

Note on Alignments:

US 66 initially adopted IL 4, which was already paved to a width of 16 feet (green/red) and was closer to the RR than its replacement alignment (orange). The curve in the area of Funks Grove was created to avoid crossing Timber Creek where the existing bridge is located. This may have been done to make use of an existing bridge at the north end of the curve, or possibly the creek was more shallow or narrow there at the time IL 4 was paved.

Standards for roadway width were increased to 18 feet as early as 1928, and abandoned sections of the 1940s 2-lane upgrades in other parts of the state measure 22 feet, so it is assumed that the former IL 4 was replaced with the orange route and the old roadbed removed by the early 1940s when the 2-lane bypasses of towns were implemented.

Lanes were added in the mid-1950s (blue) to create a 4-lane highway (these lanes have since been removed). A 1956 aerial photo appears to show new twin bridges on Timber Creek. The existing bridge on the 1940s route there (orange) was replaced in 1954, likely to meet 1950s standards. It was replaced in 2015.

A 1951 USGS Topo map shows the orange route as depicted here, indicating that this alignment was already in place when the blue lanes were added in 1954 and the new bridges built.

Note:

Entering this map westbound, the 1950s added lanes for the 4-lane (blue) fell within the right of way for future eastbound I-55. Construction of the interstate got underway in the area of this map in 1974. The eastbound lanes of the 4-lane (dashed blue line) were later eradicated.

