

Between Dwight (east)
and Chenoa (west)

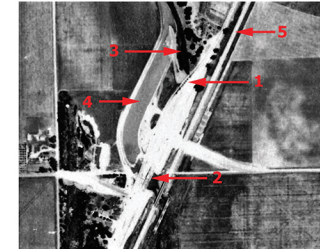
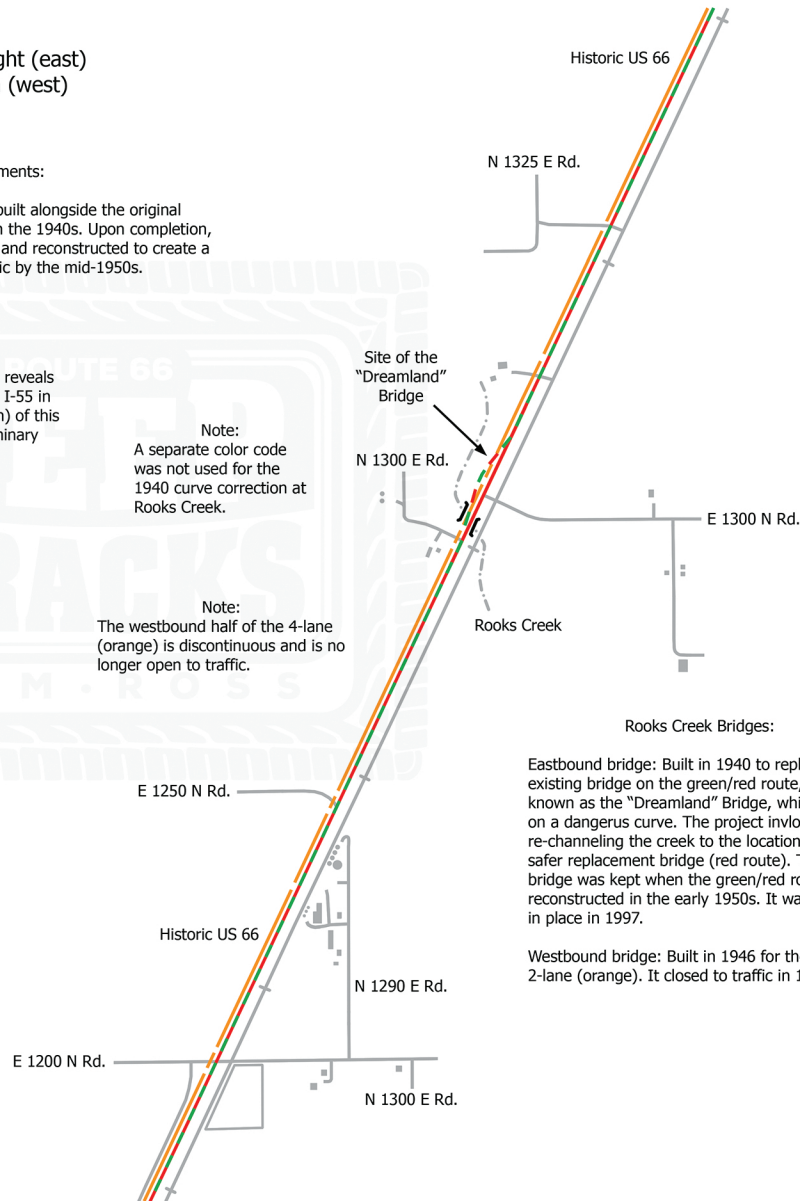
Note on Alignments:

As established, the orange route was built alongside the original green/red route as a 2-lane upgrade in the 1940s. Upon completion, the green/red roadbed was excavated and reconstructed to create a 4-lane highway. This was open to traffic by the mid-1950s.

Note:
A 1974 aerial photo reveals that construction of I-55 in the area (not shown) of this map was in a preliminary stage.

Note:
A separate color code was not used for the 1940 curve correction at Rooks Creek.

Note:
The westbound half of the 4-lane (orange) is discontinuous and is no longer open to traffic.



1940 view of construction to replace the dangerous "Dreamland" bridge.
1: The steel truss "Dreamland" bridge.
2: Replacement bridge.
3: Original channel of Rooks Creek.
4: New creek channel.
5: Railroad.

Rooks Creek Bridges:

Eastbound bridge: Built in 1940 to replace the existing bridge on the green/red route, then known as the "Dreamland" Bridge, which was on a dangerous curve. The project involved re-channeling the creek to the location of the safer replacement bridge (red route). The 1940 bridge was kept when the green/red route was reconstructed in the early 1950s. It was rebuilt in place in 1997.

Westbound bridge: Built in 1946 for the upgrade 2-lane (orange). It closed to traffic in 1998.