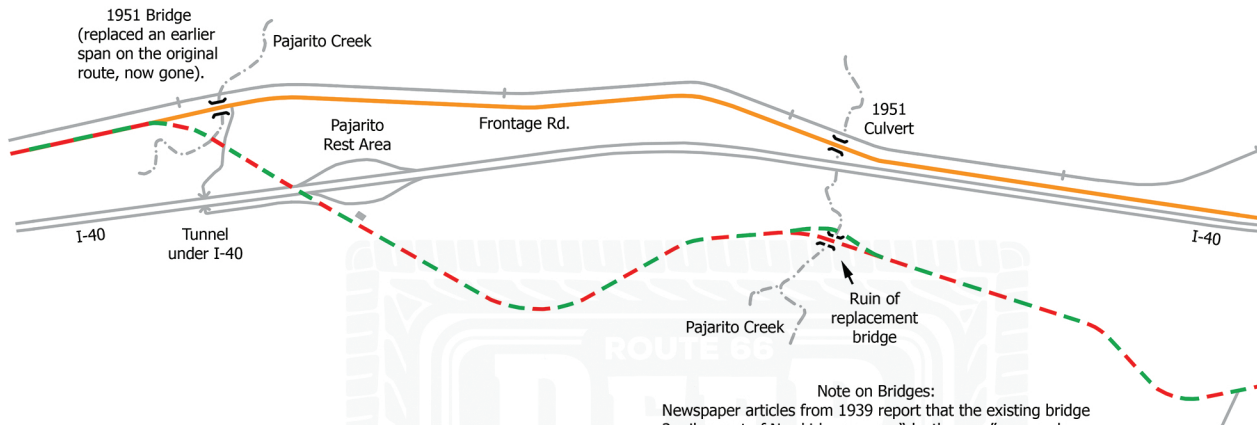


Between Tucumcari (east)
and Newkirk (west)



Continuation of
the previous map
begins here.

Alignments on this Map

Green: Original route prior to paving. Note on the lower portion of the map that the green route is slightly offset to the current road (gray) near the cemetery.

Red: First paved alignment (1930s).

Orange: Early 1950s upgrade to the red route. The 1930s first paved route (red) was upgraded by an offset alignment (orange) from just west of Newkirk to Cuervo by 1954. It is unclear whether the red route remained open for traffic, as it appears truncated on aerial photos. It later became the frontage road for the interstate, while the orange route was adopted by WB I-40.

Note on Bridges:
Newspaper articles from 1939 report that the existing bridge 3 miles east of Newkirk was on a "death curve" approach (dashed green line) and was to be replaced. This work was underway by May 1940. Only 10 years later, this alignment would be bypassed by the orange route. In a newspaper photo of the "death" bridge to be replaced, it appears to be a steel beam or concrete slab with an iron railing and was likely in place when the route was paved in the early 1930s.

