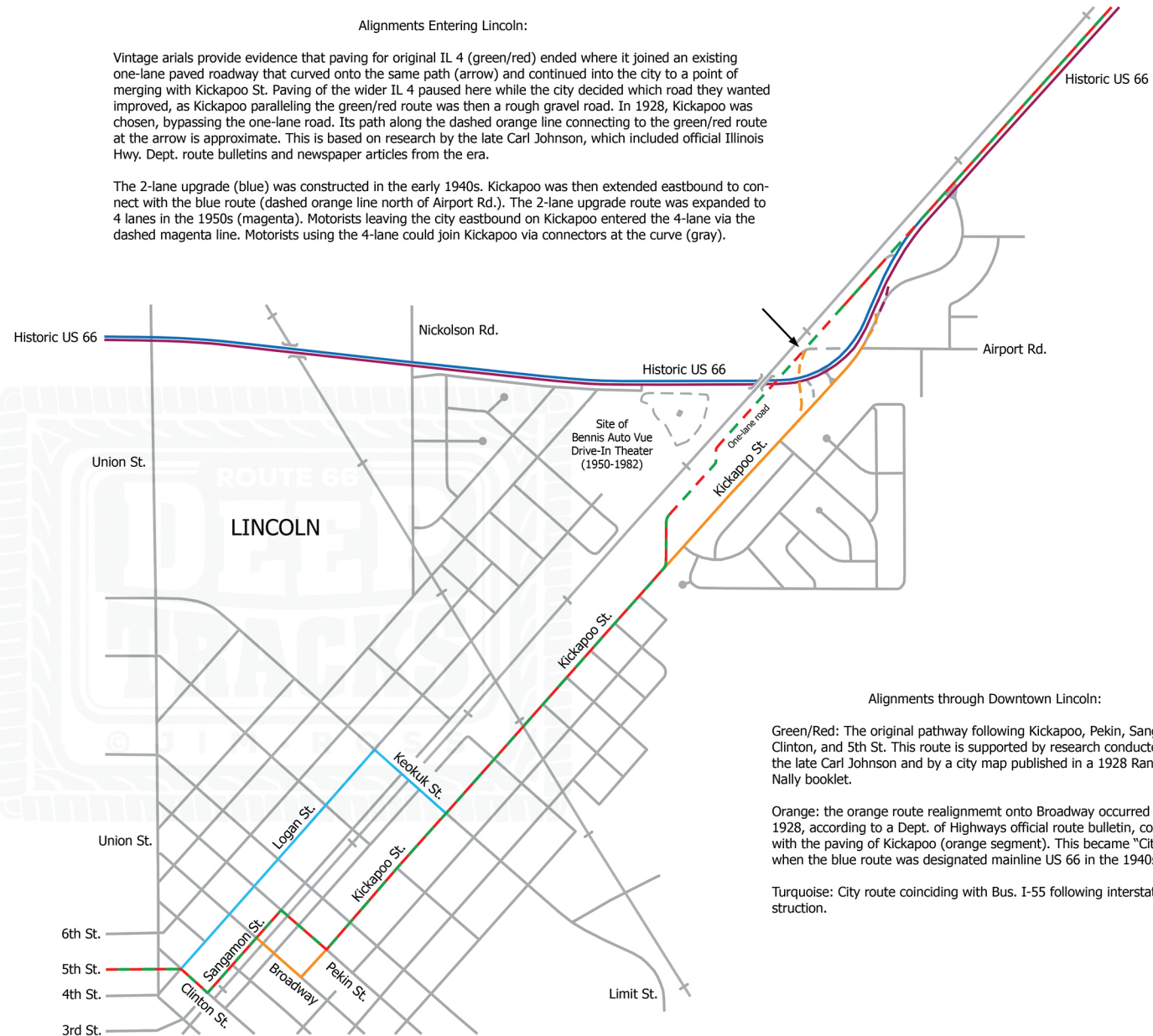


Alignments Entering Lincoln:

Vintage arials provide evidence that paving for original IL 4 (green/red) ended where it joined an existing one-lane paved roadway that curved onto the same path (arrow) and continued into the city to a point of merging with Kickapoo St. Paving of the wider IL 4 paused here while the city decided which road they wanted improved, as Kickapoo paralleling the green/red route was then a rough gravel road. In 1928, Kickapoo was chosen, bypassing the one-lane road. Its path along the dashed orange line connecting to the green/red route at the arrow is approximate. This is based on research by the late Carl Johnson, which included official Illinois Hwy. Dept. route bulletins and newspaper articles from the era.

The 2-lane upgrade (blue) was constructed in the early 1940s. Kickapoo was then extended eastbound to connect with the blue route (dashed orange line north of Airport Rd.). The 2-lane upgrade route was expanded to 4 lanes in the 1950s (magenta). Motorists leaving the city eastbound on Kickapoo entered the 4-lane via the dashed magenta line. Motorists using the 4-lane could join Kickapoo via connectors at the curve (gray).



Alignments through Downtown Lincoln:

Green/Red: The original pathway following Kickapoo, Pekin, Sangamon, Clinton, and 5th St. This route is supported by research conducted by the late Carl Johnson and by a city map published in a 1928 Rand-McNally booklet.

Orange: the orange route realignment onto Broadway occurred in 1928, according to a Dept. of Highways official route bulletin, coinciding with the paving of Kickapoo (orange segment). This became "City" 66 when the blue route was designated mainline US 66 in the 1940s.

Turquoise: City route coinciding with Bus. I-55 following interstate construction.