

= Interstate 155 (Illinois) =

Interstate 155 (I @-@ 155) is a north ? south spur of Interstate 55 that provides an interstate connection for the Illinois cities of Peoria and Lincoln . The northern terminus for the interstate is just east of Peoria , at Interstate 74 exit 101 in Morton . The southern terminus , which is northwest of Lincoln , is located on I @-@ 55 at exit 127 . The interstate is 32 @. @ 13 miles (51 @. @ 71 km) long .

I @-@ 155 was created to replace Illinois Route 121 (abbreviated IL 121) . Prompted by safety concerns at a major intersection near Morton , state transportation officials replaced the entire route with a limited @-@ access freeway . The interstate was built in several segments from 1970 to 1992 , a period that included a ten @-@ year delay due to a lawsuit over right @-@ of @-@ way . I @-@ 155 fully opened to traffic on October 29 , 1992 .

= = Route description = =

Interstate 155 runs north from Interstate 55 just northwest of Lincoln , intersecting U.S. Route 136 east of Emden . 5 miles (8 km) north of U.S. 136 , eastbound Illinois Route 122 joins I @-@ 155 traveling north , directly east of Delavan . The two highways run concurrent for 4 miles (6 km) before Illinois 122 runs east to Hopedale . Further north , the highway crosses the Mackinaw River beside a steel truss bridge serving old Illinois Route 121 .

East of Tremont , I @-@ 155 intersects Illinois Route 9 . 4 miles (6 km) later is Main Street , the first of three northbound exits to Morton . (There are only two southbound exits , at Queenwood Road and Illinois Route 98 ? Birchwood Street) . The highway passes to the west of Morton before intersecting Interstate 74 at a trumpet interchange about 8 miles (13 km) southeast of downtown Peoria .

Surrounded mostly by prime land used for farming soybeans and corn , Interstate 155 is a four @-@ lane freeway through rural central Illinois . In addition to Morton , Peoria , and Lincoln , I @-@ 155 also serves a number of small farm towns located between Peoria and Lincoln . The largest city directly served by I @-@ 155 is Tremont ; however , the highway mainly carries traffic traveling to and from Peoria and Springfield .

= = History = =

I @-@ 155 was built on the right @-@ of @-@ way of former IL 121 . In the early 1960s , the department of transportation opened IL 98 , an east ? west two @-@ lane highway running west from downtown Morton to Pekin . Within a few years , the intersection of IL 98 and IL 121 would be known as the " Killer Corner , " as traffic volumes increased between Springfield and Peoria on IL 121 . Between when IL 98 was opened and when the corner was closed in 1989 for construction of a full interchange , 15 people were killed as a result of automobile accidents at the corner . Led by key supporters ? U.S. Representative Robert Michel , former Illinois Department of Transportation (IDOT) transportation engineer Jack Harland , and pro @-@ freeway organization " Route 121 by ' 91 " chairman Jim Unland ? IDOT initiated plans to upgrade IL 121 to a four @-@ lane freeway . Near Hopedale , a short portion of IL 121 was reconstructed in the early 1970s to replace a bridge over the Mackinaw River . The interchange with I @-@ 55 was built , but barricaded to traffic .

In 1976 , an injunction won by Peoria attorney Timothy Swain Sr. halted further construction on the highway for ten years . The lawsuit was filed by Swain regarding the amount of right @-@ of @-@ way the freeway would consume on his 440 acre (178 hectare) farm near Delavan . A U.S. District Court judge sided with IDOT on building the road , but the U.S. Seventh District Court of Appeals overturned the decision , forcing IDOT to rewrite its environmental impact statement regarding the Swain farm . In 1986 IDOT struck a deal with Swain , agreeing to reroute the road and take only 40 acres (16 hectares) of land , ending the lawsuit and resuming construction activities . A portion of the road from I @-@ 55 to Hartsburg opened on December 15 , 1989 , about 7 miles (11 km) in length . The freeway was opened in full on October 29 , 1992 , at a ceremony attended by Governor

Jim Edgar . The total cost of construction for I @-@ 155 was US \$ 130 million . Of this , \$ 10 million was provided by federal funding .

Illinois initially applied for the new freeway to be designated Interstate 37 , but on December 7 , 1990 , the request was deferred by the American Association of State Highway and Transportation Officials (AASHTO) , pending approval by the Federal Highway Administration to add the freeway into the Interstate System . In addition , AASHTO suggested using a 3 @-@ digit number when the application was resubmitted . Later , the state submitted another application to AASHTO for the freeway to be named Interstate 155 . On June 9 , 1991 , the AASHTO application was approved and granted when Interstate 155 was completed .

= = Exit list = =