



Stone culverts originally built for the NOTR.

Note on Alignments:

Between the Crookton Road Overpass (previous map) and Seligman, there are 3 interlacing alignments and numerous undated culverts. Those on the green route would have been built in the 1920s or before. Those on the red route were built circa 1930 as the route was paved. Those on the orange route date to the 1950s.

Note:
The gray dashed lines represent connector or detour roads used during the paving of the route.

Continuation of the previous map begins here.

Separate culverts here for the red and orange routes.

Note:
The culvert on Chino Wash (red route) replaced a 1930s seven-span steel girder bridge.

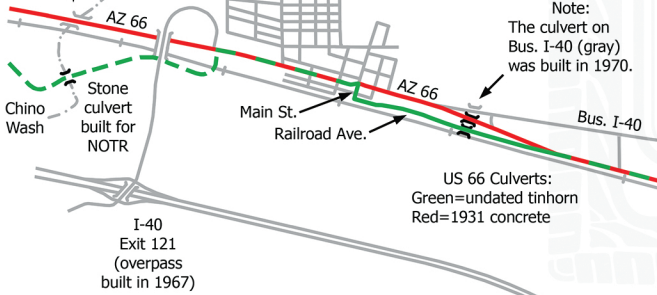
SELIGMAN

Note:
The culvert on Bus. I-40 (gray) was built in 1970.

Note:
The 1969 bridges for the red route and the RR were built as part of the I-40 project.

US 66 Culverts:
Green=undated tinhorn
Red=1931 concrete

Note:
This large stone culvert was originally built for the National Old Trails Road.



State of I-40 at Seligman in 1974. All traffic was directed through town from Exit 123 (right side of photo) until the bypass was completed in 1978. Note that Exit 121 (left side of photo) was only partially built.

Note on I-40:
Once I-40 opened circa 1969 between Exit 139 at Crookton Road (Map 54)) to Exit 123 above, it pinched down to two lanes and curved north into Seligman via the new underpass at the RR and US 66. To the west of Exit 123, I-40 was under construction, opening in 1978 to complete the bypass of Seligman.



The remains of the NOTR culvert stand roughly 8 feet tall.