100

YEARS OF ILLINOIS TRANSPORTATION

Kirk Brown
Hanson Professional Services Inc.
“Pull Illinois Out of the Mud”
Issued by Illinois Highway Improvement Association
William G. Eden, President, Chicago

Will the Bonds and Interest thereon be paid from Motor License Fees?

Will the Motor Fees be sufficient also to help build the Connecting Roads?

Election November 5, 1918
Failure to vote is equivalent to voting against the proposition

By S. E. Bradt
Superintendent of Highways
State of Illinois

THE $60,000,000 STATE BOND ISSUE WILL GIVE ILLINOIS 4,800 MILES OF HARD ROADS
AUTOMOBILES PAY THE WHOLE BILL NO DIRECT TAX

The license fees from the present number of cars will pay the entire cost, principal and interest, within 25 years

Governor Lowden urges:
“Vote the bonds now; sell the bonds, and begin construction immediately after the war.”

The entire system can be built within five years after work has begun

State will maintain Roads when Built
A Majority of All Votes Cast at November Election is Required
A Permanent Hard Road Through every County
A Fitting Climax to a Hundred Years of Progress

Celebrate Centennial... Vote YES ON THE LITTLE BALLOT
A Few Good Reasons Why You Should Vote for the GOOD ROADS
BOND ISSUE

It will give Illinois a 4,800 Mile Hard Road System.

No question of general taxation is involved in the $80,000,000
road roads bond issue.

The automobile owners will pay the bills—all the bills—through
increased automobile license.

The license fees for motor vehicles already have been increased
by the Illinois General Assembly in anticipation of the utilization
of the bond funds. You are therefore going to pay these fees whether
or not the bond issue passes or carries, if you own an automobile.

This bond issue will give Illinois a 4,800 mile hard road system.
It will be the beginning of an era of hard road building.
It will lift much of the burden off of the minor railroads.
It will bring town and country into closer contact; into more
thorough sympathy.

It will furnish employment for the soldiers after they have finished
their important job—over there.

Remember, no work will start until after the war is won. Gov-
ernor Lowton says:

"Vote the bonds now. Sell the bonds and begin construction
immediately after the war."

We don't know how long the war will last, but we do know
that it will take five years to build these roads after we get started,
and it will take a year or more to get started.

Illinois is far behind in the matter of good roads.
The bonds should be ratified by an overwhelming vote.
BULLETLIN No. 21
REPRINT

Bates Experimental Road
or
Highway Research in Illinois

Henry Horner, Governor.
F. L. Smith, Director.
Ernest Lübbers, Chief Highway Engineer.

SPRINGFIELD, ILLINOIS.

[Printed by authority of the State of Illinois.]
Fig. 2.—Runway and Auxiliary Truck for Applying Equivalent Static Load at Point of Impact.
Fig. 11.—Typical Failure of Asphalitic Concrete Surfacing on Macadam Base.

Fig. 18.—Typical Corner Break in a Concrete Section.
President Harding

Federal-Aid Highway Act
1924
The leveling and smoothing machine follows the mixer, finishing the surface of new Highway 6.
1920's segment of Route 66 south of Springfield, IL
Manual of Uniform Traffic Control Devices
Chicago Street Railways System

Chicago Railways Company
Chicago City Railway Company
Calumet & Chicago Railway Company
Chicago & Western Railway Company
Southern Street Railway Company
Chicago Transit Authority
North Ave. Expressway

Congress Expressway
Mayor Kennelly

Dan Ryan

Edwin Rosenstone

CHICAGO AREA TRANSPORTATION STUDY

1954
This is the first project in the United States on which actual construction was started under provisions of the new Federal Aid Highway Act of 1956. Missouri State Highway Commission. C. A. H. J. & Company, Contractor.

This is the first project in the United States completed under provisions of the new Federal Aid Highway Act of 1956. Eight miles concrete pavement on US-40, Interstate Route No. 1, State Highway Commission of Kansas.

Pennsylvania Turnpike
This is one of the original service plazas for the nation's first long-distance superhighway. On October 1, 1940, the Turnpike opened, stretching 160 miles from Carlisle to Irwin. The Turnpike Commission had been created in 1937; construction utilized the old South Pennsylvania Railroad's right-of-way and tunnels. By 1957 the Turnpike spanned 360 miles across the state and extended 110 miles north to Scranton.

BY LAW
WE MUST
COLLECT TAX
Next Major Achievement

First IDOT five-year project-specific highway program

Improvement to Department’s accountability and credibility

Changed how the program was prepared
5-Year Targets
Strategic Plan
Major Reconstructions

Edens Expressway – 1982
Ike - 1986
Dan Ryan north segment – 1991
Kennedy – 1996
Stevenson – 2002
I-74 Peoria - 2002
Dan Ryan remainder – 2003
I-55 Bloomington-Normal . . .
983 Revenue Package
989 Revenue Package
Thank You!

John Baranzelli
Karen Perrin
Jason Nelson
Britt Edwards
Jeff South
Brad Koldehoff
Emilee Eggemeyer
Darrel Berry
John McCree
Gene McCormick
Jim Moll
Andy Plummer
Steve Schindel
David Schinneer
Marvin Traylor
Linda Wheeler
Tim Zahn
You Will Shape Transportation’s Future