APPENDIX A
MAPS OF THE ARIZONA STATE HIGHWAY SYSTEM, 1914-1946

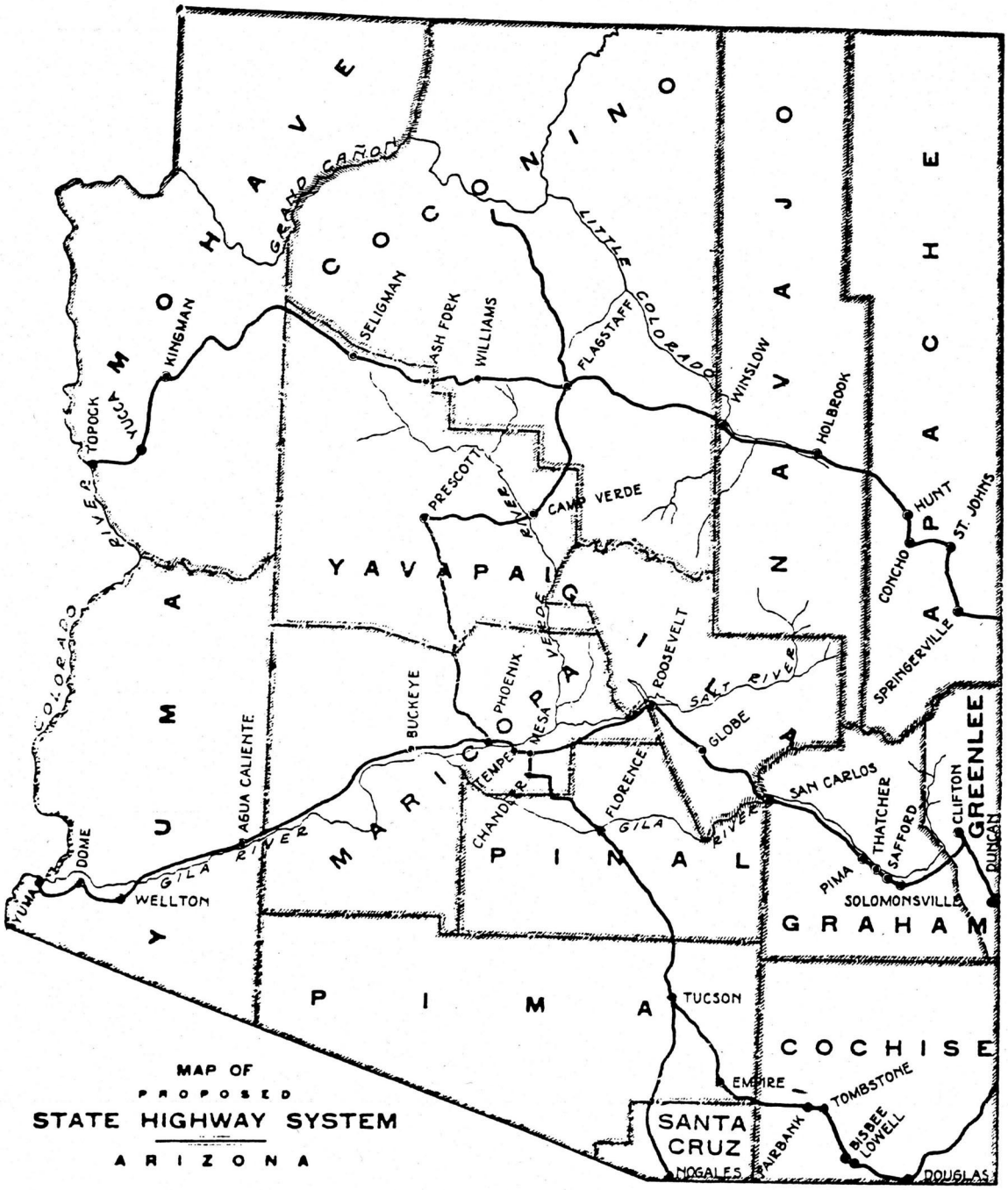


Figure A-1: Proposed State Highway System, 1914
Source: State Engineer 1914

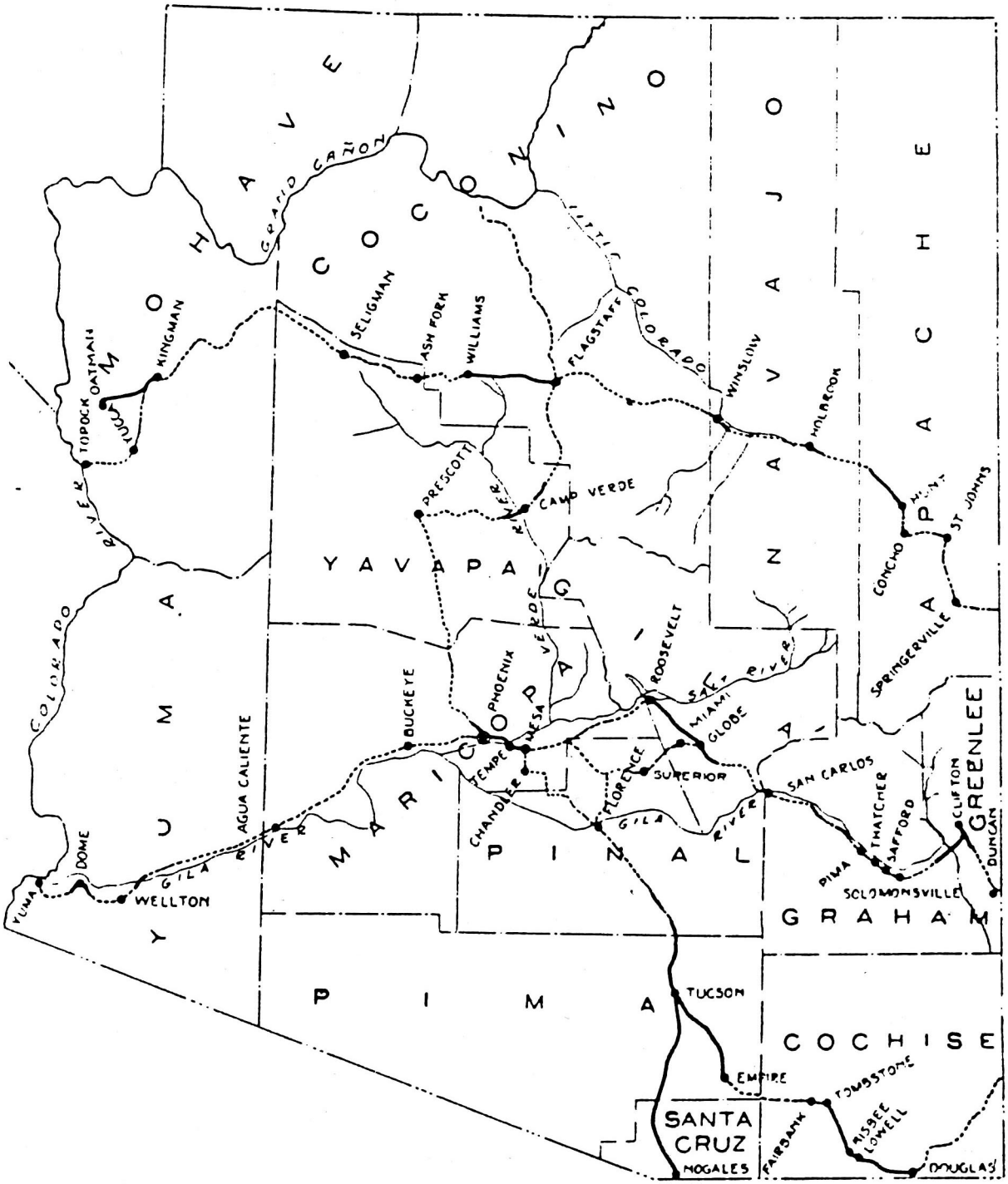


Figure A-2: State Highway System, 1918
Source: State Engineer 1918

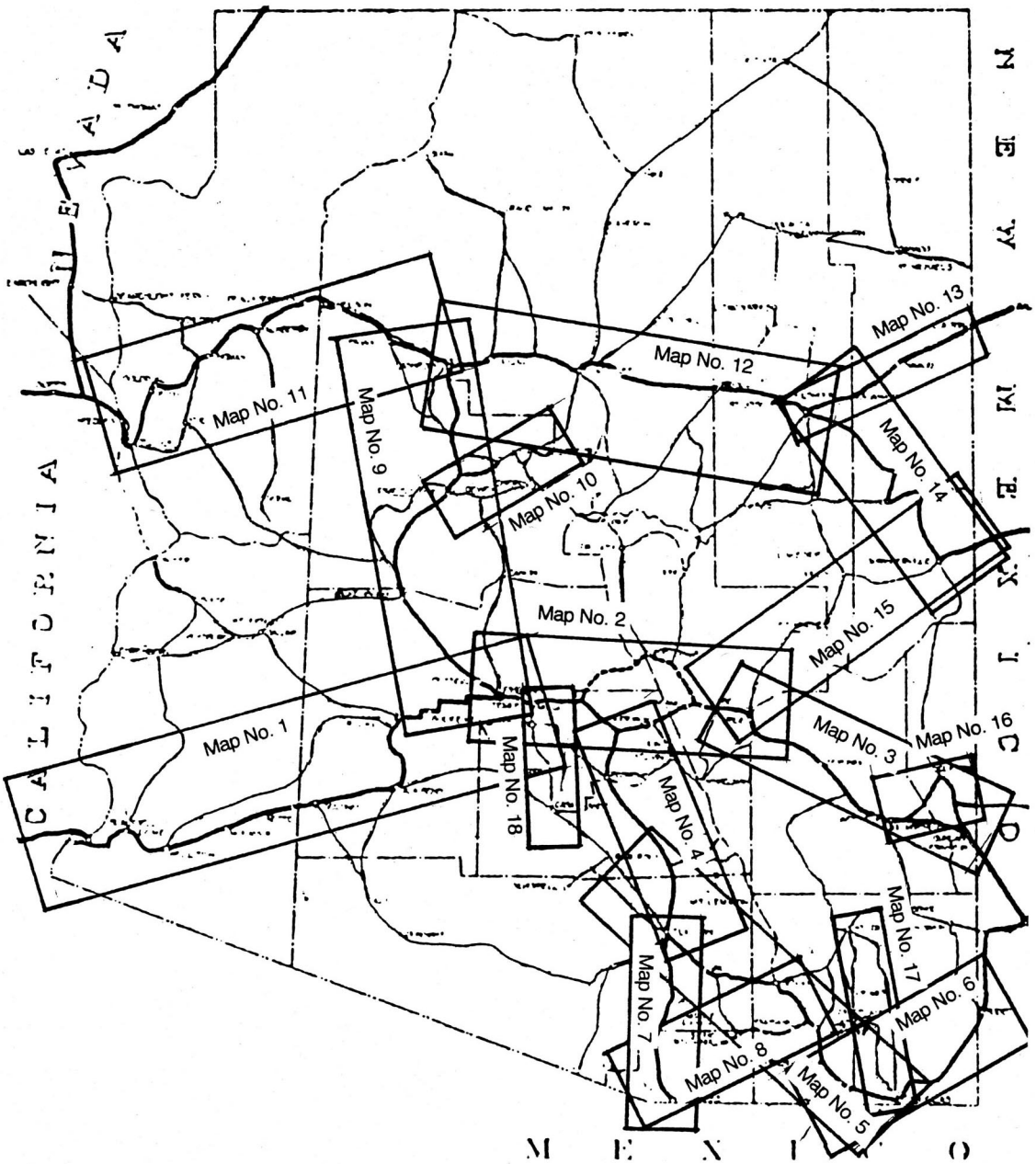


Figure A-3.0: State Highway System, 1924
(index to maps on Figures A-3.1 to A-3.18)
Source: State Engineer 1924

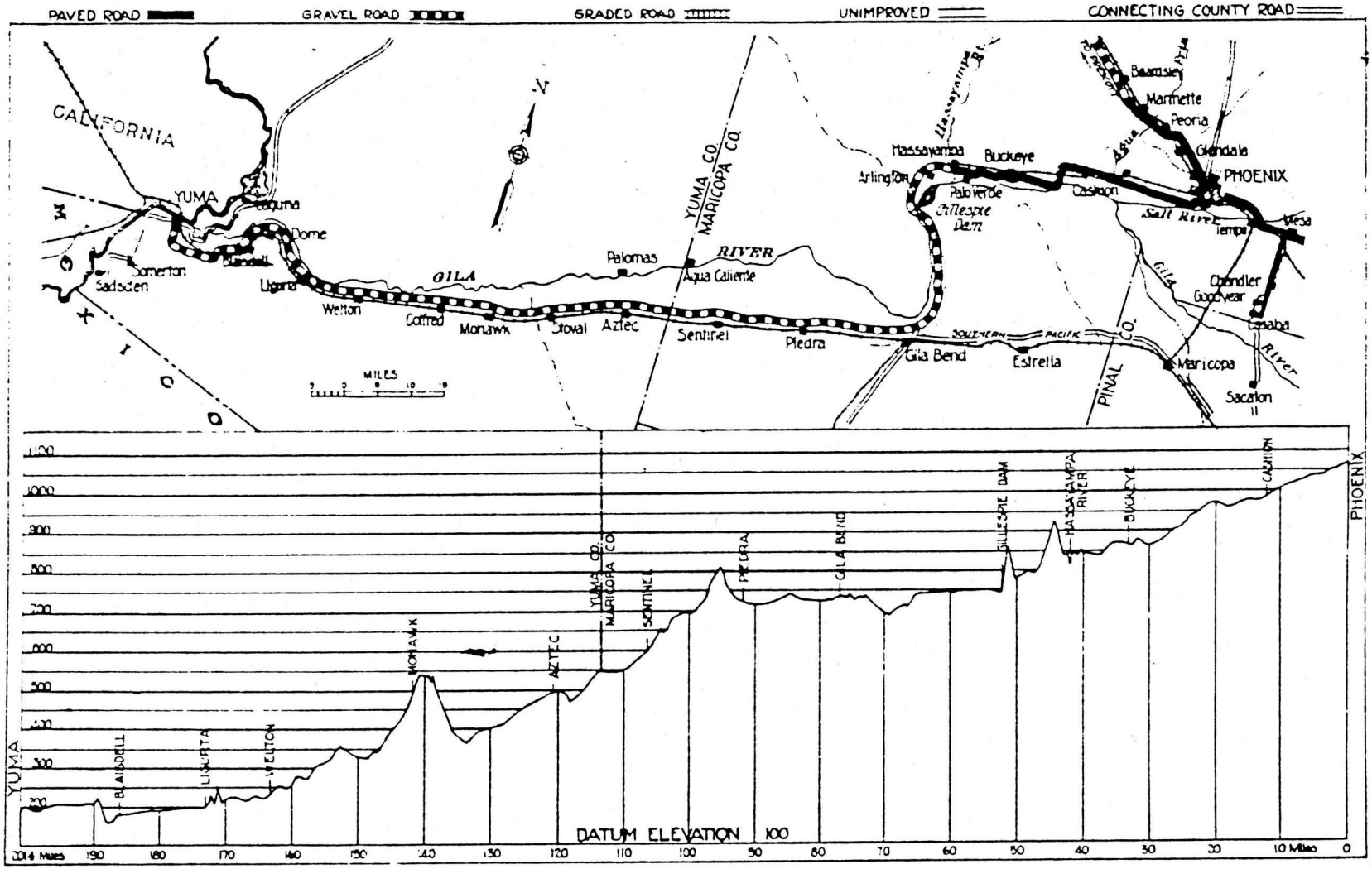


Figure A-3.1: Map No. 1, Yuma-Phoenix Highway, 1924
Source: State Engineer 1924

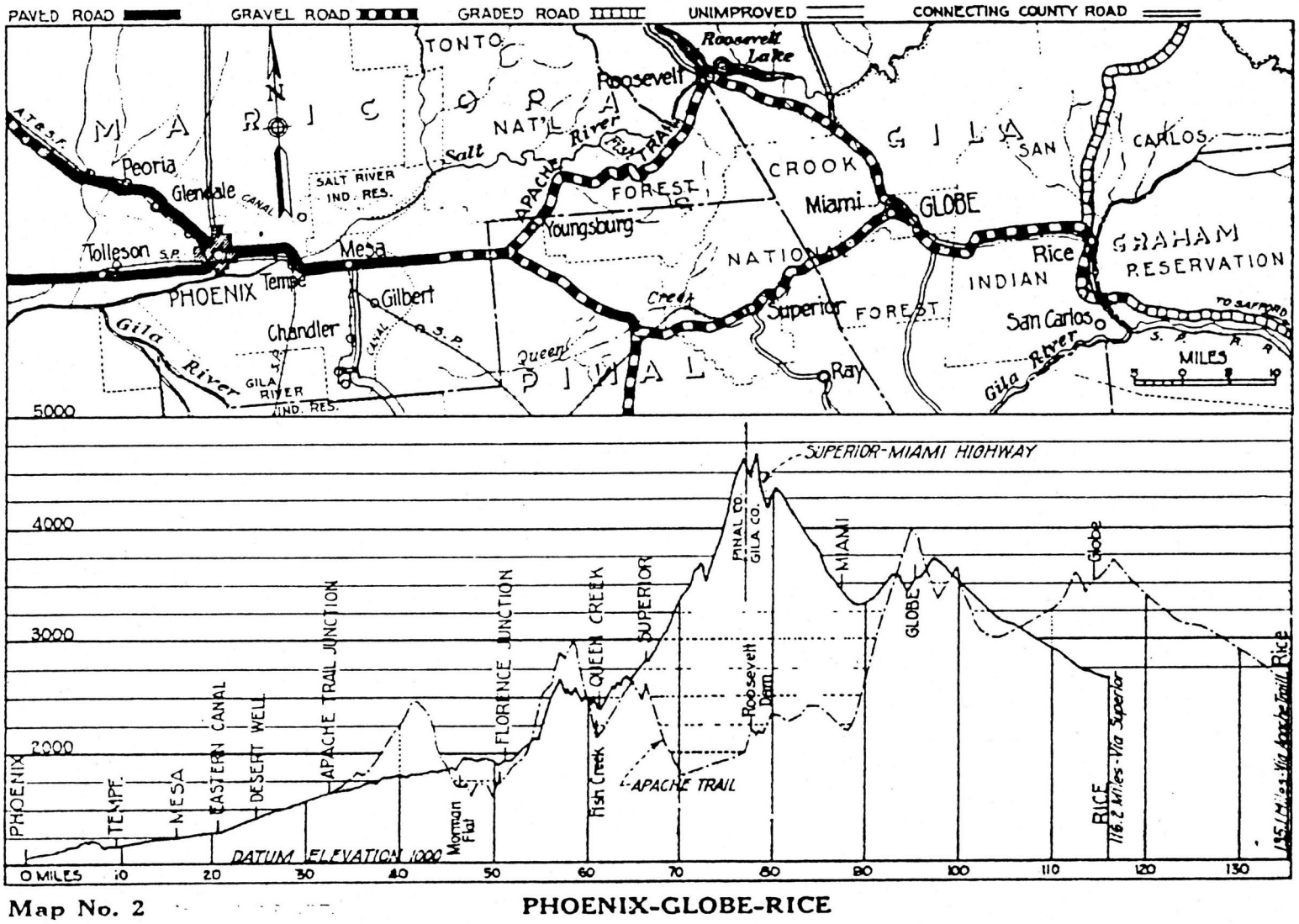


Figure A-3.2: Map No. 2, Phoenix-Globe-Rice Highway, 1924
Source: State Engineer 1924

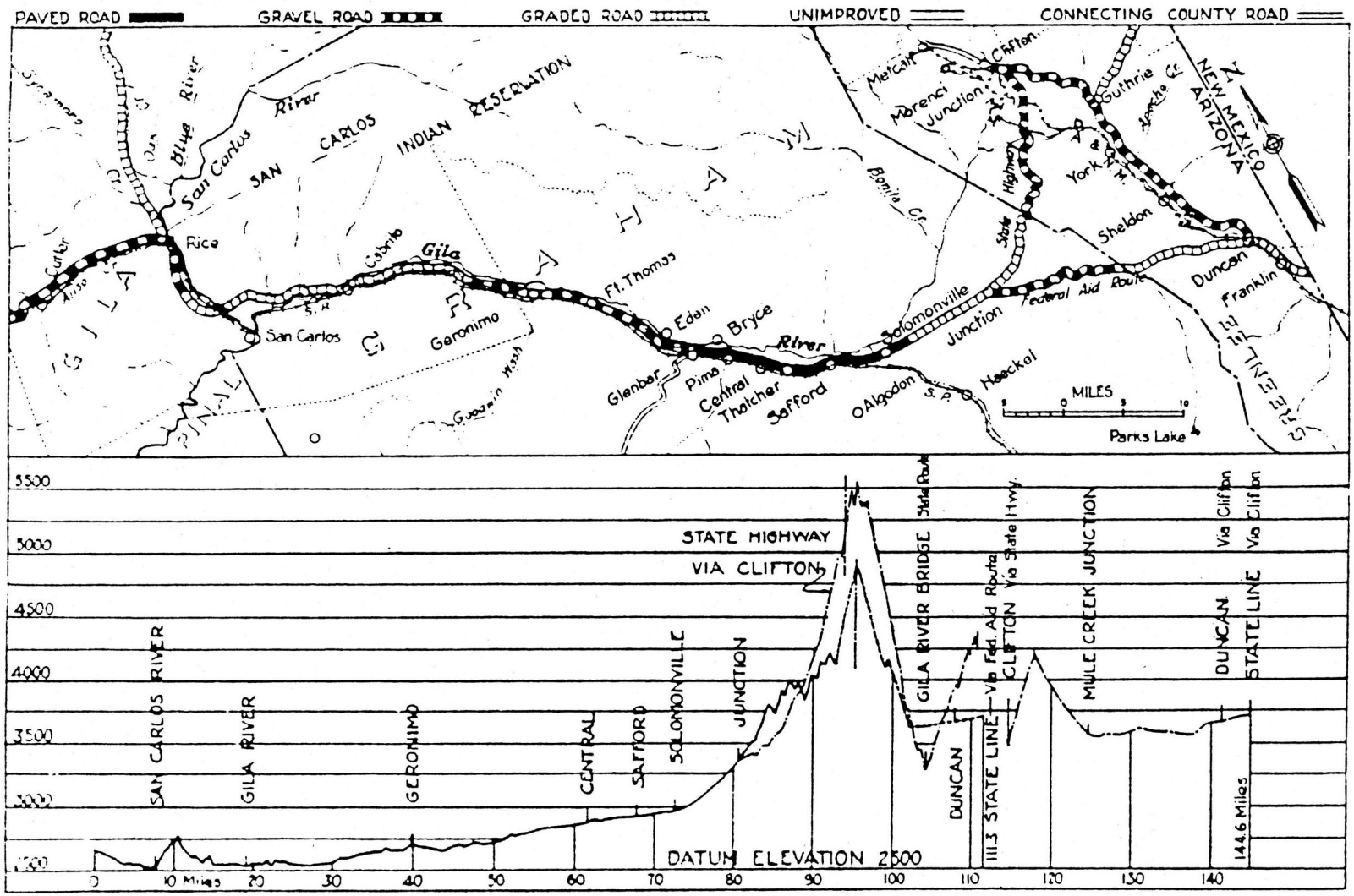


Figure A-3.3: Map No. 3, Rice-Safford-Duncan Highway, 1924
Source: State Engineer 1924

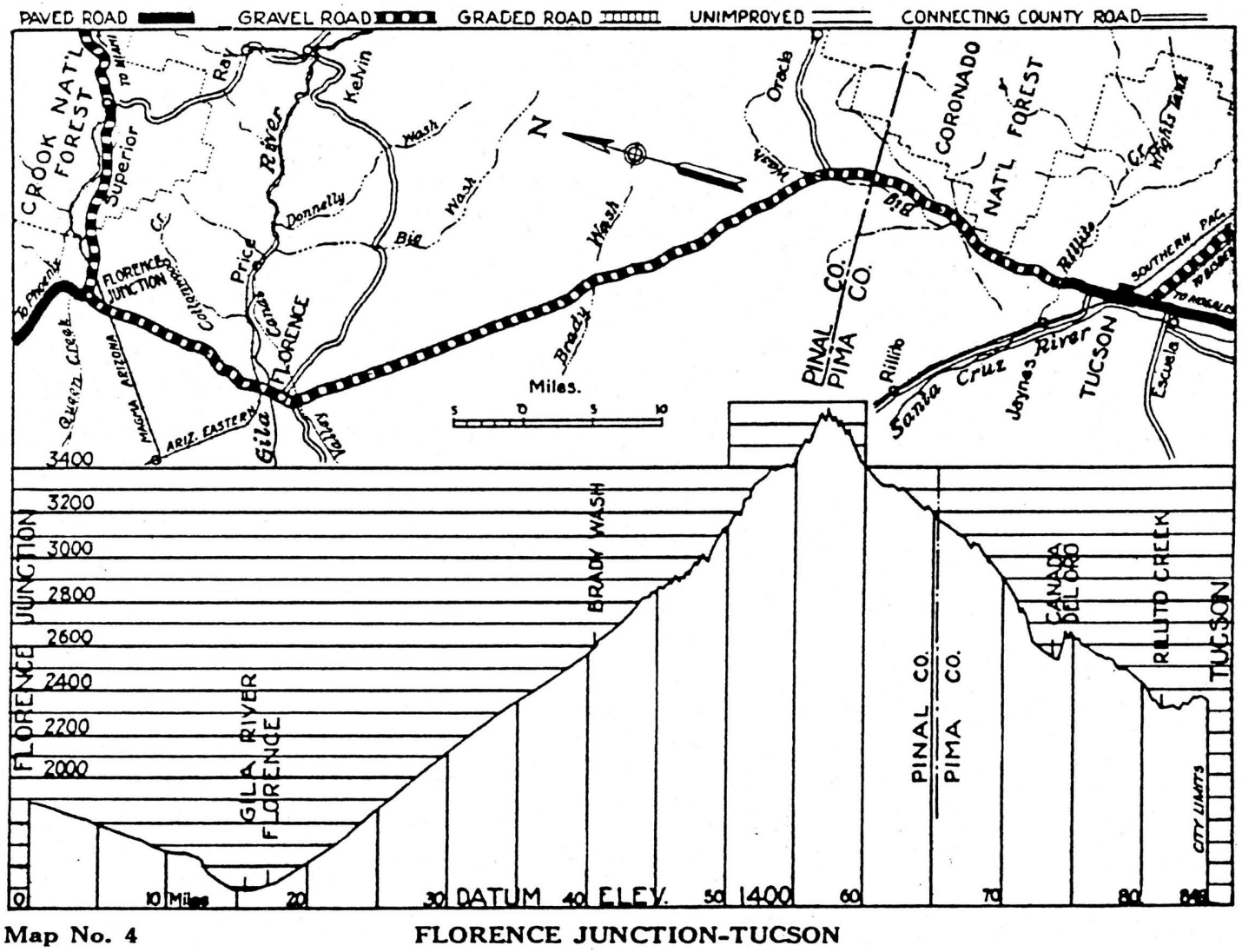
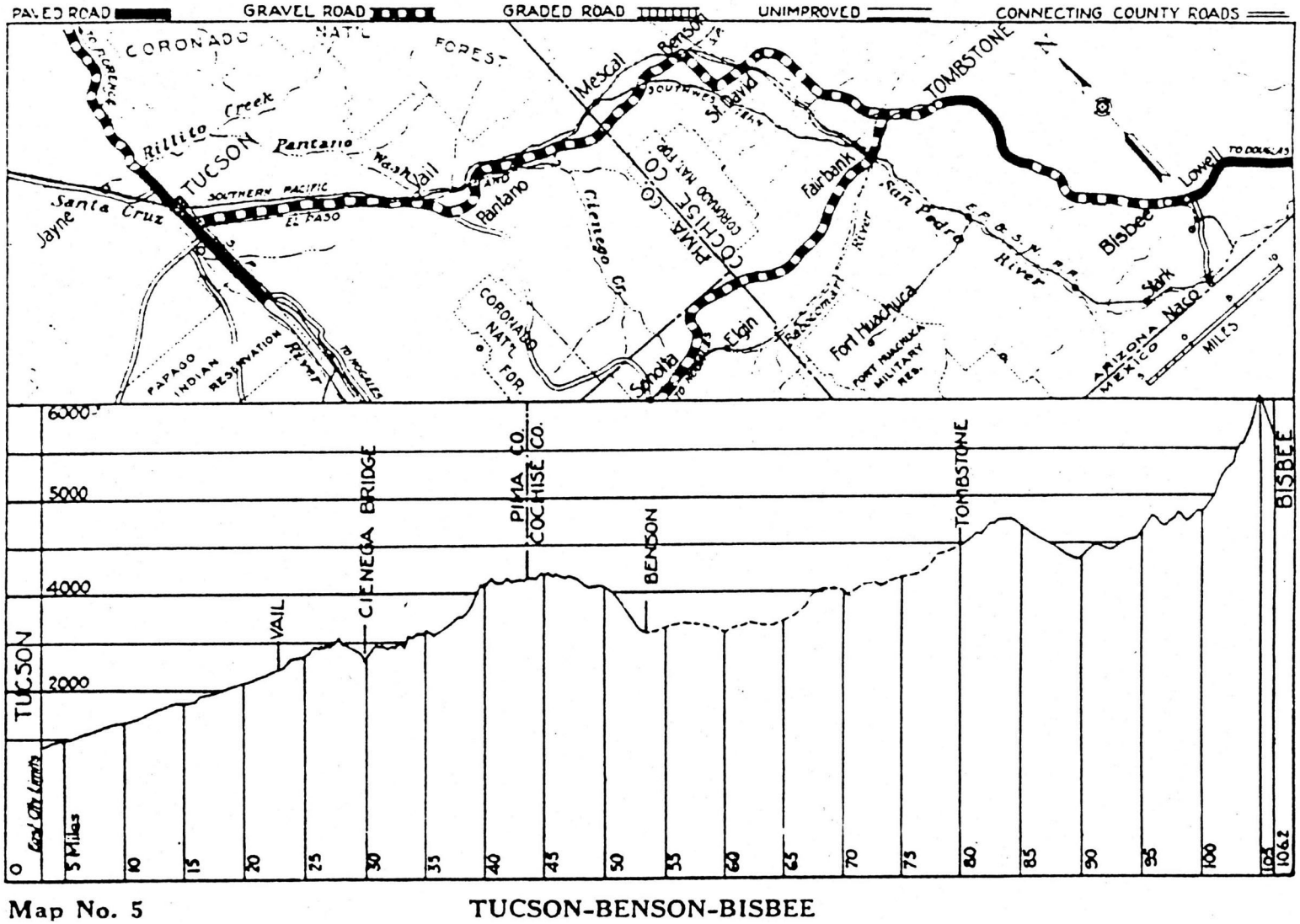
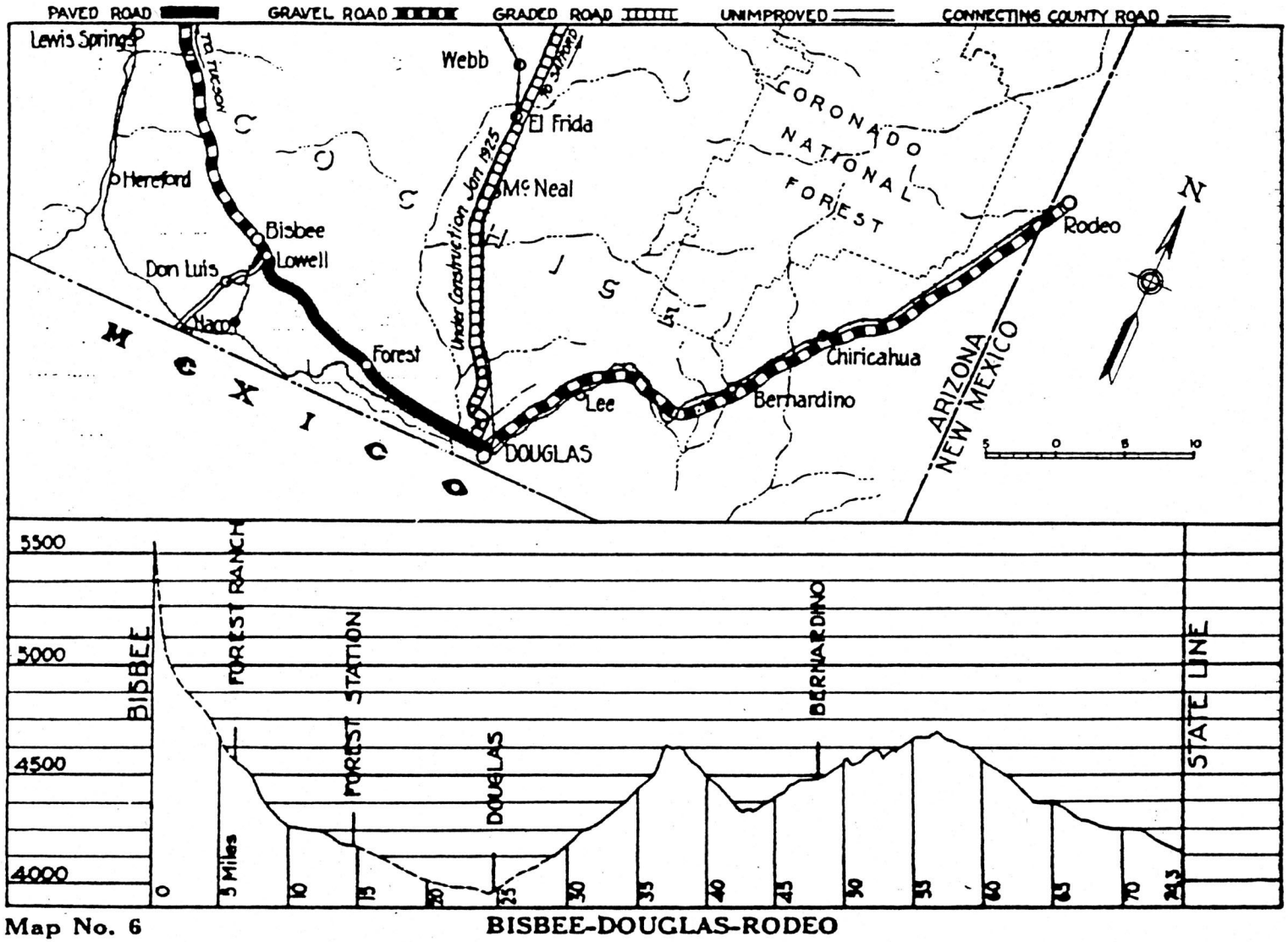


Figure A-3.4: Map No. 4, Florence Junction-Tucson Highway, 1924
Source: State Engineer 1924



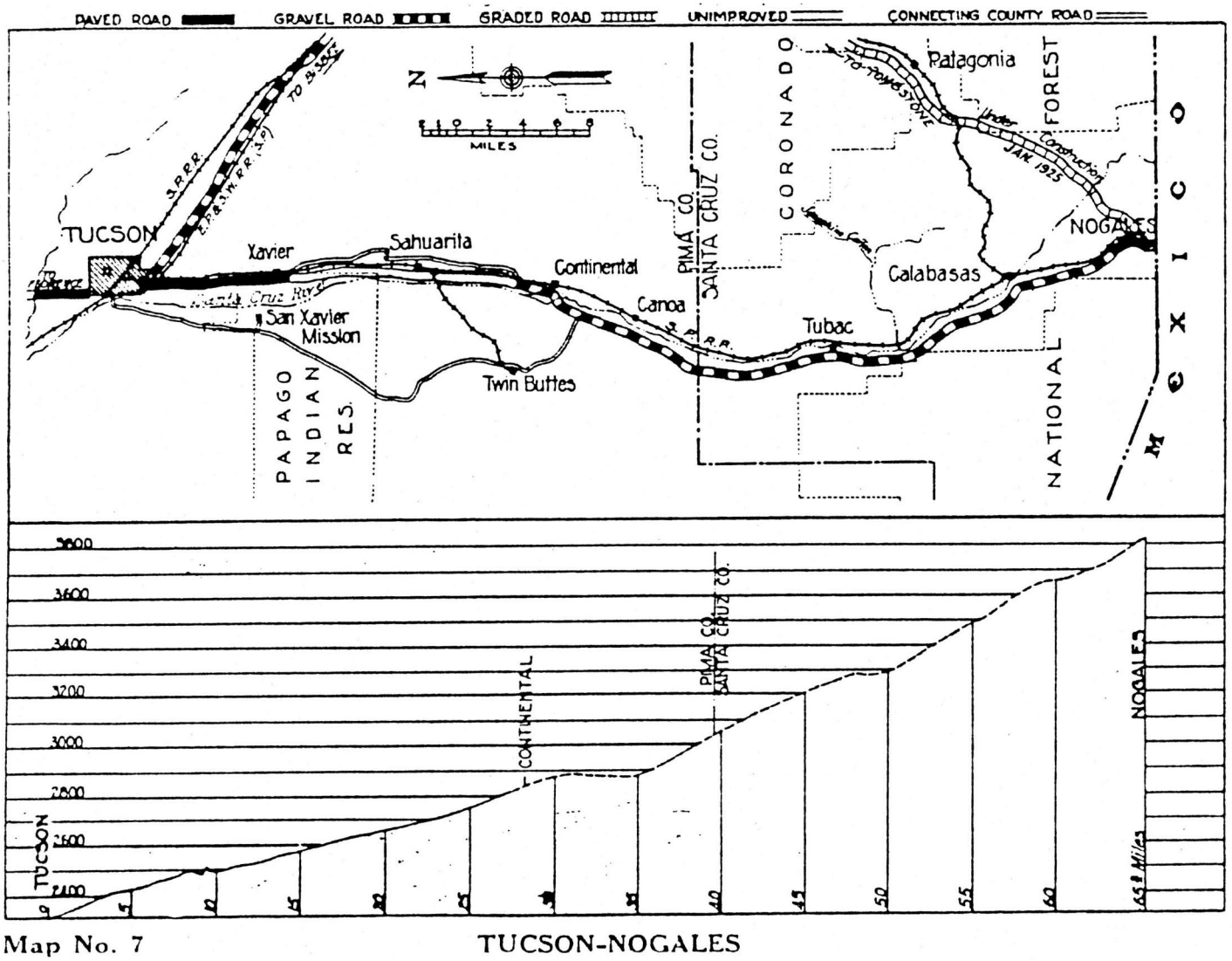
Map No. 5 TUCSON-BENSON-BISBEE

Figure A-3.5: Map No. 5, Tucson-Bisbee-Benson Highway, 1924
Source: State Engineer 1924



Map No. 6 BISBEE-DOUGLAS-RODEO

Figure A-3.6: Map No. 6, Bisbee-Douglas-Rodeo, New Mexico Highway, 1924
Source: State Engineer 1924



Map No. 7 TUCSON-NOGALES

Figure A-3.7: Map No. 7, Tucson-Nogales Highway, 1924
Source: State Engineer 1924

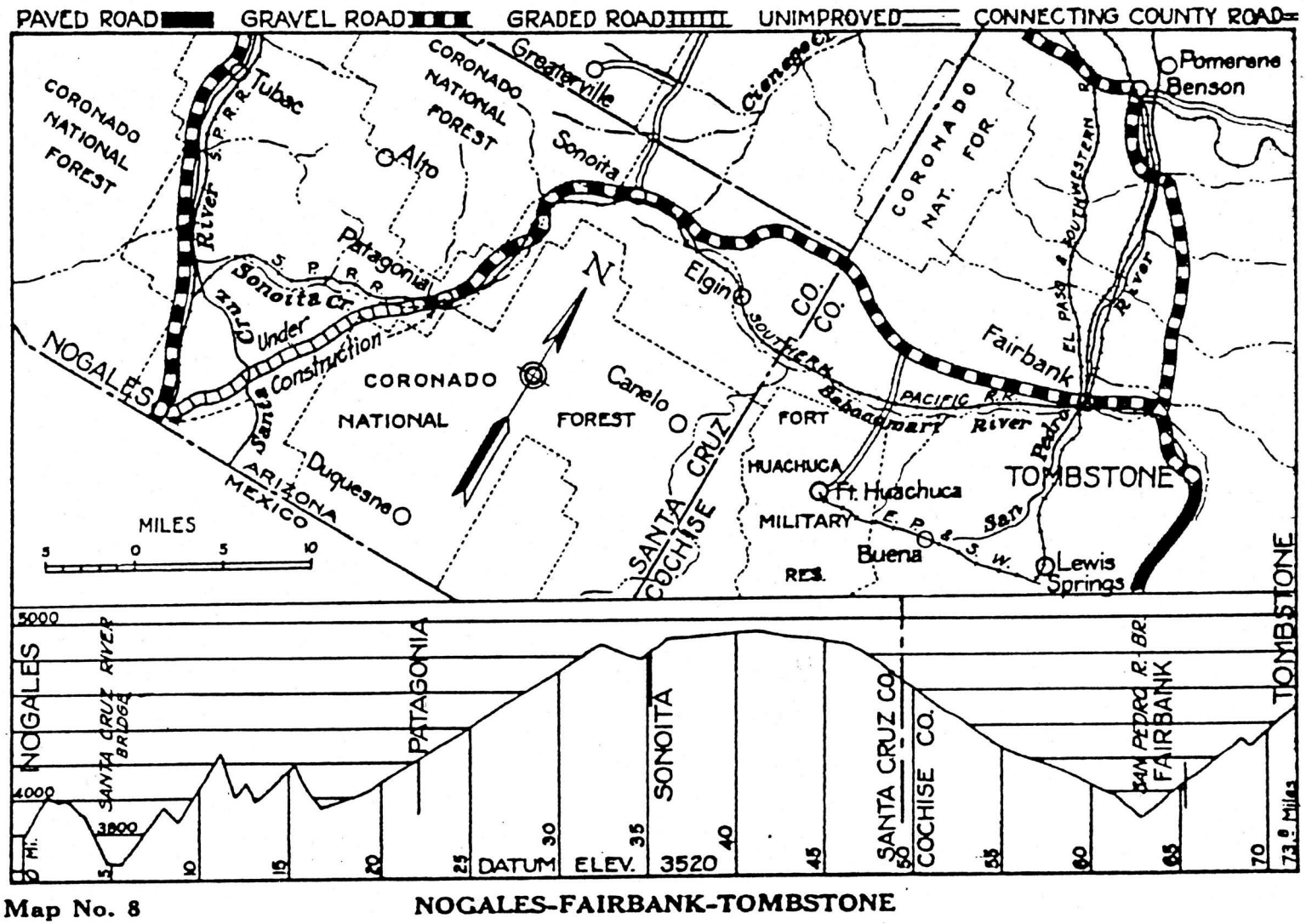


Figure A-3.8: Map No. 8, Nogales-Fairbank-Tombstone Highway, 1924
Source: State Engineer 1924

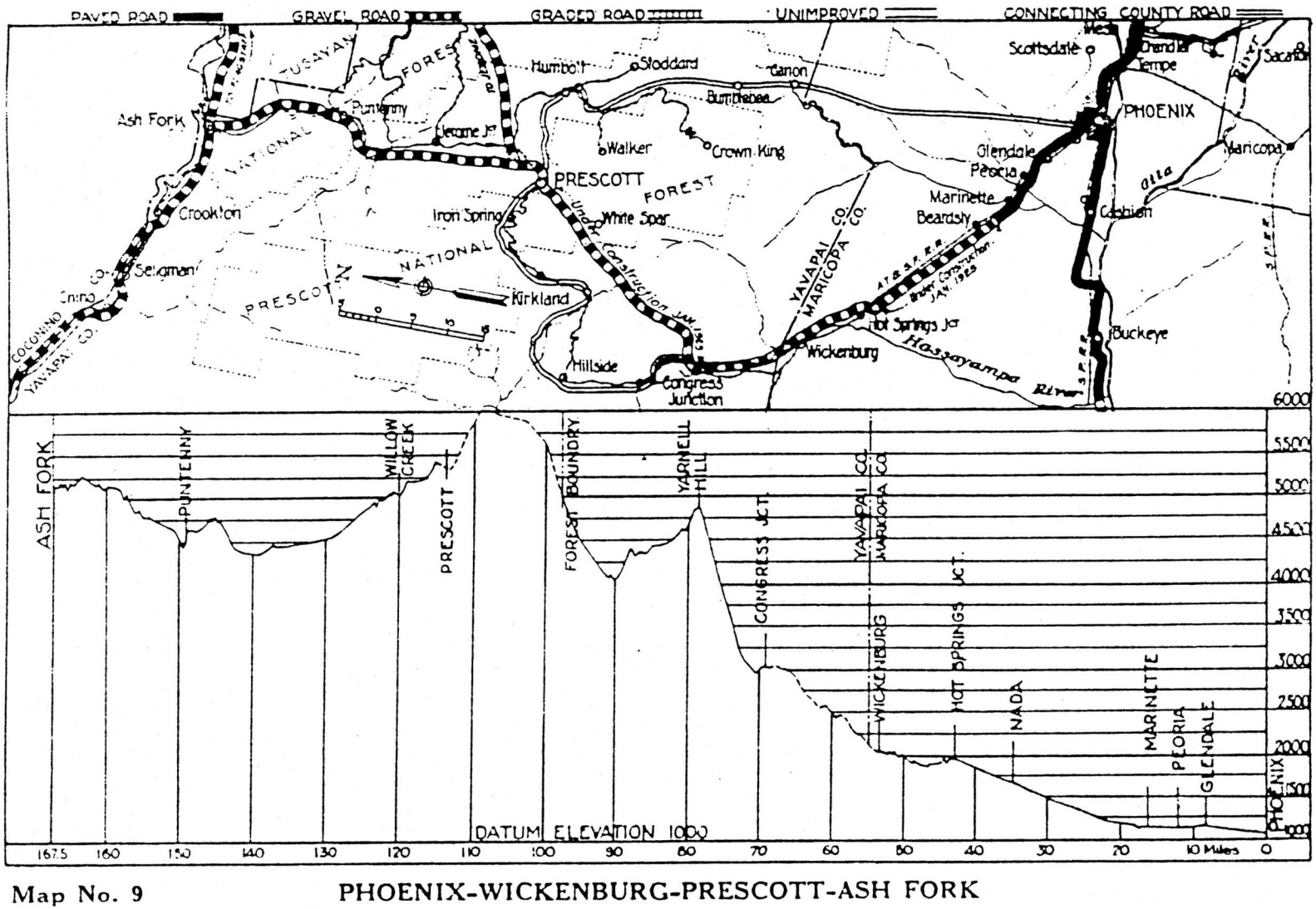


Figure A-3.9: Map No. 9, Phoenix-Wickenburg-Prescott-Ash Fork Highway, 1924
Source: State Engineer 1924

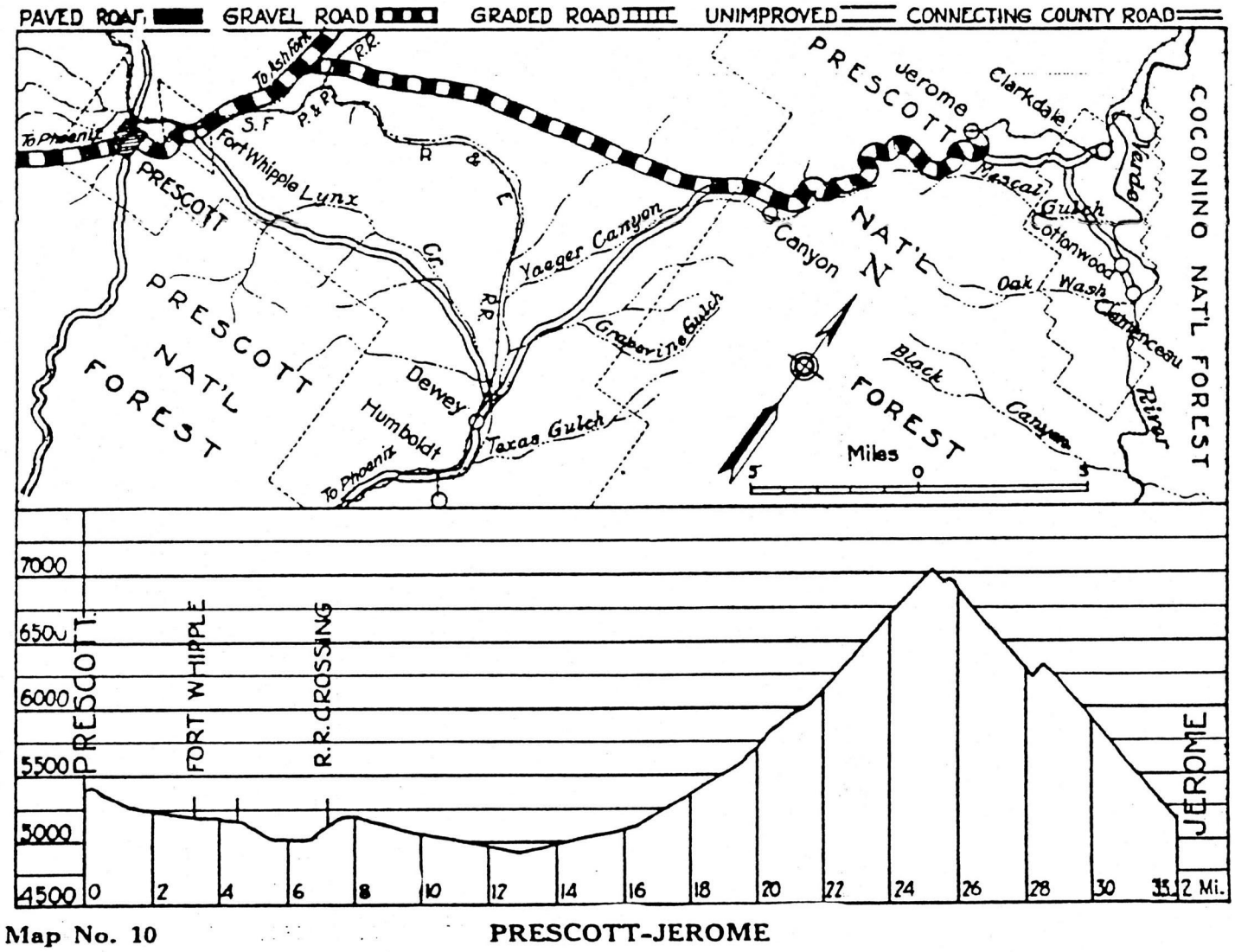
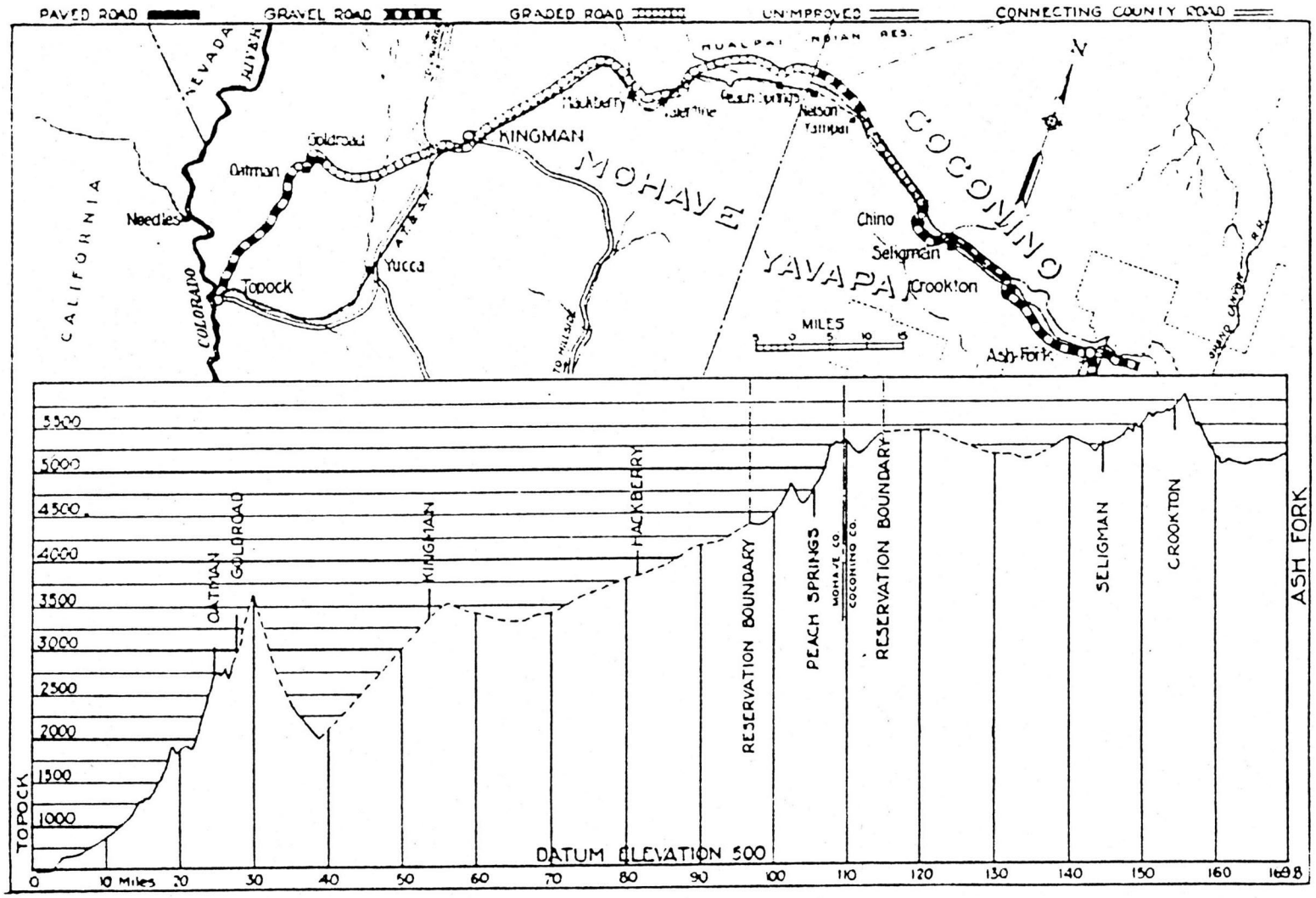
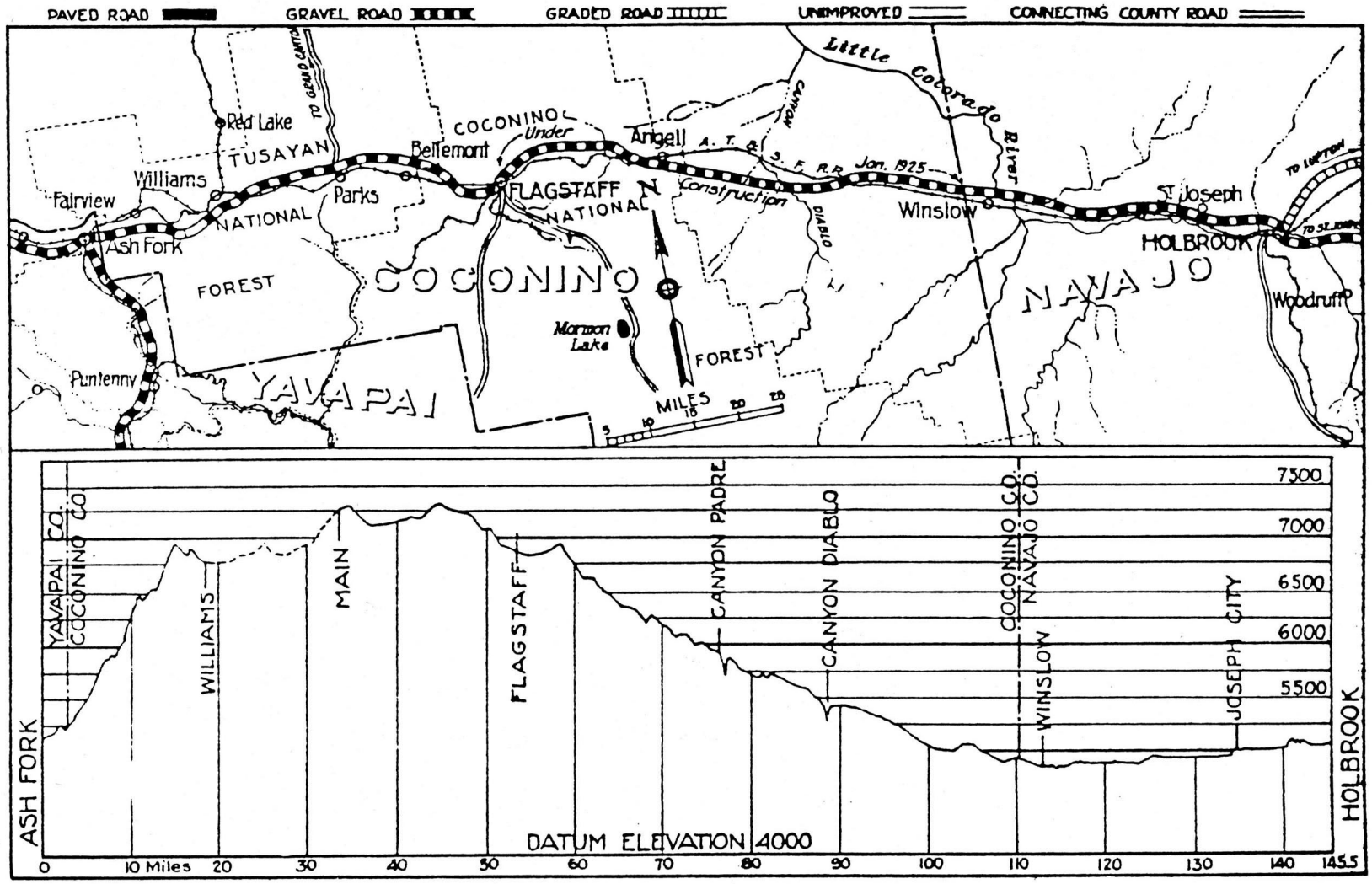


Figure A-3.10: Map No. 10, Prescott-Jerome Highway, 1924
Source: State Engineer 1924



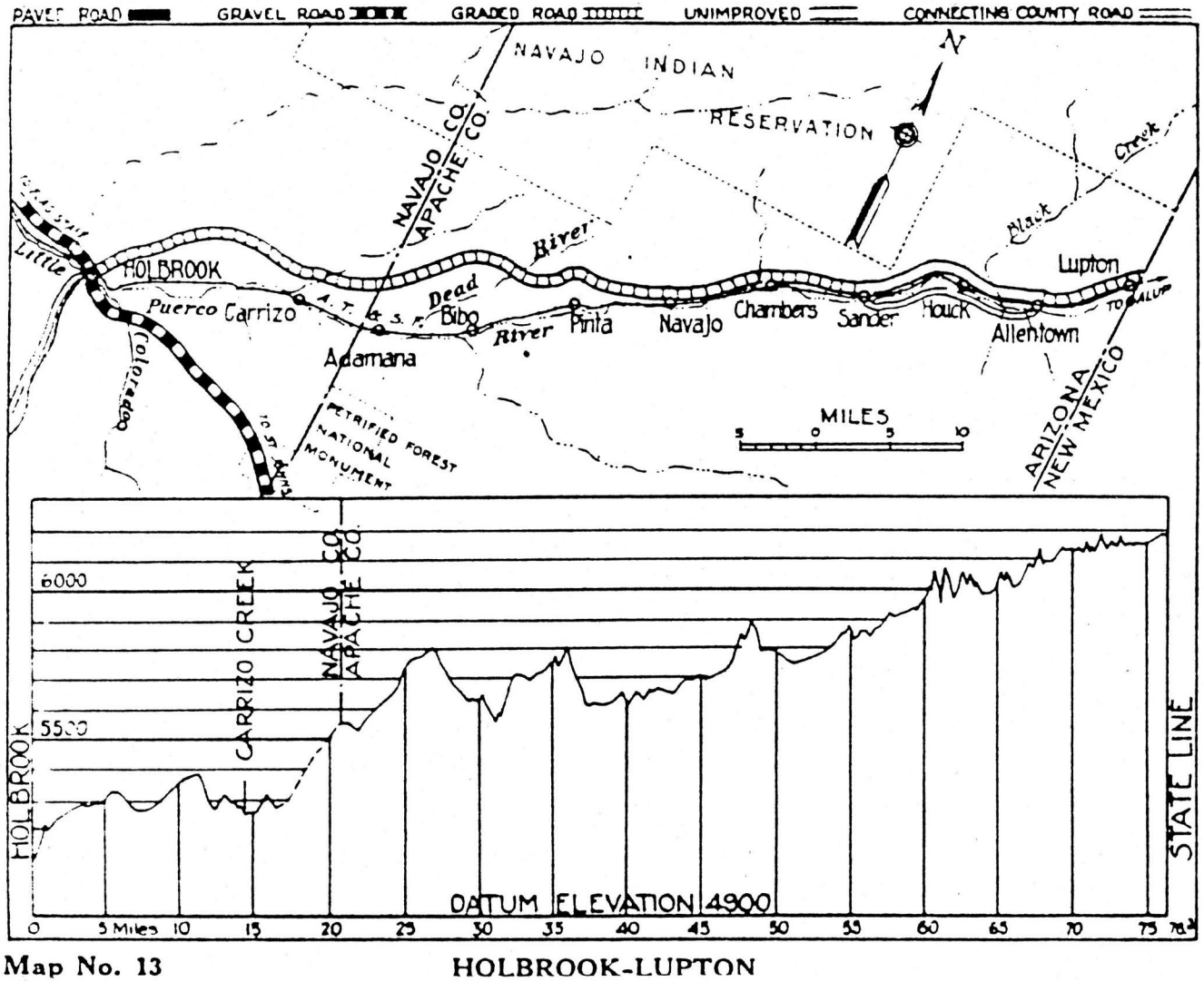
Map No. 11 TOPOCK-KINGMAN-ASH FORK

Figure A-3.11: Map No. 11, Topock-Kingman-Ash Fork Highway, 1924
Source: State Engineer 1924



Map No. 12 **ASH FORK-FLAGSTAFF-WINSLOW-HOLBROOK**

Figure A-3.12: Map No. 12, Ash Fork-Flagstaff-Winslow-Holbrook Highway, 1924
Source: State Engineer 1924



Map No. 13 HOLBROOK-LUPTON

Figure A-3.13: Map No. 13, Holbrook-Lupton Highway, 1924
Source: State Engineer 1924

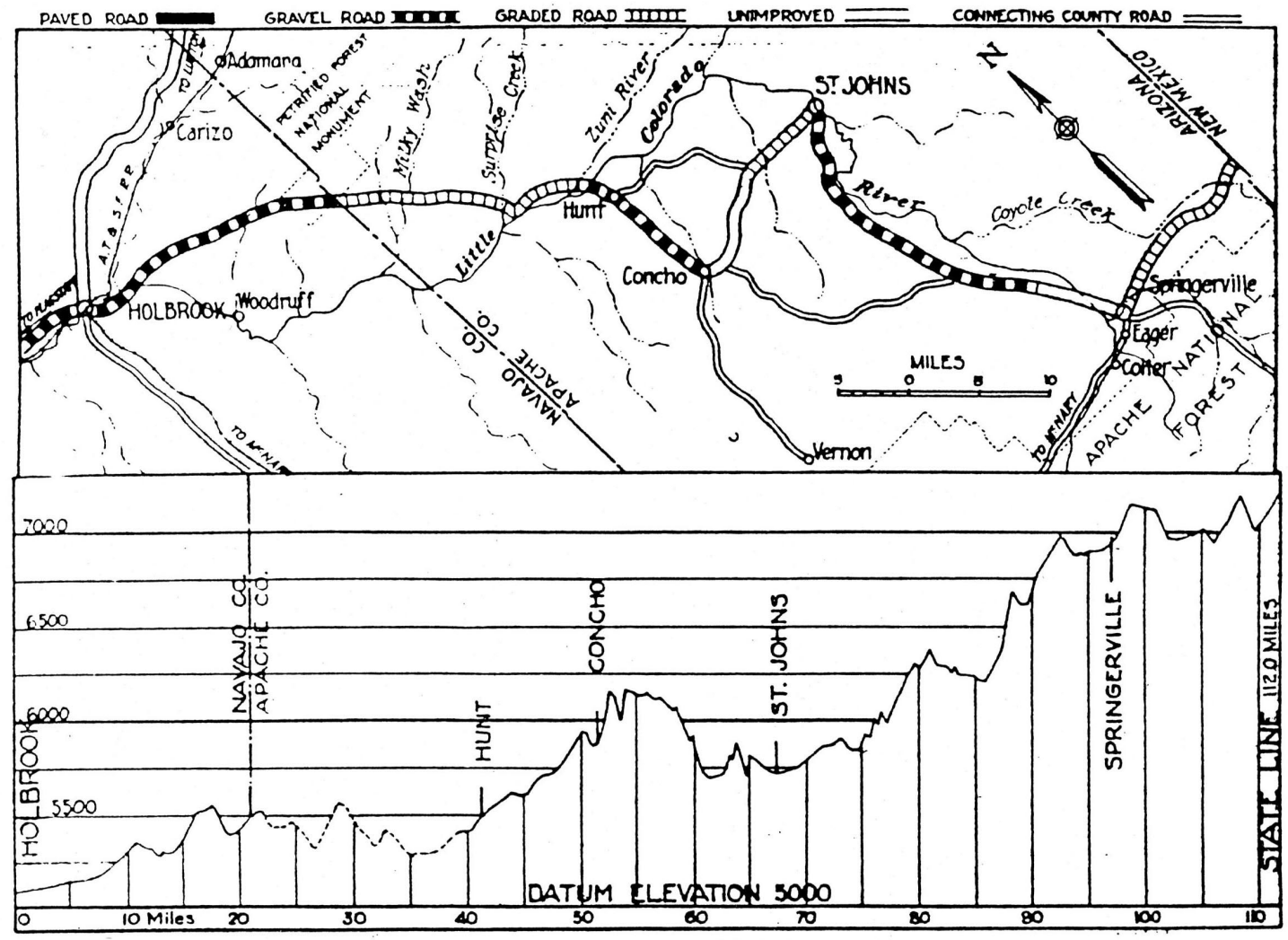


Figure A-3.14: Map No. 14, Holbrook-Springerville-New Mexico State Line Highway, 1924
Source: State Engineer 1924

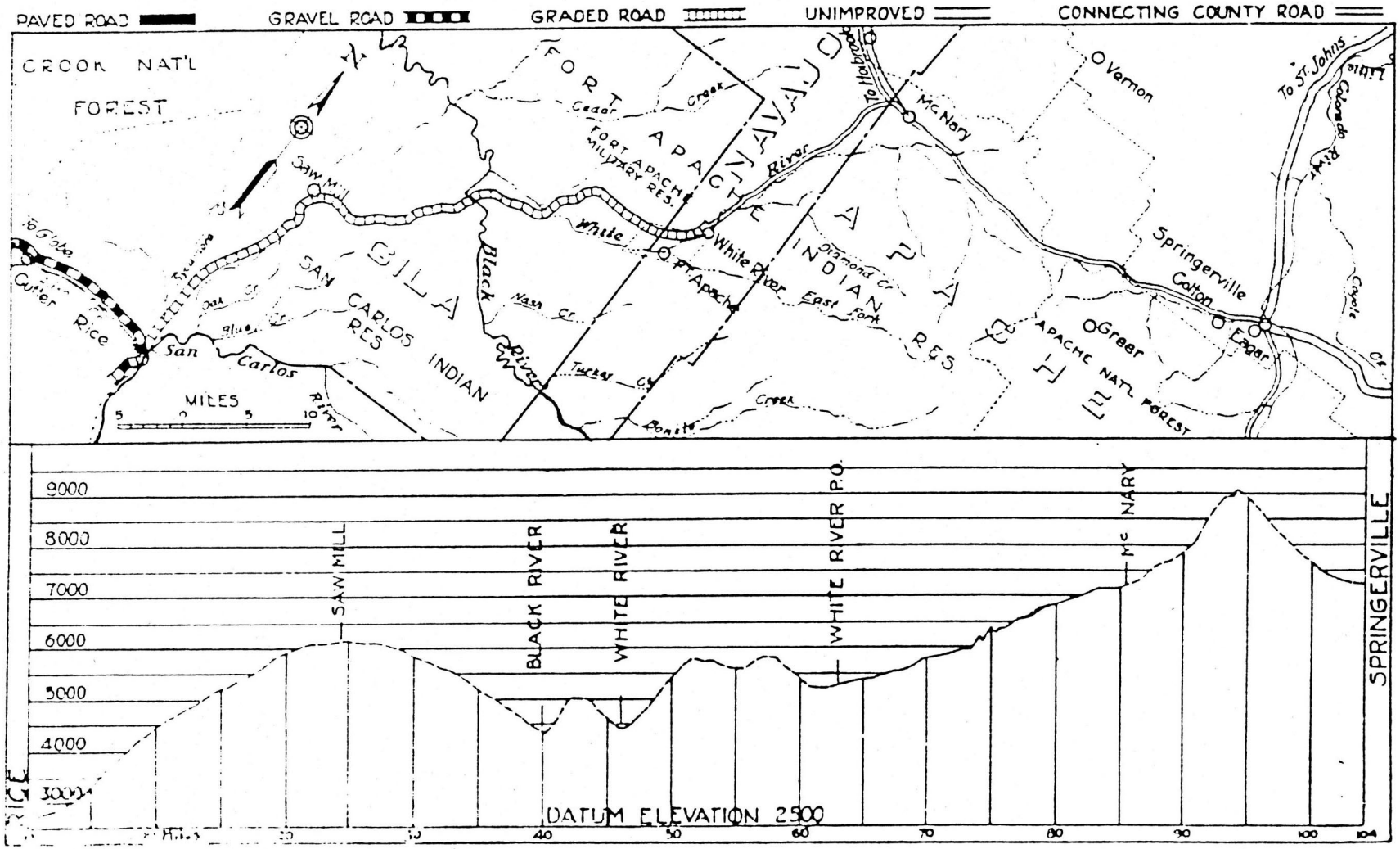
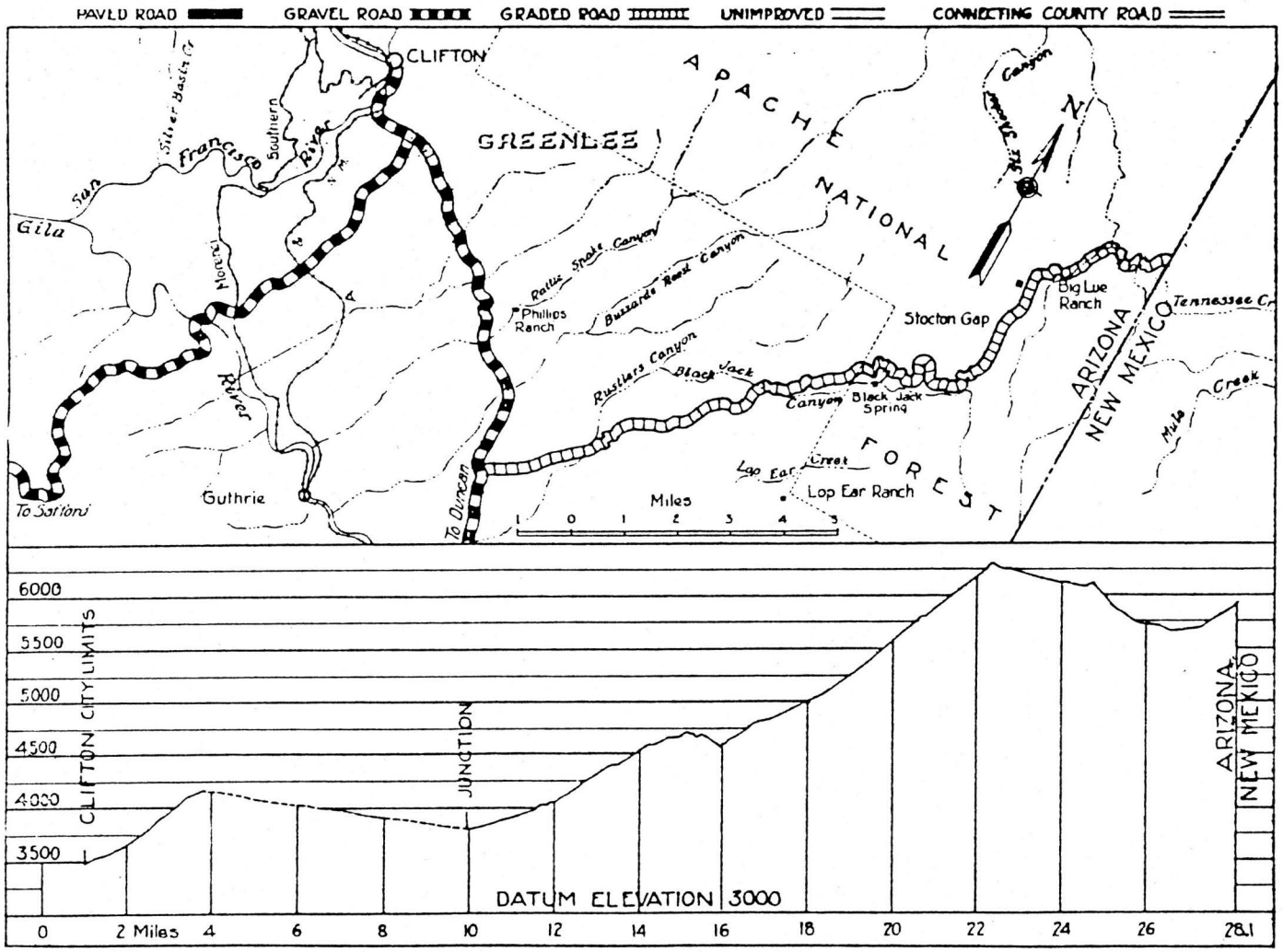
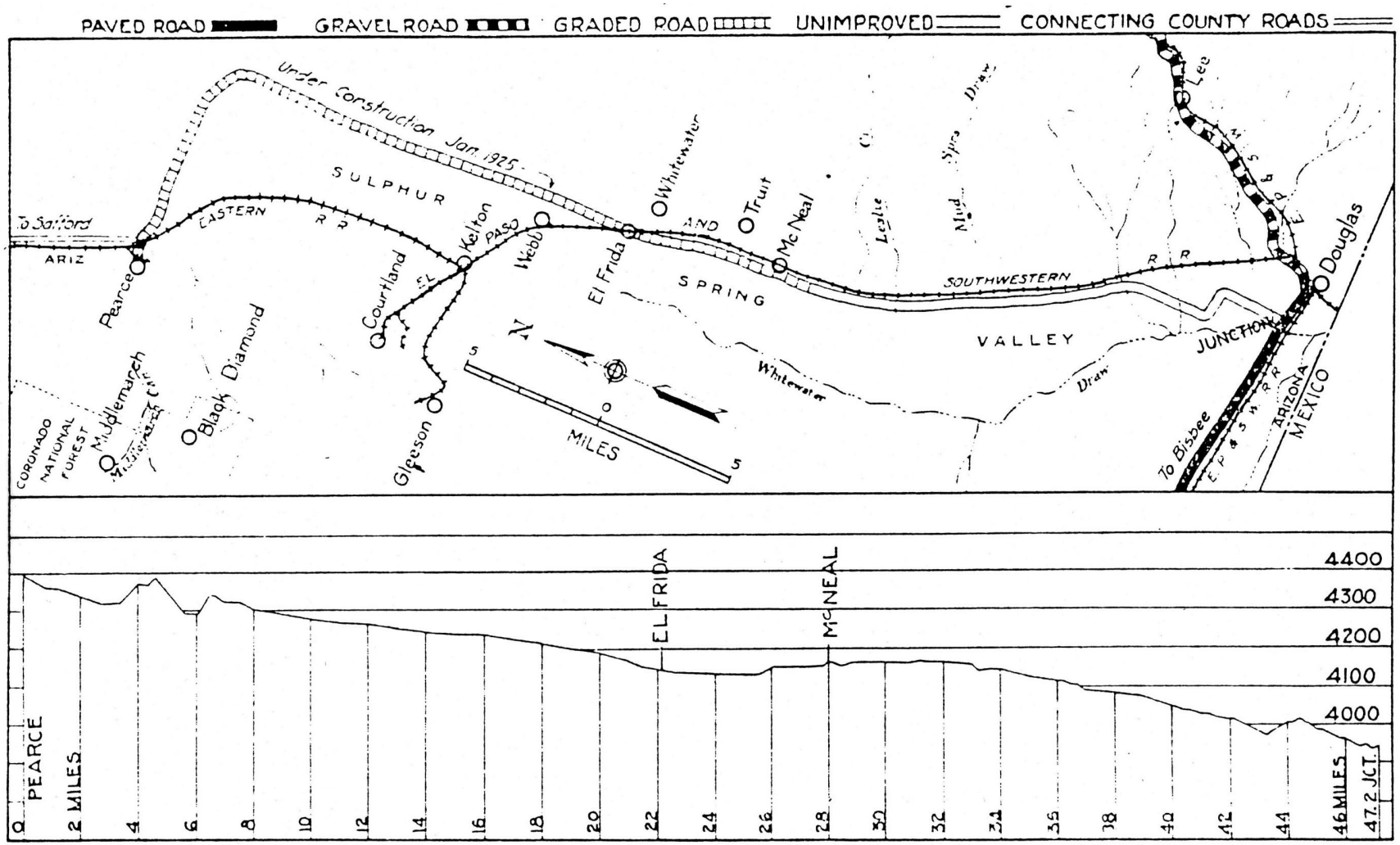


Figure A-3.15: Map No. 15, Rice-White River-Springerville Highway, 1924
Source: State Engineer 1924



Map No. 16 **CLIFTON-MULE CREEK**

Figure A-3.16: Map No. 16, Clifton-Mule Creek Highway, 1924
Source: State Engineer 1924



Map No. 17 DOUGLAS-PEARCE

Figure A-3.17: Map No. 17, Douglas-Pearce Highway, 1924
Source: State Engineer 1924

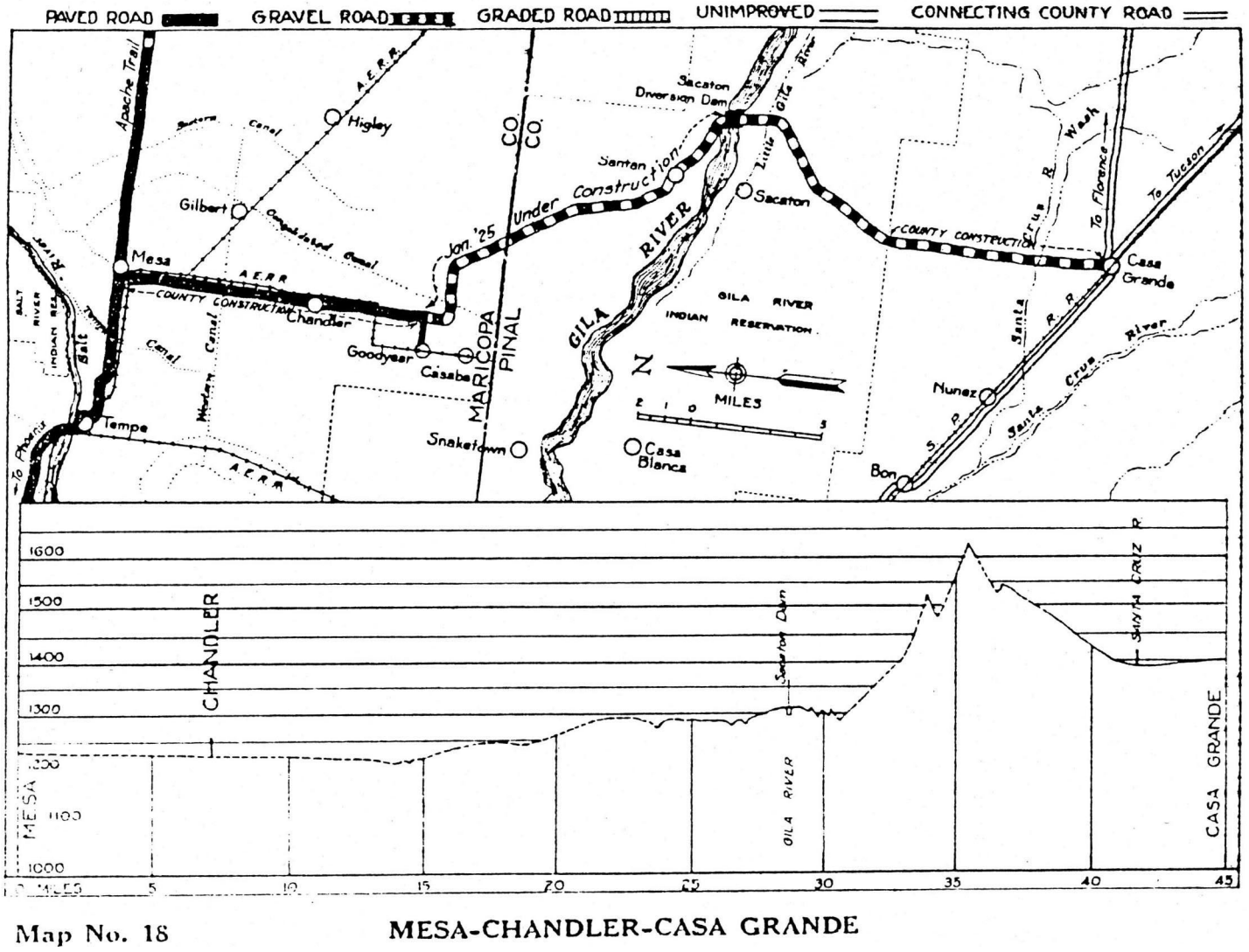


Figure A-3.18: Map No. 18, Mesa-Chandler-Casa Grande Highway, 1924
Source: State Engineer 1924

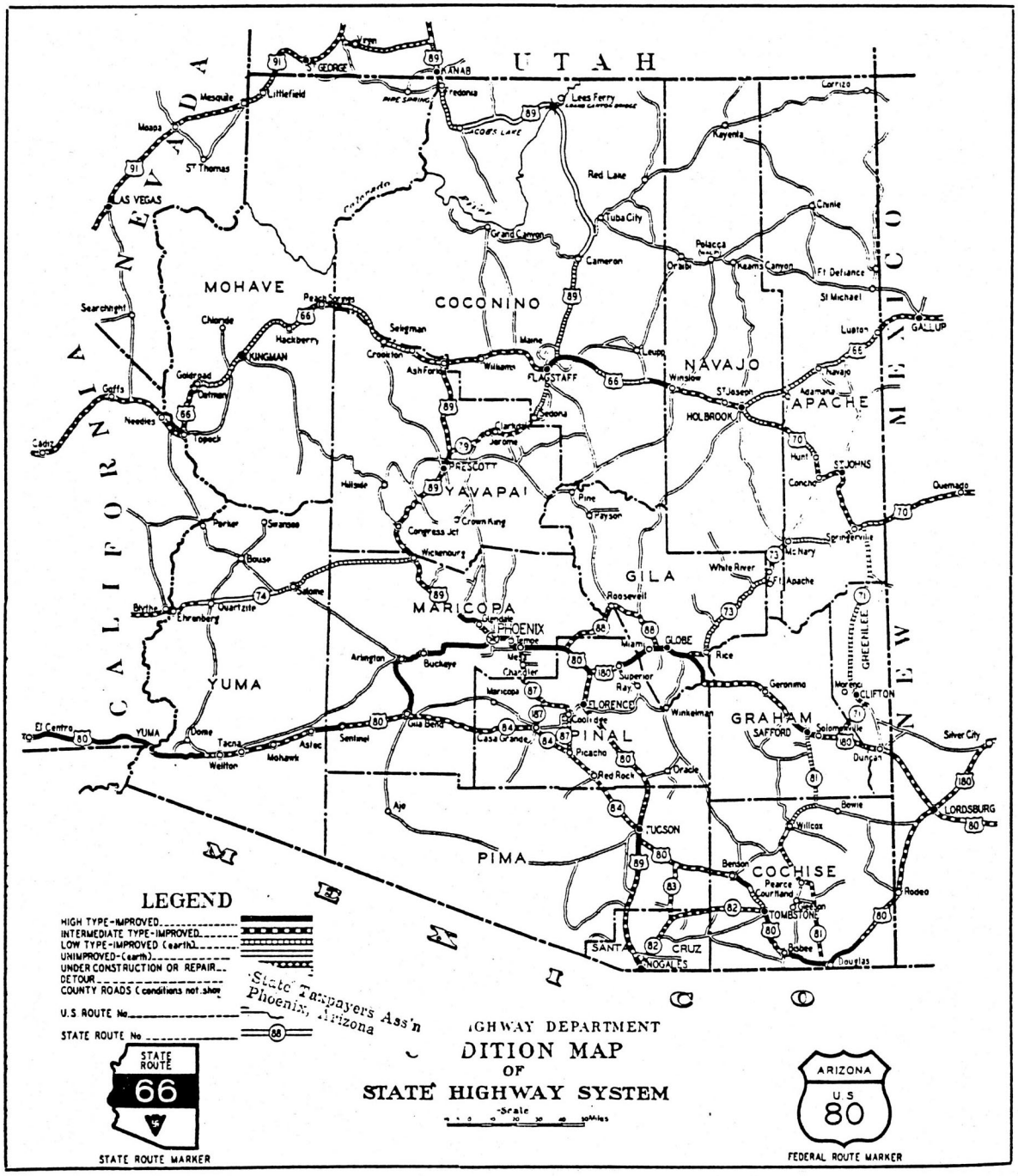


Figure A-4: State Highway System, 1930
Source: State Engineer 1930

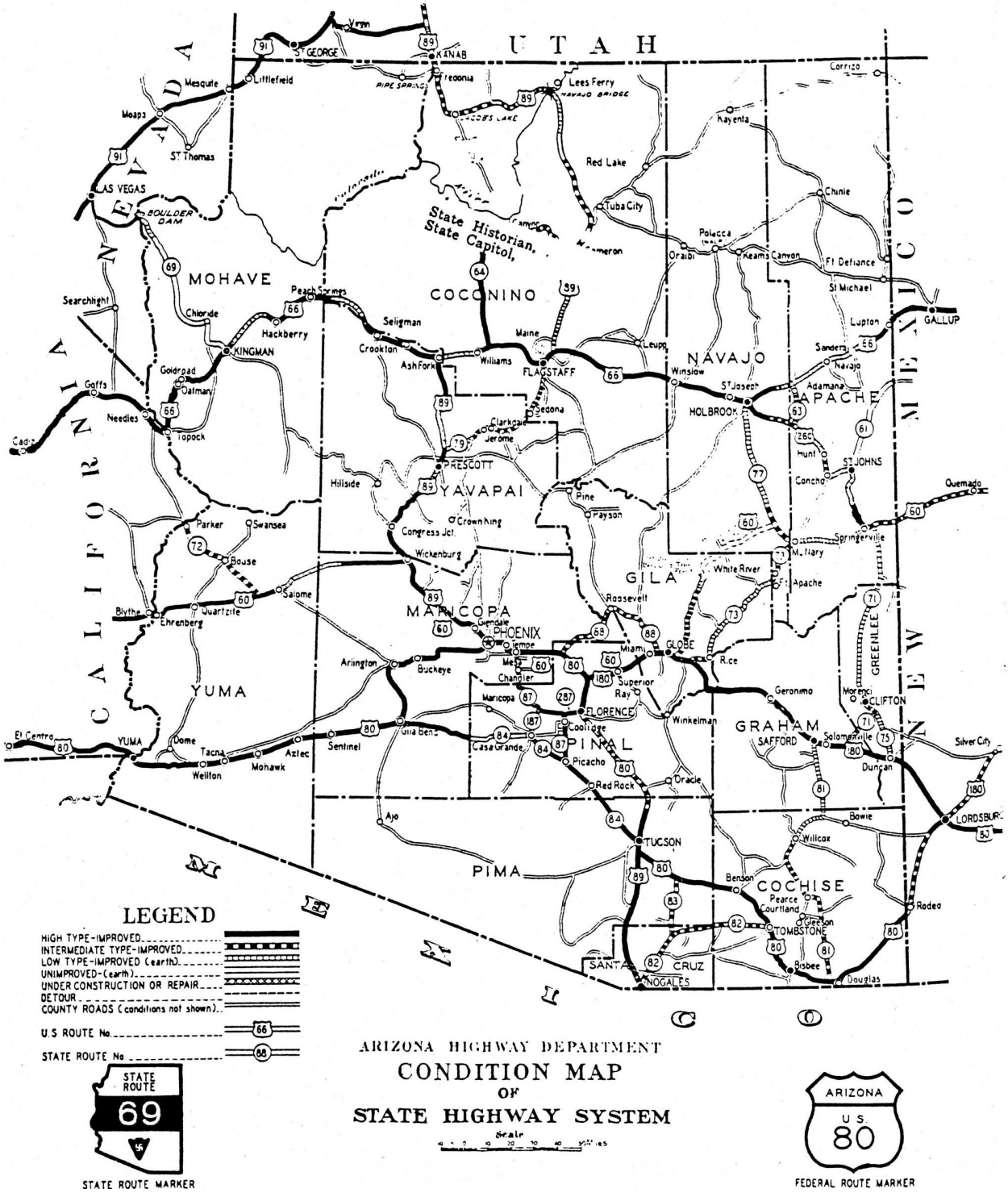


Figure A-5: State Highway System, 1935
Source: *Arizona Highways* 1935

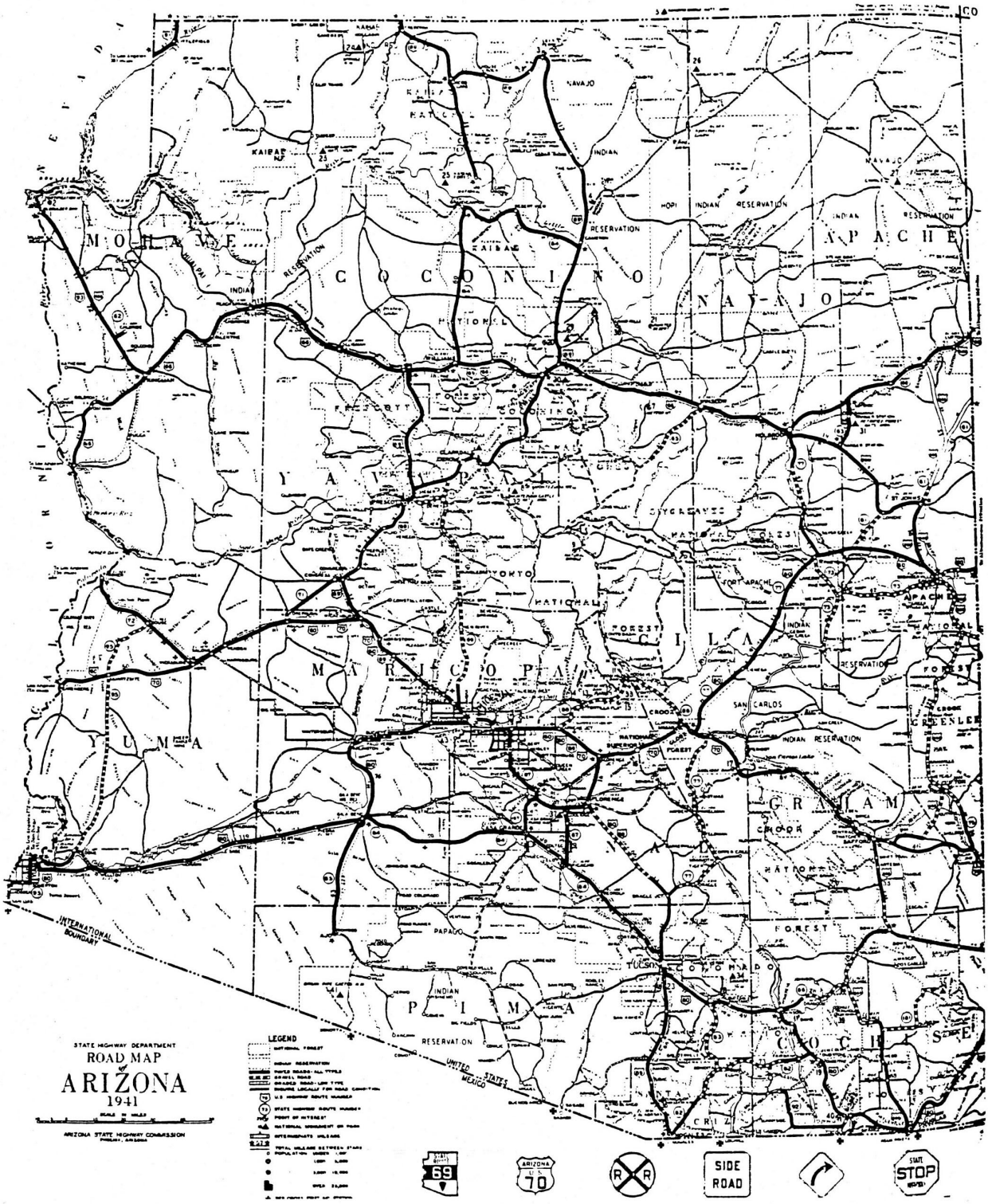


Figure A-6: State Highway System, 1941
Source: *Arizona Highways* 1941

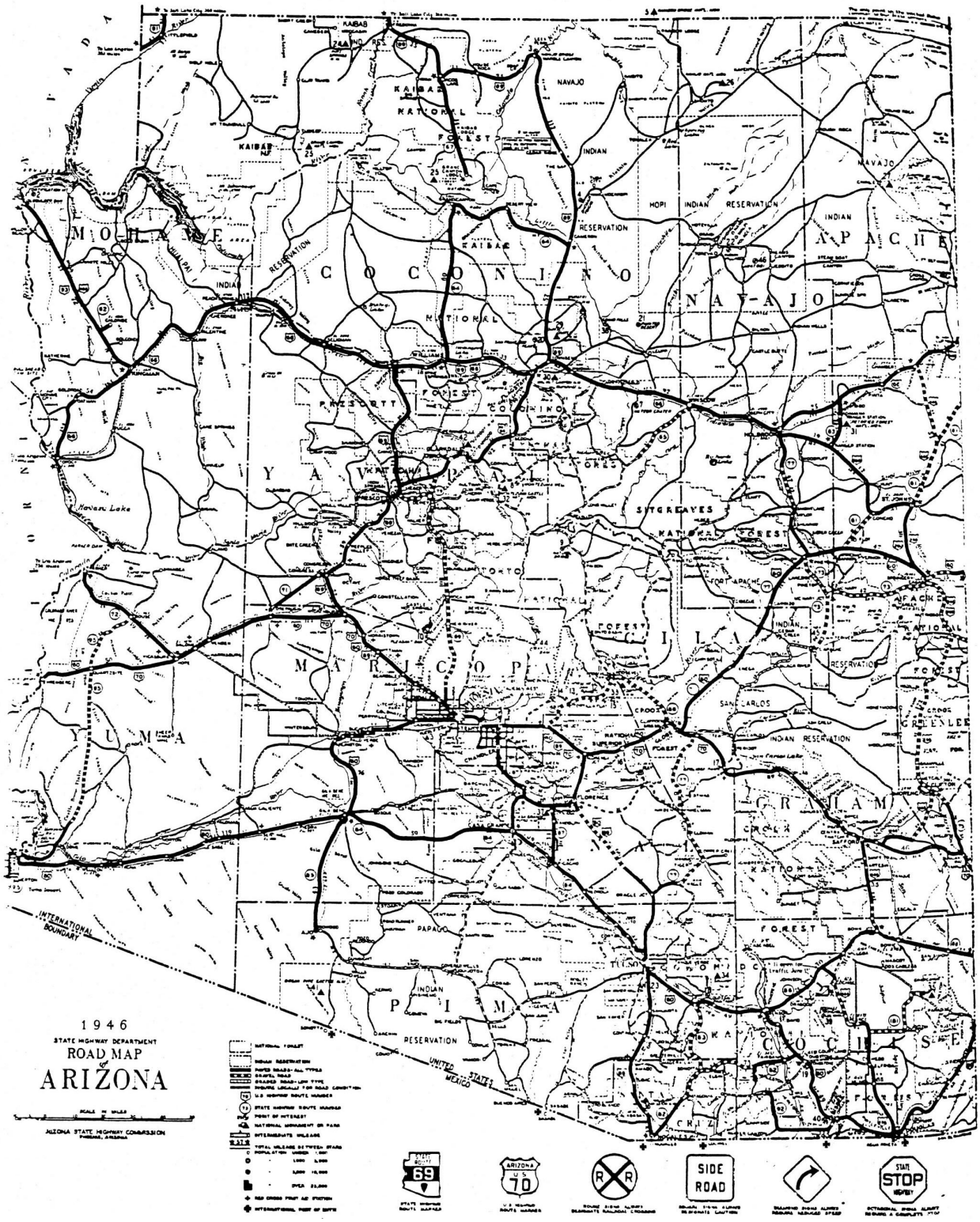


Figure A-7: State Highway System, 1946
Source: *Arizona Highways* 1946

APPENDIX B
ANNOTATED BIBLIOGRAPHY

Ansaldi, Richard

1978 ***Gas, Food, and Lodging: A Postcard Odyssey Through the Great American Roadside.*** **Harmony Books, New York.**

This book is just plain fun. Pair Ansaldi's full-color collection of postcards with Scott and Kelly's scholarly text and black and white contemporary photographs to gain a broad understanding of roadside vernacular architecture of today and yesterday.

Arizona Good Roads Association

1913 ***Arizona Good Roads Association Illustrated Road Maps and Tour Book.*** **Reprinted by *Arizona Highways*, 1987.**

This 200-page guidebook was first published in 1913 as not only "the first book of road maps and touring information ever published in Arizona" but also "the most practical, comprehensive, and attractive Road Map and Touring Book in the United States." In addition to the hand-drawn maps and scenic photographs (some reproduced from postcards), the authors included photographs of "fork scenes" on many routes, that is, the fork in the road. These charming photographs meant to guide the traveler are often simply views of one dirt track splitting into two in the middle of desert vegetation, with no directional signs in sight. The book directly documents the difficulties of traveling across country in the early part of the century, and indirectly documents the enormity of road construction that has taken place in Arizona over the last eight decades since its publication.

***Arizona Highways*. Published by the Arizona State Highway Department from 1921 until 1974, and now published by the Arizona Department of Transportation.**

Published intermittently between the first issue in 1921 and the "Volume One, Number One" issue in 1925, this magazine has evolved into slick, full-color travel magazine of today. In its first years, the magazine functioned as a source of information on the current condition of state roads, a voice for the good roads movement, and a lobbyist for increased federal aid to roads. Into the mid-1940s, *Arizona Highways* included detailed information on road projects under construction, such as the following description of a project underway in the fall of 1941.

> District No. 2, *R. C. Perkins, District Engineer.* W. E. Orr Contractor has a contract for the grading and draining the roadway over a relocated line; the furnishing and placing of coarse and fine aggregate base course and a road mixed bituminous surface using SC-4 road oil and type B seal coat. The construction of two multiple span 14 feet reinforced concrete bridges and one single span rigid frame reinforced concrete structure and other work incidental to the construction of 1.7 miles of the Superior-Miami Highway beginning about five mile northeast of Superior and extending through the region known as Devil's Canyon. The work is to be completed by September 30, 1941. Federal Aid Project F.A. No. 16 (3) A.F.E. 7006. B. B. Browning, resident engineer.

These listings in fine print in the back of the magazine are invaluable in tracing roadwork history on a particular piece of highway. In addition to the excruciating detail describing road projects, the magazine has always promoted the tourist industry in Arizona with enchanting photographs and enthusiastic prose.

Bottles, Scott L.

1987 ***Los Angeles and the Automobile: The Making of the Modern City.*** **University of California Press, Berkeley.**

A persistent urban myth accuses automobile manufacturers and rubber companies of conspiring to force the demise of public transportation in Los Angeles in the 1940s. Dr. Bottles refuted this myth in his dissertation and presented a different scenario for the growth of freeways in southern California. He argues, convincingly, that the people have Los Angeles complained about the public railways and thankfully turned to the auto as an alternative form of transport. This scholarly book is primary reading for an understanding of the historical bases for America's love of the automobile.

Eckhoff, E.A., and P. Riecker
1880 ***Official Map of the Territory of Arizona.*** **Reproduction available at the Phoenix Museum of History.**
A good starting point for historic road research is one of the first maps of Arizona, completed in 1880 by two civil engineers and signed by J. C. Fremont, Governor. The "Official Map of the Territory of Arizona" compiled information from surveys undertaken by the rail roads and the military to depict county borders, mining districts, Indian reservation boundaries, military telegraph routes, and the Southern Pacific Railroad. The authors make no indication as to the condition of the many roads indicated on the map and most are unnamed, the "Mormon Wagon Road," "Frontiers Road" and the "Beale Road" being exceptions. Reproductions of this map available for purchase at the Phoenix Museum of History (Eckhoff and Riecker 1880).

Federal Highway Administration, U.S. Department of Transportation
1976 ***America's Highways 1776-1976: A History of the Federal-Aid Program.*** **U.S. Department of Transportation, Federal Highway Administration, Government Printing Office.**
This hefty volume covers the federal funding of highways, two hundred years of Congressional legislation, the evolution of highway construction techniques, the inter-relationship of county, state, and federal administration of highway projects, and the individuals who contributed to national highway policy. The book is full of maps, illustrations, and historical photographs of roads.

Goddard, Stephen B.
1994 ***Getting There: The Epic Struggle between Road and Rail in the American Century.*** **Basic Books, a Division of HarperCollins, New York.**
Goddard describes the cooperation and then the competition between railroads and highways, and the relationship of the government to these two industries that are so important to the American economy. Goddard's primary interest is in seeking a new balance in our autocentric way of life to keep the United States competitive in the new global economy. In making his argument, he provides an insightful history of the many factors that influenced how America's roads came to be built.

Kaszynski, William
1994 ***The American Highway: The History and Culture of Roads in the United States. Basic Books, McFarland & Co., Jefferson, North Carolina and London.***
This recently published book by a lawyer from Minnesota who obviously has a special interest in the history of America's roads is exceptionally well illustrated with more than 300 photographs and charts from the National Archives, the FHWA files, and other sources. The history of road building is recounted in a straightforward chronological approach. The history of road building from Roman times to 1900 is briefly discussed. Subsequent periods include the early days (1900-1919), first generation (1920-1945), golden age (1946-1969), and interstate era (1970-2000). The book concludes with Kaszynski's thoughts about future technological improvements as well as a brief mention of historic preservation efforts.

Liebs, Chester H.
1985 ***Main Street to Miracle Mile: American Roadside Architecture.*** **Bullfinch Press, Boston.**
A landmark publication in the new "commercial archaeology," the study of the material culture of recent history, Mr. Liebs' engrossing book takes us along familiar roads to give us a new understanding of just how the roadside businesses changed over time. He traces the evolution of city lunch stands into drive-ins and McDonald's, the evolution of roadside campsites into motor hotels and Howard Johnson's, and the invention of gasoline stations to service the new automobiles. Liebs also includes chapters on auto showrooms, supermarkets, miniature golf courses, and drive-in theaters. The many well-chosen historical photographs offer additional insights into the language of roadside architecture. This book is a must for any student of the American road.

Marriott, Paul Daniel
1998 ***Saving Historic Roads: Design and Policy Guidelines.*** **The National Trust for Historic Preservation, John Wiley and Sons, New York.**
This volume dedicated to the preservation of historic roads is the first of its kind. Mr. Marriott is experienced in dealing both with both preservationists and with highway administrators, and this book is a wise and canny handbook into the mindsets of both. He pulls out pertinent information for preservationists from the highway administrators "Bible" for road construction and safety standards, the AASHTO Green Book, and maps out strategies to deal with the objections to preserving historic roads. Marriott recounts six case studies of successful road preservation in the United States, enumerates those roads already listed on the National Register of Historic Places, and describes alternative designs for guardrails, guard walls, and bridge rails that meet contemporary safety standards. *Saving Historic Roads* is an excellent first book on the strategies and success stories of road preservation.

Patton, Phil
1986 ***Open Road: A Celebration of the American Highway.*** **Simon and Schuster, New York.**
A personal essay on the American highway, full of unattributed facts (and a few fictions). Read through quickly, it is a good introduction to the development of the interstate highway system and a source of good quotes, but it fails to be a dependable source for historical information.

Scharff, Virginia
1991 ***Taking the Wheel: Women and the Coming of the Motor Age.*** **University of New Mexico Press.**
Dr. Scharff adds women to the discussion of automobiles in America. As passenger, driver, and purchaser, women influenced the mechanics and design of automobiles, and in doing so, made the business of driving the horseless carriage an easier proposition for both men and women. Dr. Scharff suggests that the introduction of innovations such as the closed sedan, the electric starter, automatic transmissions, and cloth upholstery can be attributed to the presence of women in the automobile marketplace. As any good women's studies book should do, Dr. Scharff's scholarly work adds a dimension often missing from the more general histories of autos in America.

Schlereth, Thomas J.
1997 ***Reading the Road: U.S. 40 and the American Landscape*****. University of Tennessee Press, Knoxville.**
Schlereth develops an "above-ground archaeology" approach for exploring the history of U.S. Highway 40, which was once part of the National Highway. In this update of an earlier version published a decade before under a different title, Schlereth suggests that the American highway system can be viewed as a "mammoth outdoor museum of American history" (p. xi). Although much of this book focuses on the Indiana section of U.S. 40, Arizona readers will find much of interest in Part I, which discusses how physical evidence of any American road can be interpreted in a way that illuminates its historical development and contemporary meaning. Part III is a useful bibliographical essay that includes half a dozen pages discussing other works related to the above-ground archaeology of the American highway.

Scott, Quinta, and Susan Croce Kelly
1988 ***Route 66: The Highway and Its People*****. University of Oklahoma Press, Norman.**
The authors' pairing of a photographic essay with scholarly text provides a thoughtful portrait of Route 66, a portrait that explores beyond the kitsch of so many books about Route 66. Ms. Kelly's discussion of the development of the federal highway system is concise, insightful and entertaining. Quinta Scott's black-and-white photographs of the people and places along Highway 66 evoke both the present and the past lives of the road.

Wallis, Michael
1990 ***Route 66: The Mother Road.*** **St. Martin's Press, New York**
More colorful and less scholarly than Scott and Kelly's look at Route 66, Michael Wallis's effort is thorough and pleasing, and has been very popular. Wallis arranged his chapters by state from east to west, and simply to turn the pages is to take a trip through the middle of America. His photographs and words range from kitsch to kindly, from poignant to goofy. In contrast to most Route 66 books, Wallis includes photographs of the road itself, from concrete

overpasses and culverts to guardrails and cracks in the asphalt, along with photographs of the grizzled characters and balmy promotional signage along Route 66. Mr. Wallis was one of the featured dinner speakers at the National Trust for Historic Preservation conference in Santa Fe, New Mexico in October 1997.

Witzel, Michael Karl

1992 ***The American Gas Station: History and Folklore of the Gas Station in American Car Culture.*** **Motor Books International, Osceola, Wisconsin.**

What Chester Liebs did for the diner and the auto court in *Main Street to Miracle Mile,* Mr. Witzel does for the American gasoline station, answering questions you didn't know you had. For instance, just how did they transport gasoline from the refinery to the gas tank in the days before tanker trucks and gasoline pumps? The photographs of men pouring gasoline from a pitcher into a funnel are unnerving, as are the photos of large drums of gasoline connected to a simple garden hose -- one cannot help but think of the flammability of the liquid stored inside. And where did the owners of the Model T's purchase gasoline? Auto dealers, bicycle shops, car garages, carriage shops, livery stables, hardware stores, feed companies, and general retailers installed the new pumps on the sidewalks outside their establishments before the emergence of stricter zoning laws and gas stations run by major oil companies. Period photographs and original architectural drawings bring the gasoline stations of the 1920s through the 1960s alive in this fun and informative book.

Yorke, Douglas A, Jr., and John Margolies

1996 ***Hitting the Road: The Art of the American Road Map.*** **Chronicle Books, San Francisco.**

From about 1910 until the Arab oil embargo in 1973, America's gas stations provided free maps to their customers. The authors display the cover art of these maps throughout this book, and use the map illustrations of scenic vistas, cruising automobiles, and inviting gasoline stations to portray America's love affair with the automobile and the open road. In the minimal text tucked between the large full-color reproductions of road map art, the authors add a bit of American road history.

APPENDIX C
ROADS LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES

This appendix has been adapted from the book, *Saving Historic Roads: Design and Policy Guidelines,* and is a complete list of the historic roads in the National Register of Historic Places as of 1998. It has been included here for information and reference purposes, to illustrate the types of roads across the United States that have been considered worthy of National Register designation.

State	Name	Period of Significance	Comments
Arizona	Historic Route 66 MPS	1926-1944	Multiple Property Submission includes 7 road-related listings, all segments of Route 66
Arkansas	Facilities Constructed by the Civilian Conservation Corps (CCC) in Arkansas MPS	1935	Multiple Property Submission includes one road-related listing, the road to Blue Hole, a small swimming pond in Petit Jean State Park
Arkansas	Dollarway Road	1913-1914	First rural concrete highway west of the Mississippi; longest continuous stretch of concrete pavement at time of construction (23.6 miles); Jefferson County
California	Redwood Highway	1909-1923	Highway through Redwood National Park; Del Norte County
California	Foote's Crossing Road	1913	Built by A.D. Foote, prominent Western mining engineer to connect gold mines with Nevada City; precipitous descent into canyon with only a 7% grade; 15.1 miles long
Colorado	Trail Ridge Road	1926-1941	Highest continuous highway in the United States; 37.9 miles through Rocky Mountain National Park
Colorado	Rim Rock Drive Historic District	1931-1950	22.4 mile long highway along the rims of the major canyons to provide visitors with scenic views of the Colorado National Monument; district includes three tunnels, scenic overlooks, and guard walls
Colorado	Denver Park and Parkway System TR	1907-1914	Thematic Resources; 12 road-related listings, all urban parkways in Denver
Colorado	Denver Mountain Parks MPS	1912-1941	Multiple Property Submission includes two road-related listings, Bear Creek Canyon Scenic Mountain Drive and Lariat Trail Scenic Mountain Drive
Connecticut	Merritt Parkway	1934-1942	Built as a parkway from New York; limited to recreational, non-commercial traffic; no signs; landscape plan used only native materials
Connecticut	Route 146 Historic District	1925-1935	18th century road upgraded in the early 20th century; linked Branford and Guilford in New Haven County
Delaware	Brandywine Park Kentmere Parkway	1883	Designed by Frederick Law Olmsted for horse and carriage traffic to connect two major parks in the city of Wilmington; now carries automobile traffic
District of Columbia	Parkways of the National Capital Region MPS	1913-1965	Multiple Property Submission includes three road-related listings, Suitland Parkway, Baltimore-Washington Parkway, and the George Washington Memorial Parkway (American Legion ridge to Memorial Bridge)
Florida	Venetian Causeway	1926	2.5-mile long roadway links Miami and Miami Beach, 12 bridges

State	Name	Period of Significance	Comments
Florida	Florida State Route 1	1921-1944	6-mile segment of the Old Spanish Trail from Jacksonville to the Pacific Ocean; early brick construction technique; Santa Rosa County
Illinois	Green Bay Road Historic District	1832-1925	Native American trail; established as a post road in 1823; declared pleasure driveway in 1925
Iowa	Snake Alley	1894	Switchback road built on a steep grade connects downtown Burlington with residential area; modeled after vineyard roads in France
Iowa	Lincoln Highway Greene County MPS	1912-1928	Multiple Property Submission includes six road-related listings, all segments of the Lincoln Highway
Kentucky	Peterson Avenue Hill	1902	Early brick street in Louisville up a steep hill
Maine	Back Cove	1895-1925	Esplanade designed by Olmsted; lined with 100 linden trees; on Portland peninsula in Cumberland County
Massachusetts	Bay Road	1600s to 1800s	Native American trail, 2-mile section (36-mile total) remains unimproved. Also known as the Old Post Road and the King's Highway from Boston to Mount Hope
Minnesota	Minnesota Military Roads MPS	1850-1875	Multiple Property Submission includes two road related listings, both military roads
Mississippi	Robinson Road	1821-1950	Early road surveyed by Raymond Robinson, toll road in 1930; now part of U.S. 82 in Leake County
Missouri	St. Joseph MPS	1910-1943	Multiple Property Submission includes one road-related listing, the St. Joseph Park and Parkway System designed to carry traffic between and within city parks; outgrowth of City Beautiful movement
Montana	Going-to-the-Sun Road	1921-1933	Transmountain highway linking east and west sides of Glacier National Park, created as scenic drive; Glacier County
Montana	Glacier National Park MPS	1910-1945	Multiple Property Submission includes two road-related listings, Bowman Lake Road and North Fork Road
Nebraska	Lincoln Highway	1920	4,580-foot-long section, 18-foot wide, retains original brick paving from 1920; first transcontinental highway; Douglas County
New Jersey	River Road Historic District	1738-1940	Native American trail; used by troops in the Revolutionary War; north-south corridor in Somerset County
New Jersey	Old Mine Road Historic District	Late 1700s	Native American trail, frontier road; also known as the National Trail; Sussex County
New Mexico	Route 66 Through New Mexico MPS	1936-1956	Multiple Property Submission includes five road-related listings, all segments of Route 66
New York	Riverside Park Riverside Drive	1874 1934-1937	Original design by Olmsted; transformed in 1936-1937 by Robert Moses; New York City
New York	Olmsted Parks and Parkways TR	1868-1920s	Thematic Resources includes two road-related listings, both parkway systems in Buffalo
New York	Susquehannah Turnpike	1804-1901	Early toll road retains nine original mile markers; Greene County
New York	Eastern Parkway	1874-1899	First Olmsted parkway to be completed; 1,000 trees along the 3-mile route designed as part of a planned community in Kings County
New York	Ocean Parkway	1876-1899	Designed by Olmsted, first designed parkway in the U.S; Kings County.

State	Name	Period of Significance	Comments
New York	Old Albany Post Road	1600-1899	Native American trail used as post road 1797-1806; retains original 18th century alignment, dimensions, and several milestones; Putnam County
New York	Bronx River Parkway	1915-1930	First automobile parkway in the U.S.; one of first uses of median, separated-grade interchanges, pollution control, and land conservation; Westchester County
New York	Storm King Highway	1916-1922	Winding, two-lane highway carved into the rock face of a mountain in the Hudson Highlands; Orange County
North Dakota	Blome, R.S., Granitoid Pavement in Grand Forks	1910	Paving material designed to support new auto traffic and still provide traction for horses (artificial stone made with Portland cement, granite, crushed stone and sand); Grand Forks County
Ohio	S. Bridge, National Road, NHL	1918	National Historic Landmark, brick road; only brick curb built along the National Road (on 26-degree curve); Guernsey County
Ohio	First Concrete Street in the U.S.	1893	Essentially unaltered since poured in 1893
Ohio	Soldiers Memorial Parkway McKinley Memorial Parkway	1918-1920	0.33 mile-long parkway planned and landscaped in a cruciform design to commemorate Sandusky County war dead; brick paving; sandstone curbs; 50-foot grassy medians with buckeye trees; outgrowth of City Beautiful movement
Ohio	Hessler Court Wooden Pavement	1906	Rare example of wooden pavement, 8.75 miles long; Cuyahoga County
Oklahoma	Route 66 and Associated Historic Resources in Oklahoma MPS		Multiple Property Submission includes one road-related listing, a 9-foot section of original Route 66 roadbed
Oregon	Barlow Road	1845-1919	Intact 30-mile portion of the Oregon Trail, used as toll road until 1919; Clackamas County
Oregon	Columbia River Highway Historic District	1913-1922	Scenic parkway, outstanding engineering feat in Columbia River Gorge; Multnomah County
Oregon	Rocky Butte Scenic Drive Historic District	1934	Scenic meandering drive up a butte; includes a unique tunnel, observation post, and stone road features; Multnomah County
Rhode Island	Smithfield Road Historic District	mid-1700s	Narrow, winding, stonewall-lined road; one of the least altered segments of the Great Road; Providence County
Rhode Island	Great Road Historic District	mid-1700s	Road built in 1683 to connect Quaker villages to markets in Providence; currently a two-lane asphalt road; Providence County
South Carolina	Ashley River Road	1691-present	Charleston County
Tennessee	Forest Hills Boulevard Historic District	1928-1938	Two-lane curvilinear street paved with tan-colored concrete; early example of suburban street design incorporating the street into the landscape; outgrowth of City Beautiful movement; Knox County
Tennessee	Talahi Improvements	1929	Planned suburban community built around the automobile, scenic views, and the Cherokee cultural influences; based on Olmsted's 1869 plan for Riverside, Illinois; Knox County

State	Name	Period of Significance	Comments
Tennessee	South Parkway-Heiskell Farm Historic District	1910-1936	3-block segment of the Memphis Parkway System; four-lane boulevard with wide landscaped median; design by urban planner George Kessler
Tennessee	Memphis Park and Parkway System MPS	1900-1939	Multiple Property Submission includes one road-related listing, the Memphis Parkway System; urban parkway system designed to encourage residential growth and use of city parks; landscaped medians; only parkway in Tennessee implemented during the City Beautiful movement; designed by George Kessler
Texas	Mission Parkway	1900	Parkway built to connect four Spanish missions with residential areas in San Antonio
Texas	Mother Neff State Park and F.A.S. 21-B (1) Historic District	1920	Scenic parkway designed in the 1920s and renovated by the CCC in the 1930s
Texas	King's Highway Historic District		Part of Dallas County, Oak Cliff MPS
Texas	Heights Boulevard Esplanade	1892	First paved road in the area of Houston
Texas	Broadway Bluff Improvements	1914	Planned community based on the City Beautiful movement, improved the appearance of a bluff by using elements of the natural landscape and vertical division of the roads; Potter County
Texas	U.S. Route 66-Sixth Street Historic District		Potter County
Utah	Zion National Park MRA	1901-1940	Multiple Resource Area includes one road-related listing, the Floor of the Valley road in Zion National Park; 9-mile long scenic road paved with a red-tinted chip sealer to harmonize with towering red cliffs; also uses native sandstone blocks in the construction of road-associated features
Utah	Zion-Mt. Carmel Highway	1901-1940	Designed by Thomas H. MacDonald of the Bureau of Public Roads; scenic road links Zion, Bryce Cedar Beaks, and Grand Canyon national parks
Vermont	Brookfield Historic District	1800s	Unpaved, picturesque main street that follows route of historic stage road; Orange County
Vermont	Historic Crown Point Road	1760	Unimproved road follows route of key trail in the French and Indian War and the Revolutionary War; settlers followed the trail from Massachusetts to New Hampshire; Windsor County
Virginia	Southwest Mountain Rural Historic District	1760-1941	Old Mountain Road (Route 22) follows original route; included in the district is an unpaved portion of the Fredericksburg Road from the 18th century; associated with Thomas Jefferson and Merriwether Lewis; Albemarle County
Virginia	Mount Vernon Memorial Highway	1929-1932	Road links Washington, D.C. with Mount Vernon; provides striking vistas of national monuments and scenery; first highway constructed and maintained by the National Park Service
West Virginia	Hopkins Mountain Historic District	1933	Hopkins Mountain Road originally built as a service road for the U.S. Forest Service; renovated into a two-lane road by the CCC in the 1930s; Greenbrier County

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Washington	The Yellowstone Road	1913	Brick-paved segment of the Yellowstone Trail, a transcontinental highway from Boston to Seattle; King County
Washington	Grandview Road-Yellowstone Trail	1909-1930	3-mile segment of concrete roadway; intact remnant of the Yellowstone Trail; Yakima County
Wisconsin	Lake Park	1892	First city-owned park in Milwaukee included a road designed by Olmsted for recreational driving
Wisconsin	Delavan's Vitrified Brick Street	1913	Paved with vitrified bricks (bricks heavily fired to make them stronger than ordinary bricks and impervious to water); Walworth County
Wisconsin	Highland Boulevard District	1895-1915	Landscaped esplanade fronted by long blocks of monumental residences on broad lots with wide setbacks; planned by the Milwaukee Common Council to create public thruway , prohibit undesirable traffic, and connect city parks
Wyoming	Bridger Immigrant Road-Dry Creek Crossing	1800s and 1900s	Built by Jim Bridger; used by immigrants and miners headed to the Montana gold fields (short cut off the Oregon Trail); now abandoned; only two segments remain including this one at Dry Creek Crossing
Source: Marriott 1998:179-201			