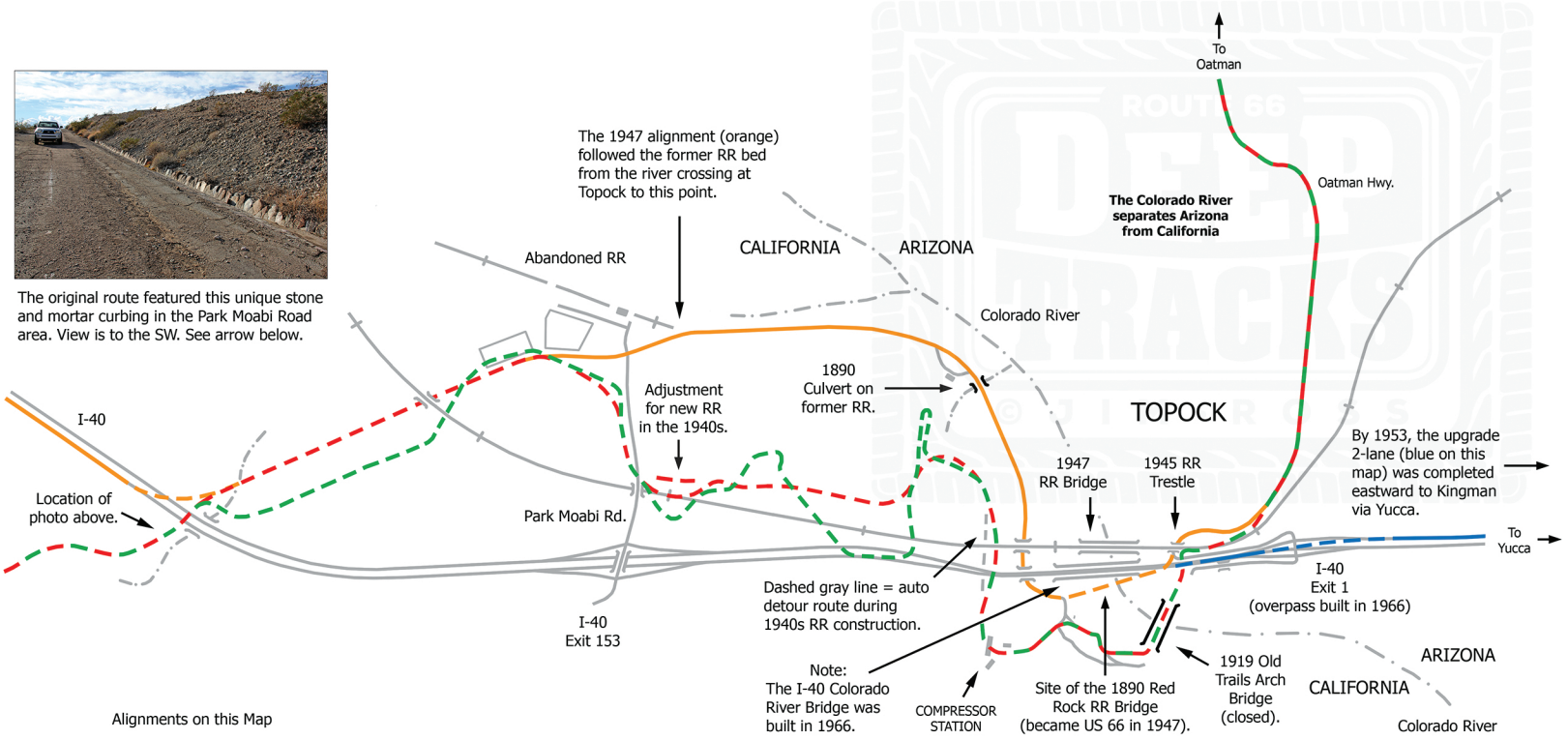
The original route featured this unique stone and mortar curbing in the Park Moabi Road area. View is to the SW. See arrow below.




Alignments on this Map

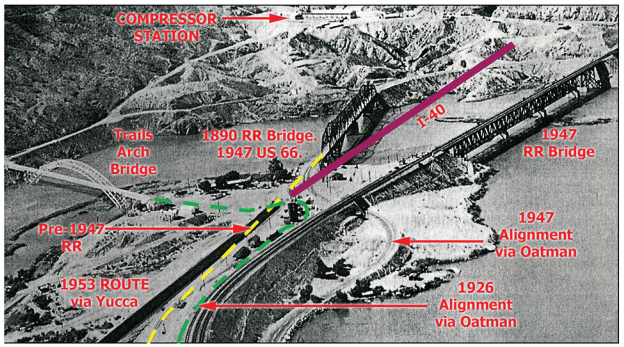
Green: Original route prior to paving.

Red: First paved alignment, which improved the serpentine path of the green route.

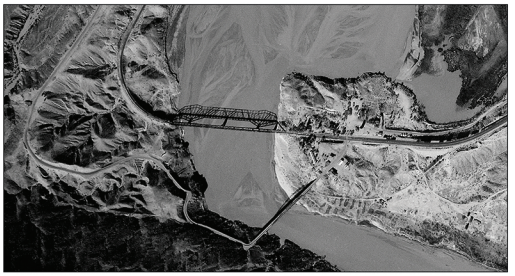
Orange: 1947 upgrade, which adopted the 1890 Red Rock RR bridge (dashed orange line) and railroad bed, bypassing the Trails Arch Bridge. This followed completion of new RR tracks and a new RR bridge on the north side of today's I-40.

Blue: 1953 route from Kingman via Yucca, following the path of future I-40. This route bypassed the twisting original route through the Black Mountains via Oatman.

Note: The final US 66 alignment into California from Arizona crossed the 1966 river bridge and followed I-40. Because it was built for the interstate, it is not color coded.




A 1953 birds-eye view shows the new 2-lane (black) arriving from Kingman via Yucca on the path of future I-40, lacking only its connection with the 1947 alignment at the Red Rock Bridge. Photo Unsourced.



This 1936 aerial photo shows the original 2-lane alignment at Topock, where it paralleled the RR on its north side and then curved across the tracks to reach the Trails Arch Bridge (bottom center of photo). The RR crossed the 1890 Red Rock Bridge, which is casting a large shadow on the river. US 66 adopted the Red Rock Bridge in 1947.