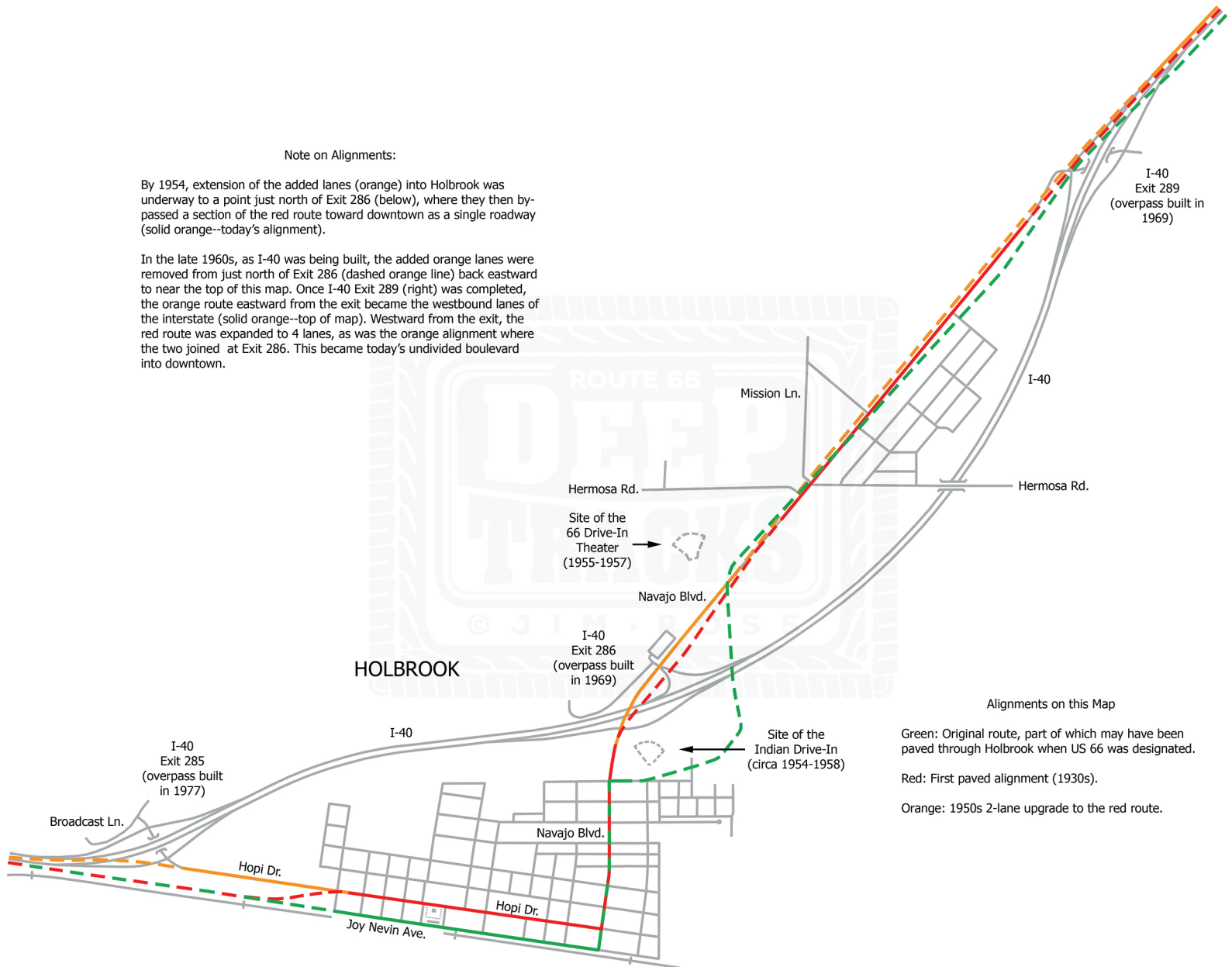


Note on Alignments:

By 1954, extension of the added lanes (orange) into Holbrook was underway to a point just north of Exit 286 (below), where they then bypassed a section of the red route toward downtown as a single roadway (solid orange--today's alignment).

In the late 1960s, as I-40 was being built, the added orange lanes were removed from just north of Exit 286 (dashed orange line) back eastward to near the top of this map. Once I-40 Exit 289 (right) was completed, the orange route eastward from the exit became the westbound lanes of the interstate (solid orange--top of map). Westward from the exit, the red route was expanded to 4 lanes, as was the orange alignment where the two joined at Exit 286. This became today's undivided boulevard into downtown.



Alignments on this Map

Green: Original route, part of which may have been paved through Holbrook when US 66 was designated.

Red: First paved alignment (1930s).

Orange: 1950s 2-lane upgrade to the red route.