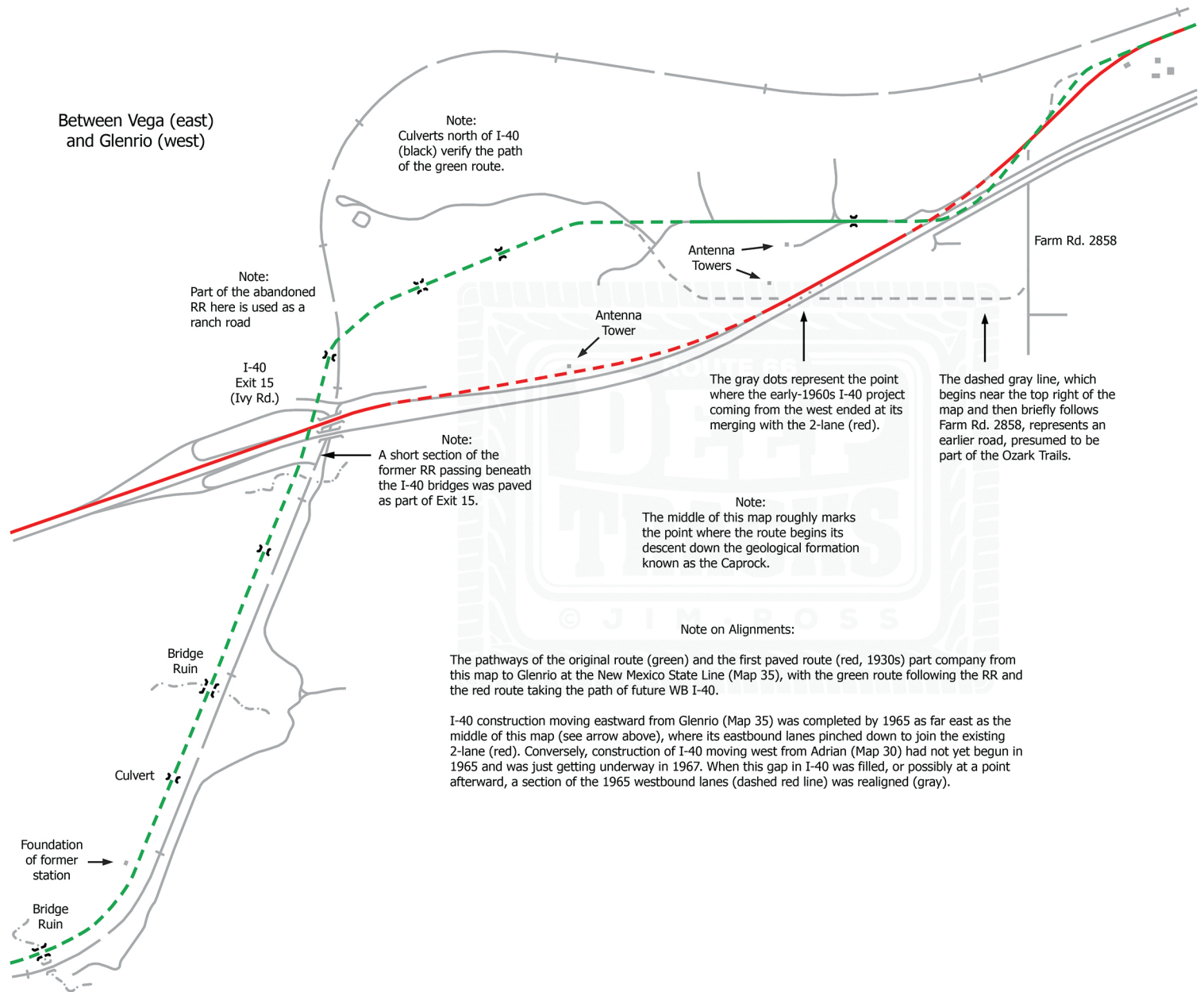


Between Vega (east)
and Glenrio (west)



Note:
Culverts north of I-40
(black) verify the path
of the green route.

Note:
Part of the abandoned
RR here is used as a
ranch road

I-40
Exit 15
(Ivy Rd.)

Antenna
Towers

Farm Rd. 2858

Antenna
Tower

Note:
A short section of the
former RR passing beneath
the I-40 bridges was paved
as part of Exit 15.

The gray dots represent the point
where the early-1960s I-40 project
coming from the west ended at its
merging with the 2-lane (red).

The dashed gray line, which
begins near the top right of the
map and then briefly follows
Farm Rd. 2858, represents an
earlier road, presumed to be
part of the Ozark Trails.

Note:
The middle of this map roughly marks
the point where the route begins its
descent down the geological formation
known as the Caprock.

Note on Alignments:

The pathways of the original route (green) and the first paved route (red, 1930s) part company from this map to Glenrio at the New Mexico State Line (Map 35), with the green route following the RR and the red route taking the path of future WB I-40.

I-40 construction moving eastward from Glenrio (Map 35) was completed by 1965 as far east as the middle of this map (see arrow above), where its eastbound lanes pinched down to join the existing 2-lane (red). Conversely, construction of I-40 moving west from Adrian (Map 30) had not yet begun in 1965 and was just getting underway in 1967. When this gap in I-40 was filled, or possibly at a point afterward, a section of the 1965 westbound lanes (dashed red line) was realigned (gray).

Bridge
Ruin

Culvert

Foundation
of former
station

Bridge
Ruin