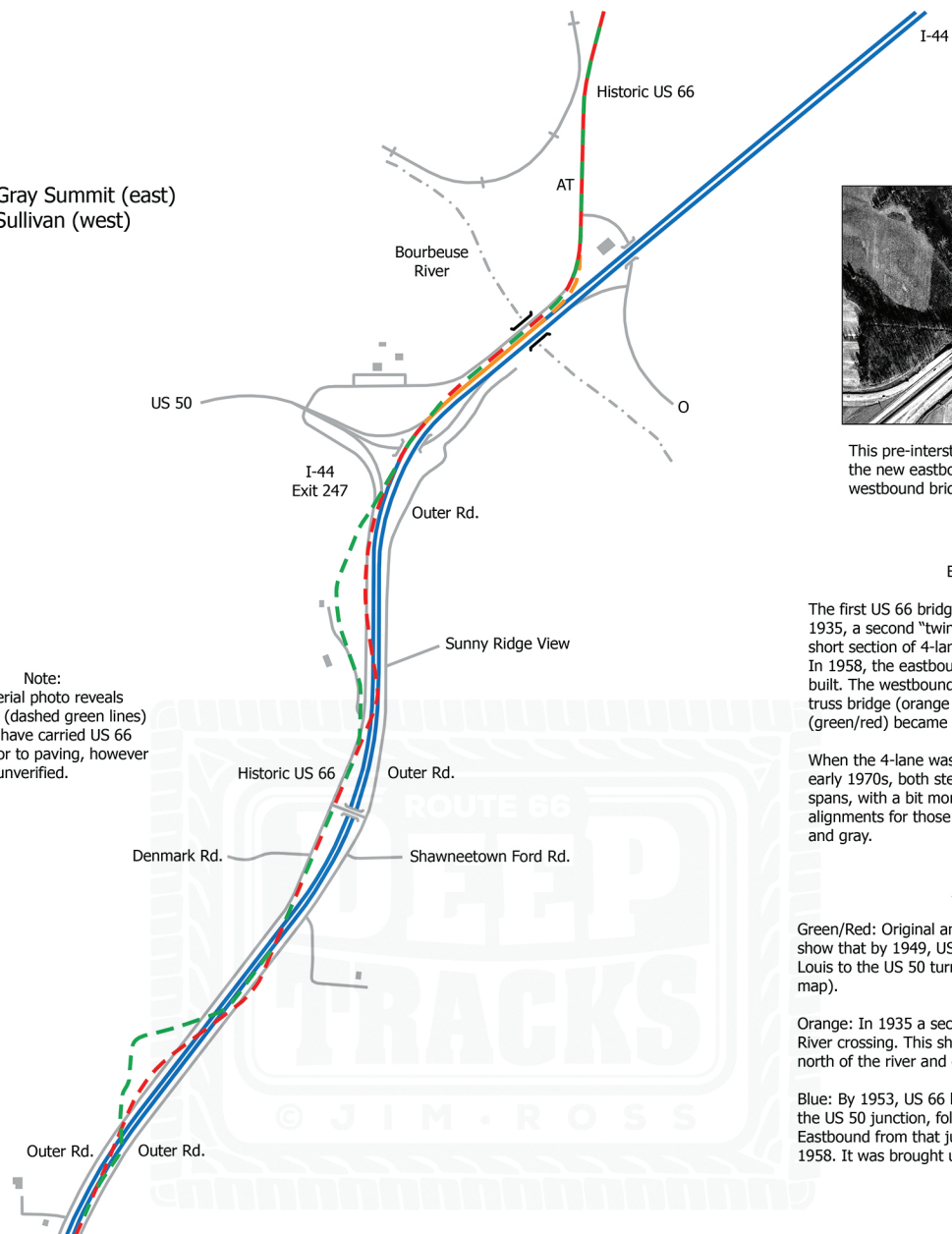


Between Gray Summit (east)
and Sullivan (west)



Note:
A 1945 aerial photo reveals
pathways (dashed green lines)
that may have carried US 66
traffic prior to paving, however
they are unverified.



This pre-interstate aerial of US 66 from 1967 shows the new eastbound bridge and the annexed existing westbound bridge for the 4-lane alignment.

Bourbeuse River Bridges

The first US 66 bridge here was built in 1925 (green/red). In 1935, a second "twin" bridge (orange) was added, creating a short section of 4-lane. Both were steel "through" truss designs. In 1958, the eastbound bridge for the new 4-lane (blue) was built. The westbound half of the new 4-lane annexed the 1935 truss bridge (orange alignment), while the 1925 truss bridge (green/red) became part of the service road (Hwy. AT).

When the 4-lane was upgraded to interstate standards in the early 1970s, both steel truss bridges were replaced with flat spans, with a bit more separation added between them. The alignments for those bridges are depicted on the map as orange and gray.

Alignments on this Map

Green/Red: Original and first paved alignments. USGS Topo maps show that by 1949, US 66 had been widened to 3 lanes from St. Louis to the US 50 turnoff just west of the Bourbeuse River (this map).

Orange: In 1935 a second bridge was added to the Bourbeuse River crossing. This short 4-lane section of highway began just north of the river and ended at the point where US 50 turns west.

Blue: By 1953, US 66 had been expanded to 4 lanes westward from the US 50 junction, following the path of future I-44 (double blue). Eastbound from that junction, the 4-lane was not completed until 1958. It was brought up to interstate standards in 1973.