

United States Department of the Interior
National Park Service

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☐ not for publication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. Lohmeyer
Signature of certifying official/Title

3/18/06
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

Beth A. Savage

5/5/06

Alternate Route 66, Wilmington to Joliet
Name of Property

Will County, Illinois
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
☐ public-local
☒ public-State
☐ public-Federal

Category of Property
(Check only one box)

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

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

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

Name of related multiple property listing

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

Historic and Architectural Resources of
Route 66 Through Illinois

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

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: roadbed

Current Functions

(Enter categories from instructions)

TRANSPORTATION: roadbed

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Limited Access Four-Lane Highway

OTHER: Limited Access Two-Lane Highway

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other CONCRETE

Narrative Description

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

United States Department of the Interior
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Continuation SheetSection number 7 Page 1Alternate Route 66, Wilmington to Joliet
Will County, Illinois

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).

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.

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Will County, Illinois

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

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Alternate Route 66, Wilmington to Joliet
Will County, Illinois

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

8. Statement of Significance

Applicable National Register Criteria

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

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

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.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ENGINEERING

Period of Significance

1926-1956

Significant Dates

1926, 1942, 1945

Significant Person

(complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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: _____

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Alternate Route 66, Wilmington to Joliet
Will County, Illinois

STATEMENT OF SIGNIFICANCE - SUMMARY

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

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

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

HISTORICAL BACKGROUND

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

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Will County, Illinois

traveled Route 66 and Route 6 to bypass Joliet. Also, those traveling through Plainfield could connect with Route 66 north of Joliet via Route 126. These connections made for a quicker and more direct course for those passing through the area, and so the extension was soon designated as Route 66. The original alignment from Gardner through Wilmington and Elwood to Joliet was then designated as Alternate Route 66.²

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.

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Alternate Route 66, Wilmington to Joliet
Will County, Illinois

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

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

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

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Alternate Route 66, Wilmington to Joliet
Will County, Illinois

BIBLIOGRAPHY

AAA Official Road Map of Illinois. Washington, DC: American Automobile Association, 1942, 1945.

Cassity, Michael. "Route 66 Corridor National Historic Context Study." Route 66 Corridor Preservation Program, National Trails System Office – Intermountain Region, National Park Service, Santa Fe, New Mexico, December 15, 2004.

Illinois Department of Public Works and Buildings, Division of Highways. "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

_____. "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.

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.)

1
Zone Easting Northing
2

3
Zone Easting Northing
4

☒ See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Philip Thomason/Teresa Douglass

organization Thomason and Associates

date November 9, 2005

street & number 1907 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

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

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

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Alternate Route 66, Wilmington to Joliet
Will County, Illinois

UTM COORDINATES

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

VERBAL BOUNDARY DESCRIPTION

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

VERBAL BOUNDARY JUSTIFICATION

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













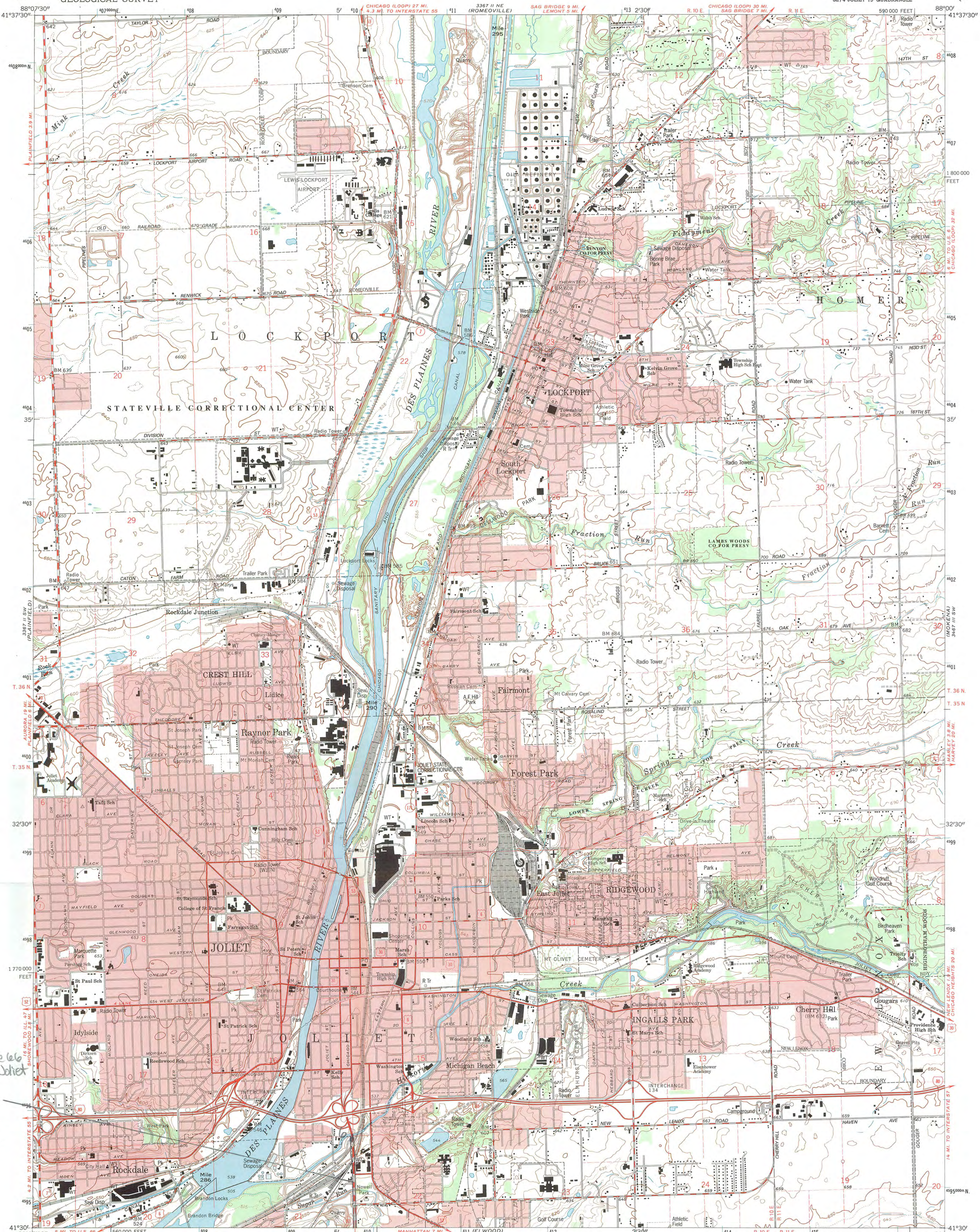












Alternate Route 66
Williamson to Joliet
Will Co. IL
UTM:
6.16/409615/
4596655

Produced by the United States Geological Survey
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs
taken 1952 and planimetric surveys 1953-54. Revised from aerial photographs
taken 1988. Field checked 1991. Map edited 1993
Projection and 10,000-foot grid ticks: Illinois coordinate
system, east zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue
1927 North American Datum (NAD 27)
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and NAD 83 for 7.5-minute
intersections are given in USGS Bulletin 1875
There may be private inholdings within the boundaries of
the National or State reservations shown on this map
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked

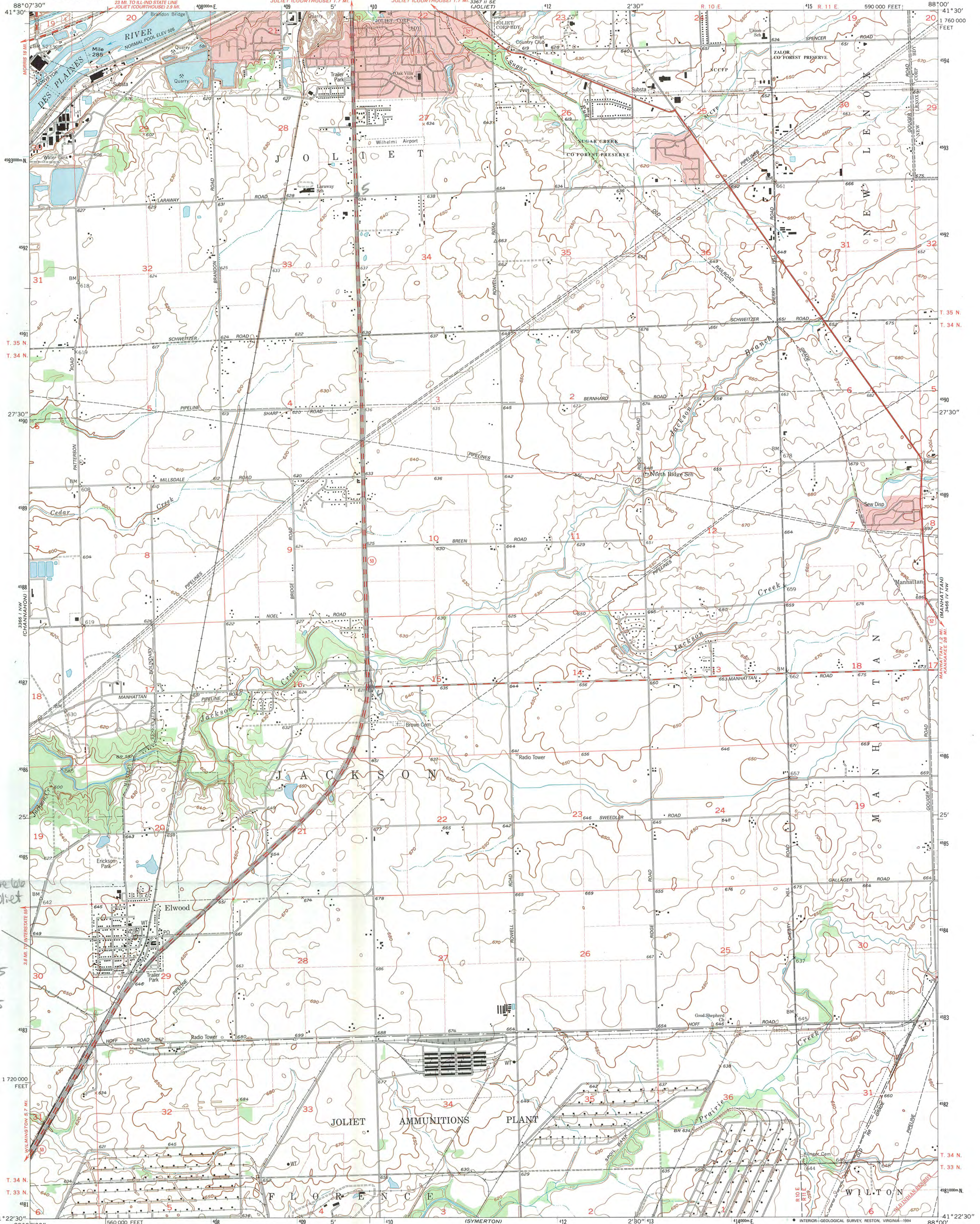
SCALE 1:24,000
1 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 10 15 20 KILOMETER
CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
COMPLIES WITH U.S. GEOLOGICAL SURVEY STANDARDS FOR SPATIAL ACCURACY—CLASS 2
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U.S. Route
State Route
JOLIET, ILL.
SE 1/4 JOLIET 15' QUADRANGLE
41088-E1-TF-024
1993
DMA 3367 II SE—SERIES V883

map 4

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

ELWOOD QUADRANGLE
ILLINOIS—WILL CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NE 1/4 WILMINGTON 15' QUADRANGLE



Produced by the United States Geological Survey

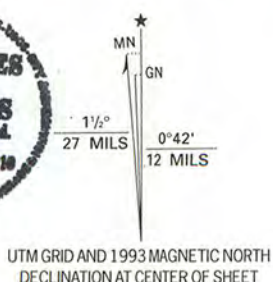
Control by USGS and NOS/NOAA

Planimetry by photogrammetric methods from aerial photographs taken 1952. Topography by planimetric surveys 1953. Revised from aerial photographs taken 1988. Field checked 1991. Map dated 1993.

Projection and 10,000-foot grid ticks: Illinois coordinate system, east zone (transverse Mercator). 1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American Datum (NAD 27).

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are given in USGS Bulletin 1875.

There may be private inholdings within the boundaries of the National or State reservations shown on this map. Red tint indicates areas in which only landmark buildings are shown.



SCALE 1:24,000

1 000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 10 15 20 25 30 35 40 45 50 KILOMETER

CONTOUR INTERVAL 10 FEET

NATIONAL GEODETIC VERTICAL DATUM OF 1929

COMPLIES WITH U.S. GEOLOGICAL SURVEY STANDARDS FOR SPATIAL ACCURACY—CLASS 2
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

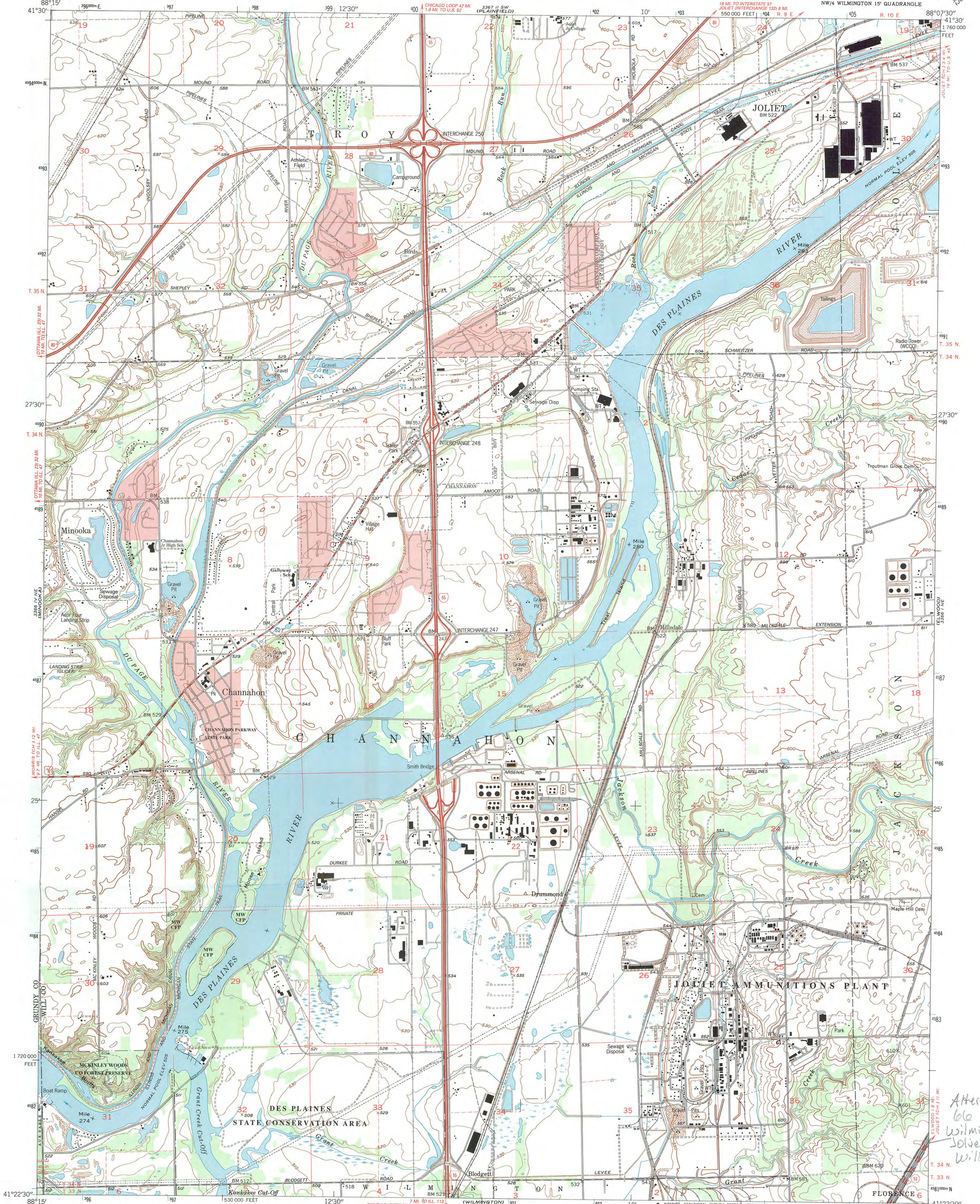
ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Unimproved road
Interstate Route
U.S. Route
State Route
Light-duty road, hard or improved surface
Unimproved road

ELWOOD, ILL.
NE 1/4 WILMINGTON 15' QUADRANGLE
41088-D1-TF-024

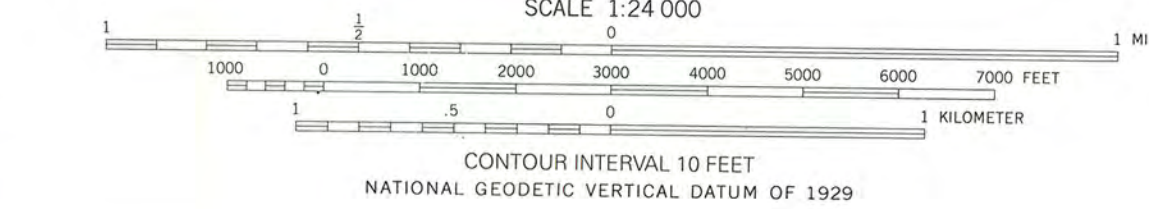
1993

DMA 3366 1 NE—SERIES V863

Map 3



Produced by the United States Geological Survey
Control by USGS and NOS/NOAA
Planimetry by photogrammetric methods from aerial photographs
taken 1952. Topography by planimetric surveys 1953-54. Revised
from aerial photographs taken 1988. Field checked 1991.
Map edited 1993.
Projection and 10,000-foot grid ticks: Illinois coordinate
system, east zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in
1927 North American Datum (NAD 27)
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and NAD 83 for 7.5-minute
intersections are given in USGS Bulletin 1875
There may be private inholdings within the boundaries of
the National or State reservations shown on this map
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



COMPLIES WITH U.S. GEOLOGICAL SURVEY STANDARDS FOR SPATIAL ACCURACY-CLASS 2
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

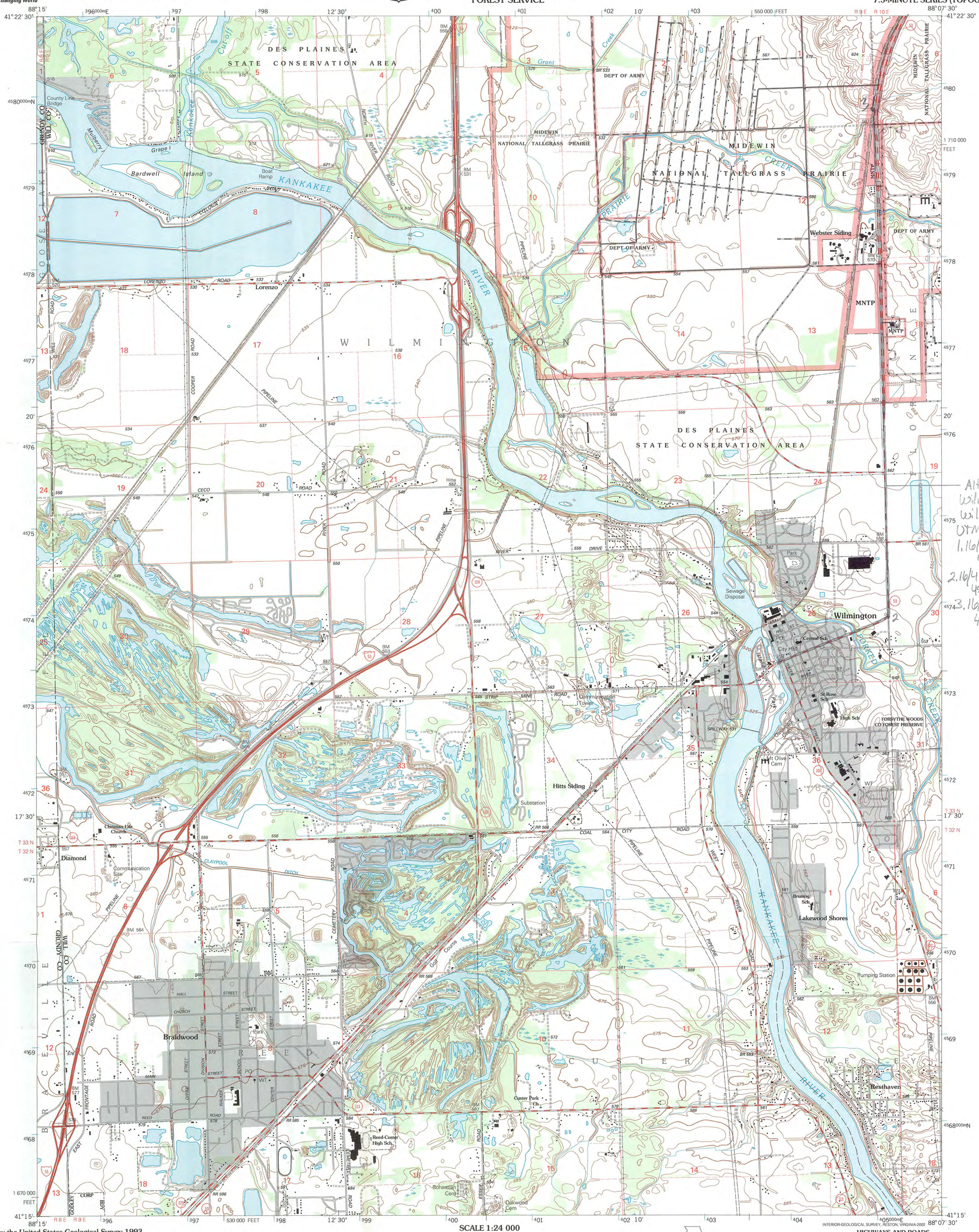
Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U.S. Route
	State Route

CHANNAHAN, ILL.
NW/4 WILMINGTON 15' QUADRANGLE
41088-02-TF-024

1993
DMA 3366 1 NW - SERIES V863

Alternate Route
to
Joliet
Will Co. IL

Map
2



Alternate Route 60
Wilmington to Joliet
Will Co, IL
UTM:
1.16/403995/
4573305
2.16/405295/
4573855
3.16/405145/
4579755

Produced by the United States Geological Survey 1993
Revision by USDA Forest Service 1999
Topography compiled 1952. Planimetry derived from imagery taken 1998
and other sources. Public Land Survey System and survey control current
as of 1999
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks:
Illinois coordinate system, east zone (transverse Mercator)
Blue 1000-meter Universal Transverse Mercator ticks, zone 16
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and NAD 83 for 7.5-minute
intersections are obtainable from National Geodetic Survey NADCON software
Non-National Forest System lands within the National Forest
Inholdings may exist in other National or State reservations
This map is not a legal land line or ownership document. Public lands are
subject to change and leasing, and may have access restrictions; check
with local offices. Obtain permission before entering private lands



UTM GRID AND 2002 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

SCALE 1:24 000
CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048



1	2	3	1 Minooka
4	5	6	2 Channahon
7	8	9	3 Elwood
			4 Coal City
			5 Symerton
			6 Dwight
			7 Essex
			8 Bonfield

HIGHWAYS AND ROADS

Interstate
U. S.
State
County
National Forest, suitable
for passenger cars
National Forest, suitable
for high clearance vehicles
National Forest Trail
Primary highway
Secondary highway
Light-duty road
Composition: Unspecified
Paved
Gravel
Dirt
Unimproved; 4 wheel drive
Trail
Gate; Barrier

WILMINGTON, IL
1999
41088-C2-TF-024
NIMA 3366 I SW-SERIES V863





Illinois Historic Preservation Agency

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

Voice (217) 782-4836

www.illinois-history.gov

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.



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, CEC, 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