



(Bygone Byways™) since 2001)

**UPDATE!** Based upon a lot of new findings from AZ DOT 'as-builts' and public record historical maps at the Old Capitol Building, I've revised my driving directions for much greater Arizona detail. I am now using the format similar to my Texas page. For Arizona's specific road history, I will use the following column set ups and nomenclature whenever possible:

- Newer 80-alignment 1953 or later. From what I can see in the maps, there exist no significant re-routings from this point on except for the gradual de-commissioning of the highways and their alternate routings due to the expanding interstate systems. Generally used for the last pre-interstate era routing of the road.
- Older 80-Known or extremely probable earlier alignments that pre-date 'Newer 80' through a given area. Includes alignments that existed on the 1937 State Highway maps (the 1st compiled on an individual county basis) but had been bypassed by the time of the 1948 map issuance. Also includes most obvious early 80 alignments through cities/towns if a routing change date cannot be determined.
- Historic 80-Alignments that are proven to have existed or 'probably' existed as depicted on several AZDOT 'as-builts', 1926 and 1928 official state highway maps and other maps but show being bypassed by the 1937 State Highway Maps.

Note: This 1937 cut-off date between 'Older' 80 and 'Historic' 80 is completely arbitrary on my part and is used because:

- A) It comes from multiple county maps/'as-builts' I possess and thus have access to for detailed study &
- B) It appears as if the majority of early bypassing activity had occurred by this period.

- Original 80-Alignments that existed at the birth of the U.S. Highway system in '26-'27. Includes many alignments indicated on a 1924 Cochise County map as I have no reason to believe any of these routings were bypassed until the 1st flurry of new road construction circa 1927/28. Includes scattered fragments of the Bankhead Highway (BHH) and Broadway of America (BOA).
- >>> indicates a related note in the far right 'Notes' column. I will also identify segments of Possible 80 here-roads that due to their general routing, nomenclature, proximity to current roads and/or other clues, 'could' be an earlier incarnation of 80, but remain unverified.

Note: If I do not indicate a 'Newer' or 'Older' routing through any given area, it generally means that I have no evidence that these routings differed in any significant way from the earlier routings and therefore just overlaid the old road.

Newer 80 (1953 on)	Older 80 (1937-52)	Historic 80 (1928-1936)	Original 80 (1926-'27)	Notes & Possible 80
			Pick up Arizona 80 at the New Mexico border and follow it to the curvy, hilly areas around Cazador.	

<p>AZ 80 west right past Douglas.</p>	<p>same</p>	<p>By 1928, AZ 80 past Cazador...  on into Douglas...  all the way to Washington south, to 10th St, over to G St and out on AZ 80. -or- -Take Avenue 'A' into town, a right onto 10th St. to Avenue 'G'.&gt;&gt;&gt; -G St. to AZ 80 then west.</p>	<p>Just north of Silver Crrek road east of Cazador, a cut off segment of the old BHH lies on the north side of the tracks &gt;&gt;&gt; where the tracks dip furthest south...ties back into modern AZ80 at MM382.4...back to AZ80.  Just west of Cazador as 80 veered back to the SW, the old BHH and original 80 crossed the RR tracks and stayed on the west side of the tracks &gt;&gt;&gt; all the way into Douglas. This road is known today as N. Pink Rock Road, then Lois Lane, then further south, Lee Station Rd. &gt;&gt;&gt;  -Take a (now non-existent) hard right turn onto Washington, then a hard left turn south also onto Washington. -Washington to 12th. 12 to G St, west on AZ 80 (16th St.).&gt;&gt;&gt;</p>	<p>(private property-undrivable today)  abandoned and impassable-except for a couple of ranch access roads such as Pink Rock Ranch Rd (at MM378.3 and keep veering to the SW-4 Wheel or very high clearance only). Across a teens era bridge by Lois Lane and out at Cazador Tr ). Old road impassable from here south). A short segment heading back north from Lee Station Ranch Road.  Originally, Hwy 80 went under the RR tracks turning west out of Douglas.  Unsure of when the 'A' avenue change occurred.</p>
			<p>-AZ 80 west then NW past the junction of Double Adobe Road (&gt;&gt;&gt;) coming in from the</p>	<p>Note the 1934 concrete arch bridge just before</p>

	<p>1947 AZ 80 around the wider sweeping curve back to the SW...</p> <p>1947 AZ 80 back SW then west into Saginaw.</p>		<p>NE...</p> <p>-Look for a short segment of original 30's era concrete just past the concrete bridge &amp; the junction of Double Adobe Rd. Can drive 1/10 mile before private property.</p> <p>Between this big curve and Saginaw, look for segments of inaccessible 1930's 80-1st on the south, then north side of the road &gt;&gt;&gt;.</p>	<p>this intersection!</p> <p>This area rebuilt 1947-48.</p> <p>Coming into Saginaw, watch for Arizona St. to veer off to the SW. A glance over your right shoulder will provide a glimpse of 1930's 80 merging back into the newer road.</p>
	<p>1947 AZ 80 into Bisbee</p>	<p>in Saginaw, take the Old Douglas highway past the Shady Dell to the 'roundabout' intersection, then follow AZ 80 NW into Bisbee.</p>	<p>-Old Douglas Hwy straight across 'roundabout' to Erie St &gt;&gt;&gt;.</p> <p>-A right turn at the Queen Mine to rejoin AZ 80</p>	<p>Erie St. bypassed by 1937.</p>
<p>At the 'Y', veer left to follow 1957-58 80 up a gentle incline...&gt;&gt;&gt;</p> <p>&amp; through the Mule Pass tunnel (except for the tunnel-boring!)</p> <p>1957 as-builts show modern 80 following a much straighter route leaving many very small cut-off twists...watch for</p>		<p>At the top of Mule Pass, veer right to take N. Old Divide Rd. back down to meet AZ 80.</p> <p>-1930's 80 'basically' followed the same route as modern 80, but a lot twistier.</p>	<p>-At the 'Y' with 1958 80, stay right.</p> <p>-Early 80 masquerades first as Naco St, then Main St, and continues on up the twisty hills out of town as Tombstone Canyon, West Blvd. and finally as Old Divide Rd.</p> <p>-Climb to the top of Mule Pass, then veer left at the top (now inaccessible after 1/2 mile) .&gt;&gt;&gt;</p> <p>-Meets back with AZ80 as Guest Rd. (private property).</p> <p>-many of the small cut-off segments of road you see</p>	<p>nice pull-out with a scenic Bisbee view available.</p> <p>Original 1913 alignment. Hike only.</p> <p>verified by a 1924 Cochise County</p>

<p>them between here &amp; the junction of AZ90.</p>			<p>dipping up &amp; down on the left side of the road are original BOA &amp; BHH remnants. &gt;&gt;&gt;          -original 80 crossed to the right side of the road around MM334.25 &gt;&gt;&gt;&amp; rejoined where you see the pole line coming in from the right just south of AZ90.</p>	<p>map          watch for the old pole line by the old RR tracks on the right as you approach AZ90.</p>
	<p>AZ 80 through town (Fremont St again).          and north past AZ 82 junction</p>	<p>Follow AZ 80 on into Tombstone.          Through town on Allen St to follow the curve on Summer St. and north out of town on AZ 80.</p>	<p>-North of AZ90 1 mile, the BHH route veered off to the right for a short spell...          1 mile north of Wanagi Ranch Rd., look for original 80 &amp; the BOA routing veering off to the left...to rejoin around MM320, then off left again to come into the south side of town known as "The Old Bisbee Highway". &gt;&gt;&gt;          Into Tombstone on Fremont St., then south on 1st to follow Allen St. NW out of town past the Scheiffelen Monument. &gt;&gt;&gt;          A turn north across the desert and AZ 82 (near MM66) to eventually rejoin newer 80 right at MM309 &gt;&gt;&gt;</p>	<p>just on the n side of the 'river'          look for the corral (left)          Be sure to take the Old Bisbee Highway south for a short stretch to see a great Luten arch bridge (private property-stay on the gravel road)!          BHH routing. Road not maintained past monument. This routing bypassed by 1928.          The old ruts are visible coming over the hill to the eastbound traveler by MM309</p>
<p>Circa '57, newer 80</p>		<p>Routing broadened into a wide sweep</p>	<p>Just over wash near MM308, follow asphalt west. BHH</p>	<p>1956 as-builts show the proposed bypassing of Curtis</p>

<p>through the big rock cut. &gt;&gt;&gt;</p>		<p>now know as Curtis Flats Rd (inaccessible-private property).</p>	<p>route then veered north, look for glimpse of old broken bridge over wash at MM306. Road tied back into newer 80 by MM305.5.</p>	<p>Flats Road. You can catch glimpses of orig 80 on the hillside west of modern 80 through here.</p>
	<p>Newest bridge in the 60's.</p> <p>same</p>	<p>-with another small straightening and another bridge circa '34. &gt;&gt;&gt;</p> <p>same</p>	<p>-North of Curtis Flats into St. David, 1924 county maps and 1927 as-builts show no real changes, except for some straightening by the San Pedro River.</p> <p>-North on 80 towards Benson.</p>	<p>Though seemingly obvious, Apache Powder Rd. from Escalante Crossing was probably an early BHH &amp; BOA routing, but is shown as a county secondary road even on the 1924 map.</p> <p>The original bridge embankment can still be seen on the SW side of the modern bridge with the matching road on the other side.</p>
	<p>same</p> <p>curve bypassed by</p>	<p>-1929-30 revision moved road to modern roadbed.</p> <p>-</p> <p>Business 8 through Benson</p> <p>same</p>	<p>-Approaching Benson, look for a 1929 culvert bridge just west of the current road near MM 295.5 (at W Post Ranch Rd.)</p> <p>-Original Rd. kept veering slightly more NW than existing road...eventually tying into St. David Dr., then Catarina St. which curved over into Gila St to Business 8 through Benson. &gt;&gt;&gt;</p> <p>-Old Road overlaid by I-10 eastbound, then curved south to become south frontage at exit 302.</p>	<p>This routing "to be abandoned" per a 1929 as-built.</p> <p>-Before road was marked as private, I walked it. Still had wooden posts and solid stripe as of 2001.</p> <p>-Possibly veered</p>

	<p>1937.</p> <p>I-10 to exit 289 (Marsh Station Rd.)</p>		<p>-south frontage west of exit 302 ~ 1 mile, then a large sweeping curve to the SW (now private &gt;&gt;&gt;) to tie back into modern I-10 around MM299. &gt;&gt;&gt;</p> <p>-becoming I-10 westbound lanes, crossing to eastbound lanes by the Pima County line, to quickly become the westbound lanes again! &gt;&gt;&gt;</p> <p>I-10 to exit 289 (Marsh Station Rd.) &gt;&gt;&gt;</p>	<p>west and tied into S. Smith Ranch Rd. back north, but road obliterated now.</p> <p>Several sets of as-builts show a confusing overlay of 1950's 4-lane 80 on top of 1930's-50's 80 on top of original 80 all the way from Benson to SE Tucson. *For the most part*, original 80 'tended' to be in the median or I-10 westbound lanes. newer 80 the I-10 eastbound lanes.</p>
<p>1953 80-generally became I-10 eastbound lanes per as-builts between exits 289 &amp; exit 281.</p> <p>same as 1940's</p> <p>-short segment of 1950's 4-lane 80 north frontage between Wilmot &amp;</p>	<p>same</p> <p>same</p>	<p>-Take exit 289 (Marsh Station Rd.) NW and...</p> <p>follow it's loop over the terrific 1921 Cienega Creek bridge (great photo op). Unknown when this road was laid down-sometime in the 30's.</p> <p>same</p>	<p>-Take exit 279. Old roadbed to S of existing then ties back in</p> <p>-At MEMCO quarry site, old road veered off to the SW where the road stays to the south all the way to Zoo Stage Rd.</p> <p>-Zoo Stage Rd is a cut off curve of old road, crosses back to S side of road at west end of Zoo Stage.</p> <p>-where it merged to cross the 1921 Cienega creek Bridge</p> <p>-Then veered south (east) of the present Rd. almost all the way to I-10 before veering west to cross the present Rd.</p> <p>-and immediately</p>	<p>The Old Vail Road between the two RR tracks heading NW out of Vail was the old road until the 1921 re-routing. This old roadbed has been re-used a a gas pipeline tract, but can be glimpsed from here all the way into SE Tucson north of old 80.</p>

Valencia roads (exits 269-267).		-short segment of 1930's 80 east from Kolb Rd. (S frontage).	<p>curved SW to parallel the existing road to the I-10 junction.</p> <p>-Follow the north frontage west past exit 279 where it will dead end just after a 1930's concrete bridge.</p>	
<p>4-lane improvements</p> <p>6th became 1-way northbound, Stone 1-way southbound just north of downtown.</p> <p>same</p>		<p>same</p> <p>By mid-Thirties, veer left where Stone merges with 6th Ave. (not possible as Stone is now 1-way southbound).</p> <p>same</p>	<p>-Exit 267 (Valencia Rd.) south, immediate right (W) on Benson Highway (westbound lanes).</p> <p>-past one block jog west (L) at Irvington then immediate right</p> <p>-right at Park under I-10, immediate left on north frontage to 6th Ave</p> <p>-Right (N) on 6th Ave. into downtown. &gt;&gt;&gt;</p> <p>-West (L) on Congress</p> <p>-North (R) on Stone.</p> <p>-West (L) on Drachman, around curve, and follow Oracle north out of town. &gt;&gt;&gt;</p>	<p>I have a 1927 Tucson City map which seems to confirm that the 6th to Stone to Drachman to Oracle has been the main thoroughfare from 1927 onward (was Stone to Speedway to Main to Oracle), but two 1928 maps show otherwise.</p> <p>-Original intersection obliterated by the I-10 interchange.</p> <p>-Original Oracle was approx. 1/2 block west of modern Oracle.</p> <p>Only a couple alleys of this original Oracle remain.</p>
			<p>-North of Tucson, veer left onto AZ79 at the AZ77 - AZ79 'Y' junction. Follow</p>	<p>A 1930's era BOA map shows that routing going NW along I-10 to Eloy, then up through Coolidge to Mesa.</p> <p>-Per 1941 Std. Oil &amp; Phillips 66 Arizona maps, the stretch between Oracle Junction and Florence was still not paved!</p>

<p>AZ79 all the way to Florence circa mid-sixties</p> <p>new alignment bypasses downtown Florence.</p>	<p>AZ 79 roadbeds re-built in 1939-41 as evidenced by the many culvert markers.</p>	<p>Bus AZ 79 through Florence.</p> <p>same AZ 79 with the 1941 new roadbed laid down.</p>	<p>AZ 79 north to MM99        -just past MM99, orig 80 veered right, entered the state trust land, then veered back NW past E Panther Butte Rd at MM100 (look for it on bluff hillside to the east, but is private property) to rejoin around MM104.        -AZ79 to Florence.</p> <p>-Follow Bus 79 through Florence, stay north onto Main through the old strip buildings, then a right onto Ruggles (old 5th St. &gt;&gt;&gt;) to again rejoin AZ79 to cross the Gila River bridge. &gt;&gt;&gt; (note-by '28 or '29, Main St. bypassed in favor of Bus. 79 routing).</p> <p>-AZ 79 north to Florence Junction &amp; the junction with U.S. 60. &gt;&gt;&gt;</p>	<p>As always the case, old BHH &amp; orig 80 a lot twistier. MOST cutoff segments just immediately to east of modern road. Watch for it in washes &amp; dips. For example, old culverts can be seen at mile markers 96.3/97.6.</p> <p>Ruggles verified by 1927 Auto Blue Book.</p> <p>-The bridge was originally constructed on the same spot by prison labor in 1915.</p> <p>-The original routing *may* be just east of the modern routing just north of the Gila River (Military Reservation-no access). Short cutoff curve to west side of road viz from E. AZ Farms Rd.</p>
	<p>same</p>	<p>By 1934, the old road was bypassed by the cut-off segment of 80 per county maps.</p>	<p>-UNDER the new (2004) interchange &amp; overpass, then left on old U.S. 60/80.        -immediate right onto El Camino Viejo (the Old Road) past the small hill</p>	<p>Where you veer back SW onto the</p>

			<ul style="list-style-type: none"> <li>-over the great Luten arch bridge, over another concrete bridge to veer left onto the gravel and rejoin U.S. 60 westbound.</li> <li>&gt;&gt;&gt;</li> <li>-U.S. 60 west to join the 'Old West Highway' into Apache Junction.</li> </ul>	<p>gravel, you can see where the old road went straight and rejoined 60 further west</p>
--	--	--	--	--

Phoenix: Believe it or not, old 80 really hasn't changed much in the huge metro area. Indeed, Apache, Main, Van Buren and Buckeye Roads were already the 'main drags' even by the publishing of the 1913 Arizona Good Roads book-the 1st effort to capture Arizona's emerging road network.

	<p>same as 1931</p>	<p>same</p> <p>1931-stay on Apache, to Mill</p> <p>(1931 &amp; ON) to cross the Salt River on the new 1931 bridge (now 1-way southbound).</p> <p>-swing west onto Van Buren all the way to downtown Phoenix (Central Ave.)</p> <p>-South on 19th Ave past the old Capitol, under the RR overpass, and west on Buckeye Rd.</p> <p>-Buckeye Rd. (will become County 85) west all the way to Avondale.</p>	<ul style="list-style-type: none"> <li>-In Apache Junction, follow the road as it veers due west and becomes Apache Trail.</li> <li>-road will become Main St. as you approach and pass through Mesa.</li> <li>-Main becomes Apache as you approach Tempe</li> <li>-At McClintock Dr., turn right (N)</li> <li>-left (W) onto 8th</li> <li>-right (N) onto Rural</li> <li>&gt;&gt;&gt;</li> <li>-Left (W) on University</li> <li>-right (N) onto Mill</li> <li>-left on Rio Salado Parkway, then a right (N) onto old (built 1911-13 by convict labor) Ash Ave. bridge to cross the Salt River. &gt;&gt;&gt;</li> <li>-swing west onto Van Buren all the way to downtown Phoenix (Central Ave.)</li> <li>-West past downtown on Van Buren al the way</li> </ul>	<p>original road went through ASU grounds on Stadium Dr. to tie into 5th to Mill.</p> <p>Old bridge remains can be seen at Tempe Beach Park.</p> <p>ALT 80: By the 40's an Alt 80 went to 19th Ave. south to Buckeye Rd.</p>
--	---------------------	---	---	--

			<p>out to 107th Ave.          -South on 107th Ave to cross the RR and join Buckeye Rd (County 85) west to Avondale.</p>	
	same	<p>stay on County 85 as it veers SW</p> <p>and on into Buckeye.</p>	<p>In Avondale (can't miss the 1930's RR trestle bridge-right at MM179), just as County 85 veers SW, immediate right on Dysart, immediate left onto Yuma          -Yuma past the airport, south on Perryville Rd. to rejoin County 85.          -County 85 into Buckeye.</p>	
<p>same</p> <p>sometime in late 50's, AZ85 opened, bypassing the 1921 Gila River bridge routing (don't bother-nothing there-boring) down to Gila Bend.</p>	<p>same</p> <p>instead of Hazen Rd., continue to junction with "Old Highway 80" and head west</p>	<p>stay on County 85</p> <p>same with minor straightening on washes south of the Gila River.</p>	<p>-as County 85 comes into Buckeye proper, the road curves south then west. Catch the short narrow concrete curve that identifies original 80. &gt;&gt;&gt;          -west out of town on County 85 to meet AZ85. Turn south.          -1 mile then right (W) on Hazen Rd.          -1.5 miles, then south on Wilson Rd. to meet Old U.S. Highway 80          Old U.S. 80 west, then south past Arlington to cross the Gila River on the great 1927 bridge. &gt;&gt;&gt;          -on into Gila Bend.</p>	<p>&amp; see 'Hobo Joe'!</p> <p>Prior to 1924, the old road took a tortuous journey across the desert to Agua Caliente and ultimately into the NE side of Wellton where it rejoined the RR</p> <p>circa 1924, the BHH, BOA &amp; OST were rerouted across the apron of the 1921 Gillespie Dam.          -the completion of the 1927 Gila River</p>

				bridge south of Arlington made this much easier., -Between MM17-18 is an abandoned bridge in ruins over a wash. Past this ruined bridge, watch the right hand side for a low concrete block housing a 1927 survey marker! Another sure indicator this was the original road.
			Gile Bend -Right Turn at Business 8 then Bus 8 through town.	The old Stout Hotel downtown is a sure fire indicator that this has always been 80.
		Newer 80 I-8 eastbound lanes (verified by 'as-built').	-West end of town, straight under I-8 to take south frontage west. >>>  -south frontage to exit 102 (Piedra & Painted Rocks) -on to I-8 west to Sentinel (eastbound lanes actually)  -Take exit 87 for a short stretch of north frontage past the old Texaco -I-8 west to exit 78 (Spot Rd.) >>>  -Take I-8 exit 78 (Spot Rd.) south frontage west >>>	An old concrete bridge just west of Citrus Valley Rd. and several 1936-1961 survey markers indicate the south frontage between here and exit 102.  newer (1950'S) 80 eastbound lanes. Older 80 often in median and sometimes visible around MM81-79  Look for the old train water tank at Aztec.
		Newer 80 (south frontage) keeps going straight towards Dateland and parallels	-About I-8 MM72, old 80 veers away from interstate. -Immediately, watch for original 80 to veer south, then	where old 80 rejoins about 1 mile east of Dateland.

		<p>original 80 for a three mile stretch just east of Dateland.</p> <p>Straight past Dateland onward to the SW along the RR. &gt;&gt;&gt;</p> <p>Same</p> <p>Newer 80 I-8 eastbound lanes</p>	<p>parallel newer 1930's 80 for a three mile stretch. &gt;&gt;&gt;</p> <p>-1950's 'as-builts' show old 80 as having gentle curves as it approaches/leaves Dateland then straight out of town.</p> <p>-Old 80 subsumed by I-8 eastbound lanes ~ I-8 MM61</p> <p>-Per 'as-builts', around I-8 MM's 59-58, original 80 curved slightly north of newer 80 where it ran in what is now the I-8 median (where it's been obliterated).</p> <p>I-8 to exit 54 and Mohawk Pass (north frontage). Take road west up the pass.</p> <p>&gt;&gt;&gt;</p>	<p>You can drive this old road for ~ 6 miles, then you will have to backtrack to Dateland to get on I-8 westbound.</p> <p>Road now conveniently called "Old Highway 80"</p>
	<p>Straightened completely.</p>	<p>"Old Highway 80" up the pass. Built 1936&gt;&gt;&gt;</p> <p>same, but smoother</p>	<p>There at least two old incarnations of 80 weaving their way through the pass. &gt;&gt;&gt;</p> <p>Just beyond the pass, original 80</p>	<p>Look for these old routings to the left by the RR then as wind up the hill.</p> <p>-watch for 1936 80 (unreachable) to stay on your right as the modern road veers left. It will then cross back over the road then swing back in from your left as you reach the summit.</p> <p>This 1930's version is easily accessible by foot (just over the guard rail) at the top. Just a 100 feet down the hill, watch for an old station</p>

	same	same	<p>slightly more wavy...1st to the north, merges with new 80 at 1 mile, then south by RR where it runs smack into the junkyard that is the 'town' of Owl.&gt;&gt;&gt; These segments are not drivable.</p> <p>modern 80. &gt;&gt;&gt;</p> <p>Old 80 through Tacna,</p> <p>On to Wellton -In Wellton, an abandoned stretch of original 80 can be had by taking Dome St. south to Arizona Ave back east as far as possible (road not maintained). -Arizona Ave back west to rejoin modern 80.</p>	<p>site with the concrete slab and pit (careful!) visible.</p> <p>The town of Owl is the trailer and junkyard on your left. Original 80 can be reached by a couple of dirt roads just east of Owl.</p> <p>Unsure of when Arizona St. was bypassed.</p>
<p>Circa 1958, the Ligurta RR Underpass was built bypassing the old Hwy 80 alignment from Dome valley Road and along the south side of the RR.</p>	same	<p>By 1928: East of Ligurta and just east of the canal but just west of where the RR heads due west, old 80 veered west on the north side of the RR -to cross over the RR due south of the Ave 20E (Dome Valley Rd) where it</p>	<p>Just east of Ligurta &amp; the 1941 Wellton-Mohawk Canal, original 80 made a loop down to the RR and back up to meet Dome Valley Rd (Ave 20a). This old road can still be seen angling back in from the SE at this junction.</p> <p><u>***1927 routing only***</u> (bypassed by 1928)&gt;&gt;&gt;</p> <p>Just past the Wellton - Mohawk canal and a large concrete bridge, veer NW onto paved Ave. 20E &amp;</p>	<p>UNPAVED! Dry weather and high clearance vehicles only. Sedans OK if go slowly ( I've made it twice!). Warning, no services and rough road for 16 miles! For the "must see every inch" enthusiast only.</p> <p>-'As-builts' show that Ave 20E was not the original road, but that road (right by RR tracks)</p>

	<p>the Border Patrol checkpoint MAY be an incarnation of 1930's 80)</p> <p>same</p>	<p>followed the RR on the south side to swing up to the barn at Ligurta from the SE.</p> <p>-I-8 through Telegraph...see below</p> <p>(The original road generally followed the canyon floor/wash and is now the general path of I-8 eastbound lanes until the I-8 lane crossover, then the westbound lanes to the top of the pass...)</p>	<p>zero odometer &gt;&gt;&gt; -1 mile at the 'Y' as pavement heads north, veer left onto gravel. Ignore other gravel roads and keep veering west towards the RR tracks at every chance. -Follow the gravel NW along the RR tracks for ~ 7 more miles to the ruins and concrete slabs that once were Dome. (at odometer 8.1 miles). &gt;&gt;&gt; -Follow the road as it keeps veering to the west between the RR and the canal. &gt;&gt;&gt; -west past the construction offices which comprise Kinter (road will become asphalt) -to cross Hwy 95 and onto Madonna Ave, looping south to rejoin Hwy 95 south (becomes private property after .6 miles- backtrack req'd). &gt;&gt;&gt; -Hwy 95 south past Blaisdell -where Hwy 95 heads due west, the old Yuma-Phoenix Rd. followed the RR tracks down past Araby (inaccessible) &gt;&gt;&gt;</p>	<p>is not passable today.</p> <p>-Dome once had several adobe structures-only part of one remains.</p> <p>-Just past Dome, watch on the left for a 1927 geodesic marker and a 1910 RR arch bridge as the road keeps gradually turning to the west.</p>
<p>same</p>	<p>same</p>	<p>then back to the eastbound I-8 lanes to down towards Yuma (the south frontage by</p> <p>(The above 1928 path was widened &amp; improved with a 1931-32 paving effort)</p>	<p>Look for the cement trucks to the west of modern Hwy 95.</p>	<p>except for a short stretch accessed via Avenue 9e north past the RR tracks.</p>
<p>same</p>	<p>same</p>			<p>BHH/OST factoids! &gt;Prior to 1923-24, the old Yuma-Phoenix Hwy came down past Blaisdell along the RR as described. &gt;The road then angled NW just immediately east of Araby Road where it</p>

same, except  
continue straight on  
4th St. past Yuma  
Landing State park  
to cross into  
California on the  
1956 Colorado  
River bridge.

Exit 14, south  
frontage is old  
80...with the nice  
1932 Fortuna wash  
bridge just east.  
You can see how it  
angles out of I-8  
eastbound.

south frontage to  
exit 9, then Bus 8  
into Yuma.

-just past 10th St  
heading north into  
D-T Yuma, veer  
right at the 'Y' onto  
Orange St, >>>  
-north on 3rd  
-veer right onto  
Orange again  
-north on 1st Ave  
-right on 1st St. to  
cross the 1915  
Ocean to Ocean  
Highway bridge!

Early 30's 80:  
by early 30's, stay  
on Bus 8 (4th St. all

merged into 24th  
and west.

>A couple of jogs  
north and south and  
then a turning NW  
to come into SE  
Yuma in the vicinity  
of Pacific & 18th  
streets

>NW across two  
sets of tracks to tie  
into Walnut, 10th,  
1st then back over  
to Main and up into  
downtown Yuma.

>Circa 1923/24, the  
routing changed  
due to the re-  
routing and  
consolidation of the  
RR's through the  
area. See the 1923  
RR bridge across  
the Colorado River.

At this point, the old  
road followed the  
RR all the way  
down to Araby  
Road where it went  
south across the  
RR tracks and then  
followed the Bus 8  
alignment west to  
north on 4th.

>This would  
become original 80  
in 1926.

>Old road along the  
RR to Araby Road,  
then south across  
the RR to 32nd Ave  
and west (Bus. 8).

>North on 4th  
>just past 10th St  
heading north into  
D-T Yuma, veer  
right at the 'Y' onto  
Orange St.

>north on 3rd  
>veer right onto  
Orange again  
>north on 1st Ave  
>right on 1st St. to  
cross the 1915  
Ocean to Ocean  
Highway bridge!

the way to 1st. St.,  
then a right to the  
1915 Ocean to  
Ocean bridge &  
California.

From here, [California awaits!](#)

I hope these driving directions helped you out. They are by no means the definitive answer, as these directions are the result of my personal endeavors and do not come from AZDOT.. However, with the amount of 'as-builts', county maps I've studied (and digitally copied) along with actual road work I've been able to accomplish, I'm confident that I've captured a good 90+ percent of all Highway 80 evolution in Arizona. Some of those 1920-mid-thirties records just don't seem to exist any more. If you know of factual errors, or can help 'flesh out' areas of the state, please feel free to drop me a line through my web and I'll be sure to incorporate any new info here!

Good luck, and keep exploring your world!

Jeff

[ [Home](#) ] [ [Up](#) ] [ [Route 66](#) ] [ [Highway 80](#) ] [ [Highway 99](#) ] [ [Highway 101](#) ] [ [America's Roads](#) ] [ [Links](#) ]  
[ [Ordering Info](#) ] [ [Broadway of America](#) ] [ [The BOA thru the SW](#) ] [ [Iowa's LH](#) ]