

Timeline of Alignments Entering Missouri from Illinois

1926: US 66 enters Missouri via the McKinley Bridge (green/red).  
 1929: US 66 moves to the Municipal-MacArthur Bridge in East St. Louis (orange), and proceeds to the red/green route via Chouteau.  
 1929: "Optional" US 66 is established from the McKinley Bridge via Salisbury, Natural Bridge, and Vandeventer (green/red & turquoise).  
 1931: "Optional" US 66 is moved to the 13th St. route (turquoise).  
 1933 (Aug. 5): US 66 is relocated from Chouteau onto Tucker (blue, bottom of map), following 10th and Hickory from the Municipal Bridge.  
 1936: US 66 moves to the Chain of Rocks Bridge (Magenta, Map 9), and "City" US 66 is established (turquoise, Florissant Ave., and blue, the former 1933 mainline); "Optional" 66 on 13th and Tucker is removed.  
 1956: US 66 moves to the MLK-Veterans Bridge (pink), following the newly completed 3rd St. Expressway to a merging with Tucker at Gravois (Map 4). The 1936 Chain of Rocks /Lindbergh Blvd. alignment becomes "Bypass" US 66. "City" US 66 now ends at Gravois (Map 4).  
 1963: "City" US 66 is removed.  
 1965: "Bypass" US 66 on the Chain of Rocks alignment is removed.  
 1969: US 66 is moved from the MLK-Veterans Bridge (pink) onto the I-55/I-64 Poplar St. Bridge. (Because this was built as an interstate, the bridge crossing is not color coded.) The pink route initially connected with the Gravois/Watson Rd. route (Map 4). In 1975, that route also moved onto I-44/I-55. In 1976, US 66 made its last appearance on the state highway map.

"Optional" US 66 1929-1931

"City" US 66 1936-1963

US 66 1926-1929  
 "Optional" 66 1929-1936

US 66 1926-1929

ST. LOUIS

Note:  
 US 66 on Chouteau is the 2nd mainline route (orange). Tucker south of Chouteau is the 3rd (blue) beginning at 10th. The 4th (magenta) first appears on Map 9. The 5th (pink) crossed the MLK Bridge, and the 6th was a short move to the Poplar St. Bridge (not color coded).

"City," "Bypass," "Optional," "Alternate," and "Business" routes all use the same color code (turquoise). The unusual "Optional" route (found only in St. Louis and Venice, IL) first followed Salisbury, Natural Bridge, and Vandeventer. The second "Optional" route followed Blair, 13th and Tucker from 1931-1936, when it was removed.

Note:  
 Various tour books and maps of the era cite variances of the alignments depicted here for both mainline and "Optional" 66. The routes featured reflect those that most often appear on official documents. The whole truth may never be known.

Note:  
 The 1931 "Optional" 66 was extended south of Chouteau to Hickory in 1933, connecting to the new mainline route (blue).

Note:  
 The blue route on 10th, Hickory, and Tucker was US 66 from 1933-1936. It then moved to the Chain of Rocks alignment until 1956, when it returned via the pink route. The two joined at Gravois (Map 4).

Note:  
 By 1933, the turn onto 9th from the McKinley Bridge (green/red) was changed to a divided access (red).

Note:  
 Some maps show "Optional" 66 on Palm St. rather than Hebert.

"Optional" US 66 1931-1936

"City" US 66 1936-1963

"City" US 66 1936-1963

"Optional" US 66 1931-1936 (initially ended at Chouteau)

US 66 1956-1969

US 66 1969-1976 I-55/I-64

US 66 1956-1975

Note:  
 Mapping for the St. Louis metro will proceed from this map as follows:

- 1) Continuing westward on the 1926 route (green/red) to the 1936 route at the junction with US 67 (Kirkwood Rd.).
- 2) Continuing westward with the 1933 route and the 1956 route (bottom of the map) to the junction with the 1936 route at US 67.
- 3) Following the "City" route (turquoise) north on Florissant to the 1936 Chain of Rocks Bridge alignment and then west and south to its junction with the 1933 route at Watson Rd.