help agencies and others reach agreement on the treatment of such properties.

800.5(b) The SHPO/THPO* may suggest changes in a project or impose conditions so that adverse effects can be avoided and thus result in a no adverse effect determination. This subsection emphasizes that a finding of no adverse effect is only a proposal when the Agency Official submits it to the SHPO/THPO* for review. This subsection also acknowledges that the practice of “conditional No Adverse Effect determinations” is acceptable.

If a SHPO/THPO* fails to respond to an Agency Official finding within the 30 day review period, then the Agency Official can consider that to be SHPO/THPO* agreement with the finding. When the finding is submitted to the Council, it will have 15 days for review; if it fails to respond within the 15 days, then the Agency Official may assume Council concurrence with the finding. When it reviews no adverse effect determinations, the Council will limit its review to whether or not the criteria have been correctly applied. The Council’s determination is binding.
Preservation of the Meramec River Bridge

Currently, the Missouri Department of Transportation (MoDOT) is starting environmental and historic preservation process on the Route 66 State Park Bridge, which runs between the Route 66 State Park and the park visitor's center. The bridge runs over the Meramec River and is not safe for pedestrians, cyclists or vehicles.

MoDOT held an open house-style public meeting in September 2010 to share information about the preservation process and the timeline to make a decision on the next step for the Route 66 State Park Bridge. The following information was presented during that meeting:

**Historic Preservation Options for The Route 66 Meramec River Bridge**

What is the current situation with the Route 66 Meramec River Bridge?

The Route 66 Meramec River Bridge, between the Route 66 State Park visitor's center and the park, was closed in fall 2009 due to safety. The Missouri Department of Transportation owns the bridge over the Meramec River, which formerly carried about 400 cars a day between the center and the park. Time has taken its toll on the bridge, and MoDOT has made the decision that the department cannot invest the money needed to maintain the bridge, as many other major bridges around the region, with higher traffic volumes, continue to need maintenance. MoDOT is going through the historic preservation process, as required by law, to determine if another group or agency will be willing to accept ownership and the liability and costs for maintaining the Route 66 Meramec River Bridge, also known as the Route 66 State Park Bridge. If the department is unable to find a new owner, the department must remove the bridge for the safety of people on the Meramec River. If the bridge is not removed in the next several years, it could collapse under its own weight.

Why can’t MoDOT fix the bridge?

The short answer is that it really isn’t a good use of taxpayer money. The bridge carried about 400 cars per day and only serves the park. It would cost between $10 million and $15 million to make the bridge safe for vehicles. MoDOT has over 10,000 bridges across the state that require maintenance. In this economy, especially, the best use of taxpayer money is to spend our limited funds on bridges that serve communities around the state.

What options does MoDOT have?

MoDOT has two options at this point-find some agency or group willing to accept the ownership and liability and maintenance for the bridge, or remove the bridge in the near future.

Why is there such a short time frame to make a decision?

The deterioration of the bridge is such that MoDOT needs to make a decision to remove the bridge soon. Waiting too much longer could result in the bridge collapsing. That would significantly impact
the Meramec River (and the people using the river) as well as the service road under the bridge. It could also impact an endangered species (freshwater mussels) living near the bridge.

Are there any other options?

If an organization or agency chooses to own/maintain the bridge, they have a number of different options, based on how much they would like to spend. The cheapest option, at $3.5 million, would construct a 15-foot wide bridge which could only be used by pedestrians. The most expensive, costing about $15 million, would completely replace the bridge and would carry vehicles as well as pedestrians. MoDOT will not pursue any of these options due to the fact that this bridge is no longer needed on our system.

How much will it cost to remove the bridge?

Engineers estimate it will cost about $600,000 to remove the bridge safely.

Why not fix the bridge and charge tolls to the users?

Missouri law would have to be changed. Currently, MoDOT is not allowed to charge tolls on state roads. However, even if the law were changed, tolls would need to be about $5 for each vehicle to recoup construction costs within about 20 years and it would take even longer when including the costs to collect the tolls.

What are the next steps?

MoDOT will continue to work with interested parties to try to obtain a new owner for the Route 66 State Park Bridge. If MoDOT cannot transfer the bridge to a new party by February 2012, the department will seek to remove the bridge for safety reasons.

If the Bridge must be demolished, how will MoDOT preserve its history?

As part of preparation work to demolish the bridge, MoDOT will fully document the bridge for future historical records.

Section 106 and the Historic Route 66 Meramec River Bridge at Times Beach

During the planning stages for a federally-funded project, a systematic process is undertaken to identify cultural resources within the project area, analyze the project’s potential to impact them, and determine what action will be taken to eliminate or mitigate any identified impacts. This process is commonly referred to as “Section 106,” after the portion of the National Historic Preservation Act (1966), which requires agencies to take into account the effects of their actions on historic properties. How this process relates to the Route 66 Meramec River Bridge is outlined below.

1.) Identify all historic properties within the project area:
The Meramec River Bridge is considered a historic property since it is listed on the National Register of Historic Places

2.) Consider the potential effects of the project upon identified historic properties:
Demolition of the Route 66 Meramec River Bridge would represent an adverse effect
3.) Consider options to “avoid, minimize, or mitigate” the effects of the project on any historic properties:

MoDOT will coordinate with the public and consulting parties in order to identify the best solution for the future of the Route 66 Meramec River Bridge. One option for the bridge could include its transfer to a new owner. If a plan for the transfer of the bridge is not in place by February 2012, MoDOT will seek to remove the bridge for public safety reasons.
Reading Questions & Activities
Reading Questions

Reading 1-Route 66 In Missouri
1. How did Route 66 affect the economy of Missouri?

2. Why would a drive in theater like the 66 Drive-In be a good business in Carthage?

3. Do you think these businesses along Route 66 were in business for a long time? What did these businesses depend on to be profitable?

Reading 2-The Interstate and Decommissioning of Route 66, 1956 – 1981
1. What threatened Route 66 in the 1950s?

2. As mentioned in Reading 2, most of the original segments of Route 66 have been re-paved over or re-directed by new interstate. Thus, can historic buildings and businesses left behind along the original route tell people anything about the history of Route 66? If so, what types of things can you learn?

3. Why might the Route 66 Association of Missouri want to put up Route 66 signs along the parts of the original highway used today?

4. Why do you think the Route 66 Corridor Preservation Program was created? Who fought for the preservation of Route 66? Who were the people most concerned with its decommissioning?

Reading 3-The Impact of Route 66 in American Culture
1. What does the reading mean by “The route is as much a conceptual and emotional idea to many Americans as a physical reality?”

Reading 4-Challenges to the Preservation of the “Mother Road”
1. What are some of the concerns with preserving Route 66?

2. How does the reading say local towns should best preserve historic Route 66 buildings?

Reading 5-Route 66 Special Resource Study Alternatives
1. According to the reading, what is the federal government’s role in each alternative?

2. What are some of the problems of each alternative? Why would not requiring any road rehabilitation or reconstruction be a problem? Also, would dealing with private property owners be an issue?

Reading 6-Route 66 Through Kansas
1. With only 14 miles of Route 66 in Kansas, why do you think the state cares so much about its preservation?

2. What is a cost share grant and why do you think the state gets them for historical restoration projects?

Reading 7-The Route 66 Act of 1990
1. What led to the passage of the Public Law 101-400, the Route 66 Study Act of 1990 by Congress?

2. What does the act talk about?

**Reading 8-Groups Active Along Route 66**
1. What have the various states done to bring awareness to the original Route 66 Highway?

2. Which authorities or groups must be involved in the Route 66 preservation efforts for any significant progress to be made?

**Reading 10-Responsibilities of a State Historic Preservation Officer**
1. What is the main role of a SHPO?

2. What can be qualified as an adverse effect on a historic structure?

3. Why must a Section 106 review be done before moving forward with a project involving a historic structure?

**Reading 11-Preservation of the Meramec River Bridge**
1. Why was taking down the bridge an option for the Missouri Department of Transportation?

2. What was the main concern with rebuilding the bridge and making it safer?

3. Do you think the Missouri Department of Transportation succeeded in including and informing the public of the situation?
Activity One

Listen to the song lyrics of both Nat King Cole’s “Get Your Kicks on Route 66,” and Woody Guthrie’s “Do Re Mi.” As you are listening, consider the following questions:

1. How do these perspectives of Route 66 differ from each other?
2. How are they similar?
3. What type of Route 66 experience do you think each artists is talking about in their song?
4. How do these songs illustrate what you have learned about Route 66 so far?
5. What types of people traveled Route 66?

Teacher Note: Play the songs for students and provide the lyrics to each song. After listening, discuss the answers to the questions above, and tell them about each song’s background. Information can be found at: http://xroads.virginia.edu/~ug02/carney/music.html

“Get Your Kicks on Route 66”-https://www.youtube.com/watch?v=ikwPxniT1Rw
“Do Re Mi”-https://www.youtube.com/watch?v=-qCpFn1lqk

Activity Two

Watch the short video provided in the link below on the Route 66 Corridor Preservation Program.

https://www.youtube.com/watch?v=Zl2eYlw_kck
**Activity Three**

From Reading 3, read through the different alternatives presented. Work in groups to understand what each alternative is requiring. A link to the full text can be found here, [http://ncptt.nps.gov/rt66/wp-content/uploads/2015/03/SpecialResourceStudy.pdf](http://ncptt.nps.gov/rt66/wp-content/uploads/2015/03/SpecialResourceStudy.pdf).

Once your group has understood the alternatives, create a list of the pros and cons of each alternative to discuss with the class.

While debating the alternatives, consider the following:

- What factors are necessary to make each alternative happen?
- Who is responsible for making each alternative happen?
- How much time will it take to complete each?
- How much money will each alternative require?
- Do you think property owners would want to cooperate with these projects?
- Is there a better alternative than the ones presented?

**Teacher Note:** Make sure students understand that there is no clear answer, and most likely, some parts of these alternatives will be included while others will be excluded.

**Activity Four**

Using the National Park Service Map and Route 66 Travel Itinerary, create your own brochure to attract tourists. Remember to add images and historical information that might be interesting to visitors.

Students can pick a state along Route 66, but must use a minimum of five historic sites as attractions to include in the brochure. To find historic sites, use the NPS Interactive Map.

**Activity Sources**

Activity Five
Think about a historic building or site in your area that might negatively impact your lifestyle if it was removed or changed. Write a list of concerns that you might discuss at a public forum for Section 106 Review on the situation.

Teacher Note: Help the students brainstorm buildings or sites around their location. Have students think about how the removal, expansion, or alteration of this site could affect transportation, commercial behavior (i.e. shopping), entertainment or leisure time, health, and education. To advance this lesson, have students research their state SHPO contact information, and have them prepare their concerns in a formal letter to the SHPO.
Sources
travel/route66/maps66.html


Glossary

Abstract- relating to or involving general ideas or qualities rather than specific people, objects, or actions

Adverse- bad or unfavorable: not good

Annotate- to make or furnish critical or explanatory notes or comment

Commuting- to travel regularly to and from a place and especially between where you live and where you work

Concurrence- the state of agreeing with someone or something

Confluence- a situation in which two things come together or happen at the same time

Construed- to understand (an action, event, remark, etc.) in a particular way

 Decommission- to officially stop using

Entrepreneur- a person who starts a business and is willing to risk loss in order to make money

Hospitality- generous and friendly treatment of visitors and guests: hospitable treatment

Impede- to slow the movement, progress, or action of (someone or something)

Lobby- to try to influence government officials to make decisions for or against something

Niche- a job, activity, etc., that is very suitable for someone

Obsolete - no longer used by anyone

Rehabilitation- to bring (someone or something) back to a normal, healthy condition after an illness, injury, drug problem, etc.

Repercussion- something usually bad or unpleasant that happens as a result of an action, statement, etc., and that usually affects people for a long time

Subsequent- happening or coming after something else

Transverse- acting, lying, or being across: set crosswise