

I-55

Note on the Original Alignment (Green/Red):

US 66 adopted the path of IL 4 (green/red), which was mostly paved when the US highway system was implemented in November 1926. In Pontiac, however, there was a dispute over the routing of IL 4, which delayed paving. City leaders wanted the route through downtown, while the highway department wanted the road west of the RR tracks, eliminating two RR crossings. The city ultimately lost a court fight and paving proceeded.

The highway department's route required a new bridge over the Vermillion River on Ladd St., and this bridge was not open to traffic until July 1927. In the interim, a detour was used through downtown. Research by the late Carl Johnson revealed the most likely used streets for this detour, (shown on the map in black), were Aurora, Indiana, Main, Washington, Vermillion (where a bridge already existed, and Reynolds. This may or may not have been the exact route originally favored by the city. It would have been used for roughly six months.

Between Dwight (east)
and Chenoa (west)

Note on Vermillion River Bridges:

The bridge on Ladd St. (green/red) was built in 1927 and reconstructed in place in 2001.

The WB river bidge on the 4-lane route (orange) was built in 1947 and the EB bridge (blue) in 1954. Both were rebuilt in place in 1990.

Note:

A 1974 aerial photo reveals that I-55 in the area of this map was just beginning preliminary work.

Note on 4-lane Alignment:

The orange route through Pontiac was built in the 1940s. Lanes were added in the 1950s (blue) to create a 4-lane highway.

The 4-lane today reduces to 2 lanes here for WB motorists and expands to 4 lanes for EB motorists.

Both halves of the 4-lane remain open through Pontiac. It reduces to 2 lanes here for EB motorists and expands to 4 lanes for WB motorists.

