

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

OMB No. 1024-0018



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, Litchfield to Mount Olive**

other names/site number

2. Location

street & number **Route 66, north of Illinois Route 16 in Litchfield to Mount Olive** ☐ Not for publication

city or town **Litchfield** ☒ vicinity

state **Illinois** code **IL** county **Montgomery/Macoupin** code **135/117** zip code **62441**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.)

Signature of certifying official

10-4-01
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, Litchfield to Mount Olive
Name of Property

Montgomery/Macoupin County, Illinois
County and State

4. National Park Service Certification

I, hereby certify that this property is:

for
Signature of the Keeper
Edson H. Beall

Date of Action

11/29/01

☒ 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):

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

☐ 0

☐ 0

☐ 1

☐ 0

☐ 1

Noncontributing

☐ 0 buildings

☐ 0 sites

☐ 0 structures

☐ 0 objects

☐ 0 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, Litchfield to Mount Olive
Name of Property

Montgomery/Macoupin County, Illinois
County and State

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: 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.)

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CONTINUATION SHEET

Section 7 Page 1

Route 66, Litchfield to Mount Olive

Description

Route 66, Litchfield to Mount Olive was built between 1943 and 1955.¹ The road segment extends from the section line between Section 29 and 32, Township 9 North, Range 5 West in Montgomery County-- roughly about one mile north of the intersection of Route 66 and Illinois Route 16 in Litchfield-- south and west 9.35 miles to the section line between Sections 2 and 3, Township 7 North, Range 6 West just northwest of Mount Olive in southeastern Macoupin County, Illinois.² The road segment passes through North Litchfield, South Litchfield, Cahokia, and Mount Olive Townships. Generally the flat terrain typical of Illinois and utilized for farming characterizes much of the territory through which the road segment passes between Litchfield and Mount Olive. The road segment consists of one contributing structure: the northbound and southbound four-lane highway of former U. S. 66. The road segment is owned and maintained by the Illinois Department of Transportation.

The beginning (north) and end (south) points were agreed upon in consultation with the Illinois Department of Transportation and Illinois Historic Preservation Agency through Section 106 of the National Historic Preservation Act. The beginning and ending points reflect the areas where the four-lane segments remain physically intact and retain sufficient integrity for listing. North of the beginning point of the nominated road segment, the southbound section of the original the four-lane highway has been removed or covered with several feet of soil and is now overgrown with native plants and in some areas rows of trees have been planted. The road continues in this modified state for about 2.4 miles at which point two of the four lanes have been completely removed for the construction of Interstate 55.

¹ 26th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1943. 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.

² 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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Section 7 Page 2

Route 66, Litchfield to Mount Olive

Further northeast the entire four-lane highway has been removed due to the alignment of Interstate 55. South of the end point of the nominated road segment, the northbound lanes of Route 66 have been removed or covered over with several feet of soil and are overgrown with native plants and trees. Because of these alterations the road north of the beginning point and south of the ending point do not sufficiently reflect the design of the original four-lane highway and lack integrity.

The roadway itself consists of two sections of twenty-four-foot wide, ten-inch thick concrete pavement that are generally striped for eleven-foot driving lanes. The southbound lanes were built first in 1943 during World War II, due to the extreme deterioration of the old road caused by increased wartime traffic and heavy truckloads. The northbound lanes were constructed in 1954-1955 following the war, creating a four-lane highway with a center median. A thirty-foot, edge-of-pavement-to-edge-of-pavement grass median separates the southbound lanes from those that carried traffic northbound. The inside and outside shoulders for the historic northbound lanes are overgrown, as are parts of the driving lanes, but the road clearly retains its profile and materials and its physical relationship to the southbound lanes is clearly visible. The southbound lanes now carry two-way traffic and have a four-foot gravel inside shoulder and a ten-foot, outside gravel and grass shoulder (see Attachment A for a sketch of the current cross section).

Since original construction, activities affecting the nominated roadway include the closing of most of the northbound lanes to traffic and installing a macadam overlay for the entire length of the road segment on the lanes that currently remain in use. The historic cross-section twenty-four-foot wide template still exists even though the southbound lanes have been resurfaced.

The road segment begins about one mile north of the intersection of Route 66 and Illinois Route 16 at the west edge of Litchfield. Along both sides of the road, but outside of the right-of-way boundary, is commercial development including restaurants, stores, and motels, some of which were historically associated with Route 66. For about the first two miles of the road, post-1956 frontage roads are aligned parallel to the road segment on both the east and west sides. Due to their newer construction they are not included within the nominated property. One block

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Section 7 Page 3

Route 66, Litchfield to Mount Olive

east of the road in Litchfield, along Columbian Street is the former two-lane alignment of Route 66. This alignment was completed in 1931 and was designated Route 66 until the nominated road segment was completed. This two-lane road segment is not included in this nomination because it is a distinctly separate road construction from the four-lane divided highway addressed in this nomination and its integrity has not yet been assessed. Further west of the road segment is Interstate 55.

Starting at Litchfield and proceeding toward Mount Olive, a mile-by-mile description of the road segment's current condition follows:

0.0 mile. Beginning of road segment at the section line between Section 29 and Section 32, Township 9 North, Range 5 West. Macadam overlay on both southbound and northbound lanes. New center turn lanes have been added along this section. Eleven-foot driving lanes.

1.0 mile. Intersection of Route 66 and Illinois Route 16 in Litchfield, Illinois. Macadam overlay on both southbound and northbound lanes. Eleven-foot driving lanes. A new asphalt left-turn lane cut has been added at the intersection.

1.1 miles. Macadam overlay on southbound lanes continues. Original concrete pavement on northbound lanes.

1.2 miles. Road crosses abandoned railroad line.

The road continues south out of Litchfield city limits.

2.05 miles. Macadam overlay to facilitate transition from historic southbound two-lanes to four-lanes necessitated by closure of historic northbound lanes to the south.

2.15 miles. Northbound lanes closed, but visible. Southbound lanes carry two-way traffic.

2.25 miles. Northbound lanes, closed to traffic, continue with historic concrete pavement. Southbound lanes have older macadam overlay.

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Route 66, Litchfield to Mount Olive

Road continues south through Section 8, South Litchfield Township and then curves slightly to the southwest in Section 17 and 20 South Litchfield Township. Road parallels Union Pacific Railroad and Norfolk and Western Railroad tracks to the east.

4.3 miles. Cross section with thirty-foot median (including inside shoulders) and twenty-four-foot wide pavement.

Road turns to the southwest in Section 36, Cahokia Township, Montgomery County, Illinois to bypass Mount Olive, Illinois.

7.6 miles. Intersection of road segment with 1931 alignment of Route 66 through Mount Olive. The Union Pacific Railroad and Norfolk and Western Railroad tracks continue southwest leaving the vicinity of the road segment.

Road continues southwest just north of Mount Olive.

9.35 miles. Section line between Section 2 and 3, Township 7 North, Range 6 West. End of road segment.

Route 66, Litchfield to Mount Olive
Name of Property

Montgomery/Macoupin County, Illinois
County and State

8. Statement of Significance

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

- ☒ **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 **Transportation 1943-1956; Engineering 1943-1955**

Significant Dates **N/A**

Significant Person (Complete if Criterion B is marked above) **N/A**

Cultural Affiliation **N/A**

Architect/Builder **N/A**

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

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Route 66, Litchfield to Mount Olive

Statement of Significance

Route 66, Litchfield to Mount Olive 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, Litchfield to Mount Olive meets Criteria Consideration G for properties less than fifty years old as the property is of exceptional importance due to its associations with the famous national transportation highway. Route 66, Litchfield to Mount Olive 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."

This nomination is one of four Route 66 road segment nominations prepared in cooperation with the Illinois Department of Transportation (IDOT). IDOT has been agreed to preserve and maintain the road segment as per Section 106 of the National Historic Preservation Act.

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

History

By the 1940s, Route 66 which extended from Chicago through Springfield to St. Louis, was carrying more traffic than any other long-distance highway in the state

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Route 66, Litchfield to Mount Olive

of 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.

By 1942, extensive failure of the pavement at three locations 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 at these three locations. 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 north-bound lanes of a divided four-lane highway. Construction of the three segments began in 1943. One of the three segments included the Litchfield to Mount Olive road segment. This road segment was part of a longer segment, which began north at Illinois Route 48, west of Raymond and extended south for 21.48 miles to the new Staunton bypass that was completed in 1940.

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 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.³

³ 26th Annual Report of the Department of Public Works and Buildings, Division of Highways. Springfield, Illinois: Department of Public Works and Buildings, Division of Highways, 1943, p. 107-108. 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, Litchfield to Mount Olive

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.

The road segment was built to the west of the older route constructed in 1930-1931. In 1943 the road segment was completed and would eventually become the southbound lanes of a limited-access four-lane highway. In Litchfield the newly constructed road segment was designated as Route 66 while the older highway to the east became Old Route 66 and remained open to local traffic.

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 contract was for a 24-foot-wide concrete highway, 10 inches thick with a 6-inch thick gravel subbase. The highway was completed in 1955.

The construction of the new bypass highway in Litchfield benefited many road-side businesses in town. Often, established businesses were relocated to the newly constructed highway to take advantage of the heavy traffic by offering convenient access to their customers from the road.

Harlow's Shell Service Station is an example of the relocation of a business by its owner to take advantage of the newly opened road. In 1926 Ray Harlow opened a Shell Station at the northwest corner of North State Street and Union Avenue in downtown Litchfield. In 1945, Harlow leased the station and moved to old Route 66 where he operated a Shell Service Station. In 1952 Harlow built a two-bay service station on Illinois Route 16 and the Route 66 bypass. The station has been demolished.

The Annex Cafe, Motel, and Service Station located in south Litchfield had access from both Old Route 66 as well as from the new highway. This allowed the owners

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Route 66, Litchfield to Mount Olive

to take advantage of local traffic as well as the traffic from the highway. In the early 1950s to take advantage of the increased highway traffic a 125-seat restaurant was built, a two-bay service station was constructed in 1951, and a five-unit motel addition with attached garages was built in 1953. The Annex Cafe and Motel still stands although the service station has been demolished and the attached garages of the motel have been turned into motel units.

Transportation

Route 66, Litchfield to Mount Olive 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 around Litchfield and Mount Olive allowed for safer and quicker highway travel for tourists, truckers, sales people, and motorists on Route 66. By the 1940s Route 66 was 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, Litchfield to Mount Olive 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

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Route 66, Litchfield to Mount Olive

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

The Route 66, Litchfield to Mount Olive four-lane highway 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. The Route 66, Litchfield to Mount Olive road segment maintains its original cross-section template with its twenty-four-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 most of the southbound lanes but the historic cross-section template still remains. The original concrete pavement still exists on the northbound lanes.

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, Litchfield to Mount Olive road segment is 9.35 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.

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Route 66, Litchfield to Mount Olive

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 only two lanes of the original four lanes of Route 66 to the side of the interstate.

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 miles four-lane segment. The limited-access four-lane highway around Lincoln was begun in 1940 and completed in the early 1950s.

The Pontiac to Chenoa segment in south central Livingston and northern McLean counties is 18.45 miles long. This segment was built between 1944 and 1955.

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

Route 66, Litchfield to Mount Olive
Name of Property

Montgomery/Macoupin County, Illinois
County and State

9. Major Bibliographical References

(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

10. Geographical Data

Acreage of Property **98 Acres**

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

Zone	Easting	Northing	Zone	Easting	Northing		
16	269875	4341065	3	16	265720	4330250	
2	16	269400	4335120	4	16	263290	4329390

☒ 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.)

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Route 66, Litchfield to Mount Olive

Bibliography

AAA Official Road Map of Illinois. Washington, D. C.: American Automobile Association, 1947.

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

1955 Illinois Official Highway Map. Springfield, Illinois: State of Illinois, 1955.

"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.

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

26th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1943. Springfield, Illinois: Department of Public Works and Buildings, Division of Highways.

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.

Wallis, Michael. Route 66: The Mother Road. New York: St. Martin's Press, 1990.

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Route 66, Litchfield to Mount Olive

Verbal Boundary Description

The road segment extends south from the section line between Section 29 and 32, Township 9 North, Range 5 West in Montgomery County-- roughly about one mile north of the intersection of Route 66 and Illinois Route 16 in Litchfield--to the section line between Sections 2 and 3, Township 7 North, Range 6 West just northwest of Mount Olive in southeastern Macoupin County, Illinois. It is located in Section 32 of North Litchfield Township, Montgomery County; Sections 5, 8, 17, 19, 20, and 30 of South Litchfield Township, Montgomery County; Section 35 and 36 of Cahokia Township; Section 2 of Mount Olive Township, Macoupin County, Illinois. The lateral boundaries of the road segment run 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 Litchfield and Mount Olive quadrangle maps.

Boundary Justification

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

Form Prepared By

John N. Vogel and David Keene, Heritage Research, Ltd., N89 W16785 Appleton Avenue, Menomonee Falls, WI 53051. Ph. (414) 251-7792

UTM

1. East - 269875
North 4341065
2. East - 269400
North 4335120
3. East - 265720
North 4330250
4. East - 263290
North 4329390

Zone 16

Montgomery/Macoupin County, Illinois
County and State

name/title	David Newton, Assistant National Register Coordinator (revised according to NPS comments by Tracey Sculle, Survey and National Register Coordinator)
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street & number	Old State Capitol Plaza	telephone	217-785-4324
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city or town **Springfield** state **Illinois** zip code **62701**

Submit the following items with the completed form:
Continuation Sheets

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

Representative black and white photographs of the property.

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

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

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

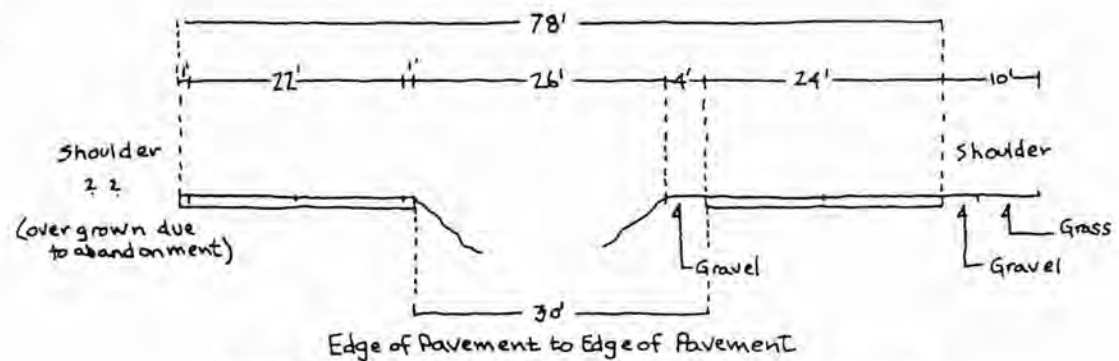
city or town	Springfield	state	Illinois	zip code	62706
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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for 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 Reduction Project (1024-0018), Washington, DC 20503.

Litchfield to
MT. OLIVE

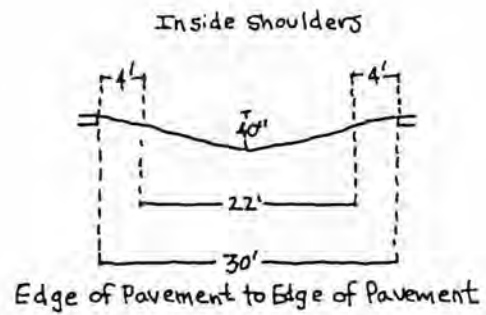
Mileage Point:
3.3



East Bound
24' Pavement Striped for
11' Lanes
(Abandoned)

West Bound
24' Pavement Striped for
12' Lanes
(In use)

Mileage Point:
11.1



Vertical Profile of Median Ditch

$$\sqrt{1}$$


Route 66, Litchfield to Mount Olive

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Route 66, Litchfield to Mount Olive

MULTIPLE NAME: Route 66 through Illinois MPS

STATE & COUNTY: ILLINOIS, Montgomery

DATE RECEIVED: 10/19/01 DATE OF PENDING LIST: 11/13/01
DATE OF 16TH DAY: 11/29/01 DATE OF 45TH DAY: 12/04/01
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 01001312

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 11/29/01 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



Route 66, Litchfield to Mount Olive
Montgomery + Macoupin Counties, IL
John Vogel

~~2000~~

IHPA, Springfield, IL 62701

Beginning of segment looking south

#1



Route 66, Litchfield to Mount Olive

Montgomery & Macoupin Counties, IL

John Vogel

~~2000~~

IUPA, Springfield, IL 62701

1.35 miles South of beginning point, View to South

#2



Route 66, Litchfield to Mount Olive
Montgomery & Macoupin Counties, IL
John Vogel

~~2000~~

IHPA Springfield, IL 62701

6.4 miles south of beginning point, view to Northeast
#3



Route 66, Litchfield to Mount Olive

Montgomery & Macoupin Counties, IL

John Vogel

2000

IHPA, Springfield, IL 62701

6.4 miles South of beginning point, view to Southwest

#4



Route 66, Litchfield to Mt. Olive
Montgomery County, Macoupin County, IL

John Vogel

~~2000~~ 98

SHPD, Springfield, IL 62701

Looking North

#5



Route 66, Litchfield to Mount Olive
Montgomery + Macoupin Counties, IL

John Vogel

2000

IHPD, Springfield, IL 62701

Looking SW at Mount Olive Junction

#6

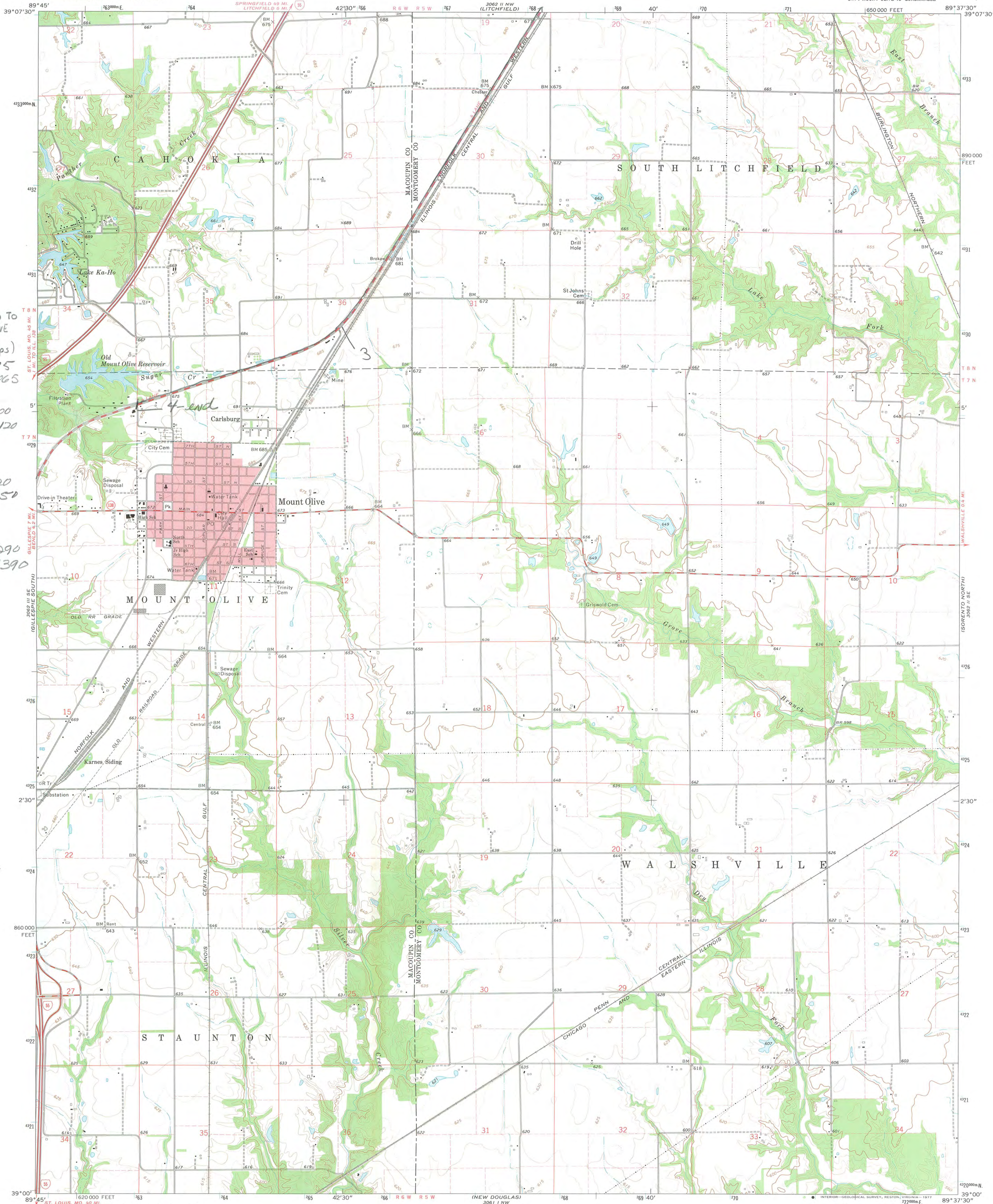


Route 66, Litch field to Mount Olive
Montgomery + Macoupin Counties, IL
John Vogel

2000

IH PD, Springfield, IL 62701

Looking SW at Dirt covered/removed north bound
lanes end of nominated segment
#7



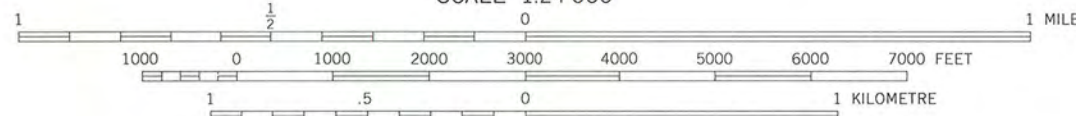
ROUTE 66
LITCHFIELD TO
MOUNT OLIVE
(2- of 2 Maps)
1E 269875
N 4341065

2E 269400
N 4335120

3E 265720
N 4330250

4E 263290
N 4329390

Maped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial
photographs taken 1973. Field checked 1974
Projection and 10,000-foot grid ticks: Illinois coordinate
system, west zone (transverse Mercator)
1000-metre Universal Transverse Mercator grid ticks,
zone 16, shown in blue. 1927 North American datum
Red tint indicates area in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

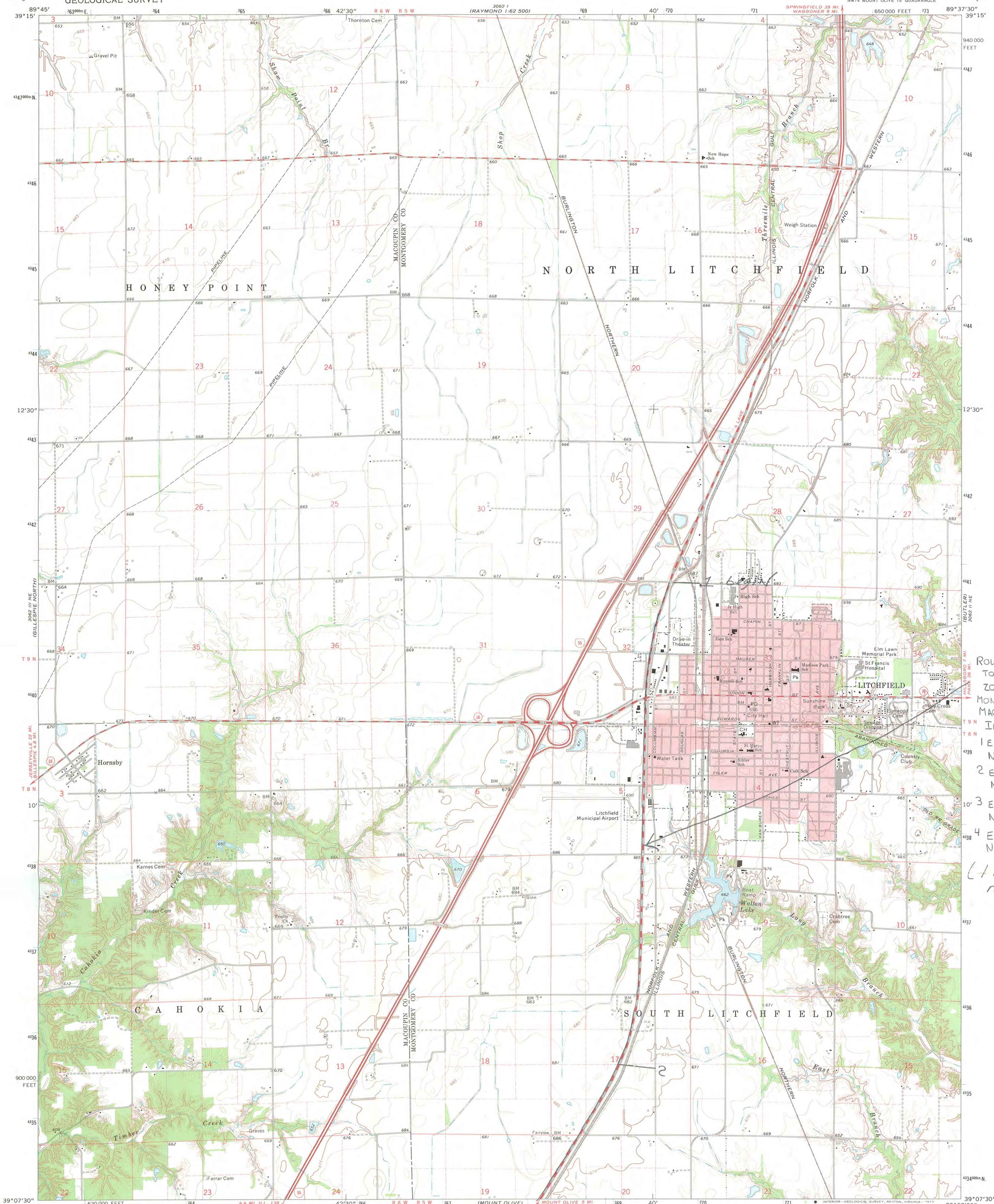
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

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

MOUNT OLIVE, ILL.
SW 1/4 MOUNT OLIVE 15' QUADRANGLE
N3900-W8937.5/7.5

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

LITCHFIELD QUADRANGLE
ILLINOIS
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

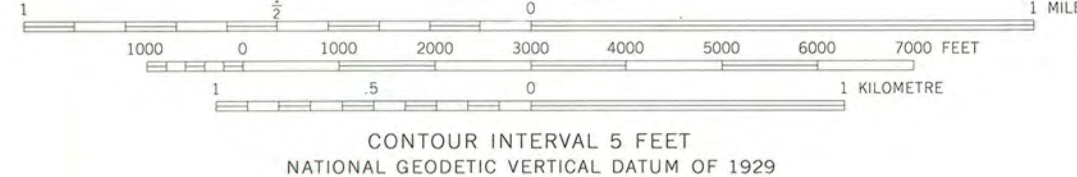
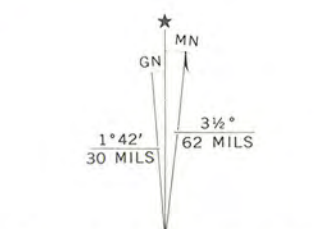
Topography by photogrammetric methods from aerial photographs taken 1973. Field checked 1974

Projection and 10,000-foot grid ticks: Illinois coordinate system, west zone (transverse Mercator)

1000-metre Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American datum

Red tint indicates area in which only landmark buildings are shown

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

LITCHFIELD, ILL.
NW/4 MOUNT OLIVE 15' QUADRANGLE
N3907.5-W8937.5/7.5

1974

AMS 3062 II NW-SERIES V863

ROUTE 66, LITCHFIELD
TO MOUNT OLIVE
ZONE 16
MONTGOMERY AND
MACOUPIN COUNTY
ILLINOIS

1 E 269815
N 4341065
2 E 269400
N 4335120
3 E 265720
N 4330250
4 E 263290
N 4329390

(1 of 2
maps)