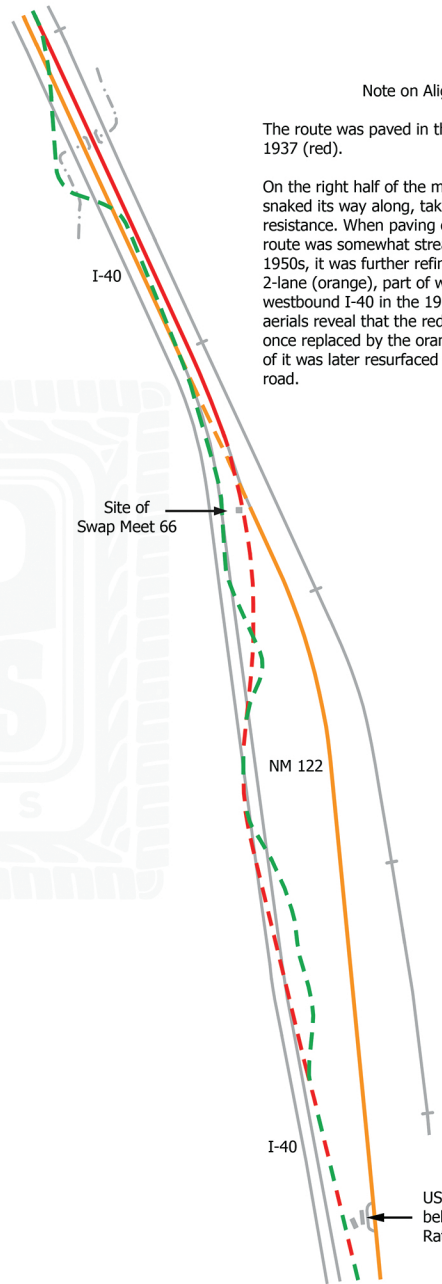
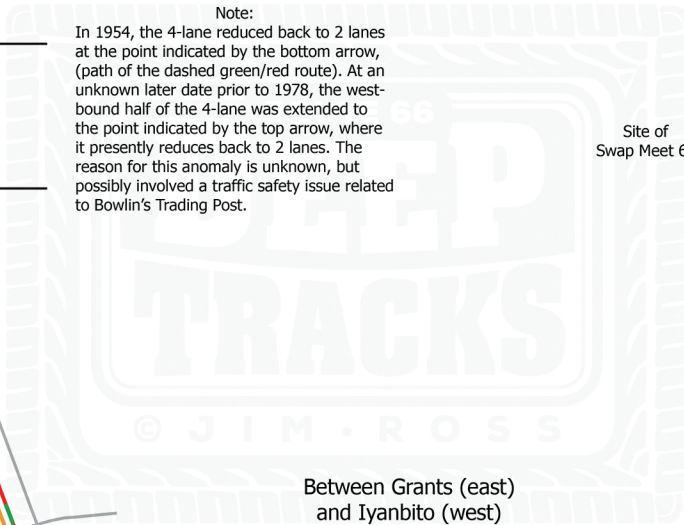


Note:
The orange route at left is not part of a 4-lane. It is a 2-lane realignment of the green/red route.

Note:
In 1954, the 4-lane reduced back to 2 lanes at the point indicated by the bottom arrow, (path of the dashed green/red route). At an unknown later date prior to 1978, the westbound half of the 4-lane was extended to the point indicated by the top arrow, where it presently reduces back to 2 lanes. The reason for this anomaly is unknown, but possibly involved a traffic safety issue related to Bowlin's Trading Post.

Between Grants (east) and Iyanbito (west)

Continuation of the previous map begins here.



Note on Alignments:
The route was paved in the area of this map in 1937 (red).

On the right half of the map, the green route snaked its way along, taking the path of least resistance. When paving came in the 1930s, the route was somewhat streamlined. In the early 1950s, it was further refined by an upgrade 2-lane (orange), part of which was adopted by westbound I-40 in the 1960s. Vintage 1954 aerials reveal that the red route was excavated once replaced by the orange 2-lane, though part of it was later resurfaced for the I-40 service road.

Note:
US 66 originally passed behind the ruin of the Rattlesnake Trading Post.