

OFFICIAL STATE HIGHWAY MARKINGS

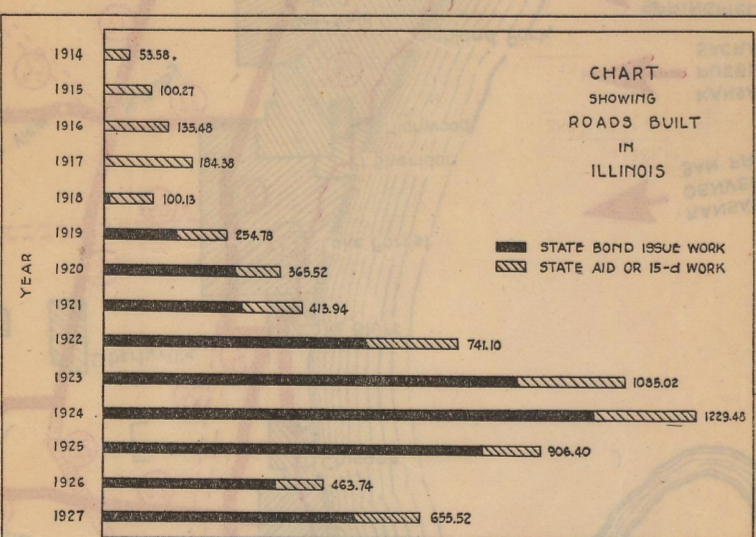
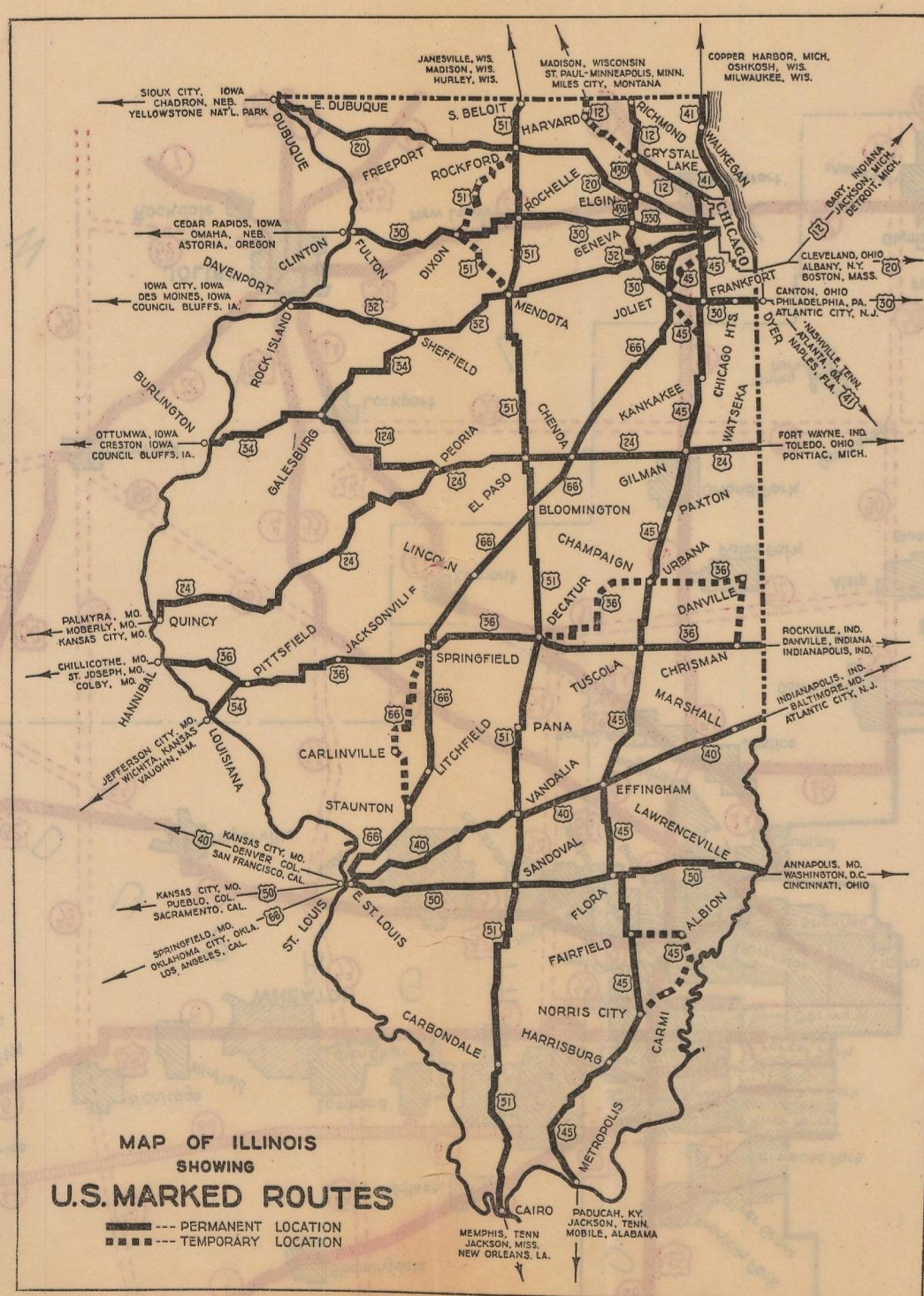
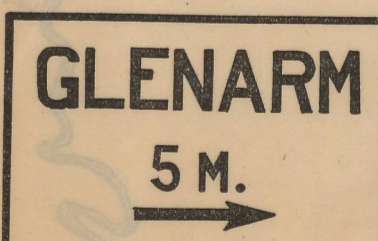
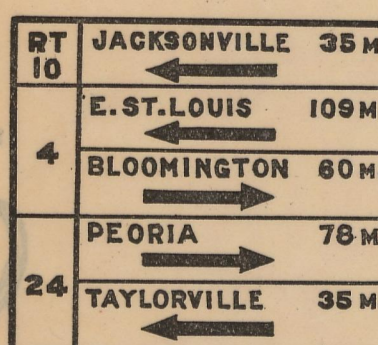
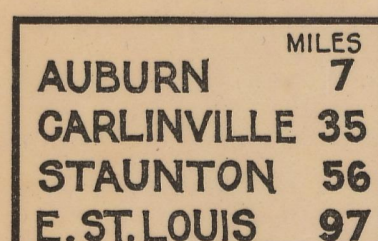
All routes are marked through cities and villages.

Marked detours or temporary routes should be used in all cases where shown.

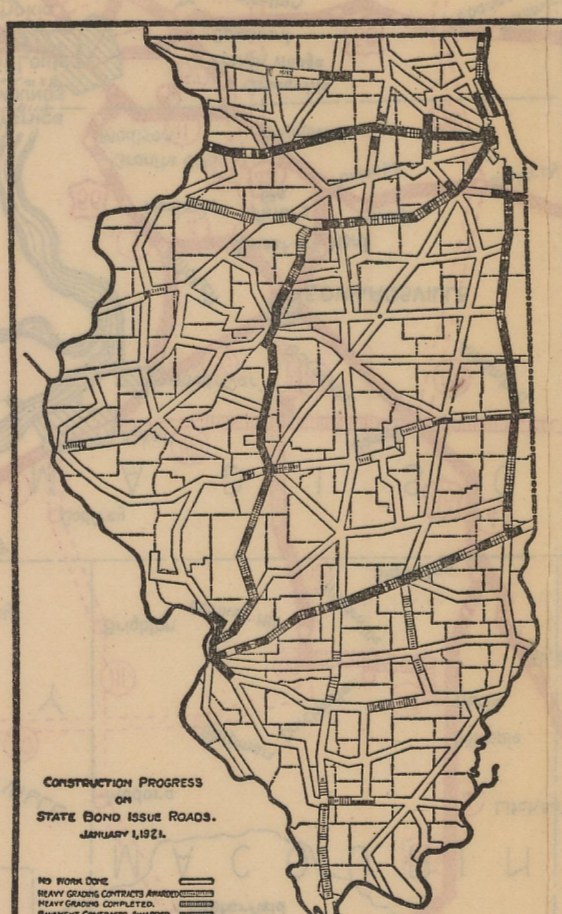
County routes indicated on map are not marked routes, but are shown merely for the convenience of the traveling public.

Route marking for State Highway consists of the route number enclosed in State outline painted in black on white background on existing poles or on erected signs along the route. On Approaches to curves the letters "L" or "R" are added below the route number to indicate the direction of curve. Detours or temporary locations are indicated by the words "Detour" or "Temporary" painted above the State outline. Direction signs are erected at city limits and prominent street corners indicating direction of route with main objectives and distances thereon. Signs are erected along routes indicating direction and mileage to towns not located on the State system of highways. Warning signs, signs are placed wherever necessary to caution drivers of their approach to points of potential danger. The words "Look," "Caution," and "Danger" appearing on warning signs, indicate the degree of care which should be exercised by drivers. "Look" signs are uniformly square in shape; "Caution" signs, diamond shaped; "Danger" signs, octagonal. Warning signs for railroad grade crossings are round in outline.

Route markers for United States Highways are shield-shaped metal signs bearing the number of the United States Highway below the letters "U. S." The State name appears at the top of all markers in rural districts, but is omitted in cities and villages. On temporary routes, the word "Temporary" is substituted for the name of the State. Each United States Highway bears the same number in the various States through which it passes, and the marking insignia is uniform. All routes of a general east and west direction bear even numbers while routes of a general north and south direction have odd numbers. Three-digit numbers are assigned to branches of main routes.



AS ILLINOIS LOOKED JANUARY 1, 1921



PROGRESS IN ROAD BUILDING

UNDER THE ADMINISTRATION OF GOVERNOR LEN SMALL

TOTAL ROAD WORK ACCOMPLISHED JAN. 1, 1921 COMPLETED

Table with 4 columns: Class, State Aid, Bond Issue, Total. Rows: Pavement-Mi., Grading-Mi., Bridges-No.

TOTAL ROAD WORK ACCOMPLISHED JULY 1, 1928 COMPLETED

Table with 4 columns: Class, State Aid, Bond Issue, Total. Rows: Pavement-Mi., Grading-Mi., Bridges-No.

UNDER CONTRACT-NOT COMPLETED

Table with 4 columns: Class, State Aid, Bond Issue, Total. Rows: Pavement-Mi., Grading-Mi., Bridges-No.

UNDER CONTRACT-NOT COMPLETED

Table with 4 columns: Class, State Aid, Bond Issue, Total. Rows: Pavement-Mi., Grading-Mi., Bridges-No.

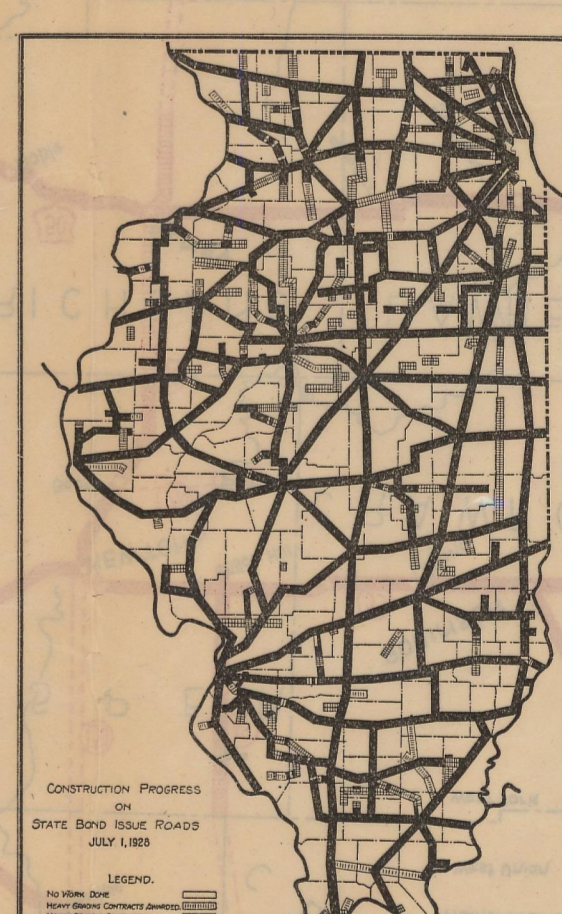
WORK COMPLETED JAN. 1, 1921 TO JULY 1, 1928

- 1. Miles of Pavement 5793.71
2. Miles of Grading 1538.74
3. Number of Bridges 1320

WORLD'S RECORDS

- 1. 1230 Miles of Pavement in One Year.
2. 63 Miles of Pavement in One Week.
3. 2669 Feet of 18-Foot Pavement in One Day with One Mixer.

AS ILLINOIS LOOKED JULY 1, 1928



ILLINOIS HIGHWAY DISTANCE SCHEDULE

Distance between any two towns listed in the chart at the left may be found by tracing down the vertical column of the first in alphabetical order to the horizontal column of the second, where the figure represents the highway mileage over marked State highways by the shortest route or combination of routes.

EXAMPLE: To find the distance between Chicago and East St. Louis, follow down the vertical column under Chicago (first in alphabetical order) to the horizontal column opposite East St. Louis. The mileage shown at the intersection of the two columns is 302, the distance between the two cities by the shortest route.

The points listed are chosen for their strategic locations on the State highway system, rather than because of size or importance of the places. Distances are computed over final locations of all routes, and allowance should be made for any temporary routes or detours shown on the map on the opposite side.

All distances given are based on actual survey lengths where available. In attempting to check distances given in the chart, it should be remembered that speedometer readings will vary, and small differences may be accounted for by this fact. Because of the hundreds of calculations necessary, it is possible that some errors have occurred in the schedule, and the Department will welcome advice of any found.

State Parks, Monuments and Points of Interest

OFFICIAL MAP Showing State Highways of ILLINOIS

INDEX To Cities and Villages on State Highway System

Abraham Lincoln's Home and Tomb are located in the City of Springfield, which may be reached by Routes 4, 10, 14, and 125, and proposed Routes 124 and 126.
Blackhawk Watch Tower Park is located in the City of Rock Island, which is on Routes 3, 7, and 80.
Cahokia Mounds Park is located on Route 11, in St. Clair County, about 4 miles east of East St. Louis.
Fort Chartres is in Monroe County, adjacent to the Mississippi River. It is approximately 7 miles southwest of Hannas on Route 3. Proposed Route 155 will connect Fort Chartres with Route 3.
Fort Creve Coeur is located on Route 24, 1 mile southwest of East Peoria, in Tazewell County.
Fort Massac is on Route 145, near the City of Metropolis, in Massac County.
Garrison Hill Cemetery is on the Mississippi River, in Randolph County, about 7 miles northwest of Chester and 2 miles west of Route 3.
Giant City Park is in Jackson and Union Counties, about 9 miles south of Carbondale, and 2 miles west of Route 2.
Old Salem Park is located in Menard County, 3 miles south of Petersburg, on Route 43-A.
Shabbona Park, in La Salle County, is on Route 23, 14 miles north of Ottawa.
Starved Rock Park is on Route 7-A, about 6 miles west of Ottawa.
The University of Illinois is located in the cities of Champaign and Urbana, which are served by Routes 10, 25, and 39.
White Pine Forest State Park is in Ogle County, midway between Routes 2 and 26. It is approximately 6 miles east of Polo and 7 miles west of Oregon.



JULY 1, 1928

LEN SMALL, Governor
CORNELIUS R. MILLER, Director
DOR GARRISON, Assistant Director
FRANK S. SHERTS, Chief Highway Engineer

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(The name of the city or village is listed first, the county in which it is located is shown next, and the numbers of the routes which

Index table listing cities and villages with their corresponding county and route numbers.

INDEX (Continued) - Middle section of the index table.

INDEX (Continued) - Right section of the index table.

INDEX (Concluded) - Final section of the index table.