



Historic Route 66 In Arizona

Application For

National Historic Civil Engineering Landmark Designation

By The
Arizona Section
of the
American Society of Civil Engineers

Historic Civil Engineering Landmark Nomination

This form may be printed. Please submit one copy for each committee member of all materials relating to the nomination. If more space is required to provide full response, please include additional documentation.

To: History & Heritage Committee
ATTN: Jennifer Lawrence
1801 Alexander Bell Drive Reston, VA 20191-4400

Date: **February 21, 2020**

ASCE Section: **Arizona**

This is to nominate the following for designation as a Historic Landmark: **National –**

Historic Route 66 in Mohave County, Arizona

Previously nominated for National: **No**

Located at: **See vicinity maps Exhibits A and B**

County: **Mohave**

State: **Arizona**

The proposed landmark's owner: **Mohave County, Arizona.**

The latitude and longitude to the nearest minute (or U.T.M. coordinates). Attach detailed local and vicinity maps that show access from a major city or the interstate:

Length of this segment is 48 miles.

**The Topock end of the route is
Latitude 34.715491 degrees north,
Longitude 114.484759 degrees west.**

**The McConnico end is
Latitude 35.139779 degrees north,
Longitude 114.107544 degrees west.**



In support of this nomination the following information must be provided:

1. Date of construction (and other significant dates):

Route 66 embodies a complex, rich history that goes well beyond any chronicle of the road itself. An artery of transportation, an agent of social transformation, and a remnant of America's past, it once stretched 2,448 miles from Chicago to Santa Monica.

This 48-mile segment is part of the longest remaining stretch of Route 66 in all of the eight Route 66 states.

Earliest Beginnings

The expansion of U.S. territory to include California and the Southwest, along with the gold rush to California, created an urgent need to improve communication and transportation links between the west and the rest of the nation. In 1853 Congress appropriated \$150,000 for six surveys of potential routes to the Pacific Ocean that would be carried out by Army topographical engineers. Routes attempting to follow the 35th parallel were explored by Sitgreaves in 1851 and by Whipple in 1853, but the most notable is that taken by Edward Beale.



War Department Survey Crew southeast of Oatman before any roads existed

In 1857 Congress ordered the War Department to construct a northern army wagon road across New Mexico Territory (containing present-day Arizona). Beale began construction 1857 and took five months to complete his road, at a cost of \$50,000.

After completion, the "Beale Wagon Road" was touted as being suitable for six-mule teams pulling wagon loads as heavy as 3,500 pounds!

The building of Beale's wagon road was the Southwest's first Federal road construction project.

Crossing the Colorado

As interstate commerce began to drive the need for infrastructure, crossing the Colorado River quickly proved to be a significant challenge. In 1890, the Needles Ferry began moving travelers across the Colorado River at Topock (the Mohave Indian term for “water crossing”), at a then-astronomical fee of \$3.50 per passenger. The National Old Trails Highway system also used the ferry until a flood took it out of service in 1915.



The Needles Ferry over the Colorado River

To relieve this burden on travelers and to compete with the “Ocean-to-Ocean Road” bridge being built in Yuma, the Old Trails Bridge was constructed from 1915 to 1916 through a joint effort between Arizona, California, the Bureau of Indian Affairs, and Mohave County.



The Old Trails Arch Bridge under Construction, 1915

A landmark of American civil engineering in its own right, the structure is nationally significant as an outstanding example of steel arch construction.

The bridge's engineers had studied difficulties experienced by the Ocean-to-Ocean bridge project, and settled on a unique cantilever method of construction. They assembled the bridge halves on their sides on the ground and hoisted them into place using a ball-and-socket center hinge.

The use of the cantilever was a daring move for its time, creating the longest arched bridge in America. At 360 tons, it was also the lightest bridge of its kind.

From the day it opened, this graceful arch and the deck it supported were a pivotal Colorado River crossing, first for the transcontinental National Old Trails Highway, and later for Route 66.

When vehicle traffic was moved to Interstate 40 just a few yards away, the bridge was re-purposed to carry an interstate natural gas pipeline, and still serves today.

The Old Trails Bridge was listed in the National Register of Historic Places in 1988.

The Old Trails Highway and the Good Roads Effort

Prior to the creation of Federal highway agencies and funding, many transcontinental road efforts were championed by local governments, automobile enthusiast organizations, and various "Good Roads" organizations. Throughout the early 1900s there was in fact a fierce debate as to whether the national government even had an appropriate role in road building.

The National Old Trails Highway, part of which would eventually become a part of Route 66, was begun in 1911 as a project of the Missouri chapter of the Daughters of the American Revolution. In 1913 the National Old Trails Highway Association announced the road's route through Arizona, including the historical alignment in Mohave County following Edward Beale's army wagon road.

Under Arizona's 1909 Territorial Road Law (Arizona did not become a state until 1912), 75% of road tax collections went to the counties and 25% was retained for Territorial roads. As a result, far more road work was undertaken by the Counties than by the Territory.

As was typical for the time, most of the original design and construction of the Old Trails Highway was performed by County forces.

A 1918 alignment map for the Goldroad-Oatman section was designed by Mohave County Engineer J. B. Wright, and is appended as Exhibit G.

From about 1900 to 1920, Oatman was a typical western gold rush town, and was one of the largest gold producers in the American west. By 1931, area gold mines had produced over 1.8 million ounces of gold with a present day value of nearly \$700 billion.



22 Mule Team rounding the turn at Goldroad Summit (Sitgreaves Pass) to Oatman

Gold was deemed “non-essential to the war effort” and the gold mines were shut down in 1941. Oatman was fortunate in that it was located on busy U.S. Route 66 and was able to cater to travelers driving between Kingman, Arizona and Needles, California.



Oatman circa 1925

Yet even that advantage was short-lived, as the town was completely bypassed in 1953 when a new route between Kingman and Needles was built. By the 1960s, Oatman was all but abandoned.

A revitalized interest in Historic Route 66 saved Oatman from demise, and while it may not be thriving, it has much to offer visitors looking for that kitschy slice of Americana.

Naturally Hollywood has been drawn to the unique patina of Oatman. Film producers have used Oatman as a location for many films, including *How the West was Won* and *Edge of Eternity*.

Oatman is often described as a ghost town, but that is not quite accurate. The current human population is 128. The burro population is close to 2,000.

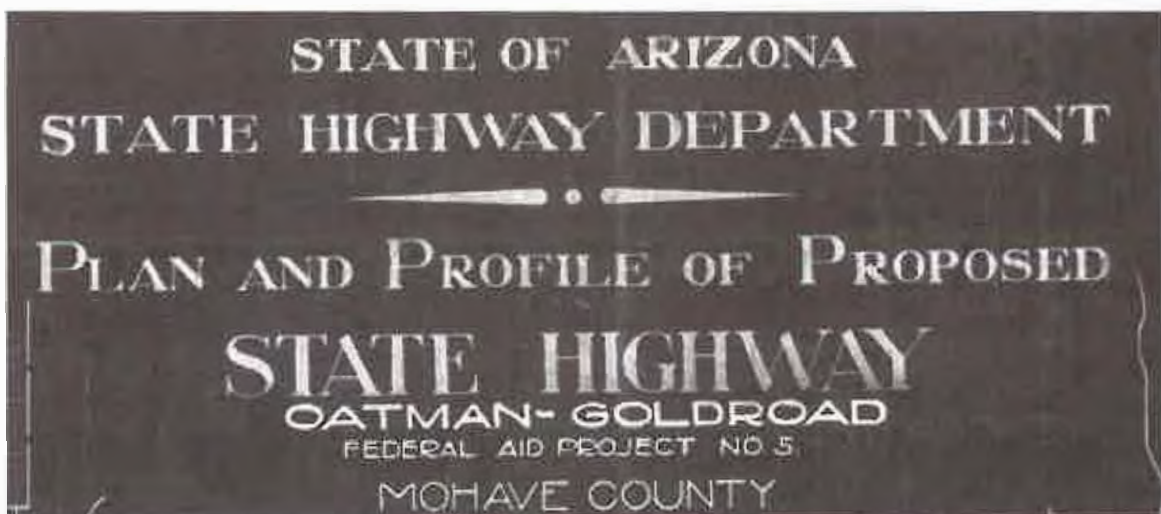


Present-day Route 66 in Oatman, Arizona

Federalization

The Federal Aid Road Act of 1916 was among the most important pieces of public works legislation in American history. It established the model for federal participation in highway development for the remainder of the century.

With Federal funding came the transfer of the largely county-owned Old Trails Highway into the Arizona Highway System. In 1925 the Arizona Highway Department (now ADOT) assigned each of Arizona's highways a unique number with east-west routes receiving even numbers.



The National Old Trails Highway, running across Arizona from Lupton to Topock, was initially designated U.S. Route 60. Soon thereafter it was renumbered U. S. Route 66.

Under that number, as the celebrated Route 66 connecting Chicago with Los Angeles, it would become America's most famous roadway.

De-commissioning

Alas, progress inevitably marches on. In 1953, the Oatman Highway through the Black Mountains was completely bypassed by a new route between Kingman, Arizona, and Needles, California near the present Interstate 40 alignment.

Prior to this shift, Route 66 was the most heavily travelled highway in Arizona.

With various re-routings of Route 66 in the 1950s and 1960s, ownership and maintenance responsibility for this reach was transferred from the Arizona Highway Department back to Mohave County.

By 1985, all of U.S. Route 66 in America had been removed from the Federal highway system.

2. Names of key civil engineers and other professionals associated with project:

Among others, this list would include:

- J. B. Girand Territorial Engineer, 1909-1912
- Lamar Cobb First State Engineer, 1912-1916
- Thomas Maddock State Engineer, 1917-1922
- F. R. Goodwin State Engineer, 1923-1924
- W. C. Lefebre State Engineer, 1925-1927
- J. B. Wright Mohave County Engineer, circa 1915
- O. K. Parker Engineer for the Automobile Club of Southern California, circa 1912
- J. A. Sourwine Designed the Old Trails Arch Bridge
- J. P. Kemmerer Supervised construction of the Old Trails Arch Bridge
- E. Ross Householder Mohave County Engineer circa 1925-1960

3. Historic (national or local) significance of this landmark:

No highway is as famous as Route 66.

The Beale Wagon Road was the first Federal highway project in Arizona.

Route 66 has become the focus of a nostalgia industry based on the "Open Road" of 20th-century America. On the Route 66 of legend, endless prairies and desert vistas are punctuated by odd, individualistic cafes, motels, and roadside attractions, the whole effort symbolizing something essential about America.

Travel and Leisure magazine has named Route 66 as one of America's 29 "Most Iconic Drives".

Arizona drivers can display their support and enthusiasm with a special Route 66 license plate:



Shortly after the route was stitched together out of shorter, less ambitious roads, a cross-country foot race in 1928 publicized the new "Main Street of America".

The Tulsa-based Phillips Petroleum Company helped imprint the number on the national consciousness by adopting the name "Phillips 66" for its gasoline and service stations, shown in a highway-shield type logo.



The cultural product that made 66 a household number was John Steinbeck's novel of dust bowl flight *The Grapes of Wrath*. Steinbeck first called Route 66 "the mother road"

and chronicled its importance and impact on American westward migration.



In 1940 John Ford adapted Steinbeck's novel into a movie of the same name. The opening scene features a young Henry Fonda with the Old Trails Arch Bridge as the backdrop.



Screen Shot from *The Grapes of Wrath* (Old Trails Bridge)

In the postwar era, even as Route 66 was about to be replaced by Interstate 40, the road came to symbolize the restless spirit of long-distance highway travel. In 1960 a television show, "Route 66", portrayed two young men who roam the country in a Corvette convertible.

If Steinbeck's scenes of the hardscrabble poor invoked memories of families crossing the

continent in a covered wagon, "Route 66" recalled the roving cowpokes and gamblers of movie and TV westerns.



Route 66 also inspired two pieces of music that are entwined in American culture: the Nelson Riddle theme song for the TV show and "Get Your Kicks on Route 66", written in 1946 by Bobby Troup after he and his wife drove the road to Los Angeles.

Troup had hoped to make a career as a songwriter and musician, and his career plan soon worked better than he had dreamed. Upon arriving in Los Angeles, he almost immediately sold the song, which was recorded by Nat King Cole.



4. Comparable or similar projects, both in the United States and other countries.(Provide name, location, dates, short description of each project)

- The Lincoln Highway: A transcontinental route conceived in 1912 running from New York to San Francisco. A young Army Major named Dwight Eisenhower was part of a convoy across the length of the Lincoln Highway; the difficulties encountered eventually contributed to Eisenhower's support for the Interstate Highway System.
- Britain's A-5 links London to Dublin (with a ferry segment). It follows many segments originally constructed by the Romans and is signed as "The Roman Road".
- The Pacific Coast Highway from Dana Point to Leggett, California, and including the Golden Gate Bridge, was constructed from 1911 to 1960, and is designated an All American Road.

5. Unique features or characteristics which set this proposed landmark apart from other civil engineering projects, including those in #4 above.

The Old Trails Arch Bridge

The Old Trails Bridge was constructed 1915-1916 through a joint effort between Arizona, California, the Bureau of Indian Affairs, and Mohave County. A landmark of American civil engineering in its own right, the structure is nationally significant as an outstanding example of steel arch construction. The engineers had studied difficulties experienced by the Ocean-to-Ocean bridge project, and settled on a unique cantilever method of construction assembling the bridge halves on their sides on the ground and hoisting them into place using a ball-and-socket center hinge.



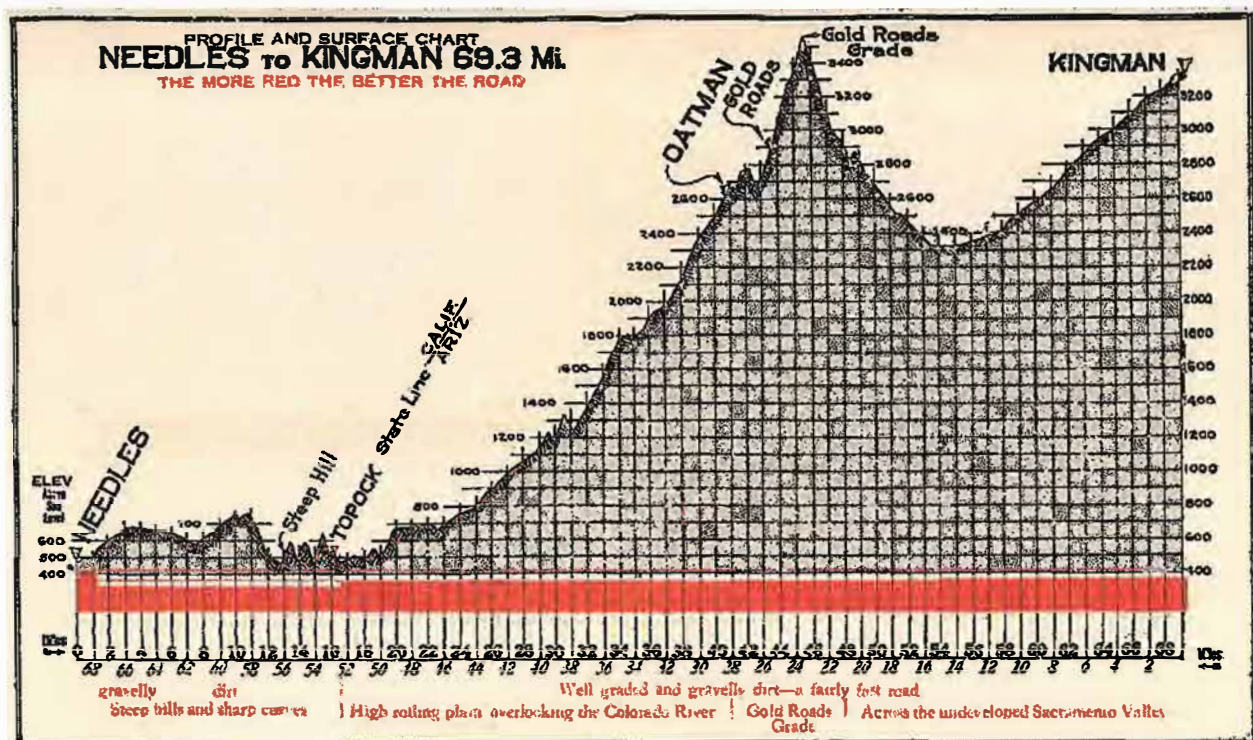
The use of the cantilever was a daring move for its time, creating the longest arched bridge in America. At 360 tons, it was also the lightest bridge of its kind. From the day it opened, this graceful arch and the deck it supported were a pivotal Colorado River crossing, first on the transcontinental National Old Trails Highway, and later on Route 66.

Working with Nature

Geometrics that are primitive by today's standards reflect a time when roads were designed to coexist with the surrounding landscape rather than dominate and conquer it.

The "design" vehicles for Route 66 were mule-drawn wagons, Ford Model As, and Model Ts; speeds were low and airbags did not exist. Anti-lock braking systems and even seat belts were decades in the future.

This section of Route 66 was the steepest along the entire 2,448-mile length, and motorists were advised to climb the grade in reverse so that fuel could get to their engine.



1925 Hobbs Road Guide Excerpt

This reach was so fraught with hairpin turns that local guides were available to assist.

Even today, the geometrics dictate a 40-foot maximum allowable vehicle length.



Use of Native Materials

In promoting the construction of the roadway, Engineer O. K. Parker "...described the road building methods that could be more advantageously used. A telling point in this lecture was Mr. Parker's statement that, in addition to the scenic and topographical advantages of the route, it was further favored by *the unlimited amount of natural good road material that exists throughout Arizona* and assures the construction of a high-class road at a moderate cost."

Many of the native rock, hand-built retaining walls and "guardrail walls" are still readily visible along the route, illustrating different construction approaches from a bygone era.



Design Standards

Little documentation has survived of the actual design effort other than the plans themselves, although both Wright's 1915 plans and the Arizona Highway Department's 1921 plans for "Federal Aid Project No. 5" allow interpretation as to how they were engineered.

In a time without calculators, much less computers and Excel spreadsheets, all curves, grades, bearings, flows, cuts, fills, and quantities were laboriously calculated, checked, and re-checked by hand. CAD was decades in the future; drawings were made by hand on linen.

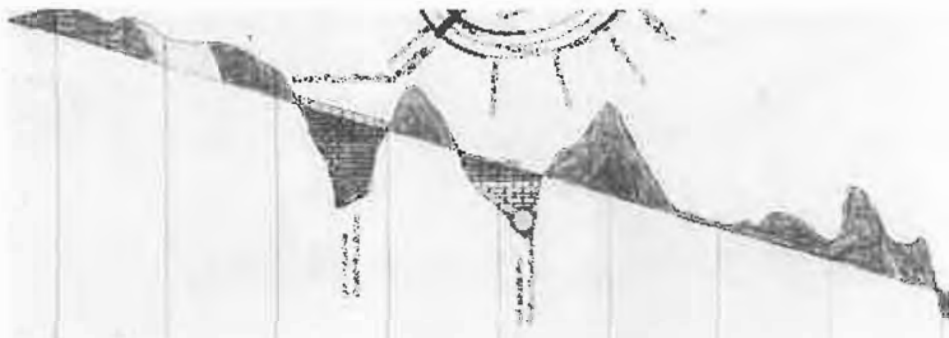
Hand-drawn engineering plan on linen showing stationing and quantities for STA 32 TO 48. The plan includes a horizontal line with station markers at 30, 41, and 42. Below the line, the text "STA 32 TO 48" is written. To the left of the line, a list of items and their quantities is provided: SR Exc (25419), Ea Exc (311.9), Ea Borrow (1400), Lining (1500 cu yds), Ditching (475 Lin Ft), and Rock Wall (70 Cyds). To the right of the line, a list of items and their quantities is provided: PIPES (SR Exc 860, LR 270), 38'-18" Pipe (8200 LBS), 68'-24" (8200 LBS), and 34'-48" (Rock).

Item	Quantity
SR Exc	25419
Ea Exc	311.9
Ea Borrow	1400
Lining	1500 cu yds
Ditching	475 Lin Ft
Rock Wall	70 Cyds

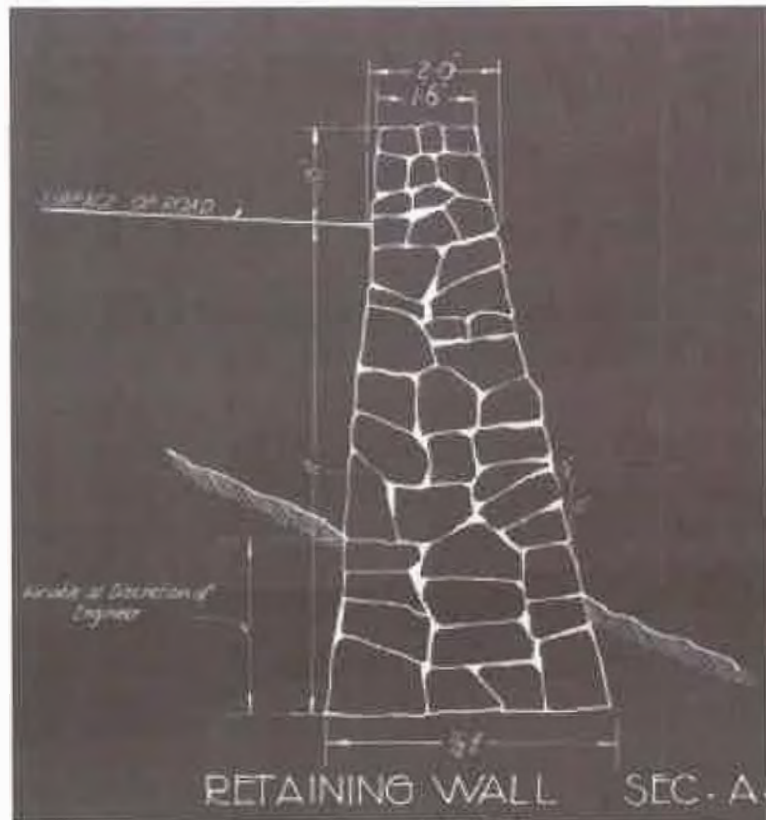
Item	Quantity
PIPES SR Exc	860
LR	270
38'-18" Pipe	8200 LBS
68'-24"	8200 LBS
34'-48"	Rock

Surveying was not performed with GPS or even photogrammetry, but relied on transits, spirit levels, and 100-foot steel chains in steep mountain terrain in severe heat and cold.

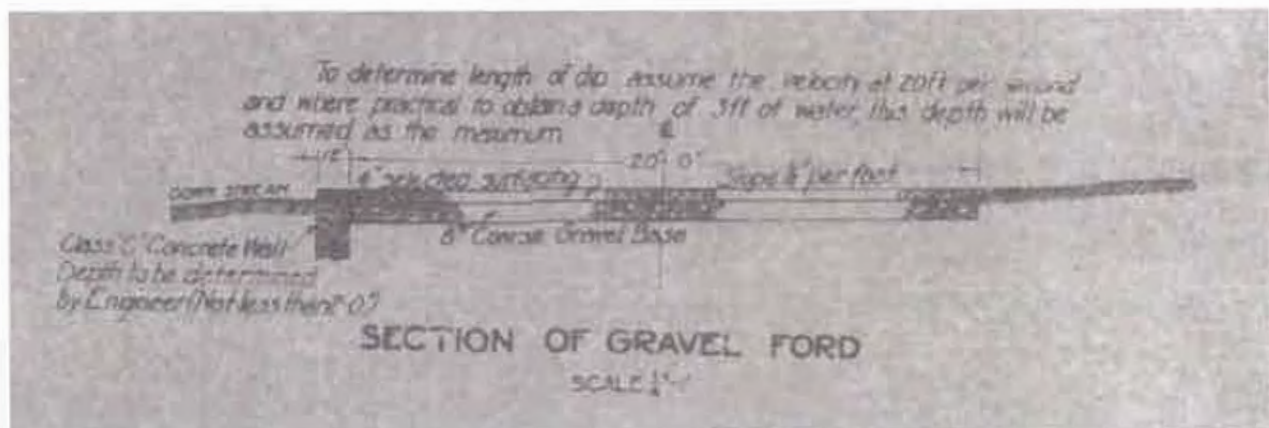
Earthwork calculations were made by plotting existing and design profiles and measuring the area of cuts and fills with a planimeter.



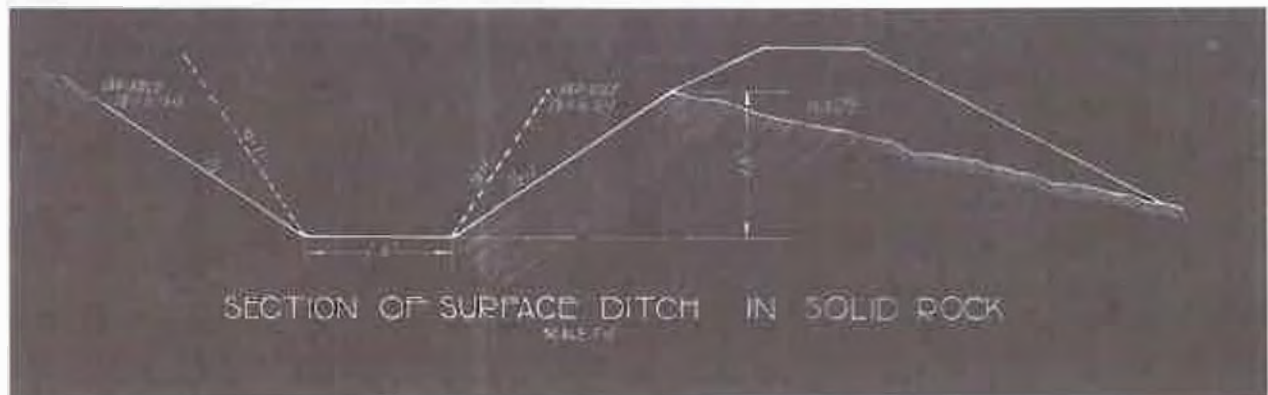
Greater reliance was placed on hand craftsmanship and utilizing local materials, and is illustrated in details such as this one for unreinforced grouted rock retaining walls with an embedment depth "variable at discretion of Engineer".



Also reflecting different times, 1921 design standards called for storm flow overtopping at ford crossings allowable to a depth of three (3) feet!



And, as a reminder of the nature of the route's geology, a separate detail was made to illustrate the geometrics of surface channels to be carved out of solid rock.



Construction

In April 1857, the United States Secretary of War John B. Floyd instructed Lieutenant Edward Fitzgerald Beale to construct a wagon road close to the 35th parallel between Fort Defiance in what is now Apache County, Arizona and the Colorado River in the west.

Lieutenant Beale, along with a crew of 100 men and 22 camels built the first Federal highway in the southwest without electricity or internal combustion engines, using only human- and animal-powered tools and implements.

Construction began 1857 and took five months to complete, at a cost of \$50,000.



The Old Trails Highway and Route 66 construction projects of 1915-1930 were able to take advantage of radical new construction techniques employing steam, compressed air, and internal combustion engines:



Rock Cut, 1926 Route 66 Construction



Placing Base on Route 66, 1926



Downtown Kingman, circa 1920

6. Contribution which this structure or project made toward the development of: (1) the civil engineering profession; (2) the nation or a large region thereof (part 2 is necessary for an NHCEL).

The story of Historic Route 66 in Mohave County is a timeline of both development of the American Southwest and the development of our 20th century transportation system:

- Military surveys of the largely-unexplored Southwest
- Building of Army roads to access and protect the California gold rush
- Ferry crossing replaced by a state of the art arched bridge
- Grassroots "Good Roads" boosterism
- The National Old Trails Highway System
- Territorial road funding mechanisms
- Creation of the Federal Highway System
- Arizona's gold rush boom and bust
- America's dust bowl and depression-era westward migration
- Local roadways eclipsed by the Interstate Highway System
- Development of a nostalgia/tourism industry

The appearance of Route 66 on the American scene coincided with unparalleled economic strife and global instability, yet it hastened the most comprehensive westward movement and economic growth in the United States history.

The cultural product which made Route 66 a household number was John Steinbeck's 1939 novel of dust bowl migrants, *The Grapes of Wrath*. As every reference source reminds the reader, Steinbeck declared Route 66 the "mother road, the road of flight".

Route 66 allowed an estimated 500,000 Depression and Dust Bowl refugees to chase their American Dream west, mirroring the covered wagons of a few generations earlier.

Both migrations were major contributors to the development of the Union.



With full paving completed in 1938 on the eve of World War II, Route 66 was also particularly significant to the nation's war effort, allowing rapid mobilization to and from training bases in the west.

It acted as a military transport corridor moving troops and supplies from one military reservation to another.



Mohave County Historic Route 66 Importance

- ✓ Punctuates Historic Route 66 as the foremost example of lasting civil engineering impact on American culture and lifestyle and a forerunner to the modern interstate highway system.
- ✓ Exemplifies the evolution of water and rail to accessible, reliable highway transportation.
- ✓ Revels in its worldwide prominence as leading transportation attraction.

7. List of published references concerning this nomination.¹

- *Arizona Transportation History*, FHWA Report Number FHWA-AZ-11-660, December, 2011.
- *The National Old Trails Road* <https://www.fhwa.dot.gov/infrastructure/trails.cfm>
- <https://www.historic66.com/>
- https://en.wikipedia.org/wiki/U.S._Route_66
- https://en.wikipedia.org/wiki/Beale%27s_Wagon_Road
- <https://www.amazon.com/Wagon-Road-Defiance-Colorado-River/dp/1376320835>
- <https://www.amazon.com/Route-66-Encyclopedia-Jim-Hinckley/dp/0760349487>
- <https://www.legendsofamerica.com/>
- https://www.amazon.com/s?k=the+great+american+foot+race&hvadid=7785927948784&hvbmt=be&hvdev=c&hvqmt=e&tag=mh0b-20&ref=pd_sl_5u3vo3bc85_e
- <https://www.roadtripusa.com/route-66/arizona/old-route-66-oatman/>
- <http://www.route66world.com/>
- <https://www.route66news.com/>
- [https://en.wikipedia.org/wiki/\(Get_Your_Kicks_on\)_Route_66](https://en.wikipedia.org/wiki/(Get_Your_Kicks_on)_Route_66)
- https://en.wikipedia.org/wiki/Lincoln_Highway
- [https://en.wikipedia.org/wiki/A5_road_\(Great_Britain\)](https://en.wikipedia.org/wiki/A5_road_(Great_Britain))
- https://en.wikipedia.org/wiki/California_State_Route_1
- <https://www.fhwa.dot.gov/byways/byways/2489>
- <https://www.travelandleisure.com/slideshows/americas-most-iconic-drives?slide=113745#113745>
- https://localwiki.org/kingman/Beale%27s_Wagon_Road

8. A list of additional documentation in support of this nomination. (Please list all enclosed documents, publications, photographs and supporting historical evidence. Digital images and one 5" x 7" black and white glossy photo are required for publicity and presentation purposes.)

- Exhibits A and B – Vicinity maps
- Exhibit C – A December 27, 1912 letter from Governor Hunt to Mohave County expressing support for the work of the Arizona Good Roads association
- Exhibit D – An April 19, 1912 letter to the Mohave County Board of Supervisors from the Prescott Auto Club supporting and urging construction of a Prescott-Kingman-Colorado River road
- Exhibit E – A January 30, 1914 letter from Lamar Cobb, the first State Engineer, to the Mohave County Board of Supervisors giving two steel road drags to the County "for use on the State road..."
- Exhibit F – An April 2, 1915 Budget Report by the Mohave County Engineer showing quarterly expenditure of \$3,409.10 on this roadway segment
- Exhibit G – A Plat Map showing the alignment of this segment dated April, 1918
- Exhibit H – A map from Mohave County's 1920 Capital Roadway Plan showing this roadway segment (highlighted in yellow)
- Exhibit I – Mohave County Board of Supervisors Resolution 2020-023
- Exhibits J-N – Numerous photographs of this segment of Route 66

9. The recommended citation for HHC consideration.

Established on November 11, 1926, U.S. Route 66 once ran from Chicago, Illinois to Santa Monica, California. Route 66 was a primary route for the westward migration of hundreds of thousands of people during the Great Depression and Dust Bowl of the 1930s, as memorialized in song, literature, and film in "The Grapes of Wrath".

Despite this period of great economic strife, Route 66 hastened the most comprehensive westward movement and economic growth in United States history.

The Mohave County stretch of Route 66 from Topock to McConnico was the steepest and most curving along the entire 2,448-mile length, and is also part of the longest remaining segment of Historic Route 66 still in use in its original configuration.

11. A statement of the owner's support of the nomination.

The Mohave County Board of Supervisors approved the enclosed Resolution 2020-023 (Exhibit I) in support of Historic Civil Engineering Landmark designation for this roadway.

If this nomination is approved for designation as a National Historic Civil Engineering Landmark by the Board of Direction of ASCE, we understand that the Section will have the major responsibility for the public presentation ceremony of the plaque and for plaque maintenance.

Chairman, Section History & Heritage Committee:

Julian Dresang

Section Secretary:

Jeff Swan

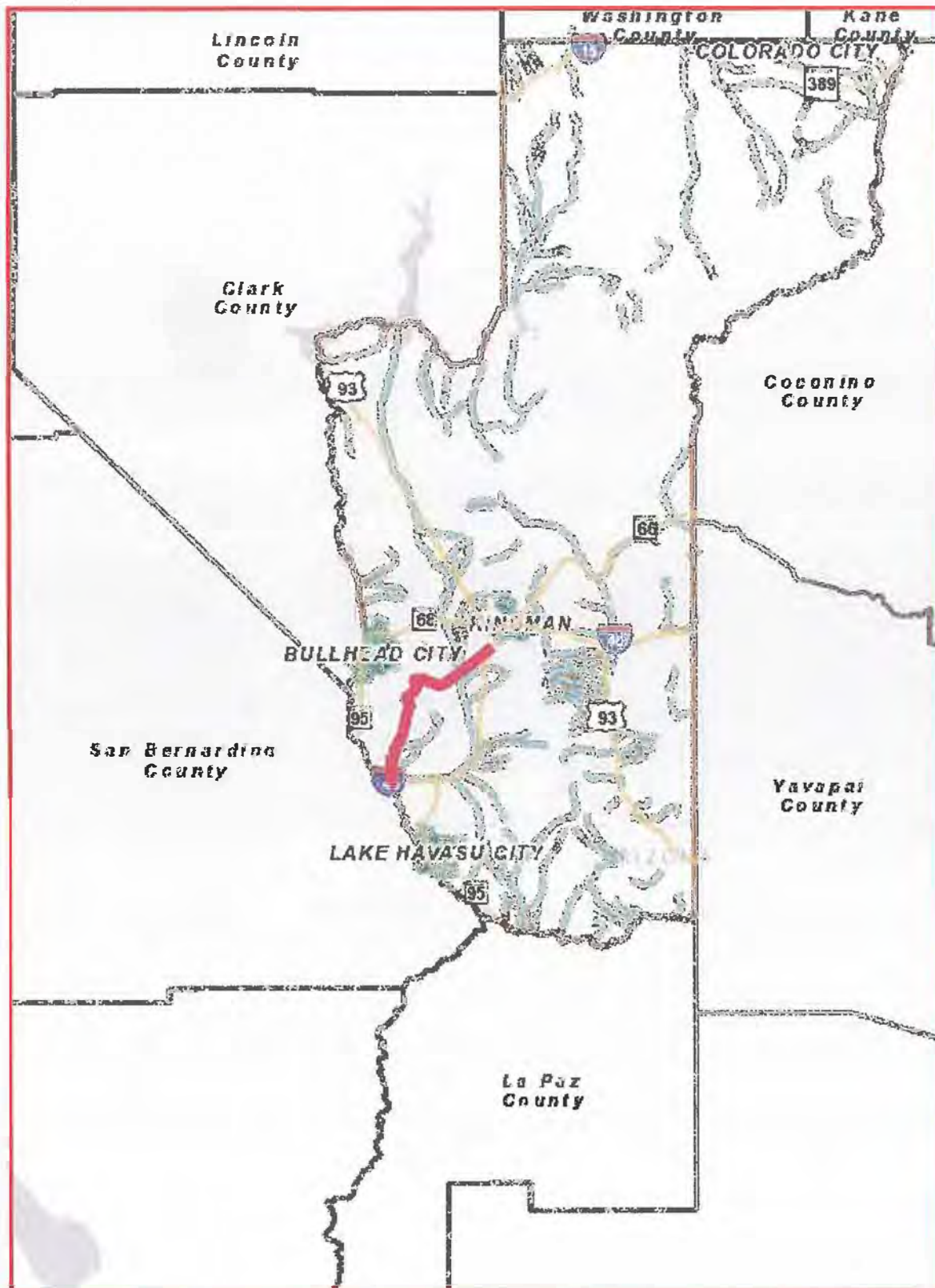
Section President:

Breanna Connelly

***Note: For State Historic Civil Engineering Landmark designation, the other Section presidents from the state should sign the nomination form or concur with the nomination in writing. If all Sections affected by the nomination agree on dedicating this landmark, the nominating Section should inform the HHC of their decision and send one (1) copy of the nomination package to the staff contact for the HHC.**

Note: Designation by ASCE as a National Historic Civil Engineering Landmark carries no legal commitment on the part of ASCE, the owner or the governmental jurisdiction in which it is located.

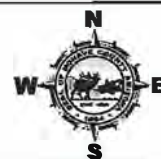
EXHIBITS A-G

**Legend**

- City Limits
- Township/Range
- Named Washes

Exhibit A

1:2,541,484



0 211,790. 423,580. Feet
(approximate scale)

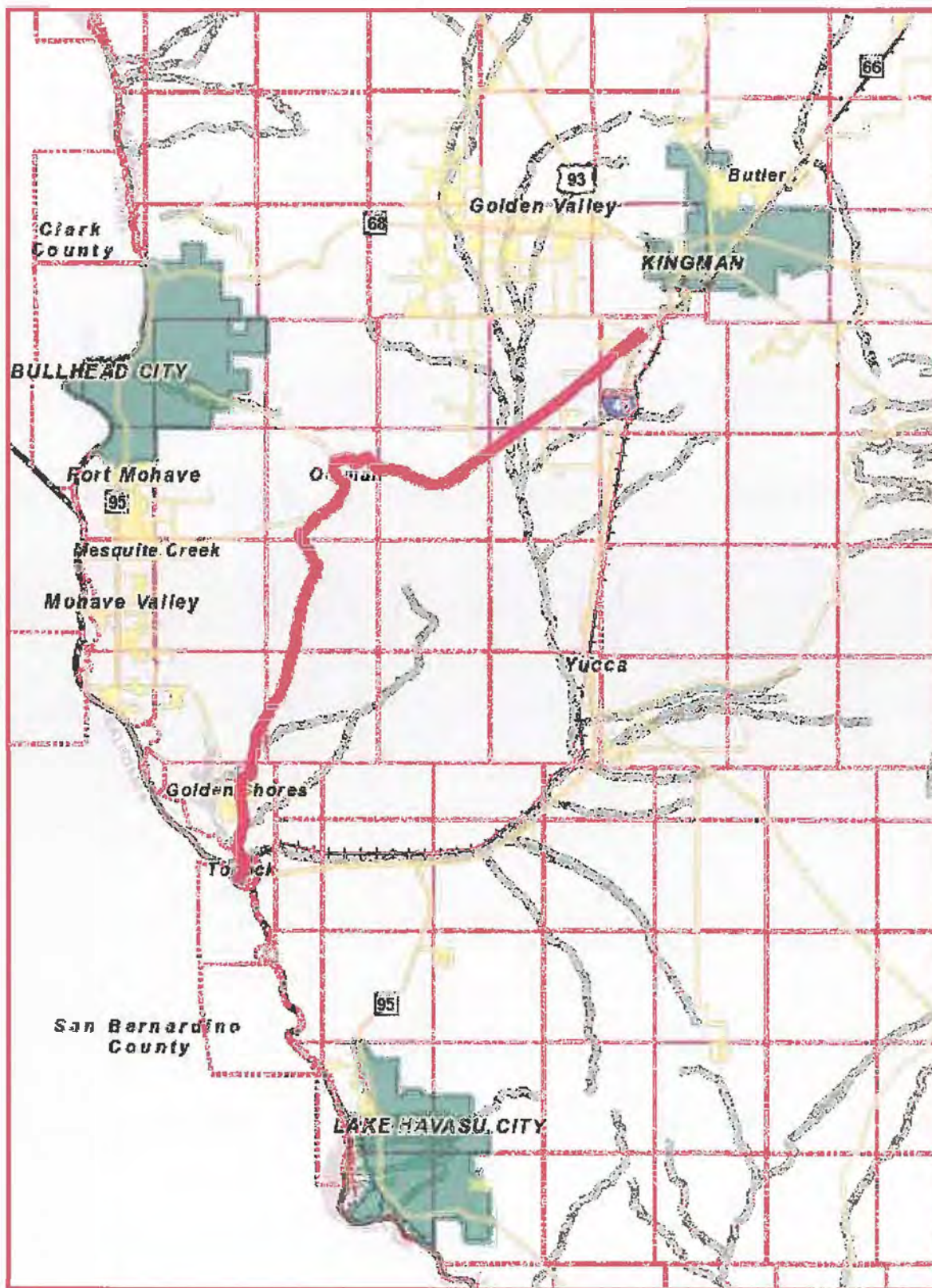
Map Created: 1/22/2020

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Notes:

HISTORIC ROUTE 66 IN
MOHAVE COUNTY, ARIZONA

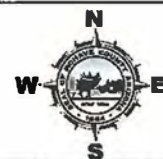
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**Legend**

- Collectors
- Railroad
- City Limits
- Township/Range
- Named Washes

Exhibit B

1: 635,371



0 52,947.5 105,895. Feet
 (approximate scale)

Map Created: 1/22/2020

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Notes:

HISTORIC ROUTE 66 IN
 MOHAVE COUNTY, ARIZONA



The Governor's Office
STATE HOUSE
PHOENIX

Exhibit C

December 27, 1912.

My dear Mr. Morgan:

The Arizona Good Roads Association has arranged for a series of lectures by a government engineer in all the counties of the State, during January, on the subject of "Roads in Arizona."

I regard this as a most practical idea, and one which will result in material benefit. The suggestion that each county set aside \$50 for expenses in connection has my approval. I am sure that co-operation of your Board of Supervisors with the Association will greatly advance the cause of good road building.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Geo. W. D. Hanks".

Governor of Arizona.

Mr. J. W. Morgan, Clerk,
Board of Supervisors,
Kingman, Arizona.

OFFICE OF THE
BOARD OF SUPERVISORS OF MOHAVE COUNTY
STATE OF ARIZONA

JOHN C. POTTS, CHAIRMAN
Kingman, Arizona
W. K. RIDENOUR, Oatman, Arizona
J. S. WITHERS, Kingman, Arizona

Exhibit D

COPY

Kingman, Arizona, July 11, 1918

To the Honorable

The Board of Supervisors,

Mohave County, Arizona.

Gentlemen:

At a meeting of the Prescott Auto Club held on the 10th, inst., a resolution was adopted most strongly favoring the early construction of the proposed road between Prescott and Kingman, this Club believing that such a road would not only prove of great and immediate benefit to Mohave and Yavapai Counties, but that its construction will practically connect the Trans-continental Highway to connect the northern route across Arizona, and to adopt this road as a part of it. This is so because of the many advantages this route enjoys over any possible northern route. Many automobilists and others who have tried both routes concur in this view, notably Dr. Wilby, field representative of the American Automobile Association, and Mr. H. L. Groves, the Pacific Coast representative of the Ford Motor Company. But in any event it will greatly stimulate the influx of tourists and sight seers. So that, aside from the substantial benefit of our local road patrons, much money may reasonably be expected to be spent in both Counties by visitors who will be attracted here on account of the good roads.

It is understood by this Club that the Supervisors of Mohave and Yavapai Counties have already practically agreed to build this road, to a common point on the boundary line. The Board of Yavapai County proposes, as an undertaking it, to commence at a point on the Prescott-Ash Fork road near Peterson's ranch, thence westerly to

OFFICE OF THE
BOARD OF SUPERVISORS OF MOHAVE COUNTY
STATE OF ARIZONA

JOHN C. POTTS, CHAIRMAN
Kingman, Arizona
W. K. RIDENOUR, Oatman, Arizona
J. S. WITHERS, Kingman, Arizona

Kingman, Arizona,----- 19

Seligman, thence south of the railroad to the Mohave line through an easy country for road work. We understand that Mohave County proposes to build from this point to Kingman via Hackberry, and that the road can easily be laid out so that both counties will avoid expense of building through Truckee Canyon. The Club also understands that Mohave County proposes to extend this road beyond Kingman to some convenient crossing on the Colorado River.

This road is certain to become at once one of the most important and valuable in the west. It gives Mohave County an outlet to all eastern points, and, through Prescott, to Phoenix and the south. It gives Prescott an outlet through Kingman to California and to the mining districts of Mohave County.

As this Club is advised, this road could be built very cheaply, and considering how greatly it will benefit the citizens of both counties, and especially Kingman and Prescott, this Club feels warranted in assuming to recommend to the Supervisors of both counties its early construction, and pleads its aid and support in every honorable way.

Very respectfully

PRESCOTT ARIZONA CLUB,

By, E. A. Clark
Secretary.

STATE OF ARIZONA
OFFICE OF
STATE ENGINEER
PHOENIX

Exhibit E

Jan. 30, 1914.

Board of Supervisors,
Kingman, Arizona.

Gentlemen:-

I have ordered two Prairie 2-Blade adjustable
steel road drags, weight 250# each, for use on the State
road in your County. These drags have been ordered
shipped as follows:-

1 to Kingman, Arizona

1 " Yucca, "

Bills of lading enclosed herewith.

Yours very truly,



State Engr.

C/M

P. S. In order that no charges may accumulate on the
drags, please arrange to have taken out of station
promptly.

OFFICE OF
COUNTY ENGINEER
MOHAVE COUNTY
GEORGE A. BEERS, County Engineer
KINGMAN, ARIZONA

Exhibit F

Kingman, Arizona. April 2, 1915.

To The Hon. Board of Supervisors,
Mohave County, Arizona.

Gentlemen : - I have the honor to submit the following statement
showing amounts expended on roads in the various districts, compiled
from the records of this office Jan. 1st to March 31st, 1915.

Jan. Goldroad District No. 1	Kingman to Oatman,	3420.25	
Feb. Goldroad	Kingman to Oatman,	1273.50	
	Oatman to River,	366.35	
Mch. 1st to 27th,	Kingman to Oatman,	<u>1349.00</u>	
	Total, -----	\$3409.10	\$3409.10

Sandy District No. 2, consolidated.

Jan. & Feb.	Cane Springs to lower Sandy,	757.25	
March,	Round Valley to Cane Springs,	63.00	
	Frost Ranch to Round Valley,	686.75	
	New road, State Highway to Frost Ranch,	413.25	
	Surveying Round Valley & Windmill,	<u>62.25</u>	
	Total, -----	\$1982.50	\$1982.50

Old Trails District No. 3

March,	Section State Highway, repairs,	25.00	
	Kingman to Berry, dragging,	50.00	
	Louise to Walapai, grading,	<u>184.00</u>	
	Hackberry work, no record, ?		
	Total,	259.00	

Chloride District No. 4.

March.	Cerbat to Chloride,		
	old White Hills road, repairs,	435.00	\$435.00

Kingman District No. 5

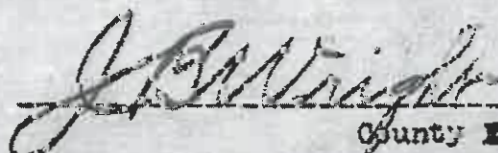
March.	Ditching and filling, streets,	476.85	\$476.85
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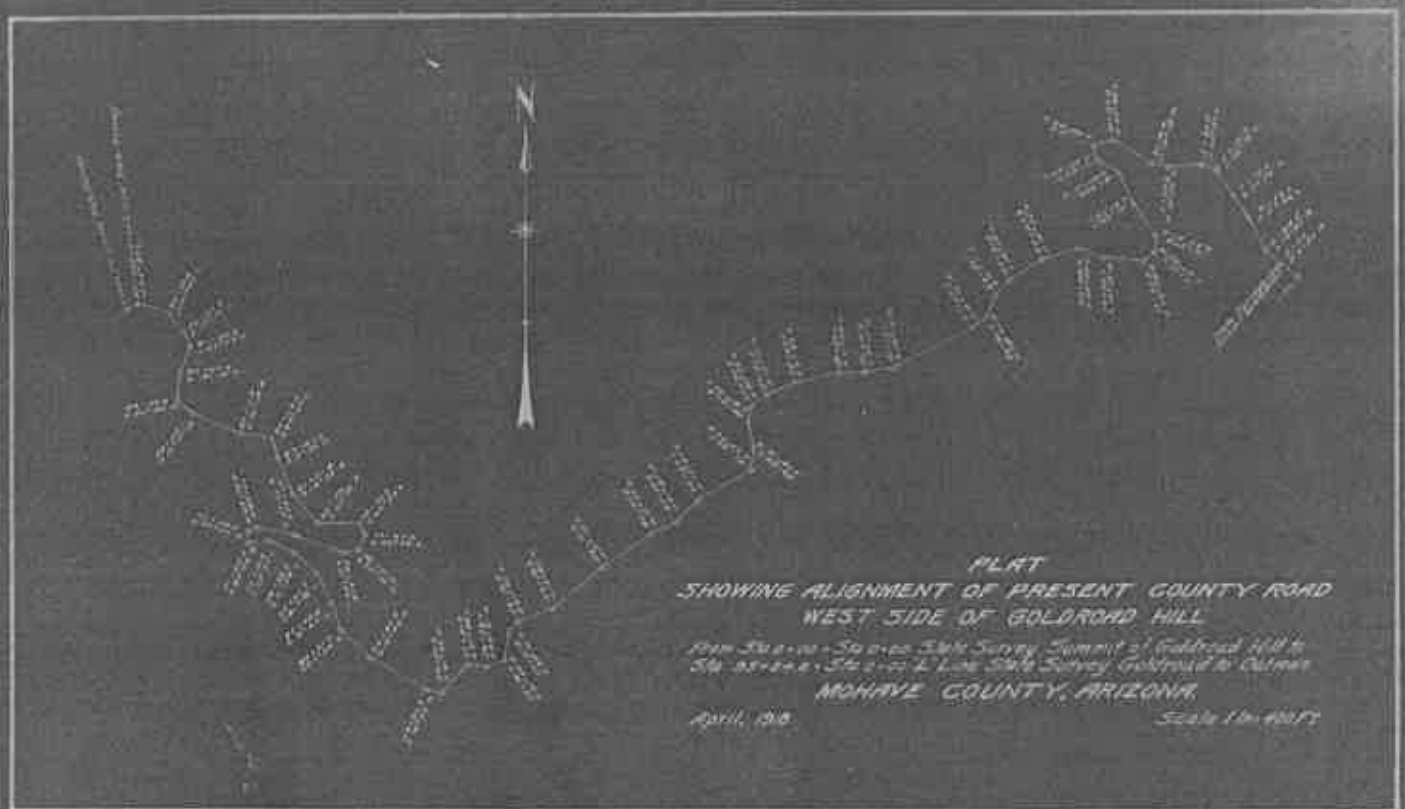
Stockton Hill District, Special,

March.	Repairs, Kingman to Stockton Hill,	210.80	<u>210.80</u>
			\$6505.25
	Total expense as per office records,		
	Total expense for month of March,		\$3955.13

Before the end of April I will have completed the records to date, and
be able to furnish an exact statement. It is my pleasure to report
all main roads in fair condition, and the work of repairs and construction
is progressing rapidly.

Most respectfully,


County Engineer.



MC001704

OFFICE OF THE BOARD OF SUPERVISORS OF MOHAVE COUNTY, STATE OF ARIZONA.

Kingman, April 14, 1920.
 Pursuant to recess of April 8th, 1920, the Board of Supervisors of Mohave County, State of Arizona met this day at ten o'clock A. M. in regular session. Present: GEO. B. AYERS, Chairman; A. M. MacDUFFEE, Member and J. S. WITHERS, Clerk. Absent: I. H. FOSTER, Member.
 Election heretofore called for April 6, 1920, for the issuance of Road and Hospital Bonds of this County not having been held, because of certain irregularities, the new report of the Mohave County Highway Commission, ordered March 19th, 1920, was this day submitted, filed and ordered published as required by law, said report with map attached being as follows to-wit:

REPORT OF THE MOHAVE COUNTY HIGHWAY COMMISSION TO THE HONORABLE BOARD OF SUPERVISORS OF MOHAVE COUNTY, STATE OF ARIZONA.

In compliance with the requirements of Chapter 31, of the Session Laws of Arizona, Regular Session 1917, and of the acts supplementary thereof and amendatory thereto, we the regularly appointed, and duly qualified members of the Mohave County Highway Commission do hereby report as follows:
 After diligent and thorough investigation of the condition of the public Highways of the County generally, and of the necessity or desirability of the construction of any new public highways this Commission has caused to be

prepared a map marked Exhibit "A", which is attached hereto, and made a part of this report, showing the location and connections of such public highways of this County, as in the judgment of this Commission the greatest public necessity and convenience required to be constructed, reconstructed or improved.

This Commission hereby estimates the cost of this construction, reconstruction or improvement to be the sum of THREE HUNDRED THOUSAND (\$300,000.00) DOLLARS, (exclusive of State or Federal Aid), and has for convenience divided the highway system into Nine Units, the estimated cost of improvements in each unit being as follows:

UNIT A. Roads North of the Colorado River comprising Littlefield, Wolfhole, and Short Creek Sections.

LITTLEFIELD SECTION: The road from the Nevada State line to the Utah State line is to be relocated and permanently constructed, with proper provision for drainage, on that portion involving the present heavy grades, same to be surfaced with suitable material where necessary.

WOLFHOLE SECTION: The road from the Utah State line to the vicinity of Strick's Ranch is to be generally improved, with suitable provision for drainage.

SHORT CREEK SECTION: The road from the Utah State line to Kane Hole is to be improved by surfacing with suitable material such portions as are necessary, and a bridge is to be constructed across Short Creek.

APPROXIMATE ESTIMATE \$21,700.00
 UNIT D. Comprising the following roads: Chloride to Searchlight

Perry, Chloride to Pierre Ferry, Chloride to Union Station, from Chloride-Kingman road to Mineral Park, from Chloride-Kingman road to Cerbat, Union Pass to Union Station.

CHLORIDE TO BHA: located in part with special mountain grade widened a suitable culverts or fords.
 CHLORIDE TO PIER: share of the cost of but FORTY THOUSAND (\$40,000.00) DOLLARS will be set aside from the bond issue.

CHLORIDE TO UNION STATION: The present road will be improved by substantial drainage structures.

CHLORIDE-KINGMAN ROAD TO MINERAL PARK: This road to be relocated with special attention to drainage, and reconstructed in a permanent manner.

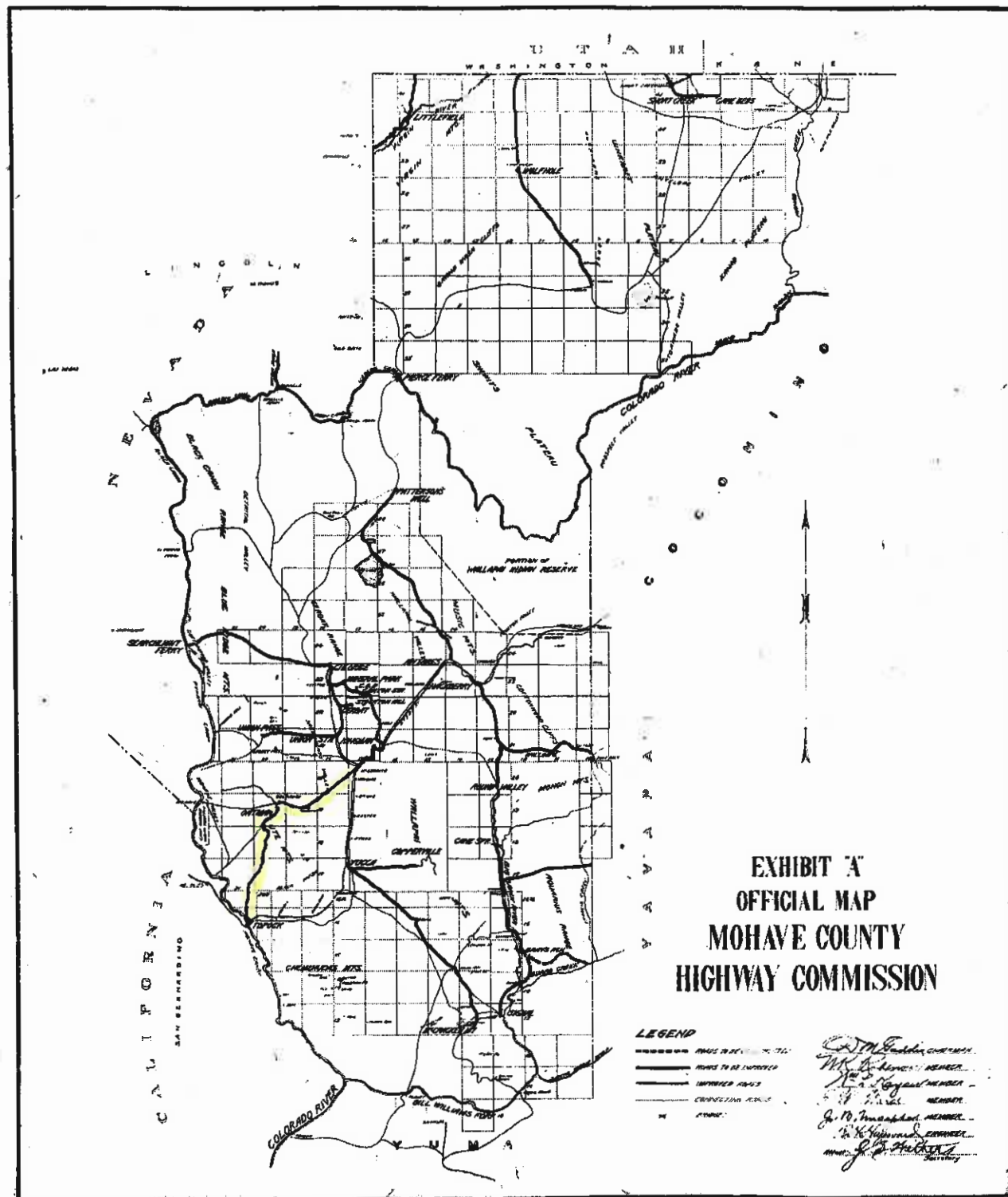
CHLORIDE-KINGMAN ROAD TO CERBAT: The present road to be repaired in a manner to avoid present sandy portions and to improve drainage conditions.

UNION PASS TO UNION STATION: From a point near the Frisco Mine to Union Station, this road will be practically relocated and newly constructed to avoid the present heavy grades and unsuitable road material. Special attention will be paid to drainage.

Culverts will be installed where possible, and suitable fords provided.

APPROXIMATE ESTIMATE \$35,400.00
 UNIT C. Road from Kingman to C. O. D. Mine via Stockton Hill. This

Exhibit H



When recorded please mail to:
Mohave County
Clerk of the Board of Supervisors
PO Box 7000
Kingman, AZ 86402
928.753.0731

Exhibit 1

RESOLUTION NO. 2020-023

**Supporting an application to the American Society of Civil Engineers
to designate Historic Route 66 in Mohave County, from Topock to McConnico,
as a Historic Civil Engineering Landmark**

WHEREAS, Mohave County maintains approximately 48 miles of Historic Route 66 between Topock and McConnico pursuant to A.R.S. §28-6705; and

WHEREAS, this length of Historic Route 66 was constructed from 1916 to 1926, and is part of the longest continuous stretch of Route 66 left in all eight Route 66 states; and

WHEREAS, for decades Route 66 has inspired writers, filmmakers, photographers and artists, including John Steinbeck who proclaimed it the "Mother Road"; and

WHEREAS, the American Society of Civil Engineers recognizes historically significant local, national, and international civil engineering projects through its' Historic Civil Engineering Landmark Program; and

WHEREAS, through dedications, physical plaques, and an online public registry this program increases public appreciation of civil engineering contributions to the progress of society, encourages the preservation of significant historic civil engineering works, and fosters the inclusion of civil engineering landmark information in encyclopedias, guidebooks, and maps; and.

WHEREAS, Historic Route 66 from Topock to McConnico is a significant, historical Civil Engineering project worthy of said recognition; and

WHEREAS, said recognition brings credit and recognition to Mohave County and furthers the County's efforts to promote historical-based tourism,

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors as of this date expresses its' support for submission of an application to the American Society of Civil Engineers to designate Historic Route 66 in Mohave County, from Topock to McConnico, as a Historic Civil Engineering Landmark.

APPROVED AND ADOPTED by the Mohave County Board of Supervisors on this 3rd day of February, 2020.

MOHAVE COUNTY BOARD OF SUPERVISORS


Jean Bishop, Chairman

ATTEST:


Ginny Anderson, Clerk of the Board



Exhibit J



Exhibit K





Exhibit L



Exhibit N

