

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



979

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 Illinois Route 4, North of Auburn

other names/site number SBI 4; State Aid 6

2. Location

street & number Curran and Snell Roads ☐ not for publication

city or town Auburn ☒ vicinity

state Illinois code IL county Sangamon code 167 zip code 62615

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 forth 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. Wheeler /BHP 6-25-98
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of 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:)

Edson H. Beall
Signature of the Keeper

8-6-98
Date of Action

Illinois Route 4, North of Auburn
Name of Property

Sangamon 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 the count.)

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

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/Road Related

Current Functions

(Enter categories from instructions)

Transportation/Road Related

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Concrete Road

Other: Brick Road

Materials

(Enter categories from instructions)

foundation n/a

walls n/a

roof n/a

other concrete

brick

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 whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- ☐ 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 # _____

Areas of Significance

(Enter categories from instructions)

Engineering _____

Period of Significance

1920 - 1932 _____

Significant Dates

N/A _____

Significant Person

(Complete if Criterion B is marked above)

N/A _____

Cultural Affiliation

N/A _____

Architect/Builder

Unknown _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository: _____

Illinois Route 4, North of Auburn
Name of Property

Sangamon County, Illinois
County and State

10. Geographical Data

Acreage of Property Approximately 7.5

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 6	2 6 4 8 9 0	4 3 8 8 7 4 0
	Zone	Easting	Northing
2	1 6	2 6 4 1 5 0	4 3 8 8 7 5 0

3	1 6	2 6 3 9 0 0	4 3 8 8 7 6 0
	Zone	Easting	Northing
4	1 6	2 6 3 8 7 0	4 3 8 8 4 6 0

☐ 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 Dorothy R. L. Seratt, John Weiss, and Lenore Weiss

organization Route 66 Association of Illinois date March 30, 1998

street & number 408 N. Front Street telephone 815-998-2300

city or town Odell state IL zip code 60460

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

Additional items

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

Property Owner

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

name Illinois Department of Transportation

street & number 3200 South Dirksen Parkway telephone _____

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 listings. 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 20503.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

Illinois Route 4, North of Auburn

Description

The Illinois Route 4, north of Auburn segments are located in Section 34 and 35, Chatham Township and Section 3, Auburn Township, Sangamon County, Illinois. The segments are located west of current Illinois Route 4 connecting to this route at the northeast and south end. The segments are located between Auburn to the south and Chatham to the north. The segments consist of a 1,277 foot long (.24 mile) 16-foot wide Portland cement concrete segment completed by 1921 and a 1.53 mile brick road segment built in 1932. The road is located in a rural setting with a few scattered farmsteads along the sides of it. Trees are located near Panther Creek which the road crosses over two 1920 concrete bridges in two places.

Concrete Segment

In Sangamon County, the 1926-1930 U. S. Route 66 alignment followed an already established route, State Bond Issue 4 (SBI4), one section of which had also been designated State Aid Route 6. The 1,277' (approximately .24 mile) curved segment is just north of the town of Auburn and remains as a good example of road construction in the early 1920s and representative of Illinois Route 4 and U. S. Route 66 in its infancy.

This road segment is comprised of a 200' east-west section, a 400' north-south section, and a 677' curve that connects the east-west section to the north-south section. The entire segment, including the curve, is two, eight-foot wide lanes of Portland cement. Sixteen-foot wide surfaces were typical in the United States in the early 1920s. The eastern end of this road segment begins west of Panther Creek, at the west end of the east-west brick road segment in Section 34, Chatham Township, Sangamon County on Snell Road. The road segment continues to the west for 200 feet then turns southwesterly, leaving Snell Road, and continues on a 677 foot long curve. The road then turns south at Curran Road and continues for 400 foot. At the south end of the 400 foot section the road joins back with the brick road segment.

Appropriations and plans for this road segment were approved on July 10, 1919. The pouring of the Portland cement occurred approximately two to three years later. This section of the road was completed by October 1, 1921. The complete road from Chicago to St. Louis was completed and in use as SBI4 by 1923. In 1926, this road segment became part of the new Federal Highway System when it was designated

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2

Illinois Route 4, North of Auburn

Route 66. It held this distinction until 1930 when Route 66 was relocated to the east in an effort to bypass more municipalities. This was deemed necessary by the Division of Highways to allow traffic to flow through the state with less obstacles to slow the journey. (See Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois" for further discussion on the history of Route 66).

Inspection of this .24 mile segment of early SBI4 pavement north of Auburn will show that it remains today as it was then in 1921-1930, a sixteen-foot wide slab of Portland cement. Improvements made to SBI4 in 1932 did not extend to this section of the road, which caused less traffic on this segment over the years, with almost no traffic on the 677 foot curve connecting the east-west section to the north-south section. This 1,277 foot section then ceased being Route 66 in 1930 and SBI4 when improvement involved a new curve placed several years later southeast of the original curve. The reason for constructing a new curve was a need to widen the lanes for safety and not having ample room to do the widening. The new, improved segment was designated Illinois Route 4 and the original curve was abandoned. As part of the 1932 improvement, SBI4 had been relocated about 1/4 mile east of its original alignment set in 1919, thus leaving this .24 mile section that had once been SBI4 and Route 66 literally abandoned.

Today, the approximately 400' north-south section is known as Curran Road, and the 200' east-west section is Snell Road. The connecting 677' curve has no designation and is still abandoned in its 1926-1930 concrete road surface dimensions as it had appeared as Route 66 and Illinois Route 4.

Brick Segment and Bridges

In 1932 improvements were completed on this section of the road that is located just north of Auburn. This 1.53 miles in Section 34, Chatham Township, in Sangamon County is known today as the Auburn Brick Road. These improvements involved widening a 1.53 mile segment of Curran and Snell Roads and completely replacing the existing 16' wide connecting curve with a new, wider curve a few yards southeast of it. For a reason not obvious today, the existing Portland cement was widened from 16' to 20' and resurfaced with brick.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

Illinois Route 4, North of Auburn

Two existing bridges, constructed in 1920, of which both have a single span, reinforced concrete, through girder superstructures with solid concrete parapets with inset panels, were also resurfaced with brick. One of the bridges (#084-0094) spans Panther Creek on the east - west section of the road and the other (#084-0091) spans Panther Creek on the north - south section of the road. Both bridges are considered contributing to the nomination as they date during the road segments' period of significance and maintain their historic integrity.

Bridge #084-0094 is a single span, reinforced concrete through girder bridge with solid concrete parapets with inset panels. The bridge plate notes, "Station 742-33, Built 1920 by, State of Illinois with, Federal Aid, Project 8 Section C." The concrete slab deck has a brick overlay added in 1932. The bridge is 20.3 feet wide from face to face of the curb and gutter and 53.1 feet long.

Bridge #084-0091 is a single span, reinforced concrete through girder bridge with solid concrete parapets with inset panels. The bridge plate notes, "Station 781-00. Built 1920 by, State of Illinois, with, Federal Aid, Project 8 Section C." The concrete slab deck has a brick overlay added in 1932. The bridge is 20.3 feet wide from face to face of the curb and gutter and 53.1 feet long.

The roadway, although widened to 20' with Portland cement, was then resurfaced to a width of 18' with brick. There is one foot of exposed Portland cement on either edge of the road. The curve connecting the north-south and east-west roads was constructed with the same dimensions as the N-S and E-W roads. It is reasoned that a new curve was added, abandoning the old curve, to accommodate larger, faster vehicles than the old curve could handle, and possibly to move it farther away from the Curran-Snell Road intersection. This would eliminate some traffic hazards that might have existed because of the proximity of the old curve and the intersection of County Highway 18 and FAS 1619 to the northwest.

The 1.53 mile long brick road segment begins in Section 35, Chatham Township on Snell Road, just at the west edge of current Illinois Route 4. It proceeds west along Snell Road crossing over Panther Creek on a single span, reinforced concrete bridge. The roadway proceeds slightly to the west and then turns to the southwest and follows a curve. It then turns to the south rejoining Curran Road and crosses over Panther Creek on a single span, reinforced concrete bridge. The road continues to the south

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7, 8 Page 4

Illinois Route 4, North of Auburn

through Section 34, Chatham Township and through part of Section 3, Auburn Township, to a junction with current Illinois Route 4.

Statement of Significance

Illinois Route 4, north of Auburn road segments are good examples of road construction from the early 1920s through 1932. It qualifies Criterion C for engineering, as representative examples of the typical road-building design standards set forth by the American Association of State Highway and Transportation Officials as applied to Illinois. Illinois Route 4, north of Auburn is locally significant for listing in the National Register. The period of significance is 1920 when the two bridges were completed to 1932, when the brick segment was constructed. The 1,277 foot (.24 mile) 16 foot wide concrete road segment was part of State Bond Issue 4 and the earliest alignment (1926-1930) of Route 66 in Illinois. It is representative of the type of road that was Route 66 in Illinois from 1926-1930 and State Bond Issue 4. Although this road segment is in disrepair, it retains the integrity of the original 16' wide road bed along the north-south section, the east-west section, and the curve connecting the two. All of this 1,277 foot (.24 mile) section is in use today even though the 1932 improvements bypassed this concrete segment. The failure to include this segment in these 1932 improvements is the reason this road, including lane widths, shoulders and grading, remains much the same today as it was in the period of significance. The cross-section template and pavement remain as they were during the period of significance. It retains integrity of materials, design, workmanship, location, feeling, association, and setting. The brick road built in 1932 is associated with a method of road construction used in the early years of this century. Although this 1.53 mile of brick road is in varying degrees of disrepair, it is still used as a public roadway and could be restored. Because of this and its rural location that remains the same today as it was during the years of significance, it retains the integrity of materials, design, workmanship, location, feeling, association, and setting. State Bond Issue 4 provided transportation connections between Chicago and St. Louis for commercial haulers, business travelers, vacationers, and for local citizens to nearby towns and cities such as Springfield, Auburn, and Carlinville.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 5

Illinois Route 4, North of Auburn

Concrete Segment

Early road building in Illinois followed, for the most part, routes established by the railroads. In rural Illinois, towns would be settled every 5 miles or so along the railroad lines. As these towns grew it became necessary to have roadways to connect them with the rural areas to allow farmers to bring their products to be shipped by rail. With the advent of the automobile people needed and wanted more than dirt roads to move about for business, or increasingly, for pleasure. Roads became a hot, political issue. Associations began to form to promote the building of paved roads across the nation. By 1900 there were 200,000 cars produced in the United States creating a demand for better roads. But in Illinois only 8 percent of the state's 94,141 miles of roads had gravel or macadam surfaces in 1905.

By 1909 Portland cement was used to pour a concrete test road for a total of one mile in Detroit. Land grant colleges also began to teach highway construction. The federal government was still a few years away from involvement in road building and maintenance. So, it was up to businesses and individuals who wanted a road through their towns to build, mark, and maintain them, issue maps, and promote the roads in their area. (Seratt and Ryburn-Lamonte, "Historic and Architectural Resources of Route 66 Through Illinois" National Register of Historic Places Multiple Property Documentation Form, p. 7,8).

Notable efforts to improve road conditions by the Illinois state government began in 1905 with the establishment of a commission to study the Illinois road system. Real progress began in 1910 when state legislation required state licensing of vehicles with the fees to be used for road construction. In 1913, under the leadership of Governor Dunne, the state passed the Tice Road Act of 1913, which approved state bonds to be used for roadway improvements. Legislation received a further boost in 1916, through the Federal Aid Post Road Act. (Tingley, The History of Illinois, 1889 to 1928. Vol. 5, p. 238-241.)

The five roads in Illinois designated to receive monies from the Federal Aid System in 1919 were the: National Old Trails Road (National Road, now known as U.S.40) which extended from East St. Louis in an easterly direction to the Indiana state line near Terre Haute, Indiana; Lincoln Highway, beginning at Chicago and extending westerly through Geneva, DeKalb, Dixon, Sterling, to the Mississippi River at Fulton; Dixie Highway,

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 6

Illinois Route 4, North of Auburn

beginning at Chicago and extending southerly to Danville; Chicago - Springfield - East St. Louis Road, via Joliet, Ottawa, LaSalle, Peoria, and Springfield; and the road from Chicago through Waukegan to the Wisconsin state line. The Chicago - Springfield - East St. Louis Road included portions of Route 4 which would later become U.S. Route 66 from East St. Louis to Springfield. (Illinois Blue Book, 1919-1921, p 320-322.) By 1924 SBI4 was almost completely paved between Chicago and East St. Louis. Roads in more populated areas were usually 18' wide, while the rural areas had many 16' wide road beds. The roads were usually 6" thick Portland cement. Many of these roads were prepared by teams of horses dragging special equipment. Laborers performed back-breaking tasks and received 40 cents an hour for their efforts.

Construction of SBI 4 in the early 1920s in Illinois followed a general pattern. The cross section of this road included, for the most part, two, eight foot wide lanes with two, seven foot gravel shoulders. The cement was generally six inches thick. Average costs per mile in Illinois for the Portland cement pavements including grading and culvert work was \$28,553 in 1921. (Fourth Annual Report of the Department of Public Works and Buildings, Division of Highways, 1920-1921, p. 5,32.)

In Sangamon County there are very few remaining 16' wide Portland cement pavements that had been part of SBI4 and later the 1926-1930 alignment of Route 66. One such segment is located on the south side of Springfield, and dead-ends into Lake Springfield in Section 30, Woodside Township. This approximately .4 mile segment was bypassed to the west to build Lake Springfield and a portion of the road remains under the water that is now a lake. Another 16' wide Portland cement road segment is located in the area known as Cotton Hill, south of Lake Springfield and east of Interstate 55. These segments will be the subject of future National Register of Historic Places nominations.

Brick Segment

The use of bricks for road surfaces can be credited to the Dutch. The Romans much earlier experimented with paving bricks, but their low-temperature fired bricks were quickly ground to powder by the narrow cartwheels. By the seventeenth century, many Dutch towns had brick streets. By the early 1700s, Philadelphia, Pennsylvania had brick streets.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 7

Illinois Route 4, North of Auburn

The use of brick for paving became popular in the late 1800s. In 1870 Dr. Nathan B. Hale installed a brick pavement in Charleston, West Virginia, at his own expense. The brick was specially pressed, hard-burned, dark red brick. It was laid on a base of planks that was covered with sand. In 1875, Napoleon Heafer led an experiment in Bloomington, Illinois using brick for streets. The method incorporated a four-inch layer of coal cinders covered with sand. Over that was laid the first layer of bricks, which was topped by additional sand and a second layer of bricks. Unfortunately, the brick was too soft and porous to withstand heavy traffic loads. But throughout the 1880s, brickmakers and engineers worked to improve the quality of paving brick. Improvements included using stonelike shale clays as the primary ingredient for the bricks and improved firing techniques to ensure more even heating. As a result the improved paving brick could withstand higher pressure. By the end of the nineteenth century American shale paver brick was one of the most indestructible objects and compared in hardness to high-grade steel.

In 1893 brick pavement was used for the first time in Illinois in a rural area in Monmouth Township, Warren County. The news of the use of paving brick on rural roads spread rapidly and was even noticed in the Scientific American. By the last decade of the nineteenth century the use of bricks for street paving was widely discussed in popular and technical literature. For the next twenty years brick was the dominant material used for paving in the United States. (Royce Baier and William D. Walters, Jr. "Brick Streets in Illinois: A Brief History and Guide to Their Preservation and Maintenance." Illinois Preservation Series, Number 12)

Brick used for road surfaces were most often laid over a bed of concrete. Early brick roads were placed on a sandbase which was only adequate for light traffic or in climates where freezing and thawing of the ground didn't heave the brick out of line. Very few brick surfaces appeared in rural roads prior to 1900; by the time of the 1900 census, only 123 miles of road were recorded as paved with brick, and most of those miles, some 104, were in the state of Ohio. The first rural road paved with brick was near Cleveland on the Wooster Pike. (J. Butler. First Highways of America, 1994, p.108-112.)

After pouring the Portland cement, the brick had to be laid by hand, a difficult, time consuming project. Records show no reason for resurfacing the rural 1.53 miles of Illinois Route 4, north of Auburn with brick. After the widening, construction of a new

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

Illinois Route 4, North of Auburn

curve, and resurfacing were completed, this rural 1.53 miles road was designated Old Illinois 4. Whatever the reason, the brick road north of Auburn is a good example of brick road building. The road and bridges, cross-section template, culverts and gradings are virtually as they were in 1932.

Bridges

The two bridges constructed in 1920, are single span, reinforced concrete, through girder superstructures with solid concrete parapets with inset panels. Reinforced concrete, through girder bridges (Illinois Department of Transportation bridge type 124) were generally built between 1906 and the 1920s. These bridges were characterized by massive, load carrying, solid concrete side rails and spans between 30 and 65 feet. Standard plans prepared by the Illinois Division of Highways included three optional railing styles; solid concrete parapets with inset panels, Flemish bond brick, or concrete baluster rails with repeated square posts and arched openings. (John B. Nolan, "Draft: Determination of Eligibility of Historic Bridges in Illinois, 1989, on file at Illinois Department of Transportation, Springfield, Illinois, p. 31-32)

Although hundreds of these bridges were built in the state, many were replaced due to their narrow widths. In Illinois Department of Transportation District 6 which encompasses Hancock, Adams, Schuyler, Brown, Pike, Scott, Morgan, Cass, Mason, Menard, Logan, Sangamon, Christian, Montgomery, and Macoupin counties there were seven reinforced concrete, through girder bridges (IDOT Type 124) noted by the Illinois Department of Transportation in October 1997. (Illinois Department of Transportation, District 6 "Section 106 Documentation of Adverse Effect, FAS Route 1619 and SBI Route 4 (Old IL 4) Over Panther Creek, Sangamon County," February 1998, Memorandum October 8, 1997) Below are some example of IDOT Type 124 found near the Auburn bridges.

IDOT Bridge #059-0046 on SBI (Old Illinois 4) crosses Shearles Branch approximately 2 miles northeast of Nilwood, in Section 8, Nilwood Township, Macoupin County. The reinforced concrete, through girder bridge was constructed in 1920. The west railing is comprised of concrete endposts and top chord with an infill of Flemish bond brick. The original concrete and brick east railing was removed and replaced with a modern metal railing.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number 8 Page 9

Illinois Route 4, North of Auburn

IDOT Bridge #059-0031 on SBI 4 (Old Illinois 4) crosses Hurricane Creek, 2.5 miles north of Carlinville in Macoupin County. The reinforced concrete, through girder bridge was constructed in 1921.

IDOT Bridge #086-3218 on Township Road 86 crosses the Little Sandy Branch, 1 mile southeast of Glasgow in Scott County. The reinforced concrete, through girder bridge was constructed in 1914.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 10

Illinois Route 4, North of Auburn

Bibliography

Baier, Royce and Williams D. Walters, Jr. "Brick Streets in Illinois: A Brief History and Guide to their Preservation and Maintenance." Illinois Preservation Series, No. 12, Springfield, Illinois: Illinois Historic Preservation Agency.

Barton-Aschman Associates, Inc. in association with Archaeological Research, Inc. "Historic Route 66 in Illinois." Prepared for Illinois Department of Transportation, 1995.

Butler, John L. First Highways of America, Lola, Wisconsin: Krause Pub., 1994

Illinois Department of Transportation, District 6. "Section 106 Documentation of Adverse Effect, FAS Route 1619 and SBI Route 4 (Old IL 4) Over Panther Creek, Sangamon County," Memorandum October 8, 1997. Springfield, Illinois: Illinois Department of Transportation, February 1998.

Nolan, John B., "Draft: Determination of Eligibility of Historic Bridges in Illinois, 1989," on file at Illinois Department of Transportation, Springfield, Illinois.

Seratt, Dorothy R.L. and Terri Ryburn-LaMonte. "Historic and Architectural Resources of Route 66 Through Illinois." National Register of Historic Places Multiple Property Documentation Form, 1997.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 10 Page 11

Illinois Route 4, North of Auburn

Verbal Boundary Description

Located in Section 34 and the west part of Section 35, Chatham Township and the north part of Section 3, Auburn Township, Sangamon County, Illinois. Legally described by the Illinois Department of Transportation as: SBI4/FAS 1619 (Old I14) Section C(W-1, RS-7, B-1 & B-2), SBI 4 intersection with Illinois 4 northeast of Auburn to the intersection with Illinois 4 north of Auburn. The lateral boundaries run concurrently with the IDOT-owned right-of-way. The boundary of the nominated property is delineated by the polygon whose vertices are marked by UTM reference points. The boundary is indicated on the Divernon and Virden North quadrangle maps.

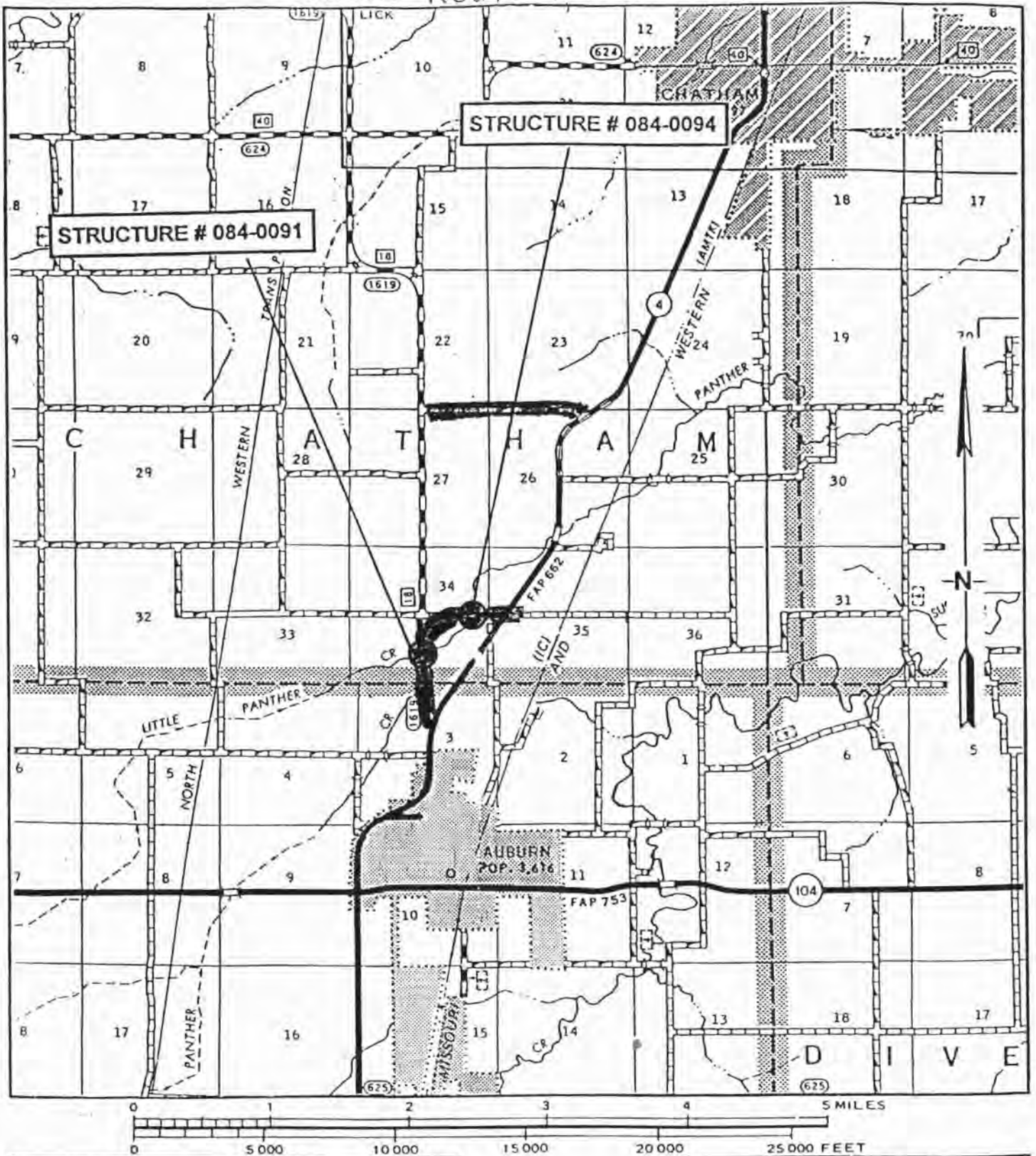
Boundary Justification

These boundaries were chosen because they encompass both the 16' wide concrete segment and brick road segment and that maintains historic integrity.

UTM

5. Zone - 16, East - 263970, North - 4387440

Illinois Route 4 North of Auburn



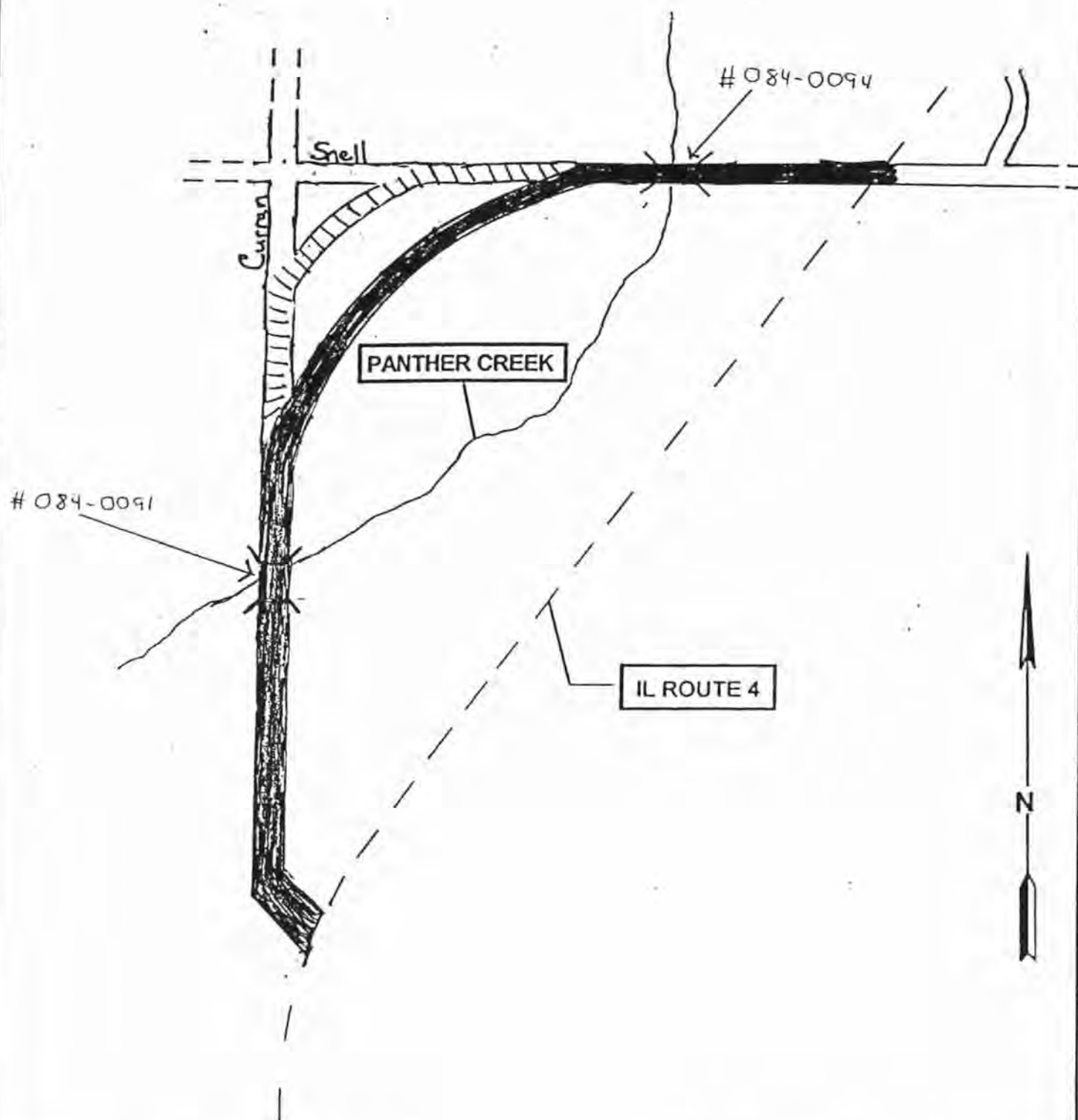
LEGEND

● = Existing Bridge Structure




LOCATION MAP

SBI RTE. 4, FAS 1619 (OLD IL 4)
SECTION C(W-1, RS-7, B-1 & B-2)
PANTHER CREEK
SANGAMON COUNTY

Illinois Route 4, North of Auburn



LEGEND

-  = Original / Rt. 66+4
-  = 1932 / Brick Surface
-  = Bridge

LOCATION MAP

SBI RTE. 4, FAS 1619 (OLD IL 4)
SECTION C(W-1, RS-7, B-1 & B-2)
PANTHER CREEK
SANGAMON COUNTY

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Illinois Route 4--North of Auburn

MULTIPLE
NAME:

STATE & COUNTY: ILLINOIS, Sangamon

DATE RECEIVED: 7/10/98 DATE OF PENDING LIST: 7/20/98
DATE OF 16TH DAY: 8/05/98 DATE OF 45TH DAY: 8/24/98
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 98000979

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 8-6-98 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



Illinois Route 4, North of Auburn

Old IL 4 Brick Road
Sangamon County, IL
John + Lenore Weiss

B-10-98

408 N. Front Street
Odell, IL 60460

Looking North on Old IL 4 (Curran Road)



Illinois Route 4, North of Auburn

Old IL 4 Brick Road

Sangamon County, IL,

John + Lenore Weiss

3-10-98

408 N. Front Street

Odell, IL 60460

Looking North on Old IL 4 (Cowan Rd.)

Bridge # 084-0091 in background



Illinois Route 4, North of Auburn, Brick Road
Sangamon County, IL

John + Lenore Weiss

3-10-98

408 N. Front Street
Odell, IL 60460

Looking North toward bridge on Old IL 4 (Curran Rd.).

Bridge # 084-0091



Illinois Route 4, North of Dubuque
Route 66 / Route 4 Concrete Segment
Sangamon County, IL

John + Lenore Weiss

3-10-98

408 N. Front St

Odell, IL 60466

Looking North on 400' leg of Curran Road
toward connecting curve. (brick pavement in
foreground to the right)



Illinois Route 4, North of Auburn

Old IL4 Brick Road

Sangamon County, ILLINOIS

John + Lenore Weiss

3-10-98

408 N. Front Street

In the curve looking toward Snell Road to
the Northeast



Illinois Route 4, North of Auburn

Old IL 4 Brick Road

Sangamon County, IL

John + Lenore Weiss

3-10-98

408 N. Front Street

Odell, IL 60460

Looking West on Old IL 4 (Snell Road)



Illinois Route 4, North of Auburn
Old Illinois 4 Brick Road

Sangamon County, IL.

John + Lenore Weiss

3-10-98

408 N. Front Street

Odell, IL 60460

Looking West on Shell Rd. (Old IL 4) at
bridge # 084-0094 over Panther Creek



Illinois Route 4

Old Illinois 4 Brick Road

Sangamon County, IL

John + Lenore Weiss

3-10-98

408 N. Front Street

Odell, IL 60460

Looking East toward SBI 4 intersection with
Old IL 4 (Snell Rd.) End of Brick Road



Illinois 4, North of Auburn

Old IL 4 Brick Road

Sangamon County, IL

John + Lenore Weiss

3-10-98

408 N. Front Street

Odell, IL 60460

Bridge # 084-0094

on Brick Road looking Southeast on
Snell Road (Old IL 4)



Illinois Route 4, North of Auburn
Rt. 66 / Rt 4 Concrete Segment

Sangamon County, IL

John + Lenore Weiss

3-10-98

408 N. Front Street

Odell, IL 60460

16' slab curve looking North east from
Curran Road



Illinois Route 4, north of Auburn

Rt. 66 + Rte. 4 Concrete Segment

Sangamon County, IL

John + Lenore Weiss

3-10-98

408 N. Front Street

Odell, IL 60460

Looking south east on 16' slab connecting
curve from Snell Road



Illinois Route 4, north of Dubuque
Rt. 66 + Rt. 4 Concrete Segment
Sangamon County, IL
John + Lenore Weiss
3-10-98
408 N. Front Street
Odell, IL 60460

Looking East at connecting curve and
200' E-W segment on Shell Road

Missing Core Documentation

Property Name	County, State	Reference Number
Illinois Route 4 – North of Auburn	Sangamon County, Illinois	98000979

The following Core Documentation is missing from this entry:

☐ Nomination Form

☒ Photographs (missing #1-2, 6-7, 9, 11, 15, and 17-21)

☐ USGS Map

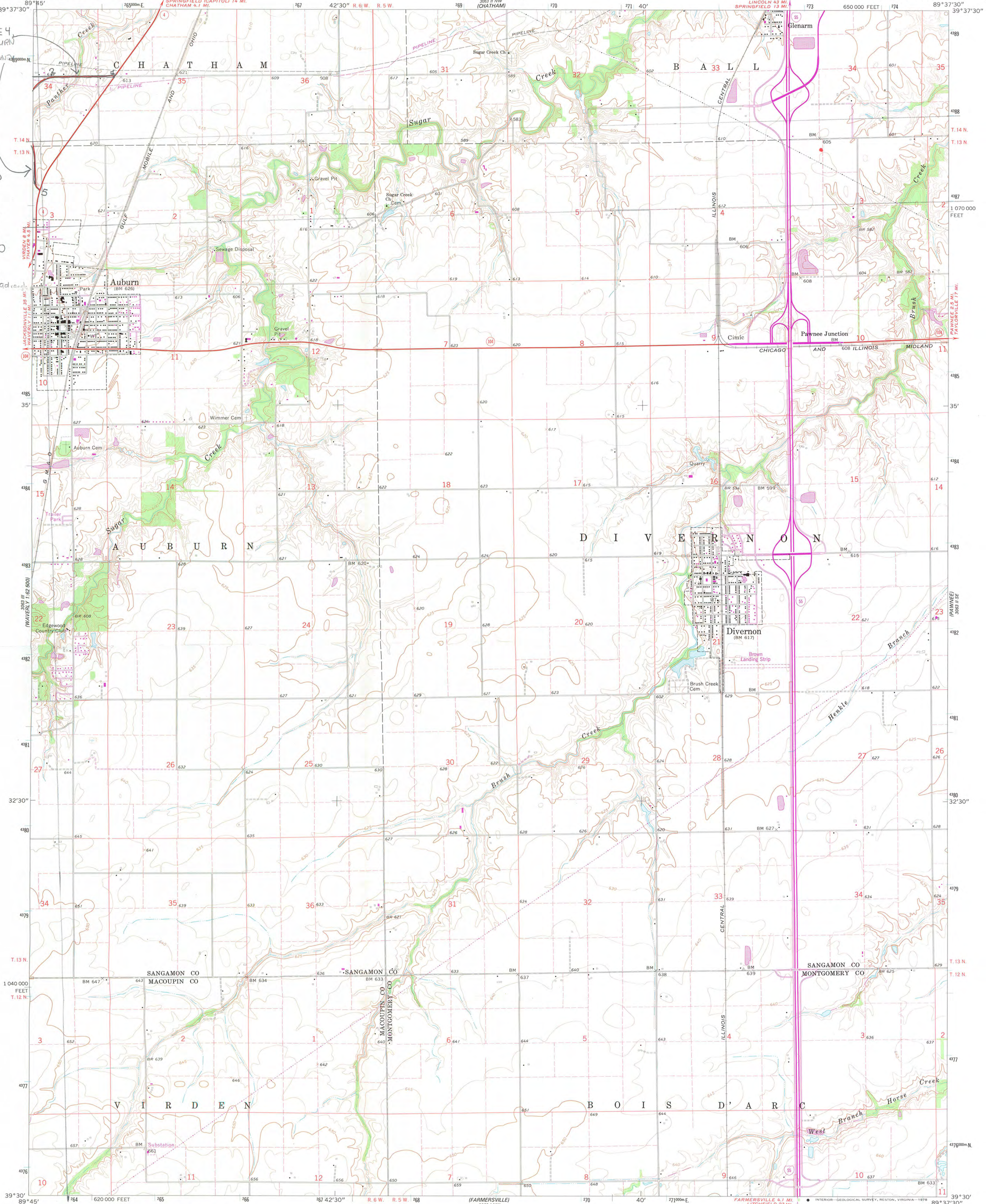
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF ILLINOIS
DEPARTMENT OF REGISTRATION AND EDUCATION
GEOLOGICAL SURVEY DIVISION
URBANA, ILLINOIS

DIVERNON QUADRANGLE
ILLINOIS
7.5 MINUTE SERIES (TOPOGRAPHIC)

3063 II SW
(NEW CITY)

ILLINOIS ROUTE 4
NORTH OF AUBURN
SANGAMON COUNTY
ILLINOIS
ZONE 16
1 E 264890
N 4388740
2 E 264150
N 4388750
3 E 263900
N 4388760
4 E 263870
N 4388466
5 E 263970
N 4387440
(continued on
Divernon Quadrangle
map)



Mapped, edited, and published by the Geological Survey

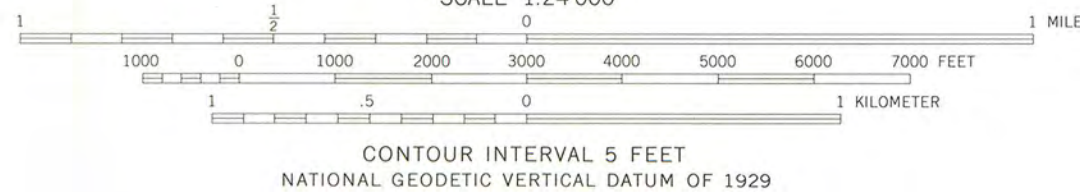
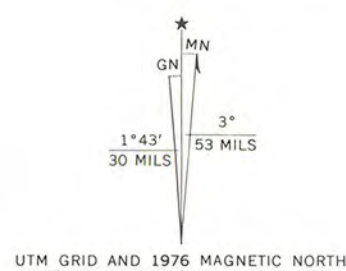
Control by USGS and USC&GS

Topography by photogrammetric methods from aerial
photographs taken 1961. Field checked 1965

Polycyclic projection. 1927 North American datum
10,000-foot grid based on Illinois coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue

Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked

Revisions shown in purple compiled from aerial photographs
taken 1971 and 1976. This information not field checked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Unimproved dirt ———
U.S. Route ——— State Route ———
Interstate Route ———

DIVERNON, ILL.
N3930-W8937.5/7.5

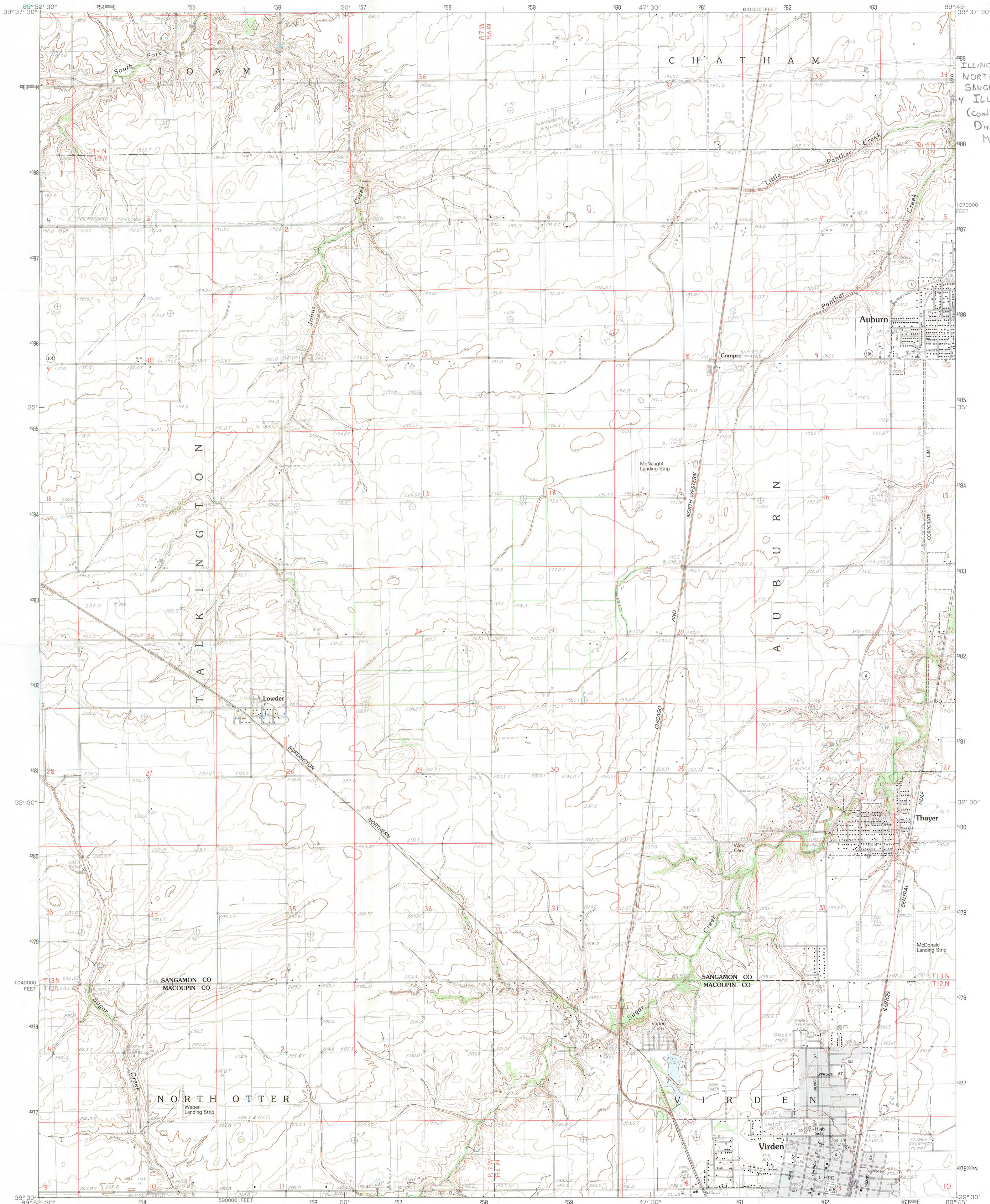
1965

PHOTOREVISED 1971 AND 1976

AMS 3063 II SW-SERIES Y863

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

VIRDEN NORTH QUADRANGLE
ILLINOIS
7.5 MINUTE SERIES (TOPOGRAPHIC)



ILLINOIS ROUTE 4,
NORTH OF AUBURN
SANGAMON COUNTY
4 ILLINOIS
(Continuation from
Dwernon Quadrangle
Map)

PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
CONTROL BY USGS AND NOS/NOAA
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1975
FIELD CHECKED 1979. MAP EDITED 1983
PROJECTION TRANSVERSE MERCATOR
GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR
18000-FOOT STATE GRID TICS ILLINOIS, WEST ZONE
UTM GRID DECLINATION 1947 WEST
1983 MAGNETIC NORTH DECLINATION 200' EAST
VERTICAL DATUM NATIONAL GEODETIC VERTICAL DATUM OF 1929
HORIZONTAL DATUM 1927 NORTH AMERICAN DATUM
To place on the predicted North American Datum of 1983
move the projection lines as shown by dashed corner ticks
(1 meter south and 8 meters east)
There may be private inholdings within the boundaries of any
Federal and State reservations shown on this map
Gray tint indicates area in which selected buildings are shown

PROVISIONAL MAP
Produced from original
manuscript drawings. Information
shown as of date of
field check.

SCALE 1:24 000

1 000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10 000
FEET

1 000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10 000
METERS

CONTOUR INTERVAL 1.5 METERS

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by .3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND THE STATE GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820

ROAD LEGEND

Improved Road
Unimproved Road
Trail

Interstate Route U.S. Route State Route

QUADRANGLE LOCATION

1	2	3	1 New Berlin
4	5	6	2 Loomis
7	8	9	3 Chatham
10	11	12	4 Waverly
13	14	15	5 Dwernon
16	17	18	6 Palmyra
19	20	21	7 Virden South
22	23	24	8 Farmersville

ADJOINING 7.5 QUADRANGLE NAMES

CONTOURS AND ELEVATIONS
IN METERS

VIRDEN NORTH, ILLINOIS
PROVISIONAL EDITION 1983

39089-E7-TM-024