



# Historic Arizona U.S. Route 80

## Historic Highway Designation Application

Prepared by  
Demion Clinco  
Tucson Historic Preservation Foundation  
May 2016



TUCSON  
HISTORIC PRESERVATION  
FOUNDATION

July 10, 2016

Arizona Department of Transportation  
Parkways, Historic and Scenic Roads Advisory Committee  
Attention: LeRoy Brady, Chairman  
1611 W. Jackson St.  
MD EM03  
Phoenix, AZ 85007

**Re: Arizona US Route 80, Historic Highway Designation Initiation Application**

Dear Parkways, Historic, and Scenic Roads Advisory Committee,

Enclosed is the application for initiation of Historic Highway designation for the alignment of Arizona U.S. Route 80.

The Arizona segment of this cross county highway was an economic and cultural arterial that connected rural communities with urban cores. It shaped both the American experience of the Southwest and the development of cities that saddled its roadbed. Not only does the road connect a myriad of cultural landscape and historic places but is itself a unique historic resource. Like Route 66 to the north, the Arizona segment of US 80 shaped the west. Along its curb developed roadside architecture: service stations, diners, attractions, neon-signs, motels and a host of other resources wove into communities and though rural vistas combining to create a distinct and unique sense of place.

The Arizona, US Route 80, Historic Highway application was prepared by the Tucson Historic Preservation Foundation. The application was developed through numerous site and corridor surveys and with mapping support from Desert Archeology, INC. The application utilized the superb work of Jeff Jensen's publication and detailed guide "Drive the Broadway of America! The U.S. 80 and Bankhead Highway across the American Southwest" and Good Roads Everywhere: A History of Road Building in Arizona prepared for the ADOT Environmental Planning Section by Melissa Keane and J. Simon Bruder. In addition to the available secondary sources, primary research was undertaken at University of Arizona special collections, Arizona Historical Society research library and extensive field research along the route.

This application documents the historic resources connected by Route 80 and identifies the intrinsic qualities that define the Route 80 experience. The application provides a historic context that tracks the early highway development connecting with extant physical resources including: sites, objects, buildings, structures, monuments and districts along the way. The Designation of Arizona Historic US Route 80 will connect to the designation of Historic US Route 80 by the California Department of Transportation and similar designation efforts in Texas and in the south.

Respectfully we request the Parkways, Historic and Scenic Roads Advisory Committee initiate the designation of this significant and unique historic highway alignment that traverses the state from New Mexico to California.

Demion Clinco  
President, Tucson Historic Preservation Foundation  
PO Box 40008, Tucson, Arizona 85717  
[www.preservetucson.org](http://www.preservetucson.org)  
[demion.clinco@preservetucson.org](mailto:demion.clinco@preservetucson.org)  
mobile: 520 247 8969



July 29, 2016

LeRoy Brady, Chair  
Parkways, Historic, and Scenic Roads Advisory Committee  
1611 W. Jackson St.  
MD EM03  
Phoenix, AZ 85007

Dear Mr. Brady:

On behalf of the Arizona Preservation Foundation board of directors, members, and partner organizations throughout our state, I am pleased to support the application to designate the historic alignment of Arizona US Route 80 as a Historic Road under the Arizona Department of Transportation's Parkways, Historic, and Scenic Roads program.

This nationally significant highway ran through five Arizona counties, over a dozen cities and town, and connected many historically significant places in Arizona with some of the most outstanding natural and scenic resources in the American Southwest. Historic Arizona US Route 80's rich scenic corridors, cultural, recreational, natural, archeological, and historic values should be celebrated and designated for future generations to both expand the understanding of the development of Arizona and expand interpretation of 20th century automotive culture. ADOT's designation of this historic road is the first step towards a program like Route 66 that has had incredible success in promoting heritage tourism and creating positive economic impact throughout the region.

We appreciate your consideration of this worthy project. It will help to enhance the economy and quality of life for those who use this road on a regular basis and cultivate heritage tourism, impact our communities in a positive way, and promote preservation of our state's disappearing roadside architecture.

Sincerely yours,

A handwritten signature in black ink that reads "Jim W. McPherson". The signature is written in a cursive style with a long horizontal line extending to the right.

Jim McPherson  
President, Board of Directors  
Arizona Preservation Foundation

cc: Demion Clinco, Tucson Historic Preservation Foundation



July 30, 2016

LeRoy Brady, Chair  
Parkways, Historic, and Scenic Roads Advisory Committee  
1611 W. Jackson Street  
MD EM03  
Phoenix, AZ 85007

**Re: Historic Arizona U.S. Route 80 Designation**

Dear Chairman Brady:

On behalf of the Arizona Vintage Sign Coalition, since 2013 working to document, protect, and promote classic neon and vintage signs still in existence in the Grand Canyon State, I am writing to express our strong support of the designation of the historic alignment of Arizona US Route 80 as a State Historic Road. Along the edge of this major 20th century highway are some of our state's most iconic mid-century roadside architecture and attractions.

The edge of US80 is festooned with iconic neon signs that once illuminated the highway. These monuments of modernity beckoned drivers and combined to forged a graphic language of the southwest. Neon diving girls, "rancho" illustrations, western names, and cowboy typography all swirled together to craft a sense of place distinctive to Arizona.

The designation of Historic Arizona US Route 80 will help with efforts across southern and central Arizona to document, study, and preserve these historic relics from the golden age of automotive travel and build upon active neon sign preservation programs in Flagstaff, Mesa, Tucson, and Phoenix.

On behalf of our statewide coalition partners and those who love neon signs and historic roadside architecture, we strongly encourage the committee and the Arizona Department of Transportation to designate this historic neon highway.

Sincerely yours,

Donna Reiner  
Board Member  
Arizona Vintage Sign Coalition



Parkways, Historic and Scenic Roads Advisory Committee  
Attention: Jeffrey Brady, Chairman  
1011 W. Jackson Street  
NO 0302  
Phoenix, Arizona 85007

Re: Historic Arizona U.S. Route 80 Designation

It is my pleasure to write in support of the effort to designate the historic alignment of Arizona U.S. Route 80 as a State Historic Highway. As it passes through Benson, the historic alignment of U.S. 80 includes an several notable historic and scenic locations including our historic urban core, which is the heart of our city.

The Benson Visitor Center, located on Highway 80 is built close to the site of the original depot and has similar architectural features. The Visitor Center prominently displays 14 hand-drawn murals that depict historical scenes including the depot's south side looking northeast towards a Wells Fargo freight office and the depot's north side looking west, circa 1890, the 3-story Round House, built at what is now the intersection of Highways 80 and 89 in December of 1898 (which was sold and moved to Tucson in 1973) one of the first trains in Arizona which was used to bring back and ore in the construction of the railroad the line arrived in Benson on the 22nd of June, 1893. Benson's iron ore refining plant, the Southwestern Smelting & Refining Company, started in 1891; a Mule team hauling copper ore from Bisbee to Benson, which hauled the ore until the Arizona and Southwestern Railroad built track from Bisbee to Fairbank in 1898 and a Jerome steam tractor, one used to haul copper ore and supplies from Bisbee to Fairbank until it ran out, at which time, they would return to using mules until the ran stopped. Other murals include an 1890s prospector, several different types of trains, "Gandy Dancers", who were responsible for many miles of track, performing maintenance and repairs and a Southern Pacific Caboose built in 1893, which was donated to the City of Benson in 1994 by Southern Pacific Railroad and sits on the corner of Highway 80 140' Street and San Pedro Street. More information on the murals can be found at <http://www.bensonaz.com/murals.html>.

As you can tell, Benson is proud of its historic heritage. The many beautiful sites and mid-century roadside architecture located within our borders. We enjoy every opportunity to share these with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,

Steve Taylor D. King, Esq.

July 14, 2014

Johnston, William and Irma Beards Advisory Committee  
Attention: Jeffrey Beards, Chairman  
1111 W. Jackson Street  
Mesa, AZ 85201  
Phoenix, Arizona 85007

Re: Historic Arizona U.S. Route 89 Designation

Mr. Beards:

It is my pleasure to write in support of the effort to designate the historic alignment of Arizona U.S. Route 89 as a State Historic Highway. At U.S. Route 89 through Buckeye the historic alignment of U.S. 89 includes an special historic and scenic locations including the Belmont Residence, the Brown House in Palo Verde, Buckeye Valley Museum, Buckeye Union High School A Wing, Gilroy Dam Bridge, J.L. Spivey Home, the Justice Building, Liberty Cemetery, Liberty School, Norton Mason, Old Highway-Elizabethton Road-Cave, Palo Verde Baptist Church and Cemetery, Palo Verde Inn and the Ware Building and our historic urban core which is the heart of our city.

Buckeye is proud of its historic heritage, its many beautiful sites and past century tied with architecture located within our borders. We want every opportunity to share these with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 89 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,



John A. Mink, Mayor  
City of Buckeye

John



# THE CITY OF DOUGLAS

429 WEST STREET, DOUGLAS, ARIZONA 85607  
TELEPHONE (520) 877-1266 FAX (520) 877-1266

Mayor's Office

Mayor

[www.cityofdouglas.gov](http://www.cityofdouglas.gov)

October 24, 2018

Historic Route 89 and Sonoran Desert Museum Committee

Jonathan Leffler, Brady Chairman

1011 W. Jackson Street

85607

Phoenix, Arizona 85001

Re: Historic Route 89 & Sonoran Desert Museum

It is with great pleasure to write this letter in support of the petition to the designation of the historic alignment of the Arizona U.S. Route 89 as a State Historic Highway. Highway 89 passes through the City of Douglas touching many of our wonderful historic locations. Like our Grand Canyon built in 1909, the Kanabon monument in 1909 and many more outstanding locations of the area.

It is an honor to have the original alignment of the U.S. Route 89 run through our City. We embrace any opportunity to share the history of our history when Red 4 Center Park is the centerpiece of our city's historic theme district and connects to our authentic historic downtown. By designating Historic Arizona U.S. Route 89 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes.

As you drive down the historic Route 89 through the City of Douglas one of the most beautiful historic Charities is the El Paso & Southwestern National Depot. Highway 89 then follows the old route northeast to Route, New Mexico. While you drive the historical way 89 through New Mexico, you can see the historic Canyon Archaeological District and see but not the least you will see the Lawrence Lawrence Monument just northwest of the City of Douglas on U.S. Route 89. By Designating the Historic Arizona U.S. Route 89 as will be sharing all these wonderful and beautiful attributes to our beautiful Arizona.

We are pleased to write this letter of support to the historic historic highway designation.

*"Douglas - the power of historic heritage community"*



**Town of Florence**  
P.O. Box 2670  
775 North Main Street  
Florence, Arizona 85132

Phone (520) 868-7500  
Fax (520) 868-7501  
TDD (520) 868-7502

[www.florenceaz.gov](http://www.florenceaz.gov)

**TOWN SERVICES**

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Building Safety  
868-7573

Community Development  
868-7575

Finance  
868-7624

Fire  
868-7609

Grants  
868-7513

Human Resources  
868-7545

Library  
868-8311

Municipal Court  
868-7514

Parks & Recreation  
868-7589

Police  
868-7681

Public Works  
868-7620

Senior Center  
868-7622

Town Attorney  
868-7557

Utility Billing  
868-7680

Water/Wastewater  
868-7677

August 15, 2016

Leroy Brady  
Chairman  
Parkways, Historic, and Scenic Roads Advisory Committee  
1611 W. Jackson Street  
MD EM03  
Phoenix, AZ 85007

Dear Mr. Brady,

It is my pleasure to write in support of the effort to designate the historic alignment of Arizona U.S. Route 80 as a State Historic Highway. As it passes through Florence, the historic alignment of U.S. 80 touches on several historic and scenic locations including the 1916 Florence Union High School Old Main building, the Florence Townsite Historic District, the 1891 Pinal County Courthouse and our historic downtown, the heart of our town.

Florence is proud of its heritage as the 6<sup>th</sup> oldest European community in Arizona. We enjoy every opportunity to share our history with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our state such a beautiful place to visit, and an even better place to live and work.

Thank you for considering this request.

Sincerely,



Tom J. Rankin  
Mayor



Office Of The Mayor

To: Federation, Historic and Scenic Roads (FHSR) committee  
Attention: Lillian Brady, Chairman  
3011 W. Jackson Street  
MID-33403  
Phoenix, Arizona 85017

Re: Historic Arizona U.S. Route 80 (Corpuscular)


It is my pleasure to write in support of the effort to designate the historic alignment of Arizona U.S. Route 80 as a State Historic Highway. As it passes through the Town of Olla Bend the historic alignment of U.S. 80 touches on several historic and scenic locations including Gillespie Dam, Historic Gillespie Bridge, Winkey Park Wilderness, Painted Rock WIPB's Area and our historic urban core which is the heart of our city.

The Town of Olla Bend is proud of its historic heritage, the many beautiful sites and extraordinary small scale architecture located within our borders. We enjoy every opportunity to share these with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our town such a beautiful place to visit and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,

Chad Turner  
Mayor



July 21, 2016

Parkways, Historic and Scenic Roads Advisory Committee  
Attention: LeRoy Brady, Chairman  
1611 W. Jackson St.  
MD EM03  
Phoenix, AZ 85007

Re: Historic Arizona U.S. Route 80 Designation

It is my pleasure to write in support of the effort to designate the historic alignment Arizona U.S. Route 80 as a State Historic Highway, as it passes through the City of Goodyear.

Goodyear is proud of its historic heritage, and we enjoy every opportunity to share it with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our state such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,



Georgia Lord  
Mayor



City of Mesa  
1611 W. Jackson St.  
Phoenix, AZ 85007

Attention: LeRoy Brady, Chair  
1611 W. Jackson St.  
MD EM03  
Phoenix, AZ 85007

Re: Historic Arizona U.S. Route 80 Designation

It is my pleasure to write in support of the effort to designate the historic alignment of Arizona U.S. Route 80 as a State Historic Highway. As it passes through Mesa the historic alignment of U.S. 80 touches on several historic and scenic locations including the Buckhorn Baths Motel, LDS Temple, and our historic urban core which is the heart of our city.

Mesa is proud of its historic heritage, the many beautiful sites and mid-century road-side architecture located within our borders. We enjoy every opportunity to share these with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "John Giles". The signature is written in a cursive, flowing style.

John Giles  
Mayor  
City of Mesa

cc: Roger Brevoort, Postwar Architecture Task Force of Greater Phoenix  
Alison King, Modern Phoenix  
Vic Linoff, Mesa Preservation Foundation  
Jim McPherson, Arizona Preservation Foundation  
Donna Reiner, Arizona Vintage Sign Coalition  
John Wesley, City of Mesa

# mesapreservationfoundation

mesapreservation@gmail.com [www.mesapreservationfoundation.org](http://www.mesapreservationfoundation.org)

P.O. Box 539 ♦ Mesa, Arizona 85211-0539 ♦ 480-967-4729

Arizona Department of Transportation  
Parkways, Historic and Scenic Roads Advisory Committee  
Attention: LeRoy Brady, Chairman  
1611 W. Jackson St.  
MD EM03  
Phoenix, AZ 85007

## Re: Support Letter for Historic Arizona US Route 80 Highway Designation

Dear Mr. Brady,

### BOARD OF DIRECTORS

President  
Vic Linoff

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Ron Peters

Thomas H. Wilson, Ph.D.

On behalf of the Mesa Preservation Foundation, I am writing this letter to strongly support the designation of the historic alignment of US 80 as an Arizona Historic Highway as it runs through Maricopa County and the City of Mesa.

The designation of Arizona US Route 80 as a Historic Highway across the state will help tourists and residents better understand and appreciate the significance of this historic road, while experiencing Arizona's unique natural beauty; and cultural, historical and recreational resources from the edge of Cochise County, through the Sonoran Desert, to the western edge of our State.

Designation will present new opportunities for local businesses, encourage economic development, and enhance the visitor travel awareness. We know how important designation will be to our local tourism industry and its positive impact to Mesa – helping enhance the region for future generations. This designation is a valuable extension and promotion of our efforts to preserve some of the best neon signs in our state including the iconic Diving Lady, Kiva Motel and the extraordinary world class historic roadside attraction, the Buckhorn Baths.

The Mesa Preservation Foundation fully supports this effort and implores the committee to nominate this extraordinary and nationally significant road as a National Scenic Byway.

Sincerely,



*The Mesa Preservation Foundation promotes the preservation  
of historic structures and neighborhoods in Mesa and beyond.*

**MPF**  
MESA PRESERVATION  
FOUNDATION

# MODERN PHOENIX

Parkways, Historic and Scenic  
Roads Advisory Committee  
Attention: LeRoy Brady, Chairman  
1611 W. Jackson Street  
MD EM03  
Phoenix, Arizona 85007

August 17, 2016

Re: Historic Arizona U.S.  
Route 80 Designation

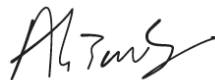
Dear ADOT and Chairman Brady,

Modern Phoenix LLC heartily adds its support to the nomination for designation of Historic U.S. Route 80 as it passes across the state of Arizona and through the communities of Maricopa County including Mesa, Tempe and Phoenix. The historic highway is home to some of our region's most iconic mid-century modern road-side architecture and neon signs.

This designation will bring attention to these fragile and disappearing historic resources and bolster efforts across the valley to protect and preserve our midcentury modern design heritage. This designation is long overdue and will begin to bring attention to the dynamic and often overlooked role that highways played in shaping our state.

Modern Phoenix asks that you consider the application of Historic Arizona U.S. Route 80 favorably for the benefit of the local communities, the region and the entire state of Arizona.

Sincerely,



Alison King  
Founder  
Modern Phoenix LLC



Office of the Mayor

August 15, 2016

Parkways, Historic, and Scenic Roads Advisory Committee  
Attention: LeRoy Brady, Chair  
1611 W. Jackson St.  
MD EM03  
Phoenix, AZ 85007

Re: Historic Arizona U.S. Route 80 Designation

It is my pleasure to write in support of the effort to designate the alignment of Historic Arizona U.S. Route 80 as a state Historic Road. As it passes through Oro Valley, the Historic Arizona U.S. Route 80 alignment touches on several historic and cultural resources such as Steam Pump Ranch with its distinctive natural setting in the heart of our town.

Oro Valley is proud of its unique cultural heritage including preserved architecture and major archeological sites located within our town limits. We enjoy every opportunity to share these historic features with the people who live here and as well as with visitors to our community.

By designating Historic Arizona U.S. Route 80 as a state Historic Road, you will bring attention to the many wonderful attributes that make our state such a beautiful place to visit, and an even better place to live and work. Thank you for your consideration of this request.

Sincerely,

Dr. Satish I. Hiremath  
Mayor  
Town of Oro Valley

*Oro Valley, it's in our nature.*



**City of Phoenix**

OFFICE OF THE MAYOR

August 24, 2016

Pathways, Historic, and Special Events Advisory Committee  
Arlene Lefkey Brady, Chair  
1411 W. Jackson St  
M111500  
Phoenix, AZ 85007

*RE: Arizona Arizona U.S. Route 89 Designation*

Dear Ms. Brady:

I am proud to support the effort to designate Arizona U.S. Route 89 as a State Historic Highway. U.S. 89 gives travelers a sampling of some of the most historic and scenic locations in Arizona, such as the Arizona State Capitol and Papago Park, in addition to our beautiful urban core in Downtown Phoenix.

Phoenix is proud of its heritage – from our beautiful desert landscapes that define the American Southwest to the early-century Art Deco buildings found in our Downtown – and we take every opportunity to share our history. Designating Historic Arizona U.S. Route 89 as a Historic Highway will help promote Arizona's most distinctive landmarks and further demonstrate why Arizona is such a top place to live and work.

I respectfully ask for your approval and thank you in advance for your consideration.

Sincerely yours,

Greg Stanton  
Mayor



- iii. **Janice Bousak, Preserve Phoenix**
- Roger Burrows, Postwar Architecture Task Force of Greater Phoenix**
- Michele Smith, Phoenix Historic Preservation Office**
- Alvin King, Modern Phoenix**
- Eric McPherson, Arizona Preservation Foundation**
- Dana Reiser, Arizona Vintage Sign Coalition**
- Bill Melling, Phoenix Historic Preservation Commission**



# POSTWAR ARCHITECTURE TASK FORCE OF GREATER PHOENIX

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4624 N. 11th Place • Phoenix, AZ 85014 • 602-363-6158 • PostwarArchitecture.com

Parkways, Historic and Scenic Roads Advisory Committee  
Attn: LeRoy Brady, Chairman  
1611 W. Jackson Street  
MD EM03  
Phoenix, Arizona 85007

Re: Historic Arizona U.S.  
Route 80 Designation

August 17, 2016

Dear Chairman Brady and members of the Parkways, Historic and Scenic Roads Advisory Committee,

The Postwar Architecture Task Force of Greater Phoenix supports the designation of Historic Arizona US Route 80 through the Arizona Department of Transportation Parkways, Historic and Scenic Roads program.

Designation of this significant 20th century automotive route will inspire a broader understanding of our nation, the story of western migration and add to the understanding of population boom of the post WWII era.

This highway has tremendous historical significance and provides a chance to enrich the state's heritage through its preservation. This is also an exciting opportunity to enhance public understanding of transportation history. There are numerous examples of mid-century, post war and road-side architecture along the US 80 route including the Kiva Lodge, Buckhorn Baths, Starlight Motel, Bill Johnson's Big Apple Restaurant, Roland's Market, Deer-O Salsa, and the City Center Motel.

Virtually every county that Route 80 passed through could benefit from the designation. The designation will benefit all Arizonans by honoring this historic highway and developing tourism.

Sincerely,

*Gregory Kilroy*

8/17/2016

Greg Kilroy  
Co-Chair  
Postwar Architecture Task  
Force of Greater Phoenix



## COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER  
130 W. CONGRESS, FLOOR 10, TUCSON, AZ 85701-1317  
(520) 724-8661 FAX (520) 724-8171

C.H. HUCKELBERRY  
County Administrator

August 11, 2016

John Halikowski, Director  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue  
Phoenix, Arizona 85007

**Re: Historic Designation of Arizona US Route 80**

Dear Mr. Halikowski:

As Pima County Administrator, I am pleased to support the effort of the Tucson Historic Preservation Foundation and others to designate the historic alignment of Arizona US Route 80 as a State Historic Highway.

Second only to Route 66, the alignment of the exceptional significantly historic Route 80 crosses through Arizona from New Mexico to California. Route 80 generally follows the historic route of the 1858 Butterfield Stage Route in Arizona; extending from Douglas to Bisbee to Tombstone to Benson into Pima County (Vail, through Tucson to North Oracle Road) to Oracle Junction; and through Florence, Apache Junction, Mesa, Tempe, Phoenix, Buckeye, Gila Bend and Yuma.

As Arizona US Route 80 passes through Pima County, the historic alignment touches on several of our region's most historic and scenic locations, including Marsh Station Road (Vail), Cienega Creek Natural Preserve, and the Cienega Creek Bridge that is listed in the National and State Registers of Historic Places.

Pima County is proud of its historic heritage, our natural and cultural landscapes and unique roadside architecture located within our borders. Also, this designation is consistent with Pima County's economic development goals that include cultivating travel and tourism.

Mr. John Halikowski  
Re: **Historic Designation of Arizona US Route 80**  
August 11, 2016  
Page 2

By designating Arizona US Route 80 as an Historic Highway, you bring to the public's attention some of the many wonderful attributes that make Arizona a unique and extraordinary place to visit, and an even better place to live and work.

Your consideration of this request is greatly appreciated.

Sincerely,



C.H. Huckelberry  
County Administrator

CHH/mjk

c: Chair and Members, Arizona Department of Transportation, Parkways, Historic and Scenic Roads Advisory Committee  
Michael Hammond, District 2 Member, Arizona State Transportation Board  
John Bernal, Deputy County Administrator, Public Works  
Nanette Slusser, Assistant Deputy Administrator, Public Works  
Priscilla Cornelio, Director, Pima County Transportation  
Linda Mayro, Director, Pima Conservation and Sustainability



August 1, 2016

LeRoy Brady, Chair

Parkways, Historic, and Scenic Roads Advisory Committee

1611 W. Jackson Street

MD EM03

Phoenix, AZ 85007

**Re: Historic Arizona U.S. Route 80 Designation**

Dear Chairman Brady:

On behalf of the Society for Commercial Archeology, the oldest nationwide organization to recognize the unique historical significance of the 20<sup>th</sup> Century commercial-built environment and its historic highways, I am writing to express our strong support of the designation of the historic alignment of Arizona U.S. Route 80 as a State Historic Road. Along the edge of this major 20th century highway are some of Arizona's most iconic mid-century roadside architecture and attractions.

The roadside of U.S. Route 80 contains iconic neon signs that once illuminated the highway. These monuments of modernity beckoned drivers and combined to forge a graphic language of the Southwest. Neon diving girls, saguaro cactus, and cowboys all swirled together to craft a sense of place distinctive to Arizona.

The designation of Historic Arizona US Route 80 will help with efforts across southern and central Arizona to document, study, and preserve these historic relics from the golden age of automotive travel. This effort will build upon active neon sign preservation programs in Mesa, Tucson, Phoenix, and other communities.

On behalf of our statewide coalition partners and those who love neon signs and historic roadside architecture, we strongly encourage the committee and the Arizona Department of Transportation to designate this historic neon highway.

Sincerely yours,

Michael Hirsch

President, the Society for Commercial Archeology

City of  
South Tucson

City Manager  
South Tucson

City Office  
1011 W. Jackson St.  
South Tucson  
AZ 85629  
Phone: (520) 545-1000  
Fax: (520) 545-1001



1011 West Jackson  
South Tucson, Arizona 85629  
(520) 545-1000  
(520) 545-1001

City of  
South Tucson

August 16, 2018

To: Pathways, Historic, and District Study Advisory Committee  
Attention: Colleen Brady, Chair  
1011 W. Jackson St.  
NO 1003  
Phoenix, AZ 85007

Re: Historic Arizona U.S. Route 89 Designation

It is my pleasure to write in support of the effort to designate the historic alignment of Arizona U.S. Route 89 as a State Historic Highway. As it passes through the City of South Tucson, the historic alignment of 89 touches on several historic roadside assets including the "Ginger" style Old Spanish Trail Motel (1937) designed by celebrated female architect Ann Rudolph, some of the oldest and most recognizable water courts and well landmarks in the region including the Arizona Motel (1936) and vintage service stations. The road passes many of the iconic legacy businesses, restaurants and neon signs that South Tucson is known for including: Onwards Restaurant Drive-In and Neon Sign (1958), Gullerino's (1946), El Fuego (1946), Blue Fish & Chips and Neon Sign (1985), and Sunset Route (1955), T & T Market and Neon Sign (c. 1900), Valencia Market (c. 1940).

The City of South Tucson is proud of its historic heritage, the many beautiful sites and mid-century roadside architecture located within our borders. We enjoy every opportunity to share these with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 89 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our town such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,

  
Miguel E. Pizarro  
Mayor



## St. David Heritage & Cultural Arts Society

P.O. Box 3 St. David, AZ 85630 [www.SaintDavidHeritage.org](http://www.SaintDavidHeritage.org)  
[SaintDavidHeritage@gmail.com](mailto:SaintDavidHeritage@gmail.com)

*Our Mission is: To serve the community of St. David and the San Pedro Valley as a society enabling the preservation and development of our historical and physical heritage, while promoting the cultural arts.*

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August 12, 2016

Parkways, Historical and Scenic Roads Advisory Committee  
Attention: LeRoy Brady, Chairman  
1611 W. Jackson Street  
MD EM03  
Phoenix, Arizona 85007

Re: Historic Arizona U.S. Route 80 Designation

We are writing in support of the effort to designate the historic alignment Arizona U.S. Route 80 as a State Historic Highway. It passes through Saint David where we have several significant historic sites. Our 1938 Elementary School building is on the list of Arizona State Historic Places and faces the Highway 80 route. As the Highway passes through Saint David you will see the tree lined road which makes this alignment unique. The trees are a result of the early Mormon Pioneers placing an irrigation ditch along the highway where trees were planted and have been maintained. Saint David was also the route of the U.S. Army Mormon Battalion which the area honors with a Monument to the Battalion on Highway 80 and Church Street. Also along Highway 80 at Cemetery Way is the St. David Cemetery and the remains of the original pioneer fort constructed by the Mormon settlers shortly after their arrival in 1877.

The St. David Heritage and Cultural Arts Society is proud of Saint David's heritage and the beauty it provides to the Highway 80 route. People traveling through St. David always comment on how beautiful and unique this stretch of the road is, with its large trees, irrigated fields, and artesian ponds. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an ever better place to live and work.

Please consider our request with gratitude.

Sincerely,

Ronald J. Higginbotham, SDHCAS President

C: Tucson Historic Preservation Foundation



**Board of Directors**

*Karyn Gitlis, Chair*  
*Stu Siefer, Vice Chair*  
*Lou Hunt, Secretary*  
*Todd Skinner, Treasurer*  
*Lisa Roach, Past Chair*  
*Karen Adams*  
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*Amy Douglass*  
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*Victor Linoff*  
*Margaret Moroney*  
*Joseph Nucci*  
*Millie Swick*

**Advisory Board**

*Andrea Gregory*  
*John Southard*  
*Mark Vinson*

Parkways, Historic and Scenic Roads Advisory Committee  
Attention: LeRoy Brady, Chairman  
1611 W. Jackson Street  
MD EM03  
Phoenix, Arizona 85007

Re: Historic Arizona U.S. Route 80 Designation

Dear Mr. Brady,

On behalf of the Tempe Historic Preservation Foundation I would like to offer our support for the establishment of the Arizona US Route 80 Historic Highway. This Historic Road will further the establishment of a strong heritage tourism base for both rural and urban Arizona as well as helping to promote the significant culture and heritage of Tempe. This Historic Road will also help to achieve many of the tourism development goals for the Phoenix Valley.

The Tempe Historic Preservation Foundation realizes the impact increased tourism can have on the local economy, and it is our hope that this historic highway will provide more opportunities for visitors to eat in our local restaurants, shop in our stores, and stay in our hotels. This community driven effort to generate interest in our state's history could play an important role in providing those opportunities.

The Foundation requests the Historic and Scenic Roads Advisory Committee move to establish this new historic road. We look forward to promoting this designated alignment as it passes through our city.

Sincerely,

Karyn Gitlis, Chair

*Tempe Historic Preservation Foundation*  
*1206 South Ash Avenue*  
*Tempe, AZ 85281*  
*A 501(c)(3) Nonprofit Organization*





City of Tempe  
P.O. Box 5002  
31 East Fifth Street  
Tempe, AZ 85280  
480-350-8225

Parkways, Historic, and Scenic Roads Advisory Committee  
Attention: LeRoy Brady, Chair  
1611 W. Jackson St.  
MD EM03  
Phoenix, AZ 85007

Re: Historic Arizona U.S. Route 80 Designation

**Mark W. Mitchell**  
Mayor

It is my pleasure to write in support of the effort to designate the historic alignment of Arizona U.S. Route 80 as a State Historic Highway. As it passes through Tempe the historic alignment of U.S. 80 touches on several historic and scenic locations including the Tempe Hardware Building, the Hayden Flour Mill and Silos, Hayden House, the Garfield Goodwin Building and the Tempe National Bank Building, all part of Tempe's historic core along Mill Avenue.

Tempe is proud of its historic heritage, the many beautiful sites and mid-century road-side architecture located within our borders. We enjoy every opportunity to share these with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads 'Mark W. Mitchell'.

Mark W. Mitchell, Mayor  
City of Tempe

cc:

Roger Brevoort, Postwar Architecture Task Force of Greater Phoenix  
Karyn Gitlis, Tempe Historic Preservation Foundation  
Alison King, Modern Phoenix  
Kim Knotter, Rio Salado Foundation  
Jim McPherson, Arizona Preservation Foundation  
Donna Reiner, Arizona Vintage Sign Coalition  
John Southard, Tempe Historic Preservation Officer  
Vic Linoff, Tempe Historical Society



# City of Tombstone

## Office of the Mayor

Dustin Escapule

P.O. Box 134 411 E. Allen Street  
Tombstone, AZ 85628

Phone: (520) 675-2222 e-mail: [mayor@cityoftombstone.com](mailto:mayor@cityoftombstone.com) Fax: (520) 675-2222

July 26, 2014

To: Parkways, Historic and Local Roads Advisory Committee

Attention: Lefkey Brady, Chairman

1411 W. Jackson Street

MT 10011

Phoenix, Arizona 85017

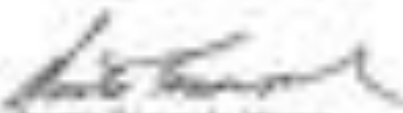
Re: Historic Arizona U.S. Route 89 Designation

It is my pleasure to write in support of the effort to designate the historic alignment of Arizona U.S. Route 89 as a State Historic Highway. As it passes through Tombstone the historic alignment of U.S. 89 touches on several historic and scenic locations including Tombstone our historic western town which is the heart of our city.

Tombstone is proud of its historic heritage. The many beautiful sites and mid-century road side architecture located within our borders. We enjoy every opportunity to share them with the people who live in and those who visit our community. By designating Historic Arizona U.S. Route 89 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,



Dustin Escapule, Mayor



CITY OF TUCSON  
GROW FROM THE MOUNTAIN



OFFICE OF THE CITY CLERK  
CITY OF TUCSON

OFFICE OF THE CITY CLERK  
CITY OF TUCSON  
100 N. GAVIN AVENUE, 10TH FLOOR  
TUCSON, AZ 85724-2000  
PH: 520.795.3100

August 1, 2014

Lobby Study, Chairman  
Parkway, Historic and Transit Study Advisory Committee  
1111 W. Jackson St.  
SUITE 100  
Tucson, AZ 85707

Dear Mr. Study, Mr. Walkowitz, and members of the Parkway, Historic and Transit Study Advisory Committee:

The writing is in support of the effort to designate the historic alignment of Arizona U.S. Route 89 as a State Historic Highway.

As it passes through Tucson, the historic alignment of U.S. 89 includes well over seven historic and scenic locations – including the U.S. Route 89 - Maricopa Mills District recently nominated for the National Register of Historic Places, West University Historic District, Downtown Tucson, Elmore-Vince Historic District and Sonoran Park Historic District.


The City of Tucson is proud of its historic highway heritage and the unique, and sometimes, well-kept landmarks located within our borders. To support scenic and historic efforts, we created a Historic Landmark Sign program. Many of our U.S. Route 89 sites have been featured in national publications including The New York Times.

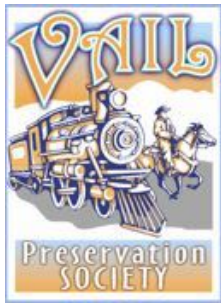
This designation of Arizona U.S. Route 89 as a State Historic Highway is a primary goal of the City of Tucson Growth Area Reevaluation Plan. The designation will help revitalize the area, identify cultural resources, and maintain our city's culture.

Thank you for your consideration.

Sincerely,

  
Felipe Hernandez  
Mayor of Tucson

  
Paul Cook  
Council Member, Ward 1



Vail Preservation Society  
*Connecting Community Through Local History Since 2006*



July 20, 2016

Parkways, Historic and Scenic Roads Advisory Committee  
Attention: LeRoay Brady, Chairman  
1611 W. Jackson Street  
MD EM03  
Phoenix, Arizona 85007

Re: Historic Arizona U.S. Route 80 Designation

Dear Mr. Brady,

The Governing Board of Vail Preservation Society writes in support of the effort to designate the historic alignment of Arizona U.S. Route 80 as a State Historic Highway. As it passes through the greater Vail area the historic alignment of U.S. 80 touches on several historic and scenic locations including Cienega Creek Preserve, the 1908 Old Vail Store & P.O., the 1935 Shrine of Santa Rita in the Desert, both listed on the National Register, and both at our historic core which is the heart of our community.

Vail, a historical suburb of Tucson, is proud of its historic heritage, the many beautiful sites and the fact that the original alignment of U.S. Route 80 went right through downtown Vail. It is an integral part of our Main Street program. We enjoy every opportunity to share this rich history with the people who live in Vail and those who visit our community. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,

J.J. Lamb  
Executive Director  
Vail Preservation Society  
Vail Connects Main Street™ Program

Vail Preservation SOCIETY 501c3  
P.O. 982, Vail, AZ 85641  
520-419-4428

[www.vailpreservationsociety.org](http://www.vailpreservationsociety.org) follow us on Facebook [vailpreservationsociety@gmail.com](mailto:vailpreservationsociety@gmail.com)

*Historic preservation, local history, and Main Street, are more than programs, bricks and mortar. Together their true importance comes through their power to bring people together; building relationships and community as we work to strengthen a sense of place, preserve our stories, cultural resources, provide educational experiences, and build partnerships that promote local economic vitality and inspire the future we choose for Vail.*

*Historic preservation, local history, and Main Street, are more than programs, bricks and mortar. Together their true importance comes through their power to bring people together; building relationships and community as we work to strengthen a sense of place, preserve our stories, cultural resources, provide educational experiences, and build partnerships that promote local economic vitality and inspire the future we choose for Vail.*

Vail Preservation SOCIETY 501c3  
P.O. 982, Vail, AZ 85641  
520-419-4428

[www.vailpreservationsociety.org](http://www.vailpreservationsociety.org) follow us on Facebook [vailpreservationsociety@gmail.com](mailto:vailpreservationsociety@gmail.com)

July 18, 2016

To: Parkway, Historic and Scenic Roads Advisory Committee

Attention: LeRoy Brady, Chairman  
1611 W. Jackson Street  
MD EM03  
Phoenix, Arizona 85007

Re: Historic Arizona U.S. Route 80 Designation

It is my pleasure to write in support of the effort to designate the historic alignment Arizona U.S. Route 80 as a State Historic Highway. As it passes through the heart of Town of Wellton, the historic alignment of U.S. 80 touches several historic and scenic locations along the way.

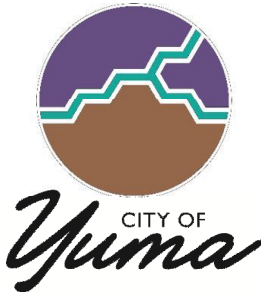
Wellton is proud of its historic heritage whose founding began as a water/well stop for the Southern Pacific Rail Road. Wellton is surrounded by fertile farms, mountain views and historical mining sites. By designating Historic Arizona U.S. Route 80 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,

Mayor Cecilia McCollough

Town of Wellton  
28634 Oakland Avenue  
PO Box 67  
Wellton Arizona 85356  
(928) 785-3348  
(928) 785-4374 Fax  
[cmccollough@town.wellton.az.us](mailto:cmccollough@town.wellton.az.us)



**Office of the Mayor**

One City Plaza  
Yuma, Arizona 85364

(928) 373-5002  
Fax (928) 373-5004  
[www.YumaAZ.gov](http://www.YumaAZ.gov)

September 6, 2016

John S. Halikowski, Director  
Arizona Department of Transportation and  
Parkways, Historic and Scenic Roads Advisory Committee  
Attention: LeRoy Brady, Chairman  
1611 W. Jackson St., MD EM03  
Phoenix, AZ 85007

**Re: Support Letter for Historic Arizona US Route 80 Highway Designation**

Dear Director Halikowski and Mr. Brady,

On behalf of the City of Yuma, I am writing this letter with great pride and pleasure to support the designation of the historic alignment of US 80 as an Arizona Historic Highway/Road as it runs through our city. The designation of Arizona US Route 80 as a Historic Highway across the state will allow tourists and residents to experience our unique natural beauty and cultural, historical and recreational resources.

Designation will encourage visitors to enjoy this distinctive experience, helping to foster a world-class destination. We believe this effort will create new opportunities for local businesses, encourages economic development, and enhances the visitor travel experience. We believe this designation benefits the local tourism industry and will positively impact Yuma, enhancing the region for generations to come. This designation is an extension and promotion of our work to preserve some of our state heritage including the Yuma Crossing National Heritage Area, our distinctive mid-century/roadside architectural treasures and our unique legacy business like the streamline modern Brownie's Café.

The City of Yuma fully supports this effort and asks the ADOT and the Parkways, Historic and Scenic Roads Advisory Committee nominate and designate this extraordinary and nationally significant road.

Sincerely,

Douglas J. Nicholls, PE, RLS  
Mayor

OFFICE OF THE  
BOARD OF SUPERVISORS  
100 Main Street  
Yuma, Arizona 85004

SUSANNE THOMPSON  
County Administrator  
CLERK OF THE BOARD



LEONARD LUTWACKE STREET  
District 1  
RUSSELL MCCLUNG  
District 2  
RUSSELL K. (BOBBY) CLARK  
District 3  
WILLIAM A. (TOMMY) MERRY  
District 4  
GREGORY S. (BOB) FENNER  
District 5

September 8, 2016

Highways, Historic & Special Roads Advisory Committee  
1411 W. Jackson Street, MD 21003  
Phoenix, Arizona 85007

ATTENTION: Laffrey Brady, Chairman

Re: Historic Arizona U.S. Route 60 Designation

The Yuma County Board of Supervisors is pleased to offer this letter in support of the effort to designate the historic alignment of Arizona U.S. Route 60 as a State Historic Highway. As it passes through Yuma County and beyond, the historic alignment of U.S. 60 touches on many areas of historic significance and scenic locations along the way, much of which comprises the historic urban core which is the heart of history in the State of Arizona.

Yuma County is proud of its historic heritage and the many beautiful sites and historic locations within our borders. We enjoy every opportunity to share our heritage with the people who live in, and those who visit our community. By designating Historic Arizona U.S. Route 60 as a Historic Highway, you will bring to the public's attention some of the many wonderful attributes that make our State such a beautiful place to visit, and an even better place to live and work.

Thank you so much for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Clark".

BOB CLARK  
Chairman, Yuma County Board of Supervisors

c. Representative Lisa Orndoff  
Tucson Historic Foundation

Wags

F:\Representatives\2016\09\08\08\_09\_16\08\_09\_16\_01\08\_09\_16\_01\_01.docx



# Table of Contents

- Introduction**
- 1. Road Sections or Areas**
  - 1.1 Segment list
  - 1.2 Narrative
- 2. Maps**
- 3. Natural Resources Inventory**
  - 3.1 Hydrology
  - 3.2 Climate
  - 3.3 Biota
  - 3.4 Topography
- 4. Cultural Resources Inventory**
  - 4.1 Architectural Resources
  - 4.2 Historical Resources
  - 4.3 Archaeological Resources
  - 4.4 Cultural Resource Inventory
  - 4.4 Cultural Development
    - 4.5.1 National Historic Context
    - 4.5.2 State Historic Context
- 5. Visual Resources**
- 6. Desirable Zone of Influence**
- 7. Land and Ownership**
- 8. Land Use**
- 9. Land Zoning**
- 10. Photographs and Supportive Material**
- 11. Recommendations**

## Introduction

**Proposals for historic roads shall be evaluated by the advisory committee by the rating the four factors; (1) Impacts of the route, (2) Impact of the Area, (3) Proximity to historical place or road, and (4) Uniqueness. The numerical combinations of the four factors shall be used to establish historic quality as outlined on the Historic Road Evaluation Sheet. The Uniqueness rating will be used to establish priorities for the historic designation and management.**

U.S. Route 80 once connected 2,586 miles of U.S. highway, which stretched from Savannah, Georgia to San Diego, California (AZDOT, 2013). That highway, known alternately as the Borderland Trail, Bankhead Highway, Dixie Overland Highway, Ocean to Ocean Highway, and The Old Spanish Trail, linked the east and west coasts along a southern route (Jensen, 2009).

The Arizona segments of U.S. Route 80 travel from east to west, across the state of Arizona, beginning at the New Mexico-Arizona state line, west of Rodeo, NM, and south of the Chiricahua Mountains. From the eastern Arizona state border, historic Route 80 continues on a complex course of 540.9 miles, comprised of 40 distinct and contiguous segments, which exist within various years of alignment. The Arizona portion of U.S. Route 80 terminates at the Yuma crossing of the Colorado River. This historic highway proposal focuses on the years 1926 to 1955 as the period of significance for the U.S. Route 80 contribution to Arizona history as a cultural route, and importance as both an engineered and aesthetic route (Marriott, 2010).

U.S. Route 80 exhibits an evolution of cultural use throughout its life cycle in the state of Arizona. Utilized in the nineteenth-century as a wagon road constructed by the U.S. Army, then as an immigrant trail for “forty-niners” headed to California during the Gold Rush, Route 80 was next promoted by booster associations gathering public support for road travel and policies aimed towards road improvement (AZDOT, 2003). 1912 brought Arizona statehood and the first state road law, which expanded developed roads beyond the two existing Territorial highways (AZDOT, 2003).

The Federal Highway Act in 1921 furthered Arizona road development and ushered in a new era of growth in state tourism and auto travel, as well as providing paths for domestic population migration during and after the Great Depression. Route 80 through Arizona appealed to those seeking an all-weather route, and was unique in providing numerous resources for traveling African American and Mexican minorities.

Route 80 served as an early model of the use of heritage tourism to boost municipal economies, develop tourism infrastructure and motels, and promote recreation. In Arizona, the Southwest climate was regaled in advertisements as exceedingly healthy (Levstik, 2012). Those endorsements, along with the exoticism of Mexican cultural influence, the Arizona link to Spanish mission trails, desert landscapes, and the state’s proximity to Sonora, Mexico, were a boon for tourism (Halvorson, Schwalbe, and Riper, 2010).

The proposed Historic U.S. Route 80 has made paramount contributions and impacts to the cultural heritage of the Arizona and the area traversed by the roadway, it has made a paramount contribution to the exploration, settlement and development of the region and

more broadly part the nation and the west. The proposed route is itself a historic resource, and lies along and is adjacent to diverse historical sites, objects, buildings, structures and districts. The history and development of the route is unique; only Historic Route 66 in Arizona has similarities in development and parallel historic narratives.

This proposal is a compilation of exceptional scholarship developed over the last twenty years that provide a context for understanding the historic significance including (1) the impact of the Historic U.S. Route 80, (2) the impact of Historic U.S. Route 80 on the area, (3) the proximity of Historic U.S. Route 80 historical places and the historic alignment, and (4) the uniqueness of Historic US. Route 80.

This proposal would have been impossible without the scholarship and work of a number of authors and their publications including: *Drive the Broadway of America! The U.S. 80 and Bankhead Highways across the American Southwest* by Jeff Jenson, *Dreaming of Autopia: Sothern Arizona Auto Courts of the 1920s and 30* by Dave Devine, *Good Roads Everywhere: A History of Road Building in Arizona* by Melissa Keane and J. Simon Bruder, and the *Miracle Mile National Register of Historic Places Nomination* by Demion Clinco and *U.S. Route 80 The Dixie Overland Highway* by Richard F. Weingroff of the Federal Highway Administration.

## 1. Road Sections or Areas

The road proposed for designation is the historic Arizona alignments of U.S. Route 80. The numbered highway was established in 1926 and deleted from the national highway system on October 28, 1977. Because of the complex course of the historic alignments through towns and cities and the gradual realignment overtime, the road is divided into 40 distinct contiguous segments from east to west. Because the highway developed over the early decades of the twentieth century an additional list of parallel and overlapping segments have been included (in some cases the segment is only a fragment of roadway infrastructure in others they predate the national highway numbering system.) These sections are worthy of historic designation, provide a distinct and unique representation of the early years of the cross-country American automotive experience, and are thematically and historically connected to U.S. Route 80. The proposed historic alignment is contiguous with minimal breaks occurring at modern intersections. The maps provide details of the historic highways alignments. In addition to the segment-list a descriptive narrative has been included.

### 1.1 Segment List

|     | Primary Alignment                            |                     |
|-----|--|---------------------|
|     | Current Road Name                            | Distance            |
| 001 | Arizona Route 80                             | 47.2 mi.            |
| 002 | A Avenue; Douglas, AZ                        | 1.2 mi.             |
| 003 | 10 <sup>th</sup> Street; Douglas, AZ         | .5 mi.              |
| 004 | G Avenue; Douglas AZ                         | .4 mi.              |
| 005 | Arizona Route 80                             | 73.7 mi.            |
| 006 | Interstate -10                               | 36.5 mi.            |
| 007 | Benson Highway                               | 6.3 mi.             |
| 008 | South 6 <sup>th</sup> Avenue; Tucson, AZ     | 1.7 mi.             |
| 009 | Stone Avenue; Tucson, AZ                     | 1.9 mi.             |
| 010 | Drachman; Tucson, AZ                         | .3 mi.              |
| 011 | Oracle Road; Tucson, AZ                      | 1.4 mi.             |
| 012 | Arizona Route 77                             | 21.5 mi.            |
| 013 | Arizona Route 79                             | 40.9 mi.            |
| 014 | Business Route 79                            | 15 mi.              |
| 015 | Butte Avenue, Florence, AZ                   | .6 mi.              |
| 016 | Arizona Route 79                             | 16.2 mi.            |
| 017 | US 60 & Superstition Highway                 | 13 mi.              |
| 018 | West Highway; Apache Junction                | 2.7 mi.             |
| 019 | Apache Tail / Main                           | 22.8 mi.            |
| 020 | Mill Avenue; Tempe, AZ                       | 27 mi.              |
| 021 | Van Buren, Phoenix, AZ                       | 5.2 mi.             |
| 022 | 17 <sup>th</sup> and 19 <sup>th</sup> Avenue | 7.3 mi.             |
| 023 | Buckeye Road (County Route 85)               | 32 mi.              |
| 024 | Arizona Route 85                             | 1 mi.               |
| 025 | Hazen Road; Palo Verde, AZ                   | 1.9 mi.             |
| 026 | Wilson Road; Palo Verde, AZ                  | .5 mi.              |
| 027 | Old U.S. 80                                  | 35.4 mi.            |
| 028 | Pima Street / Business 8                     | 3.1 mi.             |
| 029 | Interstate - 8 Frontage Raod                 | 115mp-102 mp 13 mi. |
| 030 | Interstate - 8                               | 35 mi.              |

|     |                                   |                    |
|-----|-----------------------------------|--------------------|
| 031 | Old U.S. 80; Dateland, AZ         | 5 mi.              |
| 032 | Interstate - 8                    | 10.8 mi .          |
| 033 | Old U.S. 80 / Los Angeles Avenue  | 33.6 mi.           |
| 034 | Interstate – 8                    | 5.9 mi.            |
| 035 | Interstate – 8 Frontage Road      | 1 mi.              |
| 036 | Interstate - 8                    | 6.7 mi.            |
| 037 | 32 <sup>nd</sup> Street; Yuma, AZ | 7.7 mi.            |
| 038 | 4 <sup>th</sup> Avenue; Yuma, AZ  | 4.2 mi.            |
| 039 | 1 <sup>st</sup> Avenue; Yuma, AZ  | .5 mi.             |
| 040 | Quechhan; Yuma, AZ                | .3 mi.             |
|     | <b>TOTAL</b>                      | <b>540.9 miles</b> |

|     | <b>Secondary Alignment</b>  | <b>Parallel and Overlapping</b> |
|-----|---|---------------------------------|
|     | <b>Current Road Name</b>  | <b>Distance</b>                 |
| 041 | Erie Street; Lowell, AZ   | .04 mi.                         |
| 042 | Main Street; Bisbee, AZ   | .17 mi                          |
| 043 | Tombstone Canyon Road; Bisbee, AZ<br>bypass                         | 1.5 mi                          |
| 044 | West Blvd; Bisbee, AZ   | .37 mi                          |
| 045 | North Old Divide Road   | 1.2 mi                          |
| 046 | Allen Street; Tombstone Bypass                                      | 1.2 mi                          |
| 047 | Old Bisbee Road alignment (1917)                                    | 16 mi                           |
| 048 | Caterina, Benson Bypass   | 1.2 mi                          |
| 049 | San Carlos, Bypass  | 3.1 mi                          |
| 050 | Frontage Road, Benson Highway &<br>East Marsh Station Road          | 13.7 mi                         |
| 051 | Old Vail Road   | 1.5 mi                          |
| 053 | El Camino Viejo bypass  | 10 m                            |
| 054 | Chandler- Higley – Queen Creek – Hunt<br>Highway alignment (1917)   | 35 mi                           |
| 055 | Van Buren from 17 <sup>th</sup> Ave to 115 <sup>th</sup><br>Avenue. | 5 mi                            |
| 056 | 115 <sup>th</sup> Avenue from Van Buren to Yuma<br>Road             | 2 mi                            |
| 057 | Yuma Road from 115 <sup>th</sup> Ave to Perryville<br>Road          | 3 mi                            |
| 058 | Perryville Road to Arizona Route 85                                 | 4 mi                            |
| 059 | 319 <sup>th</sup> Avenue  | 2 mi                            |
| 060 | Arlington School Road   | 1.5                             |
| 061 | State Highway 85 Buckeye to Gila Bend<br>(1950)                     | 35 mi                           |
| 062 | Hassaympa – Tyson – Roll –UPR<br>alignment (1917)                   | 40 mi                           |
| 063 | Ligurta – Dome – Kinter Road<br>(Pre- 1950)                         | 8 mi                            |
|     | <b>TOTAL</b>  | <b>185.18 miles *</b>           |

\* Secondary (parallel and overlapping) alignment distances are approximate.

## 1.2 Narrative

The road proposed for designation is 540.9 miles long with additional bypassed alignments that were part of the historic highway. The Arizona alignment of the cross county highway entered Arizona at the eastern border 1.8 miles southwest of Rodeo, New Mexico; 33 miles north of the Arizona-Mexico border. The road ebbs through the south-eastern through grasslands past Apache, Arizona and the Geronimo Surrender monument heading southwest towards the historic boarder and mining town of Douglas Arizona. The alignment ribbons through the streets of Douglass and heads northwest along Arizona 80 to the copper mining town of Warren, Lowell, and Bisbee. The alignment passes through the National Historic Landmark district Tombstone, through Saint David and Benson; follows I-10 for west for miles towards Tucson. The alignment follows Marsh Station Road to Vail Road.

The Tucson segment follows current day Benson Highway to South 6<sup>th</sup> Avenue onto South Stone Avenue through downtown Tucson and onto north Stone Avenue west to Drachman Street and onto North Oracle Road. At the intersection of Miracle Mile, Oracle Road becomes Arizona State Route 77. The proposed designation continues north following Arizona State Route 77 and continues along Arizona State Route 79 and then continuing for along US 60. The alignment continues along Old West Highway, Apache Trail west, north on Mill Avenue, west on Van Buren, South on 17<sup>th</sup> and 16<sup>th</sup> Avenue, west Buckeye Road, County Road – Maricopa 85, Hazen Road, Wilson, Old U.S. 80, Pima Street, I-8 and Old U.S. 80. The alignment continues on current day Los Angeles Avenue then Old U.S. 80 I-8. The alignment snakes through Yuma along 32<sup>nd</sup> Street, 4<sup>th</sup> Avenue and 1<sup>st</sup> Street, Quechan then heading into California.

## 2. Maps

Historic U.S. Route 80 traversed central and southern Arizona from the California to New Mexico passing through the major and minor secondary cities of Yuma, Phoenix, Mesa, Tempe, Tucson, Benson, Bisbee and Douglas. Because of the length of the roadway each map has been divided into multiple detail segments. Per the designation instructions United States Geographical Survey (USGS) maps are used for the base of the Land Ownership and Land Use maps. The Land Zoning and Parcel map uses Geographical Information System (GIS) data from Cochise, Pima, Pinal Maricopa and Yuma to detail the individual property parcels adjacent to the proposed historic highway and in the zone of influence.

### Land and Ownership Maps

| Sheet No.    | West to East (Geographic Landmarks)           |
|--------------|---|
| Sheet No. 1  | <i>Yuma – Wellton</i>                         |
| Sheet No. 2  | <i>Wellton – Mohawk</i>                       |
| Sheet No. 3  | <i>Mountain Pass – Park Valley</i>            |
| Sheet No. 4  | <i>Agua Caliente Mountains – Gillespie</i>    |
| Sheet No. 5  | <i>Park Valley – Theba</i>                    |
| Sheet No. 6  | <i>Harqua – Norton</i>                        |
| Sheet No. 7  | <i>Theba – Gillespie Dam</i>                  |
| Sheet No. 8  | <i>Goodyear – Phoenix – Mesa</i>              |
| Sheet No. 9  | <i>Mesa/Gilbert to Florence Junction</i>      |
| Sheet No. 10 | <i>Florence</i>                               |
| Sheet No. 11 | <i>Tom Mix Monument – Falcon Valley</i>       |
| Sheet No. 12 | <i>Oracle Junction – Tucson</i>               |
| Sheet No. 13 | <i>Vail – Mescal Arroyo</i>                   |
| Sheet No. 14 | <i>Mescal Arroyo – St. David</i>              |
| Sheet No. 15 | <i>Tombstone – Mule Pass Tunnel</i>           |
| Sheet No. 16 | <i>Bisbee – Douglas</i>                       |
| Sheet No. 17 | <i>North College Peak – New Mexico Border</i> |

### Land Use Maps

| Sheet No.    | West to East (Geographic Landmarks)        |
|--------------|--|
| Sheet No. 1  | <i>Yuma – Wellton</i>                      |
| Sheet No. 2  | <i>Wellton – Mohawk</i>                    |
| Sheet No. 3  | <i>Mountain Pass – Park Valley</i>         |
| Sheet No. 4  | <i>Agua Caliente Mountains – Gillespie</i> |
| Sheet No. 5  | <i>Park Valley – Theba</i>                 |
| Sheet No. 6  | <i>Harqua – Norton</i>                     |
| Sheet No. 7  | <i>Theba – Gillespie Dam</i>               |
| Sheet No. 8  | <i>Goodyear – Phoenix – Mesa</i>           |
| Sheet No. 9  | <i>Mesa/Gilbert to Florence Junction</i>   |
| Sheet No. 10 | <i>Florence</i>                            |
| Sheet No. 11 | <i>Tom Mix Monument – Falcon Valley</i>    |
| Sheet No. 12 | <i>Oracle Junction – Tucson</i>            |
| Sheet No. 13 | <i>Vail – Mescal Arroyo</i>                |

|              |   |
|--------------|---|
| Sheet No. 14 | <i>Mescal Arroyo – St. David</i>              |
| Sheet No. 15 | <i>Tombstone – Mule Pass Tunnel</i>           |
| Sheet No. 16 | <i>Bisbee – Douglas</i>                       |
| Sheet No. 17 | <i>North College Peak – New Mexico Border</i> |

### **Land Zoning and Parcel Maps**

| <b>Sheet No.</b> | <b>West to East (Geographic Landmarks)</b> |
|------------------|--|
| Sheet No. 1      | <i>Yuma – Wellton</i>                      |
| Sheet No. 2      | <i>Wellton – Dateland</i>                  |
| Sheet No. 4      | <i>Gila Bend – Gillepie Bridge</i>         |
| Sheet No. 5      | <i>Gillepie Bridge – Buckeye</i>           |
| Sheet No. 6      | <i>Good Year – Mesa</i>                    |
| Sheet No. 7      | <i>Mesa – Florence Juncton</i>             |
| Sheet No. 8      | <i>Florence – Highway 79</i>               |
| Sheet No. 9      | <i>Highway 79 – Oracle Juncton</i>         |
| Sheet No. 10     | <i>Oro Valley – Tucson</i>                 |
| Sheet No. 11     | <i>Vail – Pantano</i>                      |
| Sheet No. 12     | <i>Benson – Tombstone</i>                  |
| Sheet No. 13     | <i>Bisbee to Douglas</i>                   |
| Sheet No. 14     | <i>State Highway 80 – New Mexico</i>       |



### **3. Natural Resources Inventory**

#### **3.1 Geology**

*Geology is the description of the physical history of the earth and the rocks and soil of which is composed. This section should contain information on the bedrock strata, section and rock outcrops, and the surface geology and soil types.*

Along the proposed Historic Arizona U.S. Route 80 there are numerous geologic features that create a distinctive and unique landscape that have come to epitomize the cinematic visual environment of Southern and central Arizona. Major highlights include: the basaltic capped mountains on the New Mexico Arizona border, the flat grass ranchlands of Douglas area, the red copper rich mountains of Bisbee, the high craggy peaks of Tombstone Canyon, the flat open rangeland south of Tombstone, the lush riparian habitat of St. David. The Ciencia Creek and canyon, the Tucson Basin, the low flat alluvial plains of the western edge of the Santa Catalina Mountain Range, the Superstition Mountains, the Phoenix Valley, the basaltic hills at Auga Caliente Road and the fertile fields resulting from their erosion, the flat valley between Gila Bend and Yuma.

#### **3.2 Hydrology**

*Hydrology contains information that addresses the occurrence, circulation and distribution of water. This section should contain information and interest about groundwater tables, aquifers and recharging basins. Surface drainage comprised of streams and bodies of water should also be inventoried.*

The proposed Historic Arizona U.S. Route 80 traverses a variety landscapes shaped by hydrology. Starting at the New Mexico border the road way runs through the arid San Bernardino Valley along the watershed of the Packsaddle Limestone and Outlaw Mountains and Joes Peak. The Roadway crosses the Whitewater Draw and through the Mule Mountains then crossing a series of dry washes towards tombstone and past the watershed of the Whestone Mountains along the Del Babocomari. The road pushes through the lush riparian habitat of St. David fed by San Pedro River. Passing Benson the road follows the Pantano Wash into Tucson and through the fertile Tucson Basin. The alignments crosses the Rillito River and along the watershed of the Santa Cruz River. Past Oracle Junction the road winds over numerous dry washes that flow during the monsoon and seasonal rains. The road crosses the Florence Casa Grand Canal and the Gila River before heading into the Phoenix Valley crossing over the Roosevelt Canal, the Eastern Canal, Consolidated Canal, the Salt River, the Tempe Canal, and the Grand Canal of the east valley. The route follows the Gila Bend through the Gila Bend Indian Reservation and into the Alington Valley and across he arid Sentinel Plain. The road then crosses a number of small washes in the Gila Bend Mountains including the Loudermill Wash, Medicine Wash, Copper Wash and Columbus Wash. The road passes Dateland with early 20<sup>th</sup> century well-fed date palms, through the Gila and Muggins Mountains along the Wellton Mohawh Cannel and Gila Main Canal, ending at the Colorado River.

#### **3.3 Climate**

*The Climate of the are should be comprised of the prevailing weather conditions of the area. Issues such as the temperature, precipitations and seasonal distribution and prevailing winds should be addressed in this section.*

Because the proposed Historic Arizona U.S. Route 80 crosses the width of the State in both southern and central Arizona the climate is constant with broad climate patterns of Arizona. The following climate description was prepared by the Western Region Climate Center:

Nearly the entire state is in the Colorado River drainage basin which empties into the Gulf of California. [...] Cold air masses from Canada sometimes penetrate into the state, bringing temperatures well below zero in the high plateau and mountainous regions of central and northern Arizona. The lowest readings can dip to 35 degrees F below zero. High temperatures are common throughout the summer months at the lower elevations. Temperatures over 125 degrees F have been observed in the desert area. Great extremes occur between day and night temperatures throughout Arizona. The daily range between maximum and minimum temperatures sometimes runs as much as 50 to 60 degrees F during the drier portions of the year. During winter months, daytime temperatures may average 70 degrees F, with night temperatures often falling to freezing or slightly below in the lower desert valleys. In the summer the pine-clad forests in the central part of the state may have afternoon temperatures of 80 degrees F, while night temperatures drop to 35 or 40 degrees F. [...] lower desert valleys sometimes have several years in succession without freezes. Precipitation throughout Arizona is governed to a great extent by elevation and the season of the year. From November through March, storm systems from the Pacific Ocean cross the state. These winter storms occur frequently in the higher mountains of the central and northern parts of the state and sometimes bring heavy snows. Snow accumulation may reach depths of 100 inches or more during the winter. The gradual melting of this snow during the spring serves to maintain a supply of water in the main rivers of the state. Reservoirs on these streams supply water to the desert areas in the lower Salt River Valley and the lower Gila River Valley areas, which are extensively farmed. Summer rainfall begins early in July and usually lasts until mid-September. Moisture-bearing winds sweep into Arizona from the southeast, with their source region in the Gulf of Mexico. Another important source of moisture for southern Arizona is the Gulf of California. Summer rains occur in the form of thunderstorms which result largely from excessive heating of the ground and the lifting of moisture-laden air along main mountain ranges. Thus, the heaviest thunderstorms are usually found in mountainous regions of the central and southeastern portions of Arizona. These thunderstorms are often accompanied by strong winds and brief periods of blowing dust prior to the onset of rain. Hail occurs rather infrequently.

The average number of days with measurable precipitation per year varies from near [13in in Douglass, 11in in Tucson and 13in in Phoenix ] to 15 at Yuma. A large portion of Arizona is classed as semiarid and long periods often occur with little or no precipitation. The air is generally dry and clear, with low relative humidity and a high percentage of sunshine. April, May and June are the months with the greatest number of clear days, while July and August, as well as December, January and February have the cloudiest weather and lowest percent of possible sunshine. Humidities, while low when compared to most other states, are higher throughout much of Arizona during July and August, which is the thunderstorm season. Annual average humidity values based on four readings per day range around 33% at Yuma. Yearly averages of percent of possible sunshine range from 86% to 92%. Due to high temperatures, the dryness of the air, and the high percentage of sunshine, evaporation rates in Arizona are high. [...] Phoenix averages about 72 inches and Tucson 70 inches per year.

Flood conditions occur infrequently, although heavy thunderstorms during July and August at times cause floods that do considerable local damage. Floods on the main rivers are mostly limited to the upper basins above storage dams. Flooding in populated areas is rare. Heaviest runoff usually occurs in connection with the arrival of moist tropical air which has its origin in hurricanes that dissipate as they reach land. Heavy rains associated with these systems usually come during August or September, but are likely to occur on the average of once every ten years. High winds accompanying heavy thunderstorms during July and August sometimes reach peak gusts of about 100 miles per hour in local areas, while tornadoes are reported on the average of about once a year.

There are more than one million acres of land devoted to agriculture in the state. Nearly one-half of this lies in Maricopa County and about one-quarter in Pinal County. Yuma County is the third largest agricultural county, with about 18% of the total acreage in the state. Water for irrigation in the Phoenix area is obtained from storage reservoirs behind Roosevelt Dam on the Salt River, from Horseshoe Dam and Bartlett Dam on the Verde, Carl Pleasant Dam on the Agua Fria, and Coolidge Dam on the Gila River. The Yuma area receives its water from the Colorado River. Pumping of water from wells is common in quite a few of the desert valleys. Extended drought periods sometimes cause curtailment of farming due to lowered water reserves.

Agricultural activities in Arizona include cattle and sheep raising. Some dry-farming is done in Yavapai and Coconino Counties and in the central mountain valleys of the state. This dry-farming is limited primarily to the raising of grains and pinto beans, as well as some fruit. Irrigated crops in the desert valley areas are the most important in the economy of the state. Cotton, alfalfa, grain, citrus fruit, melons, head lettuce, and many truck vegetables are grown throughout the year.

The climate has attracted numerous large industrial concerns, particularly in the Salt River Valley. A number of automobile and farm machinery manufacturers have established proving grounds in Arizona, in order to take advantage of the diversity of climate within relatively short distances.

Winter vegetables, particularly head lettuce, find ready markets throughout the country from November through March. Cantaloupe and melon crops find nationwide distribution during the spring months, thus providing fresh vegetables and melons prior to the availability of those products at cities in more northern latitudes.

### **3.4 Biota**

*The biota portion of the report shall contain a description of the living matter contained within the study area. This should outline the biotic communities, plants and animals, birds, insects and fish within the area. It should also contain information on the ecosystem values, changes and controls as they pertain to the proposed designation.*

The proposed Historic Arizona U.S. Route 80 crosses through the biologically diverse Sonoran desert. From Arizona Naturalist web page (<http://www.arizonensis.org>) comes the following description:

Climate and vegetation types within the Sonoran Desert vary considerably across the region and with elevation in the many mountain ranges. In general, the amount and predictability of

winter rainfall is higher in the west and lowest in the southeast. Summer wet season is more generous and lengthy in the southeast and shortest to the west. As one proceeds south within the Sonoran Desert the winter season is less severe, where more subtropical and tropical elements appear.

Upland Sonoran Desert (orange on map) occurs in southwestern Arizona and is characterized by a balanced distribution of winter vs. summer rainfall. Winter frosts are common, but not severe. Succulent cacti, highly drought tolerant shrubs, and thorny shrubs are equally common. Towards the north, especially on mountain slopes, the vegetation merges towards chaparral type vegetation which is characterized by dense thickets of evergreen shrubs that are also fire adapted. Then towards the northwest the Sonoran merges with the Mohave Desert where summer rainfall is usually scarce.

The driest and hottest region is the Colorado Desert (yellow on map) located in the lower Colorado River valley. Annual rainfall can be less than 50 mm while summer temperatures commonly approach 50° C. Areas of sand dunes occur in this area, and the Gran Desierto, located in Mexico to the east of the Colorado River presents the most inhospitable (yet also beautiful) terrain. Vegetation consists mostly of highly drought tolerant shrubs with few succulent cacti.

A list of Species can be found on the Saguaro National Park website:  
<https://www.nps.gov/sagu/learn/nature/animals.htm>

### **3.5 Topography**

*The topographic resources of the area are comprised of the land conformation and natural resources. The natural resources are comprised of relief, land forms, water and vegetative cover.*

The varying topography of the proposed Historic Arizona U.S. Route 80 has been detailed in the Geology and Hydrology section of the proposal.

## 4. Cultural Resources Inventory

The proposed Arizona Historic U.S. Route 80 traverses and connects numerous historic towns, cities, communities and landscapes through southern and central Arizona. The historic and cultural inventory includes National Register of Historic Places and National Historic Landmark listed resources, State and National Parks and Monuments, National Forests and other heritage designations and historic assets associated with and promoted during the period of significance associated with Arizona U.S. Route 80 and within the zone of influence. Additionally, the inventory provides a broad overview of streetscapes, infrastructure, roadside architecture and attractions including: services stations, motels/motor courts, restaurants, museums, neon signs and auto related business associated with U.S. Route 80 and from the period of period of significance. The list (see section 4.5) is not an exhaustive inventory of every historic resource along the corridor, but highlights building types and important Arizona U.S Route 80 landmarks, legacy business, and historic features that enhance and convey the significance of the corridor. In addition to the three classifications (architectural, historical, and archaeological) outlined in Application Procedures for Designation of Parkways, Historic and Scenic Roads in Arizona, the various historic resources have been classified per the National Register of Historic Places categories of historic properties: Building, Structure, Object, Site and District with the addition of parks/landscapes. The inventory documents historic resources east to west. Historic Resources that were part of U.S. Route 80 or auto-related are denoted with an asterisk.

National Register of Historic Places categories of historic properties:

### BUILDING

A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn. Buildings eligible for the National Register must include all of their basic structural elements. Parts of buildings, such as interiors, facades, or wings, are not eligible independent of the rest of the existing building. The whole building must be considered, and its significant features must be identified. If a building has lost any of its basic structural elements, it is usually considered a "ruin" and is categorized as a site.

*Examples of buildings include:*

|                                   |                 |               |
|-----------------------------------|-----------------|---------------|
| administration building           | garage          | school        |
| carriage house                    | hotel           | shed          |
| church                            | house           | social hall   |
| city or town hall                 | library         | stable        |
| courthouse                        | mill building   | store         |
| detached kitchen, barn, and privy | office building | theater       |
| dormitory                         | post office     | train station |
| fort                              |                 |               |

### STRUCTURE

The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter. Structures nominated to the National Register must include all of the extant basic structural elements. Parts of structures can not be considered eligible if the whole structure remains. For example, a truss bridge is

composed of the metal or wooden truss, the abutments, and supporting piers, all of which, if extant, must be included when considering the property for eligibility.

If a structure has lost its historic configuration or pattern of organization through deterioration or demolition, it is usually considered a "ruin" and is categorized as a site.

*Examples of structures include:*

|                        |                |                   |
|------------------------|----------------|-------------------|
| aircraft               | corncrib       | irrigation system |
| apiary                 | dam            | kiln              |
| automobile             | earthwork      | lighthouse        |
| bandstand              | fence          | railroad grade    |
| boats and ships bridge | gazebo         | silo              |
| cairn                  | grain elevator | trolley car       |
| canal                  | highway        | tunnel windmill   |
| carousel               |                |                   |

## OBJECT

The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment. Small objects not designed for a specific location are normally not eligible. Such works include transportable sculpture, furniture, and other decorative arts that, unlike a fixed outdoor sculpture, do not possess association with a specific place.

Objects should be in a setting appropriate to their significant historic use, roles, or character. Objects relocated to a museum are inappropriate for listing in the National Register.

*Examples of objects include:*

|                 |           |
|-----------------|-----------|
| boundary marker | fountain  |
| monument        | sculpture |
| milepost        | statuary  |

## SITE

A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure. A site can possess associative significance or information potential or both, and can be significant under any or all of the four criteria. A site need not be marked by physical remains if it is the location of a prehistoric or historic event or pattern of events and if no buildings, structures, or objects marked it at the time of the events. However, when the location of a prehistoric or historic event cannot be conclusively determined because no other cultural materials were present or survive, documentation must be carefully evaluated to determine whether the traditionally recognized or identified site is accurate.

A site may be a natural landmark strongly associated with significant prehistoric or historic events or patterns of events, if the significance of the natural feature is well documented through scholarly research. Generally, though, the National Register excludes from the definition of "site" natural waterways or bodies of water that served as determinants in the location of communities or were significant in the locality's subsequent economic development. While they may have been "avenues of exploration," the features most appropriate to document this significance are the properties built in association with the waterways.

*Examples of sites include:*

|  |   |                                  |
|--|---|----------------------------------|
| battlefield  | designed landscape  | rock carving                     |
| campsite   | habitation site   | rock shelter                     |
| cemeteries significant for information potential or historic association | natural feature (such as a rock formation) having cultural significance | ruins of a building or structure |
| ceremonial site  | petroglyph  | shipwreck trail                  |
|  |   | village site                     |

## DISTRICT

A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. Concentration, Linkage, & Continuity of Features A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties. For example, a district can reflect one principal activity, such as a mill or a ranch, or it can encompass several interrelated activities, such as an area that includes industrial, residential, or commercial buildings, sites, structures, or objects. A district can also be a grouping of archeological sites related primarily by their common components; these types of districts often will not visually represent a specific historic environment.

### 4.1 Architectural Resources

*Structures, landscape or other human constructions that possess artistic merit, which are particularly representative of their class or period, or which represent achievements in architecture, engineering, technology, design or scientific research and development.*

The proposed Arizona Historic U.S. Route 80 traverses and connects numerous historic towns, cities, communities and landscapes through southern and central Arizona. Within these communities and within the proposed zone of influence are outstanding architectural resources and other human constructions that possess artistic merit that represent the U.S. Route 80 period of significance. Many of these resources are listed on the national Register of Historic Places and represent achievements in architecture, engineering, technology and design. Included in the inventory are numerous local and nationally designated historic districts, sites, monuments and National Historic Landmarks. The inventory includes major designated historic resources and architectural features and communities that may not be formally designated. Included are architectural resources that are auto-related and linked to the cultural and historic significance of Arizona Historic U.S. Route 80.

### 4.2 Historical Resources

*Sites, districts, structures, artifacts or other evidences of human activities that represent facets of the history of a nation, state or locality; places where significant historic or unusual events occurred, even though no physical evidence of the event remains, or places associated with a personality important in history.*

U.S. Route 80 was numerically designated in 1926, as part of the inaugural uniform system under the Secretary of Agriculture. The number system eliminated the confusing visual cacophony of private highway signs littering American roads. The national system used

extant road infrastructure and adopted a uniform signage system. The east-west highways were assigned even numbers with long-distance routes multiples of 10. North-south routes were designated with odd numbers.

When designated U.S. 80 was billed as the first all-weather coast-to-coast route for American motorists. The highway connected and traversed: California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama, and Georgia connecting important cities and impacting national development trends. The trans-ocean route become an important interconnection to other significant national arterials transforming the American landscape. In Arizona the proposed Historic U.S. Route stretched 540.9 miles from New Mexico to California.

The eastern American web of interconnected roads coalesced into few options as the roadway entered the west. In the Arizona Territory the first roads were constructed first by the military. The publication *Good Roads Everywhere* provides additional historic context:

The construction of roads in nineteenth-century Arizona depended on, and contributed to migration across and into the Territory. In order to move men and materials to California to fight the Mexican War in 1846, United State solders built the first constructed road in Arizona, a road that generally followed the pathway of the Gila Trail on an east-west path across southern Arizona. Thousands of gold seekers migrated to California on the new road after 1849, and the resulting California population boom clamored for mail, stage, and railroad service, a clamor that expanded the numbers of routs across Arizona. The discovery of gold in Arizona in 1863 reversed the westward migration and brought California miners into Arizona to search the Territory for metallic riches. The prospecting newcomers clashed with the Native American residents, and American solders were dispatched to settle the disputes, building wagon roads to connect the new military forts. In addition Mormon migration into Arizona agricultural colonies established new routes in to the Territory on north-south corridors. Although development of these wagon roads have been characterized as road building, most segments of these roads continued to be little more then marked trails” (*Good Roads Everywhere*: 36)

Across the United States before about 1910, more then 95 percent of rural roads were under county jurisdiction. County responsibility for road building had led to disparage and mismatched road construction, and the roads built by one county sometimes did not connect to the roads built by adjacent counties – a pattern that occurred all across the United States. In 1913, the young Congressman Carl Hayden expressed the frustration of the American public in his defense of the highway bill he introduced that year, one of the many unsuccessful road finance bills introduced before the passage of the 1916 Federal Aid Road Act. (*Good Roads Everywhere*: 40)

To help address this problem, the Territorial Assembly voted in 1909 to create the office of Territorial Engineer and Governor Richard E. Sloan appointed J. B. Girand as the first and only, Territorial Engineer. The Territorial Highway Department consisted of Girand, a clerk, and a draftsman. (*Good Roads Everywhere*: 40)



Beginning with the appointment of the Territorial Engineer and ending with the establishment of the Arizona State Highway Department, the period from 1909 to 1927 represented a significant period of road development and consolidation in Arizona. Although county governments continued to be responsible for roads in their jurisdiction, the Territorial Engineer assumed the responsibility of creating roads to connect counties and county seats across the state. This work to create connected, long-distance routes was also taken up by highway booster associations as they prompted cross-country routes through the state. The work continued with the 1921 Federal Highway Act, which required federally funded roads in Arizona to be connected with federally funded roads in neighboring states. In addition to route consolidation, the new Territorial Engineer faced the task of improving roads that had been built for wagons, not automobiles, and were often little more than two-track dirt trails through the forests and deserts. (Good Roads Everywhere: 41)

...Girard envisioned an inter-connected system of Arizona highways as one of his first goals after his appointment in 1909. He drew up a plan to transform existing wagon roads, county roads, and trails into two great highways connecting 10 of the 14 Arizona county seats with about 1000 miles of road. The proposed east-west Territorial Highway Connected Yuma to Clifton via Phoenix, Globe and Somonsville, and the proposed north-south road connected Douglas to the Grand Canyon via Tombstone, Tucson, Florence, Phoenix, Prescott and Flagstaff. (Good Roads Everywhere: 42)

The private highway companies used a combination of these two road systems to cross the state. Private highway companies included: Bankhead Highway, Old Spanish Trail, Dixie Overland Highway Borderland Highway, Broadway of America, and also included sections of the Atlantic Pacific Highway, Lee Highway, Apache Trail, Ocean to Ocean highway.

The highway was continually enhanced with the increased demand and pressure. Route 80 did not follow the shortest route across the state but rather connected the county seats and growing communities of central and Southern Arizona. Over time shorter routes would be enhanced and become the preferred option. They included AZ Route 84 connecting Tucson to Gila Bend via Casa Grande and Arizona Route 86 that connected Benson to the junction with 80, fifteen miles west of Lordsburg. In the post World War II era the automotive age was reshaping American culture and the 1960s brought the national freeway system that bypassed large segments route 80 and city cores.

Along the edge of the alignment proliferated auto-centric "Roadside Architecture." These historic resources are connected to the automotive use of the proposed Historic U.S. Route 80 and include: motor courts and motels, services stations and garages, drive-in restaurants/diners, theaters, neon signage, and a host of other attractions and monuments and signs. The first auto camp in the country is believed to have opened along the roadbed of Route 80 in Douglas Arizona. Additionally, there is historic roadway infrastructure all along the proposed Historic Route, this includes: bridges, tunnels, culverts and roadbed. To date there has not been a full inventory of these associated historic resources, but a recommendation for a comprehensive historic inventory is included in section 11.

Along the corridor are numerous monuments including: the Geronimo Surrender Monument, Skelton Canyon; Continental Divide, Bisbee; Tom Mix Monument South of Florence; and the Snowbeard the Dutchman Monument Apache Junction.

### **4.3 Archaeological Resources**

*Occupation sites, work areas, evidence of farming or hunting and gathering, burials and other funerary remains, artifacts, and structures of all types, usually dating from prehistoric or aboriginal periods, or from historic periods and non-aboriginal activities for which only vestiges remain.*

Along the roadway are numerous documented and known Archaeological sites. To date there has not been a full inventory of these associated archaeological resources along the alignment but a recommendation to complete comprehensive archaeological inventory is included in section 11.

#### 4.4 Cultural Resources Inventory

| Name                                       | City/Area                  | Location                             | Category                      | Inventory Type               |
|--|----------------------------|--------------------------------------|-------------------------------|------------------------------|
| 9 Concrete Bridges (c. 1930)               | New Mexico – Apache        | AZ80 MM 414 – 413                    | Structures *                  | Architectural                |
| Geronimo Surrender Monument (1934)         | Apache, Arizona            | AZ80 MM 406                          | Object                        | Architectural                |
| Geronimo Surrender Site                    | Apache, Arizona            | AZ80 MM 406                          | Site (NRHP)                   | Historical                   |
| Stone Building (c. 1930)                   | Apache, Arizona            | AZ80 MM 406                          | Building                      | Architectural                |
| Chiricahua RR Stop                         | Apache – Douglas           | AZ80 MM 399                          | Site                          | Archeological and Historical |
| Bernardino RR Stop                         | Apache – Douglas           | AZ80 MM 390                          | Site                          | Archeological and Historical |
| Culvert (c. 1920)                          | Apache – Douglas           | AZ80 MM 383.3                        | Structure *                   | Architectural                |
| Stone RR Bridges (1910)                    | Apache – Douglas           | AZ80 MM 382                          | Structure                     | Architectural                |
| Silver Creek Steakhouse (c.1940)           | Apache – Douglas (Cazador) | AZ80 MM 381                          | Building                      | Architectural and Historical |
| Alignment and culverts (c. 1910)           | Apache – Douglas           | AZ80 MM 378.3 Pink Rock Rd.          | Structure *                   | Architectural                |
| S. AZ Auto Co. Sign (c. 1940)              | Apache – Douglas           | AZ80 MM 370.5                        | Structure *                   | Architectural                |
| <b>Douglas</b>                             | <b>Cochise County</b>      |                                      |                               |                              |
| Grand Theater (1919)                       | Douglas, Arizona           | 1139 North G Avenue                  | Building (NRHP)               | Architectural                |
| Gadsden Hotel (1929)                       | Douglas, Arizona           | 1046 G Avenue                        | Building (NRHP)               | Architectural                |
| Saddle & Spur Tavern (c. 1950)             | Douglas, Arizona           | 1046 G Avenue                        | Building and Structure (NRHP) | Architectural                |
| Historic Main Street                       | Douglas, Arizona           | G Avenue                             | District                      | Architectural and Historical |
| Douglas Residential Historic District      | Douglas, Arizona           | Douglas, Arizona                     | District (NRHP)               | Architectural                |
| Douglas Sonoran Historic District          | Douglas, Arizona           | Douglas, Arizona                     | District (NRHP)               | Architectural                |
| Douglas Underpass (c. 1925-1949)           | Douglas, Arizona           | MM US 80 366.1                       | District (NRHP) *             | Architectural                |
| Double Adobe Site                          | Douglas, Arizona           | Douglas, Arizona                     | District (NHL)                | Archeological                |
| El Paso and SW Railroad Depot (c. 1900)    | Douglas, Arizona           | 1000 Pan American Avenue             | Building NRHP                 | Architectural                |
| El Paso and SW Railroad YMCA (1905)        | Douglas, Arizona           | 601 East 10th Street                 | Building (NRHP)               | Architectural                |
| Rucker Canyon Archeological District       | Douglas, Arizona           | Douglas, Arizona                     | Site (NRHP)                   | Archeological                |
| US Post Office and Customs House (1915)    | Douglas, Arizona           | 14 <sup>th</sup> Street and H Avenue | Building (NRHP)               | Architectural                |
| Grace's Corner US 80 Concrete Road         | Grace's Corner, Arizona    | MM 348                               | District *                    | Archeological and Historical |
| <b>Warren (Bisbee)</b>                     | <b>Cochise County</b>      |                                      |                               |                              |
| Warren Historic District                   | Bisbee, Arizona            | Warren (Bisbee), Arizona             | District (NRHP)               | Architectural                |
| <b>Lowell (Bisbee)</b>                     | <b>Cochise County</b>      |                                      |                               |                              |
| Shady Dell Trailer Court (1927)            | Bisbee, Arizona            | 1 Old Douglas Road                   | Building *                    | Historical                   |
| Dot's (Valentine) Diner (1957)             | Bisbee, Arizona            | 1 Old Douglas Road                   | Building *                    | Architectural                |
| Evergreen Cemetery                         | Bisbee, Arizona            | 2 – 5 Old Douglas Road               | Site (NRHP)                   | Archeological and Historical |
| Erie St. Streetscape (c. 1920)             | Bisbee, Arizona            | Lowell (Bisbee), Arizona             | District                      | Architectural                |
| Sprouse Reitz Co Store (c. 1920)           | Bisbee, Arizona            | 62 Erie Street                       | Building                      | Architectural                |
| Lavender Pit Mine (c. 1950)                | Bisbee, Arizona            | Bisbee, Arizona                      | Structure                     | Architectural and Historical |
| <b>Bisbee</b>                              | <b>Cochise County</b>      |                                      |                               |                              |
| Bisbee Historic District                   | Bisbee, Arizona            | Bisbee, Arizona                      | District (NRHP) NHL           | Architectural and Historical |
| Bisbee Residential Historic District       | Bisbee, Arizona            | Bisbee, Arizona                      | District (NRHP)               | Architectural and Historical |
| Bisbee Woman's Club (1902)                 | Bisbee, Arizona            | 74 Quality HI                        | Building (NRHP)               | Architectural and Historical |
| Douglas, Walter House   Loma Linda (1908)  | Bisbee, Arizona            | 201 Cole Avenue                      | Building (NRHP)               | Architectural                |
| Muheim House (1898)                        | Bisbee, Arizona            | 207 Youngblood Hill Ave # B          | Building (NRHP)               | Architectural                |
| Phelps Dodge General Office (1896)         | Bisbee, Arizona            | Copper Queen Plaza                   | Building (NRHP) (NHL)         | Architectural and Historical |
| St. Patrick's Roman Catholic Church (1915) | Bisbee, Arizona            | 100 Quality Hill Road                | Building (NRHP)               | Architectural and Historical |
| Treu, John House (1919)                    | Bisbee, Arizona            | 205 West Vista (Warren)              | Building (NRHP)               | Architectural                |
| Copper Queen Mine (c. 1880)                | Bisbee, Arizona            | 478 North Dart Road                  | Structure (Attraction)        | Architectural and Historical |

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| Philip Sanderson Miners Monument (1935)  | Bisbee, Arizona       | Courthouse Plaza                          | Object  | Architectural and Historical |
| Jonquil Motel (c. 1930)                  | Bisbee, Arizona       | 317 Tombstone Canyon                      | Building and Structure (Motel and Neon Sign) *      | Architectural                |
| Mule Pass Tunnel (1958)                  | Bisbee, Arizona       | AZ 80 Divide Pass                         | Structure *   | Architectural and Historical |
| Continental Divide Marker (1913 -1914)   | Bisbee, Arizona       | AZ 80 Divide Pass                         | Object  | Historical                   |
| <b>Tombstone</b>                         | <b>Cochise County</b> |   |   |                              |
| Tombstone (1879)                         | Tombstone, Arizona    | Tombstone, Arizona                        | District (NHL)                                      | Architectural and Historical |
| Sacred Heart Church (1881)               | Tombstone, Arizona    | 516 East Safford Street                   | Building (NRHP)                                     | Architectural                |
| St. Paul's Episcopal Church (1882)       | Tombstone, Arizona    | 19 North 3rd Street                       | Building ((NRHP)                                    | Architectural                |
| Tombstone City Hall (1882)               | Tombstone, Arizona    | 613 East Allen Street                     | Building (NRHP)                                     | Architectural and Historical |
| Tombstone Courthouse (1882)              | Tombstone, Arizona    | 223 East Toughnut Street                  | Building (NRHP) (Arizona State Park)                | Architectural and Historical |
| Tombstone Historic District              | Tombstone, Arizona    | Tombstone, Arizona                        | District (NRHP and NHL)                             | Architectural and Historical |
| Boothill Cemetery (1878)                 | Tombstone, Arizona    | 408 AZ-80                                 | Site (Attraction)                                   | Archeological and Historical |
| OK Corral (1881)                         | Tombstone, Arizona    | 326 East Allen Street                     | Building and Site (Attraction)                      | Archeological and Historical |
| Larian Motel (1957)                      | Tombstone, Arizona    | 410 East Fremont Street                   | Building and Structure (Motel and Neon Sign) *      | Architectural                |
| Emerald Gulch Bridge (1918)              | Tombstone, Arizona    | Old Bisbee Highway                        | Structure *   | Architectural                |
| Early Service Station (c. 1920)          | Tombstone, Arizona    | Freemont Street & 10 <sup>th</sup> Street | Building (Service Station) *                        | Architectural                |
| Schieffelin Monument (1897)              | Tombstone, Arizona    | West Schieffelin Monument Road            | Object (Arizona State Park)                         | Architectural and Historical |
| Birdcage Theater (1881)                  | Tombstone, Arizona    | 535 East Allen Street                     | Building (Attraction)                               | Architectural and Historical |
| Rose Tree Museum (1885)                  | Tombstone, Arizona    | 118 South 4th Street                      | Building and Structure (NRHP)                       | Architectural and Historical |
| <b>Saint David</b>                       | <b>Cochise County</b> |   |   |                              |
| Council Rocks Archaeological District    | St. David, Arizona    | St. David, Arizona                        | Site (NRHP)   | Archeological                |
| Saint David US 80 Streetscape (c. 1930)  | St. David, Arizona    | St. David, Arizona                        | District *  | Architectural and Historical |
| <b>Benson</b>                            | <b>Cochise County</b> |   |   |                              |
| Apache Powder District                   | Benson, Arizona       | Benson, Arizona                           | District (NRHP)                                     | Architectural and Historical |
| Benson Railroad Historic District        | Benson, Arizona       | Benson, Arizona                           | District (NRHP)                                     | Architectural and Historical |
| Hi Wo Company Grocery (1896)             | Benson, Arizona       | 398 East 4th Street                       | Building (NRHP)                                     | Architectural                |
| Martinez, W. D., General Store (1921)    | Benson, Arizona       | 180 San Pedro Street                      | Building (NRHP)                                     | Architectural                |
| Oasis Court (1928)                       | Benson, Arizona       | 363 W 4th Street                          | Building and Structure (Motel & Neon Sign) (NRHP) * | Architectural and Historical |
| Redfield – Romine House (c. 1890)        | Benson, Arizona       | 146 East 6 <sup>th</sup> Street           | Building (NRHP)                                     | Historical                   |
| Smith – Beck House (c. 1900)             | Benson, Arizona       | 425 Huachuca Street                       | Building (NRHP)                                     | Historical                   |
| Treu, Territorial Meat Company (c. 1880) | Benson, Arizona       | 305 East 4th Street                       | Building (NRHP)                                     | Historical                   |
| Hose Shoe Café (1937)                    | Benson, Arizona       | 154 E 4th Street                          | Building and Structure (Restaurant and Neon Sign) * | Historical                   |
| Benson Motel (c. 1930)                   | Benson, Arizona       | East 4 <sup>th</sup> Street               | Building (Motel and Sign) *                         | Historical                   |
| Quarter Horse Motel (c. 1950)            | Benson, Arizona       | 800 West 4th Street                       | Building and Structure (Motel and Neon Sign) *      | Historical                   |
| Reb's Café (c. 1950)                     | Benson, Arizona       | 1020 West 4th Street                      | Building (Neon Sign) *                              | Historical                   |
| <b>Vail</b>                              | <b>Pima County</b>    |   |   |                              |
| Marsh Station Road (c. 1940)             | Vail, Arizona         | Marsh Station Road                        | Structure *   | Historical                   |
| Pantano Town Site                        | Vail, Arizona         | Marsh Station Road                        | Site  | Archeological                |
| Cienega Creek Bridge (1921)              | Vail, Arizona         | Marsh Station Road                        | Structure (NRHP) *                                  | Architectural                |
| La Cienega Natural Preserve              | Vail, Arizona         | Marsh Station Road                        | (Pima County Cultural Resources)                    | Historical                   |
| Vail Steak House Cafe (c. 1950)          | Vail, Arizona         | 13005 East Benson Highway                 | Building (Restaurant)                               | Historical                   |
| Vail Post Office (1908)                  | Vail, Arizona         | 13105 East Colossal Cave Road             | Building  | Architectural and Historical |
| Vail Town Site (c. 1900)                 | Vail, Arizona         | 13105 East Colossal Cave Road             | District and Site                                   | Archeological                |
| US Route 80 /OST alignment (c. 1910)     | Vail, Arizona         | Old Vail Road                             | Structure *   | Historical                   |
| Colossal Cave (c. 1935)                  | Vail, Arizona         | 16721 East Old Spanish Trail              | Park (Pima County) (NRHP)                           | Architectural and Historical |
| Saguaro National Monument                | Vail - Tucson         | 3693 South Old Spanish Trail              | Park (National Monument)                            | Historical                   |
| <b>Tucson (South)</b>                    | <b>Pima County</b>    |   |   |                              |

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| Benson Highway Streetscape                | Tucson, Arizona    | Benson Highway                       | District *   | Architectural and Historical |
| Bucking Bronc Court (c. 1940)             | Tucson, Arizona    | 3426 East Benson Highway             | Building and Structure (Motel and Neon Sign) *       | Architectural and Historical |
| Western Motel (c. 1950)                   | Tucson, Arizona    | 3218 East Benson Highway             | Building and Structure (Motel and Neon Sign) *       | Architectural and Historical |
| Old Spanish Trail Hotel (c.1960)          | Tucson, Arizona    | 305 East Benson Highway              | Building and Structure (Motel and Sign) *            | Architectural and Historical |
| Silver Saddle Steakhouse (c. 1960)        | Tucson, Arizona    | 310 East Benson Highway              | Building (Restaurant)                                | Historical                   |
| San Xavier Del Bac (1797)                 | Tucson, Arizona    | 1950 West San Xavier Road            | (NRHP) NHL   | Architectural and Historical |
| <b>City of South Tucson</b>               | <b>Pima County</b> |                                      |  |                              |
| Motor Court (c. 1935)                     | S. Tucson, Arizona | 2254 South 6 <sup>th</sup> Avenue    | Building (Motel) *                                   | Historical                   |
| Paradise Motel (c. 1940)                  | S. Tucson, Arizona | 1701 South 6 <sup>th</sup> Avenue    | Building and Structure (Motel and Neon Sign) *       | Historical                   |
| Arizona Motel (c. 1930)                   | S. Tucson, Arizona | 1749 South 6 <sup>th</sup> Avenue    | Building and Structure (Motel and Neon Sign) *       | Historical                   |
| Streamline Gas Station (c. 1935)          | S. Tucson, Arizona | 1501 South 6 <sup>th</sup> Avenue    | Building (Service Station) *                         | Architectural and Historical |
| Mexican Food District                     | S. Tucson, Arizona | City of South Tucson                 | District   | Historical                   |
| <b>Tucson (North)</b>                     | <b>Pima County</b> |                                      |  |                              |
| La Cave Bakery (1935)                     | Tucson, Arizona    | 1219 South 6 <sup>th</sup> Avenue    | Building and Structure (Legacy Business & Neon Sign) | Architectural and Historical |
| Santa Cruz Catholic Church (1916)         | Tucson, Arizona    | 1220 South 6 <sup>th</sup> Avenue    | Building (NRHP)                                      | Architectural and Historical |
| KY Market (c. 1960)                       | Tucson, Arizona    | 1100 South 6 <sup>th</sup> Avenue    | Building and Structure (Building and Neon Sign)      | Architectural and Historical |
| Spanish Revival Gas Station (c. 1930)     | Tucson, Arizona    | 901 South 6 <sup>th</sup> Avenue     | Building (Service Station) *                         | Architectural and Historical |
| Alamo Apartments (c. 1930)                | Tucson, Arizona    | Stone Avenue, 5 Points               | Building and Structure (Motel and Neon Sign) *       | Architectural and Historical |
| Jewish History Museum (1910)              | Tucson, Arizona    | 564 S Stone Avenue                   | Building   | Architectural and Historical |
| Clifton Motel (c. 1940)                   | Tucson, Arizona    | 485 South Stone Avenue               | Building (Motel) *                                   | Historical                   |
| Downtown Tucson                           | Tucson, Arizona    | Tucson, Arizona                      | District (NRHP)                                      | Architectural and Historical |
| Arizona Daily Star Building (1883)        | Tucson, Arizona    | 30 North Church Ave                  | Building (NRHP)                                      | Architectural and Historical |
| Arizona Hotel (c. 1920)                   | Tucson, Arizona    | 46 - 48 North 6 <sup>th</sup> Avenue | Building (NRHP)                                      | Architectural                |
| Armory Park Historic Residential District | Tucson, Arizona    | Tucson, Arizona                      | District (NRHP)                                      | Architectural and Historical |
| Barrio El Hoyo,                           | Tucson, Arizona    | Tucson, Arizona                      | District (NRHP)                                      | Architectural and Historical |
| Barrio El Membrillo Historic Distirct     | Tucson, Arizona    | Tucson, Arizona                      | District (NRHP)                                      | Architectural and Historical |
| Barrio Libre                              | Tucson, Arizona    | Tucson, Arizona                      | District (NRHP)                                      | Architectural and Historical |
| Blixt – Avitia House (1923)               | Tucson, Arizona    | 830 West Alameda Street              | Building (NRHP)                                      | Architectural                |
| Boudreaux – Robison House (1908)          | Tucson, Arizona    | 101 North Bella Vista Drive          | Building (NRHP)                                      | Architectural                |
| Bray – Valenzuela House (1916)            | Tucson, Arizona    | 203 North Grande                     | Building (NRHP)                                      | Architectural                |
| Las Piedras Rest Home (1910)              | Tucson, Arizona    | 25 North Westmoreland Avenue         | Building (NRHP)                                      | Architectural                |
| Cordova House (1848)                      | Tucson, Arizona    | 140 North Main Avenue                | Building (NRHP)                                      | Architectural and Historical |
| Coronado Hotel (1928)                     | Tucson, Arizona    | 402 East 9 <sup>th</sup> Street      | Building (NRHP)                                      | Architectural and Historical |
| Desert Laboratory (1903)                  | Tucson, Arizona    | Tumamoc Hill, West Anklam Rd.        | Building / Site (NRHP) NHL                           | Architectural and Historical |
| Dobson – Esquivel House (c. 1920)         | Tucson, Arizona    | 1004 West Alameda Street             | Building (NRHP)                                      | Architectural and Historical |
| El Paso and SW Railroad Depot (1913)      | Tucson, Arizona    | 419 West Congress Street             | Building (NRHP)                                      | Architectural and Historical |
| El Presidio Historic District             | Tucson, Arizona    | Tucson, Arizona                      | District (NRHP)                                      | Architectural and Historical |
| El Tiradito (1940)                        | Tucson, Arizona    | 420 South Main Avenue                | Object (NRHP) City Landmark                          | Historical                   |
| Feldman’s Historic District               | Tucson, Arizona    | Tucson, Arizona                      | District (NRHP)                                      | Architectural and Historical |
| First Hittinger Block (c. 1920)           | Tucson, Arizona    | 118 - 122 East Congress Street       | Building (NRHP)                                      | Architectural and Historical |
| Fox Commercial Building (1930)            | Tucson, Arizona    | 17 West Congress Street              | Building (NRHP)                                      | Architectural and Historical |
| Fox Theater (1930)                        | Tucson, Arizona    | 17 West Congress Street              | Building (NRHP)                                      | Architectural and Historical |
| Hotel Congress (1918)                     | Tucson, Arizona    | 311 East Congress Street             | Building and Structure (Hotel and Neon Sign) (NRHP)  | Architectural and Historical |
| Hotel Heidel   MacArthur Hotel (1907)     | Tucson, Arizona    | 345 East Toole Avenue                | Building (NRHP)                                      | Architectural and Historical |
| Iron Horse Historic District              | Tucson, Arizona    | Tucson, Arizona                      | District (NRHP)                                      | Architectural and Historical |
| Manning, Levi H. House (1907)             | Tucson, Arizona    | 9 West Paseo Redondo                 | Building (NRHP)                                      | Architectural and Historical |
| Matus, Antonio, House and Property (1926) | Tucson, Arizona    | 856 West Calle Santa Ana             | Building (NRHP)                                      | Historical                   |

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| Menlo Park Historic District            | Tucson, Arizona          | Tucson, Arizona               | District (NRHP)                                    | Architectural and Historical |
| Charles O. Brown House (1879)           | Tucson, Arizona          | 40 West Broadway Boulevard    | Building (NRHP)                                    | Architectural and Historical |
| Pascua Cultural Plaza (1921)            | Tucson, Arizona          | 785 West Sahuaro              | Site (NRHP)  | Historical                   |
| Pima County Courthouse (1928)           | Tucson, Arizona          | 115 North Church Avenue       | Building (NRHP)                                    | Architectural and Historical |
| Rialto Theater (1919)                   | Tucson, Arizona          | 318 East Congress Street      | Building (NRHP)                                    | Architectural and Historical |
| Ronstadt House (c .1910)                | Tucson, Arizona          | North 6th Avenue              | Building (NRHP)                                    | Architectural and Historical |
| Sixth Avenue Underpass (1930)           | Tucson, Arizona          | Sixth Avenue Tucson, Arizona  | Structure (NRHP)                                   | Architectural                |
| Stone Avenue Underpass (c. 1925)        | Tucson, Arizona          | Stone Avenue Tucson, Arizona  | Structure (NRHP) *                                 | Architectural                |
| Tucson Warehouse District               | Tucson, Arizona          | Tucson, Arizona               | District (NRHP)                                    | Architectural and Historical |
| Tumamoc Hill Archeological District     | Tucson, Arizona          | Tumamoc Hill, West Anklam Rd. | Site (NRHP)  | Archeological                |
| U.S. Post Office and Courthouse (1929)  | Tucson, Arizona          | 55 East Broadway Boulevard    | Building (NRHP)                                    | Architectural and Historical |
| Valley National Bank Building (1929)    | Tucson, Arizona          | 2 East Congress Street        | Building (NRHP)                                    | Architectural and Historical |
| West University Historic District       | Tucson, Arizona          | Tucson, Arizona               | District (NRHP)                                    | Architectural and Historical |
| Tucson Mountain Park                    | Tucson, Arizona          | Tucson, Arizona               | Park (Pima County)                                 | Archeological and Historical |
| Miracle Mile Route US 80 Streetscape    | Tucson, Arizona          | Tucson, Arizona               | District (NRHP pending) *                          | Architectural and Historical |
| G. D. F. Frazier Service Station (1937) | Tucson, Arizona          | 648 North Stone Avenue        | Building (Service Station) *                       | Architectural and Historical |
| Tanno's Service Station (c. 1930)       | Tucson, Arizona          | North Stone Avenue            | Building and Structure (Motel and Neon Sign) *     | Architectural and Historical |
| Flamingo Motel (1954)                   | Tucson, Arizona          | 1300 North Stone Avenue       | Building and Structure (Motel and Neon Sign) *     | Architectural and Historical |
| Tucson Inn (1952)                       | Tucson, Arizona          | 127 West Drachman Street      | Building and Structure (Motel and Neon Sign) *     | Architectural and Historical |
| El Rancho Motel (1948)                  | Tucson, Arizona          | 227 West Drachman Street      | Building and Structure (Motel and Neon Sign) *     | Architectural and Historical |
| Frontier Motel (1948)                   | Tucson, Arizona          | 227 West Drachman Street      | Building and Structure (Motel and Neon Sign) *     | Architectural and Historical |
| La Siesta Motel (1941)                  | Tucson, Arizona          | 1602 North Oracle Road        | Building and Structure (Motel and Neon Sign) *     | Architectural and Historical |
| Club 21 (c. 1940)                       | Tucson, Arizona          | 2920 North Oracle Road        | Building (Restaurant)                              | Historical                   |
| Countess Of Suffolk House (c.1935)      | Oro Valley, Arizona      | 625 East Magee Road           | Building   | Architectural and Historical |
| Steam Pump Ranch (c. 1870)              | Oro Valley, Arizona      | 10901 North Oracle Road       | District (NRHP)                                    | Architectural and Historical |
| Catalina State Park (c. 1965)           | Oro Valley, Arizona      | 11570 North Oracle Road       | Park (Arizona State Park)                          | Historical                   |
| Lariat Restaurant (1948)                | Oro Valley, Arizona      | 16666 North Oracle Road       | Building (Restaurant)                              | Historical                   |
| <b>Oracle Junction</b>                  | <b>Pinal County</b>      |                               |  |                              |
| Oracle Junction Buildings (c. 1940)     | Oracle Junction, Arizona | Oracle Road and AZ 79         | District *   | Historical                   |
| Rancho Linda Vista (1910)               | Oracle, Arizona          | 1955 West Linda Vista Road    | District (NRHP)                                    | Architectural and Historical |
| Oracle State Park (1929)                | Oracle, Arizona          | 3820 Wildlife Drive           | Park (Arizona State Park)                          | Historical                   |
| Pinal Pioneer Parkway (AZ 79)           | Pinal County, Arizona    | AZ 79                         | Structure *  | Architectural                |
| Titan Missile Silos (c. 1963)           | Pinal County, Arizona    | AZ 79 MM 99                   | Structure  | Architectural and Historical |
| Route 80 Culvert (c 1939)               | Pinal County, Arizona    | AZ 79 MM 103.7                | Structure *  | Architectural                |
| Tom Mix Monument (c. 1940)              | Pinal County, Arizona    | AZ 79 MM 115.5                | Object *   | Historical                   |
| Cactus Forest Café and Garage           | Pinal County, Arizona    | AZ 79 MM 127.5                | Building and Structure (Buildings and Neon Sign) * | Historical                   |
| Yolanda's Chuckwagon Restaurant         | Pinal County, Arizona    | 8812 N. Highway 80-89         | Site (ATOT demolished building c. 2010) *          | Historical                   |
| <b>Florence</b>                         | <b>Pinal County</b>      |                               |  |                              |
| Evergreen Addition                      | Florence, Arizona        | Florence, Arizona             | District (NRHP)                                    | Architectural and Historical |
| Florence Town Site (1866)               | Florence, Arizona        | Florence, Arizona             | District (NRHP)                                    | Architectural and Historical |
| McFarland State Historic Park (1879)    | Florence, Arizona        | 24 Ruggles Street             | Building (Arizona State Park)                      | Architectural and Historical |
| Blue Mist Motel (c. 1960)               | Florence, Arizona        | 40 S Pinal Pkwy Ave           | Building (Motel) *                                 | Historical                   |
| State Penitentiary (1908)               | Florence, Arizona        | 1305 E Butte Ave              | Building   | Historical                   |
| Gila River Bridge (c. 1930)             | Florence, Arizona        | Florence, Arizona             | Structure *  | Architectural                |
| Queen Creek Tank Bridge (c. 1920)       | Florence, Arizona        | Florence, Arizona             | Structure *  | Architectural                |
| <b>Apache Junction</b>                  | <b>Pinal County</b>      |                               |  |                              |
| Lost Dutchman State Park                | Apache Junction, Arizona | 6109 N Apache Trail           | Park (Arizona State Park)                          | Historical                   |

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| Lost Dutchman Monument (1938)                 | Apache Junction, Arizona | Apache Junction, Arizona   | Object  | Historical                   |
| <b>Mesa</b>                                   | <b>Maricopa County</b>   | (Maricopa County)          |   |                              |
| Circle RB Guest Lodge (c. 1940)               | Mesa, Arizona            | 6547 E Main St             | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Fountain Motel (c. 1950)                      | Mesa, Arizona            | 6240 E Main St             | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Drive In Restaurant (c. 1950)                 | Mesa, Arizona            | 6101 East Main Street      | Building  | Architectural                |
| Buckhorn Baths Motel (1939)                   | Mesa, Arizona            | 5900 East Main Street      | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| O'Cairns Colonade Motel (c. 1950)             | Mesa, Arizona            | 5440 East Main Street      | Building  | Architectural and Historical |
| Westernaire Motel (c. 1950)                   | Mesa, Arizona            | 5414 East Main Street      | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Barrel Café (c. 1955)                         | Mesa, Arizona            | 6430 East Main Street #1,  | Building  | Architectural and Historical |
| X-B Trailer Ranch (c. 1950)                   | Mesa, Arizona            | 5200 East Main Street      | Building and Structure (Motel and Neon Sign) *    | Historical                   |
| Hi-Jolly Monument                             | Mesa, Arizona            | 4500 East Main Street      | Object *  | Historical                   |
| Freeride Bike Co. (c. 1930)                   | Mesa, Arizona            | 3640 East Main Street      | Building (service station)                        | Architectural and Historical |
| Starlight Motel (c. 1950)                     | Mesa, Arizona            | 2710 East Main Street      | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Sun Land Motel (c. 1950)                      | Mesa, Arizona            | 2602 East Main Street      | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Deserama Mobile Ranch (c. 1950)               | Mesa, Arizona            | 2434 E Main Street         | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Bill Johnson's Big Apple Restaurant (c. 1960) | Mesa, Arizona            | 950 East Main Street       | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Ham-Bone Bar and Grill (c. 1960)              | Mesa, Arizona            | 903 East Main Street       | Building and Structure (Motel and Neon Sign) *    | Historical                   |
| Mid-Century Building (c. 1960)                | Mesa, Arizona            | 640 East Main Street       | Building and Structure (Motel and Neon Sign) *    | Architectural                |
| LDS Temple (1927)                             | Mesa, Arizona            | 101 S Lesueur              | Building  | Architectural and Historical |
| Downtown Mesa                                 | Mesa, Arizona            | Mesa, Arizona              | District (NRHP)                                   | Architectural and Historical |
| West Second Street Historic District          | Mesa, Arizona            | Mesa, Arizona              | District (NRHP)                                   | Architectural and Historical |
| Robson Historic District                      | Mesa, Arizona            | Mesa, Arizona              | District (NRHP)                                   | Architectural and Historical |
| Wilber Historic District                      | Mesa, Arizona            | Mesa, Arizona              | District (NRHP)                                   | Architectural and Historical |
| Temple Historic District                      | Mesa, Arizona            | Mesa, Arizona              | District (NRHP)                                   | Architectural and Historical |
| Kiva Lodge Motel (c. 1930)                    | Mesa, Arizona            | 668 West Main Street       | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Highway Host Motel (c. 1955)                  | Mesa, Arizona            | 1260 West Main Street      | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Regency Inn (c. 1960)                         | Mesa, Arizona            | 1302 West Main Street      | Building  | Architectural and Historical |
| Rawl's Motel (c. 1955)                        | Mesa, Arizona            | 1310 West Main Street      | Building  | Architectural and Historical |
| Plainsman Motel (c. 1960)                     | Mesa, Arizona            | 1338 West Main Street      | Building and Structure (Motel and Sign) *         | Architectural and Historical |
| Roadrunner Motel (c. 1950)                    | Mesa, Arizona            | 2066 West Main Street      | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Del Rio Lodge (c. 1950)                       | Mesa, Arizona            | 2200 West Main Street      | Building and Structure (Motel and Neon Sign) *    | Architectural and Historical |
| Cibola Mobile Home Park (c. 1955)             | Mesa, Arizona            | 2249 West Main Street      | District and Structure (Park and Neon Sign) *     | Architectural and Historical |
| <b>Tempe</b>                                  | <b>Maricopa County</b>   |                            |   |                              |
| Un-named Motel (c. 1955)                      | Tempe, Arizona           | 2030 East Apache Blvd      | Building (Motel) *                                | Historical                   |
| Baker's Acre Motel (c. 1960)                  | Tempe, Arizona           | 1620 East Apache Blvd      | Building (Motel) *                                | Architectural and Historical |
| Un-named A frame Restaurant (c. 1955)         | Tempe, Arizona           | Apache and Sunset          | Building (Restaurant) *                           | Architectural                |
| Gammage Auditorium (1964)                     | Tempe, Arizona           | 1200 South Forest Avenue   | Building (Theater designed by Frank Lloyd Wright) | Architectural and Historical |
| Hayden Flour Mill (1918)                      | Tempe, Arizona           | 119 South Mill Avenue      | Building  | Architectural and Historical |
| Monti's Restaurant (c. 1870)                  | Tempe, Arizona           | 100 South Mill Avenue      | Building (Restaurant)                             | Architectural and Historical |
| Ash Street Bridge (1913)                      | Tempe, Arizona           | Salt River and Ash Avenue  | Structure *                                       | Architectural                |
| Southern Pacific Railroad Bridge (1912)       | Tempe, Arizona           | Salt River                 | Structure   | Architectural                |
| Mill Avenue Bridge (1931)                     | Tempe, Arizona           | Salt River and Mill Avenue | Structure *                                       | Architectural                |
| Papago Park                                   | Tempe, Arizona           | 625 North Galvin Parkway   | Park, City of Phoenix Heritage Park               | Historical                   |
| <b>Phoenix</b>                                | <b>Maricopa County</b>   |                            |   |                              |
| Bill Johnson's Big Apple Restaurant (c. 1960) | Phoenix, Arizona         | 3757 East Van Buren Street | Building and Structure (Restaurant and Neon Sign) | Architectural and Historical |
| Western Lodge (c. 1955)                       | Phoenix, Arizona         | 3725 E Van Buren St        | Building (Motel) *                                | Historical                   |
| Best Inn (c. 1955)                            | Phoenix, Arizona         | 3547 East Van Buren        | Building (Motel) *                                | Historical                   |

|  |                        |                               |  |                              |
|--|------------------------|-------------------------------|--|------------------------------|
| Travel Inn (c. 1955)                     | Phoenix, Arizona       | 3541 East Van Buren Street    | Building (Motel) *                                   | Historical                   |
| East Van Buren Streetscape               | Phoenix, Arizona       | Van Buren Street              | District*  | Architectural and Historical |
| Deer-O Salsa (1959)                      | Phoenix, Arizona       | 2431 E. Van Buren Street      | Building and Structure (Deco Building & Neon Sign)   | Architectural and Historical |
| Roland's Market (1917)                   | Phoenix, Arizona       | 1505 East Van Buren Street    | Building and Structure (Market and Neon Sign)        | Architectural and Historical |
| Downtown Phoenix                         | Phoenix, Arizona       | Phoenix, Arizona              | District   | Architectural and Historical |
| City Center Motel (c. 1960)              | Phoenix, Arizona       | 600 West Van Buren Street     | Building and Structure (Motel and Sign) *            | Architectural and Historical |
| University Park (c. 1920)                | Phoenix, Arizona       | 1002 West Van Buren Street    | Park (Phoenix City Park)                             | Architectural and Historical |
| Arizona Museum University Park (1927)    | Phoenix, Arizona       | 1002 West Van Buren Street    | Building   | Architectural and Historical |
| Golden Moon Chinese Restaurant (c. 1930) | Phoenix, Arizona       | 1408 West Van Buren Street    | Building and Structure (Restaurant and Neon Sign)    | Architectural and Historical |
| Arizona Capitol (1900)                   | Phoenix, Arizona       | 1700 West Washington St       | District   | Architectural and Historical |
| K Motel (c. 1955)                        | Phoenix, Arizona       | 1939 West Van Buren St        | Building and Structure (Motel and Sign) *            | Architectural and Historical |
| Amphitheater Motel (c. 1955)             | Phoenix, Arizona       | 1941 West Van Buren           | Building (Motel) *                                   | Historical                   |
| Coconut Grove Motel (c. 1955)            | Phoenix, Arizona       | 2012 West Van Buren           | Building and Structure (Motel and Neon Sign) *       | Historical                   |
| Bowling Alley (c. 1950)                  | Phoenix, Arizona       | 3137 West Van Buren           | Building and Structure (Blowing Alley & Neon Sign) * | Architectural and Historical |
| Garfield Historic District               | Phoenix, Arizona       | Phoenix, Arizona              | District (NRHP)                                      | Architectural and Historical |
| North Garfield Historic District         | Phoenix, Arizona       | Phoenix, Arizona              | District (NRHP)                                      | Architectural and Historical |
| Woodland Historic District               | Phoenix, Arizona       | Phoenix, Arizona              | District (NRHP)                                      | Architectural and Historical |
| Oakland Historic District                | Phoenix, Arizona       | Phoenix, Arizona              | District (NRHP)                                      | Architectural and Historical |
| Roosevelt Historic District              | Phoenix, Arizona       | Phoenix, Arizona              | District (NRHP)                                      | Architectural and Historical |
| F. Q. Story Historic District            | Phoenix, Arizona       | Phoenix, Arizona              | District (NRHP)                                      | Architectural and Historical |
| Pueblo Grande Ruin and Irrigation Sites  | Phoenix, Arizona       | Phoenix, Arizona              | Site (NRHP) (National Landmark)                      | Architectural and Historical |
| Hohokam Pima National Monument           | Phoenix, Arizona       | Phoenix, Arizona              | Site (National Monument)                             | Architectural and Historical |
| <b>Avondale</b>                          | <b>Maricopa County</b> |                               |  |                              |
| Agua Fria RR Bridge (c.1920)             | Avondale, Arizona      | Avondale, Arizona             | Structure *  | Architectural                |
| Pole Line (c. 1920)                      | Avondale, Arizona      | Avondale, Arizona             | Structure *  | Historical                   |
| Avondale Streetscape                     | Avondale, Arizona      | Avondale, Arizona             | District *   | Architectural and Historical |
| <b>Buckeye</b>                           | <b>Maricopa County</b> |                               |  |                              |
| Liberty School (1910)                    | Buckeye, Arizona       | Liberty Road, Buckeye         | Building   | Architectural and Historical |
| Hobo Joe (c. 1960)                       | Buckeye, Arizona       | 1045 East Monroe Avenue       | Object   | Historical                   |
| Buckeye Street Scape                     | Buckeye, Arizona       | Old Highway 80                | District *   | Architectural and Historical |
| Service Station (c. 1950)                | Buckeye, Arizona       | 223 East Monroe Avenue        | Building (Service Station) *                         | Architectural                |
| Palo Verde Church (1903)                 | Buckeye, Arizona       | 29600 West Old Highway 80     | Building   | Architectural and Historical |
| Desert Rose Restaurant (c.1950)          | Arlington, Arizona     | 18300 South Old US Highway 80 | Building   | Historical                   |
| Arlington Cattle Company (c.1940)        | Arlington, Arizona     | 20505 South Old US Highway 80 | Structure  | Historical                   |
| Auga Caliente Springs of Arizona (1897)  | Hyder, Arizona         | Hyder, Arizona                | Building   | Architectural and Historical |
| Petroglyphs                              | Maricopa County        | Old US 80 MM 23.5             | Site   | Archeological                |
| Gillespie Bridge (1927)                  | Maricopa County        | Maricopa County               | Structure *  | Architectural                |
| Gillespie Dam (1921)                     | Maricopa County        | Maricopa County               | Structure *  | Architectural                |
| North Maricopa Mountains Wilderness Park | Maricopa County        | Maricopa County               | Wilderness Park                                      | Archeological and Historical |
| <b>Gila Bend</b>                         | <b>Maricopa County</b> |                               |  |                              |
| Gila Bend Streetscape                    | Gila Bend, Arizona     | Pima Street                   | District *   | Architectural and Historical |
| Yucca Motel (c. 1950)                    | Gila Bend, Arizona     | 836 East Pima Street          | Building and Structure (Motel and Sign) *            | Architectural and Historical |
| Space Age Lodge (1964)                   | Gila Bend, Arizona     | 401 East Pima Street          | Building and Structure (Motel and Sign) *            | Architectural and Historical |
| Stout's Hotel (c. 1927)                  | Gila Bend, Arizona     | 113 East Pima                 | Building and Structure (Hotel and Neon Sign)         | Architectural and Historical |
| Sears Point Archaeological District      | Gila Bend, Arizona     | Gila Bend, Arizona            | Site NRHP?   | Archeological                |
| Gem Motel (c. 1960)                      | Gila Bend, Arizona     | 710 West Pima Street          | Building and Structure (demolished 2015) *           | Historical                   |
| Adobe Trading Post (c. 1910)             | Gila Bend, Arizona     | 308 East Pima Street          | Building   | Historical                   |



|  |                         |                                |   |                              |
|--|-------------------------|--------------------------------|---|------------------------------|
| Painted Rock Petroglyph Site             | Gila Bend, Arizona      | Rocky Point Road               | Site – BLM  | Archeological                |
| Pole Line (c. 1920)                      | Gila Bend, Arizona      | I-8 MM 94                      | Structure   | Historical                   |
| <b>Sentinel</b>                          | <b>Maricopa County</b>  |                                |   |                              |
| Texaco Service Station (c. 1940)         | Sentinel, Arizona       | Agua Caliente Rd & Frontage Rd | Building (Service Station) *                          | Historical                   |
| RR Depot (c.1920)                        | Sentinel, Arizona       | Agua Caliente Rd & Frontage Rd | Building (moved)                                      | Historical                   |
| Service Station (c. 1960)                | Sentinel, Arizona       | Agua Caliente Rd & Frontage Rd | Building (Service Station) *                          | Historical                   |
| County Line Obelisk (c. 1910)            | Sentinel, Arizona       | I-8 MM 80                      | Object  | Historical                   |
| <b>Aztec</b>                             | <b>Yuma County</b>      |                                |   |                              |
| Aztec water tower (c. 1920)              | Aztec, Arizona          | Aztec, Arizona                 | Structure   | Architectural                |
| <b>Dateland</b>                          | <b>Yuma County</b>      |                                |   |                              |
| Dateland landscape (c. 1920)             | Dateland, Arizona       | Dateland, Arizona              | District  | Historical                   |
| Dateland motor court (c. 1930)           | Dateland, Arizona       | Dateland, Arizona              | Site *  | Archeological and Historical |
| <b>Mohawk Pass</b>                       | <b>Yuma County</b>      |                                |   |                              |
| <b>Owl</b>                               | <b>Yuma County</b>      |                                |   |                              |
| <b>Tacna</b>                             | <b>Yuma County</b>      |                                |   |                              |
| Service Station (c.1950)                 | Tacna, Arizona          | Tacna, Arizona                 | Building *  | Historical                   |
| U.S. Post Office (c. 1940)               | Tacna, Arizona          | 40140 Old US Hwy 80            | Building  | Historical                   |
| Chaparral Motel (c. 1960)                | Tacna, Arizona          | 39780 Old US Hwy 80            | Building *  | Historical                   |
| Patio Café (c. 1955)                     | Tacna, Arizona          | 39760 Old US Hwy 80            | Building  | Historical                   |
| <b>Wellton</b>                           | <b>Yuma County</b>      |                                |   |                              |
| Coyote Trading Post (c. 1940)            | Wellton, Arizona        | Los Angeles Avenue             | Building (Service Station) *                          | Historical                   |
| Desert Rest Motel (c. 1960)              | Wellton, Arizona        | 28709 Los Angeles Avenue       | Building *  | Historical                   |
| Wellton-Mohawk Canal Bridge (c. 1934)    | Wellton, Arizona        | Wellton, Arizona               | Structure *   | Architectural                |
| <b>Ligurta</b>                           | <b>Yuma County</b>      |                                |   |                              |
| Ligurta Station Bar and Café (c. 1950)   | Ligurta, Arizona        | 19702 Old Hwy 80               | Building  | Historical                   |
| <b>Telegraph Pass</b>                    | <b>Yuma County</b>      |                                |   |                              |
| Town Site of Dome (c. 1927)              | Telegraph Pass, Arizona | Telegraph Pass, Arizona        | Site  | Archeological                |
| Fortuna Wash Bridge (1932)               | Telegraph Pass, Arizona | Telegraph Pass, Arizona        | Structure *   | Architectural                |
| <b>Yuma</b>                              | <b>Yuma County</b>      | (Yuma County)                  |   |                              |
| Royal Lodge Motel (c. 1940)              | Yuma, Arizona           | 2941 South 4th Avenue          | Building (Motel) *                                    | Historical                   |
| DE Auto Repair Service Station (c. 1940) | Yuma, Arizona           | South 4th Avenue Yuma, Arizona | Building (Service Station) *                          | Historical                   |
| Services Station (c 1940)                | Yuma, Arizona           | South 4th Ave. and Orange Ave. | Building (Service Station) *                          | Historical                   |
| Steiner's Restaurant (c. 1960)           | Yuma, Arizona           | 2630 South 4th Avenue          | Building (A-Frame)                                    | Architectural                |
| Torch Lite Lounge (c. 1960)              | Yuma, Arizona           | 2501 South 4th Avenue          | Building (Restaurant A-Frame)                         | Architectural                |
| Bubba's Restaurant (c. 1950)             | Yuma, Arizona           | 2497 South 4th Avenue          | Building (Googie Style) *                             | Architectural                |
| El Rancho Motel (c. 1960)                | Yuma, Arizona           | 2201 South 4th Avenue          | Building and Structure (Motel and Sign) *             | Architectural                |
| Yuma Cabana (c. 1960)                    | Yuma, Arizona           | 2151 South 4th Avenue          | Building and Structure (Motel and Neon Sign) *        | Architectural and Historical |
| Hacienda Motel (c. 1960)                 | Yuma, Arizona           | 2150 South 4th Avenue          | Building and Structure (Motel and Neon Sign) *        | Architectural                |
| Tropicana Motel (c. 1950)                | Yuma, Arizona           | 2115 South 4th Avenue          | Building and Structure (Motel and Neon Sign) *        | Architectural and Historical |
| Mavrick Cocktails (c. 1950)              | Yuma, Arizona           | 1460 South 4th Avenue          | Building (Bar and Neon Sign)                          | Architectural and Historical |
| Brownie's Café (c. 1930)                 | Yuma, Arizona           | 1145 South 4th Avenue          | Building (Streamline legacy Restaurant & Neon Sign) * | Architectural and Historical |
| The Coronado Motel (1938)                | Yuma, Arizona           | 233 South 4th Avenue           | Building (Motel) *                                    | Architectural and Historical |
| San Carlos Hotel (1930)                  | Yuma, Arizona           | 106 East 1st Street            | Building (Art Deco Hotel)                             | Architectural and Historical |
| Brinley Avenue                           | Yuma, Arizona           | Yuma, Arizona                  | District (NRHP)                                       | Architectural and Historical |
| Yuma Century Heights                     | Yuma, Arizona           | Yuma, Arizona                  | District (NRHP)                                       | Architectural and Historical |
| Yuma Main Street                         | Yuma, Arizona           | Yuma, Arizona                  | District (NRHP)                                       | Architectural and Historical |
| Yuma Crossing                            | Yuma, Arizona           | Yuma, Arizona                  | Site (NRHP) (National Landmark)                       | Architectural and Historical |

|                                |               |                                  |                                      |                              |
|--------------------------------|---------------|----------------------------------|--------------------------------------|------------------------------|
| Yuma Crossing                  | Yuma, Arizona | Yuma, Arizona                    | Site National Heritage Area          | Architectural and Historical |
| Yuma Territorial Prison (1876) | Yuma, Arizona | 1 Prison Hill Road               | Building Arizona State Historic Park | Architectural and Historical |
| OOH Bridge (1915)              | Yuma, Arizona | Yuma, Arizona and Colorado River | Structure *                          | Architectural and Historical |
| Union Pacific Bridge (1923)    | Yuma, Arizona | Yuma, Arizona and Colorado River | Structure                            | Architectural and Historical |

## 4.5 Cultural Development

*Cultural resources also encompass the historic development of civilization. These should include political/governmental development, socio/cultural and technologic/economic impacts of civilization on the study area.*

*The information presented should deal with the impact of the road or area and what influence it has had in history. Focus on how it helped shape society on a local, state, and/or national level. The information may have been documented by a historical organization. Cultural resources should be depicted on maps, when applicable, and described in written form. Areas of importance to the road designation should be sufficiently detailed. From the historic designation of a route the cultural resources section should comprise the main body of the report. A list of sources to obtain cultural resource data is contained in the Index of Resources in the appendix.*

### 4.5.1 National Historic Context

#### **U.S. Route 80 The Dixie Overland Highway**

By Richard F. Weingroff, Federal Highway Administration

A look at a road atlas from the early 1920's would reveal a complete network of named trails crisscrossing the country. The Lincoln Highway, from New York City to San Francisco, was the best known road of its day. Other well-known routes included the:

Dixie Highway (Sault Ste. Marie, Michigan, to Miami, Florida),  
Meridian Highway (Winnipeg, Canada, to Laredo, Texas),  
National Old Trails Road (Baltimore, Maryland, to Los Angeles, California)  
National Park to Park Highway (a circle route linking western National Parks),  
Victory Highway (New York City to San Francisco), and  
Yellowstone Trail (Boston, Massachusetts, to Seattle, Washington).

The 250 or so named trails, although they carried picturesque and memorable names, became a confusing jumble. At the request of the State highway agencies, the Secretary of Agriculture appointed the Joint Board on Interstate Highways in April 1925 (the U.S. Bureau of Public Roads (BPR) was in his Department). The Joint Board, which included 21 State highway officials and three BPR officials, met with State road officials around the country, developed standardized signs, including the original U.S. shield, identified the Nation's main interstate roads, and conceived a system for numbering them.

The Joint Board completed its report on the new marking system in October 1925. Within the proposed grid of U.S. routes, the report identified U.S. 80. The original description of the route (spelling as in original) read:

From Savannah, Georgia, to Swainsboro, Macon, Talbotton, Columbus,  
Montgomery, Alabama, Selma, Meridian, Mississippi, Jackson, Vicksburg, Tallulah,  
Louisiana, Monroe, Shreveport, Marshall, Texas, Dallas, Fort Worth, Eastland,  
Sweetwater, Pecos, Van Horn, El Paso, Las Cruces, New Mexico, Lordsburg, Rodea,  
Douglas, Arizona, Tucson, Florence, Phoenix, Gila Bend, Yuma, Holtville,  
California, El Centro, Jacumba, San Diego.

The Secretary of Agriculture submitted the Joint Board's proposal to the American Association of State Highway Officials (AASHO) for consideration. His action reflected the fact that the roads were owned and operated by the States, not the Federal Government, and the States, therefore, would have to decide whether to adopt the proposal. Over the next year, AASHO acted on requests, many initiated by named trail associations, to change the routes and numbers.

Finally, in November 1926, AASHO adopted the U.S. numbered plan. The first official description of the approved U.S. 80 appeared in the U.S. numbered log that AASHO printed in April 1927:

United States Highway No. 80.  
Total Mileage, 2,726

**Georgia** Beginning at Savannah via Swainsboro, Dublin, Jeffersonville, Macon, Knoxville, Talbotton to the Georgia-Alabama State line at Columbus.

**Alabama** Beginning at the Georgia-Alabama State line at Columbus via Tuskegee, Montgomery, Selma, Demopolis, Livingston to the Alabama-Mississippi State line west of Cuba.

**Mississippi** Beginning at the Alabama-Mississippi State line west of Cuba via Kewanee, Meridian, Newton, Forest, Jackson, Vicksburg to the Mississippi-Louisiana State line at Delta.

**Louisiana** Beginning at the Mississippi-Louisiana State line at Delta via Tallulah, Royville, Monroe, Ruston, Arcadia, Minden, Shreveport to the Louisiana-Texas State line east of Waskom.

**Texas** Beginning at the Louisiana-Texas State line east of Waskom via Marshall, Longview, Mineola, Dallas, Fort Worth, Eastland, Abilene, Big Spring, Pecos, San Martine, Van Horn, El Paso to the Texas-New Mexico State line south of Anthony.

**New Mexico** Beginning at the Texas-New Mexico State line south of Anthony via Los Cruces, Deming, Lordsburg to the New Mexico-Arizona State line west of Rodeo.

**Arizona** Beginning at the New Mexico-Arizona State line west of Rodeo via Douglas, Bisbee, Tombstone, Benson, Tucson, Florence, Mesa, Phoenix, Buckeye, Gila Bend, Sentinel, Yuma to the Arizona-California State line at Yuma.

**California** Beginning at the Arizona-California State line west of Yuma via El Centro, Jacumba to San Diego.

## **A SERIES OF CHANGES**

By the time of the next log, published in 1929, AASHO had approved an eastern extension of 8 miles, making Tybee Island the starting point of U.S. 80. Today, Tybee Island remains the eastern terminus.

Beginning in 1927, the BPR issued press releases describing some of the major U.S. numbered highways. One November 1927 release ("United States Routes Make Cross-Continent Run Easy") stated:

Two . . . United States routes have a special interest for prospective transcontinental travelers living in the large eastern cities; one - Route 40 - because it is the most direct motor route to California, and the other - a combination of Routes 40, 61, 70, 67, and 80 - because it is a year-round road and, for the present at least, is more surfaced throughout than any other transcontinental highway.

The release speculated that the motorist would reach U.S. 80 in Dallas:

From Dallas, the ascent to the mountains is so gradual as to escape casual observation until the first summit of the Rocky Mountain Range is reached about three miles east of Allamore, Texas, elevation 4,640 feet above sea level. From this point the route drops down to an elevation of 3,700 feet of El Paso, Texas, in the valley of the Rio Grande River, then rising and falling, between four and five thousand feet above sea level, practically to Lowell, Arizona, the road reaches the summit of the Continental Divide about three miles west of Bisbee, Arizona, at the Mule Pass - altitude 6,035 feet - and then descends rapidly, over two lesser divides, to Yuma, Arizona, on the Colorado River and less than 200 feet above sea level. From Yuma to El Centro the road is practically level, and then, between El Centro and San Diego, climbs over the summit of the coast range - elevation 4,103 feet above sea level. The traveler should be careful to turn to the right at Newtown - 52 miles west of El Centro - in order to keep on Route 80.

The release added a comment about conditions motorists would face after crossing the Continental Divide:

Because of the southern latitude and the comparatively low altitudes, the route is never blocked by snow and is open to automobile travel the year round; but where it crosses the Southwestern deserts it has the disadvantage of being uncomfortably hot in the summer months.

Around this time, the BPR issued a separate release on U.S. 80 summarizing the condition of the road:

Route 80 has a total length of 2,671 miles, of which 798, or about 30 percent, are paved with brick, concrete or bituminous macadam, according to figures of the Bureau of Public Roads of the United States Department of Agriculture. More than half the mileage, or 1,472 miles, is surfaced with gravel, sand-clay or topsoil. Climatic conditions in the Southern States are favorable for this lighter construction, which is proving adequate for present traffic. Some of the States have developed very successful methods of treating sand-clay and lime rock roads to eliminate dust which is the one important defect of such surfaces in this region. On the route there are 315 miles of graded and drained earth roads, and 86 miles of unimproved highways.

In the improvement of Route 80, the States have been helped materially by the Federal Government. Of the total mileage, 1,502 miles have been improved with Federal aid, at a total cost of \$23,372,305 of which the Government contributed

\$11,041,351, or about 50 per cent [the standard Federal share of Federal-aid project costs at the time].

## **A NEW ENDING**

In the years since then, U.S. 80 has shifted somewhat to place it on improved alignments and city or town bypasses. More important, U.S. 80 has been shortened, and no longer serves as a transcontinental highway. The shortening began in California. Under State Senate Bill 64, California renumbered its State highway system, effective July 1, 1964. The State law provided that each route should have a single number, with precedence given to retention of present sign route numbers in the following order: Interstate routes, U.S. numbered routes, and State sign routes. To comply with this requirement, California asked AASHO to remove the State's section of U.S. 80 from the official log. The change was first reflected in AASHO's U.S. route log published in 1969.

On October 28, 1977, the Route Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO-the name adopted in 1974) approved Arizona's request to eliminate the section of U.S. 80 between the California State line and Benson, Arizona. New Mexico requested elimination of its segment in 1989, with Arizona joining in to request elimination of the short section remaining in that State. On October 6, 1989, AASHTO's Special Committee on U.S. Route Numbering approved the request to eliminate U.S. 80 from the intersection with I-10 in Benson, Arizona, to the intersection with State Route 48 in Anthony, New Mexico. The official length of U.S. 80 was 1,706 miles.

In 1991, New Mexico and Texas joined in asking AASHTO to eliminate the U.S. 80 designation between Anthony and the intersection with I-30 in Dallas. In an August 28 news release ("What's in a Name?"), the Texas State Department of Highways and Public Transportation explained the decision:

A highway that crosses 21 counties and shares most of its route with three Interstates will lose its designation as a U.S. highway . . . . The highway will be dedesignated [as] a state highway where its route is now concurrent with Interstates 10, I-20 and I-30 . . . . Redesignating US 80 is part of AASHTO's nationwide program to redesignate roadways identified by more than one route number. The program is intended to lessen drivers' confusion and to cut the cost of duplicate signs and maintenance.

The request was approved on October 12, 1991. Dallas remains the western terminus of U.S. 80.

## **DIXIE OVERLAND HIGHWAY**

In numbering the roads in 1925, the Joint Board on Interstate Highways had avoided giving a single number to the longer named trails. The members feared that a single number would allow the named trail promotional groups to continue their activities, to the detriment of the motoring public. However, out of necessity, long segments of the named trails were often given a single number-they were the best routes available for interstate motorists.

In the case of U.S. 80, much of the route was formerly known as the Dixie Overland Highway. From Savannah to Sweetwater, Texas, U.S. 80 was virtually identical to the Dixie

Overland Highway routing. At El Paso, U.S. 80 rejoined the Dixie Overland Highway and stayed with it to San Diego. ("Overland" was spelled variously with and without a dash: Dixie Over-land Highway and the Dixie Overland Highway. This account has dispensed with the dash.)

The Automobile Club of Savannah conceived the Dixie Overland Highway in July 1914. The March 1917 issue of Better Roads and Streets carried an association press release that summarized the history of the organization:

Columbus, Georgia, February 26, 1917. And in the beginning Oglethorpe made a trail, DeSoto ended his in the Mississippi, Balboa started the habit of gazing on the Pacific. Later, Sherman made a trail to the East and certain ambitious southerners made another, paved with dreams of a new empire. Since then no railroad, wagon road, or other highway has been attempted through the southern States for the purpose of connecting the Atlantic with the Pacific, until two years ago in the month of July.

In July, 1914, the Automobile Club of Savannah, Georgia, made a path-finding tour across the State of Georgia to Columbus. They found a practical route, one-half of which was constructed road. A meeting was held in Columbus. It was determined to secure the construction of the entire highway.

The cross Georgia highway again revived the thought suggested by the pioneers, and an ocean to ocean highway was projected. An association was formed, officers elected, and a plan of operation agreed upon. The object of the association being to promote the construction and use of a highway through the States of Georgia, Alabama, Mississippi, Louisiana, Texas, New Mexico, Arizona, and California.

As a result of the investigation to determine the location of the highway, a practical route was found, connecting the cities of Savannah, Columbus, Montgomery, Selma, Meridian, Jackson, Vicksburg, Shreveport, Dallas, Fort Worth, Alamogordo, El Paso, Lordsburg, Douglas, Phoenix, Yuma, San Diego, and Los Angeles, which will never be snowbound, and hence, provide an all-year road.

It was then developed that the Dixie Overland Highway when constructed will be the shortest, straightest, and only year round, ocean to ocean highway, in the United States. All highways east of the Mississippi and the most of those west of the river, are laid out for north and south travel. The Dixie Overland connects them all, is a trunk line through the heart of the "black belt,"<sup>1</sup> crossing the rivers at the head of navigation, and forming what the promoters believe to be the most useful and important highway in the South.

It is valuable for the transportation of passengers in business and pleasure cars. It will be used in the next step in the evolution of transportation for the exchange of

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<sup>1</sup> The "Black Belt" is a geographic area of Alabama. Also called the "Black Prairie," it consists of a 20 to 25 miles wide, crescent shaped area of approximately 8,000 square miles across the central part of the State.

<sup>2</sup> For more information, "Dr. S. M. Johnson: A Dreamer or Dreams" at [www.fhwa.dot.gov/infrastructure/johnson.cfm](http://www.fhwa.dot.gov/infrastructure/johnson.cfm). An article about the Zero Milestone can be found at [www.fhwa.dot.gov/infrastructure/zero.cfm](http://www.fhwa.dot.gov/infrastructure/zero.cfm).

light, and short distance freight. Its location and advantages will make it of particular value for military purposes.

The officers of the association early announced that it was a fraud to advocate a highway until it was one. So no literature or maps were printed and circulated; instead the road building authorities in each of the seventy-five counties through which the highway passes, have been asked to enter into an agreement with the association to build and maintain a practical year round automobile highway for the Dixie Overland. As a result, all of the highway is now constructed in Georgia. Recent investigations indicate that the construction of practically all of the remainder of the highway to the Pacific, will be completed during the coming summer.

If the construction is completed, it is the expectation of the officers of the association to formally open the highway in October, with an ocean to ocean tour, from Savannah to Los Angeles . . . .

The trail of Oglethorpe has been projected to the object of Balboa's scrutiny. The spirit of DeSoto may now continue its westward march, not hampered by unbridged streams, or trackless forests, or burning deserts, join those who gaze on the placid Pacific, and if weary grown, return over 3,000 miles of sun-kissed, historic lands to native habitat by the Father of Waters, or pass beyond to the storm-tossed sea of the Rising Sun.

The first meeting of the Dixie Overland Highway Association was held in Columbus on July 17, 1914, to celebrate the arrival of the pathfinders from Savannah. As association was organized "to ascertain the practicability of promoting an all-weather highway through the South." The following year, on July 24, the association met in Savannah for its second meeting. It received reports that "an ocean-to-ocean all-weather highway was practical and was then about 50 percent construction." With that assurance, the members formed a permanent organization.

On February 14, 1917, the Dixie Overland Highway Association was incorporated in the State of Georgia for a 20-year period as a nonprofit organization, with headquarters in Columbus:

Its purposes are to foster the construction and use of a highway from Savannah, Georgia, to Los Angeles, California, through eight states, seventy-four counties and nearly two hundred towns and villages; to strive for uniform, wise and equitable road legislation in the States of Georgia, Alabama, Mississippi, Louisiana, Texas, New Mexico, Arizona and California; to aid in bringing about efficient road administration; to seek continuous and systematic maintenance of all roads and their classification according to traffic requirements; to promote cooperation in "units" or "locals" on the parts of towns, cities, communities, precincts and other political subdivisions; to mark the highway; to give publicity to its historical character, by monuments, guide-books, bulletins and other printed matter; to affiliate and cooperate with other good roads associations.

The association's motto was: "The Shortest and Only Year Round Ocean-to-Ocean Highway."



In August 1918, the Dixie Overland Highway Association met in Shreveport, Louisiana, for its fifth annual convention. The question of the western terminus-Los Angeles or San Diego-was a key issue. A report in the September 1918 issue of the association's newsletter explained that the convention opened on that note:

There was a dramatic opening to the Convention when the presiding officer, Dr. S. M. Johnson [Vice President, New Mexico], called the six foot delegates from San Diego and Savannah to the platform and suggested that they shake hands as a pledge of the terminal cities to see the highway constructed.

The issue was of sufficient importance for the Governor of California to get involved:

Governor Stephens, of California, sent as his personal representative Stanley Hufflund, of San Diego. Mr. Hufflund also represented the San Diego Chamber of Commerce, and the California Vice-President. On behalf of San Diego he asked that the highway be terminated at that city instead of Los Angeles. The matter was recommended favorably to the Executive Committee.

The issue also contained a letter from Colonel Ed Fletcher, a San Diego developer and booster who was active in several named trail associations. He was unable to attend the convention, but wanted to let the participants know why he believed the route should end in San Diego:

It is fitting that San Diego should be the western terminus. It is now a city of one hundred and fifteen thousand inhabitants, with a perfectly land-locked bay and twenty-two miles of ocean dockage in the most southwesterly harbor of the United States.

In May 1919, the Executive Committee of the Dixie Overland Highway Association approved San Diego as the western terminus, and elected Colonel Fletcher to be President of the association. In a statement, Fletcher commented:

I certainly appreciate the honor of having been elected president of the Dixie Overland Highway Association and will give the best that there is in me to continue the good work. I let it be known to the executive committee when the offer was tendered that I could not give all my time to it and that I would not consider taking up the work unless San Diego was made the Pacific terminus.

## **COLONEL FLETCHER AND THE WESTERN END**

Colonel Ed Fletcher began his San Diego career as a produce merchant, but soon branched out into water and land development. He and other San Diego boosters recognized that one of the chief obstacles to its development was Los Angeles. Early in the century, Los Angeles, unlike San Diego, had a direct rail link to the east. San Diego's efforts to secure a rail line were frustrated by financial problems and the difficulty of terrain. Interest, therefore, turned to roads, as described in Richard F. Pourade's *Gold in the Sun: The History of San Diego* (The Union-Tribune Publishing Company, 1965):

The first step in establishing a favorable auto road to Imperial Valley was taken with the improvement of the road eastward through the mountains to Jacumba and Boulder Creek but stopping short of the descent down what is known as Mountain Springs into the desert.

Los Angeles, watching San Diego's road-building activity toward Imperial Valley which threatened to put direct routes into southern Arizona and open the door to transcontinental auto travel and trade, hastened work on a route to the valley by way of San Bernardino and Mecca. With the arising of competition from Los Angeles, San Diegans again sought contributions from concerned citizens and raised \$60,000 to extend the new road from the San Diego County line to the desert floor in Imperial County.

The difficulties of the San Diego route are illustrated by an anecdote included in Albert D. Manchester's *Trails Begin Where Rails End* (Trans-Anglo Books, 1987). He described a 1910 trip by Harold Collyer (20 years old) and Bud Price (about the same age) in a Ford Model T. A portion of the trip, as narrated by Manchester, follows the route of future U.S. 80 in the Southwest:

The boys left home [a farm in west Texas] with five gallons of gasoline, five gallons of water, and couple of gallons of oil tied to the running boards. They carried enough tools to open up a repair garage anyplace along the way. Shovel, axe, and camping gear were tied on. Spare tires and desert bags (drinking water) were attached wherever else they could find room. Full of bacon and biscuits, they chattered [sic] away from home on a cool morning.

It was still quite hot when they pulled into Deming, New Mexico, late that night, out of water, almost out of gasoline, and tired right down to the bone marrow from shoveling sand. The day had taught them one thing about desert travel: get an early start, even before the sun comes up; get down the road a ways before the day heats up. Relax in the middle of the day, if you have to. Travel again in the evening. Summertime in the Southwest is an unhealthy time of the year to be shoveling sand under the midday sun. They bought tarps to throw under the tires, for traction over soft sand.

Two or three days later they showed up in Tucson, where they had to replace a tire; sand and heat were already hard at work on the Ford. They drove through Gila and Yuma, places that have their own brand of summer heat . . . . When they had to repair tires along the road, they tied the tarp to the car, staked the other end of the tarp to the ground, and worked in the shade . . . .

After they crossed the Colorado River into California, they ran into deep sand. The Ford ground away through the sand, gulping water for relief. At last they came to the famous wooden road that had been put down over the dunes. The road was just wide enough for one car, but wider places had been built into the road every mile or so in order to let one car pass another. Harold and Bud didn't meet anybody.

When they fueled up in El Centro, they learned that the road over the hills to San Diego was so rough and steep that their T might not make it. Gasoline was fed to

the T carb by gravity; going uphill, gas just might not feed to the carb properly if the road happened to be too steep. Some drivers solved the problem by backing uphill, but when you were climbing a steep, narrow, winding mountain road that climbed for several miles, such a tactic could prove impractical. Harold and Bud solved that problem by stationing Bud out on a fender with a can of gasoline. He poured gas into the carburetor at just the right intervals to keep the car going. It was a risky business because Bud was in danger of falling off the car--it was a rough road--or accidentally pouring gasoline all over the engine and possibly starting a fire that would destroy their car.

They pulled out on top at Jacumba, 4,000 feet above sea level and fifteen degrees cooler. It felt so good up there they decided to camp under a big tree while they worked on the car, cleaning it and greasing it, and going over it with their tools to tighten anything that had vibrated loose. This was a common chore with the early drivers. The cars vibrated a good bit all by themselves, but after bouncing all over bad roads for a week or so, they could be in need of tender attention with wrenches and screwdriver.

After camping in San Diego, Harold and Bud drove to Los Angeles before turning east. They took a northern route into Arizona, but eventually picked up future U.S. 80 in New Mexico.

The rest of the trip was comparatively uneventful. Just steady driving through sand and dust and mud, fixing a flat now and then for a break in the routine. They drove through Lordsburg, Deming, Las Cruces, El Paso. And home. All the tires were worn out. The car had about five hundred new rattles. (It should be remembered that a lot of wood was used in car bodies before the 1930s, and especially in the arid Southwest, the bodies would loosen up.) But they just cleaned the car, ground the valves, tightened her up . . . and she was about as good as a T could ever get.

Pourade described some of the construction work underway in 1911:

The highest elevation on the lowest pass of the mountain mass on the direct Yuma-San Diego route was about 4000 feet. Just east of Jacumba the elevation was about 3200. For several years road crews had been hacking out a new highway down the mountains from Jacumba. The old wagon road, which had been used by autos for a decade, left Jacumba Valley and went northeast and then almost directly south to reach Mountain Springs, dropping about a thousand feet in three miles; then it followed the bed of Devil's Canyon, a virtual tunnel between towering red rock hills and dropping another thousand feet to the upper desert floor. Any auto caught in this narrow gap in a desert cloudburst could be picked up by rushing water and battered to pieces against the walls.

The new road was following what eventually became Highway 80, clinging precariously to the sides of precipitous mountains, dipping in and out of their scalloped sides and reaching Mountain Springs from the south, a drop of a thousand feet. Avoiding Devil's Canyon, it was turning down Myer Canyon, or In-Ko-Pah Gorge, for another thousand feet, again clinging to a narrow ledge cut out of the mountain sides, and was to reach the desert floor near Ocotillo . . . .

The Mountain Springs road was dedicated during spring 1913 ceremonies. Pourade, who reported that 800 excursionists attended the ceremonies, quoted a speech by J. J. Carr, Chairman of the Imperial County Board of Supervisors:

Imperial County is growing by leaps and bounds. This stretch of road is just what it needs. I fail to find words to express the gratification of Imperial Valley residents. Products of the valley will be hauled to San Diego for market. Your coffers will in a few years team with the valley wealth.

In the self-published 1952 book *Memoirs of Ed Fletcher*, Colonel Fletcher described the celebration as a gala occasion:

Hundreds of machines took the first ride down the canyon to the desert, returning via Devil's Canyon to Mountain Springs. My friend, William Allen White, of Emporia, Kansas, was our guest of honor that day and wrote a splendid tribute.

The tribute, which was written 2 decades later, was called "A Crystallized Hope." Fletcher liked it enough to reprint it:

Newspapers in the southwest corner of America tell of another remarkable achievement--the completion of a national highway between San Diego and Phoenix with only 20 miles unpaved between El Paso and San Diego. Twenty years ago this thing was projected as a dream of a super-realtor in San Diego, Ed Fletcher, and in the mind and heart of Governor Hunt, of Arizona. When the thing was started the projectors had to go by rail by way of Los Angeles in order to get to Yuma.

Governor Hunt is still governor; Ed Fletcher is still dreaming big dreams in San Diego that crystallize into reality. It's a lot of fun to be that kind of man. It brings more happiness to see how things can happen and get fooled sometimes when they don't happen rather than to see how things can't happen and then get fooled when they do.

In December 1911, 84 delegates from Arizona, California, and New Mexico met in Phoenix to form the Ocean-to-Ocean Transcontinental Highway Association. The goal was to select a route and promote construction of a highway across the country. A delegate from Los Angeles, John S. Mitchell, was elected President, but San Diego was represented by A. G. Spalding, the sporting goods manufacturer, and Rufus Choate of the Chamber of Commerce. According to Pourade:

The Arizona and New Mexico delegates had no trouble agreeing on a route through their states but the Californians were divided on whether it should go directly from Yuma to Los Angeles, by way of the Salton Sea and San Bernardino, or by way of San Diego. San Diego lost, and the decision also removed the principal towns of Imperial Valley, El Centro, Holtville and Calexico, from the proposed national road system . . . . The route by way of San Diego had ninety miles less of desert though it was about thirty miles farther than by way of the Salton Sea [to Los Angeles] and the mountain barrier made it slow and much more difficult.

In April 1912, one of the organizers of the Ocean-to-Ocean Highway Association, Colonel Dell M. Potter of Clifton, Arizona, attended the first National Old Trails Road Convention in Kansas City, Missouri. Organizers intended to designate a transcontinental route following some of the Nation's most historic roads, including the National Road in the East and the Santa Fe Trail. Colonel Potter addressed the convention to recommend adoption of the Ocean-to-Ocean Highway as the western link of the new trail. Participants agreed to affiliate with the association, and even adopted part of its name (the National Old Trails Road Ocean-to-Ocean Highway Association). However, the western segment along the Ocean-to-Ocean line was listed on association maps as "tentative."

In February 1913, Colonel Potter helped organize the Southern National Highway Association. As explained in the March 1913 issue of *Southern Good Roads*, a convention was held on February 12 in Asheville, North Carolina, ". . . for the purpose of deciding upon a route to be recommended to congress as a practicable line to connect with the San Diego-El Paso road, far enough south to permit of all-the-year travel between the Atlantic and Pacific Coasts . . ." Colonel Fletcher was a State organizer for California.

When the National Old Trails Road Ocean-to-Ocean Highway Association held its second annual convention on April 29-30, 1913, members agreed on a western alignment across northern Arizona into Los Angeles (by the road that became U.S. 66), bypassing Colonel Potter's route. "Ocean-to-Ocean" was dropped from the association's name. Although the timing may have been coincidental, these actions may have resulted from the fact that Colonel Potter's Southern National Highway would be a direct competitor of the National Old Trails Road and also bypassed Missouri, the home base of the leaders of the organization.

In the long run, the National Old Trails Road was one of the best known of the named trails, and its association one of the most prominent. Although Colonel Potter promoted the Southern National Highway into the 1920's, it had little impact on motorists of the day and was gradually replaced by other named trails.

Meanwhile, Colonel Fletcher continued promoting a transcontinental route for San Diego. In 1912, he joined with other prominent San Diegans who raised \$3,000 as prize money and challenged Los Angeles interests to a race to Phoenix. Residents of Phoenix added \$1,000 in prize money. The competition began with a pathfinder race. Colonel Fletcher drove San Diego's entry, a Franklin provided by the *Tribune-Gazette*, from San Diego by way of El Centro, a distance of 360 miles. He arrived in Phoenix after a trip of 19 hours. The Los Angeles entry traveled by way of Blythe, a distance of about 425--or would have if the car hadn't broken down in the desert. The vehicle never reached Phoenix.

When the official race took place, 22 vehicles left San Diego, but only 12 reached Phoenix. The lead vehicle, driven by San Diego auto dealer D. W. Campbell, was 2 hours ahead of the first vehicle from Los Angeles. "However," as Pourade explained, "though the route from Los Angeles was sixty-five miles longer, in actual running time from the starting city to destination, the Los Angeles auto beat Campbell's time by fourteen minutes."

The race had been part of a series of endurance races that began in 1908, when the Automobile Club of Southern California conceived the idea as a way of promoting the good roads cause. The races came to be known as the "Desert Race" or the "Cactus Derby." Some

years, participants drove from Los Angeles directly to Phoenix; other years, they went through San Diego. In 1913, a similar race took place from El Paso to Phoenix, timed to coincide with the Cactus Derby. Some of the participants, upon arriving in Phoenix, organized the Borderland Route Association to promote construction of a road from Galveston, Texas, to Los Angeles via San Diego--essentially the route that became U.S. 80.

One of the chief obstacles to this or any other road through southern California was the segment across the sand dunes in Imperial County. Ben Blow described the problem in his 1920 book, *California Highways* (H.S. Crocker Co., Inc.):

From San Diego, where connection is had with the coast route to Los Angeles and San Francisco, to El Centro, no particular engineering difficulties prevailed, rerouting of existing roads to secure a minimum grade being necessary in some places but the work mainly being straight road-building with no particular frills . . . . To the east of El Centro, however, or more properly speaking, from Holtville, was a situation that the most stout-hearted engineer gazed at with something which approached affright. Huge dunes made up of what is expressively designated blow-sand piled up in ever-changing formation in the Colorado Desert, where a torrid sun, lack of water, and almost unconquerable sand made travel a thing to be approached almost with prayer. All existing roads, in the old days, were merely wagon or automobile tracks in the sand, tracks that were filled up almost as soon as made . . . .

The January/February 1987 issue of *Going Places* described one early attempt to solve the problem:

The dunes, the surviving beaches of prehistoric Lake Cahuilla, have changed very little in the 140 years since John Fremont's Continental Telegraph Survey of 1848. Stretching 30 miles from north to south and seven miles east to west, the dunes were a formidable barrier to travel until highway engineering ingenuity overcame nature.

In 1902 someone discovered that laying a patch of Arrow Weed, a stiff weedy type of native vegetation, across the dunes would allow horse-drawn and horseless carriages to drive over. But the brush would break down and wheels would bog down in the sand.

These difficulties were among the reasons transcontinental routes bypassed San Diego. To solve this problem, Colonel Fletcher went to work:

I could see the importance of building a highway directly through the sandhills, if possible, to say nothing of saving the cost of building and maintaining that additional 46 miles, also, the added benefit of shortening the national highway 46 miles, all to San Diego . . . . [During a California Highway Commission meeting selecting routes, I asked that they] take no action on the proposed routes to Phoenix until I could demonstrate the feasibility of putting a highway through the sand hills, in which case, I would guarantee to raise the necessary funds to make the demonstration by putting a wooden plank road through the sand hills. The highway commission granted my request and I immediately went to El Centro to help raise funds and get the support of Imperial County, financially and otherwise, in making demonstration . . . .

I made an arrangement with Supervisor Ed Boyd whereby I would raise the funds to buy 37 carloads of plank and pay the freight to Glamis, the nearest railroad siding to the sand hills, and Ed Boyd, out of the road funds from his district and with the assistance of neighbors and friends would haul the lumber and lay the plank road ready for travel . . . . I raised \$13,000.00 in San Diego, something like \$3,000.00 in Yuma, and enough funds altogether from other sources . . . .

The total cost was \$20,000, which funded construction of a 6-mile plank road across the sand dunes. The plank road was constructed in about 3 weeks, beginning on February 13, 1915. Pourade called it ". . . a flimsy, two-track road of . . . two-by-twelve planks nailed to cross ties which provided two tracks each twenty-five inches wide." He added, "It required a steady hand at the wheel to keep an auto on the tracks in the face of adverse weather and terrain."

Blow described the unusual road:

. . . on these boards many an automobile made the trip, now and then falling upon evil times when a hind wheel jumped the track and settled down into the sand. A crazy road this was, humped up on one side and dropped down upon the other, writhing like a snake when the sand shifted to and fro and provided with turnouts of similar erratic construction.

San Diego's situation improved further on May 24, when a new bridge at Yuma was dedicated, providing a usable road across the southernmost part of California to Arizona. A ferry had served motorists crossing the Colorado River, but motorists who reached the river from California after 6:00 p.m. often had to spend the night in their cars. A. L. Westgard, known as the Pathfinder during the early days of motoring, complained that:

. . . the ferryman could not be hired, threatened or otherwise persuaded to break his rule not to work after hours, no matter what the hardships to the tourists, who were compelled to sit there in the dark, generally supperless, too, and watch the blinking arc lights of the city of Yuma just across the river, and not a wide river at that . . . . By the co-operation of the Federal Government with the States of Arizona and California, the bridge was built--and the ferryman lost his job as he fully deserved. [Tales of a Pathfinder, published by A. L. Westgard, 1920]

San Diegans had been particularly interested in promoting roads in 1915 because their city was to host the Panama-California Exposition, while the Panama-Pacific Exposition was held in San Francisco. The San Diego exposition prompted the Southern National Highway Committee of the Cabrillo Commercial Club to plan the first official trip over the designated route of the Southern National Highway. Pourade cited several reasons for the trip:

[The committee, which included Colonel Fletcher, organized the trip to] stimulate interest in driving to the exposition over the Southern route, following the building of the bridge across the Colorado River and the plank road over the sand hills, but primarily to emphasize San Diego's campaign to be terminus of a Southern national highway planned under anticipated congressional appropriations . . . . Ed Fletcher warned that as far as federal funds were concerned, San Francisco's Lincoln Highway Association might get there "first with the most" if San Diego did not act quickly.

This idea, that the Congress would approve legislation to build Federal interstate highways, was a common hope of road promoters at the time. Legislators proposed specific roads to be built, or systems of roads, but the proposals were never approved. In 1916, the Federal program of aid to the State highway agencies began, frustrating the hopes of those who had sought direct Federal construction of national highways.

On November 2, 1915, the Southern National Highways car left San Diego. Colonel Fletcher participated in the tour from San Diego to Globe, Arizona. After 23 days, the remaining group, plus Colonel Potter, arrived in Washington on November 27, having traveled 3,590 miles, including detours, for an average of 133 miles a day.

One of the participants, William B. Gross, wrote an official account of the trip (Grossmont, a community just before El Cajon along U.S. 80, is named for Gross). His description of the trip across the eastern part of California offers no hint of difficulty:

It was quite dark when we reached the sand-hills, but we had no trouble in making the run through this one-time dreaded section over the new plank road.

In 1916, the California Highway Commission replaced the two-track plank road with an 8-foot wide plank road. Blue commented:

The new plank road, compared to the old one, seems like a boulevard, an eight-foot road of solid crossway planking with similarly constructed turnouts, eight feet wide, holding two cars every four-tenths of a mile. But this road serving now must be kept under constant supervision, for the sands blow upon it and cover it up and make it useless. It is open only as long as the road crew of the State Highway, which has a station at a well on the edge of the desert, keeps scraping it off.

He added that, "This route proves the existence of the impossible . . . . The lover of the unusual will like the trip over this route." This road has become known to history as "The Old Plank Road"

And was one of the most famous early roads of the 20th century.

Fletcher was proud of his role in the history of the road, mentioning in his memoirs that after he demonstrated the feasibility of the route, "The State of California and the United States Bureau of Public Roads adopted this route and on shifting sands, is laid one of the finest paved highways in the State of California today." He admitted, though, that not everyone was pleased. He reprinted an article that appeared on the first page of an El Centro newspaper on April 27, 1919:

Avoid Plank Road  
Warning to Autoists

Public warning was issued yesterday by the El Centro branch of the Automobile Club of Southern California that travel to Yuma via the plank road is dangerous. Several cars which recently attempted the trip were badly damaged and owners were put to heavy expense to get through. Cars are injured in the drive, engines are racked



and shattered, and in many cases the machines have to be pulled many miles by teams.

Another phase of the warning is the danger of suffering and death to people. As there is no travel over the road, parties attempting it suffer from thirst and are sometimes in danger of death, as there is little chance of succor arriving unless a call for aid reaches Holtville or Yuma.

A new plank road was opened in 1924 to replace the splintered and weathered portions of the old road. Meanwhile, experiments were underway to find a permanent replacement for the planks. The experiments were described in an article in the November-December 1928 issue of California Highways and Public Works:

Elaborate experiments were carried out in attempting to control the shifting sand dunes, but thought of their control was finally rejected. Other plans considered were those of constructing a better road surface that could be raised and lowered in a manner similar to the old plank road. All these plans were also finally rejected.

The final plan adopted was that of constructing a standard pavement on high sand fills, higher than fast moving sand dunes. It was found that only the small sand dunes move fast. Those over 30 feet high move very slowly. The movement of the dunes that are 200 to 300 hundred feet high is scarcely perceptible. The new road was built up on sand fills to be level with the top of dunes as high as 30 feet. In order to keep the high sand fills of the new road from blowing away, these fills were oiled. The road was located to avoid the very high slow moving dunes.

In 1926, 6.5 miles of asphalt concrete pavement were placed on a new grade line as replacement of the old plank road. The road cost \$340,000 and was paid for by the Federal and State governments, 50-50, under the Federal-aid highway program.

By the time the Old Plank Road was replaced, State officials recognized that the plank road was historic. California highway officials had planned to give the planks to the Imperial Irrigation District for such use as might be appropriate. However, an editorial in the Calexico Chronicle urging preservation prompted a change in plans. The road was left in place, although it became a target for firewood collectors and souvenir hunters over the years.

In 1928, State highway officials added a footnote to the history of the Old Plank Road. The May-June issue of California Highways and Public Works, contained the following article:

Picturesque Desert Highway  
Employee is Killed in Accident

Acquaintances and friends of William A. (Bill) Magee will learn with sorrow of his death near his beloved Sand Hills on the Yuma road. His death occurred on April 22nd as a result of an automobile accident which occurred while he was driving to Holtville.

Bill has no known relatives, but his genial patience and rough and ready ways made many friends for him among the traveling public. For seven years he drove a team of horses that helped clear the sand from the old plank road and towed cars back on the planks when they wobbled off.

His motoring friends will remember him as the stalwart highway employee who stood 6 feet 2 inches in height. Bill never wore a hat. He faced the desert sand storms and blazing sun bareheaded. His hair stood vertical on his head and his complexion was that of tanned leather.

With the completion of the fine wide pavement across the Sand Hills in 1927, his responsibilities were lessened, but he was still the same picturesque figure working along the road. The drifting sand will soon cover every physical trace of Bill's work, but he has left a more lasting and permanent mark in the memory of the motorists he helped.

Travel writer John T. Faris, writing in *Roaming American Highways* (Farrar and Rinehart, Inc., 1931), commented on Colonel Fletcher and the skeptics who doubted his vision:

"It will cost millions, and who will furnish the money? And shall we live to see it completed?"

Richard Barry tells how the questions were shot at Colonel Ed Fletcher, a San Diego visionary who, in 1908, stood with him on a cliff in the Coyote Mountains, far east of San Diego, where there is a drop of several thousand feet to the trail that led to the Imperial Desert, the predecessor of that wonder of irrigation, the Imperial Valley. Pointing east across the desert the man of vision said: "Right there is the shortest line between the Atlantic and the Pacific. I am going to blast a highway through these mountains, throw a paved road across the sand, and give San Diego a direct contact with the East. The automobile has come to help San Diego realize its destiny."

At that moment such a highway seemed a fantastic dream," Barry wrote in *The World's Work*. "The burro trail snaked itself across the mountainside with only inches to spare, down to a desert on which nothing could ever grow, on which only lizards could crawl. Across the desert were miles of bare plain--not a hotel, not even a tax-payer--and beyond that were unbridged rivers and swamps. But Fletcher could see past the difficulties, and for fifteen years he worked for the city of San Diego and for his vision."

## **OCEAN TO OCEAN ON THE DIXIE OVERLAND HIGHWAY**

Colonel Fletcher, in his memoirs, included an account of his record-breaking trip across country on the Dixie Overland Highway.

The trip that I shall never forget was our race against time, from San Diego to Savannah, Georgia, October 20 to 23, 1926, under the auspices of the San Diego Chamber of Commerce. At that time there was only about 5% of the highway hard surfaced between the two points . . . San Diego was fighting for a direct eastern national highway route and the first paved road from ocean to ocean. The directors

of the Chamber of Commerce asked for publicity toward our demand for a national highway from San Diego to Savannah, Georgia . . . .

I first got permission through highway friends from each State, County and City authority en route to break every speed law they had. I then prepared a schedule of date and hour and minute of arrival at each point, taking with me Ed Fletcher, Jr., Milton Jackson, LaVerne Kingsbury and G. E. Graves, our mechanic.

The account of the trip, made in a Cadillac sedan with 17,000 miles on it, is from a brochure, issued by the Chamber of Commerce, about "Col. Fletcher's Record-Breaking Transcontinental Trip":

On the afternoon of Tuesday, October 19th, the day before we started, our friend, Dean Blake, U.S. Weather Bureau, reported that a cyclone was developing around Puerto Rico and would strike Savannah, Georgia, by Saturday noon; that we would get a slight touch of rain in New Mexico from a storm working south from British Columbia, but otherwise the weather would be clear.

We left at 4 o'clock in the morning of the 20th and had two hours of darkness, arriving in Yuma at 7:55; our time, San Diego to Phoenix, was 8 hours and 2 minutes, averaging 50 miles an hour. A large crowd met us in Phoenix, but in ten minutes we were off for Tucson. The Tucson speed cops showed us the way in and out of Tucson. Sure enough we got caught in the cloudburst which washed out bridges between Bisbee and Douglas but they suggested going by way of Benson and Willcox to Lordsburg. It was my only hope to keep us from quitting. Tucson friends telephoned and four horses were made available--fortunately we succeeded in being pulled across the San Pedro River near Willcox.

We met bad weather and country roads through New Mexico but 10 miles from El Paso, we received a signal from the El Paso motor cops that gave a welcome very much appreciated.

Twenty-four hours after leaving San Diego we arrived at Kent, Texas. We drove all day through Texas, city officials from Fort Worth met us but we went through that city at 55 miles an hour. At 6:30 P.M. the Dallas motor cops led the way into our garage for re-fueling. The crowds were enormous. It was estimated 2500 were there to meet us. We had made the fastest time ever made from the Pacific Coast to Dallas. [After a 46-minute stop for refueling, a shower and rubdown, and a dinner and 5-minute talk to the enthusiastic crowd] we were again on our way for Shreveport, Louisiana. To our utter amazement 300 people were waiting for us in Shreveport at 1.15 A.M. Then the run for 205 miles over dirt roads through the swamps of Louisiana to Vicksburg. Ed Jr., riding behind, really saved our lives for in the darkness one of our boys fell asleep driving. I was asleep but Ed Jr., grabbed the wheel just as we were going off the bank 15 feet into the swamps. The bank caved beneath us but the speed saved us. We arrived at Vicksburg at 7:55 and were delayed only five minutes for the ferry which took us across the Mississippi River, having beforehand made arrangement for same. A few moments stop at Jackson, a new guide, and we were off for Montgomery, Alabama, where we arrived at 6:25 P.M. Friday. A new guide showed up and we drove in two hours and 20 minutes over dirt

road to Columbus, Georgia, where a mob of several hundred people, with tremendous enthusiasm, welcomed our arrival. We still had 278 miles to go to Savannah. As predicted by the weather bureau the clouds had gathered and everything indicated rain. If the rains had come our situation would have been hopeless for the last 150 miles were clay roads. Thank heaven it did not rain until after we arrived in Savannah. Fifteen miles out we were stopped by the city officials of Savannah at 2:45 A.M. and motor cops showed us into Savannah where we arrived at 3:15 A.M., making the trip across the continent, including all stops, in 71 hours 15 minutes--the fastest time ever made across the continent up to that time, a distance of 2535 miles. We beat the national record, ocean to ocean, by 11 hours and 56 minutes; we beat the fast passenger train by 28 hours.

Thomas H. MacDonald, Chief of the BPR from 1919 to 1953 and one of Fletcher's many acquaintances, asked for a report on road conditions.

This I did and within two months thereafter, to my happy surprise, through the efforts of Mr. MacDonald, the route that we traveled from San Diego to Savannah, Georgia, was officially created U.S. Highway No. 80 and for many years I was President of the U.S. No. 80 Highway Association fighting for its early completion. U.S. No. 80 was the first highway completed from ocean to ocean with Federal and State aid.

Here, Fletcher is referring to the fact that AASHO approved the U.S. numbered system in November 1926, making designation of U.S. 80 official. The route, however, had been included in the October 1925 proposal by the Joint Board on Interstate Highways, so Fletcher's trip does not appear to have affected the decision. The claim that U.S. 80 was the first "completed" also is incorrect if the term means "paved" (Fletcher did not explain what he meant by the term). The first paved transcontinental road was U.S. 30 (Atlantic City, New Jersey, to Astoria, Oregon), the last paved segment of which, in Nebraska, was completed in November 1935.

## **OTHER NAMED TRAILS**

Although the Dixie Overland Highway is largely forgotten today, Alabama's section of U.S. 80 still carries the name. Several other named trails shared the U.S. 80/Dixie Overland Highway's roadway for considerable lengths.

### **Old Spanish Trail**

The Old Spanish Trail, which shared virtually the entire western segment from Van Horn to San Diego, was organized during a convention in Mobile, Alabama, on December 10-11, 1915. The original goal was to promote a road from Jacksonville, Florida, to New Orleans, Louisiana. An article in the December 1915 issue of *Southern Good Roads* described the reason for the road:

Without this highway the homeseeking and tourist interests of the coastal South are split in a sharply defined line represented by the lack of roads and impossible river and bay crossings in southern Alabama and western Florida. With this highway the thousands of tourists who will follow the trunk line roads from the North can tour

from one great highway route [the Dixie Highway] to the other [the Jackson Highway--Chicago, Illinois, to New Orleans] around the Gulf coast. This is an advantage not only for those tourists who are already certain to come South through the efforts made by the Blue Book [travel guide series] to route travel southward, but for the whole coast, as it is stated by the officials of the Automobile Blue Book that such a route of standard highways would draw thousands more of the tourists, particularly during the winter season.

Very early, perhaps during the same convention, the Old Spanish Trail Association began planning a transcontinental route to San Diego, with an extension to Los Angeles. The route chosen was the road eventually included in U.S. 80.

The Old Spanish Trail Association evoked the history of Spanish rule along the southern portion of the country. The highway had some claim to such a link, but as Faris commented in *Roaming American Highways*:

The name chosen is more picturesque than accurate, for it has been pointed out that no Spanish traveler of early days used this route; he could not do so, for it was impassable. Yet there is a Spanish city at either end of the Trail, and in Mobile, New Orleans, Houston, San Antonio, El Paso, as well as through New Mexico and Arizona, it leads through reminders of Spanish days and ways, Missions as well as colonies.

The association used the phrase "All Season/All Southern Highway," but also described the trail as ". . . one of the Oldest Transcontinental Highway Projects in the United States and one of the Most Difficult to Build." According to Faris, a motorist in 1926 on the Old Spanish Trail would have traveled 2,809 miles, crossing 40 miles of ferries and "more than 1500 miles of indifferent road." Just a few years later, in 1930, only two ferries were left and they were scheduled for replacement by bridges. Faris found that the location of many segments had been improved and the distance reduced to about 2,500 miles. By then, the Old Spanish Trail had become, for the most part, U.S. 90 from Jacksonville to Van Horn in 1926. The Joint Board, of course, included the western segment in U.S. 80.

### **Lee Highway**

Between El Paso and Lordsburg and from Phoenix to San Diego, the Lee Highway was another of the named trails that shared the route of the Dixie Overland Highway. The Lee Highway was conceived in 1919 by Professor D. C. Humphreys of Washington and Lee University in Lexington, Virginia, and Dr. Johnson of New Mexico. Humphreys had dreamed of a good road through the Shenandoah Valley, perhaps to Knoxville, then Chattanooga. He had called his dream the "Valley Highway" and the "Battlefield Highway."

Dr. Johnson had a dream, too, namely road links for his home State with the rest of the country. He had been a founding member of the Southern National Highway and the Borderlands Route, but neither had fulfilled his ambitions for a transcontinental highway. By 1919, he was an advocate of a southern counterpart of the Lincoln Highway. Initially, he saw the route, which would be named after General Robert E. Lee, as having the same termini as the Lincoln Highway, but with a route through Washington, D.C., Virginia, and other southern States. In November 1919, the Lee Highway Association met in Roanoke and

adopted Humphreys' idea of a highway from Gettysburg to New Orleans. In addition, as part of a compromise between the founders' two plans, the association voted to seek ways to improve travel to New York and the Southwest. Humphreys, however, died soon after the association was formed, and Johnson became General Director in April 1920.

After designating the route to Chattanooga, the association encountered a problem. Reaching New Orleans was no problem, but west of New Orleans, the Old Spanish Trail had adopted the best route west. Therefore, the Directors decided to turn west at Chattanooga. In the Southwest, the few good east-west roads were included in other named trails, so the association could not hold out for its own route. The Lee Highway Association selected the Borderland Route/Old Spanish Trail for its route west of El Paso. In 1921, the Directors of the association formally approved the entire transcontinental route. Officially, the Lee Highway went from New York to San Francisco, but the section from Washington to San Diego was the portion the association was primarily concerned with.

Dr. Johnson also was an advocate of zero milestones, an idea he borrowed from the Golden Milestone in ancient Rome. He was instrumental in installing the Zero Milestone on the Ellipse south of the White House, along the route of the Lee Highway. His idea was that all road distances in the United States and throughout the Western Hemisphere would be measured from this point. The Lee Highway Association donated the marker, which was dedicated on June 4, 1923. President Warren G. Harding participated in the ceremony.

Later that year, on November 17, the association unveiled the Pacific Milestone at the western terminus of the Lee Highway in Grant Park, San Diego. Faris noted:

Gladly San Diego gave recognition to the practical dreamer. In 1923, when the milestone was dedicated in that city marking the terminus of "A Southern Transcontinental Highway," Colonel Ed Fletcher was named as the man responsible above all others for conceiving and working out the Pacific end of the automobile road which is used by both the Lee Highway and the Old Spanish Trail.

Colonel Fletcher, who was an official of the Lee Highway Association, presided over the ceremonies, which included a message from President Calvin Coolidge.<sup>2</sup>

### **Jefferson Davis National Highway**

Two other transcontinental trails adopted parts of future U.S. 80. One was the Jefferson Davis National Highway, which had been conceived and promoted by the United Daughters of the Confederacy. A pamphlet published by the society about the route explained how it came about:

During the Chattanooga Confederate Reunion, May, 1913, while talking to my cousin, T. W. Smith, a Confederate Veteran of Mississippi, highways were mentioned, and I said, "I wish we could have a big, fine highway going all through the South."

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<sup>2</sup> For more information, "Dr. S. M. Johnson: A Dreamer or Dreams" at [www.fhwa.dot.gov/infrastructure/johnson.cfm](http://www.fhwa.dot.gov/infrastructure/johnson.cfm). An article about the Zero Milestone can be found at [www.fhwa.dot.gov/infrastructure/zero.cfm](http://www.fhwa.dot.gov/infrastructure/zero.cfm).

He said, "You can. Get the 'Daughters' to start one. The Lincoln Highway is ocean to ocean, you can match that with" and I exclaimed, "Jefferson Davis Highway, ocean to ocean." All during the summer I considered the feasibility and wisdom of so great an undertaking for the United Daughters of the Confederacy and the probability of my being called on to put my project through. Later, while I was preparing my report as president-general to the New Orleans convention . . . in November 1913, Mrs. Robert Houston, Mississippi, made this same suggestion to me. This increased my courage and ended my indecision, so into my report went this recommendation: "That the United Daughters of the Confederacy secure for an ocean to ocean highway from Washington to San Diego, through the Southern States, the name of Jefferson Davis National Highway; the same to be beautified and historic places on it suitable and permanently marked." This recommendation was adopted and the highway project endorsed as a paramount work.

The society's publicity often noted that the Jefferson Davis National Highway was the only transcontinental route sponsored by a women's organization. The official slogan of the trail: "Lest We Forget."

A history of the United Daughters of the Confederacy summarized the route this way:

The Jefferson Davis National Highway . . . stretches a broad white ribbon across our continent from Washington, D.C., to San Diego, Calif., and north on the Pacific coast to the Canadian border. There are two auxiliary routes; one from Fairview, Ky., Jefferson Davis' birthplace, south to Beauvoir, Miss., where he spent his declining years; the other through Irwinsville, Ga., following that fateful route which ended in his becoming a prisoner, bearing upon his frail shoulders all the scorn and calumny heaped upon a helpless people.

A 1921 map of the Jefferson Davis National Highway shows that the route overlapped segments of what became U.S. 80 in Mississippi (Tuskegee to Selma) and most of the way from Van Horn to San Diego. The exceptions are in Arizona (Tombstone to Mount View and Arlington to Yuma) and California, where the route took a detour to Brawley to bypass the sand hills.

One of the activities of the United Daughters of the Confederacy was the placement of three terminal markers, in Virginia, Fairview, and San Diego. The May 1956 issue of *Better Roads* contained an article titled "Where's That Road?"

California, we know, is making great progress in the construction of highways, but we didn't know that the state had any roads to lose. It seems that early in March the Pacific end marker of the Jefferson Davis Highway turned up missing in San Diego. There was great consternation. The plaque was missing from its granite base in the city plaza--it was placed there May 12, 1926, to mark the "first Pacific terminal of the Jefferson Davis Highway." It was possible that vandals have carried away the plaque, but vandals had so far found it impossible to take away a road. No one at the Automobile Club of Southern California knew where the road was. The California Division of Highways, which surely should know, could find nothing in its voluminous records bearing on a Jefferson Davis Highway. The San Diego Historical Society remembers the placing of the plaque and also recalls that there had been a

controversy about highway routes and names. Another plaque had been placed in the plaza the same year; it is still there and bears the inscription: "Dedicated by our beloved president, Calvin Coolidge, Nov. 17, 1926," as a "milestone of the Old Spanish Trail from St. Augustine, Fla., to San Diego, Calif." To date the whereabouts of the Jefferson Davis Highway is still in doubt. But perhaps it doesn't matter. As the man in the information booth in the plaza in San Diego told visitors, U.S. Route 80 will take you to Texas and the east just as well.

The section of U.S. 80 in Alabama from Tuskegee to Selma is still called the Jefferson Davis Highway.<sup>3</sup>

## **Bankhead Highway**

Another transcontinental trail, the Bankhead Highway, incorporated the segments from Van Horn to El Paso and much of the western portion as well. The route was conceived as a tribute to Senator John H. Bankhead. He had been instrumental in passage of the Federal Aid Road Act of 1916 (often called the Bankhead Bill), which created the Federal-aid highway program that remains, with many changes, in operation today. President Woodrow Wilson signed the act on July 11, 1916. Supporters of the Bankhead Highway met on October 6, 1916, to organize the project, with pathfinders sent out to select the best route. J. A. Rountree became the Bankhead National Highway Association's secretary and guiding spirit.

As late as 1919, however, the association had still not fixed on an alignment west of El Paso. Following the annual convention that year in Mineral Wells, Texas, a small pathfinding group left for the West Coast. A brief account of the trip appeared in *Western Highways Builder* for May 10, 1919:

Their journey through Arizona was through a continuous battle of competitive entertainers, representing generally the southern Borderland Route, toward California, via Yuma, and scenic central Arizona. All sought to convince their minds by bewildering their stomachs. Banquet followed banquet. Many columns of newspaper artillery were used to overpower them. They were also feted at San Diego, which is expected to be the western terminus of the 3600-mile road.

On February 9, 1920, the Bankhead National Highway Association approved the full western route: El Paso to Deming, Lordsburg, Rodeo, New Mexico; Douglas, Bisbee, Tombstone, Benson, Schiefflin, Monument, St. David, Vail, Martinez Ranch, Tucson, Florence, Chandler, Phoenix, Goldwater, Buckeye, Aqua Caliente, Wellton to Yuma, Arizona; Dome, El Centro, Holtville, Campo, Coyote Wells, Mountain Springs and San Diego, California. Except for the portion from Aqua Caliente to Yuma, the route was to become U.S. 80. Colonel Fletcher was the Vice President of the Bankhead National Highway Association for California.

Not everyone was appreciative of the Bankhead Highway. The July 1922 issue of *Western Highways Builder* reprinted an editorial from the Tombstone Epitaph regarding the association's annual convention in Hot Springs, Arkansas:

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<sup>3</sup> For information on the Jefferson Davis National Highway, see [www.fhwa.dot.gov/infrastructure/jdavis.cfm](http://www.fhwa.dot.gov/infrastructure/jdavis.cfm)



Instead of road matters, the speeches and all movements in relation to the meeting were confined almost exclusively to promoting the political activities of several "has been" and "would be" politicians, and gathering in of the shekles from a carnival show run under the auspices of the Bankhead Highway Association.

Western Highways Builders added the editorial comment that:

If the "life members" of some of these associations would seriously analyze their objects and what's of more import, their accomplishments, "Admiral" Rountree and others of his ilk would soon be forced to go to work.

## **THE 1965 VOTING RIGHTS MARCH**

When the writers of the Alabama volume of the American Guide Series (written in the 1930's by the Writers' Program of the Work Projects Administration) drove across the State on U.S. 80 in the 1930's, they found that between Montgomery and Selma, the route traversed ". . . a gently rolling, open country similar to the Mid-Western prairies." The writers added:

The pattern of life, with its stratified society, still rests on the twin pillars of a Negro's strong shoulders and a bale of cotton . . . . For many years the densest Negro population in the State was found in this section. But tractor farming and cattle raising have removed half of the Negroes from the plantations where, as tenants and sharecroppers, they grew corn and cotton on the same acres that their ancestors tilled as slaves.

About 30 years later, in 1965, U.S. 80 played a role in one of the most important events in the Civil Rights movement. At the time, Selma's population was divided by the Jim Crow system ". . . that forced Negroes to live in an impoverished 'colored' section and barred them from white schools, cafés, lunch counters, and theaters--and the polls," as explained in an American Heritage article by Stephen B. Oates ("The Week the World Watched Selma," June/July 1982). Voting rights became the main thrust of the Student Nonviolent Coordinating Committee. By 1965, Dallas County included 15,000 black residents who were eligible to vote, but only about 300 of them were registered.

In January 1965, Martin Luther King, Jr., traveled to Selma to employ nonviolent direct action to end discrimination at the polls. Initial protests and marches failed, with King among the 150 people arrested on February 1 for parading without a permit. On February 9, King flew to Washington to ask President Lyndon Johnson to sponsor a Federal voting rights act. Administration officials were doubtful such a bill could be passed so soon after the historic 1964 Civil Rights Act. According to Oates, though, Vice President Hubert Humphrey told King the Congress might go along "if the pressure were unrelenting."

On February 28, a young black man named Jimmie Lee Jackson died, having been shot by a State police officer during a night march in the county seat of Marion. After the funeral, according to Oates, King ". . . announced a mass march to the Alabama capitol in Montgomery, to begin in Selma on Sunday, March 7, and to proceed down Highway 80--popularly known as the Jefferson Davis Highway." This was the name given to the route during the named trail days under the sponsorship of the United Daughters of the

Confederacy. On March 7, with King unable to participate and preferring to postpone the protest, about 525 people began the march.

It was gray and hazy, with a brisk March wind gusting up from the Alabama River as the column came over the crest of the [Edmund Pettus Bridge<sup>4</sup>] and saw a chilling sight. [Governor George] "Wallace's storm troopers," as civil rights workers called the state police, stood three deep across all four lanes of Highway 80, wearing gas masks beneath their sky-blue hard hats and armed with billy clubs.

The troopers charged into the crowd of marchers, violently ending the protest. Reports of the incident, however, prompted widespread outrage--and prompted King to announce he would lead a ministers' march to Montgomery on Tuesday, March 9:

The response was sensational. Overnight some four hundred ministers, rabbis, priests, nuns, students, and lay leaders--black and white alike--rushed to stand in Selma's streets with King.

In defiance of a court order and a request from Attorney General Nicholas Katzenbach for a delay, King decided the march must proceed on schedule. "Mr. Attorney General," Oates quoted King as replying to Katzenbach, "you have not been a black man in America for three hundred years."

On March 9, King led about 1,500 marchers to the Pettus Bridge, where a U.S. marshal read the court's restraining order:

Then [King] walked them out to the Jefferson Davis Highway, where columns of state troopers, with billy clubs, again barred their way.

King and some of the other leaders led the marchers in brief prayers, after which, unexpectedly, the troopers moved aside, leaving the road to Montgomery open. Fearing a trap, King led the marchers back into Selma.

With pressure mounting, President Johnson addressed the Congress, calling for a voting rights bill ("It is wrong--deadly wrong--to deny any of your fellow Americans the right to vote," he said). Meanwhile, court efforts to remove obstacles to the Selma-to-Montgomery march were successful:

And so on Sunday, March 21, some thirty-two-hundred marchers left the sunlit chinaberry trees around Brown Chapel and set off for Montgomery. In the lead were King and [Ralph] Abernathy, flanked by Ralph Bunche of the United Nations, also a Nobel Prize winner, and Rabbi Abraham Heschel of the Jewish Theological Seminary of America, with his flowing white beard and wind-tossed hair. Behind them came maids and movie stars, housewives and clergymen, nuns and barefoot college students, civil rights workers and couples pushing baby carriages.

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<sup>4</sup> Edmund Winston Pettus (1821-1907) was a lawyer who moved to Dallas County in 1855. He represented the State during formation of the Confederate States of America and joined the 20th Alabama Infantry at the start of the Civil War. He rose to the rank of Brigadier General in October 1863. After the war, he resumed the practice of law in Selma. In 1896, he was elected to the United States Senate, where he served from March 4, 1897, until his death on July 27, 1907.

The marchers were taunted as they went. In Selma, a record-store loudspeaker played "Bye Bye Blackbird." Along U.S. 80, the marchers passed a car moving in the opposite direction with signs painted on the sides, such as "Cheap ammo here." A billboard had been erected along the road with a photo of Dr. King among a group of people, with the heading MARTIN LUTHER KING AT COMMUNIST TRAINING SCHOOL. Bystanders lined the roadside, some with Confederate flags or offensive hand-held signs. Most spectators, though, watched in silence as the marchers continued on.

At the Lowndes County line, where the two-lane section of U.S. 80 began, the march was reduced to 300 people, with King and his wife, Coretta, in the lead. Oates described some of the marchers:

They called themselves the Alabama Freedom Marchers, most of them local blacks who were veterans of the movement, the rest assorted clerics and civil rights people from across the land. There was Sister Mary Leoline of Kansas City, a gentle, bespectacled nun whom roadside whites taunted mercilessly, suggesting what she really wanted from the Negro. There was one-legged James Letherer of Michigan, who hobbled along on crutches and complained that his real handicap was that "I cannot do more to help these people vote" . . . . And above all there was King himself, clad in a green cap and a blue shirt, strolling with his wife, Coretta, at the front of his potluck army.

On Wednesday, after several days of hard marching, the 300 "Alabama Freedom Marchers" reached the outskirts of Montgomery. On Thursday, March 25, King, the freedom marchers, and 30,000 others completed the journey:

Like a conquering army, they surged up Dexter Avenue to the capitol building, with Confederate and Alabama flags snapping over its dome. It was along Dexter Avenue that Jefferson Davis's first inaugural parade had moved, and it was in the portico of the capitol that Davis had taken his oath of office as President of the slave-based Confederacy. Now, more than a century later, Alabama Negroes--most of them descendants of slaves--stood massed at the same statehouse, singing "We Have Overcome" with state troopers and the statue of Davis himself looking on.

The United Daughters of the Confederacy had sponsored the statue of Jefferson Davis in the 1930's. The group's 1932 convention in Memphis approved the idea ("The leader of the South cannot be honored too highly by those to whom his service to his people is a sacred memory," a resolution stated), and sculptor Frederick C. Hibbard of Chicago designed the 8-foot high bronze statue. It was mounted on a granite pedestal ". . . on Capitol Hill looking down Dexter Avenue--as [Jefferson Davis] did during those epochal days when the Confederate States of America came into being" (History of the United Daughters of the Confederacy). The statue was dedicated in November 1940.

Governor Wallace refused to accept the voting rights petition the marchers had brought with them, but King spoke to the crowd from the flatbed of a trailer:

Last Sunday more than eight thousand of us started on a mighty walk from Selma, Alabama. We have walked on meandering highways and rested our bodies on rocky byways . . . . They told us we wouldn't get here. And there were those who said that

we would get here only over their dead bodies, but all the world together knows that we are here and that we are standing before the forces of power in the state of Alabama, saying, "We ain't goin' let nobody turn us around."

Oates printed the ending:

"Let us march on to the realization of the American dream," he cried. "Let us march on the ballot boxes, march on poverty, march on segregated schools and segregated housing, march on until racism is annihilated and America can live at peace with its conscience. That will be a day not of the white man, not of the black man. That will be the day of man as man. How long will it take? I come to say to you this afternoon, however difficult the moment, however frustrating the hour, it will not be long, because truth pressed to earth will rise again. How long? Not long, because no lie can live forever. How long? Not long, because you will reap what you sow. How long? Not long because the arm of the moral universe is long but it bends toward justice." Then King launched into "The Battle Hymn of the Republic," crying out, "Our God is marching on! Glory, glory hallelujah! Glory, glory hallelujah! Glory, glory hallelujah!"

It was one of King's greatest speeches. Oates commented that, "Not since [King's] 'I have a Dream' speech at the Lincoln Memorial had an audience been so transfixed by his words rolling out over the loudspeaker in rhythmic, hypnotic cadences."

In part because of the march to Montgomery and because of other incidents in the South, the Congress approved the voting rights bill later that year and President Johnson signed it on August 6.

On March 4, 1990, about 2,500 to 3,000 marchers gathered in Selma to commemorate the events of 25 years before. After the group crossed the Pettus Bridge, about 150 marchers continued on to Montgomery, reenacting the earlier march. An article that day by Haynes Johnson in *The Washington Post* about the reenactment compared the two marches, 25 years apart:

Selma One was about rights. Selma 25 years later is about power--how to fulfill the promise that those rights imply. Difficult as the first was to achieve, the second perhaps is even greater.

The first Selma march took place at a time when blacks were known as Negroes, when segregation was total, when merely an attempt to register to vote triggered violent white reaction and often resulted in death, when demonstrators discovered that protests recorded by television could change American policy, politics and laws . . .

Today's march takes place against a backdrop of new racial discord in Selma. But it is controversy over educational standards and placement that polarizes Selma today, not pitched battles in the streets over segregation and the fundamental democratic right to register and vote.

[After . . . Congress passed the Voting Rights Act that signaled an end to the old ways of the segregated South] Selma receded into national memory, and the nation's attention to race turned northward. In the years since, a reverse racial tide has flowed as blacks have moved from the urban North and back into the South. Undeniable progress has been made.

In today's Selma, four blacks sit on the City Council, and blacks hold positions as a district judge, assistant police chief and president of a local community college. Selma's district is represented by a black state senator and two black state representatives . . . .

Twenty-five years ago, Selma stirred the conscience of the nation. Sung there, the civil rights anthem, "We Shall Overcome," became a rallying theme for other protesters, most recently in Eastern Europe. Selma stands not only as a symbol of racial progress in America but also of how far its people have to go.

On July 3, 1990, President Bush signed Public Law 101-321, the Selma to Montgomery National Trail Study Act of 1989. John Lewis, one of the marchers and now a Member of Congress, had introduced the act, which called for the National Park Service (NPS) to study designation of the route of the march as a National Trail. Under section 2, the Congress found that:

The designation of the route of the march from Selma to Montgomery as a national historic trail will serve as a reminder of the right and responsibility of all Americans to fully participate in the election process. It will serve as a reminder that we must be ever vigilant in securing our right to vote. It will also give long overdue recognition to the men and women who have sacrificed so much for, and dedicated their lives to, voting rights for all Americans.

The NPS selected two historians, Luke Lambert and Barbara Tagger, to conduct the study. The Selma to Montgomery National Trail Study was completed in April 1993 and submitted to Congress for consideration of designating the Selma to Montgomery Voting Rights March Trail as part of the National Historic Trail system. This action was completed with enactment of Public Law 104-333, which President Bill Clinton signed on November 12, 1996. The omnibus parks bill established the Selma to Montgomery National Historic Trail.

On September 19, 1996, Secretary of Transportation Federico Peña had designated the 54-mile Selma-to-Montgomery Scenic Byway (from Brown Chapel A.M.E. Church in Selma to the State Capitol in Montgomery) an All American Road under the National Scenic Byways Program. This designation is reserved for those scenic byways that are "destinations unto themselves" because of their scenic, historic, or other unique qualities. Although U.S. 80 is not a scenic route, its historic significance had made it a destination. Michael S. Durham, writing in the April 1992 issue of *American Heritage*, commented that:

In Selma, Alabama, walking across the Edmund Pettus Bridge, where police beat and tear-gassed civil rights marchers in 1965, has become a must for tourists. (Among Selma's many foreign visitors, the Japanese in particular "are more familiar with events at the Edmund Pettus Bridge than they are with *Gone With The Wind*," says Edie Morthland Jones, the city's director of tourism.)

On March 5, 2000, President Clinton joined Dr. King's widow, Mrs. Coretta Scott King, Congressman Lewis, and other Civil Rights leaders in a march across the Edmund Pettus Bridge to mark the 35th anniversary of the "Bloody Sunday" attack on the voting rights marchers. "It has been said that the Voting Rights Act was signed in ink in Washington," the President told a crowd of 7,000. "But it was first signed in blood in Selma." He added:

As long as there is any inequality [or] prejudice against any Americans because of the color of their skin or sexual preference, we have a very long bridge to cross.

## **BONNIE AND CLYDE**

In May 1934, U.S. 80 from Dallas to Arcadia, Louisiana, played a part in bringing an end to the criminal career of Bonnie Parker and Clyde Barrow. They met in January 1930, and she joined Barrow and his gang of robbers and murderers. In March 1933, after the gang had escaped from a police ambush, a reporter found undeveloped film left behind in their hideout. One of the shots, showing Bonnie smoking a borrowed cigar, was published and helped build the myth of Bonnie and Clyde—the notorious criminal and his cigar-smoking moll.

This image bothered Bonnie, and she tried to do something about it in 1934. After the Barrow Gang killed two police officers in Commerce, Oklahoma, they let Chief Percy Boyd go with instructions from Bonnie to tell the public she did not smoke cigars.

Ted Hinton, the Dallas sheriff's deputy who tracked and finally caught them, told his story in *Ambush: The Real Story of Bonnie and Clyde* (as told to Larry Grove, Shoal Creek Publishers, Inc., 1979). Dallas was the base of operations for Bonnie and Clyde, but they had eluded Hinton and his fellow officers for months. On Saturday, May 19, 1934, Hinton and the others took rooms at the Inn Hotel in Shreveport. The following evening, they visited the Shreveport Police Chief, who reported "a funny thing." Two of his officers driving past the Majestic Cafe accidentally spotted Bonnie and Clyde sitting in their car, while their companion, Henry Methvin, was inside waiting for an order of sandwiches and soft drinks "to go."

Bonnie and Clyde escaped after a brief pursuit, while Methvin left on his own. The officers reasoned that the three criminals would get back in touch at the home of Methvin's father near Gibsland, Louisiana, to the south of Arcadia:

Lawmen from the "outside" could expect no help from residents hereabouts in trapping Henry Methvin, even if he was running with the notorious Clyde and Bonnie . . . . When we ran into Clyde and Bonnie, it would probably be merely by chance, and then we'd take our chances that we could get the drop on them.

One man who would know the swampy, tree-covered Black Lake area of Louisiana best would be Sheriff Henderson Jordan of Bienville Parish at the courthouse in Arcadia. It was common courtesy to let him know we were coming back to his territory again, and he would do anything we asked.

Arcadia is about fifty miles east on U.S. 80 from Shreveport. We passed through Minden on our way to see Sheriff Jordan and made our way through some road construction turning onto a detour around a bridge and moving slowly. Like waking up to a dream, I saw a tan V-8, and it was Clyde, wearing dark glasses, and Bonnie at his side. They were behind me before I could react and before [Deputy Bob] Alcorn could react, but he had noticed them. We had told ourselves before to remain calm so that we wouldn't make a rash move that would let them know we had seen them. In my rearview mirror I saw that [Frank] Hamer and [Manny] Gault [on special assignment from the Texas prison system] did not react either, but they did not know the fugitives.

Our plan to set up an ambush near Methvin's place still appeared to be sound; Methvin was not with them, we could be sure of that.

The officers continued on to Arcadia, where Sheriff Jordan joined them on the trip to Gibsland, Mount Lebanon and Siles. At 9 p.m. on Monday, their ambush was in place.

No one really slept. Occasionally a log truck would appear; we would alert ourselves and have our guns at the ready. We would look, especially, for a tan V-8 Ford; it was a tan V-8 that Police Chief Bryant of Shreveport told us about when he recounted the story of his men accidentally jumping [Clyde and Bonnie] outside the Majestic Cafe on Saturday night, and the same car they were driving Monday afternoon when we met them on a detour bypass at the bridge near Minden.

"Two miserable nights and a full day" passed with no sign of Bonnie and Clyde. But at 9:15 the following morning, with the officers about ready to give up the plan, they spotted the tan V-8 Ford they had seen on U.S. 80. Within 12 seconds at 9:15 a.m., on May 23, 1934, Bonnie and Clyde were dead, with each having absorbed over 50 bullets from the officers.

## 4.5.2 State Historic Context

### Arizona U.S. Route 80 (State Route 80)

By Arizona Department of Transportation

Unlike some historic highways in Arizona, SR 80 does not follow the path of an ancient Indian trail. Rather, it owes its existence to the discoveries of silver in Tombstone and copper in Bisbee. Prospectors found these precious metals in the same year—1877—and trails were created, connecting mines with mills and miners with supplies. After the Southern Pacific Railroad reached Tucson, Benson, Willcox, and Lordsburg in 1880, mule-drawn freight wagons carrying mill-stamped ore deepened the trails between Bisbee and Benson, establishing the basic route for the future state highway. Stagecoaches also traveled along these informal roads, connecting these rich mining towns with the rest of the nation. Although Tombstone’s silver played out by 1886, Bisbee, “Queen of the Copper Mines,” persisted. By at least 1900, critical portions of what would be SR 80 between Bisbee and Douglas were improved, not by the Arizona Territorial government but rather by the mining companies. The companies wanted to ensure that heavy loads of crushed copper ore would get to new smelters in the recently planned community of Douglas. By the time automobiles became regular features on the landscape of southeastern Arizona, between 1905 and

1910, concerns for better roads became paramount. In 1909, the Territorial Legislature created the position of Territorial Engineer to develop well engineered roads that would facilitate commerce, local travel, and tourism. That year, plans were drawn up to transform existing wagon roads, county roads, and trails into a major north-south highway (Douglas to Flagstaff), complementing an existing east-west highway (Yuma to Solomonsville). By 1909—three years before Arizona would become a State—plans for improving the road between Douglas, Bisbee, and Tombstone were firmly in place.

The earliest roadwork took place in 1910, involving the 21-mile stretch between Bisbee and Douglas. Cochise County—the richest county in Arizona Territory—spent \$90,769 (equivalent to \$1.99 million today) to treat the existing gravel road with an asphalt mix, stabilizing the surface and reducing dust. Six years later, the State of Arizona realigned, graded, and drained the 25.9-mile section north of Bisbee for \$260,185 (equivalent to \$4.90 million today), using prison labor to reduce costs. The remaining segments between Douglas and the New Mexico state line and between Tombstone and Benson were graded or graveled for the first time between 1920 and 1922. In 1926, SR 80 was renamed US 80 to acknowledge its importance as a transcontinental highway. As funds became available through a variety of government programs, US 80 was completely paved with either asphalt mixtures or concrete by 1935. In the late 1930s, laborers funded by the Works Progress Administration (WPA) repaired worn sections of highway, rebuilt bridges, replaced culverts, and improved drainage. Since that time, both prison and paid laborers have maintained the old road, all the while improving its durability and functionality as road-building technology advanced.

In 1989, US 80 lost its U.S. highway status, and remaining sections not covered by Interstate 10 or other state roads once again became a state road. Despite its numerous face-lifts and name changes, SR 80 persists as an essential state road that still retains aspects of its early beginnings when it was part of the intercontinental highway nicknamed the “Broadway of America.”



## 5. Visual Resources (for Scenic Designation)

Scenic Designation requirements do not apply

## 6. Desirable Zone of Influence

The National Park Services have established Guidelines for the Treatment of Cultural Landscapes that provide guidance on Geographical Context. The guidelines state:

The surroundings of a cultural landscape, whether an urban neighborhood or rural farming area may contribute to its significance and its historic character and should be considered [...] The setting may contain component landscapes or features which fall within the property's historic boundaries. It also may be comprised of separate properties beyond the landscape's boundaries [...] The landscape context can include the overall pattern of the circulation networks, views and vistas into and out of the landscape, land use, natural features, clusters of structures, and division of properties.

The recommended Desirable Zone of Influence is proposed as the full comprehensive view shed from the roadway including vistas, valleys and mountains. In the urban setting the Desirable Zone of Influence is three-city blocks from the historic alignment. The attached maps include a 5 mile zone on each side of the historic alignments.

## 7. Land and Ownership

*Describe and illustrate the land ownership along the roadway. Use the following general categories: federal (Bureau of Land Management, United State Forest Service), state, city, reservations and private.*

The proposed Historic Arizona U.S. Route 80 is adjacent to all five categories of landownership federal, state, city, reservation and private. The attached maps details land and ownership.

## 8. Land Use

*Describe and illustrate the land uses along the roadway. Use the following categories residential, commercial, industrial, agricultural, governmental, conservational and recreational.*

The proposed Historic Arizona U.S. Route 80 is adjacent to all seven categories of land use: residential, commercial, industrial, agricultural, governmental, conservational and recreational. The attached maps detail general land use.

## 9. Land Zoning

*Describe and illustrate the zoning along the roadway.*

Because of the extent and length of the proposed Historic Arizona U.S. Route 80 though the central Tucson and Phoenix the land zoning details are extensive the attached map shows the individual property parcels.

## 10. Photographs and Supportive Material

The photographs and supportive material includes current photographs and figures containing: historic maps, historic photographs, postcards and other ephemera. The photographs and ephemera are a small representation of the exceptional historic and highway related resources that saddle the Route U.S. 80 alignment. The photographs and historic materials are organized geographically east to west.

| Figure No. | Description and Date  |
|------------|---|
| 001        | Dixie Overland Highway map, c. 1910   |
| 002        | Old Spanish Trail map, c. 1910  |
| 003        | United States Highways No. 80 and 90 map, c. 1921                                     |
| 004        | Welcome signs at all entrances to Arizona, postcard, c. 1960                          |
| 005        | Geronimo Surrender Monument (1886) Skeleton Canyon postcard, c. 1940                  |
| 006        | We are on U.S. 80 postcard, 1936  |
| 007        | F. C. Kimble's Hereford Foundation Stock Ranch, postcard, 1939                        |
| 008        | Highway between mining cities of Bisbee and Lowell, postcard, c. 1940                 |
| 009        | Continental Divide - elevation 6030' at the top, Bisbee, Arizona, . postcard, c. 1940 |
| 010        | Mule Pass Tunnel, Bisbee, Arizona, postcard 1959                                      |
| 011        | Looking down Highway 80 to Bisbee, Arizona, postcard, 1938                            |
| 012        | Greetings! See Tombstone, postcard, 1946  |
| 013        | Teddy's Open Kitchen, Highway 80, Tombstone, postcard, c. 1950                        |
| 014        | 4th Street looking west, Highway U. S. 80, Benson, Arizona, postcard, c. 1940         |
| 015        | Benson, Arizona. Main Street & Highways 80 and 86, postcard, c. 1960                  |
| 016        | The Quarter Horse Motel. On Highway U.S. 80, postcard, 1969                           |
| 017        | U.S. 80 approaching Benson, Arizona, postcard, c. 1940                                |
| 018        | The Owl Lodge. 2015 Benson Highway, Tucson, Arizona. U.S. 80, postcard, 1955          |
| 019        | Downtown Tucson, Arizona, South on Stone Avenue, Rt. 80, postcard, 1960               |
| 020        | Tucson Inn. Drachman, On U.S. Highway 80 and 89, postcard, c. 1950                    |
| 021        | Cliff Manor Motor Hotel. 5900 Oracle Road, Tucson, Arizona, postcard, c. 1960         |
| 022        | Oracle Junction Inn. 21 miles from Tucson, Arizona. U.S. 80-89, postcard, 1967        |
| 023        | Tom Mix Monument. 17 miles south of Florence, Arizona, postcard, c. 1960              |
| 024        | Main dining room, Chuck Wagon Cafe & Ct., U.S. 80, postcard, c. 1940                  |
| 025        | Snowbeard the Dutchman Monument at Apache Junction, Arizona, postcard, c. 1940        |
| 026        | World Famous Buckhorn Bath Resort. On U.S. 60-70-80-89, postcard, 1951                |
| 027        | Sunland Motel. 2602 E. Main St, U.S. 60-70-80-89, Mesa, Arizona, postcard, c. 1960    |
| 028        | Wigwam Lodge, Tempe, postcard, c. 1960  |
| 029        | Tempe Bridge, Apache Trail, Arizona, postcard, c. 1920                                |
| 030        | Autopia Motor Hotel. 3901 E. Van Buren St., Phoenix, AZ, postcard, 1933               |
| 031        | The Arizona Museum. 1002 W. Van Buren, Phoenix, Arizona, postcard, c. 1930            |
| 032        | Main Street, Buckeye, Arizona, postcard, c. 1940                                      |
| 033        | Gillespie Bridge. Highway 80 near Gila Bend, Arizona, postcard, c. 1940               |
| 034        | The Gillespie Dam, near Phoenix, Arizona, postcard, c. 1920                           |
| 035        | Desert Gem Motel. Gila Bend, Arizona, c. 1960   |
| 036        | Sentinel, Arizona. U. S. 80 between Yuma and Gila Bend, c. 1940                       |
| 037        | Dateland, Arizona, Highway 80, postcard, c. 1950                                      |
| 038        | New Mohawk Lodge, Mohawk, Arizona, postcard, 1943                                     |
| 039        | U.S. 80 through Telegraph Pass - near Yuma, Arizona, postcard, c. 1940                |
| 040        | Gretna Green Wedding Chapel. Yuma, Arizona. On Highway 80, postcard, c. 1940          |
| 041        | Rev. Coleman's Famous Wedding Chapel. Yuma, Arizona. U.S. 80, postcard, c. 1940       |
| 042        | Entering Yuma, Arizona, from the west, postcard, 1945                                 |

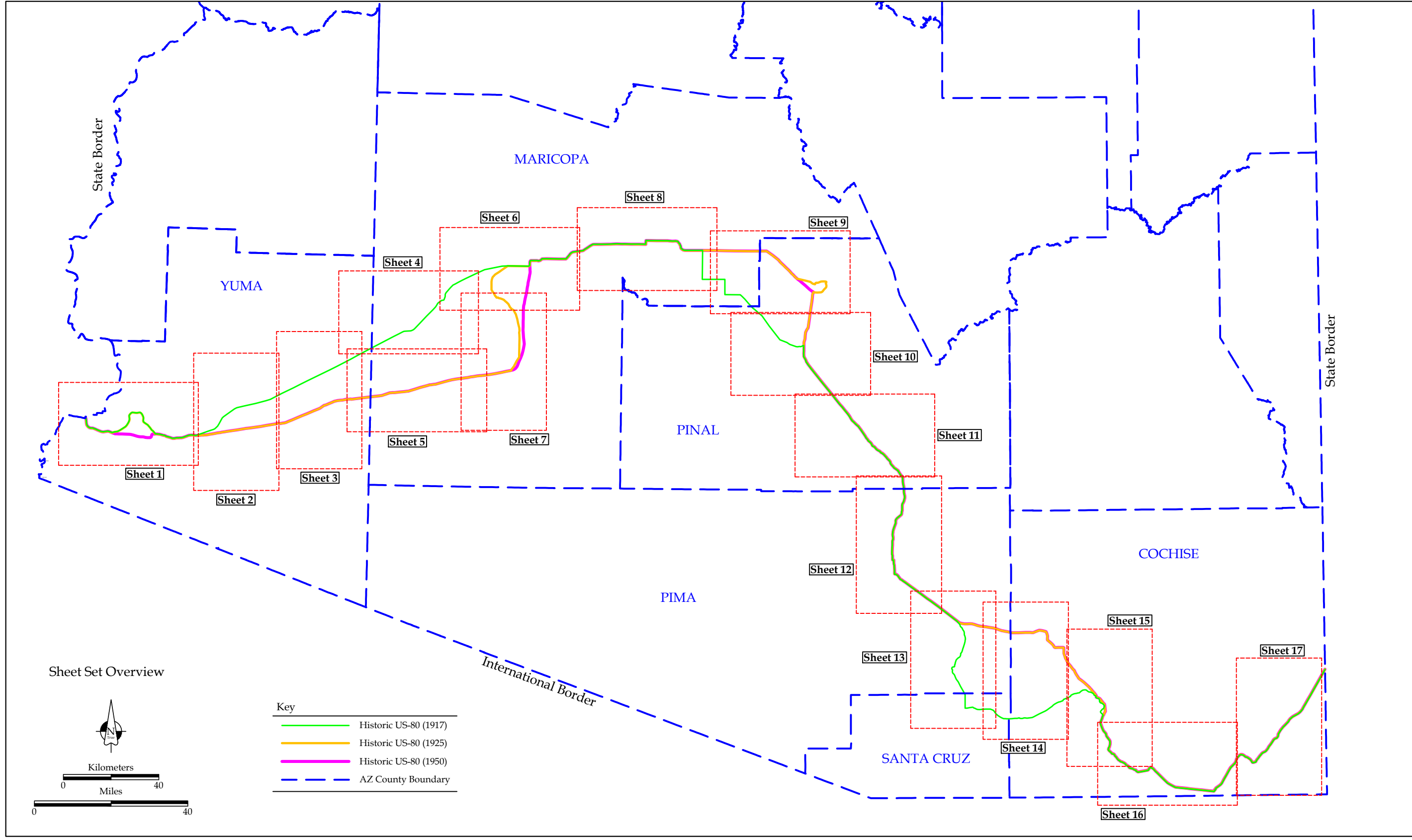
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|-----|--|
| 043 | Yuma Territorial Prison Historical Monument, postcard, 1964                    |
| 044 | Gateway to Yuma, Arizona. Highway and Railroad Bridges Colorado River, c. 1940 |

| Photo No. | Description   |
|-----------|---|
| 001       | Geronimo Surrender Monument, Skeleton Canyon                              |
| 002       | Road view between New Mexico and Douglas, Arizona                         |
| 003       | 1046 G Avenue, Hotel Gadsden, Douglas Arizona                             |
| 004       | 1046 G Avenue, Saddle and Spur Tavern, Hotel Gadsden, Douglas, Arizona    |
| 005       | 1139 North G Avenue, Grand Theater, Douglas, Arizona                      |
| 006       | 1 Old Douglas Road, Shady Dell Trailer Court, Lowell, Arizona             |
| 007       | 1 Old Douglas Road, Dot's Dinner, Shady Dell, Lowell, Arizona             |
| 008       | Erie Street, Lowell, Arizona  |
| 009       | Sprouse Reitz Co., Erie Street, Lowell, Arizona                           |
| 010       | Erie Street, Lowell, Arizona  |
| 011       | Lavender Pit Mine, Bisbee, Arizona  |
| 012       | Main Street, Bisbee, Arizona  |
| 013       | 21 Main Street, Henry Trost designed Main Street Building, Arizona        |
| 014       | View of Bisbee, Arizona   |
| 015       | Philip Sanderson WAP sculpture, Bisbee, Arizona                           |
| 016       | 317 Tombstone Canyon, Jonquil Motel, Bisbee, Arizona                      |
| 017       | Bisbee Continental Divide, Bisbee, Arizona                                |
| 018       | Road view between Bisbee and Tombstone.                                   |
| 019       | Allen Street, Tombstone, Arizona  |
| 020       | 223 East Toughnut Street, Tombstone Courthouse, Tombstone, Arizona        |
| 021       | Schieffelin Monument, Tombstone, Arizona                                  |
| 022       | 410 E Fremont Street, Larian Motel, Tombstone, Arizona                    |
| 023       | Road view between Tombstone and Benson                                    |
| 024       | 154 E 4th Street, Horse Shoe Café, Benson, Arizona                        |
| 025       | Benson Motel, East 4th Street, Benson, Arizona                            |
| 026       | 800 W 4th Street, Quarter Horse Motel, Benson, Arizona                    |
| 027       | 1020 W 4th Street, Reb's Café, Benson, Arizona                            |
| 028       | Cienega Creek Bridge, Marsh Station Road, Vail, Arizona                   |
| 029       | Cienega Creek Bridge, Marsh Station Road, Vail, Arizona                   |
| 030       | 3218 East Benson Highway, Western Motel, Tucson, Arizona                  |
| 031       | 648 North Stone, Art Deco Shell Service Station, Tucson, Arizona          |
| 032       | 127 West Drachman Street, Tucson Inn, Tucson, Arizona                     |
| 033       | 1650 North Oracle Road, Quail Inn, Tucson, Arizona                        |
| 034       | 465 W Miracle Mile, Sunland Motel, Tucson, Arizona                        |
| 035       | Tom Mix Monument, Highway 79 between MM 115 and 116                       |
| 036       | Main Street, Florence, Arizona  |
| 037       | 3640 East Main Street, Lee's Trailer Service and Supply                   |
| 038       | 5900 East Main Street, Buckhorn Baths Motel, Mesa, Arizona                |
| 039       | 5900 East Main Street, Buckhorn Baths Motel, Mesa, Arizona                |
| 040       | 6430 East Main Street, Vaquero's Carne Asada, (Barrel Café) Mesa, Arizona |
| 041       | 6547 East Main Street, Circle RB Lodge, Mesa, Arizona                     |
| 042       | 2710 East Main Street, Starlite Motel (Diving Girl Sign) Mesa, Arizona    |
| 043       | 2710 East Main Street, Starlite Motel (Diving Girl Sign) Mesa, Arizona    |
| 044       | 2601 East Main Street, Sun Land Motel, Mesa, Arizona                      |
| 045       | 668 West Main Street, Kiva Lodge Motel, Mesa, Arizona                     |
| 046       | Tempe Town Lake Bridge, Tempe, Arizona                                    |
| 047       | 2529 East Van Buren Street, Sun Villa Sign, Phoenix Arizona               |

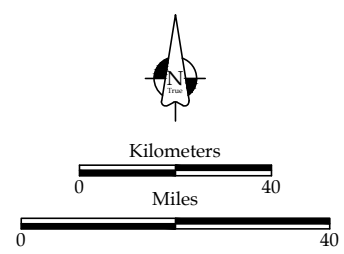
|     |  |
|-----|--|
| 048 | 2431 East Van Buren Street, Deer-O Sign, Phoenix, Arizona            |
| 049 | Deco Service Station Highway 85, Buckeye, Arizona                    |
| 050 | Liberty Elementary, Buckeye, Arizona                                 |
| 051 | Agua Caliente Springs, Arizona                                       |
| 052 | Gillespie Dam Bridge (1927), Arizona                                 |
| 053 | Gillespie Dam, Arizona   |
| 054 | 836 East Pima Street, Yucca Motel, Gila Bend, Arizona                |
| 055 | 401 East Pima Street, Space Age Lodge, Gila Bend, Arizona            |
| 056 | 113 East Pima Street, Stout's Hotel, Gila Bend, Arizona              |
| 057 | Pima Street, Gila Bend, Arizona                                      |
| 058 | Service Station, Sentinel, Arizona                                   |
| 059 | Water Tower, Aztec, Arizona  |
| 060 | 106 E 1st Street, Hotel San Carlos, Yuma, Arizona                    |
| 061 | 97 E 1st Street, Desert Sands Motel, Yuma, Arizona (demolished 2014) |
| 062 | Yuma Territorial Prison Main Gate, Yuma, Arizona                     |
| 063 | Ocean to Ocean Highway Bridge over the Colorado River, Yuma, Arizona |





## **11. Recommendations**

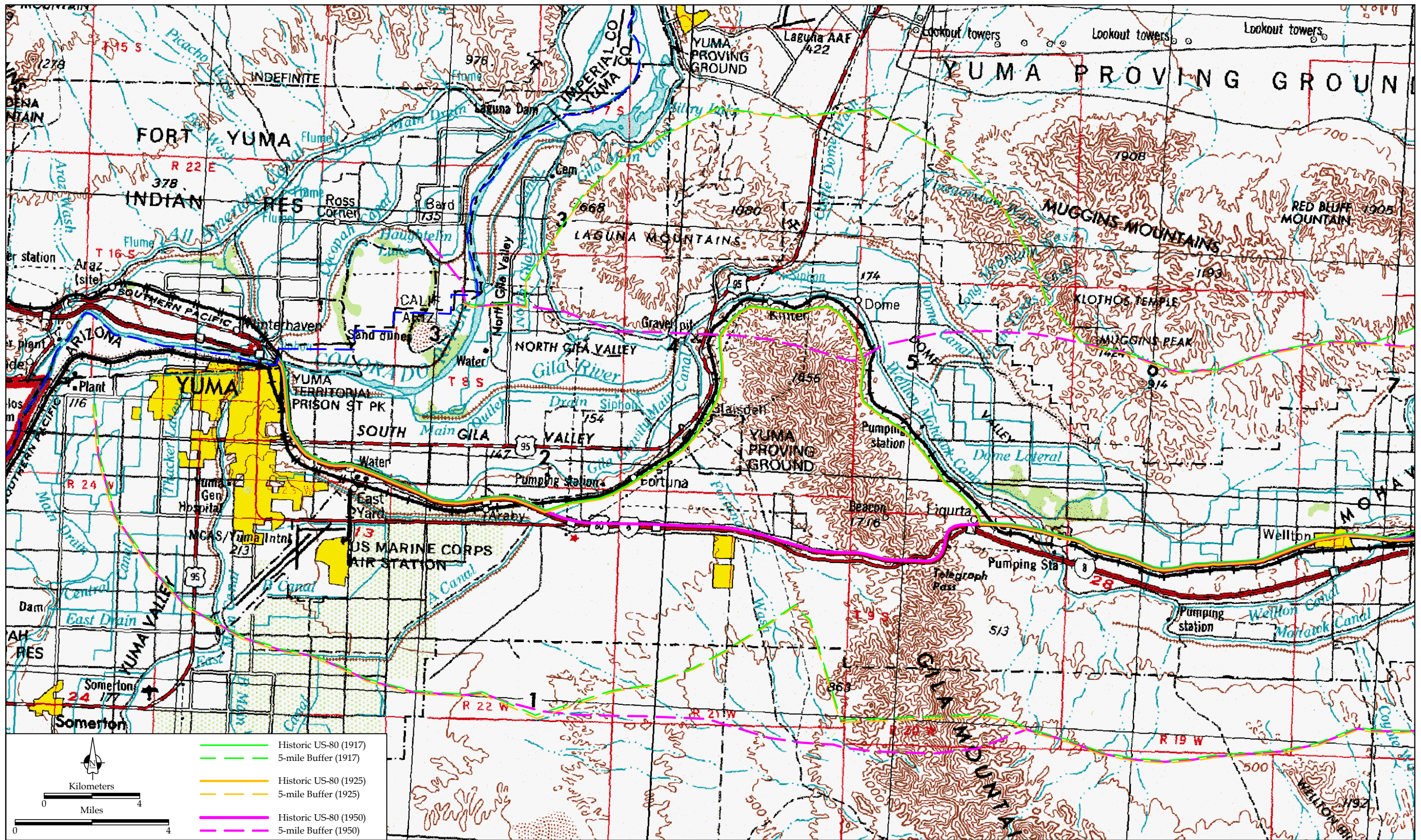
- 11.1 Establish and Install Historic Route 80 highway markers and signs to be consistent with the established signage in California.
- 11.2 Enhance of existing historical markers.
- 11.3 Nominate Historic Route 80 as a National Scenic Byway.
- 11.4 Create a Historic Route 80 Corridor Management Plan.
- 11.5 Complete Comprehensive Historic, Architectural and Archeological Inventory.
- 11.6 Nominate the Arizona U.S. Route 80 to the National Register of Historic Places.
- 11.7 Protect, conserve and enhance the historic and natural resources found along the corridor.
- 11.8 Create a National Heritage Area.
- 11.9 Develop a Historic Arizona U.S. Route 80 Advisory Committee.
- 11.10 Develop marketing strategies that promote heritage tourism.
- 11.11 Create a U.S. Route 80 Corridor Registry of Significant Places and Events.
- 11.12 Identify ways to subsidize restoration and maintenance of historic landmarks and interpretive facilities along the corridor.
- 11.13 Work with the National Park Service to Create a U.S. Route 80 Corridor Preservation Program.
- 11.14 Coordinate with neighboring States to develop historic signage, interpretation and promotion.

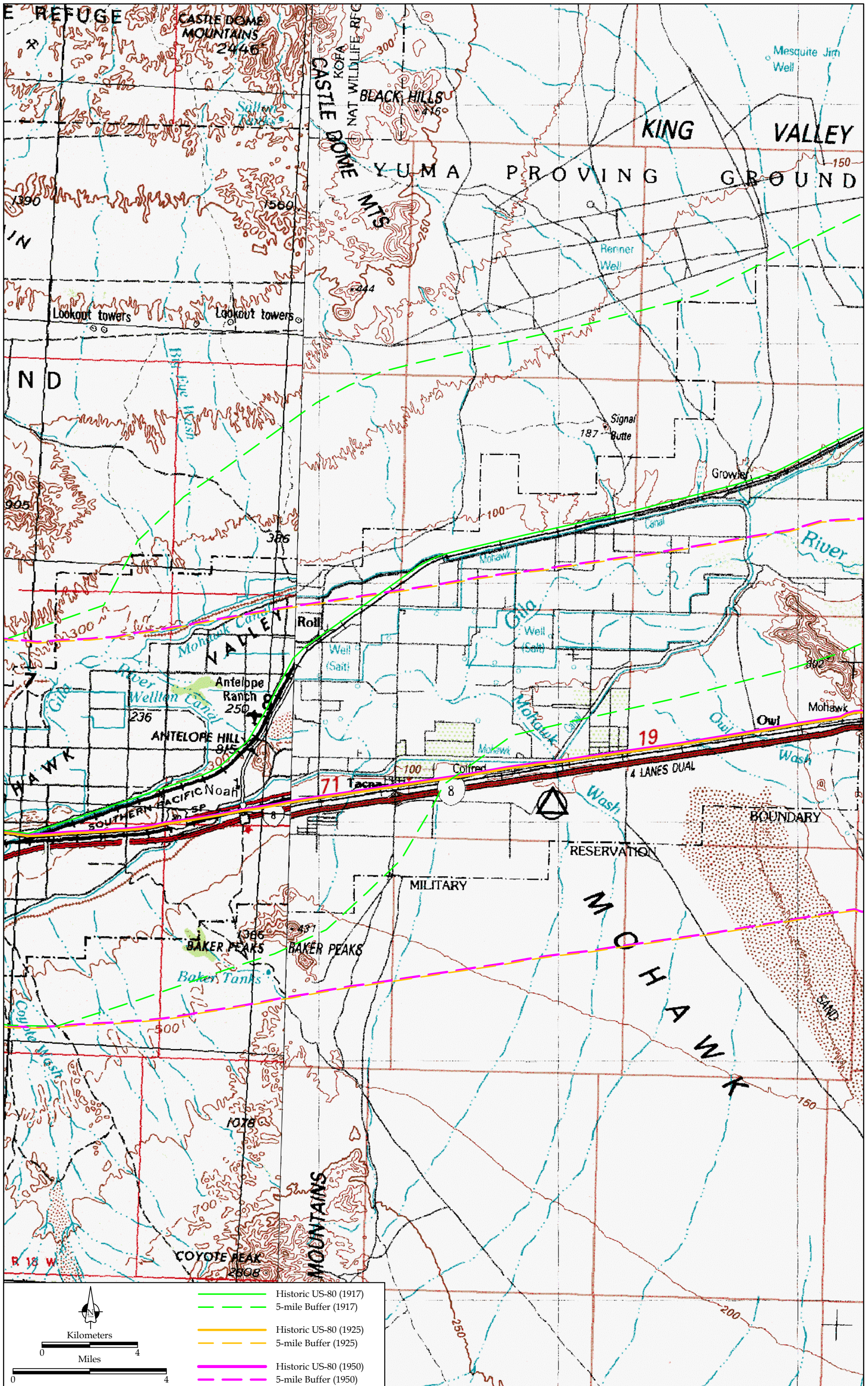


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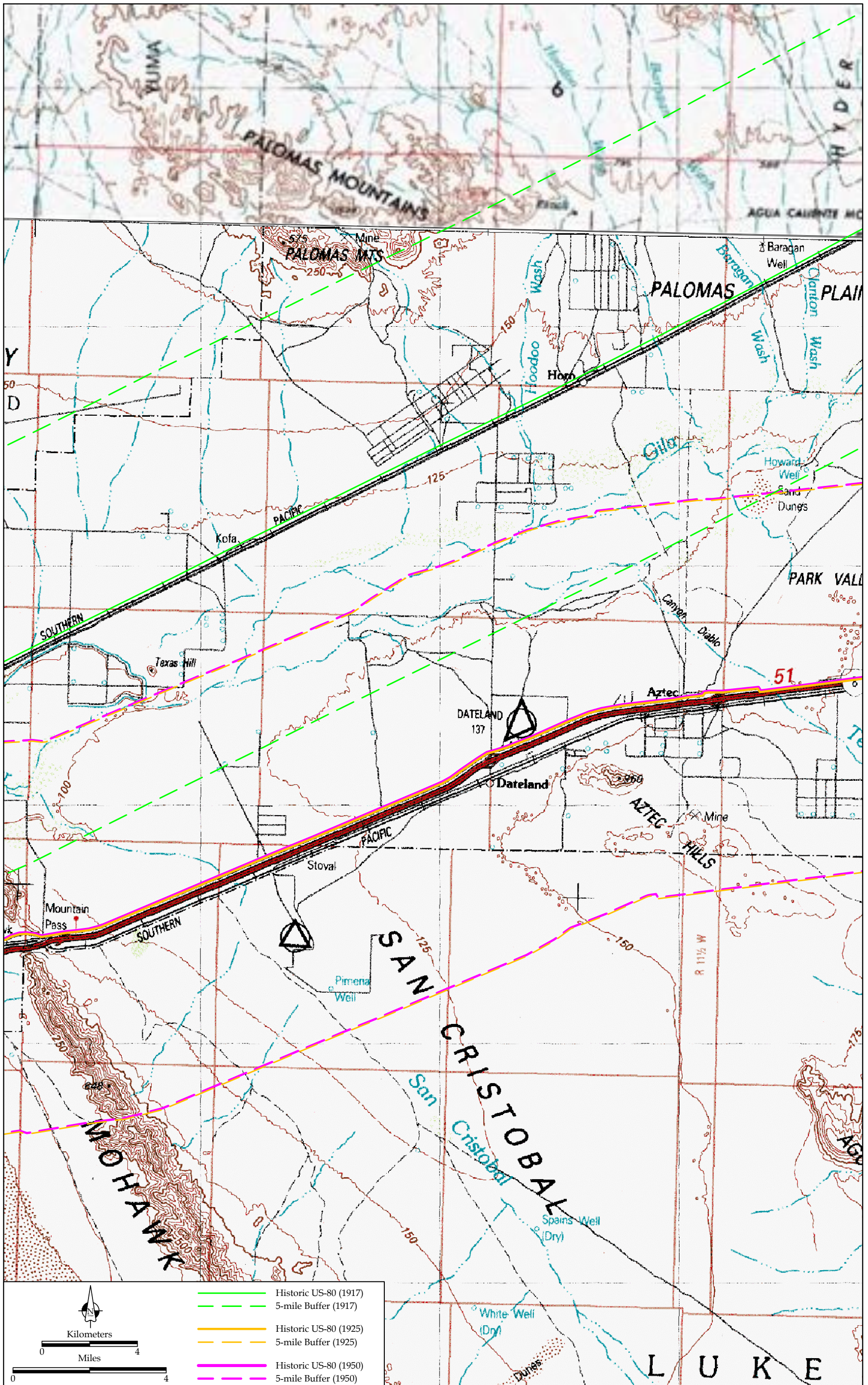


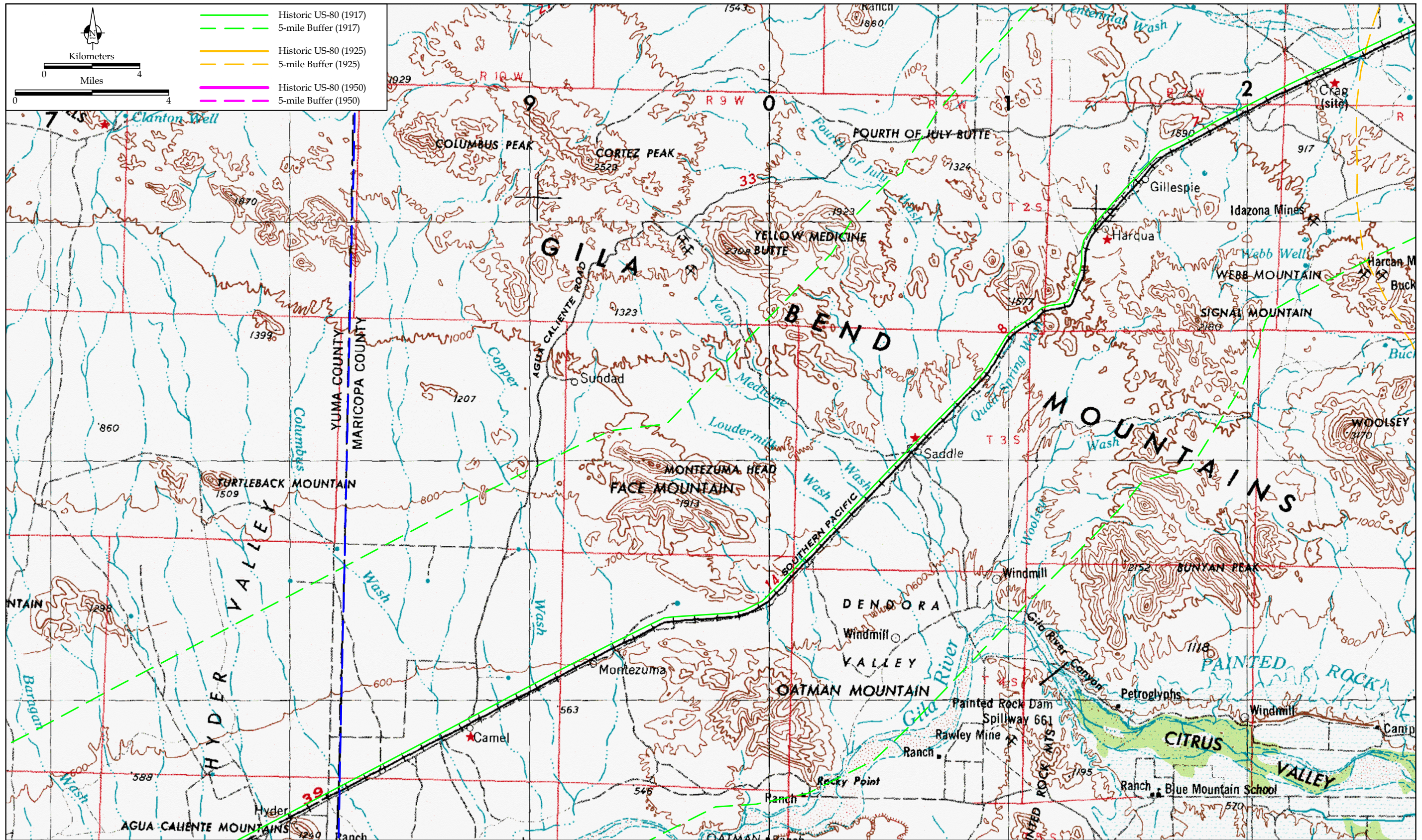
| Key   |                       |
|---|-----------------------|
|  | Historic US-80 (1917) |
|  | Historic US-80 (1925) |
|  | Historic US-80 (1950) |
|  | AZ County Boundary    |

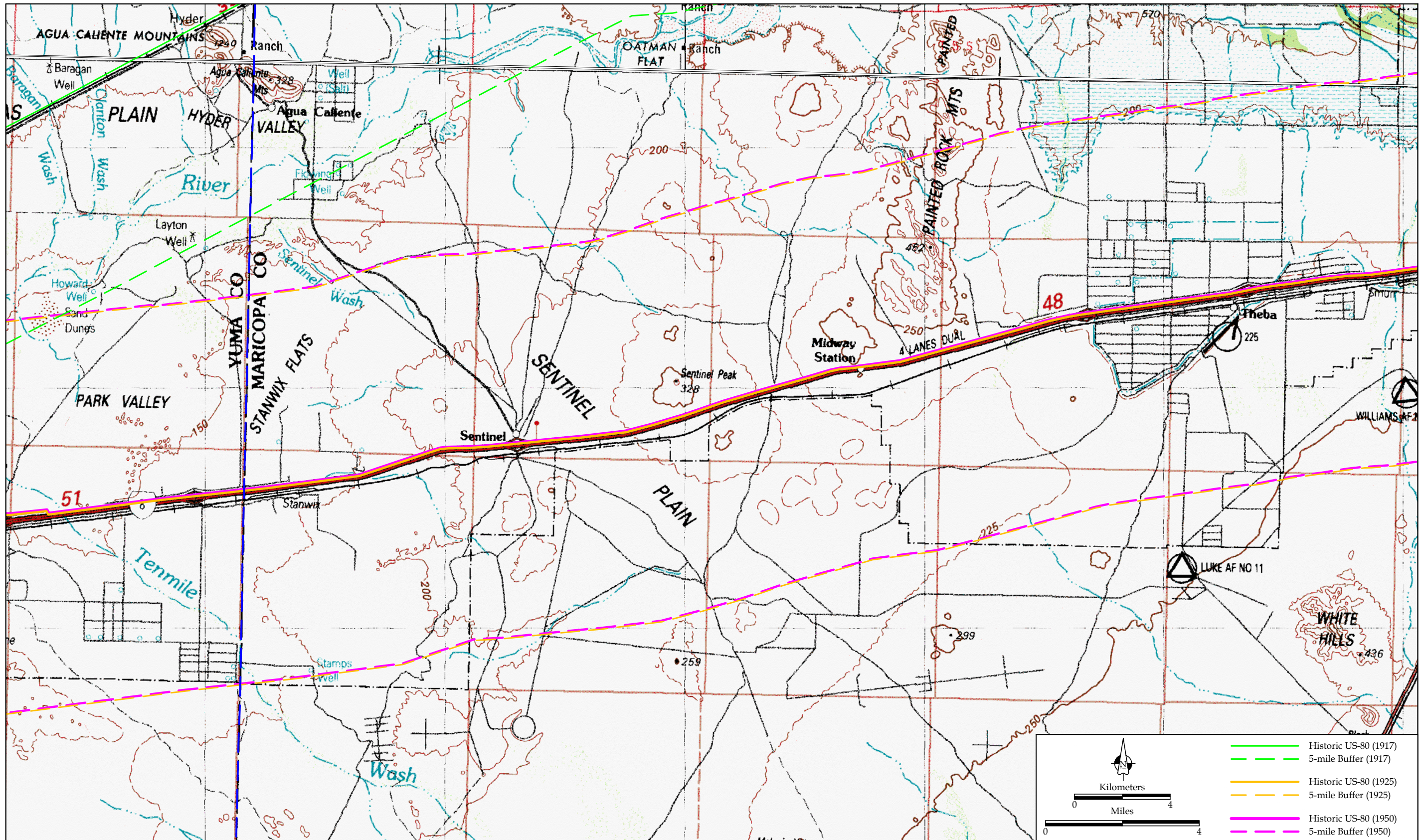


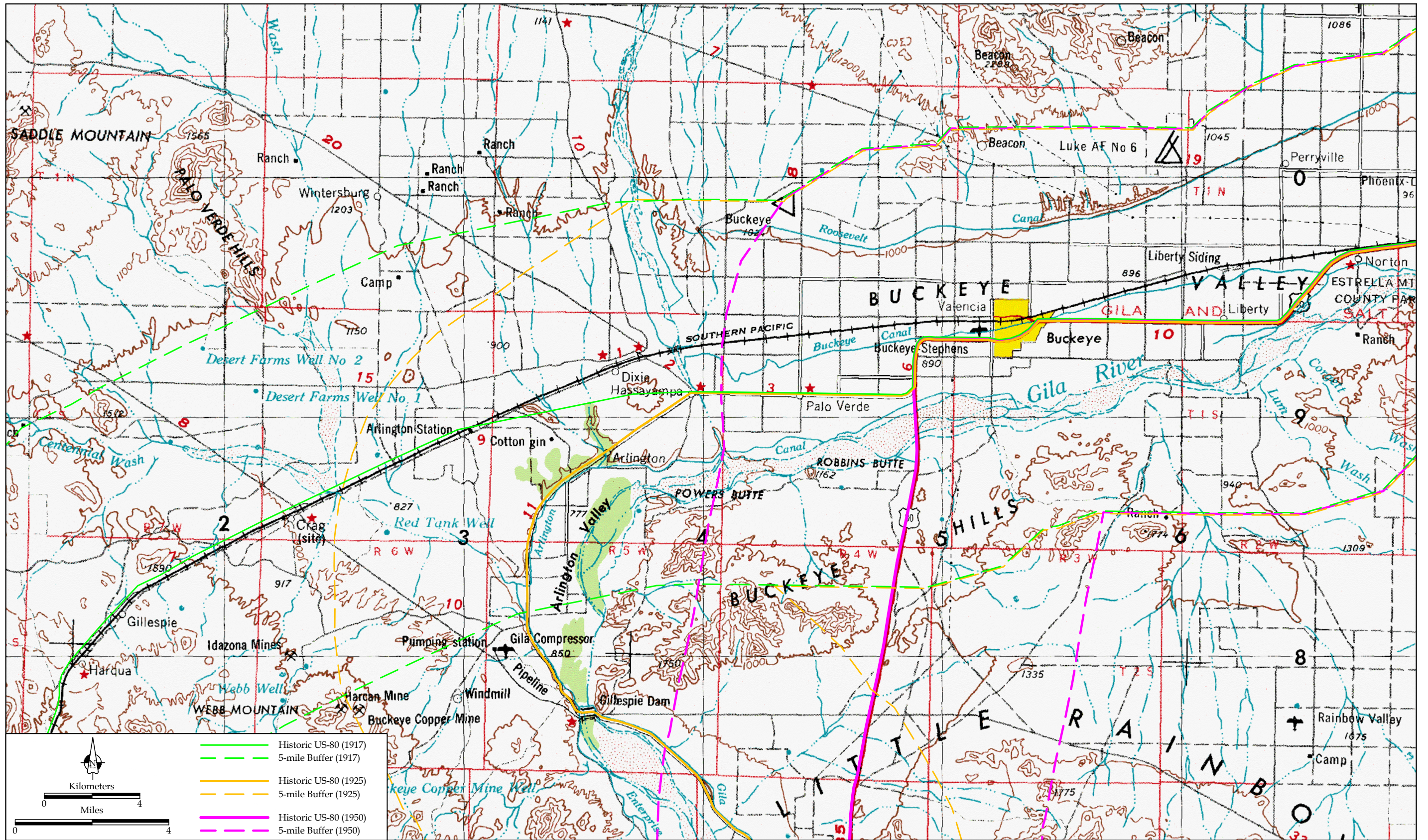


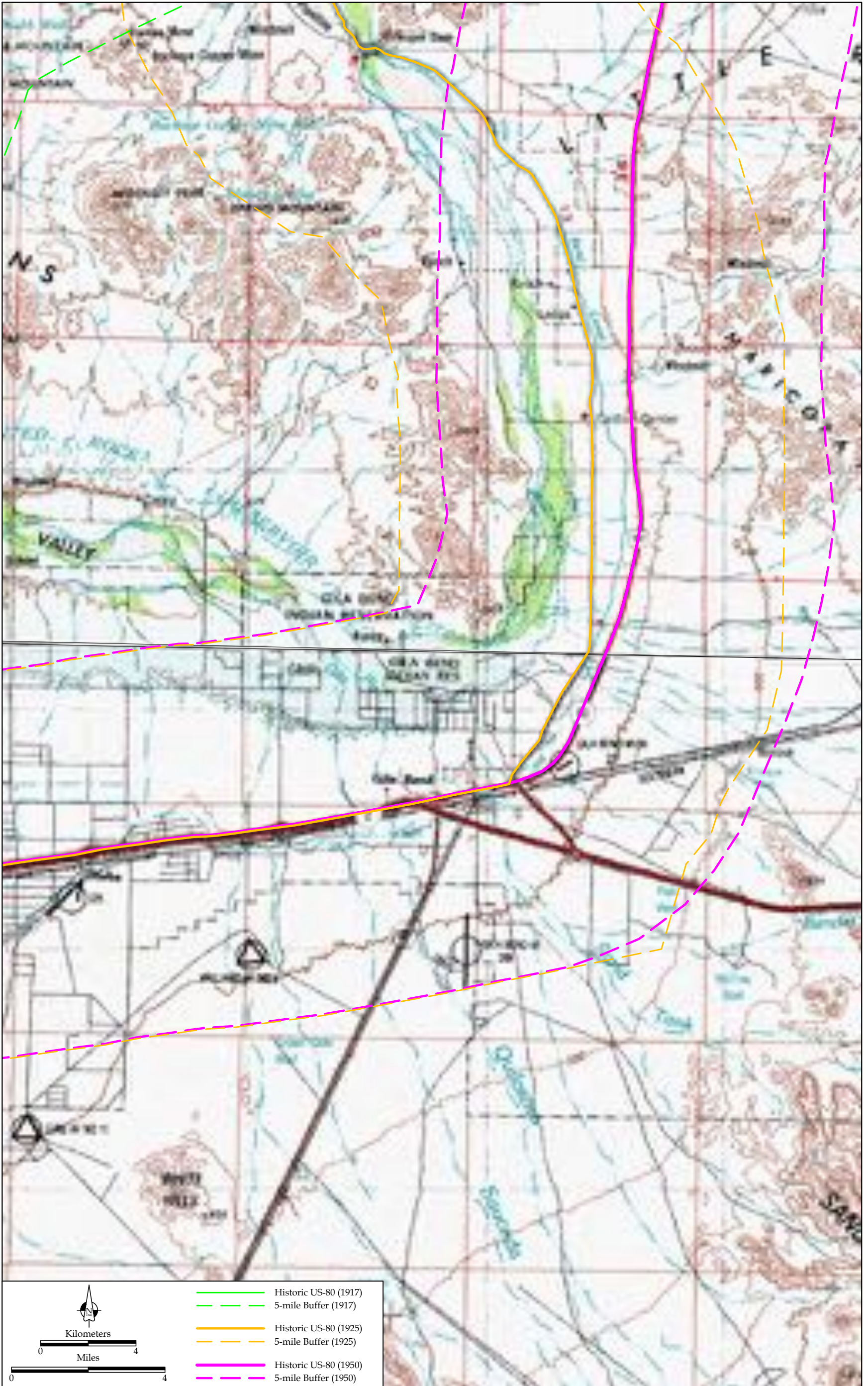


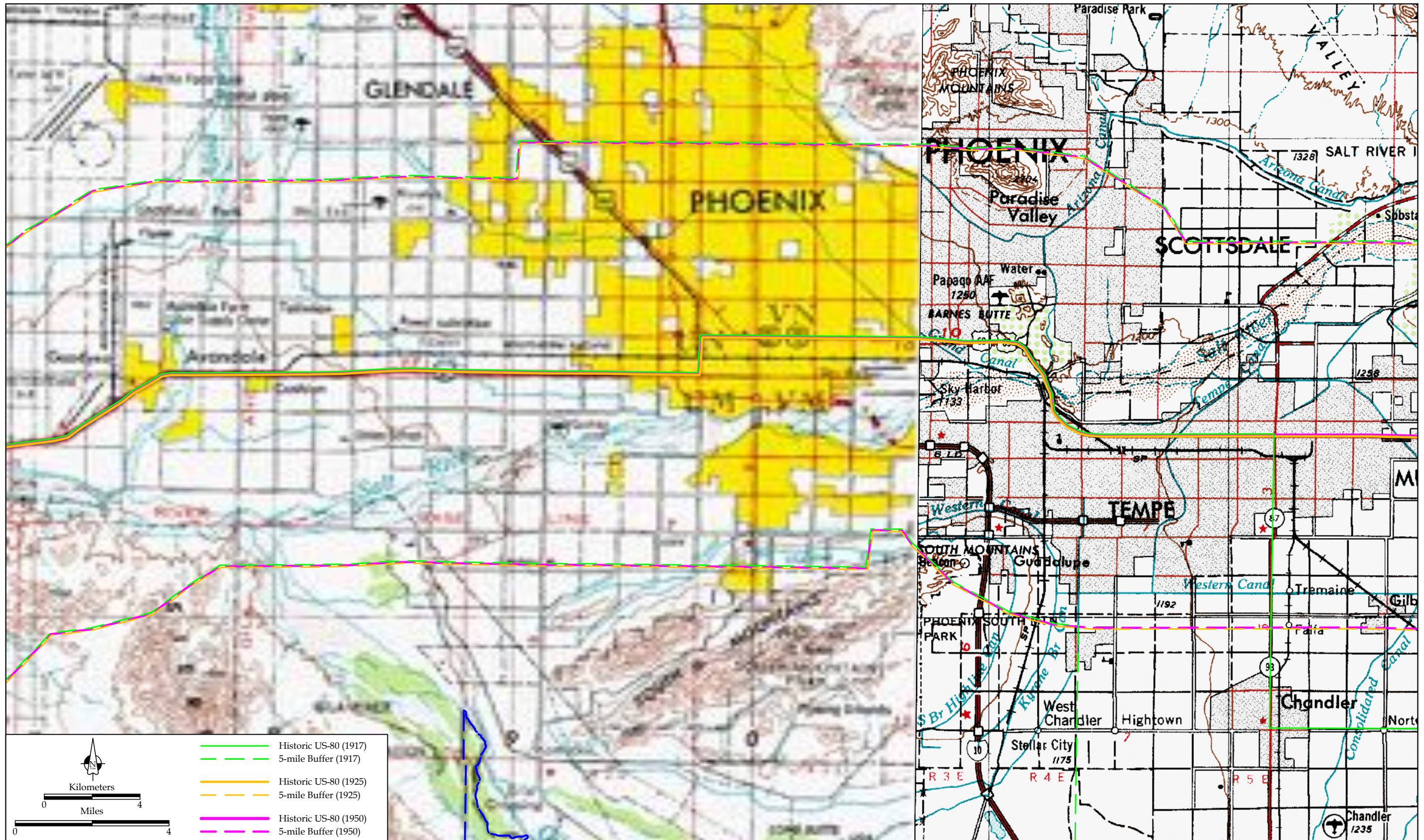


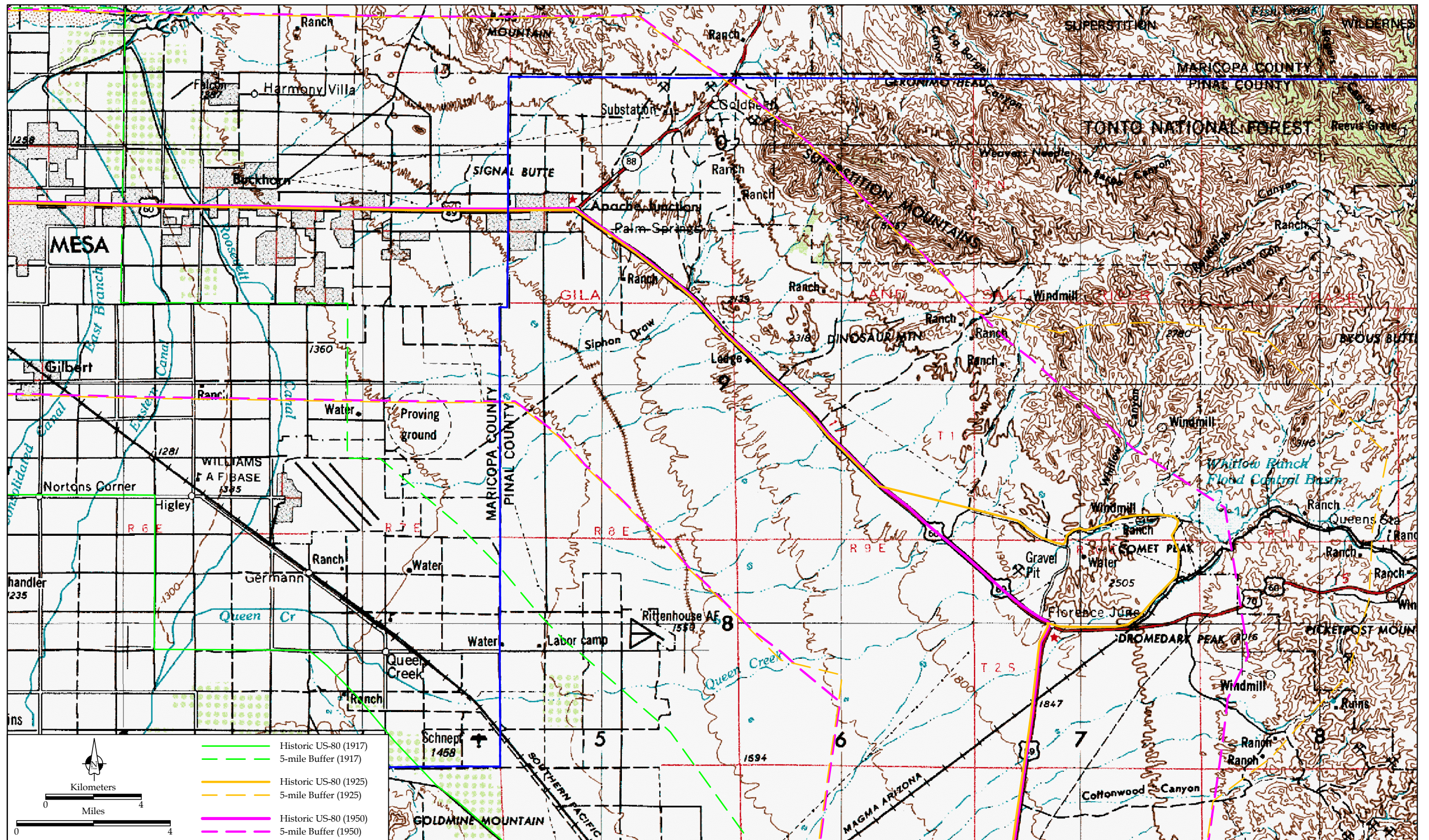


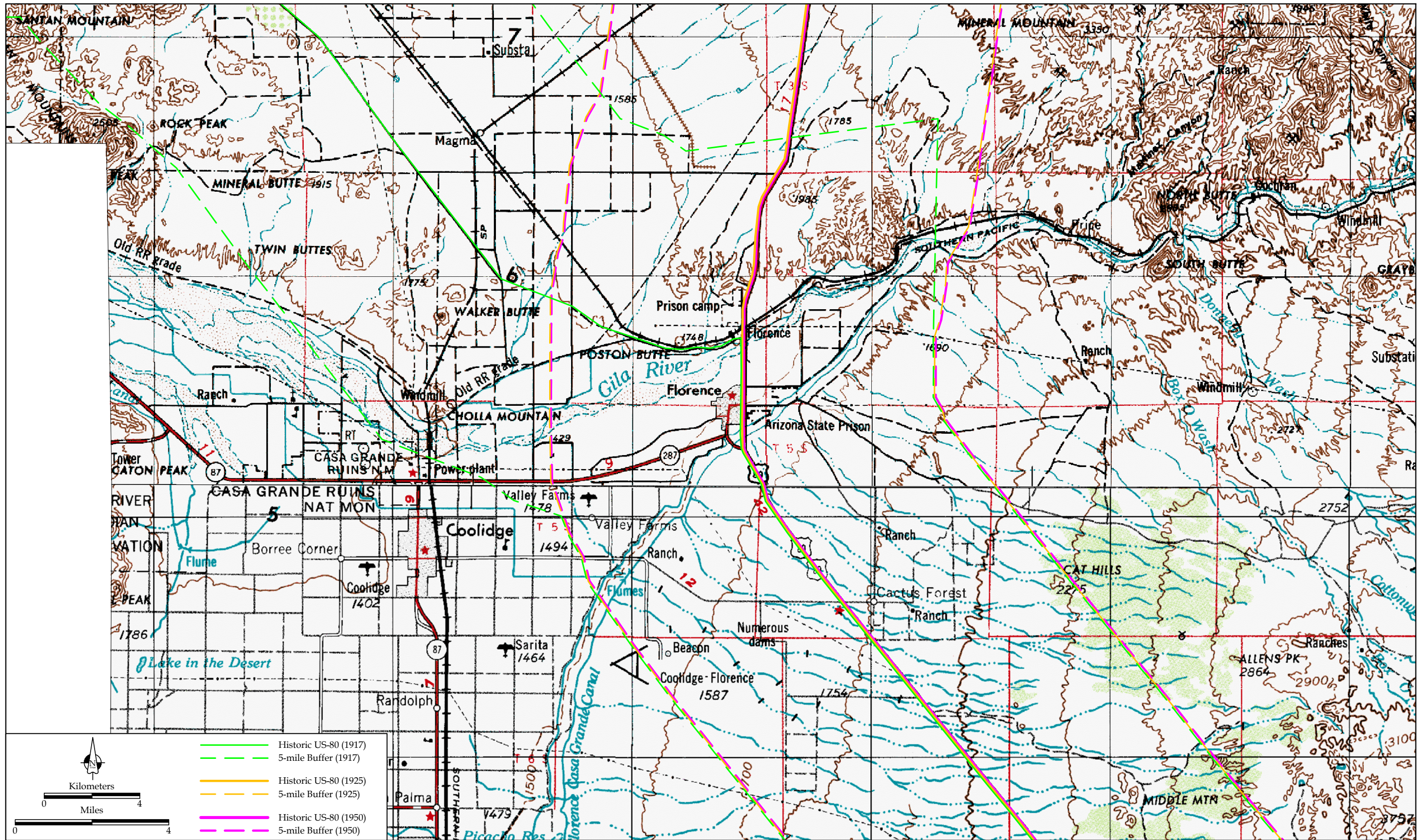




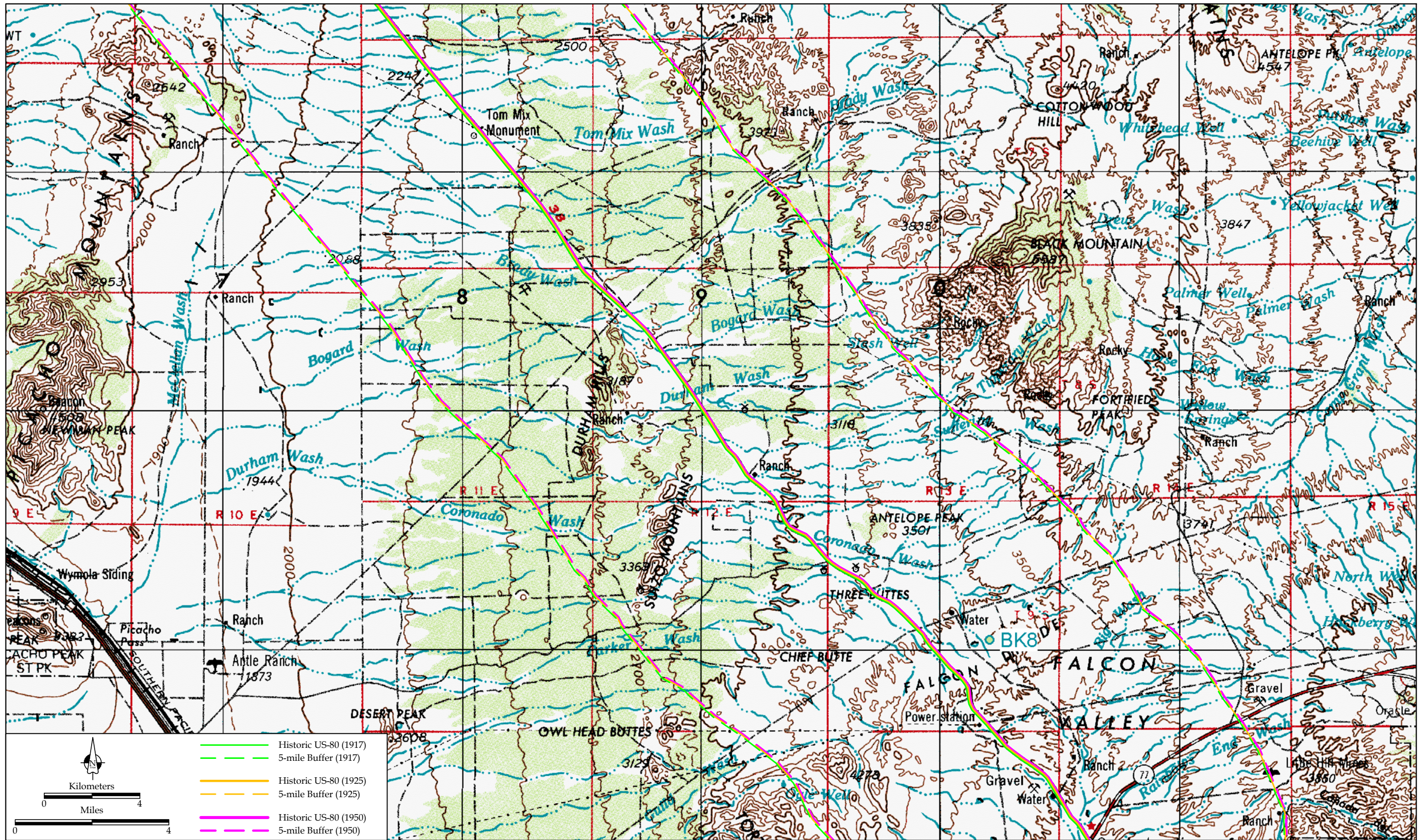


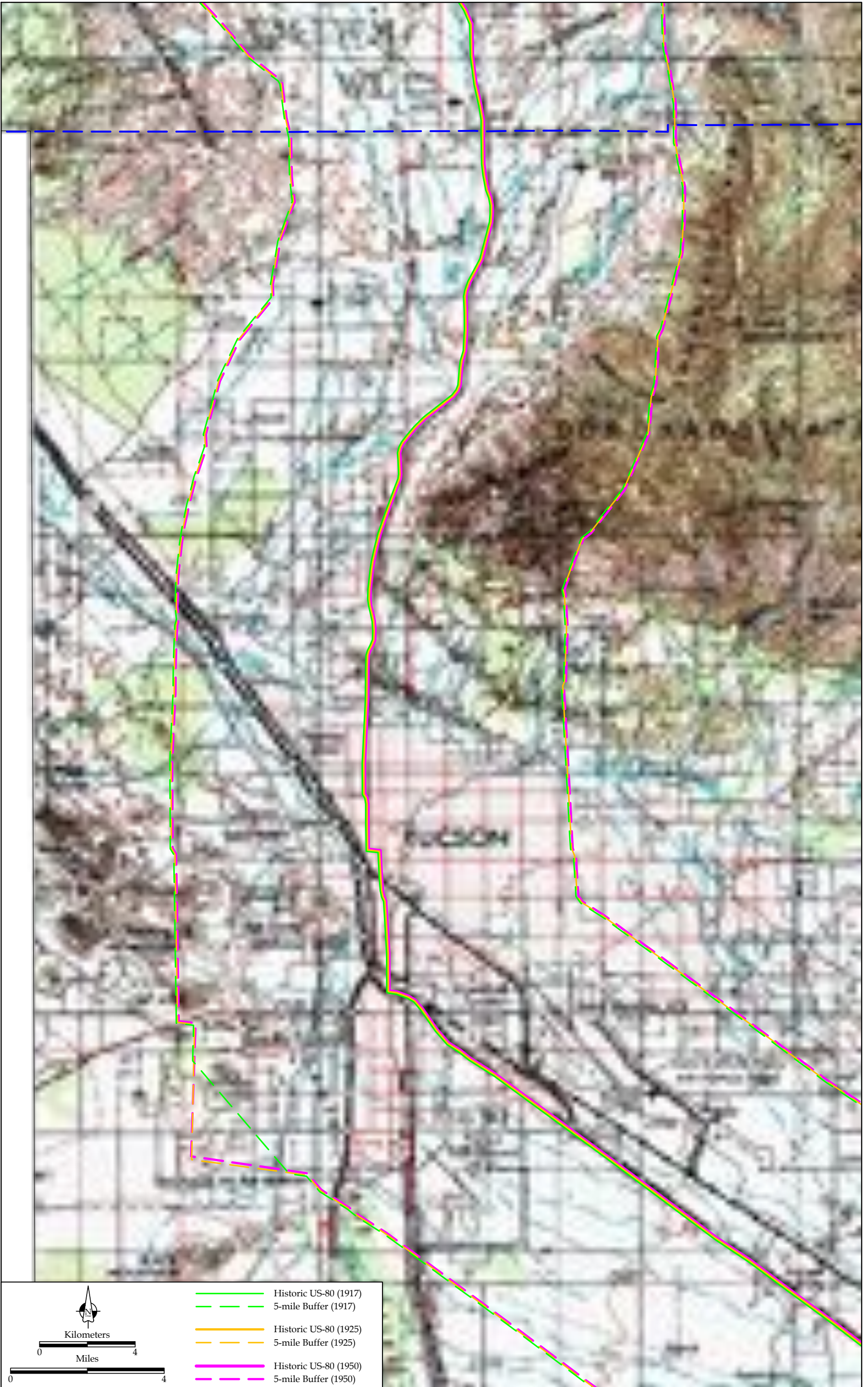




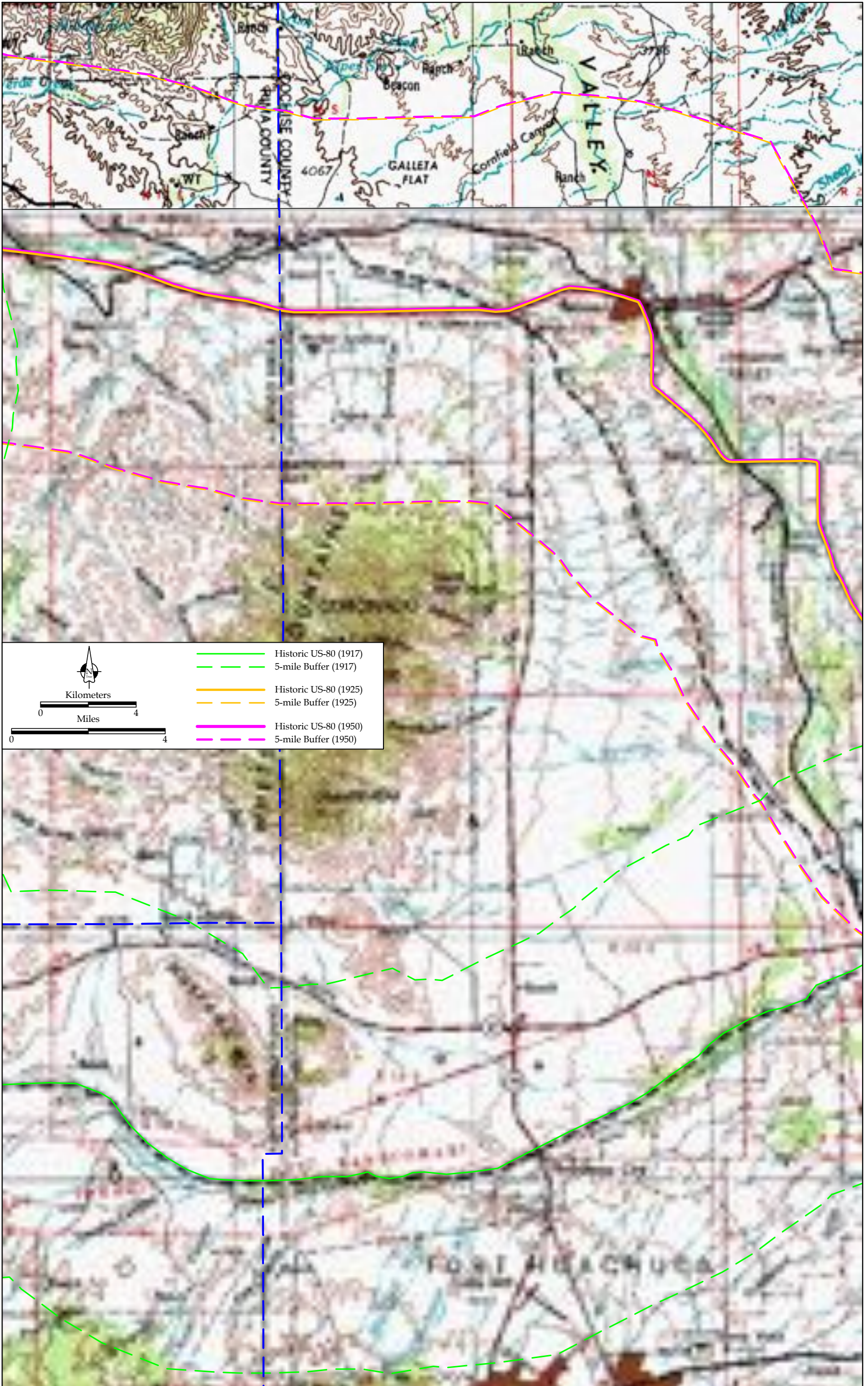


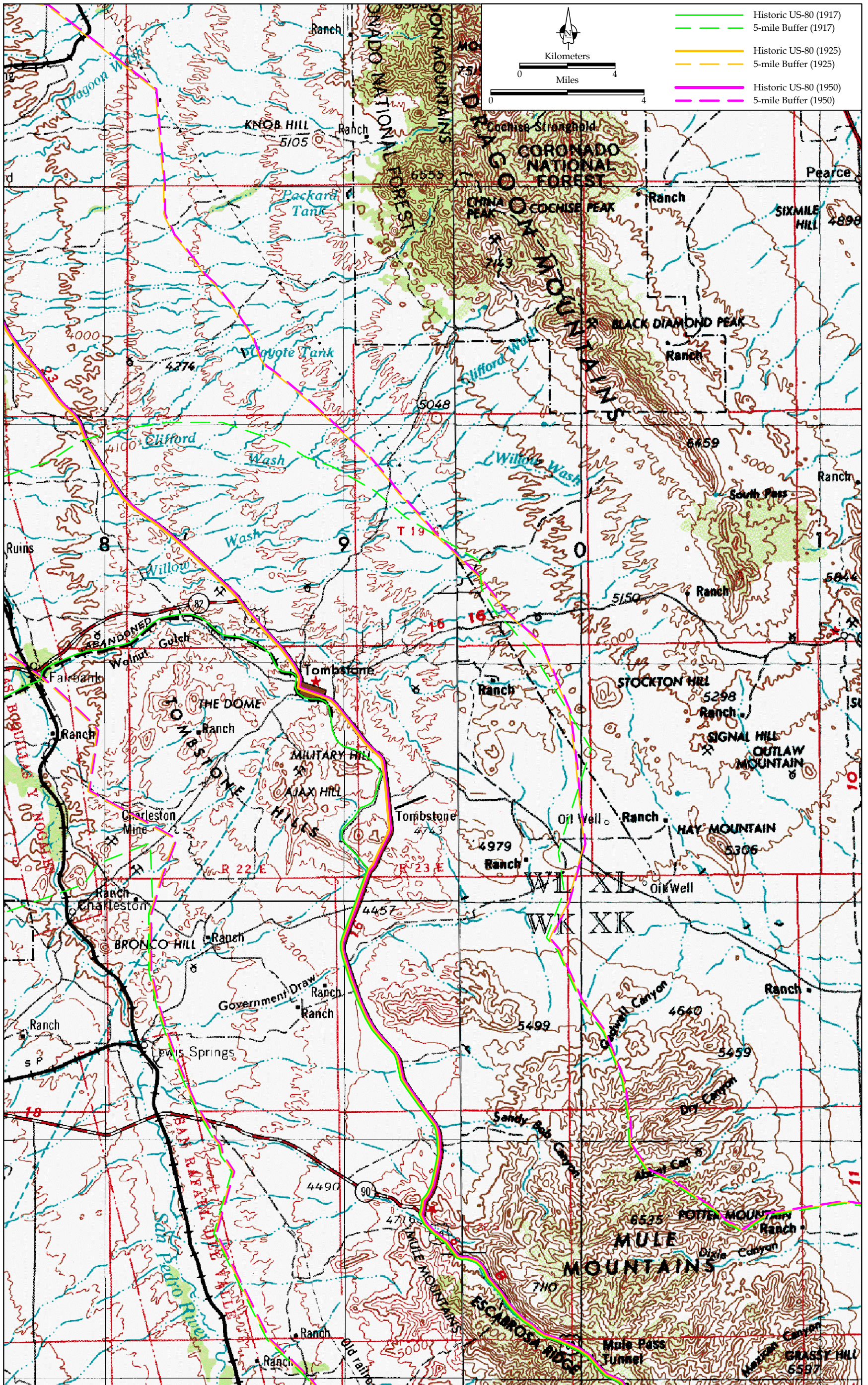


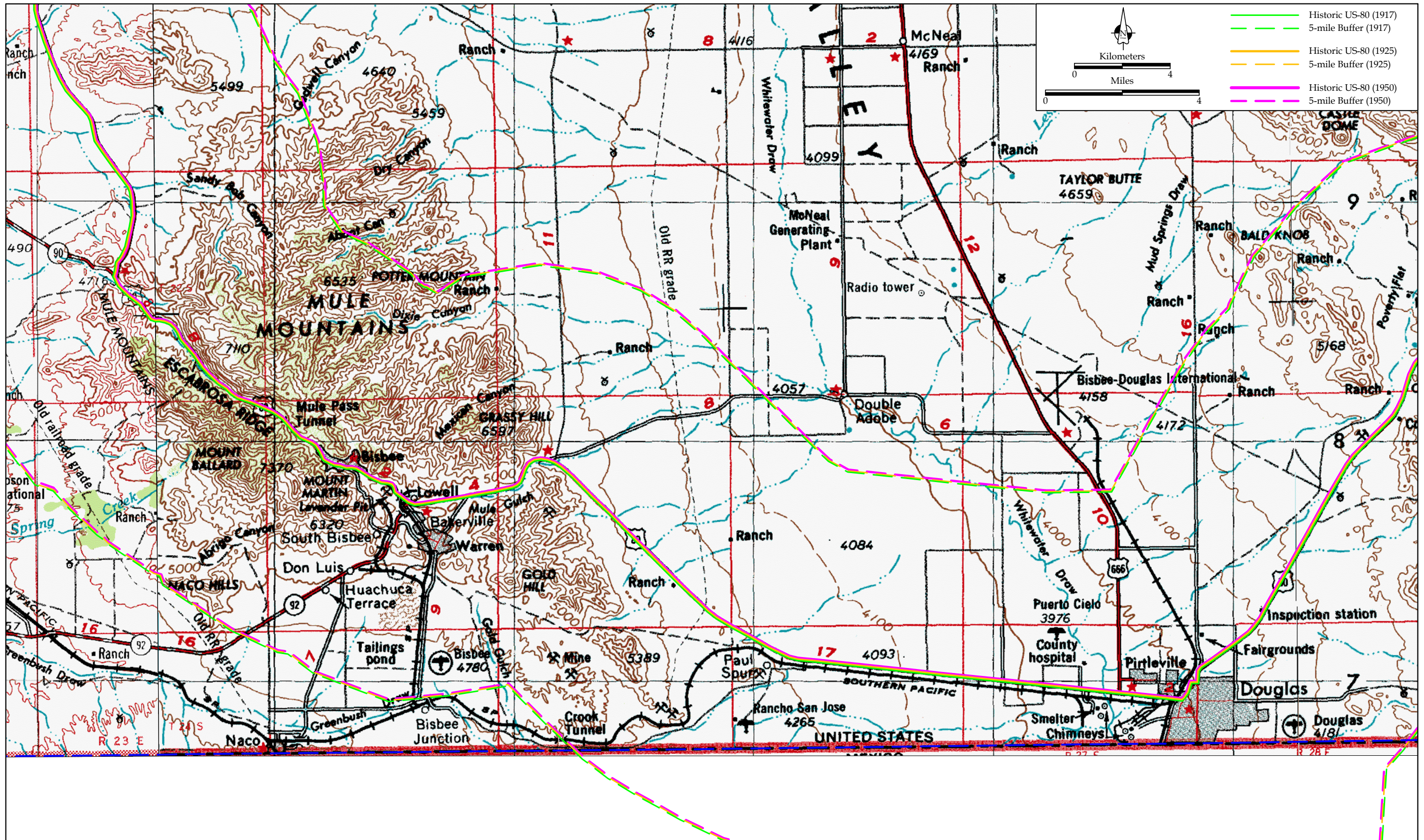


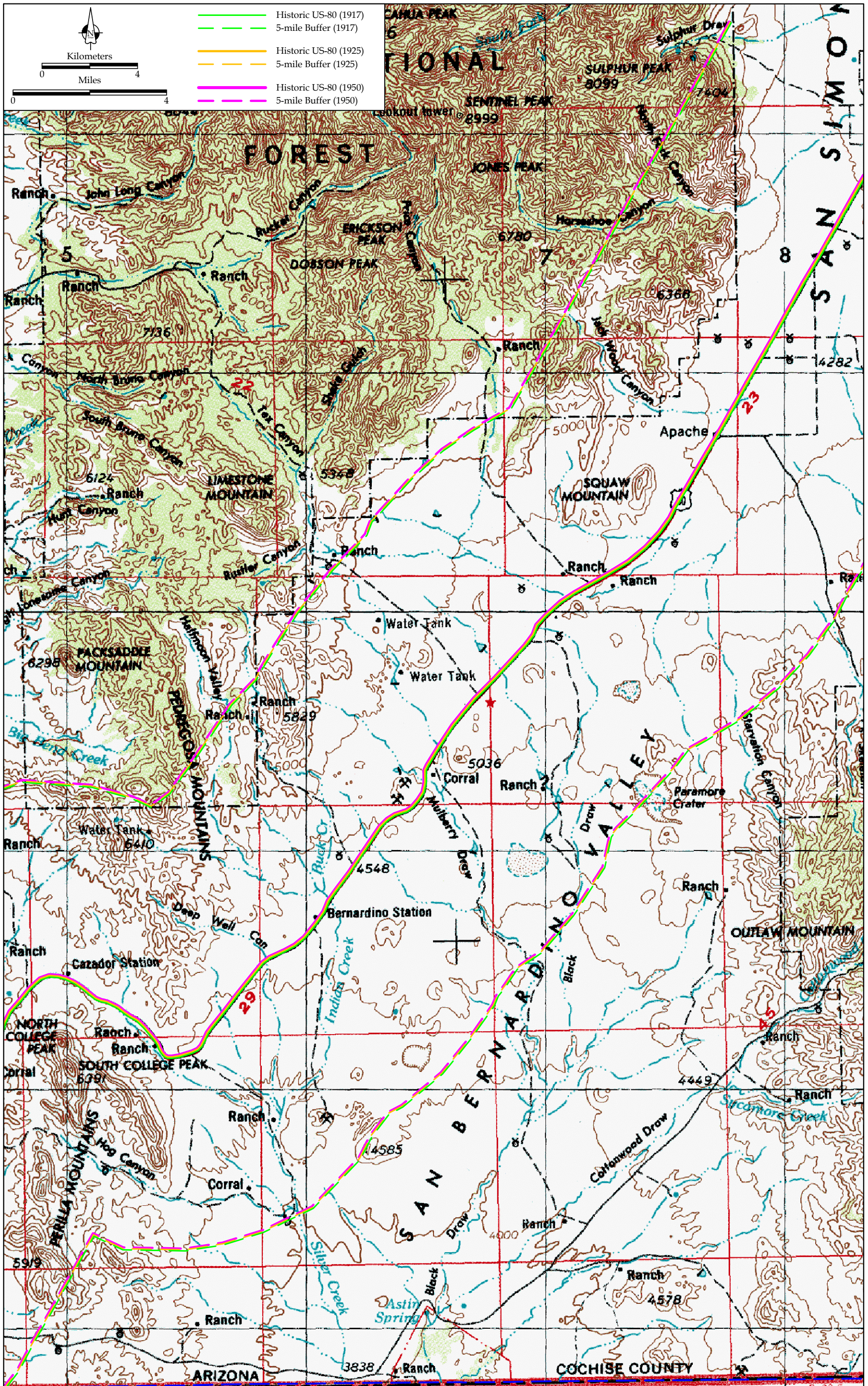


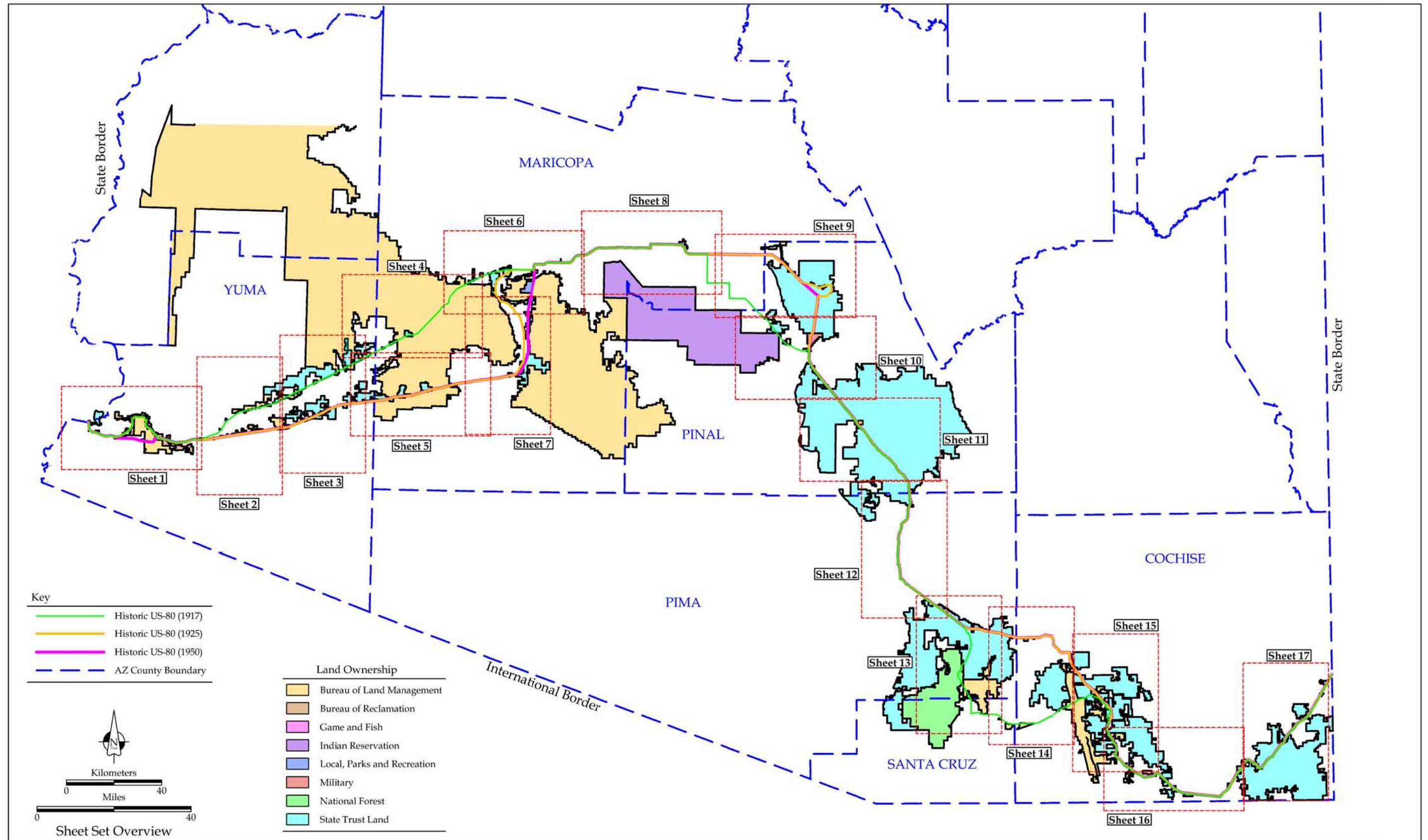




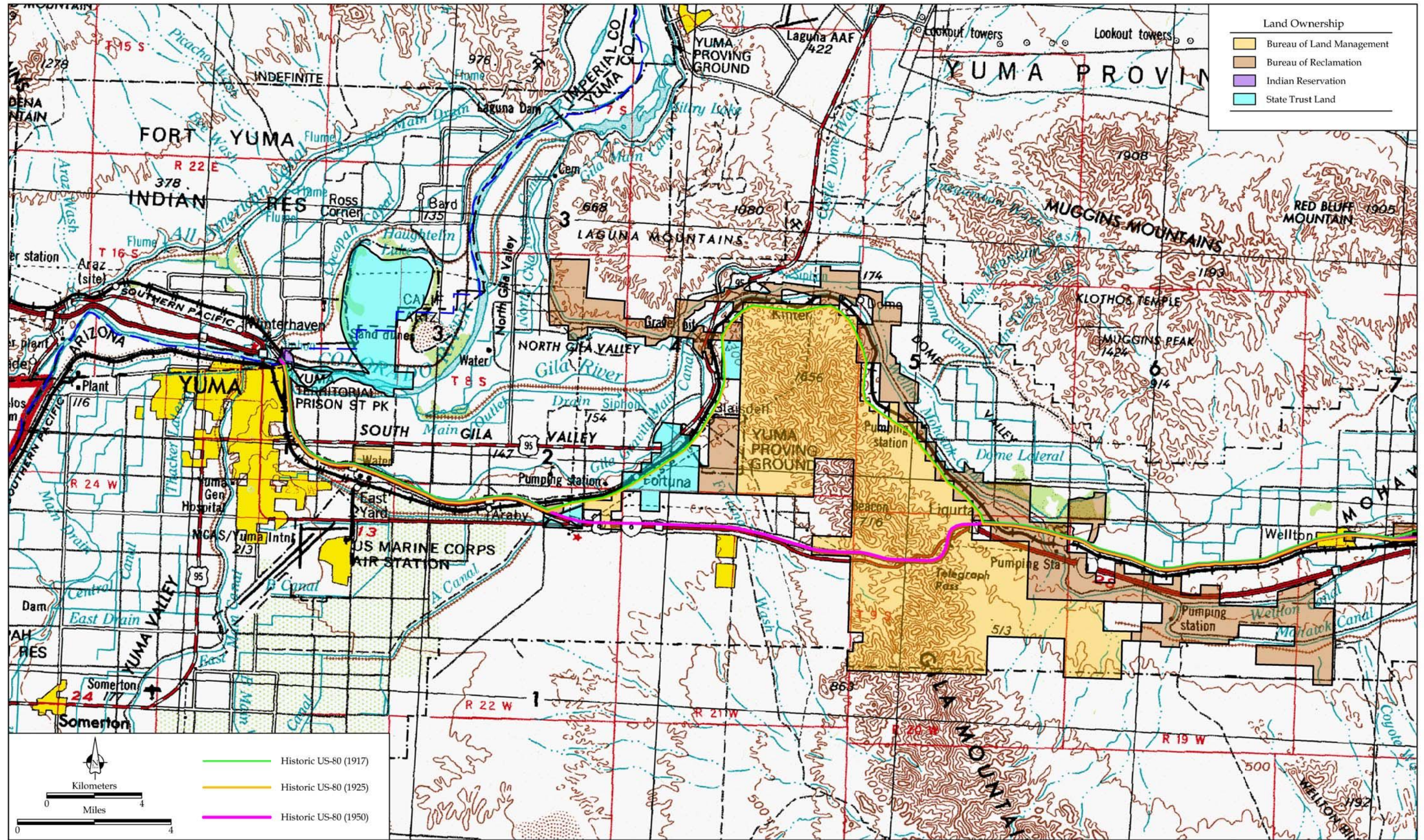












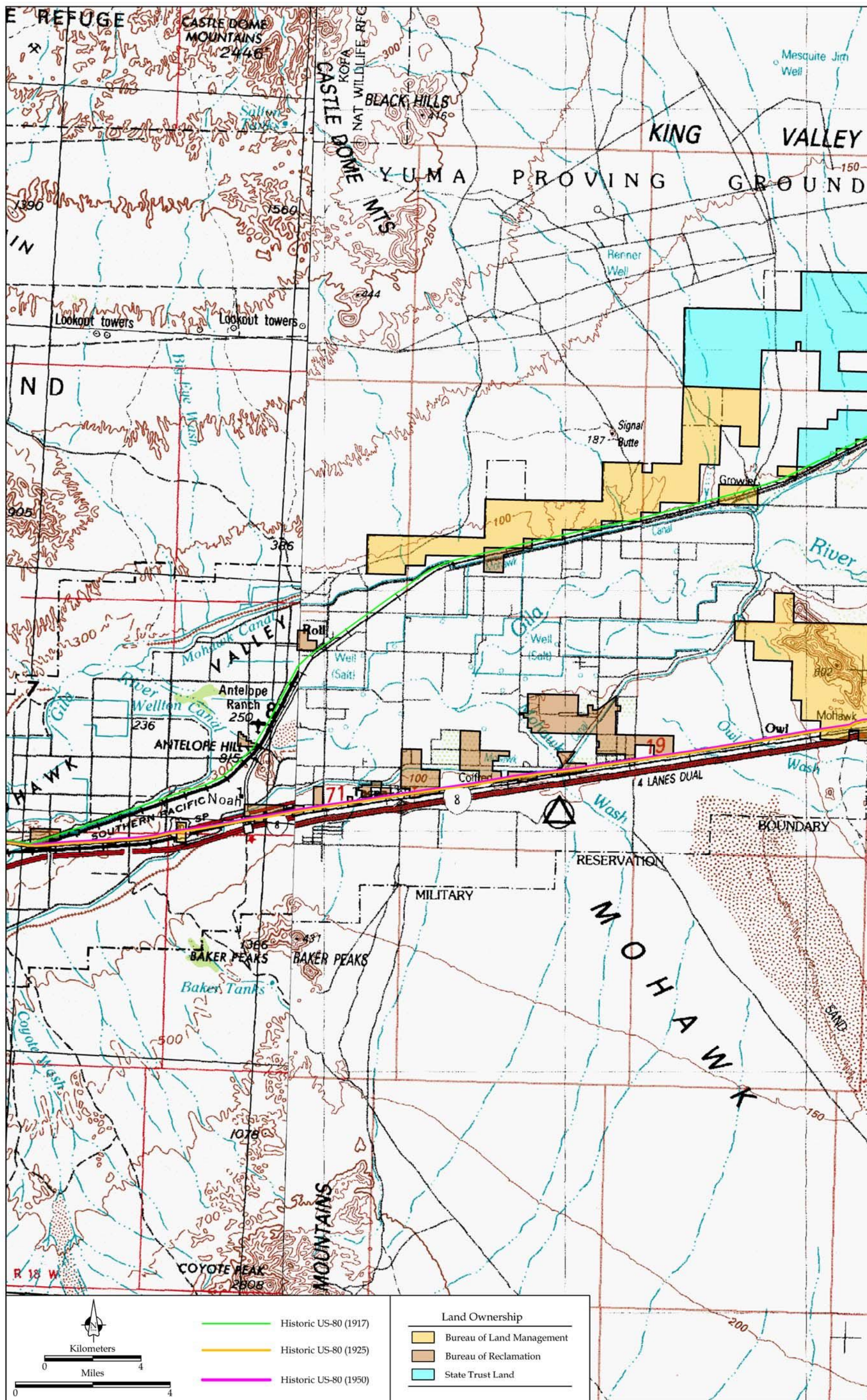
Land Ownership

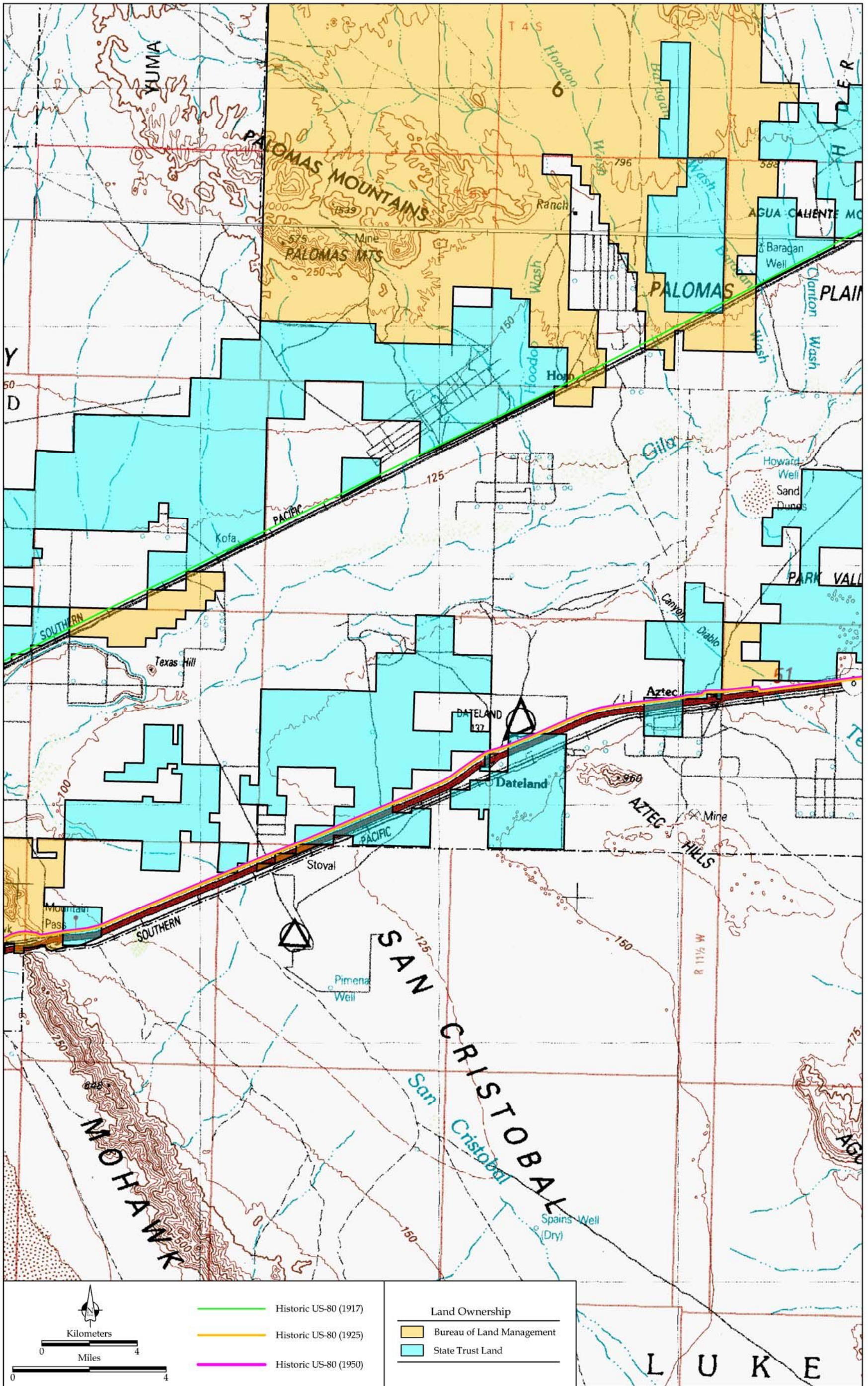
- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- State Trust Land

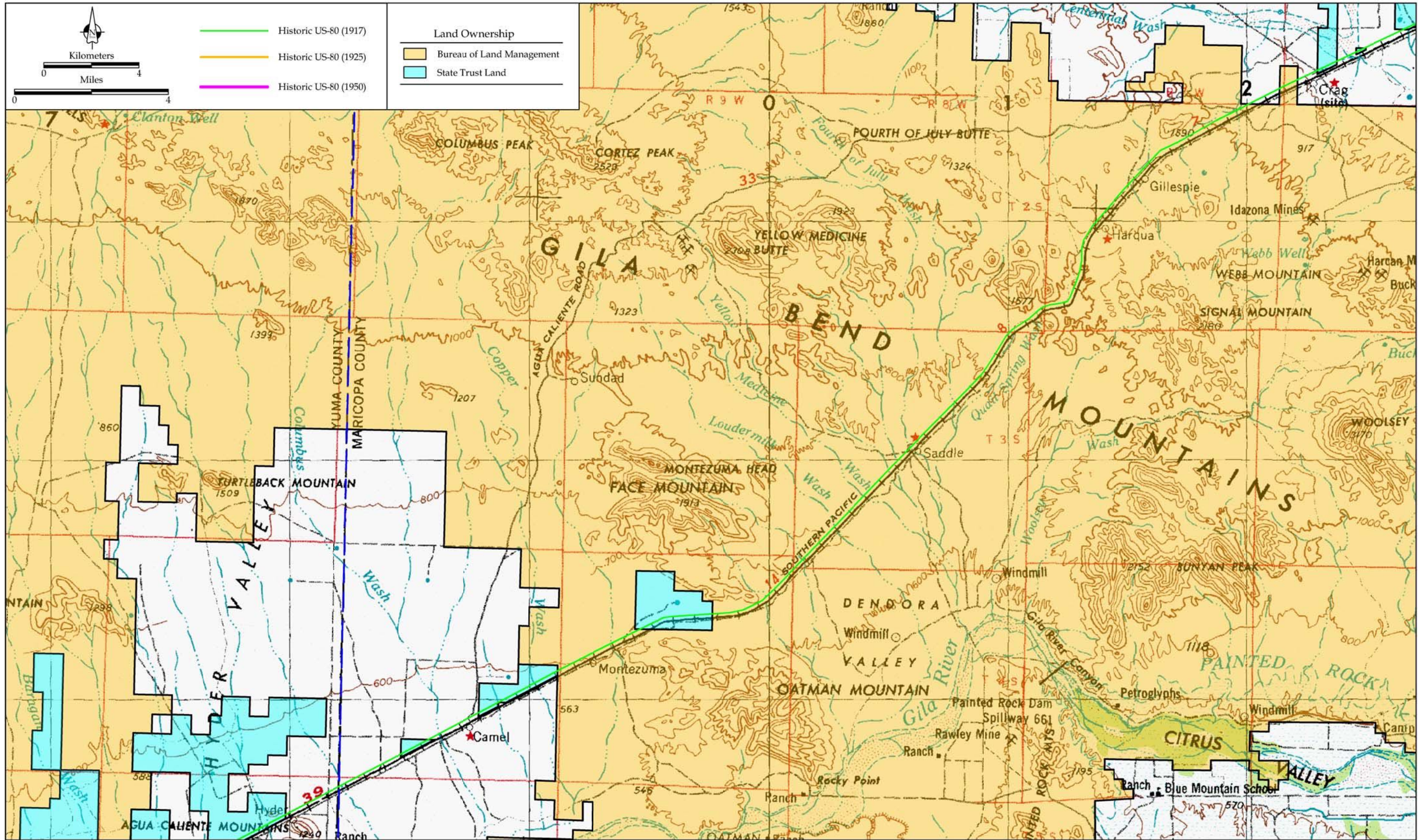
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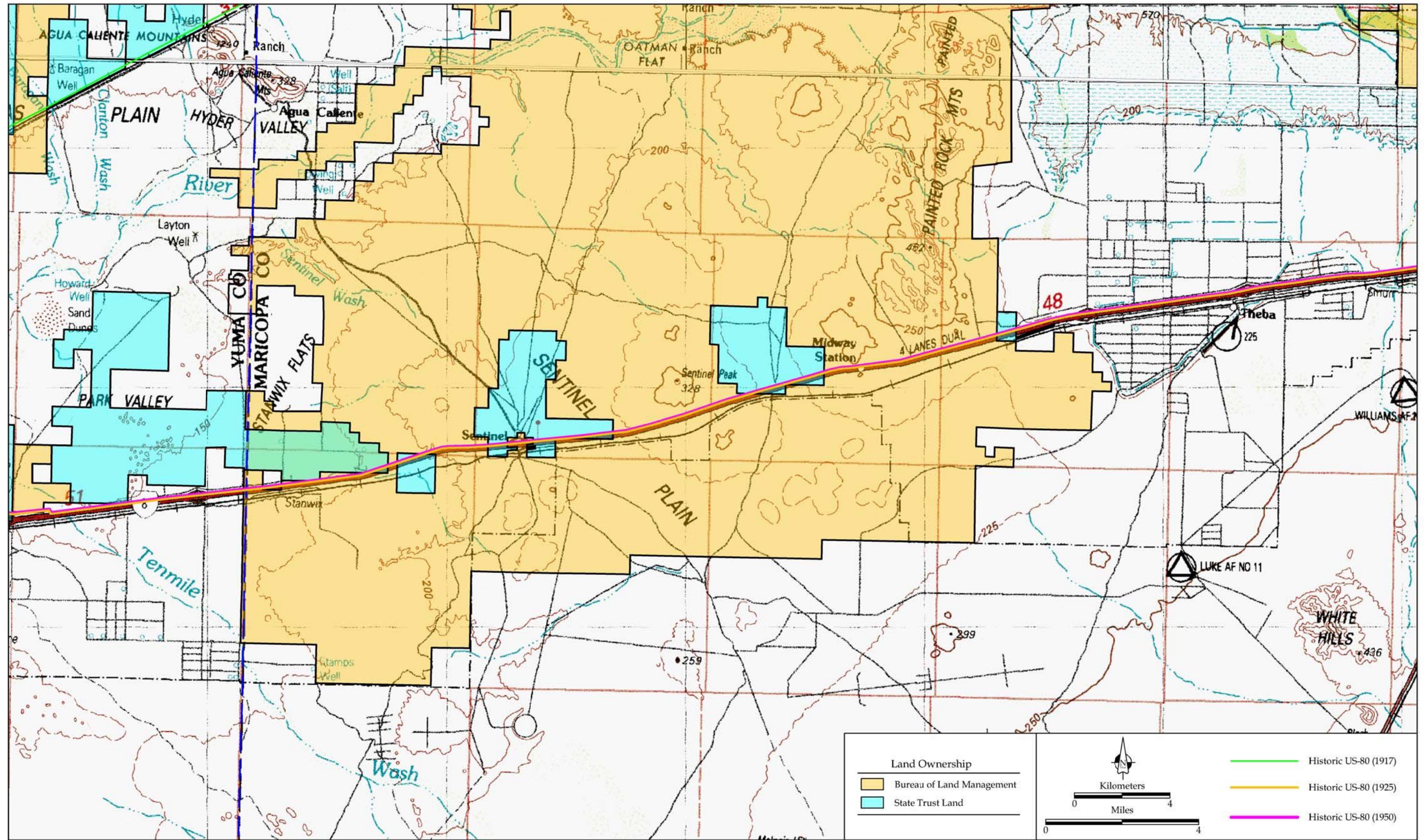
Historic US-80 (1925) —

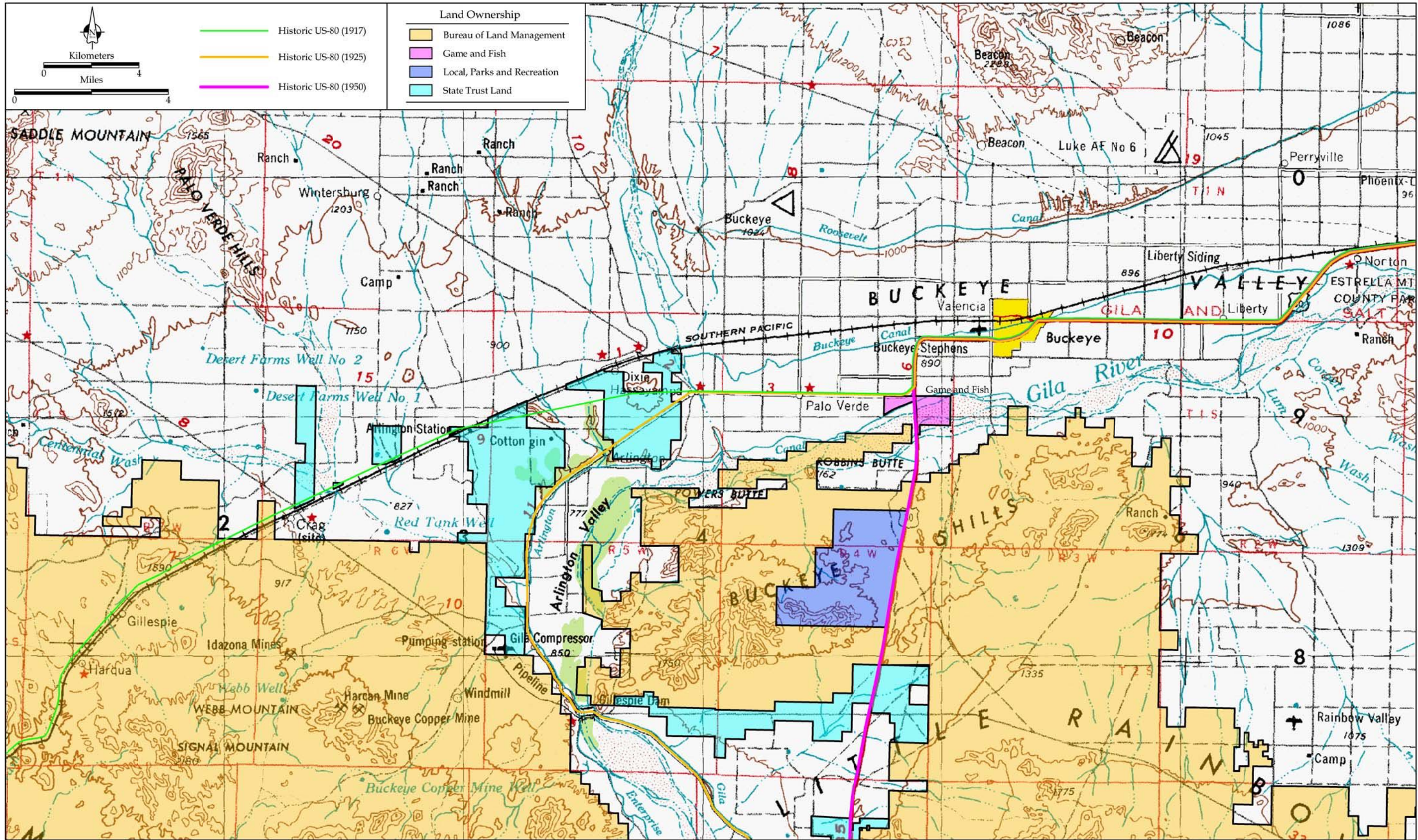
Historic US-80 (1950) —

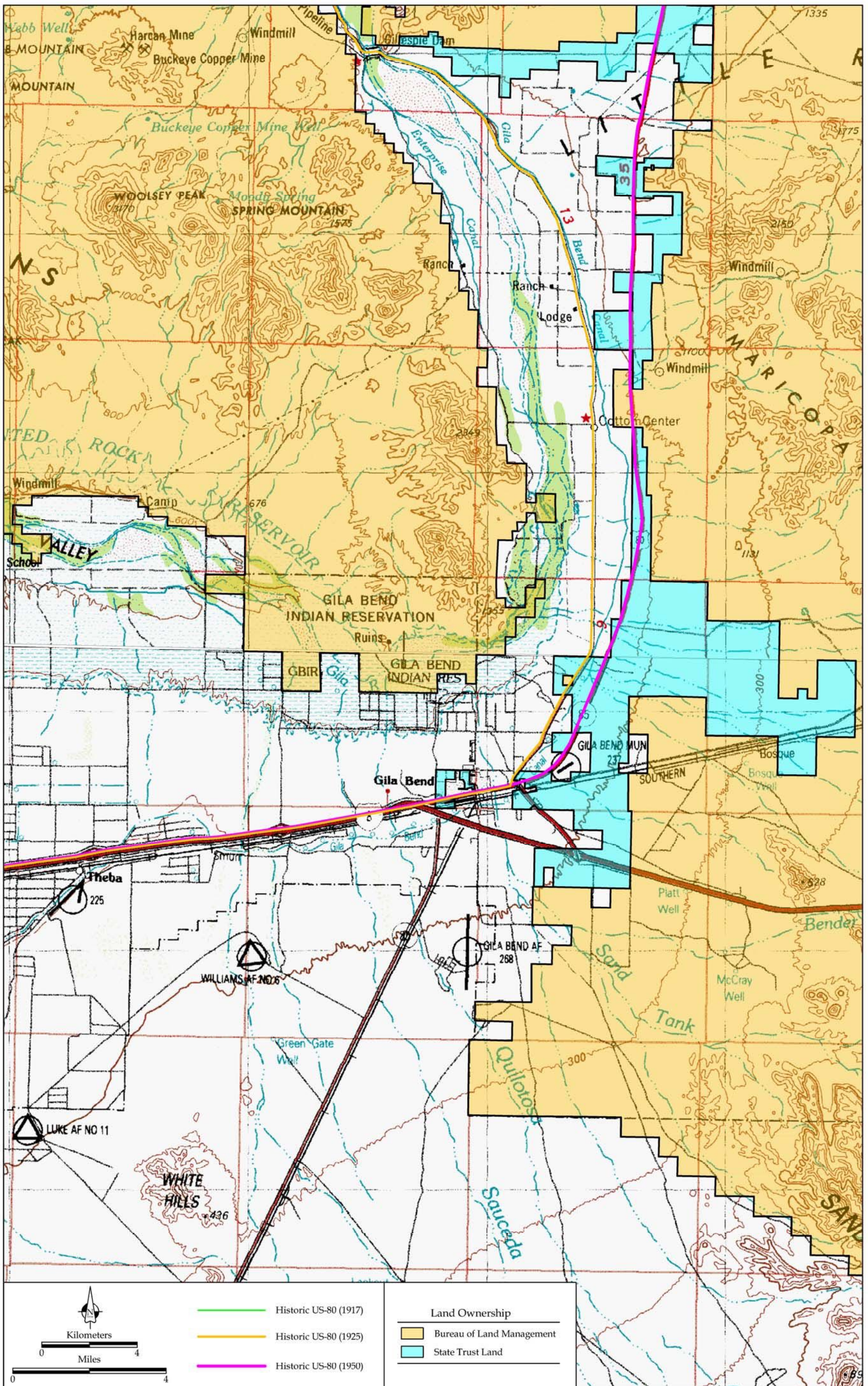


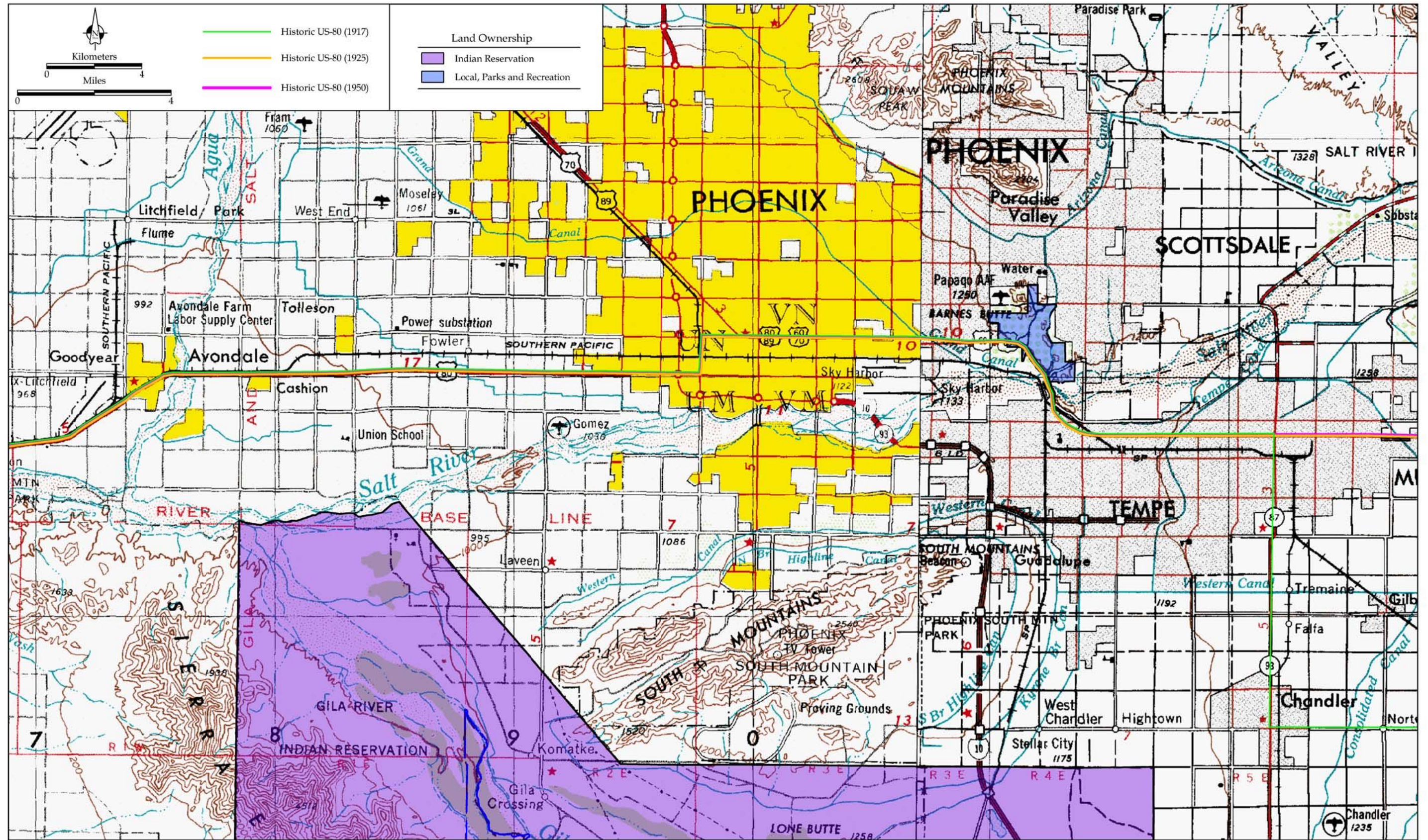




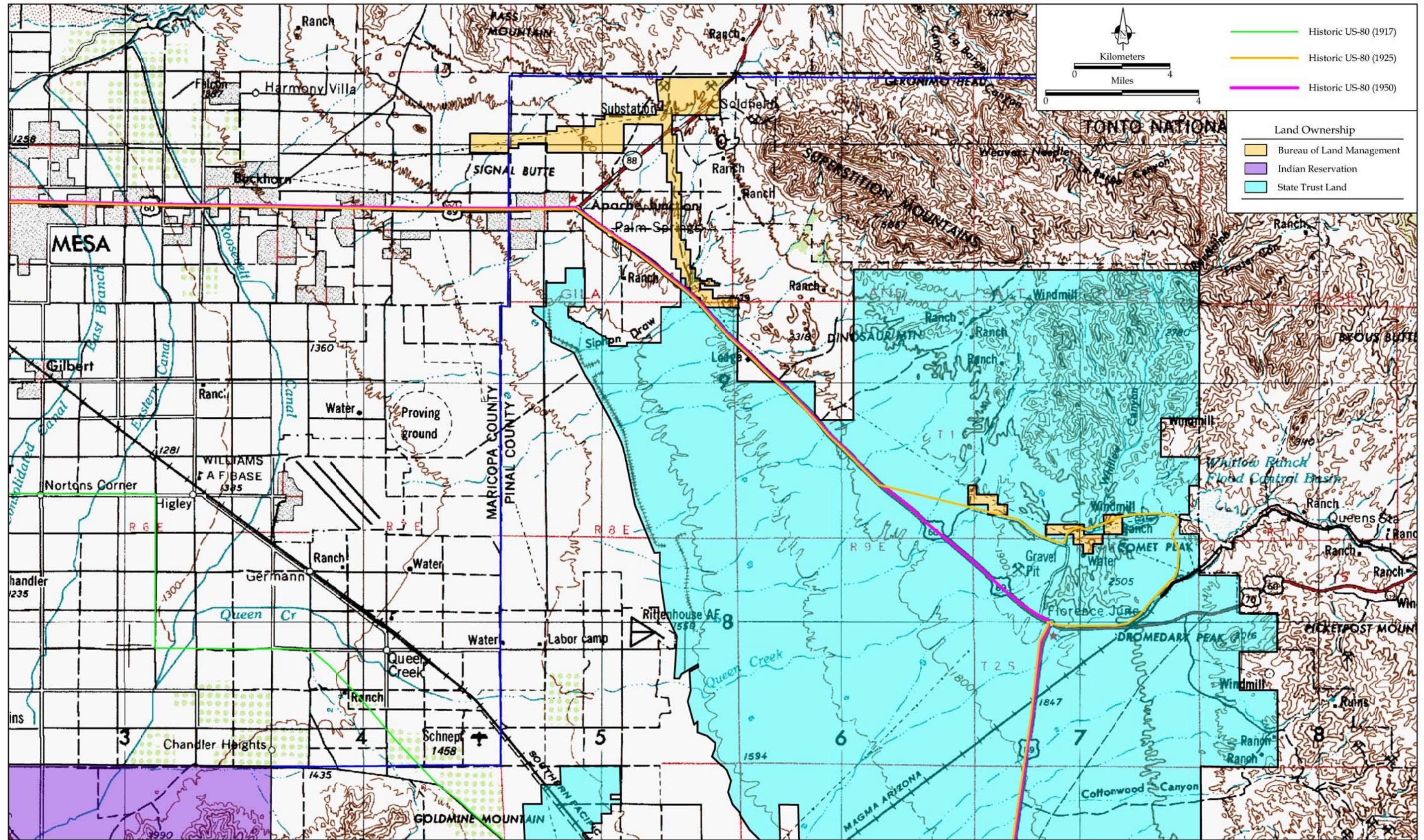


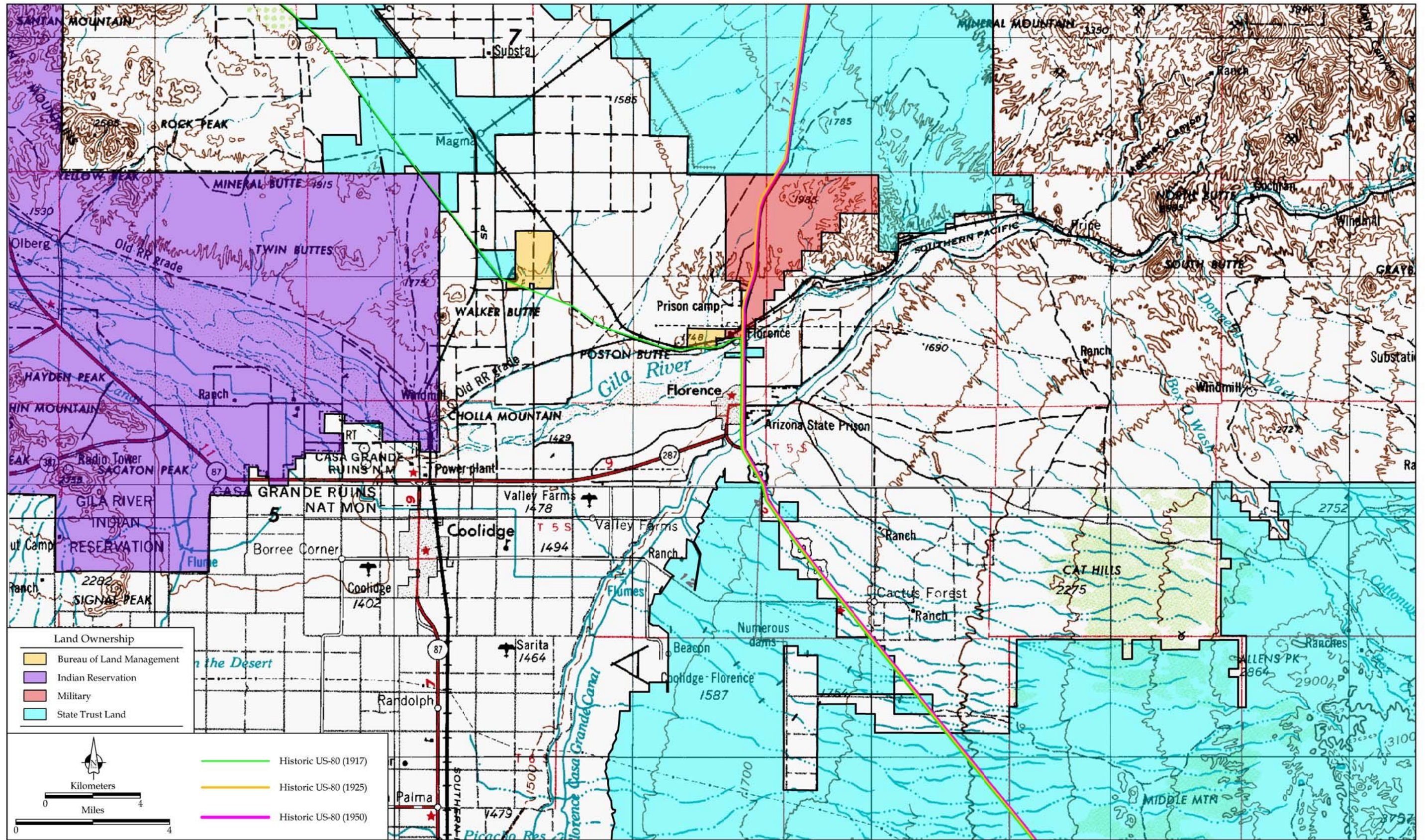


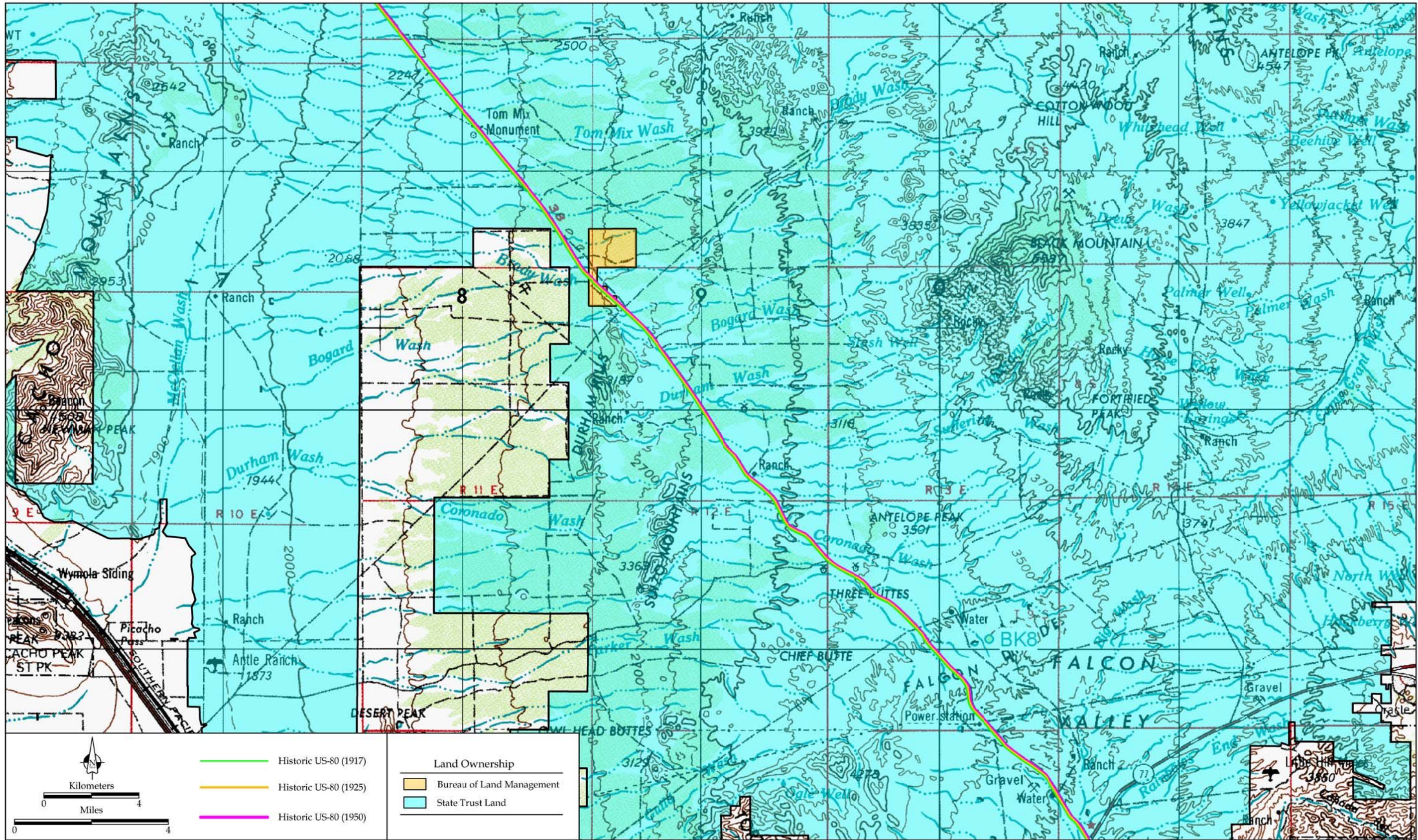


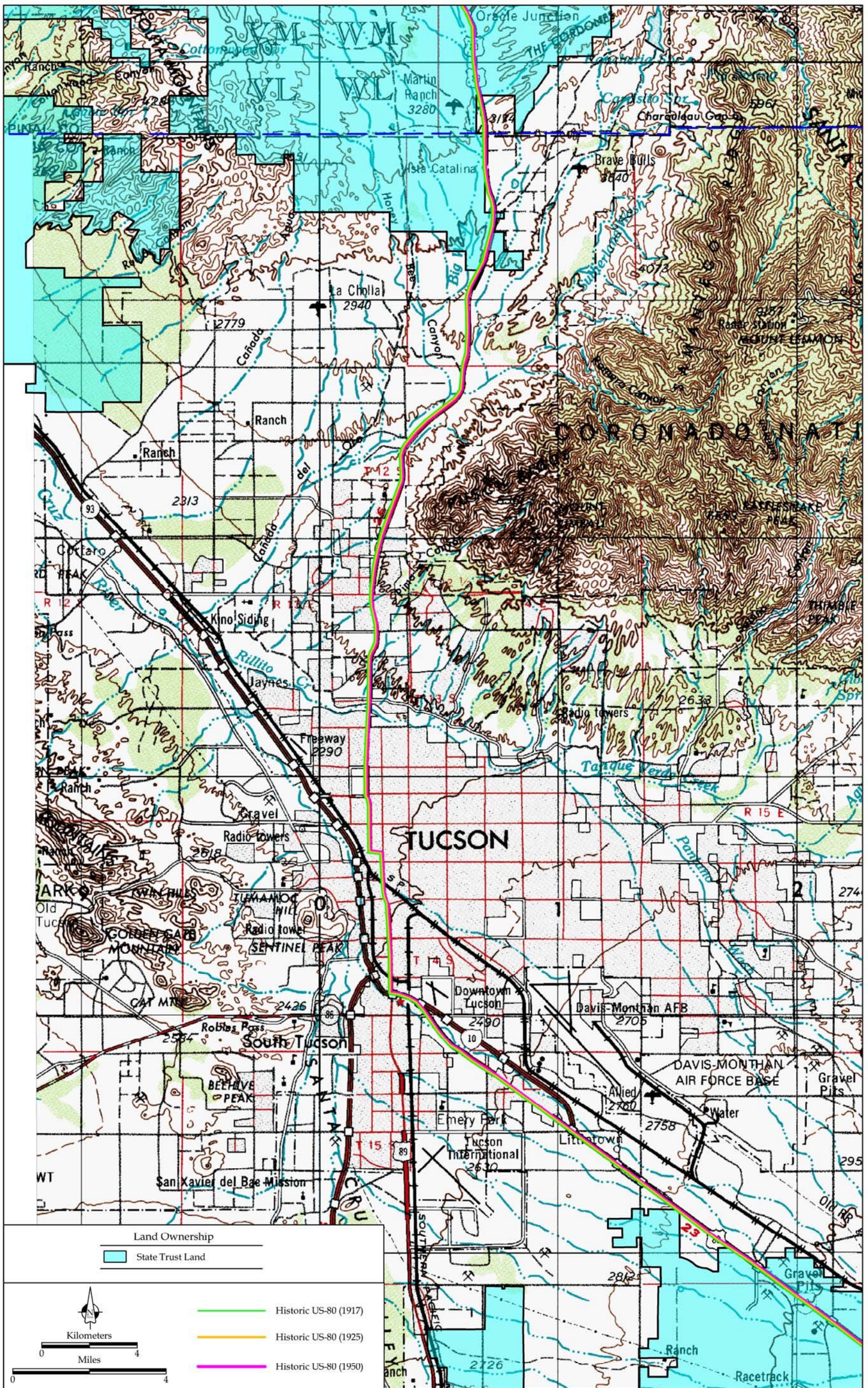


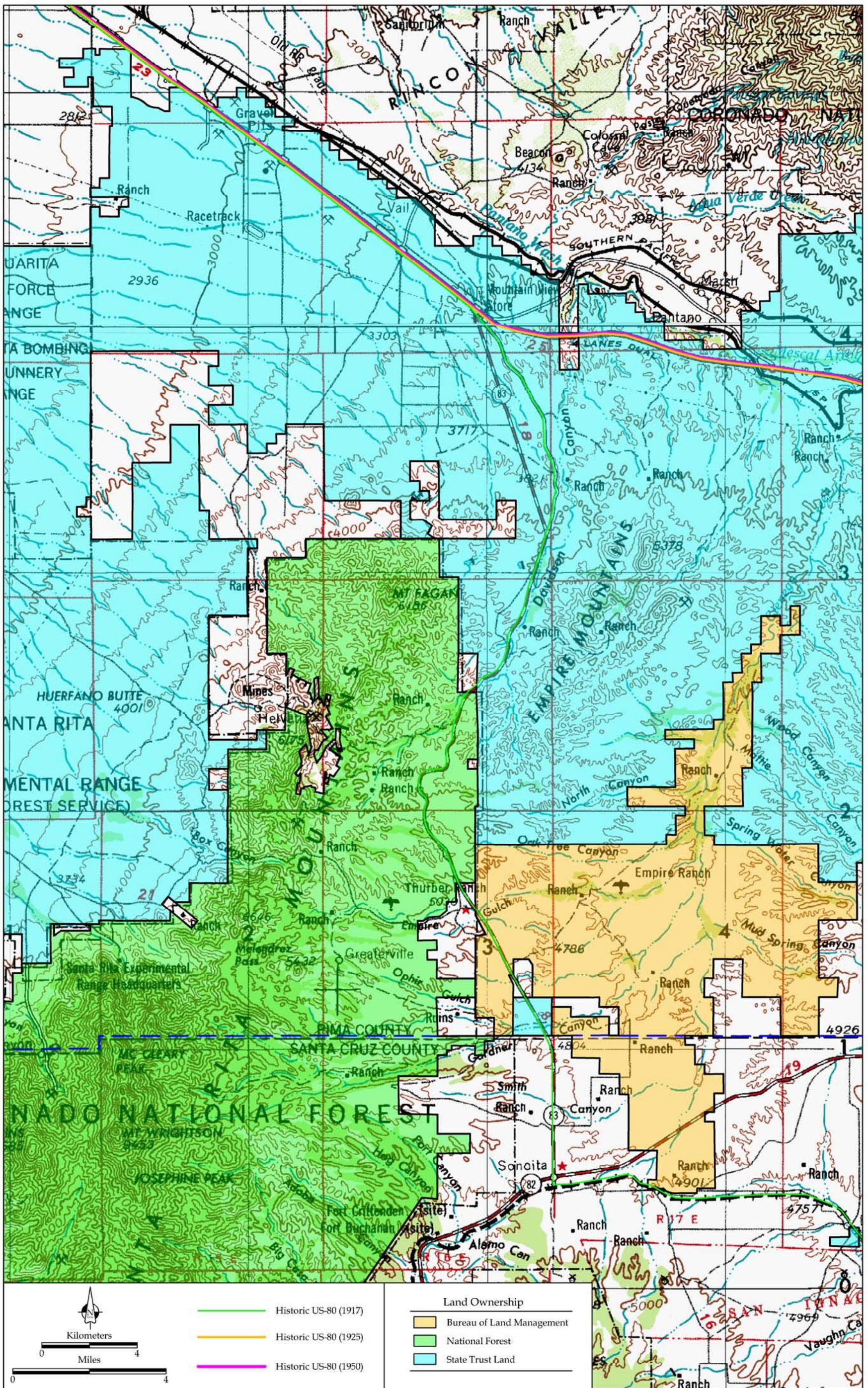


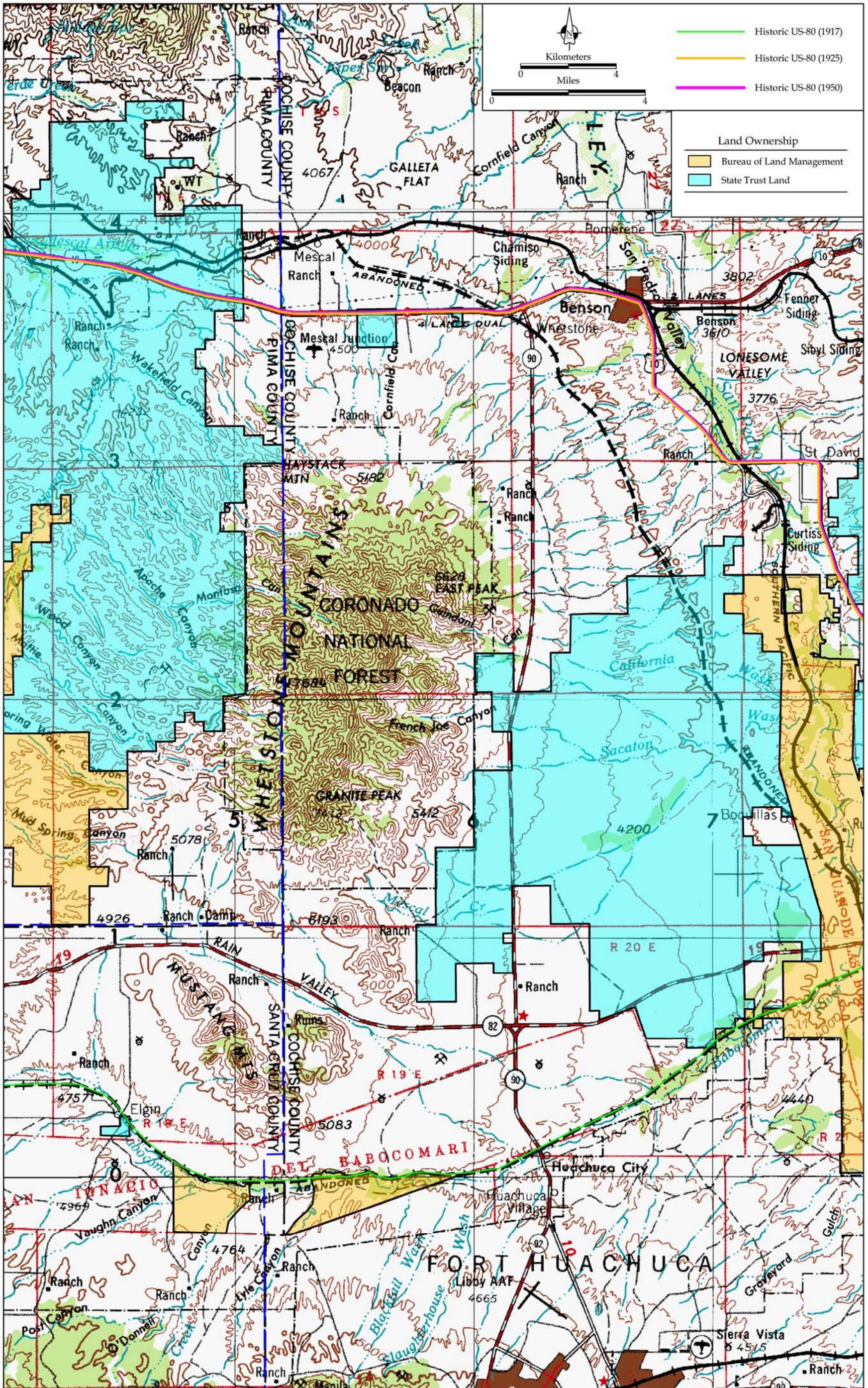


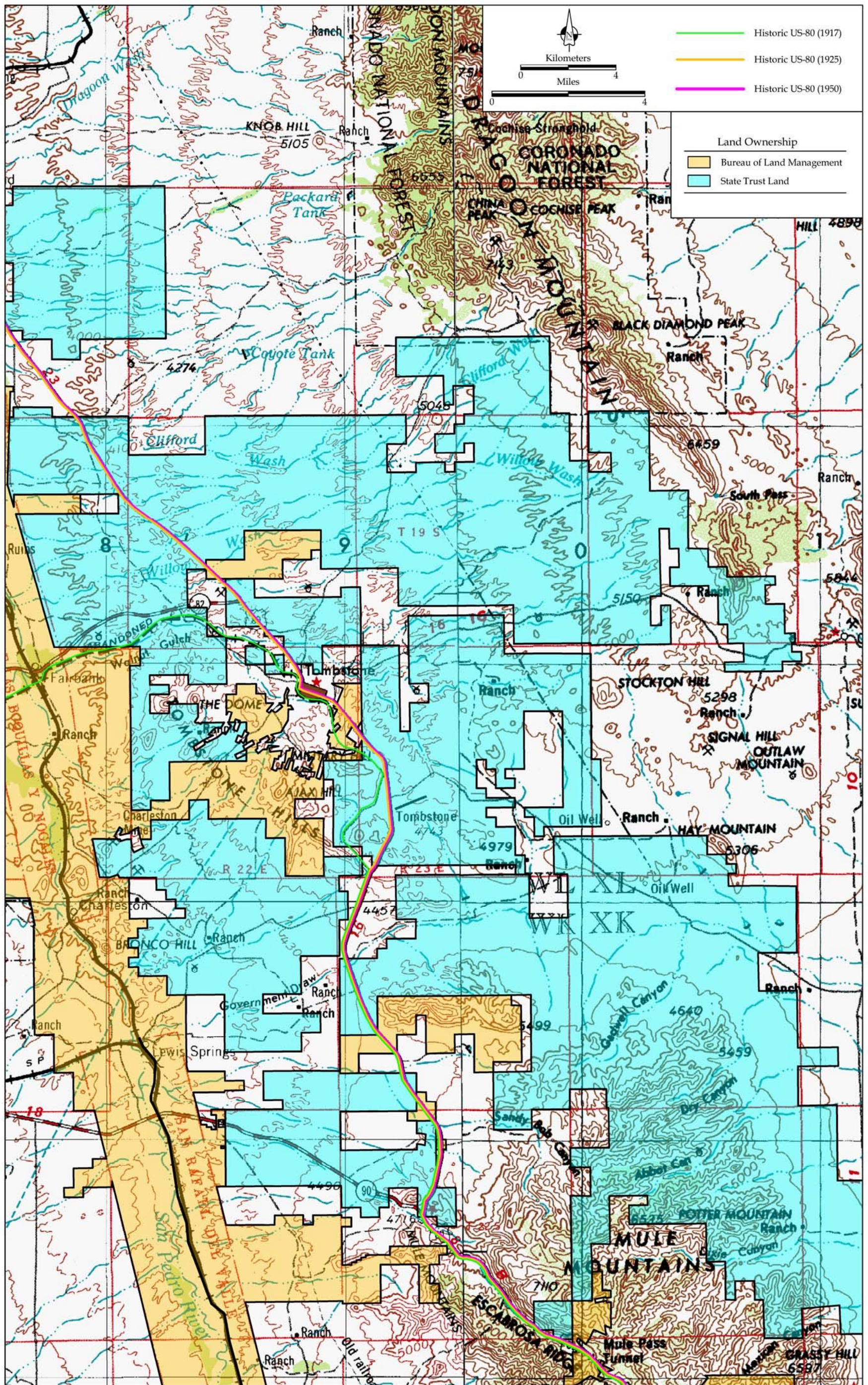


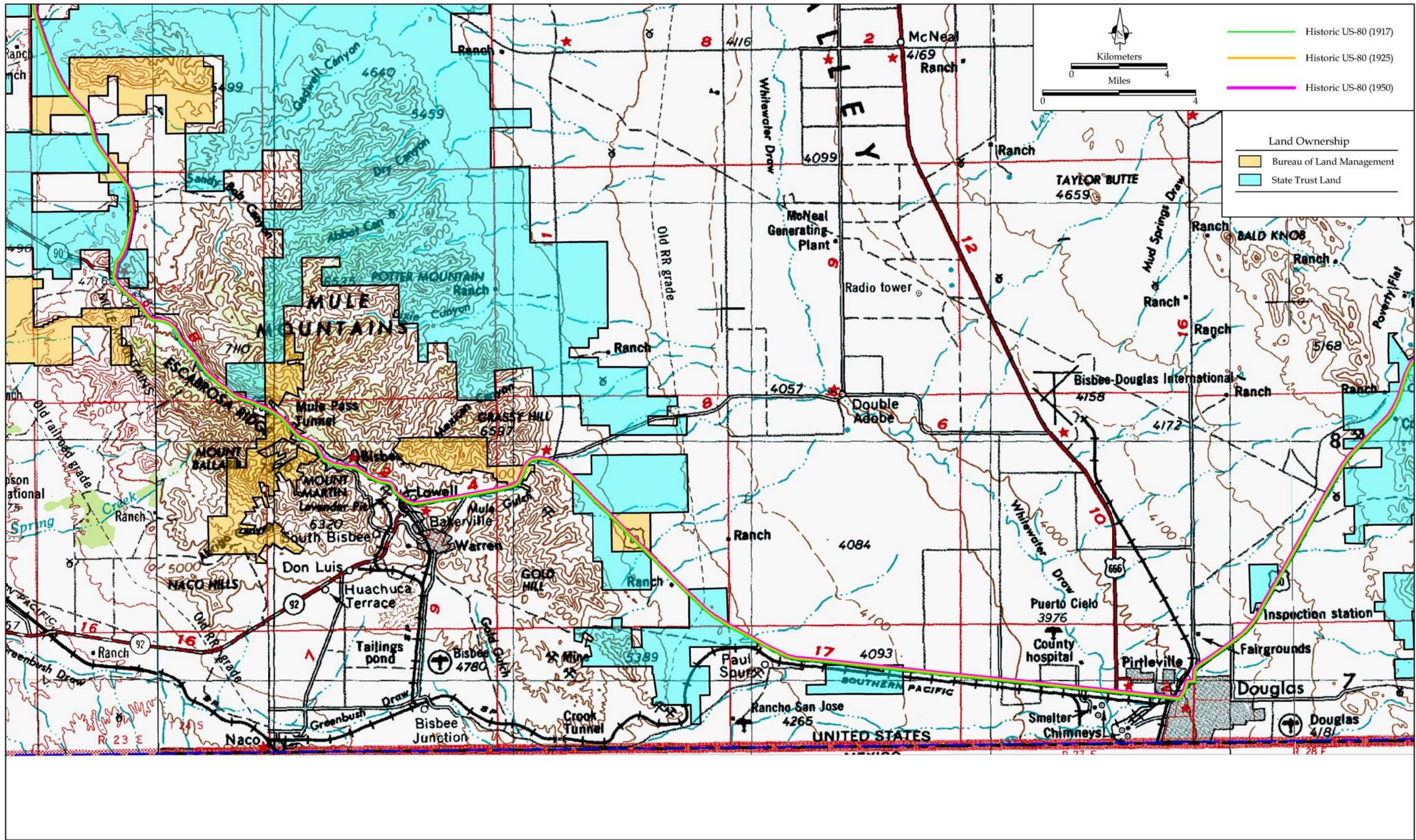




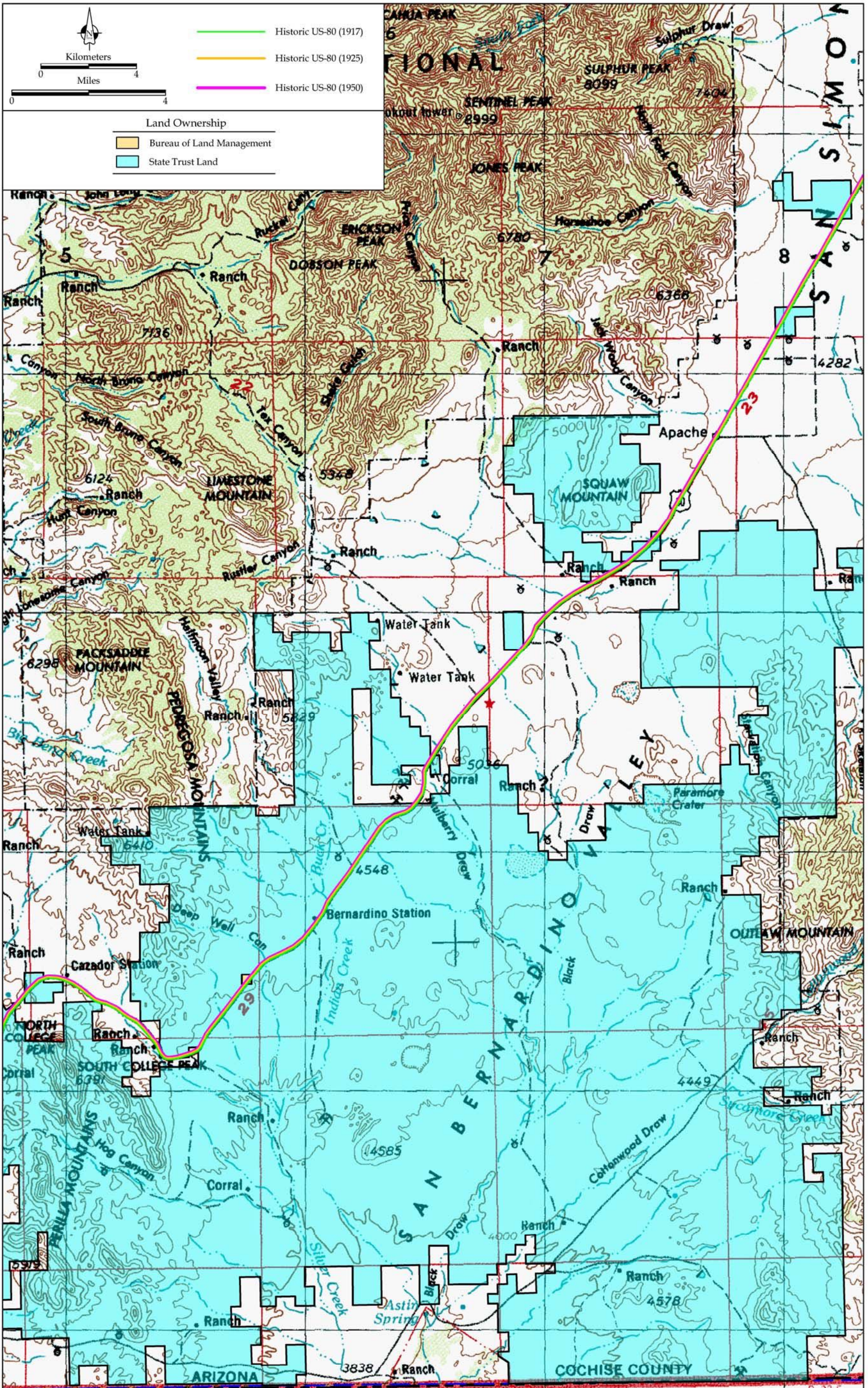


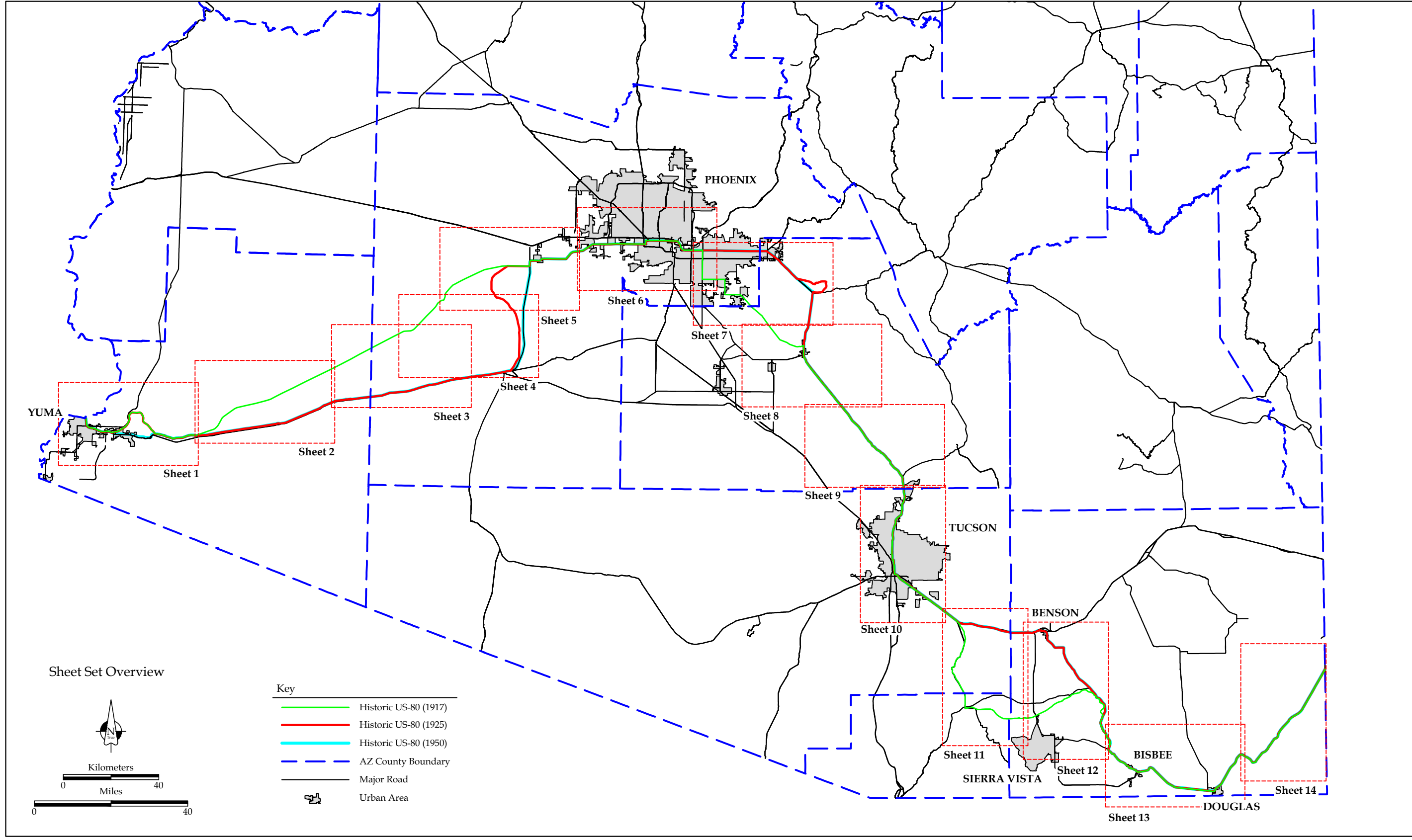




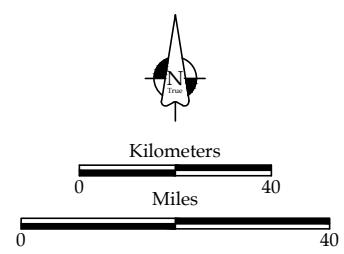




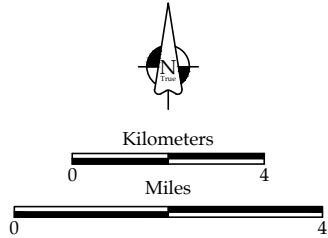
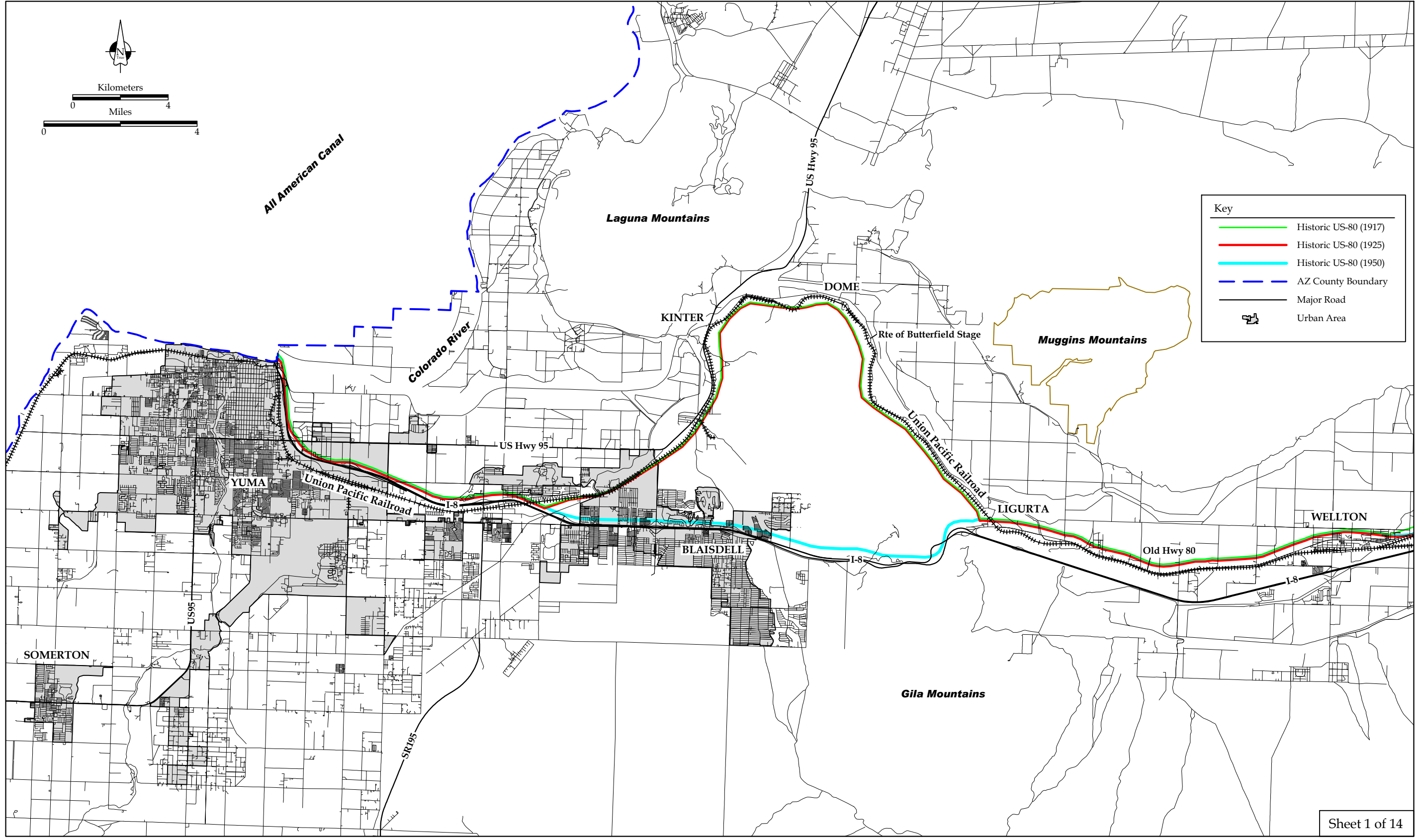




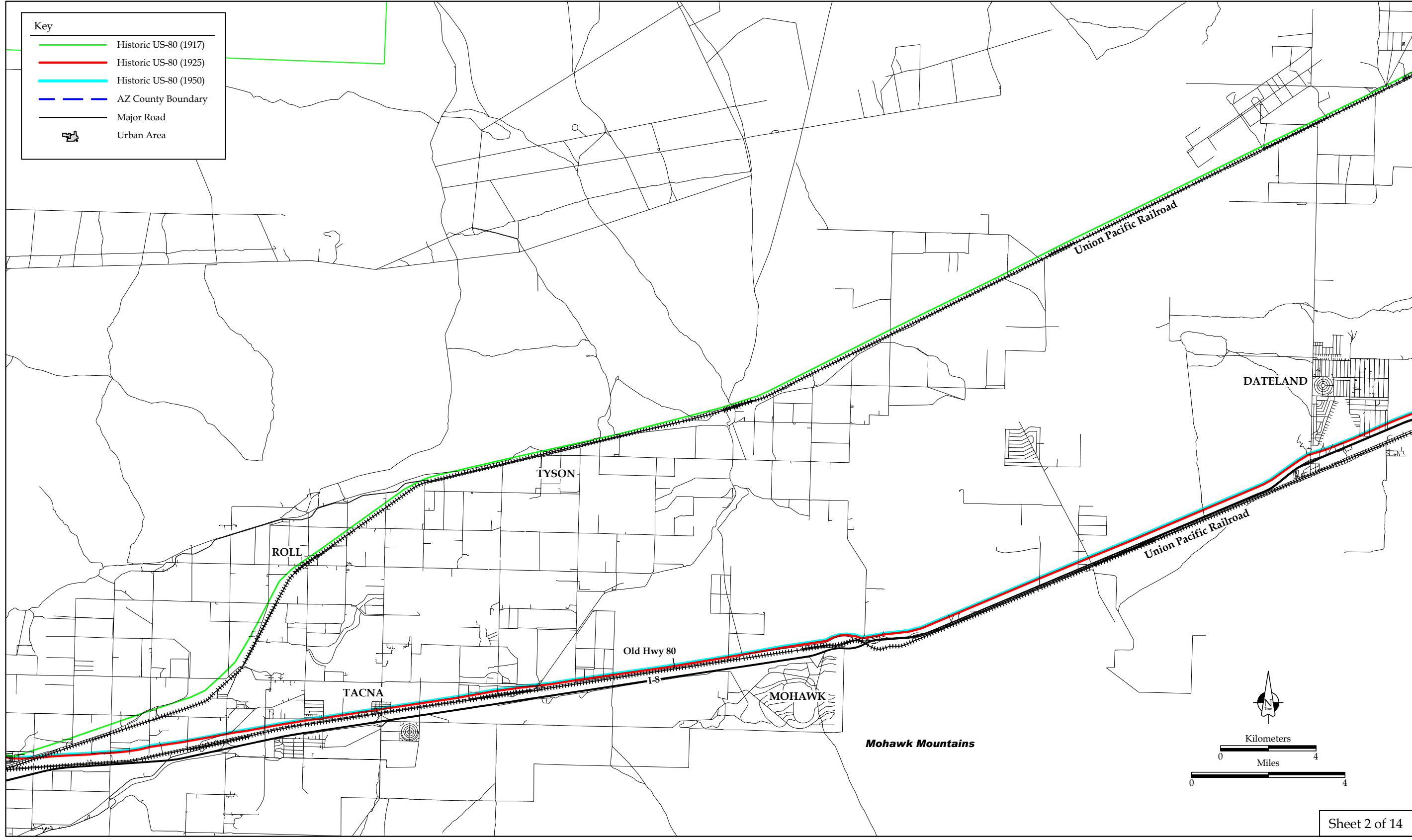
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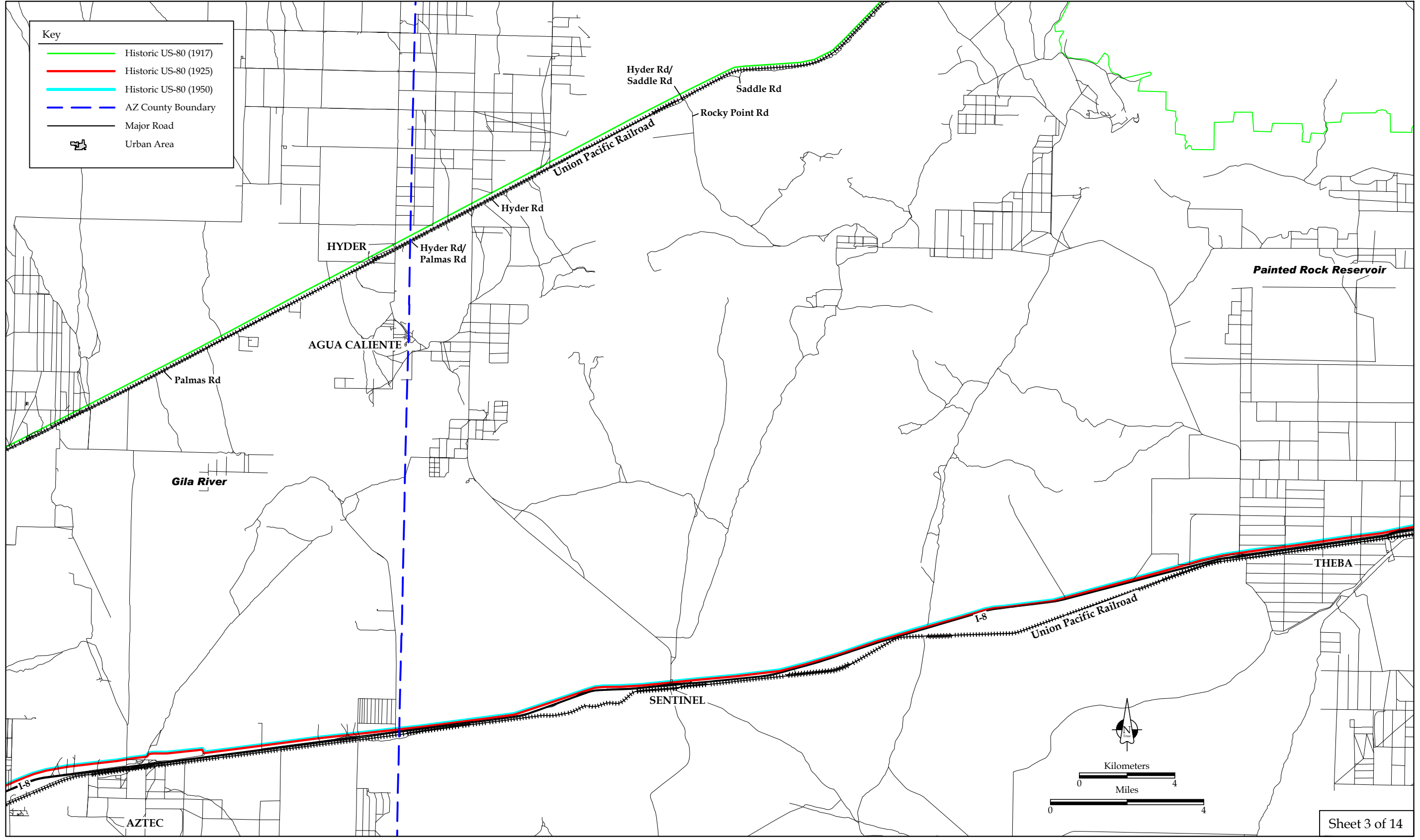


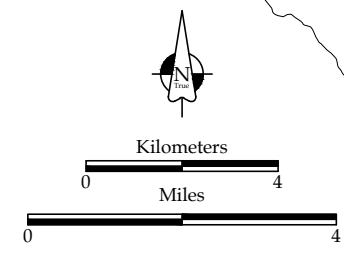
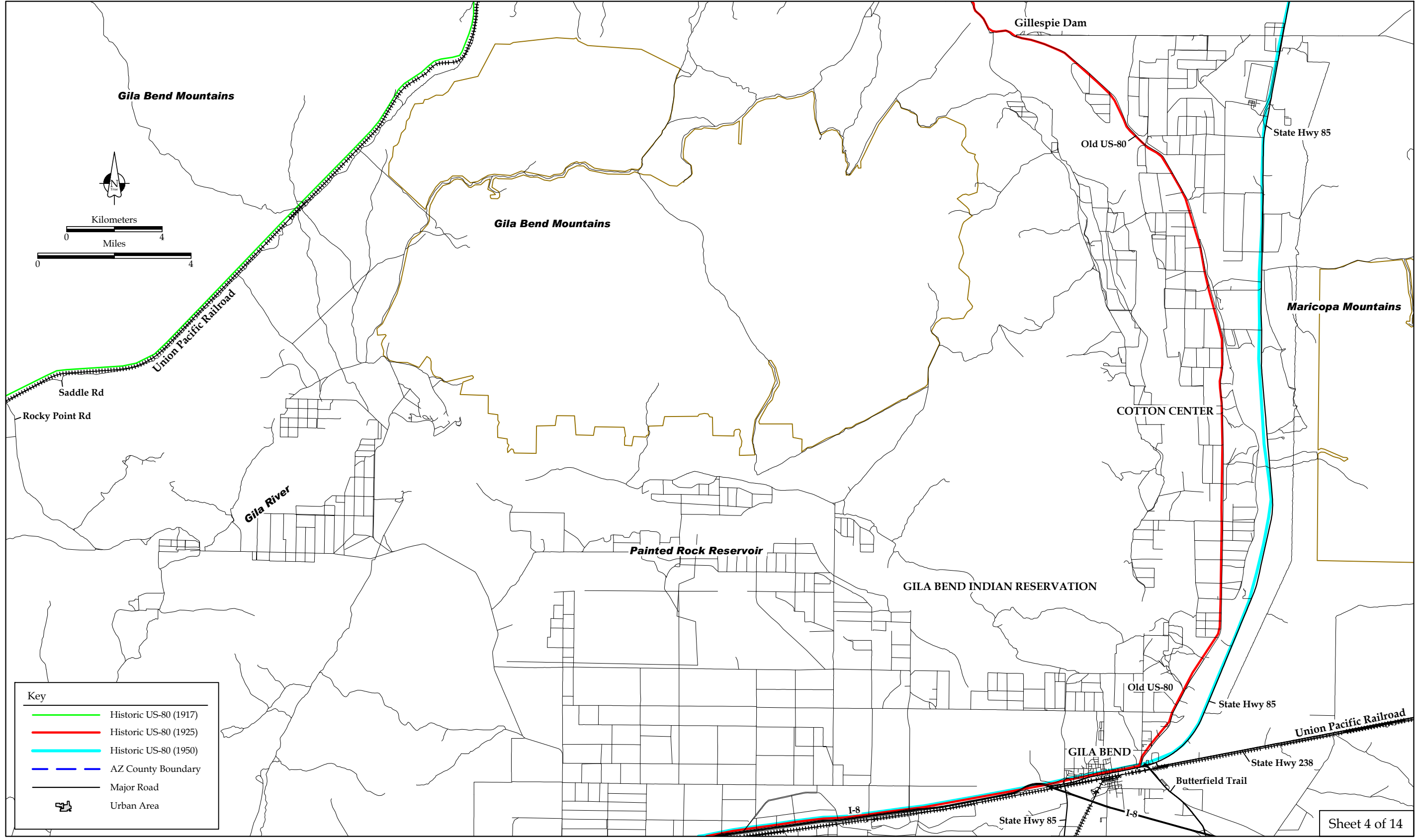
- Key
- Historic US-80 (1917)
  - Historic US-80 (1925)
  - Historic US-80 (1950)
  - - - AZ County Boundary
  - Major Road
  - Urban Area



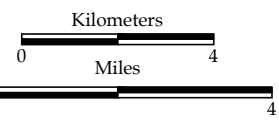
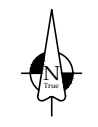
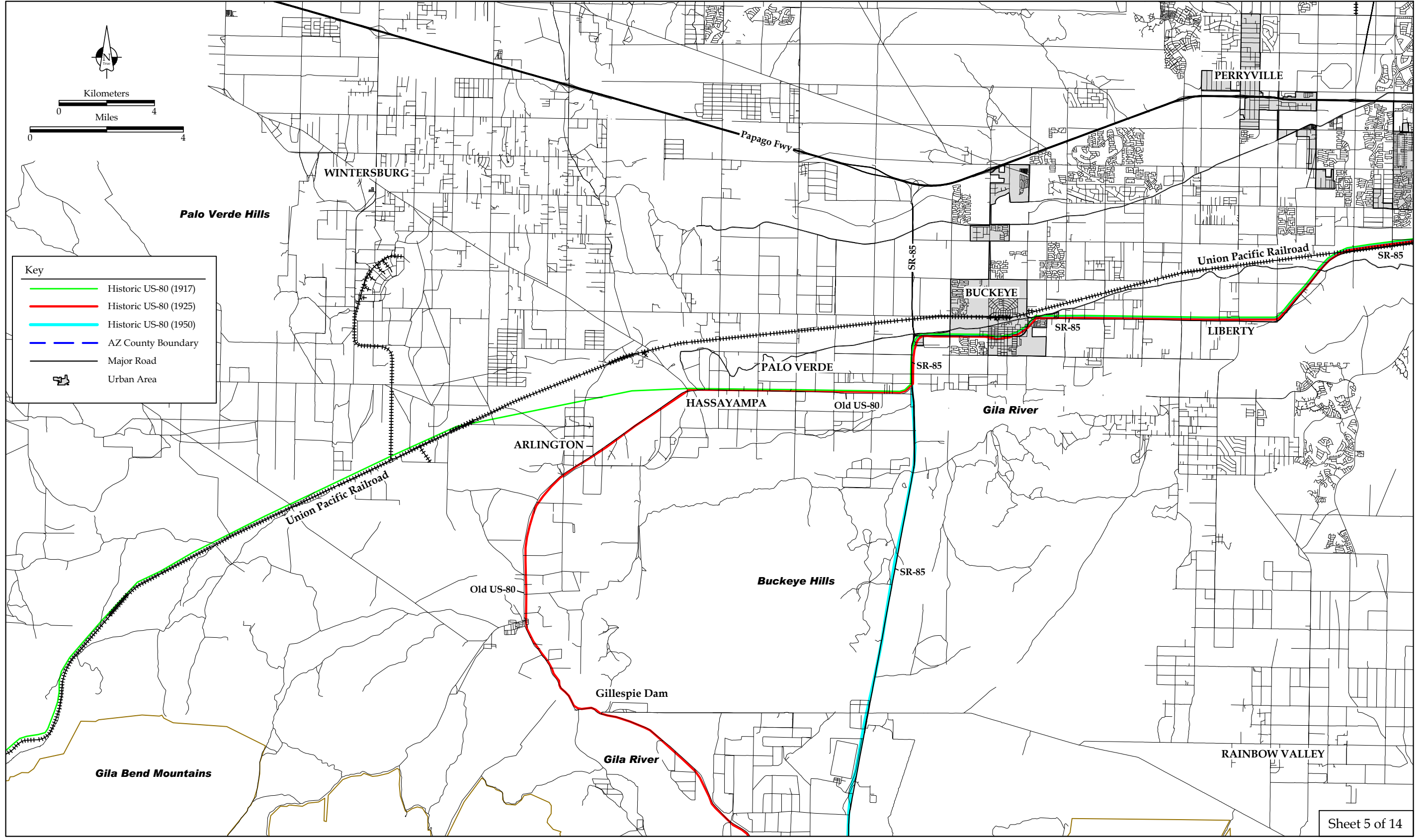
| Key                                     |                       |
|---|-----------------------|
| <span style="color: green;">—</span>    | Historic US-80 (1917) |
| <span style="color: red;">—</span>      | Historic US-80 (1925) |
| <span style="color: cyan;">—</span>     | Historic US-80 (1950) |
| <span style="color: blue;">- - -</span> | AZ County Boundary    |
|   | Major Road            |
|   | Urban Area            |







| Key                                     |                       |
|---|-----------------------|
| <span style="color: green;">—</span>    | Historic US-80 (1917) |
| <span style="color: red;">—</span>      | Historic US-80 (1925) |
| <span style="color: cyan;">—</span>     | Historic US-80 (1950) |
| <span style="color: blue;">- - -</span> | AZ County Boundary    |
| <span style="color: black;">—</span>    | Major Road            |
|   | Urban Area            |



**Key**

- Historic US-80 (1917)
- Historic US-80 (1925)
- Historic US-80 (1950)
- - - AZ County Boundary
- Major Road
- Urban Area

**Palo Verde Hills**

**Gila Bend Mountains**

**Buckeye Hills**

**Gila River**

**Gillespie Dam**

**Gila River**

**WINTERSBURG**

**ARLINGTON**

**HASSAYAMPA**

**PALO VERDE**

**BUCKEYE**

**LIBERTY**

**PERRYVILLE**

**RAINBOW VALLEY**

**Papago Fwy**

**Union Pacific Railroad**

**Union Pacific Railroad**

**Old US-80**

**Old US-80**

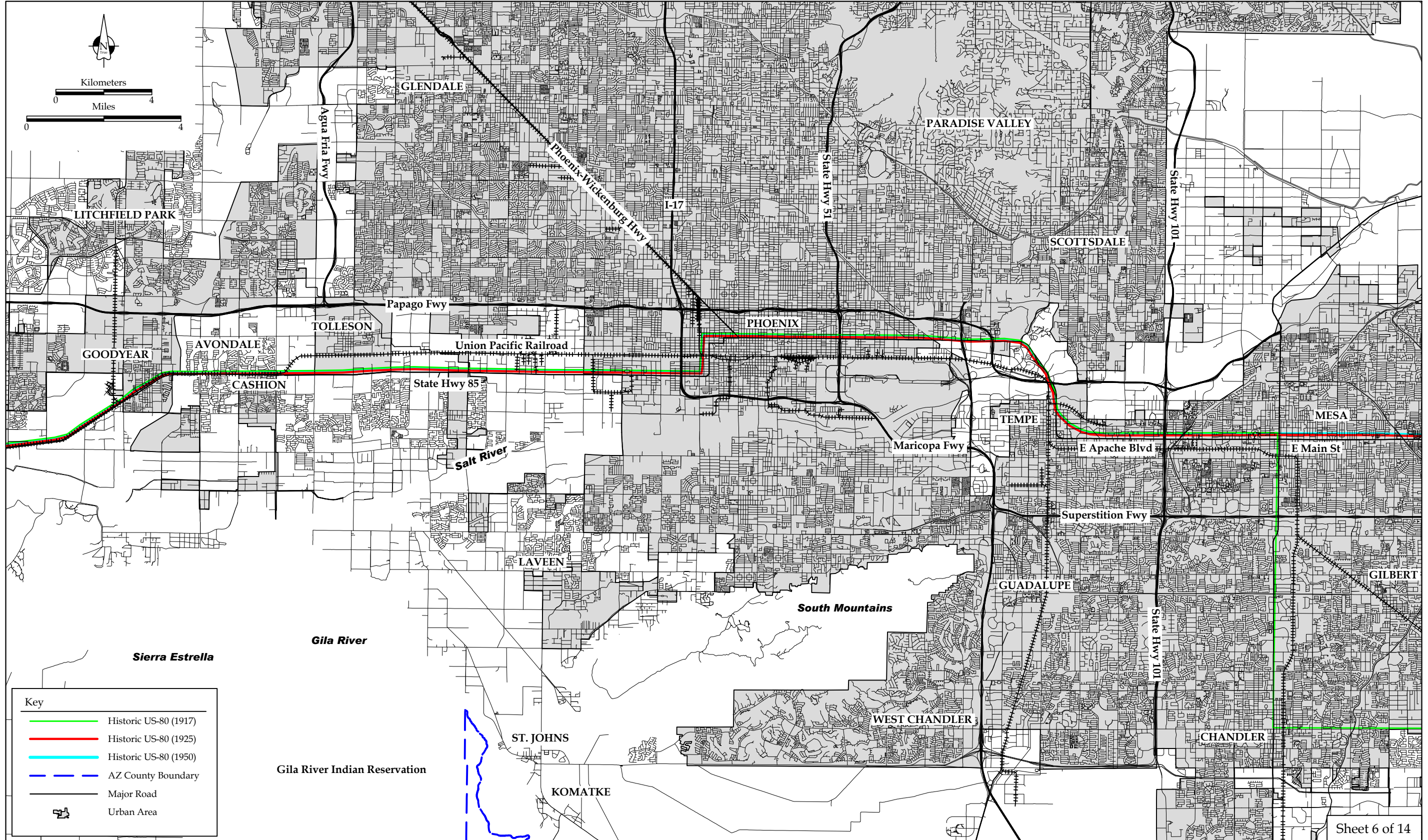
**SR-85**

**SR-85**

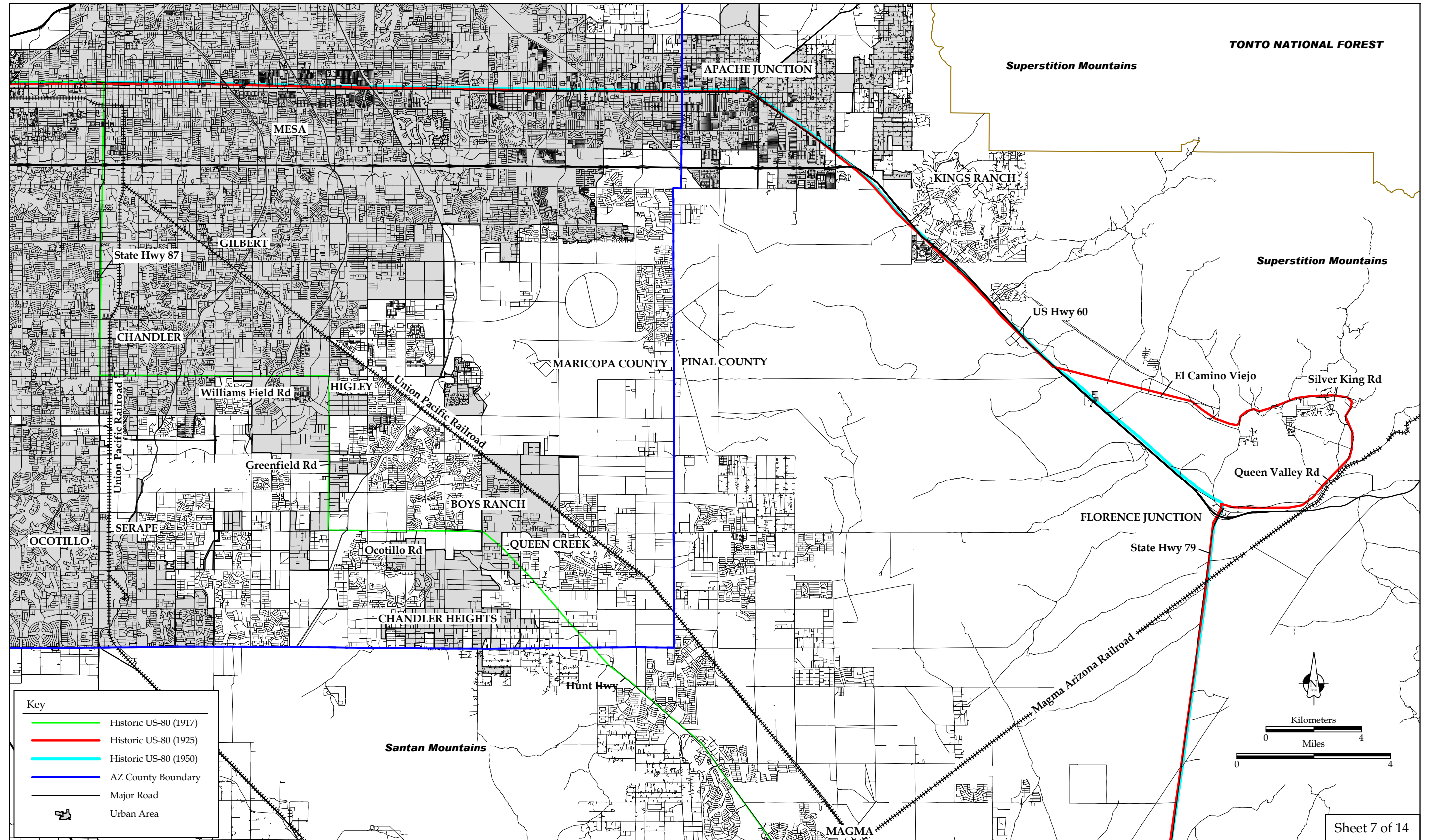
**SR-85**

**SR-85**

**SR-85**







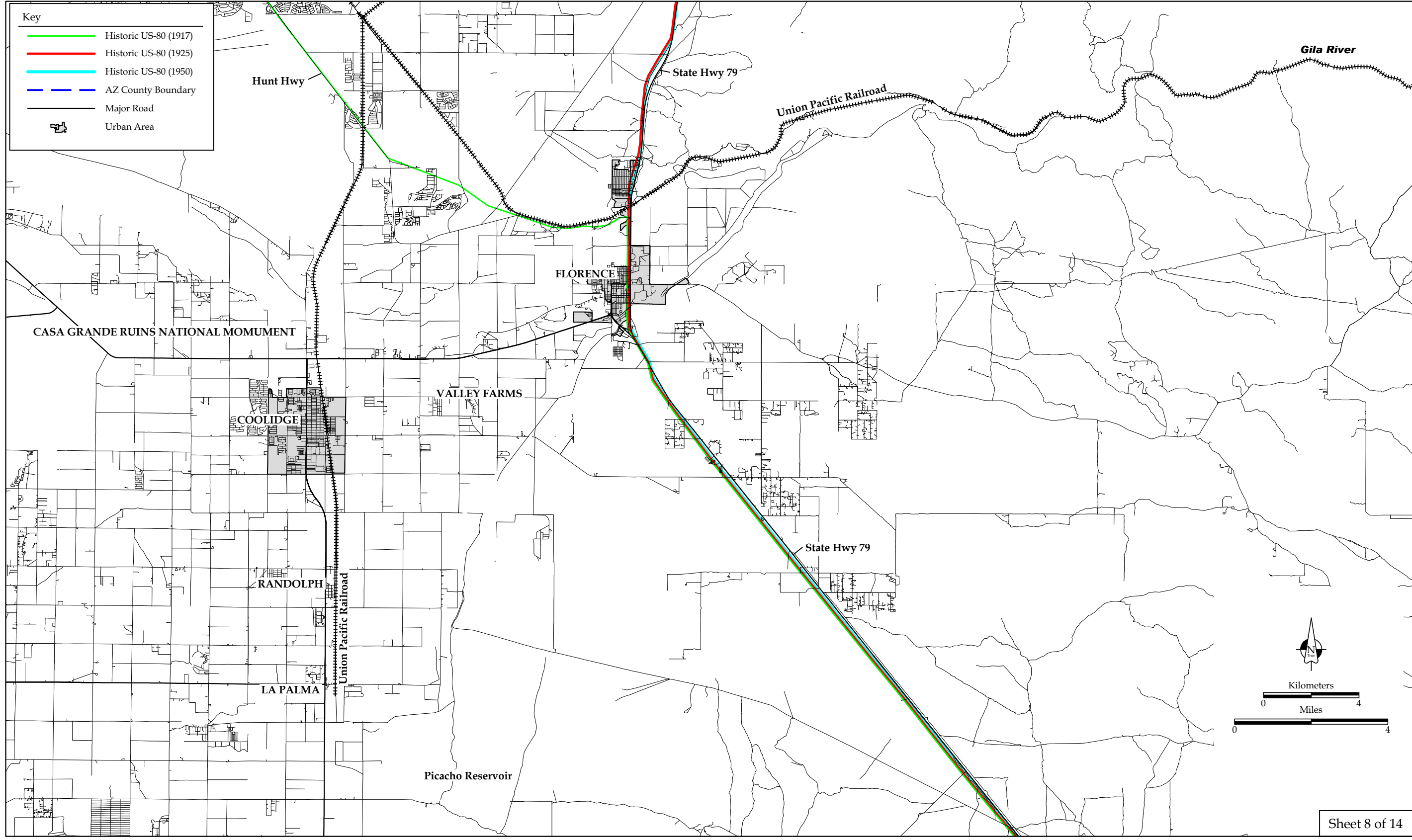
**Key**

- Historic US-80 (1917)
- Historic US-80 (1925)
- Historic US-80 (1950)
- AZ County Boundary
- Major Road
- Urban Area

Kilometers  
0 ————— 4

Miles  
0 ————— 4

0 ————— 4



**Key**

- Historic US-80 (1917)
- Historic US-80 (1925)
- Historic US-80 (1950)
- - - AZ County Boundary
- Major Road
- Urban Area

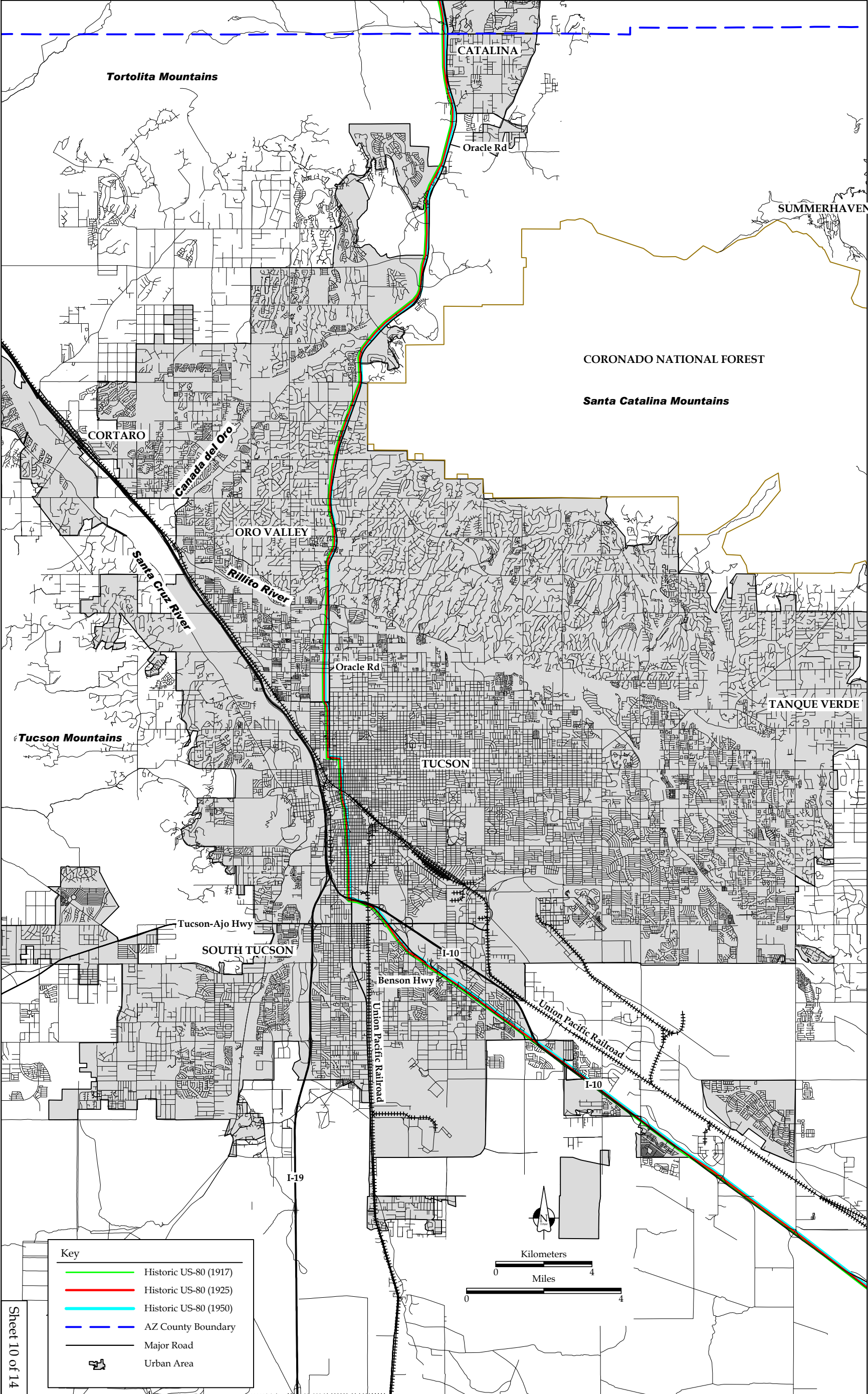
Kilometers

0 4

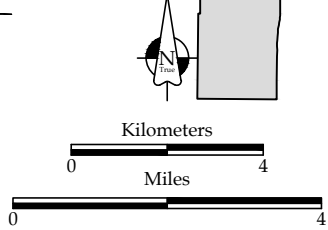
Miles

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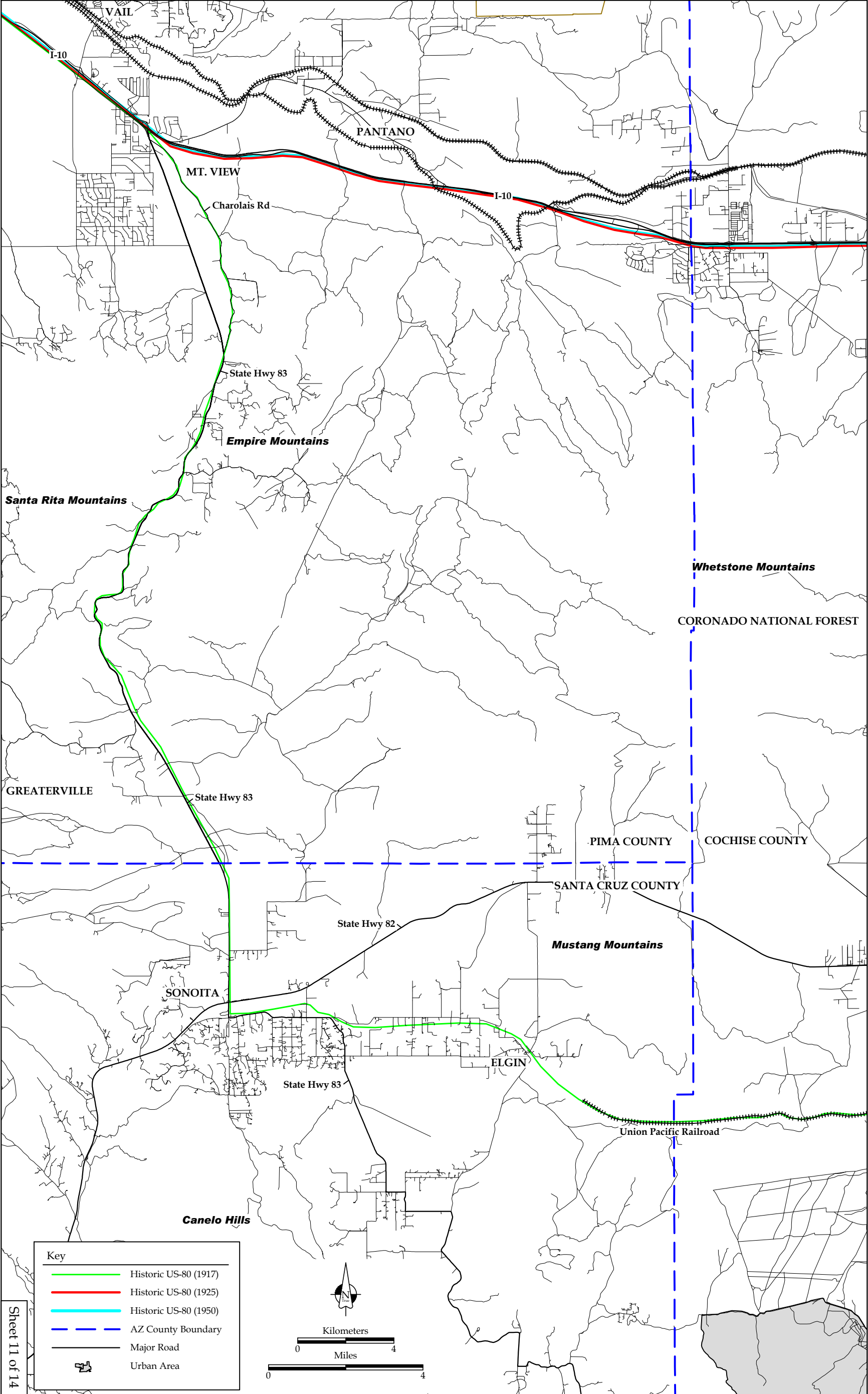




| Key |                       |
|-----|-----------------------|
|     | Historic US-80 (1917) |
|     | Historic US-80 (1925) |
|     | Historic US-80 (1950) |
|     | AZ County Boundary    |
|     | Major Road            |
|     | Urban Area            |



Sheet 10 of 14



| Key |                       |
|-----|-----------------------|
|     | Historic US-80 (1917) |
|     | Historic US-80 (1925) |
|     | Historic US-80 (1950) |
|     | AZ County Boundary    |
|     | Major Road            |
|     | Urban Area            |

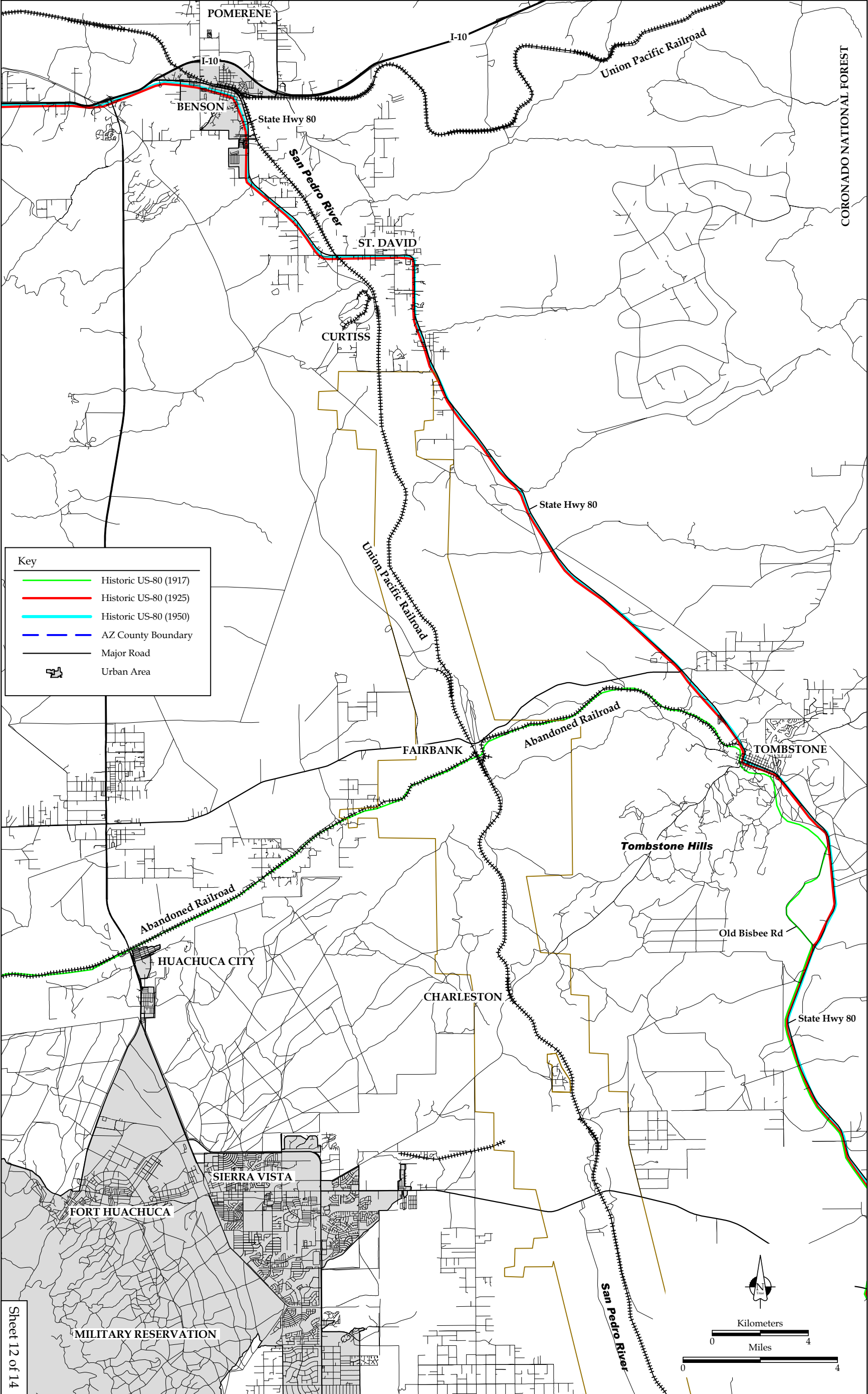
Kilometers

0 4

Miles

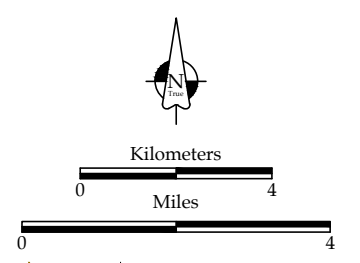
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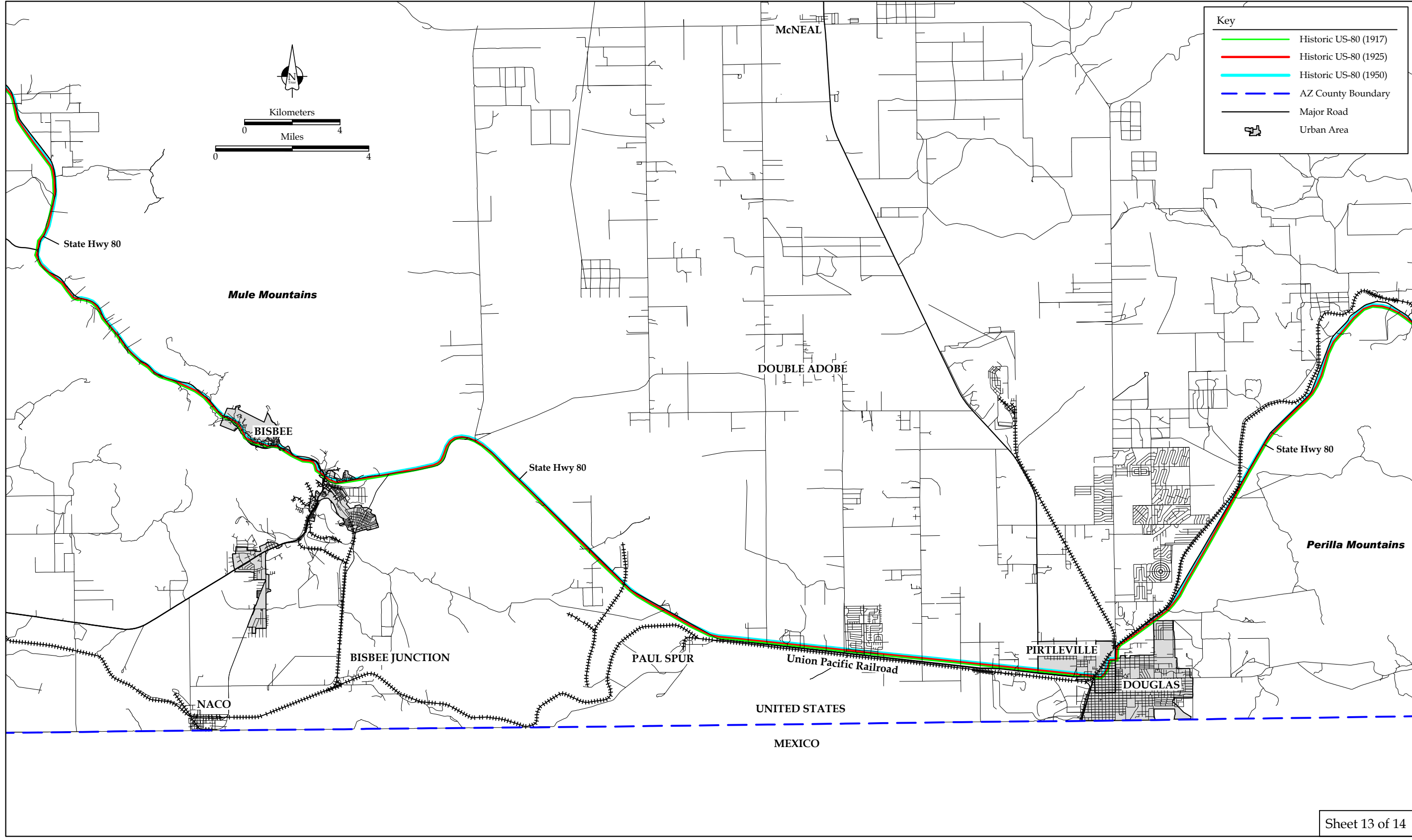
Sheet 11 of 14



| Key                                     |                       |
|---|-----------------------|
| <span style="color: green;">—</span>    | Historic US-80 (1917) |
| <span style="color: red;">—</span>      | Historic US-80 (1925) |
| <span style="color: cyan;">—</span>     | Historic US-80 (1950) |
| <span style="color: blue;">- - -</span> | AZ County Boundary    |
| <b>—</b>                                | Major Road            |
|   | Urban Area            |

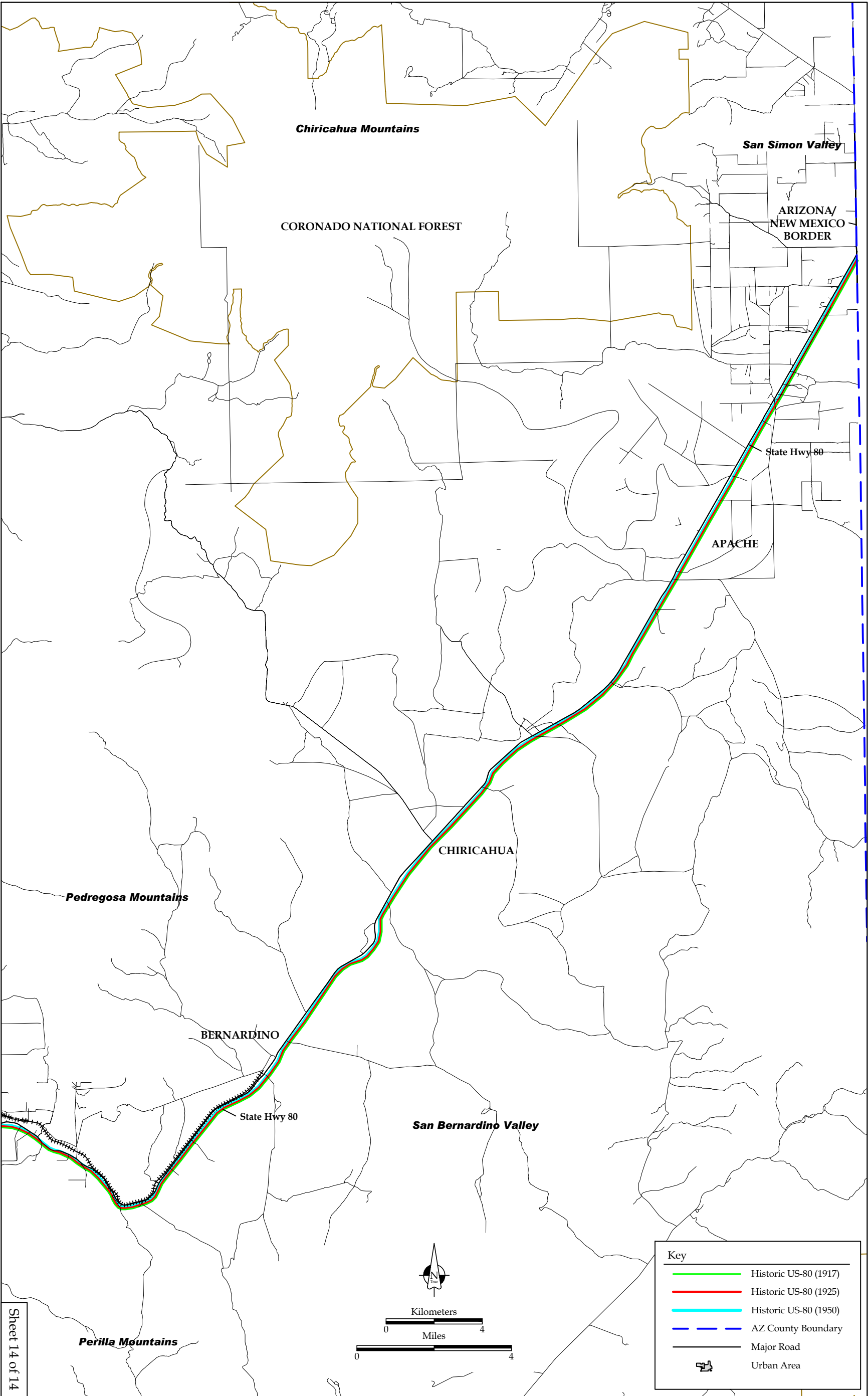
Sheet 12 of 14





**Key**

- Historic US-80 (1917)
- Historic US-80 (1925)
- Historic US-80 (1950)
- - - AZ County Boundary
- Major Road
- Urban Area









# OLD SPANISH TRAIL

BETWEEN ROCKY MOUNTAINS AND THE PACIFIC

THE HISTORY OF  
THE AMERICAN WESTERN FRONTIER  
BY  
FRANCIS PARKES CHAPMAN  
NEW YORK: THE CENTURY CO., 1900

COPY OF THE ORIGINAL









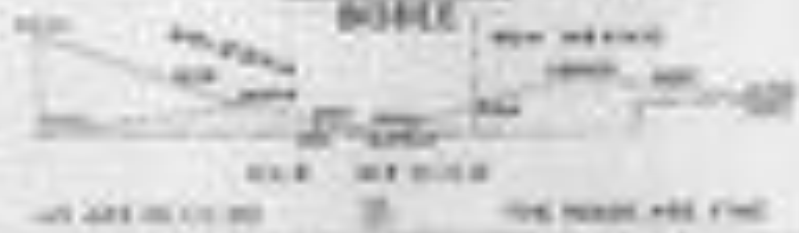
SOABSTONE



BIRBE



DOUGLAS







Highway between the former Copper Mining Office of  
BOBBE and LOWELL, BRIDGEMAN 1930









*Greetings!*

See **TOMBSTONE**

THE TOWN YOU'VE HEARD TO DIE  
FURNISHES LUNCH - HOTEL - SERVICE









































BRIDGE AT THE MOUTH OF THE RIVER, CALIFORNIA

AUTOPIA MOTOR HOTEL - Please! Finest  
Come to FREEZE - You will enjoy Autopia  
1951 San Francisco













14 THE DAM AT THE NEW FISHING LAKE

1911





Black and white photograph of a long, straight road leading towards a building with a dome, possibly a government or institutional building, under a cloudy sky.

3-1-44





Gas Station, 1930s



U.S. 66 Through Grand Canyon Park near Grand Canyon

F. B. 1938







UNIVERSITY OF ARIZONA  
TUCSON, ARIZONA









BRIDGE OVER  
RIVER











































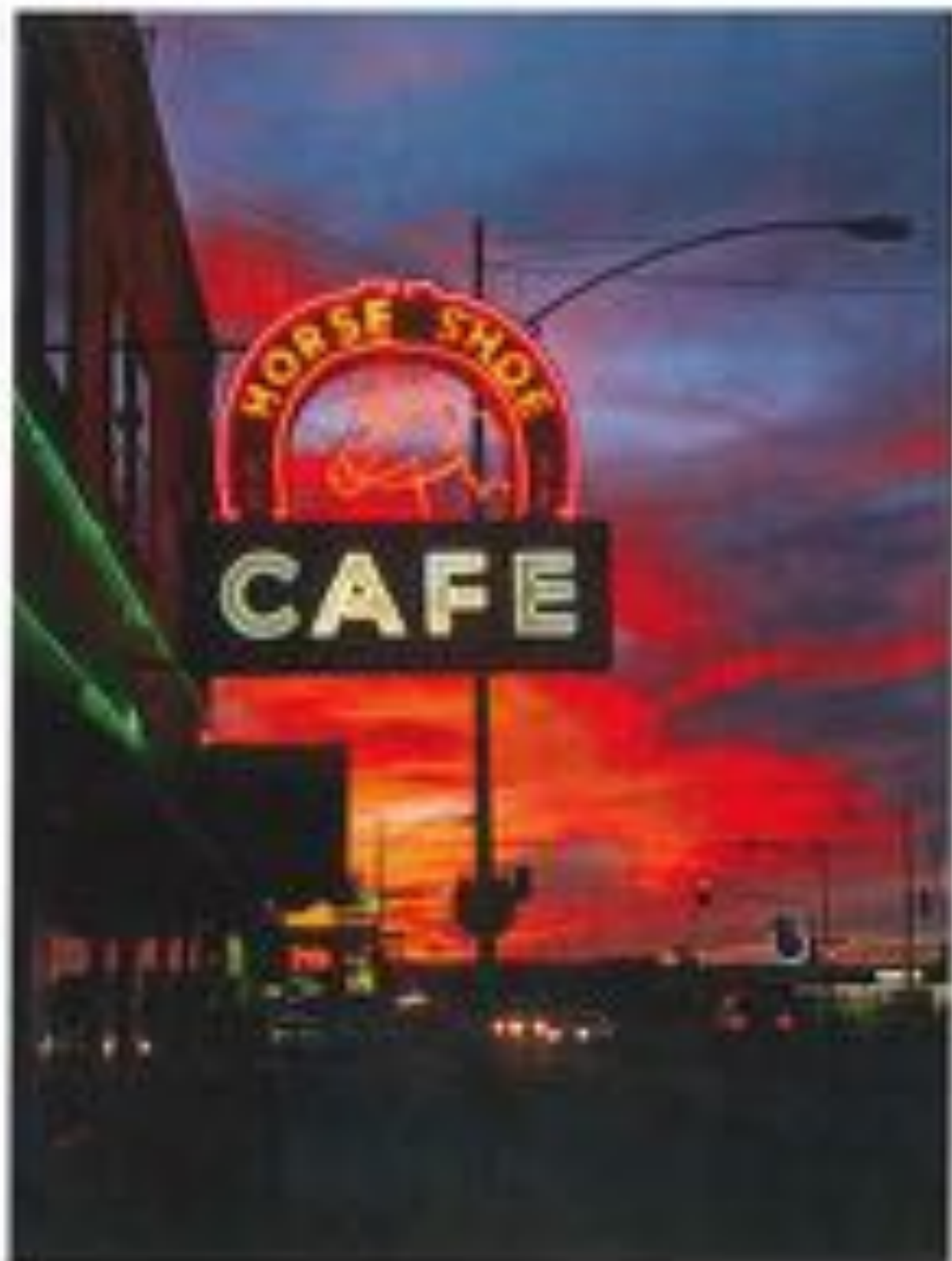




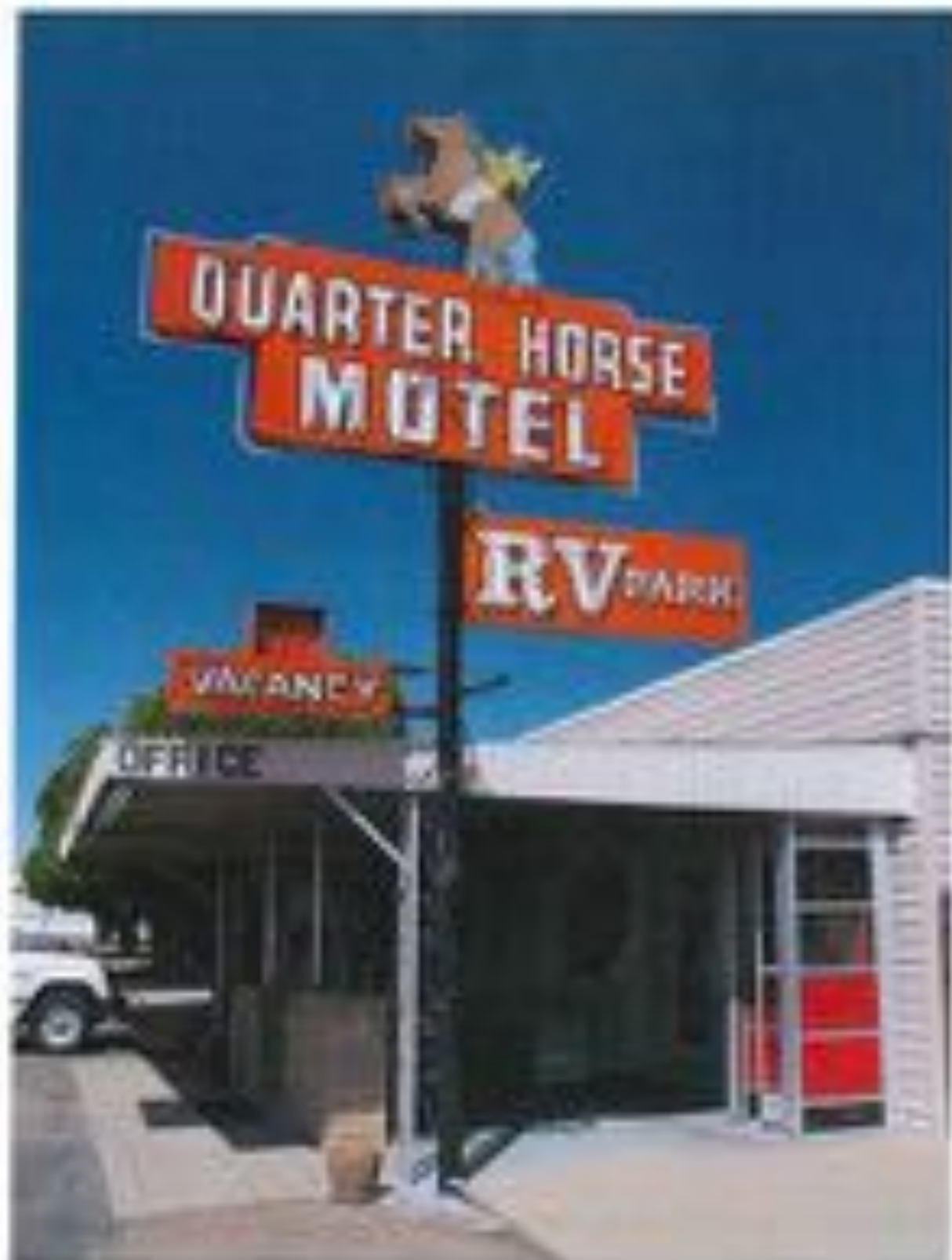
















































FREE  
MOTEL

*Starlite*  
**MOTEL**

WELCOME VISITORS  
KITCHENETTES  
CABLE-TV PHONES  
10 W WEEKLY RATES  
JACUZZI ROOM

**VACANCY**













































