

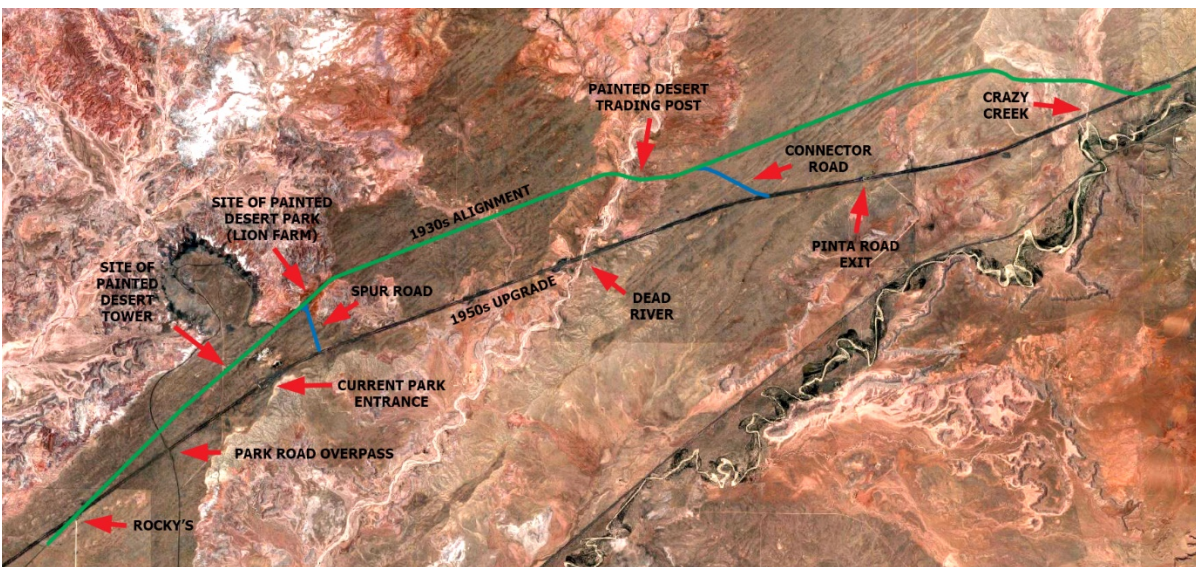
## THE BYPASS OF THE PAINTED DESERT TRADING POST

Researched and written by Jim Ross - February 2020

Compiling this involved dissecting a multitude of documents and making various attempts at how best to reconcile and explain the tangled web of evidence. One challenge was comparing the various sources and trying to resolve conflicts among them. Another was trying to resolve questions of accuracy within the records examined.

A good place to start will be with a general explanation of what took place in the area of interest during the 1950s.

The 1930s first paved alignment of US 66 in eastern Arizona was in bad shape by the early 1950s, and plans for upgrading were underway. The series of projects to accomplish this was called the Holbrook to Lupton Highway. This new 2-lane would include improving some sections and bypassing others, such as the loop through Chambers, McCarrell Road to Navajo, and from Navajo through the Petrified Forest National Monument. For our purposes, the area of interest will be from 2 miles west of Navajo westward to the site of Rocky's Old Stage Station, a distance of **15 miles** that defines the bypass of the Painted Desert Trading Post loop.

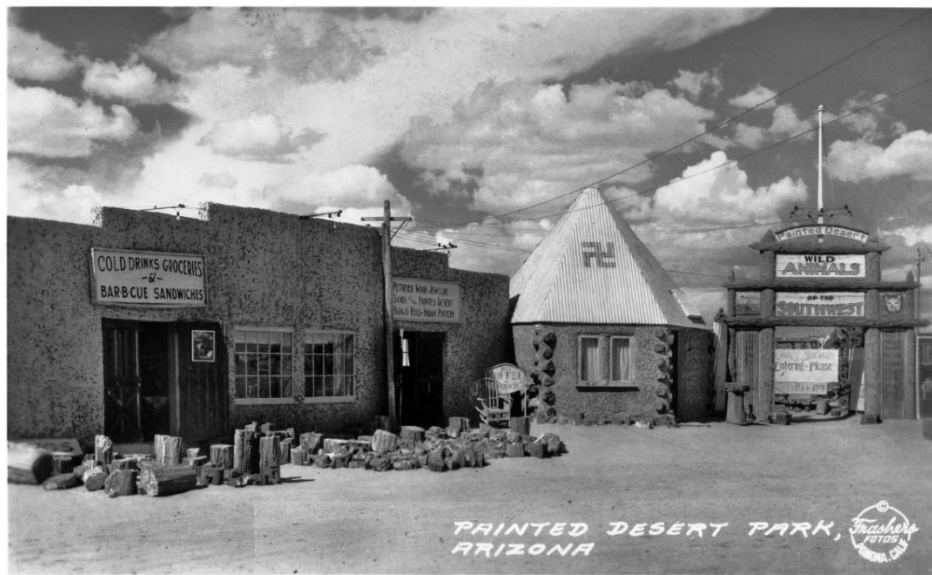


*Area of interest and waypoints.*

This brings us to the questions at hand: At what point in time was the bypass completed and traffic to the Painted Desert Trading Post lost? Document-wise, things get murky due to the timing of the upgrade. It was begun just prior to passage of the 1956 Interstate Highway Act, and project plans for I-40 were being drawn even as construction of the upgrade 2-lane was underway. In the area of interest, I-40 would adopt the new 2-lane as its westbound lanes.

The decision to bypass the PDTP was supported by and possibly influenced by officials at the Petrified Forest National Monument. From the time the Painted Desert became part of the monument in 1932, park officials had been engaged in a dispute with the owners of the Painted Desert Park tourist attraction. Indian Miller of Two Guns had leased the land for the Painted Desert Park from the state in 1925. By 1930, his sister Julia Miller had taken over operations there. Insulated from park control by the land lease, Miller's business was perched on the edge of the Painted Desert, fronting US 66 just east of the Petrified Forest Monument's loop road. All westbound traffic passed Miller's place to enter the monument. The park service considered it an eyesore, and their angst was further elevated by the name "Painted Desert Park," believing that tourists would mistake it as being operated by the monument. Throughout the dispute, park officials referred to the Painted Desert Park as the "Lion Farm," presumably to distinguish the monument from the tourist trap. The "Lion Farm" was actually the zoo portion of the business, which had a large sign with the words "Mountain Lion Farm."

Park officials wanted it gone, and in 1954, with the upgrade route in the proposal stage, they ramped up efforts to get the highway moved, and thus isolate the "Lion Farm."



**IMPORTANT NOTE ABOUT DATES ON PROJECT PLANS:** "As-Builts" are revised sets of blueprints submitted by the contractor upon completion of a project. They might also be submitted for segments of a project as it is ongoing. They reflect any changes made in the specifications and working drawings during the construction process. Each page of blueprints has an "As Built" date block in the upper right. "As Built" is typically written on the project cover sheet as well. Dates posted on cover sheets, such as file copy dates, etc., may or may not match dates on the blueprints, such as surveying, plotting, engineer's approval, etc. It is

not known how faithfully the process of submitting “As Built” was carried out in the 1950s. **“Approval”** dates on blueprints, if included, establish only that a project could not have begun prior to that date. They do not reflect when a project actually got underway. Delays could mean months or even years. In view of this, ascertaining the timeframe for a given project often requires cross-referencing and relying on a preponderance of evidence. As we will see, dates (or lack thereof) on some of the plans examined during this effort raise questions.

With the stage set, let’s examine and compare the evidence, beginning with an article that may be the primary source for the timeline presently put forth by the National Park Service. Though well documented, the caveat is that some of the language in the article is vague and there are a few inaccuracies.

## **A FLY IN THE AMBER: Route 66 Architecture at Petrified Forest National Monument**

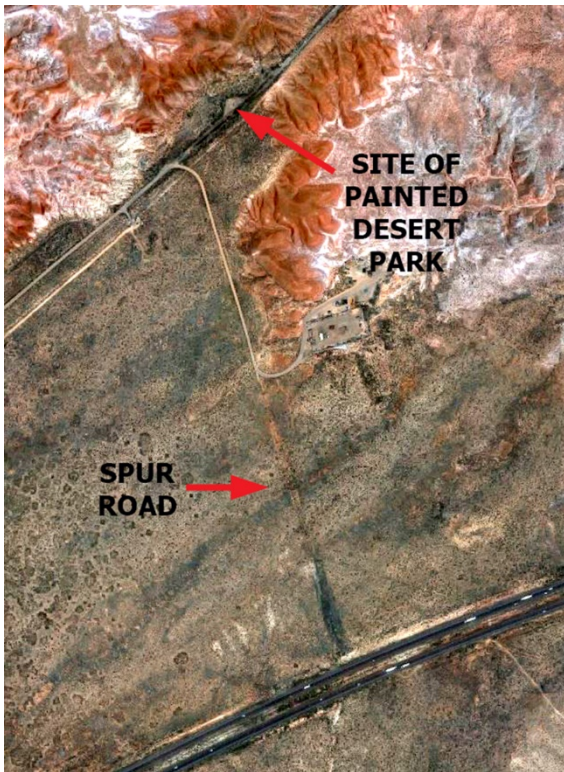
Lillian Makeda

Buildings & Landscapes, Journal of the Vernacular Architecture Forum, Volume 17, Number 1, Spring 2010, pp. 53-81. Published by the University of Minnesota Press.

The article states that “During the early 1950s, Route 66 was set to be relocated” and that in January of 1954 a project map depicted the Lion Farm as being bypassed by 6/10ths of a mile. The source for this is the Superintendent’s Report for January 1954.

A year later, a newspaper article from February 1955 (first clipping below) states that the new road bypassing the park was still a proposed route. The second newspaper clipping, dated March 2, 1955, confirms that the route was still “proposed,” although highway officials warned opponents that any changes at this stage could delay construction 2-3 years. Remaining opposition disappeared, and in fact, the first bids were let that month—March 1955.

“A Fly in the Amber” states that by November 1955 a spur road was completed from the new alignment of US 66 to the existing alignment near the Lion Park site, and was in use from 1955 until 1958. The source given is the Superintendent’s Report for Oct. 1955. The third newspaper clipping, dated March 9, 1955, states that this spur road would be built by the state. The spur road, however, was built not to provide access to the Lion Farm, but as an access road to the park from the realigned US 66. 1955 was also the year the park service began planning a new entrance that would replace the “spur” road and further isolate the Lion Farm.



The November 1955 date for completion of the spur road stated in the article is contradicted by other evidence, suggesting that the superintendent may have been speculating on the November date or that the article's writer copied the date incorrectly. The first section of the upgrade 2-lane east of Holbrook, which was bid in March 1955 according to the March 9 newspaper clipping, concerned 6.9 miles from Crazy Creek eastward to McCarrell Ranch. Work had to be completed by September 30, 1955. This is supported by the existence of a 1955 culvert for WB I-40 between McCarrell Rd. and Navajo. The clipping also reported that "Other projects comprising about 25 miles will adjoin it," and were expected to get underway soon.

So where were the 25 miles of adjoining road? The 6.9-mile project EB from Crazy Creek to McCarrell Ranch is identified on the IN 83(26) cover sheet as IN 83(25), a project which joins another to its east for 7.4 miles dated 1953 (Non-FA 83E, bypassing Chambers). A 1953 aerial photo shows the Chambers bypass to be complete. Those two projects combined leave only west as the direction from Crazy Creek that the 25 miles of adjoining projects could proceed.

The bulk of that 25 miles would likely have been IN 83 (26), which covers the entire area of interest and has an "As Built" date of March 16, 1956. This at first seems to fit the timeline, ending a year after the first segment of road east of Holbrook was bid in March 1955. It even supports the November 1955 date for the spur road. But the "As Built" date of 3-16-1956 for IN 83 (26) is problematic. Other evidence shows that it was completed much later.



1) Assuming IN 83(26) was bid in the spring of 1955, that would allow less than a year to build 16 miles of highway, bridges on both Crazy Creek and the Dead River, and the spur road. This alone, however, is speculative.

2) It was reported in article number five on July 24, 1956 that one of five US 66 projects then underway statewide was 22.8 miles of new road west of Sanders. 22.8 miles west from Sanders extends as far as the Dead River, well into the area of interest. But Sanders would not have been the starting point, and was likely used only as a general point of reference. As established, new road was already completed from Chambers westward to McCarrell Ranch (1953) and from McCarrell to Crazy Creek (September 1955). Eastward from Sanders, culverts and bridges as far as Allentown contain build dates of 1949 and 1950, proving that roadwork there was already completed. This leaves only the area of interest (west of Crazy Creek) for the “22.8 miles of new road.” If construction was still underway in the area of interest in July 1956, as reported, then the March 1956 “As Built” date for IN 83 (26) cannot be valid.

3) Most telling is that the PDTP connector road, Non-FA 83, built to ferry traffic while uncompleted sections of the bypass were finished, was not yet constructed in March 1956. Non-FA 83 also annotates “Subgrade in Place” for the road from the connector eastward to Crazy Creek.

4) Carrying perhaps less weight, but noteworthy, is newspaper article four, from March 16, 1956, which states that “the Highway Department will invite bids on seven miles of the route in the Painted Desert area” and that “17 miles built last year is now ready for oil.” The “seven miles of the route” in the Painted Desert area being bid in March 1956 may have been I-008-5(6), which adjoined IN 83 (26) to the west, beginning a mile west of Rocky’s at the Navajo Co. Line, which is not in the area of interest. The article does not reveal where the other 17 miles of road built in 1955 and “ready for oil” was located. It could have been closer to Holbrook. But if it was in the area of interest, it negates the IN 83 (26) “As Built” date. Interestingly, the March 16 1956 news clipping and the IN 83 (26) “As Built” date are the same.

A plausible explanation for the 3-16-56 “As Built” date for IN 83 (26) is that it was an interim “As Built” submission by the contractor, and ended up being the copy digitally archived by ADOT. There could be other explanations, but seemingly inescapable is the 22.8 miles of new road underway in July 1956 (clipping 5), and the June 1956 date on the plans that built the connector road (Non-FA 83). To accept this evidence rules out the November 1955 date for the spur road being put into use as well as the 3-16-56 “As Built” date for IN 83 (26).

“A Fly in the Amber” continues. August 1957 (more than a year after the IN 83 (26) “As Built” date): The park service offers \$40,000 for the Lion Farm property, and as they dicker over price (doesn’t say for how long), the new interstate opens. This could only be a reference to the bypass. None of the I-40 plans in the area of interest had yet been approved in August

1957 (the earliest was November), and “As Built” dates for I-40 in the area of interest are 1960-1961, including a 1961 build date for the EB Dead River Bridge. Perhaps the reference to “interstate” was because the changeover to I-40 was by then being publicized.

It should be noted that the \$40,000 offer in August 1957 was more likely made for the Painted Desert Tower rather than the Painted Desert Park. By then, the Painted Desert Park was already doomed, so buying it would have lost its urgency. More suggestive is the role played in this saga by the Painted Desert Tower. According to author Thomas Repp, in the early 1950s, the Painted Desert Park was turned over to seasoned trader Albert Tietjen by Julia Miller’s son Charley Jacobs, who had been running it. This allowed Charley to return to his own business near Chambers—Navajo Indian Village. What “A Fly in the Amber” did not report is that Julia Miller had long ago homesteaded 160 acres of private property sitting smack dab in the middle of the park property, fronting US 66. She signed that land over to Charley about the time he returned to Chambers. Charley was willing to sell, but bureaucracy within the park service held things up. In the meantime, Charley got nervous about the new alignment coming to his place at Chambers, so instead of selling the 160 acres, in 1953 he built the Painted Desert Tower on that property. Believing its location was close enough to the likely path of the coming new alignment, he constructed it with mobility in mind, just in case. As a result, it took years of additional negotiating before the park service succeeded in buying Charley out, which happened in early 1958. This fits the timeline for the \$40,000 offer made in August 1957. It also further establishes that US 66 through the park was still open at the beginning of 1958.



*The Painted Desert Tower (1953-1958), built by Charley Jacobs.*

October 1957: The park service requests that existing US 66 within the park (east and west) be obliterated in order to cut off approaches to the Lion Farm. They also request that the spur road be closed. (Superintendent's memo to regional manager.) This is telling. It reveals that 1) the 2-lane upgrade and the spur road were both now in use, that 2) the existing 2-lane was still open, and that 3) the new park entrance was complete. This would also have put more pressure on Charley Jacobs to sell the Painted Desert Tower property, coming two months after the \$40,000 offer, if in fact that offer was made to him. It is not known how long the bypass had been open when the October 1957 request was made, but the date of the request fits with the "new interstate opens" statement made following the August 1957 purchase offer discussed in the previous two paragraphs. Perhaps Charley Jacobs was threatening to move his building and tower to the new alignment as a bargaining tool. In any case, the Petrified Forest National Monument could not become a national park until all of the private land within its boundaries was acquired. The Painted Desert Park, soon to be completely cut off, was within their clutches, leaving Charley Jacobs as the one remaining obstacle.

"A Fly in the Amber: In July 1958, the attorney for the Lion Farm contacted the State Land Commission, asking that the spur road remain open. (Source: Painted Desert Park vs. State Land Dept., 1961). This is nearly a year after the park's October 1957 request to close it. It is not clear exactly when the spur road closed, but evidently denial of the request resulted in a lawsuit.

The Lion Farm's request may have been triggered by the closing of the PDTP connector road. That project, I-008-5(1), also closed the existing road where it met the new road at Rocky's. The plans were approved in June 1957, with an "As Built" date of July 1958. The plans do not include removal of the roadbed within the park boundaries, nor does "A Fly in the Amber" mention when this occurred. Based on evidence provided by the project plans, the spur road, though it may have been completed prior to the opening of the bypass, could not have been in use until 1957, nearly two years after the date stated in the article.

July 1958: Superintendent notes in his report that "this new road bypasses the old Lion Farm."

The park service had acquired the Painted Desert Tower in January 1958. In April 1962, they finally obtained the now-abandoned Painted Desert Park property, clearing the final hurdle for the monument to be designated a national park. This occurred in December 1962.

THE DOCUMENTS, BEGINNING WITH THE NEWSPAPER CLIPPINGS.

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## Winslow Meeting Set On '66' Alignment

(By the SUN's Own Service)

WINSLOW— Representatives of Holbrook and Joseph City Chambers of Commerce will meet with Winslow Chamber of Commerce directors at noon here tomorrow to discuss the bypassing of scenic attractions in the new alignment of U.S. Highway 66.

The proposed highway route east of Holbrook would completely bypass the Painted Desert. It was set up in Highway Department plans several months ago, despite objections from towns along 66.

Arizona 66 Association recently approved the bypass, feeling that opposition would delay construction of the badly needed highway for several more months.

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Arizona Daily Sun – February 28, 1955



# DAILY SUN

newspaper of Northern Arizona  
ARIZONA

Phone 21 Wednesday, March 2, 1955

## Winslow Chamber Rescinds Protest On '66' Routing

### Group Urges Highway Department To Speed Work East Of Holbrook

(By the SUN's Own Service)  
WINSLOW — The Winslow Chamber of Commerce has withdrawn its protest against the proposed realignment of Highway 66 east of Holbrook, Ed Whelan, president, reported today following a meeting of the Chamber's board of directors Tuesday.

In a resolution rescinding the protest, the Chamber urged the

state highway department to proceed with all possible speed in getting construction underway on the new alignment.

Previously the Holbrook Chamber of Commerce and the Flagstaff Chamber of Commerce, plus the Arizona Unit of the U. S. Highway 66 Association, had taken stands in favor of the alignment.

Grounds for Winslow's protest was that the new road would miss the Painted Desert by a short distance. The present road overlooks the colorful desert for a short section.

The Chamber took its action to avoid delay in placing Highway 66 up to standard east of Holbrook. Highway department officials previously said that a change from the proposed alignment might delay work on the route two or three years.

After rescinding its protest against the proposed route, the Chamber adopted another resolution re-affirming its stand against the bypassing of highways and established communities and scenic areas in future projects.

A group including Ferrel Lewis, president of the state Highway 66 unit, Don T. Udall, Roy Downing, and Fred Lisitzky, all of Holbrook; and Glen Blansett, Joseph City, were in attendance at the Tuesday session.

## Rape-Slaying Suspect Held

NEW YORK (AP) — A 25-year-old father of two children was charged today with the rape slaying of New York University coed Ann Yarrow. He was first arrested on a separate sex complaint.

After 12 hours questioning, William Patrick Farrell was booked on a charge of homicide.

Miss Yarrow, a graduate student was found raped, strangled and stabbed with a knife 37 times in a Lower East Side apartment on Feb. 6.

Police nabbed Farrell in a cemetery yesterday after a short chase from the apartment of his widowed sister-in-law Irene Miller. 20 on

Winslow Daily Sun — March 2, 1955

## HIGHWAY 66 WINS ROUND . . .

The Highway Commission has decided to go ahead as scheduled with opening of bids and awarding of a contract for construction of a 6.9 mile section of Highway 66.

The section starts at Crazy Creek 38 miles east of Holbrook and extends eastward to McCarrel's Ranch. Under terms of the invitations for bids the jobs must be completed by Sept. 30.

Other projects comprising about 25 miles will adjoin it. These are also expected to get underway soon.

Opponents of Highway 66 have made determined efforts to delay work in this vital route.

In the present case a great hue and cry was raised over the fact that the new, approved alignment would shift the highway away from the Painted Desert view point. It has now been agreed that an access road will be constructed by the state from the relocated highway to the desert rim.

The real motive behind the ballyhoo, of course, was simply to delay the construction job.

Unquestionably if the Arizona unit of the Highway 66 Association and the Chambers of Commerce of Flagstaff, Winslow and Holbrook had not taken vigorous action and followed through with it, the vital Route 66 projects scheduled for this year would have been delayed.

Now that this round has been won, 66 boosters should keep in very close touch with planning for the others to follow. Our opponents haven't given up by a long shot.

We are learning the hard way that eternal vigilance and united action are necessary if we are to get a square deal on Highway 66.

\* \* \* \* \*

Arizona Daily Sun – March 9, 1955

would increase curbs and gutters.

### Many Stretches Sub-Standard

Highway 66 has many stretches in Arizona considered deficient, Willey said. About 25 percent or 100 miles of Route 66 in this state is sub-standard. More highway construction money must come from somewhere if the route is to be brought up to proper standard and kept there, he said, Arizona has 4000 miles of state highway all of which has a claim on state funds.

On March 21 the Highway Department will invite bids on seven miles of the route in the Painted Desert area, and 17 miles built last year is now ready for oil.

Present-day highways are 10 years behind automobile engineering, he said. The President's \$101 billion national highway construction proposal is expected to pass in some form. It would mean up to \$10 million more per year for highway construction in Arizona if approved. If Arizona hikes its gas

Arizona Daily Sun – March 16, 1956

***\$1,747,238 Being Spent***

# 5 Road Projects Underway On 66

By **BILL DEAVER**

Five construction projects totaling \$1,747,238 are now underway on U. S. Highway 66, Angus L. Chadwick, state highway engineer for this district, said Tuesday.

Chadwick said the work is the first called for in the 1956-57 fiscal

budget. Total cost of all highway construction projects in the state under current contracts is \$11,770,201.

The five U. S. 66 projects:

1. 22.8 miles of new alignment in Apache county west of Sanders, traffic using existing road; pres-

ent contracts are for 12.4 miles of paving. \$548,048 (2 contracts).

2. 4.9 miles of construction near Joseph City in Navajo county—relocating and widening of bridge quarter of a mile north of present bridge west of Joseph City and widening of roadway through the

community, traffic to be maintained on existing route. \$450,902.

3. Construction of new overpass near north entrance to Williams, traffic using existing highway; roadway contract will be given later. \$196,408.

4. 1.8 miles of construction near Peach Springs just inside east boundary of Mohave county. \$354,591.



**Flagstaff Arizona – July 24, 1956**

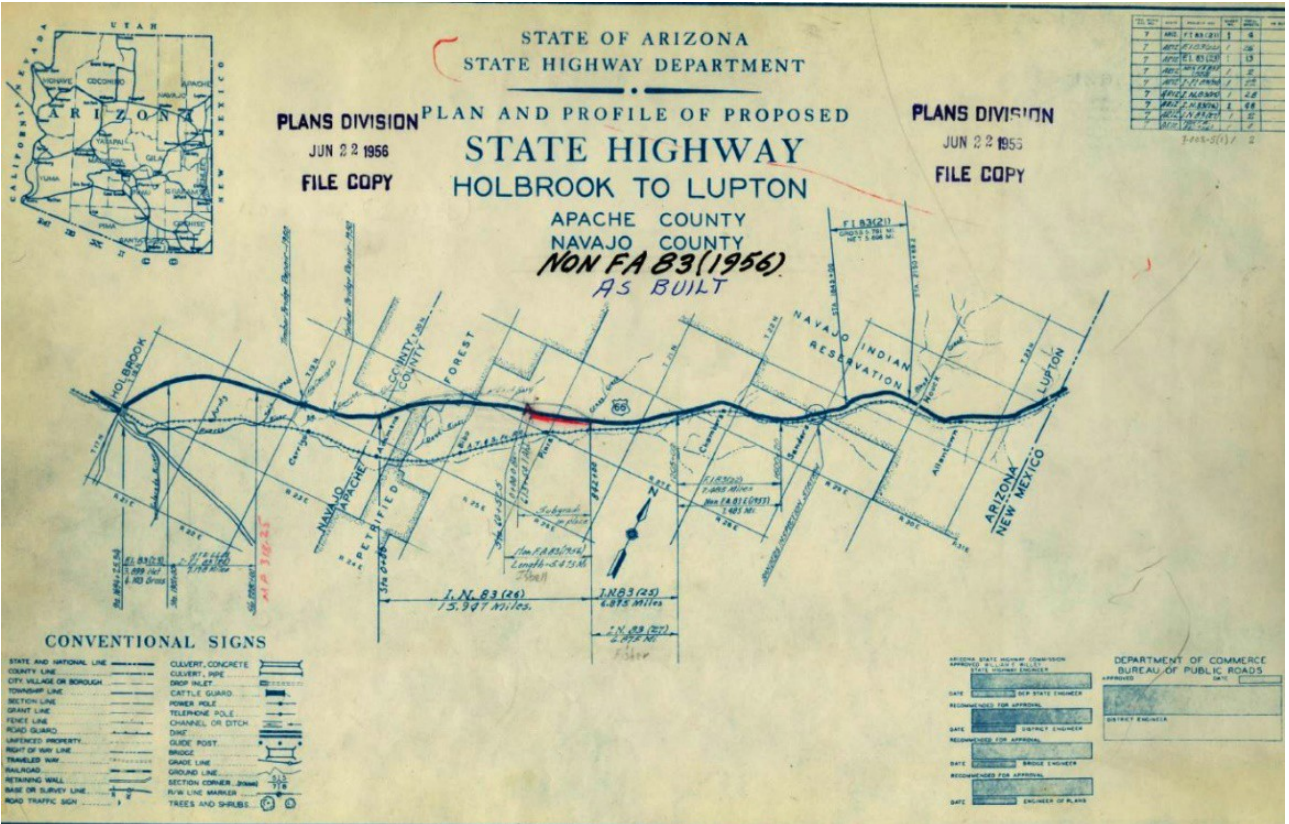
## PROJECT PLANS OBTAINED FOR THE 2-LANE UPGRADE

Public records requests yielded plans from both the 2-lane projects and I-40 projects. Together they provide many clues, but also raise questions and create confusion. All highlights in red on 2-lane project plans were there when received. Yellow highlights on all plans were added.

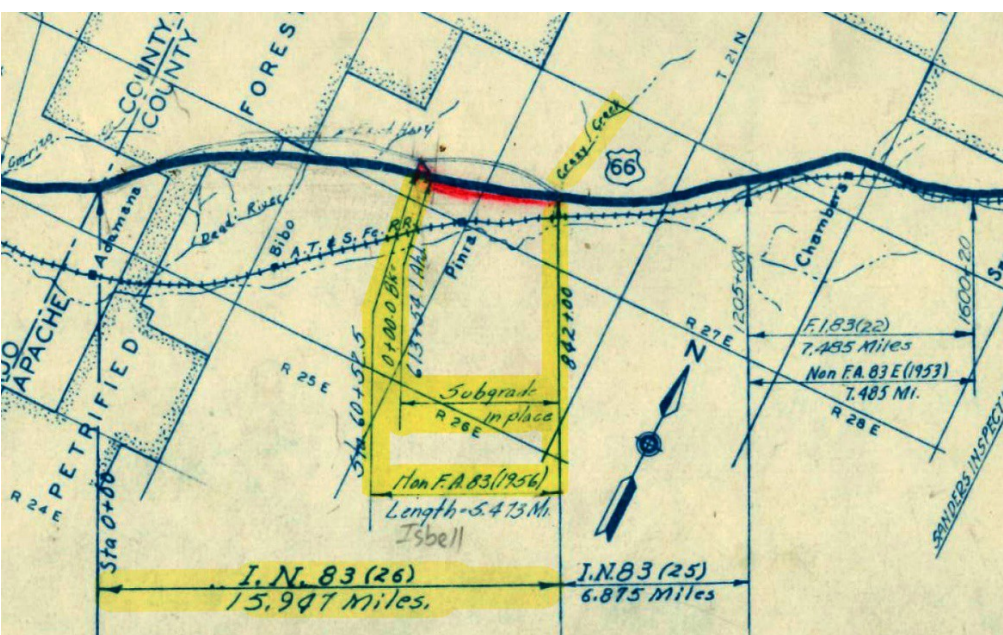
**Non-FA 83 (1956) PDTP CONNECTOR ROAD. Contains 12 sheets, 4 of which are numbered. Two of those are plan sheets. The rest are standardized spec sheets without numbers.**

The plan cover sheet is date-stamped June 22, 1956 and marked “As Built.” In the margin of the plan sheets are the dates 5-8-56 and 6-21-56 next to each other. Oddly, the date in the “As Built” block on the plan sheets is 1-17- 6—, and was entered after copying. There is no apparent explanation for this, other than it was perhaps entered years later when the box was discovered blank. The cover sheet highlights the roadway in red from the PDTP connector eastward to Crazy Creek and is annotated “Subgrade in Place” (see detail of plan below). This project also falls within IN 83 (26), which encompasses the entire area of interest.



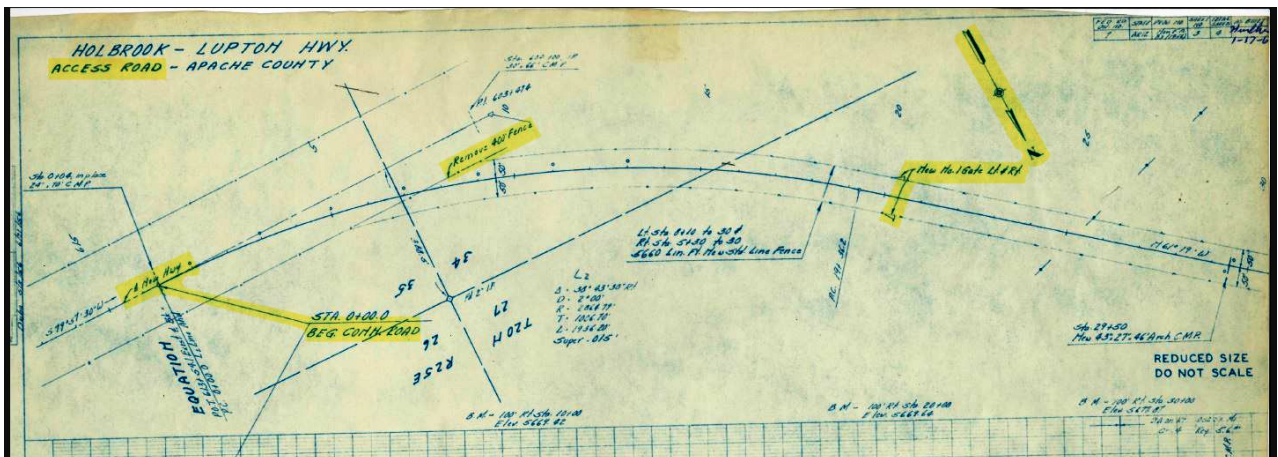


Cover Sheet for Non-FA 83 (1956).

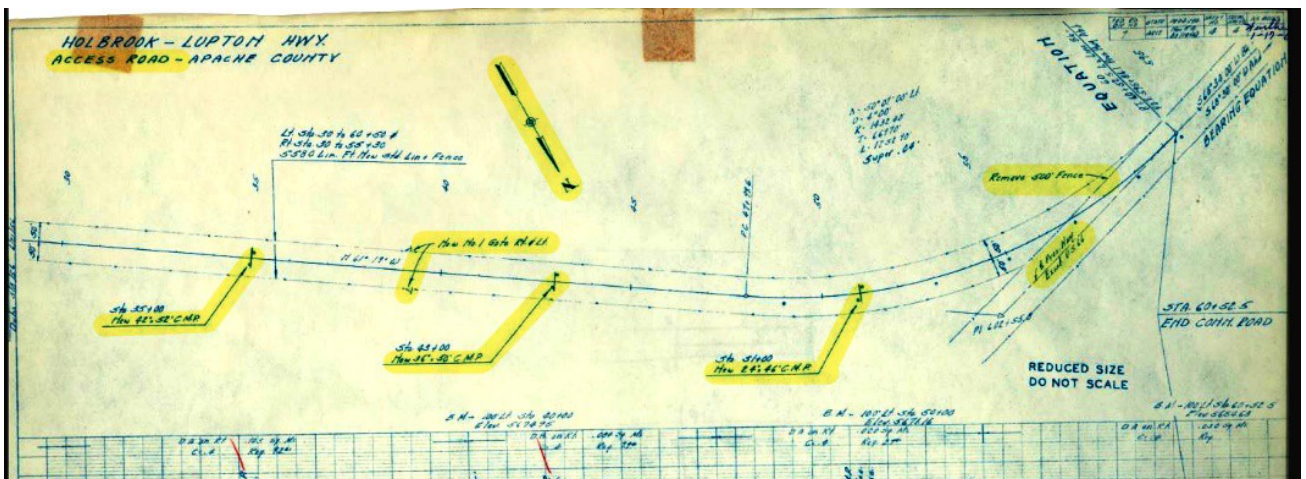


Detail from Non-FA 83 (1956) cover sheet showing that it falls within IN 83 (26).





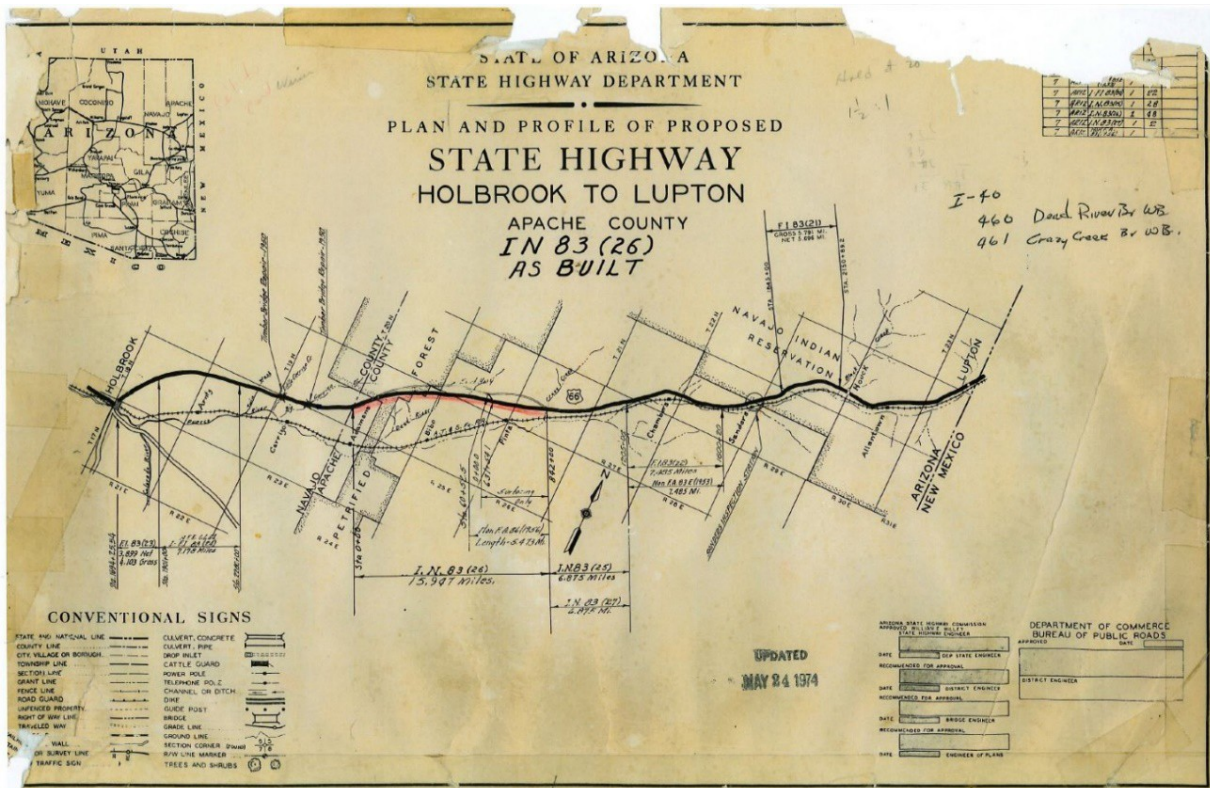
East end of PDTP Connector road. Note the orientation with N pointing down. The thinner curving road is the connector road. Highlighted notes identify the Access Road, the New Hwy. (upgrade 2-lane), Beg. Conn. Road, 400' of fence removal, and installation of a New No. 1 Gate. Note the "As Built" date in the upper right corner as being written in ink after photocopying and several years after project completion.



West end of PDTP Connector road. Note the orientation with N pointing down. The connector road curves to the west to join the 1930s road. Notations include Access Road, New C.M.P. (corrugated metal pipe), New Gate, Remove 500' Fence, and Existing US 66.

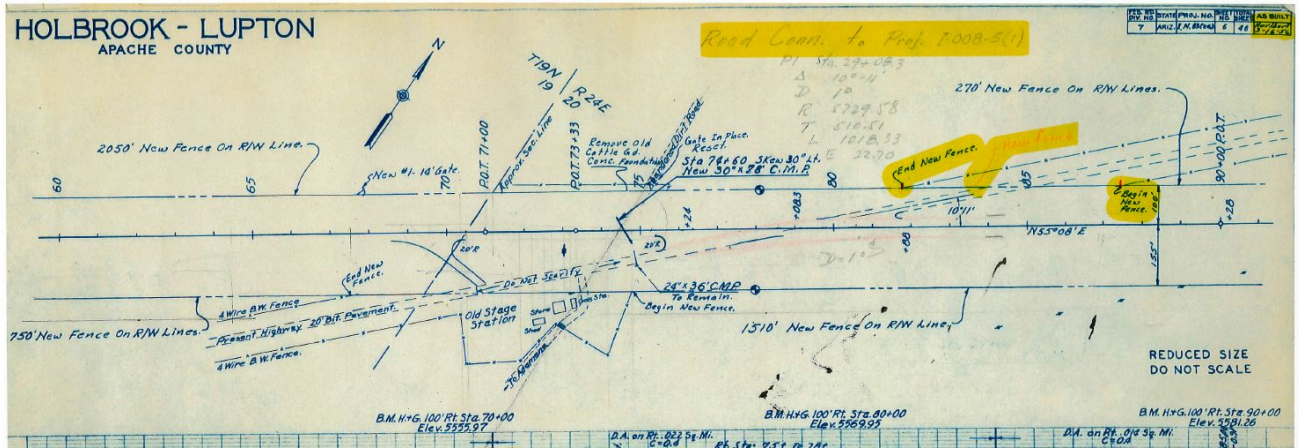
**IN 83 (26). Covers the 2-lane upgrade in the entire area of interest, from the Navajo Co. Line west of Rocky's eastward to Crazy Creek.**

The plan contains 41 pages. The cover sheet has no dates, but plan sheets show an **“As Built” date of 3-16-56**. It includes construction of the new access road to the park (spur road), the Dead River and Crazy Creek bridges (Design for the bridges was completed in April 1955). As already discussed, this was likely an interim set of “As Built” plans, submitted before the project was completed.

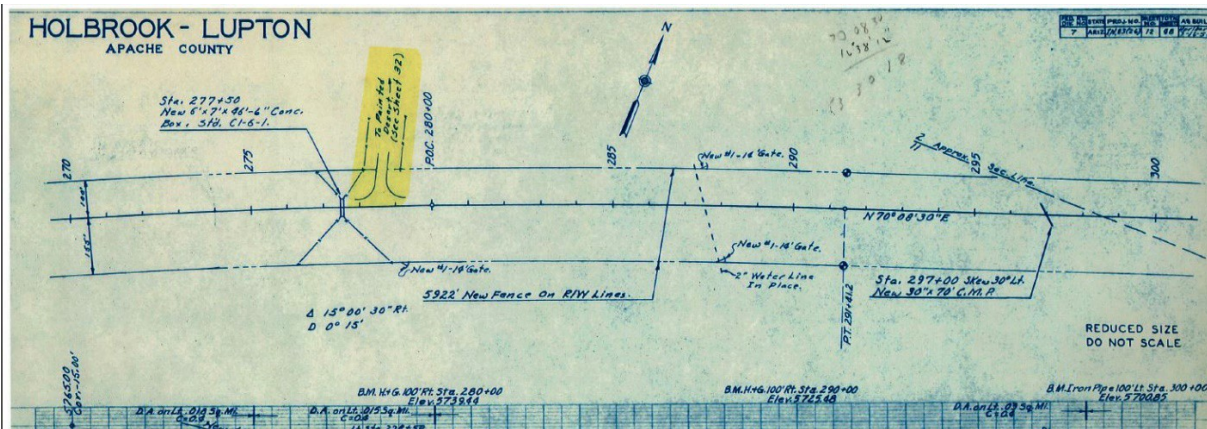


Cover Sheet for IN 83 (26), with the area of interest highlighted in red by ADOT.



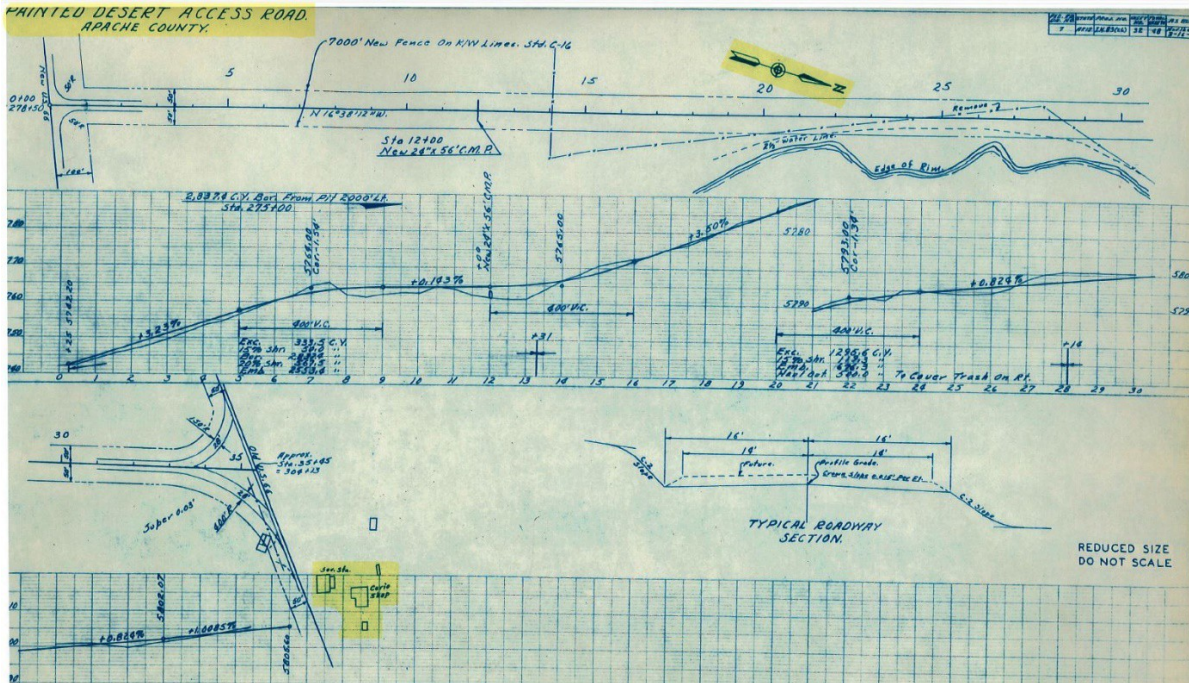


Sheet 5 for IN 83 (26), with a note referencing I-008-5 (1), which was a 1958 project closing the connector road and the road leaving the park (above) at the west end of the area of interest.

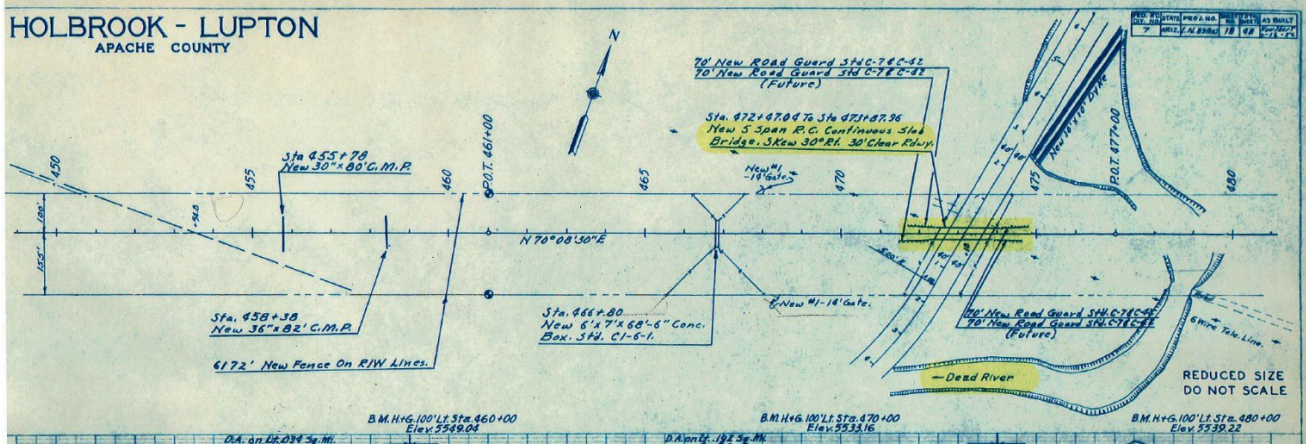


Sheet 12 for IN 83 (26), showing the access road to the park from the upgrade 2-lane.



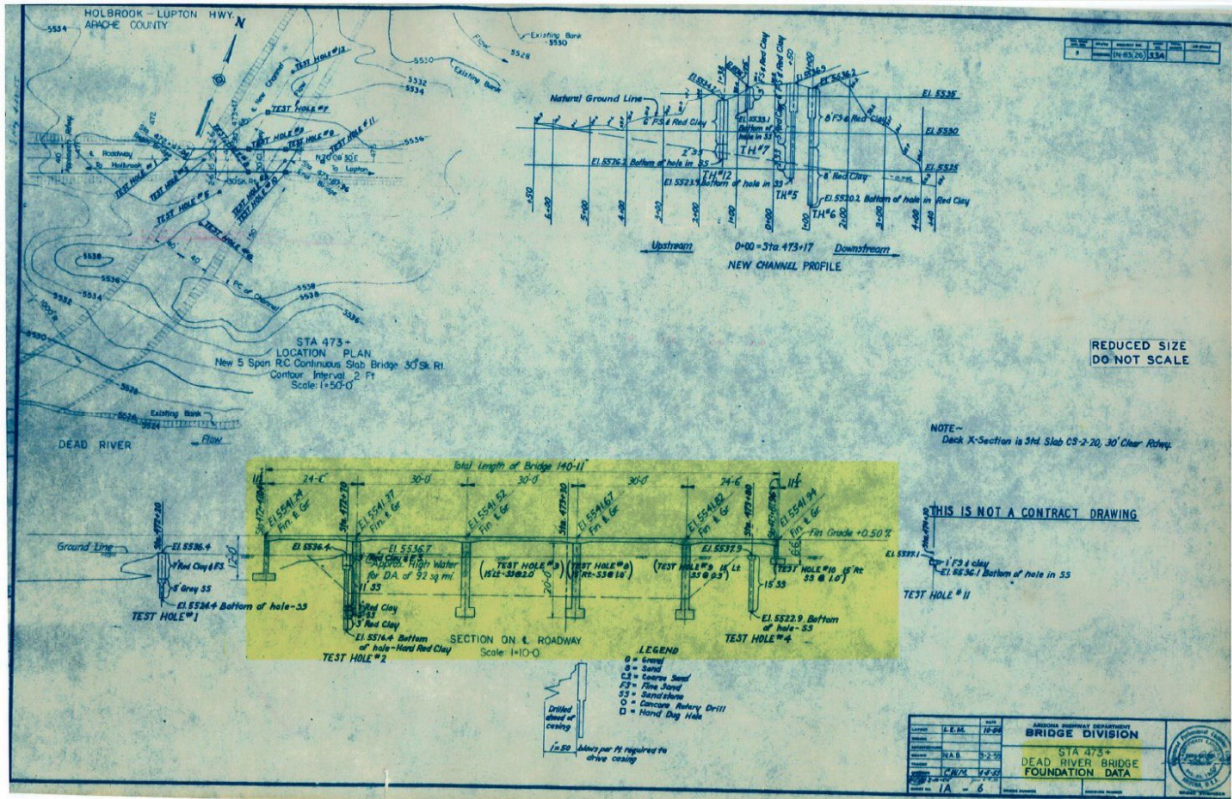


Sheet 32 for IN 83 (26), which details the park access road from the upgrade 2-lane. The highlighted curio shop and station represent the Painted Desert Park. Note the configuration for both eastbound and westbound traffic.

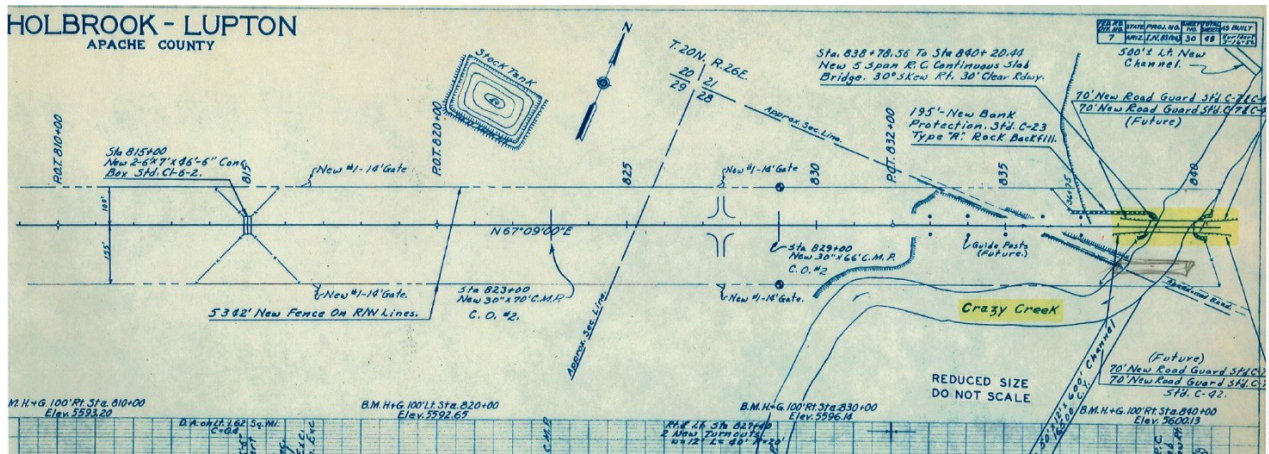


Sheet 18 for IN 83 (26). Features the Dead River Bridge, later adopted by WB I-40. Note that the river was rechanneled while the bridge was built.





Sheet 34A for IN 83 (26). Shows the Dead River Bridge as a 5-span continuous slab.

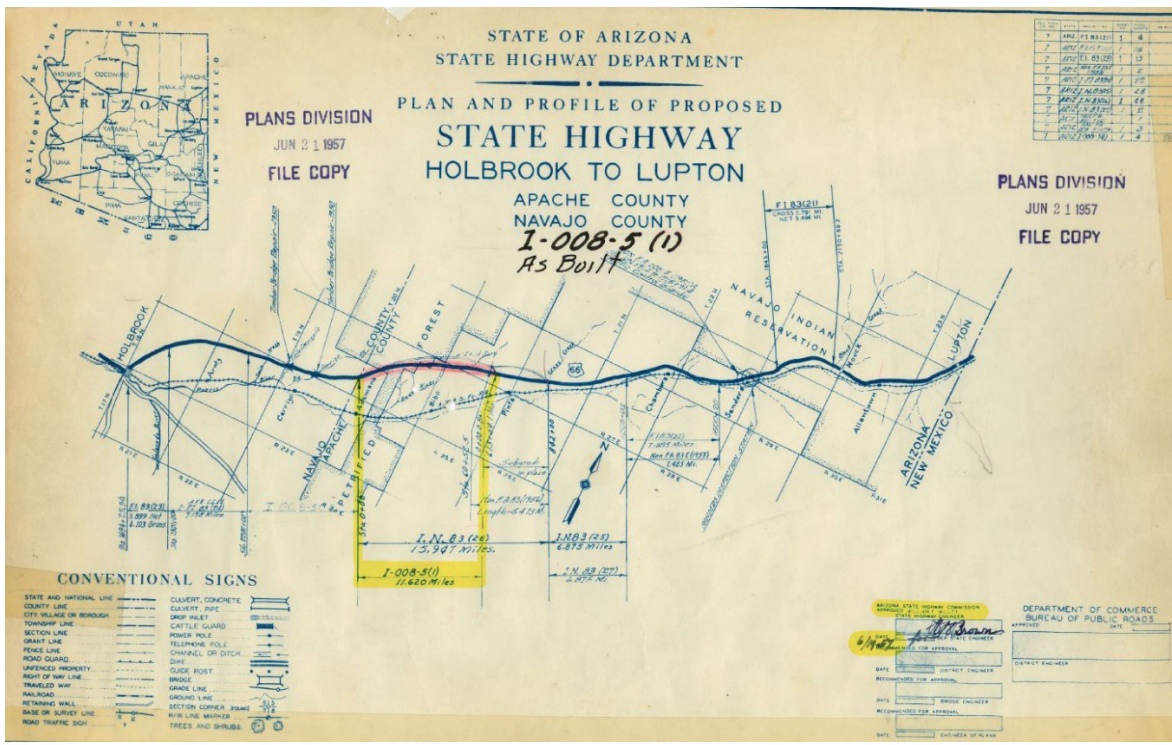


Sheet 30 for IN 83 (26) featuring the Crazy Creek Bridge on the upgrade 2-lane.

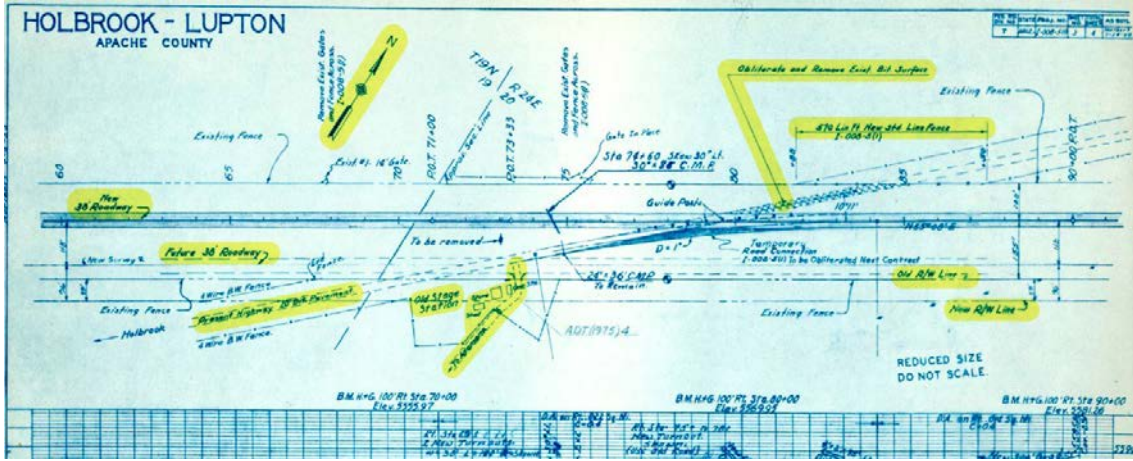


**I-008-5(1). Completed July 1958.**

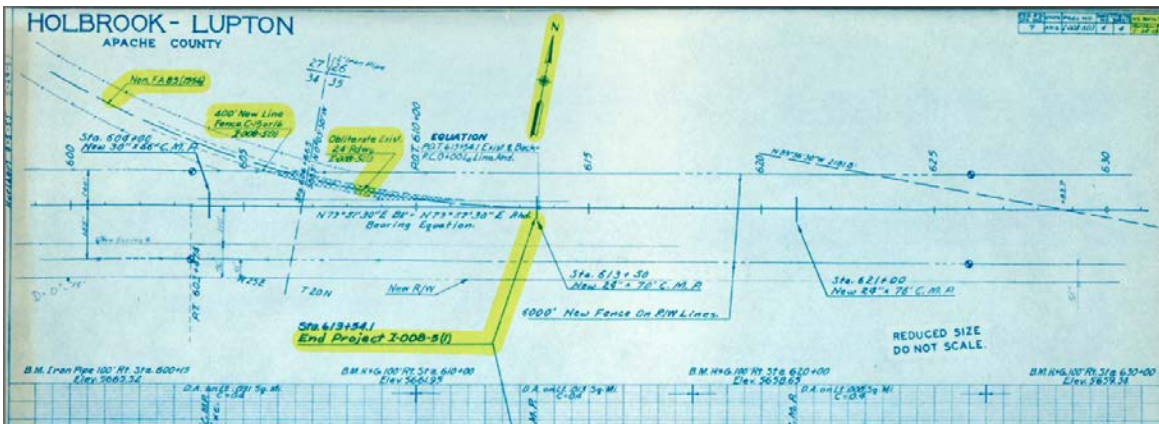
The project boundaries identified are the Navajo Co. Line a mile west of Rocky's eastward as far as the PDTP connector road. The document itself is only 4 pages total with two plan sheets, which detail the closing of the east end of the PDTP connector road and the closing of the existing road where it intersects the new road at Rocky's. The cover sheet has a "file copy" date of June 21, 1957, and an apparent approval date of June 19, 1957, highlighted in the lower right corner. The document's two plan sheets both show an "As Built" date of July 24 1958. The table in the upper right corner lists this project among all related projects for which this cover sheet was used. The table verifies that I-008-5(1) contains only 4 sheets total. There is nothing in the plan concerning removal of the spur road or the roadway within the park boundaries. This project fits the timeline surrounding the October 1957 request by park officials to close the road. It is now known how soon after this the removal of the spur road and roadway within the park took place.



Cover sheet for I-008-5(1). The table in the upper right corner lists all of the projects that this cover sheet was used for. I-008-5(1) contains 4 pages and is listed last in the table. The area highlighted in red by ADOT is from the Navajo Co. Line eastward to the PDTP connector road.



Sheet 3 of the document details the closing of the existing road at Rocky's. Note that even though this is a pre-I-40 project, ROW for the interstate's EB lanes has been acquired and added to the plans. Note also that the WB lanes for this portion of the project call for a 38' roadway, anticipating its use as I-40, as opposed to the 30' width built for the WB Dead River Bridge. The "As Built" date in the upper right corner is 7-24-58.



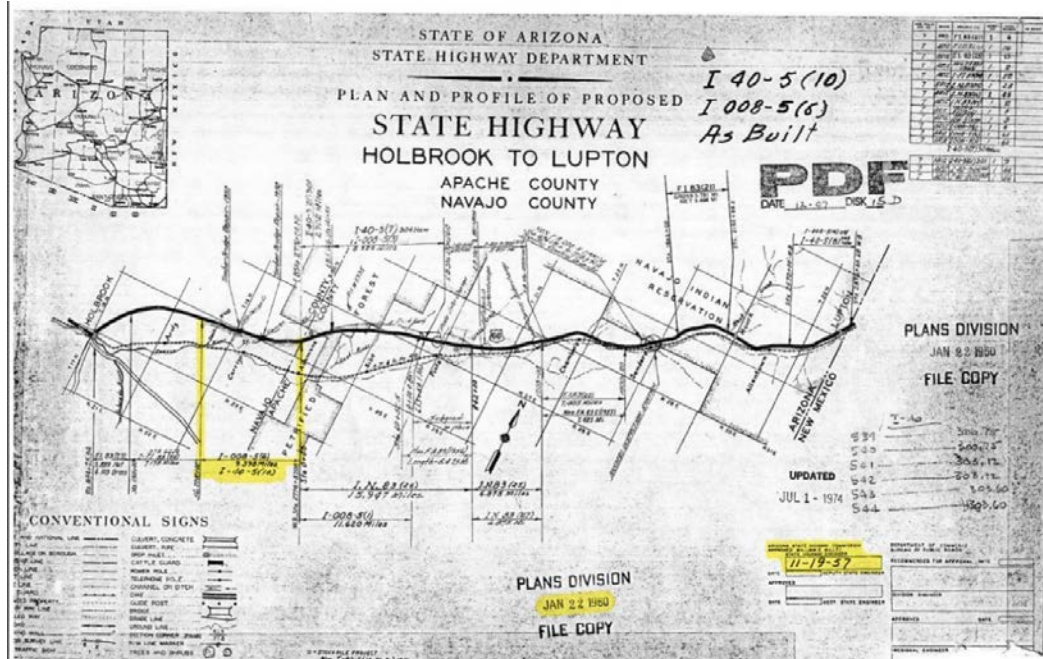
Sheet 4 of I-008-5(1) details the closing of the PDTP connector road where it meets the bypass alignment. The "As Built" date in the upper right corner is 7-24-58.



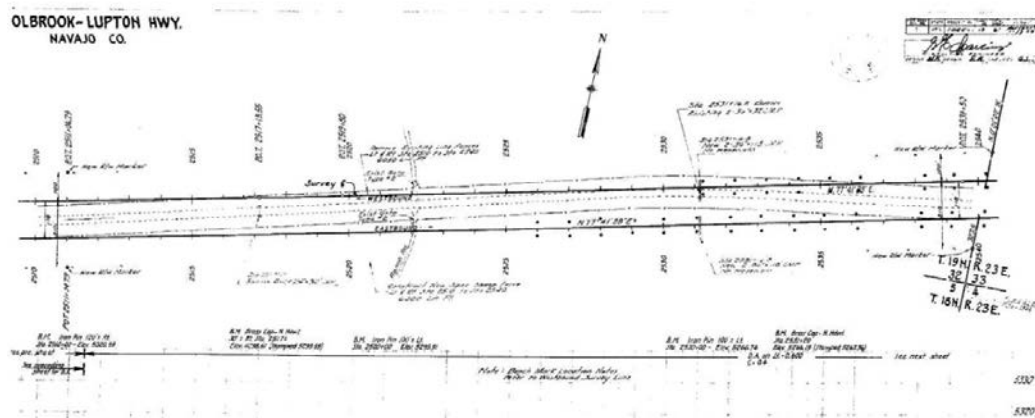
PROJECT PLANS OBTAINED FOR I-40 (3 plans: from Twin Wash EB to the PDTP connector).

No. 1: I-40-5(10)\_VOL 1 (PGS 1-42 OF 64). Approved 11-19-1957. "As Built" January 1960.

Plan sheets begin just west of Twin Wash and proceed EB about 8.5 miles to the Apache Co. line (a mile west of Rocky's). This plan adjoins I-40 project No.2 below. The plan sheets reveal that for the entire length of the project, the existing 2-lane was either bypassed, reconstructed, or removed, suggesting that it may not have been already upgraded. None of the sheets involve the area of interest.



Cover sheet for I-40-5 (10).

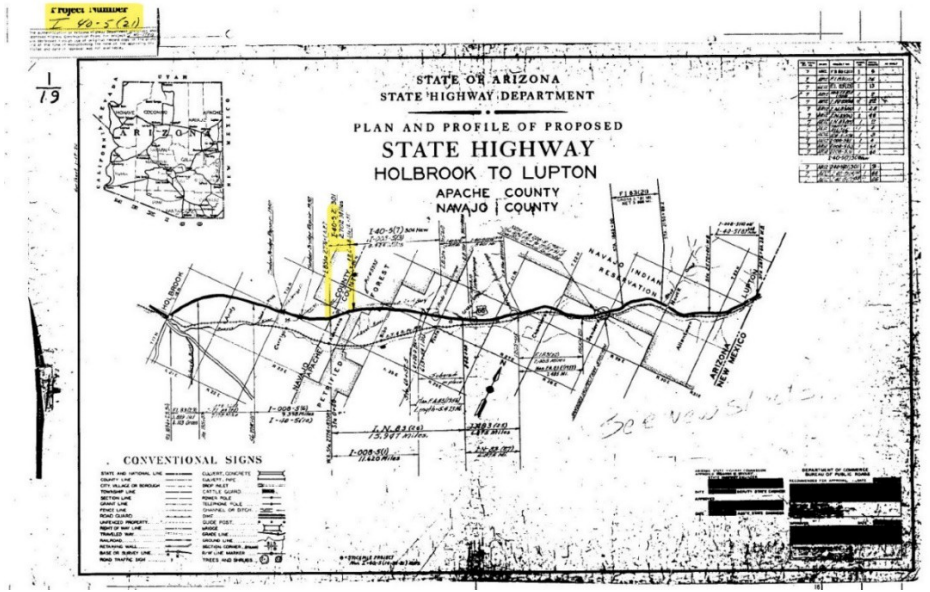


Sheet 19 of I-40-5 (10), one of many illustrating the reconstruction of the 2-lane for I-40 between Twin Wash and the Adamana exit.

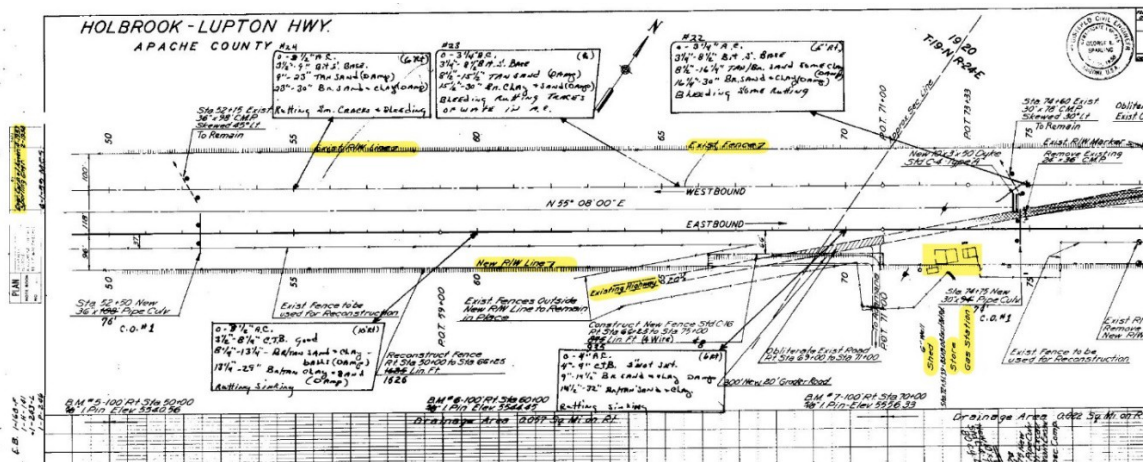
No. 2: I-40-5 (21) "As Built" September 1961. (9-page document).

Shows no dates, but it is listed in the table on the cover sheet for I-40-5(10) above.

The plan begins at the Navajo Co. Line a mile west of Rocky's and proceeds EB to the park overpass road. It contains 6 plan sheets, which depict the interstate bypassing the Adamana Road section. The project was surveyed in April 1957 and plotted in Feb. 1958. All plan sheets show an "As Built" date of 9-20-1961.



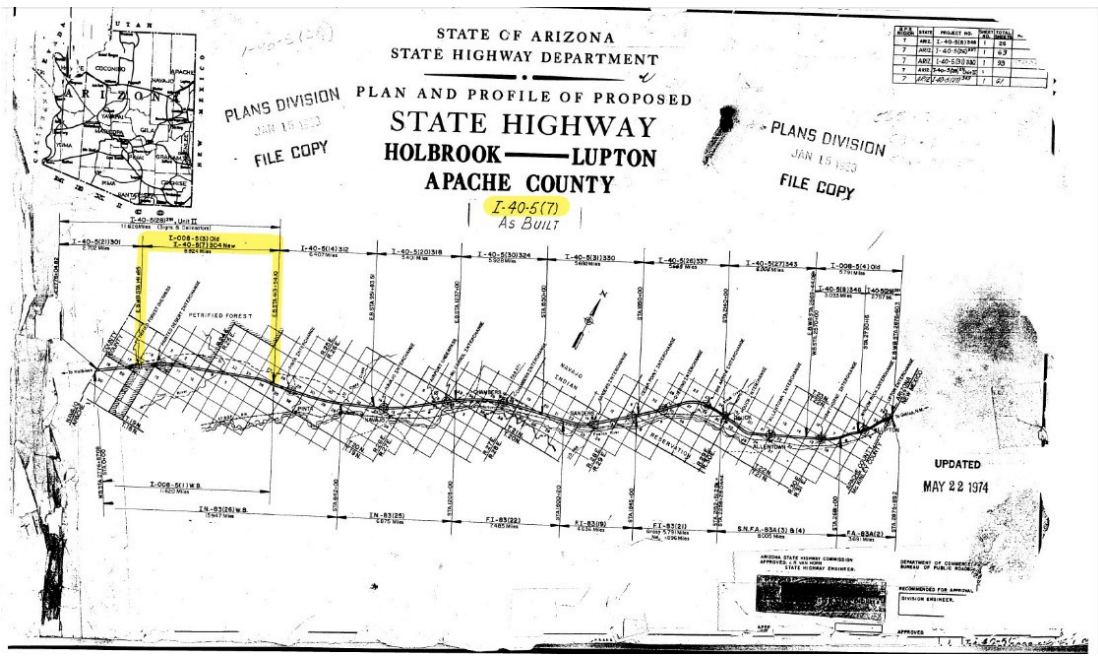
Cover sheet for I-40-5 (21). Area is from the Navajo Co. Line west of Rocky's eastward to the park overpass road.



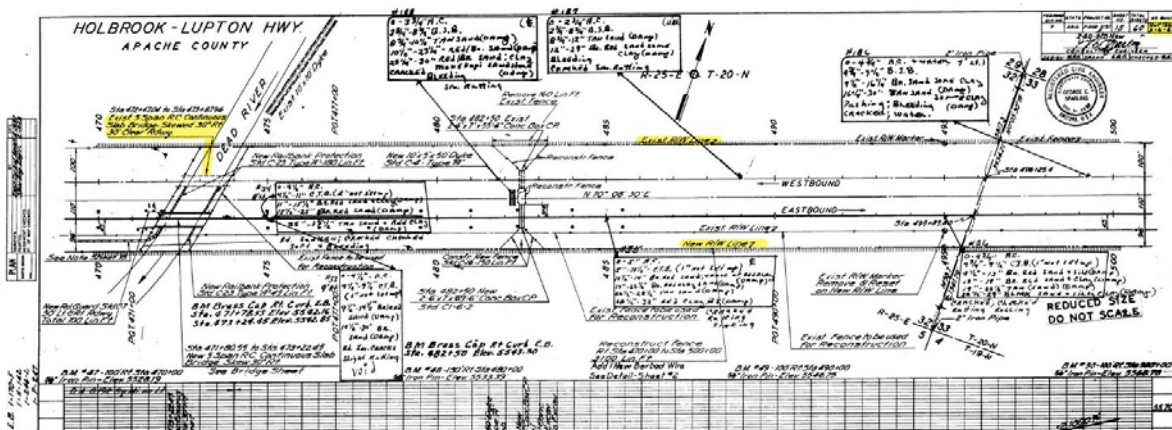
Sheet 5 from I-40-5 (21). "Existing ROW" and "Existing Fence" verify that the 2-lane upgrade was adopted by I-40. The EB lanes show "New ROW." Rocky had to move buildings.

**No. 3: I-40-5 (7) "As Built 1961. REVISED from 1959. 58-page document.**

File Copy date stamp is 1-15-1963. Note: the box on the left side of the plan & profile sheets shows the project was surveyed 4-1957 and plotted 2-1958 (same as I-40 project No. 2 above). Plan Sheets show "As Built" 2-6-1961. Extends about 9 miles from the park road overpass (not the exit) eastbound past the Dead River to the PDTP connector road. I-40 EB on the plans appears to END at this point with a short connector between EB and WB lanes. Plan sheets show WB lanes on "Existing ROW" and EB lanes on "New ROW."

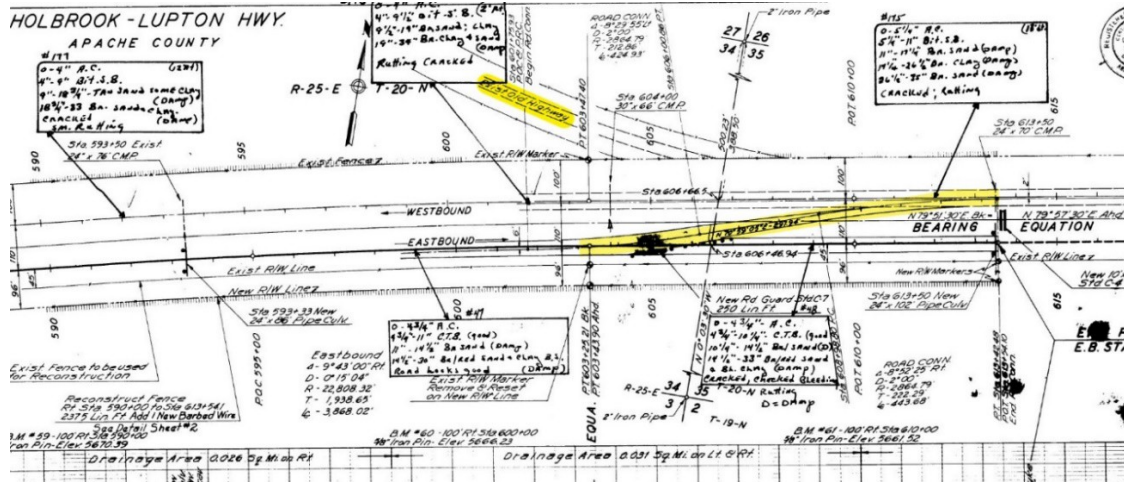


I-40-5(7) Cover Sheet.



I-40-5 (7) Sheet 15, showing existing 5-span continuous slab bridge on WB lanes with a 30' roadway. WB has "Existing ROW," while EB has "New ROW." I-40 As Built date is 2-6-1961.





I-40-5 (7) Sheet 19. East end of this project at PDTP connector. Label of "Exist. Old Hwy." is inaccurate. The "connector" is labeled as such elsewhere. Note the transition between EB and WB lanes.

### What the evidence reveals:

Build date for the WB Crazy Creek and Dead River Bridges, both under IN 83 (26): 1956. This date is also listed for the Crazy Creek Bridge in the ADOT bridge inventory.

The July 24, 1956 news clip reported 22.8 miles of new road underway, much of it in the area of interest. This, along with the summer 1956 building of the PDTP connector road, contradicts the IN 83 (26) project "As Built" date for the bypass as 3-16-56.

In October 1957, the park service requested the removal of the existing road through the park and that the spur road be closed. This reveals that a) the park's new entrance was complete; b) that the existing road still carried traffic, and c) the upgrade 2-lane had opened, most likely within the previous two months, based on the statement "new interstate opens" following the August 1957 attempt to buy (presumably) the Painted Desert Tower.

The summer 1958 "As Built" date for the closing of the connector as well as the road at Rocky's, along with the request by the Lion Farm to keep the spur road open, provides a timeframe for when the road within the park closed.

### CONCLUSION

It is reasonable to conclude that the new 2-lane was completed in the PDTP bypass area of interest between August and October 1957, and that the existing 2-lane remained open until summer 1958. I-40 was constructed in the area between 1958 and 1961.