

Note:  
The ruins of 4 culverts  
exist on the green route.

Note:  
The dashed gray line  
next to the borrow pit  
was a construction road.

Former Borrow  
Pit for I-40  
construction.

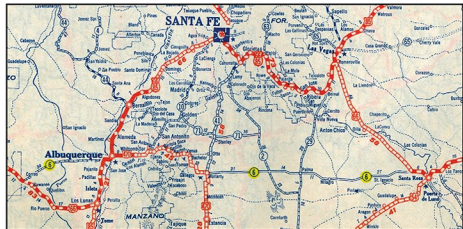
Between Santa Rosa (east)  
and Moriarty (west)

Alignments on this Map

Green: Original route prior to paving. Between here and Romeroville (Map 48), the green route was never paved while US 66.

Red: First paved alignment, arriving at Exit 267 below from Santa Rosa circa 1936 (this was still gravel in February 1935, according to a map published at that time in the Albuquerque Progress). The red route was later adopted by westbound I-40 on the top portion of the map and part of the bottom portion. It first appears on the Santa Fe Loop at Romeroville (Map 48), where the route was paved from there westward by 1932. The 1936 red route from Santa Rosa (below) ended where pending completion of the 1937 orange route began.

Orange: Begins the 1937 alignment, which bypassed the Santa Fe Loop as far as Moriarty (Map 30). From Moriarty through Albuquerque to Correo (Maps 42 & 81), where it merges with the end of the Santa Fe Loop, the color code will continue as orange, as this alignment was not US 66 until 1937, even though it was paved between Moriarty and Correo before 1937, and in places as early as 1924.



As seen on this 1930 map, an option for motorists was primitive NM 6 between Santa Rosa and Moriarty and from Albuquerque to Correo to avoid the Santa Fe and Los Lunas loops.

Continuation of  
the previous map  
begins here.

Note:  
Only green appears on  
the Santa Fe Loop until  
Romeroville (Map 48),  
as the road to that  
point was never paved  
while US 66.

**1926-1937  
Santa Fe Loop**

NM 379

Note:  
The diagonal dashed gray  
line represents a former  
connection to the orange  
route from NM 379.

Pre-1937 primitive  
NM 6 (to Moriarty).

Frontage Rd.

**1937 Bypass of  
the Santa Fe Loop**

I-40  
Exit 267  
(Colonias)

Frontage Rd.

I-40

Frontage Rd.

Note:  
The Santa Fe Loop begins at I-40 Exit 267 (below left). Mapping of this route (green/red) will resume at this location (Map 43) after following the 1937 bypass alignment (orange).