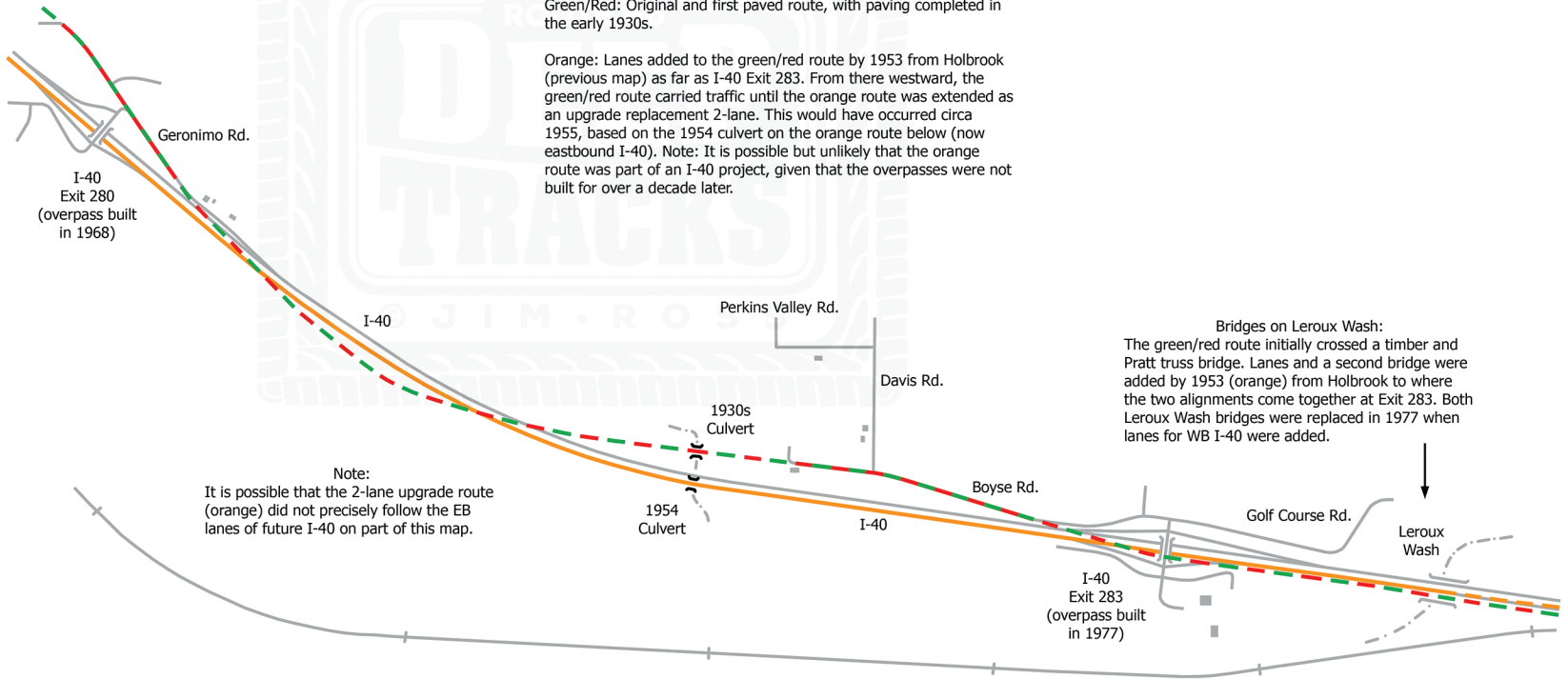


Alignments on this Map

Green/Red: Original and first paved route, with paving completed in the early 1930s.

Orange: Lanes added to the green/red route by 1953 from Holbrook (previous map) as far as I-40 Exit 283. From there westward, the green/red route carried traffic until the orange route was extended as an upgrade replacement 2-lane. This would have occurred circa 1955, based on the 1954 culvert on the orange route below (now eastbound I-40). Note: It is possible but unlikely that the orange route was part of an I-40 project, given that the overpasses were not built for over a decade later.



Bridges on Leroux Wash:
The green/red route initially crossed a timber and Pratt truss bridge. Lanes and a second bridge were added by 1953 (orange) from Holbrook to where the two alignments come together at Exit 283. Both Leroux Wash bridges were replaced in 1977 when lanes for WB I-40 were added.

Note:
It is possible that the 2-lane upgrade route (orange) did not precisely follow the EB lanes of future I-40 on part of this map.

Between Holbrook (east)
and Winslow (west)

The Leroux Wash Bridge when US 66
was only 2 lanes (green/red route).
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