

# Historic Property Identification and Effects Assessment Report

Chicago to St. Louis High-Speed Rail Project  
Elwood to Braidwood Track Construction  
Will County, Illinois

Sequence No. 18772

*Prepared For:*

Federal Railroad Administration  
Illinois Department of Transportation

*Prepared By:*

WSP

July 2018

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## Executive Summary

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This report documents the efforts undertaken by the Illinois Department of Transportation (IDOT) and the Federal Railroad Administration (FRA) to identify historic properties and assess effects for the proposed Elwood to Braidwood Track Construction Project (Project). The proposed Project would construct a second mainline track adjacent to the existing mainline track between Elwood and Braidwood in Will County, Illinois, as well as include associated maintenance access road, grade crossing, fencing, culvert, bridge, and signal improvements.

As FRA is providing funding for the proposed Project, it is subject to compliance with the National Historic Preservation Act of 1966 (NHPA), as amended (16 USC 470 et seq.) and its implementing regulation, "Protection of Historic Properties" (36 CFR 800). Specifically, Section 106 of the NHPA requires FRA as the lead Federal agency to take into account the effects of its undertakings on historic properties. The Section 106 process is being coordinated with the preparation of an Environmental Assessment to evaluate the environmental impacts of the proposed Project, in accordance with the National Environmental Policy Act (NEPA).

The Area of Potential Effects (APE) for the proposed Project for above-ground and archaeological resources is consistent with the Environmental Survey Request (ESR) limits. The National Register of Historic Places (NRHP) listed Alternate Route 66, Wilmington to Joliet was the only historic property identified in the APE. An assessment of effects was completed for the NRHP-listed Alternate Route 66, Wilmington to Joliet for each of the proposed Project alternatives. This report recommends that **all the proposed Project alternatives would have no adverse effect to Alternate Route 66, Wilmington to Joliet**. While each alternative would introduce new built components into the roadway's setting, these changes would not substantially alter the roadway's integrity of setting or its ability to convey its historic significance. More importantly, these changes would not adversely affect the roadway's integrity of location, design, workmanship, feeling, and association, which are important to conveying Alternate Route 66's historic significance as an important link in the Route 66 corridor between 1926 and ca. 1970 and an example of both 1920s and 1940s highway construction principles. This report recommends a **no adverse effect finding for Alternate Route 66**.

Eleven archaeological sites were initially identified for potential NRHP eligibility. Upon evaluation and further archival research, none of the archaeological sites were determined eligible for inclusion in the NRHP. Since no NRHP-listed or eligible archaeological sites were identified, this report recommends **no archaeological resources would be affected by the proposed Project**.

# 1.0 Introduction and Description of Project

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The Illinois Department of Transportation (IDOT), in coordination with the Federal Railroad Administration (FRA), proposes to construct improvements to the existing mainline of the Union Pacific Railroad (UPRR) between Elwood and Braidwood in Will County, Illinois. The proposed Project includes construction of a second mainline track adjacent to the existing mainline track, as well as associated maintenance access road, grade crossing, fencing, culvert, bridge, and signal improvements.

As FRA is providing funding for the proposed Project, it is subject to compliance with the National Historic Preservation Act of 1966 (NHPA), as amended (16 USC 470 et seq.) and its implementing regulation, "Protection of Historic Properties" (36 CFR 800). Specifically, Section 106 of the NHPA requires FRA as the lead Federal agency to take into account the effects of its undertakings on historic properties. The Section 106 process is being coordinated with the preparation of an Environmental Assessment to evaluate the environmental impacts of the proposed Project, in accordance with the National Environmental Policy Act (NEPA).

To comply with Section 106 of the NHPA and its implementing regulations, this report documents the following:

- Description of each proposed Project alternative under consideration;
- Delineation of the Area of Potential Effects (APE) for above-ground historic resources and archaeological sites;
- Identification of historic properties which are listed or eligible for inclusion in the National Register of Historic Places (NRHP); and
- An assessment of effects to historic properties for each of the proposed Project alternatives.

## 1.1 Project Background

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The proposed Project is one component of the Chicago to St. Louis High-Speed Rail Program (HSR Program), assessed in a Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) approved in 2012, that will add a second track to the Chicago to St. Louis rail corridor (double track program). The double track HSR Program for the Chicago to St. Louis corridor assessed in the 2012 Tier 1 FEIS/ROD has the purpose of enhancing the passenger transportation network by providing a more balanced use of travel modes by diverting trips made by automobile and air to rail. In addition to meeting the 2012 Tier 1 FEIS/ROD double track purpose and need, the purpose of the proposed Elwood to Braidwood Track Construction Project is to improve or replace deteriorating or functionally obsolete components, improve maintenance efficiency, and correct existing track drainage problems. Aside from accommodating a second track, specific needs of this project are:

- Prairie Creek Bridge MP 49.52 – The existing bridge needs to be replaced to one with new reinforced concrete piers.

- Maintenance Access along the UPRR Right-of-Way – Inspection and maintenance activities include rail replacement; welding joints; tie replacement; surfacing rail vertical profile irregularities and cross level between the rails; utility maintenance; monthly and annual bridge, signal, and track inspections; and preventative maintenance. Maintenance access to the track and other features is currently via rail from at-grade crossings. A maintenance access facility (road) would reduce the frequency and duration of on-track equipment requirements with subsequent maintenance delays resulting from not getting track time issued by the dispatcher to transport equipment and materials and perform the work. More frequent trains would reduce the available time a dispatcher could allow equipment, materials, and workers to be on the track without interfering with train operations. A suspension of service for on-track equipment originating from Braidwood could consume as much as 8 hours of track time.
- Drainage – Inadequate provisions for drainage from MP 47.80 to MP 48.80 result in standing water that can affect track stability.
- Culverts at MP 46.74 and MP 47.30 have inadequate capacity to carry heavy water flows.
- Fencing.

## 1.2 Project Description

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The proposed Project includes the addition of a second mainline track within the existing UPRR right-of-way and adjacent to the existing track between Elwood and Braidwood. The existing UPRR mainline is located between the boundaries of the Midewin National Tallgrass Prairie (MNTP) property, a 20,000-acre federal tallgrass prairie reserve established in 1996 on the former Joliet Arsenal. To minimize or avoid impacts to MNTP and to meet the proposed Project purpose and need, eight total Standard Configuration Double Track Alternatives were developed.

Each alternative consists of double-track with alternative locations for primary new rail features, including the location of the second track and the maintenance access facility (road) in relation to the existing track, which would remain in the center of the UPRR right-of-way. Four primary alternatives were developed for comparison and each was considered with and without retaining walls. This resulted in eight total Standard Configuration Double Track Alternatives known as Alternatives 1A, 1B, 2A, 2B, 3A, 3B, 4A, and 4B. The right-of-way and easement requirements vary by alternative. The general characteristics of each alternative are summarized in Table 1-1.

Each alternative differs in its placement of the maintenance access facility (road) in the UPRR right-of-way. The maintenance access facility (road) would be used for equipment access during construction and future maintenance during operation. Tubular steel gates would be installed at the entrance to all access road driveways to prevent trespassing by non-railroad motorized vehicles and discourage trespassing.

**Table 1-1. Summary of Standard Configuration Double Track Alternatives**

<b>Alternatives</b>	<b>Second Track Location in Right-of-Way</b>	<b>Maintenance Access Facility Location in Right-of-Way</b>	<b>Retaining Walls to Avoid or Minimize Impacts</b>
Alternative 1A	West of existing mainline	East of existing mainline; west of existing mainline between Hoff and Damien Mills Roads	MNTP Industry tracks* IL 53
Alternative 1B	West of existing mainline	East of existing mainline; west of existing mainline between Hoff Road and Damien Mills Road	Gas line
Alternative 2A	West of existing mainline	East of existing mainline	MNTP Industry tracks IL 53
Alternative 2B	West of existing mainline	East of existing mainline	Section 4(f) resources Industry tracks IL 53
Alternative 3A	East of existing mainline	West of existing mainline; east of existing mainline between Strawn and Hoff Roads	MNTP Industry tracks IL 53
Alternative 3B	East of existing mainline	West of existing mainline; east of existing mainline between Strawn and Hoff Roads	Industry tracks IL 53
Alternative 4A	East of existing mainline	West of existing mainline; east of existing mainline between Strawn and Joliet Arsenal Roads	MNTP Industry tracks IL 53
Alternative 4B	East of existing mainline	West of existing mainline; east of existing mainline between Strawn and Joliet Arsenal Roads	Industry tracks IL 53

\*Industry tracks are privately owned tracks that connect to the UPRR.

Each alternative includes retaining walls to avoid or minimize impacts to resources near the UPRR right-of-way, maintain grade, and ensure vehicular safety along IL 53 (also known as Alternate Route 66). Specifically, retaining walls would be used to maintain railroad embankment slopes and provide for a wider paved roadway shoulder to meet current IDOT design standards and minimize impacts to the existing IL 53 NRHP-listed Alternate Route 66 pavement, as well as minimize the use of land from MNTP. Additionally, an approximately 1,500-foot sheet pile retaining wall is needed to avoid impacting a gas line parallel to the tracks. The retaining walls would be a new vertical element whose number, location, length, and height varies depending on the design and engineering requirements of each alternative. The visibility of each retaining wall from Alternate Route 66 or MNTP will vary; some of the retaining walls will not be visible from IL 53, while others will be fully or partially visible depending on the grade, retaining wall height, and whether the retaining wall is constructed in a cut.

## 2.0 Identification of Historic Properties

This section describes the proposed Project APE, as well as the efforts of IDOT to identify historic properties in the APE.



## 2.1 Area of Potential Effects

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Per Section 106 requirements, the lead federal agency, in consultation with the Illinois State Historic Preservation Officer (SHPO), develops the APE. The APE is defined in 36 CFR Part 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist.” The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects by the undertaking.

The APE for the proposed Project was defined as the same boundary as the Environmental Survey Request (ESR) limits, which were prepared in July 2014 to identify potential environmental concerns in the vicinity of the proposed Project. The APE boundary is the same for both above-ground historic properties and archaeological resources. It encompasses the existing UPRR right-of-way within which the second mainline track would be constructed and all areas of required right-of-way acquisition and required easements for proposed improvements, such as the maintenance access facility (road), retaining walls, and guardrails. See Figure 2-1 for an overview of the APE boundary and Appendix C for detailed mapping depicting the APE boundary and proposed improvements for each alternative.

## 2.2 Identification of Archaeological Resources

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The Illinois State Archaeological Survey (ISAS) completed a literature review and field survey of the APE in the fall and winter of 2014 to identify archaeological resources. Eleven total archaeological sites were identified in the survey and an Archaeological Survey Short Report was prepared in 2014; portions of each of these sites are located in the APE. Of these, there were three new archaeological sites identified (two historic period sites and one with historic and prehistoric materials) and eight previously reported sites, of which three required a revisit during the survey.

Upon further archival research and re-evaluation of the Archaeological Survey Short Report in late 2017, ISAS concluded in January 2018 that none of the identified archaeological sites appear to be eligible for inclusion in the NRHP under Criterion D or other NRHP criteria because they lack information potential and clear association with significant historical events. No further evaluation of these sites is recommended. Therefore, no NRHP-listed or eligible archaeological resources are identified in the APE for this Project.

## 2.3 Identification of Historic Properties

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The HSR Programmatic Agreement (ratified January 24, 2014 and amended May 19, 2017) provided measures to ensure the adequate identification and evaluation of historic properties in the APE for the HSR Program. As part of the above-ground historic properties identification effort, four resource-specific surveys were completed in 2013 and 2014 to develop specific historical contexts and inventory resources within the entire APE. Resources more than 40 years old were identified in the surveys to account for any properties that may turn 50 years old by the time each element of the HSR Program is constructed. The results of these surveys were coordinated with the SHPO, and intended to help inform NRHP eligibility determinations and

assess project effects for each element of the HSR Program. This included surveys of Route 66 resources, railroad architectural resources, rural and urban architecture resources, and archaeological resources along the entirety of the HSR corridor.

Additional surveys were completed in 2014 and 2015 for the proposed Project, which identified 19 bridges and culverts and 24 above-ground resources in the APE. The results of these surveys were documented in separate photo logs and maps depicting the location of these resources. The photo logs were submitted to IDOT Bureau of Design and Environment (BDE) Cultural Resources Unit staff for review in July 2014 and March 2015; these photo logs were reviewed again in October 2017 to ensure all above-ground resources potentially eligible for inclusion in the NRHP were identified. IDOT BDE Cultural Resources Unit staff identified one NRHP-listed property, Alternate Route 66, Wilmington to Joliet. No additional above-ground resources were identified as potentially eligible for inclusion in the NRHP. Their finding is documented in a memorandum dated October 23, 2017, which is appended to this report (Appendix A).

The following sections describe the NRHP significance, existing conditions, and aspects of integrity for Alternate Route 66, Wilmington Joliet.

### **2.3.1 Alternate Route 66, Wilmington to Joliet Existing Condition**

Alternate Route 66, Wilmington to Joliet (Alternate Route 66) is a 15.9-mile roadway. The southernmost 2.3 miles of the roadway comprises a two-lane section built in 1926, while the remaining 13.6 miles comprises a four-lane section built in 1945. The two-lane section begins in downtown Wilmington and ends just south of West Arsenal Road where the four-lane section begins. The four-lane section continues northward, ending at Patterson Road in Joliet.

Alternate Route 66 is listed in the NRHP under Criteria A and C for its historic and engineering significance. Under Criterion A, the 15.9-mile roadway is significant in transportation as an important link in the Route 66 corridor between 1926 and ca. 1970, contributing to the local and state economy by providing an efficient route for the shipment of freight and manufactured goods from local areas to large cities like Chicago and St. Louis. Under Criterion C, the roadway's 1926 two-lane section reflects the initial period of highway construction in Illinois during the 1920s, while the 1945 four-lane roadbed is an excellent example of mid-twentieth century highway construction (NRHP Nomination Form, Alternate Route 66, Wilmington to Joliet, Will County, Illinois, March 28, 2006).

As noted in the NRHP nomination form appended to this report (Appendix B), Alternate Route 66 has seven contributing structures and four noncontributing structures.<sup>1</sup> Contributing structures include the 1945 four-lane roadbed (north and southbound lanes), one ca. 1950 three-span continuous steel multi-beam concrete bridge, one ca. 1942 UPRR overpass, and four concrete box culverts built as part of the roadway's foundation. Approximately 2.8-miles of the 13.6-mile 1945 four-lane roadbed (north and southbound lanes) and two of the four contributing

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<sup>1</sup> The four noncontributing structures are highway bridges constructed in the 1970s and 1980s.

concrete box culverts are located in the proposed Project APE. Figure 2-1 shows all seven contributing structures, 1945 four-lane road, and 1926 two-lane road.

### **2.3.1.1 1926 Two-Lane Section**

Within downtown Wilmington, Alternate Route 66 retains its original alignment and two-lane configuration. At signalized intersections, the roadway width and configuration have been altered to incorporate turn lanes. The roadway is further altered by replacement asphalt pavement, concrete curbs, and concrete sidewalks; it does not retain its original pavement materials. The two-lane section is characterized by late nineteenth and early twentieth-century, one and two-story commercial and residential buildings, interspersed with mid-twentieth-century commercial buildings. Roadside diners, like the Launching Pad, gas stations, and an automobile dealership allude to the roadway's association with Route 66 and sense of automobile-oriented travel.

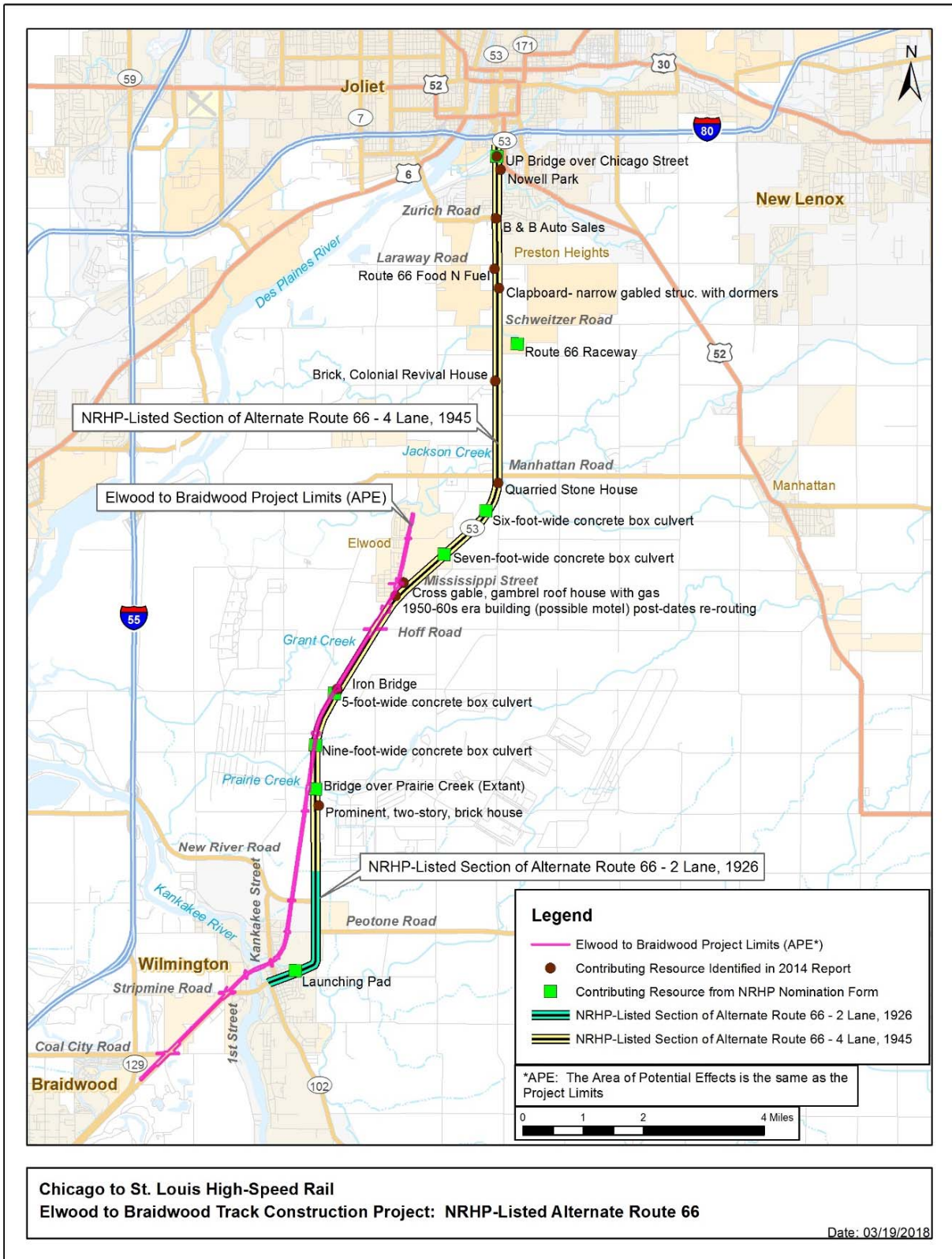
The two-lane configuration continues outside of downtown Wilmington as the alignment moves northward through an area characterized by agricultural fields and expansive open areas that are punctuated by industrial development and a modern residential subdivision near the Peotone Road intersection (also known as Kankakee River Drive, west of IL 53). These developments are sited back and away from the road, but are visible from Alternate Route 66 due to the flat topography and lack of intervening trees. Alternate Route 66 incorporates non-historic turn lanes at its intersection with Peotone Road. Near New North River Road, large transmission towers diminish the overall agricultural setting and feeling characterizing this section of Alternate Route 66. The New North River Road and Alternate Route 66 intersection was built in the mid-1970s; a review of historic aerial imagery indicates the intersection has been altered since then with the addition of turn lanes along Alternate Route 66 and the replacement of the single concrete island with two smaller ones.

### **2.3.1.2 1945 Four-Lane Section**

As Alternate Route 66 continues northward to Joliet, the two-lane section becomes four lanes north of New River Road and ends just south of West Arsenal Road. Here, Alternate Route 66 comprises a center grassy median flanked by two northbound lanes and two southbound lanes. It passes through the MNTP, retaining its open, agricultural setting with a generally flat terrain and few built properties along the roadway. Built properties are spread out between West Arsenal Road and Hoff Road and include former farmsteads, a granary, the MNTP Visitor Center, the Abraham Lincoln National Cemetery, and industrial development near Elwood. Overall, the original agricultural setting of the roadway is retained.

The roadway parallels where the 1945 four-lane section begins. The 1945 four-lane section continues north, ending at Patterson Road in Joliet. Its alignment follows the UPRR right-of-way, which is located west of the roadway, for approximately 2.8 miles with vegetation and mature trees between them for much of that length. Most the UPRR right-of-way is at the same grade as Alternate Route 66, except for several areas where the railroad is at a slightly higher grade than the roadway. Nearer Hoff Road, the roadway's southbound lanes are at the same grade as the railroad, higher than the grade of the northbound lanes. The roadway diverges from the UPRR right-of-way just south of Elwood and continues northward to Joliet.

Figure 2-1. Alternate Route 66 and Project APE



The four-lane section retains its original alignment and four-lane configuration. Turn lanes have been added to the roadway at intersections like Hoff Road, Walter Strawn Drive, and Mississippi Road. The roadway has a replacement macadam overlay and does not retain its original pavement materials. Non-historic guardrail of various lengths has been added to the roadway to improve vehicular safety at intersections, near or over water crossings and culverts, where the southbound lanes are at a higher grade than the northbound lanes, and where the alignment curves northward.

### **2.3.2 Alternate Route 66, Wilmington to Joliet Assessment of Integrity**

Historic properties that are listed in or eligible for inclusion in the NRHP must possess historic significance under one or more NRHP Criteria for Evaluation and retain integrity to convey its significance. Per guidance found in *How to Apply the National Register Criteria for Evaluation*, certain aspects of integrity may be more important than others in expressing a property's historic significance depending on the type of property. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

To assess the key aspects of integrity that contribute to Alternate Route 66's significance, a review of the 2006 NRHP nomination and the existing condition of the roadway was completed. Based on this review, Alternate Route 66 retains integrity of location, design, workmanship, setting, feeling, and association. It does not retain integrity of materials. This section describes each aspect of integrity for Alternate Route 66 and how each contributes to an understanding of its significance under Criteria A and C.

#### **2.3.2.1 Location**

Location is the place where the historic property was constructed or the place where the historic event occurred.

Alternate Route 66 retains integrity of location because it retains its original alignment. Integrity of location is important to understanding the roadway's relationship to the greater Route 66 corridor, and consequently, the historic significance of the roadway under Criterion A.

#### **2.3.2.2 Design**

Design is the combination of elements that create the form, plan, space, structure, and style of a property. A property's design reflects historic functions and technologies as well as aesthetics.

Alternate Route 66 has been altered to varying degrees by routine maintenance, and safety and traffic improvements throughout its history. The addition of turn lanes and traffic signals to its crossroad intersections to accommodate increased traffic and turning movements have increased the width of Alternate Route 66 at these locations. Non-historic guardrails added to various lengths of the roadway to improve safety somewhat alter the experience of traveling the roadway. However, despite being a change to the roadway's design, these additions do not substantially diminish Alternate Route 66's integrity of design and still allow the roadway to convey its original design intent and appearance.

The two-lane and four-lane configurations remain as originally designed, as does the original historically significant 1945 cross-section template that reflects the engineering and road

building of its period. These features are not altered by changes that have occurred to the roadway since its construction, and therefore, Alternate Route 66 retains integrity of design. Integrity of design is important to conveying the engineering significance of the roadway under Criterion C.

### **2.3.2.3 Workmanship**

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It can convey technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

Alternate Route 66 retains integrity of workmanship. In particular, the four-lane section retains its original configuration and historically significant cross-section template, including horizontal and vertical alignment, sight distances, railroad and highway grade crossing separation and protection, and other safety features for high-speed traffic. These features continue to illustrate 1940s engineering and road building, and thus, integrity of workmanship is retained. Although the 1926 two-lane section is less intact due to the addition of new roadway intersections, like New North River Road, it continues to convey 1920s road engineering principles. Integrity of workmanship is important to conveying the engineering significance of the roadway under Criterion C.

### **2.3.2.4 Materials**

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Alternate Route 66 does not retain integrity of materials. The 1926 two-lane section has replacement asphalt pavement, concrete curbs, and concrete sidewalks. The 1945 four-lane section has a replacement macadam overlay. No original pavement materials remain intact. Integrity of materials is not as important as other aspects of integrity to understanding the engineering significance of the roadway under Criterion C on the 1945 four-lane section.

### **2.3.2.5 Setting**

Setting is the physical environment of a historic property and refers to the character of the place in which the property played its historical role. The way the property is situated in its environment and its relationship to surrounding natural or manmade features and open space contribute to its integrity of setting.

The surrounding setting of Alternate Route 66 remains largely agricultural in character with minimal modern development. Newer residential and commercial development is concentrated along the 1926 two-lane section and northernmost section of the 1945 four-lane section. The 1945 four-lane section through the MNTP retains its primarily agricultural and open setting, and originally planned sight distances. While setting contributes to an understanding of Alternate Route 66's feeling and association as a travel route associated with Route 66, integrity of setting and retention of historically significant viewsheds are not as important as the roadway's integrity of location, design, workmanship, feeling, and association to understanding its historic significance under Criteria A and C.

### **2.3.2.6 Feeling**

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The presence of physical features is important in conveying the property's historic character.

Alternate Route 66 continues to convey its integrity of feeling as a mid-twentieth century travel route. The roadway retains integrity of feeling. Integrity of feeling is important to conveying the historic and engineering significance of the roadway under Criteria A and C.

### **2.3.2.7 Association**

Association is the direct link between an important historic event or person and a historic property. The presence of physical features is important to conveying the property's historic character.

Alternate Route 66 continues to convey its associations with Route 66 and the 1940s modern engineering and construction principles utilized by the 1945 four-lane section. The roadway retains integrity of association. Integrity of association is important to conveying the historic and engineering significance of the roadway under Criteria A and C.

## **3.0 Effects Assessment**

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This section contains individual effects assessments for the NRHP-listed Alternate Route 66, Wilmington to Joliet. The effects of each alternative to the property were evaluated and a finding of effect was made.

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines

- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

To determine if any historic properties would be affected by the proposed Project, the NRHP nomination for Alternate Route 66 and the proposed Project plans were reviewed. Additionally, a photo log completed in 2014 of the Alternate Route 66 roadway and built features along it and Google streetview were reviewed to assess existing conditions. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, the historic property was evaluated to determine if implementation of the proposed Project would alter any historically significant characteristics or features of Alternate Route 66 by diminishing relevant aspects of that property's integrity.

For Alternate Route 66, a finding was made for each proposed Project alternative regarding its potential to affect the roadway's aspects of integrity. The findings correspond to the guidelines set forth in 36 CFR 800 and are supported by information on integrity in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*. The following findings were used to assess proposed Project effects to individual historic properties and to make an overall Project finding of effect:

- **No Effect:** Per 36 CFR 800.4(d)(1), an undertaking may have "No Effect" to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale will be used to assess effects to historic properties within the APE for which there would be no direct physical impact and there would be no visual impact due to distance and intervening elements, such as topography, vegetation, and structures.
- **No Adverse Effect:** Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."



- *Adverse Effect:* An “Adverse Effect” is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

### 3.1 Alternate Route 66, Wilmington to Joliet

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Proposed Project effects to Alternate Route 66, Wilmington to Joliet were assessed for each alternative. All of the proposed Project physical improvements would be located along the 1945 four-lane section of Alternate Route 66; the improvements would not be visible to or from the 1926 two-lane section of Alternate Route 66. Table 3-1 summarizes each alternative’s effects to the NRHP-listed roadway. Detailed effects assessments follow for each alternative. Appendix C provides detailed plans of each alternative.

#### 3.1.1 Alternative 1A

See Appendix C, Alternative 1A, Sheets 1-6.

Near Alternate Route 66, Alternative 1A would include:

- A second track west of the existing track.
- A 10-foot-wide maintenance access facility (road) along the east side of the existing UPRR track in the UPRR right-of-way north of Hoff Road.
- Culvert extensions or replacement.
- 390 feet of continuous guardrail located less than 3 feet from the Alternate Route 66 west edge of pavement.
- 5,700 feet of discontinuous retaining walls with a maximum height of 23 feet on the west side of the UPRR track. Depending on location, the retaining walls are 100 feet to 300 feet west of Alternate Route 66. The longest retaining wall is 3,200 feet.
- Four grading permits would be required for grading of sections, the construction of guardrail or retaining walls, or culvert work along or just within the NRHP boundary of Alternate Route 66. Of these, one grading permit would include construction of a gravel-surface and asphalt driveway leading from Alternate Route 66 near Hoff Road to the location of the proposed maintenance access facility (road).
- No right-of-way or permanent or temporary easements would be required from Alternate Route 66 with this alternative.

The proposed Project improvements under Alternative 1A would not alter the roadway’s existing alignment; therefore, Alternative 1A would have no effect to Alternate Route 66’s integrity of location.

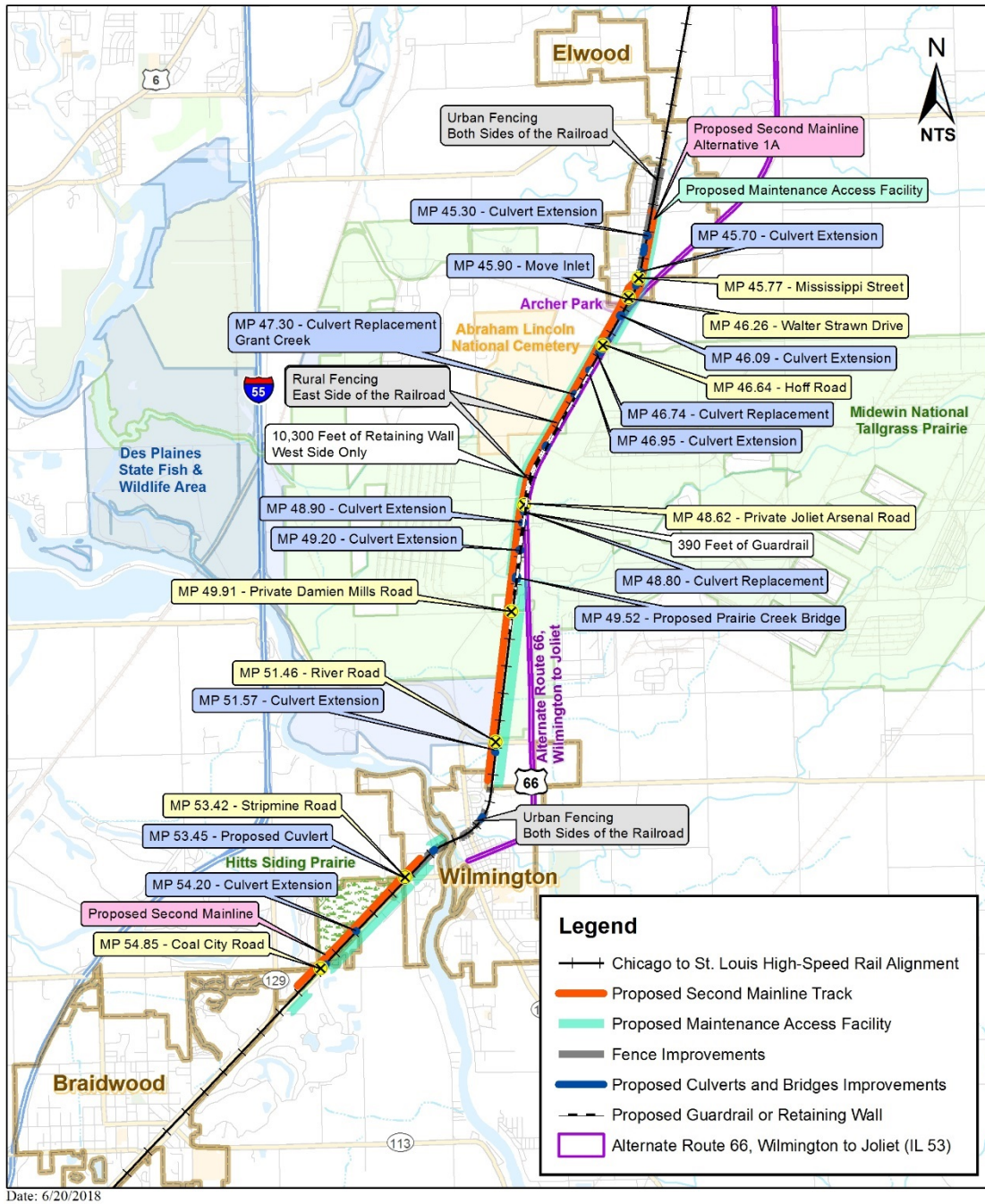
Table 3-1. Summary of Potential Effects to Alternate Route 66, Wilmington to Joliet

Alternatives	Second Track Location in Right-of-Way	Maintenance Access Facility Location in Right-of-Way	Retaining Walls to Avoid or Minimize Impacts to:	Total Retaining Wall Length along Alternate Route 66 <sup>1</sup>	Distance from Alternate Route 66 Right-of-Way	Maximum Retaining Wall Height	Total Guardrail along Alternate Route 66	Distance of Guardrail from Alternate Route 66 Pavement	Total Grading Permit from Alternate Route 66	Effects Assessment
Alternative 1A	West of existing mainline	East of existing mainline; west of existing mainline between Hoff and Damien Mills Roads	MNTP; Industry tracks <sup>2</sup> ; IL 53;	5,700 Feet (West of existing mainline)	Varies 100-300 Feet West of the Roadway ROW	23 Feet	390 Feet	< 3 Feet	0.6 Acres	No adverse effect: no direct impact to resource or adverse effect to integrity
Alternative 1B	West of existing mainline	East of existing mainline; west of existing mainline between Hoff and Damien Mills Roads	Gas line	1,500 Feet (West of existing mainline)	Varies 150 Feet West of the Roadway ROW	7 Feet	390 Feet	< 3 Feet	0.6 Acres	No adverse effect: no direct impact to resource or adverse effect to integrity
Alternative 2A	West of existing mainline	East of existing mainline	MNTP; Industry tracks; IL 53	6,100 Feet (West of existing mainline) 7,200 Feet (East of existing mainline)	20 Feet West of the Roadway ROW for 750 Feet 5-10 Feet West of the ROW for 6,450 Feet	24 Feet	10,600 Feet	12 Feet	8.0 Acres	No adverse effect: no direct impact to resource or adverse effect to integrity
Alternative 2B	West of existing mainline	East of existing mainline	Other Section 4(f) resources; Industry tracks; IL 53	7,200 Feet (East of existing mainline)	20 Feet West of the Roadway ROW for 750 Feet 5-10 Feet West of the ROW for 6,450 Feet	14 Feet	10,600 Feet	12 Feet	8.0 Acres	No adverse effect: no direct impact to resource or adverse effect to integrity
Alternative 3A	East of existing mainline	West of existing mainline; east of existing mainline between Strawn and Hoff Roads	MNTP; Industry tracks; IL 53	5,000 Feet (West of existing mainline) 8,400 Feet (East of existing mainline)	Varies 12 Feet West of the Roadway ROW	20 Feet	10,600 Feet	12 Feet	8.0 Acres	No adverse effect: no direct impact to resource or adverse effect to integrity
Alternative 3B	East of existing mainline	West of existing mainline; east of existing mainline between Strawn and Hoff Roads	Industry tracks; IL 53	8,400 Feet (East of existing mainline)	Varies 12 Feet West of the Roadway ROW	18 Feet	10,600 Feet	12 Feet	8.0 Acres	No adverse effect: no direct impact to resource or adverse effect to integrity
Alternative 4A	East of existing mainline	West of existing mainline; east of existing mainline between Strawn and Joliet Arsenal Roads	MNTP; Industry tracks; IL 53	1,500 Feet (West of existing mainline) 8,850 Feet (East of existing mainline)	Varies from 9 Feet Inside the Roadway ROW to 11 Feet West of the Roadway ROW	20 Feet	10,200 Feet	12 Feet	8.0 Acres	No adverse effect: no direct impact to resource or adverse effect to integrity
Alternative 4B	East of existing mainline	West of existing mainline; east of existing mainline between Strawn and Joliet Arsenal Roads	Industry tracks; IL 53	8,850 Feet (East of existing mainline)	Varies from 9 Feet Inside the Roadway ROW to 11 Feet West of the Roadway ROW	20 Feet	10,200 Feet	12 Feet	8.0 Acres	No adverse effect: no direct impact to resource or adverse effect to integrity

<sup>1</sup>Includes retaining wall on the east and west sides of the railroad. Calculation terminates on the south at MP 49.00.

<sup>2</sup>Industry tracks are privately owned tracks that connect to the UPRR.

Figure 3-1. Alternative 1A



Alternate Route 66 does not retain integrity of materials and no proposed Project improvements would alter the roadway’s materials. Alternative 1A would have no effect to Alternate Route 66’s integrity of materials.

Some of the proposed Project improvements would occur within the NRHP boundary of Alternate Route 66; however, the majority occur outside of the boundary and would not alter the existing two-lane and four-lane configurations of the roadway or its historically significant

cross-section template. The proposed driveway leading to the maintenance access facility (road) would constitute a change to Alternate Route 66, but would not adversely affect the significant characteristics or contributing features of the roadway. The grading permits within the NRHP boundary for construction of these improvements would also be temporary and would not permanently alter the roadway or adversely affect its contributing features. Therefore, Alternative 1A would have no adverse effect to Alternate Route 66's integrity of design and workmanship.

New built components (second track, guardrail, and retaining walls) would be introduced into the roadway's primarily open, agricultural setting, particularly along the 1945 four-lane section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's setting and western viewshed, so the addition of the proposed second track would not substantially alter the setting or any historically significant viewsheds. Alternative 1A also includes a proposed guardrail, retaining wall, and new driveway connecting to Alternate Route 66. The retaining walls would be located along the west side of the UPRR right-of-way, approximately 100 feet to 300 feet away from Alternate Route 66 depending on the location, and partially obstructed by intervening terrain and vegetation. The guardrail would be located along a single 390-foot portion of Alternate Route 66 and would not appreciably diminish its integrity of setting because guardrail exists along other sections of the roadway. These proposed improvements would not obstruct any historically significant views or diminish the roadway's ability to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, Alternative 1A would have no adverse effect to Alternate Route 66's integrity of setting, feeling, and association.

Based on this evaluation, Alternative 1A would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

### **3.1.2 Alternative 1B**

**See Appendix C, Alternative 1B, Sheets 1-6.**

Near Alternate Route 66, Alternative 1B would include:

- A second track west of the existing track
- A 10-foot-wide maintenance access facility (road) along the east side of the existing UPRR track in the UPRR right-of-way north of Hoff Road.
- Culvert extensions or replacement.
- 390 feet of continuous guardrail located less than 3 feet from the Alternate Route 66 west edge of pavement.
- 1,500 feet of continuous retaining wall with a maximum height of 7 feet on the west side of the UPRR track. The retaining wall would be approximately 150 feet west of Alternate Route 66.
- Four grading permits would be required for grading of sections, the construction of guardrail or retaining walls, or culvert work along or just within the NRHP boundary of Alternate Route 66. Of these, one grading permit would include construction of a gravel-

surface and asphalt driveway leading from Alternate Route 66 near Hoff Road to the location of the proposed maintenance access facility (road).

- No right-of-way or permanent or temporary easements would be required from Alternate Route 66 with this alternative.

The proposed Project improvements under Alternative 1B would not alter the roadway's existing alignment; therefore, Alternative 1B would have no effect to Alternate Route 66's integrity of location.

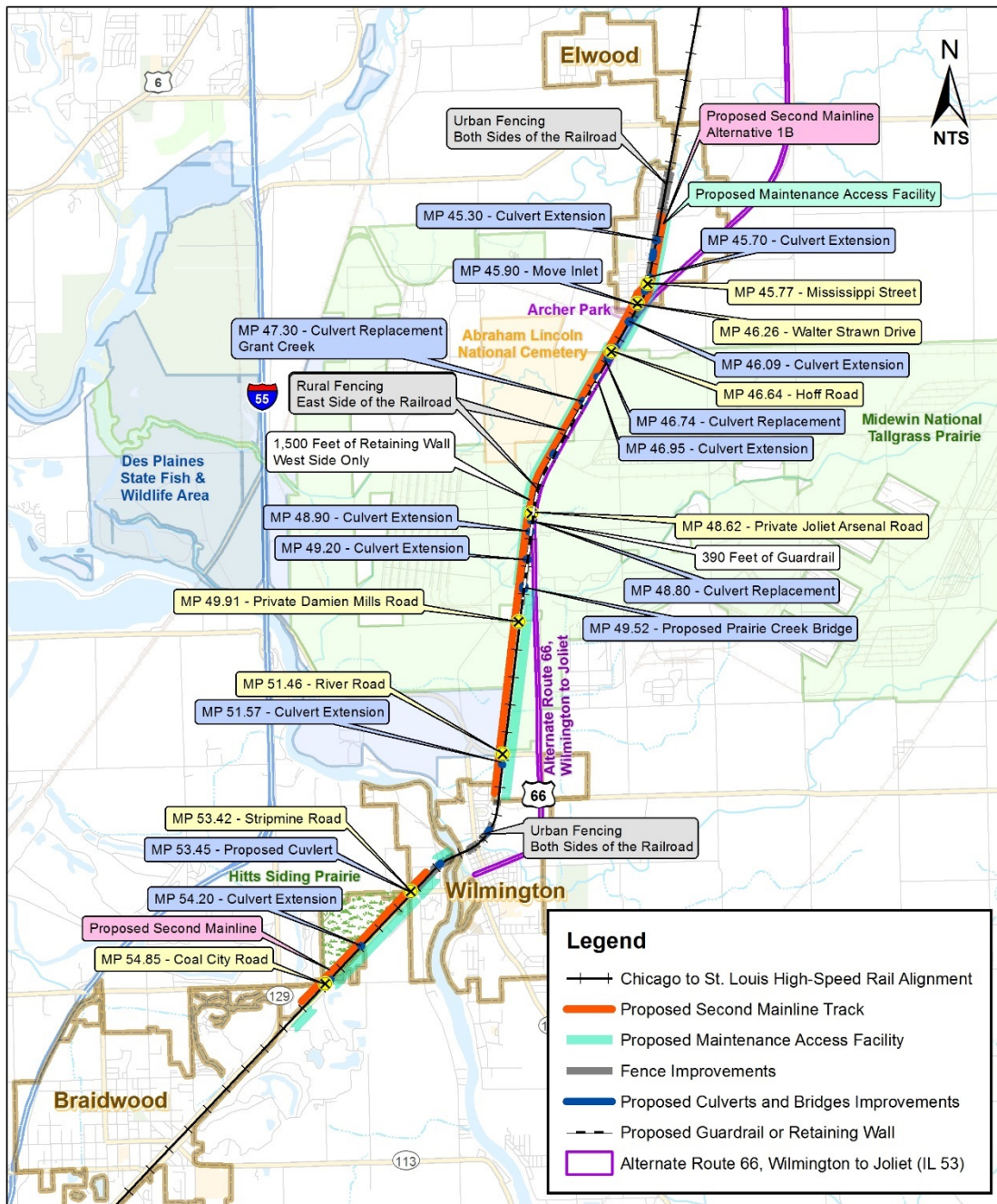
Alternate Route 66 does not retain integrity of materials and no proposed Project improvements would alter the roadway's materials. Alternative 1B would have no effect to Alternate Route 66's integrity of materials.

Some of the proposed Project improvements would occur within the NRHP boundary of Alternate Route 66; however, the majority occur outside of the boundary and would not alter the existing two-lane and four-lane configurations of the roadway or its historically significant cross-section template. The proposed driveway leading to the maintenance access facility (road) would constitute a change to Alternate Route 66, but would not adversely affect the significant characteristics or contributing features of the roadway. The grading permits within the NRHP boundary for construction of these improvements would also be temporary and would not permanently alter the roadway or adversely affect its contributing features. Therefore, Alternative 1B would have no adverse effect to Alternate Route 66's integrity of design and workmanship.

New built components (second track, guardrail, and retaining wall) would be introduced in to the roadway's primarily open, agricultural setting, particularly along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's setting and western viewshed, so the addition of the proposed second track would not substantially alter the setting or any historically significant viewsheds. Alternative 1B also includes a proposed guardrail, retaining wall, and new driveway connecting to Alternate Route 66. The retaining wall would be located along the west side of the UPRR right-of-way, approximately 150 feet away from Alternate Route 66, and partially obstructed by intervening terrain and vegetation. The guardrail would be located along a single 390-foot portion of Alternate Route 66 and would not appreciably diminish its integrity of setting because guardrail exists along other sections of the roadway. These proposed improvements would not obstruct any historically significant views or diminish the roadway's ability to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, Alternative 1B would have no adverse effect to Alternate Route 66's integrity of setting, feeling, and association.

Based on this evaluation, Alternative 1B would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

Figure 3-2. Alternative 1B



Date: 6/20/2018

### 3.1.3 Alternative 2A

See Appendix C, Alternative 2A, Sheets 1-6.

Near Alternate Route 66, Alternative 2A would include:

- A second track west of the existing track.

- A 10-foot-wide maintenance access facility (road) along the entirety of the east side of the existing UPRR track where the second track is constructed.
- Culvert extensions or replacement.
- 10,600 feet of continuous guardrail located 12 feet from the Alternate Route 66 west edge of pavement.
- 7,200 feet of discontinuous retaining wall with a maximum height of 14 feet between the UPRR track and Alternate Route 66. Depending on location, the retaining walls are 5 feet to 20 feet west of Alternate Route 66. The longest retaining wall is 3,300 feet.
- 6,100 feet of discontinuous retaining wall with a maximum height of 24 feet along the west side of the UPRR track.
- A grading permit would be required for grading of sections, the construction of guardrail or retaining walls, or culvert work along the entirety of the NRHP boundary of Alternate Route 66 where it abuts the UPRR right-of-way for approximately 11,040 feet. This alternative would require 8.0 acres of the Alternate Route 66 right-of-way for a temporary required grading permit to construct the required guardrail and wider paved shoulder.

The proposed Project improvements under Alternative 2A would not alter the roadway's existing alignment; therefore, Alternative 2A would have no effect to Alternate Route 66's integrity of location.

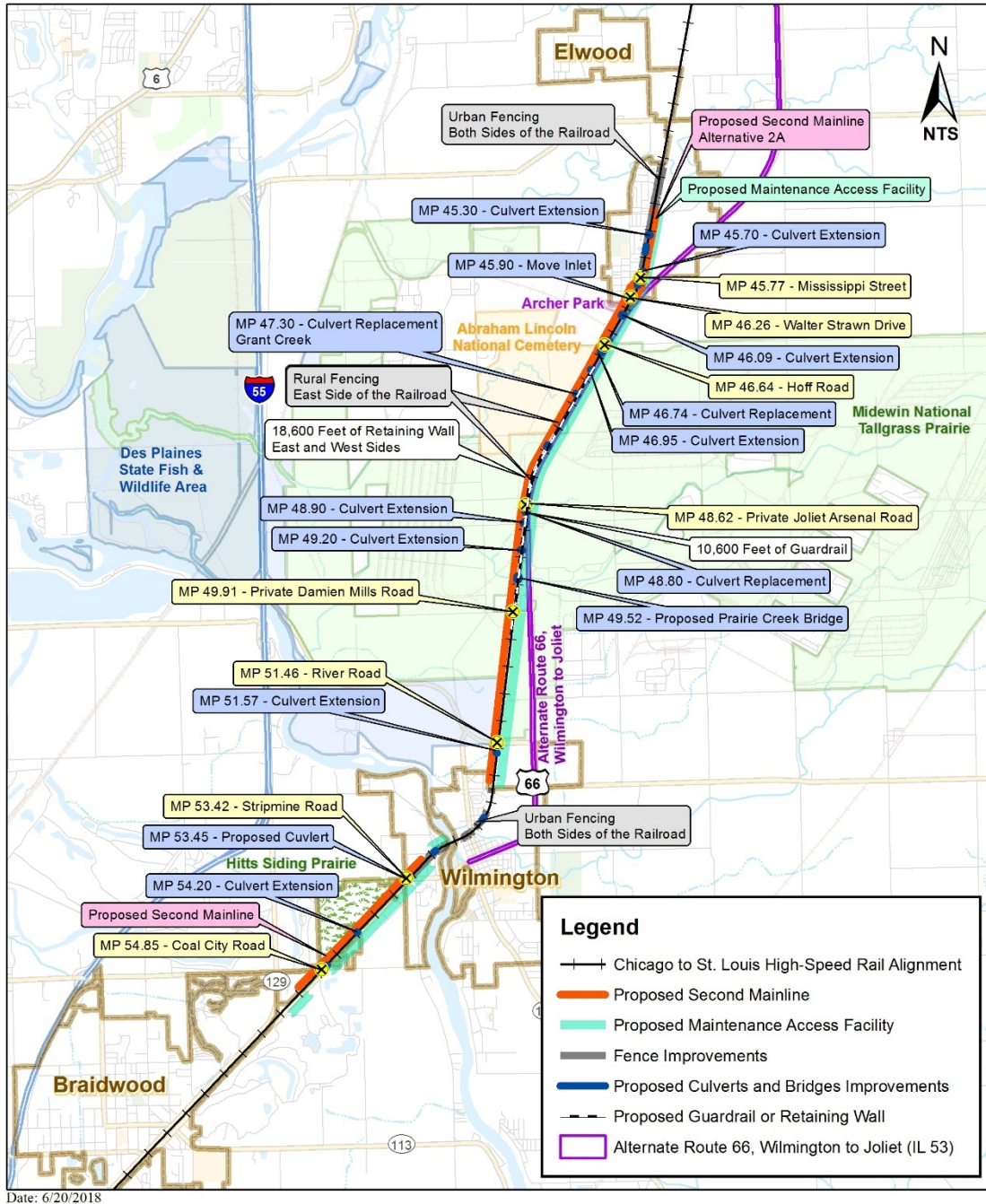
Alternate Route 66 does not retain integrity of materials and no proposed Project improvements would alter the roadway's materials. Alternative 2A would have no effect to Alternate Route 66's integrity of materials.

Project activity is proposed within the NRHP boundary of Alternate Route 66 for a temporary grading permit. This will require 8.0 acres of the Alternate Route 66 right-of-way in order to construct a wider paved shoulder, a proposed driveway connecting to the nearby proposed maintenance access facility (road), guardrail and retaining walls, and re-grading during construction. These proposed improvements would not alter the two-lane or four-lane configuration of the roadway, its historically significant cross-section template, or those significant characteristics that contribute to the roadway's integrity of design and workmanship; in particular, the grading permit and wider paved shoulder would occur within a noncontributing area of the roadway. Additionally, the grading permits within the NRHP boundary for construction of these improvements would be temporary and would not permanently alter the roadway. The proposed improvements would not adversely affect the roadway's contributing features. Therefore, Alternative 2A would have no adverse effect to its integrity of design and workmanship.

New built components (second track, maintenance access facility (road), guardrail, and retaining walls) would be introduced into the roadway's primarily open, agricultural setting, particularly along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's setting and western viewshed, so the addition of the proposed second track would not substantially alter the setting or historically significant viewsheds. The proposed maintenance access facility (road) parallel to the existing track along the entirety of the corridor would be a change to the setting, but it would not adversely affect

those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Alternative 2A also includes 10,600-feet of continuous guardrail and 13,300-feet of discontinuous retaining walls. Guardrail already exists along other sections of the roadway and more guardrail would not appreciably diminish its integrity of setting, feeling or association.

**Figure 3-3. Alternative 2A**





The retaining walls would be a visual change to the roadway's setting, but they would not adversely affect the roadway's integrity of setting by obstructing or obscuring any historically significant views. Nor would they diminish the roadway's ability to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, Alternative 2A would have no adverse effect to Alternate Route 66's integrity of setting, feeling, and association.

Based on this evaluation, Alternative 2A would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

### **3.1.4 Alternative 2B**

**See Appendix C, Alternative 2B, Sheets 1-6.**

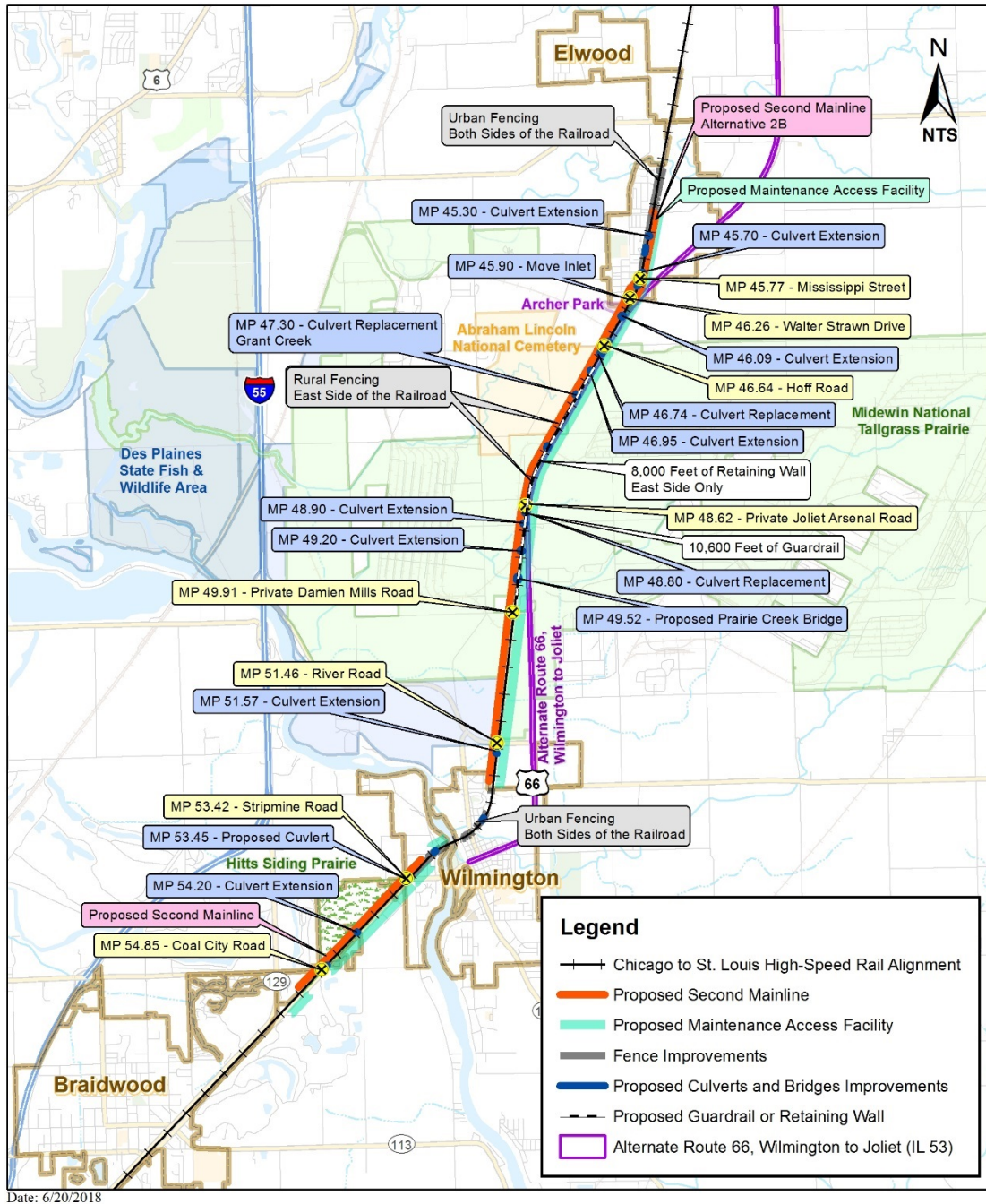
Alternative 2B is nearly identical to Alternative 2A but does not include retaining walls along the west side of the UPRR. Near Alternate Route 66, Alternative 2B would include:

- A second track west of the existing track.
- A 10-foot-wide maintenance access facility (road) along the entirety of the east side of the existing UPRR track where the second track is constructed
- Culvert extensions or replacement.
- 10,600 feet of continuous guardrail located 12 feet from the Alternate Route 66 west edge of pavement.
- 7,200 feet of discontinuous retaining walls with a maximum height of 14 feet between the UPRR track and Alternate Route 66. Depending on location, the retaining walls would be located 5 feet to 20 feet west of Alternate Route 66. The longest retaining wall is 3,300 feet.
- No retaining walls would be required along the west side of the UPRR right-of-way.
- A grading permit would be required for grading of sections, the construction of guardrail or retaining walls, or culvert work along the entirety of the NRHP boundary of Alternate Route 66 where it abuts the UPRR right-of-way. This alternative would require 8.0 acres of the Alternate Route 66 right-of-way for a temporary required grading permit to construct the required guardrail and wider paved shoulder.

The proposed Project improvements under Alternative 2B would not alter the roadway's existing alignment; therefore, Alternative 2B would have no effect to Alternate Route 66's integrity of location.

Alternate Route 66 does not retain integrity of materials and no proposed Project improvements would alter the roadway's materials. Alternative 2B would have no effect to Alternate Route 66's integrity of materials.

Figure 3-4. Alternative 2B



Project activity is proposed within the NRHP boundary of Alternate Route 66 for a temporary grading permit. This will require 8.0 acres of the Alternate Route 66 right-of-way in order to construct a wider paved shoulder, a proposed driveway connecting to the nearby proposed maintenance access facility (road), guardrail and retaining walls, and re-grading during construction. These proposed improvements would not alter the two-lane and four-lane configuration of the roadway or those significant characteristics that contribute to the roadway’s integrity of design and workmanship; in particular, the grading permit and wider

paved shoulder would occur within a noncontributing area of the roadway. Additionally, the grading permits within the NRHP boundary for construction of these improvements would be temporary and would not permanently alter the roadway. The proposed improvements would not adversely affect its contributing features. Therefore, Alternative 2B would have no adverse effect to its integrity of design and workmanship.

New built components (second track, maintenance access facility (road), guardrail, and retaining walls) would be introduced into the roadway's primarily open, agricultural setting, particularly along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's setting and western viewshed, so the addition of the proposed second track would not substantially alter the setting or historically significant viewsheds. The proposed maintenance access facility (road) parallel to the existing track along the entirety of the corridor would be a change to the setting, but it would not adversely affect those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Alternative 2B also includes 10,600-feet of continuous guardrail and 7,200-feet of discontinuous retaining walls. Guardrail already exists along other sections of the roadway and more guardrail would not appreciably diminish its integrity of setting. The retaining walls would be a visual change to the roadway's setting, but they would not adversely affect the roadway's integrity of setting by obstructing or obscuring any historically significant views. Nor would they diminish the roadway's ability to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, Alternative 2B would have no adverse effect to Alternate Route 66's integrity of setting, feeling, and association.

Based on this evaluation, Alternative 2B would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

### **3.1.5 Alternative 3A**

**See Appendix C, Alternative 3A, Sheets 1-6.**

Alternative 3A is similar to Alternative 2A, but has more proposed retaining walls at a greater height. Near Alternate Route 66, Alternative 3A would include:

- A second track east of the existing track.
- A 10-foot-wide maintenance access facility (road) along the east side of the existing UPRR track north of Hoff Road and along the west side of the new second track south of Hoff Road.
- Culvert extensions or replacement.
- 10,600 feet of continuous guardrail located 12 feet from the Alternate Route 66 west edge of pavement.
- 8,400 feet of discontinuous retaining wall with a maximum height of 18 feet between the UPRR track and Alternate Route 66. The retaining wall is approximately 12 feet west of Alternate Route 66. The longest retaining wall is 6,080 feet.

- 5,000 feet of discontinuous retaining wall with a maximum height of 20 feet along the west side of the UPRR track.
- A grading permit would be required for grading of sections, the construction of guardrail or retaining walls, or culvert work along the entirety of the NRHP boundary of Alternate Route 66 where it abuts the UPRR right-of-way. This alternative would require 8.0 acres of Alternate Route 66 right-of-way for a temporary required grading permit to construct the required guardrail and wider paved shoulder.
- A small area of the existing pavement (estimate of less than 0.05 acres) to be replaced as part of proposed modifications to the Joliet Arsenal Road grade crossing to accommodate the second track.

The proposed Project improvements under Alternative 3A would not alter the roadway's existing alignment; therefore, Alternative 3A would have no effect to Alternate Route 66's integrity of location.

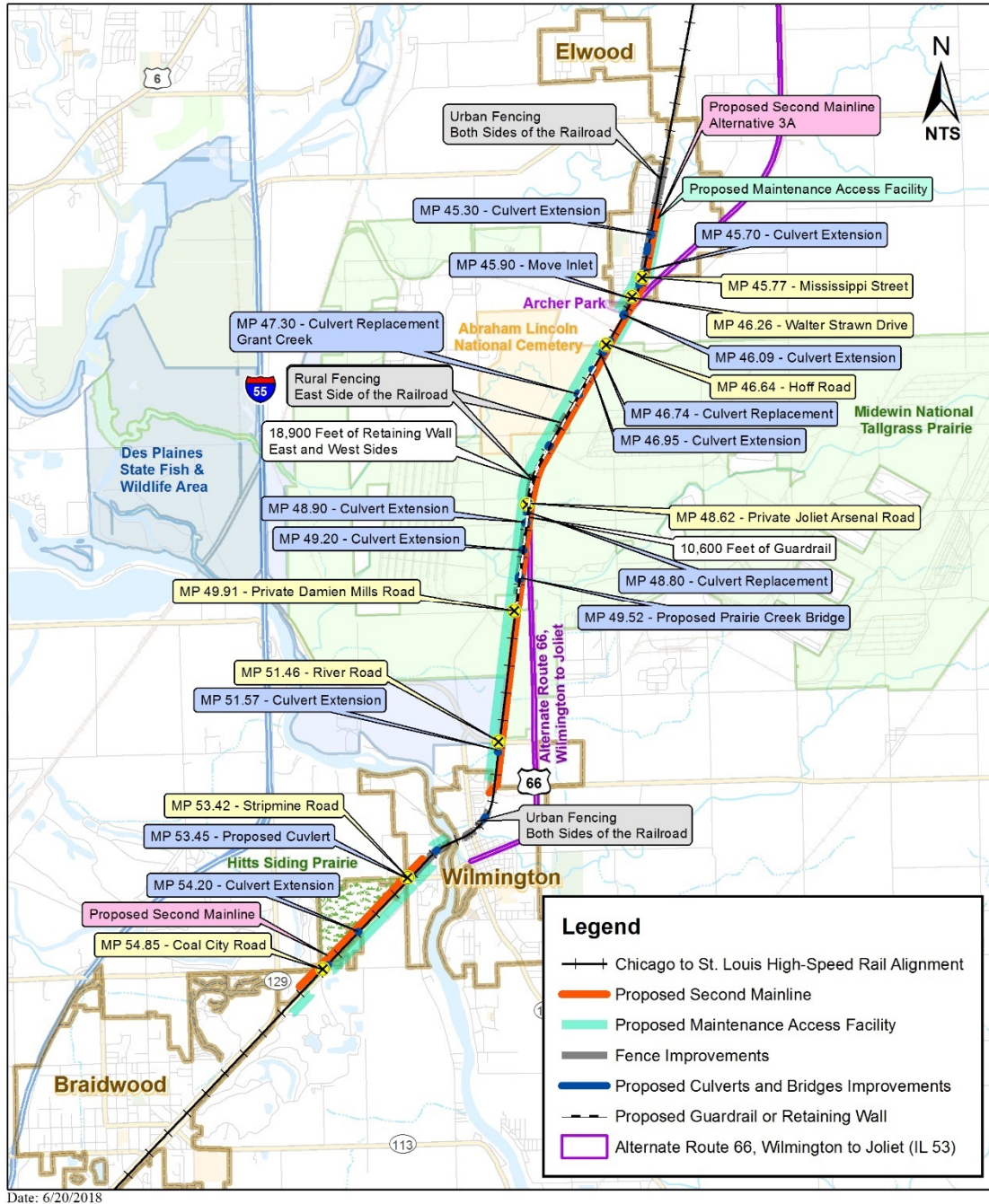
Alternate Route 66 does not retain integrity of materials. Although a small area of existing pavement (estimate of less than 0.05 acres) would require replacement at the Joliet Arsenal Road grade crossing, this would not alter the roadway's materials, and therefore, Alternative 3A would have no effect to Alternate Route 66's integrity of materials.

Project activity is proposed within the NRHP boundary of Alternate Route 66 for 8.0 acres of temporary grading permit to construct a wider paved shoulder, a proposed driveway connecting to the nearby proposed maintenance access facility (road), guardrail and retaining walls, and re-grading during construction. These proposed improvements would not alter the existing two-lane or four-lane configuration of the roadway or those significant characteristics that contribute to the roadway's integrity of design and workmanship; in particular, the grading permit and wider paved shoulder would occur within a noncontributing area of the roadway. Additionally, the grading permits within the NRHP boundary for construction of these improvements would be temporary and would not permanently alter the roadway. The proposed improvements would not adversely affect its contributing features. Therefore, Alternative 3A would have no adverse effect to its integrity of design and workmanship.

New built components (second track, guardrail, and retaining walls) would be introduced into the roadway's primarily open, agricultural setting, particularly along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's setting and western viewshed, so the addition of the proposed second track would not substantially alter the setting or historically significant viewsheds. Alternative 3A also includes 10,600-feet of continuous guardrail and 13,400-feet of discontinuous retaining walls. Guardrail already exists along other sections of the roadway and more guardrail would not appreciably diminish its integrity of setting. The retaining walls would be a visual change to the roadway's setting, but they would not adversely affect the roadway's integrity of setting by obstructing or obscuring any historically significant views. Nor would they diminish the roadway's ability to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, Alternative 3A would have no adverse effect to Alternate Route 66's integrity of setting, feeling, and association.

Based on this evaluation, Alternative 3A would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

**Figure 3-5. Alternative 3A**



### 3.1.6 Alternative 3B

See Appendix C, Alternative 3B, Sheets 1-6.

Alternative 3B is similar to Alternative 3A, but does not include retaining walls along the west side of the UPRR and has fewer retaining walls. Near Alternate Route 66, Alternative 3B would include:

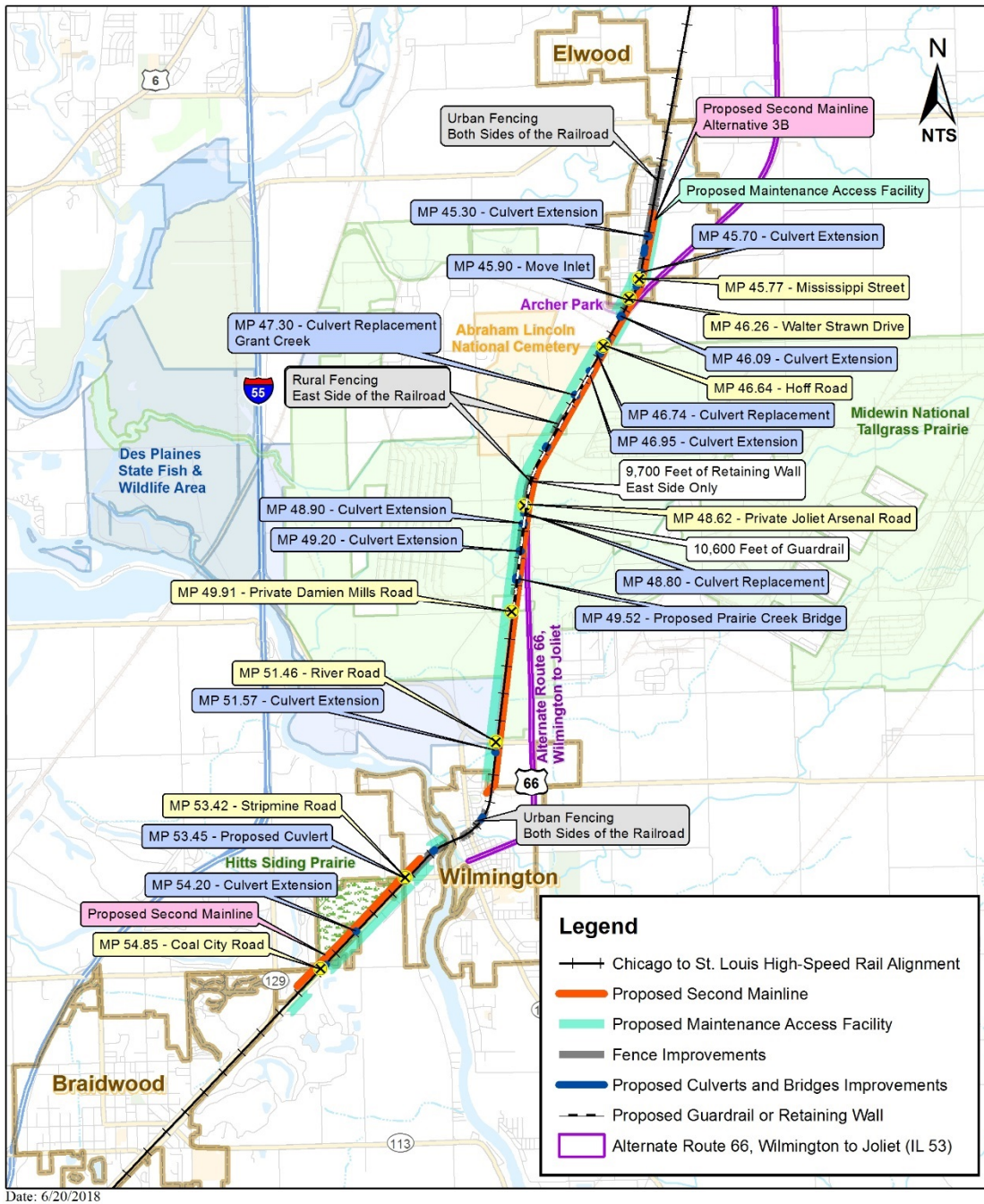
- A second track east of the existing track.
- A 10-foot-wide maintenance access facility (road) along the east side of the existing UPRR track north of Hoff Road and along the west side of the new second track south of Hoff Road.
- Culvert extensions or replacement.
- 10,600 feet of continuous guardrail located 12 feet from the Alternate Route 66 west edge of pavement.
- 8,400 feet of discontinuous retaining wall with a maximum height of 18 feet between the UPRR track and Alternate Route 66. The retaining wall would be located 12 feet west of Alternate Route 66. The longest retaining wall is 6,080 feet.
- No retaining walls would be required along the west side of the UPRR right-of-way.
- A grading permit would be required for grading of sections, the construction of guardrail or retaining walls, or culvert work along the entirety of the NRHP boundary of Alternate Route 66 where it abuts the UPRR right-of-way. This alternative would require 8.0 acres of Alternate Route 66 right-of-way for a temporary required grading permit to construct the required guardrail and wider paved shoulder.
- A small area of the existing pavement (estimate of less than 0.05 acres) to be replaced as part of proposed modifications to the Joliet Arsenal Road grade crossing to accommodate the second track.

The proposed Project improvements under Alternative 3B would not alter the roadway's existing alignment; therefore, Alternative 3B would have no effect to Alternate Route 66's integrity of location.

Alternate Route 66 does not retain integrity of materials. Although a small area of existing pavement (estimate of less than 0.05 acres) would require replacement at the Joliet Arsenal Road grade crossing, this would not alter the roadway's materials, and therefore, Alternative 3B would have no effect to Alternate Route 66's integrity of materials.

Project activity is proposed within the NRHP boundary of Alternate Route 66 for 8.0 acres of temporary grading permit to construct a wider paved shoulder, a proposed driveway connecting to the nearby proposed maintenance access facility (road), guardrail and retaining walls, and re-grading during construction. These proposed improvements would not alter the existing two-lane or four-lane configuration of the roadway or those significant characteristics that contribute to the roadway's integrity of design and workmanship; in particular, the grading permit and wider paved shoulder would occur within a noncontributing area of the roadway.

Figure 3-6. Alternative 3B



Additionally, the grading permits within the NRHP boundary for construction of these improvements would be temporary and would not permanently alter the roadway. The proposed improvements would not adversely affect its contributing features. Therefore, Alternative 3B would have no adverse effect to its integrity of design and workmanship.

New built components (second track, guardrail, and retaining walls) would be introduced into the roadway's primarily open, agricultural setting, particularly along the 1945 section parallel to

the UPRR right-of-way. The railroad has historically been a part of the roadway's setting and western viewshed, so the addition of the proposed second track would not substantially alter the setting or historically significant viewsheds. Alternative 3B also includes 10,600-feet of continuous guardrail and 8,400-feet of discontinuous retaining walls. Guardrail already exists along other sections of the roadway and more guardrail would not appreciably diminish its integrity of setting. The retaining walls would be a visual change to the roadway's setting, but they would not adversely affect the roadway's integrity of setting by obstructing or obscuring any historically significant views. Nor would they diminish the roadway's ability to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, Alternative 3B would have no adverse effect to Alternate Route 66's integrity of setting, feeling, and association.

Based on this evaluation, Alternative 3B would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

### **3.1.7 Alternative 4A**

**See Appendix C, Alternative 4A, Sheets 1-6.**

Alternative 4A is similar to Alternative 3A, but has fewer proposed retaining walls along the west side of the UPRR right-of-way and less guardrail. Near Alternate Route 66, Alternative 4A would include:

- A second track east of the existing track.
- A 10-foot-wide maintenance access facility (road) along the east side of the existing UPRR track north of Hoff Road and along the west side of the new second track south of Hoff Road.
- Culvert extensions or replacement.
- 10,200 feet of continuous guardrail located 12 feet from the Alternate Route 66 west edge of pavement.
- 8,850 feet of discontinuous retaining wall with a maximum height of 20 feet between the UPRR track and Alternate Route 66. The retaining wall would be located approximately 11 feet west of Alternate Route 66. The longest retaining wall is 6,350 feet.
- 1,550 feet of discontinuous retaining wall with a maximum height of 10 feet along the west side of the UPRR right-of-way.
- A grading permit would be required for grading of sections, the construction of guardrail or retaining walls, or culvert work along the entirety of the NRHP boundary of Alternate Route 66 where it abuts the UPRR right-of-way. This alternative would require 8.0 acres of the Alternate Route 66 right-of-way for a temporary required grading permit to construct the required guardrail, wider paved shoulder, and the maintenance access facility (road), all of which would be located within the NRHP boundary of Alternate Route 66 for approximately 4,950 feet between Hoff and Joliet Arsenal Roads.



- A small area of the existing pavement (estimate of less than 0.05 acres) to be replaced as part of proposed modifications to the Joliet Arsenal Road grade crossing to accommodate the second track.

The proposed Project improvements under Alternative 4A would not alter the roadway's existing alignment; therefore, Alternative 4A would have no effect to Alternate Route 66's integrity of location.

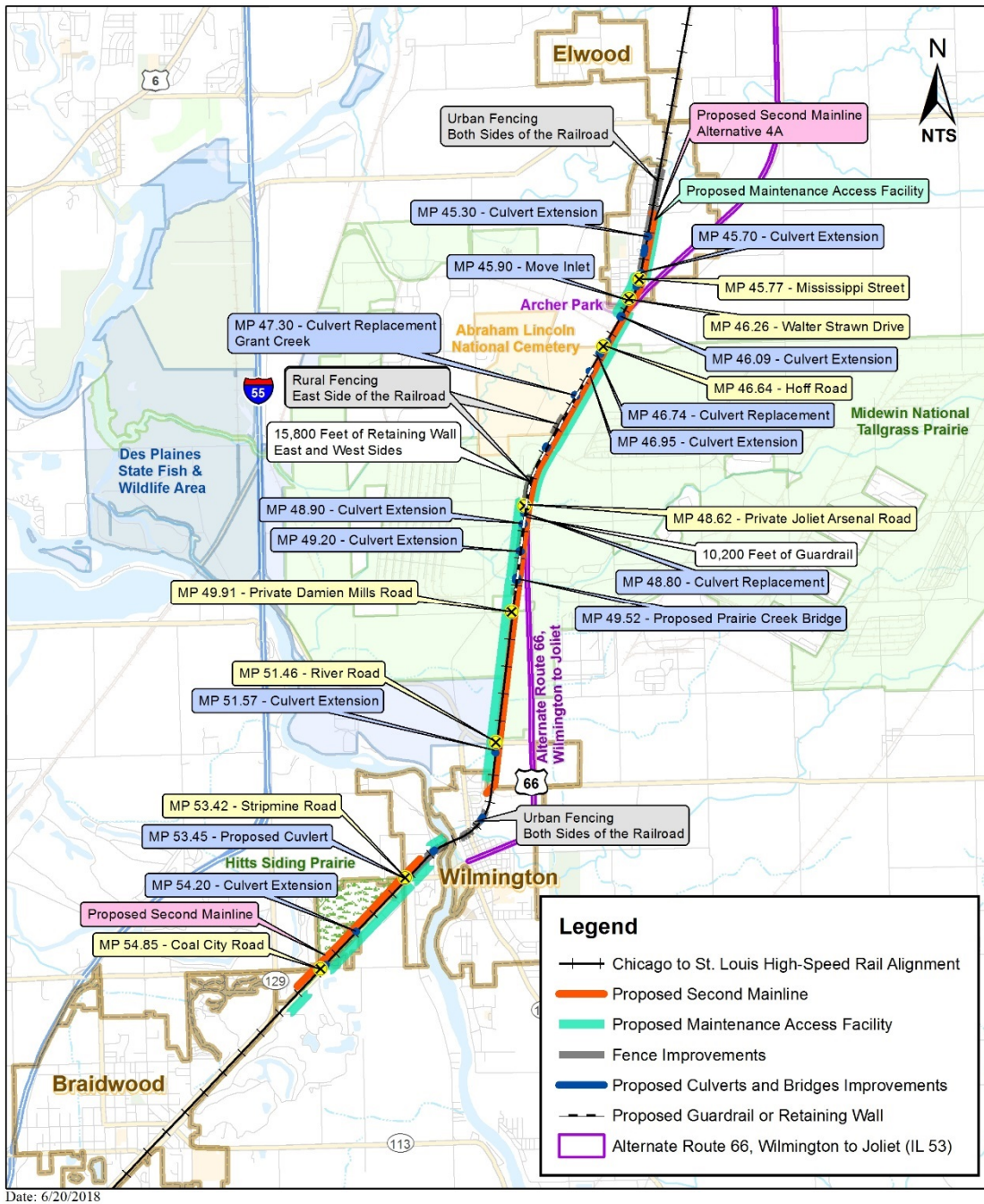
Alternate Route 66 does not retain integrity of materials. Although a small area of existing pavement (estimate of less than 0.05 acres) would require replacement at the Joliet Arsenal Road grade crossing, this would not alter the roadway's materials, and therefore, Alternative 4A would have no effect to Alternate Route 66's integrity of materials.

Project activity is proposed within the NRHP boundary of Alternate Route 66 for 8.0 acres of temporary grading permit in order to construct a wider paved shoulder, a proposed driveway connecting to the nearby proposed maintenance access facility (road), guardrail and retaining walls, and re-grading during construction. These proposed improvements would not alter the existing two-lane or four-lane configuration of the roadway or those significant characteristics that contribute to the roadway's integrity of design and workmanship; in particular, the grading permit and wider paved shoulder would occur within a noncontributing area of the roadway. Additionally, the grading permits within the NRHP boundary for construction of these improvements would be temporary and would not permanently alter the roadway. The proposed improvements would not further alter the roadway's already diminished integrity of design, workmanship, and materials, nor would they would adversely affect its contributing features. Therefore, Alternative 4A would have no adverse effect to its integrity of design and workmanship.

New built components (second track, guardrail, and retaining walls) would be introduced into the roadway's primarily open, agricultural setting, particularly along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's setting and western viewshed, so the addition of the proposed second track would not substantially alter the setting or historically significant viewsheds. Alternative 4A also includes 10,200-feet of continuous guardrail and 10,400-feet of discontinuous retaining walls. The guardrail already exists along other sections of the roadway and more guardrail would not appreciably diminish its integrity of setting. The retaining walls would be a visual change to the roadway's setting, but they would not adversely affect the roadway's integrity of setting by obstructing or obscuring any historically significant views. Nor would they diminish the roadway's ability to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, Alternative 4A would have no adverse effect to Alternate Route 66's integrity of setting, feeling, and association.

Based on this evaluation, Alternative 4A would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

Figure 3-7. Alternative 4A



### 3.1.8 Alternative 4B

See Appendix C, Alternative 2B, Sheets 1-6.

Alternative 4B is similar to Alternative 4A, but does not include retaining walls along the west side of the UPRR and has fewer retaining walls. Alternative 4B would include:

- A second track east of the existing track.

- A 10-foot-wide maintenance access facility (road) along the east side of the existing UPRR track north of Hoff Road and along the west side of the new second track south of Hoff Road.
- Culvert extensions or replacement.
- 10,200 feet of guardrail located 12 feet from the Alternate Route 66 west edge of pavement.
- 8,850 feet of retaining wall with a maximum height of 20 feet between the UPRR track and Alternate Route 66. The retaining wall would be located approximately 11 feet from Alternate Route 66. The longest retaining wall is 6,350 feet.
- No retaining walls would be required along the west side of the UPRR right-of-way.
- A grading permit would be required for grading of sections, the construction of guardrail or retaining walls, or culvert work along the entirety of the NRHP boundary of Alternate Route 66 where it abuts the UPRR right-of-way. This alternative would require 8.0 acres of the Alternate Route 66 right-of-way for a temporary required grading permit to construct the required guardrail, wider paved shoulder, and the maintenance access facility (road), all of which would be located within the NRHP boundary of Alternate Route 66 for approximately 4,950 feet between Hoff and Joliet Arsenal Roads.
- A small area of the existing pavement (estimate of less than 0.05 acres) to be replaced as part of proposed modifications to the Joliet Arsenal Road grade crossing to accommodate the second track.

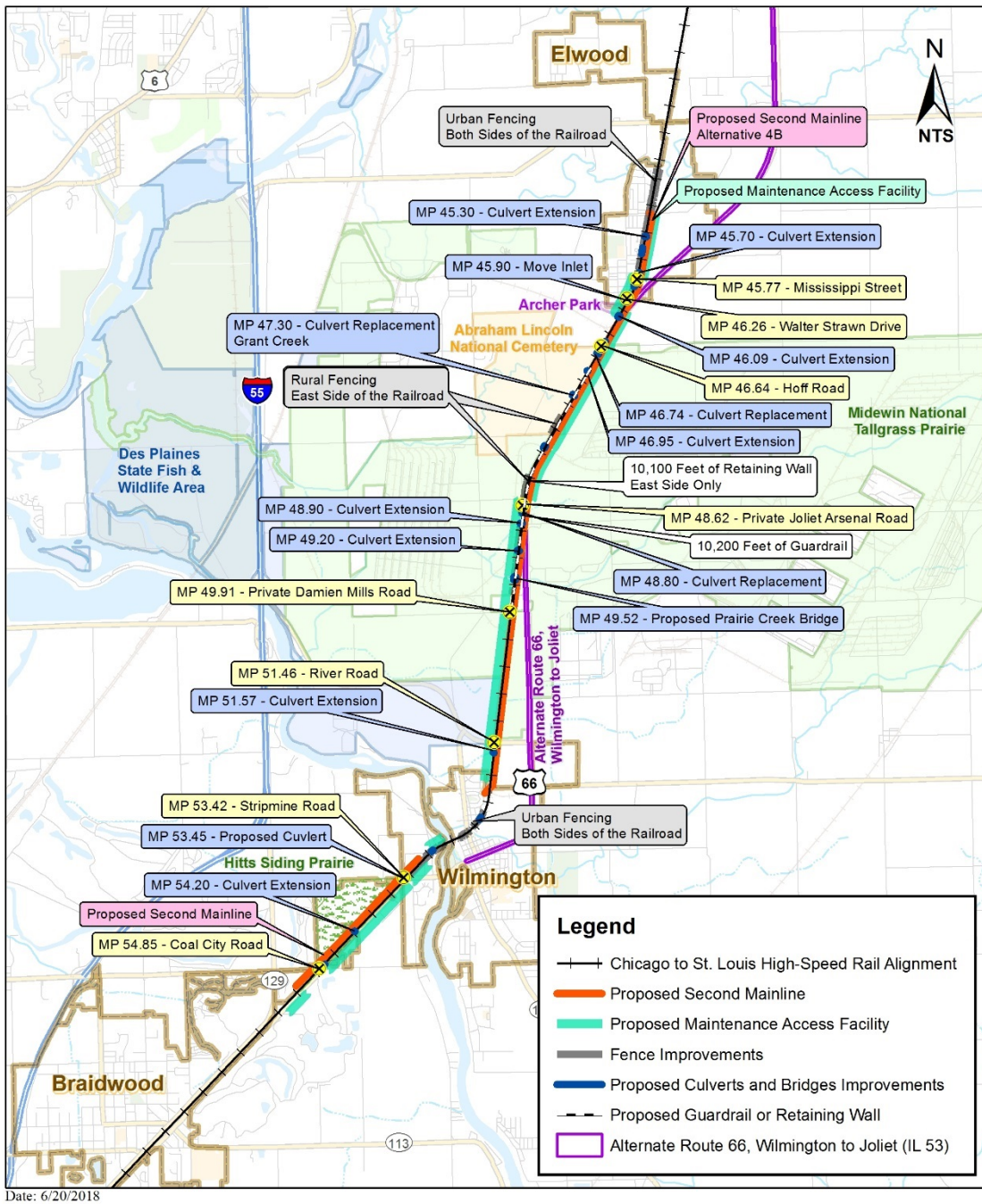
The proposed Project improvements under Alternative 4B would not alter the roadway's existing alignment, and therefore, Alternative 4B would have no effect to Alternate Route 66's integrity of location.

Alternate Route 66 does not retain integrity of materials. Although a small area of existing pavement (estimate of less than 0.05 acres) would require replacement at the Joliet Arsenal Road grade crossing, this would not alter the roadway's materials, and therefore, Alternative 4B would have no effect to Alternate Route 66's integrity of materials.

Project activity is proposed within the NRHP boundary of Alternate Route 66 for 8.0 acres of temporary grading permit to construct a wider paved shoulder, a proposed driveway connecting to the nearby proposed maintenance access facility (road), guardrail and retaining walls, and re-grading during construction. These proposed improvements would not alter the existing two-lane or four-lane configuration of the roadway or those significant characteristics that contribute to the roadway's integrity of design and workmanship; in particular, the grading permit and wider paved shoulder would occur within a noncontributing area of the roadway.

Additionally, the grading permits within the NRHP boundary for construction of these improvements would be temporary and would not permanently alter the roadway. The proposed improvements would not further alter the roadway's already diminished integrity of design and workmanship, nor would they would adversely affect its contributing features. Therefore, Alternative 4B would have no adverse effect to its integrity of design and workmanship.

Figure 3-8. Alternative 4B



New built components (second track, guardrail, and retaining walls) would be introduced into the roadway's primarily open, agricultural setting, particularly along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's setting and western viewshed, so the addition of the proposed second track would not substantially alter the setting or historically significant viewsheds. Alternative 4B also includes 10,200-feet of continuous guardrail and 8,850-feet of discontinuous retaining walls. Guardrail already exists along other sections of the roadway and more guardrail would not appreciably diminish its

integrity of setting. The retaining walls would be a visual change to the roadway's setting, but they would not adversely affect the roadway's integrity of setting by obstructing or obscuring any historically significant views. Nor would they diminish the roadway's ability to convey its feeling as a travel route and its association with Route 66 and its 1926 and 1945 highway construction. Therefore, Alternative 4B would have no adverse effect to Alternate Route 66's integrity of setting, feeling, and association.

Based on this evaluation, Alternative 4B would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet.

## 4.0 Conclusions

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Based on current Project information, this report recommends that all proposed Project alternatives would have **no adverse effect** to Alternate Route 66, Wilmington to Joliet. Each alternative would introduce new built components into the roadway's setting, but these changes would not substantially alter the roadway's integrity of setting or its ability to convey its historic significance. More importantly, these changes would not adversely affect the roadway's integrity of location, design, workmanship, feeling, and association, which are important in conveying Alternate Route 66's historic significance as an important link in the Route 66 corridor between 1926 and ca. 1970 and an example of both 1920s and 1940s highway engineering and construction principles.

# *Appendix A*

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## IDOT BDE Historic Properties Identification Coordination and Photo Logs

**CHICAGO TO ST. LOUIS HIGH SPEED RAIL  
ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS**

**BRIDGES AND UNIQUE CULVERTS**

**CHICAGO TO ST. LOUIS HIGH SPEED RAIL  
ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS  
BRIDGES AND UNIQUE CULVERTS**

<b>Milepost/ Location</b>	<b>Existing Structure Type</b>	<b>Proposed Work</b>	<b>In Stream Work?</b>	<b>Photo Included?</b>
44.90	Culvert, corrugated metal	Culvert Replacement	Yes	No
45.30	Culvert, corrugated metal	Culvert Replacement	Yes	No
45.70	Culvert, concrete	Culvert Replacement	Yes	No
45.90	Culvert, concrete	Culvert Replacement	Yes	No
46.09	Culvert, metal pipe	Culvert Replacement	Yes	No
46.74	Culvert, concrete	Culvert Replacement	Yes	Yes
46.95	Culvert, stone	Culvert Replacement	Yes	Yes
47.30	Culvert, stone	Raise Retainer	Yes	Yes
48.75	Culvert, metal pipe	Culvert Replacement	Yes	No
48.89	Culvert, corrugated metal	No work	No	No
48.90	Culvert, corrugated metal	Culvert Replacement	Yes	No
49.20	Culvert, concrete	Culvert Replacement	Yes	No
49.50	Bridge	Part of the Joliet to Dwight Track Improvement Project (Sequence #18446)	Yes	No
51.57	Bridge	Pipe and Fill	No	Yes
52.47	Forked Creek	Part of Kankakee River Bridge Improvements Project (Sequence # 18444)	Yes	No
52.66	Water Street	Part of Kankakee River Bridge Improvements Project (Sequence # 18444)	No	No
52.70	Kankakee River	Part of Kankakee River Bridge Improvements Project (Sequence # 18444)	Yes	No
53.45	Culvert, concrete	No work	No	No
54.20	Culvert, metal pipe	Culvert Replacement	Yes	No



# ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG

## BRIDGES AND UNIQUE CULVERTS

Photo 1

Milepost 46.74  
Facing Southeast



Photo 2

Milepost 46.95  
Facing Northwest



# ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG

## BRIDGES AND UNIQUE CULVERTS

Photo 3

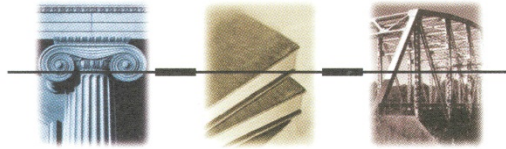
Milepost 47.30  
Facing Northwest



Photo 4

Milepost 51.57





HERITAGE RESEARCH, LTD.

## MEMORANDUM

TO: Emilie Eggemeyer (IDOT)  
FROM: John N. Vogel (HRL)  
SUBJECT: Culverts MP 38.80 & 47.30  
DATE: 13 November 2014

Emilie—

I offer the following thoughts in response to your e-mail inquiry of 29 October 2014.

IHPA seems to be focusing on arched structures, as opposed to those that employ a post-and-beam structural system. While there can be monumental examples of the latter, they are, by and large, simple entities when it comes to the structural system and how it works. Arches are quite the opposite. They are, by their nature, more complex. They can also be visually intriguing and very photogenic.

The two structures about which IHPA was inquiring are both arches. That located at MP 38.80 is of concrete, while that at MP 47.30 is of stone. Given my evolving understanding of the Chicago & Alton Railroad (C & A), 38.80 likely dates to the circa 1910-1920 period when the C & A was no longer an independent railroad. It had, in that period, a number of problems and filed for bankruptcy protection in 1922. On the other hand, that at MP 47.30 likely dates to the later quarter of the nineteenth century, when Timothy Blackstone was the C & A president. Blackstone's vision for the C & A was limited. He did not want to build a large rail system. Indeed, that may have been one of the factors leading to the railroad's sale in the post 1900 period and its bankruptcy in 1922. Nevertheless, Blackstone built and operated a first class railroad between Chicago, St. Louis and Kansas City that was consistently profitable through the turn of the twentieth century. It makes perfect sense that Blackstone's railroad constructed a first rate and durable infrastructure. This is all to say that stone arch structures are more likely emblematic of what the C & A was in its heyday than are the more common concrete arches.

An interesting example of a structure that evokes Blackstone's passion for a quality railroad with quality infrastructure is found at MP 163.60. Viewed from the west, this appears to be a concrete arch fabrication. Viewed from the east, however, the culvert reveals an original cut stone, arch structure that was built in 1876. The concrete extension was constructed when the roadbed was widened to the west—likely post 1900. This edifice is illustrated in Photos

**HISTORICAL/ENVIRONMENTAL CONSULTANTS**

Memo to Emilie Eggemeyer

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13 November 2014

#1, #2, #3 and #4. Another stone arch, this one with more consistent integrity than the one at MP 163.30, is located at MP 112.20. It does not have a date stone, but its original construction was likely consistent with the construction of MP 163.30 (i.e., ca. late 1870s). Interestingly, the stonework of the arch on the east side of the structure differs stylistically from that on the west, which may be a bit more recent. But both arches are of stone, which clearly suggests 19<sup>th</sup> century construction. This arch is illustrated in Photos #5 and #6. The stone culvert with what is likely the best integrity of all stone structures on the Chicago & Alton's line to St. Louis is that located at MP 254.30, and pictured in Photos #7 and #8, which—in agreement with IHPA—is being documented for the IL HAER recordation program.

The stone culvert located at MP 47.30, and about which IHPA was inquiring, was not easily photographed as fieldwork was completed over the last two weeks. Indeed, leaves were still on the adjacent vegetation and viewing the structure was difficult (see Photo #9). That fact notwithstanding, it is apparent that the arch received at some point a multiple-inch lining of concrete (see Photo #10). That lining eliminates the ability to view the stone arch itself. Indeed, the lining assumed much of the primary load carrying function of the structure. Given the significant loss of historical integrity that the concrete arch lining inflicts on the stone arch at MP 47.30, in addition to the existence of other much better examples of stone arches on the subject rail line, MP 47.30 is not thought to be a National Register-eligible component of the old Chicago & Alton route.

In terms of evolving railroad infrastructure, fabrications built of concrete typically followed those constructed of stone. Generally speaking and by their nature, while acknowledging that there are exceptions, concrete structures of the twentieth century helped to maintain service whereas stone arrangements of the nineteenth century were more associated with the original construction, or a significant upgrading, of a rail line and its service. I think the National Register has more interest in the latter than the former, at least when it comes to Criterion A (historical significance). That is unless there is something technologically unique about a concrete structure, in which case such an edifice could still be eligible under Criterion C (engineering/ architectural significance).

The concrete culvert located at MP 38.80 is a bit more problematical since its location made it unviewable (despite consequential efforts to reach the site). Still, the photographic image revealed in the *Joliet to Dwight Track Improvements Photolog: Bridges and Unique Culverts* report suggests that 38.80 is a simple, unadorned concrete arch structure. As noted previously, the culvert likely dates to the circa 1910 to 1920 period.

There are a number of arched, concrete culverts that remain along the Chicago to St. Louis line. In some cases, as with MP 163.60, the concrete culvert and culvert wall extended a

Memo to Emilie Eggemeyer

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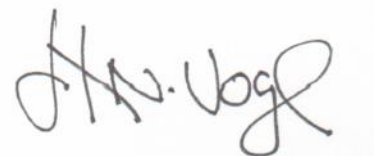
stone culvert, the stone wall of which remains on the other side (see Photos #1, #2, #3 and #4). In other cases, the entire culvert was built, or rebuilt, of concrete. One example of a complete, concrete culvert is located at MP 127.10, in the City of Bloomington. The east side of this conveyance is flat, whereas the west side employs wing walls (see Photos #11 and #12). Other examples of a concrete culvert can be found at MP 152.70 (see Photos #13 and #14), as well as at MP 162.70 (see Photos #15 and #16).

It is clear that several other concrete culverts remain along the railroad right-of-way. All appear to have integrity comparable to the one about which IHPA was asking (MP 38.80). But unlike MP 38.80, which is largely unreachable and unobservable by the traveling public, these other examples are immediately adjacent to old Route 66. Thus can they be seen and appreciated by those passing by. It is my thought, when possible, that historical artifacts that are more easily apparent to travelers are those that should receive the most consideration—in contrast to those that are so inaccessible that they have no opportunity to reveal anything.

That still does not address the question of Register eligibility for arched, concrete culverts. Again, they are functional structures of poured concrete. They do not embody the piece work or craftsmanship found in the stone arches on the route. Nor, as twentieth century structures, are they generally associated with a railroad's establishment or growth. Thus am I inclined to think that concrete culverts would not typically be eligible for the National Register. To be so, there would have to be something individually remarkable about them.

In summary, and regarding IHPA's inquiry, I am inclined to think that MP 47.30 should not be considered eligible for the Register due to its loss of integrity (the concrete arch lining). Other stone arch structures with fair integrity or better should be considered eligible under both Criterion A and C. In contrast, concrete arch structures (MP 38.80) will most likely not be eligible under Criterion A or C, although the truly unique concrete arch might be the exception and qualify for the Register under Criterion C.

Please feel free to contact me should you have any questions in this matter.

A handwritten signature in black ink, appearing to read "J. N. Vogel". The signature is written in a cursive, flowing style.

cc: Brad Koldehoff (IDOT)  
Tim Selover (Parsons Brinkerhoff)  
Scott Brejcha (Knight EA)



**Figure 1:** MP 163.60. Arched stone culvert side, view to west.



**Figure 2:** MP 163.60. Arched concrete side, view to east. Note new culvert adjacent.



**Figure 3:** MP 163.60. Arch interior. Note the stone to concrete matching line.



**Figure 4:** MP 163.60. 1876 date stone on the east side of the culvert.



**Figure 5:** MP 112.20. View to east. This stone work (see the stones in the segmental arch) is slightly different than the stone work on the east side of the culvert—which suggests it may be a bit newer. Nevertheless, this side of the structure exhibits significant character.



**Figure 6:** MP 112.20. View to west. This side of the culvert is likely the original. The segmental arch stones are finished and placed in a manner similar to the structure at MP 163.60. The retaining wall extension is a minor intrusion that is not thought to affect the overall integrity of the structure in a significant way.



Memo to Emilie Eggemeyer

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**Figure 7:** MP 254.30. View to northwest. With its dual capacity tunnel (two passage drain and roadway deck above), in addition to its excellent integrity, this is thought to be the most impressive example of late 19<sup>th</sup> century stone work on the Chicago to Alton mainline.



**Figure 8:** MP 254.30. View to east southeast. The consistent integrity of this substantial culvert structure is impressive.

Memo to Emilie Eggemeyer

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**Figure 9:** MP 47.30. View to west. The ability to view this structure well was obscured by the still apparent foliage.



**Figure 10:** MP 47.30. View to west. Remaining foliage notwithstanding, it is apparent—as illustrated in this image—that the arch has been lined with a multiple inch thick layer of concrete, the date of which is unknown. But the addition of such a component significantly diminishes the integrity of the arch which is the key structural component of the culvert.



**Figure 11:** MP 127.10. Concrete culvert view to west.



**Figure 12:** MP 127.10. Concrete culvert view to northeast.



**Figure 13:** MP 152.70. Concrete culvert view to west.



**Figure 14:** MP 152.70. Concrete culvert interior view to west.

Memo to Emilie Eggemeyer

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**Figure 15:** MP 162.70. View to east. New culverts are clearly being installed at this location.



**Figure 16:** MP 162.70. View to northwest. It is unclear if this historic period culvert will remain once the installation of the new culverts is finished. Nevertheless, this is a relatively good example of a complete, concrete culvert that dates to the circa 1920 period.

**CHICAGO TO ST. LOUIS HIGH SPEED RAIL  
ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS  
STRUCTURES OF POTENTIAL DISPLACEMENT  
PHOTO LOG  
BDE Sequence #18772**

## ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG

There are three structures being displaced. One structure appears to be more than 50 years old and is included in this photo log.

Address	Town	Description	Corresponding Structure Number on Aerial Exhibits	Aerial Exhibit Page Number	Photo Included
102 S Matteson St	Elwood, IL	Garage associated with Residence (Displacement because of acquisition.)	Structure 14	3	No
111 E Morris St	Elwood, IL	Garage associated with residence (Displacement because it is an Encroachment on UP ROW)	Structure 15	3	Yes
100 S Douglas St	Elwood, IL	Equipment associated with warehouse (Encroachment)	Structure 17A	3	No

# **ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG**

## **STRUCTURES OF POTENTIAL DISPLACEMENT**



## ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG

111 E Morris Street  
Elwood, IL  
Garage associated  
with residence  
(Facing East)

**Structures #15**  
(Encroachment,  
Notify owner)



# **ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG**

## **HENSLOW BRIDGE**

**NOT IMPACTED BUT SHOWN HERE FOR REFERENCE ONLY**

# ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG

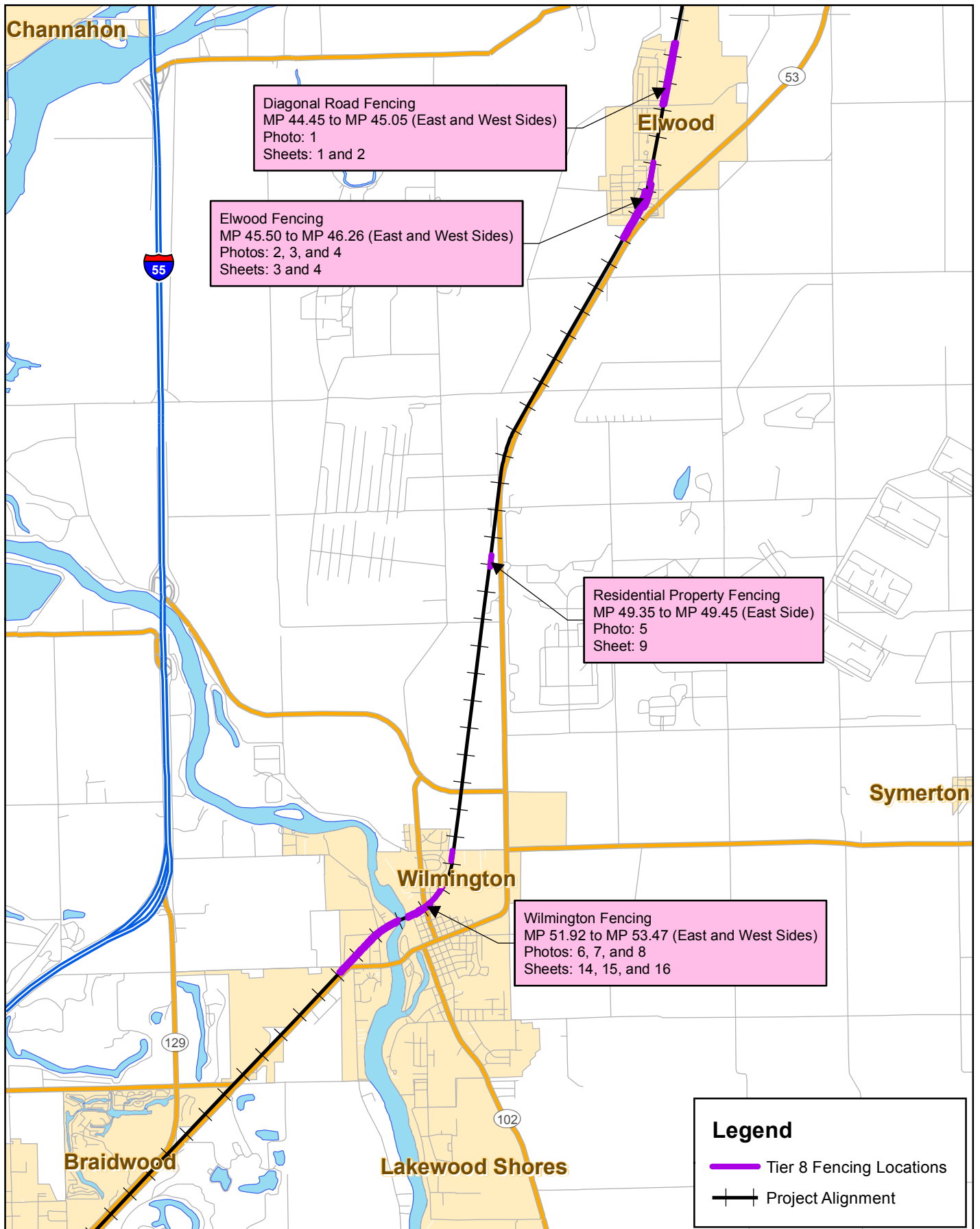
Henslow Bridge  
Elwood, IL  
Pedestrian Bridge

Structures #22  
**(Bridge not impacted  
but shown here for  
reference only)**



**CHICAGO TO ST. LOUIS HIGH SPEED RAIL  
ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS  
FENCING**

# Fencing Location Map



**Chicago to St. Louis High Speed Rail**  
Elwood to Braidwood Track Improvements Project



Date: 6/13/2014

**ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG**

**FENCING**

# ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG FENCING

Photo 1

Diagonal Road  
Fencing  
Milepost 45.0-  
Diagonal Road facing  
northbound



Photo 2

Elwood Fencing  
Milepost 45.77-  
Mississippi Road  
facing northbound



# ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG FENCING

Photo 3

Elwood Fencing  
Milepost 46.0 –  
facing northbound



Photo 4

Elwood Fencing  
Milepost 46.26 –  
Walter Strawn Drive  
facing northbound





# ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG FENCING

Photo 5

Residential Property  
Fencing  
Milepost 49.40  
Prairie Creek Bridge  
facing northbound



Photo 6

Wilmington Fencing  
Milepost 52.54-  
Kankakee Street  
facing southbound



# ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG FENCING

Photo 7

Wilmington Fencing  
Milepost 52.99-  
1st Street facing  
southbound

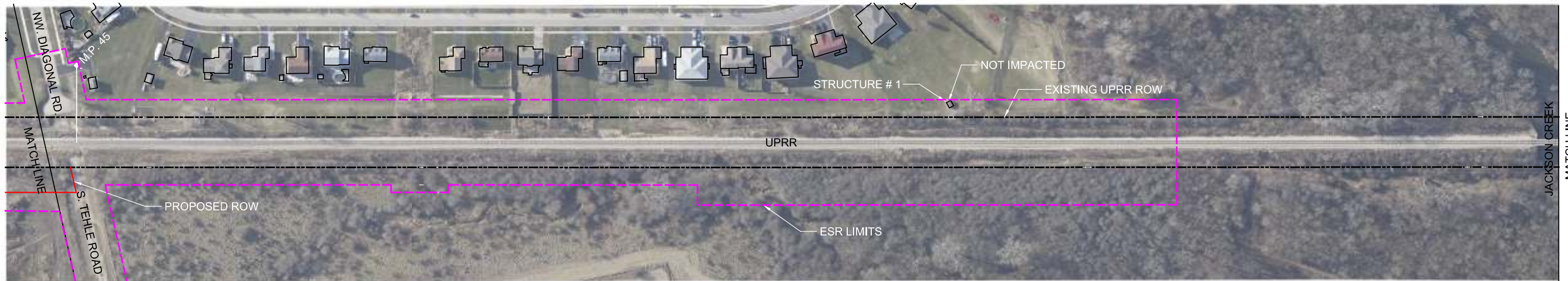


Photo 8

Wilmington Fencing  
Milepost 53.42-  
Stripmine Road  
facing southbound







**LEGEND:**

-----	EXISTING UPRR ROW
-----	EXISTING ROW (OTHER)
————	PROPOSED ROW
————	PROPOSED PERMANENT EASEMENT
-----	PROPOSED TEMPORARY EASEMENT
-----	ESR LIMITS

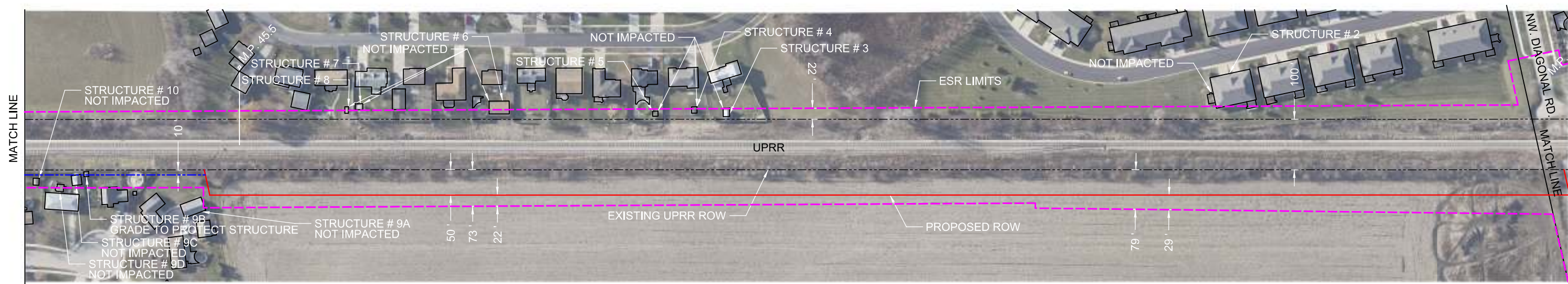


ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
 FROM JOLIET, IL  
 TO DWIGHT, IL

**ELWOOD TRACK IMPROVEMENTS**

**ENVIRONMENTAL SURVEY REQUEST**

DATE: FEBRUARY 2015



**LEGEND:**

-----	EXISTING UPRR ROW
-----	EXISTING ROW (OTHER)
————	PROPOSED ROW
————	PROPOSED PERMANENT EASEMENT
- - - - -	PROPOSED TEMPORARY EASEMENT
- - - - -	ESR LIMITS

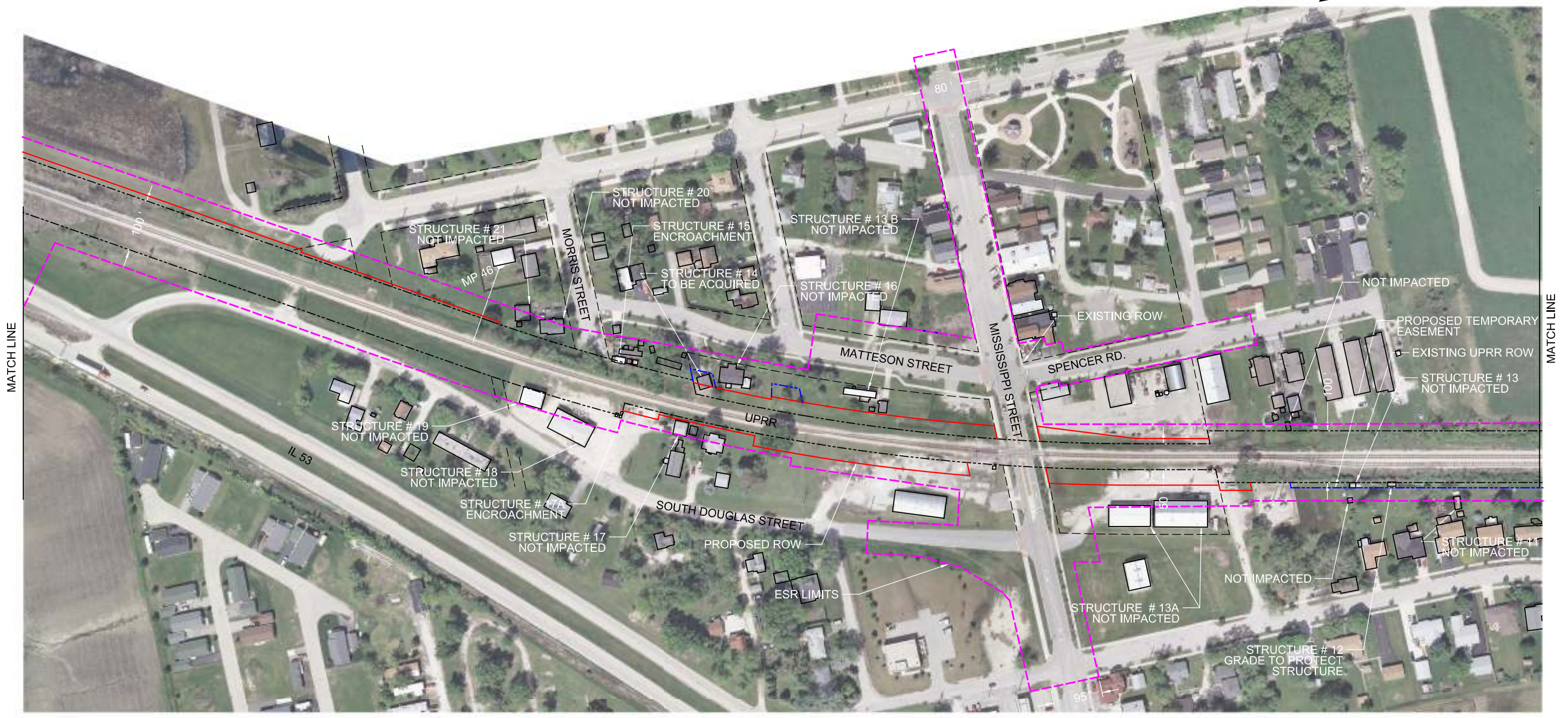


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- EXISTING ROW (OTHER)
- PROPOSED ROW
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- ESR LIMITS

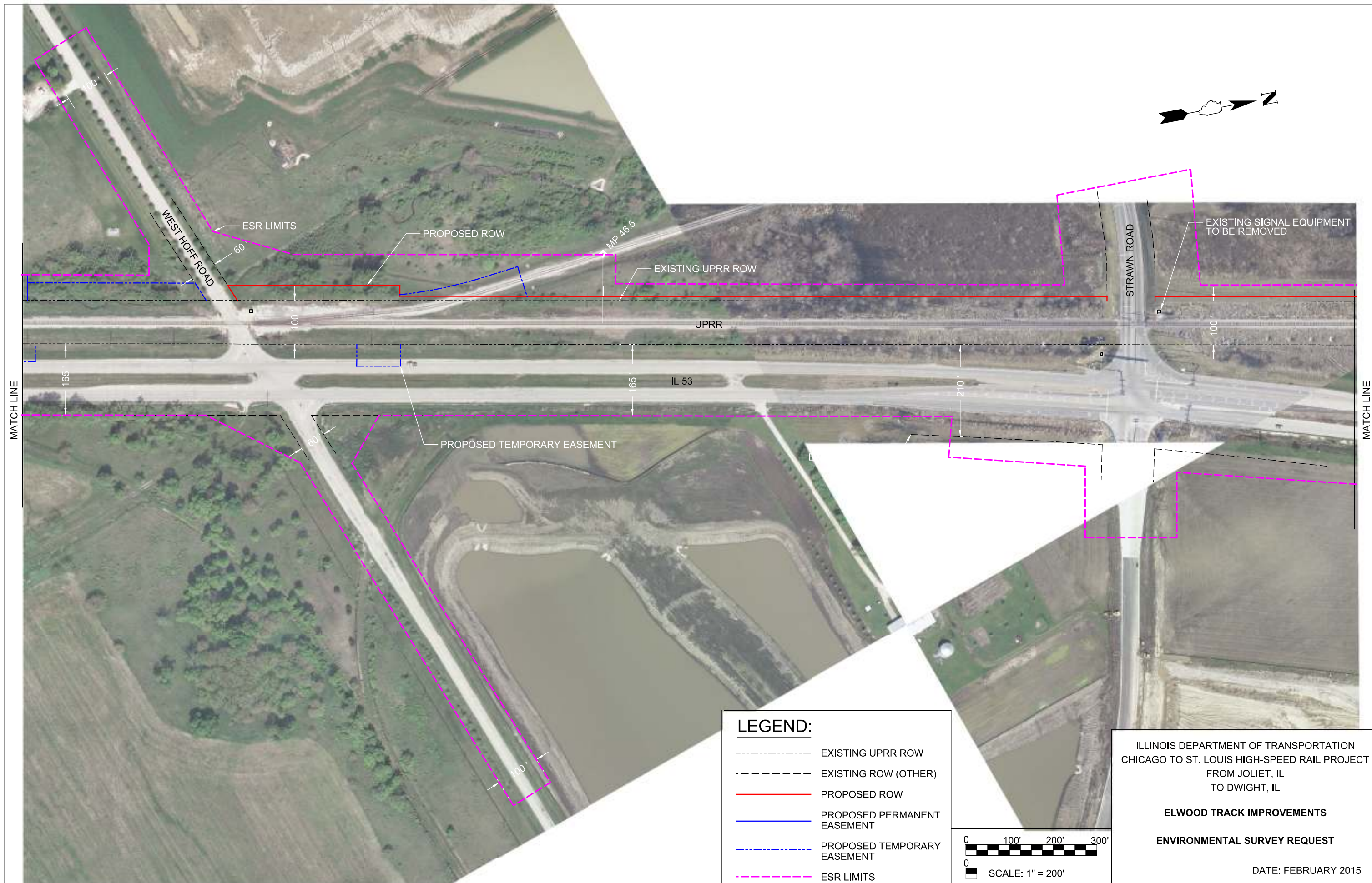


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**ELWOOD TRACK IMPROVEMENTS**

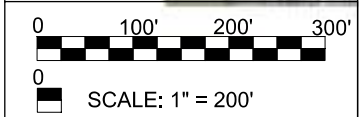
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—————	PROPOSED ROW
—————	PROPOSED PERMANENT EASEMENT
-----	PROPOSED TEMPORARY EASEMENT
-----	ESR LIMITS

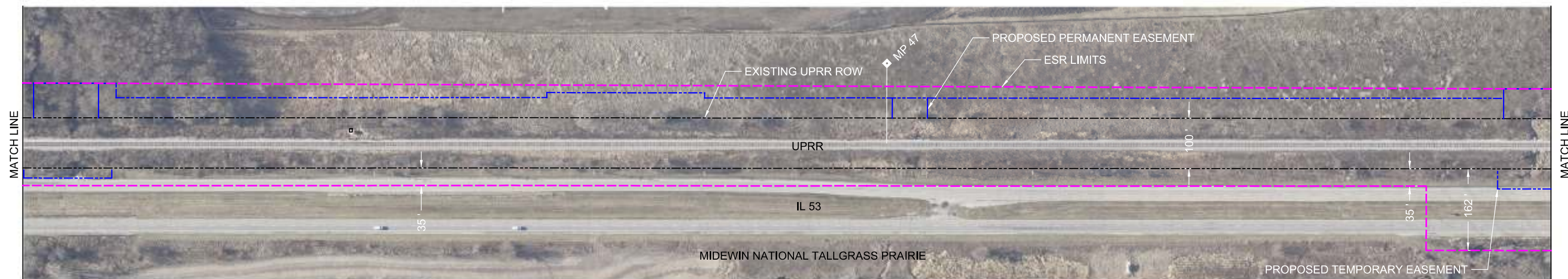


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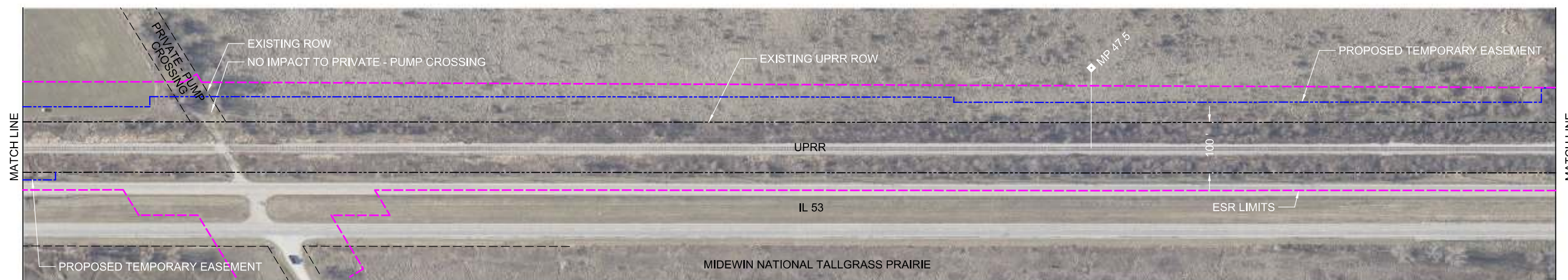
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-----	EXISTING ROW (OTHER)
—————	PROPOSED ROW
—————	PROPOSED PERMANENT EASEMENT
-----	PROPOSED TEMPORARY EASEMENT
-----	ESR LIMITS

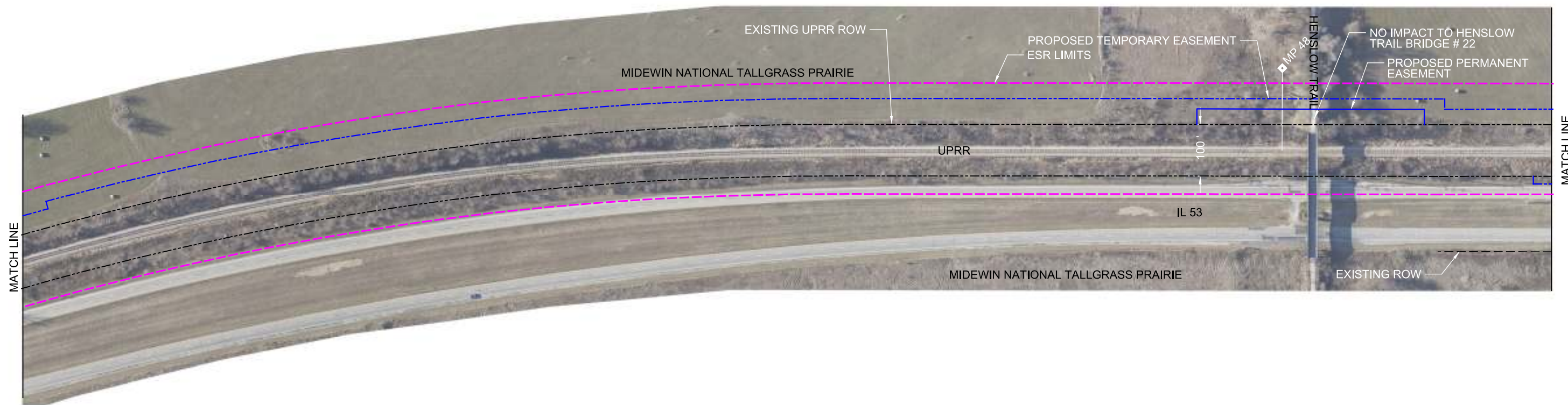


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-----	ESR LIMITS

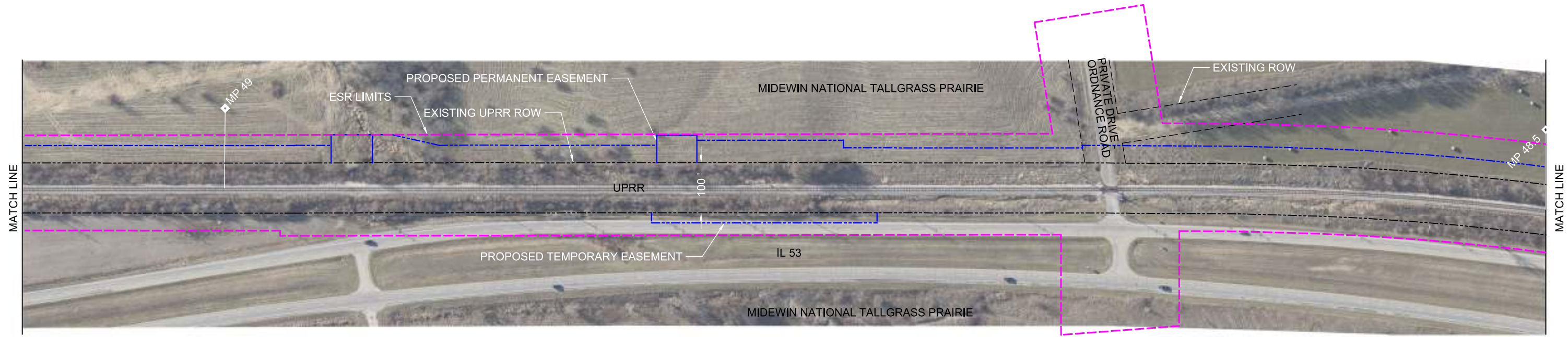
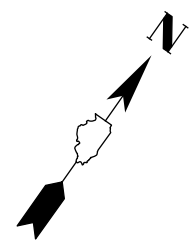


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————	PROPOSED ROW
————	PROPOSED PERMANENT EASEMENT
-----	PROPOSED TEMPORARY EASEMENT
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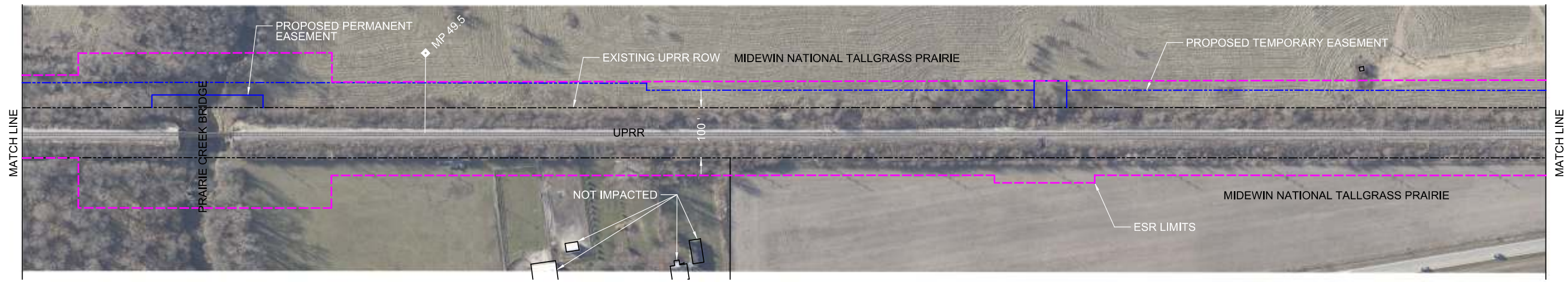
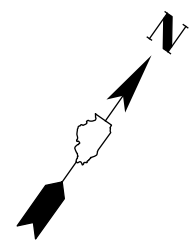


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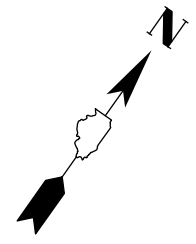


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 TO DWIGHT, IL

**ELWOOD TRACK IMPROVEMENTS**

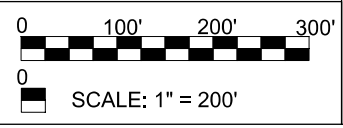
**ENVIRONMENTAL SURVEY REQUEST**

DATE: FEBRUARY 2015



**LEGEND:**

-----	EXISTING UPRR ROW
-----	EXISTING ROW (OTHER)
—————	PROPOSED ROW
—————	PROPOSED PERMANENT EASEMENT
-----	PROPOSED TEMPORARY EASEMENT
-----	ESR LIMITS

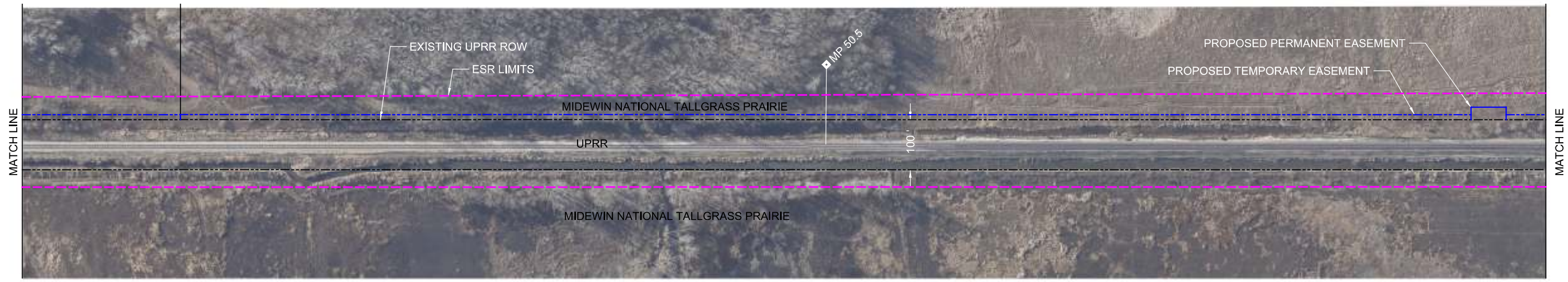
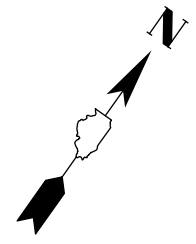


ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
 FROM JOLIET, IL  
 TO DWIGHT, IL

**ELWOOD TRACK IMPROVEMENTS**

**ENVIRONMENTAL SURVEY REQUEST**

DATE: FEBRUARY 2015



**LEGEND:**

- EXISTING UPRR ROW
- EXISTING ROW (OTHER)
- PROPOSED ROW
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- ESR LIMITS

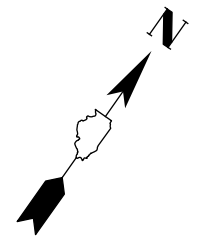


ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
FROM JOLIET, IL  
TO DWIGHT, IL

**ELWOOD TRACK IMPROVEMENTS**

**ENVIRONMENTAL SURVEY REQUEST**

DATE: FEBRUARY 2015



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-----	EXISTING ROW (OTHER)
—————	PROPOSED ROW
—————	PROPOSED PERMANENT EASEMENT
-----	PROPOSED TEMPORARY EASEMENT
-----	ESR LIMITS

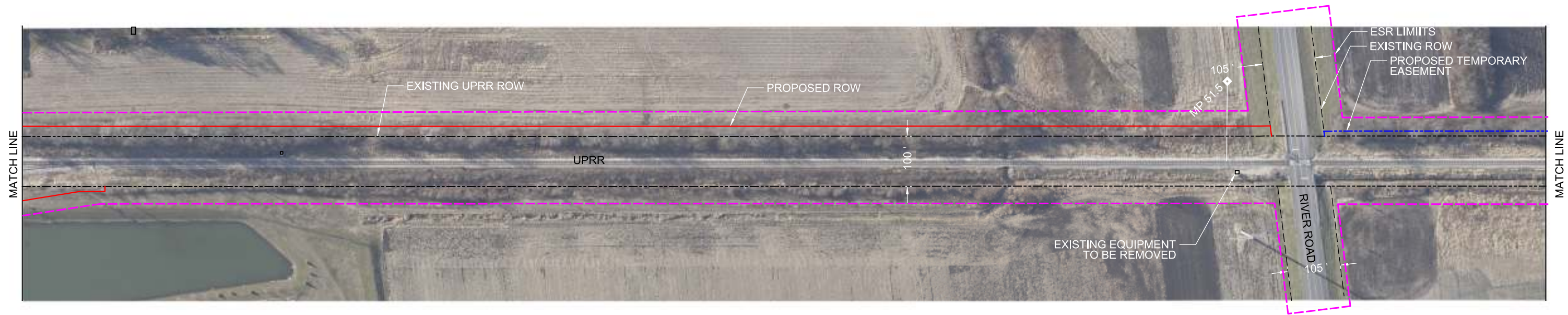
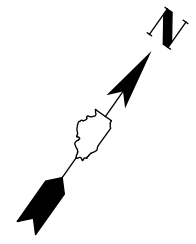


ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
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**ELWOOD TRACK IMPROVEMENTS**

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KANKAKEE RIVER BRIDGE PROJECT (MP 51.88 TO MP 53.19)  
ARE NOT INCLUDED

**LEGEND:**

- EXISTING UPRR ROW
- EXISTING ROW (OTHER)
- PROPOSED ROW
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- ESR LIMITS



ILLINOIS DEPARTMENT OF TRANSPORTATION  
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KANKAKEE RIVER BRIDGE PROJECT (MP 51.88 TO MP 53.19)  
ARE NOT INCLUDED

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-----	EXISTING ROW (OTHER)
-----	PROPOSED ROW
-----	PROPOSED PERMANENT EASEMENT
-----	PROPOSED TEMPORARY EASEMENT
-----	ESR LIMITS

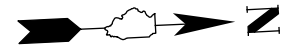


ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
FROM JOLIET, IL  
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**ELWOOD TRACK IMPROVEMENTS**

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**LEGEND:**

-----	EXISTING UPRR ROW
- - - - -	EXISTING ROW (OTHER)
—————	PROPOSED ROW
—————	PROPOSED PERMANENT EASEMENT
—————	PROPOSED TEMPORARY EASEMENT
- - - - -	ESR LIMITS

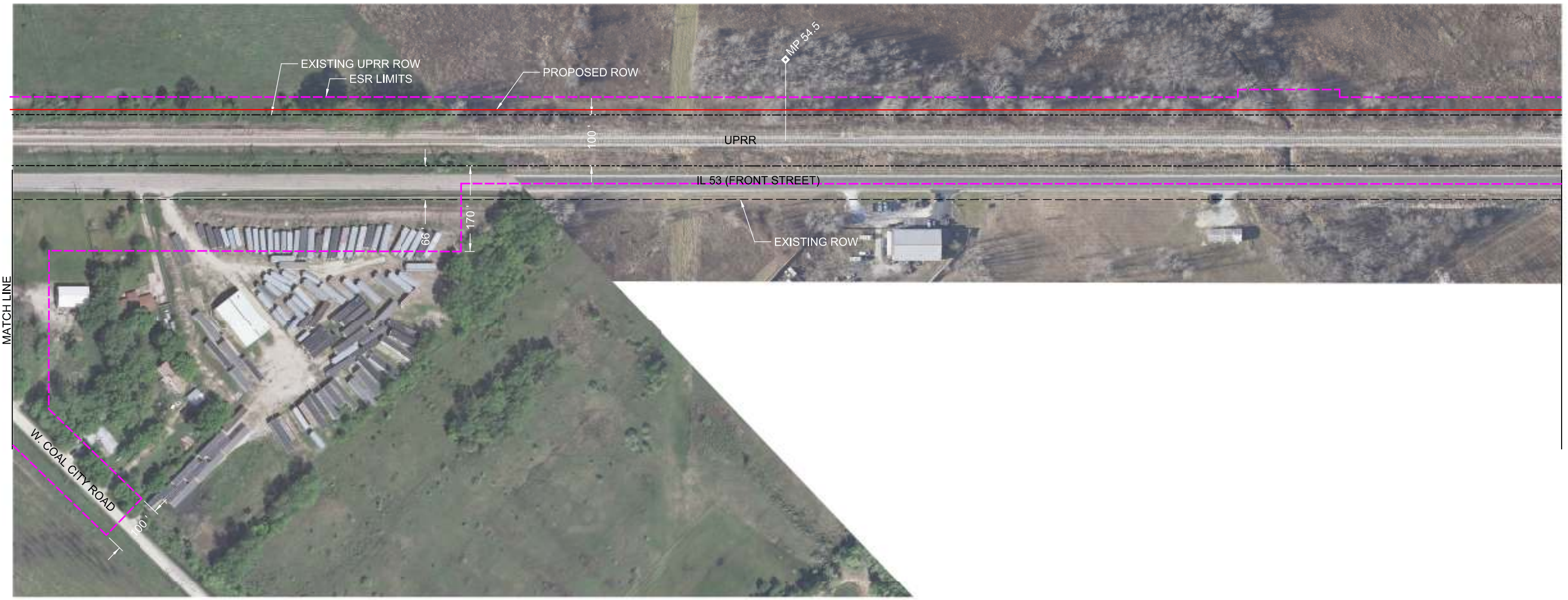


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CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
FROM JOLIET, IL  
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**LEGEND:**

- EXISTING UPRR ROW
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- PROPOSED TEMPORARY EASEMENT
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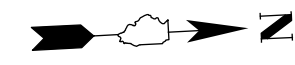


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**ENVIRONMENTAL SURVEY REQUEST**

DATE: FEBRUARY 2015

# *Appendix B*

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## National Register of Historic Places Nomination of Alternate Route 66, Wilmington to Joliet

United States Department of the Interior  
National Park Service

**SENT TO D.C.**

*3-28-06*

**National Register of Historic Places  
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Alternate Route 66, Wilmington to Joliet  
other names/site number Illinois Route 53

**2. Location**

street & number Illinois Route 53 between Wilmington and Joliet  not for publication  
city or town Joliet, Wilmington  vicinity  
state Illinois code IL county Will code 197 zip code 60431  
60481

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)  
*[Signature]* 3/28/06  
Signature of certifying official/Title Date  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See Continuation sheet for additional comments.)  
Signature of certifying official/Title Date  
State or Federal agency and bureau

**4. National Park Service Certification**

I hereby certify that the property is:  
 entered in the National Register.  
 See continuation sheet  
 determined eligible for the National Register.  
 See continuation sheet  
 determined not eligible for the National Register  
 removed from the National Register.  
 other,  
(explain:) \_\_\_\_\_  
Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

Alternate Route 66, Wilmington to Joliet  
Name of Property

Will County, Illinois  
County and State

### 5. Classification

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
7	4	structures
0	0	objects
7	4	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

Historic and Architectural Resources of  
Route 66 Through Illinois

**Number of Contributing resources previously listed  
in the National Register**

0

### 6. Function or Use

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION: roadbed

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION: roadbed

### 7. Description

**Architectural Classification**  
(Enter categories from instructions)

OTHER: Limited Access Four-Lane Highway

OTHER: Limited Access Two-Lane Highway

**Materials**  
(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other CONCRETE

### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)



Alternate Route 66, Wilmington to Joliet  
Name of Property

Will County, Illinois  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Areas of Significance**

(Enter categories from instructions)

TRANSPORTATION  
ENGINEERING

**Period of Significance**

1926-1956

**Significant Dates**

1926, 1942, 1945

**Significant Person**

(complete if Criterion B is marked)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**Criteria Considerations** N/A

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):** N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State Agency
- Federal Agency – National Park Service, Santa Fe, NM
- Local Government
- University
- Other

Name of repository: \_\_\_\_\_

Alternate Route 66, Wilmington to  
Joliet  
Name of Property

Will County, Illinois  
County and State

### 10. Geographical Data

Acreege of Property Approximately 275 acres

#### UTM References

(place additional UTM references on a continuation sheet.)

1                                   
Zone Easting Northing  
2                                 

3                                   
Zone Easting Northing  
4                                 

See continuation sheet

#### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

#### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

### 11. Form Prepared By

name/title Philip Thomason/Teresa Douglass  
organization Thomason and Associates date November 9, 2005  
street & number 1907 21<sup>st</sup> Ave. S. telephone 615-385-4960  
city or town Nashville state TN zip code 37212

#### Additional Documentation

submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

#### Additional items

(Check with the SHPO) or FPO for any additional items

### Property Owner

(Complete this item at the request of SHPO or FPO.)

name Illinois Department of Transportation  
street & number 3200 South Dirksen Parkway telephone 217-782-7820  
city or town Springfield state IL zip code 62706

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

## DESCRIPTION

Alternate Route 66 between Wilmington and Joliet, Illinois, was constructed between 1926 and 1945.<sup>1</sup> Currently designated as Illinois Route 53, this section of roadbed has both two-lane and four-lane sections and passes through the townships of Joliet, Jackson, Florence, and Wilmington in Will County. The terrain through this area is primarily agricultural in character and contains the former Joliet Army Ammunition Plant or Joliet Arsenal. Much of the highway is lined with agricultural fields, but residential development is also increasing along the roadbed. The nominated section is described going south to north and begins in downtown Wilmington (2000 pop. 5,134). The roadbed extends for 15.9 miles before ending near the Interstate 80 interchange in Joliet (2000 pop. 106,221).

The nominated segment of roadbed includes seven contributing structures and four non-contributing structures. Contributing structures include the 1945 roadbed itself, which consists of both north and southbound lanes. In addition to the roadbed, one bridge, one overpass, and four concrete box culverts serve as contributing resources. The bridge is located on the northbound lanes and dates to circa 1950. It is a three-span continuous steel multibeam bridge with concrete balusters and top rails. The Union Pacific Railroad overpass was built circa 1942 and is near the northern end of the roadbed's boundary. The four culverts were built as part of the roadway's foundation and have concrete boxes that range from five to nine feet in width. The four non-contributing structures are highway bridges that were constructed in the 1970s and 1980s.

The two-lane section of roadway has lanes which are nine- and ten-feet in width. The four-lane roadway consists of two sections of twenty-four foot wide, ten inch-thick concrete pavement with macadam overlays that are generally striped for eleven foot driving lanes. A thirty-four to thirty-seven feet, edge-of-pavement to edge-of-pavement grass median separates the northbound and southbound lanes. In a few places the median expands to one hundred feet to accommodate the terrain. The inside shoulders are overgrown and undefined, while those outside generally incorporate two feet of pavement and from seven to eight feet of gravel. Although the northbound and southbound lanes have a macadam overlay, the road still maintains its original cross-section template.

For the purposes of the nomination, the roadbed is described going south and north and begins at mile marker 0. The roadbed begins at the junction of State Route 53 (Alternate Route 66) and Illinois Route 102 (Water Street) in downtown Wilmington (Photo 1). The roadbed then extends northeast through commercial and residential areas of Wilmington. Through Wilmington, the roadbed is two lanes and has an asphalt surface with concrete curbs and sidewalks. From this point of origin the roadbed is as follows:

0.1 – Crosses Kankakee Street.

0.2 – Then crosses Joliet St., then crosses Washington Street (Photo 2).

<sup>1</sup> 25<sup>th</sup> Annual Report of the Department of Public Works and Building, Division of Highways, 1942, (Springfield, Illinois: Department of Public Works and Buildings, Division of Highways), 75.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

- 
- 0.3 – Then crosses a County Road, then crosses Mitchell, McIntyre and East Streets.
- 0.5 – Launching Pad Restaurant and Daniels Street.
- 0.6 – Crosses Forked Creek. At this crossing is a concrete beam bridge rebuilt in 1981 by the state of Illinois (Bridge # 099-0091, Non-Contributing Structure) (Photo 3).
- 0.8 – Road curves to the north. After the bridge and through the curve, the road goes through open fields on either side (Photo 4).
- 1.4 – Intersection with Peotone Road. At the southwest corner is a Dow Chemical office complex. There is no development at the other three corners.
- 1.7 – A new housing development appears on the east side of the road.
- 1.8 – Intersection with 30700S.
- 2.3 – Four-lane begins (Photo 5).
- 2.5 – Four-lane continues.
- 3.0 – Pass headquarters of Midewin National Tallgrass Prairie. Tall grass prairie preserve is on both sides of the road.
- 3.4 – Pass the entrance to Prairie Creek Grain Co. on the west.
- 3.9 – Bridge over Prairie Creek (Bridge # 099-0090 – northbound lane ca. 1950 (Contributing Structure); Bridge # 099-0242-southbound lane, 1978 (Non-Contributing Structure)).
- 4.4 – Median width extends over one hundred feet.
- 4.7 – Nine-foot –wide concrete box culvert (Contributing Structure).
- 5.4 – The road goes under the Union Pacific overpass. From 3.9 to 5.4 there are open fields. Joliet Army Base is on the east side of the road.
- 5.5 – Five-foot-wide concrete box culvert (Contributing Structure).
- 6.5 – Leave Midewin Prairie Preserve.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

- 
- 6.8 – Hoff Road intersection.
- 7.2 – Cross Strawn Road.
- 7.3 – Enter community of Elwood (Photo 6).
- 7.7 – Leave community of Elwood.
- 7.8 – Intersection with Mississippi Ave. From 7.8 to Manhattan Road is rural landscape with cornfields and a scattering of houses (Photo 7).
- 8.5 – Seven foot-wide concrete box culvert (Contributing Structure).
- 9.5 – Six-foot-wide concrete box culvert (Contributing Structure).
- 10.2 – Manhattan Road intersection. Housing developments appear on either side of the road.
- 10.4 – Crosses Jackson Creek. Bridges 099-0087 and 099-0086 built in 1989 (Non-Contributing Structures).
- 11.2 – Breen Road on the right. Increased houses from the 1940s through the 1970s on either side of the road (Photo 8).
- 12.0 – Pass under utility lines.
- 12.3 – Pass Gate 19 into Route 66 Raceway on the east side of the road.
- 12.8 – Pass Schweitzer Road and entrance to Raceway. Continue north on four-lane section with grassy median towards Laraway Road (Photos 9-10)
- 13.8 – Pass Laraway Road with Laraway School to the west.
- 14.4 – Pass Pheasant Run Apartments on the east.
- 14.8 – Pass Zarley Boulevard on the crest of a hill (Photo 11).
- 15.5 – Junction with Doris Avenue (State Route 52)
- 15.7 & 15.8 – Pass beneath Union Pacific Railroad overpass. (Contributing Structure)
- 15.9 – End at Patterson Road. Beyond this is a modern bridge and widening for I-80 interchange.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

## STATEMENT OF SIGNIFICANCE - SUMMARY

Alternate Route 66 between the cities of Wilmington and Joliet in Will County, Illinois, is eligible for the National Register under Criteria A and C for its historic and engineering significance. The segment meets National Register Criterion A for its significance in transportation as an important link in the Route 66 corridor from 1926 to circa 1970. The road enhanced the local and state economy by providing a reliable corridor for the fast transport of goods and services both within the states borders and within wider markets outside of Illinois. Route 66 was the primary roadway between Chicago and southern California, and Alternate Route 66 between Wilmington and Joliet played a major role in this important long-distance highway. The road eased the shipment of freight and manufactured goods to and from the local areas to outlying cities such as Chicago and St. Louis, and benefited the smaller towns, such as Joliet, Elwood, and Wilmington, along its route.

Alternate Route 66 between Wilmington and Joliet is also eligible for the National Register under Criterion C for its significance in engineering. The two-lane section reflects the initial period of highway construction in the state during the 1920s while the 1945 roadbed is an excellent example of highway construction in the United States during the mid-twentieth century. Its design, construction, and materials reflect the engineering and workmanship of road building of this period. When it was improved in 1945, Alternate Route 66 employed the latest developments in road design including its four-lane, divided form, wide cross-section, and thick pavement and subbase. The highway also incorporated modern road construction principles such as horizontal and vertical alignment, sight distances, railroad and highway grade crossing separation and protection, and other safety features for high-speed traffic.

Alternate Route 66 between Wilmington and Joliet is of statewide significance and its period of significance extends from its construction date of 1926 to the construction of Interstate 55 through the area in 1956, which shifted traffic away from the highway. The property meets the registration requirements for "Roadbeds" set forth in the Multiple Property Documentation Form, "Historic and Architectural Resources of Route 66 Through Illinois."

## HISTORICAL BACKGROUND

Designated as a national highway in 1926, Route 66 quickly became the predominant vehicular travel route between Chicago, Illinois, and Santa Monica, California. In Illinois, Route 66 extended from Chicago to Springfield and on into St. Louis, and by the 1940s, the corridor carried more traffic than any other long-distance highway in the state. The original alignment of Route 66 through this section of Illinois included a road between the cities of Wilmington and Joliet. This road was constructed in 1926 and the road was approximately 18' in width. Heading southwest from Joliet, the route passed through the communities of Elwood, Wilmington, Braceville, and then Gardner. But alterations and new alignments of the route were common, as traffic needs shifted and new roads developed. During the late 1930s, Illinois State Route 59 was extended south from Route 52 west of Joliet, across US Route 6 to the west side of Gardner, where it intersected Route 66. This new two-lane highway was completed by 1939 and allowed motorists who

United States Department of the Interior  
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Continuation SheetSection number 8 Page 5Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

traveled Route 66 and Route 6 to bypass Joliet. Also, those traveling through Plainfield could connect with Route 66 north of Joliet via Route 126. These connections made for a quicker and more direct course for those passing through the area, and so the extension was soon designated as Route 66. The original alignment from Gardner through Wilmington and Elwood to Joliet was then designated as Alternate Route 66.<sup>2</sup>

Despite this change in designation, Alternate Route 66 remained an important and well-traveled road. In 1941, traffic along Alternate Route 66 between Joliet and Elwood averaged 8,000 vehicles per day, and around 5,000 vehicles traveled the route between Elwood and Wilmington each day. America's entrance into World War II, in 1941, led to the establishment of the Kankakee Ordnance Works and the Elwood Ordnance Plant, as well as other wartime industries in the area. The construction of these plants greatly increased traffic along Alternate Route 66, and it was soon realized that the narrow, 1920s roadbed was inadequate to carry this many vehicles. Also, convoys of heavy trucks transporting wartime materials quickly caused the highway to deteriorate. In 1942, plans were completed for the widening and modernizing of Alternate Route 66. The improvements called for a limited access divided four-lane highway with a central median. The pavement was to be of Portland cement and measure 24' in width and 10" thick in order to handle the heavy truck traffic. The new road was completed in 1945, and provided a new roadbed between Joliet and Wilmington as well as south of Wilmington toward Gardner.<sup>3</sup>

The construction of this new four-lane highway was part of a proposed freeway from Chicago to St. Louis that was authorized under the Federal Defense Highway Act of 1941. This road was to be a limited access, four-lane design that bypassed cities and towns in order to provide a freer flow of traffic by avoiding local traffic tie-ups. The road incorporated modern construction and design principles intended for high-speed through traffic. These included the latest developments in horizontal and vertical alignment, sight distances, railroad and highway grade crossing separation and protection, and other safety features. Improvements in highway construction also required the completion of a soil survey, which led to the special subgrade treatments along the route. These included the placement of a gravel and crushed stone subbase below the new concrete. This treatment stabilized the subgrade and prevented water from being trapped beneath the older roadbed, which caused significant erosion.<sup>4</sup>

Alternate Route 66 also played a significant role in the travel of tourists, travelers, and local drivers. The four-lane highway allowed for safer and faster highway travel for all motorists in the area. It provided an

<sup>2</sup> David Newton, "Alternate Route 66, Joliet to Wilmington," Draft National Register Nomination, Illinois Historic Preservation Agency, n.d., 8-6.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid., 8-7; "25<sup>th</sup> Annual Report of the Department of Public Works and Buildings, Division of Highways," (Springfield, IL: Department of Public Works and Buildings, Division of Highways, 1942), 75; "28<sup>th</sup> Annual Report of the Department of Public Works and Buildings, Division of Highways," (Springfield, IL: Department of Public Works and Buildings, Division of Highways, 1945), 122.

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National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 6

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

alternative road to the formal Route 66 alignment for those who passed through the region, and offered access to local towns. Alternate Route 66 was especially important for employees of the defense plants along its path, many of whom lived in the Wilmington and Joliet areas and used the highway to commute to and from work. The road also served the plants themselves as a route for delivery of materials and the transport of finished products.

Alternate Route 66 between Wilmington and Joliet retains a high degree of its historic character and continues to convey a strong sense of time and place from its period of significance. The road's location as part of the historic Route 66 alignment has been well verified through records and maps of the Illinois Department of Transportation. The road also retains much of its original design, materials, and workmanship. The original cross-section template remains intact, and the width, median, and shoulders of the road retain their historic profile. Alterations to the road have been minimal and largely consist of the addition of a macadam overlay, which does not seriously detract from the road's historic character. The road's retention of materials and design also contribute to a strong degree of integrity of feeling, setting, and association. The road segment's length of 15.9 miles conveys a strong sense of travel, and throughout its length the surrounding setting remains largely agricultural in character with minimal modern development. The period of significance extends from its initial planning and construction in 1926 to 1956, when construction of Interstate 55 through Illinois ended its significance as a major artery.

Additional information is within the Multiple Property Documentation Form, the "Historic and Architectural Resources of Route 66 Through Illinois" and the "Route 66 Corridor, National Historic Context Study."



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 9 Page 7

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

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\_\_\_\_\_. "28<sup>th</sup> Annual Report of the Department of Public Works and Buildings, Division of Highways," Springfield, IL: Department of Public Works and Buildings, Division of Highways, 1945.

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United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 10 Page 8

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

## UTM COORDINATES

1. 16/403995/4573305
2. 16/405295/4573855
3. 16/405145/4579755
4. 16/409805/4586955
5. 16/409875/4592515
6. 16/409815/4596655

## VERBAL BOUNDARY DESCRIPTION

The boundary for the Alternate Route 66, Wilmington to Joliet roadbed is illustrated on the accompanying aerial maps of Will County, Illinois, which are at a scale of 1:6000 and 1:12500. The western boundary begins at the intersection of State Highway 53 (Alternate Route 66) and Illinois Route 102. The roadbed then turns north and turns from a two-lane paved highway to four-lanes. The road continues north to its northern boundary which is at Patterson Road, south of the I 80 interchange. The roadbed is 15.9 miles in length and the width of the roadbed is generally 97'. An additional 20' of right-of-way on either side is also included to encompass the approaches to the culverts and bridges. This corridor includes approximately 275 acres.

## VERBAL BOUNDARY JUSTIFICATION

The boundary includes the roadbed historically associated with Alternate Route 66, Wilmington to Joliet from 1926 to 1956 and which retains integrity.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Photos      Page      9

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

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## PHOTOGRAPHS

Alternate 66, Wilmington to Joliet  
Will County, Illinois

Photos by: Thomason and Associates

Date: April 21, 2005

Location of Negatives: National Park Service, Santa Fe, NM

- Photo No. 1: Intersection of State Highway 53 (Alternate Route 66) and State Highway 102, view to the southwest.
- Photo No. 2: Main Street in Wilmington near Washington Street, view to the northeast.
- Photo No. 3: Bridge over Forked Creek, view to the north.
- Photo No. 4: State Highway 53 past the curve east of Wilmington, view to the south.
- Photo No. 5: Beginning of the four-lane section, view to the north.
- Photo No. 6: State Highway 53 in Elwood, view to the northwest.
- Photo No. 7: State Highway 53 near Manhattan Road, view to the north.
- Photo No. 8: State Highway 53 at Breen Road, view to the south.
- Photo No. 9: State Highway 53 near Laraway Road, view to the north.
- Photo No. 10: State Highway 53, view of alignment and median, view to northwest.
- Photo No. 11: State Highway 53 at Zarley Boulevard, view to the north.
- Photo No. 12: Union Pacific overpass at Patterson Road, view to the southeast.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures Page      10

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 1: Alternate Route 66, boundary and photo key in Wilmington, (Scale 1:6,000).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures      Page   11  

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

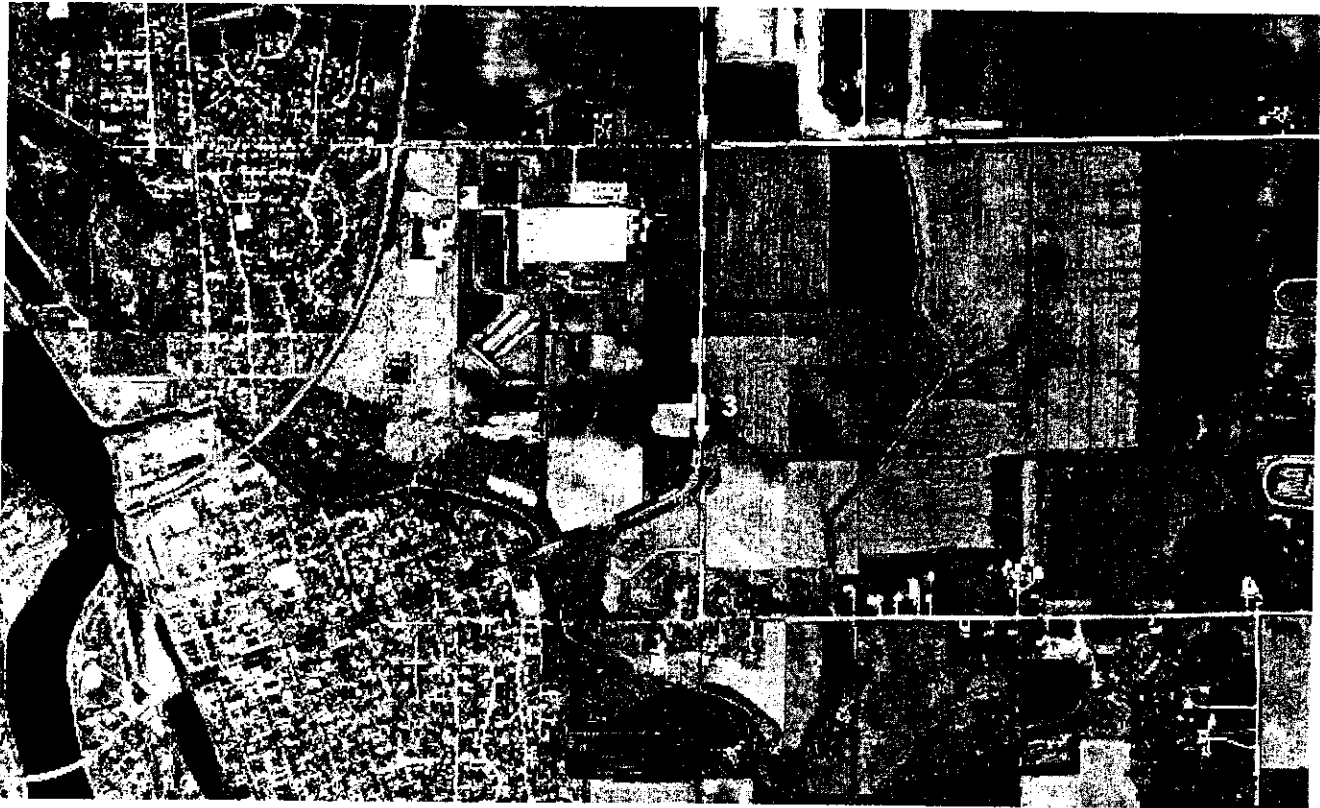


Figure 2: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number          Figures          Page     12    

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 3: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures Page      13

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 4: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Figures Page 14

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 5: Alternate Route 66, boundary and photo key, (Scale 1:12,500).



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures      Page      15

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 6: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures      Page      16

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 7: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Figures Page 17

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 8: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number          Figures          Page     18    

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 9: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures Page 19

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 10: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures Page     20    

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

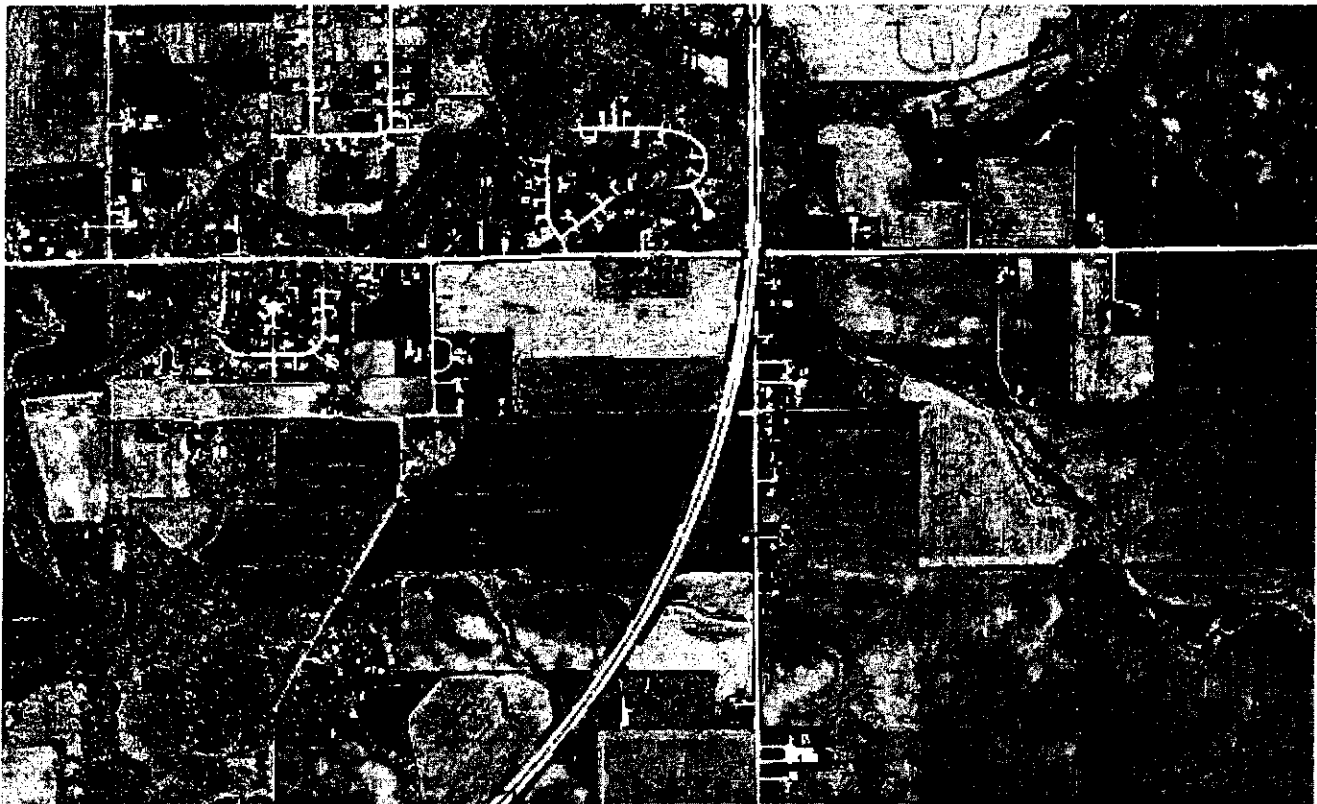


Figure 11: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Figures Page 21

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 12: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures Page     22    

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 13: Alternate Route 66, boundary and photo key, (Scale 1:12,500).



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number          Figures          Page   23  

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 14: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number      Figures Page 24

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois



Figure 15: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number          Figures Page 25

Alternate Route 66, Wilmington to Joliet  
Will County, Illinois

End  
Boundary



Figure 16: Alternate Route 66, boundary and photo key, (Scale 1:12,500).



**WILL COUNTY LAND USE DEPARTMENT**

58 E. Clinton Street, Suite 500  
Joliet, Illinois 60432



*Via Facsimile Transmittal 217-524-7525*

February 17, 2006

Tracey Sculle, National Register Coordinator  
Preservation Services Division  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, Illinois 62701-1507

Re: National Register Nomination  
Alternate Route 66 Wilmington to Joliet  
Illinois Route 53 Between Wilmington and Joliet  
Joliet and Wilmington, Illinois

Dear Ms. Sculle:

At the February 1, 2006 Will County Historic Preservation Commission meeting, members reviewed, voted on, and unanimously agreed with the Illinois Historic Preservation Agency's opinion that the above referenced National Register nomination satisfactorily meets the criteria required for listing on the National Register of Historic Places.

The Commission appreciates the opportunity to provide comments to the State regarding the subject National Register nomination.

Should you have questions, please do not hesitate to contact me at (815) 774-3364 or [amunro@willcountylanduse.com](mailto:amunro@willcountylanduse.com).

Sincerely,

Amy Munro, *Historic Preservation Planner*

cc: Lawrence M. Walsh, *Will County Executive*  
Curt Paddock, CEcD, AICP, *Director*, Will County Land Use Department  
Tyson Warner, AICP, *Planning Director*, Will County Land Use Department  
Virginia Ferry, *Chairwoman*, Will County Historic Preservation Commission



**Illinois Historic  
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

[www.illinois-history.gov](http://www.illinois-history.gov)

**MEMORANDUM**

TO: Lawrence M. Walsh, Will County Chief Executive Officer  
Nina Klekner, Will County Historic Preservation Commission

FROM: Tracey A. Sculle, Survey and National Register Coordinator *TAS*

DATE: December 16, 2005

SUBJECT: Preliminary Opinion on Alternate Route 66, Wilmington to Joliet, Will County, Illinois

In the past year, the National Park Service Route 66 Corridor Preservation Program staff hired a consultant to prepare a number of National Register nomination forms for properties in Illinois located along historic Route 66. Alternate Route 66, Wilmington to Joliet is one of the properties proposed for nomination. This road segment beginning in downtown Wilmington and continuing to the Interstate 80 interchange in Joliet meets Criterion A for transportation and Criterion C for engineering for listing in the National Register of Historic Places. It meets Criterion A for transportation history for its association with Route 66, a major national transportation route from Chicago to Santa Monica, California. The road segment also meets Criterion C for engineering, as a representative example of two-lane design standards from 1926 and later four-lane divided highway standards from 1945. The road is a verifiable alignment of Route 66 and possesses statewide significance from 1926, when the road was first constructed, to 1956, the fifty-year cut off for National Register significance and also the year the Federal Interstate Highway Act was passed. Alternate Route 66, Wilmington to Joliet meets the registration requirements of the property type "Road Segment" as set forth in the approved Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois.

While there have been some changes over time to the road, this segment of Route 66 clearly conveys both its historic and engineering significance and will make an excellent addition to the National Register of Historic Places.

X ILLINOIS, WILL COUNTY,  
Alternate Route 66, Wilmington to Joilet,  
IL 53 bet. Wilmington and Joilet,  
Joilet, 06000381,  
LISTED, 5/05/06  
(Route 66 through Illinois MPS)

LOUISIANA, ST. BERNARD PARISH,  
Kenilworth Plantation House,  
2931 Bayou Rd.,  
St. Bernard, 06000317,  
LISTED, 4/24/06  
(Louisiana's French Creole Architecture MPS)

LOUISIANA, ST. TAMMANY PARISH,  
Camp Salmen House,  
35122 Camp Salmen Rd.,  
Slidell, 06000323,  
LISTED, 4/24/06  
(Louisiana's French Creole Architecture MPS)

MISSOURI, JACKSON COUNTY,  
Old Town Historic District (Boundary Increase),  
119, 207 and 213 Walnut St.,  
Kansas City, 05000632,  
ADDITIONAL DOCUMENTATION APPROVED, 5/03/06

MISSOURI, ST. LOUIS COUNTY,  
Burkhardt Historic District (Boundary Increase),  
16626-16660 (Even numbered properties only) Chesterfield Airport Rd.,  
Chesterfield, 06000330,  
LISTED, 5/05/06

MISSOURI, WARREN COUNTY,  
Fortmann, Herman H., Building,  
207 Depot St.,  
Marthasville, 06000332,  
LISTED, 5/05/06

NEW YORK, ORANGE COUNTY,  
Bodine Farmhouse,  
50 Wallkill Rd.,  
Walden (Town of Montgomery) vicinity, 06000334,  
LISTED, 5/03/06

NEW YORK, WESTCHESTER COUNTY,  
Catt, Carrie Chapman, House,  
20 Ryder Rd.,  
Briarcliff Manor vicinity, 06000336,  
LISTED, 5/04/06

NORTH CAROLINA, CHOWAN COUNTY,  
Jones, Cullen and Elizabeth, House,  
2732 Rocky Hock Rd.,

# *Appendix C*

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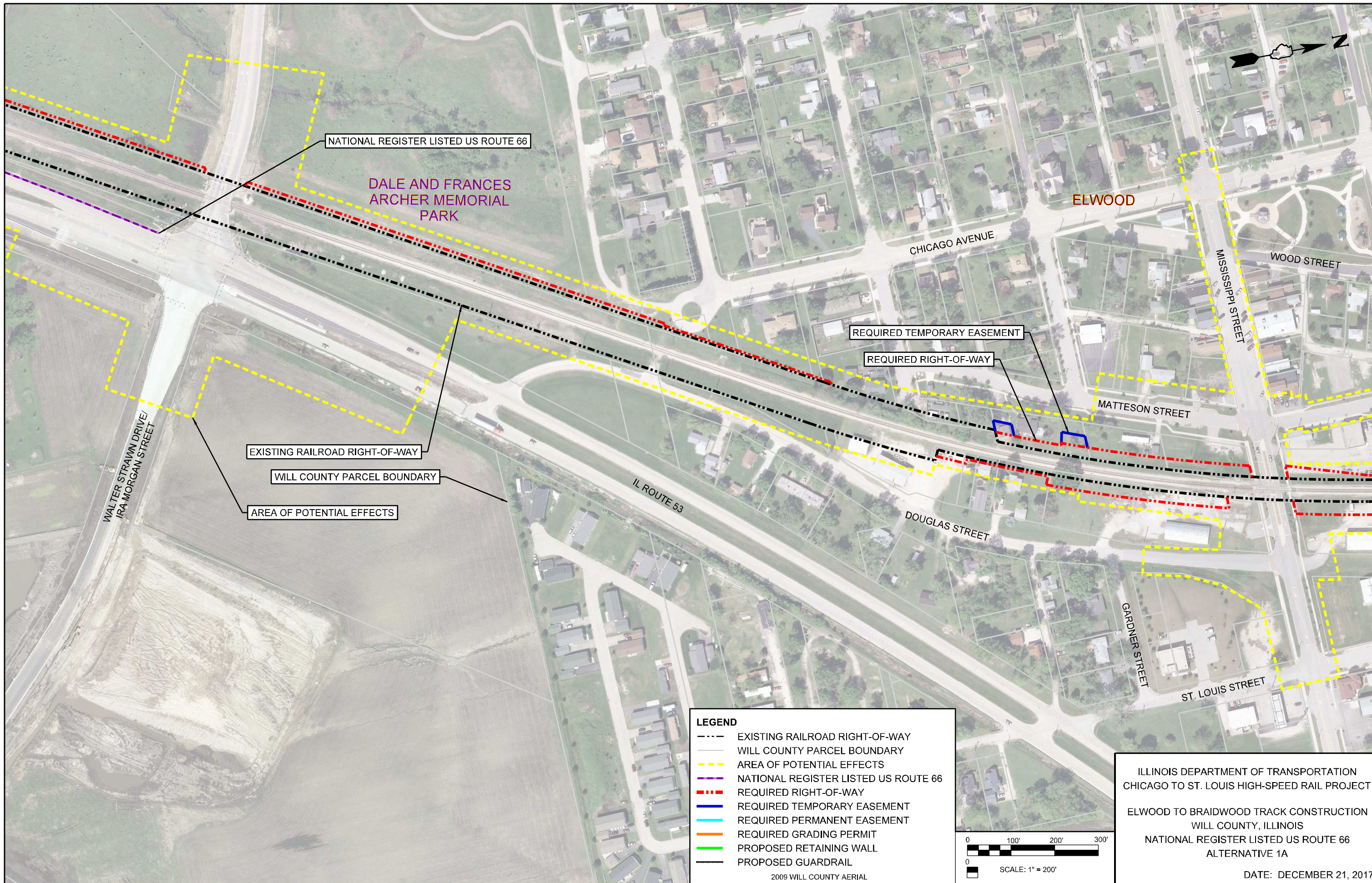
## Alternate Route 66, Wilmington to Joliet Alternatives Maps





Chicago to St. Louis High-Speed Rail  
Elwood to Braidwood Track Construction Project  
Will County, Illinois  
Cultural Resources Review

Alternative 1A



NATIONAL REGISTER LISTED US ROUTE 66

DALE AND FRANCES ARCHER MEMORIAL PARK

ELWOOD

CHICAGO AVENUE

MISSISSIPPI STREET

WOOD STREET

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

MATTESON STREET

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

IL ROUTE 53

DOUGLAS STREET

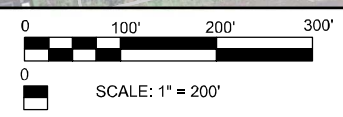
GARDNER STREET

ST. LOUIS STREET

**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
- - - AREA OF POTENTIAL EFFECTS
- - - NATIONAL REGISTER LISTED US ROUTE 66
- - - REQUIRED RIGHT-OF-WAY
- - - REQUIRED TEMPORARY EASEMENT
- - - REQUIRED PERMANENT EASEMENT
- - - REQUIRED GRADING PERMIT
- - - PROPOSED RETAINING WALL
- - - PROPOSED GUARDRAIL

2009 WILL COUNTY AERIAL

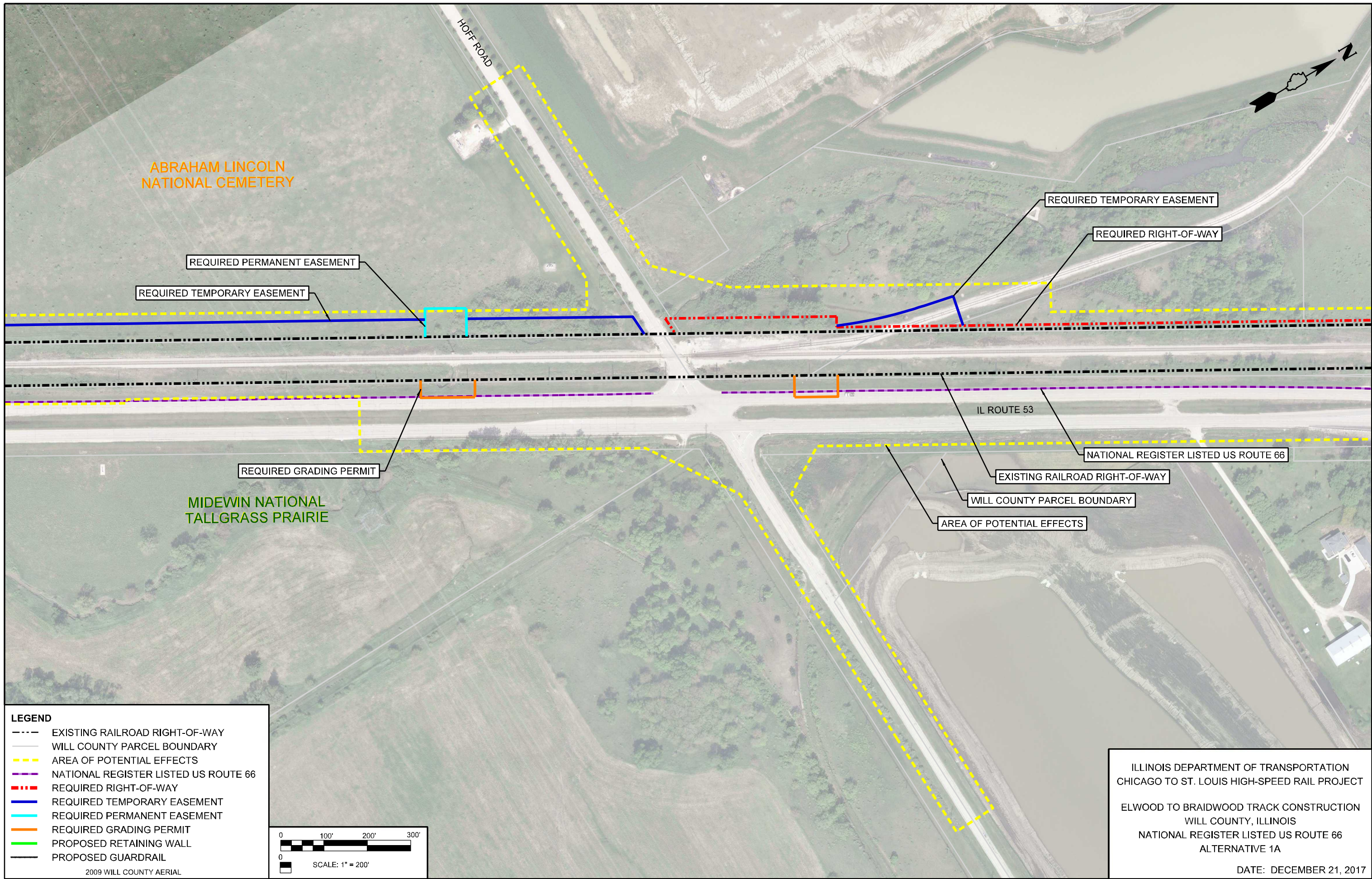


ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
 WILL COUNTY, ILLINOIS

NATIONAL REGISTER LISTED US ROUTE 66  
 ALTERNATIVE 1A

DATE: DECEMBER 21, 2017



ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED TEMPORARY EASEMENT

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

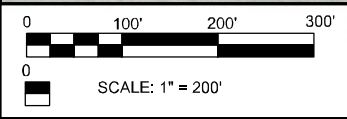
WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
- - - AREA OF POTENTIAL EFFECTS
- - - NATIONAL REGISTER LISTED US ROUTE 66
- - - REQUIRED RIGHT-OF-WAY
- REQUIRED TEMPORARY EASEMENT
- REQUIRED PERMANENT EASEMENT
- REQUIRED GRADING PERMIT
- PROPOSED RETAINING WALL
- PROPOSED GUARDRAIL

2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1A

DATE: DECEMBER 21, 2017

ABRAHAM LINCOLN NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT  
REQUIRED TEMPORARY EASEMENT

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL TALLGRASS PRAIRIE

IL ROUTE 53

AREA OF POTENTIAL EFFECTS

EXISTING RAILROAD RIGHT-OF-WAY

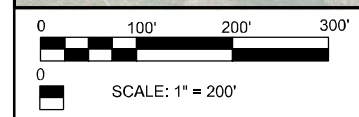
WILL COUNTY PARCEL BOUNDARY

NATIONAL REGISTER LISTED US ROUTE 66

**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
- AREA OF POTENTIAL EFFECTS
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- REQUIRED RIGHT-OF-WAY
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- PROPOSED GUARDRAIL

2009 WILL COUNTY AERIAL

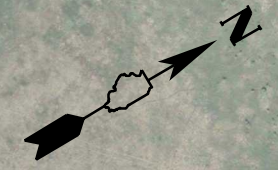


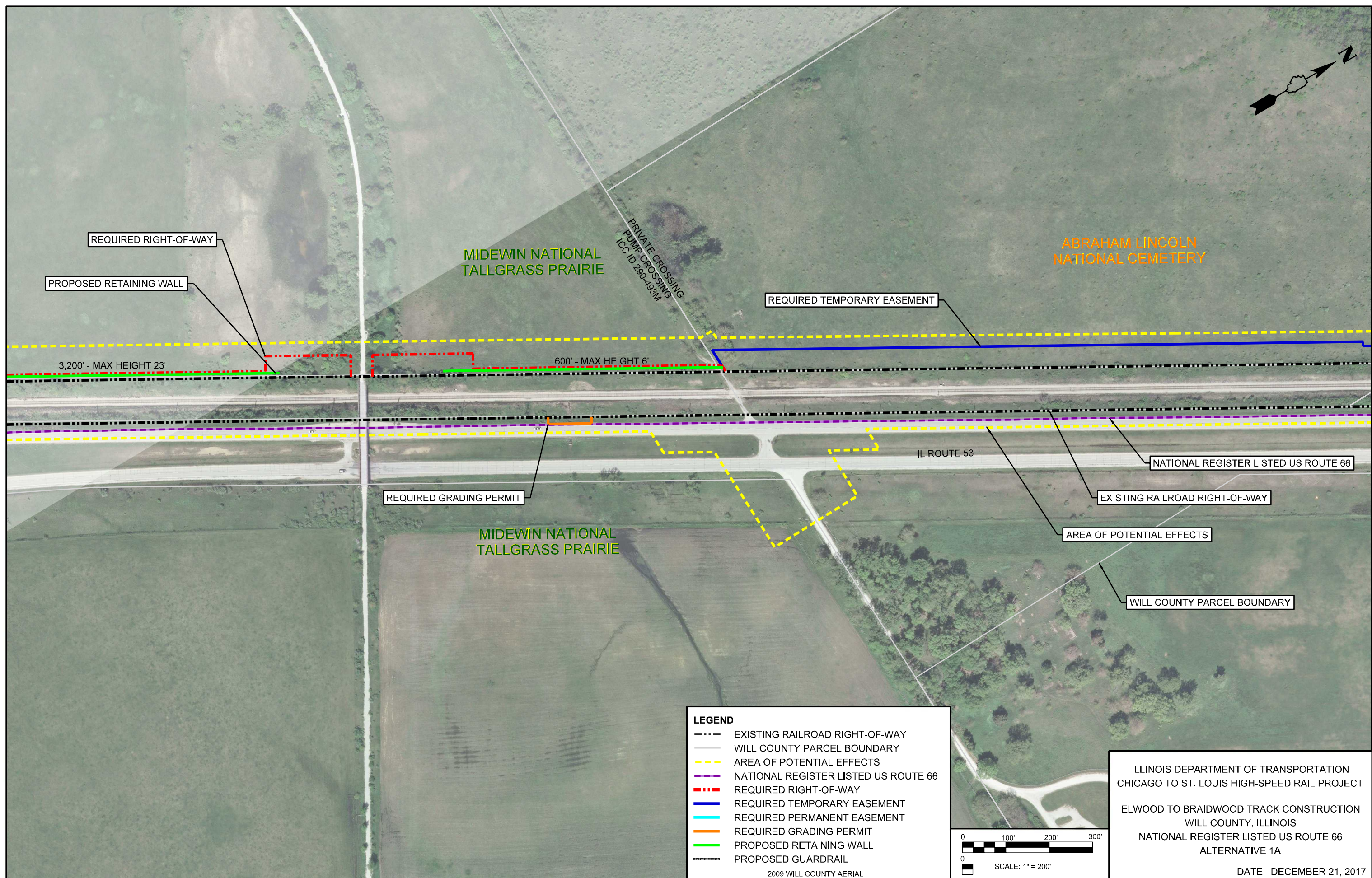
ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1A

DATE: DECEMBER 21, 2017

APPENDIX C: ALTERNATIVE 1A - SHEET 3 OF 6





REQUIRED RIGHT-OF-WAY

PROPOSED RETAINING WALL

MIDEWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING PUMP CROSSING ICC ID 290-493M

ABRAHAM LINCOLN NATIONAL CEMETERY

REQUIRED TEMPORARY EASEMENT

3,200' - MAX HEIGHT 23'

600' - MAX HEIGHT 6'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

REQUIRED GRADING PERMIT

EXISTING RAILROAD RIGHT-OF-WAY

MIDEWIN NATIONAL TALLGRASS PRAIRIE

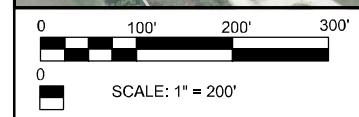
AREA OF POTENTIAL EFFECTS

WILL COUNTY PARCEL BOUNDARY

**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
- - - AREA OF POTENTIAL EFFECTS
- - - NATIONAL REGISTER LISTED US ROUTE 66
- - - REQUIRED RIGHT-OF-WAY
- REQUIRED TEMPORARY EASEMENT
- REQUIRED PERMANENT EASEMENT
- REQUIRED GRADING PERMIT
- PROPOSED RETAINING WALL
- PROPOSED GUARDRAIL

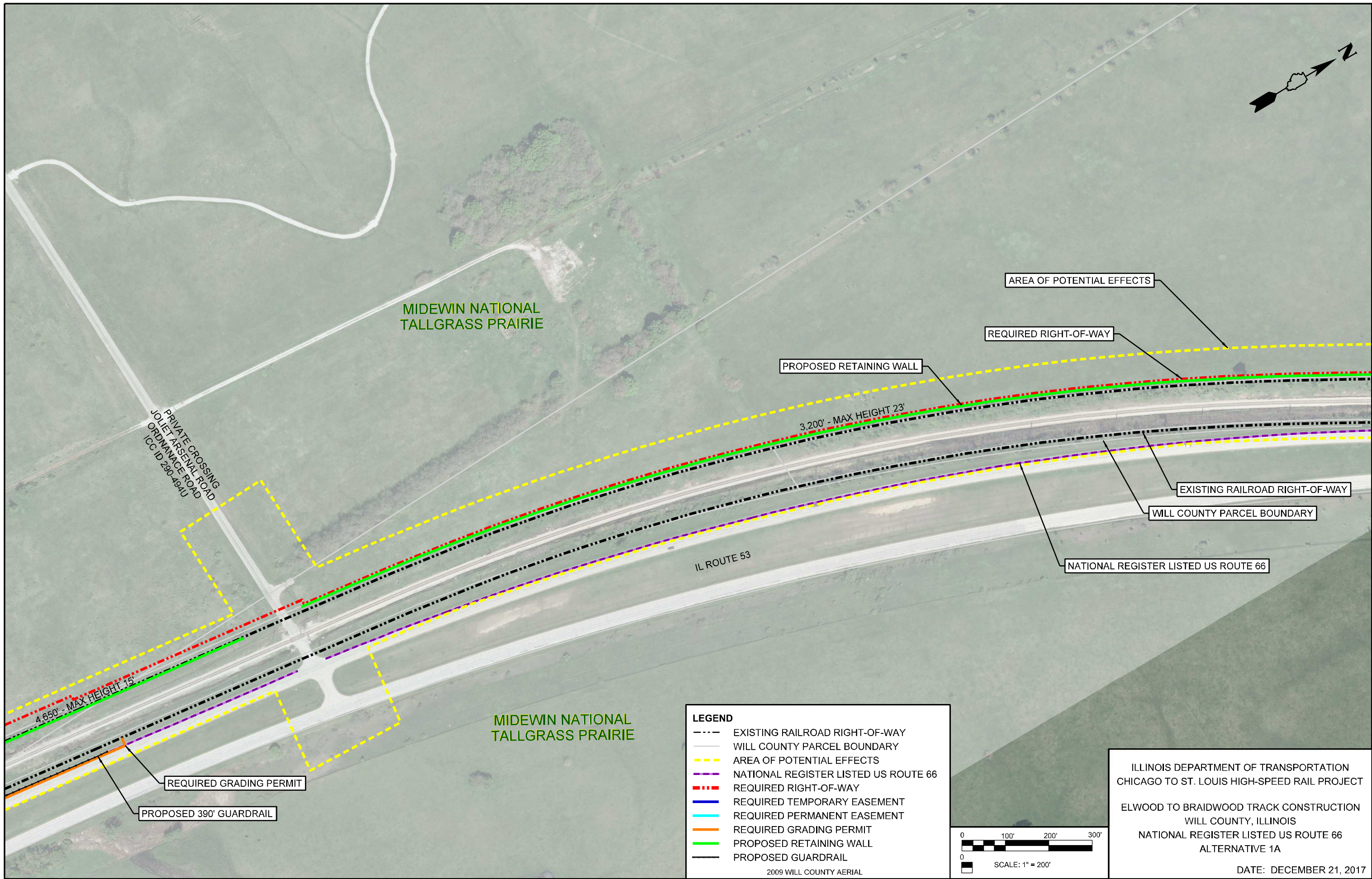
2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1A

DATE: DECEMBER 21, 2017



MIDWIN NATIONAL TALLGRASS PRAIRIE

MIDWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING  
JOLIET ARSENAL ROAD  
ICC ID 290-494U

IL ROUTE 53

AREA OF POTENTIAL EFFECTS

REQUIRED RIGHT-OF-WAY

PROPOSED RETAINING WALL

3,200' - MAX HEIGHT 23'

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

NATIONAL REGISTER LISTED US ROUTE 66

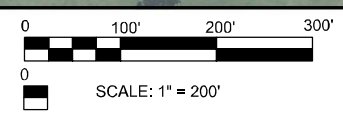
4,650' - MAX HEIGHT 15'

REQUIRED GRADING PERMIT

PROPOSED 390' GUARDRAIL

- LEGEND**
- EXISTING RAILROAD RIGHT-OF-WAY
  - WILL COUNTY PARCEL BOUNDARY
  - - - AREA OF POTENTIAL EFFECTS
  - - - NATIONAL REGISTER LISTED US ROUTE 66
  - - - REQUIRED RIGHT-OF-WAY
  - - - REQUIRED TEMPORARY EASEMENT
  - - - REQUIRED PERMANENT EASEMENT
  - - - REQUIRED GRADING PERMIT
  - - - PROPOSED RETAINING WALL
  - - - PROPOSED GUARDRAIL

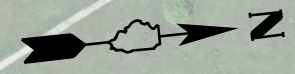
2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1A

DATE: DECEMBER 21, 2017



MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

4.650' - MAX HEIGHT 15'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

REQUIRED GRADING PERMIT

PROPOSED 390' GUARDRAIL

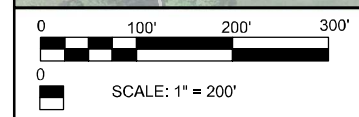
PROPOSED RETAINING WALL

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

- LEGEND**
- EXISTING RAILROAD RIGHT-OF-WAY
  - WILL COUNTY PARCEL BOUNDARY
  - - - AREA OF POTENTIAL EFFECTS
  - . - . NATIONAL REGISTER LISTED US ROUTE 66
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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
 WILL COUNTY, ILLINOIS  
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 ALTERNATIVE 1A

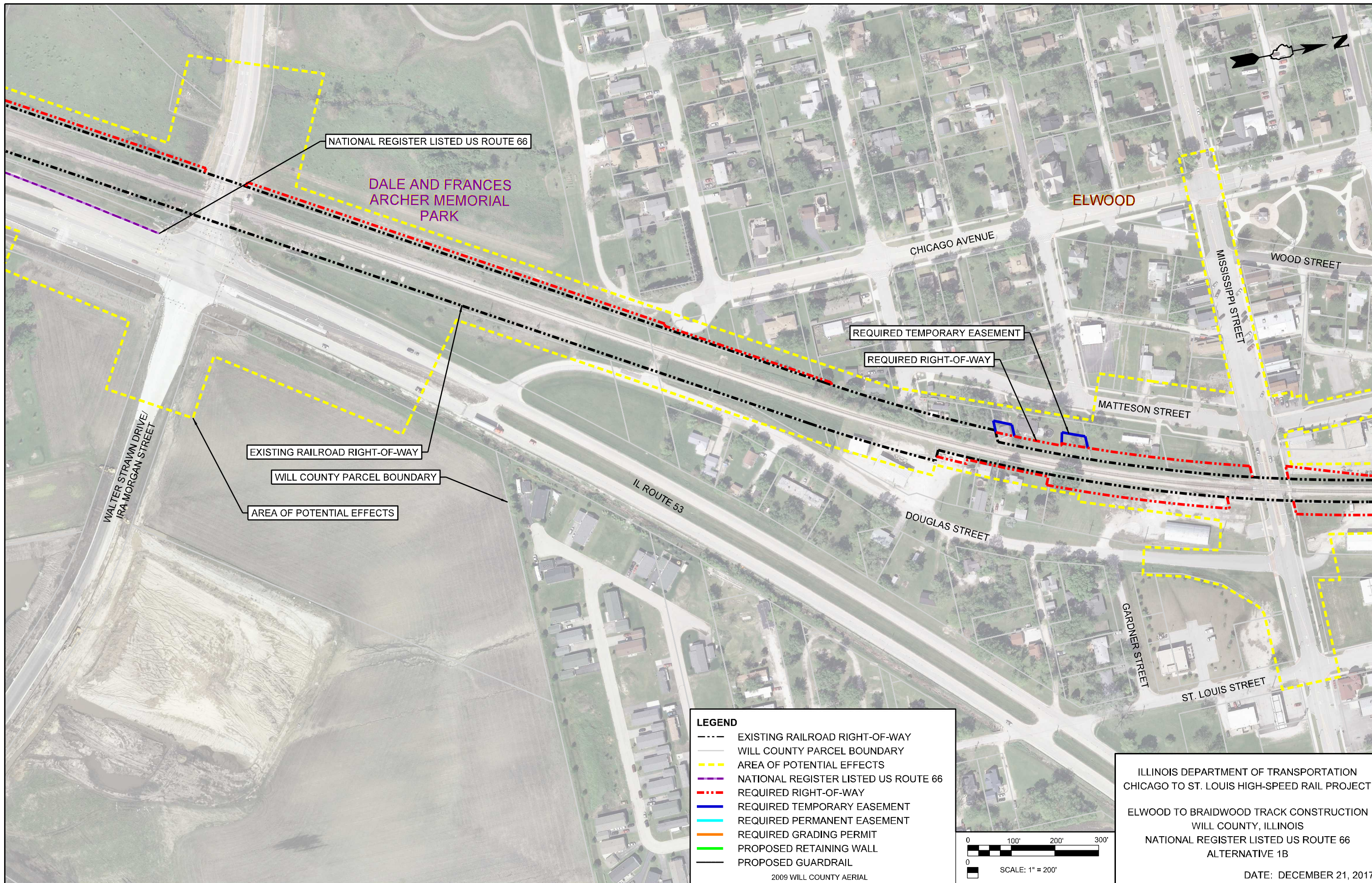
DATE: DECEMBER 21, 2017





Chicago to St. Louis High-Speed Rail  
Elwood to Braidwood Track Construction Project  
Will County, Illinois  
Cultural Resources Review

Alternative 1B



NATIONAL REGISTER LISTED US ROUTE 66

DALE AND FRANCES  
ARCHER MEMORIAL  
PARK

ELWOOD

CHICAGO AVENUE

MISSISSIPPI STREET

WOOD STREET

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

MATTESON STREET

WALTER STRAWN DRIVE/  
IRA MORGAN STREET

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

IL ROUTE 53

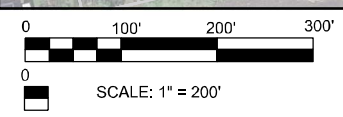
DOUGLAS STREET

GARDNER STREET

ST. LOUIS STREET

**LEGEND**

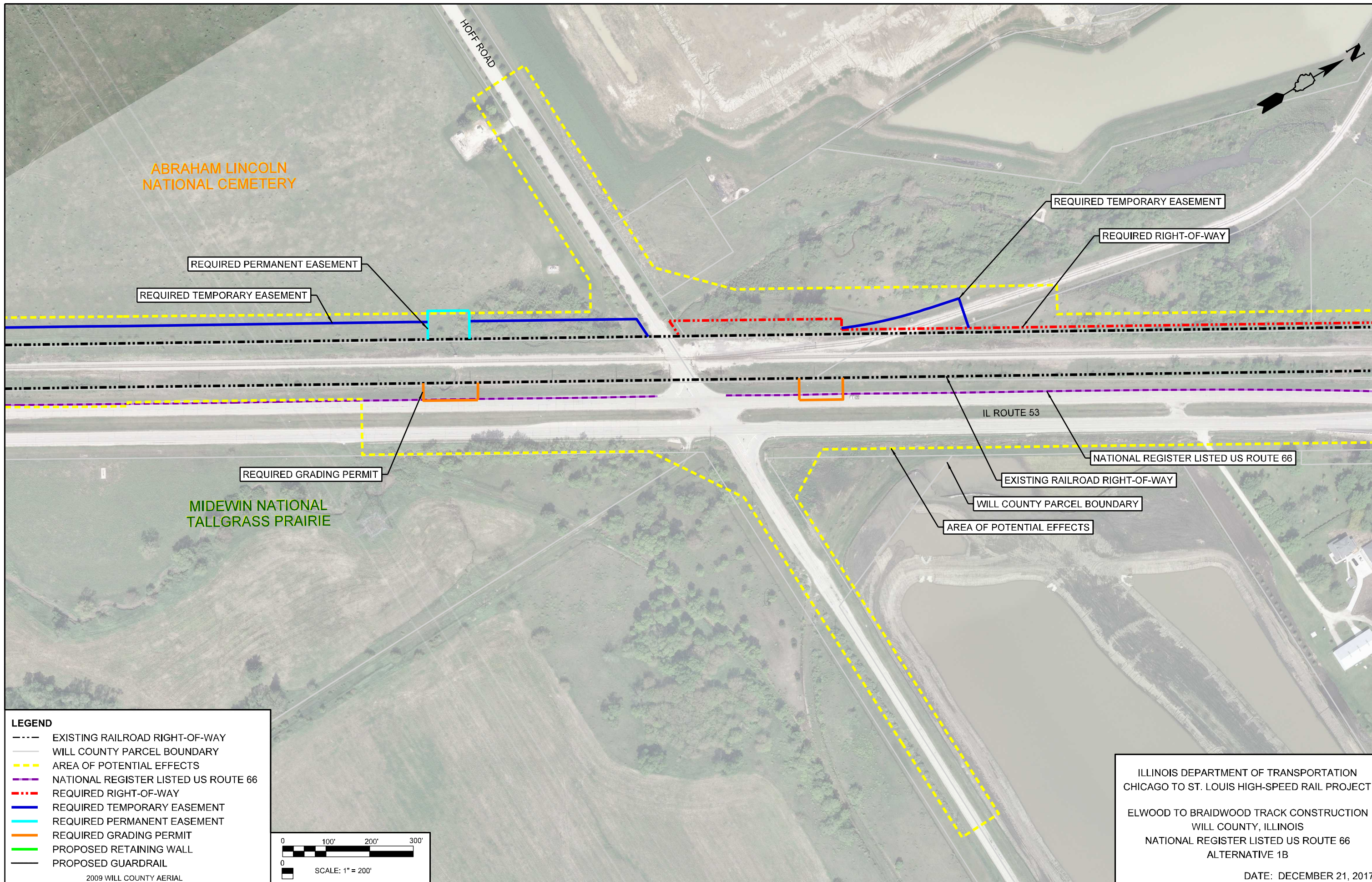
- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
- - - AREA OF POTENTIAL EFFECTS
- - - NATIONAL REGISTER LISTED US ROUTE 66
- - - REQUIRED RIGHT-OF-WAY
- REQUIRED TEMPORARY EASEMENT
- REQUIRED PERMANENT EASEMENT
- REQUIRED GRADING PERMIT
- PROPOSED RETAINING WALL
- PROPOSED GUARDRAIL



2009 WILL COUNTY AERIAL

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
  
ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1B

DATE: DECEMBER 21, 2017



ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED TEMPORARY EASEMENT

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

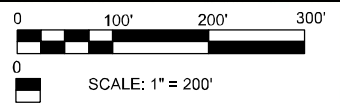
WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1B

DATE: DECEMBER 21, 2017

ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT  
REQUIRED TEMPORARY EASEMENT

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

IL ROUTE 53

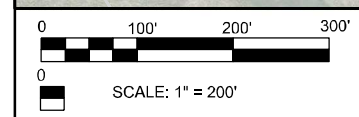
EXISTING RAILROAD RIGHT-OF-WAY

AREA OF POTENTIAL EFFECTS

NATIONAL REGISTER LISTED US ROUTE 66

- LEGEND**
- EXISTING RAILROAD RIGHT-OF-WAY
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  - PROPOSED GUARDRAIL

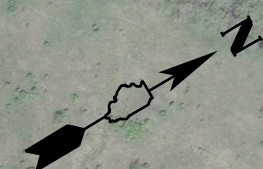
2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1B

DATE: DECEMBER 21, 2017



ABRAHAM LINCOLN NATIONAL CEMETERY

MIDEWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING  
PUMP CROSSING  
ICC ID 290-493M

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL TALLGRASS PRAIRIE

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

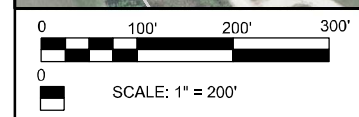
AREA OF POTENTIAL EFFECTS

WILL COUNTY PARCEL BOUNDARY

**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
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- PROPOSED GUARDRAIL

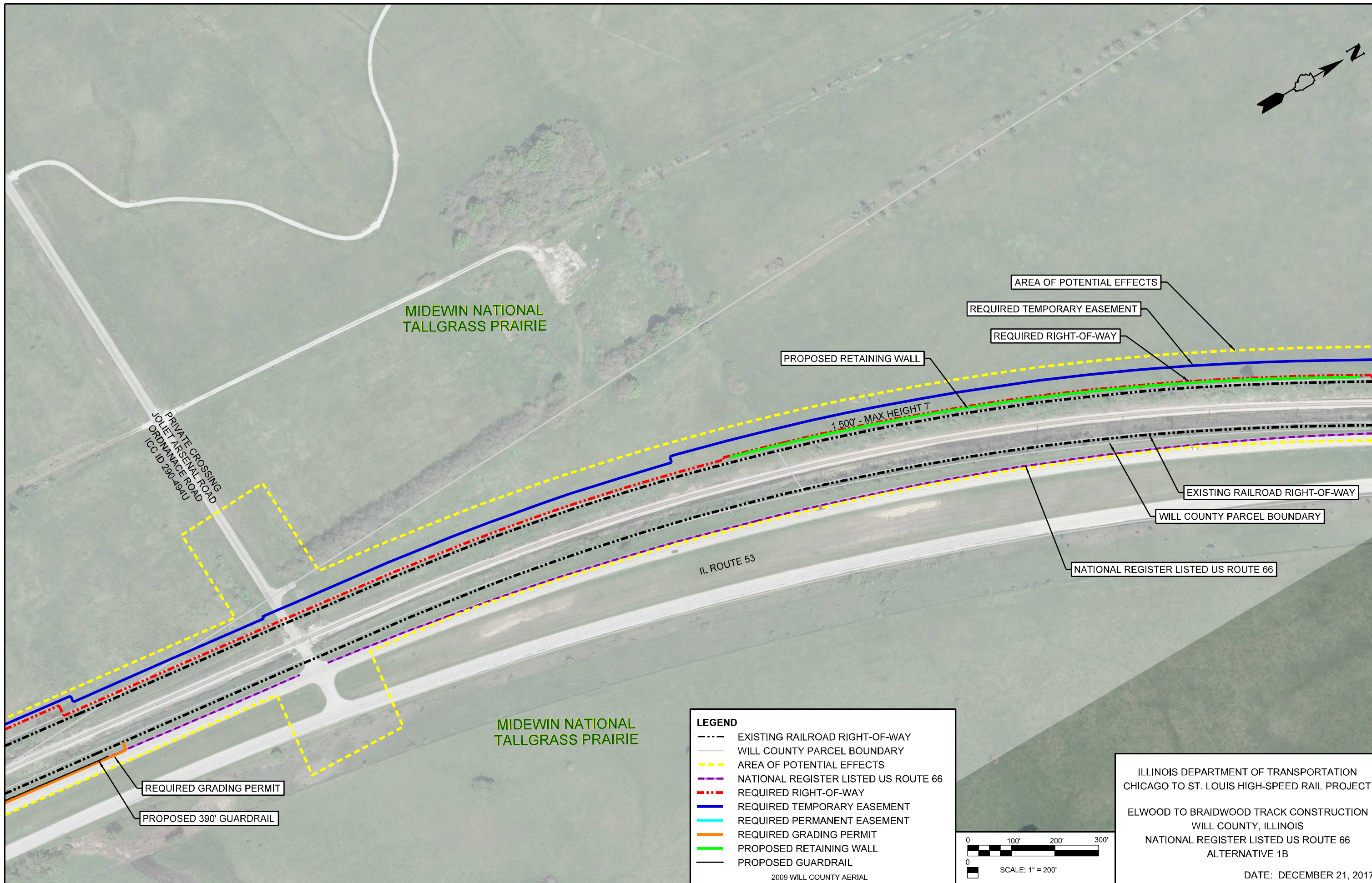
2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1B

DATE: DECEMBER 21, 2017



MIDWIN NATIONAL TALLGRASS PRAIRIE

MIDWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING  
JOLIET ARSENAL ROAD  
ICC ID 290-494U

IL ROUTE 53

1,500' - MAX HEIGHT 7'

**LEGEND**

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- REQUIRED GRADING PERMIT
- PROPOSED RETAINING WALL
- PROPOSED GUARDRAIL

2009 WILL COUNTY AERIAL

0 100' 200' 300'

0

SCALE: 1" = 200'

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 1B

DATE: DECEMBER 21, 2017



MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

REQUIRED TEMPORARY EASEMENT  
REQUIRED RIGHT-OF-WAY

REQUIRED GRADING PERMIT  
PROPOSED 390' GUARDRAIL

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

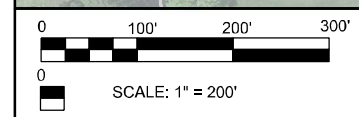
WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

NATIONAL REGISTER LISTED US ROUTE 66

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
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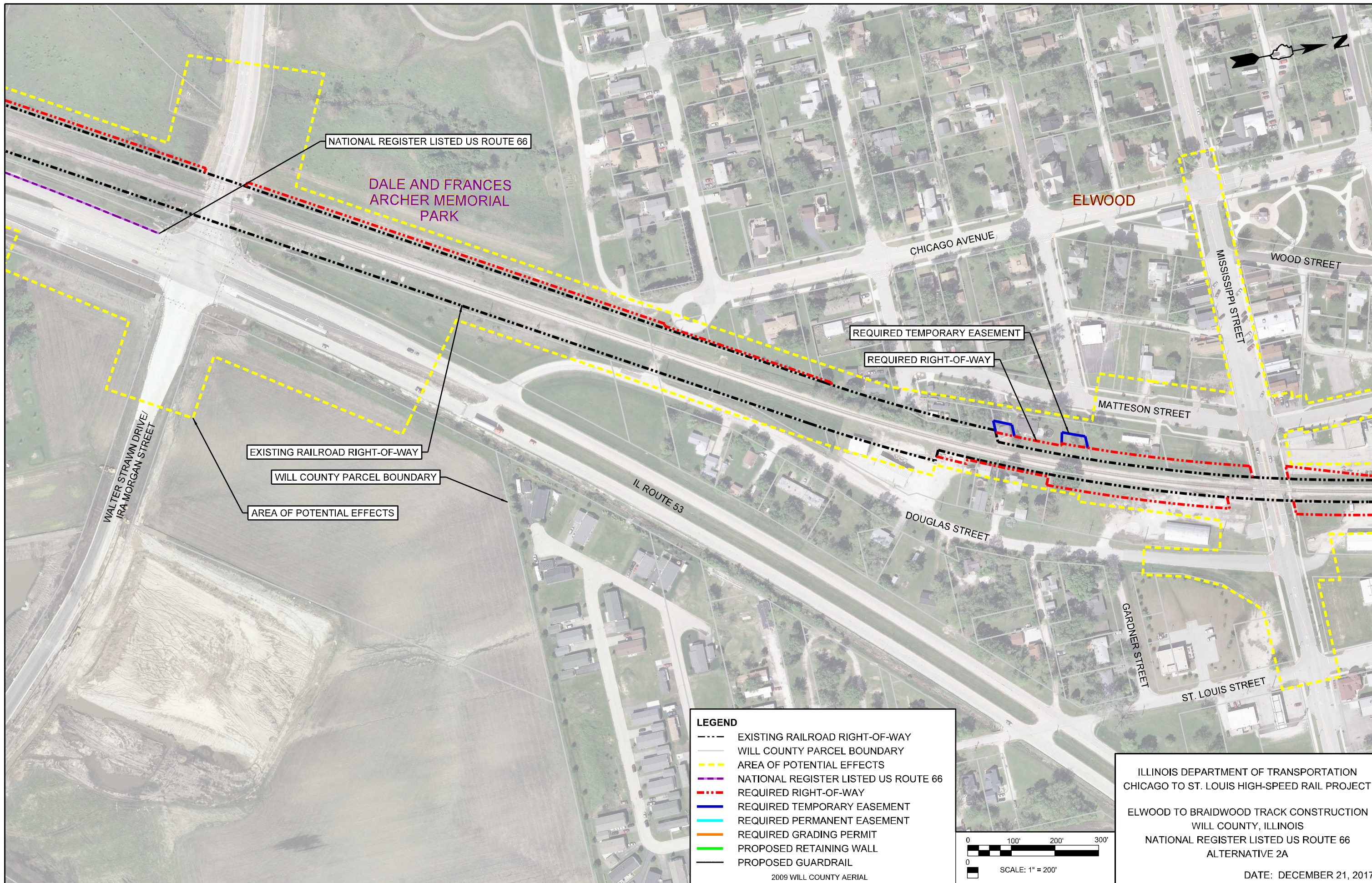
DATE: DECEMBER 21, 2017





Chicago to St. Louis High-Speed Rail  
Elwood to Braidwood Track Construction Project  
Will County, Illinois  
Cultural Resources Review

Alternative 2A



NATIONAL REGISTER LISTED US ROUTE 66

DALE AND FRANCES ARCHER MEMORIAL PARK

ELWOOD

CHICAGO AVENUE

MISSISSIPPI STREET

WOOD STREET

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

MATTESON STREET

WALTER STRAWN DRIVE/  
IRA MORGAN STREET

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

IL ROUTE 53

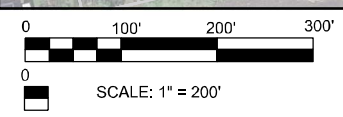
DOUGLAS STREET

GARDNER STREET

ST. LOUIS STREET

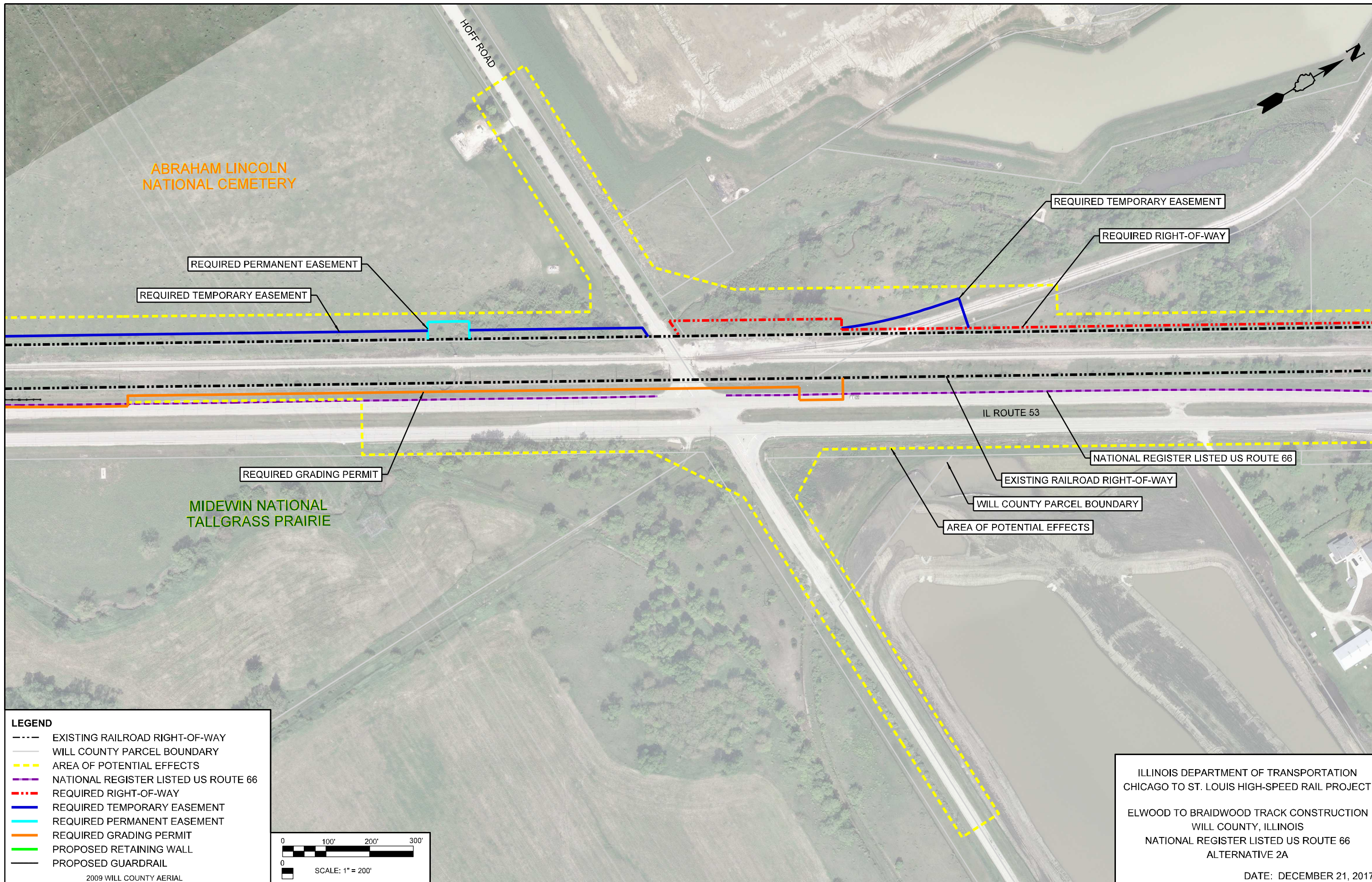
**LEGEND**

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2009 WILL COUNTY AERIAL

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
  
ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 2A  
  
DATE: DECEMBER 21, 2017



ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED TEMPORARY EASEMENT

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

EXISTING RAILROAD RIGHT-OF-WAY

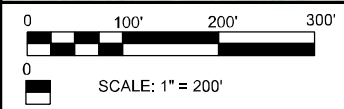
WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 2A

DATE: DECEMBER 21, 2017

ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED TEMPORARY EASEMENT

600' - MAX HEIGHT 14'

800' - MAX HEIGHT 6'

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED RETAINING WALL

PROPOSED 10,600' GUARDRAIL

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

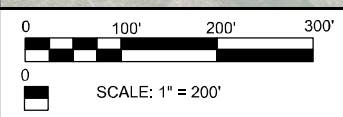
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WILL COUNTY PARCEL BOUNDARY

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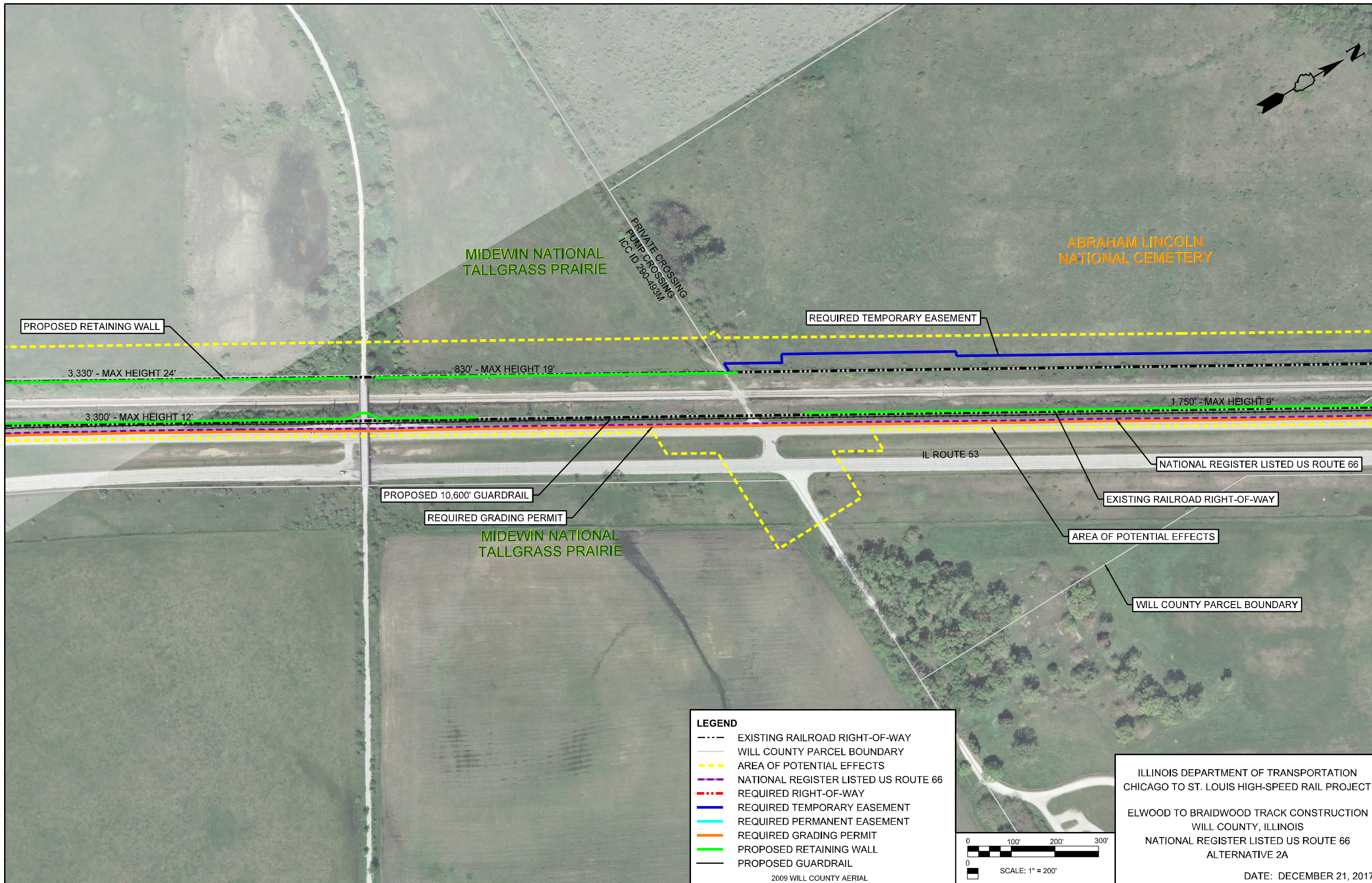
2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 2A

DATE: DECEMBER 21, 2017



PROPOSED RETAINING WALL

3,330' - MAX HEIGHT 24'

3,300' - MAX HEIGHT 12'

MIDWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING  
PUMP CROSSING  
ICC ID 290-493M

830' - MAX HEIGHT 19'

REQUIRED TEMPORARY EASEMENT

ABRAHAM LINCOLN NATIONAL CEMETERY

1,750' - MAX HEIGHT 9'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED 10,600' GUARDRAIL

REQUIRED GRADING PERMIT

MIDWIN NATIONAL TALLGRASS PRAIRIE

EXISTING RAILROAD RIGHT-OF-WAY

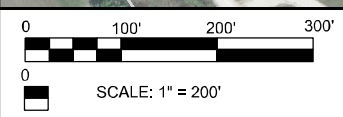
AREA OF POTENTIAL EFFECTS

WILL COUNTY PARCEL BOUNDARY

**LEGEND**

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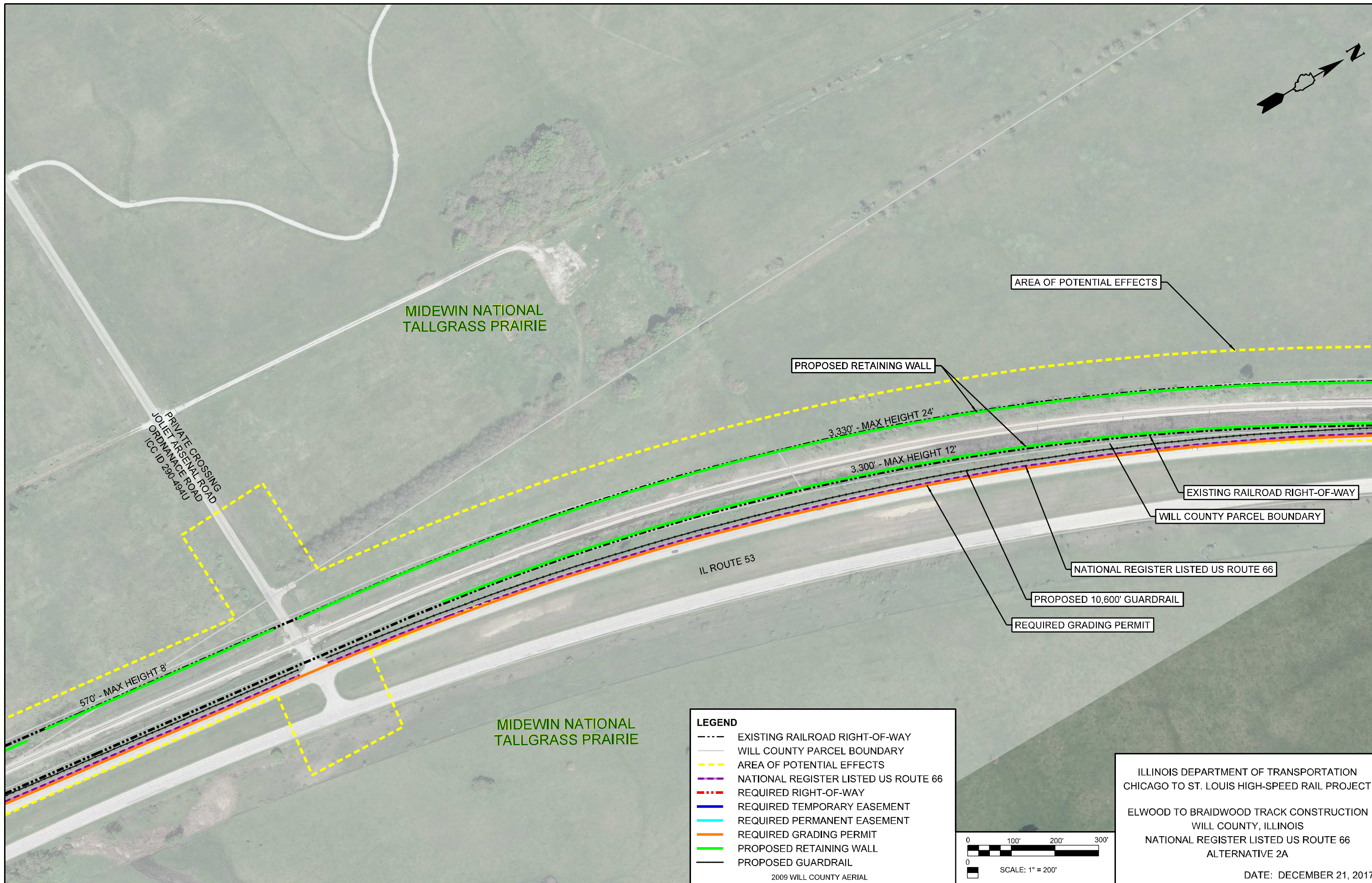
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
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DATE: DECEMBER 21, 2017



PRIVATE CROSSING  
JOLIET ARSENAL ROAD  
ICC ID 290-494U

MIDWIN NATIONAL  
TALLGRASS PRAIRIE

MIDWIN NATIONAL  
TALLGRASS PRAIRIE

IL ROUTE 53

AREA OF POTENTIAL EFFECTS

PROPOSED RETAINING WALL

3,330' - MAX HEIGHT 24'

3,300' - MAX HEIGHT 12'

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED 10,600' GUARDRAIL

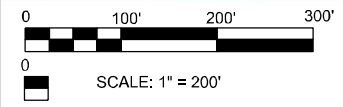
REQUIRED GRADING PERMIT

570' - MAX HEIGHT 8'

**LEGEND**

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 2A

DATE: DECEMBER 21, 2017



MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

PROPOSED RETAINING WALL

4,100' - MAX HEIGHT 13'

750' - MAX HEIGHT 10'

REQUIRED GRADING PERMIT

PROPOSED 10,600' GUARDRAIL

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

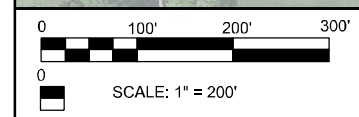
WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
 WILL COUNTY, ILLINOIS  
 NATIONAL REGISTER LISTED US ROUTE 66  
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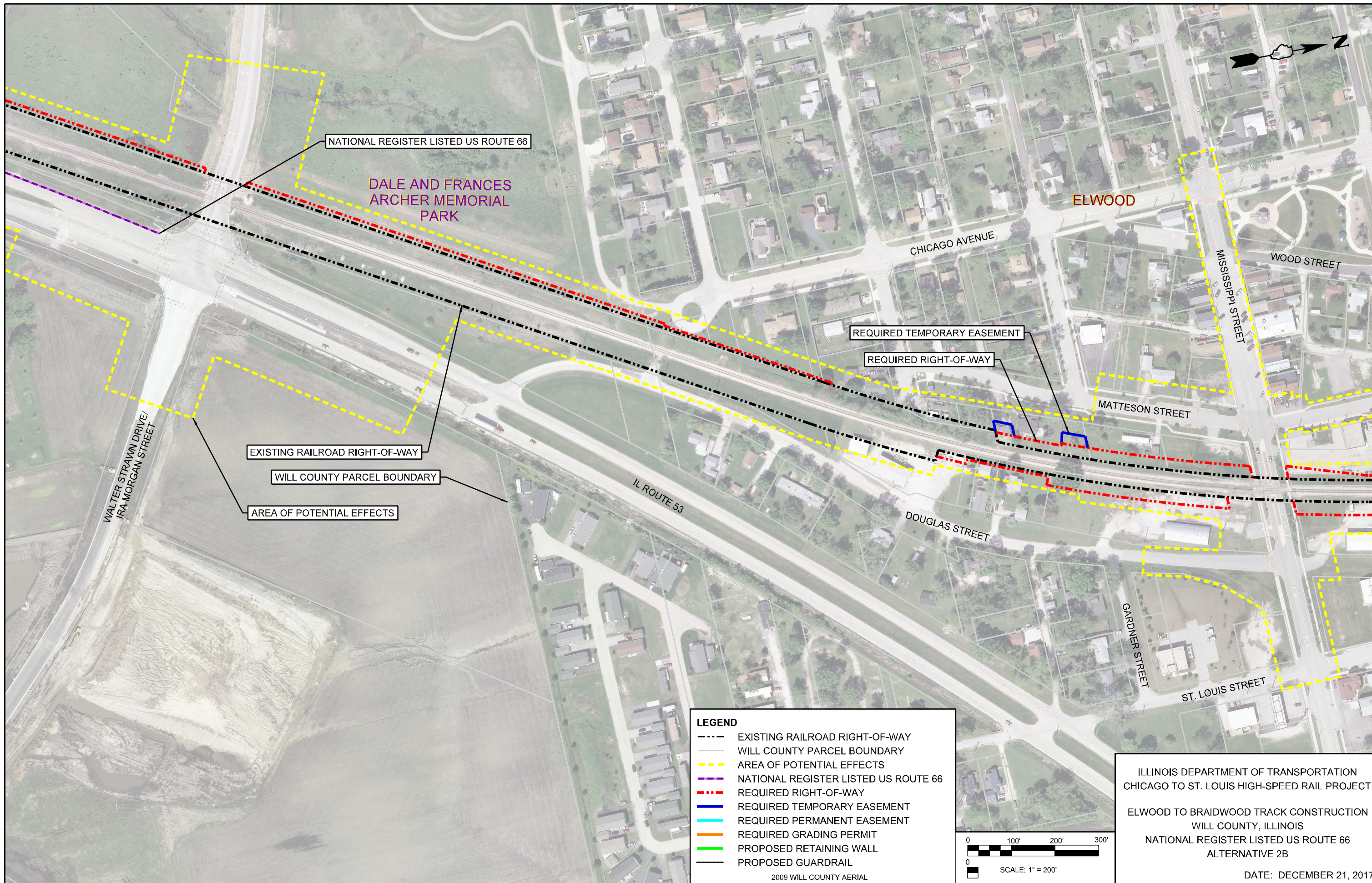
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Chicago to St. Louis High-Speed Rail  
Elwood to Braidwood Track Construction Project  
Will County, Illinois  
Cultural Resources Review

Alternative 2B



NATIONAL REGISTER LISTED US ROUTE 66

DALE AND FRANCES ARCHER MEMORIAL PARK

ELWOOD

CHICAGO AVENUE

MISSISSIPPI STREET

WOOD STREET

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

MATTESON STREET

WALTER STRAWN DRIVE/  
IRA MORGAN STREET

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

IL ROUTE 53

DOUGLAS STREET

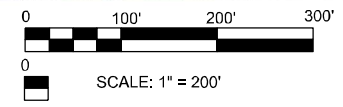
GARDNER STREET

ST. LOUIS STREET

**LEGEND**

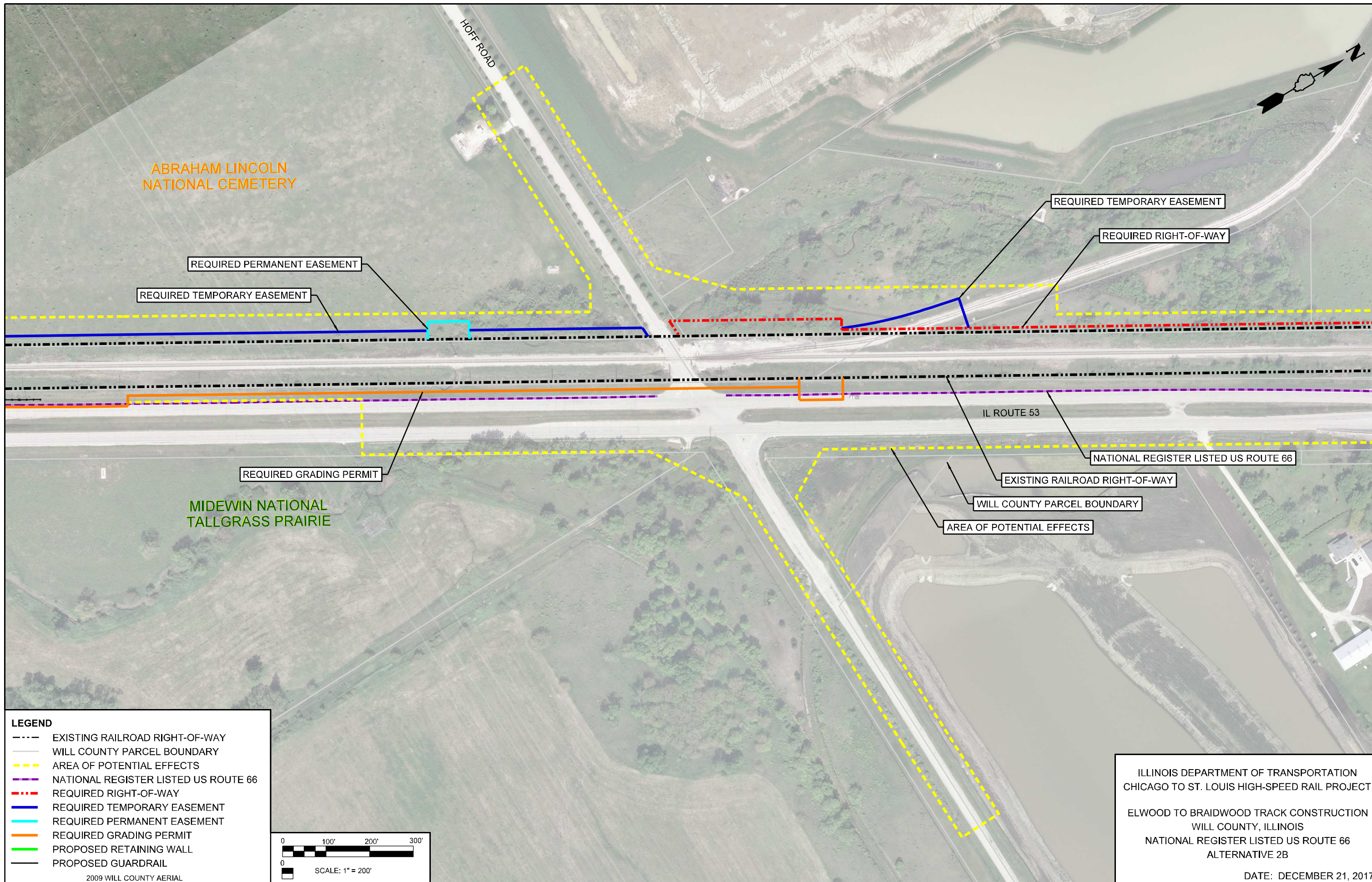
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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 2B

DATE: DECEMBER 21, 2017



ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED TEMPORARY EASEMENT

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

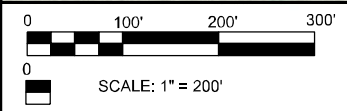
EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

**LEGEND**

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2009 WILL COUNTY AERIAL

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 2B

DATE: DECEMBER 21, 2017

APPENDIX C: ALTERNATIVE 2B - SHEET 2 OF 6

ABRAHAM LINCOLN NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT  
REQUIRED TEMPORARY EASEMENT

600' - MAX HEIGHT 14'

800' - MAX HEIGHT 6'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

PROPOSED RETAINING WALL

PROPOSED 10,600' GUARDRAIL

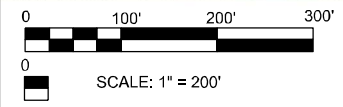
REQUIRED GRADING PERMIT

MIDEWIN NATIONAL TALLGRASS PRAIRIE

LEGEND

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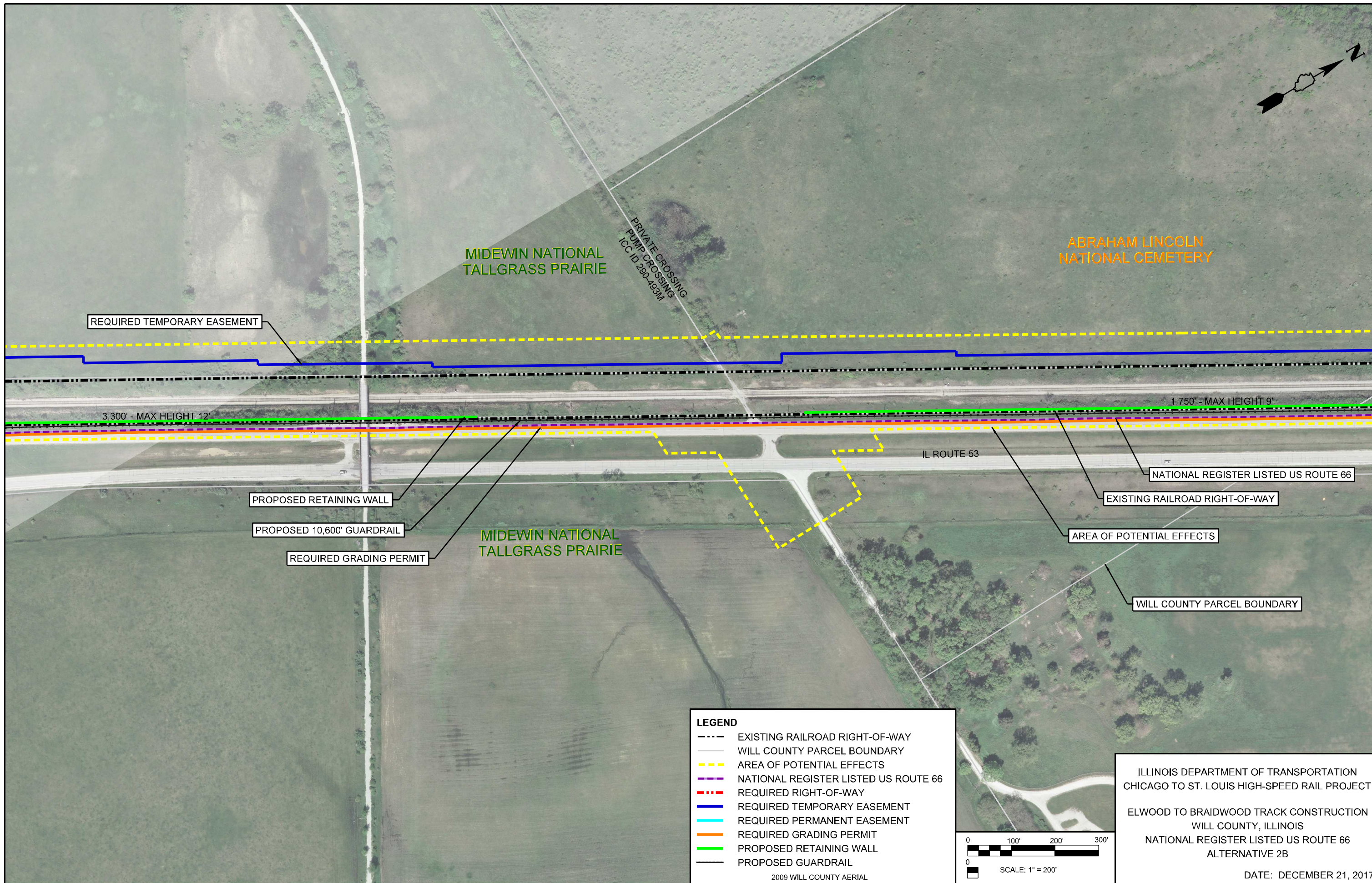
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MIDWIN NATIONAL TALLGRASS PRAIRIE

ABRAHAM LINCOLN NATIONAL CEMETERY

PRIVATE CROSSING  
PUMP CROSSING  
ICC ID 290-493M

REQUIRED TEMPORARY EASEMENT

3,300' - MAX HEIGHT 12'

1,750' - MAX HEIGHT 9'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED RETAINING WALL

EXISTING RAILROAD RIGHT-OF-WAY

PROPOSED 10,600' GUARDRAIL

AREA OF POTENTIAL EFFECTS

REQUIRED GRADING PERMIT

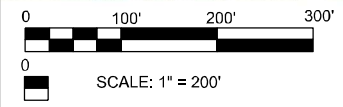
MIDWIN NATIONAL TALLGRASS PRAIRIE

WILL COUNTY PARCEL BOUNDARY

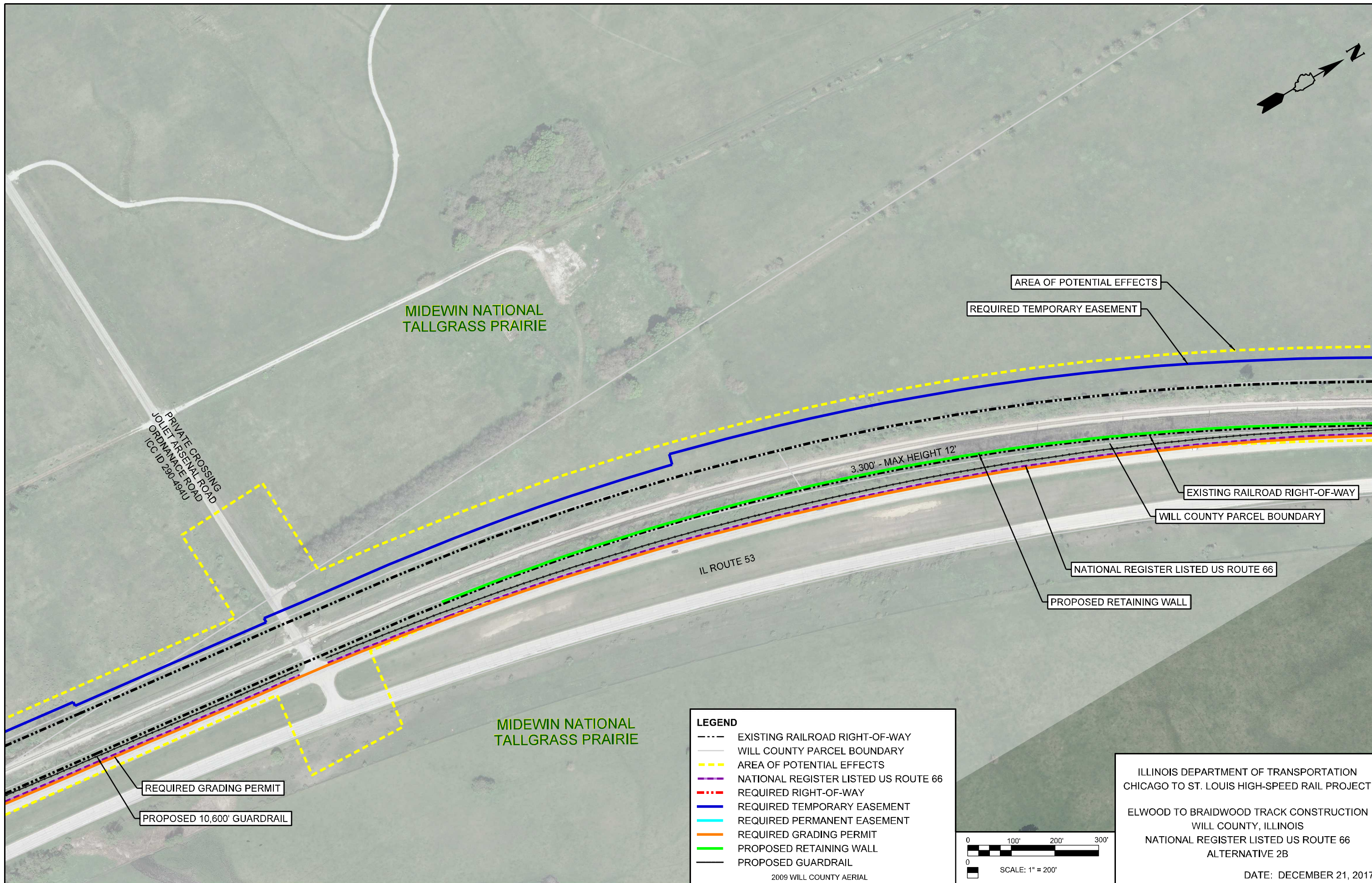
**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
- - - AREA OF POTENTIAL EFFECTS
- - - NATIONAL REGISTER LISTED US ROUTE 66
- - - REQUIRED RIGHT-OF-WAY
- REQUIRED TEMPORARY EASEMENT
- REQUIRED PERMANENT EASEMENT
- REQUIRED GRADING PERMIT
- PROPOSED RETAINING WALL
- PROPOSED GUARDRAIL

2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
  
ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 2B  
  
DATE: DECEMBER 21, 2017



MIDEWIN NATIONAL TALLGRASS PRAIRIE

AREA OF POTENTIAL EFFECTS

REQUIRED TEMPORARY EASEMENT

PRIVATE CROSSING  
JOLIET ARSENAL ROAD  
ICC ID 290-494U

3,300' - MAX HEIGHT 12'

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED RETAINING WALL

MIDEWIN NATIONAL TALLGRASS PRAIRIE

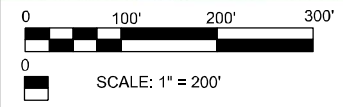
REQUIRED GRADING PERMIT

PROPOSED 10,600' GUARDRAIL

**LEGEND**

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 2B

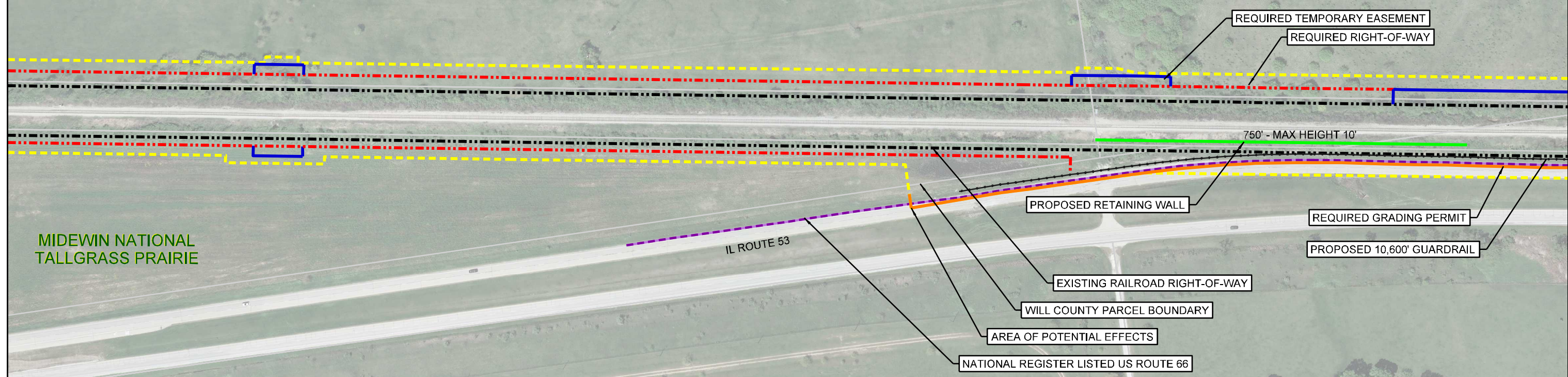
DATE: DECEMBER 21, 2017



MIDEWIN NATIONAL TALLGRASS PRAIRIE

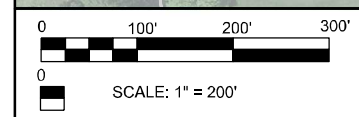
MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE



- LEGEND**
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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
 WILL COUNTY, ILLINOIS  
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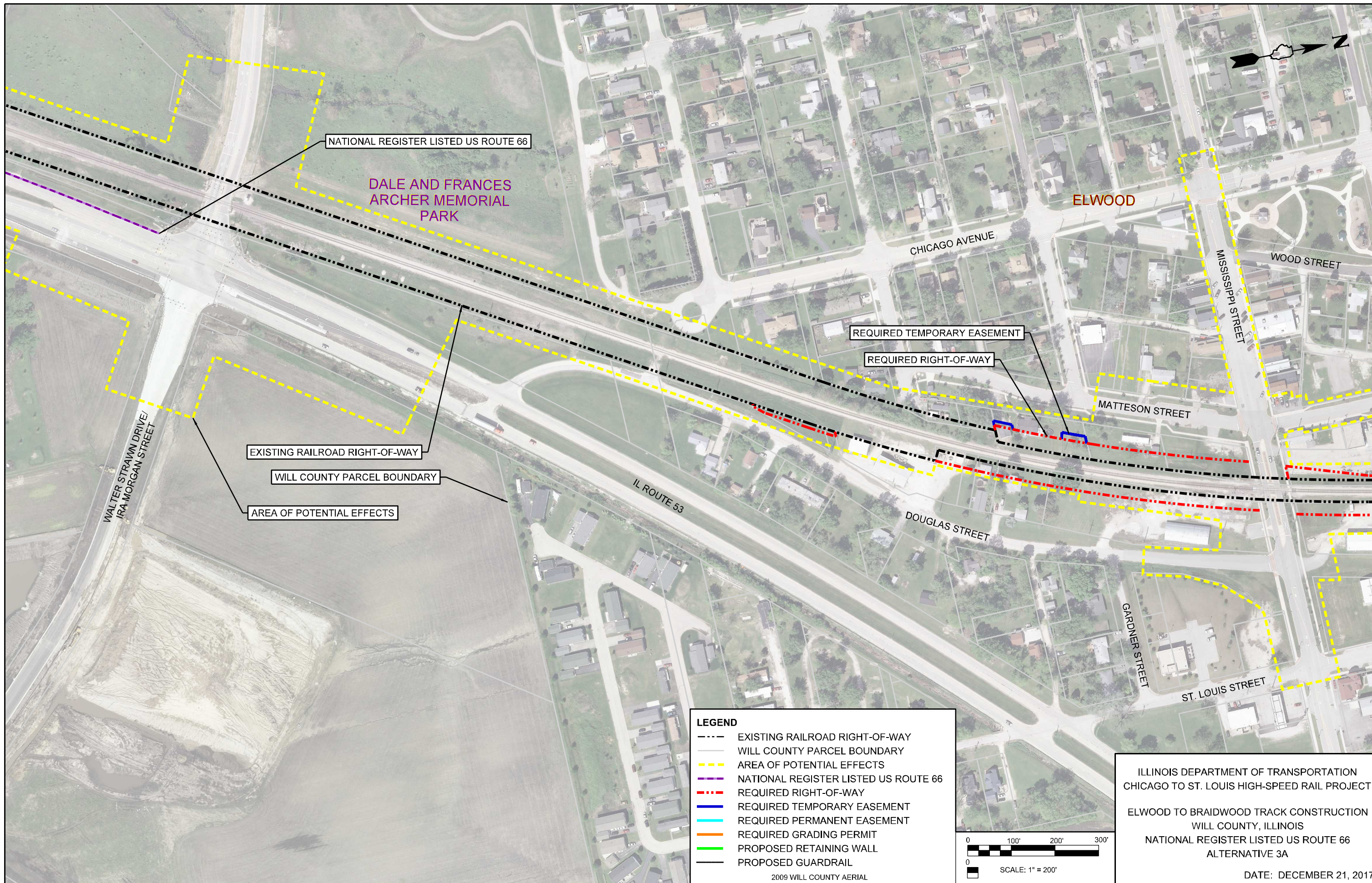
DATE: DECEMBER 21, 2017





Chicago to St. Louis High-Speed Rail  
Elwood to Braidwood Track Construction Project  
Will County, Illinois  
Cultural Resources Review

Alternative 3A



NATIONAL REGISTER LISTED US ROUTE 66

DALE AND FRANCES ARCHER MEMORIAL PARK

ELWOOD

CHICAGO AVENUE

MISSISSIPPI STREET

WOOD STREET

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

MATTESON STREET

WALTER STRAWN DRIVE/  
IRA MORGAN STREET

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

IL ROUTE 53

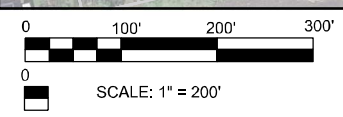
DOUGLAS STREET

GARDNER STREET

ST. LOUIS STREET

**LEGEND**

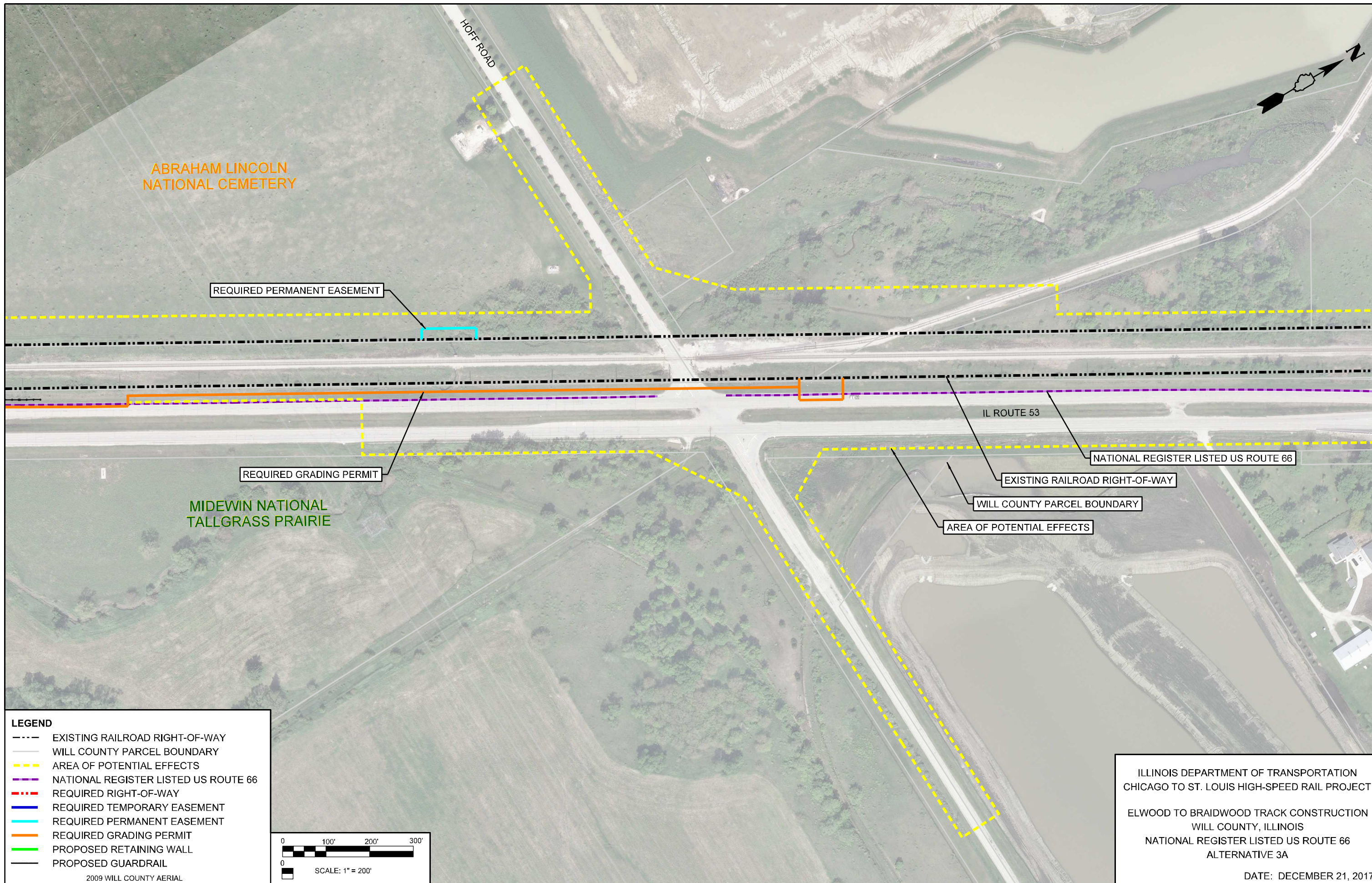
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2009 WILL COUNTY AERIAL

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 3A

DATE: DECEMBER 21, 2017



ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

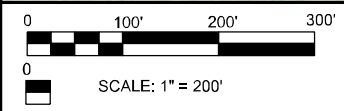
WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 3A

DATE: DECEMBER 21, 2017

APPENDIX C: ALTERNATIVE 3A - SHEET 2 OF 6

ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED TEMPORARY EASEMENT

800' - MAX HEIGHT 18'

750' - MAX HEIGHT 8'

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED RETAINING WALL

PROPOSED 10,600' GUARDRAIL

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

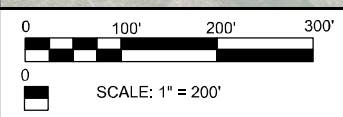
AREA OF POTENTIAL EFFECTS

WILL COUNTY PARCEL BOUNDARY

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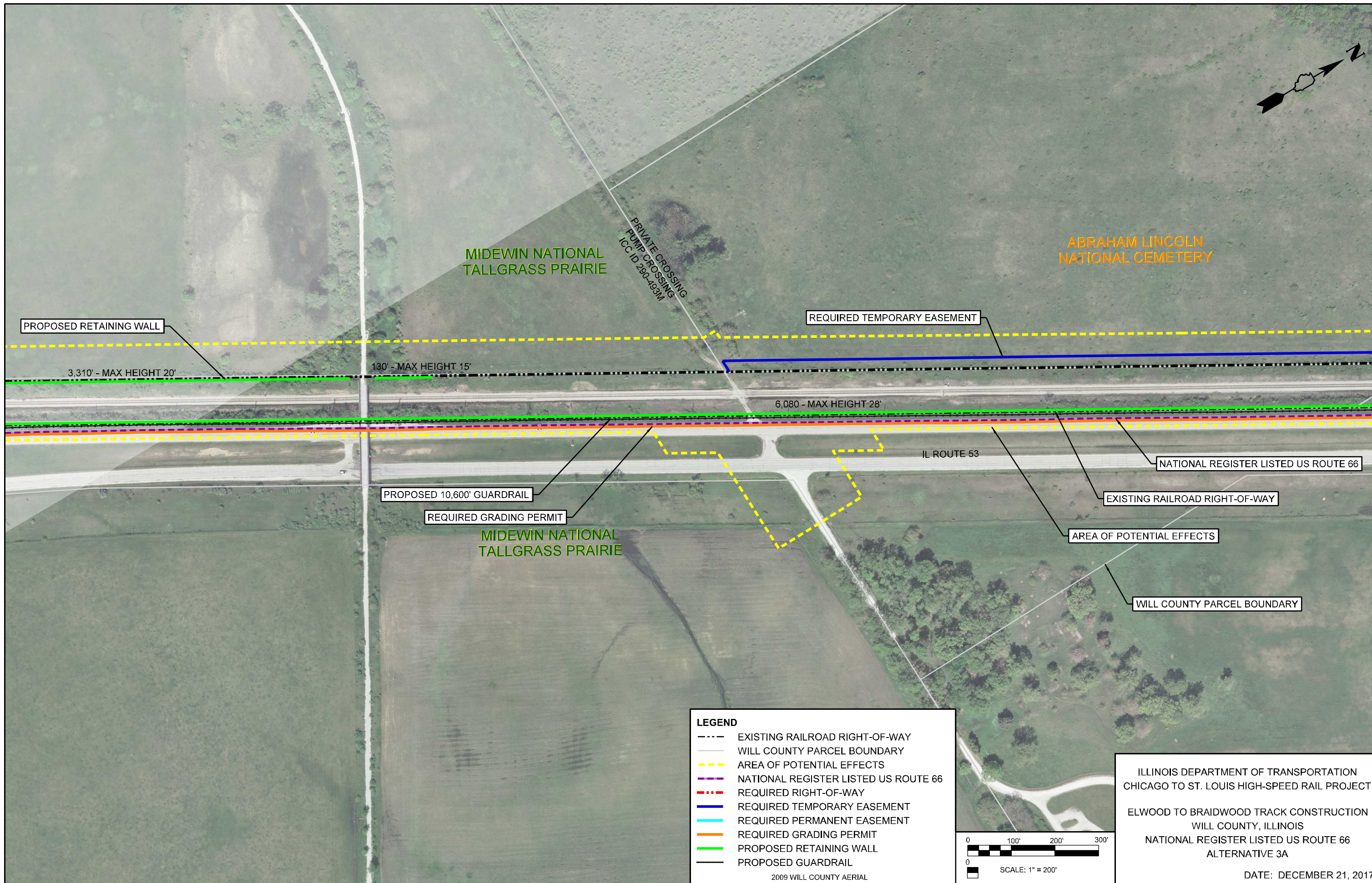
2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 3A

DATE: DECEMBER 21, 2017



MIDEWIN NATIONAL TALLGRASS PRAIRIE

ABRAHAM LINCOLN NATIONAL CEMETERY

PRIVATE CROSSING  
PUMP CROSSING  
ICC ID 290-493M

PROPOSED RETAINING WALL

REQUIRED TEMPORARY EASEMENT

3,310' - MAX HEIGHT 20'

130' - MAX HEIGHT 15'

6,080' - MAX HEIGHT 28'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED 10,600' GUARDRAIL

EXISTING RAILROAD RIGHT-OF-WAY

REQUIRED GRADING PERMIT

AREA OF POTENTIAL EFFECTS

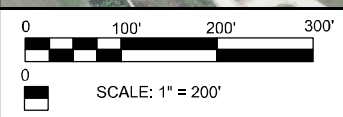
MIDEWIN NATIONAL TALLGRASS PRAIRIE

WILL COUNTY PARCEL BOUNDARY

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- PROPOSED GUARDRAIL

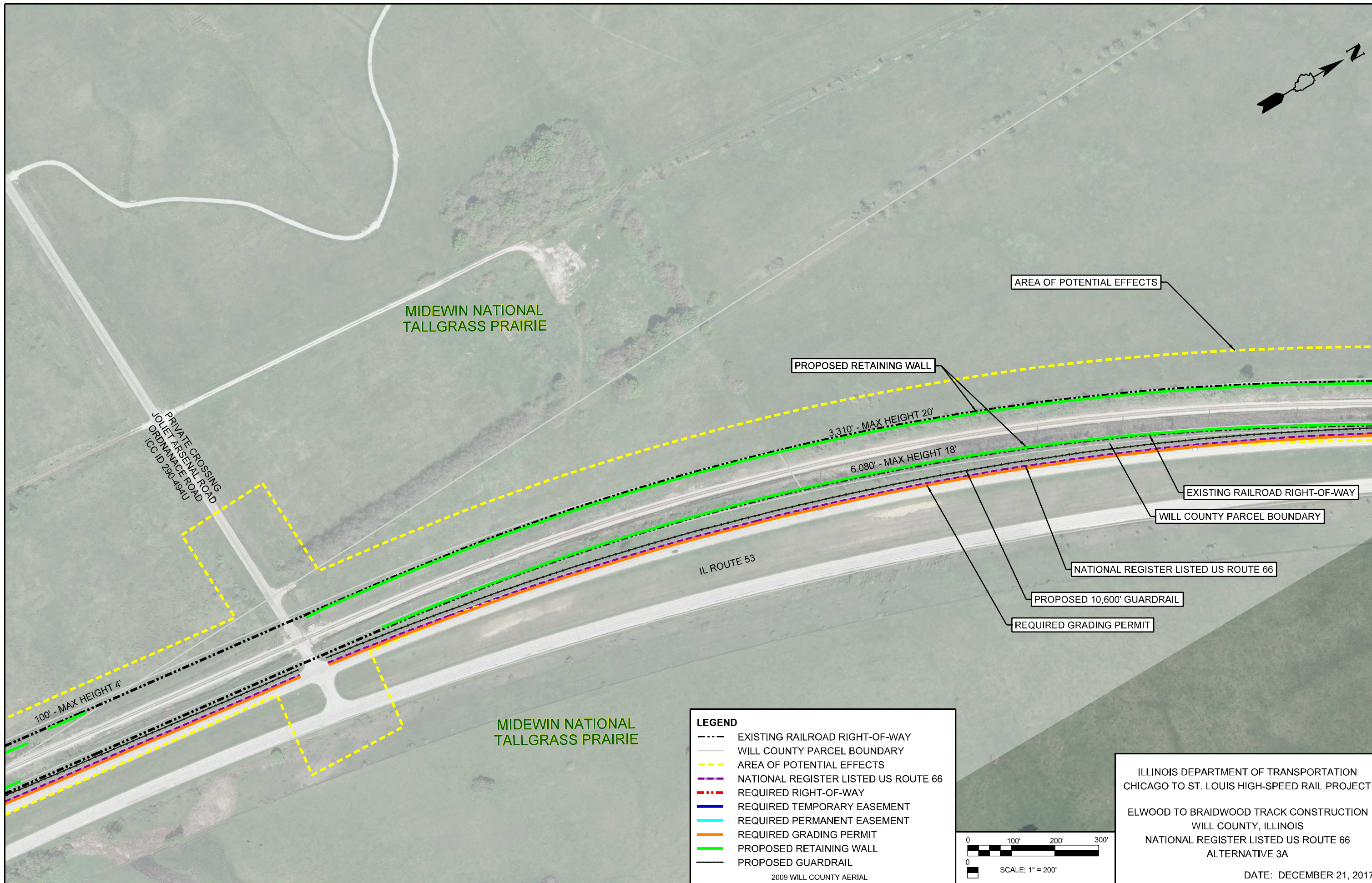
2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
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DATE: DECEMBER 21, 2017



MIDWIN NATIONAL TALLGRASS PRAIRIE

MIDWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING  
JOLIET ARSENAL ROAD  
ICC ID 290-494U

IL ROUTE 53

AREA OF POTENTIAL EFFECTS

PROPOSED RETAINING WALL

3,310' - MAX HEIGHT 20'

6,080' - MAX HEIGHT 18'

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

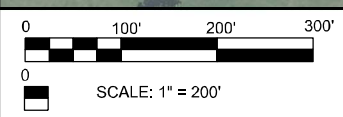
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PROPOSED 10,600' GUARDRAIL

REQUIRED GRADING PERMIT

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 3A

DATE: DECEMBER 21, 2017



MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

300' - MAX HEIGHT 8'

PROPOSED RETAINING WALL

1,450' - MAX HEIGHT 10'

3,100' - MAX HEIGHT 12'

REQUIRED GRADING PERMIT

PROPOSED 10,600' GUARDRAIL

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

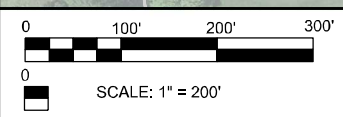
WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
 WILL COUNTY, ILLINOIS  
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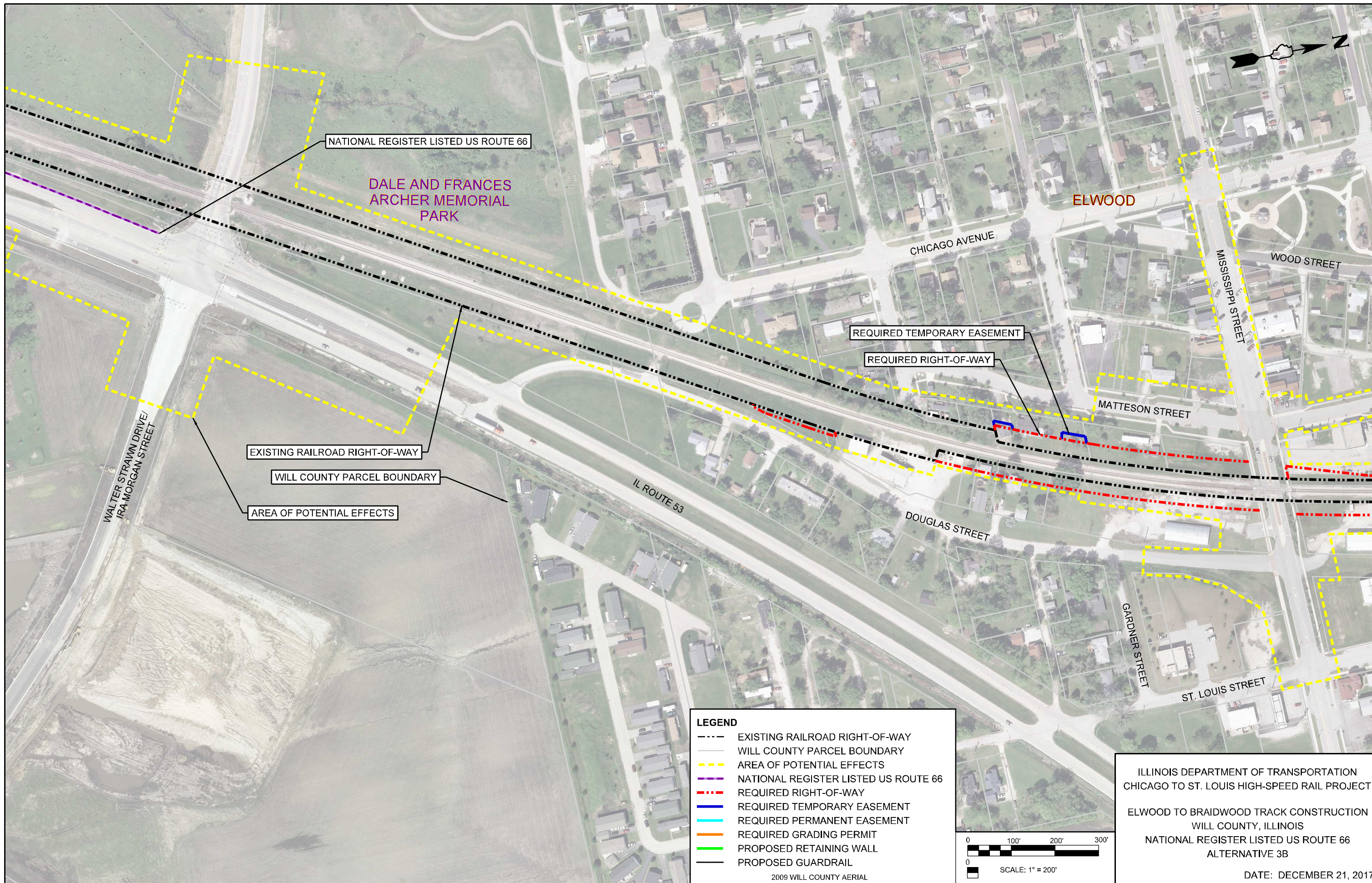
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Chicago to St. Louis High-Speed Rail  
Elwood to Braidwood Track Construction Project  
Will County, Illinois  
Cultural Resources Review

Alternative 3B



NATIONAL REGISTER LISTED US ROUTE 66

DALE AND FRANCES ARCHER MEMORIAL PARK

ELWOOD

CHICAGO AVENUE

MISSISSIPPI STREET

WOOD STREET

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

MATTESON STREET

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

WALTER STRAWN DRIVE/  
IRA MORGAN STREET

IL ROUTE 53

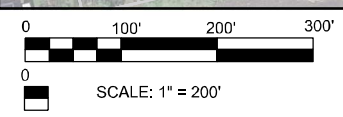
DOUGLAS STREET

GARDNER STREET

ST. LOUIS STREET

**LEGEND**

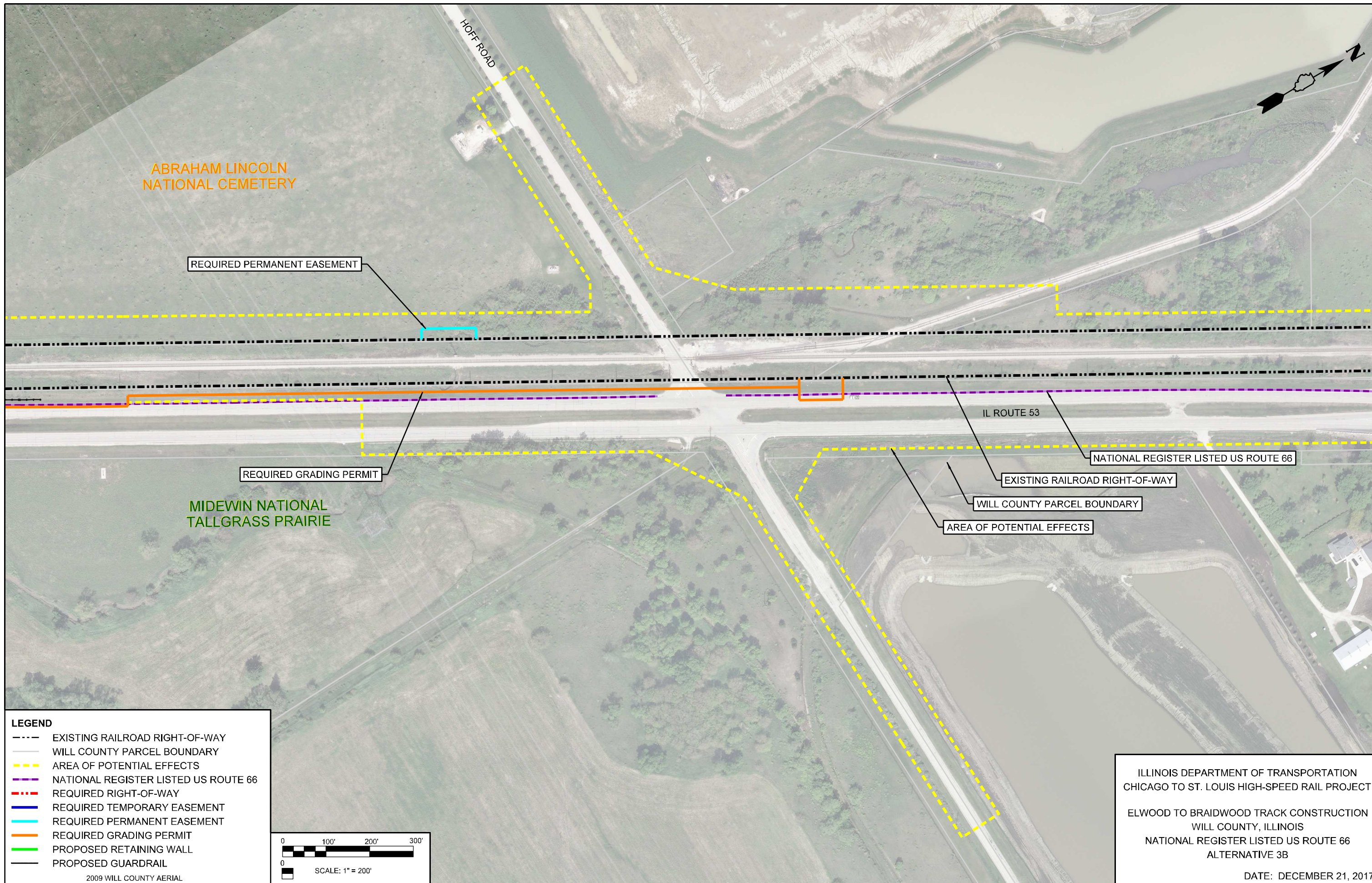
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2009 WILL COUNTY AERIAL

ILLINOIS DEPARTMENT OF TRANSPORTATION  
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ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 3B

DATE: DECEMBER 21, 2017



ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

HOFF ROAD

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

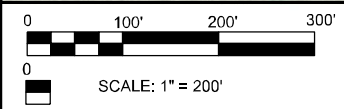
WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
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ALTERNATIVE 3B

DATE: DECEMBER 21, 2017

APPENDIX C: ALTERNATIVE 3B - SHEET 2 OF 6

ABRAHAM LINCOLN NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT  
REQUIRED TEMPORARY EASEMENT

800' - MAX HEIGHT 18'

750' - MAX HEIGHT 8'

PROPOSED RETAINING WALL

PROPOSED 10,600' GUARDRAIL

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL TALLGRASS PRAIRIE

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

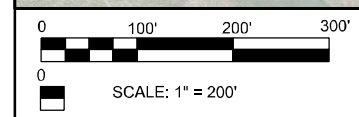
AREA OF POTENTIAL EFFECTS

NATIONAL REGISTER LISTED US ROUTE 66

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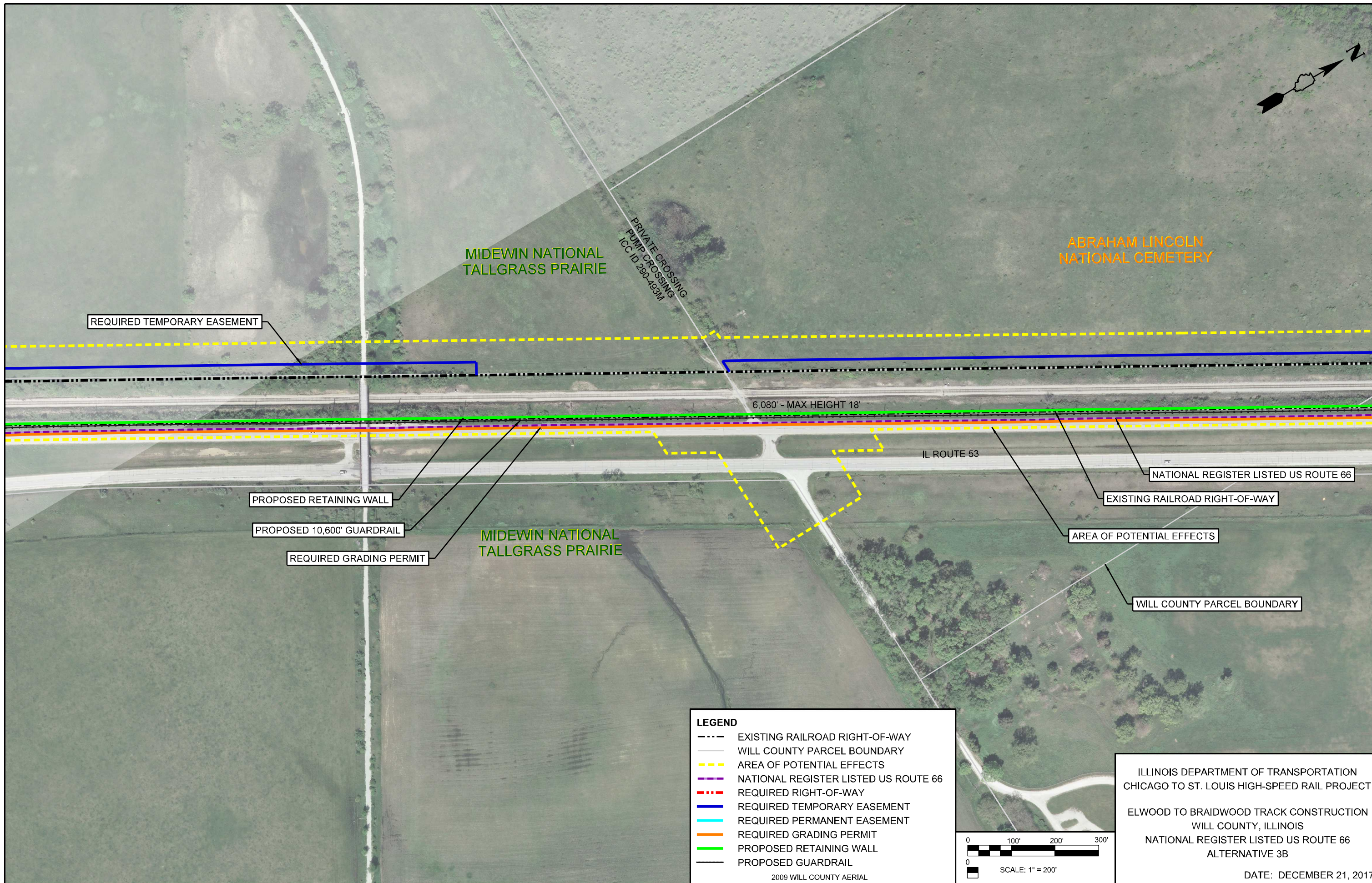
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 3B

DATE: DECEMBER 21, 2017



REQUIRED TEMPORARY EASEMENT

MIDEWIN NATIONAL TALLGRASS PRAIRIE

ABRAHAM LINCOLN NATIONAL CEMETERY

PRIVATE CROSSING  
PUMP CROSSING  
ICC ID 290-493M

6.080' - MAX HEIGHT 18'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED RETAINING WALL

EXISTING RAILROAD RIGHT-OF-WAY

PROPOSED 10,600' GUARDRAIL

AREA OF POTENTIAL EFFECTS

REQUIRED GRADING PERMIT

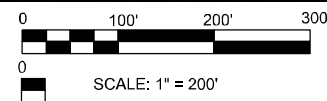
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WILL COUNTY PARCEL BOUNDARY

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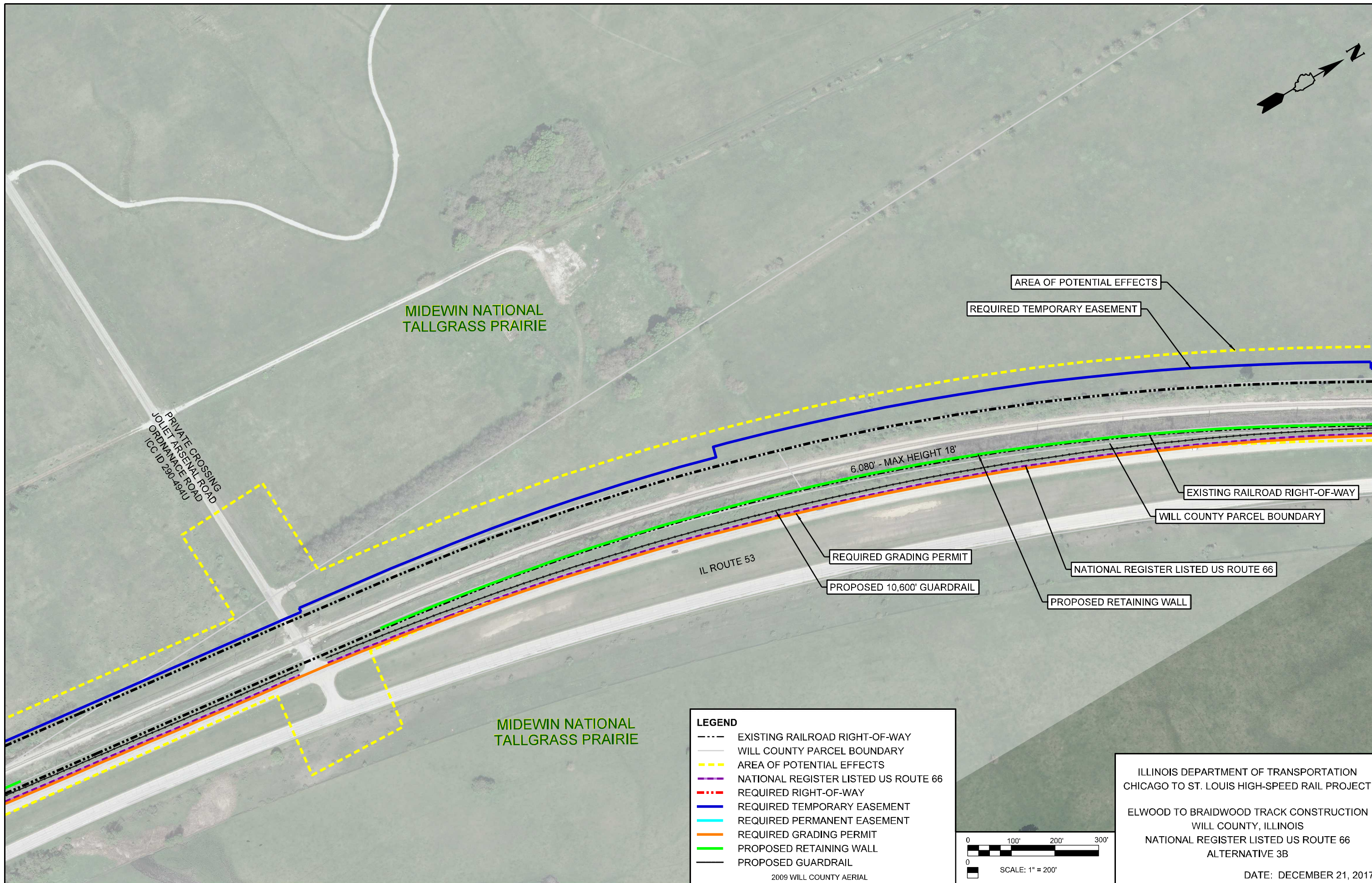
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

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WILL COUNTY, ILLINOIS  
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MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING  
JOLIET ARSENAL ROAD  
ICC ID 290-494U

IL ROUTE 53

6.080' - MAX HEIGHT 18'

AREA OF POTENTIAL EFFECTS

REQUIRED TEMPORARY EASEMENT

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

REQUIRED GRADING PERMIT

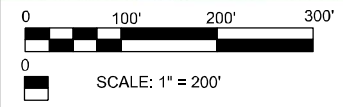
PROPOSED 10,600' GUARDRAIL

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED RETAINING WALL

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
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MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

800' - MAX HEIGHT 12'

PROPOSED RETAINING WALL

REQUIRED GRADING PERMIT

PROPOSED 10,600' GUARDRAIL

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

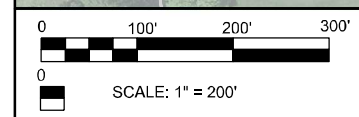
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 NATIONAL REGISTER LISTED US ROUTE 66  
 ALTERNATIVE 3B

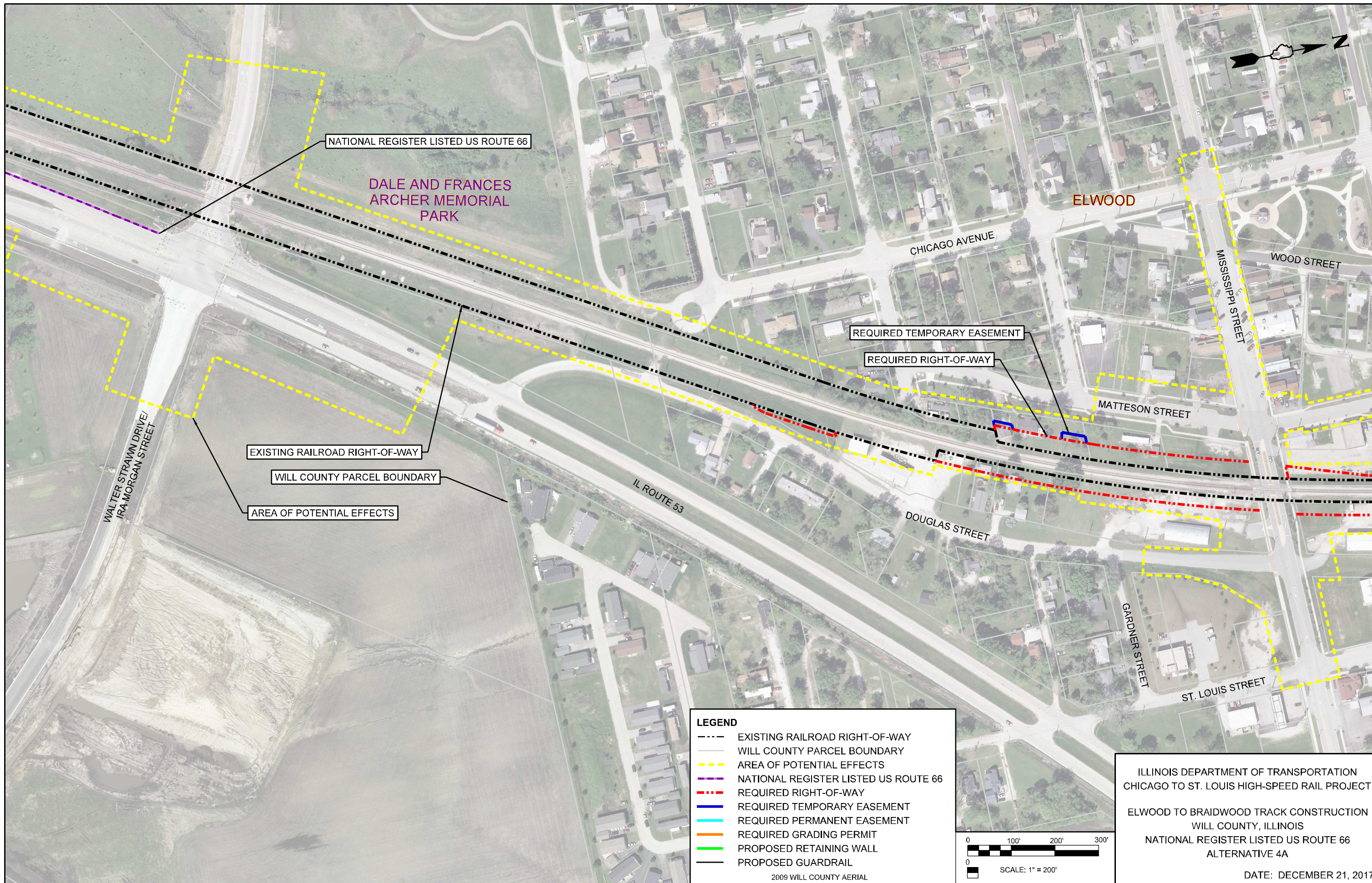
DATE: DECEMBER 21, 2017





Chicago to St. Louis High-Speed Rail  
Elwood to Braidwood Track Construction Project  
Will County, Illinois  
Cultural Resources Review

Alternative 4A



NATIONAL REGISTER LISTED US ROUTE 66

DALE AND FRANCES ARCHER MEMORIAL PARK

ELWOOD

CHICAGO AVENUE

MISSISSIPPI STREET

WOOD STREET

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

MATTESON STREET

WALTER STRAWN DRIVE/  
IRA MORGAN STREET

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

IL ROUTE 53

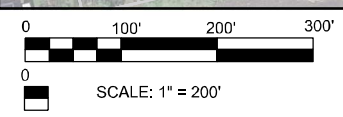
DOUGLAS STREET

GARDNER STREET

ST. LOUIS STREET

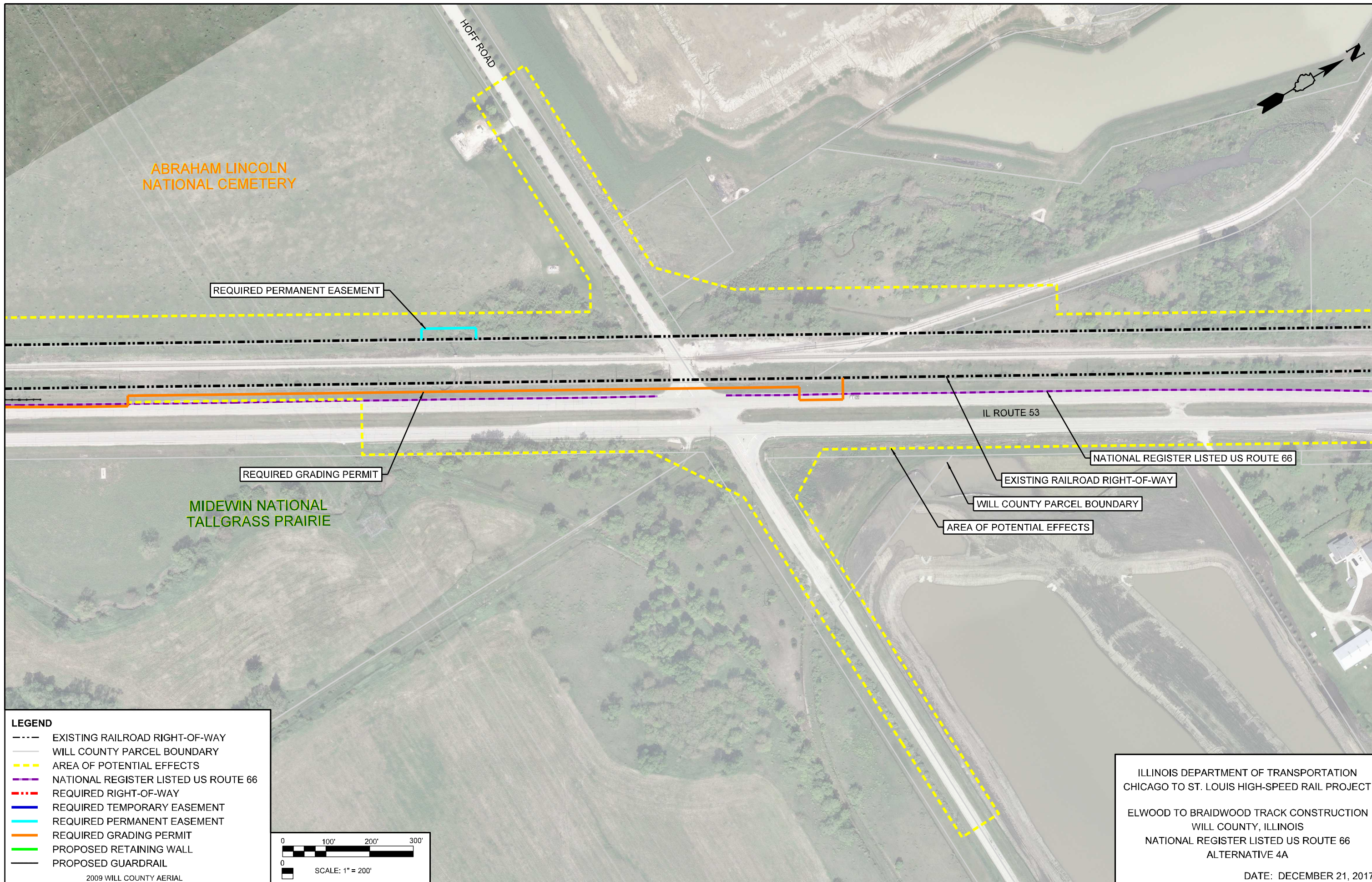
**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
- WILL COUNTY PARCEL BOUNDARY
- - - AREA OF POTENTIAL EFFECTS
- - - NATIONAL REGISTER LISTED US ROUTE 66
- - - REQUIRED RIGHT-OF-WAY
- REQUIRED TEMPORARY EASEMENT
- REQUIRED PERMANENT EASEMENT
- REQUIRED GRADING PERMIT
- PROPOSED RETAINING WALL
- PROPOSED GUARDRAIL



2009 WILL COUNTY AERIAL

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT  
ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 4A  
DATE: DECEMBER 21, 2017



ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

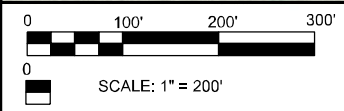
EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

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2009 WILL COUNTY AERIAL

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 4A

DATE: DECEMBER 21, 2017

ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED TEMPORARY EASEMENT

850' - MAX HEIGHT 20'

850' - MAX HEIGHT 7'

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED RETAINING WALL

PROPOSED 10,200' GUARDRAIL

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

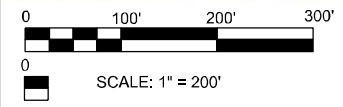
AREA OF POTENTIAL EFFECTS

WILL COUNTY PARCEL BOUNDARY

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2009 WILL COUNTY AERIAL

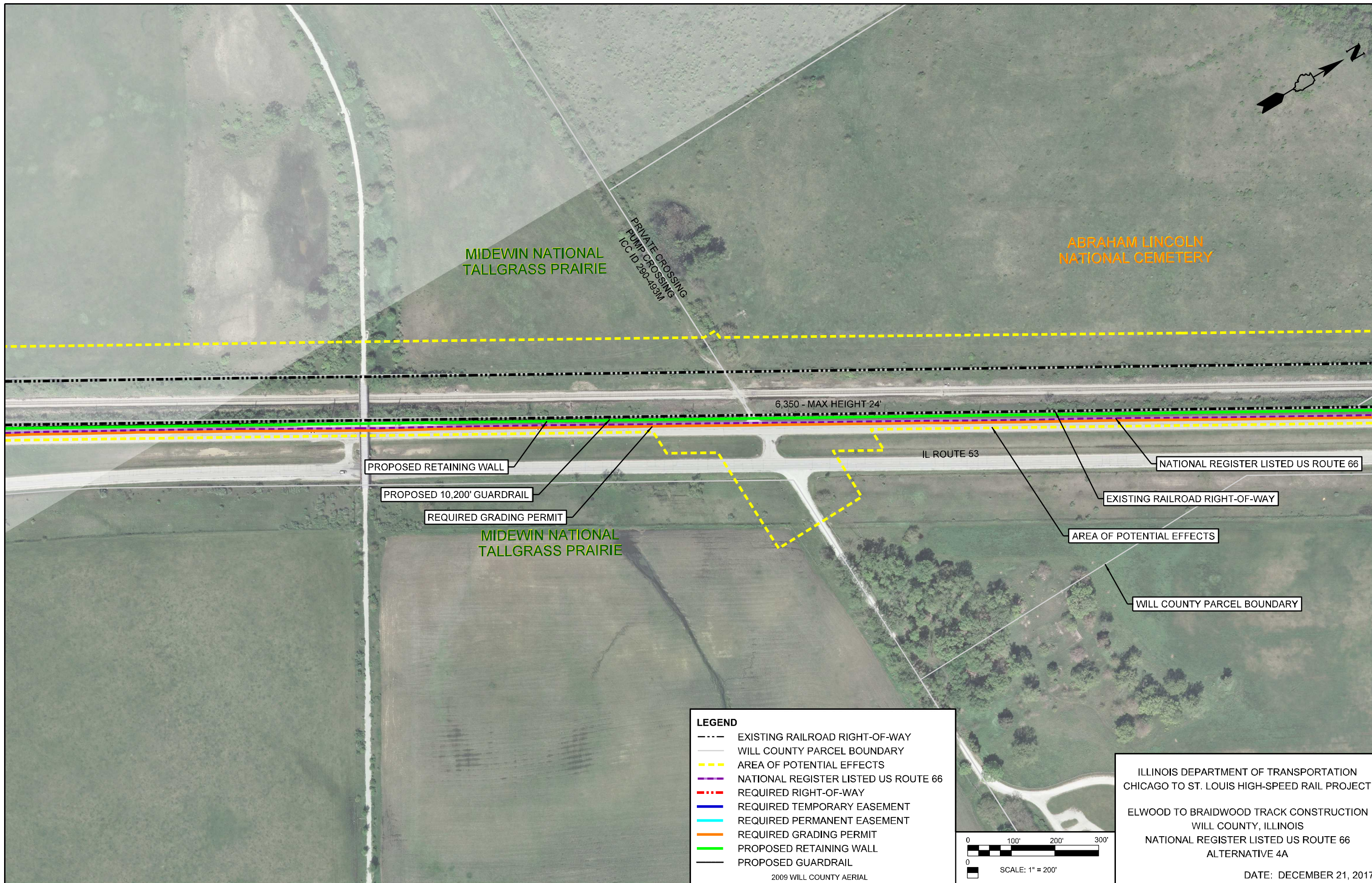


ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 4A

DATE: DECEMBER 21, 2017

APPENDIX C: ALTERNATIVE 4A - SHEET 3 OF 6



MIDEWIN NATIONAL TALLGRASS PRAIRIE

ABRAHAM LINCOLN NATIONAL CEMETERY

PRIVATE CROSSING  
PUMP CROSSING  
ICC ID 290-493M

6.350 - MAX HEIGHT 24'

IL ROUTE 53

PROPOSED RETAINING WALL

PROPOSED 10,200' GUARDRAIL

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL TALLGRASS PRAIRIE

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

AREA OF POTENTIAL EFFECTS

WILL COUNTY PARCEL BOUNDARY

**LEGEND**

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- PROPOSED GUARDRAIL

2009 WILL COUNTY AERIAL

0 100' 200' 300'

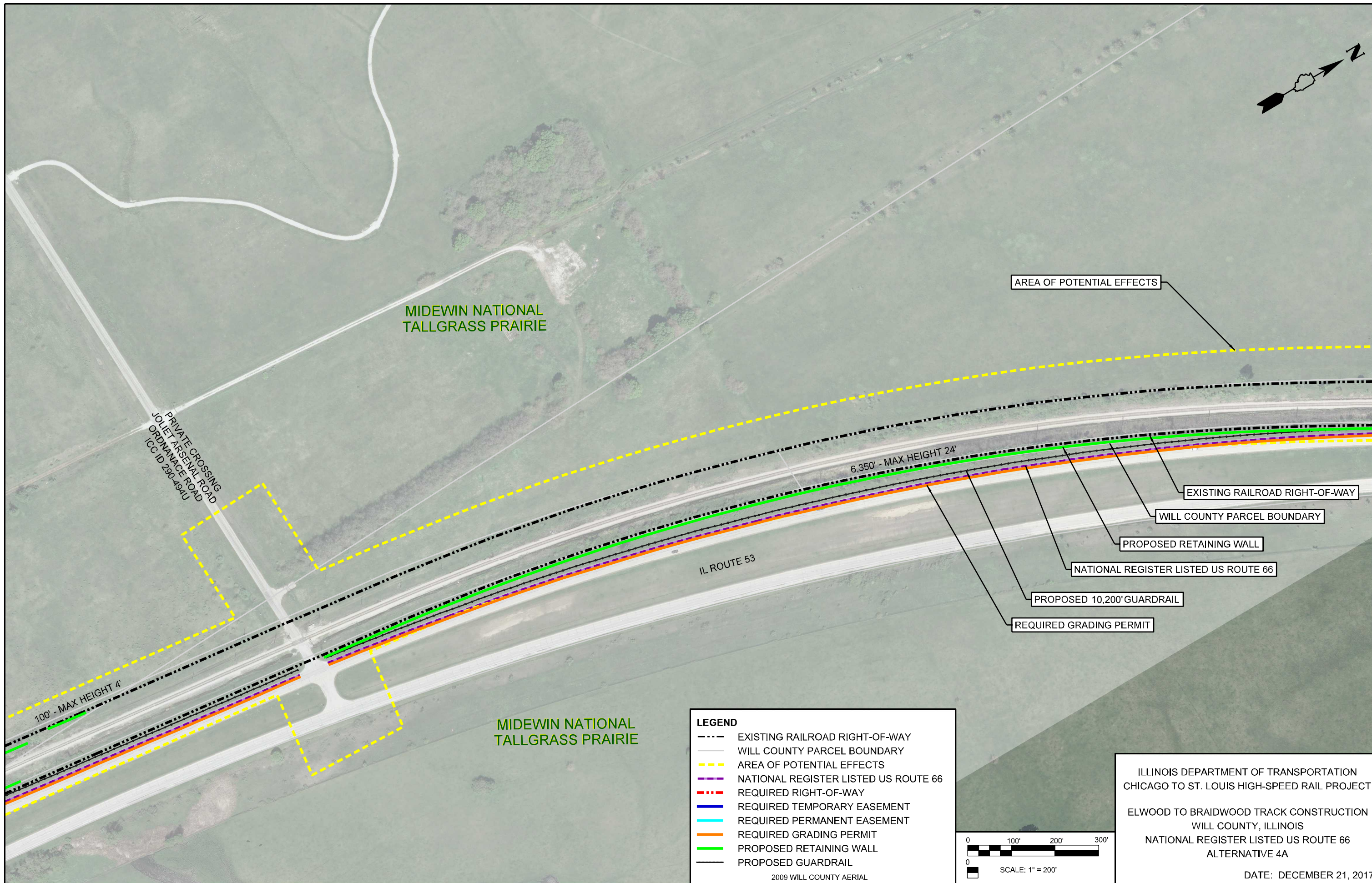
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SCALE: 1" = 200'

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 4A

DATE: DECEMBER 21, 2017



AREA OF POTENTIAL EFFECTS

MIDWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING  
JOLIET ARSENAL ROAD  
ICC ID 290-494U

6.350' - MAX HEIGHT 24'

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

PROPOSED RETAINING WALL

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED 10,200' GUARDRAIL

REQUIRED GRADING PERMIT

IL ROUTE 53

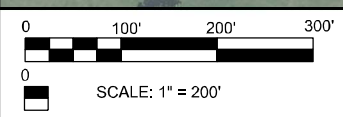
100' - MAX HEIGHT 4'

MIDWIN NATIONAL TALLGRASS PRAIRIE

**LEGEND**

- EXISTING RAILROAD RIGHT-OF-WAY
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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
NATIONAL REGISTER LISTED US ROUTE 66  
ALTERNATIVE 4A

DATE: DECEMBER 21, 2017



MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

300' - MAX HEIGHT 8'

3,100' - MAX HEIGHT 12'

PROPOSED RETAINING WALL

1,450' - MAX HEIGHT 10'

IL ROUTE 53

REQUIRED GRADING PERMIT

PROPOSED 10,200' GUARDRAIL

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

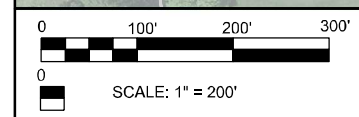
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NATIONAL REGISTER LISTED US ROUTE 66

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2009 WILL COUNTY AERIAL



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

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 WILL COUNTY, ILLINOIS  
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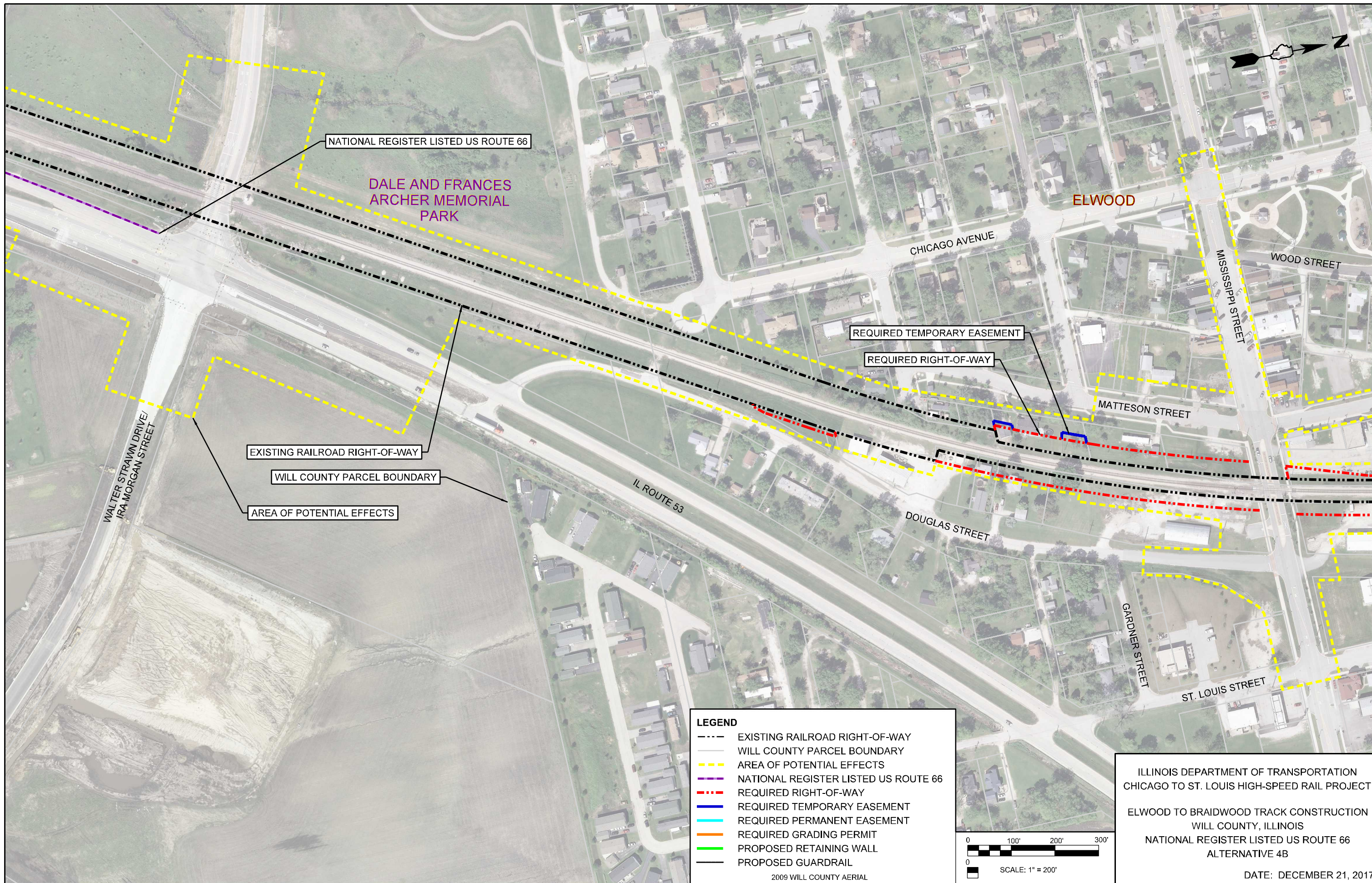
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NATIONAL REGISTER LISTED US ROUTE 66

DALE AND FRANCES ARCHER MEMORIAL PARK

ELWOOD

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REQUIRED TEMPORARY EASEMENT

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MATTESON STREET

WALTER STRAWN DRIVE/  
IRA MORGAN STREET

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

AREA OF POTENTIAL EFFECTS

IL ROUTE 53

DOUGLAS STREET

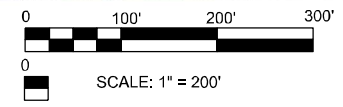
GARDNER STREET

ST. LOUIS STREET

**LEGEND**

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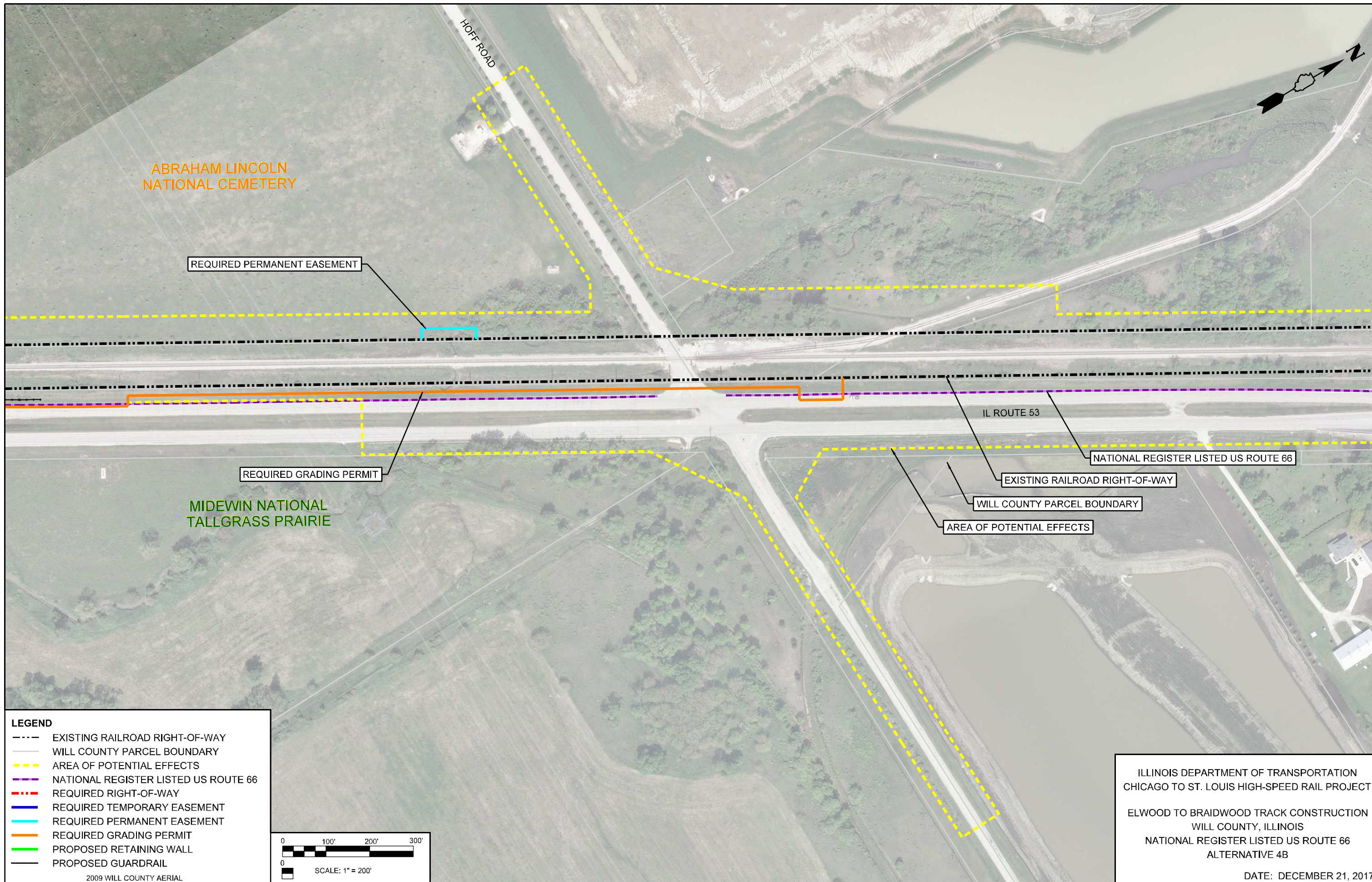
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION  
WILL COUNTY, ILLINOIS  
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ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

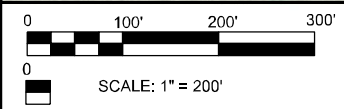
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AREA OF POTENTIAL EFFECTS

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CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

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WILL COUNTY, ILLINOIS  
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ABRAHAM LINCOLN  
NATIONAL CEMETERY

REQUIRED PERMANENT EASEMENT  
REQUIRED TEMPORARY EASEMENT

850' - MAX HEIGHT 20'

850' - MAX HEIGHT 7'

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED RETAINING WALL

PROPOSED 10,200' GUARDRAIL

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL  
TALLGRASS PRAIRIE

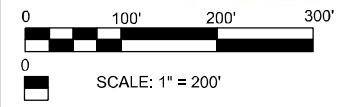
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WILL COUNTY PARCEL BOUNDARY

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2009 WILL COUNTY AERIAL

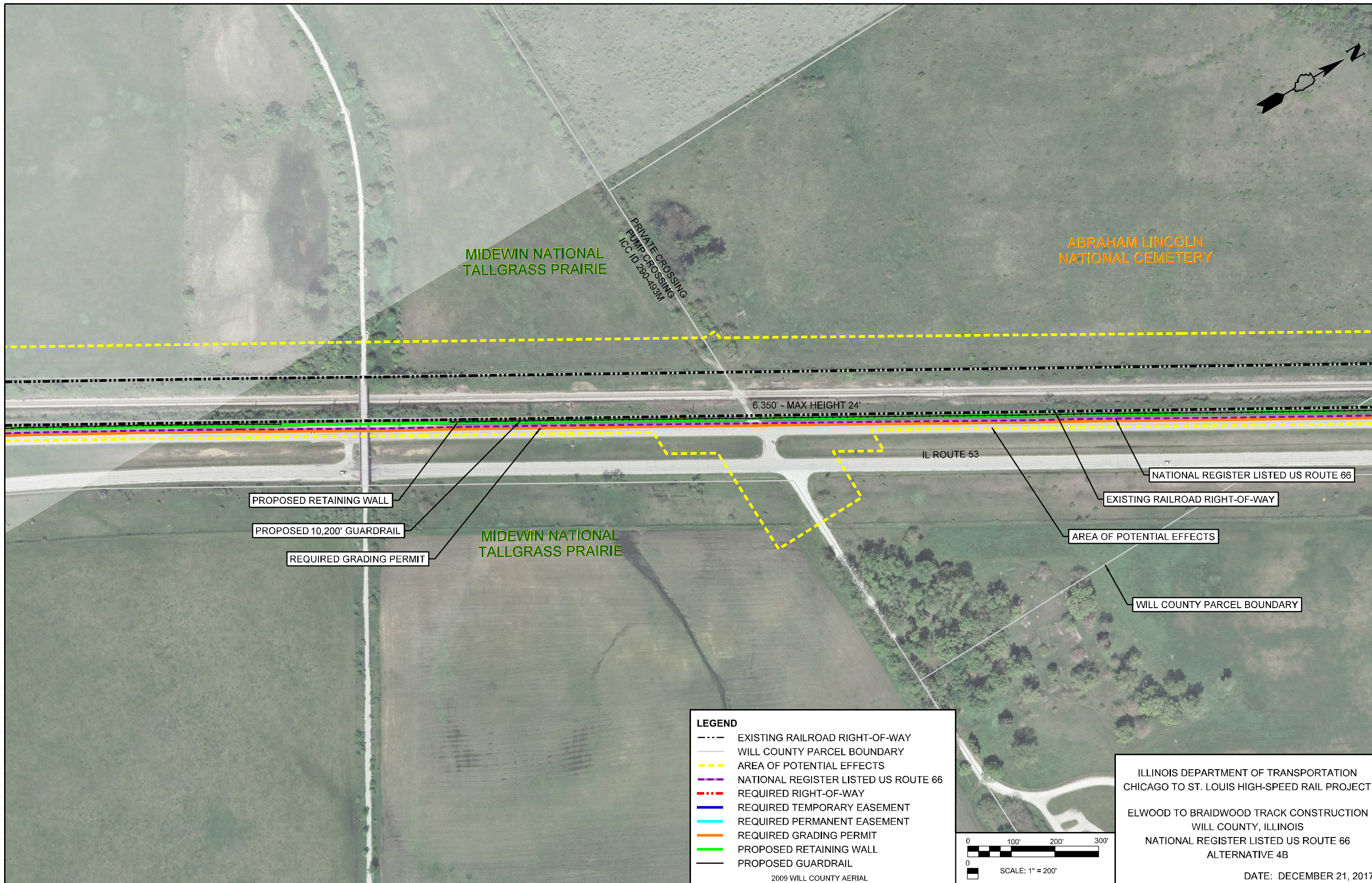


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WILL COUNTY, ILLINOIS  
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ALTERNATIVE 4B

DATE: DECEMBER 21, 2017

APPENDIX C: ALTERNATIVE 4B - SHEET 3 OF 6



PROPOSED RETAINING WALL

PROPOSED 10,200' GUARDRAIL

REQUIRED GRADING PERMIT

MIDEWIN NATIONAL TALLGRASS PRAIRIE

MIDEWIN NATIONAL TALLGRASS PRAIRIE

PRIVATE CROSSING  
PUMP CROSSING  
ICC ID 290-493M

6.350' - MAX HEIGHT 24'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

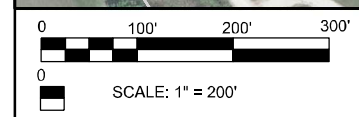
AREA OF POTENTIAL EFFECTS

WILL COUNTY PARCEL BOUNDARY

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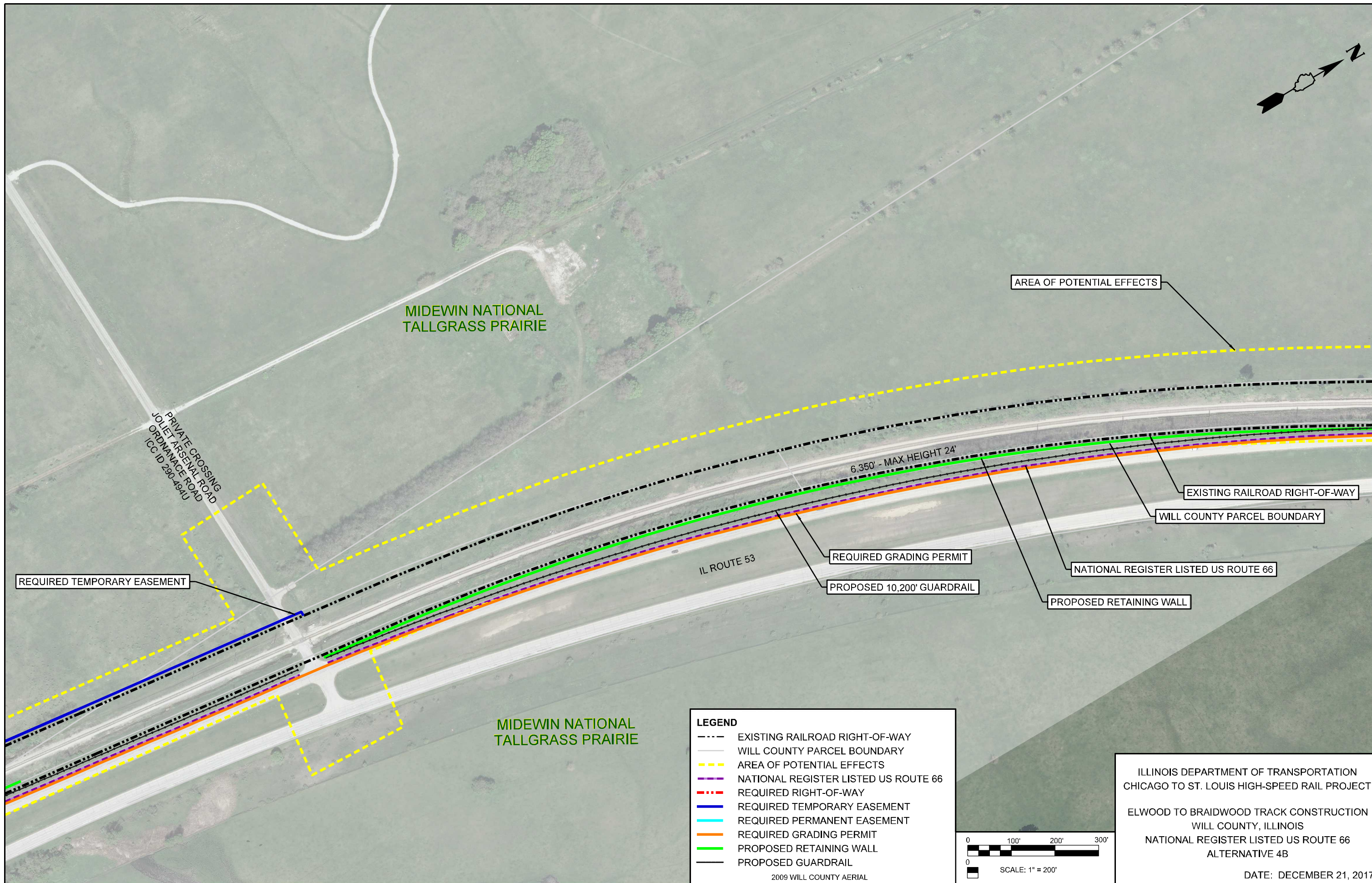
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MIDEWIN NATIONAL TALLGRASS PRAIRIE

AREA OF POTENTIAL EFFECTS

PRIVATE CROSSING  
JOLIET ARSENAL ROAD  
ICC ID 290-494U

6.350' - MAX HEIGHT 24'

EXISTING RAILROAD RIGHT-OF-WAY

WILL COUNTY PARCEL BOUNDARY

REQUIRED TEMPORARY EASEMENT

IL ROUTE 53

REQUIRED GRADING PERMIT

NATIONAL REGISTER LISTED US ROUTE 66

PROPOSED 10,200' GUARDRAIL

PROPOSED RETAINING WALL

MIDEWIN NATIONAL TALLGRASS PRAIRIE

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2009 WILL COUNTY AERIAL

0 100' 200' 300'

0

SCALE: 1" = 200'

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

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WILL COUNTY, ILLINOIS  
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MIDEWIN NATIONAL TALLGRASS PRAIRIE

REQUIRED TEMPORARY EASEMENT

REQUIRED RIGHT-OF-WAY

800' - MAX HEIGHT 12'

PROPOSED RETAINING WALL

REQUIRED GRADING PERMIT

PROPOSED 10,200' GUARDRAIL

MIDEWIN NATIONAL TALLGRASS PRAIRIE

IL ROUTE 53

EXISTING RAILROAD RIGHT-OF-WAY

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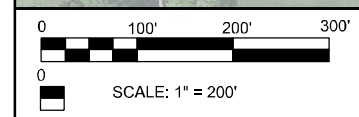
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