

Property Number: SRCP 1914
LA Numbers(s): N/A
HCPI Number(s): N/A

**APPLICATION FOR REGISTRATION
NEW MEXICO STATE REGISTER OF CULTURAL PROPERTIES**

Historic Preservation Division
407 Galisteo Street, Suite 236
Santa Fe, New Mexico 87501
(505) 827-6320

- 1. Name of Property:** Route 66, State Maintained from Bernalillo to Algodones
Other Name(s) for Property: New Mexico State Highway 313; U.S. 66/85; National Old Trails Road
- 2. Location of Property:**
County: Sandoval
Municipality: Algodones
Address or Rural Location: NM 313
Congressional District: 1
Vicinity of: N/A
Not for Publication: N/A Zip: 87001
- 3. Ownership of Property:** (Check one or more as appropriate)
Private: State: Federal: Multiple:
Name: New Mexico Department of Transportation (road and infrastructure)
Address: P.O. Box 1149, Santa Fe, NM Zip: 87504
Name: Santa Anna Pueblo (underlying land, south portion)
Address: 2 Dove Road, Bernalillo, NM Zip: 87004
Name: Pueblo of San Felipe (underlying land, north portion)
Address: P.O. Box 4339, San Felipe Pueblo, NM Zip: 87001
Occupant, Tenant, Manager, or Contact:
Name: New Department of Transportation, District 3
Address: P.O. Box 91750 Zip: 87199
- 4. Accessibility of Property:**
Open to the Public: Not Open to the Public: Visible from a Public Thoroughfare:
- 5. Location of Legal Description for Property:**
Courthouse, Deed Registry, etc.: New Mexico Department of Transportation, General Office
Street and Number: P.O. Box 114
City, Town, Zip Code: Santa Fe, NM, 87504
- 6. Category of Property:**
District: Buildings: Structure: Site:
Object: Collection: Other (Specify):
Historic District:
- 7. Present Use of Property:** (Check one or more as appropriate)
Agricultural: Governmental: Museum: Scientific:
Commercial: Grazing: Park: Transportation:
Educational: Industrial: Residential: Work in Progress:
Entertainment: Military: Religious: Other (Specify):

8. **Present Condition of Property:** (Check one or more as appropriate)

Excellent: Deteriorated: Altered: Moved:
Good: Ruins: Unaltered: Date Moved:
Fair: Unexposed: Vandalized:

9. **Present and Original Physical Appearance of Property:** Provide a detailed description of the archaeological and/or architectural features present, include construction dates, dates of significant alterations, extent of any vandalism, etc. See Continuation sheets 9-4 through 9-6

10. **Summary of Property Data:**

Period of Significance: 1926- 1955

Significant Dates: 1926; 1928; 1930; 1955

Culture/Period/Phase: N/A

Architect/Builder: New Mexico State Highway Department; Lee Moor Contracting Co., contracting company

11. **Thematic Classification** (Check one or more as appropriate)

Archaeology- Prehistoric:	<input type="checkbox"/>	Economics:	<input type="checkbox"/>	Philosophy:	<input type="checkbox"/>
Archaeology- Historic:	<input type="checkbox"/>	Education:	<input type="checkbox"/>	Politics/ Government:	<input type="checkbox"/>
Agriculture:	<input type="checkbox"/>	Engineering:	<input checked="" type="checkbox"/>	Religion:	<input type="checkbox"/>
Architecture:	<input type="checkbox"/>	Exploration:	<input type="checkbox"/>	Science:	<input type="checkbox"/>
Art:	<input type="checkbox"/>	Industry:	<input type="checkbox"/>	Sculpture:	<input type="checkbox"/>
Commerce:	<input type="checkbox"/>	Invention:	<input type="checkbox"/>	Settlement:	<input type="checkbox"/>
Communications:	<input type="checkbox"/>	Landscape- Architecture:	<input type="checkbox"/>	Social/ Humanitarianism:	<input type="checkbox"/>
Community- Planning:	<input type="checkbox"/>	Law:	<input type="checkbox"/>	Theater:	<input type="checkbox"/>
Conservation:	<input type="checkbox"/>	Literature:	<input type="checkbox"/>	Transportation:	<input checked="" type="checkbox"/>
		Military:	<input type="checkbox"/>	Other (Specify):	
		Music:	<input type="checkbox"/>		

12. **Significance of Property:** Trace significant archaeological or historical trends, developments, events, or historically significant persons associated with property, reference documentary sources, etc. See Continuation sheets 12-8 through 12-15.

13. **Bibliographical References:** See Continuation sheet 13-16.

14. **Geographical Information:**

Map Reference: (see *Bernalillo, NM, Placitas, NM and San Felipe, NM* USGS 7.5' Quad maps)

Legal Description: (Describe to the nearest 1/4 1/4 1/4 Section (10 acres))

Acreeage of Property: approximately 64.4 acres.

UTM Coordinates:

A. 13 361675E 3911616N (NAD27)

B. 13 367045E 3916819N (NAD27)

15. Geographical Data

Verbal Boundary Description: See Continuation sheet 14-17

Verbal Boundary Justification: See Continuation sheet 14-17

16. Photographs: (Provide a log of archival B&W photographs submitted with nomination)

17. Future Research Questions: (If applicable, develop a list of questions that could be pursued by future researchers)

18. Application Submitted By:

Name: John W. Murphey

Date: May 2007

Organization: New Mexico Historic Preservation Division

Address: 407 Galisteo Street, Suite 236, Santa Fe, New Mexico

Zip: 87501 Phone: 505- 827-6320

Inventory Data By: John W. Murphey

Date: June 16, 2006

19. National Register Eligibility:

Yes: No:

Criteria A: B: C: D:

Area of Significance: Transportation; Engineering

This Space for Cultural Properties Review Committee Use Only

Date Application Received: Complete: Incomplete:

Committee Action:

State Register:

Tabled:

Date: June 8, 2007

National Register Recommendation:

Rejected:

Approved:

Committee Chairman: Estevan Rael-Galvez

Date: June 8, 2007

Comments: N/A

CONTINUATION SHEET

Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Present and Original Physical Appearance of Property

Constructed in 1926-29 by the New Mexico State Highway Department, this section of former U.S. Highway 66 bridged the communities of Bernalillo and Algodones and became part of the larger U.S. 66/85 corridor between Santa Fe and Albuquerque. The nominated linear district consists of a 4.8-mile section of State Highway 313 (former U.S. 66/85) and includes the roadbed and 12 contributing and one noncontributing resources. The two-lane road extends through an undulating valley averaging 5,100' in elevation and is framed by mesas to the west and the shadow of Sandia Mountain to the southeast. The highway moves across a portion of Pueblo of Santa Ana and former land grants put into use for grazing and growing alfalfa. The tracks of the Burlington Northern Santa Fe parallel the district along its entire course. The district terminates at a historic bridge just north of the small village of Algodones. The surrounding land at its north terminus is owned by San Felipe Pueblo. At some point after World War II, the highway's roadbed changed from concrete to an asphalt overlay. Despite this alteration, this segment of former U.S. 66/85 retains a high degree of integrity as to its location, setting, design, and feeling and association. Unlike many sections of New Mexico Route 66, this segment includes a historic grade crossing and a majority of its original drainage structures, which strongly communicate highway design of the period.

Setting

The nominated property begins at the intersection of State Highway 313 and Dove Road, TR-77, north of Bernalillo. South of this intersection the integrity of setting, feeling and location of the road is compromised by the presence of a large industrial plant and extensive residential development. For descriptive purposes, the roadbed begins at "0 mile" at Dove Road and locations are identified by mile markers going north. From the intersection of Dove Road the highway extends north passing the entrance to the Five Sandoval/Indian Pueblos Inc. Office and parallels Santa Ana Pueblo land.

The highway continues through open country with no buildings on either side (Photo 1); at 1.6 miles it parallels modern steel guard rails. The highway through this section is approximately 33' wide and includes narrow shoulders less than 5' in width. At 2.1 miles the asphalt shoulders discontinue¹ and the road narrows to close to its original 26-36'-wide road prism² as it continues through open rangeland (Photo 2). A regular

¹ At approximately N35° 21.844, W106° 30.217

² A 1928 project plan depicted two typical sections for the highway. The typical non-embankment section showed a 36'-wide road prism composed of two 9'-wide lanes with accompanying 2'-wide gravel inner shoulders and 2'-wide gravel outer shoulders and 4'-wide side slopes. In total, approximately 26' was improved with a combination of concrete and gravel. The typical embankment section narrowed the prism to 26' by removing the outer shoulders and side slopes. Today, the wider section measures approximately 33' which includes on average 4.7'-wide paved shoulders. The narrower section is on average 2'.5" wide, including all paved surfaces. Therefore, the change from the original design to an asphalt overlay and subsequent repavings, added approximately 3.5" of new paved surface on each side of the wider section of the district. Along the narrower section, the addition of new surface is not appreciable. When taken into consideration, the change of width represents only a slight widening of the road prism and a change from gravel to asphalt-paved shoulders.

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pattern of longitudinal and horizontal cracking may indicate the original concrete panels survive underneath the asphalt through this section.

The highway continues through farm and rangeland until it approaches the small settlement of Angostura at 2.6 miles. At 2.7 miles the highway crosses an unnamed arroyo on a ca. 1980 steel I-beam bridge made of recycled components that is noncontributing to the district (Photo 3). Beyond the bridge the highway continues through Angostura, an incorporated village composed of adobe houses and manufactured homes.

From Dove Road north, the Burlington Northern Santa Fe parallels the highway to the east. At 3.2 miles the highway passes beneath a railroad overpass, making an S-shaped movement to navigate the crossing (Photo 4). The grade crossing, constructed on a 45-degree skew, consists of a single steel girder span resting on massive reinforced concrete abutments with skewed wingwalls. Including its approaches, the structure measures 1,020' in length. Contracted in 1926, the overpass was finished in 1928, at a cost of \$71,045. From this point, the railroad parallels the west side of the highway on a high embankment.

At 3.3 miles County Road 474 intersects with State Highway 313 from the east. From this intersection, State Highway 313 enters the community of Algodones, a traditional village of adobe and frame buildings situated close to the road and shaded by mature cottonwoods (Photo 5). At 3.7 miles the highway passes Algodones Elementary School on the west side of the road and enters the town's commercial center at 3.9 miles.

After passing Algodones, the highway continues north through open farmland until it intersects with the junction of State Highway 315 at 4.4 miles. Beyond this intersection, the district continues a short distance, crossing Bridge No. 8, a structure determined eligible for the National Register of Historic Places during the 2002-03 New Mexico Historic Bridge Inventory. Constructed in 1927, the bridge consists of two reinforced concrete girder spans resting on concrete abutments with skewed wingwalls. The concrete post-and-beam rail system shows signs of impact damage and is currently protected by steel flex-beam railing. The historic district terminates at the north end of the bridge at approximately 4.8 miles.

Beyond the bridge, the original alignment of U.S. 66/85 headed off in a northwest direction across San Felipe Pueblo. The only evidence of this former alignment is a vague outline of a roadbed and a single concrete box culvert. State Highway 313 north of the bridge is a modern road and, therefore, excluded from the district.

The historic district contains 10 drainage structures built in 1928-29 (Figure 7-1). The balance of these are reinforced box concrete culverts and concrete drop inlet/syphons. These structures show the influence of the Bureau of Public Road's (BPR) plans for drainage structures and followed the New Mexico Highway Department's standard specifications of the day. Evidence of narrow, approximately six-inch formwork, also indicates these structures date to an earlier period. The drop inlets, which feature a headwall and straight wingwalls that rise considerably high above the shoulder, offer a rare glimpse at early concrete drainage structure design (Photo 8). Reuben Miera, a lifelong resident of Algodones, recalls that the drop

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inlets “made good seating places...” for kids to “sit around” and watch traffic and “neck.”³ The majority of the culverts carry irrigation water from the Algodones Ditch.

Integrity

Unlike other surviving stretches of New Mexico Route 66, this section, especially the segment through Algodones, shows a high degree of integrity as to its retention of original drainage structures. The majority of drainage structures along this segment correspond with structures depicted on a 1928 plan and profile set for the highway. The c.1960s⁴ repaving of the original concrete panel road surface with asphalt, is the largest impact to its integrity. Reuben Miera, who worked for the New Mexico State Highway Department at the time, remembers that the concrete panels were simply paved over and not pulverized, as sometimes was the process. A regular pattern of cracking and shoulder “drop off” after the highway narrows at 2.1 miles seem to indicate the concrete panels remain under the asphalt. In total, this section retains a high degree of integrity, as to its location, setting—especially its rural quality—, and design and materials of its bridges and drainage structures. The nominated district presents a scale and feeling unlike other segments of the 1926-37 alignment, which for the most part have been widened with the original drainage structures replaced.

³ Reuben Miera, Conversation with John Murphey, April 18, 2006.

⁴ A review of New Mexico Department of Transportation records did not produce a corresponding highway project for this repaving project. The estimated date of repaving is based on Reuben Miera’s memory.

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Figure 7-1: Highway Structures (South to North)

Number	Date	Type	Location	Contributing	Photo
1	1928-29	Large concrete box culvert ditch crossing	N35 ⁰ 22.131' W106 ⁰ 29.585'	Yes	3
2	c. 1980	Steel I-beam bridge	N35 ⁰ 22.343' W106 ⁰ 29.750'	No	4
3	1928-29	Medium concrete box culvert ditch crossing	N35 ⁰ 22.485' W106 ⁰ 29.486'	Yes	5
4	1928	Steel girder railroad grade crossing	N35 ⁰ 22.495' W106 ⁰ 29.389'	Yes	6
5	1928-29	Small concrete box culvert	N35 ⁰ 22.635' W106 ⁰ 29.166'	Yes	
6	1928-29	Small concrete drop inlet; east opening closed	N35 ⁰ 22.700' W106 ⁰ 28.977'	Yes	
7	1928-29	Small concrete pipe culvert; west opening closed	N35 ⁰ 22.719' W106 ⁰ 28.893'	Yes	
8	1928-29	Small concrete drop inlet	N35 ⁰ 22.817' W106 ⁰ 28.769'	Yes	
9	1928-29	Small concrete drop inlet	N35 ⁰ 22.860' W106 ⁰ 28.707'	Yes	
10	1928-29	Small concrete drop inlet	N35 ⁰ 22.884' W106 ⁰ 28.681	Yes	
11	1928-29	Small concrete drop inlet; west opening closed	N35 ⁰ 22.909' W106 ⁰ 28.644'	Yes	8
12	1928-29	Large concrete box culvert ditch crossing	N35 ⁰ 23.004' W106 ⁰ 28.329'	Yes	9
13	1927	Reinforced concrete girder bridge, Bridge No. 8	N35 ⁰ 25.148' W106 ⁰ 28.055'	Yes	10

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Significance of Property

As discussed in *The Historic and Historic Architectural Resources of Route 66 through New Mexico*, U.S. Highway 66 emerged as one of the nation's leading highways during the early to mid-twentieth century, and served as a primary vehicular corridor between Chicago and California. The district reflects the history of transportation from this era, as well as the forces which brought it into being and those that diminished its use. Its period of significance from 1926 to 1955 reflects its original construction date and continued designation as U.S. 85 until 1955 after which U.S. 85 shifted to the east. The district meets the registration requirements for a Route 66 resource set forth in *The Historic and Historic Architectural Resources of Route 66 through New Mexico* Multiple Property Documentation Form. The segment is equally eligible for individual State Register designation for its association with U.S. 66/85 under the thematic classifications of Transportation and Engineering.

Context

In 1926, the old Santa Fe to Albuquerque road became part of the U.S. 66/85 corridor connecting these cities to a national network of federal highways. Initially, New Mexico's portion of Route 66 traversed over 500 miles, and rather than moving in a direct east-to-west fashion, the alignment made a large S-shaped movement in the center of the state in order to pass through the state capital of Santa Fe (Figure 8-1). This configuration, dubbed the Santa Fe Loop, linked together earlier transportation corridors, including the Camino Real de Tierra Adentro, Santa Fe Trail, Atchison, Topeka & Santa Fe Railroad and the National Old Trails Road, to form the loop.

The alignment took the route northwest from Santa Rosa to the town of Romeroville near Las Vegas, where it connected to the National Old Trails Road, an early transcontinental automobile highway linking Baltimore to Los Angeles. It followed this road to Santa Fe and then turned south following the general path of the Camino Real de Tierra Adentro and New Mexico State Highway 1 to Albuquerque. It continued south of Albuquerque to Los Lunas, and then turned in a northwest direction towards Laguna Pueblo before once again heading directly west.⁵

Prior to the Federal Aid Act of 1921, highway construction in New Mexico was sporadic and financed principally by state legislated road taxes, bond issues and convict labor. During the territorial period, New Mexico made only nominal investments in its nascent highway system. The first road to receive any attention was the Camino Real, the historic trade route between Santa Fe and Mexico City. With persuasion from New Mexico's good roads enthusiasts, the former trade route was renamed the New El Camino Real, and its northern terminus extended to the Colorado border, with the expectation that other states would pick up the program and eventually advance it to Cheyenne, Wyoming. In 1905 the territorial road commission created the Camino Real Act, establishing this highway, which would be improved

⁵ Michael Cassity, *Route 66 Corridor National Historic Context Study*. (Route 66 Corridor Preservation Program, National Trails System Office – Intermountain Region, National Park Service, Santa Fe, New Mexico, December 15, 2004), 145.

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cooperatively by the counties sharing its roadway.

At the time of U.S. 66's designation in 1926, the New El Camino Real was little more than a dozen discontinuous segments of the former trading route nominally improved with convict labor. The road between Santa Fe and Albuquerque possessed an especially difficult section known as La Bajada Hill. Along this escarpment, the road took a steep descent on numerous sharp curves. The view was breathtaking; however, the descent could stop the heart:

Three or four turns [that] are so sharp that with a long wheelbase he will be compelled to back up to make it. Though the road is good, one had better go slow and use extreme caution, with the hand on the brake, because a couple of the sharpest turns, where he may probably have to back up, simply lead into nothing more substantial than atmosphere, and mighty thin atmosphere at that, should the car refuse to stop at the exact spot on an inch ruler where it is necessary to manipulate for the turn.⁶

The gravel roadbed south of La Bajada was improved in the late 1920s⁷ as part of a vision to build a "broad, safe, permanent highway connecting Santa Fe, the ancient city capital of New Mexico, with Albuquerque, the state's largest city."⁸ Despite its short 65 mile length, the engineering challenges of La Bajada, the Big and Little cuts, sand washes and several river and stream crossings, delayed the completion of the link.

Historic photographs show the progression of the project, including one photograph of workmen pouring concrete on Thanksgiving Day, 1928 (Figure 8-3). In addition to the highway, the Highway Department and the Atchison, Topeka & Santa Fe Railway jointly constructed a grade crossing south of Algodones (Figure 8-4). Built on a 45-degree skew, the overpass was part of program to eliminate dangerous grade crossings in New Mexico.

Reuben Miera, of Algodones, recalls the highway project, including a memory of concrete being splashed "across his face" as child as workmen poured the panels. His father, Fred Miera Jr., who ran a mercantile and sold gas as a Conoco affiliate, lost the front part of his business, when the new highway required additional right-of-way.⁹

The 26-mile concrete segment between Albuquerque and Algodones — one of the first applications of concrete road construction in New Mexico — became a keystone of the project. After its completion in

⁶ A.L. Westgard, "Motor Routes to the California Expositions," *Motor Magazine* (March 1915). The article is available online at <http://www.fhwa.dot.gov/infrastructure/westgard.htm>.

⁷ This section, the Bernalillo to Algodones segment, was one of several segments improved during the mid-to-late 1920s as part of program to improve U.S. 66/85's link between Santa Fe and Albuquerque. This segment Federal Aid Project (FAP) 88-B let in November 1926 and concluded in November 1930.

⁸ R.W. Bennett, "Realization of a Vision: The New Santa Fe-Albuquerque Federal Aid Highway." *New Mexico Magazine*, Oct. 1931: 8.

⁹ Reuben Miera, Conversation with John Murphey, April 18, 2006.

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1930, the State Highway Department called it “permanently improved, as much as any highway can said to be permanent.”¹⁰ But as early as 1929, the Highway Department had already begun studying alternative routes between Santa Fe and Algodones to “lessen the heavy grades” approaching La Bajada.¹¹

The completed highway carried U.S. 66 until 1937,¹² when it was rerouted to eliminate the Santa Fe Loop, to provide a straighter and quicker path across the state. Local economic and political dynamics forming even prior to the designation of U.S. 66 played a key role in this development.

During the 1920s, business leaders in Albuquerque pushed for a direct east-west highway across the state. Such a roadway would bypass both Santa Fe and Los Lunas and would enhance Albuquerque’s status as an important crossroads. New Mexico governor, Arthur T. Hannett supported such a road, and the state legislature approved the creation of a highway extending west from Santa Rosa Moriarty, approximately 35 miles east of Albuquerque.

Hannett was defeated in his bid for re-election in 1926, but before he left office, he ordered the construction of the east-west road through Albuquerque “as vengeance on Santa Fe, the capital and town to which he attributed a substantial share of his political misfortune.”¹³ Delays in the construction of the direct east-west road through New Mexico occurred as the economy entered the Depression. After receiving federal aid, the direct route through Albuquerque was completed in 1937 and thereafter became U.S. 66’s mainline.¹⁴

The realignment resulted in various consequences. The road itself became straighter, less mountainous, and around 100 miles shorter, which benefited travelers with a quicker and easier route across the state. It also benefited businesses in Albuquerque as the route brought more traffic and tourists to the town without putting it in direct competition with Santa Fe. However, while new businesses emerged along the new route, many of those that had developed in small towns on the original alignment outside of Santa Fe suffered from a lack of traffic and many subsequently closed.¹⁵

With the federal designation of numbered highways in 1926, the former El Camino Real corridor became part of U.S. 85, a 1,582-mile-long highway between the Canadian border at Ambrose, North Dakota and Las Cruces. In 1929, New Mexico’s state-published highway tour book, *Roads to Cibola*, called U.S. 85, “America’s Oldest Road,” and regaled the reader with its long history as links of the historic El Camino Real and Santa Fe Trail. The district continued to be designated as U.S. 85 until its realignment in 1955. This final realignment of a federal highway, in Reuben Miera’s words, “killed his father’s business,” and all other commercial enterprise in Algodones.¹⁶

¹⁰ Ibid.

¹¹ A.V. Williamson, “Report of Inspection Trip: F.A.P. #88, Santa Fe-Algodones, New Mexico.” Jan. 24, 1929.

¹² Don J. Usner, *New Mexico Route 66 on Tour*, (Santa Fe: Museum of New Mexico Press, 2001), viii.

¹³ Cassity, *Route 66 Corridor National Historic Context Study*, 146.

¹⁴ Ibid.

¹⁵ Ibid., 147-148.

¹⁶ Reuben Miera, Conversation with John Murphey, April 18, 2006.

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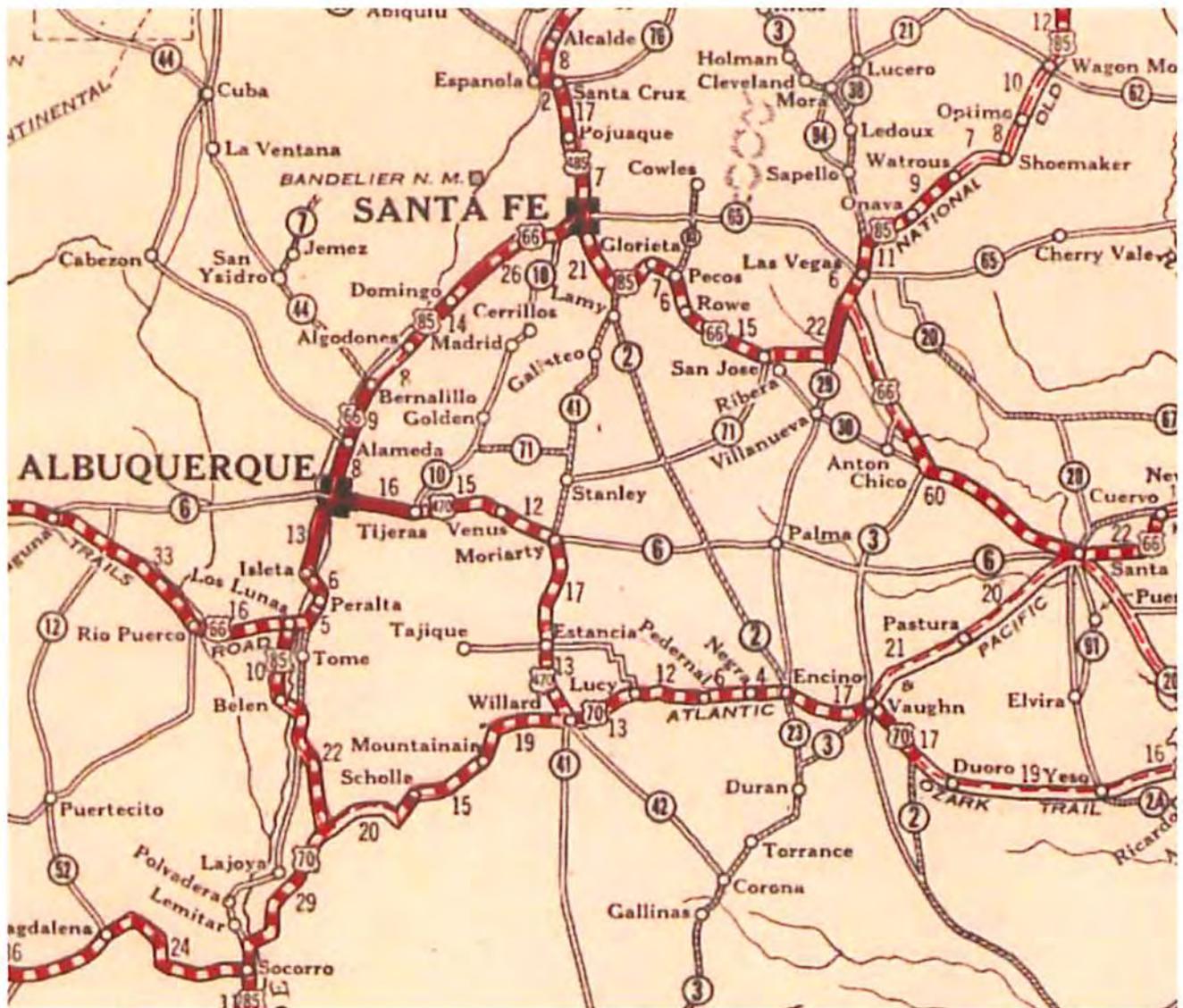
As part of the original 1926-37 alignment of U.S 66, the district reflects the history of the national highway including its development, the forces that brought it into being as well as those that brought significant changes and alterations to the route, and the impact its designation and decommissioning had on local areas. Modern development along the roadbed has been minimal, and the segment retains much of its integrity of location, setting, feeling, and association. As a result, the district conveys a strong sense of its historic time and place.

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Figure 12-1: Portion of 1926 Rand McNally Map Depicting the 1926-37 Alignment of U.S. 66

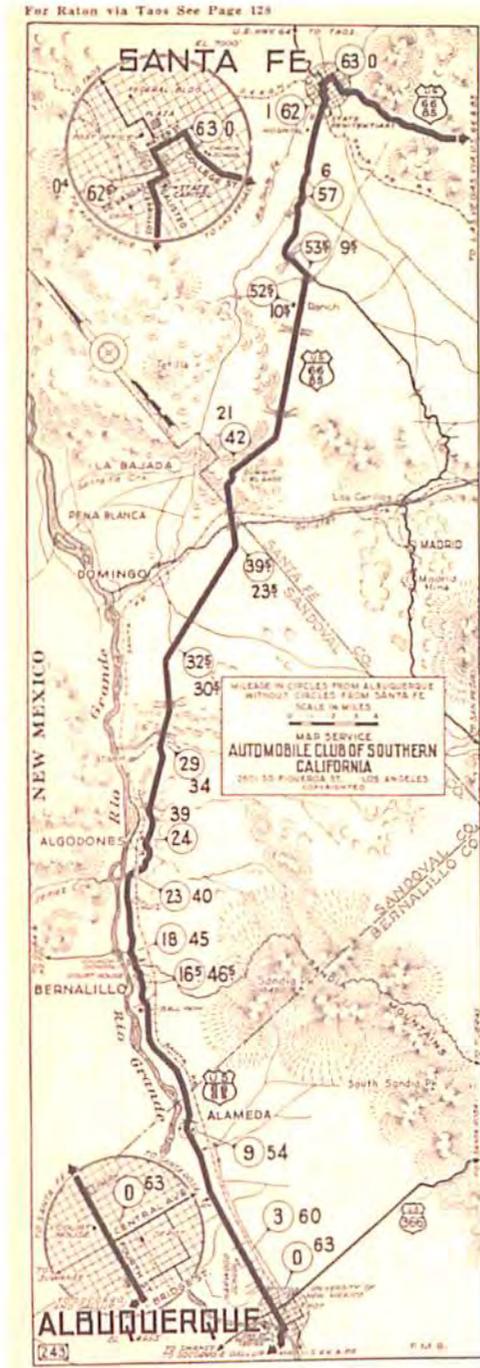


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Figure 12-2: Portion of 1932 Automobile Club of Southern California Guide to the National Old Trails and U.S. 66 Showing Revised Alignment



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Figure 12-3: Road Construction, Thanksgiving Day, 1928 (Courtesy New Mexico State Records and Archives)

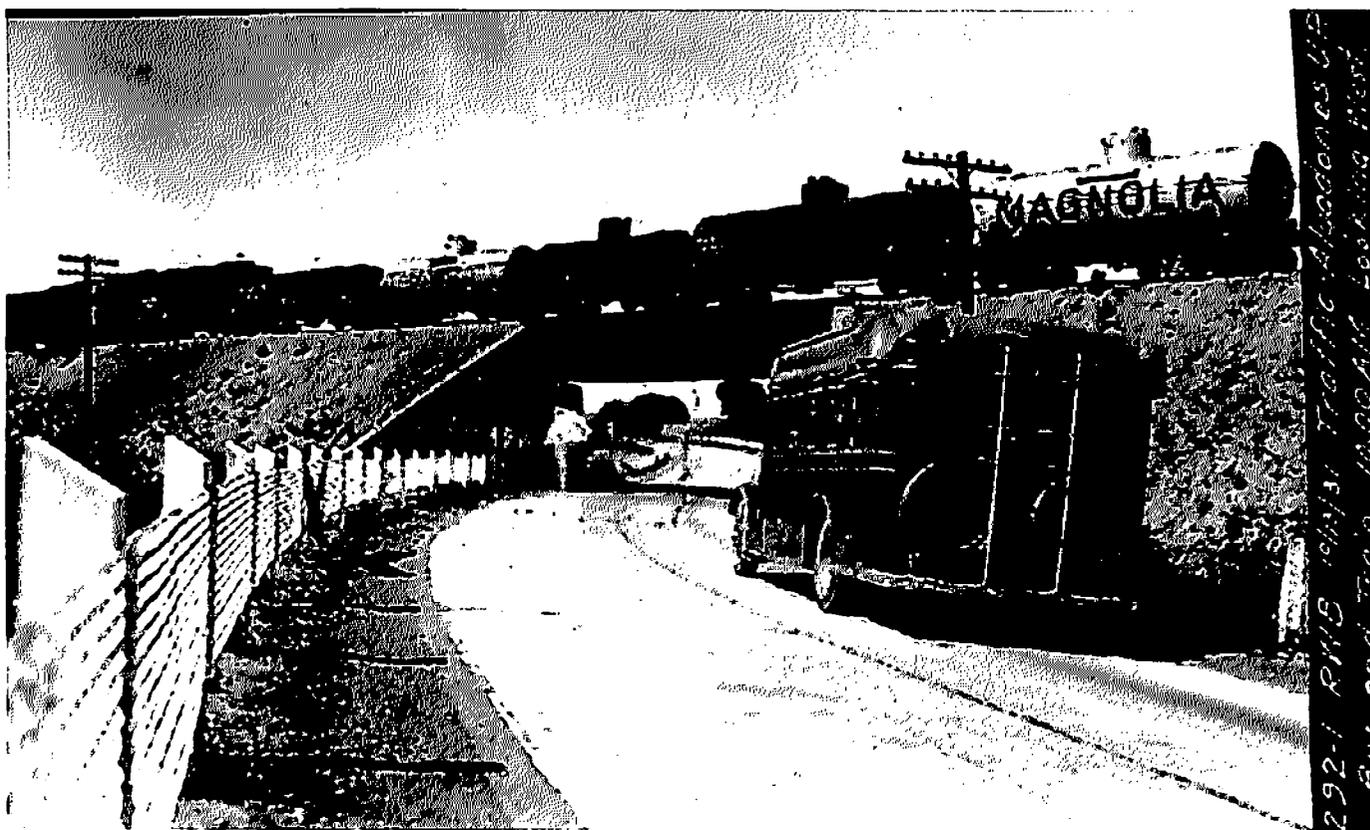


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Figure 12-4: Atchison, Topeka & Santa Fe Overpass, 1931 (Courtesy New Mexico State Records and Archives)



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Bibliography

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- Miera, Reuben. Conversation with John Murphey, April 18, 2006.
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- Thomason, Philip, and Teresa Douglas. "Route 66 from Bernalillo to Algodones." Draft National Register of Historic Places nomination. Nashville: Thomason and Associates, 2005. *This draft provided the initial survey and research for this nomination.*
- Usner, Don J. *New Mexico Route 66 on Tour*. Santa Fe: Museum of New Mexico Press, 2001.
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- Williamson, A.V. "Report of Inspection Trip: F.A.P. #88, Santa Fe-Algodones, New Mexico." Jan. 24, 1929.

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Verbal Boundary Description

The boundary for the district is shown on the accompanying maps, which are at a scale of 1:12,500. The nominated property begins at the intersection of Dove Road and State Highway 313. The district extends through open farmland and rangeland north of Dove Road crossing an unnamed wash and beneath the Burlington Santa Fe Railroad before entering the town of Algodones. The nominated property ends at the north approach of Bridge No. 8, north of State Highway 315. The road corridor is approximately 100' in width and includes two 12'-wide driving lanes and corresponding variable 3-5'-wide paved shoulders and 25'-wide natural shoulders to the right-of-way fence. The property contains approximately 64.4 acres and only includes acreage within the New Mexico Department of Transportation right-of-way. The nomination includes only improvements made by the New Mexico Department of Transportation.

Verbal Boundary Justification

The boundary for Route 66 from Bernalillo to Algodones includes the original right-of-way constructed in 1928 that extends from just north of Bernalillo to just north of Algodones. The nominated property begins at the intersection of Dove Road and State Highway 313. To the south of this location the setting, feeling and association of the highway is diminished by the presence of a large industrial plant and extensive residential development, which is excluded from the district.

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Photo 1: Highway with Shoulders



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Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Photo 2:

Narrowing to Original Highway Dimension



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Photo 3:

Structure 1, Large Concrete Box Culvert



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Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Photo 4:

Structure 2, Noncontributing Bridge



CONTINUATION SHEET

Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Photo 5:

Structure 3, Concrete Acequia Crossing



CONTINUATION SHEET

Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Photo 6:

1928 Atchison, Topeka & Santa Fe Overpass



CONTINUATION SHEET

Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Photo 7:

Alignment through Algodones



CONTINUATION SHEET

Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Photo 8:

Structure No. 8



CONTINUATION SHEET

Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Photo 9:

Structure No. 12, Large Concrete Box Culvert



CONTINUATION SHEET

Property: Route 66, State Maintained from Bernalillo to Algodones (State Route 313)

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Photo 10:

Structure 13, Bridge No. 8

