

United States Department of the Interior
National Park Service



Resub
99-117

**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, Girard to Nilwood**

other names/site number

2. Location

street & number **Route 66 between Illinois Route 4 south of Girard and Illinois Route 4 in Nilwood** Not for publication

city or town **Nilwood** vicinity

state **Illinois** code **IL** county **Macoupin** code **117** zip code **62672**

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.)

Wish. Chan / SHPO
Signature of certifying official

4-5-02
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, Girard to Nilwood
Name of Property

Macoupin County, Illinois
County and State

4. National Park Service Certification

I, hereby certify that this property is:	Signature of the Keeper	Date of Action
<input checked="" type="checkbox"/> entered in the National Register See continuation sheet.	<u>Beth Boland</u>	<u>5/23/02</u>
<input type="checkbox"/> determined eligible for the National Register See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> 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
<u>0</u>	<u>0</u> buildings
<u>0</u>	<u>0</u> sites
<u>8</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>8</u>	<u>0</u> 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, Girard to Nilwood
Name of Property

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: Concrete Road

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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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

ROUTE 66, GIRARD TO NILWOOD

Description

Built circa 1920, as part of State Bond Issue 4, Route 66, Girard to Nilwood road segment extends 4.0 miles and was utilized as part of United States Route 66 from the famous road's inception in 1926 to the 1930-1931 construction of the Springfield to Staunton alignment of Route 66 to the east.¹ The road segment is located in Sections 5, 8, 17, and 18 of rural Nilwood Township and the village of Nilwood in Macoupin County, Illinois. The road segment is owned and maintained by the Illinois Department of Transportation. The surrounding terrain is largely flat and utilized for farming in the rural areas and for scattered housing and businesses in the village of Nilwood. Indeed, scattered farms are the most frequently encountered resources adjacent to the road. Included within the nominated property are eight structures--the roadway, one road bridge, one railroad overpass and five culverts--all of which are contributing resources.

The road's starting and ending points are based on the beginning and end of the original sixteen-foot-wide cross-section template. The road begins at the south edge of the intersection with current Illinois Route 4, south of Girard and ends at the intersection of Illinois Route 4 in Nilwood. North of the starting point the road has been widened and resurfaced, destroying the original cross-section template. South of the end point in Nilwood, the road has also been widened and resurfaced, destroying the original cross-section template.

The roadway itself consists of sixteen-foot, concrete pavement that is generally striped for eight-foot driving lanes. Sixteen-foot wide surfaces were typical in the United States in the early 1920s. Although cracked in places, the concrete pavement is original. There are little asphalt overlays, mostly for patching. Generally four-foot gravel shoulders flank the roadway (see Attachment A for a sketch of the current cross section).

¹ Michael Wallis, *Route 66: The Mother Road*. New York: St. Martin's Press, 1990, p. 34-35. Bridge plaque dated 1920, Structure #059-0046, visual inspection by John N. Vogel, November 1997.

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Section number 7 Page 2

ROUTE 66, GIRARD TO NILWOOD

The five culverts within the segment consist of the concrete box variety. While most culverts are built as part of a roadway's foundation and, consequently, are unnoticed by the traveler, the culverts in the Girard to Nilwood road segment have short, one-foot to two-foot-high walls that make them noticeable.

The bridge within the district is identified as bridge #059-0046; the structure was built in 1920. It is a single-span, reinforced concrete slab deck structure (Illinois Department of Transportation bridge type #124). The west railing is comprised of concrete endposts and top chord and is infilled with brick. The original concrete and brick east railing was removed and replaced with a modern metal railing. The loss of the concrete east railing notwithstanding, the bridge still contains approximately 75 percent of its historic fabric and is considered a contributing structure within the road segment.

The railroad overpass was constructed in 1930. It is a steel girder bridge on stepped concrete piers with concrete rails.

Starting at the beginning of the road segment south of Girard and proceeding south and west towards Nilwood, a mile-by-mile of description of the road segment's current condition follows:

The road segment begins in Section 5, Nilwood Township, just south of the intersection of the road with current Illinois Route. The road crosses the Union Pacific Railroad tracks and continues south through Sections 5 and 8.

.9 miles south of beginning point. Three-foot-wide box culvert. Contributing structure.

1.3 miles. Representative cross section with sixteen-foot pavement (two, eight-foot lanes) and four-foot shoulders.

1.55 miles. 1920 bridge #059-0046. Bridge crosses Shearles Branch. Contributing structure.

1.8 miles. Two-foot-wide box culvert. Contributing structure.

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Section number 7 Page 3

ROUTE 66, GIRARD TO NILWOOD

At the south edge of Section 8 the road curves to the west.

2.3 miles. Road passes underneath the Union Pacific Railroad Overpass which was constructed 1930. Contributing structure.

Just west of the overpass, the road curves to the south along the west edge of Section 17.

2.8 miles. Two-foot-wide box culvert. Contributing structure.

South of the culvert the road curves to the west in Section 18.

3.05 miles. Eight-foot-wide box culvert. Contributing structure.

The road continues west to the east village limits of Nilwood where it curves to the south into the village.

3.5 miles. Two-foot-wide box culvert. Contributing structure.

The road curves to the southwest to Moraine Street, the main business street of the village of Nilwood. The road turns northwest onto Moraine Street and follows it northwest through town. Through the business district in Nilwood wide gravel and asphalt parking areas align both sides of the road.

3.8 miles. The nominated road segment crosses over the Union Pacific Railroad tracks. Some asphalt pavement maintaining the original cross-section template has been placed on the road surface leading to and from the railroad crossing.

4.0 miles. Intersection of road with Illinois Route 4 at the west end of Moraine Street. The road segment ends.

The road segment consists of 8 contributing resources: the road itself, a road bridge, a railroad overpass and five culverts.

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**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 4

ROUTE 66, GIRARD TO NILWOOD

Statement of Significance

Route 66, Girard to Nilwood 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 historic period of significance is 1926, when the road was designated Route 66, to 1931, when Route 66 was realigned further to the east. It also meets Criterion C for engineering as representative example of the typical road-building design standards set forth by the American Association of State Highway and Transportation Officials as applied to Illinois during the late 1910s and early 1920s. The period of significance for engineering is 1920. Route 66, Girard to Nilwood meets the registration requirements of the property type "Road Segment" in the approved 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. It has been agreed to preserve and maintain this 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

Constructed circa 1920, this road segment was part of the highway's original route through Illinois. The route was part of State Bond Issue 4, one of five roads in Illinois that was designated to receive moneys from the Federal Aid System in 1919. State Bond Issue 4 (SBI 4) also know as the Chicago - Springfield- East St. Louis Road was constructed between 1919 and 1924.

The early construction of SBI 4 followed a general pattern. The cross section of this road included, for the most part, two, eight foot wide lanes with two, four to seven foot wide gravel shoulders. The Portland cement was generally six inches

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ROUTE 66, GIRARD TO NILWOOD

thick. In 1921 average costs per mile in Illinois for the Portland cement pavement including grading and culvert work was \$28,553.

State Bond Issue 4 extended from Chicago through Joliet, Pontiac, Chenoa, Bloomington, Lincoln, Springfield, Carlinville, Staunton to East St. Louis. In 1926 SBI 4 was designated as Route 66. Plans were immediately enacted to realign Route 66 south of Springfield through Litchfield to avoid the many towns and dangerous curves between Springfield and Staunton on the old SBI 4. In 1931 following construction of the new roadway the former SBI 4 reverted back to Illinois Route 4.

Transportation

Route 66, Girard to Nilwood meets Criterion A for transportation for its association with Route 66 from 1926 through 1931. During this time period the hard road allowed for the quicker transport of goods and services for the citizens of Illinois. Coal miners who worked in the area could easily get to work at the mines in Virden, Girard, Carlinville, and Standard City. Persons who had business at Carlinville, the county seat, could easily get there due to the construction of the new hard road, without having to worry about being stuck in the dirt roads. Macoupin County farmers were able to economically and easily deliver livestock and grain to local grain elevators and livestock handling facilities in nearby cities and towns due to the construction of the new road. The completion of SBI 4 and U. S. 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.

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ROUTE 66, GIRARD TO NILWOOD

Engineering

Route 66, Girard to Nilwood meets Criterion C for engineering as a good example of highway construction from 1920. It remains as a significant reminder of the early engineering and the workmanship involved in road building during this time period. The road segment with its narrow 16' wide cross-section template, Portland cement construction, 5 concrete box culverts, and single span, reinforced concrete, through girder bridge with concrete and brick parapet is representative of road-building design standards set forth by the American Association of State Highway and Transportation Officials during the late 1910s and early 1920s.

A few road segments of SBI 4, Route 66 from Springfield to Staunton are still extant, although for the most part SBI 4 has been widened and covered with new asphalt pavement or realigned. Historic segments from the 1920s when the road was part of Route 66 exist where current Illinois Route 4 bypassed dangerous curves, intersections, and some towns. The Girard to Nilwood road segment is the longest segment along the route that maintains its historic cross-section template and original pavement.

Integrity

The Route 66, Girard to Nilwood road segment contains a high degree of historic integrity of association, location, design, materials, workmanship, setting, and feeling. Under Criterion A, 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 U. S. Route 66 during its years of significance and its alignment is verifiable based on historic maps and Illinois Department of Transportation Records. This road segment also retains its integrity as a representative example of Illinois road construction in 1920.

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, Girard to Nilwood road segment maintains its original cross-section template with its sixteen-foot-wide concrete

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ROUTE 66, GIRARD TO NILWOOD

pavement and four-foot gravel 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 some slight asphalt patching on the road surface but for the most part the original concrete pavement is visible and in good shape. In Nilwood the approaches to the Union Pacific Railroad crossing have been built up with asphalt but the historic cross-section template remains.

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, Girard to Nilwood road segment is four miles in length. Through its original narrow cross-section template, original concrete pavement, 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 1920s.

Comparisons

The comparison SBI 4/Route 66 two-lane road segments from the 1920s are as follows:

Southwest of Springfield in Section 30, Woodside Township, Sangamon County is a road segment. The .25 mile segment extends southwest from the intersection with Woodside Road to Lick Creek.

North of Auburn in Section 34, Chatham Township, Sangamon County is a sixteen-foot wide concrete segment that is .24 mile long. This segment is located north and west of current Illinois Route 4 and is listed in the National Register of Historic Places.

South of Auburn in Section 21, Auburn Township, Sangamon County is a .6 mile S-curve segment that extends south from current Illinois Route 4, turns to the west and crosses Route 4 and then extends south to the intersection with Route 4.

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ROUTE 66, GIRARD TO NILWOOD

In the village of Thayer in Sangamon County is a .65 mile segment that extends south and east of current Illinois Route 4.

Southwest of Nilwood in South Otter Township is a sixteen-foot wide, 2.6 mile long concrete segment located south and east of current Illinois Route 4.

North of Carlinville in Sections 9 and 10, Carlinville Township, Macoupin County is a 1 mile segment that extends south and east of current Illinois Route 4.

South of Carlinville in Sections 13 Brushy Mound Township and Section 19 Honey Point Township, Macoupin County is a 1.4 mile S-curve segment.

Route 66, Girard to Nilwood
Name of Property

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)

- 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.)

- 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.
- 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 **A: 1926-1931; C: 1919-1931**

Significant Dates **N/A**

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.)

Route 66, Girard to Nilwood
Name of Property

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 **15.5 acres**

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	260360	4368325	3	16	259480 4365380
2	16	260280	4365370	4	16	259450 4364590
	<u>X</u> 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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National Register of Historic Places Continuation Sheet

Section number 9 Page 9

ROUTE 66, GIRARD TO NILWOOD

Bibliography

Map of Illinois Showing State Highways. Springfield, Illinois: State of Illinois, Department of Public Works and Buildings, Division of Highways, 1931.

"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.

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

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**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 10

ROUTE 66, GIRARD TO NILWOOD

Verbal Boundary Description

The road segment extends from Illinois Route 4, south of Girard to Illinois Route 4 in Nilwood. It is located in Sections 5, 8, 17, and 18 of Nilwood 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 Virden South quadrangle map.

Boundary Justification

This boundary includes that area historically associated with State Bond Issue 4 and Route 66 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.

UTMs Continued

5. Zone 16, East, 258640, North, 4364590
6. zone 16, East, 258530, North, 4364320
7. Zone 16, East, 257920, North, 4364680

Route 66, Girard to Nilwood
Name of Property

Macoupin County, Illinois
County and State

11. Form Prepared By

name/title **David Newton; revised by Tracey A. Sculle**

organization **Illinois Historic Preservation Agency**

date **January 30, 2002**

street & number **One Old State Capitol Plaza**

telephone **217-785-4324**

city or town **Springfield**

state **Illinois**

zip code **62701**

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 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**

name **Union Pacific Railroad Company**

street & number **1414 Dodge Street**

telephone

city or town **Omaha**

state **Nebraska**

zip code **68179**

name **Norfolk Southern**

street & number **2260 Butler Pike, Suite 400**

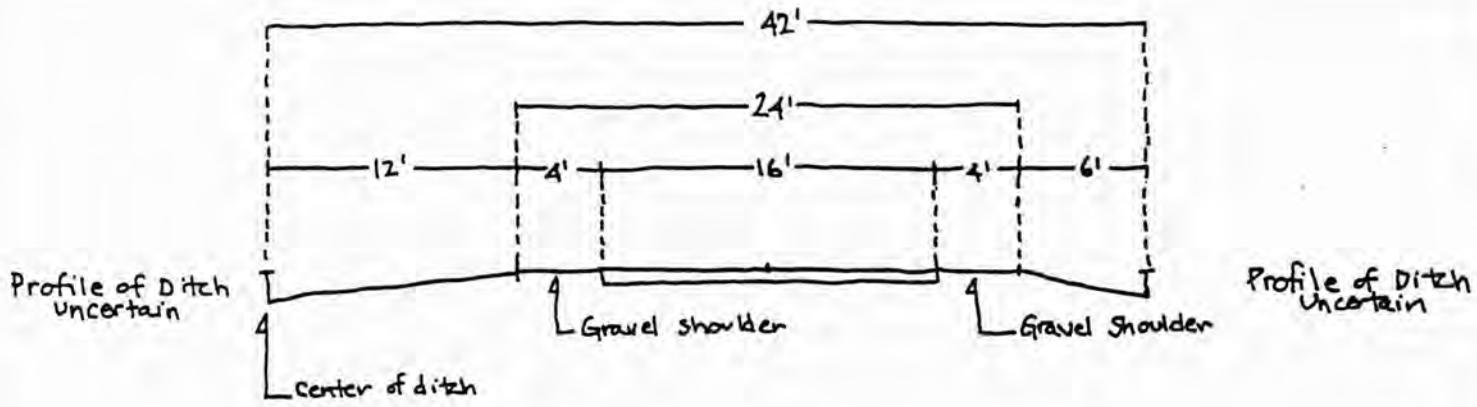
telephone

city or town **Plymouth Meeting**

state **Pennsylvania**

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 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.



Profile of Ditch
Uncertain

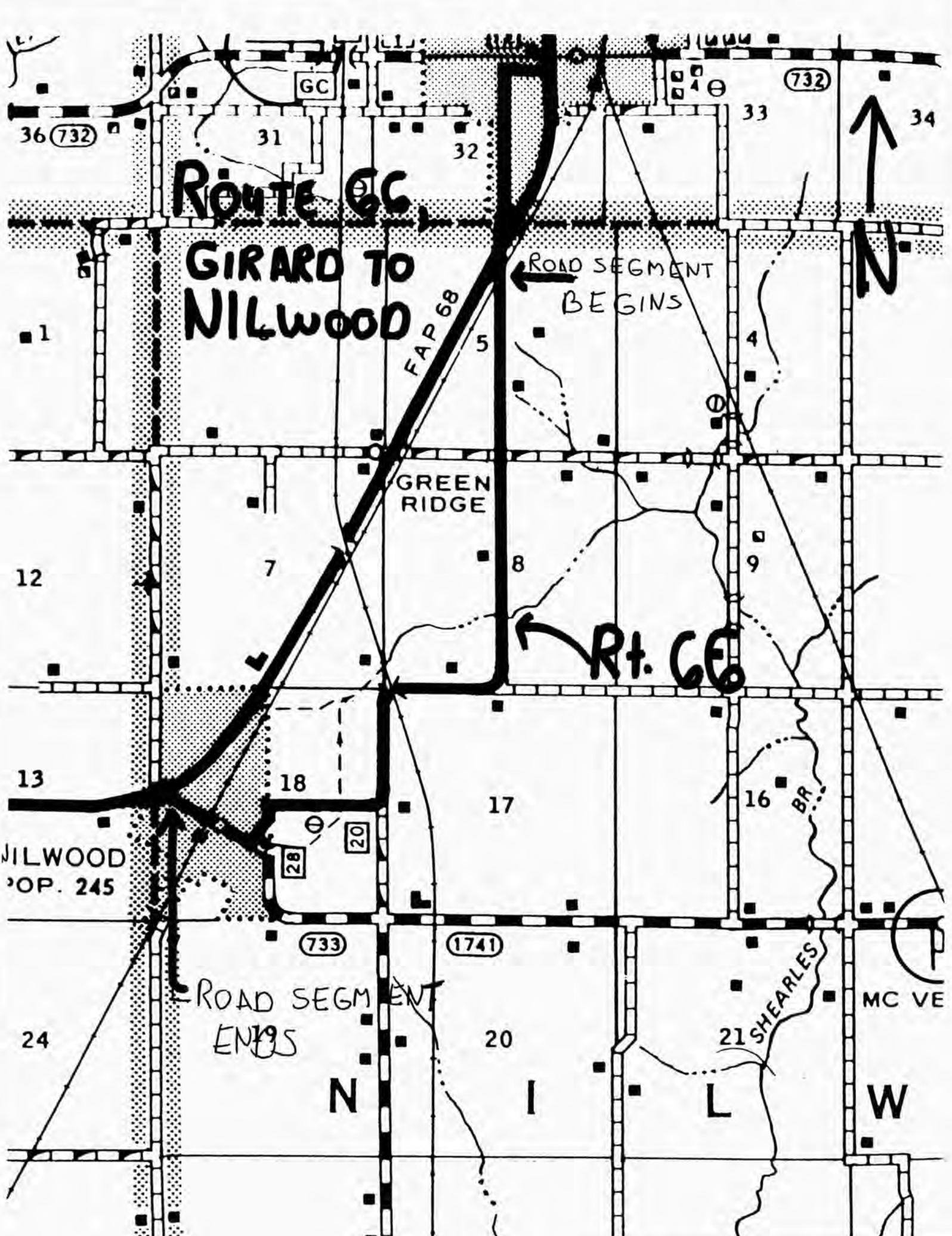
Profile of Ditch
Uncertain

North/East Dand Lane ||| South/West Dand Lane

Typical
Cross section at Mileage Point:
2.7

Route 66,
Girard to Nilwood
Old Illinois 4

ATTACHMENT A



**ROUTE GC,
GIRARD TO
NILWOOD**

ROAD SEGMENT
BEGINS

FAP 68

GREEN
RIDGE

Rt. GC

NILWOOD
POP. 245

ROAD SEGMENT
ENDS

SHEARLES
BR.

MC VE

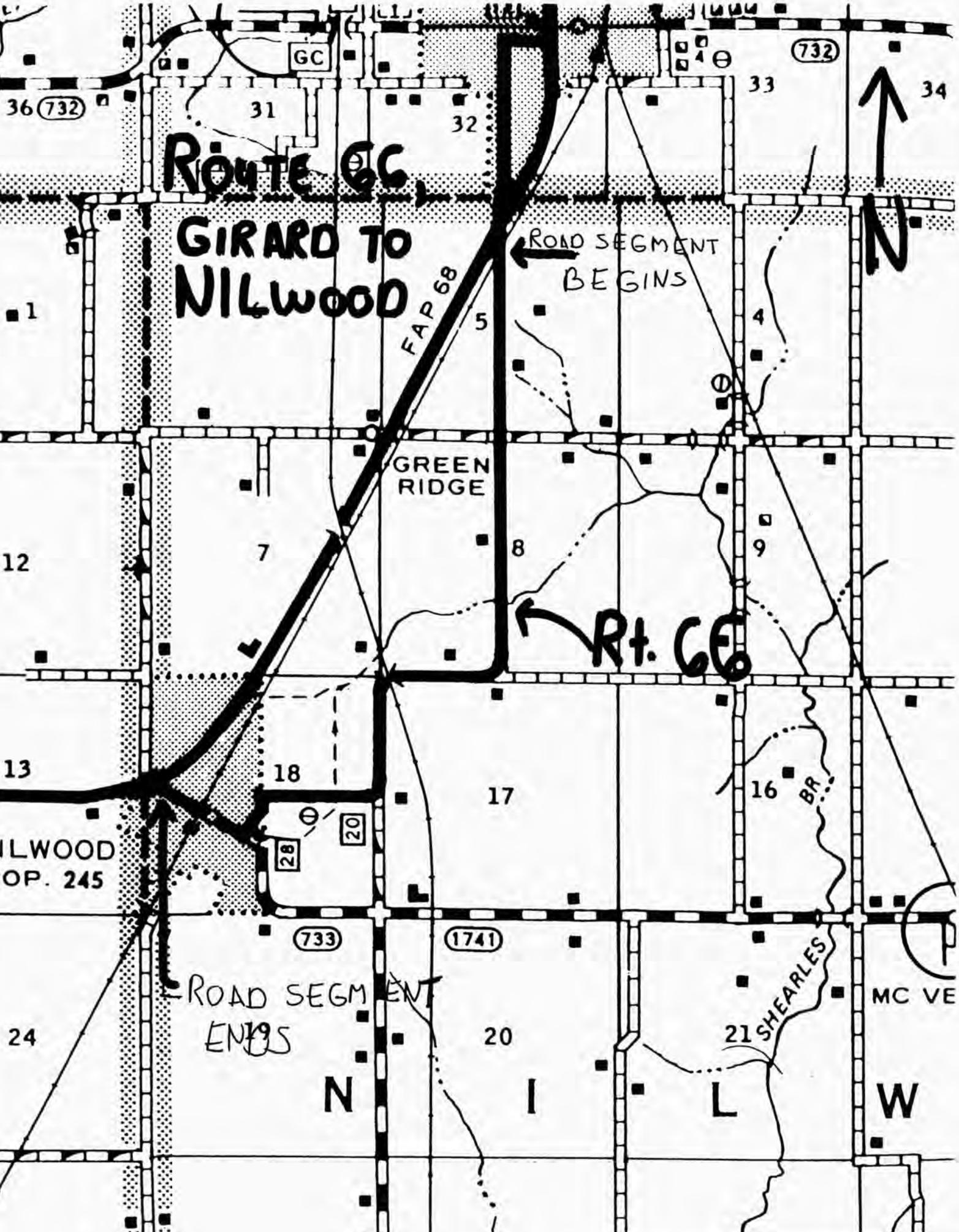
N I L W

(732)

36 (732)

(733)

(1741)



**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 99000117

Date Listed: 5/23/02

Route 66, Girard to Nilwood
Property Name

Macoupin
County

IL
State

Route 66 Through Illinois MPS
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Beth Boland
Signature of the Keeper

5/23/02
Date of Action

Amended Items in Nomination:

Section 5 shows the incorrect public entity checked as owner. The correct ownership is "public-State."

This was confirmed by Tracey Sculle at the IL SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Route 66, Girard to Nilwood

MULTIPLE NAME: Route 66 through Illinois MPS

STATE & COUNTY: ILLINOIS, Macoupin

DATE RECEIVED: 1/08/99 DATE OF PENDING LIST: 1/20/99
DATE OF 16TH DAY: 2/05/99 DATE OF 45TH DAY: 2/22/99
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000117

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 _____ DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA ~~Accept~~ Return
REVIEWER Doland DISCIPLINE Historia
TELEPHONE _____ DATE 2/22/99

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

Route 66, Girard to Nilwood
Macoupin Co., IL
Historic and Architectural Resources of Route 66 Through Illinois MPS

National Register Comments:

The stretch of Route 66 running roughly between Girard and Nilwood, Illinois, appears to meet National Register criterion A, and possibly C. However, there is a problem with the boundary and questions concerning criterion C and the period of significance. A technical correction to the resource count also needs to be made before the road segment can be listed.

Generally rights-of-way are reasonable boundary demarcations for this type of historic resource, but not if they do not follow the entire length of the resource. In the case of the four-mile stretch of Route 66 running from Girard to Nilwood, the road crosses over Union Pacific tracks in the town of Nilwood. The historic road does not stop just because it crosses over railroad tracks. Nor is historic significance contingent upon current ownership. The boundary line should continue across, and include the section of road that crosses the tracks. Even if the section of road crossing the railroad tracks has lost integrity (which is neither claimed nor documented), the break is not sufficient enough to warrant dividing the road into two discontinuous portions.

It is not clear from the nomination whether the existing physical road dates from 1919-1921 or from 1926-1931. The description states that the road was "built sometime between 1919 and 1921" as a state road and that "the concrete pavement is original" (Section 7, p. 1). However, the period of significance is 1926-1931, and the statement of engineering significance says that the road is "a good example of federal aided highway construction from the 1920s" (Section 8, p. 6). What changes or new construction took place after 1926, when the road became a federal highway? Do the phrases "the early engineering and workmanship" and "road building during this period" (Section 8, p. 6) refer to the 1919+ or 1926+ period? If the former, then the period of significance for engineering should reflect that earlier date. Although the period of significance under Criterion A for associations with transportation along Route 66 necessarily is limited to the period of time the road was designated as Route 66, significance under Criterion C for engineering must match the date of the engineering work. If the correct period is 1926-1931, then the nomination needs to describe the surviving physical features representing the 1926-1931 construction phase.

In any case, the period of significance may be too narrowly defined to accommodate the various contributing features. The bridge, for example, which is cited as contributing, was constructed in 1920, outside the currently-specified period of significance. When were the culverts constructed? If the contributing status of these features is based solely on their historic associations under A (while the route was officially part of Route 66), then construction dates earlier than the period of significance are not a problem. If, however, the bridge's contributing status was based on historic associations, then why is the railroad overpass, constructed in 1930, not also considered contributing? Are both the bridge and the overpass contained fully within the right-of-way?

In Section 5 of the nomination, the resource count totals six contributing structures, but the

description cites seven contributing structures: the roadway, five culverts, and a bridge. Please correct the count.

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

Beth Boland, Historian
National Register of Historic Places

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: Route 66, Girard to Nilwood

MULTIPLE NAME: Route 66 through Illinois MPS

STATE & COUNTY: ILLINOIS, Macoupin

DATE RECEIVED: 4/12/02

DATE OF PENDING LIST:

DATE OF 16TH DAY:

DATE OF 45TH DAY: 5/27/02

DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000117

DETAILED EVALUATION:

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

*Concerns from original nomination have been addressed. Needs
SLR to correct ownership, however.*

RECOM./CRITERIA Accept-A+C

REVIEWER Boland

DISCIPLINE Historic

TELEPHONE _____

DATE 5/23/02

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



Route 66, Girard to Milwood
Macoupin County, ILLINOIS

John Vogel

march 2001

JHPA, 1 Old State Capitol Plaza, Springfield, IL 62701

Beginning point, south of Girard looking South

#1



Route 66, Girard to Nilwood

Macoupin County, IL

John Vogel

march 2001

JHPA, Springfield, IL 62701

Bridge looking north

#2



Route 66, Girard to Milwood

Macoupin County, IL

John Vogel

march 2001

JHPD, Springfield

2.4 miles SW of beginning

looking NE

#3



Route 66, Girard to Milwood

Macoupin County, IL

John Vasel

March 2001

JHPD

3.15 miles SW of basin, box culvert

looking NW

#4



Route 66 Girard to Milwood

Macoupin County, IL

John Vogel

March 2001

JHPA

3.35 miles SW of beginning

Cune, view to north

#5



Route 66, Girard to Milwood

Macoupin County, IL

John Vogel

March 2001

JHA, Springfield, IL

3.6 miles SW of Bessemer

#6



Route 66, Girard to Milwood
Macoupin County, IL

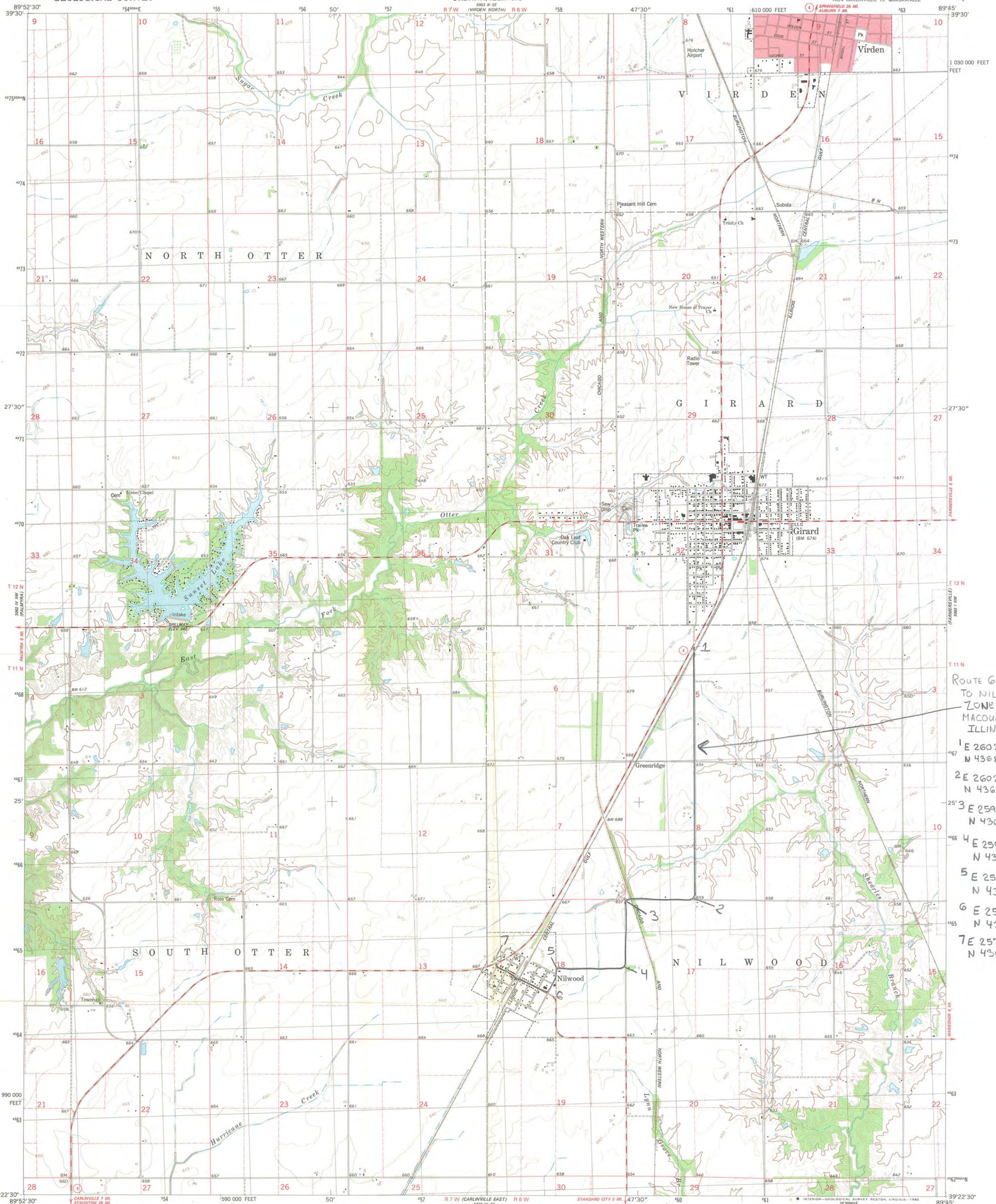
John Vogel

March 2006

IHPA, Springfield

End point

#7



ROUTE 66, GIRARD
TO NILWOOD
ZONE 16
MACOUPIN COUNTY
ILLINOIS

1 E 260360
N 4368325

2 E 260280
N 4365370

3 E 259480
N 4365380

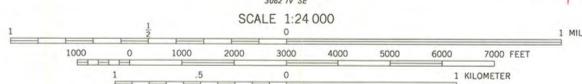
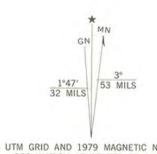
4 E 259450
N 4364590

5 E 258640
N 4364590

6 E 258530
N 4364320

7 E 257920
N 4364680

Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs
taken 1975. Field checked 1977. Map edited 1979
Projection and 10,000-foot grid ticks: Illinois coordinate
system, west zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid, zone 16
1927 North American datum
To place on the predicted North American Datum 1983
move the projection lines 1 meter south and
8 meters east as shown by dashed corner ticks
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



SCALE 1:24 000
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 ——— Light-duty road, hard or improved surface
Secondary highway, hard surface ——— Unimproved road
Interstate Route ——— U. S. Route ——— State Route



VIRDEN SOUTH, ILL.
NE/4 CARLINVILLE 15' QUADRANGLE
N3922.5-W8945/7.5