



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 any 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 **Route 66, Cayuga to Chenoa**

other names/site number

### 2. Location

street & number **Route 66, between just north of Township Road 2200 North and just south of Township Road 3000 North** \_\_\_\_\_ Not for publication

city or town **Cayuga and Chenoa** \_\_\_\_\_ **X** \_\_\_\_\_ vicinity

state **Illinois** code **IL** county **Livingston/McLean** code **105/113** zip code **61764**

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this **X** 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 **X** meets \_\_\_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_\_\_ nationally **X** statewide \_\_\_\_\_ locally. ( \_\_\_\_\_ See continuation sheet for additional comments.)

*William L. White* / *SHPO*

Signature of certifying official

*3-26-03*

Date

**Illinois Historic Preservation Agency**

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 commenting or other official

Date

State or Federal agency and bureau

American Indian Tribe

Route 66, Cayuga to Chenoa  
Name of Property

Livingston/McLean, Illinois  
County and State

#### 4. National Park Service Certification

I, hereby certify that this property is:

Signature of the Keeper

Date of Action

☒ entered in the National Register

*Beth Boland*

7/23/03

☐ 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):

\_\_\_\_\_

\_\_\_\_\_

#### 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

8

6 structures

0

0 objects

8

6 Total

Number of contributing resources previously listed in the National Register N/A

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

Route 66, Cayuga to Chenoa  
Name of Property

Livingston/McLean, Illinois  
County and State

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## 6. Function or Use

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Historic Functions (Enter categories from instructions)

**Transportation/road-related**

Current Functions (Enter categories from instructions)

**Transportation/road-related**

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## 7. Description

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Architectural Classification  
(Enter categories from instructions)

**Other: Limited Access Four-Lane Highway**

Materials (Enter categories from instructions)

Foundation     **N/A**

Roof             **N/A**

Walls            **N/A**

other            **Concrete**

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

**See Continuation Sheets**

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CONTINUATION SHEET

Section 7 Page 1

**Route 66, Cayuga to Chenoa, Illinois**

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Description

Route 66, Cayuga to Chenoa, was first commissioned in 1926 as part of the interstate highway system. As traffic and weather took its toll on the road, it became necessary to replace sections of the road in 1943-44 and 1954-55.<sup>1</sup> The road segment extends 18.2 miles south and west from northeast of Cayuga in the southeast quarter of Section 30, Odell Township in Livingston County to the northwest quarter of Section 14, Chenoa Township in McLean County.<sup>2</sup> The road segment passes through Odell, Esmen, Pontiac, Eppards Point, and Pike townships in Livingston County and a portion of Chenoa Township in McLean County. At both the beginning and ending points two of the historic four lanes have been removed for the construction of Interstate 55. Generally flat terrain typical of Illinois and utilized for farming characterizes much of the territory through which the road segment passes. Parallel to the road segment on the east are the Union Pacific Railroad tracks; a short distance west of the road segment is Interstate 55. This segment meets the qualifications set forth for the property types "Road Segment" and "Bridges" in the Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois."

The road segment consists of fourteen structures (eight contributing structures and six non contributing structures): north and southbound lanes of four-lane Route 66 (one contributing structure), six contributing bridges, six non contributing bridges, and one contributing box culvert. The road segment and bridges are owned and maintained by the Illinois Department of Transportation.

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<sup>1</sup> 27th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1944. Springfield, Illinois: Department of Public Works and Buildings, Division of Highways, p. 90. 37th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1954. Springfield, Illinois: Department of Public Works and Buildings, Division of Highways. 38th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1955. Springfield, Illinois: Department of Public Works and Buildings, Division of Highways.

<sup>2</sup> AAA Official Road Map of Illinois. Washington, D.C.: American Automobile Association, 1947, map. 1954 Illinois Official Highway Map. Springfield, Illinois: State of Illinois, 1954, map. 1956 Illinois Official Highway Map. Springfield, Illinois: State of Illinois, 1956, map.

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**Route 66, Cayuga to Chenoa, Illinois**

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Much of the original pavement, built in the 1920s, with its 18 foot width and only a 6 inch interior thickness, was still in use in 1942. The age and design of the road, along with the heavy transport truck traffic which was permitted to carry excessive loads in order not to hinder the movement of vital war materials, had caused destruction of portions of the highway and expensive maintenance costs. Because of this a contract was awarded at the end of 1942 which included rebuilding this road segment. This new pavement consisted of two sections of twenty-four foot wide, 10 inch thick concrete, generally striped for eleven foot driving lanes. The southbound lanes were built first in 1943-1944 and the northbound lanes were constructed in 1954-1955, creating a four-lane highway with a center median. The northbound lanes were built over the 1926 alignment. A thirty-foot, edge-of-pavement-to-edge-of-pavement grass median separates the southbound lanes from those that carried traffic northbound. The inside shoulders are overgrown and consist of gravel, while those outside generally incorporate eight-foot gravel and four-foot grass sections. The northbound lanes have a macadam overlay, but most of the southbound lanes have the original surface with the exception of an area around Pontiac where the road has macadam overlay. Most of the original cross-section template exists, but a few turn lanes have been added around Pontiac. Portions of the southbound lanes are closed to traffic and access is restricted by signs and berms that cover part of the pavement.

Twelve bridges are located within the road segment. Six of these bridges are contributing structures. Six have been replaced and are non contributing structures. The bridges are concrete span varying in length and support structure.

Most culverts are built as part of a roadway's foundation and, consequently, are unnoticed by the traveler. Such is the case with the concrete culvert located in the road segment. The historic culvert has a fifteen-foot, six-inch-wide box and is a contributing structure.

Since construction, activities affecting the historical integrity of the road segment include the installing of the macadam overlay on the northbound lanes and a small portion of the southbound lanes around Pontiac and the replacement of six bridges. The Illinois Department of Transportation has abandoned portions of the southbound lanes and covered the road with



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(8-86)



OMB No. 1024-0018

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**Route 66, Cayuga to Chenoa, Illinois**

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mounds of dirt and installed signs restricting access to stop motorized traffic from driving on these lanes.

Starting at the beginning point northwest of Pontiac and proceeding southwest past Pontiac, a mile-by-mile description of the road segment's current condition follows:

- 0.0 mile Beginning point is where the four-lane highway is intact in the southeast quarter of Section 30, Odell Township. At this point Interstate 55 pushes west away from the historic Route 66 corridor. The southbound lanes are abandoned and closed to traffic.
- 0.2 mile Township Road 2200 North intersects with the historic segment to the east. This township road passes under a railroad bridge adjacent to the historic segment.
- 0.5 mile Bridges 053-0012 and 053-0011 over Wolf Creek. Bridge 053-0012 is original from the 1940s and Bridge 053-0011 built in 1955 has been rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation. Both bridges one span with concrete T-beams and are contributing. To the west of this area is a Meramec Cavern barn sign, a popular Route 66 attraction.
- 0.7 mile Near Cayuga the historic segment crosses Township Road 2160 North Road.
- 1.1 miles Township Road 2125 North intersects to the west. Memorial Park Cemetery is located just south of this road and west of the historic segment.
- 2.7 miles Historic segment crosses Township Road 2000 North.
- 4.3 miles North of Pontiac, the historic segment intersects North Aurora Street and no longer parallels the railroad tracks. Adjacent to the road segment is The Old Log Cabin Restaurant, a Route 66 icon.

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**Route 66, Cayuga to Chenoa, Illinois**

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- |           |  |
|-----------|--|
| 4.9 miles | Southbound lanes open to traffic around Pontiac. Both northbound and southbound lanes covered with macadam overlay. Historic profile the same with the exception the addition of the few turn lanes.   |
| 5.1 miles | Historic segment crosses Township Road 1825 North.   |
| 5.5 miles | Bridges 053-0010 and 053-0009 over North Creek. Bridge 053-0009 was replaced and is non contributing. Bridge 053-0010 is a two-span with slab deck built in 1954 and is contributing.  |
| 5.6 miles | Cross Route 23.  |
| 6.0 miles | Intersect with West Howard to the east (Route 116E).   |
| 6.2 miles | Bridges 053-0008 and 053-0007 were rebuilt in 1990 and are non contributing.   |
| 6.5 miles | Cross Route 116W.  |
| 7.2 miles | Just south of Pontiac, traffic crosses over to divert southbound traffic to northbound lanes. Southbound lanes are abandoned and closed to traffic again. Northbound lanes have macadam overlay; southbound lanes are original concrete surface. |
| 7.6 miles | Cross Township Road 1600 North.  |
| 7.8 miles | Bridges 053-0006 and 053-0005 over Turtle Creek. Bridge 053-0005 has been demolished and replaced with a modern structure (non contributing). Bridge 053-0006 is a two-span with slab deck built in the 1940s and is contributing.               |
| 8.7 miles | Cross Township Road 1500 North. The Livingston County Home is located west and a short distance south of the historic road segment.  |
| 9.9 miles | Cross Township Road 1400 North.  |

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**Route 66, Cayuga to Chenoa, Illinois**

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- 10.9 miles Cross Township Road 1300 North.
- 11.0 miles Bridges 053-0004 and 053-0003 over Rooks Creek northeast of Ocoya. Bridge 053-0003 is a modern replacement (non contributing). Bridge 053-0004 is a five-span with steel beams built in 1946 and is contributing.
- 11.6 miles Cross Township Road 1250 North.
- 11.9 miles Town of Ocoya located along the east side of the historic segment.
- 12.1 miles Cross Township Road 1200 North.
- 13.2 miles Cross Township Road 1100 North.
- 13.6 miles Cross Township Road 1070 North.
- 14.3 miles Bridges 053-0002 and 053-0001 over unnamed creek. Bridge 053-0002 is a non contributing modern replacement. Bridge 053-0001 is a two-span with concrete T-beams built in the 1940s and is contributing.
- 14.9 miles Fifteen-foot, six-inch-wide concrete box culvert (contributing). Intersect Township Road 950 North.
- 15.5 miles Cross the Livingston/McLean County line, just north of Chenoa.
- 15.9 miles Cross Route 19.
- 16.6 miles Cross Toledo, Peoria and Western Railroad tracks.
- 16.8 miles Cross Route 24 (West Cemetery Avenue) in Chenoa.
- 17.6 miles Old two-lane highway 66 connects to four-lane from the northeast.



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**Route 66, Cayuga to Chenoa, Illinois**

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17.9 miles      Cross Township Road 3000 North

18.2 miles      Historic Road segment ends. Two of the historic lanes are removed and covered by Interstate 55 as it returns to more closely parallel the historic route.

Route 66, Cayuga to Chenoa  
Name of Property

Livingston/McLean, Illinois  
County and State

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### 8. Statement of Significance

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

- ☒ **X** **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.
- ☒ **X** **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.)

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or a grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☒ **X** **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 **1943-1956**

Significant Dates **1943-44; 1954-55**

Significant Person (Complete if Criterion B is marked above) **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.) **See Continuation Sheet**

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**Route 66, Cayuga to Chenoa, Illinois**

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Statement of Significance

Route 66, Cayuga to Chenoa road segment is significant statewide for listing in the National Register of Historic Places. It meets Criterion A for transportation for its association with Route 66 a major national transportation route from Chicago to Santa Monica, California. The period of significance for Criterion A is 1943 when the southbound lanes were completed, to 1956, the ending date for the period of significance established by the approved Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois." It also meets Criterion C for engineering, as a representative example of a limited-access four-lane highway typical of the latest road-building design standards set forth by the American Association of State Highway and Transportation Officials as applied to Illinois in the 1940s and 1950s. The period of significance for Criterion C is 1943 when the southbound lanes were completed to 1955 when the northbound lanes were completed. Route 66, Cayuga to Chenoa meets Criteria Consideration G for properties less than fifty years old as the property is of exceptional importance due to its connections with the famous national transportation highway. Route 66, Cayuga to Chenoa meets the registration requirements of the property type "Road Segment" in the Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois."

For a discussion of U.S. Route 66 and the property types "Road Segment" and "Bridges" please refer to the Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois."

History

By the 1940s, Route 66 extended from Chicago through Springfield to St. Louis and was carrying more traffic than any other long-distance highway in Illinois. Due to World War II, the highway's importance increased as a strategic defense road used for military convoys and the transport of wartime materials. Much of the original pavement of Route 66 was still in service. But the age and design of the pavement, together with the concentration of heavy truck traffic had accelerated the destruction of portions of the highway.

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**Route 66, Cayuga to Chenoa, Illinois**

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The Defense Highway Act of 1941 included an authorization of \$10,000,000 for carrying out "advance engineering surveys and plans for future development of the strategic network of highways and bypasses around and extensions into and through municipalities and metropolitan areas." Funding of \$394,779 was allotted to Illinois, which had to come up with matching grants. In 1942 plans were under way to improve the Route 66 corridor from Chicago to St. Louis. It was noted in the 1942 Division of Highways report that Route 66 normally carried more traffic sustained through its length than any other long-distance state highway, and had assumed added importance by its designation as a strategic highway.

By 1942, extensive failure of the pavement along Route 66 in Illinois reached the stage where not only were maintenance costs excessive, but it was almost impossible to keep the road open to traffic. Plans were made to construct new pavement as soon as possible. The new pavement was to be of Portland cement, 24 feet in width, and 10 inches thick to handle the heavier truck traffic. The new pavement would be built to the side of the old pavement and would eventually become the southbound lanes of a new divided four-lane highway. It was intended to keep the old pavement in service until the new pavement was built, and then to abandon the old pavement for the duration of the war, after which it would be rebuilt as the northbound lanes of a divided four-lane highway. Construction of the segment north of Pontiac segment began in 1943. This segment was part of a longer segment that began north at Gardner and extended south to Pontiac. Construction of the segment south of Pontiac began during 1944. This segment was part of a longer segment, which extended south 27.27 miles to the north end of the newly constructed bypass at Bloomington-Normal that was completed in the early 1940s.

The construction of each of these segments formed a part of the proposed freeway from Chicago to St. Louis, authorized under the Federal Defense Highway Act of 1941, which when completed would provide a modern four-lane pavement of limited-access design. The freeway was designed to bypass towns and cities along the route to avoid traffic tie-ups caused by local traffic.

Included in the construction costs for each new section, were funds for the procurement of right-of-way for a full width four-lane highway with a center median. The latest modern

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**Route 66, Cayuga to Chenoa, Illinois**

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design principles with respect to horizontal and vertical alignment, sight distances, railroad and highway grade crossing separation and protection, and other safety features were incorporated for high-speed through traffic for the new highway.<sup>3</sup>

As part of the improved highway construction a complete soil survey was made of the proposed improvements and special subgrade treatments for most of the route was recommended. As a result, a gravel and crushed-stone subbase was placed beneath the new concrete to stabilize the subgrade and prevent the recurrence of water trapped underneath the older road which was so destructive to the highway.

Following the war, plans were made to complete the northbound lanes forming a four-lane limited-access highway, and in 1954 contracts were awarded. The contracts called for a 24-foot-wide concrete highway, 10 inches thick with a 6-inch thick gravel subbase. The new four-lane limited access highway was completed in 1954-1955.

#### Transportation

Route 66, Cayuga to Chenoa meets Criterion A for transportation for its association with Route 66 from 1943 through 1956. During this time period the hard road allowed for the quicker transport of goods and services for the citizens of Illinois. The completion of Route 66 allowed the economical interstate transport of goods from Chicago through Illinois to California. The designation and construction of Route 66 made the highway the major transportation route between Chicago and southern California. Truckers could easily haul freight and manufactured goods through this road segment on their way to and from Chicago and St. Louis and to cities and towns along the route including East St. Louis, Springfield, Bloomington, and Joliet. The construction of the limited-access four-lane highway allowed for safer and quicker highway travel for tourists, truckers, sales people, and motorists on Route 66. By the 1940s Route 66 was

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<sup>3</sup> 27th Annual Report of the Department of Public Works and Buildings, Division of Highways. Springfield, Illinois: Department of Public Works and Buildings, Division of Highways, 1944, p. 66-67.



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**Route 66, Cayuga to Chenoa, Illinois**

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recognized as the State's most important long-distance highway. In 1949 its year-round average daily traffic count was over 3,000 vehicles with a relatively high proportion of commercial traffic.

Engineering

Route 66, Cayuga to Chenoa meets Criterion C for engineering as a good example of federal-aided highway construction from the 1940s and 1950s. It remains as a significant reminder of the engineering and the workmanship involved in road building during this time period. The road segment with its 24' wide cross-section template, 10" thick Portland cement construction, 6" thick crushed-stone subbase, two, two-lane roads separated by a 30-foot central median, and limited access is representative of road-building design standards set forth by the American Association of State Highway and Transportation Officials during the 1940s and 1950s. The construction of this segment formed a part of Route 66 running from Chicago to St. Louis which, when completed would provide traffic with a modern four-lane pavement of limited-access design. The new highway incorporated the latest modern principles at the time related to road construction including horizontal and vertical alignment, sight distances, railroad and highway grade crossing separation and protection, and other safety features for high-speed through traffic.

Integrity

Route 66, Cayuga to Chenoa road segment contains a high degree of historic integrity of association, location, design, materials, workmanship, setting, and feeling. Integrity of association and location requires that the property was part of U. S. Route 66 in Illinois during the years of significance, 1926-1956, and that its alignment is verifiable. This segment was part of Route 66 during its years of significance and its alignment is verifiable based on historic maps and Illinois Department of Transportation Records.

Integrity of materials, design, and workmanship, refers to the physical features of the road. These physical features include cross-section template, bridges, culverts, and guard rails. Almost the entire road segment maintains its original cross-section template with its twenty-four-

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**Route 66, Cayuga to Chenoa, Illinois**

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foot-wide concrete pavement, thirty-foot median, and gravel and grass shoulders. Most of the gravel shoulders have been grown over with weeds and grasses and have had various grading, but their historic profile is still maintained. There has been macadam overlay placed on northbound lanes, but most of the southbound lanes have original concrete and the historic cross-section template still remains intact.

Integrity of feeling and setting refers to the degree to which the road recalls the commercial and automobile experience during the years of significance. The length of the road segment is important in determining the integrity of feeling and setting. Route 66, Cayuga to Chenoa road segment is 18.2 miles in length. Through its original cross-section template, original concrete pavement, and length in addition to the largely farmed land through which it passes this road segment is able to evoke a sense of what traveling on Route 66 might have been like in the 1940s and 1950s.

At both the beginning and ending points two of the historic four lanes have been removed for the construction of Interstate 55. The remaining two lanes both north and south of the historic segment are over the alignment of the original 1926 pavement. However, the 1926 profile is no longer intact, the proximity of the lanes to the Interstate impact the feeling of the road, as a rural segment, and the remaining two-lane road does not compare favorably with other two lane segments which retain their integrity.

#### Comparisons

Extant four-lane road segments of Route 66 dating from the 1940s-1950s remain in Illinois. Most four-lane segments exist around towns and cities where Interstate 55 has been aligned further east or west of these areas to avoid congestion. Many four-lane segments have had two of their lanes reengineered, repaved, and realigned for Interstate 55 leaving two lanes of Route 66 to the side of the interstate.

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**Route 66, Cayuga to Chenoa, Illinois**

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Some of the comparison Route 66 four-lane road segments from the 1940s and 1950s are as follows:

In Logan County extending around the southwest, west, and north sides of Lincoln northeast to Lawndale is a 10.35 mile four-lane segment. The limited-access four-lane highway around Lincoln was begun in 1940 and completed in the early 1950s.

The Litchfield to Mount Olive segment in Montgomery and Macoupin counties is 9.35 miles long. It was begun in 1943 and completed in 1955. It was listed in the National Register of Historic Places in 2001.

Shorter four-lane segments exist around Williamsville in Sangamon County; Elkhart and Atlanta in Logan County; Lexington in McLean County.

Route 66, Cayuga to Chenoa  
Name of Property

Livingston/McLean, Illinois  
County and State

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## 9. Major Bibliographical References

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(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 # \_\_\_\_\_

Primary Location of Additional Data

☐ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository

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## 10. Geographical Data

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Acreage of Property **227 acres**

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	367487	4534488	3	16	361789 4527686
2	16	363234	4528807	4	16	360908 4513109
_X_ See continuation sheet.						

Verbal Boundary Description

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

**See Continuation Sheet**

Boundary Justification

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

**See Continuation Sheet**

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**Route 66, Cayuga to Chenoa, Illinois**

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Bibliography

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1954 Illinois Official Highway Map. Springfield, Illinois: State of Illinois, 1954.

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"Route 66 Operational Guidelines." Prepared by Barton-Aschman Associates, Inc., and Archaeological Research, Inc., September 1996. Copy on file at Heritage Research, Ltd., Menomonee Falls, WI.

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**Route 66, Cayuga to Chenoa, Illinois**

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Verbal Boundary Description

Starting at the center of the northern boundary at UTM 367487 East and 4534488 North, Zone 16, the road segment extends south and west from northeast of Cayuga in the southeast quarter of Section 30, Odell Township in Livingston County to the northwest quarter of Section 14, Chenoa Township in McLean County, ending at center of the southern boundary at UTM 354156 East and 4511887 North, Zone 16. The width of the designated segment is 60 feet on either side of the center of the segment, which is located in the middle of the median between the two road sections. The road segment passes through Section 30 and 31 of Odell Township; Section 36 of Esmen Township; Section 1, 2, 11, 14, 15, 21, 22, 28 and Section 33 of Pontiac Township; Sections 4, 5, 8, 17, 18, 19, and 30 of Eppards Point Township; and Sections 25 and 36 of Pike Township in Livingston County; and Sections 1, 2, 11, and 14 of Chenoa Township in McLean County. It is located in the lateral boundaries of the road segment running concurrently with the Illinois Department of Transportation-owned right-of-way. The boundary of the nominated property is delineated by a polygon whose beginning and ending points are marked by UTM reference points. The boundary is indicated on the Northeast Pontiac, Northwest Pontiac, Southwest Pontiac and Chenoa quadrangle maps.

Boundary Justification

This boundary includes that area historically associated with Route 66, Cayuga to Chenoa from 1943-1956 and that maintains historic integrity.

UTM References

	Zone	Easting	Northing
1	16	367487	4534488
2	16	363234	4528807
3	16	361789	4527686
4	16	360908	4524423
5	16	355280	4513109
6	16	354156	4511887
7	16	353431	4509352

Route 66, Cayuga to Chenoa  
Name of Property

Livingston/McLean, Illinois  
County and State

---

### 11. Form Prepared By

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name/title **David Newton, former Assistant National Register Coordinator**  
**Dorothy R.L. Seratt, Route 66 Association of Illinois**  
(revised by Tracey A. Sculle, Survey and National Register Coordinator)

organization **Illinois Historic Preservation Agency** date **January 2003 (revisions)**

street & number **One Old State Capitol Plaza** telephone **217-785-4324**

city or town **Springfield** state **Illinois** zip code **62701**

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### Additional Documentation

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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)

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### Property Owner

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

name **Illinois Department of Transportation**

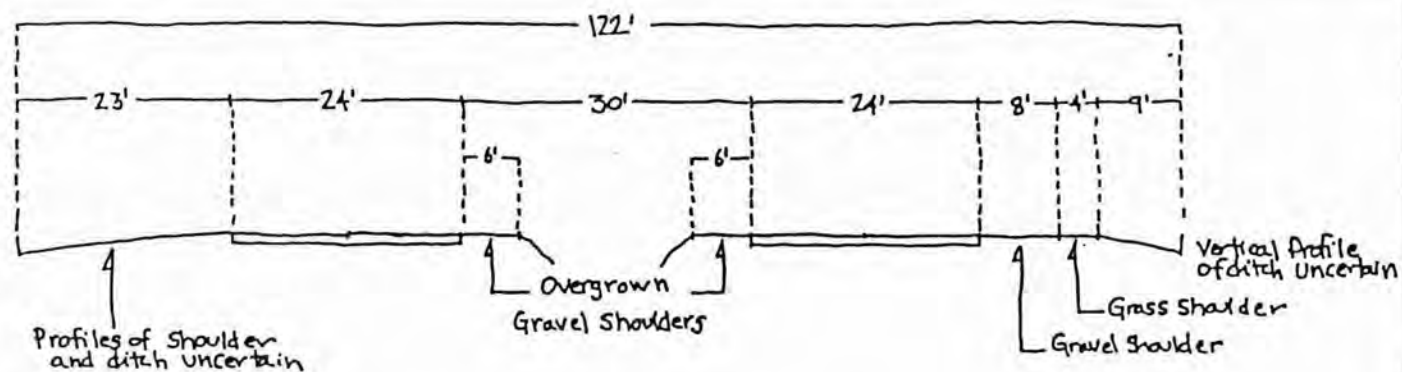
street & number **3200 South Dirksen Parkway** telephone

city or town **Springfield** state **Illinois** zip code **62706**

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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 the 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 Project (1024-0018), Washington, DC 20503.

Route 66, Cayuga to Cheaha



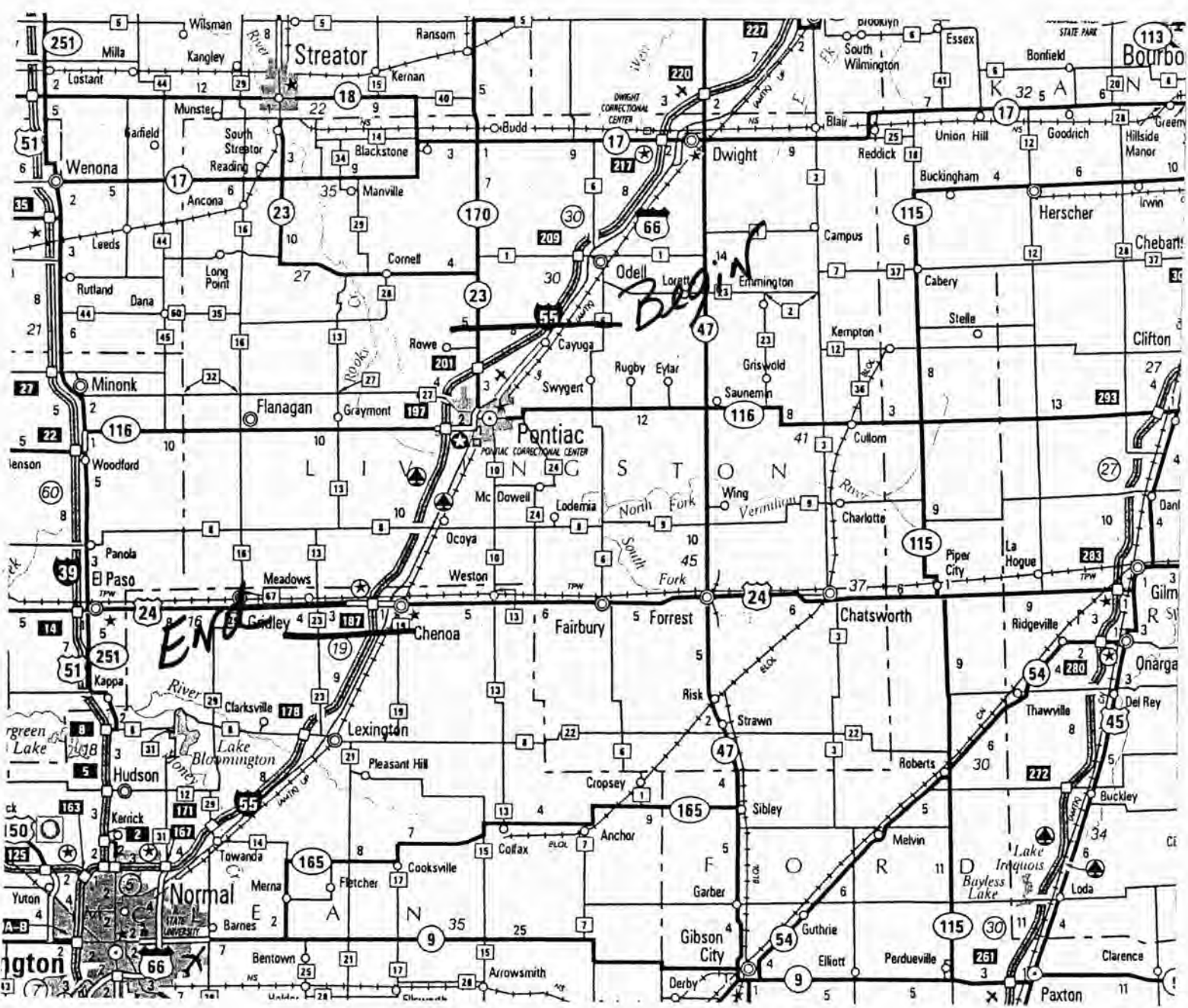
Southbound LANES

Generally striped  
for 12' lanes

Northbound LANES

Generally striped  
for 12' lanes

Note: All dimensions were consistent, although there were some minor variations in the edge-of-shoulder to ditch measurements.



Route 66, Cayuga to Chenoa

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: Route 66, Cayuga to Chenoa

MULTIPLE NAME: Route 66 through Illinois MPS

STATE & COUNTY: ILLINOIS, Livingston

DATE RECEIVED: 3/28/03

DATE OF PENDING LIST:

DATE OF 16TH DAY:

DATE OF 45TH DAY: 5/12/03

DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000115

DETAILED EVALUATION:

\_\_\_ACCEPT \_\_\_RETURN \_\_\_REJECT \_\_\_\_\_DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Return

REVIEWER Boland

DISCIPLINE Historic

TELEPHONE \_\_\_\_\_

DATE 5/6/03

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



Route 66, Pontiac to Chenoa  
Livingston Co., IL  
Historic and Architectural Resources of Route 66 Through Illinois MPS

National Register Comments:

Although a stretch of Route 66 running roughly between Cayuga and Chenoa, Illinois, appears to meet National Register criteria A and C, it also appears that the entire eligible resource has not been nominated. The documentation states that four lanes of Rte. 66 extend for several miles northeast of Pontiac and southwest of Chenoa--for a total of about 10 miles more than the nominated 8.2-mile segment. It is not clear from the nomination form why the additional mileage does not share the significant historical transportation associations and engineering qualities described for the nominated portion of the route between Pontiac and Chenoa. In the Registration Requirements for Road Segments, the cover Multiple Property Form (1997) states that "the length of road segments is important in determining the integrity of feeling and setting" (Section F, p. 42), and also offers the fact that "Illinois U.S. Route 66 retains all but 13 miles of the original road" as part of the way in which the route in Illinois helps recall "the commercial and automobile experience in the years of significance." Why was the entire 18.45 length of 4-lane Route 66 (ca. 1944--1955) in this area not nominated? The documentation as written suggests that this entire stretch of road constitutes the eligible resource.

The documentation also indicates that two-lane original portions of Route 66 extend even farther beyond Cayuga and Chenoa, where the other two lanes were removed for construction of I-55. Are the two remaining lanes the southbound lanes constructed in 1944 or the 1954-55 northbound lanes? If the former, although they would not possess engineering significance through 1955, might they be significant as "a good example of federal-aided highway construction from the 1940s" (Section 8, p. 8)? If the road segments possess historic integrity, it also seems that they would possess similar historical associations "with Route 66 a major transportation route from Chicago to Santa Monica, California" (Section 8, p. 5) as stated for the nominated segment, but from an earlier period. That is, the significance may date from at least 1944--perhaps even earlier, as the southbound lanes were laid over older pavement--to 1955, during which time the southbound road constituted all of Route 66. If these segments lack integrity, or if significance requires the survival of all four lanes, please explain. Otherwise, you might consider adding these segments to the nomination as well--especially if the segment south of Chenoa is the one cited as a good example in the Multiple Property cover context (Section F, p. 36).

Please feel free to call with any questions. I apologize for the delay in returning these comments, and will be happy to expedite the resubmitted nomination.

Beth Boland, Historian  
National Register of Historic Places



**Illinois Historic  
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 •

RECEIVED 2280
JUL - 2 2003
NAT. REGISTER OF HISTORIC PLACES Voice (217) 782-4836 Teletypewriter Only (217) 524-7128

June 30, 2003

Ms. Beth Boland  
National Register Program  
National Park Service, Department of the Interior  
1849 C Street, N.W., Suite NC400  
Washington, D.C. 20240

Dear Ms. Boland:

Per your request, enclosed are the substitute pages for the Route 66, Cayuga to Chenoa road segment in Livingston and McLean Counties, Illinois. Section 7, page 3 corrects the location of the segment, it should be Pontiac instead of Dwight in the second paragraph. Section 10, page 14, provides a more thorough boundary description incorporating the UTMs and the width of the road right-of-way. Sorry for the inconvenience.

Thank you for your attention to this matter. If you have any questions, please feel free to contact Tracey A. Sculle, Survey and National Register Coordinator, at 217/785-4324.

Sincerely,

William L. Wheeler  
State Historic Preservation Officer

WLW:TAS

enclosures

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 3

**Route 66, Cayuga to Chenoa, Illinois**

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mounds of dirt and installed signs restricting access to stop motorized traffic from driving on these lanes.

Starting at the beginning point northwest of Dwight and proceeding southwest past Pontiac, a mile-by-mile description of the road segment's current condition follows:

- 0.0 mile      Beginning point is where the four-lane highway is intact in the southeast quarter of Section 30, Odell Township. At this point Interstate 55 pushes west away from the historic Route 66 corridor. The southbound lanes are abandoned and closed to traffic.
- 0.2 mile      Township Road 2200 North intersects with the historic segment to the east. This township road passes under a railroad bridge adjacent to the historic segment.
- 0.5 mile      Bridges 053-0012 and 053-0011 over Wolf Creek. Bridge 053-0012 is original from the 1940s and Bridge 053-0011 built in 1955 has been rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation. Both bridges one span with concrete T-beams and are contributing. To the west of this area is a Meramec Cavern barn sign, a popular Route 66 attraction.
- 0.7 mile      Near Cayuga the historic segment crosses Township Road 2160 North Road.
- 1.1 miles      Township Road 2125 North intersects to the west. Memorial Park Cemetery is located just south of this road and west of the historic segment.
- 2.7 miles      Historic segment crosses Township Road 2000 North.
- 4.3 miles      North of Pontiac, the historic segment intersects North Aurora Street and no longer parallels the railroad tracks. Adjacent to the road segment is The Old Log Cabin Restaurant, a Route 66 icon.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET



Section 10 Page 14

Route 66, Cayuga to Chenoa, Illinois

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Verbal Boundary Description

The road segment extends south and west from northeast of Cayuga in the southeast quarter of Section 30, Odell Township in Livingston County to the northwest quarter of Section 14, Chenoa Township in McLean County. The road segment passes through Section 30 and 31 of Odell Township; Section 36 of Esmen Township; Section 1, 2, 11, 14, 15, 21, 22, 28 and Section 33 of Pontiac Township; Sections 4, 5, 8, 17, 18, 19, and 30 of Eppards Point Township; and Sections 25 and 36 of Pike Township in Livingston County; and Sections 1, 2, 11, and 14 of Chenoa Township in McLean County. It is located in the lateral boundaries of the road segment running concurrently with the Illinois Department of Transportation-owned right-of-way. The boundary of the nominated property is delineated by a polygon whose vertices are marked by UTM reference points. The boundary is indicated on the Northeast Pontiac, Northwest Pontiac, Southwest Pontiac and Chenoa quadrangle maps.

Boundary Justification

This boundary includes that area historically associated with Route 66, Cayuga to Chenoa from 1943-1956 and that maintains historic integrity.

UTM References

	Zone	Easting	Northing
1	16	367487	4534488
2	16	363234	4528807
3	16	361789	4527686
4	16	360908	4524423
5	16	355280	4513109
6	16	354156	4511887
7	16	353431	4509352

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

NAME: Route 66, Cayuga to Chenoa

MULTIPLE

NAME: Route 66 through Illinois MPS

STATE & COUNTY: ILLINOIS, Livingston

DATE RECEIVED: 7/02/03

DATE OF PENDING LIST:

DATE OF 16TH DAY:

DATE OF 45TH DAY:

08/16/03

DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000115

NOMINATOR: STATE

DETAILED EVALUATION: Y

     ACCEPT      RETURN      REJECT                      DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept - A.C

REVIEWER Beland DISCIPLINE Historic

TELEPHONE                      DATE 7/23/03

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





Route 66, Cayuga to Chenoa  
Livingston County, IL

EASTON

1H PA

2003 - January

Just south of beginning point  
looking south across historic  
segment to Meramec Cavern barn

1 of 5



Route 66, Cayuga to Chenoa  
Livingston County, IL

Easton - IHPA

2003 - January

standing on closed lanes view East  
to Old Log Cabin Restaurant  
North of Pontiac

2 of 5







Route 66 Cayuga to Chenoa  
Livingston County, IL

HPA

2002

South of Pontiac looking South  
at 1600 North Township Road  
intersection

3 of 5



Route 66, Cayuga to Chusa  
Livingston County, IL  
Easton - IHPA

2003 - January

Looking north typical bridges  
along historic segment  
053-0001 & 053-0002

4 of 5



Route 66, Cayuga to Chonola  
McLean County, IL

EASTERN IHPA

2003

Looking north at ending  
POINT of historic segment

5 of 5



CHENOA QUADRANGLE  
ILLINOIS—MC LEAN CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)

This is a detailed topographic map of the Chenoa, Lexington, and Lawndale area in Illinois. The map features contour lines, a grid system, and labels for various locations and features. Key locations include Chenoa, Lexington, and Lawndale. The map also shows the Chenoa River, Lexington Creek, and Lawndale Creek. The grid system includes latitude and longitude coordinates, as well as UTM coordinates. The map is titled "7.5 MINUTE SERIES (TOPOGRAPHIC)" and "1:50,000".

The map shows the following features:

- Locations:** Chenoa, Lexington, Lawndale, Weston, and Henline.
- Water Features:** Chenoa River, Lexington Creek, Lawndale Creek, and Henline Creek.
- Infrastructure:** Roads, railways, and pipelines.
- Topography:** Contour lines indicating elevation.
- Grid System:** Latitude and longitude coordinates, as well as UTM coordinates.

The map is titled "7.5 MINUTE SERIES (TOPOGRAPHIC)" and "1:50,000".


**PROVISIONAL MAP**  
Produced from original  
manuscript drawings. Infor-  
mation shown as of date of  
photography.


1	2	3	1 Flanagan South
4		5	2 Southwest Pontiac
6	7	8	3 Southeast Pontiac
			4 Lexington
			5 Fairbury
			6 Merna
			7 Cooksville
			8 Colfax


ADJOINING 7.5' QUADRANGLE NAMES




**CONTOURS AND ELEVATIONS IN METERS**

**ROAD LEGEND**

Improved Road ..... 

Unimproved Road ..... 

Trail ..... 

 Interstate Route     U. S. Route     State Route

**CHENOA, ILLINOIS**

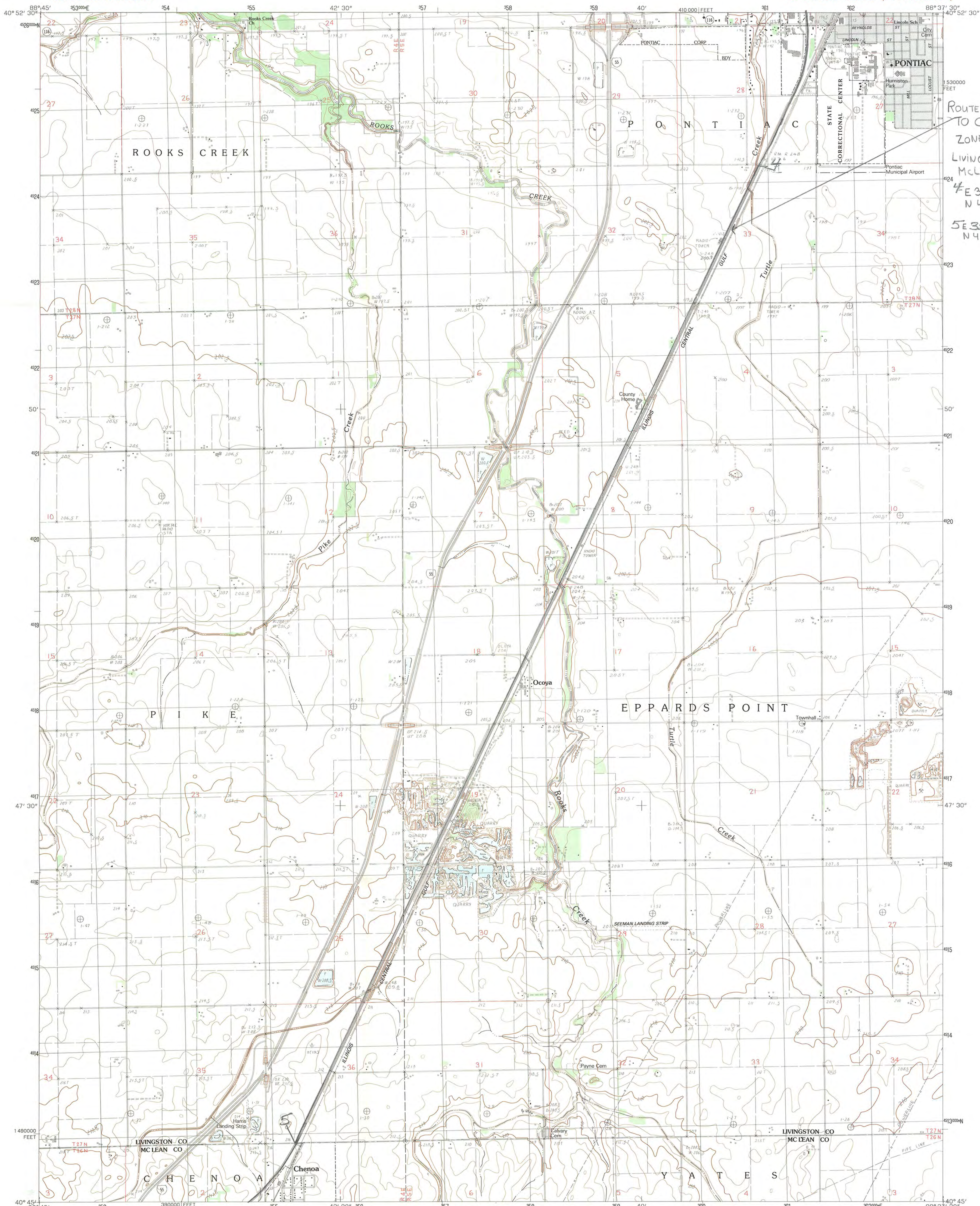
**PROVISIONAL EDITION 1986**

40088-F6-TM-024



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

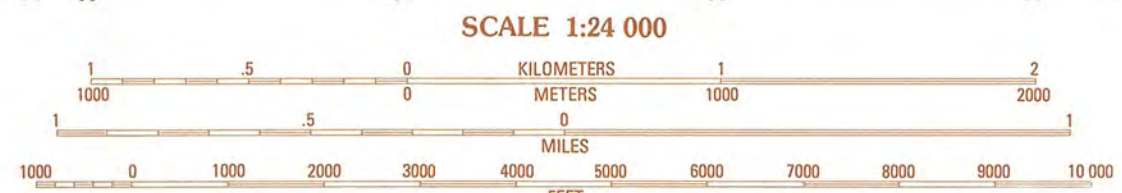
SOUTHWEST PONTIAC QUADRANGLE  
ILLINOIS  
7.5 MINUTE SERIES (TOPOGRAPHIC)



Route 66, Cayuga  
TO CHENOA  
ZONE 16  
LIVINGSTON and  
MCLEAN COUNTY  
4E 360908  
N 4524423  
5E 355280  
N 4518109

PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY  
CONTROL BY: USGS AND NOS/NOAA  
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN: 1977  
FIELD CHECKED: 1980. MAP EDITED: 1983  
PROJECTION: TRANSVERSE MERCATOR  
GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR  
ZONE 16  
10000-FOOT STATE GRID TICKS: ILLINOIS, EAST ZONE  
UTM GRID DECLINATION: 1706 WEST  
1983 MAGNETIC NORTH DECLINATION: 1700 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 north and 6 meters east)  
There may be private inholdings within the boundaries of any  
Federal and State reservations shown on this map  
Gray tint indicates areas in which selected buildings are shown

**PROVISIONAL MAP**  
Produced from original  
manuscript drawings. Infor-  
mation shown as of date of  
field check.



1	2	3	1	Flanagan North
2	3	4	2	Northwest Pontiac
3	4	5	3	Northeast Pontiac
4	5	6	4	Flanagan South
5	6	7	5	Southeast Pontiac
6	7	8	6	Lexington
7	8	9	7	Chenoa
8	9	10	8	Fairbury

ADJOINING 7.5' QUADRANGLE NAMES  
CONTOURS AND ELEVATIONS  
IN METERS

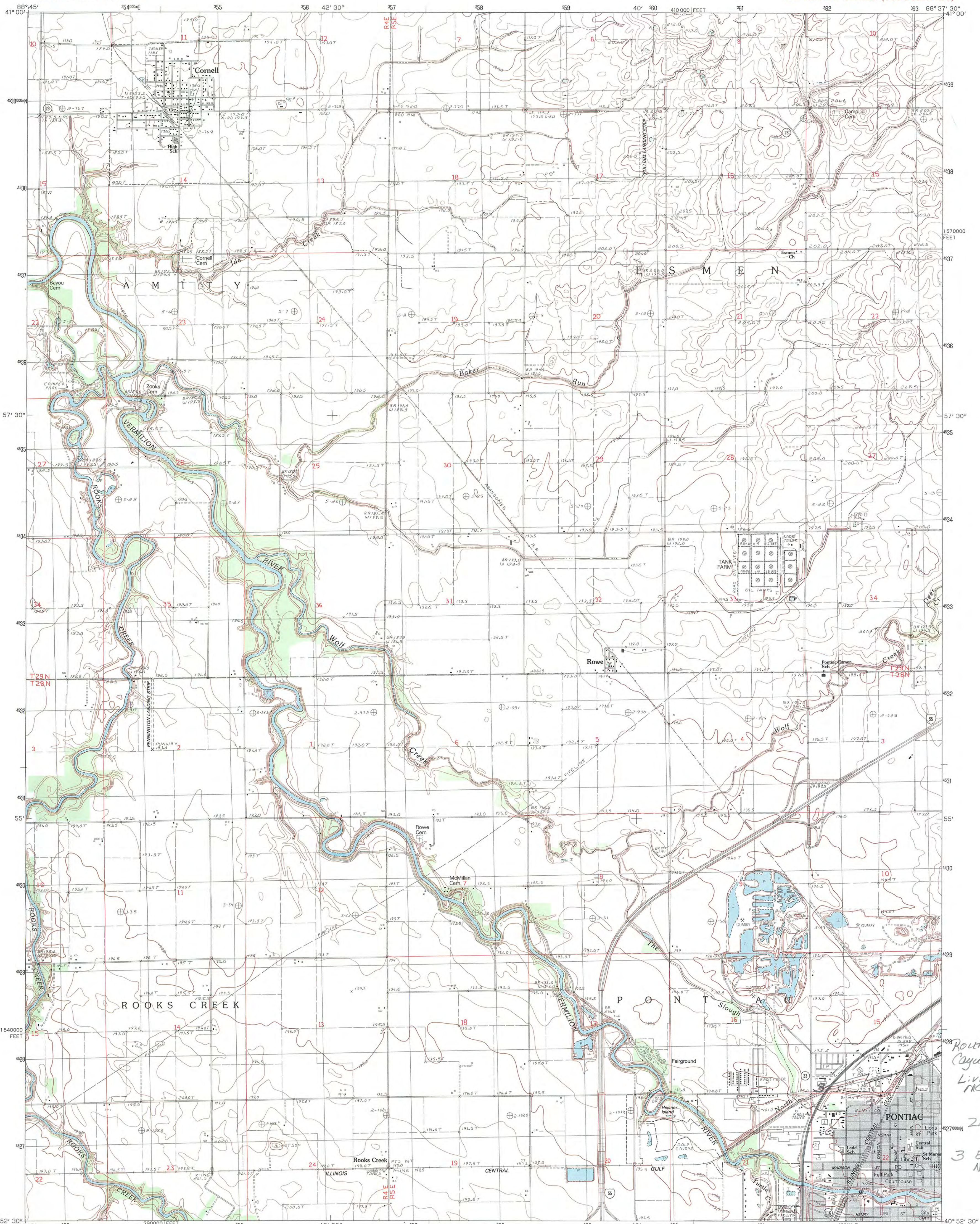
**ROAD LEGEND**  
Improved Road .....  
Unimproved Road .....  
Trail .....  
Interstate Route U.S. Route State Route

**SOUTHWEST PONTIAC, ILLINOIS**  
PROVISIONAL EDITION 1983

40088-G6-TM-024

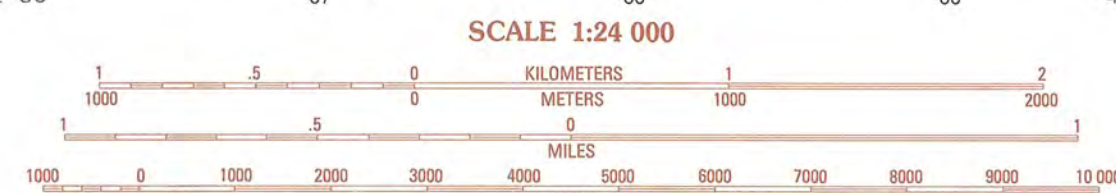
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820





PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY  
CONTROL BY THE UNITED STATES GEOLOGICAL SURVEY  
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1977-78  
FIELD CHECKED 1980. MAP EDITED 1983  
PROJECTION TRANSVERSE MERCATOR  
GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR  
10,000-FOOT STATE GRID TICKS  
UTM GRID DECLINATION 196 WEST  
1983 MAGNETIC NORTH DECLINATION 1° 00' EAST  
VERTICAL DATUM 1929 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 north and 6 meters east)  
There may be private inholdings within the boundaries of any  
Federal and State reservations shown on this map  
Gray tint indicates areas in which selected buildings are shown

**PROVISIONAL MAP**  
Produced from original  
manuscript drawings. Informa-  
tion shown as of date of  
field check.



1	2	3	1 Streator South
4	5	2 Blackstone	2 Odell
6	7	3 Odell	3 Flanagan North
		4 Flanagan North	4 Northeast Pontiac
		5 Flanagan South	5 Southwest Pontiac
		6 Flanagan South	6 Southeast Pontiac
		7 Southwest Pontiac	
		8 Southeast Pontiac	

**ROAD LEGEND**  
Improved Road  
Unimproved Road  
Trail  
Interstate Route  
U. S. Route  
State Route

**NORTHWEST PONTIAC, ILLINOIS**  
PROVISIONAL EDITION 1983

40088-H6-TM-024

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



