

A Historical Note

Current construction activities on the Tri-State Tollway in Lake County will add one lane in each direction south of Illinois Route 173 and reconstruct the existing lane configuration north of Illinois Route 173. This increased capacity combined with the recently completed I-Pass toll collection facilities will enhance mobility in Lake County. As the Illinois Tollway embarks on the construction phase of its **Open Roads For A Faster Future** program, it is interesting to look back almost 54 years to the report that ushered the Illinois toll highway system into being.

STATE OF ILLINOIS

GOVERNOR
Honorable William G. Stratton

TOLL HIGHWAY COMMISSION

Evan Howell *Chairman*
 Orville Taylor *Member*
 William Wood Prince *Member*
 William G. Stratton *Governor, Ex-Officio Member*
 E. A. Rosenstone *Dir. Dept. Public Works & Bldgs.,
Ex-Officio Member*
 Latham Castle *Attorney General, Legal Adviser*
 Francis P. Old *Executive Director*
 George L. Jackson *Chief Engineer*
 George McGurn *Attorney*

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December 10, 1954

State of Illinois
Toll Highway Commission
406 East Monroe Street
Springfield, Illinois

Gentlemen:

In accordance with the terms of our agreement dated June 17, 1954, we submitted on November 17 our tentative report covering a toll highway system for the State of Illinois. This report developed engineering and cost data required to support the sale of revenue bonds to provide funds for construction of the toll highway. Our investigations were completed simultaneously with surveys conducted jointly by the firms of Parsons, Brinckerhoff, Hall & Macdonald, and Wilbur Smith and Associates. These firms concurred with us in the general locations of the routes as well as designation of points of ingress and egress.

Subsequent to the presentation of these reports we were instructed to prepare a detailed Civil Engineering Report covering the Northern Illinois Toll Highway. This highway is 321.4 miles in length and consists of the following: Tri-State Route, 80.2 miles; North Illinois Route, 88.4 miles; East-West Route, 152.8 miles.

The Northern Illinois Toll Highway forms a major portion of the expressway program recommended in the Feasibility Report of May, 1954. Two stages of construction are contemplated. Included in the initial stage are the Tri-State Route, the North Illinois Route and the East-West Route from Tri-State to a point just west of Aurora. The second stage consists of the remainder of the East-West Route.

This report contains specific locations for each route, together with connections, geometrics and standards pertaining to roadway sections, structures, interchanges, maintenance and service areas. Also included are construction schedules, and estimates of project, maintenance and operation costs.

Project costs contain an item covering the cost of right-of-way acquisition and damages which have been estimated by the firm of Hugh C. Michels, Ronald J. Chinnock and Morgan L. Fitch, retained by the Toll Highway Commission for this purpose.

Accompanying this report are 250 tracings of photogrammetry maps on which is delineated by plan and profile a complete picture of each mile of highway for each of the three routes, and from which preliminary estimates of quantities for all construction items have been determined. The locations as shown are the result of field reconnaissance made prior to the taking of aerial photography from which these maps were prepared. These locations are the refinement of routes shown on a one-mile band placed on existing topographic maps which were reviewed and approved by Governor Stratton and the Toll Highway Commission and recommended for further study to determine their engineering feasibility.

All of the routes are entirely feasible from an engineering standpoint, as no unusual or unfavorable conditions are present to affect construction progress. On the basis of realistic schedules, the initial stage of construction can be completed and ready for traffic within thirty-five months from the time proceeds from the sale of bonds become available, with a reasonable time allowance for the acquisition of rights-of-way. The cost of each of the routes and totals for each stage of construction of the entire toll highway, exclusive of interest during construction and financing cost, are listed in the body of the report under "Project Costs".

The proposed facilities reported on herein will constitute the first stage of the 2,000 mile expressway system recommended in the feasibility study to provide the State of Illinois with a much needed network of limited access highways to serve its rapidly expanding population, as well as to tie in with the system of interstate highways and turnpikes now under construction or planned in neighboring states.

Very truly yours,
JOSEPH K. KNOERLE & ASSOCIATES, INC.

Joseph K. Knoerle
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JJK:dk