Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 10, 2020

Will County
High-Speed Rail, Chicago to St. Louis
Elwood to Braidwood Track Construction
MP 44.5 to MP 55.3
IDOT Sequence #18772
ISAS Log #14170
SHPO Log #001080218

FEDERAL – SECTION 106

Route 66 Effects Assessment

Ms. Carol J. Wallace
Cultural Resources Coordinator
Illinois State Historic Preservation Office
Illinois Department of Natural Resources
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Ms. Wallace:

In continuing consultation with the State Historic Preservation Officer (SHPO) and the Federal Railroad Administration (FRA), regarding the High-Speed Rail (HSR) program, the Illinois Department of Transportation (IDOT) proposes to make track improvements in Will County between Elwood to Braidwood (the undertaking).

In a letter dated December 4, 2018 your office concurred with the FRA and IDOT that two culverts (MP 46.95 and MP 47.30) were not eligible for the National Register of Historic Places (NRHP). However, in this same letter, your office indicated that the proposed undertaking would cause an indirect visual adverse effect to Alternate Route 66. Regarding archaeological resources, in a letter dated November 5, 2019, your office concurred with our finding of No Historic Properties Effected.

Alternate Route 66 is, therefore, the resource that may be affected by the undertaking. As requested by your office during a December 12, 2018 conference call, the project partners (IDOT and FRA) provide more details about the undertaking in the attached *Historic Property Identification and Effects Assessment Report* that has been revised with additional information and drawings for each project alternative.

The *Historic Property Identification and Effects Assessment Report* contains information specific to the undertaking's proposed features with a visual presence near Alternate Route 66, such as the second mainline track, guard rail, and retaining walls. The height, length, distance, and potential visibility of these features relative to Alternate Route 66 are provided, in addition to cross-section drawings.

The assessment of effects findings:

- Alternative 1B would have **no adverse effect** to Alternate Route 66.

- For the remaining seven alternatives (1A, 2A, 2B, 3A, 3B, 4A, and 4B), the cut and/or fill locations along the railroad alignment, including the retaining walls, would diminish the setting, feeling, and association important to the significance of Alternate Route 66. Therefore, the undertaking would have a visual **adverse effect** on Alternate Route 66.

The FRA and IDOT will continue to study two alternatives: **Alternative 1B** (no adverse effect) and **Alternative 2A** (adverse effect). As part of this study, we will consult with the Illinois Route 66 Scenic Byway and will engage the public through the National Environmental Policy Act (NEPA) process.

If **Alternative 1B** is selected as the Preferred Alternative in the NEPA process, this decision would, in coordination with the SHPO, conclude the Section 106 process because the undertaking would have no adverse effect to historic properties.

If **Alternative 2A** is selected as the Preferred Alternative in the NEPA process, this decision would lead to continued consultation with the SHPO and Section 106 consulting parties to resolve the adverse effect by seeking ways to minimize or mitigate the effects in accordance with the existing HSR Programmatic Agreement.

Therefore, please concur with our assessment of effects to Alternate Route 66 regarding **Alternative 1B** and **Alternative 2A**. We request a written reply within 15 days of receipt of this letter and attachments, as agreed upon during the December 12, 2018 conference call.

If you have questions or wish to further discuss the undertaking, please contact myself, or Ms. Andrea Martin, FRA Environmental Protection Specialist, at (202) 493-6201 or andrea.martin@dot.gov.

Thank you for your continued consultation on the Illinois HSR Program.

Sincerely,

Brad Koldehoff

Brad H. Koldehoff, RPA
Cultural Resources Unit Chief
Bureau of Design & Environment

CONCUR

By: Robert Appleman
Deputy State Historic Preservation Officer

Date: 4/17/2020

CC: Andrea E. Martin, FRA Senior Environmental Protection Specialist

CC: Anne Haaker, IL Route 66 Scenic Byway and Route 66 Road Ahead Partnership

Attachment: *Historic Property Identification and Effects Assessment Report*

Historic Property Identification and Effects Assessment Report

Chicago to St. Louis High-Speed Rail Program
Elwood to Braidwood Track Construction Project (Tier 8)
Will County, Illinois

Sequence No. 18772
SHPO Log #001080218
ISAS Log #14170

Prepared For:

Federal Railroad Administration

Illinois Department of Transportation

Prepared By:

WSP

July 2018 (Rev. April 2020)

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Table of Contents

List of Tables

List of Figures

Appendices

[1] This appendix was only submitted for review and comment to the Illinois State Historic Preservation Officer and U.S. Department of Agriculture Forest Service (Midewin National Tallgrass Prairie) to protect sensitive archaeological information.

Executive Summary

This report documents 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 (Tier 8) (Project) extending 10.9 miles from Milepost 44.60 to Milepost 55.50. 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 an associated maintenance access facility, a grade crossing, fencing, a culvert, a bridge, and signal improvements.

As FRA is providing funding for the proposed Project, it is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 et seq.), and its implementing regulation, "Protection of Historic Properties" (36 CFR Part 800). Specifically, Section 106 requires FRA, as the lead federal agency, to take into account the effects of its undertakings on historic properties. IDOT is the project sponsor and Section 106 agency official. 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.

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 and Record of Decision approved in 2012, that would add a second track to the Chicago to St. Louis rail corridor (double-track program). Therefore, relevant stipulations from the HSR Program Section 106 Programmatic Agreement (ratified January 24, 2014 and First Amendment May 19, 2017) were applied to the Project to ensure potential effects on historic properties are taken into account.

The Project area of potential effects (APE) for above-ground and archaeological resources is identical to the Environmental Survey Request limits. Eleven archaeological sites were initially identified in the APE. Upon evaluation and further archival research, none of the archaeological sites are eligible for inclusion in the National Register of Historic Places (NRHP). Since no NRHP-listed or eligible archaeological sites were identified, this report determines no archaeological historic properties would be affected by the proposed undertaking.

The two above-ground historic properties identified in the APE are the NRHP-listed Alternate Route 66, Wilmington to Joliet and NRHP-eligible Abraham Lincoln National Cemetery. An effects assessment was completed for the No-Build Alternative and each of the eight proposed Project build alternatives. The No-Build Alternative is included as a baseline against which the impacts of the build alternatives can be compared.

The undertaking would have no adverse effect on the Abraham Lincoln National Cemetery for all alternatives. Alternative 1B would have no adverse effect on Alternate Route 66, Wilmington to Joliet. However, Alternatives 1A, 2A, 2B, 3A, 3B, 4A, and 4B would have an adverse effect on Alternate Route 66, Wilmington to Joliet. Long lengths of cut or fill location retaining walls at a number of rail alignment locations parallel to the historic property, are new visual and atmospheric elements that would diminish the resource's integrity of setting, feeling, and

association. **The undertaking would have an adverse effect on a historic property, namely Alternate Route 66, Wilmington to Joliet, under these seven alternatives.**

The selection of Alternative 1B as the Preferred Alternative would conclude the Section 106 process. Selecting Alternatives 1A, 2A, 2B, 3A, 3B, 4A, or 4B would lead to continued consultation with the Illinois State Historic Preservation Officer and the Section 106 consulting parties, and involve the public, as FRA and IDOT resolve the adverse effect by seeking ways to minimize or mitigate the adverse effects (36 CFR Part 800.6(a). The Advisory Council on Historic Preservation (ACHP) would be notified of the adverse effect finding (36 CFR Part 800.6(a)(1)) through the ACHP Electronic Section 106 Documentation Submittal System; the agency is already participating in consultation through their participation with the HSR Program. A Section 106 Memorandum of Agreement would be executed to document and implement Project mitigation measures (36 CFR Part 800.6(c)), and conclude the Section 106 process.

1.0 Introduction and Description of Project

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 Elwood to Braidwood Track Construction Project (Tier 8) (Project), extending 10.9 miles from Milepost 44.60 to Milepost 55.50, includes construction of a second mainline track adjacent to the existing mainline track, as well as an associated maintenance access facility, a grade crossing, fencing, a culvert, a bridge, and signal improvements.

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

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 would add a second track to the Chicago to St. Louis rail corridor (double-track program). Therefore, relevant stipulations from the HSR Program Section 106 Programmatic Agreement (ratified January 24, 2014 and First Amendment May 19, 2017) were applied to the Project to ensure potential effects on historic properties are taken into account.

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

- Description of the No-Build and each proposed Project build alternative under consideration;
- Delineation of the area of potential effects (APE) for above-ground resources and archaeological sites;
- Identification of historic properties listed on or eligible for inclusion in the National Register of Historic Places (NRHP); and
- An assessment of effects on historic properties for the No-Build and each of the proposed Project build alternatives.
- Next steps if Alternative 1A, 2A, 2B, 3A, 3B, 4A, or 4B is selected as the Preferred Alternative.

1.1 Project Background

The proposed Project is one component of the double-track HSR Program which 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 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 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 eight hours of track time.
- Drainage – Inadequate provisions for drainage from MP 47.80 to MP 48.80 result in standing water that could 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

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 a large portion of 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. The No-Build Alternative is included as a baseline against which the impacts of the build alternatives can be compared. The existing single mainline track would remain unchanged with the No-Build Alternative, and would receive routine maintenance with no additional track construction or track upgrades. South of MNTP, between Wilmington and Braidwood, all the Project alternatives are the same.

Each alternative consists of double-tracks with alternative locations for primary new rail features, including the location of the second track and the maintenance access facility 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 in the UPRR right-of-way. The maintenance access facility would be used for equipment access during construction and future maintenance during operation. Tubular steel gates would be installed at the entrance to all maintenance access facility driveways to prevent trespassing by non-railroad motorized vehicles and discourage trespassing.

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

Alternatives	Second Track Location in Right-of-Way	Maintenance Access Facility Location in Right-of-Way	Retaining Walls to Avoid or Minimize Impacts
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 and Damien Mills Roads	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 and 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 Illinois Route 53 (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 approximately

four feet to meet current IDOT design standards and minimize physical effects to the NRHP-listed Alternate Route 66, Wilmington to Joliet pavement, as well as minimize the use of land from MNTP. Additionally, an approximately 1,500-foot retaining wall is needed for Alternative 1B 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 transmission line alignment with utility poles, between the UPRR right-of-way and IL 53, will remain the same, although would be at lower grades in cut areas for Alternatives 2A, 2B, 3A, 3B, 4A, and 4B.

The proposed Project south of MNTP would have the same design for all alternatives from the intersection of Stripmine Road and IL 53/Front Street to Braidwood. All alternatives would include a second mainline track west of the existing mainline track, a maintenance access facility east of the existing mainline, a 0.07-acre grading easement to connect the access road to IL 53, and grading for a 1,300-foot-long construction pad. No right-of-way would be required from IL 53 and no retaining walls are proposed. Previous work includes some fencing near Stripmine Road for the Five Complex Grade Crossing Improvements Project and an access road and grading south of Coal City Road for the Braidwood Siding Project.

2.0 Identification of Historic Properties

This section describes the proposed Project APE, as well as IDOT efforts to identify historic properties in the APE (36 CFR Part 800.4(b)). The HSR Programmatic Agreement provided measures to ensure the adequate identification and evaluation of historic properties in the APE for the HSR Program.

2.1 Area of Potential Effects

Per Section 106 requirements, the lead federal agency or agency official, 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 caused by the undertaking.

While a corridor-wide APE was established for the HSR Program on May 31, 2013, a Project-specific APE has been delineated for this undertaking to account for Project bump out areas at crossings. The APE was defined as the same boundary as the Environmental Survey Request 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 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, 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, of areas where there are historic properties.

2.2 Identification of Archaeological Resources

The Illinois State Archaeological Survey (ISAS) completed a literature review and field survey of the Project 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 are 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 was recommended, and therefore, no NRHP-listed or eligible archaeological resources were identified in the APE for this Project (Appendix E). The SHPO concurred that no archaeological historic properties would be affected by the proposed undertaking in a letter dated November 5, 2019.

2.3 Identification of Above-Ground Resources

As part of the above-ground historic properties identification effort for the HSR Program Section 106 Programmatic Agreement, four resource-specific surveys were completed in 2013 and 2014 to develop specific historical contexts and inventory resources within the entire APE. Resources built before 1970 were identified in the surveys to account for any properties that may turn 50 years old by the time each constructible 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.

2.3.1 Previously Identified Historic Properties

Alternate Route 66, Wilmington to Joliet is identified in the HSR Program Route 66 resources survey report as being listed on the NRHP. The Illinois SHPO Historic Architectural and Archaeology Resources Geographic Information System also identifies this roadway as a historic property. The Abraham Lincoln National Cemetery is a historic property within the APE because all national cemeteries are eligible as historic districts, regardless of age.

2.3.2 Surveys and National Register Evaluations

IDOT, in coordination with FRA, evaluated the NRHP eligibility of the existing railroad bed and overall rail alignment within the HSR Program corridor on May 31, 2013. Running from Union Station in Chicago to the Mississippi River in East St. Louis, this includes the portion within the Project APE. The railroad was historically the Chicago & Alton Railroad line and is

today owned by UPRR. The not eligible finding, due to diminished integrity, was concurred by the SHPO on the same day.

Additional surveys were completed in 2014 and 2015 for the proposed Project, which identified 19 bridges and culverts, and 24 other above-ground resources within the APE constructed in 1975 or earlier. The results of these surveys were documented in separate photo logs and maps depicting the location of these resources. The photo logs were reviewed by IDOT Bureau of Design and Environment (BDE) Cultural Resources Unit staff 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. None of these identified resources were found to be potentially eligible for listing in the NRHP. Their findings are documented in a memorandum dated October 23, 2017, which is appended to this report (Appendix A).

Since then, two additional above-ground resources have been identified and are described in the following sections. Neither resource is eligible for inclusion on the NRHP.

2.3.2.1 Joliet Arsenal/Joliet Army Ammunition Plant

Part of the historic boundary of the Joliet Arsenal/Joliet Army Ammunition Plant is located within the APE. When the arsenal still retained this boundary, the resource was determined eligible for the NRHP, as recorded in the 1993 "Programmatic Agreement Among the United States Army Materiel Command, the Advisory Council on Historic Preservation, and Multiple State Historic Preservation Offices Concerning A Program to Cease Maintenance, Excess, and Dispose of Certain Properties." The arsenal was one of several former U.S. ammunition plants where, for some or all installation buildings, maintenance would cease, and they would be declared as excess and disposed of, but the underlying lands retained.

The Joliet Arsenal was identified as being historically important due to its association with the events of World War II. At the time, the resource's association with the Cold War (1946 to 1990) was less than 50 years old, and it was noted no buildings, structures, or objects dating to the Cold War met Criteria Consideration G for exceptionally significant properties less than 50 years old. Regardless, the Programmatic Agreement noted the Cold War's primary significance in arms production derived from development and escalation of non-conventional weapons, i.e., nuclear and chemical warfare agents. While the potential for conventional weapons use existed during the Cold War, the items produced at these ammunition plants were used in most twentieth century conflicts, and are not specific to the Cold War context in a manner to suggest exceptional significance. Therefore, the Joliet Arsenal's association with the Cold War did not have exceptional significance (U.S. Army Materiel Command et al., 1993, 4). The resource's potential for a significant association with the Korean and Vietnam Wars had not been evaluated at the time of the Programmatic Agreement.

Today, World War II-era features remain at the former Joliet Arsenal, such as roadways, and a number of buildings and structures. However, since the 1993 Programmatic Agreement, the resource's integrity has diminished, including for any potential significant association with the Korean or Vietnam Wars. Diminished integrity is due to the loss of buildings and structures throughout the former arsenal, and post-1993 construction of large resources such as the

Abraham Lincoln National Cemetery, the CenterPoint Intermodal Center, a collection of large warehouses to the northeast of the intermodal center, a landfill, and a technical school for the Local 150 union. In addition, a comparison of Google mapping and historic aerial imagery shows most of the rest of the resource has been converted to the MNTP and its characteristics are generally those of a prairie rather than a World War II arsenal (Google Maps, NETR Online). These new uses of the former army ammunition plant have also resulted in subdivision of the resource into multiple parcels.

This change to the Joliet Arsenal's eligibility was documented in a Historic Property Report for the Illiana B3 Corridor project. Initially, IDOT found that local historic architectural surveys and consulting parties consultation indicated the Midewin Buffer District, which is the same as the Joliet Arsenal, may be NRHP eligible. However, after further study, IDOT found the district to not be eligible. This finding was concurred by the SHPO in a letter dated September 3, 2013, as the agency indicated the Midewin Buffer District does not appear to have sufficient significance or integrity for NRHP eligibility. While there are individual resources associated with the arsenal and historic farmstead ruins that are individually eligible within the district, none of these resources are located within the Project APE.

2.3.2.2 Alternate Route 66, Wilmington to Gardner

South of downtown Wilmington, an approximately 2-mile section of Alternate Route 66 (IL 53) is in the APE. It is part of an approximately 11-mile segment of Alternate Route 66 that extends south from Wilmington to Gardner, where it meets the main Route 66 alignment. This southern segment is a continuation of the NRHP-listed Alternate Route 66, Wilmington to Joliet and was also built in 1926 as part of the original Route 66 alignment. It is not NRHP-listed, nor was it identified as a NRHP-eligible historic property in the HSR Programmatic Agreement, in prior HSR undertakings, or in the HSR Program Route 66 resources survey route.

A review of historic aerial imagery indicates the 2-mile section of Alternate Route 66 in the APE retains its original two-lane width through a generally rural setting. Changes have occurred at intersections, which have been widened to accommodate turn lanes and traffic signals, and along the east side of the roadway where residential development has periodically occurred from the mid-twentieth century to the present. Although this section remains relatively unchanged, a review of the entirety of the approximately 11-mile southern segment would be needed to appropriately assess the historic significance of this resource. Such review is outside of the scope of this project, and the 2-mile section of Alternate Route 66 in the APE is not NRHP-eligible.

2.3.3 Historic Properties

The following sections describe the NRHP significance, existing conditions, and aspects of integrity for the two historic properties identified within the Project APE: 1) Alternate Route 66, Wilmington to Joliet and 2) Abraham Lincoln National Cemetery.

2.3.3.1 Alternate Route 66, Wilmington to Joliet Significance

Listed on the NRHP in 2006, Alternate Route 66, Wilmington to Joliet (NRHP# 06000381) in Will County is a 15.9-mile roadway of what is today IL 53. 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. A portion of the 1945 four-lane section of the historic property is located within the Project APE.

Although the entire length of Alternate Route 66 was originally constructed as a two-lane road, a 13.6-mile long segment was reconstructed during World War II to facilitate increased traffic to and from the nearby Kankakee and Elmwood ordinance plants (later the Joliet Arsenal). This new limited access four-lane divided highway was constructed between 1942 and 1945. In order to sustain the wear and tear of wartime traffic, updated construction methods were applied, including application of a special sub base of gravel and stone on top of the older roadbed, and a divided 24-foot wide roadbed with 10-inch thick Portland cement slab. This section remained a major transportation artery until the construction of Interstate 55 (I-55).

Alternate Route 66, Wilmington to Joliet 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 circa 1970, contributing to the local and state economy by providing a reliable 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.

The NRHP nomination notes the alignment has statewide significance and its period of significance extends from its construction date of 1926 to the construction of I-55 through the area in 1956, which shifted traffic away from the highway. The resource meets the registration requirements for "Road Segments" in the "Historic and Architectural Resources of Route 66 Through Illinois" *NRHP Multiple Property Documentation Form (MPDF)* (Thomason and Douglass, 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.[2] Contributing structures include the 1945 four-lane roadbed (north and southbound lanes), one circa 1950 three-span continuous steel multi-beam concrete bridge, one circa 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 concrete box culverts are located in the proposed Project APE. Figure 2-1 shows all seven contributing structures, including the 1945 four-lane road and 1926 two-lane road.

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 with a non-original asphalt

[2] The four noncontributing structures are highway bridges constructed in the 1970s and 1980s.

surface, concrete curbs, and concrete sidewalks; its original pavement materials are no longer visible. 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.

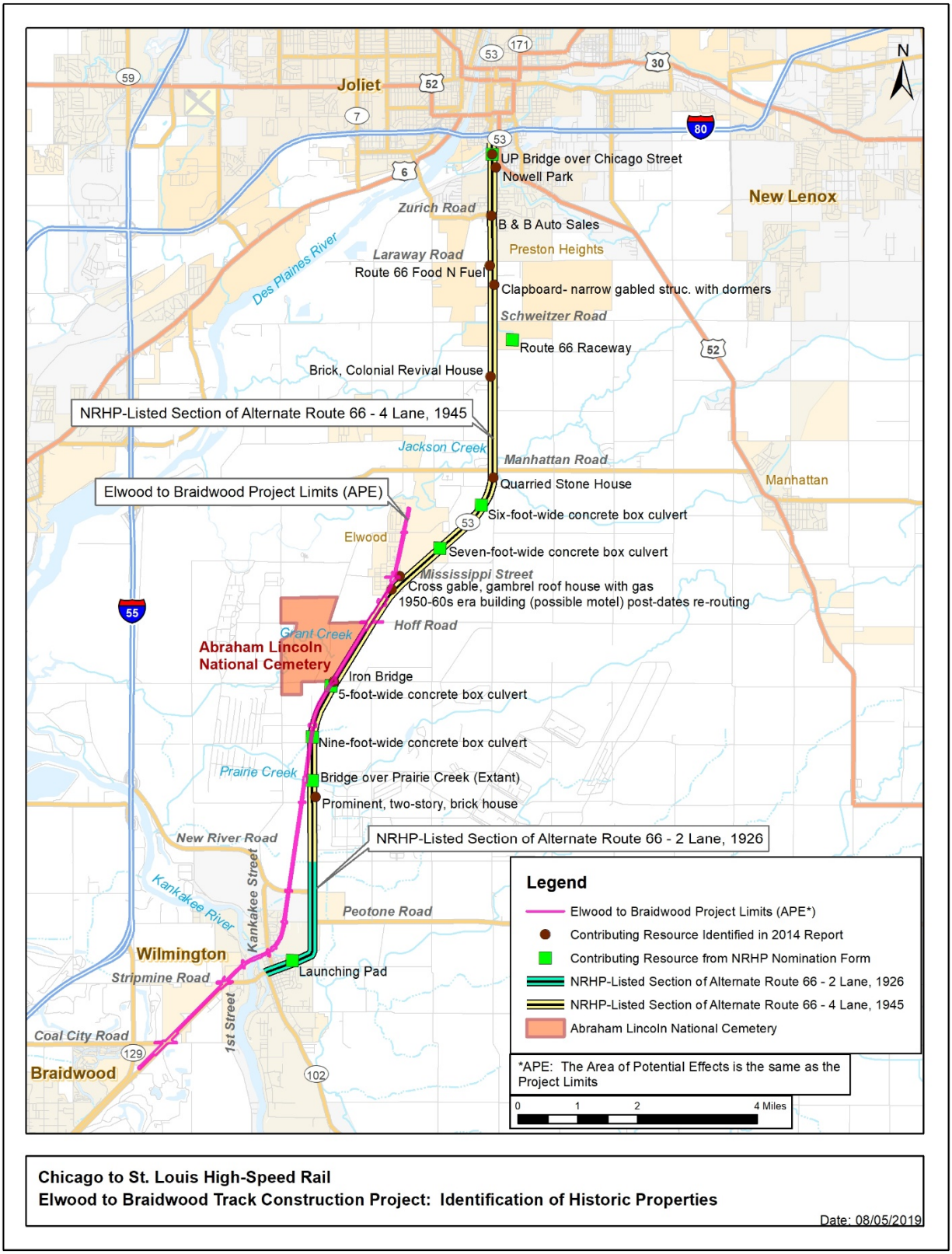
The two-lane configuration continues outside of downtown Wilmington as the alignment moves northward through an area characterized by agricultural fields and expansive open areas that are punctuated by industrial development and a modern residential subdivision near the Peotone Road intersection (also 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. Large transmission towers stand near New North River Road. 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 since been altered with the addition of turn lanes along Alternate Route 66 and the replacement of the single concrete island with two smaller ones.

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 surroundings 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 surroundings of the roadway is retained.

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, including 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; at the time it was listed on the NRHP in 2006, the resource's materials reflected the engineering and workmanship of road building of the 1945 period. However, since the nomination, turn lanes have been added to the roadway at intersections like Hoff Road, Walter Strawn Drive, and Mississippi Road. Along with the turn lanes, traffic signals were added at Hoff Road in 2017. Most of the roadway consists of replacement circa 2013 scored concrete, with some asphalt-paved areas, including the roadway starting at the intersection with Hoff Road; therefore, the roadway does not retain its original pavement materials. In addition, when originally designed, Alternate Route 66 had little or no paved shoulders (Heritage Research, Ltd., 2013; NETR Online). The left and right shoulders of both north and southbound roadway lanes within the APE were expanded with asphalt shoulders in circa 2011 to their current approximately five-foot width (Google Earth Pro, Google Maps, NETR Online). Non-historic guardrails 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.

2.3.3.2 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, Wilmington to Joliet'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.

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.

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. In addition, narrow asphalt shoulders were added in circa 2011. 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.

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 particularly, 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.

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.

The Alternate Route 66 roadway does not retain integrity of materials. The 1926 two-lane section has a non-original asphalt surface, concrete curbs, and concrete sidewalks. Alterations to the 1945 four-lane section include portions with either replacement scored concrete or asphalt overlay. No visible original pavement materials remain intact. However, as supported by the "Road Segments" section of the "Historic and Architectural Resources of Route 66 Through Illinois" *NRHP MPDF*, 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. The *MPDF* further notes that while original pavement would be a desired feature of nominated alignments, it is not a registration requirement.

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. In a portion of the APE, the UPRR right-of-way parallels and predates Alternate Route 66, and is a historic part of the road's setting.

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.

Association

Association is the direct link between an important historic event or person, and a historic property. The presence of physical features is required to convey 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.

2.3.3.3 Abraham Lincoln National Cemetery Significance

Abraham Lincoln National Cemetery is at 20953 W. Hoff Road in Elwood, Illinois. The historic property lies in the northwestern area of the former Joliet Arsenal. Named after U.S. President Abraham Lincoln, who also founded the national cemeteries, this national cemetery was designed by the Chicago-based firms Harry Weese Associates (architect) and Joe Karr & Associates (landscape architect). The 982-acre resource was dedicated on October 3, 1999. When fully developed, the cemetery will provide 400,000 burial spaces. It is owned by the federal government and operated by the National Cemetery Administration within the U.S. Department of Veterans Affairs.

Although the cemetery is less than 50 years old, it is eligible for listing in the NRHP because all national cemeteries are considered eligible as a historic district, regardless of age as a result of their Congressional designation as nationally significant places of burial and commemoration. The overall acreage within the boundaries of the cemetery that has been developed for cemetery

purposes is considered one contributing site within the "district" for NRHP purposes (U.S. Department of Veterans Affairs, 2011).

Applicable NRHP criteria have not been formally applied to this national cemetery. Therefore, for the purposes of this Project, the Abraham Lincoln National Cemetery was evaluated using criteria identified in the "National Register Eligibility of National Cemeteries – A Clarification of Policy" (September 8, 2011). It is assumed the historic property is significant under Criterion A for its association with significant events related to the nation's military history and the role of the U.S. Department of Veterans Affairs. It is also assumed significant under Criterion C because the national cemetery has artistic significance as a designed landscape. The property was designed to complement its existing natural landscape. Berms hide cemetery roads; limestone walls are located at the entrance, just beyond the point where the electrical wires running above are out of view; and trees stand along the entrance road, drawing the view away from the electrical lines (Kamin, 2000). The period of significance for national cemeteries, like the Abraham Lincoln National Cemetery, begins with the date of the earliest burials and extends to the present. Therefore, this period is from 1999 to the present.

While not field verified, the contributing site at the Abraham Lincoln National Cemetery is assumed to include entrance posts, tiered limestone walls flanking the entrance road, administrative offices, a visitors' center, burial sections, an in-ground cremains section, columbaria, committal shelters, an honor guard building, a memorial walk, a memorial marker section, a flag pole assembly area, a POW/MIA flag, a carillon, curved roads, and parking areas (Kamin, 2000; U.S. Department of Veterans Affairs, undated).

Any unimproved acreage within the cemetery boundaries that is being held for future expansion of the cemetery is considered noncontributing to the cemetery historic district (U.S. Department of Veterans Affairs, 2011). Abraham Lincoln National Cemetery officials note the portion of the cemetery within 200 feet of the UPRR is neither used nor planned for future use as graves or other cemetery facilities. Consequently, these natural areas, including Hoff Woods, are assumed to be part of the contributing site of the historic property because they were intentionally incorporated into the naturalistic design of the cemetery. As noted in the Department of Veterans Affairs' *Final Supplemental Environmental Impact Statement for a National Cemetery to Serve the Northeastern Illinois Area* (May 1994) regarding the development of what would be the Abraham Lincoln National Cemetery, such national cemetery site plans are prepared after a location has been firmly established because these plans are prepared to develop the national cemetery into the natural setting of a given site. The cemetery would be designed to complement the surrounding landscape, with existing natural habitat and wildlife areas preserved to the maximum extent possible in developing the cemetery design.

2.3.3.4 Abraham Lincoln National Cemetery Assessment of Integrity

The Abraham Lincoln National Cemetery's period of significance is 1999 to the present. Continued changes to the resource, such as the construction of new buildings and new burials, are within the period of significance. Therefore, the national cemetery retains all seven aspects of integrity.

3.0 Effects Assessment

This section contains individual effects assessments for the NRHP-listed Alternate Route 66, Wilmington to Joliet and the NRHP-eligible Abraham Lincoln National Cemetery. The effects of each alternative to the historic properties were assessed and a finding of effect was made.

3.1 Methodology

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR Part 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 Part 800.5(a)(2) 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 Part 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

Using the criteria of adverse effect established in 36 CFR Part 800.5(a)(1) and guidance found in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, effects assessments were completed to determine if implementation of the proposed Project would alter any historically significant characteristics or features of the two historic properties by diminishing relevant aspects of their integrity. Tools used to assist in the assessment of effects included the NRHP nomination for Alternate Route 66, Wilmington to Joliet; proposed Project plans; a 2014 photo log of the roadway; and Google Street View. Additional visual assessments were aided by the use of current photographs and renderings/photo simulations representing proposed Project actions.

The following finding examples were used to assess proposed Project effects of each alternative to individual historic properties and to make an overall Project finding of effect:

- ***No Effect:*** Per 36 CFR Part 800.4(d)(1), an undertaking may have "No Effect" on 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 would be used to assess effects on historic properties within the APE for which there would be no physical effect, and there would be no visual, atmospheric, or audible effects due to distance and intervening elements, such as topography, vegetation, and buildings/structures.
- ***No Adverse Effect:*** Per 36 CFR Part 800.5(b), an undertaking may be determined to have "No Adverse Effect" on 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.

3.2 Avoidance, Minimization, or Mitigation of Adverse Effects

Per 36 CFR 800.6, findings of adverse effect to historic properties require that efforts to resolve such effects must be undertaken by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects.

The new cut location walls associated with some of the Project alternatives would adversely affect individual historic properties due to their height and visibility to and from those properties. Consideration was given to incorporating enhanced aesthetics for these alternatives, whether through the wall design or vegetation, to minimize the visual impact. However, any enhancements would have to occur within the constrained roadway right-of-way to address potential maintenance, safety, and coordination considerations associated with the UPRR right-of-way. The roadway right-of-way would have limited space to implement full screening to the point where the retaining walls would not diminish integrity of historic properties. The limited

space would not be conducive to planting trees that would reach an anticipated spread and height to screen the walls. Native grasses and forbs may be suitable in the constrained spaces, but do not reach a vertical height to completely screen the wall as trees would; however, variation in planting would soften the impact and reduce monotony. The soil level, slopes, and space limit the planting of trailing vines that would soften the impact of the wall from the top or cap toward the base of the wall. Additionally, vegetation options are limited in the ditches; sod is appropriate to allow for stormwater conveyance, but would not have significant impact on screening a wall.

3.3 Alternate Route 66, Wilmington to Joliet

Proposed Project effects on Alternate Route 66, Wilmington to Joliet were assessed for each alternative. The proposed Project would be located along about 2.8 miles of the 1945 four-lane section of Alternate Route 66. This segment of the roadway and two concrete box culverts are contributing features located within the APE. The 1926 two-lane section of roadway, additional sections of 1945 four-lane roadway, and other contributing features are located outside the APE and, therefore, are unlikely to be affected by Project improvements.

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.

3.3.1 No-Build Alternative

The No-Build Alternative would have no effect on Alternate Route 66, Wilmington to Joliet.

3.3.2 Alternative 1A

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

Near and within the Alternate Route 66, Wilmington to Joliet right-of-way, Alternative 1A would include:

- A second track west of the existing track.
- A 10-foot-wide maintenance access facility 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, at cut or fill locations, with a maximum height of 23 feet, on the west side of the UPRR track. Depending on the location, the walls are 100 feet to 300 feet west of Alternate Route 66. The longest retaining wall is 3,200 feet. The cut location would include a ditch between the wall and tracks.
- Small cut area for a ditch but no retaining wall would be required along the east side of the UPRR right-of-way.

- Four grading permits would be required for grading of sections, constructing 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.
- 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 not diminish Alternate Route 66's integrity of location.

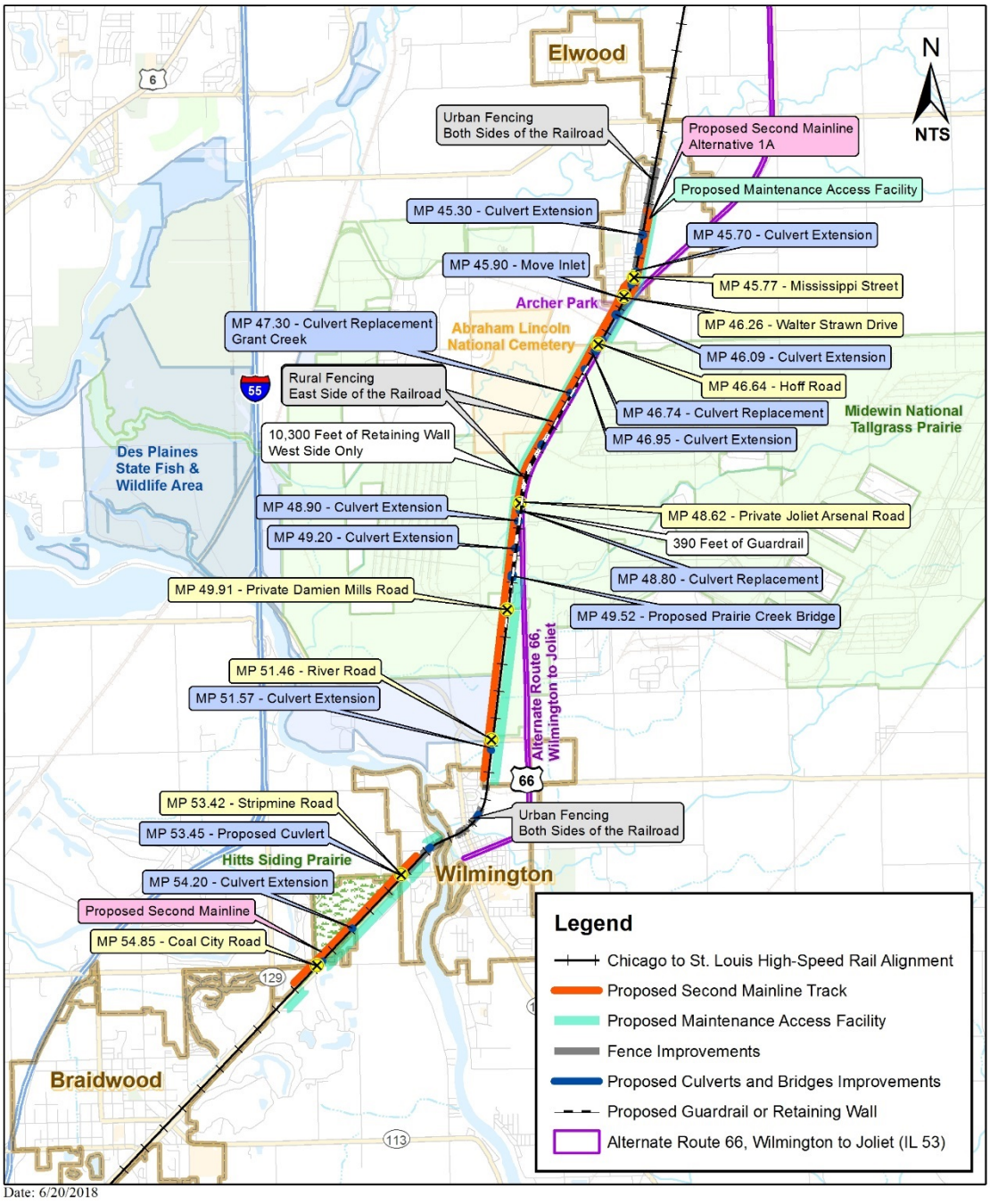
Table 3-1. Summary of Potential Effects to Alternate Route 66, Wilmington to Joliet

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[1]	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[2]; 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	Adverse effect
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
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	Adverse effect
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	Adverse effect
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	Adverse effect
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	Adverse effect
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	Adverse effect
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	Adverse effect

[1]Includes retaining wall on the east and west sides of the railroad. Calculation terminates on the south at MP 49.00.

[2]Industry tracks are privately-owned tracks that connect to the UPRR.

Figure 3-1. Alternative 1A



The Alternate Route 66 roadway does not retain integrity of materials and no proposed Project improvements would alter the roadway's materials. Alternative 1A would not diminish 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 would occur outside of the boundary and would not alter the existing four-lane configuration of the adjacent roadway or its historically significant

cross-section template. The proposed driveway leading to the maintenance access facility would constitute a change to Alternate Route 66, but would not diminish the design and workmanship of the roadway. A new guardrail would be installed along a single 390-foot portion of Alternate Route 66, but this safety improvement would not diminish integrity of design and workmanship because such features already exist along sections of the roadway. In addition, the grading permits within the NRHP boundary for construction of these improvements would be temporary and would not permanently alter the roadway or adversely affect its contributing features. No work is planned for the two concrete box culverts located within the APE that are contributing features to Alternate Route 66. Therefore, Alternative 1A would not diminish Alternate Route 66's integrity of design and workmanship.

This segment of Alternate Route 66 has intact setting, feeling, and association that have essentially not changed since the roadway was constructed and are important to the historic property's significance under Criterion A. Due to the nature and use of this historic property as a transportation corridor, and because the railroad has historically been a part of its setting, it is unlikely any Project audible or vibratory changes would diminish the roadway's integrity. These findings are supported by noise and vibration results in the draft Project EA.

New built components within the historic property's viewshed include a second track, a maintenance access facility and retaining walls, as well as the guardrail and driveway discussed above. These features would be introduced into the roadway's primarily open, agricultural setting along the 1945 four-lane section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's viewshed and atmosphere, so addition of the proposed second track by itself would not substantially alter any historically significant viewsheds. The proposed maintenance access facility, guardrail, and driveway are generally low, horizontally-oriented features that would not obstruct any historically significant views. In addition, guardrails already exist along sections of the roadway. These three new features would not alter those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Located within the railroad right-of-way, the culvert work and ditches would not be visible from the roadway.

The Project would install 5,700 feet of retaining walls, located in cut or fill locations along the west side of the UPRR right-of-way. It is currently unknown what fence, if any, would be located atop or near these retaining walls. The fill location walls would face away from, and therefore would not be visible from, Alternate Route 66. However, the cut location walls, at a maximum 23-feet height where none currently exist, would be highly visible due to the resulting loss of existing deciduous vegetation coupled with the area's flat topography (see Figures 3-6 and 3-12). These new visual and atmospheric elements would change the historic views of the railroad from Alternate Route 66 and would diminish the historic property's integrity of setting, feeling, and association, as illustrated in a comparable view in Figure 3-5.

Therefore, the undertaking would diminish the historic property's setting, including its historically significant views; ability to convey its feeling as a historic travel route; and association with Route 66 and its highway construction.

Based on this assessment, Alternative 1A would have **an adverse effect** on Alternate Route 66, Wilmington to Joliet.

3.3.3 Alternative 1B

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

Near and within the Alternate Route 66, Wilmington to Joliet right-of-way, Alternative 1B would include:

- A second track west of the existing track.
- A 10-foot-wide maintenance access facility along the east side of the existing UPRR track in the UPRR right-of-way north of Hoff Road.
- Culvert extensions or replacement.
- An approximately 1,500-foot retaining wall to avoid impacting a gas line parallel to the tracks.
- 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, at a cut location 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. A fill location also on the west side of the UPRR track and does not involve a retaining wall. There would be a ditch between the wall and tracks.
- Small cut area for a ditch but no retaining wall would be required along the east side of the UPRR right-of-way.
- Four grading permits would be required for grading of sections, constructing 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.
- 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 not diminish Alternate Route 66's integrity of location.

The Alternate Route 66 roadway does not retain integrity of materials and no proposed Project improvements would alter the roadway's materials. Alternative 1B would not diminish 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 would occur outside of the boundary and would not alter the existing four-lane configuration of the adjacent roadway or its historically significant cross-section template. The proposed driveway leading to the maintenance access facility would constitute a change to Alternate Route 66, but would not diminish the design and workmanship of the roadway. A new guardrail would be installed along a single 390-foot portion of Alternate Route 66, but this safety improvement would not diminish integrity of design and

workmanship because such features already exist along sections 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 or adversely affect its contributing features. In addition, no work is planned for the two concrete box culverts located within the APE that are contributing features to Alternate Route 66. Therefore, Alternative 1B would not diminish Alternate Route 66's integrity of design and workmanship.

This segment of Alternate Route 66 has intact setting, feeling, and association that have essentially not changed since the roadway was constructed and are important to the historic property's significance under Criterion A. Due to the nature and use of this historic property as a transportation corridor, and because the railroad has historically been a part of its setting, it is unlikely any Project audible or vibratory changes would diminish the roadway's integrity. These findings are supported by noise and vibration results in the draft Project EA.

New built components within the historic property's viewshed include a second track, maintenance access facility and cut location retaining wall, as well as the guardrail and driveway discussed above. These features would be introduced into the roadway's primarily open, agricultural setting along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's viewshed and atmosphere, so addition of the proposed second track would not substantially alter any historically significant viewsheds. The proposed maintenance access facility, guardrail, and driveway are generally low, horizontally-oriented features that would not obstruct any historically significant views. In addition, guardrails already exist along sections of the roadway. These three new features would not alter those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Located within the railroad right-of-way, the culvert work, ditches, and a retaining wall to avoid a gas pipe line would not be visible from the roadway (Figures 3-2 and 3-3).

The fill location for Alternative 1B would not involve retaining walls and it would be on the west side of the existing tracks as it slopes down (Figure 3-2). This area would therefore not be visible from Alternate Route 66. The cut location is also located along the west side of the UPRR right-of-way, approximately 150 feet away from Alternate Route 66, involving 1,500 feet of continuous retaining wall (Figure 3-3). Because the wall would only be a maximum of seven feet tall, the rest of the cut location could be visually and atmospherically softened with vegetation and dirt areas on the sloping terrain above.

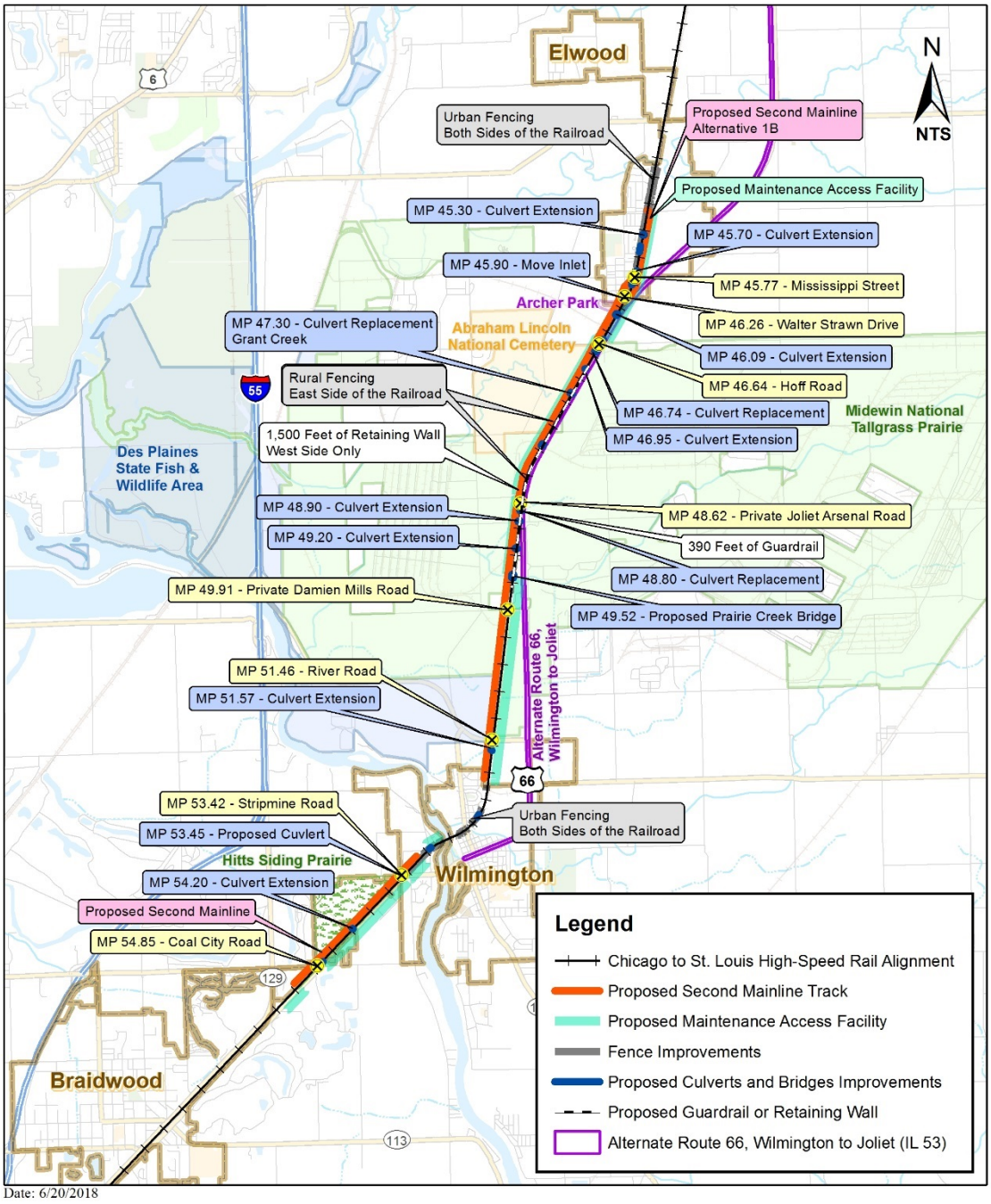
Therefore, the undertaking would not diminish the roadway's setting, including its historically significant views; ability to convey its feeling as a historic travel route; and association with Route 66 and its highway construction.

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

Figure 3-2. Rendering of Alternative 1B cut location with wall to avoid gas pipe line only (not visible) (Station 2485+00)

Figure 3-3. Rendering of Alternative 1B cut location with wall to avoid gas pipe line (not visible) and retaining wall on west side of the tracks visible in the background (Station 2530+00)

Figure 3-4. Alternative 1B



Date: 6/20/2018

3.3.4 Alternative 2A

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

Near and within the Alternate Route 66, Wilmington to Joliet right-of-way, Alternative 2A would include:

- A second track west of the existing track.

- A 10-foot-wide maintenance access facility 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, at cut or fill locations, 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. There would be a ditch between the wall and tracks at both cut and fill locations.
- 6,100 feet of discontinuous retaining walls, at cut or fill locations, with a maximum height of 24 feet, along the west side of the UPRR track. There would be a ditch between the wall and tracks at the cut locations.
- A grading permit would be required for grading of sections, constructing 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 grading permit to construct the required guardrail, widen the paved shoulder by approximately four feet depending on location, and add a proposed driveway connecting to the nearby proposed maintenance access facility.

The proposed Project improvements under Alternative 2A would not alter the roadway's existing alignment; therefore, Alternative 2A would not diminish Alternate Route 66's integrity of location.

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

Project activity would require 8.0 acres of the Alternate Route 66 right-of-way in order to construct a wider paved shoulder, a guardrail, and a proposed driveway connecting to the nearby proposed maintenance access facility. These areas would be re-graded during construction. When originally designed, Alternate Route 66 had little or no paved shoulder, with the current shoulders added in circa 2011 to an approximately five-foot width. Therefore, further extension of the paved shoulder as a safety improvement would not diminish integrity of design. While there would be 10,600 feet of new continuous guardrail, this safety improvement would not diminish integrity of design and workmanship because such features already exist along sections of the roadway. The proposed driveway would constitute a change to Alternate Route 66, but would not diminish the design and workmanship 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. These proposed improvements would not alter the four-lane configuration of the adjacent roadway, its historically significant cross-section template, or other significant characteristics that contribute to the roadway's integrity. In addition, no work is planned for the two concrete box

culverts located within the APE that are contributing features to Alternate Route 66. Therefore, Alternative 2A would not diminish its integrity of design and workmanship.

This segment of Alternate Route 66 has intact setting, feeling, and association that have essentially not changed since the roadway was constructed and are important to the historic property's significance under Criterion A. Due to the nature and use of this historic property as a transportation corridor, and because the railroad has historically been a part of its setting, it is unlikely any Project audible or vibratory changes would diminish the roadway's integrity. These findings are supported by noise and vibration results in the draft Project EA.

New built components within the historic property's viewshed include a second track, a maintenance access facility and retaining walls, as well as the guardrail and driveway discussed above. These features would be introduced into the roadway's primarily open, agricultural setting along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's viewshed and atmosphere, so addition of the proposed second track by itself would not diminish the setting, including historically significant viewsheds. The proposed maintenance access facility, guardrail, and driveway are generally low, horizontally-oriented features that would not obstruct any historically significant views. In addition, guardrails already exist along sections of the roadway. These three new features alone would not alter those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Located within the railroad right-of-way, the culvert work and ditches would not be visible from the roadway.

A total of 13,300 feet of discontinuous retaining walls would be located on both sides of the UPRR right-of-way where it is parallel to the historic property. The cut location walls on the east side and the fill location walls on the west side would face away from, and therefore, would not be visible from the historic property. However, the cut location walls on the west side of the tracks, up to 24 feet tall, and the fill location walls adjacent to the roadway, up to 14 feet tall, would face toward Alternate Route 66. The fill location walls would also likely be topped by a UPRR guardrail and fence as safety measures, further changing the character of the area. It is currently unknown what fence, if any, would be located atop or near the cut retaining walls. The resulting loss of existing vegetation, coupled with the area's flat topography, would lead to highly visible retaining walls where none currently exist. These new visual and atmospheric elements would change the historic views of the railroad from Alternate Route 66 and would diminish the historic property's integrity of setting, feeling, and association, as illustrated in Figure 3-5 below and in a comparable fill location view in Figure 3-11:

Figure 3-5. Rendering of Alternative 2A cut location with up to a 17-foot retaining wall west of UPRR (Station 2530+00)

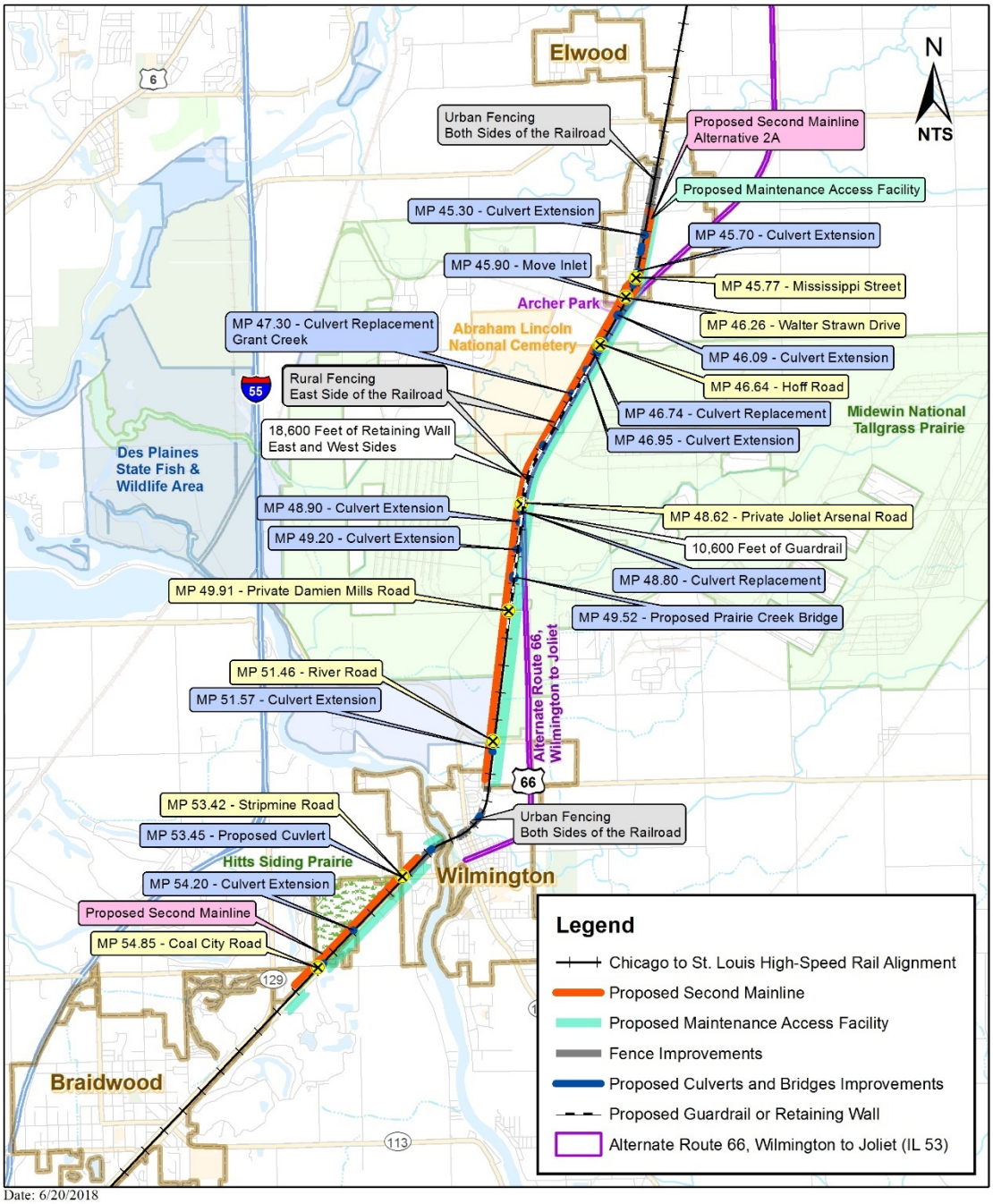
Figure 3-6 below shows existing conditions of the area illustrated in Figure 3-5 above (see also Figure 3-12 for existing conditions):

Figure 3-6. Existing conditions of Figure 3-5 (Station 2530+00)

Therefore, the undertaking would diminish the roadway's setting, including its historically significant views; ability to convey its feeling as a historic travel route; and association with Route 66 and its highway construction.

Based on this assessment, Alternative 2A would have an **adverse effect** on Alternate Route 66, Wilmington to Joliet.

Figure 3-7. Alternative 2A



3.3.5 Alternative 2B

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

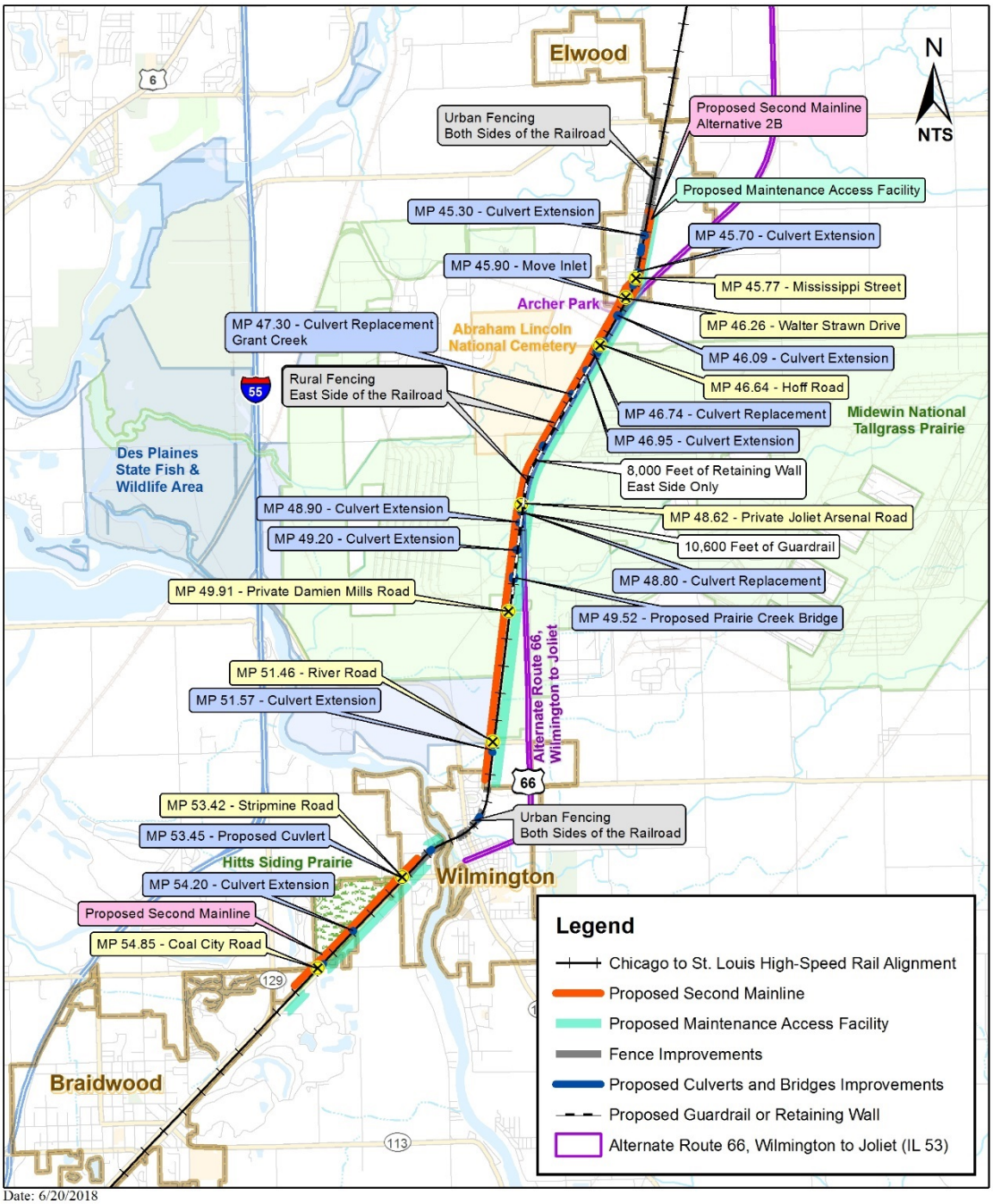
Alternative 2B is nearly identical to Alternative 2A, but does not include retaining walls along the west side of the UPRR. Near and within the Alternate Route 66, Wilmington to Joliet right-of-way, Alternative 2B would include:

- A second track west of the existing track.
- A 10-foot-wide maintenance access facility 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, at cut or fill locations, with a maximum height of 14 feet, between the UPRR track and Alternate Route 66. Depending on location, the walls would be 5 feet to 20 feet west of Alternate Route 66. The longest retaining wall is 3,300 feet. There would be a ditch between the wall and tracks at both cut and fill locations.
- The west side of the UPRR right-of-way would involve cut or fill locations, but have no retaining walls. There would be a ditch between the wall and tracks at the cut locations.
- A grading permit would be required for grading of sections, constructing 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 grading permit to construct the required guardrail, widen the paved shoulder by approximately four feet depending on location, and add a proposed driveway connecting to the nearby proposed maintenance access facility.

The proposed Project improvements under Alternative 2B would not alter the roadway's existing alignment; therefore, Alternative 2B would not diminish Alternate Route 66's integrity of location.

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

Figure 3-8. Alternative 2B



Project activity would require 8.0 acres of the Alternate Route 66 right-of-way in order to construct a wider paved shoulder, a guardrail, and a proposed driveway connecting to the nearby proposed maintenance access facility. These areas would be re-graded during construction. When originally designed, Alternate Route 66 had little or no paved shoulder, with the current shoulders added in circa 2011 to an approximately five-foot width. Therefore, further extension of the paved shoulder as a safety improvement would not diminish integrity of design and workmanship. While there would be 10,600 feet of new continuous guardrail, this

safety improvement would not diminish integrity of design and workmanship because such features already exist along sections of the roadway. The proposed driveway would constitute a change to Alternate Route 66, but would not diminish the design and workmanship 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. These proposed improvements would not alter the four-lane configuration of the adjacent roadway, its historically significant cross-section template, or other significant characteristics that contribute to the roadway's integrity. In addition, no work is planned for the two concrete box culverts located within the APE that are contributing features to Alternate Route 66. Therefore, Alternative 2B would not diminish its integrity of design and workmanship.

This segment of Alternate Route 66 has intact setting, feeling, and association that have essentially not changed since the roadway was constructed and are important to the historic property's significance under Criterion A. Due to the nature and use of this historic property as a transportation corridor, and because the railroad has historically been a part of its setting, it is unlikely any Project audible or vibratory changes would diminish the roadway's integrity. These findings are supported by noise and vibration results in the draft Project EA.

New built components within the historic property's viewshed include a second track, a maintenance access facility and retaining walls, as well as the guardrail and driveway discussed above. These features would be introduced into the roadway's primarily open, agricultural setting along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's viewshed and atmosphere, so addition of the proposed second track by itself would not diminish the setting, including historically significant viewsheds. The proposed maintenance access facility, guardrail, and driveway are generally low, horizontally-oriented features that would not obstruct any historically significant views. In addition, guardrails already exist along sections of the roadway. These three new features alone would not alter those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Located within the railroad right-of-way, the culvert work and ditches would not be visible from the roadway.

A total of 7,200 feet of discontinuous retaining walls would be located between the tracks and road. The cut location walls would face away from, and therefore, would not be visible from the historic property. However, the fill location walls directly adjacent to the roadway would be up to 14 feet tall. These walls would also likely be topped by a UPRR guardrail and fence as safety measures, further changing the character of the area. The resulting loss of existing vegetation, coupled with the area's flat topography, would lead to highly visible retaining walls where none currently exist. These new visual and atmospheric elements would change the historic views of the railroad from Alternate Route 66 and would diminish the historic property's integrity of setting, feeling, and association, as illustrated in a comparable fill location view in Figure 3-11.

Therefore, the undertaking would diminish the roadway's setting, including its historically significant views; ability to convey its feeling as a historic travel route; and association with Route 66 and its highway construction.

Based on this assessment, Alternative 2B would have an **adverse effect** on Alternate Route 66, Wilmington to Joliet.

3.3.6 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 and within the Alternate Route 66, Wilmington to Joliet right-of-way, Alternative 3A would include:

- A second track east of the existing track.
- A 10-foot-wide maintenance access facility 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 walls, at cut or fill locations, with a maximum height of 18 feet, between the UPRR track and Alternate Route 66. The wall would be approximately 12 feet west of Alternate Route 66. The longest retaining wall is 6,080 feet. There would be a ditch between the wall and tracks at the cut locations.
- 5,000 feet of discontinuous retaining walls, at cut or fill locations, with a maximum height of 20 feet, along the west side of the UPRR track. There would be a ditch between the wall and tracks at the cut locations.
- A grading permit would be required for grading of sections, constructing 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 grading permit to construct the required guardrail, widen the paved shoulder by approximately four feet depending on location, and add a proposed driveway connecting to the nearby proposed maintenance access facility.
- 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 not diminish Alternate Route 66's integrity of location.

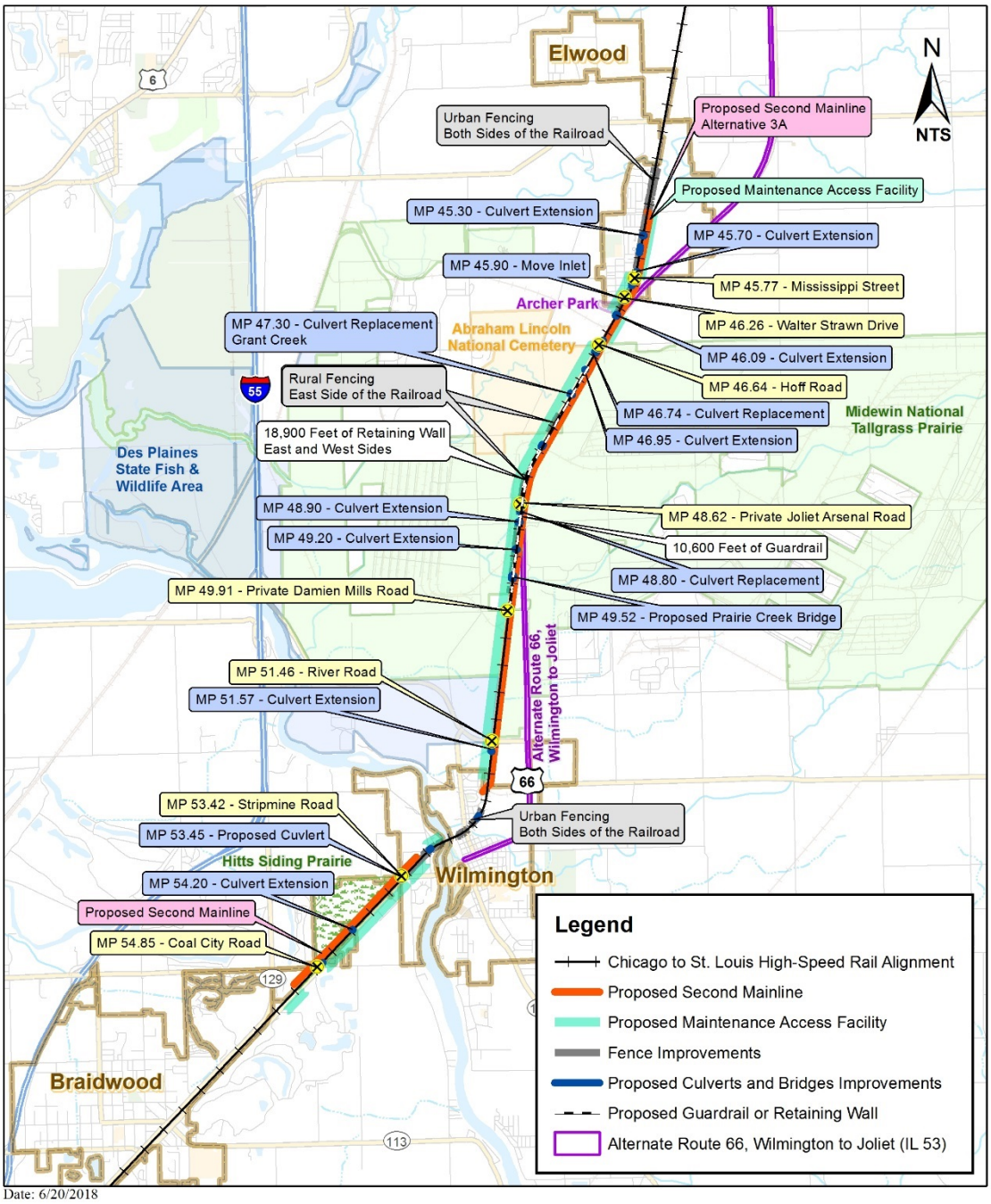
The Alternate Route 66 roadway does not retain integrity of materials. Although a small area of existing pavement (estimate of less than 0.05 acres) would require replacement at the Joliet Arsenal Road grade crossing, this would not alter the roadway's materials, and therefore, Alternative 3A would not diminish 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 guardrail, and a proposed driveway connecting to the nearby proposed maintenance access facility. These areas would be re-graded during construction. When originally designed, Alternate Route 66 had little or no paved shoulder, with the current shoulders added in circa 2011 to an approximately five-foot width. Therefore, further extension of the paved shoulder as a safety improvement would not diminish integrity of design and workmanship. While there would be 10,600 feet of new continuous guardrail, this safety improvement would not diminish integrity of design and workmanship because such features already exist along sections of the roadway. The proposed driveway would constitute a change to Alternate Route 66, but would not diminish the design and workmanship 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. These proposed improvements would not alter the four-lane configuration of the adjacent roadway, its historically significant cross-section template, or other significant characteristics that contribute to the roadway's integrity. In addition, no work is planned for the two concrete box culverts located within the APE that are contributing features to Alternate Route 66. Therefore, Alternative 3A would not diminish its integrity of design and workmanship.

This segment of Alternate Route 66 has intact setting, feeling, and association that have essentially not changed since the roadway was constructed and are important to the historic property's significance under Criterion A. Due to the nature and use of this historic property as a transportation corridor, and because the railroad has historically been a part of its setting, it is unlikely any Project audible or vibratory changes would diminish the roadway's integrity. These findings are supported by noise and vibration results in the draft Project EA.

New built components within the historic property's viewshed include a second track, a maintenance access facility and retaining walls, as well as the guardrail and driveway discussed above. These features would be introduced into the roadway's primarily open, agricultural setting along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's viewshed and atmosphere, so addition of the proposed second track by itself would not diminish the setting, including historically significant viewsheds. The proposed maintenance access facility, guardrail, and driveway are generally low, horizontally-oriented features that would not obstruct any historically significant views. In addition, guardrails already exist along sections of the roadway. These three new features would not alter those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Located within the railroad right-of-way, the culvert work and ditches would not be visible from the roadway.

Figure 3-9. Alternative 3A



A total of 13,400 feet of discontinuous retaining walls would be located on both sides of the UPRR right-of-way where it is parallel to the historic property. The cut location walls on the east side and the fill location walls on the west side would face away from and therefore would not be visible from the historic property. However, the other walls would be up to 18 feet tall adjacent to the roadway in fill locations, with those on the other side of the tracks up to 20 feet tall in cut locations. The fill location walls would also likely be topped by a UPRR guardrail and fence as safety measures, further changing the character of the area. It is currently unknown

what fence, if any, would be located atop or near the cut retaining walls. The resulting loss of existing vegetation, coupled with the area's flat topography, would lead to highly visible retaining walls where none currently exist. These new visual and atmospheric elements would change the historic views of the railroad from Alternate Route 66 and would diminish the historic property's integrity of setting, feeling, and association, as illustrated in comparable views for a cut location in Figure 3-5 and a fill location in Figure 3-11.

Therefore, the undertaking would diminish the roadway's setting, including its historically significant views; ability to convey its feeling as a historic travel route; and association with Route 66 and its highway construction.

Based on this assessment, Alternative 3A would have an **adverse effect** on Alternate Route 66, Wilmington to Joliet.

3.3.7 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 and within the Alternate Route 66, Wilmington to Joliet right-of-way, Alternative 3B would include:

- A second track east of the existing track.
- A 10-foot-wide maintenance access facility 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 walls, at cut or fill locations, with a maximum height of 18 feet, between the UPRR track and Alternate Route 66. The wall would be 12 feet west of Alternate Route 66. The longest retaining wall is 6,080 feet. There would be a ditch between the wall and tracks at the cut locations.
- The west side of the UPRR right-of-way would involve cut or fill locations, but have no retaining walls. There would be a ditch between the wall and tracks at the cut locations.
- A grading permit would be required for grading of sections, constructing 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 grading permit to construct the required guardrail, widen the paved shoulder by approximately four feet depending on location, and add a proposed driveway connecting to the nearby proposed maintenance access facility.

- 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.

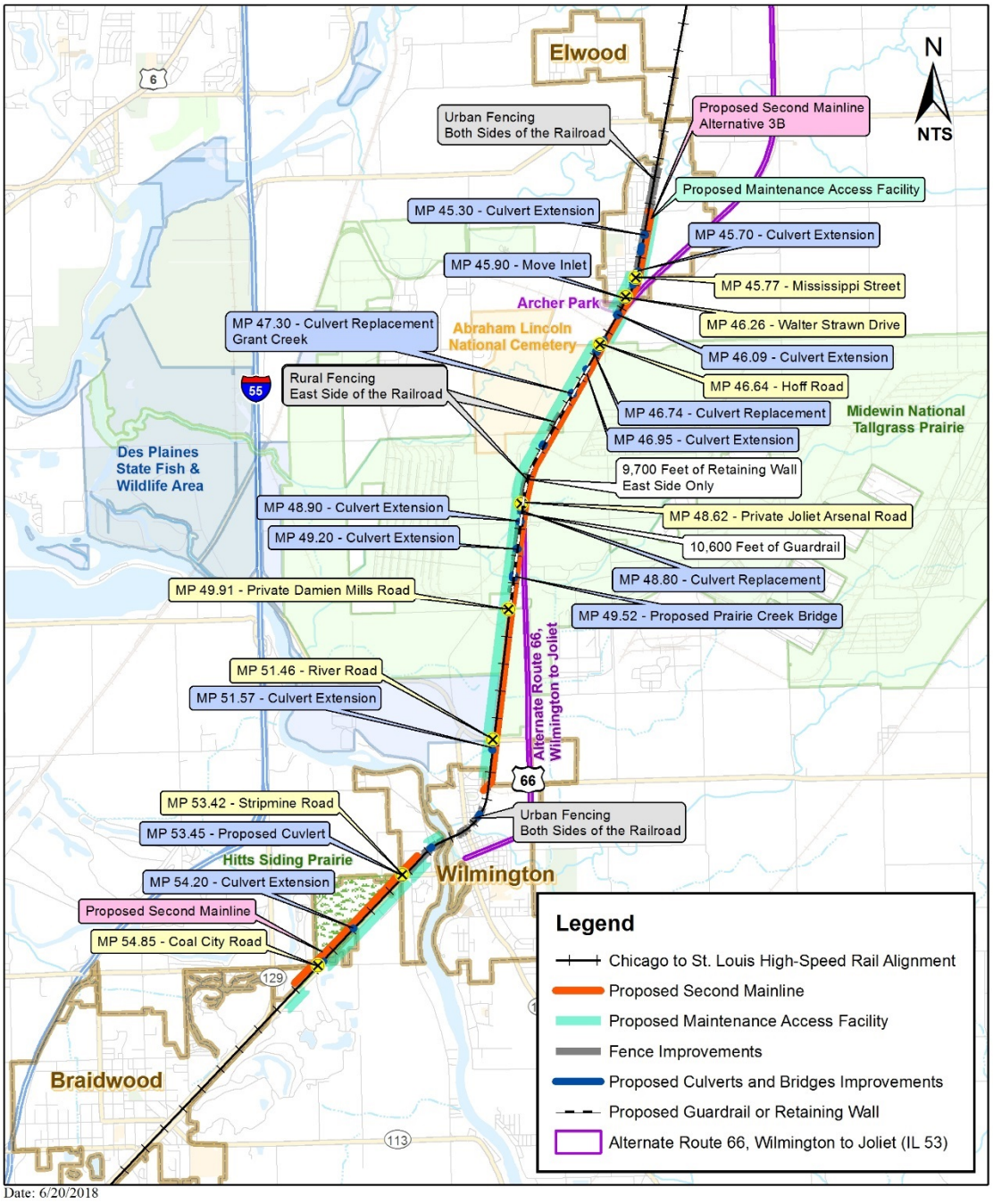
The proposed Project improvements under Alternative 3B would not alter the roadway's existing alignment; therefore, Alternative 3B would not diminish Alternate Route 66's integrity of location.

The Alternate Route 66 roadway 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 not diminish 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 guardrail, and a proposed driveway connecting to the nearby proposed maintenance access facility. These areas would be re-graded during construction. When originally designed, Alternate Route 66 had little or no paved shoulder, with the current shoulders added in circa 2011 to an approximately five-foot width. Therefore, further extension of the paved shoulder as a safety improvement would not diminish integrity of design and workmanship. While there would be 10,600 feet of new continuous guardrail, this safety improvement would not diminish integrity of design and workmanship because such features already exist along sections of the roadway. The proposed driveway would constitute a change to Alternate Route 66, but would not diminish the design and workmanship 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. These proposed improvements would not alter the four-lane configuration of the adjacent roadway, its historically significant cross-section template, or other significant characteristics that contribute to the roadway's integrity. In addition, no work is planned for the two concrete box culverts located within the APE that are contributing features to Alternate Route 66. Therefore, Alternative 3B would not diminish its integrity of design and workmanship.

This segment of Alternate Route 66 has intact setting, feeling, and association that have essentially not changed since the roadway was constructed and are important to the historic property's significance under Criterion A. Due to the nature and use of this historic property as a transportation corridor, and because the railroad has historically been a part of its setting, it is unlikely any Project audible or vibratory changes would diminish the roadway's integrity. These findings are supported by noise and vibration results in the draft Project EA.

Figure 3-10. Alternative 3B



Date: 6/20/2018

New built components within the historic property's viewshed include a second track, a maintenance access facility and retaining walls, as well as the guardrail and driveway discussed above. These features would be introduced into the roadway's primarily open, agricultural setting along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's viewshed and atmosphere, so addition of the proposed second track by itself would not diminish the setting, including historically significant viewsheds. The proposed maintenance access facility, guardrail, and driveway are generally low, horizontally-

oriented features that would not obstruct any historically significant views. In addition, guardrails already exist along sections of the roadway. These three new features would not alter those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Located within the railroad right-of-way, the culvert work and ditches would not be visible from the roadway.

A total of 8,400 feet of discontinuous retaining walls would be located between the tracks and road. The cut location walls would face away from and therefore would not be visible from the historic property. However, the fill location walls, directly adjacent to the roadway, would be up to 18 feet tall. These walls would also likely be topped by a UPRR guardrail and fence as safety measures, further changing the character of the area. The resulting loss of existing vegetation, coupled with the area's flat topography, would lead to highly visible retaining walls where none currently exist. These new visual and atmospheric elements would change the historic views of the railroad from Alternate Route 66 and would diminish the historic property's integrity of setting, feeling, and association, as illustrated in a comparable fill location view in Figure 3-11.

Therefore, the undertaking would diminish the roadway's setting, including its historically significant views; ability to convey its feeling as a historic travel route; and association with Route 66 and its highway construction.

Based on this assessment, Alternative 3B would have an **adverse effect** on Alternate Route 66, Wilmington to Joliet.

3.3.8 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 and within the Alternate Route 66, Wilmington to Joliet right-of-way, Alternative 4A would include:

- A second track east of the existing track.
- A 10-foot-wide maintenance access facility 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 walls, at cut or fill locations, with a maximum height of 20 feet, between the UPRR track and Alternate Route 66. The wall would be approximately 11 feet west of Alternate Route 66. The longest retaining wall is 6,350 feet. There would be a ditch between the wall and tracks at the cut locations.
- 1,550 feet of discontinuous retaining walls, at fill locations 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, constructing 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 grading permit to construct the required guardrail, a wider paved shoulder (by approximately four feet depending on location), and a proposed driveway connecting to the nearby proposed maintenance access facility, all of which 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 not diminish Alternate Route 66's integrity of location.

The Alternate Route 66 roadway 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 not diminish 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 guardrail, and a proposed driveway connecting to the nearby proposed maintenance access facility. These areas would be re-graded during construction. When originally designed, Alternate Route 66 had little or no paved shoulder, with the current shoulders added in circa 2011 to an approximately five-foot width. Therefore, further extension of the paved shoulder as a safety improvement would not diminish integrity of design and workmanship. While there would be 10,200 feet of new continuous guardrail, this safety improvement would not diminish integrity of design and workmanship because such features already exist along sections of the roadway. A proposed driveway would constitute a change to Alternate Route 66, but would not diminish the design and workmanship 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. These proposed improvements would not alter the four-lane configuration of the adjacent roadway, its historically significant cross-section template, or other significant characteristics that contribute to the roadway's integrity. In addition, no work is planned for the two concrete box culverts located within the APE that are contributing features to Alternate Route 66. Therefore, Alternative 4A would not diminish its integrity of design and workmanship.

This segment of Alternate Route 66 has intact setting, feeling, and association that have essentially not changed since the roadway was constructed and are important to the historic property's significance under Criterion A. Due to the nature and use of this historic property as a transportation corridor, and because the railroad has historically been a part of its setting, it is unlikely any Project audible or vibratory changes would diminish the roadway's integrity. These findings are supported by noise and vibration results in the draft Project EA.

New built components within the historic property's viewshed include a second track, a maintenance access facility and retaining walls, as well as the guardrail and driveway discussed above. These features would be introduced into the roadway's primarily open, agricultural setting along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's viewshed and atmosphere, so addition of the proposed second track by itself would not diminish the setting, including historically significant viewsheds. The proposed maintenance access facility, guardrail, and driveway are generally low, horizontally-oriented features that would not obstruct any historically significant views. In addition, guardrails already exist along sections of the roadway. These three new features would not alter those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Located within the railroad right-of-way, the culvert work and ditch would not be visible from the roadway.

A total of 10,400 feet of retaining walls would be located on both sides of the UPRR right-of-way where it is parallel to the historic property. The cut location walls on the east side and the fill location walls on the west side would face away from and therefore would not be visible from the historic property. However, the retaining walls adjacent to the roadway in the fill locations would be up to 20 feet tall. The fill location walls would also likely be topped by a UPRR guardrail and fence as safety measures, further changing the character of the area. It is currently unknown what fence, if any, would be located atop or near the cut retaining walls. The resulting loss of existing vegetation, coupled with the area's flat topography, would lead to highly visible retaining walls where none currently exist. These new visual and atmospheric elements would change the historic views of the railroad from Alternate Route 66 and would diminish the historic property's integrity of setting, feeling, and association as illustrated in Figure 3-11 below and in a comparable cut location view in Figure 3-5:

Figure 3-11. Rendering of Alternative 4A and 4B cut location with up to a 20-foot retaining wall east of UPRR (Station 2485+50)

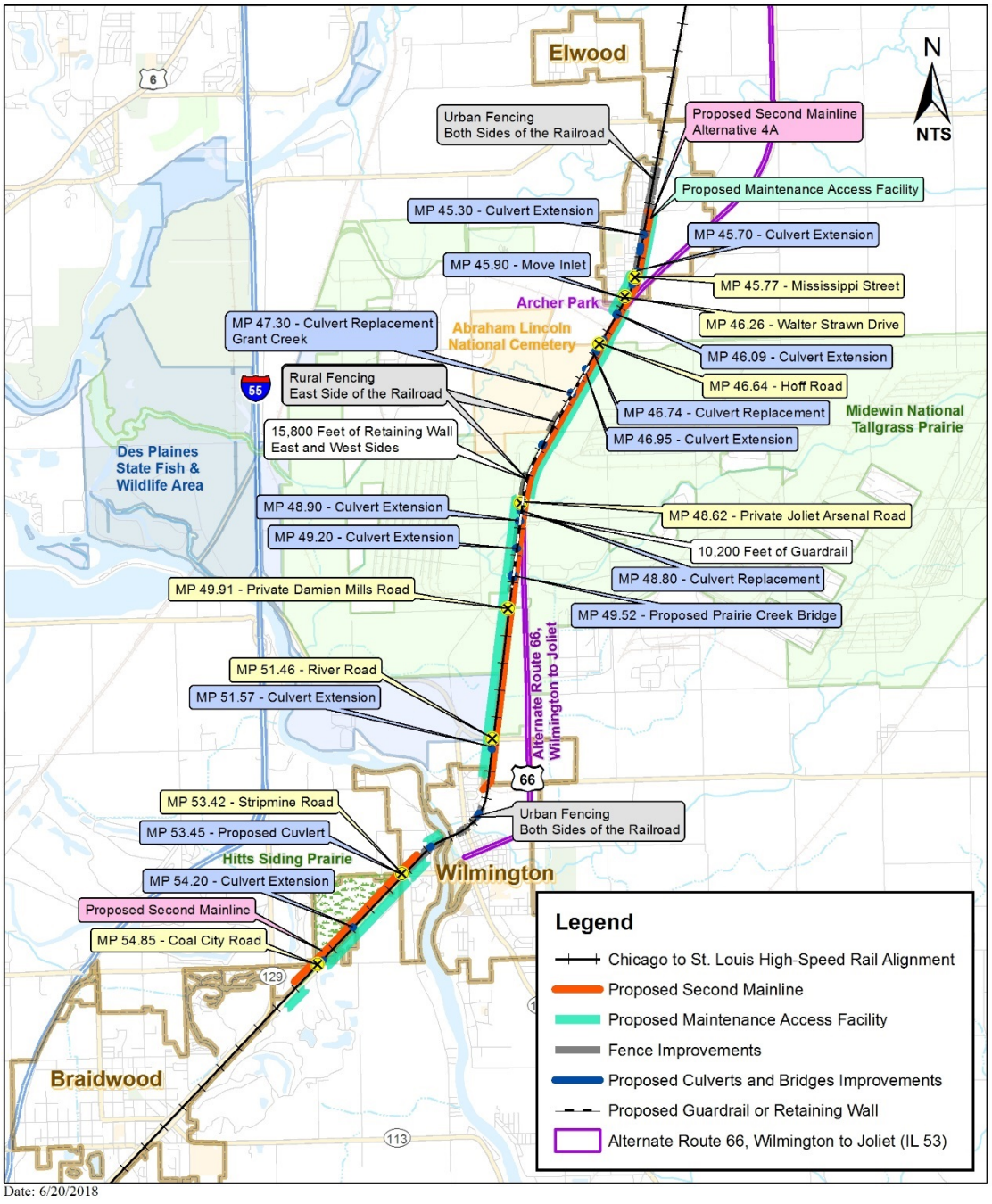
Figure 3-12 below shows existing conditions of the area illustrated in Figure 3-11 above (see also Figure 3-6 for existing conditions):

Figure 3-12. Existing conditions of Figure 3-11 (Station 2485+50)

Therefore, the undertaking would diminish the roadway's setting, including its historically significant views; ability to convey its feeling as a historic travel route; and association with Route 66 and its highway construction.

Based on this assessment, Alternative 4A would have an **adverse effect** on Alternate Route 66, Wilmington to Joliet.

Figure 3-13. Alternative 4A



Date: 6/20/2018

3.3.9 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. Near and within the Alternate Route 66, Wilmington to Joliet right-of-way, Alternative 4B would include:

- A second track east of the existing track.
- A 10-foot-wide maintenance access facility 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 retaining wall, at cut or fill locations, with a maximum height of 20 feet, between the UPRR track and Alternate Route 66. The wall would be approximately 11 feet from Alternate Route 66. The longest retaining wall is 6,350 feet. There would be a ditch between the wall and tracks at the cut locations.
- The west side of the UPRR right-of-way would involve fill locations, but have no retaining walls.
- A grading permit would be required for grading of sections, constructing 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 grading permit to construct the required guardrail, a wider paved shoulder (by approximately four feet depending on location), and a proposed driveway connecting to the nearby proposed maintenance access facility, all of which 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.

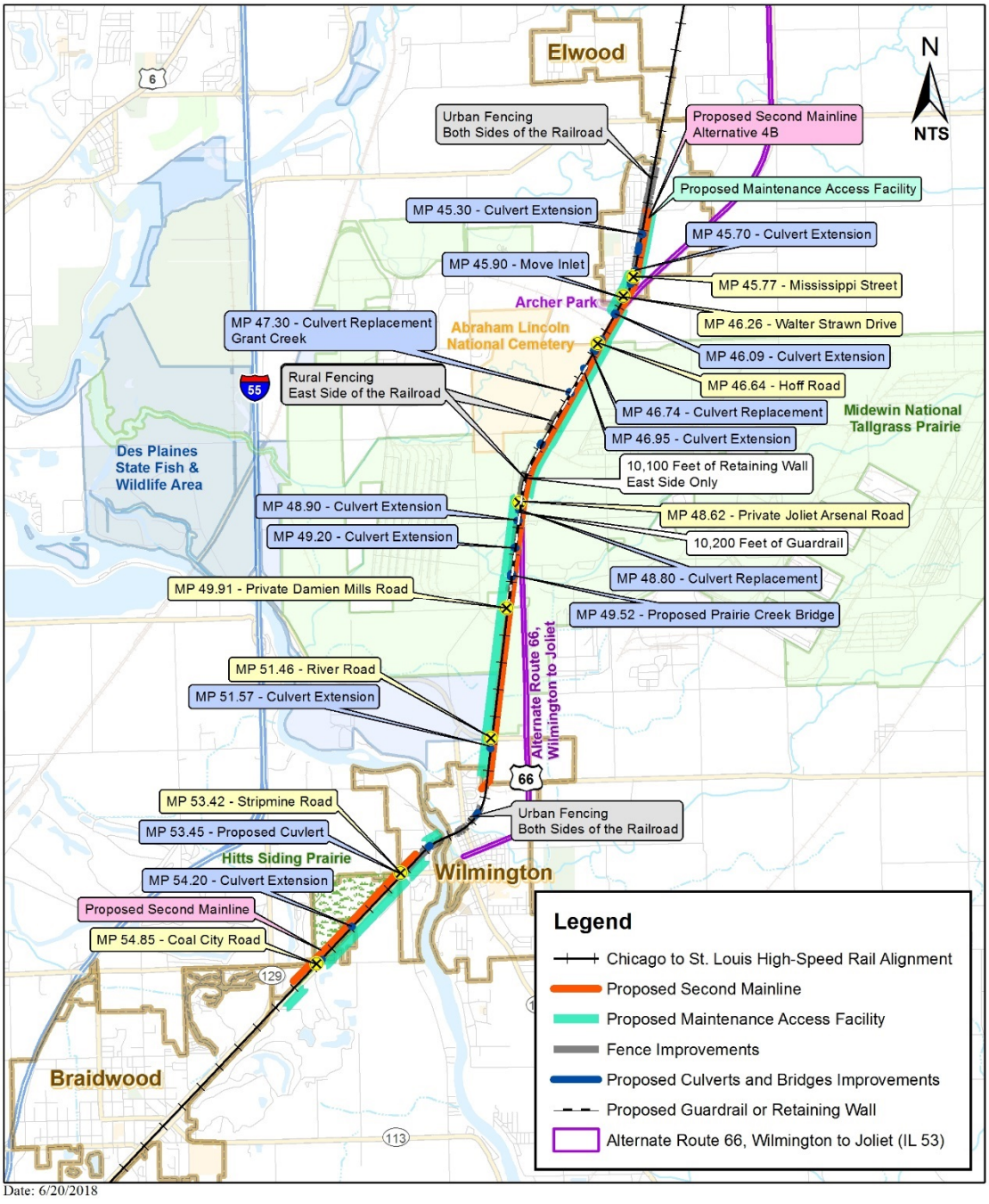
The proposed Project improvements under Alternative 4B would not alter the roadway's existing alignment, and therefore, Alternative 4B would not diminish Alternate Route 66's integrity of location.

The Alternate Route 66 roadway 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 not diminish 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 guardrail, and a proposed driveway connecting to the nearby proposed maintenance access facility. These areas would be re-graded during construction. When originally designed, Alternate Route 66 had little or no paved shoulder, with the current shoulders added in circa 2011 to an approximately five-foot width. Therefore, further extension of the paved shoulder as a safety improvement would not diminish integrity of design and workmanship. While there would be 10,200 feet of new continuous guardrail, this safety improvement would not diminish integrity of design and workmanship because such features already exist along sections of the roadway. The proposed driveway connected to the nearby maintenance access facility would constitute a change to Alternate Route 66, but would not diminish the design and workmanship 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. These proposed improvements would not alter the four-lane configuration of the adjacent roadway, its historically significant cross-section template, or other significant characteristics that contribute to the roadway's integrity. In addition, no work is planned for the two concrete box culverts located within the APE that are contributing features to Alternate Route 66. Therefore, Alternative 4B would not diminish its integrity of design and workmanship.

Figure 3-14. Alternative 4B



This segment of Alternate Route 66 has intact setting, feeling, and association that have essentially not changed since the roadway was constructed and are important to the historic property's significance under Criterion A. Due to the nature and use of this historic property as a transportation corridor, and because the railroad has historically been a part of its setting, it is unlikely any Project audible or vibratory changes would diminish the roadway's integrity. These findings are supported by noise and vibration results in the draft Project EA.

New built components within the historic property's viewshed include a second track, maintenance access facility and retaining wall, as well as the guardrail and driveway discussed above. These features would be introduced into the roadway's primarily open, agricultural setting along the 1945 section parallel to the UPRR right-of-way. The railroad has historically been a part of the roadway's viewshed and atmosphere, so addition of the proposed second track by itself would not diminish the setting, including historically significant viewsheds. The proposed maintenance access facility, guardrail, and driveway are generally low, horizontally-oriented features that would not obstruct any historically significant views. In addition, guardrails already exist along sections of the roadway. These three new features would not alter those historically significant characteristics that contribute to the roadway's integrity of setting, feeling, and association. Located within the railroad right-of-way, the culvert work and ditch would not be visible from the roadway.

An 8,850 feet retaining wall would be located between the tracks and road. The fill location walls on the west side would face away from and therefore would not be visible from the historic property. However, the fill location walls directly adjacent to the roadway would be up to 20 feet tall. These walls would also likely be topped by a UPRR guardrail and fence as safety measures, further changing the character of the area. The resulting loss of existing vegetation, coupled with the area's flat topography, would lead to highly visible retaining walls where none currently exist. These new visual and atmospheric elements would change the historic views of the railroad from Alternate Route 66 and would diminish the historic property's integrity of setting, feeling, and association, as illustrated in Figure 3-11.

Therefore, the undertaking would diminish the roadway's setting, including its historically significant views; ability to convey its feeling as a historic travel route; and association with Route 66 and its highway construction.

Based on this assessment, Alternative 4B would have an **adverse effect** on Alternate Route 66, Wilmington to Joliet.

3.4 Abraham Lincoln National Cemetery

Proposed Project effects on the Abraham Lincoln National Cemetery were assessed for the alternatives. The proposed Project would be located directly east of the historic property. A generally linear portion of natural areas (including Hoff Woods), assumed to be part of the contributing site of this historic property, is located within the APE for most of the alternatives.

See Figures 3-1, 3-4, 3-7, 3-8, 3-9, 3-10, 3-13, and 3-14 (for each of the eight build alternatives), and Appendix C.

3.4.1 No-Build Alternative

The No-Build Alternative would have no effect on the Abraham Lincoln National Cemetery.

3.4.2 Build Alternatives

The eight build alternatives would require easements at the eastern portion of the Abraham Lincoln National Cemetery, and have two culvert locations each within the national cemetery. Generally linear easements run nearly the entire full length of the national cemetery along the UPRR right-of-way (6,120 feet) for Alternatives 1A to 3B; easements are only located at the culvert locations for Alternatives 4A and 4B. All alternatives avoid Hoff Road which leads into the property. Permanent easements are about 35 to 85 feet wide and are located at the two culvert locations to provide access for future culvert inspection and maintenance. Temporary construction easements range from about 20 to 50 feet width; at one of the culvert locations for each alternative, an additional temporary construction easement is needed beyond the permanent easement. Lands within the temporary easement would be graded, primarily to provide a parallel drainage ditch and a 2:1 mostly cut slope.

The easements of the natural areas at the national cemetery would be extremely small compared to the 982 acres of the national cemetery. The Project is located within the cemetery's minimum 200-foot noise buffer between the graves and the UPRR right-of-way (Abraham Lincoln National Cemetery and WSP/Parsons Brinckerhoff, 2015), consisting only of the national cemetery's natural areas; no other parts of the historic property would be physically affected. Further, the easement areas would be re-vegetated after construction is complete, in-kind or similar to their existing condition. Therefore, the build alternatives would not diminish Abraham Lincoln National Cemetery's integrity of design, materials, and workmanship.

The build alternatives would change the area topography where the cemetery property meets the UPRR right-of-way, and an existing culvert under the UPRR track would be lengthened and two additional pipes added. However, these changes would not be visible from cemetery facilities and no historically significant views within the cemetery would be obstructed. A sensitive receptor was placed within the national cemetery for the noise impact assessment in the Project draft EA. The analysis found the build alternatives would have no noise impact at the cemetery. In addition, the cemetery is already maintaining a noise buffer between the graves and the UPRR right-of-way. Based on the distance created by this buffer and the ground-borne vibration general assessment results in the Project draft EA, there would be no vibration impacts to the national cemetery. In addition, vibration during construction would be limited to annoyance effects and not to building damage effects. Therefore, visual, atmospheric, or audible elements from the build alternatives would not diminish the Abraham Lincoln National Cemetery's integrity of setting, feeling, and association.

Based on this assessment, the build alternatives would have **no adverse effect** on the Abraham Lincoln National Cemetery.

4.0 Consulting Parties and Public Involvement

Section 106 requires consultation with the SHPO; federally-recognized Native American tribes with an interest in the area; local governments; and other consulting and interested parties (36 CFR Part 800.2(c)). As part of the HSR Program Section 106 Programmatic Agreement, FRA and IDOT identified parties interested in entering into consultation. Of these HSR Program consulting parties, those with a potential interest in the Project; additional parties with a potential interest in the Project; and all relevant federally-recognized tribes on the IDOT BDE Project Notification System (PNS) are identified below:

Table 2-1. Section 106 Consulting Parties

Abraham Lincoln National Cemetery (U.S. Department of Veterans Affairs)	National Park Service, Route 66 Corridor Preservation Program, National Trails Intermountain Region
Absentee Shawnee Tribe of Oklahoma	National Trust for Historic Preservation
Citizen Potawatomi Nation	Osage Nation
Elwood, Village of	Peoria Tribe of Indians of Oklahoma
Forest County Potawatomi Community	Pokagon Band of Potawatomi Indians
Hannahville Indian Community	Ponca Tribe of Indians of Oklahoma
Ho-Chunk Nation	Ponca Tribe of Nebraska
Illinois Central Historical Society	Prairie Band Potawatomi Nation
Illinois Historic Preservation Agency (SHPO)	Route 66 Association of Illinois
Illinois Route 66 Scenic Byway	Sac and Fox Nation of Missouri in Kansas and Nebraska
Iowa Tribe of Kansas and Nebraska	Sac and Fox Nation of Oklahoma
Iowa Tribe of Oklahoma	Sac and Fox Nation of the Mississippi in Iowa
Kaw Nation	U.S. Department of Agriculture Forest Service (Midewin National Tallgrass Prairie)
Kickapoo Traditional Tribe of Texas	Union Pacific Historical Society
Kickapoo Tribe in Kansas	Union Pacific Railroad
Kickapoo Tribe of Oklahoma	Will County Historic Preservation Commission
Landmarks Illinois	Will County Historical Society
Miami Tribe of Oklahoma	Wilmington, City of
National Park Service, Midwest Region	

As noted in the HSR Programmatic Agreement (First Amendment), IDOT used the web-based PNS on October 16, 2014 to initiate Section 106 consultation at the onset of this Project, and is using it to disseminate the results of historic property identification and evaluation efforts, and effects assessments for review and comment by federally-recognized Native American tribes.

Through the PNS, IDOT provided the tribes a copy of the Archaeological Survey Short Report (prepared 2014; updated January 3, 2018) on October 16, 2014, followed on November 5, 2019 with the finding that none of the archaeological sites appear to be eligible, and consequently, would not be affected. There were no comments.

IDOT submitted the APE, identified historic properties, and effects assessment to the SHPO on August 2, 2018, documented in the Project's original Historic Property Identification and Effects Assessment Report (July 2018); see Appendix D for all formal consultation correspondence. This included the Archaeological Survey Short Report, with the January 3, 2018 updates, as an appendix. The same identification and effects assessment report, including the archaeology report, was sent to the U.S. Department of Agriculture Forest Service (Midewin National Tallgrass Prairie) on August 10, 2018; the correspondence also invited the agency to participate as a consulting party. On the same day, the Advisory Council on Historic Preservation (ACHP) and concurring parties of the HSR Program Section 106 Programmatic Agreement received a copy of the report, but without the archaeology report in order to protect sensitive archaeological information. Parties that received the document were Illinois Route 66 Scenic Byway, Landmarks Illinois, the Village of Chatham, the City of Lincoln, the National Park Service (Route 66 Corridor Preservation Program, National Trails Intermountain Region), and UPRR. No comments were received from the additional consulting parties.

The SHPO responded on September 7, 2018, requesting additional photos of the culverts at Milepost 46.95 and Milepost 47.30. On November 2, 2018, IDOT provided a memo report detailing the culverts' not eligible findings. IDOT followed up on November 5, 2018 with an email indicating, since no response was received from the SHPO or other consulting parties within the 30-day review and comment period, FRA and IDOT can proceed with the proposed undertaking with the no adverse effect finding. However, on December 4, 2018, the SHPO responded, concurring the culverts are not eligible for the NRHP. The agency also commented the proposed Project constitutes a visual adverse effect on Alternate Route 66 and other segments of Route 66 not listed on the NRHP but which are eligible for listing on the NRHP. The SHPO had no comments on the archaeology report.

In response to the SHPO December 4, 2018 comments, this report was prepared to provide more information for each of the alternatives and their effect on Alternate Route 66. Additionally, this report includes identification of Abraham Lincoln National Cemetery as a historic property and assessment of effect for all alternatives to the national cemetery.

Section 106 public involvement requirements are being fulfilled through the procedures for public involvement under NEPA (36 CFR Part 800.2(d)(3)). Public outreach meetings were held for the HSR Program 2011 EA in 2010 and 2011, and public open houses were held in 2011 and 2012 for the 2012 Tier 1 DEIS/FEIS. In addition, the original version of this report was posted on IDOT's HSR Program website on August 10, 2018 (idothsr.org/info_center/). A public meeting specifically for this Project is anticipated.

5.0 Conclusions

FRA and IDOT determine the undertaking would have no adverse effect on archaeological historic properties and the Abraham Lincoln National Cemetery for all alternatives. Alternative 1B would have no adverse effect on Alternate Route 66, Wilmington to Joliet.

The Project would have an adverse effect on Alternate Route 66 for Alternatives 1A, 2A, 2B, 3A, 3B, 4A, and 4B. Long lengths of cut or fill location retaining walls, at a number of rail alignment

locations parallel to the historic property, are new visual and atmospheric elements where no such walls current exist. In addition, the fill location walls would likely be topped by a UPRR guardrail and fence as safety measures, further changing the character of the area. It is unknown what fence, if any, would be located atop or near the cut retaining walls.

Currently there is deciduous vegetation on both sides of the railroad, including some areas of dense, naturalized growth. However, the Project would result in limited space to plant trees. Native grasses and forbs may be suitable in the constrained spaces, but do not reach a vertical height to completely screen the wall; however, variation in planting would soften the impact and reduce monotony. The soil level, slopes, and space limit the planting of trailing vines to soften the impact of the wall from the top or cap toward the base of the wall. In addition, vegetation options are limited in the ditches; sod is appropriate to allow for stormwater conveyance, but would not have significant impact on screening a wall.

Through Project design modifications, should it be possible to retain/plant deciduous vegetation to minimize the appearance of the walls, initial establishment and routine care is required over several seasons for the vegetation to fully mature and reach the anticipated spread and height to screen the walls. Herbaceous perennials would not provide screening during dormancy in winter months. Evergreen vegetation could be a year-round solution to minimize the appearance of the walls, depending on the space available for planting (within the required offsets) and availability of species on the district's preferred plant list.

Enhancements to retaining walls could also include color, material, placement, and terracing. For example, slope transitions could slow stormwater and provide benches for vegetation, gabion walls or vegetated pockets in walls could provide texture and color, and native materials could be used for the walls. Regardless, full screening to the point where the retaining walls would not diminish integrity would not be possible.

For these seven alternatives, the cut and/or fill locations along the railroad alignment, including the retaining walls, would diminish the setting, feeling, and association important to the significance of Alternate Route 66. **Therefore, the undertaking would have an adverse effect on a historic property, namely Alternate Route 66, Wilmington to Joliet, under these seven alternatives**.

The selection of Alternative 1B as the Preferred Alternative would conclude the Section 106 process. Selecting Alternatives 1A, 2A, 2B, 3A, 3B, 4A, or 4B would lead to continued consultation with the SHPO and additional Section 106 consulting parties, and involve the public, as FRA and IDOT resolve the adverse effect by seeking ways to minimize or mitigate the adverse effects (36 CFR Part 800.6(a). ACHP would be notified of the adverse effect finding (36 CFR Part 800.6(a)(1)) through the ACHP Electronic Section 106 Documentation Submittal System; the agency is already participating in consultation through their participation with the HSR Program. A Section 106 Memorandum of Agreement would be executed to document and implement Project mitigation measures (36 CFR Part 800.6(c)), and conclude the Section 106 process.

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Appendix A

IDOT BDE Historic Properties Identification Coordination and Photo Logs

Illinois Department of Transportation

Memorandum

To:	Tim Selover		
From:	Scott Stitt	By:	Brad Koldehoff
Subject:	Track Construction – Property Avoidance		
Date:	October 23, 2017		

Will County
Elwood to Braidwood
High Speed Rail, Chicago to St. Louis
Elwood to Braidwood Track Construction (MP 44.5 – MP 55.3)
IDOT Sequence # 18772

The High Speed Rail project noted above contains a historic resource in the project area, and the project has the potential to impact this historic resource. Based on the scope of the project, which includes the construction of a second track, access road, grade crossing work, fencing, culvert repair/replacements and signal improvements, the Area of Potential Effects (APE) was determined to be the properties directly bordering and adjacent to the existing track and roadway where work is to occur.

Historic resources were identified in the APE based on a review of the National Register of Historic Places (NRHP) listings, National Historic Landmark (NHL) listings, Illinois State Historic Preservation Office's (SHPO) Historic Architectural Resources Geographic Information System (HARGIS) database, Will County Historic Preservation Commission's local landmark listings, and SHPO files, our office as found the following historic resources in the APE. These resources are categorized as either being listed on the NRHP (NRHP), previously determined to be NRHP-eligible by SHPO (NRHP-Eligible), designated NHLs, local landmarks (LL), extant HARGIS listings (HARGIS), and/or warrant NRHP consideration based on limited information provided to our office (Warrants NRHP Consideration).

The following historic resource is located in or directly adjacent to the APE:

- *Alternate Route 66, Wilmington to Joliet*, IL 53 between Wilmington and Joliet (NRHP)

Due to the historic nature of this resource, all feasible means of avoidance need to be considered. If impacts to these resources cannot be avoided, please coordinate possible minimization and mitigation measures with this office.

This memorandum is not a project clearance. As the project may install a retaining wall adjacent to this historic resource and modify nearby railroad crossings, it has the potential to adversely affect these historic resources. Efforts must be taken to avoid impacting historic properties. Further coordination with this office is required.

Please verify the property's avoidance or impacts with the Cultural Resources Unit and we will begin coordination with the State Historic Preservation Officer.

If there are any questions concerning this project review, please contact Emilie Land at Emilie.Land@illinois.gov or 618-346-3824.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:el

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

Milepost/ Location	Existing Structure Type	Proposed Work	In Stream Work?	Photo Included?
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

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#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 19th 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

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.

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.

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 19th 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.

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.

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

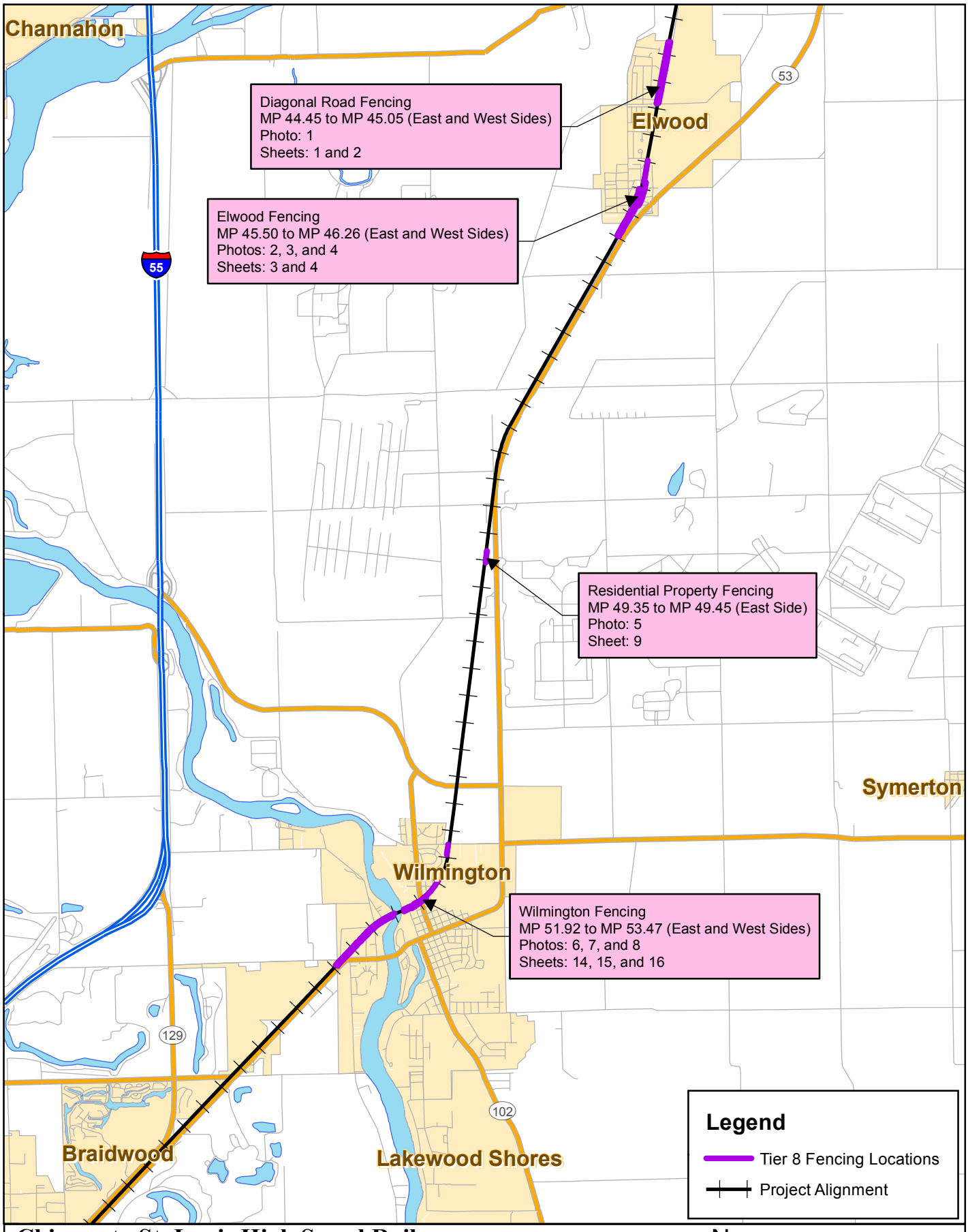
ELWOOD TO BRAIDWOOD TRACK IMPROVEMENTS PHOTOLOG

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

N

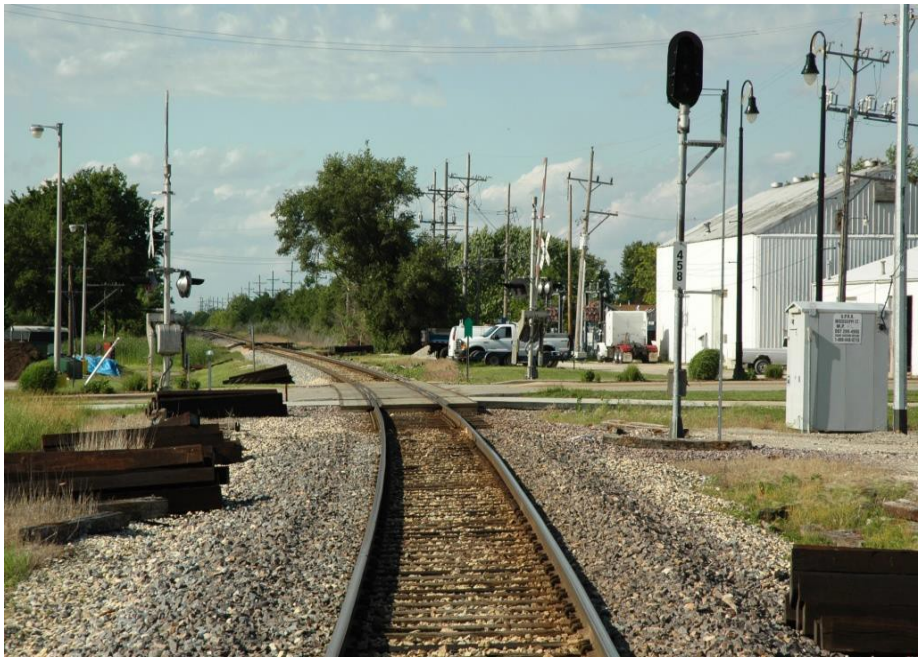
Date: 6/13/2014

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

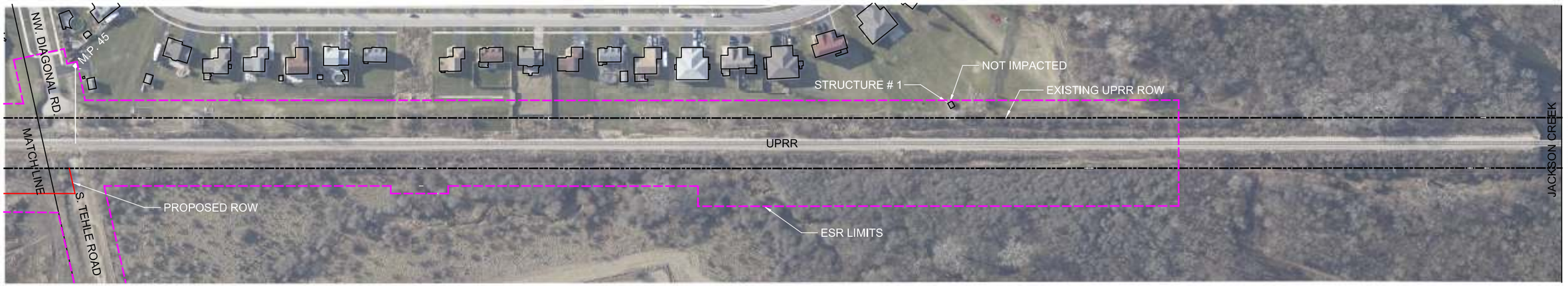
Photo 5 Residential Property Fencing Milepost 49.40 Prairie Creek Bridge facing northbound	

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:

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

0 100' 200' 300'

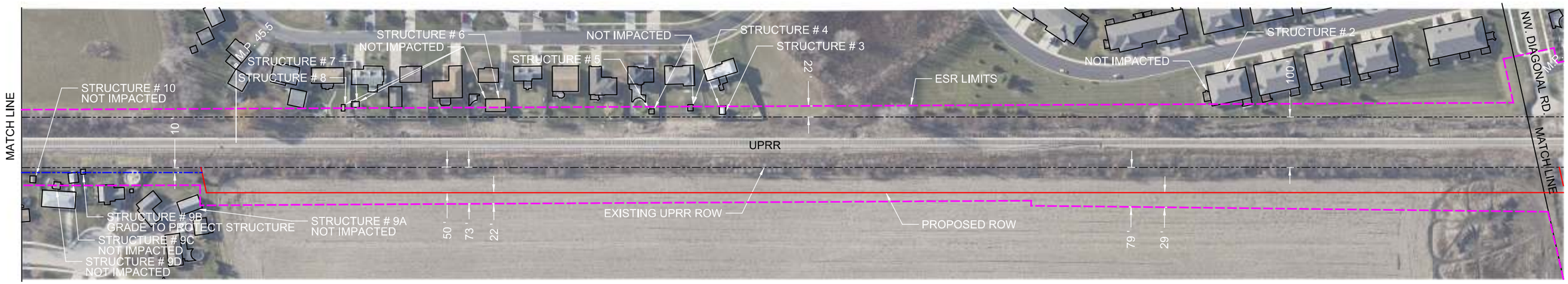
0 SCALE: 1" = 200'

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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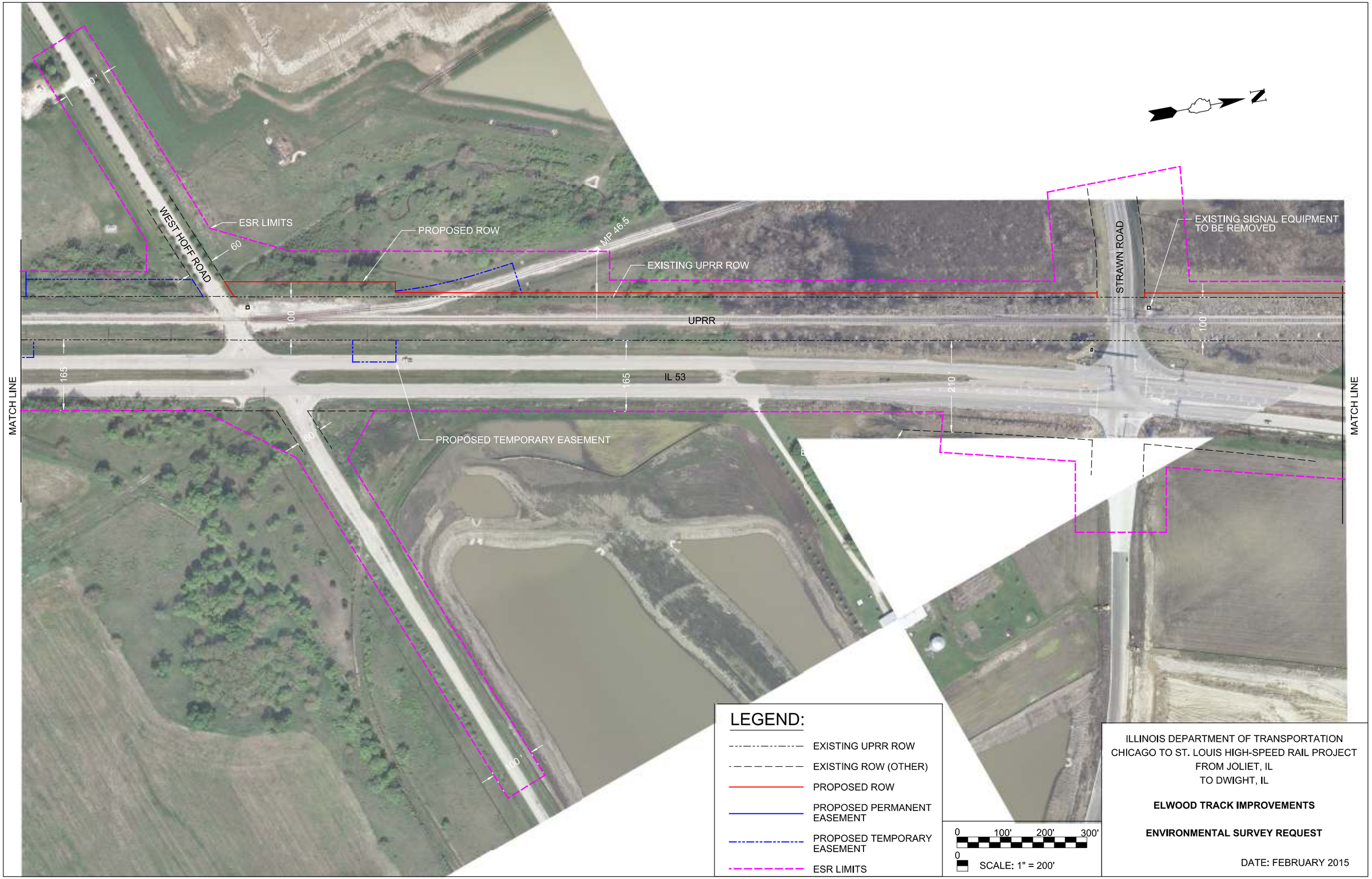

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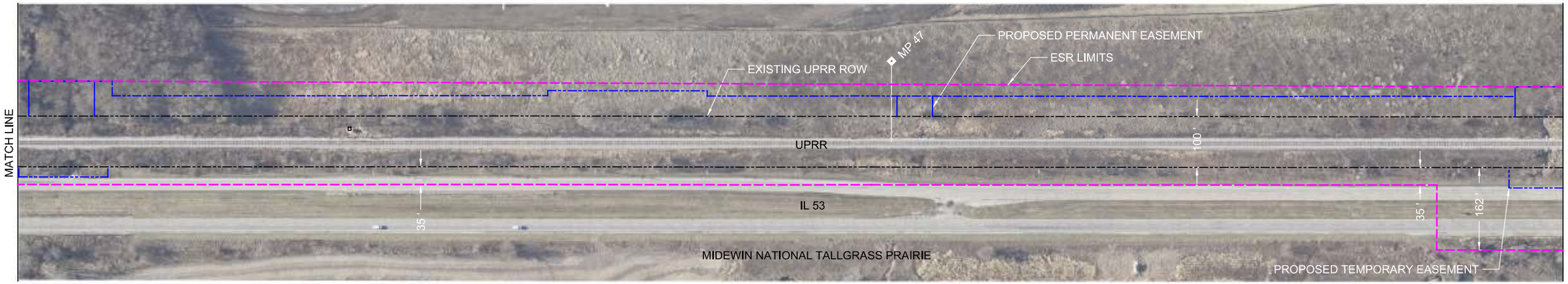

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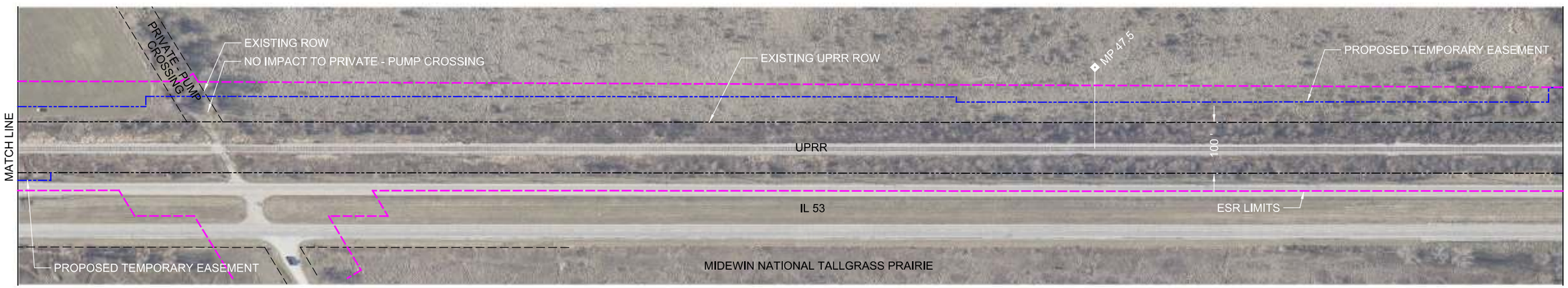

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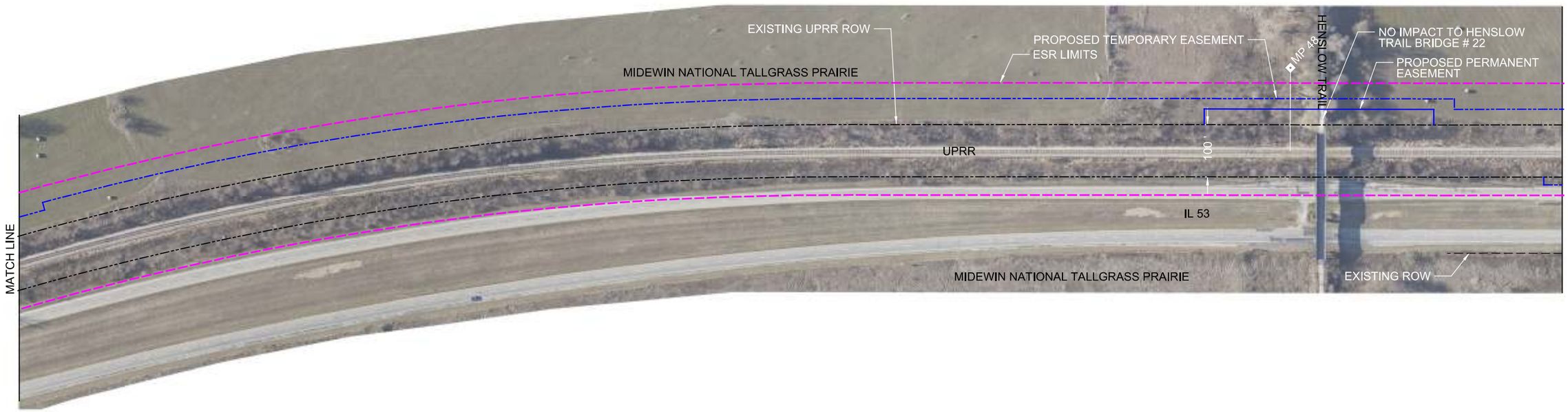

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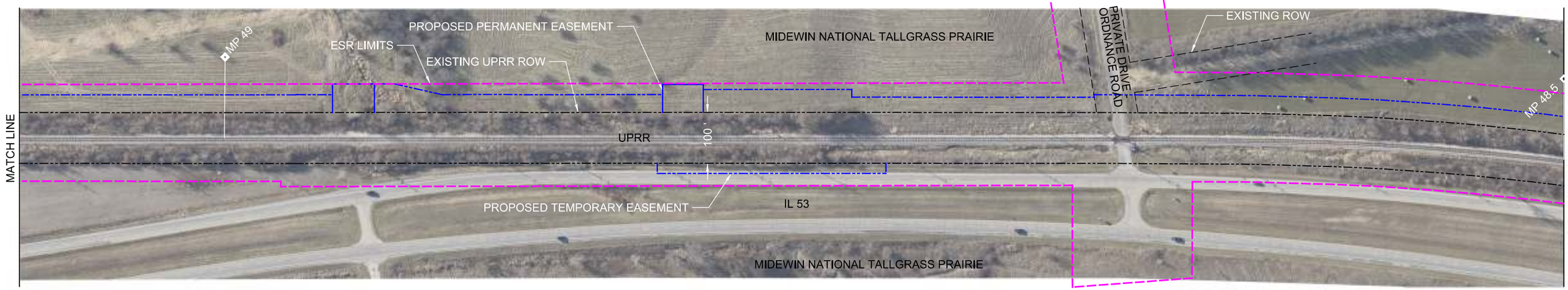

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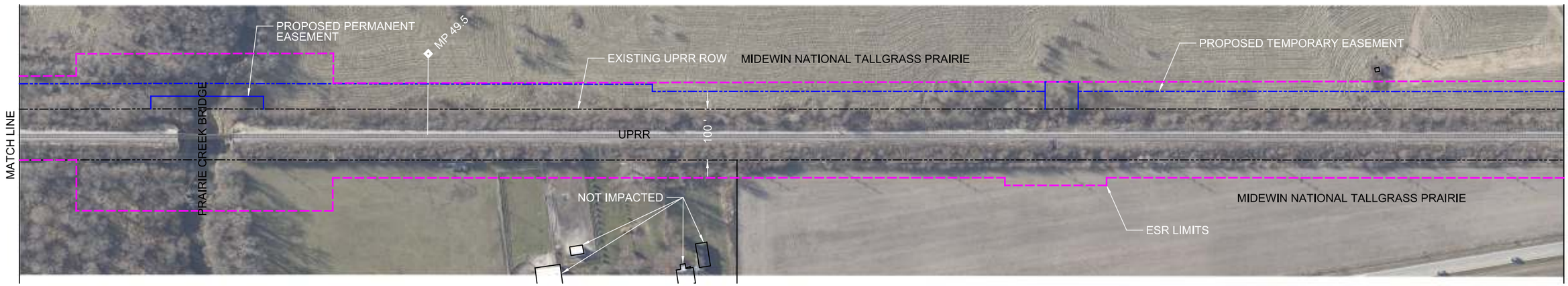

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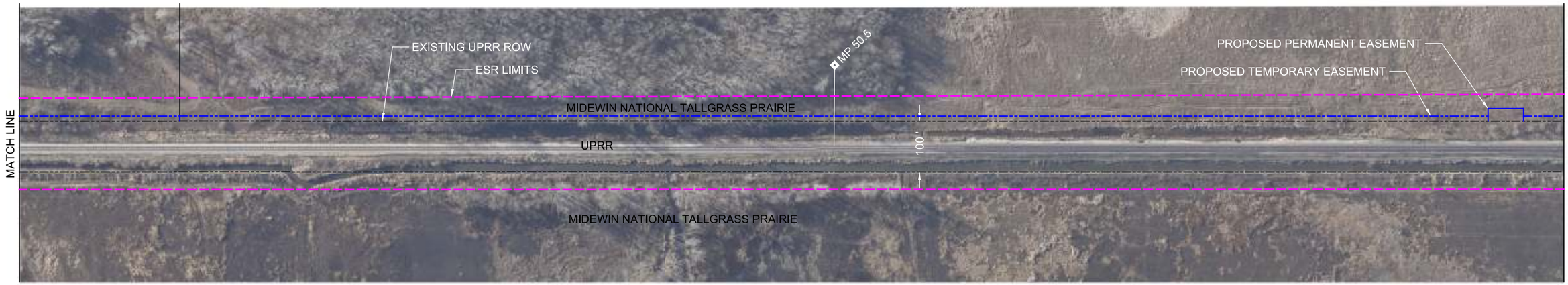

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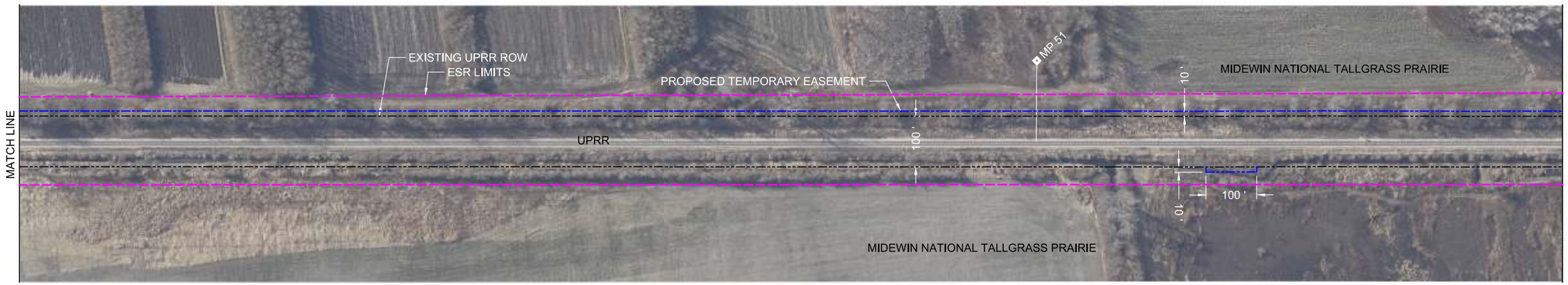

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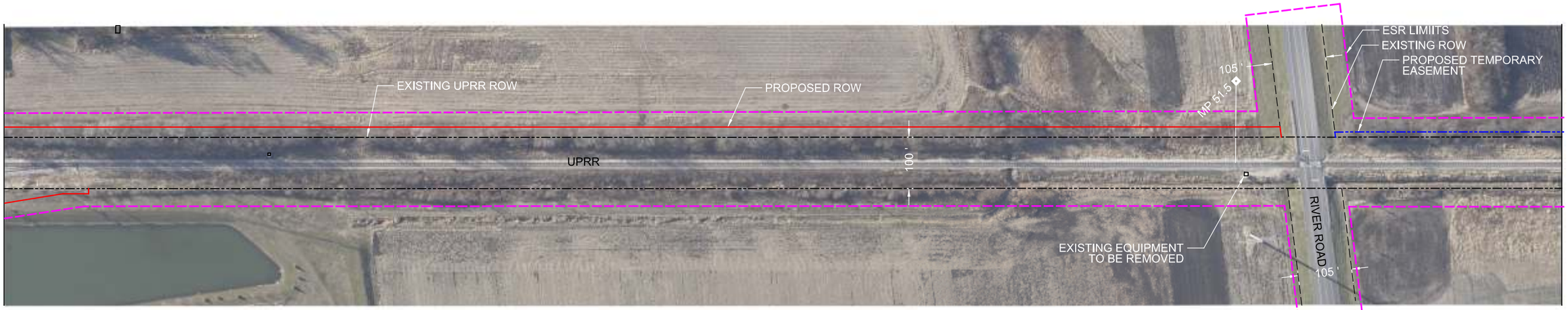

KANKAKEE RIVER BRIDGE PROJECT (MP 51.88 TO MP 53.19)
ARE NOT INCLUDED

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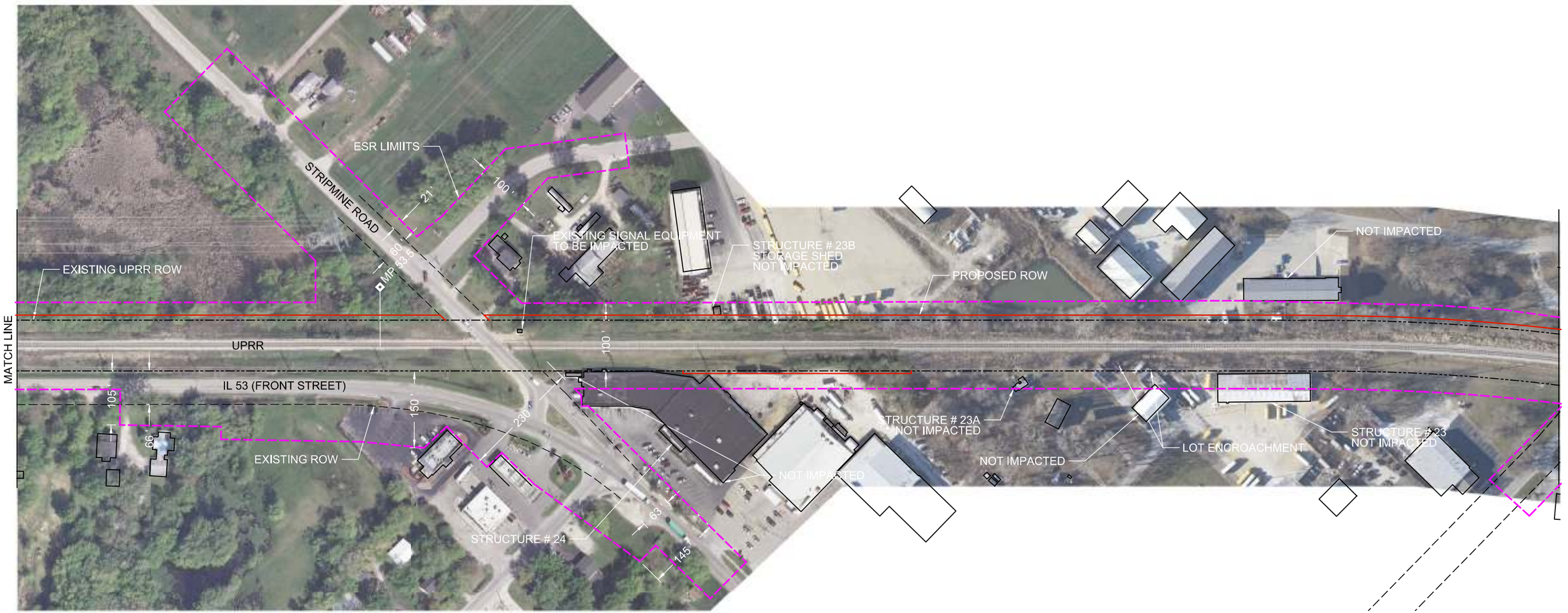

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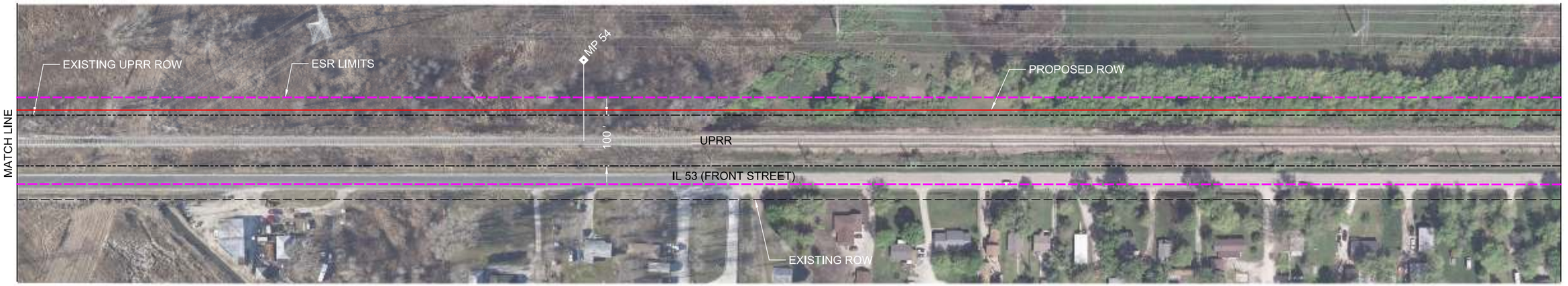

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ELWOOD TRACK IMPROVEMENTS

ENVIRONMENTAL SURVEY REQUEST

DATE: FEBRUARY 2015

Appendix B

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

NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

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.)

William L. Latham / SHPO — 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

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.)

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 who's 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

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.

Significant Dates
1926, 1942, 1945

Significant Person
(complete if Criterion B is marked)
N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown

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

Acreage of Property Approximately 275 acres

UTM References
(place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1			
2			
3			
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 21st 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 0r 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

DESCRIPTION

Alternate Route 66 between Wilmington and Joliet, Illinois, was constructed between 1926 and 1945.[1] 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).

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[1] *25th 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.

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.

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.

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

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.[2]

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.[3]

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.[4]

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

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

[3] Ibid.

[4] Ibid., 8-7; "25th 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; "28th 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.

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."

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_____. "28th 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.

Illinois Official Highway Map. Springfield, IL: State of Illinois, 1954, 1955, and 1956.

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

Seratt, Dorothy and Terri Ryburn-Lamont, Route 66 Association of Illinois. Multiple Property Documentation Form, "Historic and Architectural Resources of Route 66 Through Illinois." 1997.

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.

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.

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

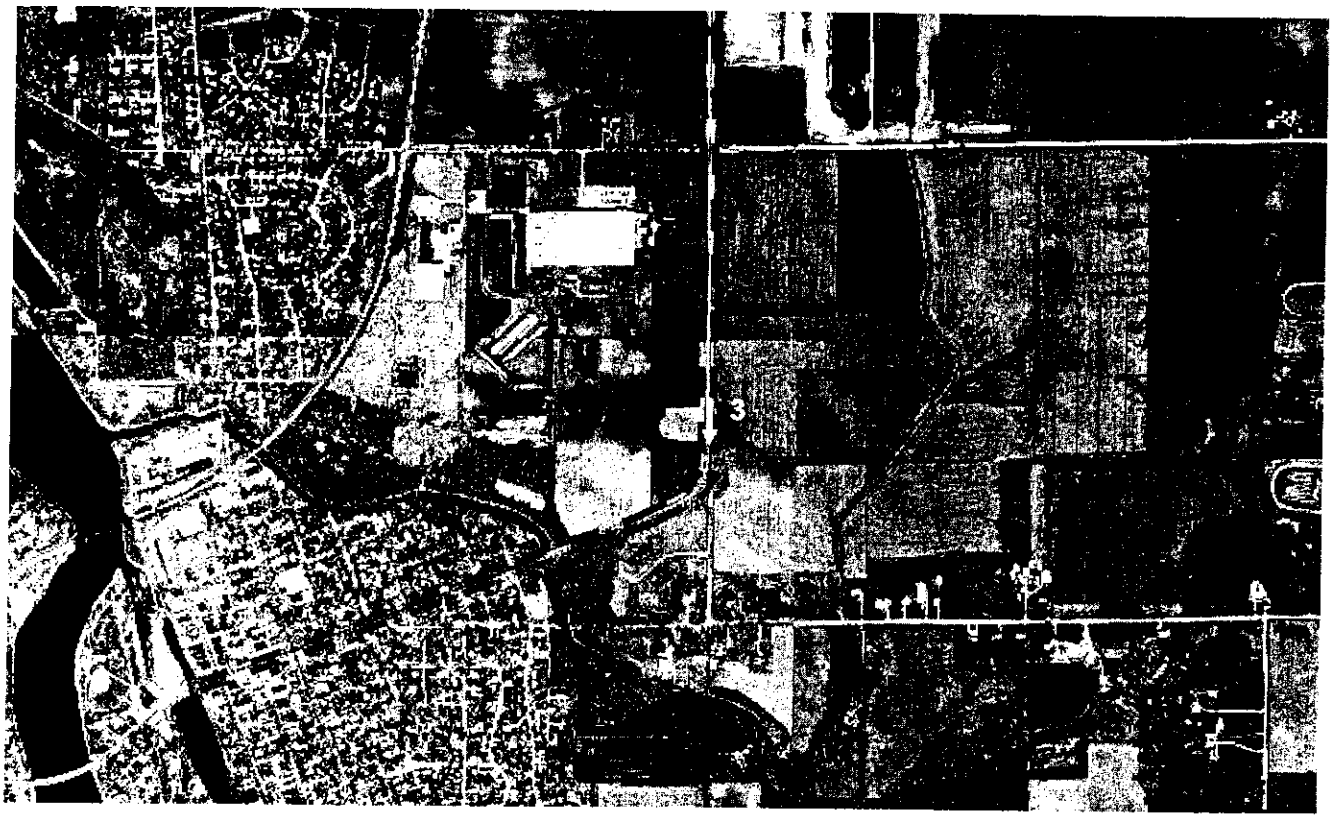


Figure 2: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

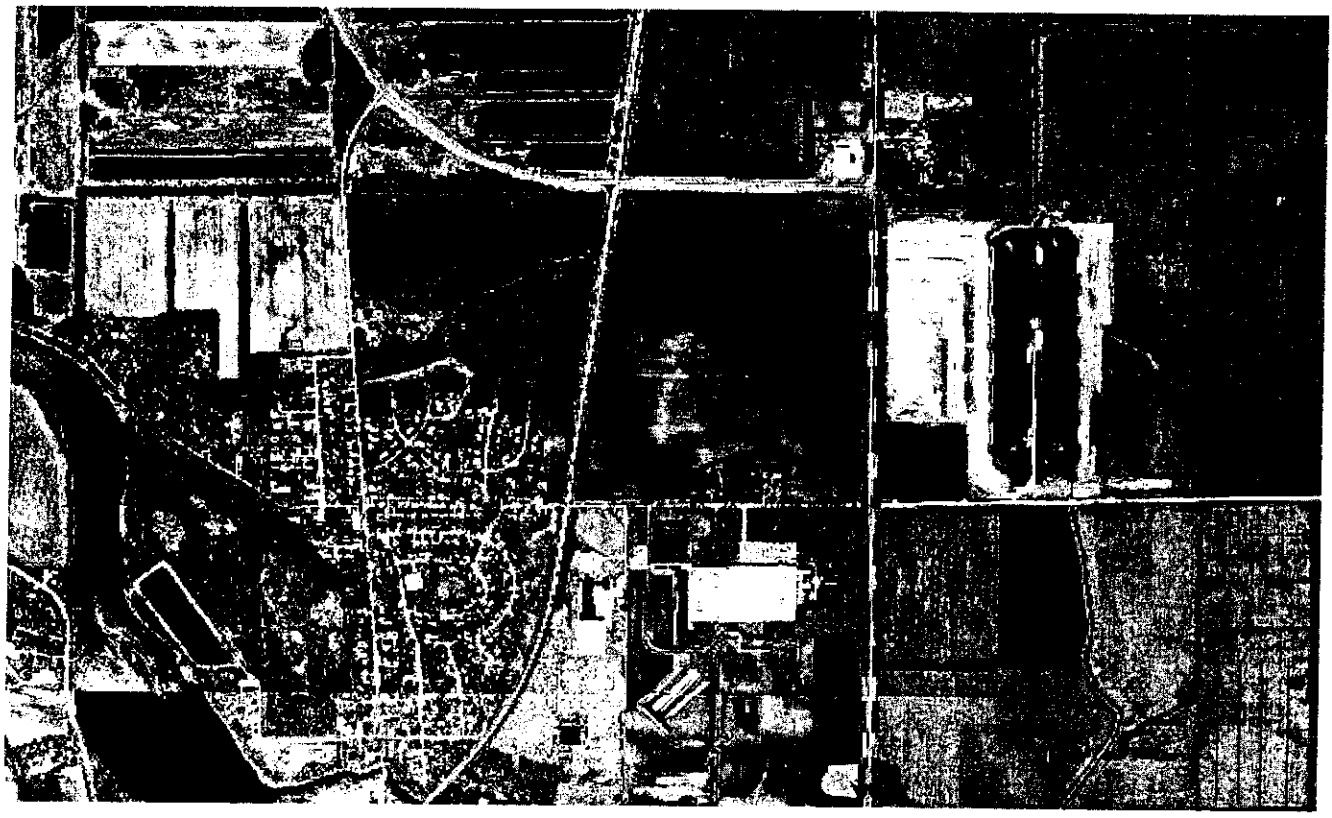


Figure 3: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

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

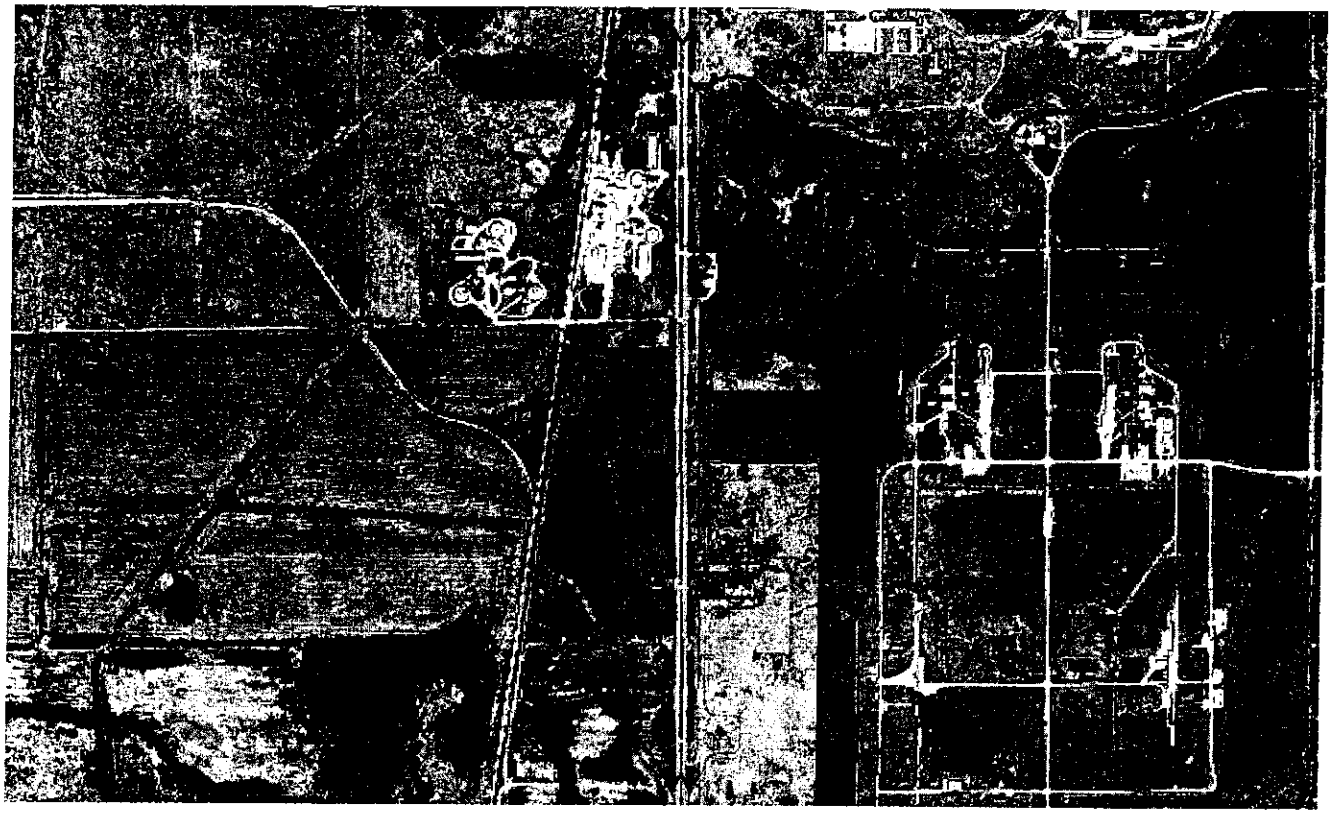


Figure 5: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

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

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

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

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

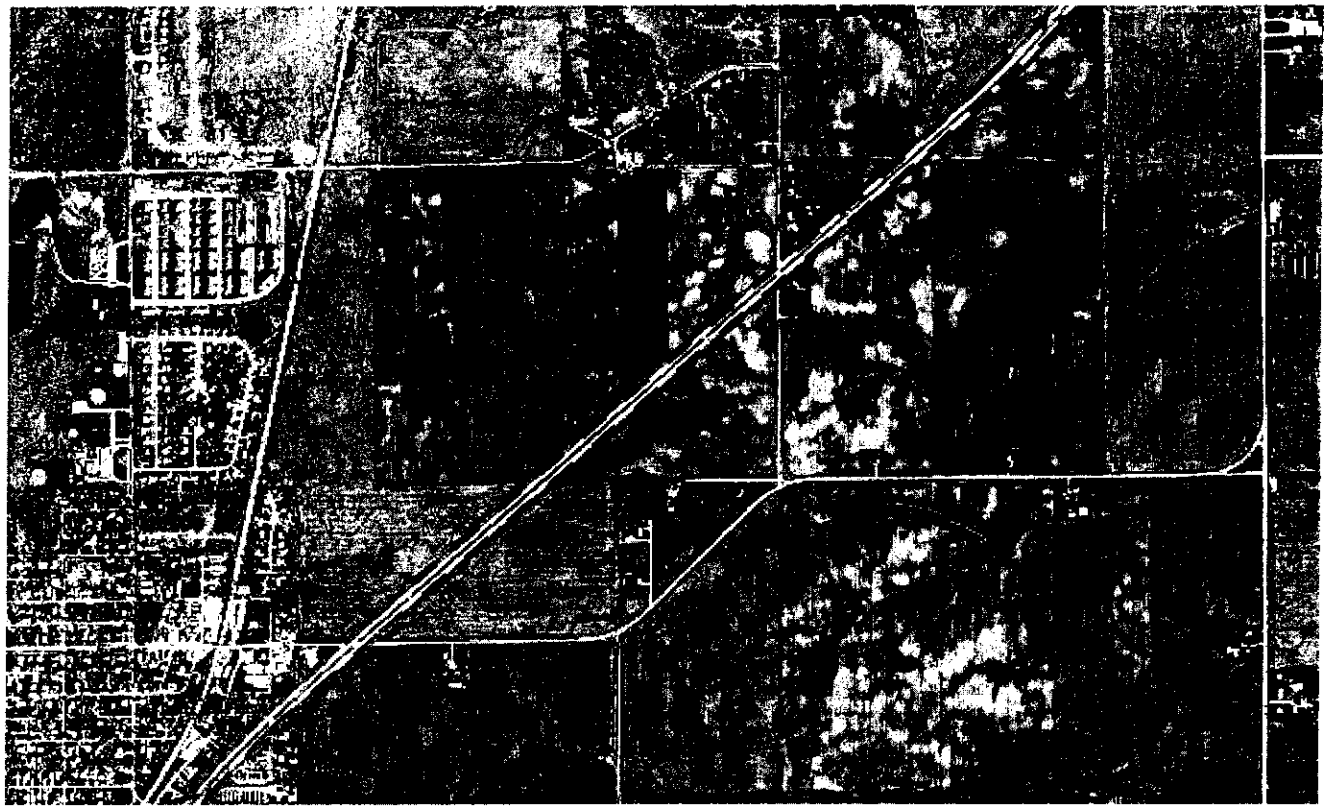


Figure 10: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

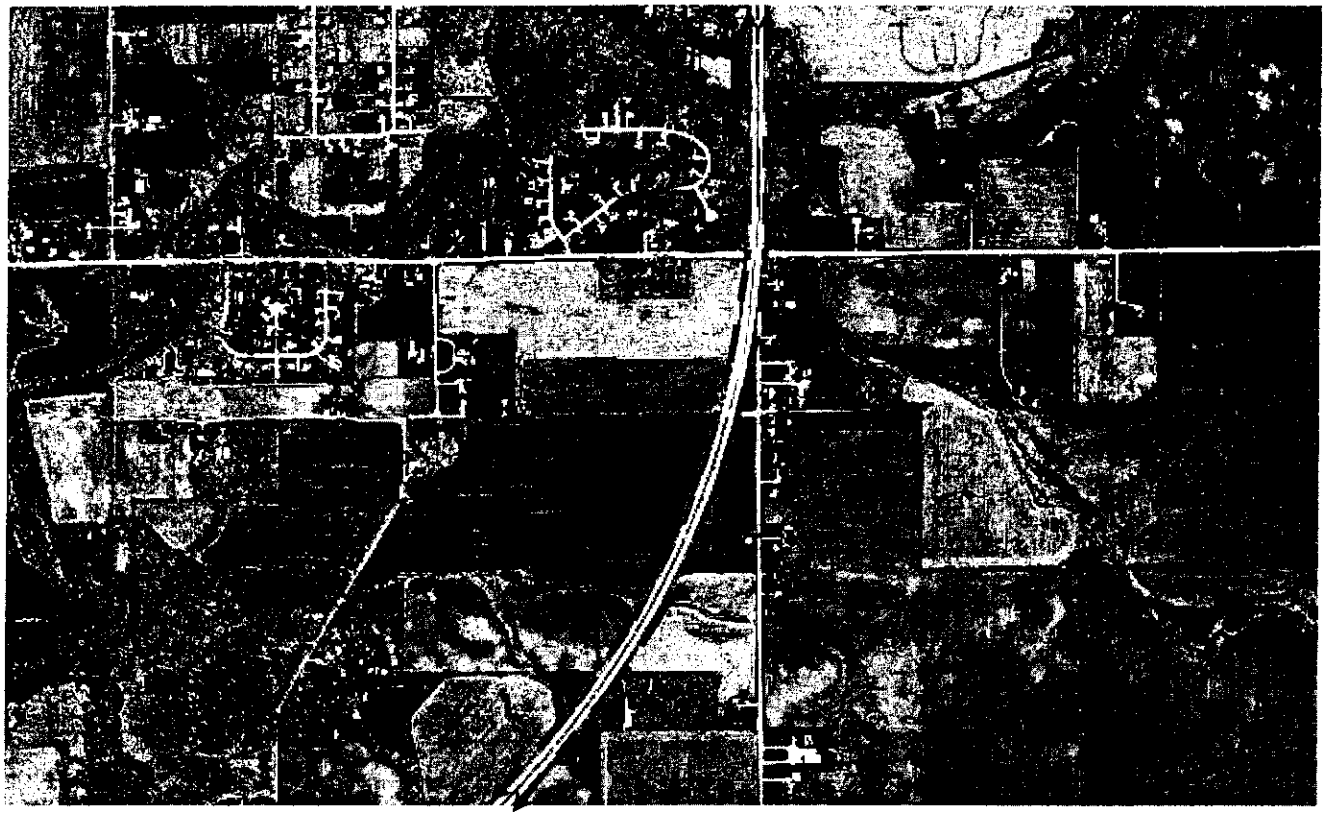


Figure 11: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

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

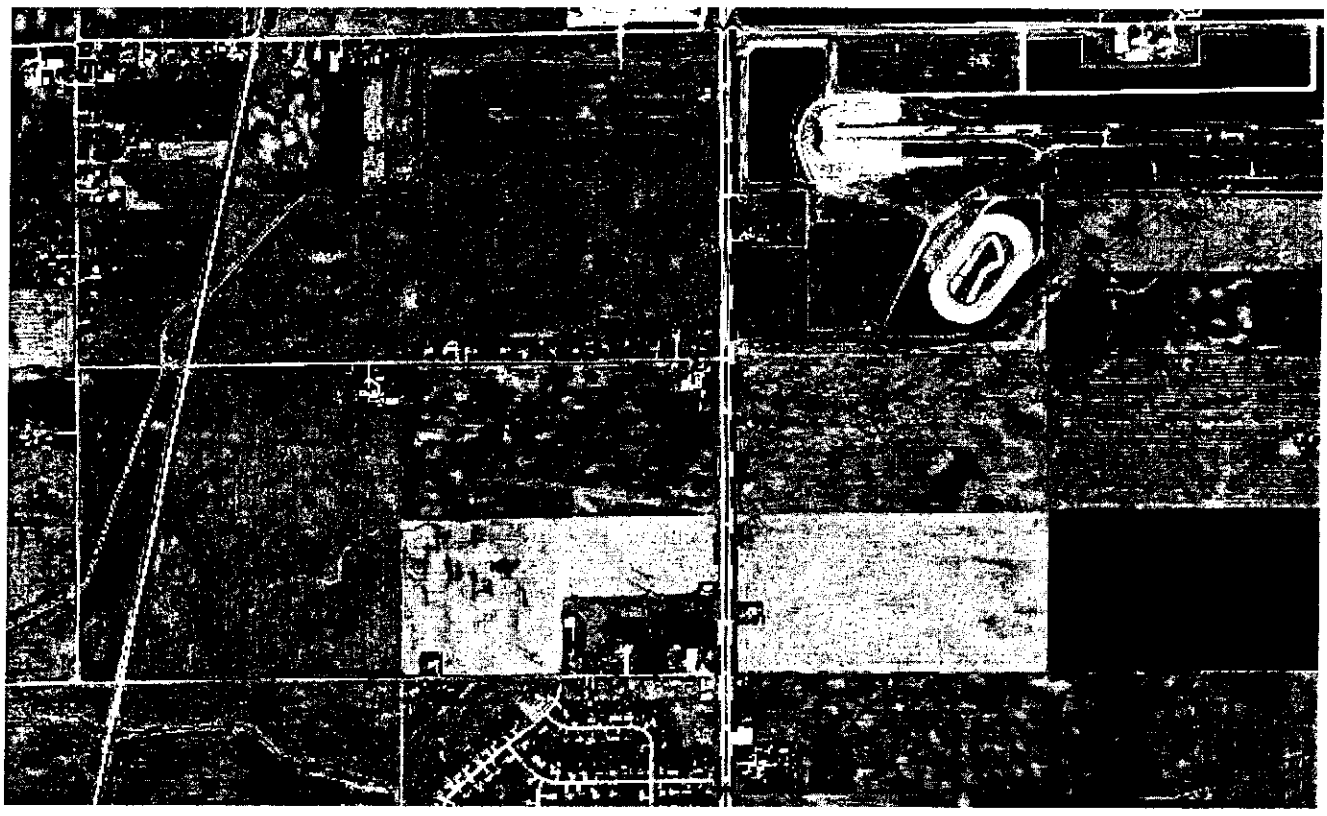


Figure 13: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

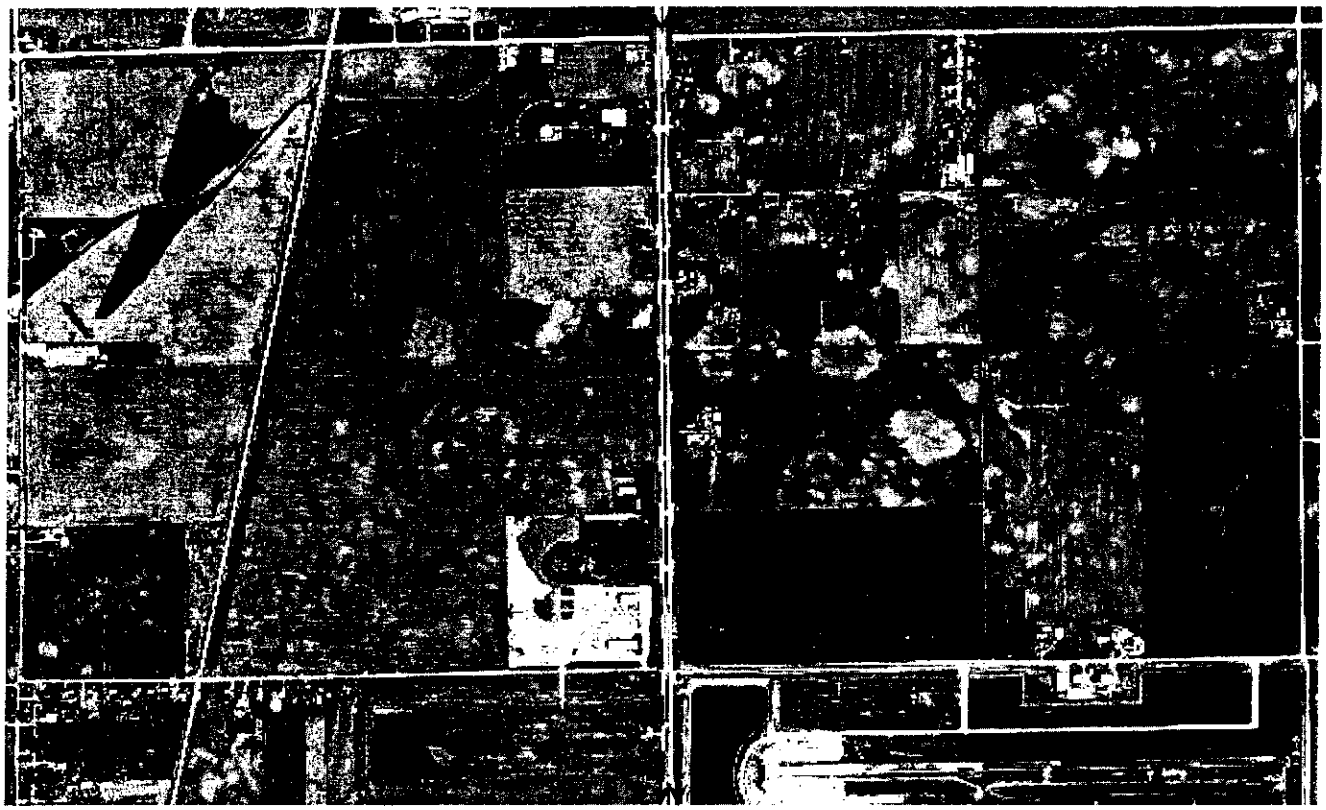


Figure 14: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

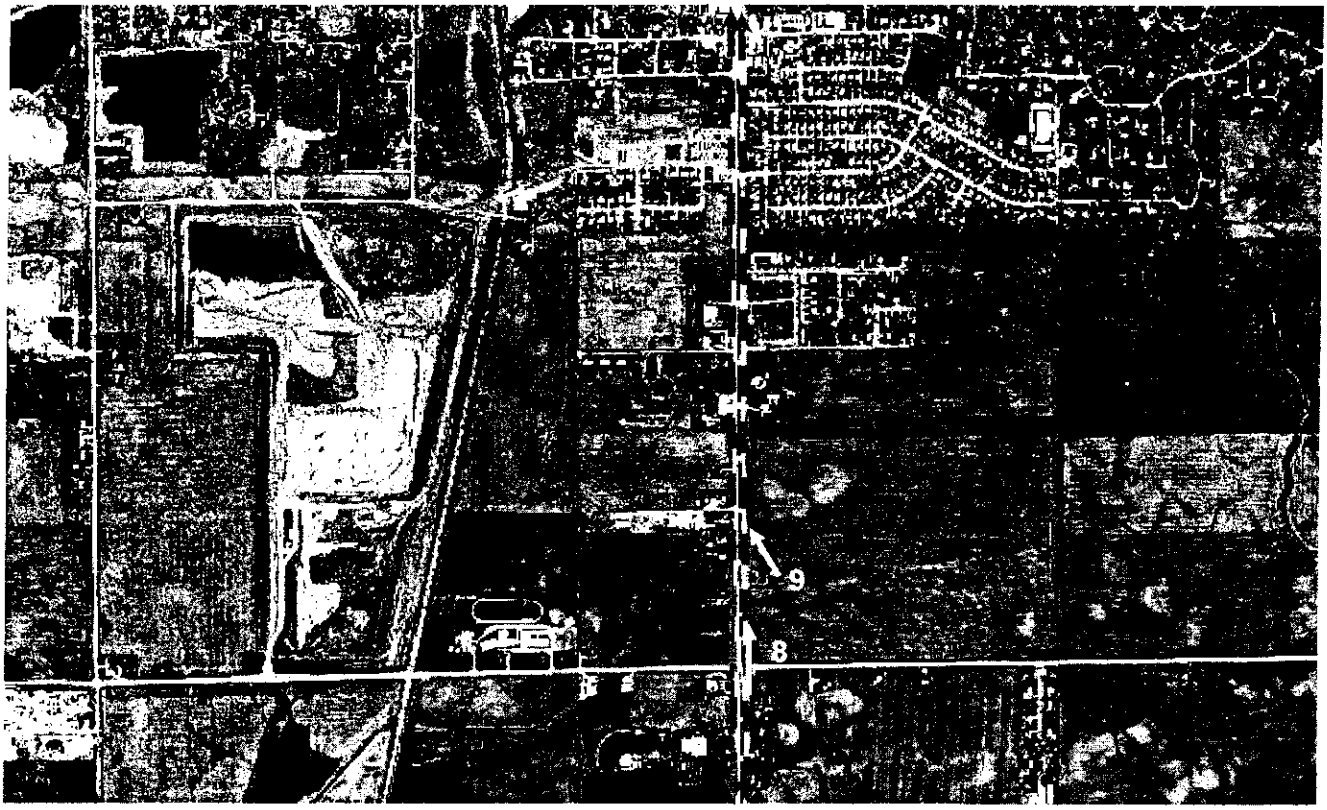


Figure 15: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

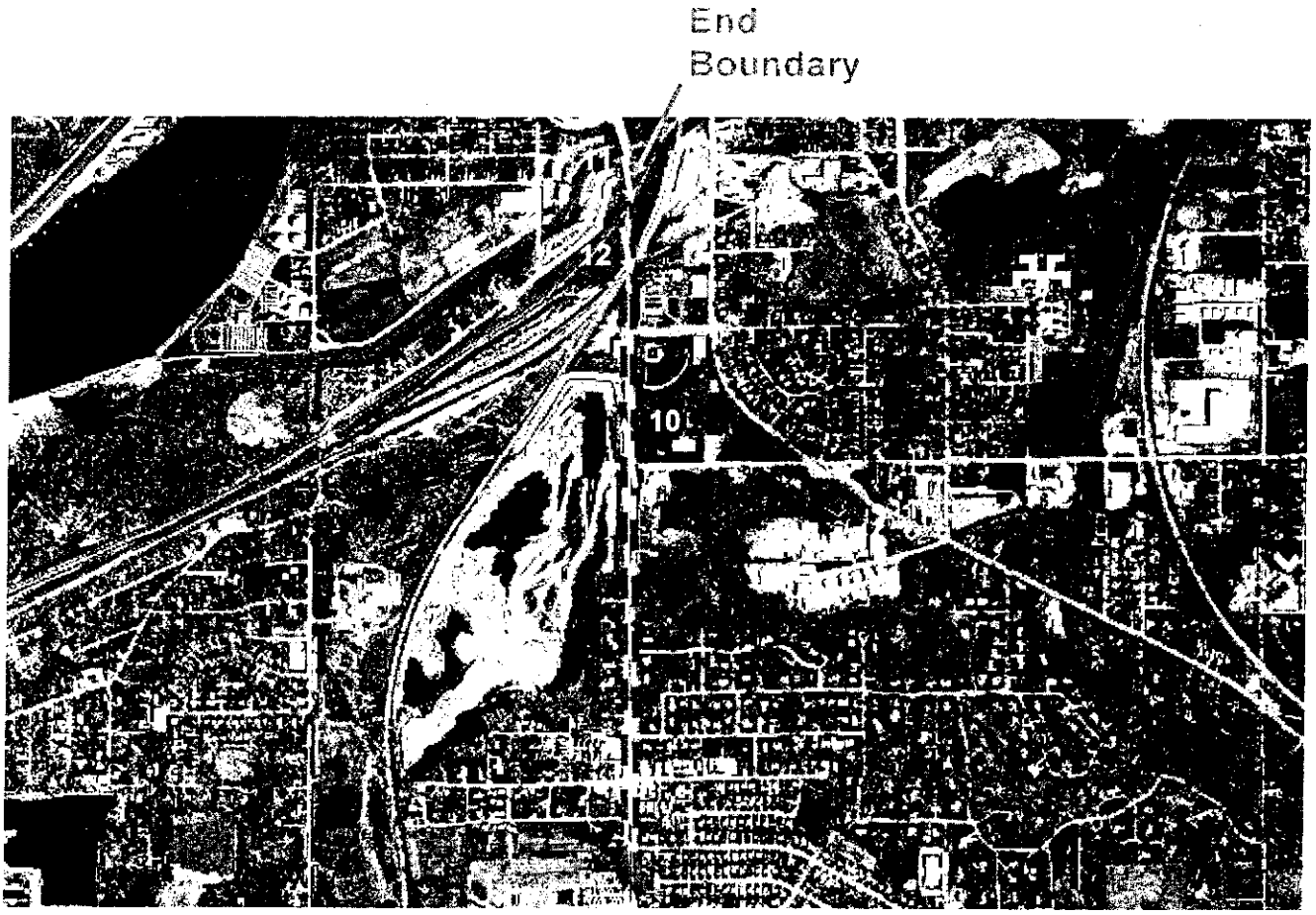


Figure 16: Alternate Route 66, boundary and photo key, (Scale 1:12,500).

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.

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 • Voice (217) 782-4836 • Teletypewriter Only (217) 524-7128

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.

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

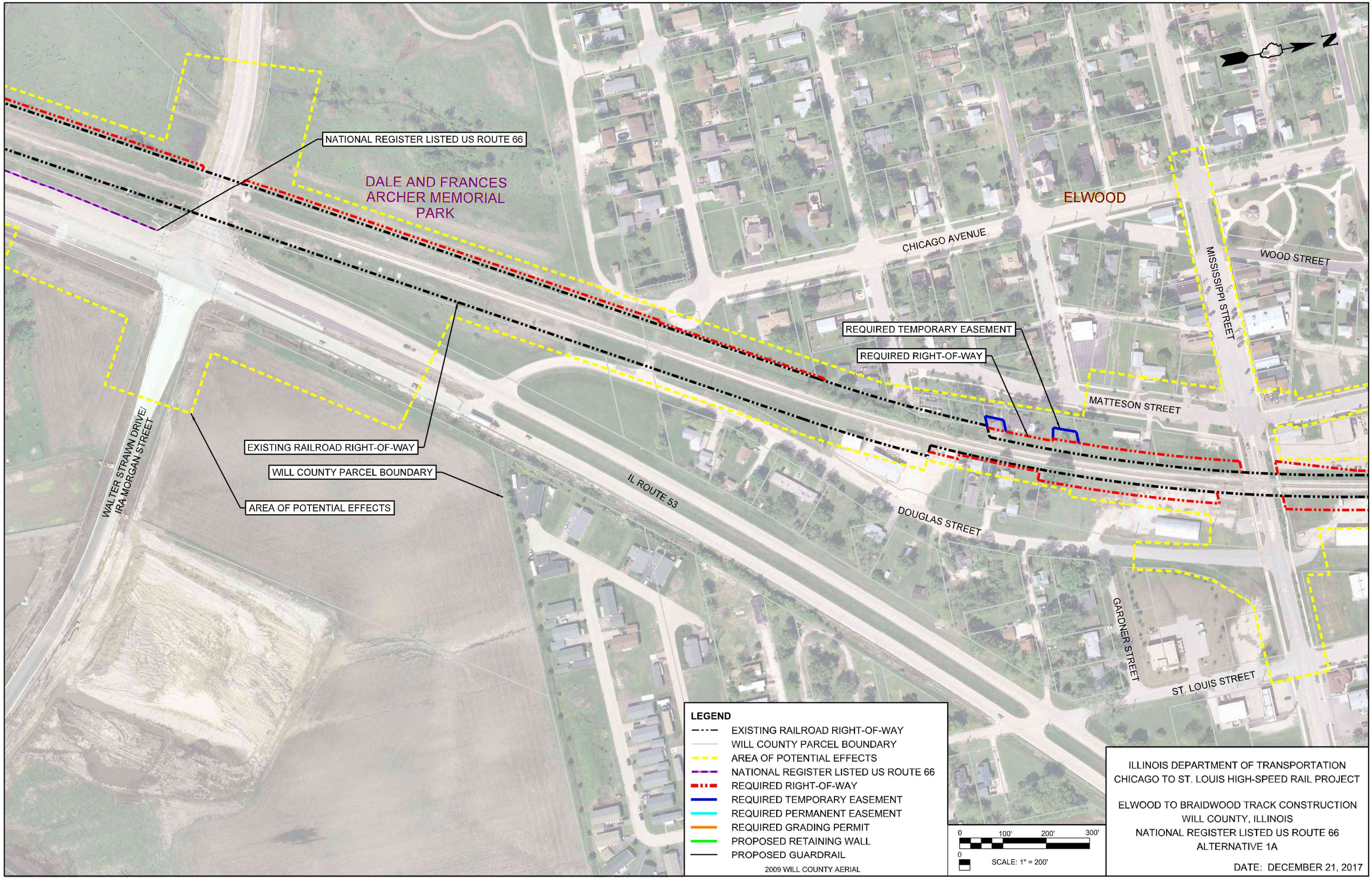
NORTH CAROLINA, CHOWAN COUNTY,
Jones, Cullen and Elizabeth, House,
2732 Rocky Hock Rd.,

Appendix C

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

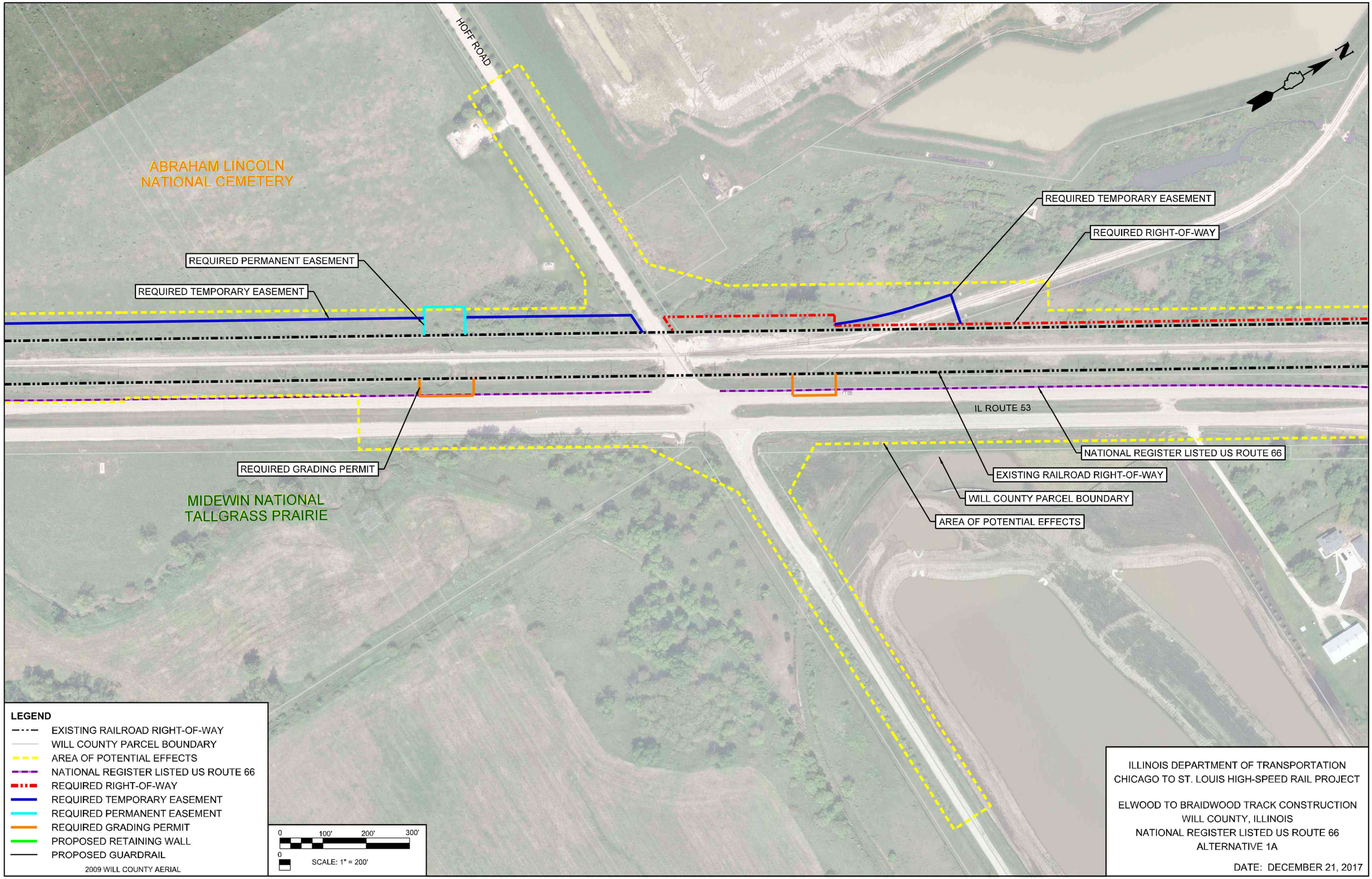
Alternative 1A



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

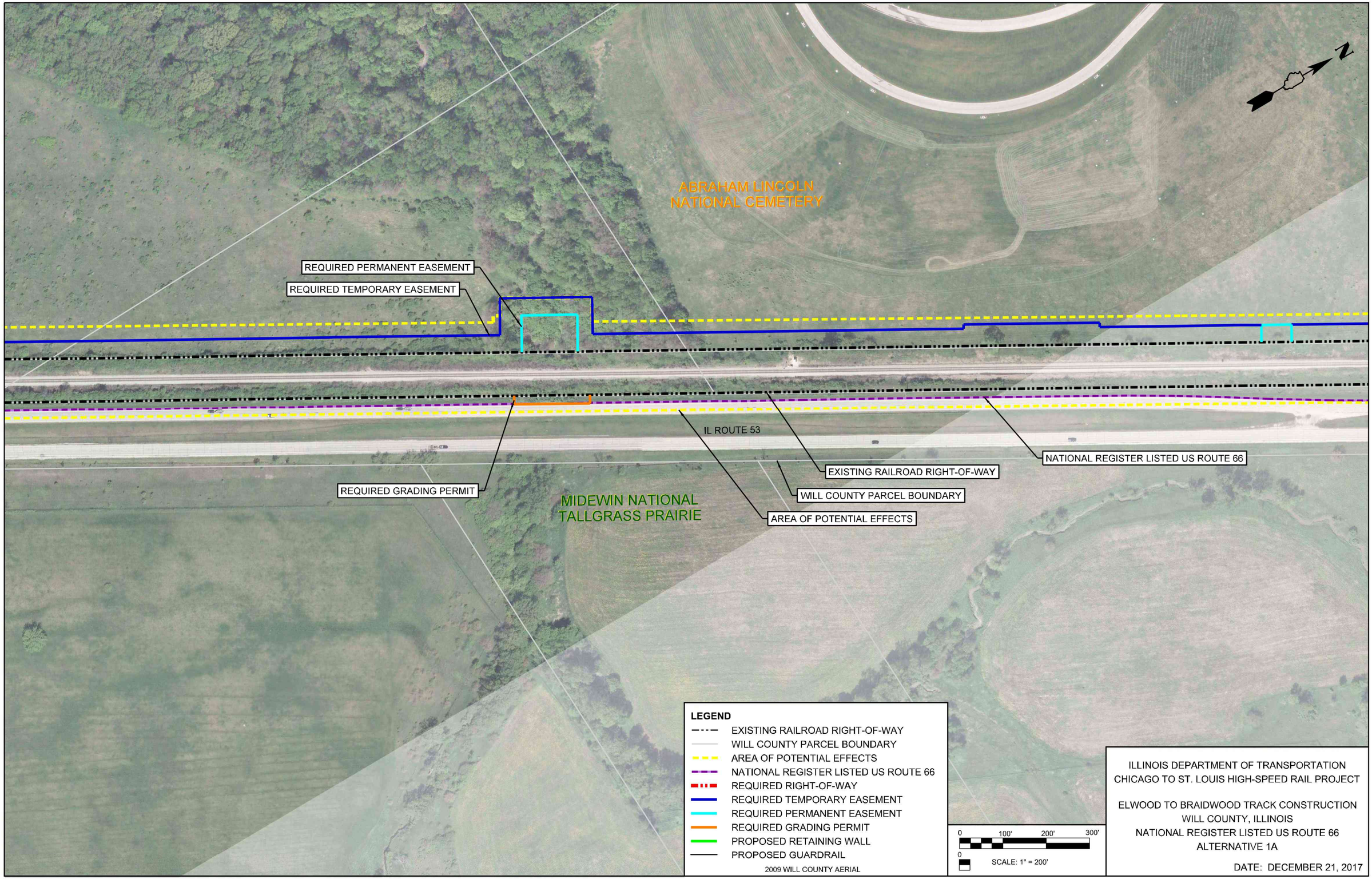
DATE: DECEMBER 21, 2017

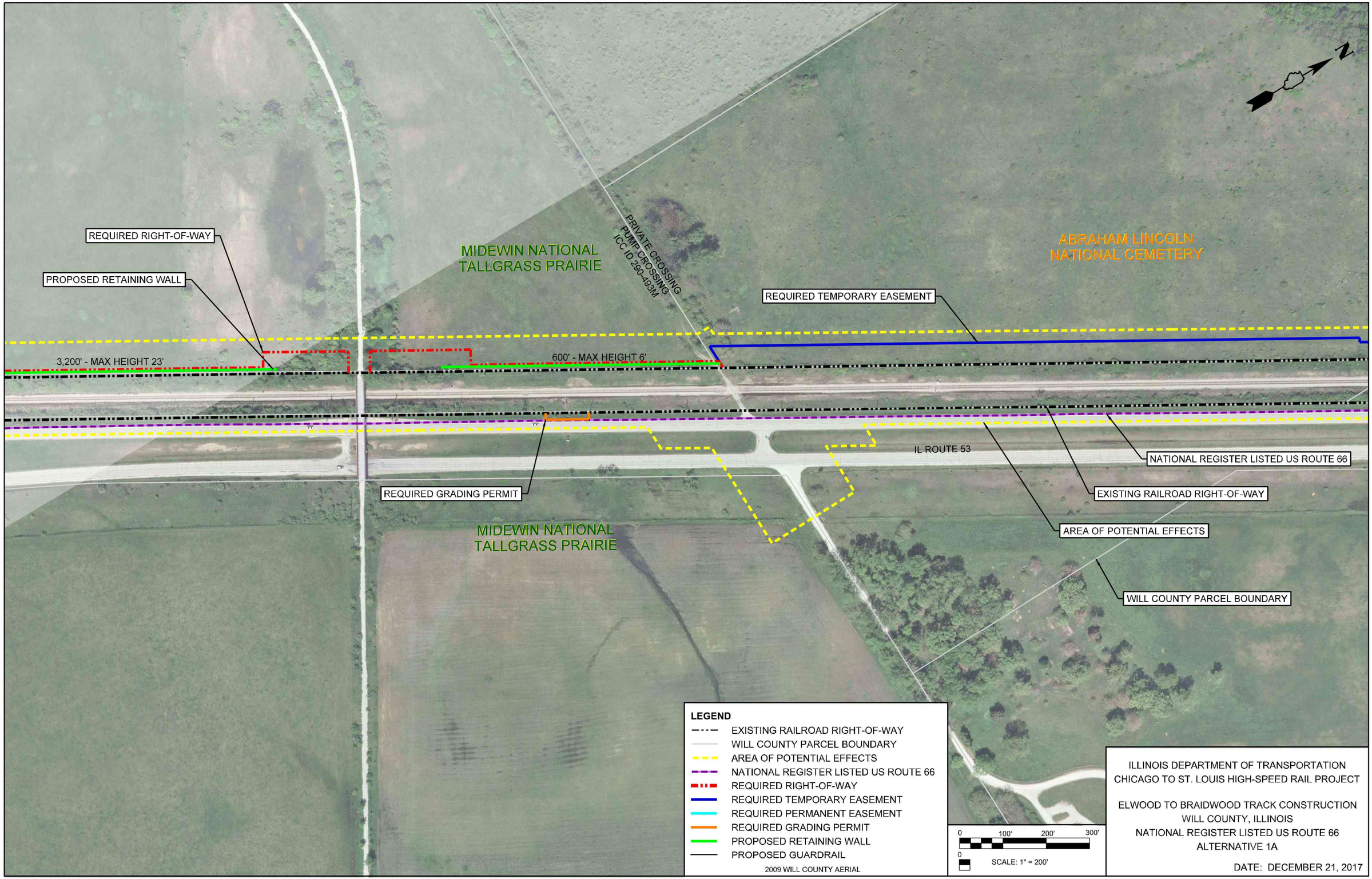


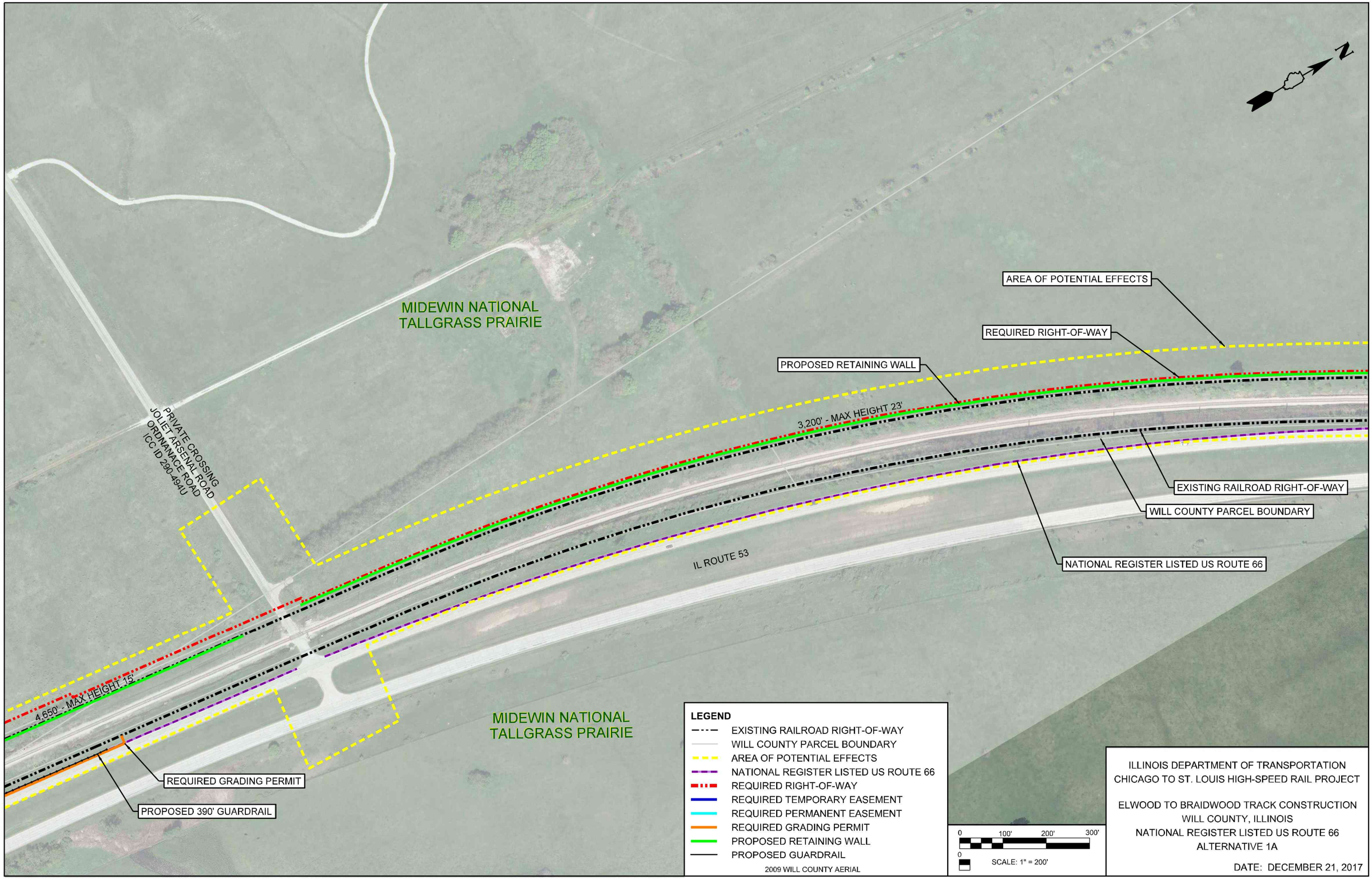
ILLINOIS DEPARTMENT OF TRANSPORTATION
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

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
IL ROUTE 53
NATIONAL REGISTER LISTED US ROUTE 66
EXISTING RAILROAD RIGHT-OF-WAY
WILL COUNTY PARCEL BOUNDARY
REQUIRED GRADING PERMIT
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
AREA OF POTENTIAL EFFECTS
N
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
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 1A
DATE: DECEMBER 21, 2017

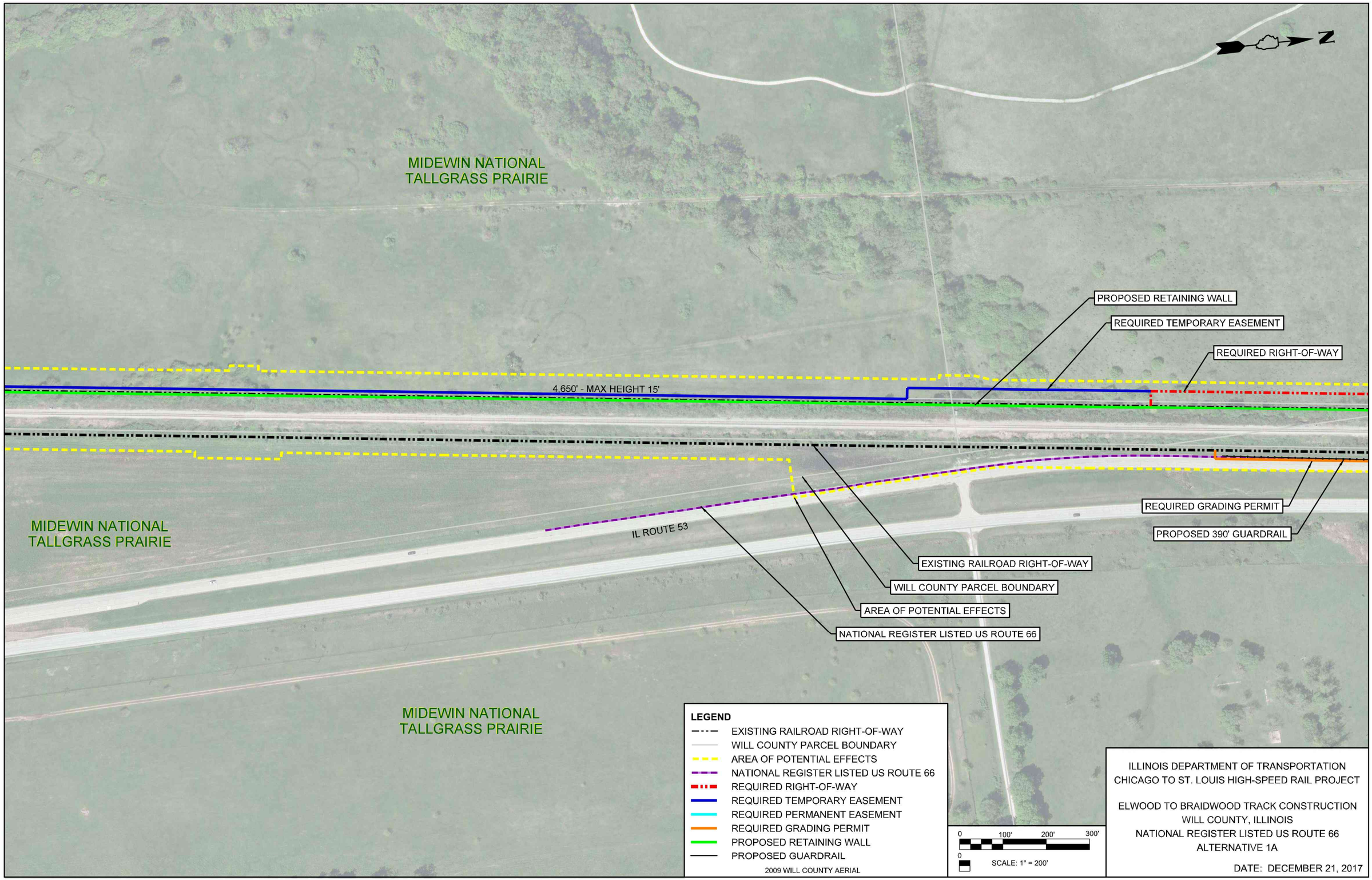

REQUIRED RIGHT-OF-WAY
PROPOSED RETAINING WALL
3,200' - MAX HEIGHT 23'
MIDEWIN NATIONAL TALLGRASS PRAIRIE
PRIVATE CROSSING
PUMP CROSSING
ICC ID 290-493M
600' - MAX HEIGHT 6'
REQUIRED TEMPORARY EASEMENT
ABRAHAM LINCOLN NATIONAL CEMETERY
IL ROUTE 53
NATIONAL REGISTER LISTED US ROUTE 66
REQUIRED GRADING PERMIT
EXISTING RAILROAD RIGHT-OF-WAY
AREA OF POTENTIAL EFFECTS
MIDEWIN 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
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 1A
DATE: DECEMBER 21, 2017



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


N
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
PROPOSED RETAINING WALL
REQUIRED TEMPORARY EASEMENT
REQUIRED RIGHT-OF-WAY
4,650' - MAX HEIGHT 15'
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
IL ROUTE 53
REQUIRED GRADING PERMIT
PROPOSED 390' GUARDRAIL
EXISTING RAILROAD RIGHT-OF-WAY
WILL COUNTY PARCEL BOUNDARY
AREA OF POTENTIAL EFFECTS
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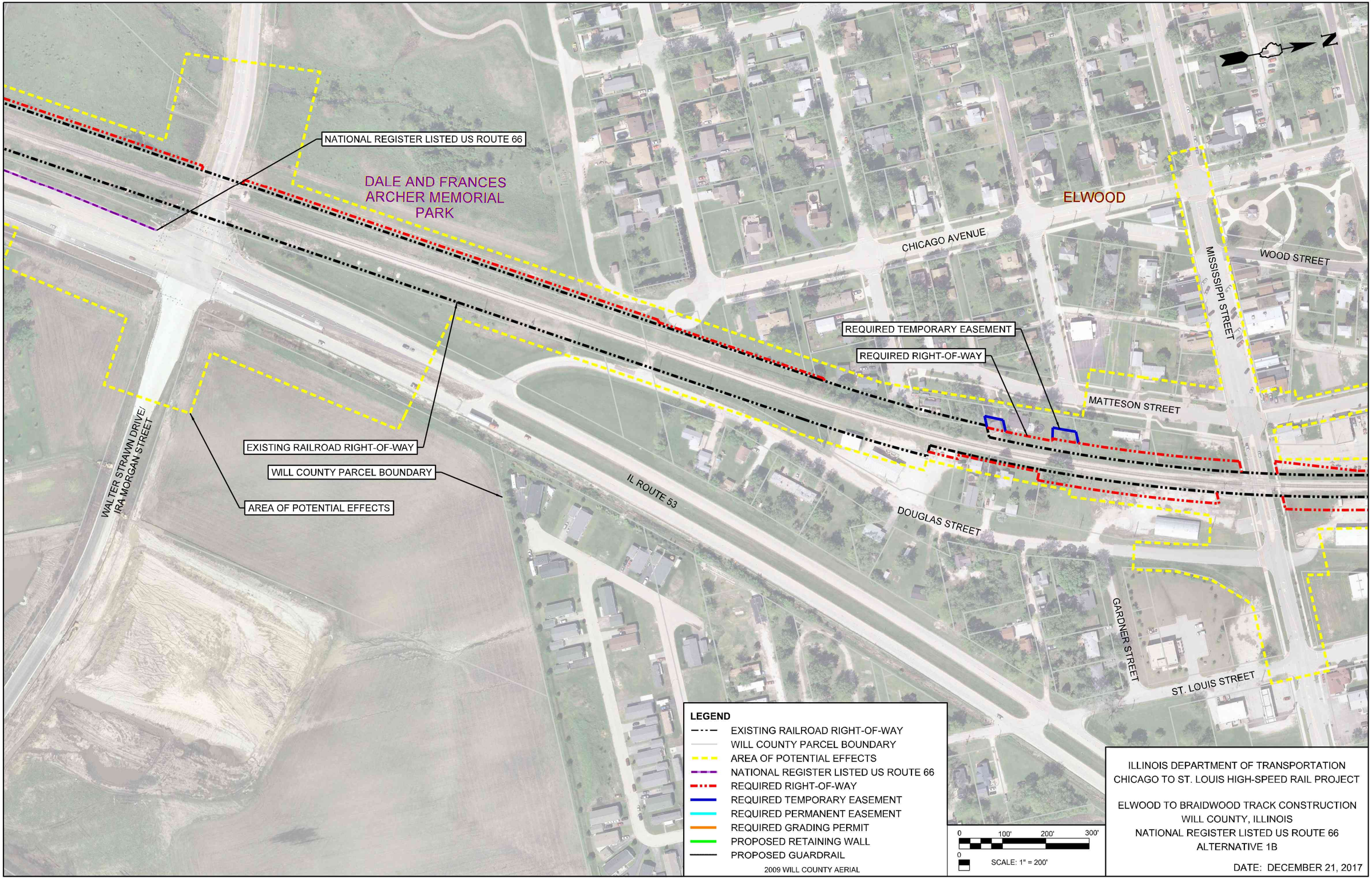
ILLINOIS DEPARTMENT OF TRANSPORTATION
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT
ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION
WILL COUNTY, ILLINOIS
NATIONAL REGISTER LISTED US ROUTE 66
ALTERNATIVE 1A
DATE: DECEMBER 21, 2017

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

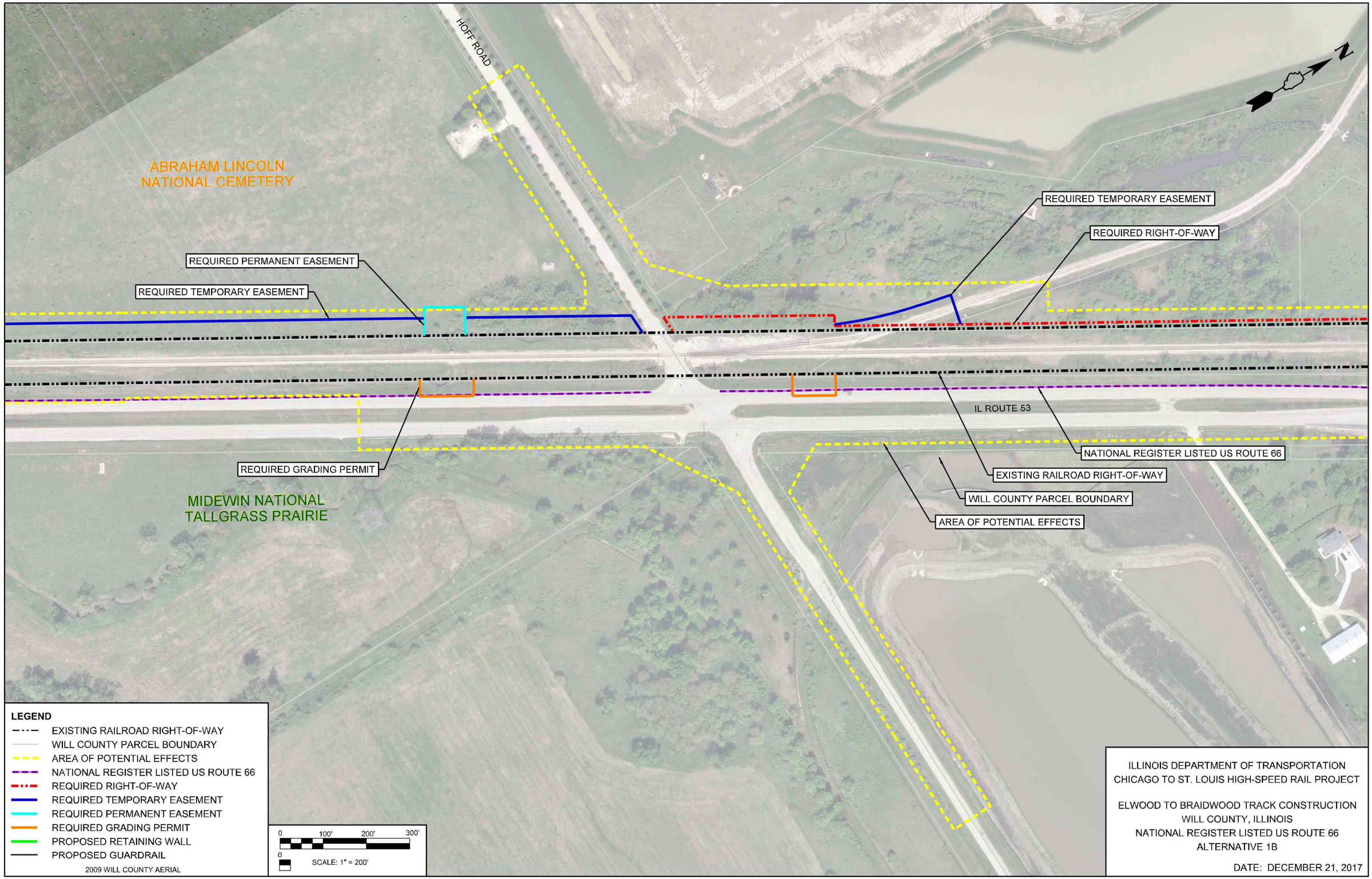
Alternative 1B



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


HOFF ROAD
ABRAHAM LINCOLN
NATIONAL CEMETERY
REQUIRED PERMANENT EASEMENT
REQUIRED TEMPORARY EASEMENT
REQUIRED GRADING PERMIT
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
REQUIRED TEMPORARY EASEMENT
REQUIRED RIGHT-OF-WAY
IL ROUTE 53
NATIONAL REGISTER LISTED US ROUTE 66
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WILL COUNTY PARCEL BOUNDARY
AREA OF POTENTIAL EFFECTS
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LEGEND
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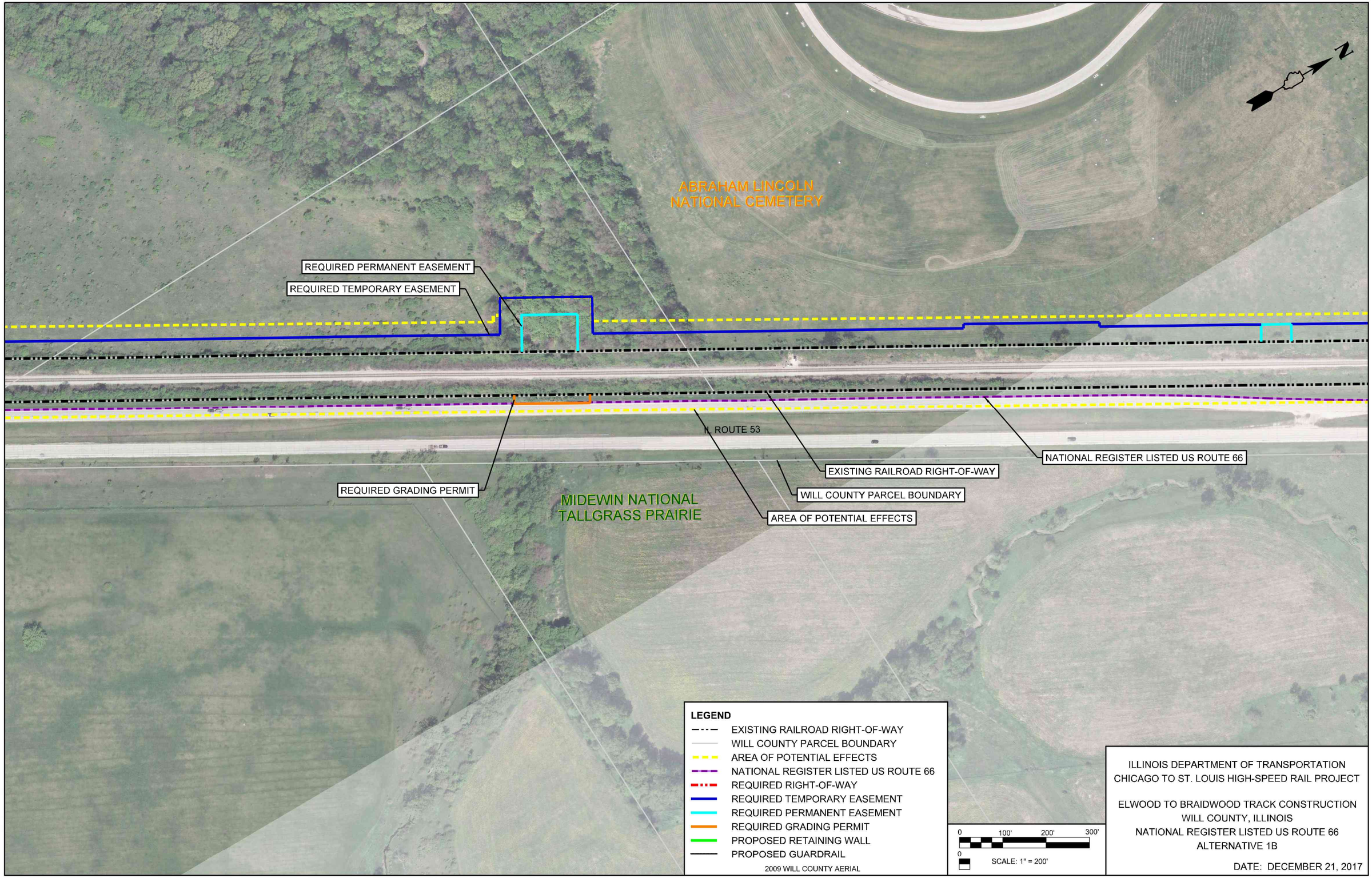

ILLINOIS DEPARTMENT OF TRANSPORTATION
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

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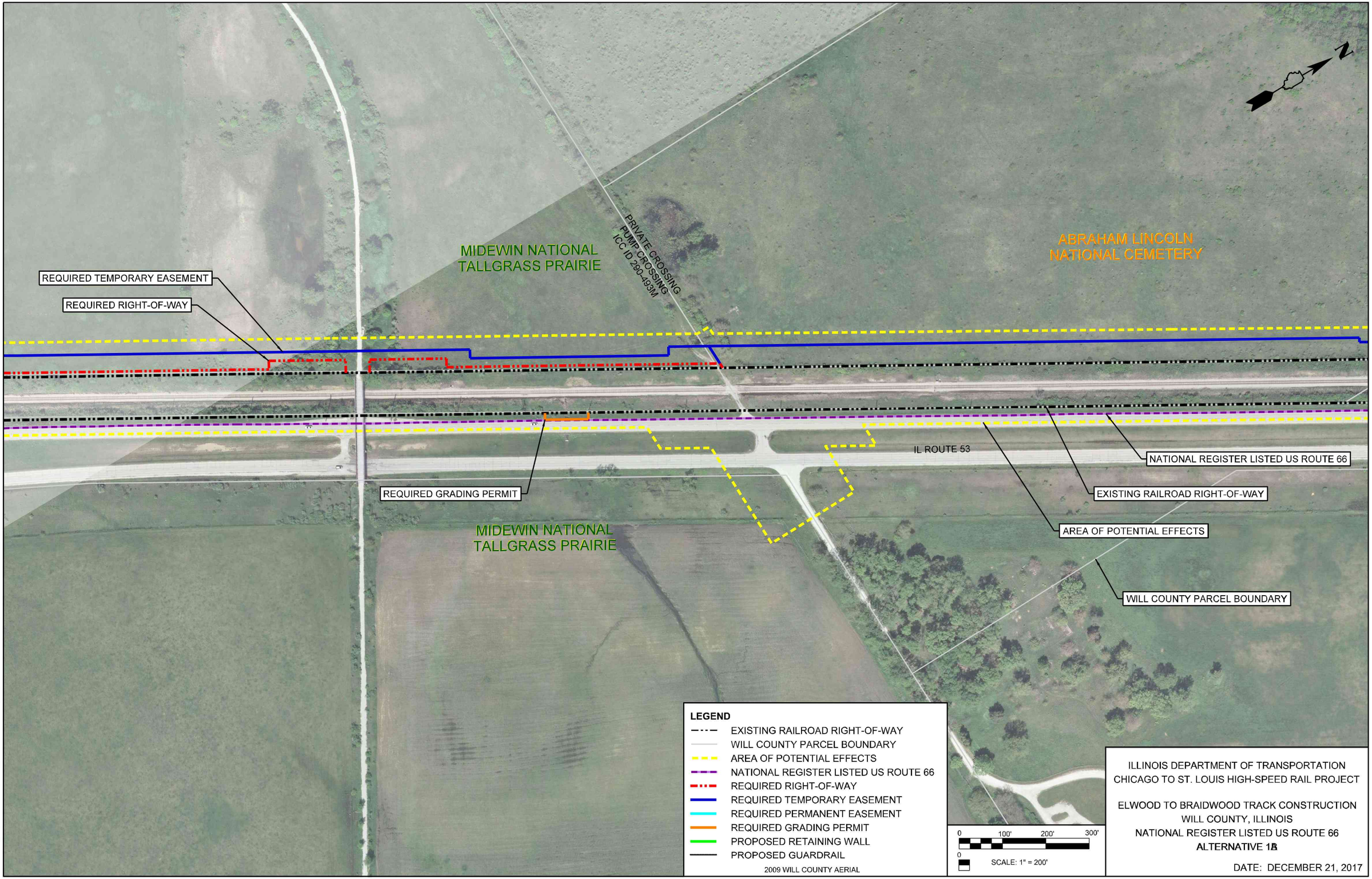
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
PRIVATE CROSSING
PUMP CROSSING
ICC ID 290-493M
ABRAHAM LINCOLN
NATIONAL CEMETERY
REQUIRED TEMPORARY EASEMENT
REQUIRED RIGHT-OF-WAY
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NATIONAL REGISTER LISTED US ROUTE 66
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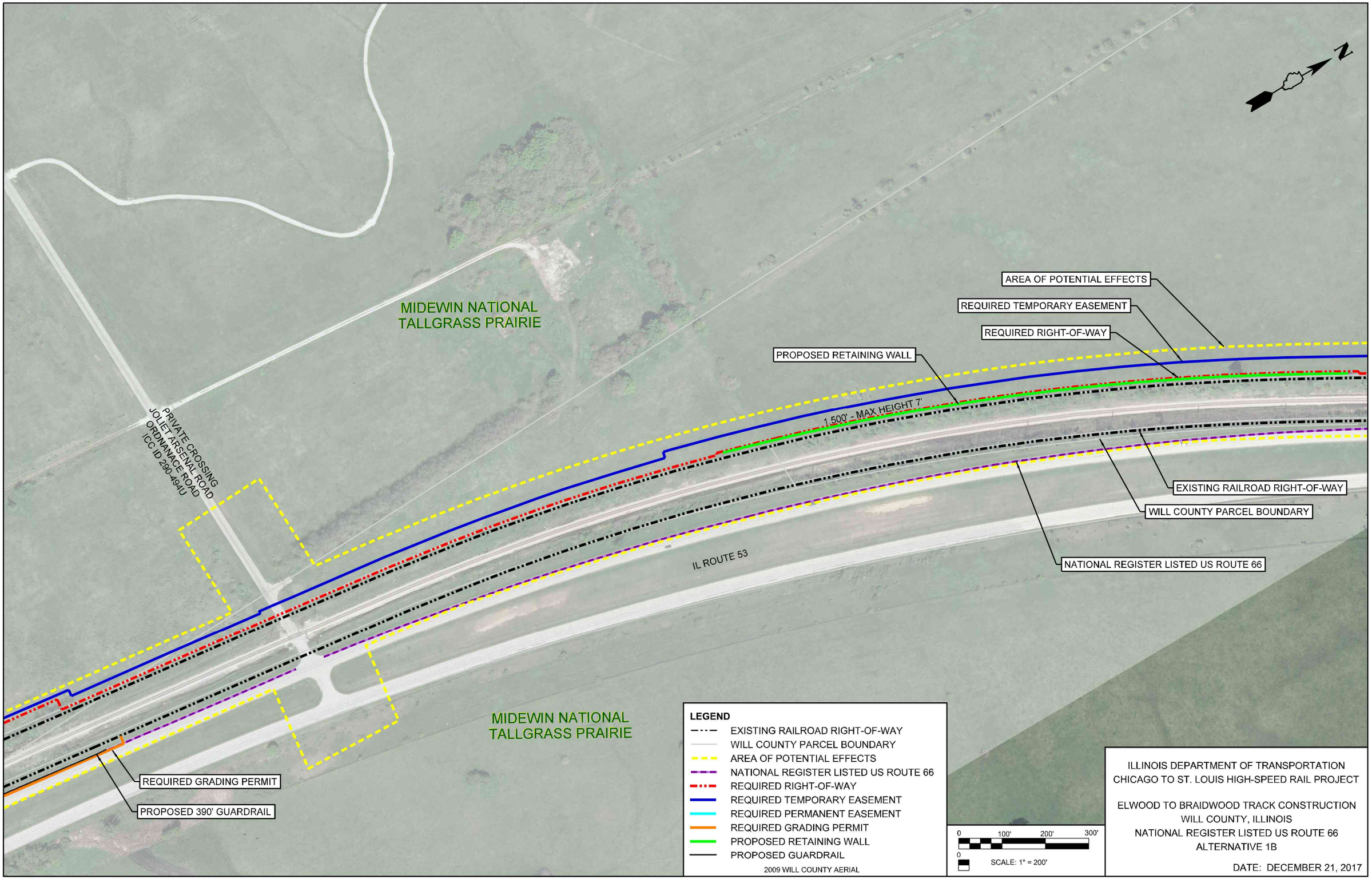

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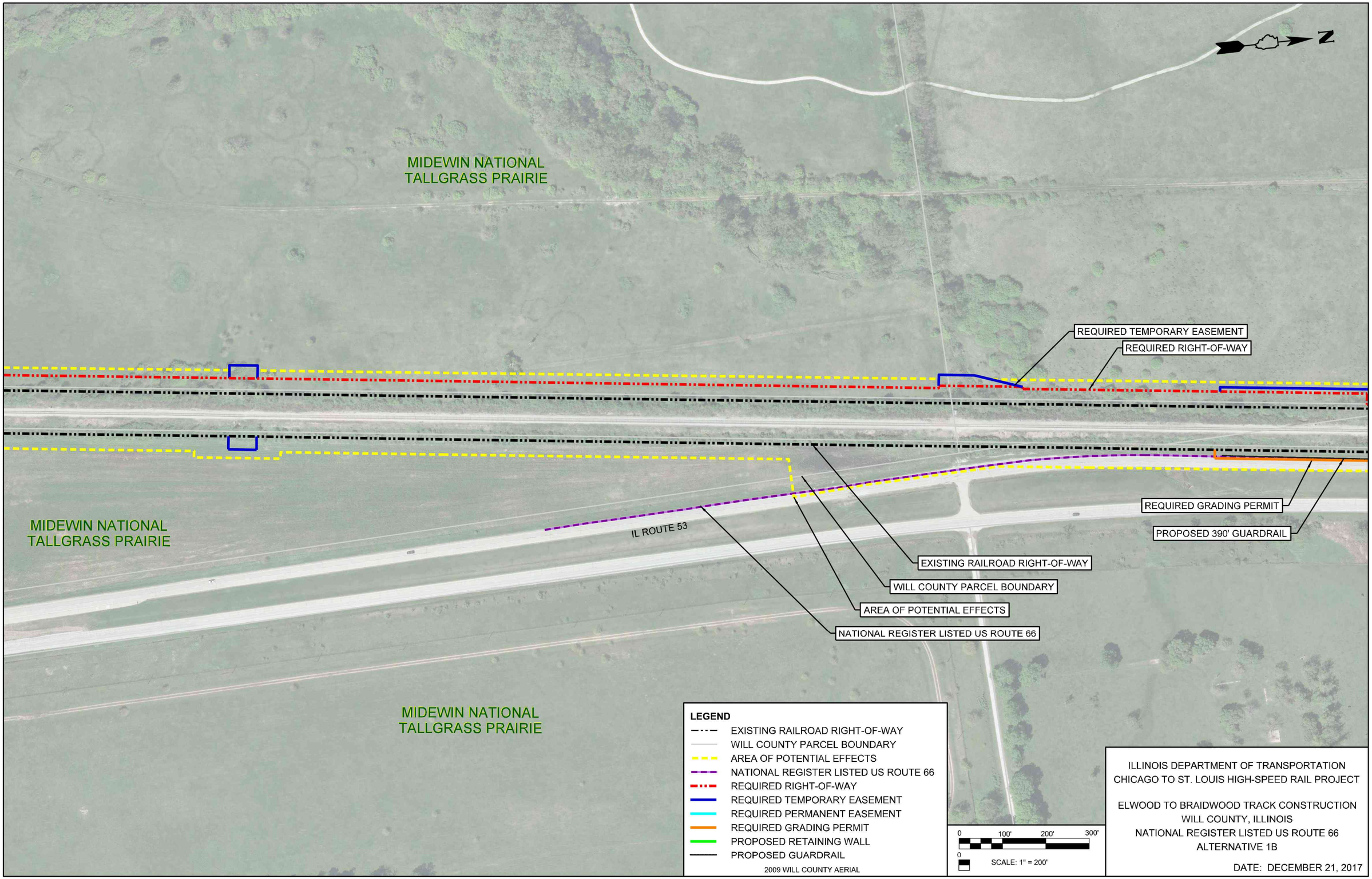


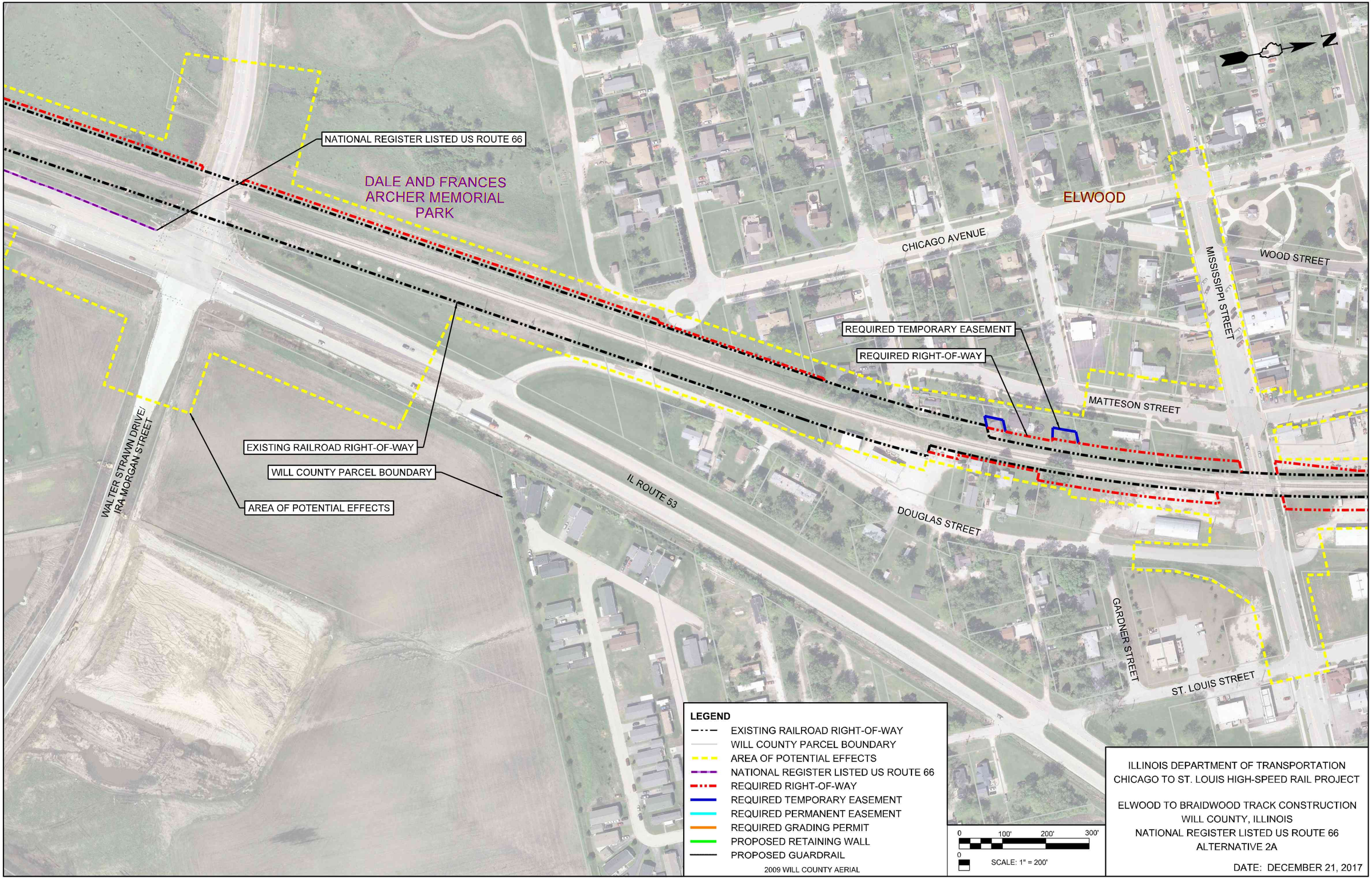
ILLINOIS DEPARTMENT OF TRANSPORTATION
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

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

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



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

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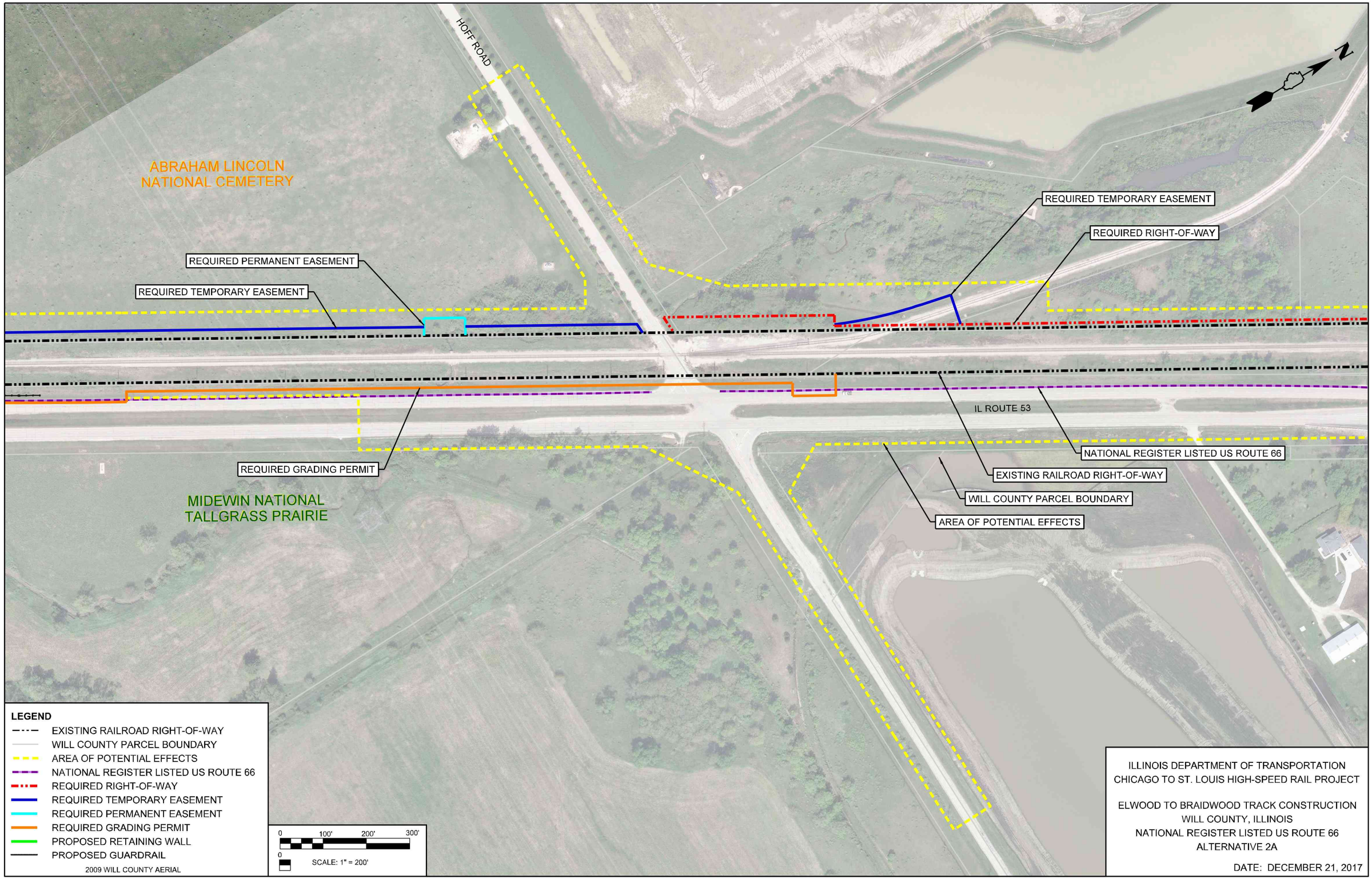
DATE: DECEMBER 21, 2017



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

ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION
WILL COUNTY, ILLINOIS
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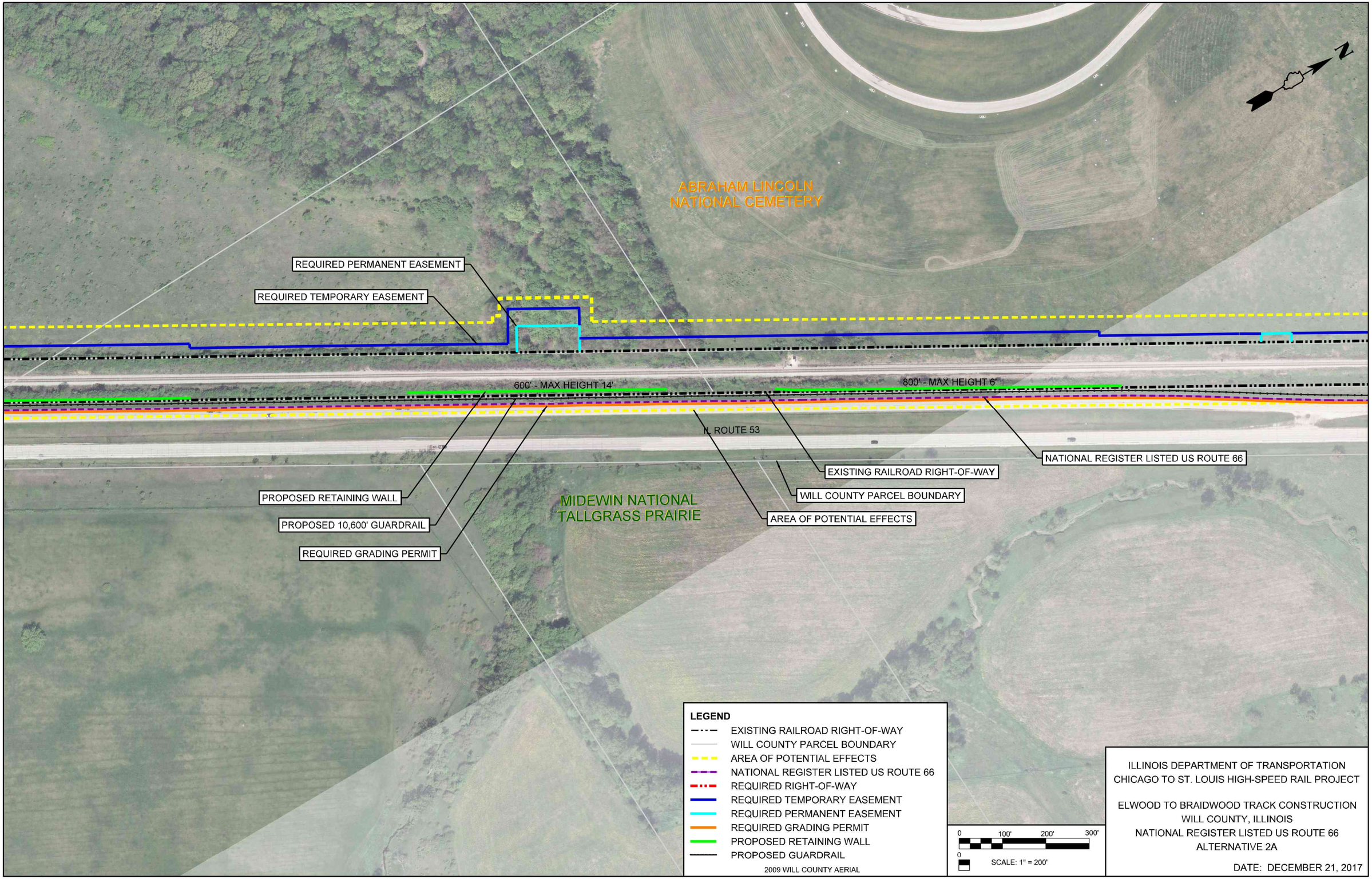
ABRAHAM LINCOLN
NATIONAL CEMETERY
REQUIRED PERMANENT EASEMENT
REQUIRED TEMPORARY EASEMENT
600' - MAX HEIGHT 14'
800' - MAX HEIGHT 6"
IL ROUTE 53
NATIONAL REGISTER LISTED US ROUTE 66
EXISTING RAILROAD RIGHT-OF-WAY
WILL COUNTY PARCEL BOUNDARY
AREA OF POTENTIAL EFFECTS
PROPOSED RETAINING WALL
PROPOSED 10,600' GUARDRAIL
REQUIRED GRADING PERMIT
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
LEGEND
EXISTING RAILROAD RIGHT-OF-WAY
WILL COUNTY PARCEL BOUNDARY
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PROPOSED RETAINING WALL
PROPOSED GUARDRAIL
2009 WILL COUNTY AERIAL
0 100' 200' 300'
0
SCALE: 1" = 200'
ILLINOIS DEPARTMENT OF TRANSPORTATION
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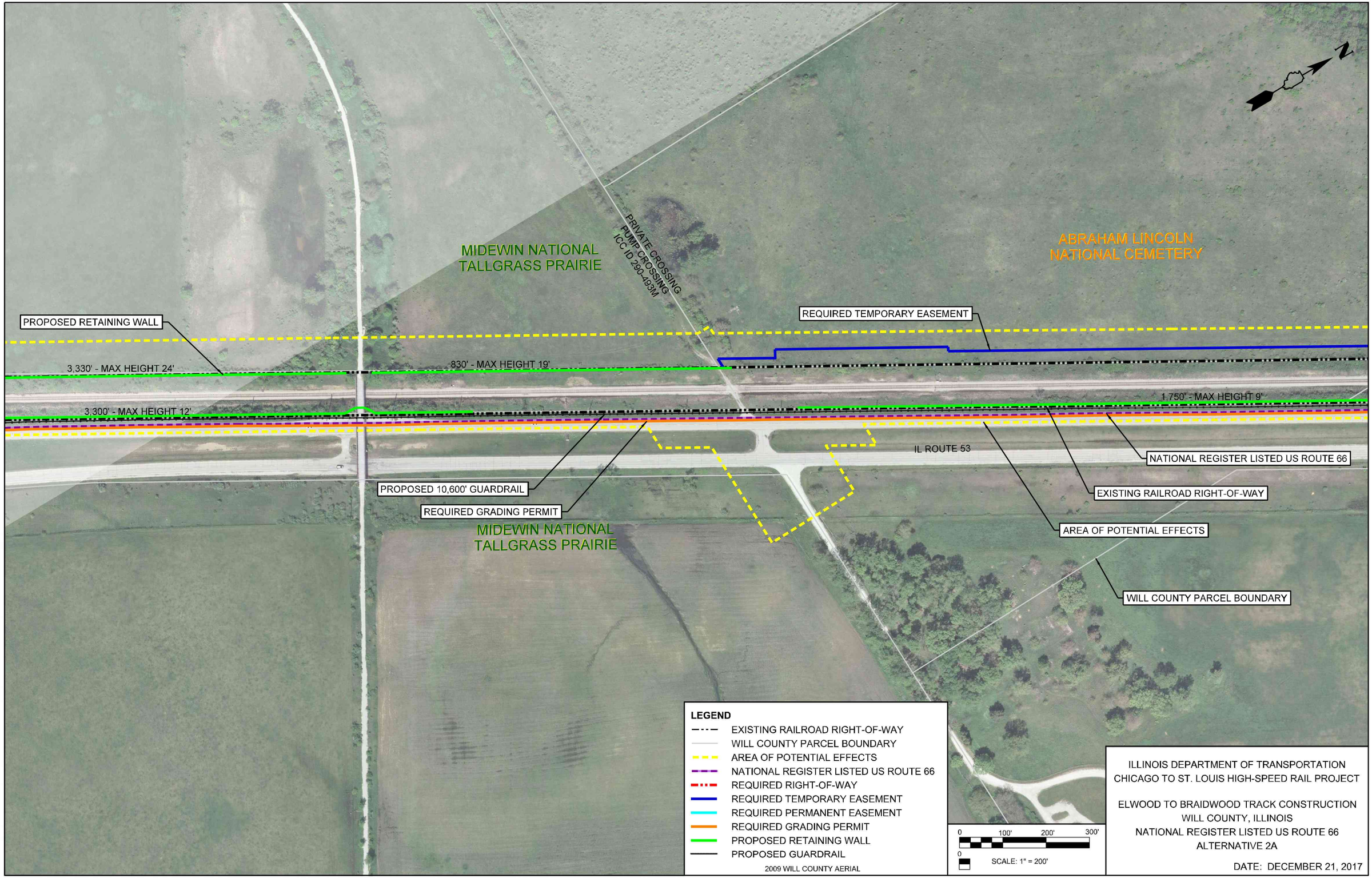

ILLINOIS DEPARTMENT OF TRANSPORTATION
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT

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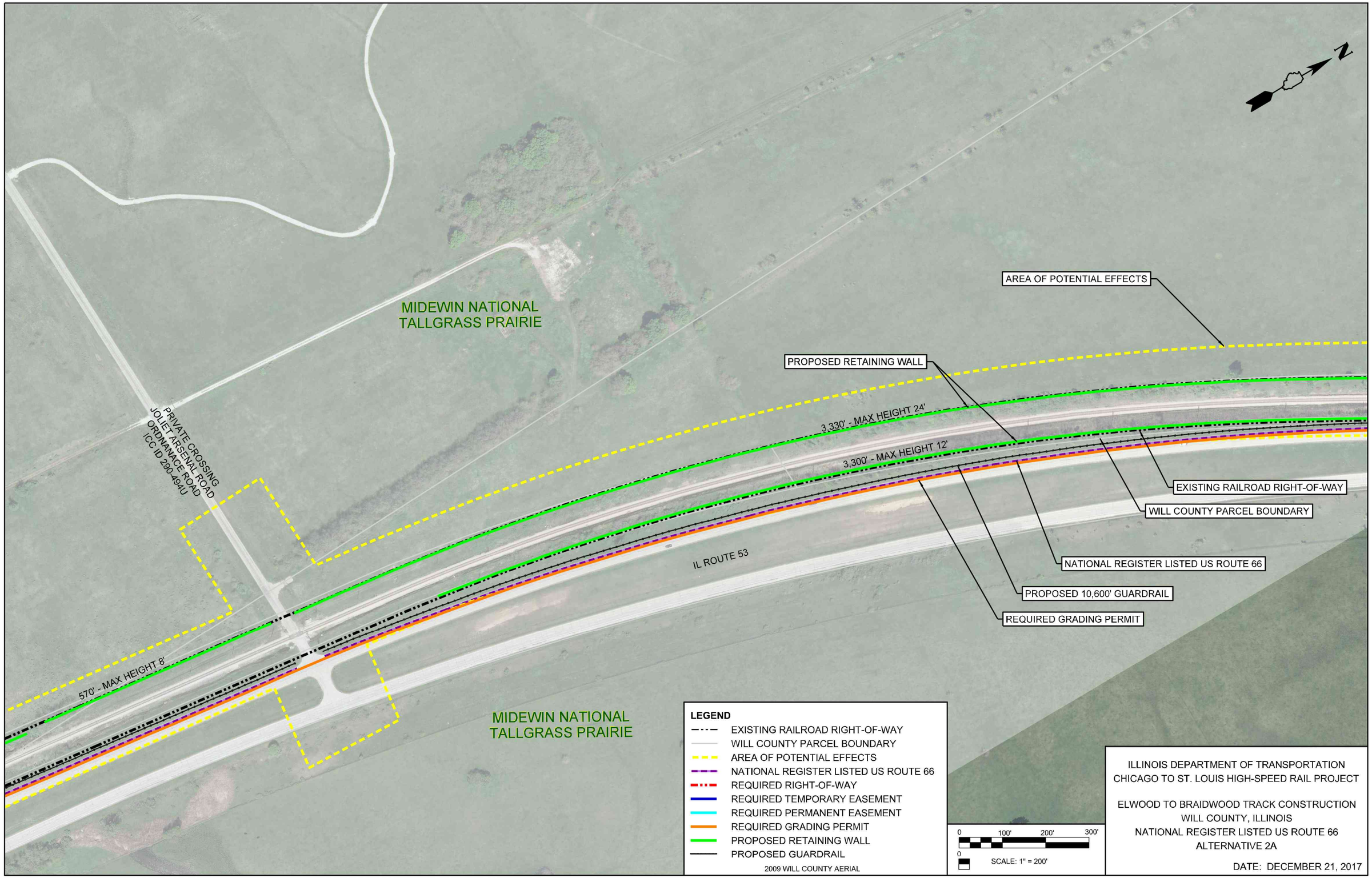
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
PRIVATE CROSSING
JOLIET ARSENAL ROAD
ORDNANACE ROAD
ICC ID 290-494U
570' - MAX HEIGHT 8'
3,330' - MAX HEIGHT 24'
3,300' - MAX HEIGHT 12'
IL ROUTE 53
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
AREA OF POTENTIAL EFFECTS
PROPOSED RETAINING WALL
EXISTING RAILROAD RIGHT-OF-WAY
WILL COUNTY PARCEL BOUNDARY
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REQUIRED PERMANENT EASEMENT
REQUIRED GRADING PERMIT
PROPOSED RETAINING WALL
PROPOSED GUARDRAIL
2009 WILL COUNTY AERIAL
0 100' 200' 300'
0
SCALE: 1" = 200'
ILLINOIS DEPARTMENT OF TRANSPORTATION
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ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION
WILL COUNTY, ILLINOIS
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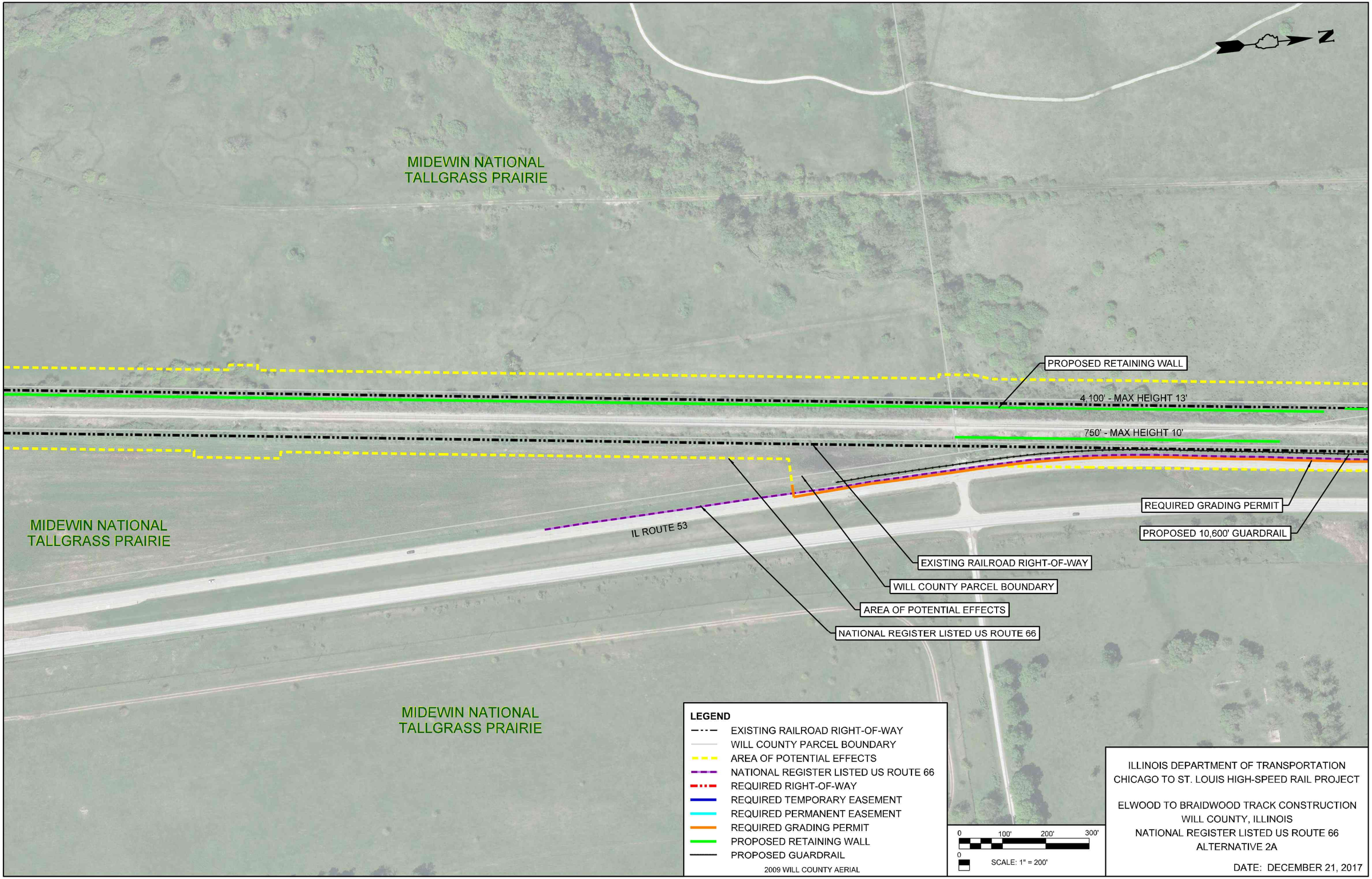
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
PROPOSED RETAINING WALL
4,100' - MAX HEIGHT 13'
750' - MAX HEIGHT 10'
REQUIRED GRADING PERMIT
PROPOSED 10,600' GUARDRAIL
IL ROUTE 53
EXISTING RAILROAD RIGHT-OF-WAY
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MIDEWIN NATIONAL
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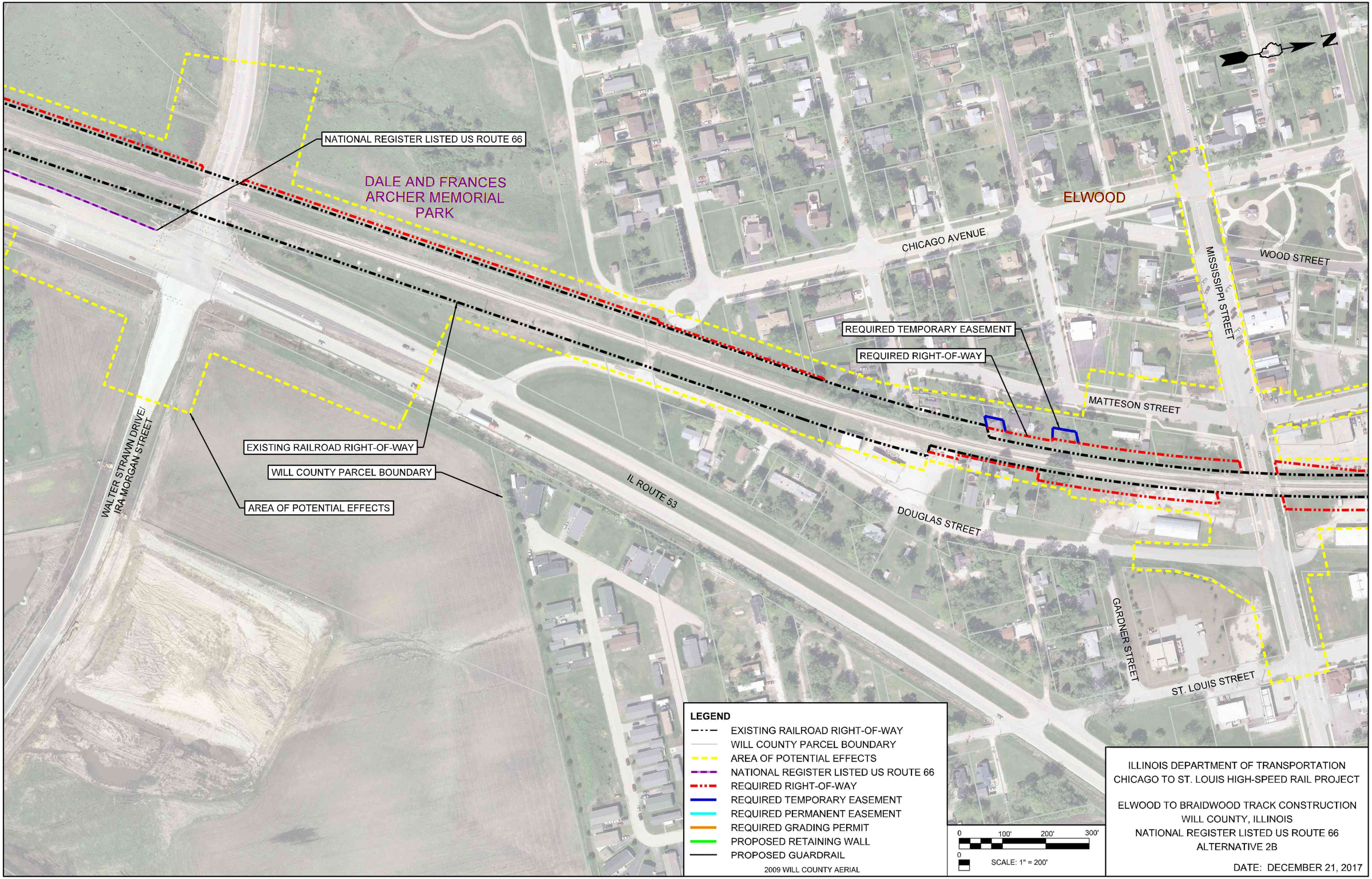
CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT
ELWOOD TO BRAIDWOOD TRACK CONSTRUCTION
WILL COUNTY, ILLINOIS
NATIONAL REGISTER LISTED US ROUTE 66
ALTERNATIVE 2A
DATE: DECEMBER 21, 2017

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

Alternative 2B



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

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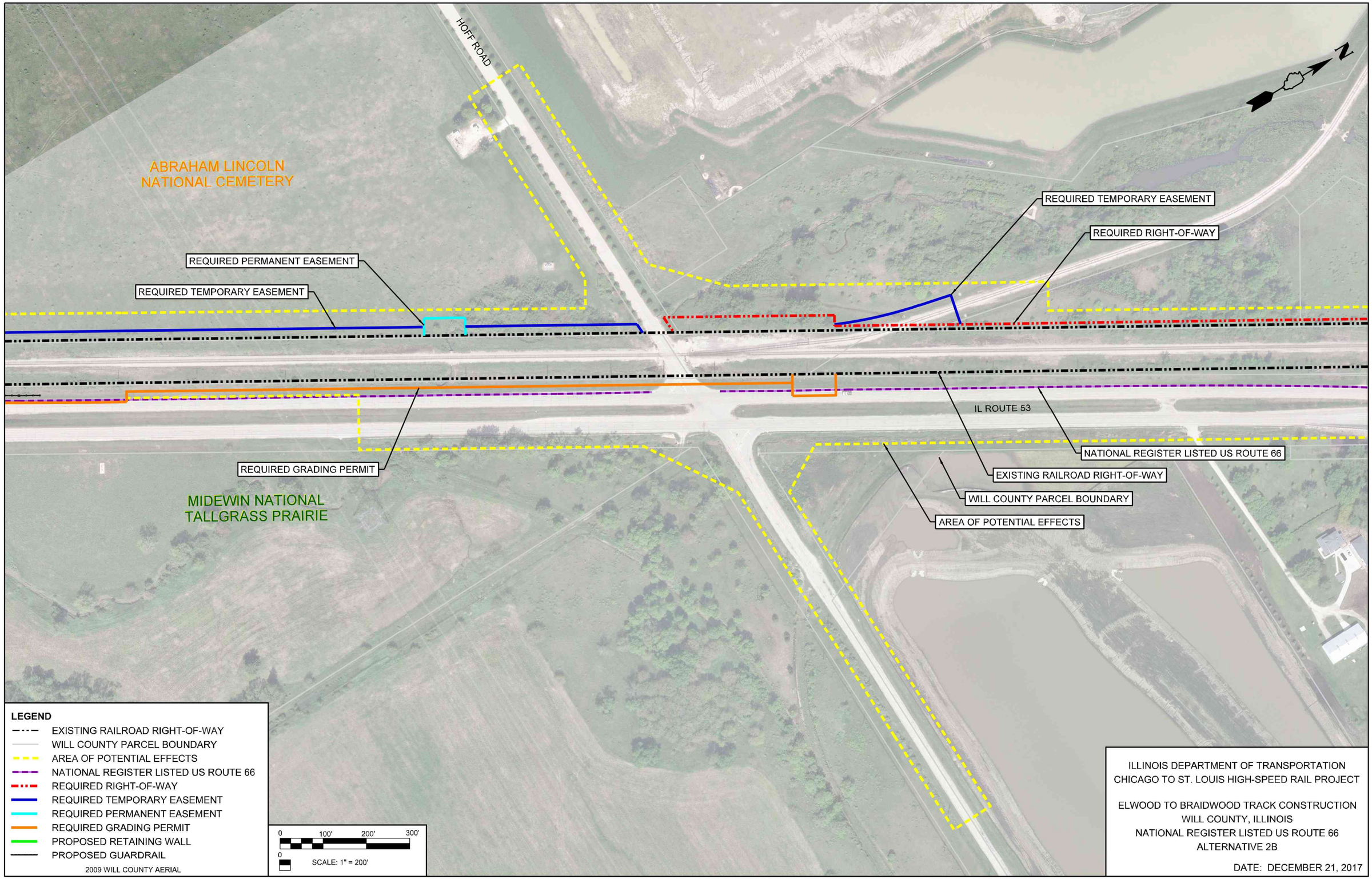
HOFF ROAD
ABRAHAM LINCOLN
NATIONAL CEMETERY
REQUIRED PERMANENT EASEMENT
REQUIRED TEMPORARY EASEMENT
REQUIRED GRADING PERMIT
REQUIRED TEMPORARY EASEMENT
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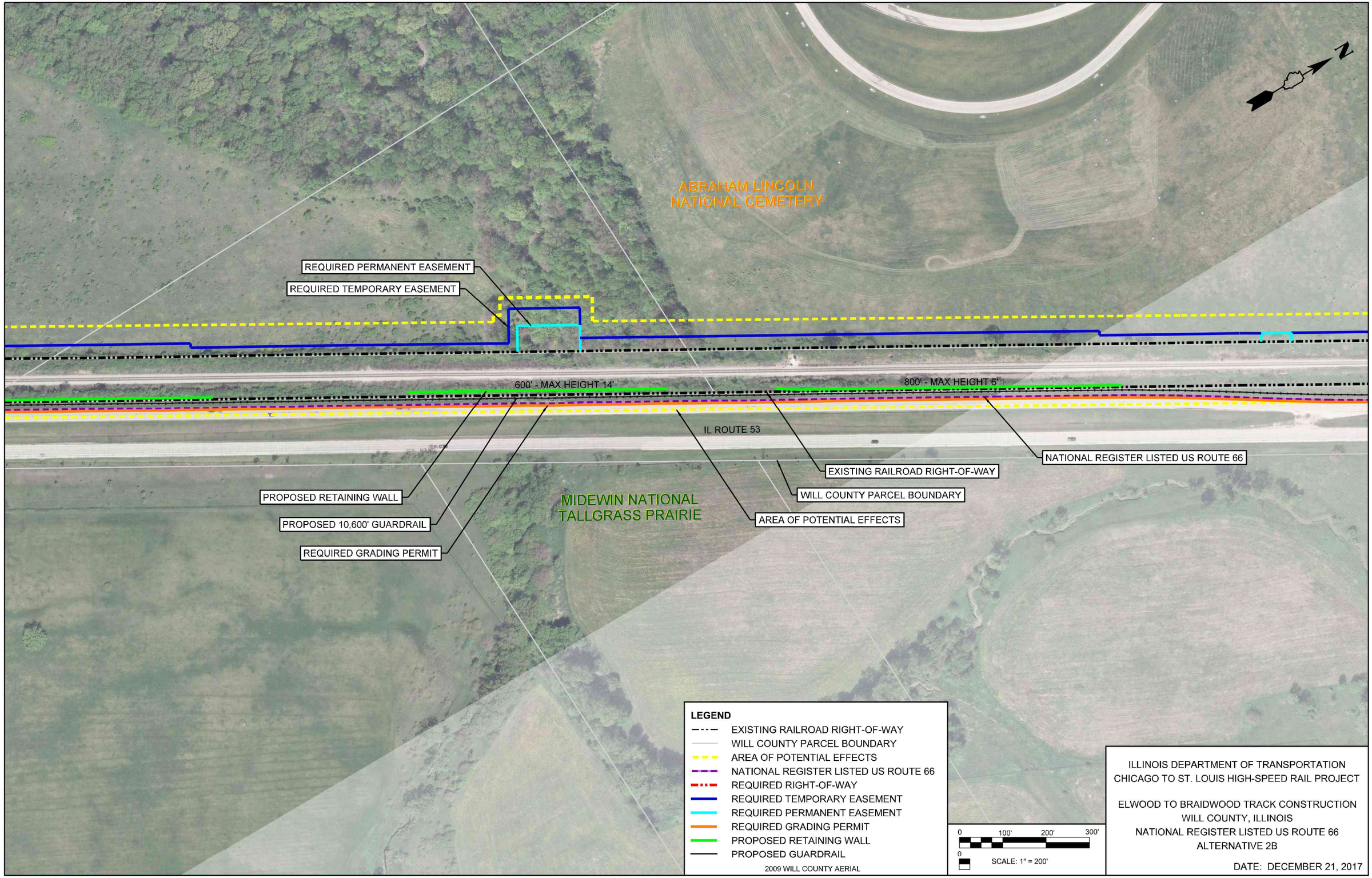
ABRAHAM LINCOLN
NATIONAL CEMETERY
REQUIRED PERMANENT EASEMENT
REQUIRED TEMPORARY EASEMENT
600' - MAX HEIGHT 14'
800' - MAX HEIGHT 6'
IL ROUTE 53
NATIONAL REGISTER LISTED US ROUTE 66
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WILL COUNTY PARCEL BOUNDARY
AREA OF POTENTIAL EFFECTS
PROPOSED RETAINING WALL
PROPOSED 10,600' GUARDRAIL
REQUIRED GRADING PERMIT
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
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LEGEND
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PROPOSED RETAINING WALL
PROPOSED GUARDRAIL
2009 WILL COUNTY AERIAL
0
100'
200'
300'
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SCALE: 1" = 200'
ILLINOIS DEPARTMENT OF TRANSPORTATION
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WILL COUNTY, ILLINOIS
NATIONAL REGISTER LISTED US ROUTE 66
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DATE: DECEMBER 21, 2017

MIDEWIN NATIONAL
TALLGRASS PRAIRIE

PRIVATE CROSSING
PUMP CROSSING
ICC ID 290-493M

ABRAHAM LINCOLN
NATIONAL CEMETERY

REQUIRED TEMPORARY EASEMENT

3,300' - MAX HEIGHT 12'

1,750' - MAX HEIGHT 9'

IL ROUTE 53

NATIONAL REGISTER LISTED US ROUTE 66

EXISTING RAILROAD RIGHT-OF-WAY

PROPOSED RETAINING WALL

PROPOSED 10,600' GUARDRAIL

REQUIRED GRADING PERMIT

AREA OF POTENTIAL EFFECTS

WILL COUNTY PARCEL BOUNDARY

MIDEWIN NATIONAL
TALLGRASS PRAIRIE

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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- 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
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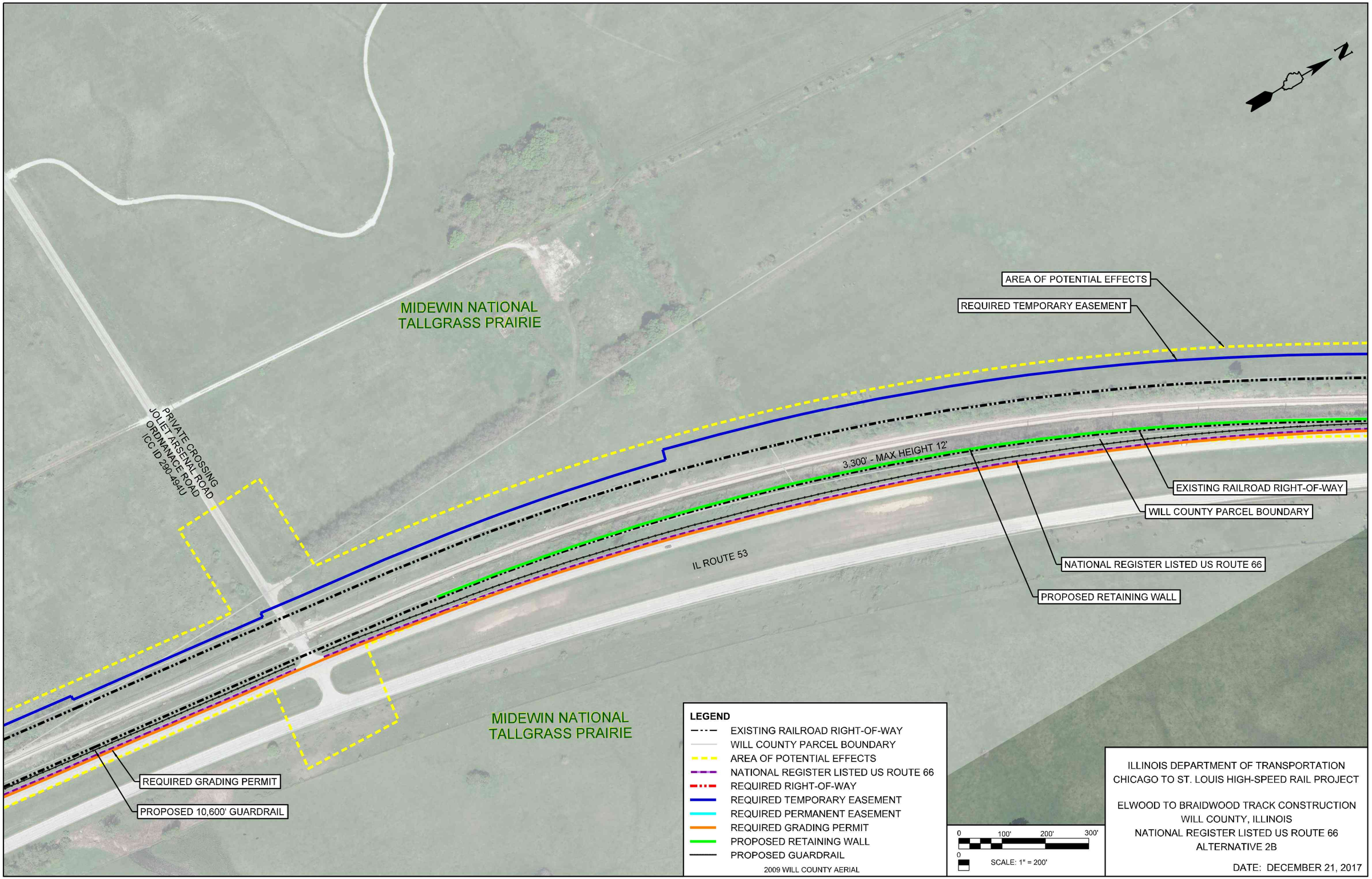

ILLINOIS DEPARTMENT OF TRANSPORTATION
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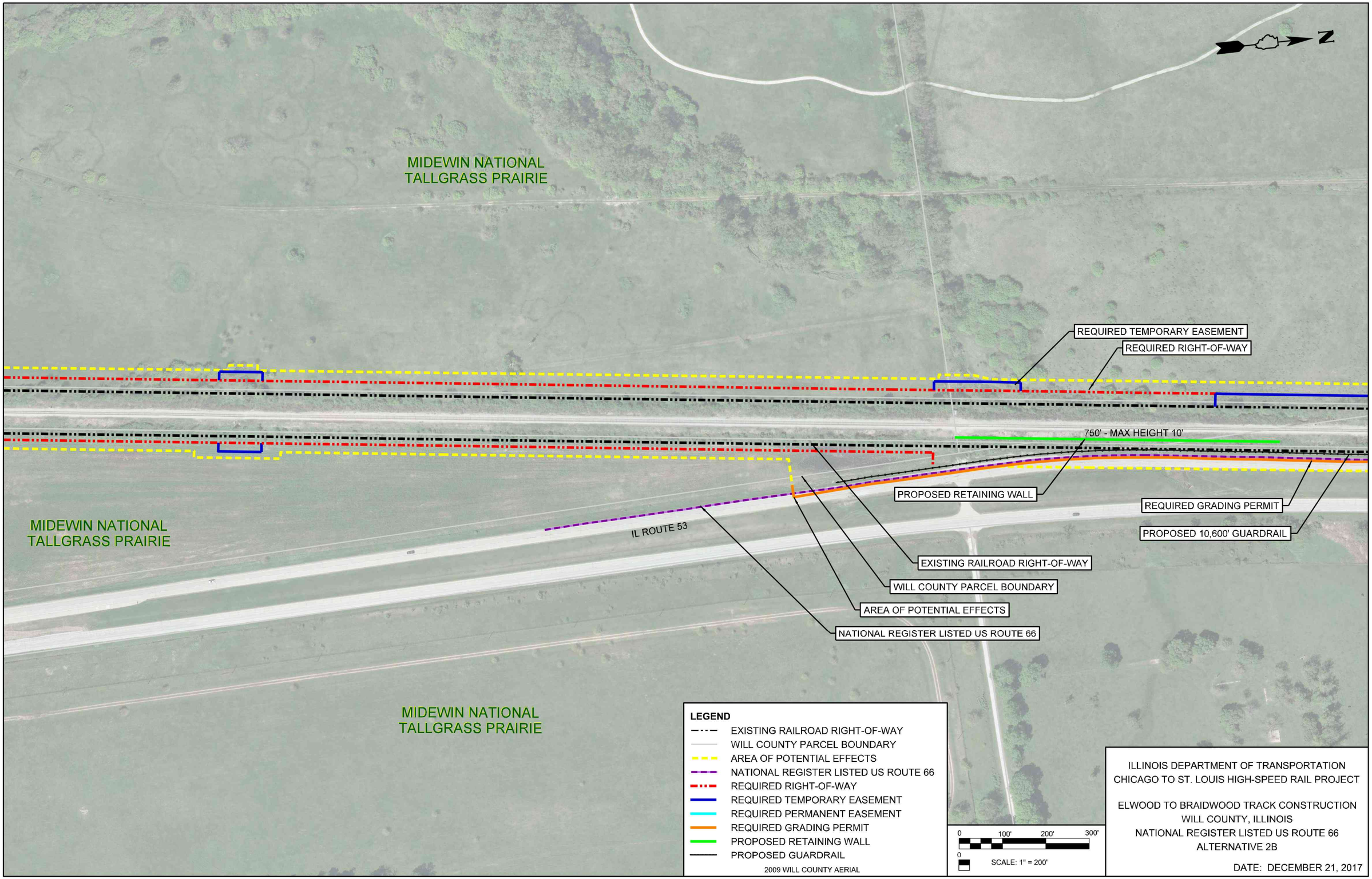
N
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
REQUIRED TEMPORARY EASEMENT
REQUIRED RIGHT-OF-WAY
750' - MAX HEIGHT 10'
PROPOSED RETAINING WALL
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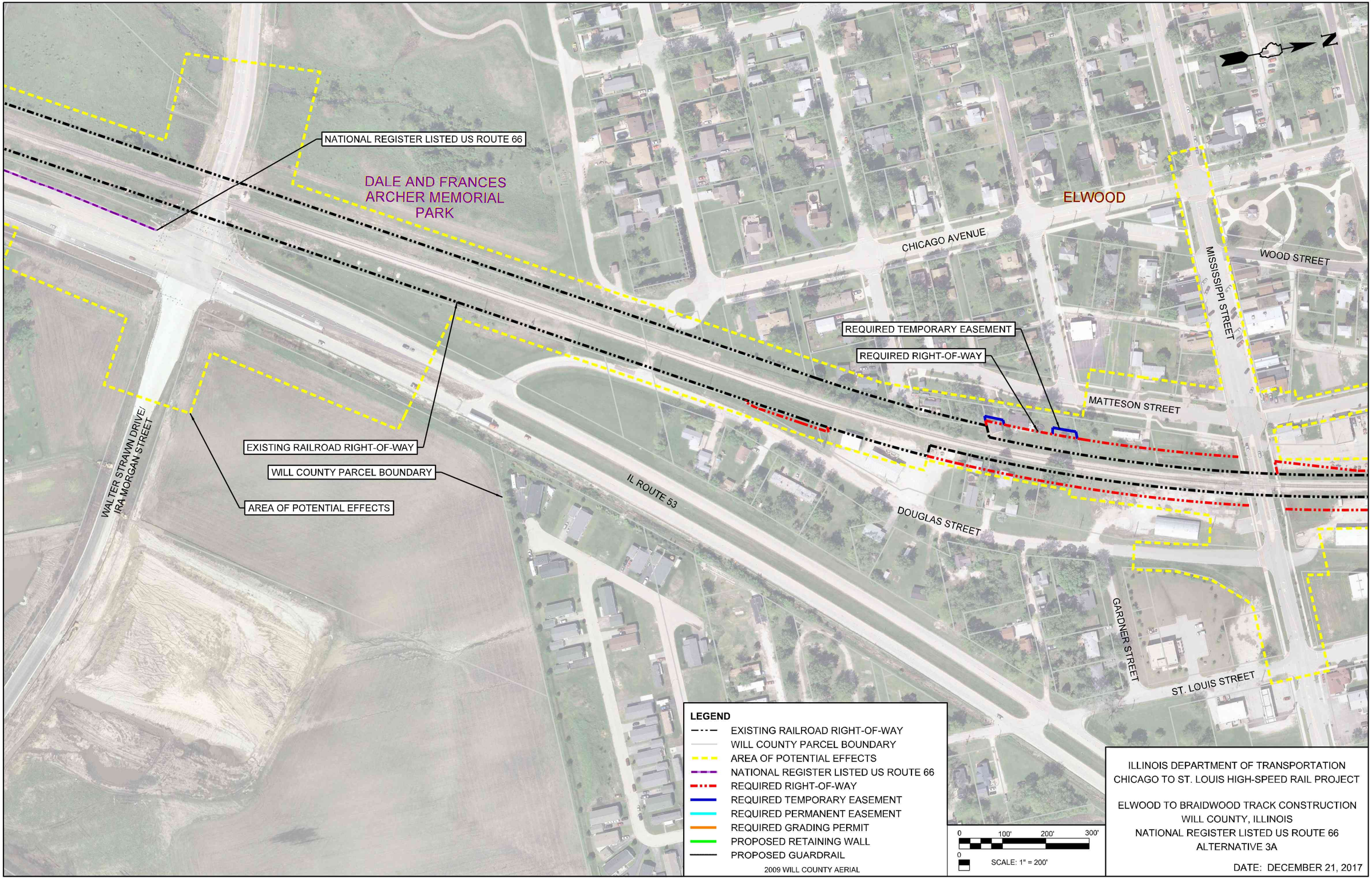
DATE: DECEMBER 21, 2017

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

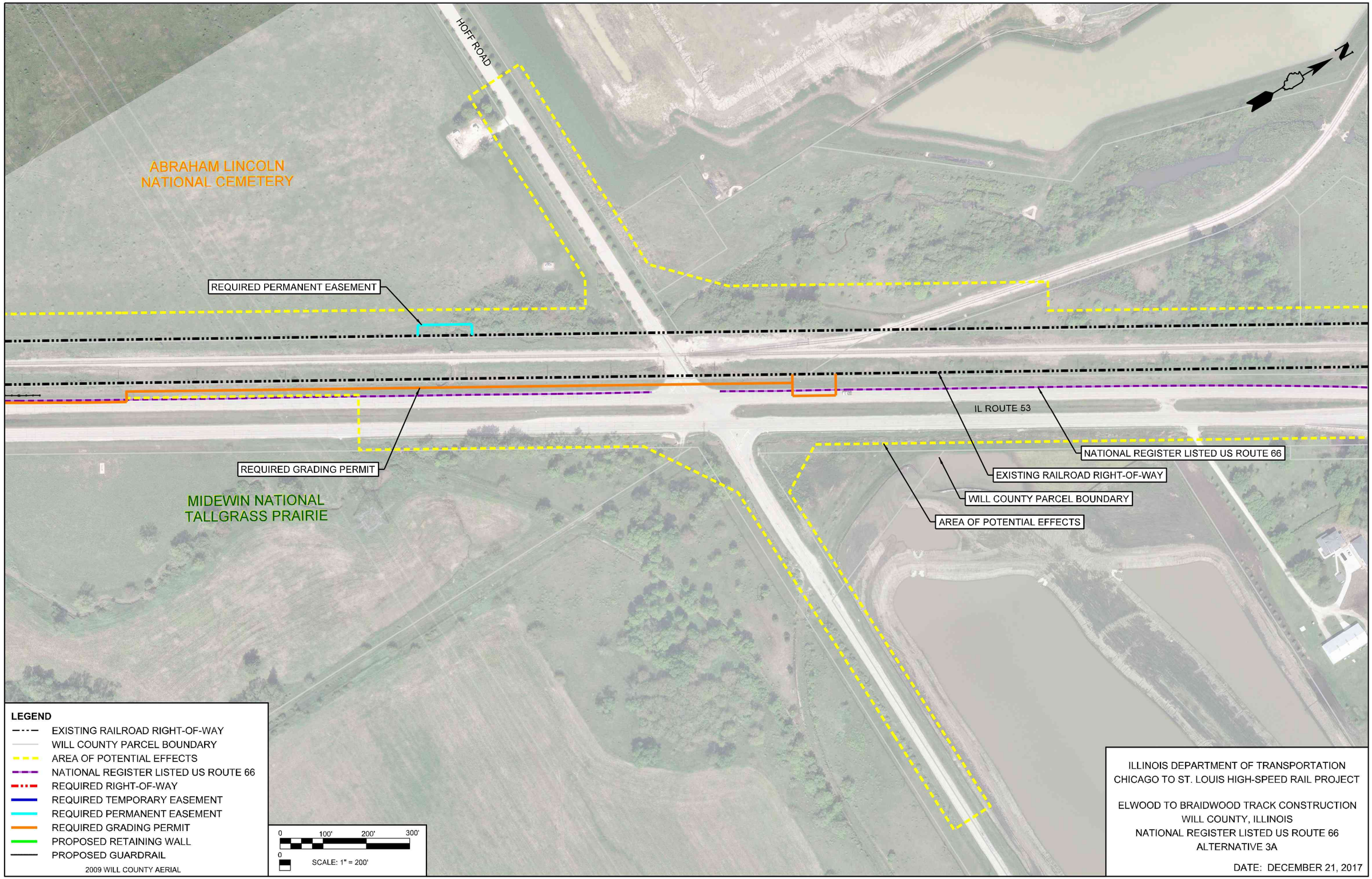
Alternative 3A



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



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WILL COUNTY, ILLINOIS
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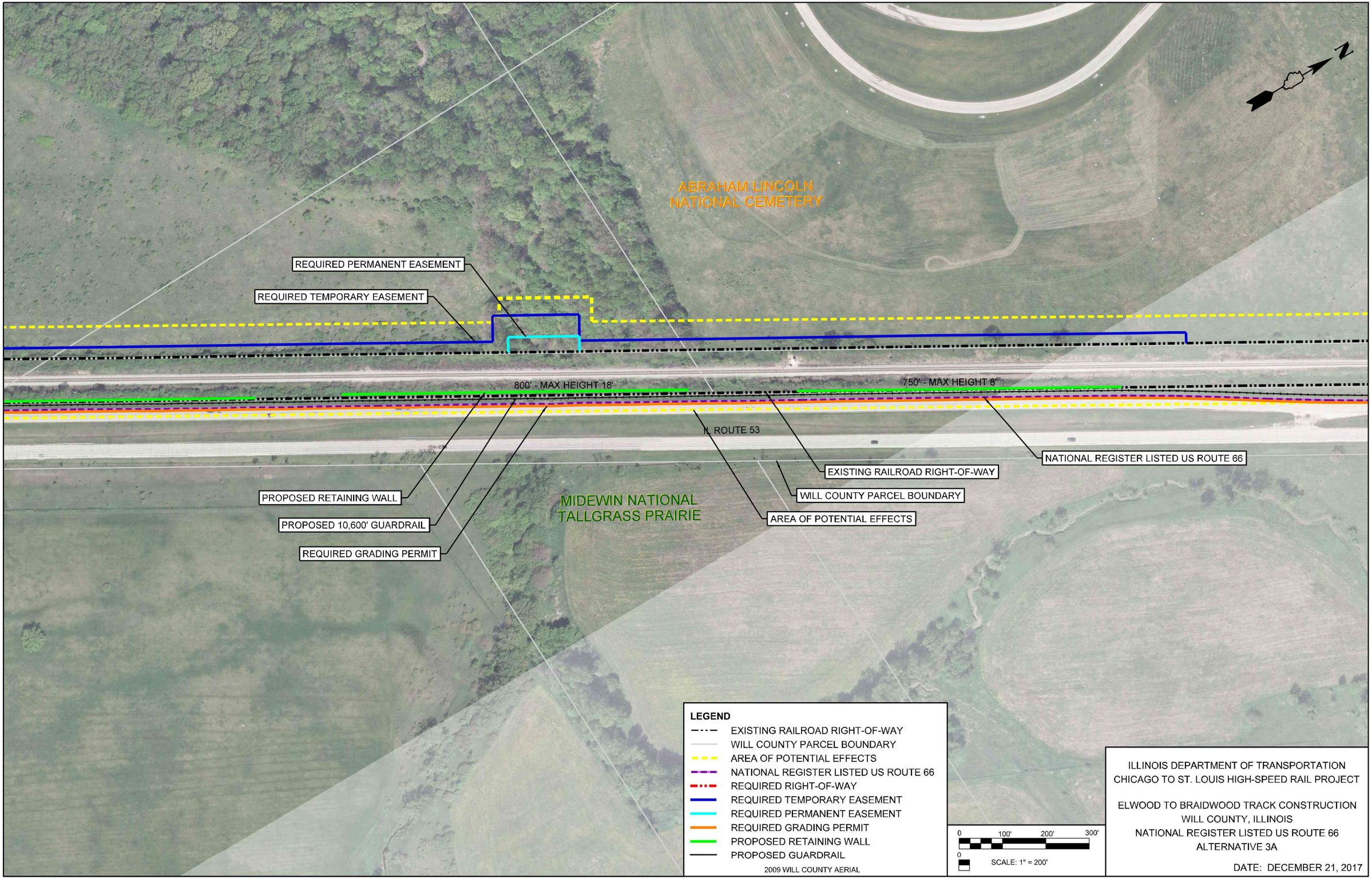
ABRAHAM LINCOLN
NATIONAL CEMETERY
REQUIRED PERMANENT EASEMENT
REQUIRED TEMPORARY EASEMENT
800' - MAX HEIGHT 18'
750' - MAX HEIGHT 8'
IL ROUTE 53
NATIONAL REGISTER LISTED US ROUTE 66
EXISTING RAILROAD RIGHT-OF-WAY
WILL COUNTY PARCEL BOUNDARY
AREA OF POTENTIAL EFFECTS
PROPOSED RETAINING WALL
PROPOSED 10,600' GUARDRAIL
REQUIRED GRADING PERMIT
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
N
LEGEND
EXISTING RAILROAD RIGHT-OF-WAY
WILL COUNTY PARCEL BOUNDARY
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NATIONAL REGISTER LISTED US ROUTE 66
REQUIRED RIGHT-OF-WAY
REQUIRED TEMPORARY EASEMENT
REQUIRED PERMANENT EASEMENT
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PROPOSED RETAINING WALL
PROPOSED GUARDRAIL
2009 WILL COUNTY AERIAL
0 100' 200' 300'
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SCALE: 1" = 200'
ILLINOIS DEPARTMENT OF TRANSPORTATION
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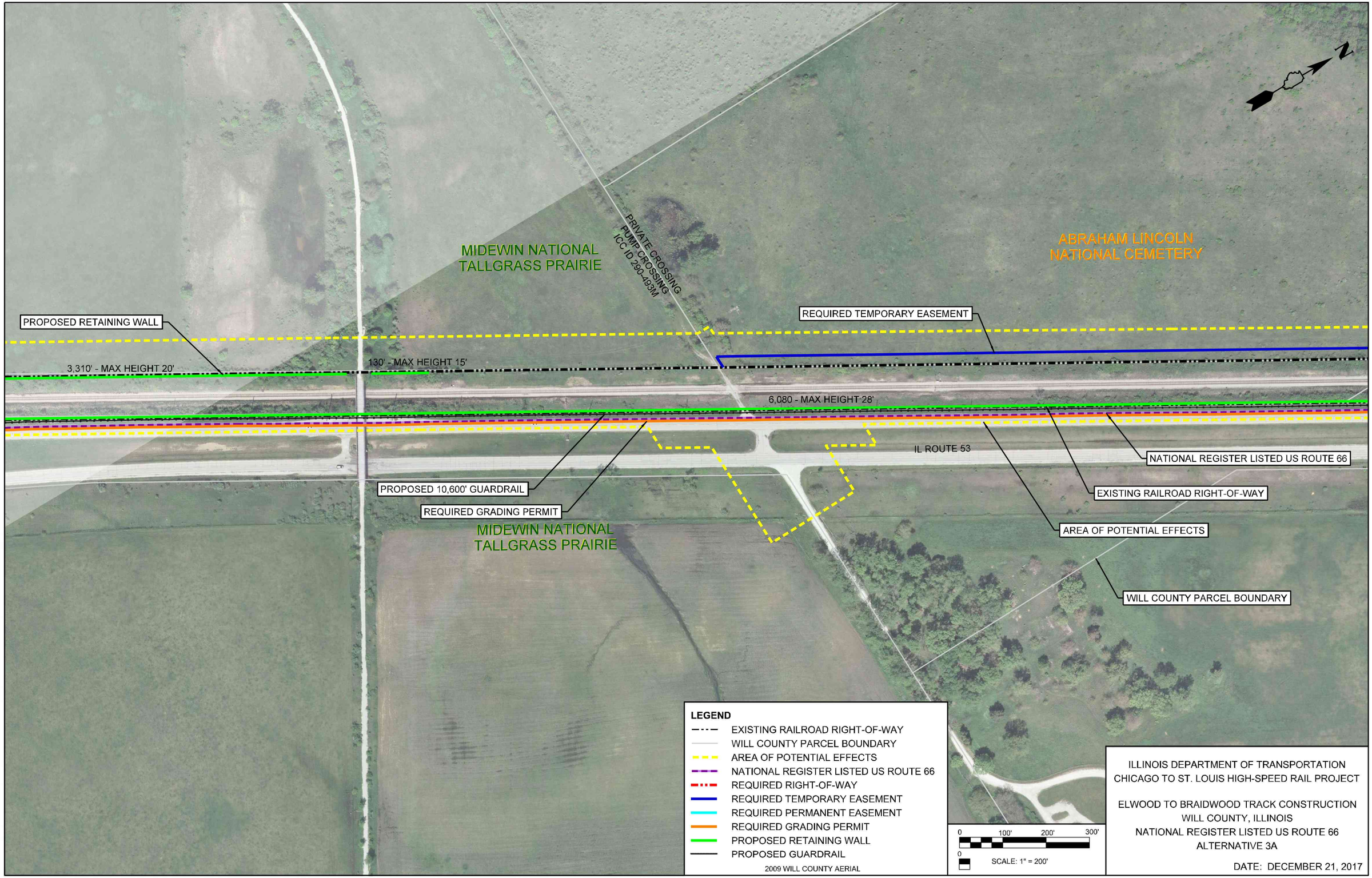

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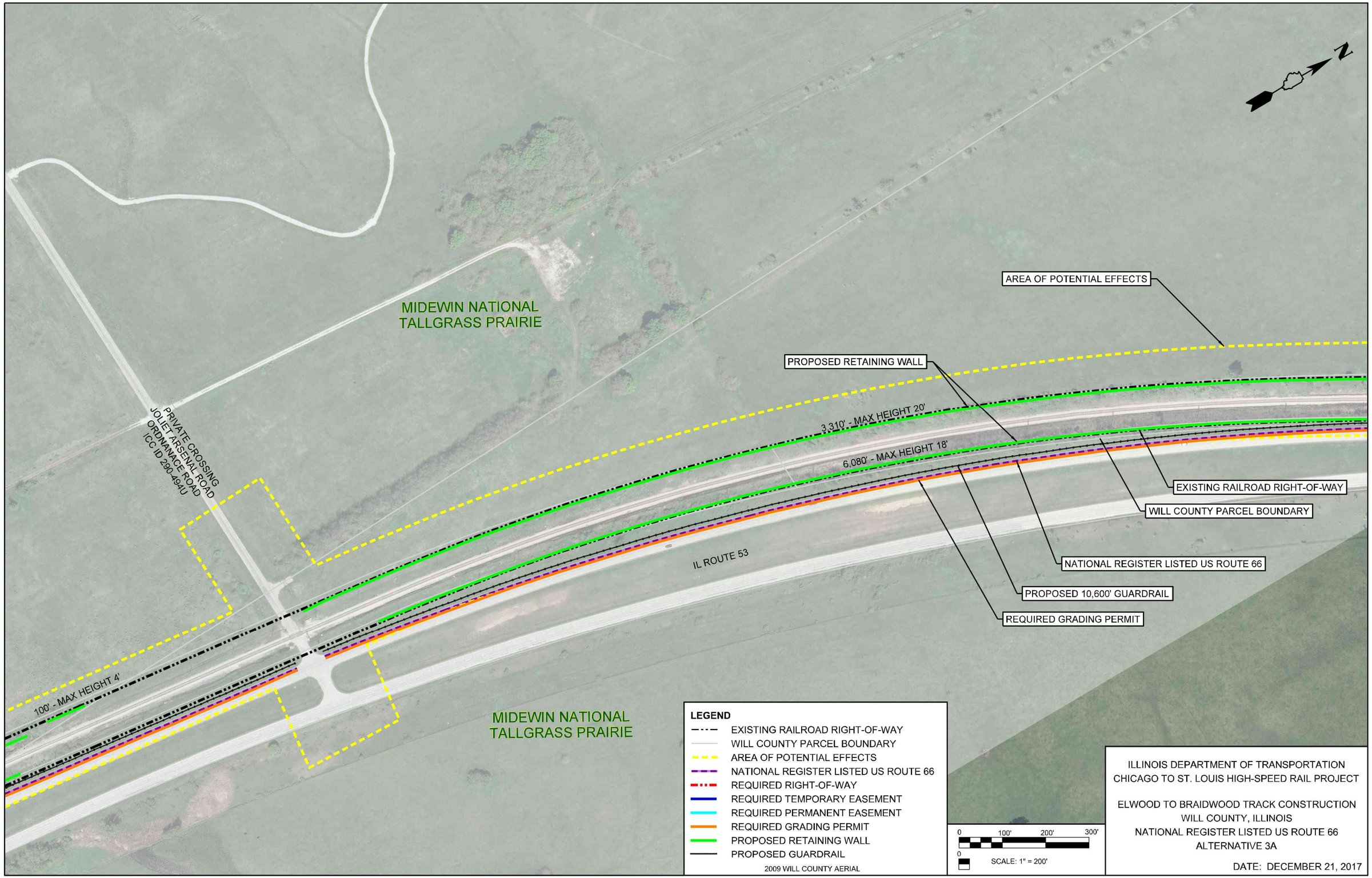

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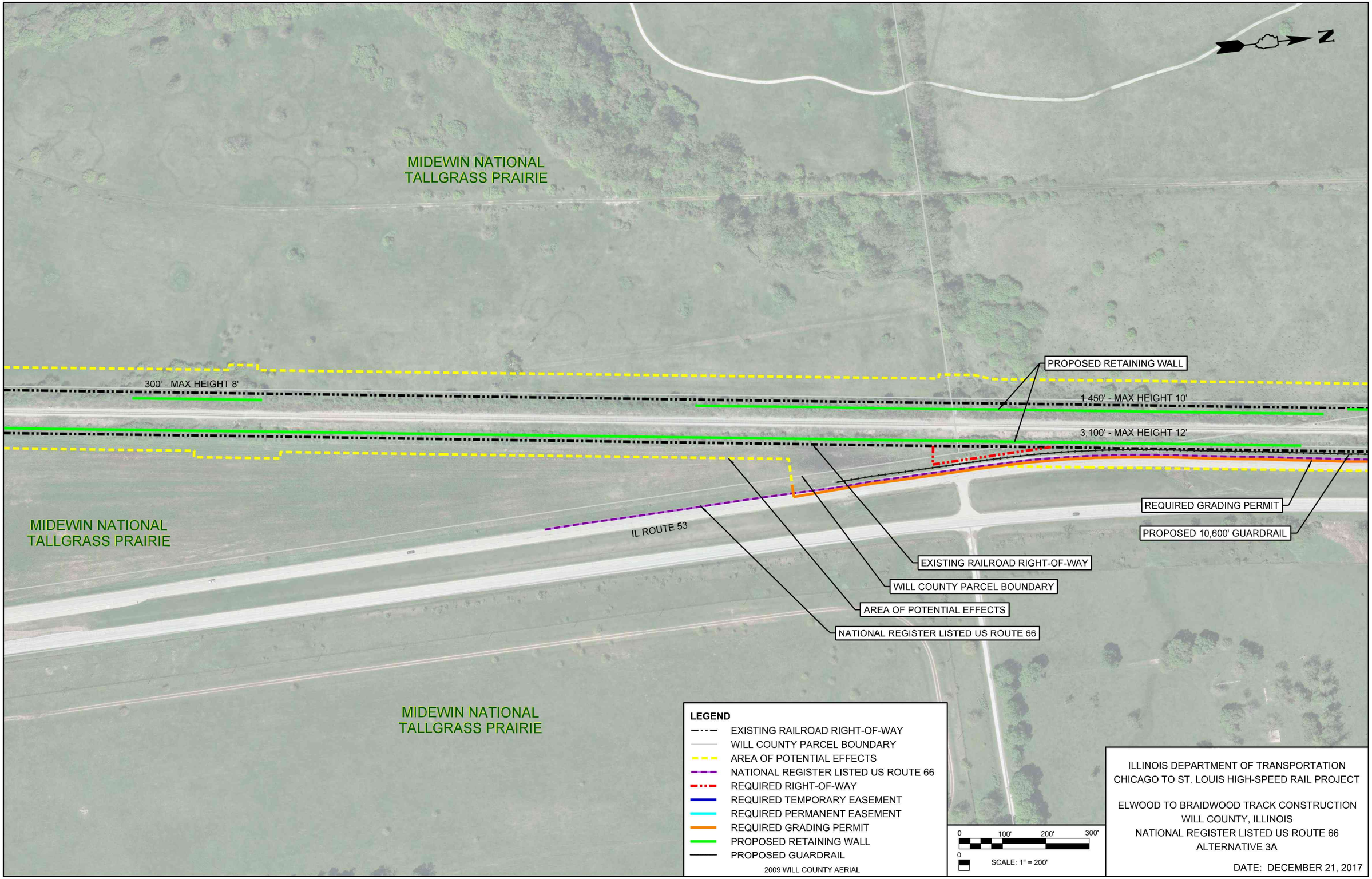

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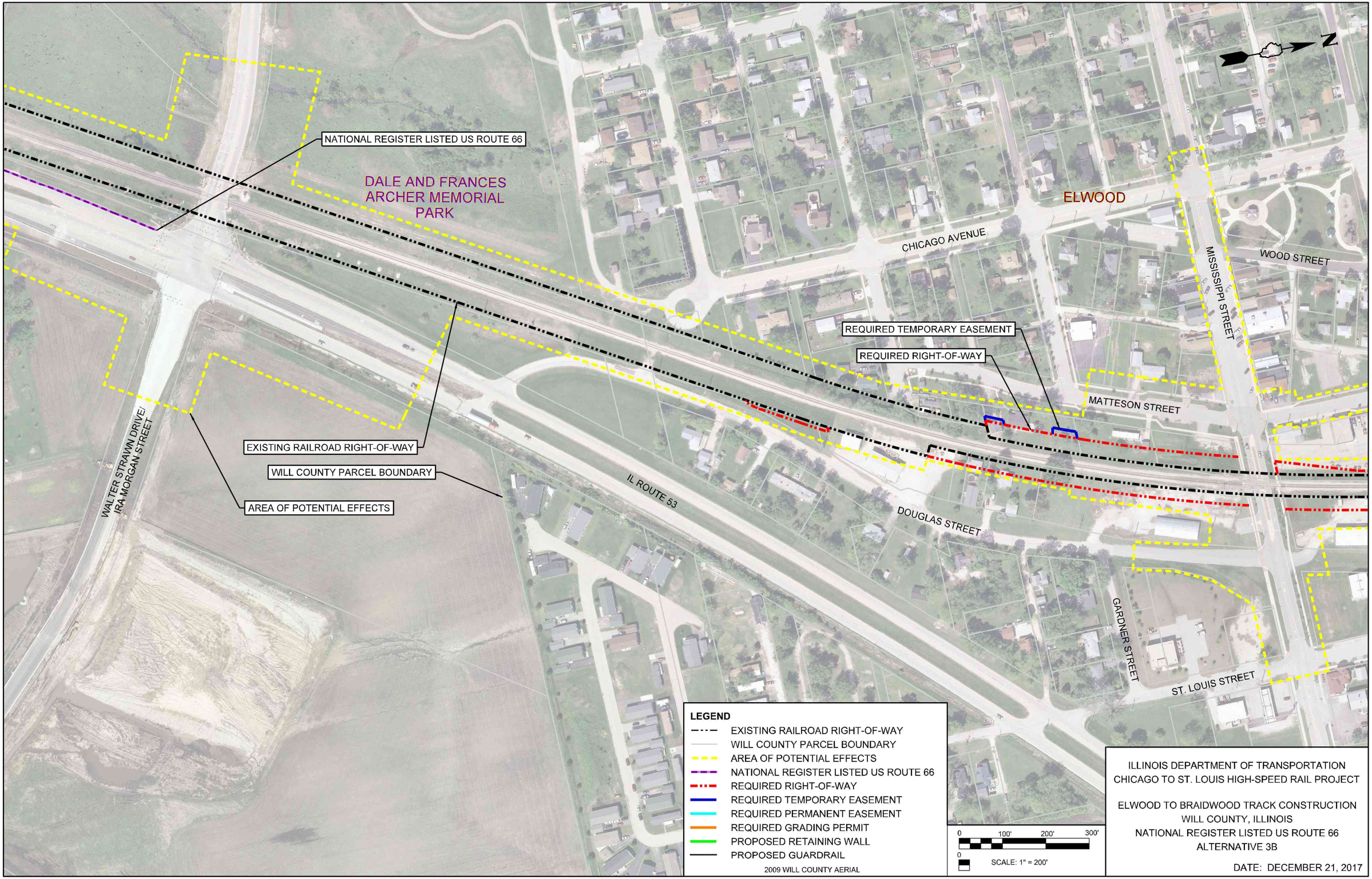

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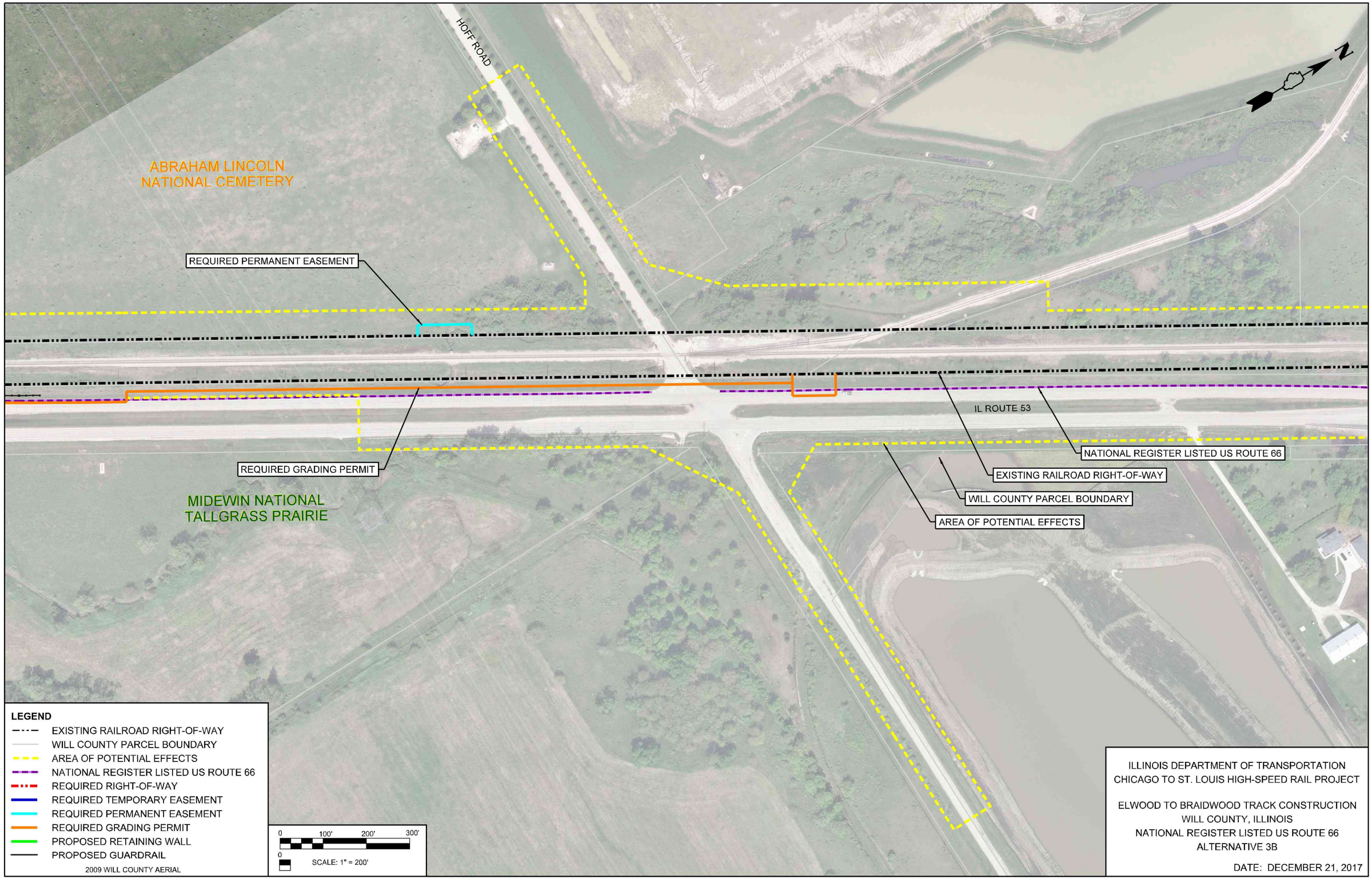

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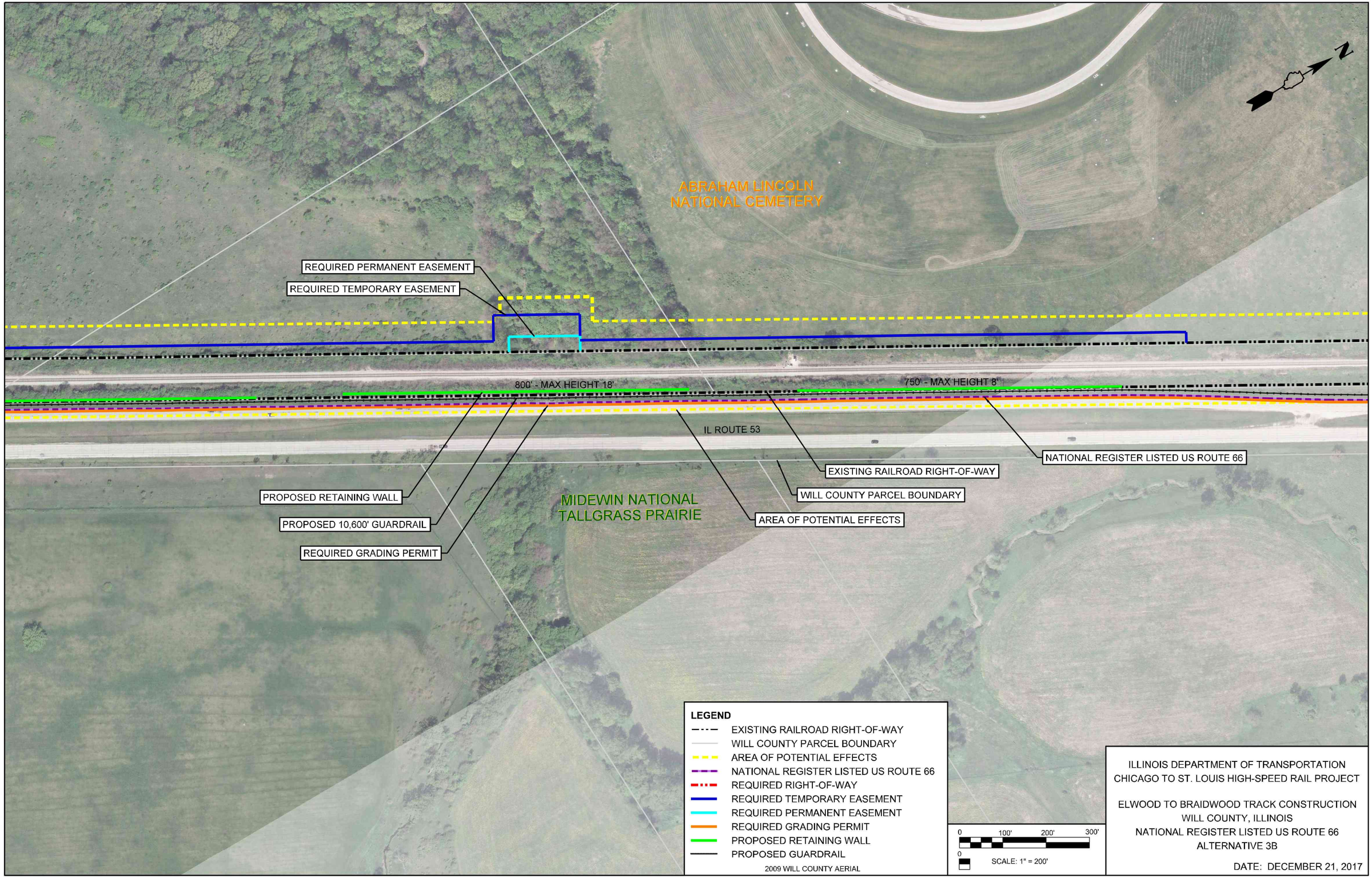

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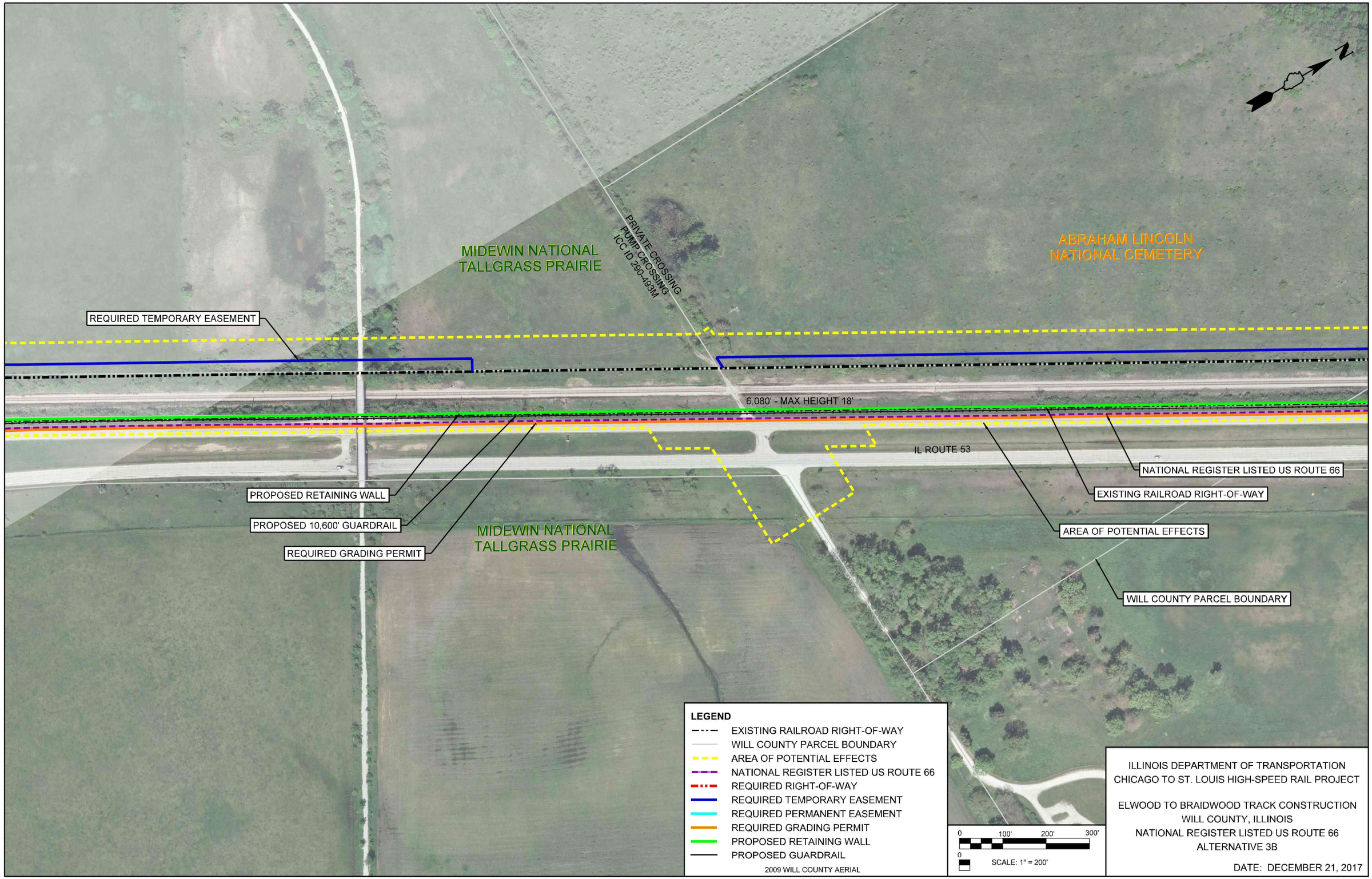
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
PRIVATE CROSSING
PUMP CROSSING
ICC ID 290-493M
ABRAHAM LINCOLN
NATIONAL CEMETERY
REQUIRED TEMPORARY EASEMENT
6,080' - MAX HEIGHT 18'
IL ROUTE 53
NATIONAL REGISTER LISTED US ROUTE 66
EXISTING RAILROAD RIGHT-OF-WAY
PROPOSED RETAINING WALL
PROPOSED 10,600' GUARDRAIL
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PROPOSED GUARDRAIL
2009 WILL COUNTY AERIAL
0 100' 200' 300'
0
SCALE: 1" = 200'
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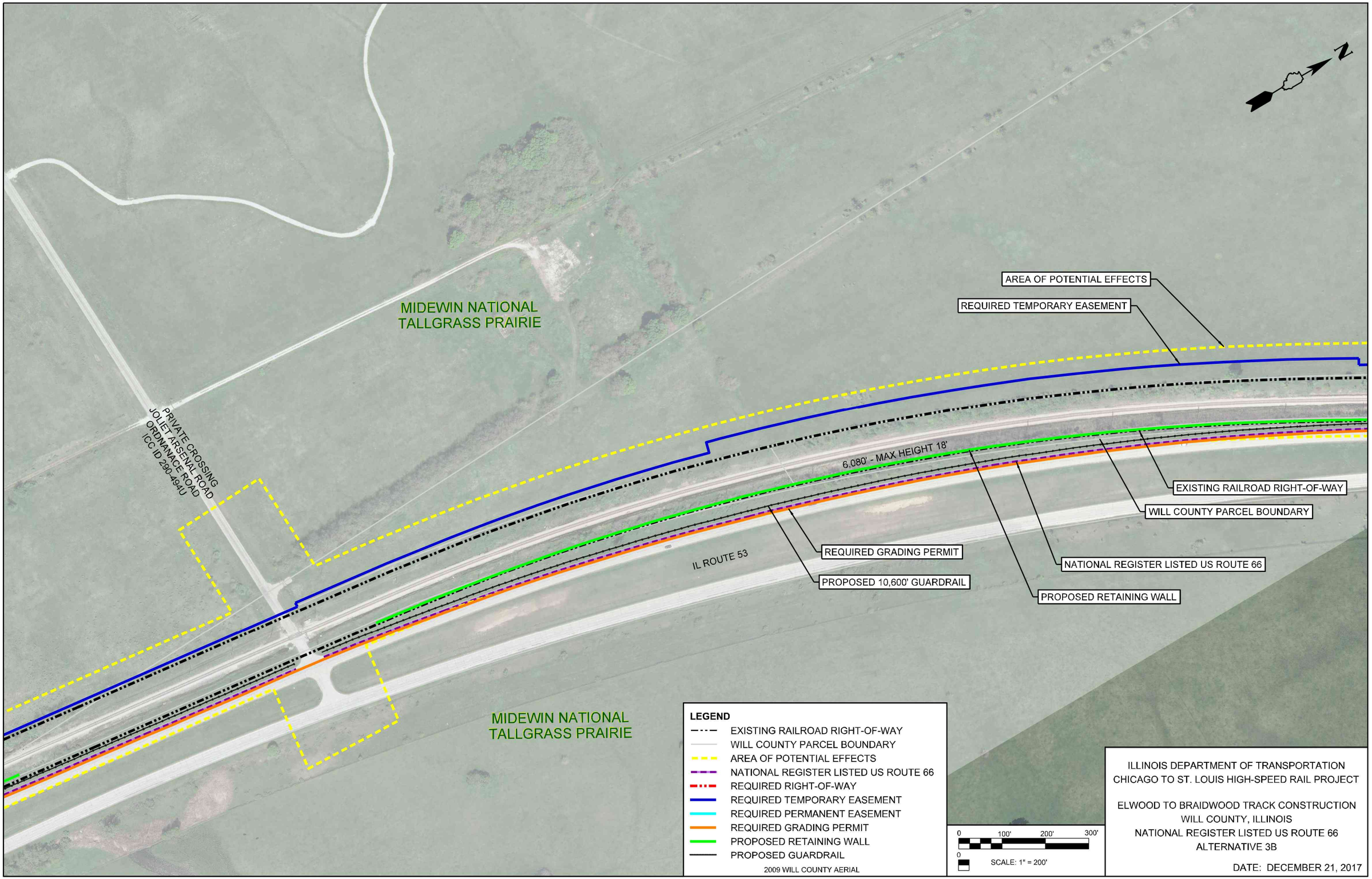

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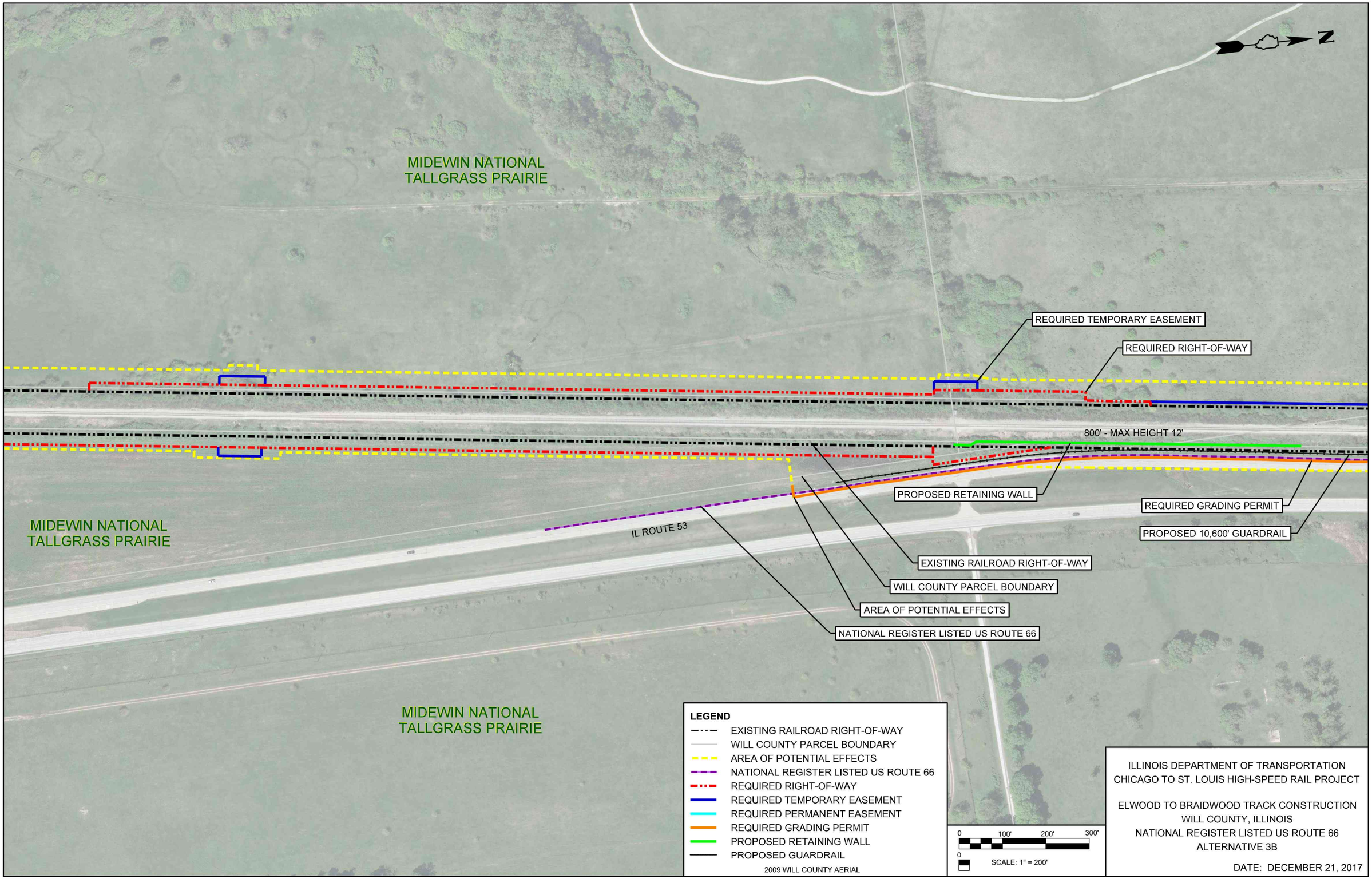

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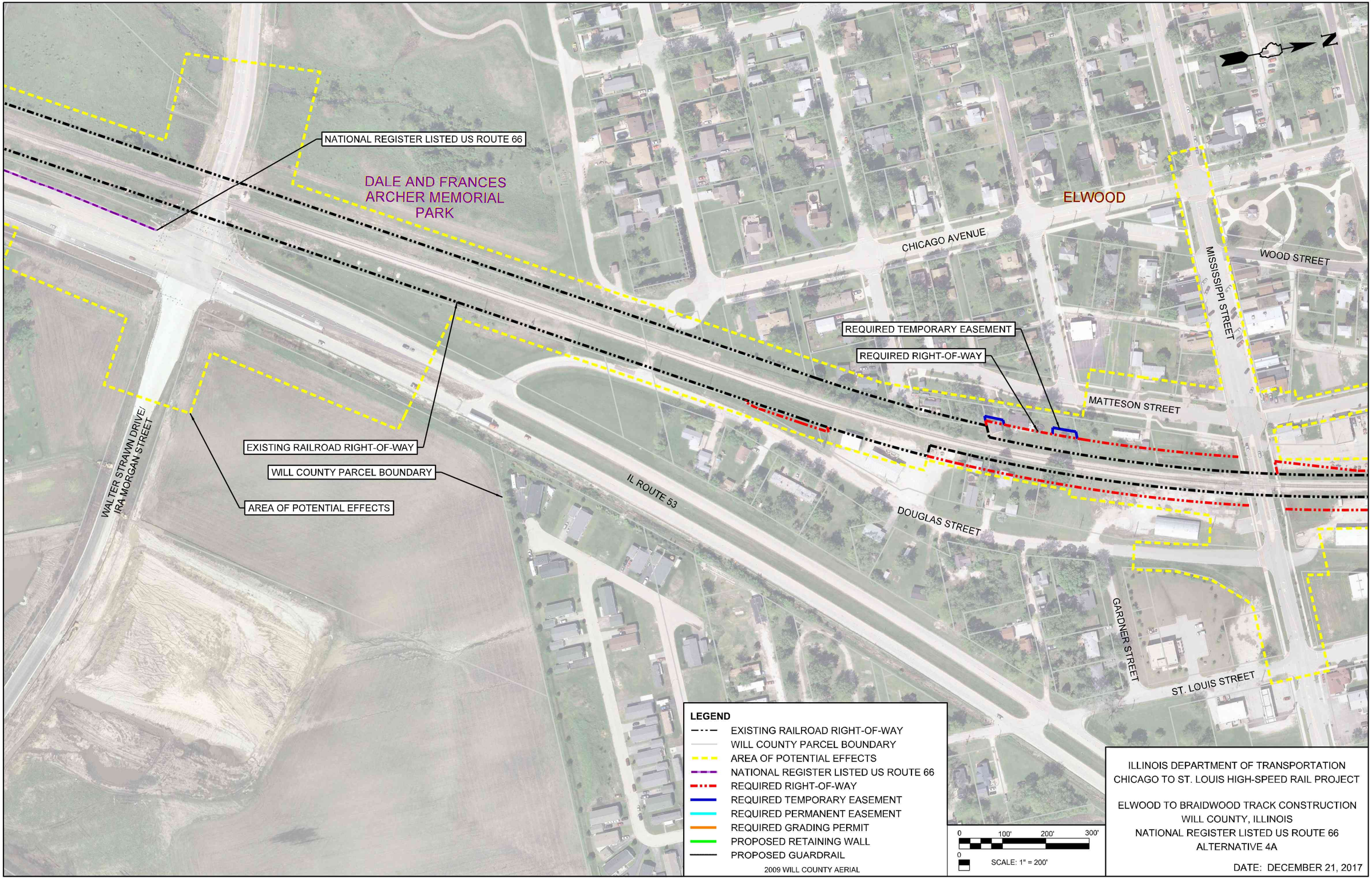

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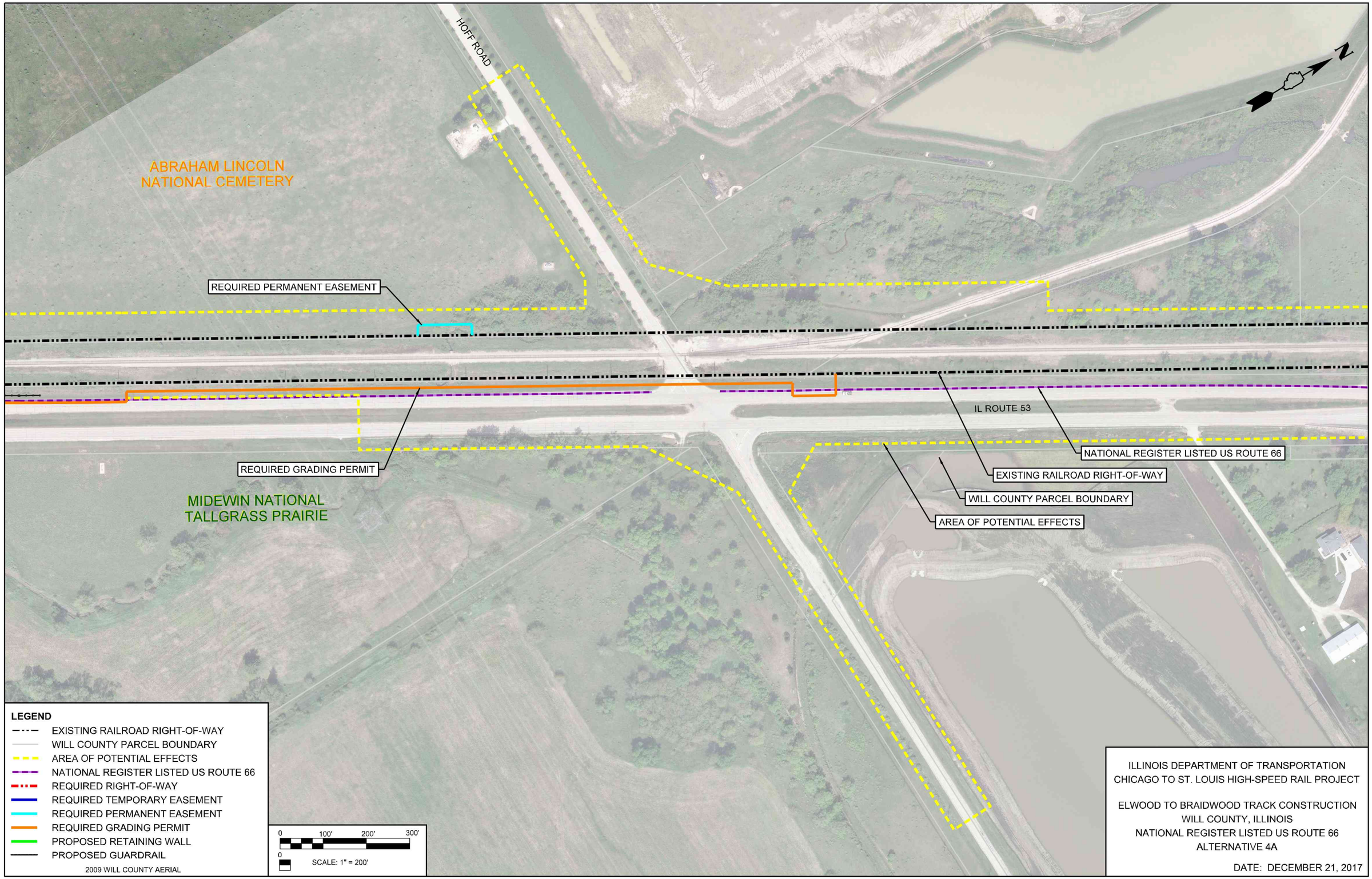

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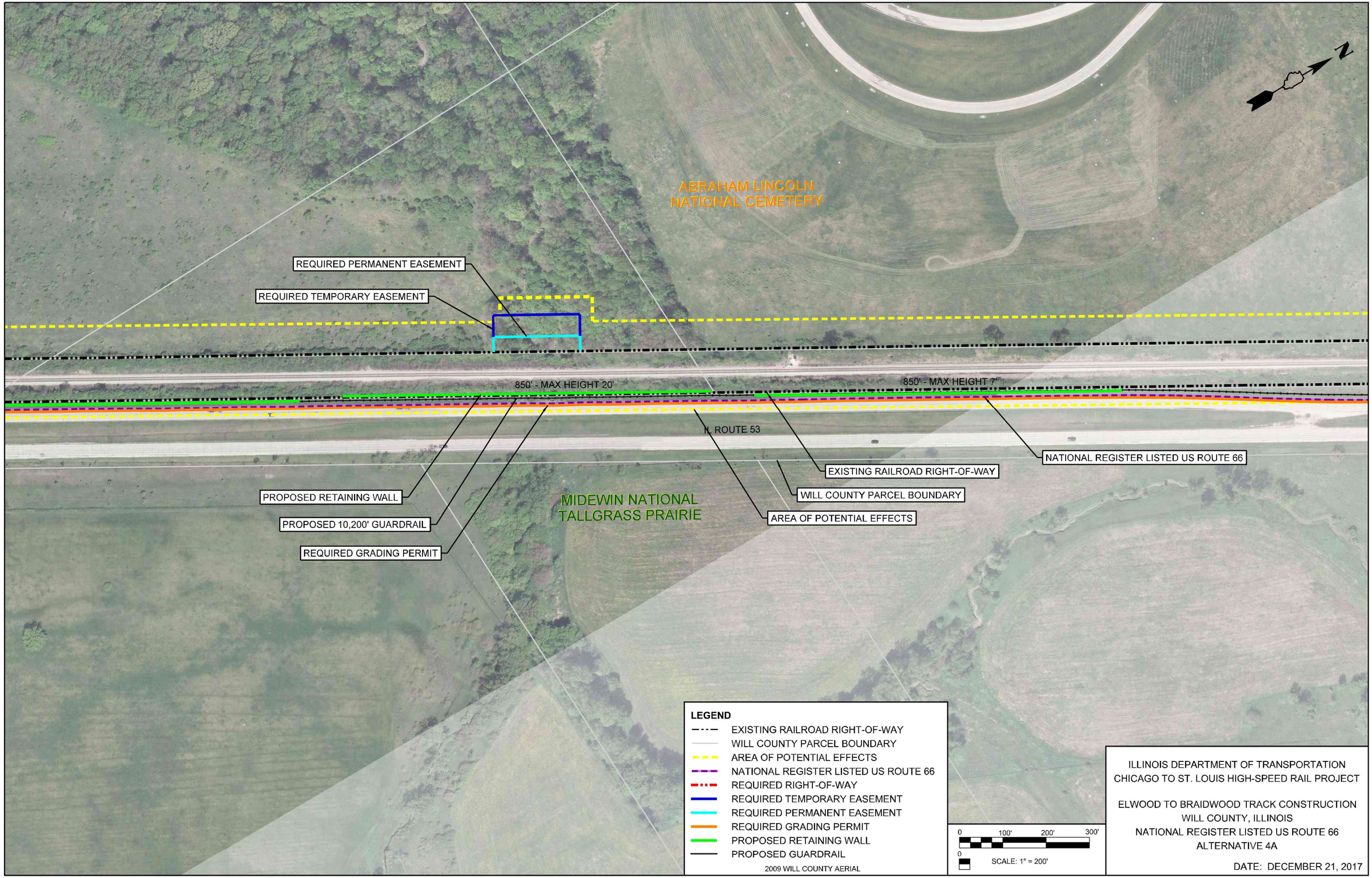
ABRAHAM LINCOLN
NATIONAL CEMETERY
REQUIRED PERMANENT EASEMENT
REQUIRED TEMPORARY EASEMENT
850' - MAX HEIGHT 20'
850' - MAX HEIGHT 7'
IL ROUTE 53
NATIONAL REGISTER LISTED US ROUTE 66
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WILL COUNTY PARCEL BOUNDARY
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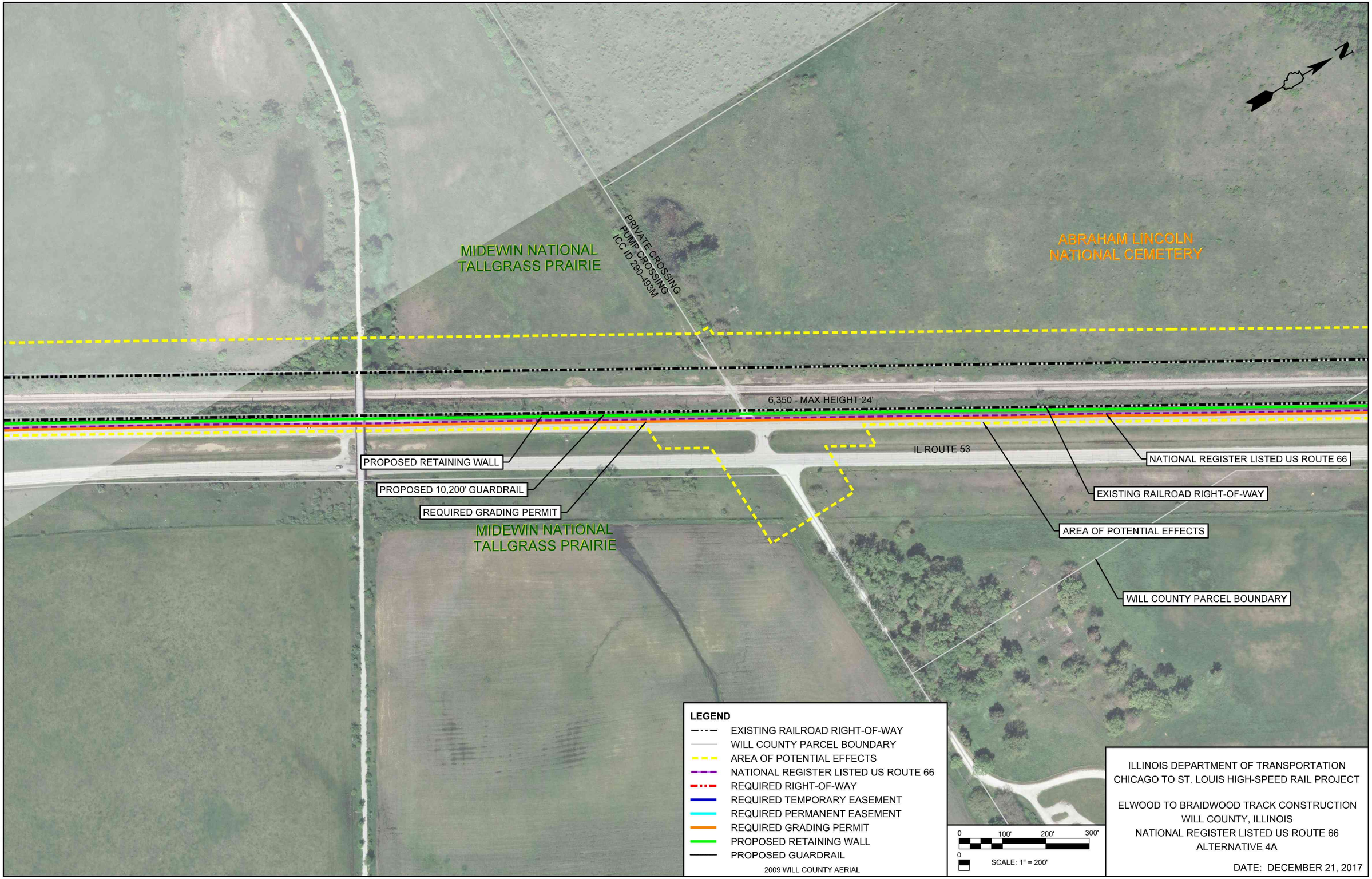
MIDEWIN NATIONAL
TALLGRASS PRAIRIE
PRIVATE CROSSING
PUMP CROSSING
ICC ID 290-493M
ABRAHAM LINCOLN
NATIONAL CEMETERY
6,350 - MAX HEIGHT 24'
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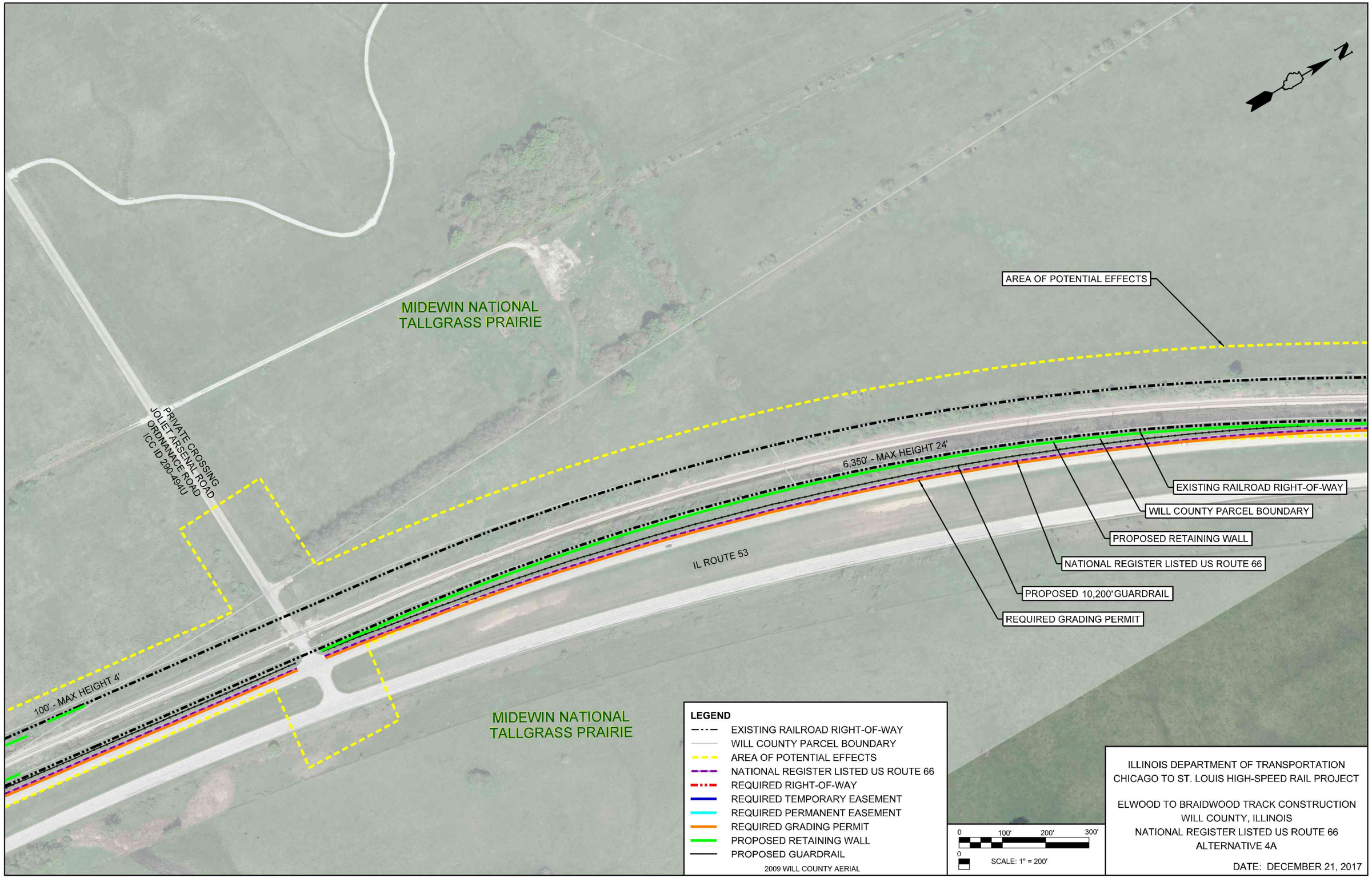

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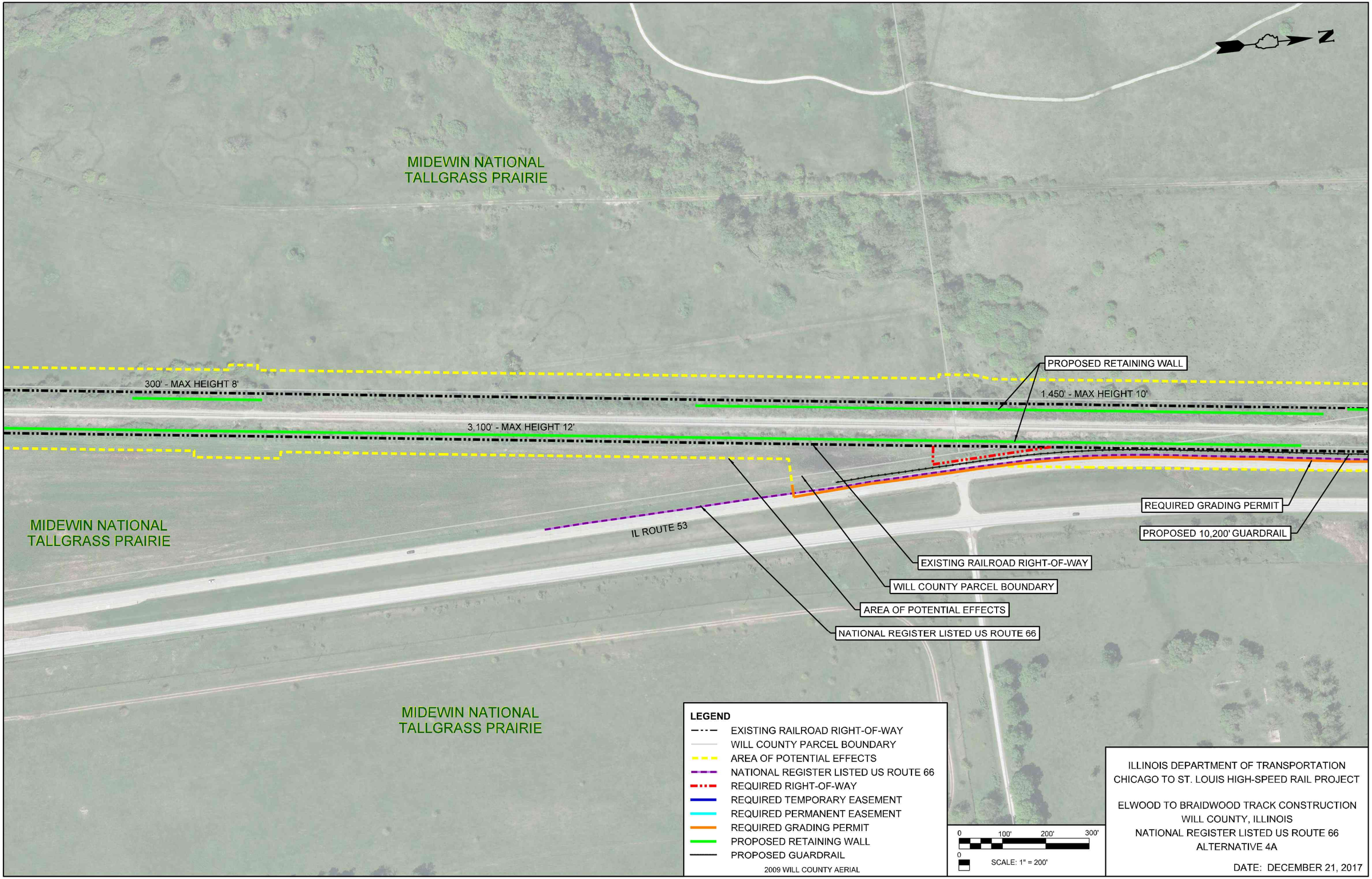

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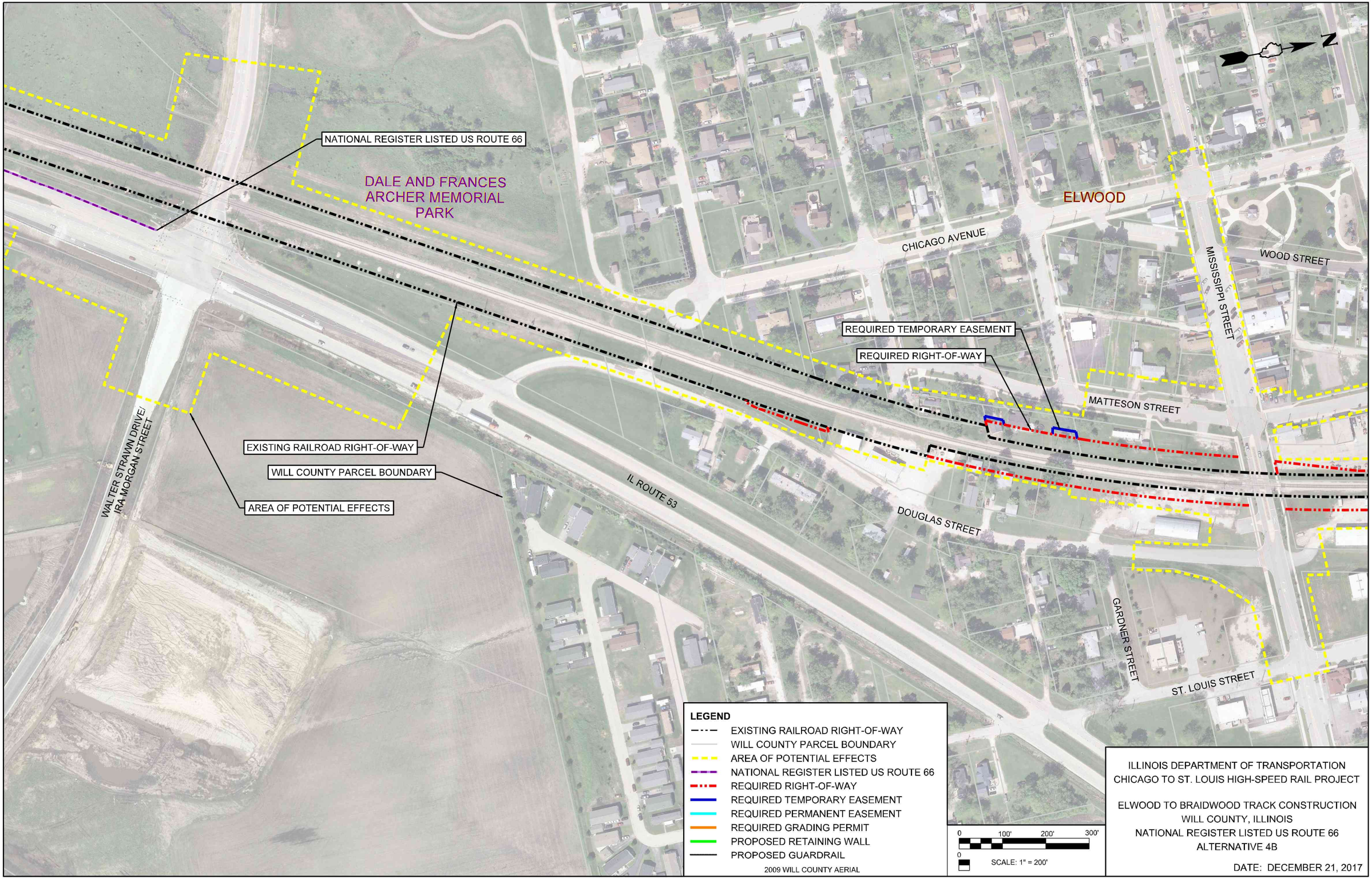

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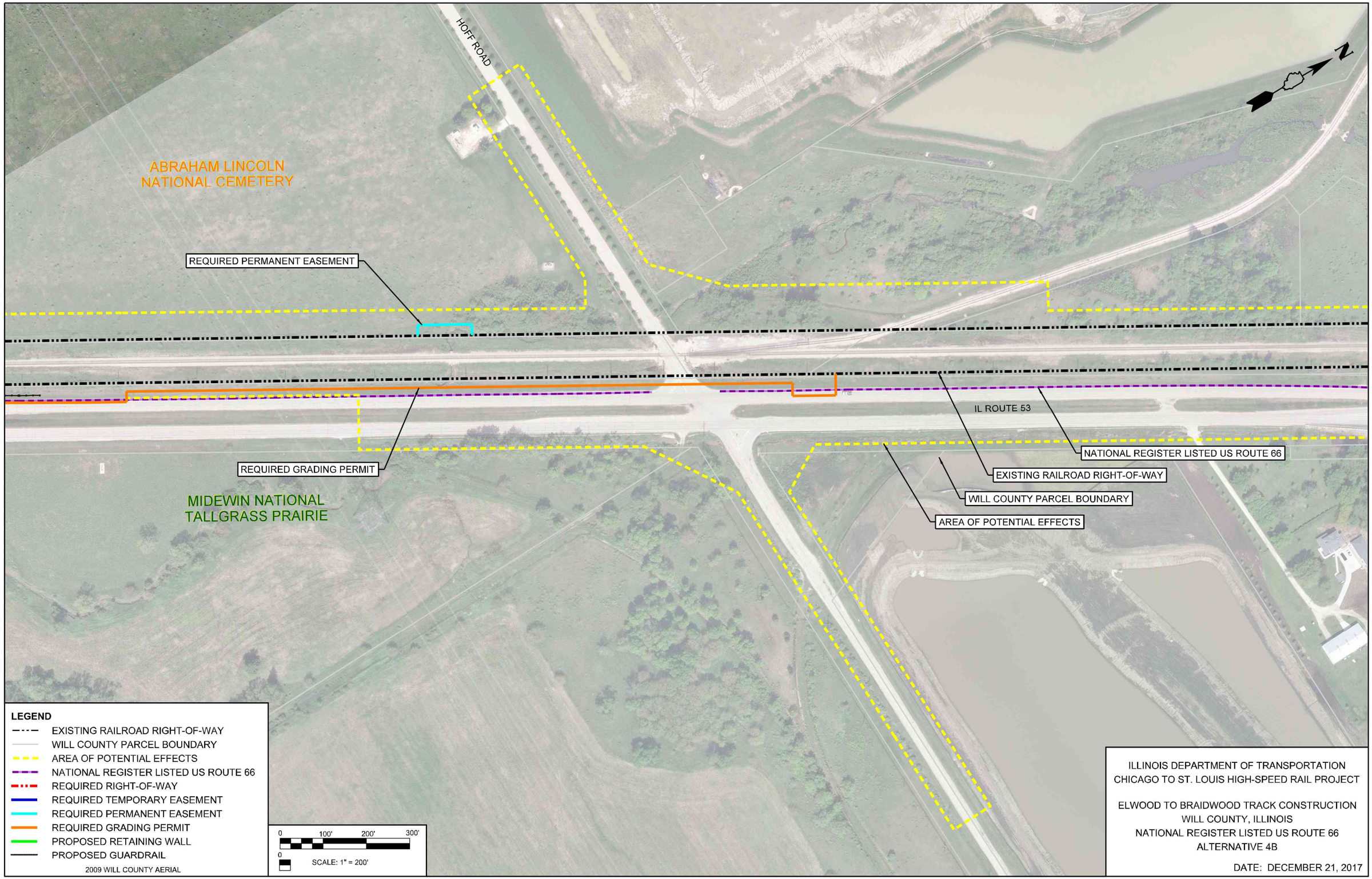
HOFF ROAD
ABRAHAM LINCOLN
NATIONAL CEMETERY
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REQUIRED GRADING PERMIT
MIDEWIN NATIONAL
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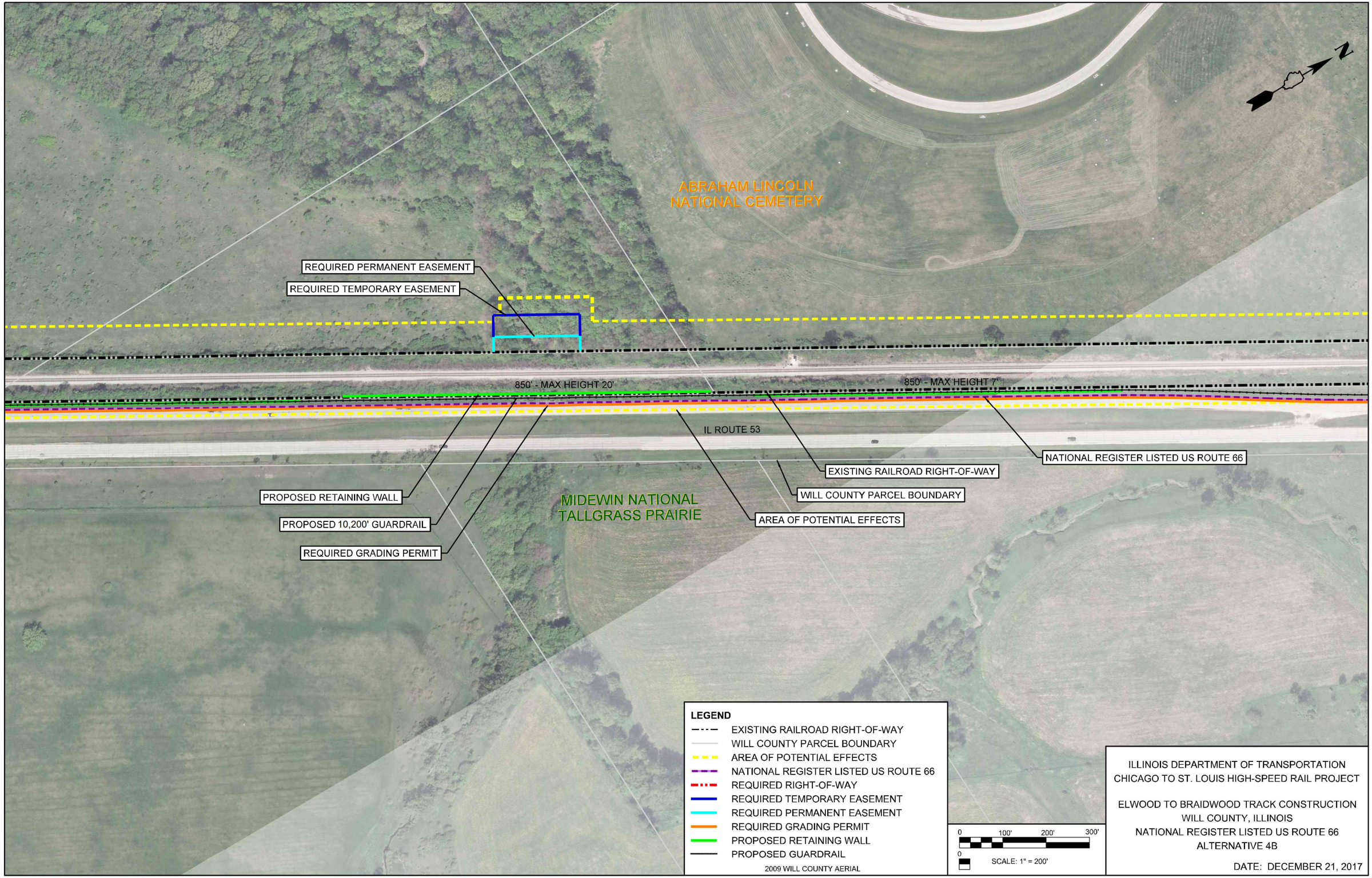

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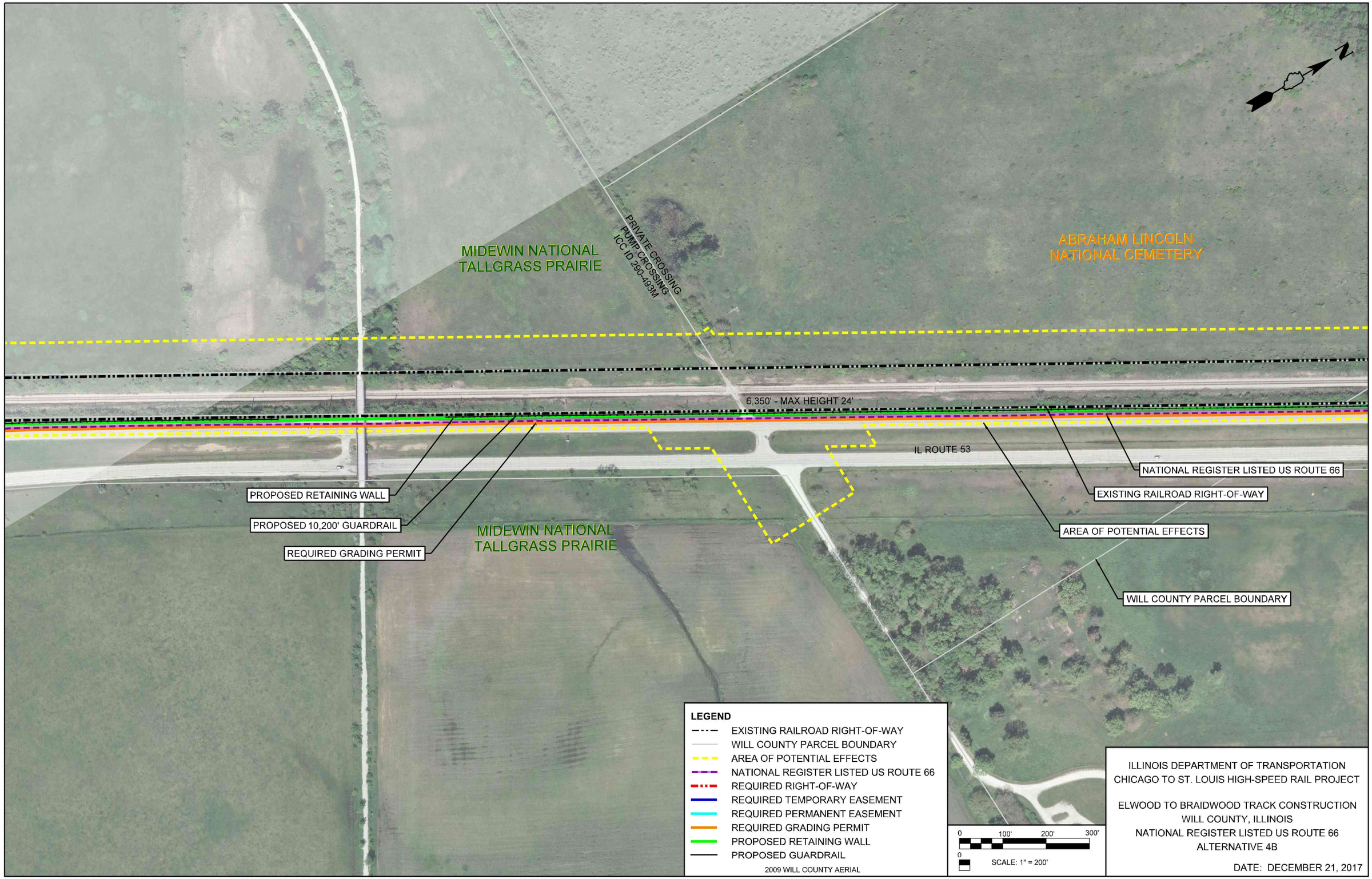
MIDEWIN NATIONAL
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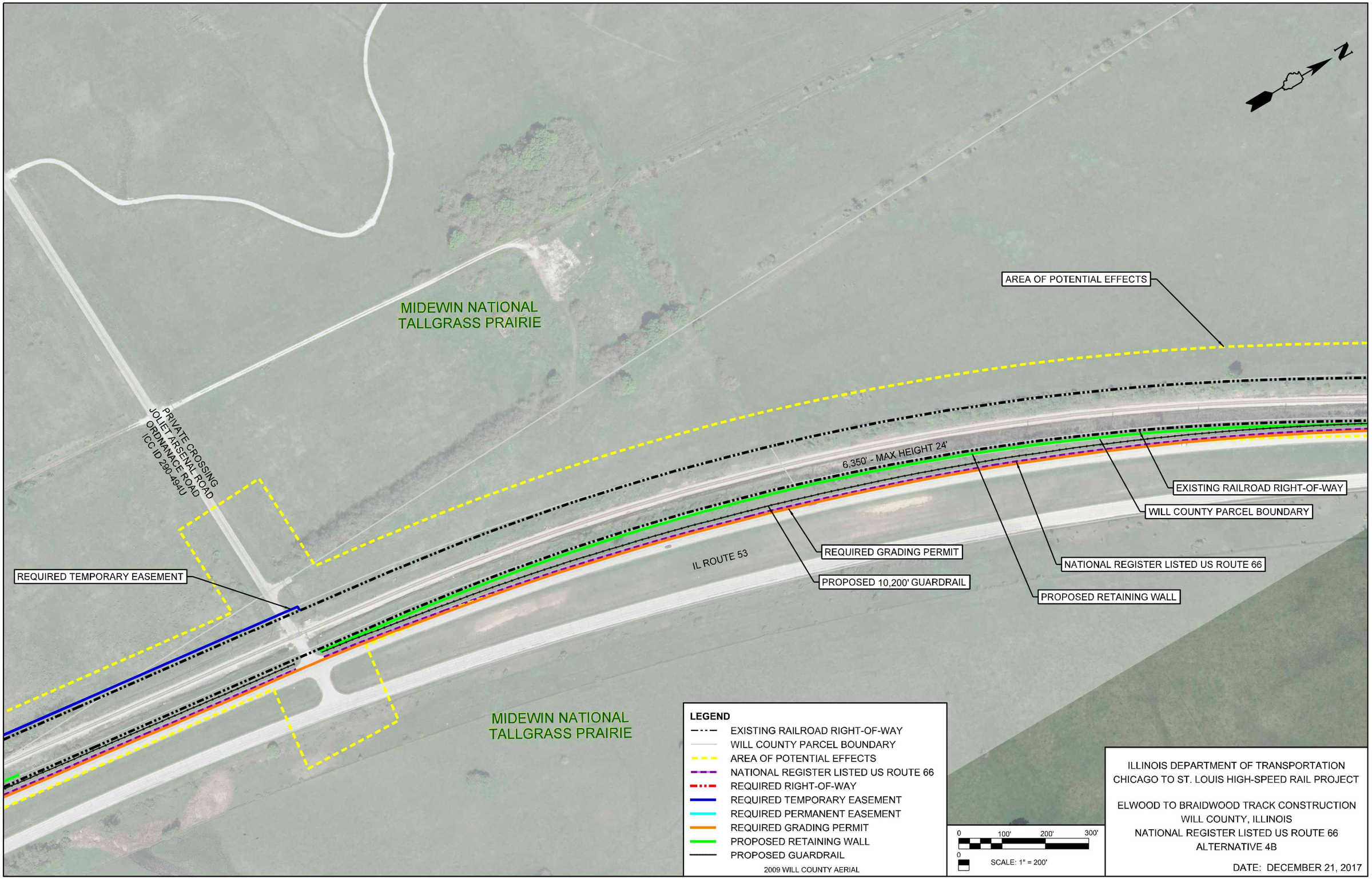

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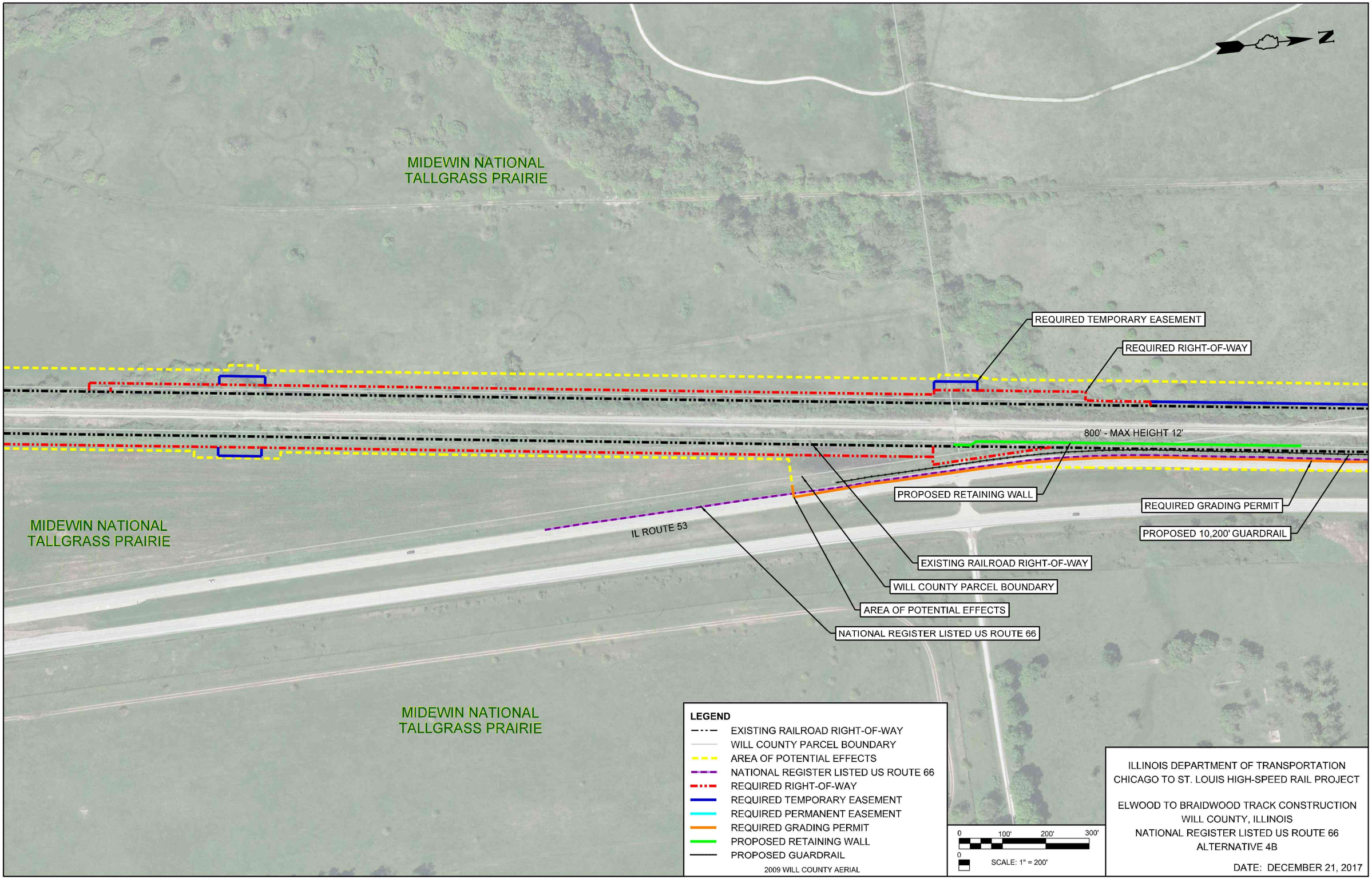

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ALTERNATIVE 4B

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Appendix D

Consultation Correspondence

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 2, 2018

Will County
High-Speed Rail, Chicago to St. Louis
Elwood to Braidwood Track Construction
MP 44.5 to MP 55.3
IDOT Sequence #18772
ISAS Log #14170

FEDERAL – SECTION 106 PROJECT

No Adverse Effect

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Department of Natural Resources
Office of Land Management
Illinois State Historic Preservation Office
1 Natural Resources Way
Springfield, IL 62702

Dear Dr. Leibowitz:

In continuing coordination with your office and the Federal Railroad Administration (FRA), regarding the High-Speed Rail (HSR) program in Illinois, the Illinois Department of Transportation (IDOT) proposes to make track improvements in Will County between Elwood to Braidwood (MP 44.5 to MP 55.3). The improvements are essential for the HSR program, but they have potential to cause an adverse effect to a section of Route 66 that is listed in the National Register of Historic Places (NRHP). The Section 106 process is being coordinated with the preparation of an Environmental Assessment to evaluate the environmental impacts of the proposed undertaking, in accordance with the National Environmental Policy Act (NEPA).

The enclosed report prepared by WSP, pursuant to Section 106 of the National Historic Preservation Act of 1966, documents the identification of historic properties and provides an assessment of the effects of the design alternatives to historic properties. The report includes the results of an archaeological survey completed by Illinois State Archaeological Survey personnel concerning archaeological and historical resources potentially impacted by the above referenced undertaking. Survey of the 306.9-acre Area of Potential Effects (APE) resulted in the identification of 11 archaeological sites. The sites are not 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 warranted.

The only historic property identified in the APE is the NRHP-listed section of Route 66, known as Alternate Route 66, Wilmington to Joliet. An analysis of design alternatives, included in the WSP report, identifies a series of project alternatives that will cause no adverse effect to Alternate Route 66. The preferred alternative has not yet been selected. 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 important, 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. The WSP report recommends a no adverse effect finding for Alternate Route 66 for all alternatives.

On behalf of the FRA and in accordance with the HSR Programmatic Agreement, ratified January 24, 2014 and amended on May 19, 2017, we request that the State Historic Preservation Officer (SHPO) concur in our finding that the proposed undertaking will not adversely affect historic properties. Please provide concurrence or comments within 30 days.

The enclosed WSP report is also being provided for review to the consulting parties identified as signatories to the HSR Programmatic Agreement and the Midewin National Tallgrass Prairie, who was identified to participate as a consulting party for this undertaking.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design & Environment

CC: Laura Shick, FRA Federal Preservation Officer
Amanda Murphy, FRA Environmental Protection Specialist

From: Selover, Timothy <TIM.SELOVER@wsp.com>
Sent: Friday, August 10, 2018 4:02 PM
To: jfowler@achp.gov; Aaron_Mahr@nps.gov; McDonaldB@lpci.org; wkelly@illinoisroute66.org; John R. Jerome; aguerre@up.com; mayor@cityoflincoln-il.gov; tgray@chathamil.net
Cc: 'amanda.murphy2@dot.gov'; 'Oimoen, John E'; Ramos, Elliot A.; Koldehoff, Brad H.; rachel.leibowitz@illinois.gov; 'Chris Wilson'; Kaisa_Barthuli@nps.gov; ButterfieldF@lpci.org
Subject: Chicago-St. Louis High-Speed Rail: Programmatic Agreement / Elwood to Braidwood Track Construction Project
Attachments: image003.png

On behalf of the Federal Railroad Administration (FRA) and the Illinois Department of Transportation (IDOT), please see the link below for the Historic Property Identification and Effects Assessment Report for the Chicago to St. Louis High Speed Rail (HSR) proposed track improvements in Will County between Elwood to Braidwood (MP 44.5 to MP 55.3). The improvements are essential for the High-Speed Rail (HSR) program and have been reviewed for potential effects to historic properties that are eligible for or are listed in the National Register of Historic Places (NRHP). 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).

<https://usftp.wsp.com/directdownload/anonymous/a267c9b7-8c5c-45b2-8111-b1cd7d2f42cb/18772ElwoodtoBraidwoodCulturalResourcesReportJuly2018.pdf>
18772ElwoodtoBraidwoodCulturalResourcesReportJuly2018.pdf

The only historic property identified in the Area of Potential Effect (APE) is the NRHP-listed section of Route 66, known as Alternate Route 66, Wilmington to Joliet. An analysis of design alternatives, included in the report, identifies a series of project alternatives that will cause no adverse effect to Alternate Route 66. The preferred alternative has not yet been selected. 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 for all alternatives.

On behalf of the FRA and in accordance with the HSR Programmatic Agreement, ratified January 24, 2014 and amended on May 19, 2017, we request your review of the attached Historic Property Identification and Effects Assessment Report, delivered to the Illinois State Historic Preservation Officer on August 2, 2018. If you have any comments, please notify Brad Koldehoff in IDOT's Cultural Resources unit within 30 days at 217-785-7833, e-mail, brad.koldehoff@illinois.gov <mailto:brad.koldehoff@illinois.gov> or the address below:

Brad H. Koldehoff

Bureau of Design & Environment

Illinois Department of Transportation

Room 330

2300 South Dirksen Parkway

Springfield, IL 62764

Feel free to contact me if you have any issues accessing the report.

Thank you,

Tim

Tim Selover, PE AICP

IDOT High Speed Rail Program Management Consultant

Phone: 312-803-6656

Mobile: 773-354-1127

WSP USA

30 North LaSalle Street

Suite 4200

Chicago, Illinois 60602

WSP | Parsons Brinckerhoff is now WSP

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 10, 2018

Will County
High Speed Rail, Chicago to St. Louis
Elwood to Braidwood Track Construction
MP 44.5 to MP 55.3
IDOT Sequence #18772
ISAS Log #14170

SECTION 106 - HISTORIC PROPERTIES

Mr. Wade Spang
Forest/Prairie Supervisor
Midewin National Tallgrass Prairie
30239 South State Route 53
Wilmington, IL 60481

Dear Mr. Spang:

In coordination with the Federal Railroad Administration (FRA), the Illinois Department of Transportation (IDOT) proposes to make track improvements in Will County between Elwood to Braidwood (MP 44.5 to MP 55.3). Because federal funding from the FRA will be required to make the improvements, this project will be subject to compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended). 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 enclosed report, pursuant to Section 106 of the NHPA of 1966, documents the identification of historic properties and provides an assessment of the effects of the design alternatives to historic properties. The report includes the results of an archaeological survey completed by Illinois State Archaeological Survey personnel concerning archaeological and historical resources potentially impacted by the above referenced undertaking. Survey of the 306.9-acre Area of Potential Effects (APE) resulted in the identification of 11 archaeological sites. The sites are not 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 warranted.

The only historic property identified in the APE is the NRHP-listed section of Route 66, known as Alternate Route 66, Wilmington to Joliet. An analysis of design alternatives, included in the WSP report, identifies a series of project alternatives that will cause no adverse effect to Alternate Route 66. The preferred alternative has not yet been selected. 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. FRA and IDOT have determined that the proposed project will have no adverse effect.

On behalf of the FRA, you are invited to participate as a Section 106 consulting party. The role of the consulting parties is to consult with FRA and IDOT during the project development process and to consult on ways to avoid, minimize, and mitigate potential adverse effects on historic properties. Please, inform us if you want to be a Section 106 consulting party by August 27, 2018.

If you have comments regarding our identification and evaluation of resources or our finding of no adverse effect, please contact me at IDOT's Cultural Resources unit within 30 days of this letter at 217-785-7833, e-mail, brad.koldehoff@illinois.gov or the address below.

Thank you,

Brad H. Koldehoff
Cultural Resources Unit Chief
Chief Archaeologist
Bureau of Design & Environment
Illinois Department of Transportation
Room 330
2300 South Dirksen Parkway
Springfield, IL 62764

CC: Laura Shick, FRA Federal Preservation Officer
Amanda Murphy, FRA Environmental Protection Specialist

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

FAX (217) 524-7525

Will County
Elwood to Braidwood
New Construction of Second Mainline Track, Bridge Replacement and Other Track Improvements, High Speed Rail Chicago to St. Louis
From Milepost 44.5 in Elwood to Milepost 55.3 in Braidwood
IDOT Seq #-18772
SHPO Log #001080218

September 7, 2018

Brad Koldehoff
Illinois Department of Transportation
Bureau of Design and Environment
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Mr. Koldehoff:

Thank you for requesting comments from our office concerning the possible effects of your project on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

Our staff has reviewed the specifications of the referenced project as submitted by your office. We cannot adequately review this proposed project until the following additional documentation has been submitted to our office:

Additional photos 35 mm or digital no smaller than 4" x 4" (not xerox) of the culverts at Milepost 46.95 and Milepost 47.30 documenting existing conditions, including photos from both upstream and downstream.

In your reply, please refer to IHPA Log #001080218. If you have any further questions, please call 217/782-4836.

Sincerely,

Robert F. Appleman
Deputy State Historic
Preservation Officer

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Will County **November 2, 2018**
High-Speed Rail, Chicago to St. Louis
Elwood to Braidwood Track Construction
MP 44.5 to MP 55.3
IDOT Sequence #18772
ISAS Log #14170

FEDERAL – SECTION 106

No Adverse Effect

Mr. Robert F. Appleman
Deputy State Historic Preservation Officer
Illinois Department of Natural Resources
Illinois State Historic Preservation Office
1 Natural Resources Way
Springfield, Illinois 62702

Dear Mr. Appleman:

In continuing consultation with your office and the Federal Railroad Administration (FRA) regarding the High-Speed Rail (HSR) program in Illinois, the Illinois Department of Transportation (IDOT) proposes to make track improvements in Will County between Elwood to Braidwood (MP 44.5 to MP 55.3).

On August 2, 2018 IDOT and FRA submitted documentation to your office supporting a finding of No Adverse Effect for the undertaking. In a letter dated September 7, 2018, your office requested additional documentation for two culverts, one at MP 46.95 and one at MP 47.30 (letter attached). The requested documentation is attached (WSP memo).

In accordance with the HSR Programmatic Agreement, ratified January 24, 2014, IDOT and FRA request concurrence from the State Historic Preservation Officer (SHPO) that the two culverts are not eligible for the National Register of Historic Places and that the undertaking will cause No Adverse Effect to historic properties.

The FRA intends to make a de minimis impact finding, under Section 4(f) regulations, based on the SHPO's written concurrence with the Section 106 finding. If SHPO does not reply in writing in 30 days, FRA will assume the SHPO has no object to this finding.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit Chief
Bureau of Design & Environment

CC: Katherine Zeringue, FRA Federal Preservation Officer
Amanda Murphy, FRA Environmental Protection Specialist

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Will County **November 5, 2018**
High-Speed Rail, Chicago to St. Louis
Elwood to Braidwood Track Construction
MP 44.5 to MP 55.3
IDOT Sequence #18772
ISAS Log #14170

FEDERAL – SECTION 106

No Adverse Effect

Mr. Robert F. Appleman
Deputy State Historic Preservation Officer
Illinois Department of Natural Resources
Illinois State Historic Preservation Office
1 Natural Resources Way
Springfield, Illinois 62702

Dear Mr. Appleman:

In continuing National Historic Preservation Act Section 106 consultation with your office and the Federal Railroad Administration (FRA) regarding the High-Speed Rail (HSR) program, the Illinois Department of Transportation (IDOT) proposes to make track improvements in Will County between Elwood to Braidwood (the undertaking).

On August 2, 2018 IDOT delivered documentation to your office supporting a proposed finding of No Adverse Effect for the undertaking. No response was received from your office within 30 days of proposing the finding. In addition, no response was received from any other consulting party during their 30-day review. Consistent with Section 106 implementing regulations at 36 CFR § 800.5(c)(1) and the HSR Programmatic Agreement, FRA and IDOT can proceed with the proposed undertaking with the No Adverse Effect determination.

Following the completion of the 30-day SHPO comment period, IDOT received a letter from your office. This letter requested additional documentation for two culverts (MP 46.95 and MP 47.30) that FRA and IDOT identified as not eligible for the National Register of Historic Places in our August 2, 2018 submission. The requested documentation is attached. This documentation further supports our determination that the proposed undertaking has no adverse effect to historic properties.

With the No Adverse Effect Section 106 determination, FRA intends to make a de minimis impact finding in accordance with Section 4(f) of the Department of Transportation Act of 1966. Please provide written concurrence with the No Adverse Effect determination in writing within 30 days.

If you have any questions, please contact me at 217-785-7833 or Brad.Koldehoff@illinois.gov. Thank you for your continued consultation on the Illinois HSR Project.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit Chief
Bureau of Design & Environment

CC: Amanda Murphy, FRA Environmental Protection Specialist
Katherine Zeringue, FRA Federal Preservation Officer

Attachments: WSP Culvert Memo

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

FAX (217) 524-7525

Will County
Elwood to Braidwood
New Construction of Second Mainline Track, Bridge Replacement and Other Track Improvements, High Speed Rail Chicago to St. Louis
From Milepost 44.5 in Elwood to Milepost 55.3 in Braidwood
IDOT Seq #-18772
SHPO Log #001080218

December 4, 2018

Brad Koldehoff
Illinois Department of Transportation
Bureau of Design and Environment
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Mr. Koldehoff:

Thank you for requesting comments from our office concerning the possible effects of your project on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

We have reviewed the additional information, received on November 5, 2018, for the above referenced project. We concur that the two culverts (MP 46.95 and 47.30) are not eligible for listing on the National Register of Historic Places (NRHP).

The proposed project constitutes an adverse visual effect as defined in 36 CFR 800.5 on the Alternate Route 66, Wilmington to Joliet which was listed on the NRHP on May 5, 2006 and other segments of Route 66 not listed on the NRHP but which are eligible for listing on the NRHP.

At this time you should continue to work with this office to develop a plan to mitigate this adverse effect.

If you have any questions, please call 217/782-4836.

Sincerely,

Robert F. Appleman
Deputy State Historic
Preservation Officer

Chicago to St. Louis High-Speed Rail
DRAFT MINUTES

SUBJECT: Section 106 Coordination for Chicago to St. Louis High-Speed Rail
Elwood to Braidwood Track Construction Project Cultural Resources Report

LOCATION: Telephone Conference

MEETING DATE: December 17, 2018 – 11:00 AM Central / 12:00 PM Eastern

ATTENDEES: FRA: Amanda Murphy, Laura Shick, and Andrea Green-Armstrong
Illinois State Historic Preservation Officer: Anthony Rubano
Illinois Department of Transportation (IDOT): John Oimoen, Elliot Ramos, Brad Koldehoff, Tim Selover (WSP), and Aimee Paquin (WSP)

Discussion:

Amanda Murphy of FRA started the call by asking everyone to introduce themselves. Amanda M. provided a brief background of where the project is at in consultation with the SHPO. Amanda M. asked Anthony Rubano, the reviewer at the SHPO, about the letter received in December 2018 disagreeing with FRA's effect determination for the project. The letter stated that the project would have an adverse effect for all alternatives.

Anthony R. provided a brief explanation that the extent of the retaining walls and guardrail would have a visual adverse effect on Route 66, listed or eligible. Anthony R. noted that he did not have information about what the retaining walls or guardrail would look like.

Brad Koldehoff of IDOT, Bureau of Design and Environment Cultural Resources Unit Chief, provided some background on the Alternate Route 66, Wilmington to Joliet listed-section. Development in the area and roadway improvements, in consultation with Scenic Byways and Route 66 Association, to maintain a safe corridor for those traveling Route 66 have degraded the visual quality of Route 66. However, it is not part of this project to de-list Route 66.

Brad K. inquired what IDOT could do to minimize the effect that this project may have on the listed section of Route 66. Suggestions include: (1) Providing more details on the safety features; (2) Eliminate some of the alternatives immediately adjacent to Route 66 with the greatest features.

Anthony R. requested a graphic of the features with the area that has had the most visual change.

Amanda M. asked Anthony R. for a 15-day review period if something is provided to the SHPO for review and Anthony R. agreed to the reduced review period

Action Item:
FRA and IDOT to coordinate on how to address the SHPO request for additional information.

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of Natural Resources

JB Pritzker, Governor
Colleen Callahan, Director

www.dnr.illinois.gov

Mailing address: State Historic Preservation Office, 1 Old State Capitol Plaza, Springfield, IL 62701

Will County PLEASE REFER TO: SHPO LOG #001080218
Elwood to Braidwood
From Milepost 44.5 in Elwood to Milepost 55.3 in Braidwood,
Sites: 11WI287, 302, 518, 2377, 3678, 3770, 4105, 4109, 4121, 4122, 4123, Section:3-Township:32N-Range:9E, Section:6-Township:33N-Range:10E, Sections: 1, 12, 13, 24, 25, 26, 34, Section:35-Township:33N-Range:9E, Sections: 20, 29, 30, 31, Section:32-Township:34N-Range:10E
IDOT Seq #-18772, ISAS-14170
New Construction of Second Mainline Track, Bridge Replacement and Other Track Improvements, High Speed Rail Chicago to St. Louis

November 5, 2019

ARCHAEOLOGY ONLY

Brad Koldehoff
Illinois Department of Transportation
Bureau of Design and Environment
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Mr. Koldehoff:

We have reviewed the documentation submitted for the referenced project(s) in accordance with 36 CFR Part 800.4. Based upon the information provided regarding the archaeological resources, no historic properties are affected.

Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two (2) years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you are an applicant, please submit a copy of this letter to the state or federal agency from which you obtain any permit, license, grant, or other assistance. If further assistance is needed contact Jeff Kruchten, Chief Archaeologist at 217/785-1279 or Jeffery.kruchten@illinois.gov.

Sincerely,

Robert F. Appleman
Deputy State Historic
Preservation Officer