

Alignments on this Map

Green: Original route prior to paving. Note that the McCabe / Bluegrass Rd. portion is not proven. It is possible that the green route jogged back to the red route on Washington and proceeded from there to the green route at Old Hwy. 125. A 1928 paving project bringing the red route eastward from Springfield (Map 72) ended at the Webster Co. line to the east of Strafford, but a road may have already existed there, as was the case with the existing green/red route eastward from Jefferson.

Red: First paved alignment, bypassing the green route through the busines district.

Orange: Lanes added in the 1950s to create a 4-lane highway, using the green/red route for its eastbound half where it enters the map on the right. The 4-lane initially terminated where the original route curves to enter Strafford. Westward from that point, all new lanes for I-44 were constructed by 1959, entering the map from the left and progressing eastward to connect with the existing orange & green/red 4-lane (dashed gray lines). The green/red route was severed there until later being reconfigured as the service road. US 66 signage moved onto the emerging interstate at that time as far west as Exit 80 (Map 72) and the green/red route west from Exit 84 (next map) became Bus. 66 into Springfield.

Note: By 1970, new lanes (gray) were completed alongside the orange route east of Strafford for the westbound half of the interstate. West of Strafford, the new lanes for I-44 were brought up to interstate standards in 1964. The green/red alignment then became a service road.

Between Marshfield (east)
and Springfield (west)

Note:
This location is the last of 4-lane
US 66 alignments to be adopted
by the interstate in Missouri. Parts
of I-44 westward carried US 66
signage, but were not built as US
66 projects and did not involve
existing US 66 alignments.

