
**Appendix B. Phase I and II Architectural History
Survey**



PHASE I AND II ARCHITECTURAL HISTORY SURVEY FOR THE ABRAHAM LINCOLN NATIONAL CEMETERY EXPANSION PROJECT, ELWOOD, WILL COUNTY, ILLINOIS

Submitted to:
JJR, LLC

Submitted by:
The 106 Group Ltd.

November 2010

**PHASE I AND II ARCHITECTURAL HISTORY SURVEY FOR THE
ABRAHAM LINCOLN NATIONAL CEMETERY
EXPANSION PROJECT
ELWOOD, WILL COUNTY, ILLINOIS**

**IHPA File No. 004090106
The 106 Group Project No. 09-04**

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MANAGEMENT SUMMARY

During March and April of 2009, The 106 Group Ltd. (106 Group) conducted a Phase I and II architectural history survey for the proposed Abraham Lincoln National Cemetery Expansion project in Will County, Illinois. The project area is located in Section 31 of T34N R10E of Will County, Illinois. The United States Department of Veterans Affairs (VA) proposes to expand the existing Abraham Lincoln National Cemetery to include an additional 22 acres near Elwood, Will County, Illinois. The survey was conducted under contract with JJR on behalf of the VA. The proposed Abraham Lincoln National Cemetery Expansion project will be receiving federal funding from the VA and therefore must comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and other applicable state mandates governing cultural resources.

The purpose of this architectural history investigation was to determine if the area of potential effect (APE) for the project contains any previously recorded or unrecorded buildings, structures, or other architectural history properties that may be eligible for listing on the National Register of Historic Places (NRHP). The APE accounts for any physical, auditory, or visual impacts to historic properties. For the proposed Abraham Lincoln National Cemetery Expansion project, the architectural history APE was determined to be 0.50 miles from the project area. The APE for architectural history is located in Sections 29, 30, 31, 32 T34N, R10E and Section 6 T33N, R10E, and Section 36 T34N, R9E; Will County, Illinois and covers 1,044 acres (422.5 hectares).

This Phase I and II architectural history investigation consisted of a review of documents of previously inventoried properties and of surveys previously conducted within the APE, as well as a field survey to identify and document properties that are 45 years of age or older within the APE. Greg Mathis, M.C.R.P., served as principal investigator for architectural history.

During the Phase I and II architectural history survey, the 106 Group identified a total of seven extant architectural history properties within the APE; three previously identified properties and four newly identified properties. One additional previously identified property (HAARGIS Reference No. 534078) is no longer extant.

One property, the Alternate Route 66, Wilmington to Joliet, was listed on the NRHP in 2006. As a result of this current survey, one property, the Abraham Lincoln National Cemetery, is recommended as eligible for listing on the NRHP. Two properties, the Chicago & Mississippi / Chicago & Alton / Union Pacific Railroad and the Reed's Grove Cemetery are recommended as eligible for listing on the NRHP. Three properties, a bridge, a farmstead, and the Joliet Arsenal (JA) / Joliet Army Ammunition Plant (JAAP), previously the Elwood Ordnance Plant (EOP) and Kankakee Ordnance Works (KOW), are recommended as not eligible for listing on the NRHP due to a lack of historical significance and/or a loss of integrity.

There may be temporary indirect auditory effects and/or permanent direct physical effects to the Abraham Lincoln National Cemetery; Alternate Route 66, Wilmington to Joliet; Reed's Grove Cemetery; and the Chicago & Mississippi / Chicago & Alton / Union Pacific Railroad due to the proposed project, however they will be minor and are not anticipated to adversely affect the character of the properties or their ability to convey their historical significance. The remaining three properties, a bridge, a farmstead, and the JA / JAAP are recommended as not eligible for listing on the NRHP.

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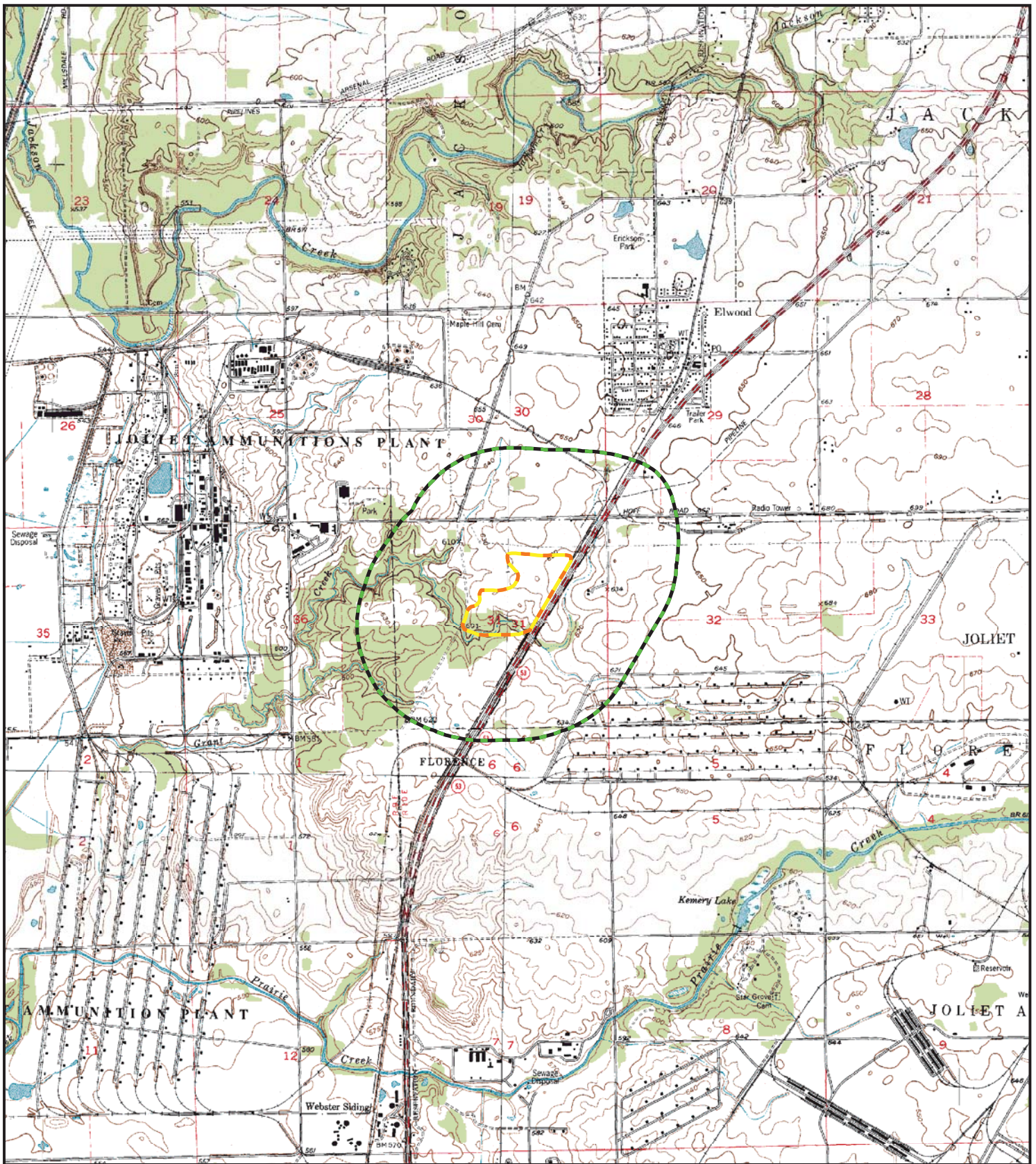
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1.0 INTRODUCTION

During March and April of 2009, The 106 Group Ltd. (106 Group) conducted a Phase I and II architectural history survey for the proposed Abraham Lincoln National Cemetery Expansion project, located near Elwood, in Will County, Illinois. The proposed expansion project will expand the Abraham Lincoln National Cemetery by adding 22 acres at the southeastern portion of the existing site, in order to accommodate the construction of additional lawn crypts, as well as columbaria and garden niches. The survey was conducted under contract with JJR on behalf of the United States Department of Veterans Affairs (VA). The proposed Abraham Lincoln National Cemetery Expansion project will be receiving federal funding from the VA and therefore must comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and other applicable state mandates governing cultural resources. The purpose of this architectural history investigation was to determine whether the area of potential effect (APE) for the project contains any previously recorded or unrecorded buildings, structures, or other architectural history properties that may be eligible for listing on the National Register of Historic Places (NRHP). The project area is located in Section 31 of T34N, R10E Will County, Illinois (Figure 1).

The APE for architectural history accounts for any physical, auditory, or visual impacts to historic properties. For the proposed Abraham Lincoln National Cemetery Expansion project, the APE was determined to be 0.50 miles from the project area. The APE for architectural history is located in Sections 29, 30, 31, 32 T34N, R10E and Section 6 T33N, R10E, and Section 36 T34N, R9E; Will County, Illinois and covers 1,044 acres (422.5 hectares). This Phase I and II architectural history investigation consisted of a review of documents of previously inventoried properties and of surveys previously conducted within the APE, as well as a field survey to identify and document properties that are 45 years of age or older within the APE. The UTM coordinates for the survey area are Zone 15, northeast corner: E 480824 N 52430376; southeast corner: E 474757 N 5239929; southwest corner: E 472809 N 5240375; and northwest corner: E 478944 N 5243409. Greg Mathis, M.C.R.P., served as principal investigator for architectural history.

The following report describes project methodology, previous investigations, historical contexts, results, and recommendations for the proposed Abraham Lincoln National Cemetery Expansion project. A list of project personnel can be found in Appendix A.





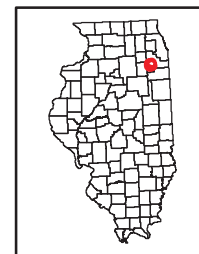
Source: USGS 7.5 minute Quadrangle, The 106 Group Ltd.

Map Produced by The 106 Group Ltd. - 11/23/2010

**Abraham Lincoln National Cemetery Expansion Project
Phase I & II Architectural History Survey
Elwood, Will County, Illinois**

Project Location

-  Project Area
-  Architectural History APE



0 0.4 0.8 1.2 1.6
Kilometers

0 0.4 0.8 1.2
Miles

1:40,000

Figure 1

2.0 METHODS

2.1 OBJECTIVES

The primary objectives of the architectural history investigation were to determine whether the APE for the proposed project contains any buildings, structures, or other properties of 45 years in age or older and if those properties are eligible for listing on the NRHP. All work was conducted in accordance with *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740] (National Park Service [NPS] 1983).

2.2 AREA OF POTENTIAL EFFECT

The APE for architectural history accounts for any physical, auditory, or visual impacts to historic properties within the area. Potential visual effects associated with the proposed undertaking include the addition of new lawn crypts, columbaria and garden niches that are similar to pre-existing objects and structures within the Abraham Lincoln National Cemetery. However, given the low-rise nature of these elements, they will have minimal effect on views within the Abraham Lincoln National Cemetery and on views of the horizon from distances more than 0.50 miles away. Noise and traffic associated with the expansion is not expected to have a significant effect on the surrounding area. Based upon this analysis, an architecture history APE comprised of a 0.50-mile buffer around the periphery of the proposed Abraham Lincoln National Cemetery Expansion project area was considered sufficient to address any potential effects resulting from the proposed 22-acre expansion project. The area surrounding the proposed project was driven and the proposed architectural history APE was field tested to determine its appropriateness. The field test confirmed the proposed APE. As a result, the architectural history APE covered 1,044 acres (422 hectares) to include all properties within the proposed project area, as well as all adjacent properties that may be indirectly affected by the proposed undertaking (see Figure 1).

2.3 BACKGROUND RESEARCH

On March 3rd through 6th, 2009, prior to the start of the field survey, staff from the 106 Group conducted background research at the Illinois Historic Preservation Agency (IHPA) for information on previously inventoried properties within the project area and on surveys previously conducted within the project area. The 106 Group conducted a file search on IHPA's Historic Architectural and Archaeology Resources Geographic Information System (HAARGIS) for previously inventoried properties. Research was also conducted at the Illinois State Library Public Services Section Map Department. In addition, General Land Office Maps were obtained from the Federal Township Plats of Illinois website.

2.3.1 Local Research

On March 26th through 27th, 2009, staff from the 106 Group conducted local research at the Will County Historical Society and the Joliet and Wilmington Public Libraries for information on the Joliet Arsenal, the railroad and agricultural industries around the project area, and the development of the village of Elwood, Illinois. In addition, research was conducted at the Will County Tax Assessor's office to uncover additional information on the farmstead within the architectural history APE. During the week of April 13, 2009, staff from the 106 Group also conducted research at the Historic Preservation Section of the Will County Land Use Department and at Midewin National Tallgrass Prairie.

2.3.2 Field Methods

An initial drive-by survey of the buildings, structures, and landscape features in the APE was conducted in order to identify those properties that appeared to be 45 years of age or older. Each of these properties was subsequently documented with field notes and digital photographs.

2.3.3 Inventory Forms

In Illinois, Architecture History Inventory Forms for architectural history properties recorded in the state are generated by the consultant and approved by the IHPA after the receipt of technical reports, and inventory numbers are not assigned to newly identified properties. Therefore, no Illinois inventory forms are included in an appendix of this report. Within this report, all previously identified architectural history properties are documented by the IHPA's HAARGIS reference number and all newly identified properties are documented with field numbers.

The Keeper of the NRHP considers linear resources such as railroads, pipelines, and highways to potentially be historic resources and has actually listed a number of railroads and highways on the NRHP. While the IHPA does consider some highways, such as Route 66, to be historic resources, the IHPA generally does not consider railroads to be historic properties and, therefore, does not include them in its state architectural history or archaeology databases. The IHPA does, however, consider associated above-ground features such as depots and bridges to be architectural history properties. Therefore, in order to maintain consistency with reporting of linear resources for this project and to ensure compliance with federal regulations, linear resources identified in the APE have been included in this evaluation.

2.4 EVALUATION

Upon completion of the fieldwork, the eligibility of each resource for listing on the NRHP was assessed based on the property's potential significance and integrity. The

NRHP criteria, summarized below, were used to help assess the significance of each property:

- Criterion A – association with the events that have made a significant contribution to the broad patterns of our history;
- Criterion B – association with the lives of persons significant in our past;
- Criterion C – embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D – potential to yield information important to prehistory or history (NPS 1995).

The NPS has identified seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance: location, design, setting, materials, workmanship, feeling, and association. The integrity of each property or site was assessed in regard to these seven aspects. The properties were also assessed to determine if they represent a type of resource to be evaluated for NRHP eligibility using the Criteria Considerations (NPS 1995).

3.0 LITERATURE SEARCH

3.1 PREVIOUS ARCHITECTURAL HISTORY STUDIES

In the state of Illinois, architectural surveys exist as a part of an on-going, statewide effort to document historic properties and determine a property's potential eligibility for listing on the NRHP. With the creation of the National Historic Preservation Act of 1966, the initial focus of architectural history survey was a selective inventory of the entire state, which was accomplished in two surveys conducted between 1970 and 1975: the Illinois Historic Structures Survey, an inventory of places of purely architectural interest; and the Illinois Historic Landmarks Survey, an inventory of places of historic importance. The statewide surveys of the early 1970s have provided a sound basis for the work of the IHPA. However, it became evident that the surveys had not covered many resources in the state, most notably rural and small community properties and vernacular buildings. To fill that information gap the IHPA has, since 1975, awarded dozens of contracts and federal grants-in-aid to individuals, communities, and preservation organizations for survey work. A major step in the documenting of rural structures was the Illinois Rural Survey of 1979. This building-by-building approach ensured that all historic properties were evaluated, not just a select group, as in the earlier surveys. The state's early selective surveys have been supplemented by intensive community surveys where every historic property is studied. The data serves as a good foundation for the assessment of properties on a statewide basis (Swallow 2005).

In March of 1988, the IHPA contracted with Corsetti & Russ, Ltd. to conduct a reconnaissance survey of pre-1945 extant buildings located in unincorporated areas throughout Will County. The survey was completed in January of 1989 and a total of 342 properties built before 1945 were identified as "having potential for landmark status at either the local, state or national level, pending further research" (Corsetti & Russ 1988).

The project area is located on lands that were once part of the Joliet Arsenal (JA), and later the Joliet Army Ammunition Plant (JAAP). In 1993, a programmatic agreement (PA) was established and signed by the Advisory Council for Historic Preservation, the United States Army Materiel Command (USAMC) and multiple State Historic Preservation Offices across the nation, including the IHPA, to dispose of several Army Ammunition Plants across the country including the JAAP properties (IHPA Log #09011096). In the PA, the Armament, Munitions, and Chemical Command recognized that facilities such as JAAP were listed or eligible for the NRHP and provided "for specific documentation of historic buildings, structures, and equipment to mitigated the adverse effect of the U.S. Army's undertaking to dispose of JAAP installation buildings" (USFS 2008).

Three documents were submitted to the IHPA in fulfillment of the PA. In 1995, Gray and Pape, Inc. prepared a final draft of "Joliet Army Ammunition Plant, Wilmington, Illinois, 1939-1989" (Walsh and Wingo 1995) for Geo-Marine, Inc. under contract to the

United States (U.S.) Army Corps of Engineers. That same year, Geo-Marine, Inc. also prepared the “Joliet Army Ammunition Plant: Supplemental Photographic Documentation of Archetypical Buildings, Structures, and Equipment for U.S. Army Material Command National Historic Context for World War II Ordnance Facilities” (Kimbrall and Snellgrove 1995) and the “Historic Context for the World War II Ordnance Department’s Government-Owned Contractor Operated (GOCO) Industrial Facilities, 1939-1945” (Kane 1995) under contract to the U.S. Army Corps of Engineers in 1995.

The PA indicates that “all of the affected Army Ammunition Plants are historically important due to association with events of World War II” (USAMC 1993:4). During the collection of background research for the current project the Deputy State Historic Preservation Officer of Illinois, Anne Haaker, has indicated that the JA / JAAP was not eligible for the NRHP (Anne Haaker, personal communication 2009). The VA should communicate directly with the IHPA to clarify the situation before proceeding with the current project.

In 1997, the *Historic and Architectural Resources of Route 66 Through Illinois*, a NRHP Multiple Property Document Form (MPDF) was prepared by the Route 66 Association of Illinois, within the associated historical context of *Transportation Across Illinois, 1926-1956* (Seratt and Ryburn-Lamont 1997). In conjunction with the MPDF document, the *Alternate Route 66, Wilmington to Joliet* was listed on the NRHP in 2006 for its significance in transportation and engineering (Thomason and Douglass 2005). Passing through Wilmington, Florence, Jackson, and Joliet Township in Will County, the road segment currently designated as Illinois Route 53 crosses through the eastern portion of the APE.

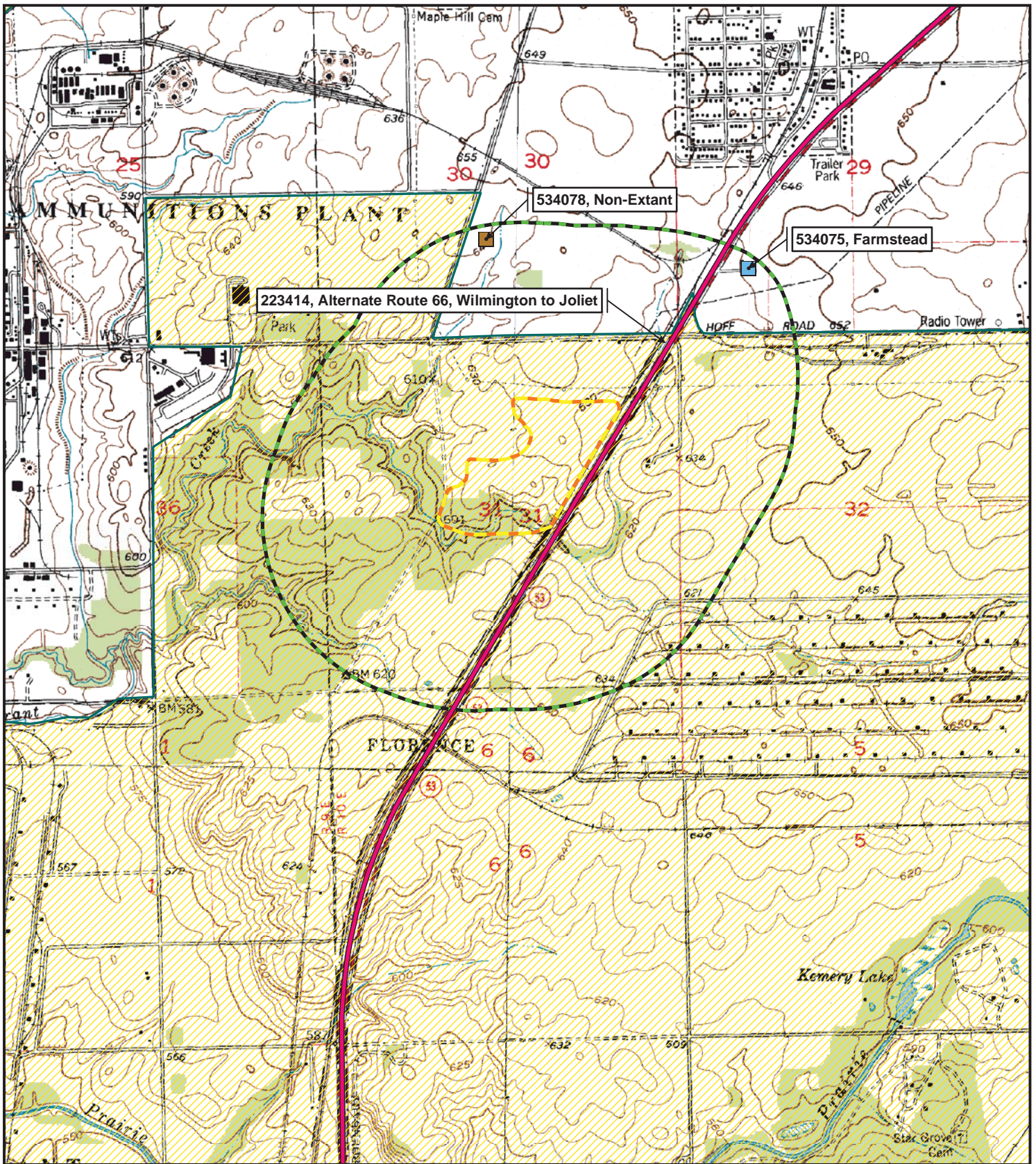
3.2 PREVIOUSLY INVENTORIED PROPERTIES

A total of four previously recorded architectural history properties were identified within the APE, one of which is no longer extant (Table 1, Figure 2). One property, Alternate Route 66, Wilmington to Joliet (HAARGIS Reference Number 223414), was listed on the NRHP in 2006. Another property, the JA / JAAP (no HAARGIS Reference Number), was determined eligible for listing on the NRHP in a 1993 PA, however the Deputy State Historic Preservation Officer of Illinois has indicated that the JA / JAAP was not eligible for listing on the NRHP (USAMC 1993; Anne Haaker, personal communication 2009). The third extant property is a farmstead (HAARGIS Reference Number 534075) that is located in Section 29 of Jackson Township, north of West Hoff Road and east of State Route 53. According to the HAARGIS classification, this property does not have formal NRHP status and the 1988 survey by Corsetti & Russ, Ltd. indicated that this property did not have potential for landmark status at either the local, state or national level. The fourth property, a rural property (HAARGIS Reference Number 534078) that was located in Section 30 of Jackson Township, north of West Hoff Road and west of State Route 53 near Diagonal Road is non-extant. This property did not have a formal NRHP status in HAARGIS and was recommended by Corsetti & Russ,

Ltd. in 1988 as not having potential for landmark status at either the local, state or national level.

TABLE 1. PREVIOUSLY INVENTORIED ARCHITECTURAL HISTORY PROPERTIES

HAARGIS Ref. No.	Property Name	Location	NRHP Status
223414	Alternate Route 66, Wilmington to Joliet	T34N R10E Section 31	Listed
N/A	Joliet Arsenal / JAAP, previously the Elwood Ordinance Plant and Kankakee Ordinance Works	Channahon, Florence, Jackson, Manhattan, Wilmington, and Wilton Townships	Unclear PA states "historically important" / IHPA stated not eligible
534075	Farmstead	T34N R10E Section 29	Undetermined
534078	House	T34N R10E Section 30	Non-Extant



Source: USGS 7.5 minute Quadrangle, The 106 Group Ltd.

Map Produced by The 106 Group Ltd. - 11/23/2010

**Abraham Lincoln National Cemetery Expansion Project
Phase I & II Architectural History Survey
Elwood, Will County, Illinois**

**Previously Inventoried Architectural
History Properties**

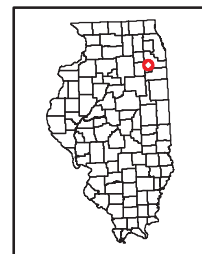
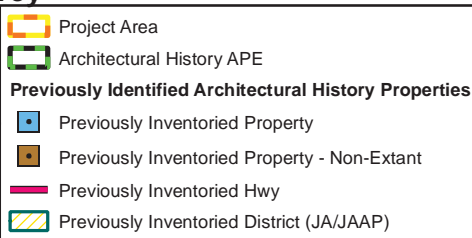
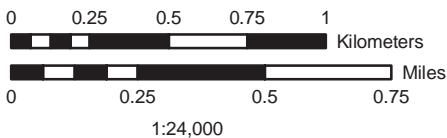


Figure 2

4.0 HISTORICAL CONTEXTS

4.1 AGRICULTURE

By the time Illinois achieved statehood in 1818, much of its prairie lands had been settled and put into use for the raising of crops. Most of the early settlers arrived from Virginia, Kentucky, and Tennessee. However, as the nineteenth-century progressed, more settlers from New England and eastern states, as well as German, Irish and Scandinavian immigrants, began to settle in Illinois, eventually becoming prosperous farmers, owning livestock and producing crops such as corn and wheat (Winckler 1998). During the nineteenth century, Illinois developed into a major economic force. The rapid growth of agriculture during this era was facilitated by the development of transportation systems, such as the Illinois & Michigan (I&M) Canal and the rise of railroads in the second half of the century. The advancements in transportation provided small, rural towns producing crops such as corn, wheat, and soybeans a means to efficiently and economically transport these agricultural products to distribution centers and markets in and out of the state.

4.2 TRANSPORTATION

Early transportation in Illinois was facilitated by trails that were established by Native Americans and broadened by settlers arriving in the early nineteenth-century. As the settlers established homesteads and began farming, a need to transport their agricultural products developed. During the first half of the 1800s, this need for transportation and trade was mainly met by the broadened trails and navigable waterways. Numerous paths and roads carried wagons and carriages, connecting farmsteads to each other and to nearby towns. Makeshift bridges were also constructed across creeks, sparing farmers from wading across waters (Davis 1998). The steamboat soon emerged as significant form of transportation and facilitated settlement in Illinois. The Erie Canal opened in 1825. In 1836, construction of the I&M Canal began, it was completed in 1848. As a result of these man-made waterways, many developers and laborers flocked to the area with hopes of profiting from the commercial activity along the canals. The first railroad in Illinois, the Illinois Central, was constructed in 1836; however, it was not until the mid-nineteenth century that railroads started to provide a reliable source of transportation to the entire state. Small communities located on railroad lines quickly became regional centers, since railroads provided these towns with a means to efficiently and economically transport agricultural goods from producing areas to distribution centers and markets, both in Illinois and outside of the state.

Road transportation evolved at the turn of the twentieth century, as corridors shifted from dirt to paved surfaces, allowing for faster and easier travel. In 1915, the earliest road between Chicago and St. Louis, the Pontiac Trail, was completed and by 1919, five Illinois roads were designated to receive funding from the Federal Aid System (Seratt and Ryburn-Lamont 1997). This advancement in transportation during the early twentieth-

century gave rise to the automobile, which then developed into the primary form of personal transportation in Illinois in the twentieth century.

4.3 WILL COUNTY

Will County, located in northeastern Illinois, encompasses 837 square miles within its borders (U.S. Census Bureau 2009). The terrain within the county is generally level prairie lands with fertile soil and minimal timber, except for small groves (U.S. Gazetteer 1854). Will County contains portions of the Kankakee River, the Du Page River and the Des Plaines River, which all intersect along the western border of the county to form the Illinois River. The I&M Canal also crosses through northern Will County.

Prior to the establishment of Will County in 1836, American emigrants had already begun to settle and cultivate the lands that would later become part of the county. The rich soil adapted well to the production of corn, rye, oats, and vegetables. Settlement of the county was facilitated by the Treaty of Chicago of 1833, which expelled Native Americans to areas west. Jackson Township was one of the earliest settled townships in Will County (Maue 1928). The first settler in the township was Charles Reed who, along with a handful of other families, established Reed's Grove in southwestern Jackson Township in 1831. In 1834, Reed's Grove contained the first school in Jackson Township, with 15 students in attendance (Woodruff 1878).

Will County was officially established in 1836 and named after Dr. Conrad Will, a member of the first Constitutional Convention and the Illinois Legislature. Joliet, situated approximately 40 miles southwest of Chicago, was designated the county seat. Settlement of the county was facilitated by the completion of the I&M Canal in 1848, which provided Will County with its first viable means for shipping its agricultural products to distant markets. By 1850, the county was well established, producing significant amounts of corn, wheat, oats, and hay. It also had 14 churches, three newspaper offices, and 3,472 pupils attending public schools (IL GenWeb Project 2009).

As a result of railroads reaching all corners of the state by 1860, many towns sprung up on the prairie since the railroads provided connections to the major, Midwestern trade center of Chicago. As a result, the importance of agriculture continued to grow and by 1890, there were 3,452 farms in Will County (Wiss, Janney, Elstner 2003). The rise of the railroad also facilitated the coal mining industry in Will County, boosting its economy. Braidwood, in southwest Will County, emerged as the leading mining town in Illinois (Maue 1928).

During the early part of the twentieth century the number of farms in Will County declined and the farm economy was further impacted by the Great Depression. Like many farmers across the Midwest, farmers in Will County went into debt or lost their farms to creditors during the Great Depression, and many even left their rural communities. The twentieth century did, however, usher in new developments that supported farming in Will County and the country, including the gasoline engine and the

subsequent development of the tractor, and the emergence of the automobile spurred the creation of safe and efficient roadways across the county (Illinois Department of Natural Resources 1999).

Throughout the decades following the Great Depression, the population of Will County grew steadily. The county experienced a significant rise in population during the mid-twentieth century after the U.S. Government established an Army ammunition production plant in the northwestern portion of Will County, which increased employment opportunities for the area. Although the facility contributed to the industrial and economic growth of the county during its operation, agricultural activity remained the prevalent economic activity in Will County (Illinois Department of Natural Resources 1999).

4.4 HISTORY OF U.S. ROUTE 66

The development of U.S. Highway 66, popularly known as Route 66, the “Mother Road”, and the “Main Street of America”, represented a landmark in the country’s history of transportation as an early U.S. highway and as one of the principal east-west arteries across the nation. The commissioning of Route 66 in 1926 created the opportunity to link small, rural towns to metropolitan capitals, spurring a sense of independence and freedom to travel across the American West.

Cyrus Avery, a businessman and highway commissioner from Tulsa, Oklahoma, first proposed the creation of a highway from Chicago to Los Angeles as he noticed the growing trend of automobile travel. In 1926, the proposal made by Avery was approved by a committee of federal and state highway officials, and paving of Route 66 began in Chicago. In 1933, the federal government employed thousands of men to work on road gangs paving the final stretches Route 66. By 1935, the corridor extended approximately 2,400 miles and across eight states (Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California), from Chicago to its termination point in Los Angeles.

The role of Route 66 varied as the nation transformed throughout the first half of the twentieth century. When an economic depression struck in 1929, many rural Midwestern families fled drought-ridden farmsteads. As many of these families migrated west in search of work, and Route 66 provided a path to hopes of a better future. During World War II, the highway supported military traffic and the transportation of troops, supplies, and equipment. After the war ended and the nation recovered, Route 66 became a destination unto itself as road trips became a popular family vacation activity. As the highway significantly stimulated the tourism industry, many gas and service stations, motels, diners, and roadside attractions sprung up along the corridor.

In 1956, President Dwight D. Eisenhower passed the Federal Aid Highway Act, which initiated a large public works project to construct over 40,000 miles of interstate highways. As a result, much of Route 66 was bypassed a modern four-lane interstate system. In 1985, Route 66 was officially decommissioned as a federal highway (Cassity

2004). However, the highway did not completely fade from the nation's landscape as many individuals and organizations fought to preserve its history. In 2001, the National Park Service (NPS) established the Route 66 Corridor Preservation Program. Currently, it is estimated that currently 80% of the historic road can still be driven (NPS 2002).

4.4.1 Route 66 through Illinois

Originally a two-lane highway, Route 66 began in Chicago, and extended in a south-southwesterly direction across the state of Illinois to where it crossed the Mississippi River and entered into Missouri near St. Louis. Illinois was the first state to complete paving of its section of the highway in concrete (Cassity 2004). At the time of its commissioning, the state had already established transportation routes, such as the Lincoln Highway, now U.S. Highway 30, between New York and California and the Pontiac Trail between Chicago and St. Louis. However, Route 66 became an important piece of the developing highway network in Illinois and led to the development of numerous service properties such as filling stations, diners, motels, and other attractions along its route that enhanced local and state economies.

As the country eventually implemented the national interstate highway program, Route 66 began its decline. In Illinois, the construction of Interstate 55, which largely parallels Route 66, quickly superseded Route 66 in importance as a transportation route and in 1977 Route 66 through Illinois was decertified (Seratt and Ryburn-Lamont 1997). Efforts to preserve and celebrate the history of Route 66 history were made nationwide, and several organizations were formed to save remnants of the road. In Illinois, groups such as the Route 66 Association of Illinois, Route 66 Preservation Committee, and Illinois Route 66 Heritage Project were established to preserve and promote awareness of the historic resource. In 1995, historic Route 66 highway signs were installed by the Illinois Department of Transportation. Currently, a National Scenic Byways program is underway in Illinois, working to restore Route 66 and make portions accessible and well signed (National Scenic Byways Online 2009).

4.4.1.1 Route 66 in Will County

Within Illinois, the alignment of Route 66 changed over time to follow several alternate routes. The original alignment of Route 66 entered the northern point of the county near Bolingbrook. From 1926 until 1930, the approximately 18-foot wide road followed a southward alignment through the county, traversing Joliet, Preston Heights, Rockdale, Elwood, and Wilmington before exiting the southwest corner of the county at Godley. In 1930, traffic needs were shifting and construction began on a project to extend Illinois State Route 59 south of Plainfield to connect with Route 66 west of Gardner, creating a western bypass around Joliet (Seratt and Ryburn-Lamont 1997). This connection made for a quicker course for traveling through the county and soon became designated as Route 66. As a result, the original alignment from Joliet to Gardner in Grundy County was designated as Alternate Route 66 (Thomason and Douglass 2005). Alternate Route 66 is clearly visible according to 1940 maps of the State of Illinois, stemming near

Bolingbrook and traveling south through Joliet, Elwood, Wilmington, and merging with the primary Route 66 just southwest of Will County in the City of Gardner in Grundy County (Thomason and Douglass 2005).

4.5 JOLIET ARSENAL

With the outbreak of World War II in Europe and the involvement of the U.S. eminent, in 1940, the U.S. government purchased over 23,000 acres of farmland, 50 miles southwest of Chicago in Will County, for the development of an Army munitions production plant. Originally, the plant was composed of two separate facilities, each with its own administration. Situated in northeastern Wilmington Township and southeastern Channahon Township, the Kankakee Ordnance Works (KOW) manufactured explosives and propellants. The Elwood Ordnance Plant (EOP) encompassed the southern portion of Jackson Township and the northern half of Florence Township, and served as an assembly, packing, and loading area for bombs and artillery ammunition. Together, these facilities made up one of the first munitions plants established in the U.S. after the onset of World War II (Rathbun 1984).

Constructed from 1940 to 1942, the KOW and EOP facilities fulfilled the “lacking industrial capacity for manufacturing military ammunition in the country” (Rathbun 1984). Explosives like tetryl, dinitrotoluene (DNT), and trinitrotoluene (TNT) were manufactured at the KOW and used in the assembly of bombs and artillery ammunition at the EOP. The construction of these facilities resulted in significant job creation in Will County in the 1940s. Peak employment at EOP reached 7,027 in June 1941, and 10,425 at KOW in July 1941 (Walsh and Wingo 1995:93). As part of the first group of government-owned, contractor-operated (GOCO) facilities, KOW operated under contractors such as E.I. du Pont de Nemours & Company in 1941 and the U.S. Rubber Company (later Uniroyal Chemical Company, Inc.) in 1944 (Walsh and Wingo 1995).

In 1945, the government placed EOP and KOW operations on standby status, and the two facilities were consolidated to become the JA. After the Korean War began in 1950, the Arsenal was reactivated to produce ammunition and explosives. At that time the Elwood unit, active between 1951 and 1955, was government operated, while the Kankakee unit was operated by the U.S. Rubber Company from 1951 to 1957 (Walsh and Wingo 1995:15). During the Vietnam War, the facility resumed full production and was redesignated the JAAP. In 1965, Uniroyal Chemical Company, Inc. took over and began running operations at JAAP as a GOCO facility. Eventually productions began to decrease and finally stopped in 1976 when the plant was decommissioned. Uniroyal maintained the facility until 1993 when the entire JAAP property was declared excess by the Army (Gonzalez and Campbell 2001). Remnants of JAAP included over 1,000 pre-World War II industrial and utilitarian buildings, 392 earthen “igloos” once used to store ammunition and explosives, and miles of inactive railroad corridors.

Dissection of the 23,544-acre JAAP site began in 1996 when the Army transferred 9,822 acres to the U.S. Department of Agriculture/Forest Service for the creation of the

Midewin National Tallgrass Prairie (an additional 2,600 acres were transferred in 2005 for incorporation into the prairie). That same year, 982 acres of land were transferred to the VA for the development of the Abraham Lincoln National Cemetery. In 2000, 706 acres were shifted to the Joliet Arsenal Development Authority, a state agency created to oversee the conversion of JAAP into an industrial park. The Army transferred 455 acres to Will County for the establishment of a municipal landfill in 2002, which then opened in 2004. Additional, transferred acreages supplemented the industrial park in 2003 and 2004 (United States Environmental Protection Agency 2007).

4.6 DEVELOPMENT OF THE NATIONAL CEMETERY SYSTEM

The establishment of a national cemetery system in the U.S. stems from the Civil War period, when the country experienced a vast loss of lives on its own territory. In July of 1862, President Abraham Lincoln signed the legislation that provided for the president to purchase cemetery grounds for use as National Cemetery grounds for soldiers who die in service to the country. Shortly thereafter, 14 National Cemeteries were established, mostly near concentrations of troops and training camps, battlefields, and other military posts. Following the end of the war, an exhaustive search for the remains of fallen Union soldiers led to nearly 300,000 remains found in battlefields, local churchyards, farms, plantations, railroad sidings, and near hospitals being brought to newly founded National Cemeteries to be interred. By 1870, the number of designated National Cemeteries had risen to 73 (Holt 1992:2-3).

New policies enacted by Congress affected the burial patterns of veterans over the next several decades. Beginning in 1873, all honorably discharged, destitute Union veterans of the Civil War were given the right to be buried in a National Cemetery. In the following years, the requirement of destitution was dropped, and spouses and certain other family members also became eligible for burial in a National Cemetery (Sloane 1991:232). This resulted in more cemeteries being developed beyond battlefield and hospital sites, as well as the establishment in 1884 of the San Francisco National Cemetery, the first on the West Coast. The Spanish-American War in 1898 and the Philippine Insurrection in 1900-1901 provided new challenges for the burial of soldiers fallen on foreign soil. These conflicts set the precedent for disinterring the remains of soldiers from foreign soil and returning them to the U.S. for final interment in private or National Cemeteries. The Graves Registration Service of the Army Quartermaster Corps continued to provide the service at the end of both world wars (Holt 1992:3).

U. S. involvement in World War I and expanded eligibility policies resulted in another expansion of the National Cemetery System during the 1920s and 1930s. Although programs such as the free marker program, where veterans could be provided with a free, standard marker to be used in public or private cemeteries, eased some of the burden on the National Cemetery System, demand for burial space with the system continued to rise as more veterans became eligible for interment in a National Cemetery (Sloane 1991:233). Although a 1929 study found that space would continue to be available for many decades to come, many of the gravesites were in cemeteries in remote locations,

making them inconvenient to much of the population. The survey also found that over half of the interments took place in only nine of the 84 national cemeteries, all of which were located in metropolitan areas (Holt 1992:3). In a response to the findings of the study, seven cemeteries were established during the 1930s: three were intended to supplement existing cemeteries, two were constructed at the request of the Navy and the Army to meet current burial needs, and the Fort Snelling National Cemetery was established to meet the needs of a large metropolitan area. In the instance of the Fort Snelling Cemetery, its establishment was the result of a group of concerned veterans who successfully exercised pressure on Congress to create the site. It marks the first time that a National Cemetery was secured in a specific location as a result of public pressure. Since that time, public pressure has been successfully used to establish national cemeteries in other locations (Holt 1992:3-4).

Despite the increase to some 15 million veterans eligible for burial in National Cemeteries following World War II, the Department of the Army, the agency responsible for oversight of the National Cemetery system, adopted a non-expansion policy. The reasoning was that since most veterans were no longer on active military duty, the issue of their burial was a civilian one that should be addressed by Congress. During the 1950s, Congress took up the cause of veterans and mandated five new National Cemeteries. A later policy, announced in 1962, stated that no more National Cemeteries would be established and that no more land would be acquired for expansion of existing cemeteries, except for Arlington National Cemetery (Holt 1992:4).

Several changes in the administration and authority of the National Cemetery System occurred during the 1960s and 1970s. Traditionally, the War Department (later the Department of Army) had been responsible for the system. The 11 cemeteries located on Civil War battlefields were transferred to the jurisdiction of the National Park Service in 1933. In 1962, the Office of the Chief of Support Services, Department of the Army assumed responsibility for those cemeteries still within the domain of the Department of Defense. Frustrated with the Army's non-expansion policy, veteran groups succeeded in getting the legislative oversight responsibility transferred from the House Committee on Interior and Insular Affairs to the Committee on Veterans Affairs. Then, in 1973, the National Cemetery System was transferred from the Department of the Army to the VA¹, thereby ending the non-expansion policy. A 1974 study of the system recommended expanding and balancing the number of National Cemeteries by establishing regional cemeteries. The plan called for seven additional cemeteries, whose land must be provided at no cost to the National Cemetery System. An Advisory Committee on Cemeteries and Memorials was established to provide valuable advice on master planning and development (Holt 1992:4-5). Five cemeteries were established throughout the 1970s and during the 1990s the Abraham Lincoln National Cemetery was one of the six cemeteries that were established. Today, the VA maintains 128 National Cemeteries in 39 states and Puerto Rico with over 2.9 million gravesites. New National Cemeteries

¹ The Army retained Arlington National Cemetery and the Soldiers' Home National Cemetery.

continue to be created and expanded; the most recent – Sarasota National Cemetery- was opened on January 9, 2009 (Department of Veterans Affairs 2009).

5.0 RESULTS

Staff from the 106 Group conducted a Phase I and II architectural history survey of the proposed Abraham Lincoln National Cemetery Expansion APE on March 25 and 26, 2009. Greg Mathis, M.C.R.P., served as principal investigator and Jeanne-Marie Mark, M.H.P., conducted the fieldwork. During the Phase I and II architectural history survey, the 106 Group identified a total of seven extant architectural history properties within the APE; three previously identified properties and four newly identified properties. One additional previously identified property (HAARGIS Reference No. 534078) is no longer extant.

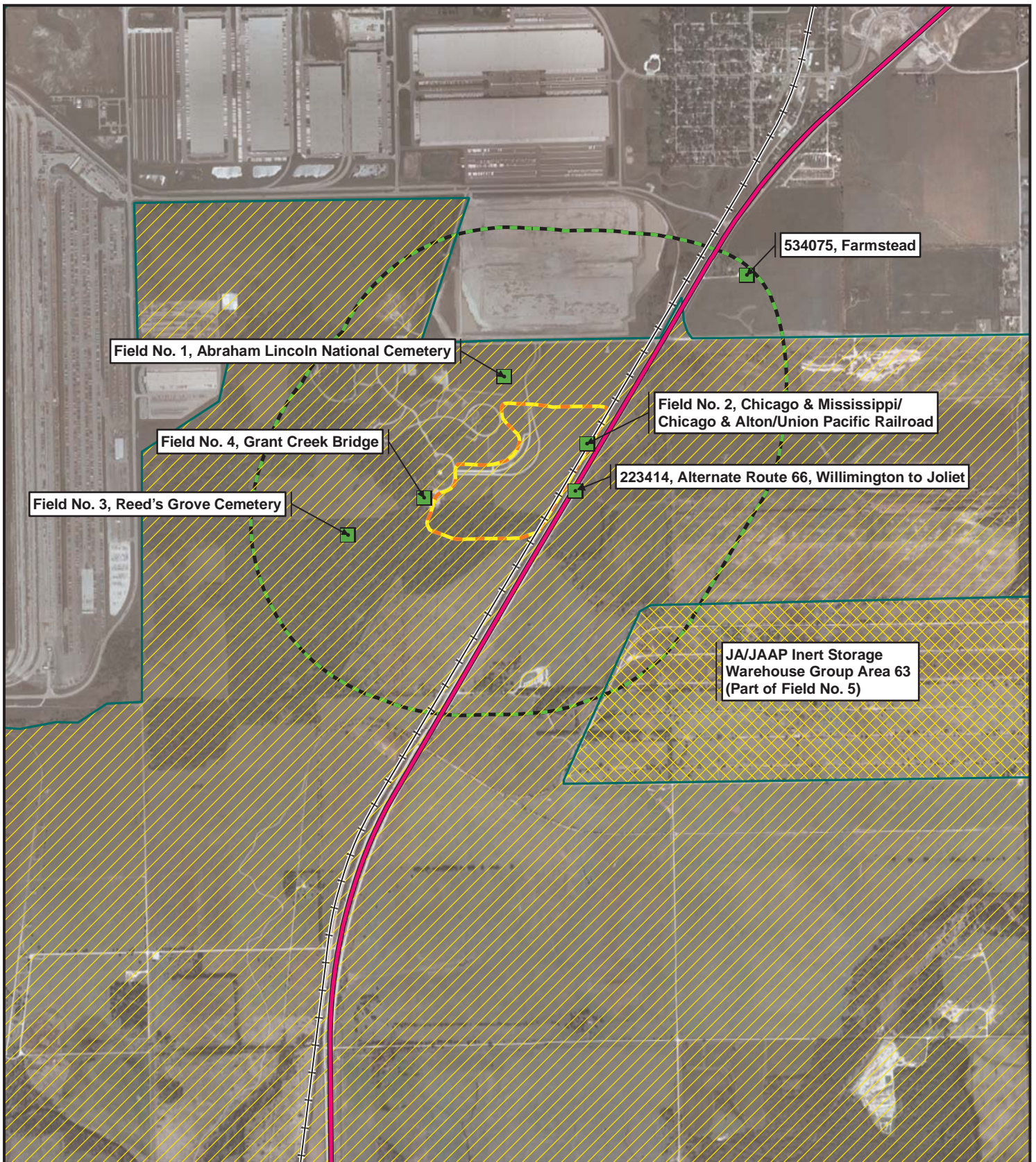
One property, the Alternate Route 66, Wilmington to Joliet, was listed on the NRHP in 2006. As a result of this current survey, three properties, the Abraham Lincoln National Cemetery; Chicago & Mississippi / Chicago & Alton / Union Pacific Railroad; and the Reed's Grove Cemetery, are recommended as eligible for listing on the NRHP. Three properties, a bridge, a farmstead, and the Joliet Arsenal (JA) / Joliet Army Ammunition Plant (JAAP), previously the Elwood Ordnance Plant (EOP) and Kankakee Ordnance Works (KOW), are recommended as not eligible for listing on the NRHP due to a lack of historical significance and/or a loss of integrity. Discussion of the individual properties follows.

5.1 PROPERTIES LISTED ON THE NRHP

One property within the APE has been previously listed on the NRHP (Table 2).

TABLE 2. PROPERTIES PREVIOUSLY LISTED, DETERMINED ELIGIBLE, OR RECOMMENDED AS ELIGIBLE FOR THE NRHP

HAARGIS Ref. No.	NAME	CITY/TOWNSHIP	T	R	S	NRHP STATUS	DATE
223414	Alternate Route 66, Wilmington to Joliet	Illinois Route 53, Jackson Township	34N	10E	31	Listed	1926



Source: USGS 7.5 minute Quadrangle, The 106 Group Ltd.

Map Produced by The 106 Group Ltd. - 11/23/2010

Abraham Lincoln National Cemetery Expansion Project Phase I & II Architectural History Survey Elwood, Will County, Illinois

Architectural History Survey Results

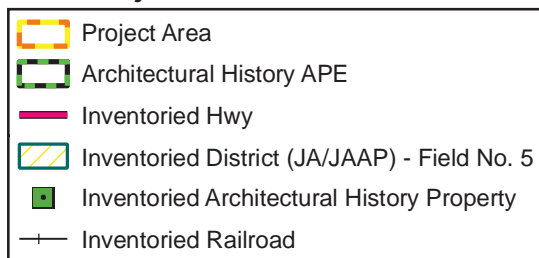
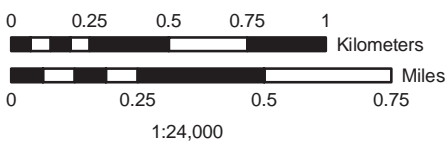


Figure 3

5.1.1 Alternate Route 66, HAARGIS Reference No. 223414

**Location: Illinois Route 53, Jackson Township, Will County, Illinois T34N R10E
Section 31**

Description: This segment of roadway, currently designated Illinois Route 53, is part of the 15.9-mile, Alternate Route 66 constructed between Wilmington and Joliet in 1926 (Figure 4). Roughly paralleling the Union Pacific Railroad (formerly the C&M), this segment of the Alternate Route 66 consists of a four-lane roadway divided in two sections. Each section is 24-feet wide, generally lined for eleven-foot driving lanes. The pavement material consists of ten-inch, thick concrete with macadam overlays. These two sections, the northbound and southbound lanes, are separated by a grass median approximately 35-feet wide. The outside shoulders of the roadway are comprised of seven to eight feet of gravel, while the inside shoulders are undefined (Thomason and Douglass 2005).

History: Originally, Route 66 reached this area of Illinois in 1926 and connected Joliet and Wilmington while traversing the communities of Elwood. The road provided smaller towns like Joliet, Elwood and Wilmington the benefit of transporting freight and other goods to the outlying cities of Chicago and St. Louis. However, traffic needs eventually shifted, new roads developed, and new alignments of Route 66 were necessary. In 1939, Illinois State Route 59 was completed and spurred a realignment of Route 66 to bypass Joliet. Upon the completion of this new alignment, the original portion of highway was designated as Alternate Route 66 (Thomason and Douglass 2005).

Despite the realignment, Alternate Route 66 maintained an important role in the Illinois transportation system. When the KOW and EOP were established in the area at the dawn of World War II, this segment of highway served the increased traffic these facilities generated. In 1945, improvements were made to widen and modernize the road, which entailed a Portland cement paving measuring 24-feet; in width and 10” thick in order to handle the heavy truck traffic” (Thomason and Douglass 2005).



FIGURE 4. ALTERNATE ROUTE 66, WILMINGTON TO JOLIET, FACING SOUTHWEST

Significance: A total of 15.9 miles of roadbed along with seven contributing structures and four non-contributing structures, were listed on the NRHP in 2006 for their historic and engineering significance (Thomason and Douglass 2005). This segment of the Alternate Route 66, Wilmington to Joliet, has significance under NRHP Criterion A for its significance in transportation as an important link in the Route 66 corridor from 1926 when the initial planning and construction of the road began, to 1956 when Interstate 55 was constructed through Illinois and replaced Route 66 as a major artery. Alternate Route 66 is also significant under Criterion C for its significance in engineering, reflecting the U.S. highway construction during the 1920s and mid-twentieth century. The period of significance for the Alternate Route 66, Wilmington to Joliet is 1926 to 1956.

Integrity: Within T34N R10E Section 31, the Alternate Route 66, Wilmington to Joliet, is an active highway, which continues to retain the same integrity that it had when it was listed on the NRHP in 2006.

Recommendation: The Alternate Route 66, Wilmington to Joliet, was listed on the NRHP in 2006 under Criteria A and C for its historic significance in transportation and engineering, reflecting the U.S. highway construction during the 1920s and mid-twentieth century. The period of significance for the Alternate Route 66, Wilmington to Joliet is 1926 to 1956.

5.2 PROPERTIES RECOMMENDED AS ELIGIBLE FOR LISTING ON THE NRHP

Three properties within the APE are recommended as eligible for listing on the NRHP (Table 3).

TABLE 3. PROPERTIES RECOMMENDED AS ELIGIBLE FOR THE NRHP

FIELD No.	NAME	CITY/TOWNSHIP	T	R	S	PROPERTY TYPE	DATE
1	Abraham Lincoln National Cemetery	Jackson Township	34N	10E	31	Cemetery	1999
2	C&M / C&A / UP Railroad	Jackson Township	34N	10E	31	Railroad	1854
3	Reed's Grove Cemetery	Jackson Township	34N	10E	31	Cemetery	c.1838

5.2.1 Abraham Lincoln National Cemetery, Field No. 1

Location: 20953 West Hoff Road, Jackson Township, Will County, Illinois T34N R10E Section 31

Description: The Abraham Lincoln National Cemetery is located approximately 50 miles southwest of Chicago and three-quarters of a mile southwest of the village of Elwood, in the northwestern region of the former JAAP. Administered by the VA, the cemetery consists of 982 acres accommodating casketed and cremated remains.

The cemetery has one primary entrance, located off of West Hoff Road approximately 1/3-mile west of the intersection of State Route 53 (Figure 5). The main portion of the property is divided into 10 sections of lawn crypts and gravesites marked with uniformly spaced, granite upright grave markers, and four columbarium niches and four garden niches for cremated remains (Figure 6). Buildings on the property include a public information center located in the southeast corner of the cemetery, facing Abraham Lincoln Boulevard; four committal service shelters located in the northwest corner of the cemetery, and an administration and maintenance complex located in the northern portion of the site. The southern portion of the grounds feature a carillon tower on George Washington Avenue, an assembly area with a flag pole, an 18-foot granite obelisk commemorating the lives lost in the December 7, 1941 attack on Pearl Harbor, and a memorial walkway, located near the southern end of George Washington Avenue, which is lined with 17 memorials and benches honoring American veterans from various organizations. The cemetery markers consist of tablets. At the end of the 2008 fiscal year there were a total of 18,479 recorded internments in the cemetery (United States Department of Veterans Affairs 2009).



FIGURE 5. ABRAHAM LINCOLN NATIONAL CEMETERY ENTRANCE, FACING SOUTH



FIGURE 6. ABRAHAM LINCOLN NATIONAL CEMETERY, GENERAL VIEW, FACING WEST

History: During the nineteenth century, the land that is now occupied by Abraham Lincoln National Cemetery was primarily used for agricultural purposes. In 1873, this Grove was located in the western portion of Section 31, and an 1893 plat map indicates section of Jackson Township was primarily owned by the Grant and Morgan families – two well established farmers in Will County (Thompson Brothers & Burr 1873). The Reed’s Grove school house was located in the northwestern corner of the section. The majority of this section remained under the ownership of the Morgan family through the 1930s, while others such as the Bush and Rodger families owned the remaining portions. In 1940, the U.S. government purchased 23,000 acres of farmland in southern Will County for the development of an Army munitions production plant, including land in Section 31 of Jackson Township. At that time, the acquisition contained 450 farms, many owned by several generations of the same families, as well as six cemeteries (Walsh and Wingo 1995). Originally, the government-owned plant comprised of two separate facilities, the EOP and the KOW. Section 31 of Jackson Township was included with the boundaries of the EPO, which served as a munitions loading, assembly, and packing area; while the KOW was situated to the west and manufactured explosives and propellants. Together, these facilities made up one of the first munitions plants established in the U.S. after the onset of World War II. During the Vietnam War, the facility was redesignated the JAAP, and eventually productions began to decrease. The facility was officially decommissioned in 1976, and remained under the government ownership until late twentieth century (Wiss, Janney, Elstner 2003).

In 1996, the U.S. Army transferred 982 acres of land from the northwest corner of the JAAP to the VA (United States Environmental Protection Agency 2007). The VA National Cemetery Administration (NCA) intended to develop the property as a national cemetery and eventually provide over 400,000 burial spaces for U.S. veterans and family members. On October 3, 1999, the Abraham Lincoln National Cemetery was dedicated by the VA and opened to the public as the 117th national cemetery within the VA NCA. The cemetery was named for the 16th president of the United States of America and founder of the national cemetery system, and continues under the stewardship of the NCA today. Currently, the Abraham Lincoln National Cemetery is considered the second largest national cemetery in the National Cemetery system in acreage, and a total of 18,479 internments were recorded through the end of the 2008 fiscal year (United States Department of Veterans Affairs 2009).

Significance: Generally, cemeteries are not considered eligible for listing on the NRHP; however “a cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events” (National Park Service 1995:34). In addition, National Cemeteries are eligible for listing on the NRHP

...because they have been designated by Congress as primary memorials to the military history of the United States. Those areas within a designated national cemetery that have been used or prepared for the reception of the remains of veterans and their dependents, as well as any

landscaped areas that immediately surround the grave may qualify. Because these cemeteries draw their significance from the presence of remains of military personnel who have served the country throughout its history, the age of the cemetery is not a factor in judging eligibility, although integrity must be present. A national cemetery that has only been set aside for use in the future is not eligible (National Park Service 1995:36).

The Abraham Lincoln National Cemetery has national significance in the area of military under NRHP Criterion A, based on its status as a National Cemetery administered by the VA that contains the remains of military personnel who have served the country throughout its history, and which serves as a memorial to the military history of the U.S. (National Park Service 1995:36).

According to National Park Service guidelines, the age of the national cemeteries is not a determining factor in its eligibility, so the period of significance would begin with the first burial (1999) and would continue through to the present day since burials continue to occur in the cemetery (National Park Service 1995:36).

Integrity: The overall integrity of the Abraham Lincoln National Cemetery is very good. The integrity of location is excellent. The integrity of design is excellent, as is the integrity of setting, as the cemetery retains a sense of a solemn memorial space within its boundaries. The workmanship, although not a major contributing factor to the significance of the property, is good. The integrity of both feeling and association of the cemetery as a significant place memorializing U.S. veterans is also very good.

Recommendation: The 106 Group recommends the Abraham Lincoln National Cemetery as eligible for listing on the NRHP at the national level under Criterion A, in the area of military by virtue of its being a national cemetery administered by the VA, which draws its significance from the presence of remains of military personnel who have served the country throughout its history, and which serves as a memorial to the military history of the U.S.. According to National Park Service guidelines, the age of the cemetery is not a factor in its eligibility, so the period of significance would begin with the first burial (1999) and continues through the present day (National Park Service 1995:36). The boundaries include the entire, existing cemetery site and surrounding, designed landscape.

5.2.2 Chicago & Mississippi Railroad / Chicago & Alton Railroad / Union Pacific Railroad, Field No. 2

Location: Jackson Township, Will County, Illinois T34N R10E Section 31

Description: This railroad segment is part of a line that was constructed by the C&M in 1854 from Bloomington to Joliet, and which is part of a longer line that extends from St. Louis to Chicago (Figure 7). This particular segment is located south of Elwood and

West Hoff Road, running parallel to State Route 53 in a northeasterly direction. Within Section 31 the rail line is comprised of a single set of active tracks on a raised bed. The tracks consist of steel rails laid on wood ties. Utility lines comprised of wood poles and with wires strung between the poles parallel the tracks.



FIGURE 7. C&M / C&A / UP RAILROAD, FACING SOUTHWEST

History: This railroad line was built by the C&M in 1854, as a connection from Bloomington to Joliet, Illinois. Entering the southwest corner of Will County, the line travels northeast through the western portion of the county.

Originally chartered as the Alton & Sangamon Railroad in 1847, the first line constructed by this railroad was a line built in 1852 to provide a link between the fertile agricultural region of Springfield and Alton, a river port on the Mississippi River. In 1853, the railroad was renamed the C&M, and by this time had extended its tracks north to Bloomington. The line eventually reached Joliet in 1854. In 1858, the line reached Chicago over leased rails of the Joliet & Chicago Railroad and the C&M was subsequently renamed the St. Louis, Alton, & Chicago Railroad (StLA&C). By 1862, the StLA&C had organized and incorporated this line into its 543 mile long system. In 1878, the StLA&C, in conjunction with two leased railroads, had created the shortest route between Chicago and Kansas City (Drury 2000:20).

The dawning of the twentieth century brought more change to the StLA&C. In 1900, the railroad was reorganized and renamed the C&A. In 1931, the Baltimore & Ohio (B&O) acquired control of the “Alton”, as the C&A was commonly known, and formed the Alton Railroad to assume title to the property of the old C&A. In 1942, the B&O

returned the Alton Railroad to the courts and in 1947 the line merged into the Gulf Mobile & Ohio Railroad (GM&O) (Gross 1986). In 1972, the GM&O merged with the Illinois Central Railroad to form the Illinois Central Gulf Railroad (ICG). In 1996, the ICG sold off many of its former GM&O lines, including the C&M line to other railroads. At that time the former C&M line was acquired by the UP Railroad Company, who currently owns and operates the line between Chicago and East St. Louis.

Significance: The C&M line from Bloomington to Joliet, constructed in 1854, connected Will County to points southwest, and eventually to the Mississippi River and Chicago; thereby introducing small towns like Elwood and Wilmington to the benefits of rail transportation. Outside of Chicago, the presence of rail lines in northern Illinois at the time of the C&M's construction was minimal due to the majority of the state's population residing in the southern portion of the state. Therefore, the introduction of this line stimulated the economic development of northern Illinois and facilitated agricultural settlement in the region. In addition, the C&M railroad provided a much more reliable, efficient, and economical source of transportation, to previously settled rural communities. The property is historically significant in the areas of transportation, industry, commerce, and agriculture. The primary historical feature of this resource is its route.

Integrity: As an operating rail line with intact tracks and rail bed, this property continues to provide a sense of function and destination. The C&M / C&A / UP railroad retains a very good level of integrity in terms of setting, feeling, location, and association as well as good integrity in design, materials and workmanship. The property has sufficient historical integrity to convey its potential historical significance.

Recommendation: While the IHPA generally does not consider railroads in Illinois to be historic resources and does not include them in HAARGIS; the Keeper of the NRHP considers linear resources such as railroads and highways to be potential historic resources and has actually listed a number of both on the NRHP. Therefore, to maintain consistency with the Keeper's guidelines and ensure all historic properties are documented the C&M / C&A / UP railroad was included in this survey. Consequently, the 106 Group recommends the C&M / C&A / UP railroad as eligible for listing on the NRHP under NRHP Criterion A, in the areas of transportation, industry, commerce, and agriculture for its significance within the theme of the development of the railroad system in Illinois. The railroad is significant for the connections it provided, thereby enabling the agricultural and mining industries in northern Illinois, and their associated communities, to thrive and grow in the late nineteenth and early twentieth centuries.

5.2.3 Reed's Grove Cemetery, Field No. 3

Location: Jackson Township, Will County, Illinois T34N R10E Section 31

Description: The Reed's Grove Cemetery (also known as Reed Cemetery) lies within the boundaries of the Abraham Lincoln National Cemetery and is situated in a remote area approximately ½-mile west of State Route 53 (Figure 8). Located near the edge of a

forested area in a clearing of trees, the relatively flat site is bordered by a simple, split-rail wood fence. The cemetery contains 12 mid-nineteenth century headstones. The extant markers consist of standard, concrete tablet headstones set in concrete bases. The original headstones, found in fragments in the 1960s, are encased in the extant concrete headstones. The majority of the original headstones were of standard tablet form, though two appear to have been domed tablets. The dates inscribed on the original headstones range from 1838 through 1870. Currently the concrete headstones, of varying sizes, are arranged in three rows – the first row consists of seven grave markers, the second row contains three grave markers, and two grave markers make up the third row.



FIGURE 8. REED'S GROVE CEMETERY, FACING SOUTHWEST

History: The area known as Reed's Grove, in Jackson Township, is considered the first white settlement in Will County. It is named after its founder, Charles Reed, who established the community in 1831 (Walsh and Wingo 1995:90). Illinois public domain land tract sales records indicated Charles Reed purchased six tracts of land in T34N R10E Section 31 in October 1830, including the land where the cemetery is located. The grove was situated at the intersection of Jackson, Channahon, Wilmington and Florence townships and was the home of a few families (Maue 1928:541). Surnames that appear on the headstones in the cemetery include Longmire, Purtee, Roderick, and Potts. However, six of the 12 extant headstones are inscribed with the Reed surname. The earliest headstone is dated 1838, and marks the grave of Chloe Reed, wife of Charles Reed. The grave of a Charles Reed, who may be the son of Charles and Chloe, is located in the third row of the cemetery. Mr. Reed's headstone notes his death in 1852 and is inscribed as the "son of C. and C. Reed". Other Reed members buried at this site include Chloe Ann (d.1855), daughter of Edward T. and Eliza Reed and granddaughter of Charles

and Chloe Reed; and Lester J. Reed (d.1868), son of William Henry Harrison Reed and great-grandson of Charles and Chloe Reed.

This cemetery appears on an 1873 plat map, situated within a small parcel in the southwest quarter of Section 31 T34N R10E. At that time, the cemetery was located in a wooded area directly south of a 19 acre parcel owned by William Reed. By 1893, the cemetery was located in a 5-acre parcel owned by W. Morgan.

During the mid-twentieth century, the land which the cemetery is located was under the ownership of the U.S. Government and was included within the boundaries of the Army munitions production plant that was eventually known as JAAP. In 1965, arsenal contractor Uniroyal Chemical Company, Inc. began running operations of JAAP as a government-owned, contractor-operated (GOCO) facility. At some point, during the formative years of Uniroyal's administration, damaged headstones found in Reed's Grove Cemetery were subjected to repair efforts. Fragments of the headstones were removed from the site to be repaired, and broken pieces of the headstones were bound together and encased with cement. Once complete, the headstones were returned to the cemetery and placed in their current configuration, although "there is no guarantee that the stones are actually on the graves" (United States Forest Service 2009). The fence surrounding the site was most likely constructed at that time as well.

Significance: The Reed's Grove Cemetery has significance at the local level under NRHP Criterion A, for its association with the first white settlement in Will County, Reed's Grove. The cemetery is significant in the area of exploration/settlement. This cemetery is the only local example of a site associated with the early settlement period and with the first white settlement in the Will County, Reed's Grove, which was founded in 1831 by Charles Reed.

Generally, cemeteries are not considered eligible for listing on the NRHP; however Criterion Consideration D states that "a cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events" (National Park Service 1995:34). Reed's Grove Cemetery meets Criteria Consideration D because of its age; as the earliest cemetery in Will County it represents the earliest settlement of the county. The period of significance for the Reed's Grove Cemetery begins in 1838 with the first recorded burial and ends with the last known burial in 1870.

Integrity: The Reed's Grove Cemetery retains good integrity of location, setting and feeling as it was historically located in a rural, forested area and remains so today. However, the integrity of design, materials, and workmanship has been somewhat compromised by the preservation treatment that was applied, which was the encasement of the original headstones in cement. The integrity of association is slightly diminished by the possibility that the replaced stones are no longer in their original location within the cemetery; however, the grave markers still convey a strong association with the Reed family, an early and important pioneering family of Will County.

Recommendation: Generally, cemeteries are not considered eligible for listing on the NRHP unless they meet Criteria Consideration D: Cemeteries, which states that “a cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events” (National Park Service 1995:34).

Reed’s Grove Cemetery is significant under Criteria A, in the area of exploration/settlement for its association with the first white settlement in Will County. The cemetery dates from the early settlement of Will County and is the only local example of a site associated with Reed’s Grove, the first white settlement in the county. Consequently, Reed’s Grove Cemetery meets Criteria Consideration D for attaining significance from its association with this very early period in the history of Will County.

Therefore, the 106 Group recommends the Reed’s Grove Cemetery as eligible for listing on the NRHP at the local level under Criteria A, in the area of exploration/settlement for its association with the settlement of Reed’s Grove, the first white settlement of Will County. The recommended period of significance for the Reed’s Grove Cemetery begins in 1838, corresponding with the first recorded burial and ends with the last known burial in 1870.

5.3 PROPERTIES RECOMMENDED AS NOT ELIGIBLE FOR LISTING ON THE NRHP

Three properties in the APE are recommended as not eligible for listing on the NRHP (Table 5).

TABLE 4. PROPERTIES RECOMMENDED AS NOT ELIGIBLE FOR THE NRHP

HAARGIS REF. NO. OR FIELD NO.	ADDRESS/ NAME	CITY/ TOWNSHIP	T	R	S	PROPERTY TYPE	DATE
534075	Morgan Farmstead, 26935 State Route 53	Jackson Township	34N	10E	29	Farmstead	c.1910
Field No. 4	Grant Creek Bridge	Jackson Township	34N	10E	31	Bridge	c.1910
Field No. 5	JA / JAAP (previously EOP and KOW)	Channahon, Florence, Jackson, and Wilmington Townships	Multiple			Ammunition Plant	1940-1942

5.3.1 Morgan Farmstead, HAARGIS Reference No. 534075

Location: 26935 State Route 53, Jackson Township, Will County, Illinois T34N R10E Section 29

Description: The property located at 26935 State Route 53 consists of circa 1910 farmhouse, a circa 1910 stone pump house, a modern pole building, a metal grain bin, and a one-story frame building that is under construction. The house is a two-story, American Four-Square with Colonial Revival style detailing (Figure 9). The frame building has a concrete block foundation and is clad with aluminum siding. The house has a hipped roof that is covered in asphalt shingles, and an interior brick chimney that pierces the north roof slope. Hipped roof dormers are located on the east, south, and west elevations. A hipped roof porch wraps around the southwest corner of the house. The porch rests on concrete piers, and features a concrete block skirt and balustrade with Tuscan Columns. A flat roofed addition is located on the north (rear) elevation. It features an entrance that is accessed by a small wood deck on the east elevation. The house is fenestrated with aluminum, one-over-one windows with applied shutters, projecting bay windows on the lower levels of the east and west elevations, and two-light sliding windows in the roof dormers.

East of the house stands a small pump house. The one-story, gable roofed, stone structure features a door on the east elevation and has a roof that is covered with asphalt shingles. A circa-1980, one-story pole building is located slightly southeast of the house. The pole building has a low-pitched gable roof and is clad in vertical-ribbed metal siding. The rectangular building features sliding hanging doors on the north elevation and two metal overhead garage doors on the west elevation. East of the pole building stands a large, galvanized, corrugated metal grain bin with a conical, standing seam metal roof. A one-story, rectangular outbuilding with hipped roof is currently under construction, northeast of the house (Figure 10).

History: The earliest known owner of the property was John Grant who owned 160 acres in the southwest quarter of Section 29 in 1862 (Library of Congress 1862). J. Grant was also listed as the owner of the property in 1873, which at that time the property consisted of 150 acres (Thompson Brothers & Burr 1873). According to an 1893 plat map, William Morgan owned the property, which consisted of 72.13 acres on the east side of the railroad and 23.22 acres to the northwest. By 1909, the property was under the ownership of Sidney Morgan who owned the 72.13 acres east of the railroad and an expanded 36 acre parcel to the northwest (Geo A. Ogle & Co. 1909). It is probable that the Morgan family built the house and stone pump house. In 1937, the same acreage of land was owned by I. J. Morgan (W.W. Hixson 1937). Mid-twentieth century ownership information was not available.

A 1939 aerial photograph shows the extant, hipped-roof house, as well as several additional outbuildings. A large, T-shaped building once stood southeast of the house, at the end of the driveway to the property. Another large building, rectangular in form was

located northeast of the house, and behind a small orchard of trees. Three rectangular outbuildings were situated east of the house.



FIGURE 9. 26953 STATE ROUTE 53, HOUSE, FACING NORTHEAST



FIGURE 10. 26953 STATE ROUTE 53, OUTBUILDINGS, FACING SOUTHWEST

Significance: As a farmstead primarily developed during the early twentieth century, this property represents farming practices during that period. However, the farmstead and its remaining buildings are not architecturally distinguished; they are not known to be associated with persons important in the past; and have not yielded, nor are they likely to yield, information important in history or prehistory.

Integrity: The overall integrity of the property has been significantly compromised by the removal of most of the historic outbuildings and the construction of modern outbuildings, such as the large pole building, metal grain bin located southeast of the house, and the building under construction northeast of the house. In addition, the integrity of the house has been compromised by the replacement siding and windows.

Recommendation: The 106 Group recommends this property as not eligible for listing on the NRHP due to a lack of historical significance and loss of integrity.

5.3.2 Grant Creek Bridge, Field No. 4

Location: Jackson Township, Will County, Illinois T34N R10E Section 31

Description: This simple, pony truss style, queen post bridge is located at the south end of George Washington Avenue, near Committal Shelter D, in the Abraham Lincoln National Cemetery. The steel bridge carries an unpaved, single lane road over Grant Creek (Figure 11). The embankments surrounding the bridge are covered by moderate vegetation. The bridge is oriented in a northeast-southwest direction and carries one lane of vehicular traffic across the creek. The substructure is comprised of stone abutments, constructed from unfinished, square cut limestone arranged in regular courses. Two non-original piers comprised of square cut, heavy timber piers resting on concrete footings with wood transverse bracing have been added directly below the queen posts. A timber deck and stringers make up the bridge superstructure, which is braced by a simple, truss system composed of a metal framework of “C” and “L-channel” beams that are riveted together. Other minor alterations to the bridge include the addition of wood guardrails, and wood planks that run the length of the bridge, which have been bolted to the original bridge decking.

History: According to an 1873 plat map, a road was located in the same area as the bridge, running northeast-southwest over Grant Creek (Thompson Brothers & Burr 1873). At that time, the road dissected the area known Reed’s Grove – a small, early settlement in Jackson Township. Aerial photographs taken in 1939 and 1954 show that the same road crossing Grant Creek remained active during those years. Based on the pony truss, queen post design, the bridge was most likely constructed circa-1910.

Significance: The property does not appear to contribute to significant broad patterns of history, is not known to be associated with persons important in our past, and is not

architecturally distinguished, nor is it of a unique engineering design or method of construction.



FIGURE 11. GRANT CREEK BRIDGE, FACING WEST

Integrity: The overall integrity of Grant Creek Bridge is good. The integrity has been minimally compromised by the addition of guardrails and another layer of decking, and the integrity of feeling has been compromised by the reinforcements made to the substructure.

Recommendation: As an individual bridge, the 106 Group recommends this property as not eligible for listing on the NRHP due to a lack of historical significance.

5.3.3 Joliet Arsenal / Joliet Army Ammunition Plant (previously the Elwood Ordnance Plant and Kankakee Ordnance Works), Field No. 5

Location: Channahon, Florence, Jackson, and Wilmington Townships, Will County, Illinois

Description: This property known as JA and later as JAAP is a former Army munitions production plant, established by the U.S. Government during World War II. The facility is comprised of what were originally two separate facilities, the KOW and the EOP, which consolidated as one facility in 1950. The KOW portion of the JAAP encompasses the northeastern portion of Wilmington Township and southeastern Channahon Township, and manufactured explosives and propellants. The EOP portion of the JAAP

encompasses the southern portion of Jackson Township and the northern half of Florence Township, and served as a munitions assembly, packing, and loading area. Collectively, the JAAP industrial complex consists of approximately 23,500 acres of rural land in Channahon, Florence, Jackson, and Wilmington Townships in Will County. The JAAP contains 1,391 major structures, 1,138 dating from World War II, including manufacturing, utility, administrative and service buildings (Figure 12; Walsh and Wingo 1995). Other JAAP features include hundreds of reinforced-concrete storage structures known as “igloos”; a dismantled rail system that connected to the Atchison, Topeka & Santa Fe Railroad (AT&SF) and the C&A; and over 200 miles of roads. Six, pre-military period cemeteries are also located on the JAAP site.

The project APE also covers a portion of an area of the JA / JAAP known as the Inert Storage Warehouse Area Group 63 complex. This complex is located in the northern portion of the JAAP, in T34N R10E Sections 5, 6, 31, and 32. The Inert Storage Warehouse Area Group 63 includes 78 igloo structures and segments of the dismantled railroad system (Figure 13). The igloos, which face south, are arranged in six east-west rows. From north to south, the rows contain 9, 11, 14, 14, 15, and 15 separate igloos. Historically, each row of igloos was served by a railroad siding. The roadbeds for the now gone tracks are located on the south side of each row of igloos. The igloos, which were once used to store ammunition and explosives, consist of barrel-vaulted, reinforced concrete structures with a seeded earthen cover. The facades face south and consist of a poured concrete with centrally located steel doors.



FIGURE 12. JA / JAAP BUILDING, FACING SOUTHWEST

History: With the outbreak of World War II in Europe and the involvement of the U.S. eminent, in 1940, the U.S. government purchased over 23,000 acres of farmland, 50 miles southwest of Chicago in Will County, for the development of an Army munitions production plant. Originally, the plant was composed of two separate facilities, each with its own administration. Situated in northeastern Wilmington Township and southeastern Channahon Township, the KOW manufactured explosives and propellants. The EOP encompassed the southern portion of Jackson Township and the northern half of Florence Township, and served as a munitions assembly, packing, and loading area. Together, these facilities made up one of the first munitions plants established in the U.S. after the onset of World War II (Rathbun 1984).

Constructed from 1940 to 1942, the KOW and EOP facilities fulfilled the “lacking industrial capacity for manufacturing military ammunition in the country” (Rathbun 1984). Explosives like tetryl, DNT, and TNT were manufactured at the KOW and used in the assembly of bombs and artillery ammunition at the EOP. The construction of these facilities resulted in significant job creation in Will County in the 1940s. Peak employment at EOP reached 7,027 in June 1941, and 10,425 at KOW in July 1941 (Walsh and Wingo 1995:93). As part of the first group of GOCO facilities, KOW operated under contractors such as E.I. du Pont de Nemours & Company in 1941 and the U.S. Rubber Company (later Uniroyal Chemical Company, Inc.) in 1944 (Walsh and Wingo 1995).



FIGURE 13. INERT STORAGE WAREHOUSE AREA GROUP 63 IGLOOS AND ABANDONED RAILROAD SIDING, FACING EAST

In 1945, the government placed the EOP and KOW operations on standby status, and the two facilities were consolidated to become the JA. After the Korean War began in 1950, the Arsenal was reactivated to produce ammunition and explosives. At that time the Elwood unit, active between 1951 and 1955, was government operated, while the Kankakee unit was operated by the U.S. Rubber Company from 1951 to 1957 (Walsh and Wingo 1995:15). During the Vietnam War, the facility resumed full production and was redesignated the JAAP. In 1965, the Uniroyal Chemical Company, Inc. took over operations at JAAP and operated it as a GOCO facility. Eventually production began to decrease and was stopped in 1976 when the plant was decommissioned. Uniroyal maintained the facility until 1993 when the entire JAAP property was declared excess by the Army (Gonzalez and Campbell 2001). Remnants of JAAP included over 1,000 pre-World War II industrial and utilitarian buildings, 392 earthen “igloos” once used to store ammunition and explosives, and miles of inactive railroad corridors.

Dissection of the 23,544-acre JAAP site began in 1996 when the Army transferred 9,822 acres to the U.S. Department of Agriculture / Forest Service for the creation of the Midewin National Tallgrass Prairie (an additional 2,600 acres were transferred in 2005 for incorporation into the prairie). Also in 1996, 982 acres of land were transferred to the VA for the development of the Abraham Lincoln National Cemetery. In 2000, 706 acres were shifted to the Joliet Arsenal Development Authority, a state agency created to oversee the conversion of JAAP into an industrial park. The Army transferred 455 acres to Will County for the establishment of a municipal landfill in 2002, which then opened in 2004. Additional transferred acreages supplemented the industrial park in 2003 and 2004 (United States Environmental Protection Agency 2007).

Significance: As one of the first of sixty GOCO plants constructed between 1940 and 1942 by the U.S. Government to fulfill the lacking industrial capacity for manufacturing military ammunition in the country as the nation prepared for to enter World War II, the EOP and KOW, and their successors, JA and later the JAAP, have potential significance for their embodiment of an extensive network of wartime munitions industry and an example of a military, industrial complex that was established at the onset of and during World War II to support the nation’s war time efforts.

Integrity: The project area is located within an area of the JA / JAAP. The project APE also includes a portion of an area of the JA / JAAP known as the Inert Storage Warehouse Area Group 63 complex. The integrity of Inert Storage Warehouse Area Group 63 complex is generally good, having only been minimally compromised by the removal of the rails and ties from the railroad roadbed. However, the historic integrity of the JA / JAAP as a larger resource, which includes the earlier KOW and EOP facilities, has been significantly compromised by the dissection of the 23,544-acre JA / JAAP facility through acreage transfers, which has resulted in the development a national, tallgrass prairie in 1996, a National Cemetery in 1999, a municipal landfill in 2002, and an industrial park in 2003. The splitting up of the facility and subsequent redevelopment on these parceled out areas has compromised the setting, feeling, and association of the facility. Many buildings and facilities associated with the EOP, KOW, JA and JAAP

have been removed, and most of the once vast network of railroad tracks has also been removed, therefore disrupting the functionality of the facility, and its integrity of design, setting, feeling, and association.

Recommendation: The JA / JAAP property has been previously recommended as “historically important” as determined by the 1993 PA prepared by the Army and concurred with by the ACHP and IHPA (USAMC 1993; IHPA Log #09011096). However, the Illinois Deputy State Historic Preservation Officer has indicated that the JA / JAAP is not eligible for listing on the NRHP (Anne Haaker, personal communication 2009). Although the integrity of the Inert Storage Warehouse Area Group 63 complex within the JA / JAAP is generally good, the historic integrity of much of the remaining original infrastructure of the JA / JAAP has been significantly compromised by the dissection and redevelopment of large areas of the facility. Therefore, the JA / JAAP facility, as a whole, does not retain sufficient integrity for listing on the NRHP and, therefore, is recommended as not eligible. In addition, while the historic integrity of the Inert Storage Warehouse Area Group 63 complex is generally good, this complex was one of many similar complexes found across the JA / JAAP facility and does not appear to possess significant traits, attributes, or associations, and therefore, does not appear to have any individual significance.

6.0 SUMMARY AND RECOMMENDATIONS

6.1 SUMMARY OF FINDINGS

In March 2009, the 106 Group conducted a Phase I and II architectural history investigation for the Abraham Lincoln National Cemetery Expansion project. During the field survey, the 106 Group identified a total of seven extant architectural history properties within the APE; three previously identified properties and four newly identified properties. One additional previously identified property (HAARGIS Reference No. 534078) is no longer extant.

One property, the Alternate Route 66, Wilmington to Joliet (HAARGIS Reference No. 223414), was listed on the NRHP in 2006.

Three properties, the Abraham Lincoln National Cemetery (Field No. 1); the C&M / C&A / UP Railroad (Field No. 2); and the Reed's Grove Cemetery (Field No. 3) are recommended as eligible for listing on the NRHP.

- The Abraham Lincoln National Cemetery (Field No. 1) is recommended as eligible for listing on the NRHP at the national level under Criteria A, in the area of military by virtue of its being a national cemetery administered by the VA, which draws its significance from the presence of remains of military personnel who have served the country throughout its history, and which serves as a memorial to the military history of the U.S.. According to National Park Service guidelines, the age of national cemeteries is not a factor in its eligibility; therefore, the recommend period of significance begins with the first burial in 1999 and continues through the present day. The boundaries include the entire, existing cemetery site.
- The C&M / C&A / UP (Field No. 2) is recommended as eligible for listing on the NRHP under NRHP Criterion A, in the areas of transportation, industry, commerce, and agriculture for its significant under the themes of the development of the railroad system in Illinois. The railroad is significant for the connection it provided and enabling the agricultural and mining industries in northern Illinois, and their associated communities, to thrive and grow in the late nineteenth and early twentieth centuries.
- The Reed's Grove Cemetery (Field No. 3) is recommended as eligible for listing on the NRHP at the local level under Criteria A, on the basis of age under Criteria Consideration D, in the area of exploration/settlement for its association with the settlement of Reed's Grove, the first white settlement of Will County. The recommended period of significance for the Reed's Grove Cemetery begins in 1838, corresponding with the first recorded burial and ends with the last known burial in 1870.

The remaining three properties, the Morgan Farmstead (HAARGIS Reference No. 534075), the Grant Creek Bridge (Field No. 4), and the JA / JAAP, previously the EOP and KOW, (Field No. 5) are recommended as not eligible for listing on the NRHP due to a lack of significance and/or a loss of historical integrity.

6.2 EFFECTS

The Abraham Lincoln National Cemetery expansion project proposes to expand the NRHP eligible cemetery by adding 22 acres at the southeastern portion of the site in order to accommodate the construction of additional lawn crypts, as well as columbaria and garden niches.

During construction, there may be a temporary increase in dust, noise, and minor vibration associated with increased traffic within the site at the southern portion of George Washington Avenue, which will not cause any temporary or permanent adverse effects to the Abraham Lincoln National Cemetery (Field No. 1). The expansion allows the NRHP eligible cemetery to retain its use as a National Cemetery and maintain its function as a burial ground for our nation's veterans, thereby retaining its integrity of feeling, setting, and association. The permanent direct effects and indirect visual effects to the cemetery due to the proposed expansion are related to extending burial facilities that are consistent with those originally constructed at the site. These direct and indirect effects will be minor and are not anticipated to adversely affect the character of the property, its integrity of feeling and associations, or its ability to convey its historical significance. Moreover, they are related to the ongoing significance of the cemetery, which draws its significance from the presence of remains of military personnel who have served the country throughout its history, and which serves as a memorial to the military history of the U.S.

Alternate Route 66, Wilmington to Joliet (HAARGIS Reference No. 223414), which is listed on the NRHP, may be impacted by the proposed project. The proposed project will not result in any permanent direct physical effects or indirect auditory effects to this property, however there will be indirect visual effects. The expansion of the cemetery will be consistent with other features found along this corridor and will not adversely affect the historical integrity of the corridor in terms of location, design, materials, or workmanship. While the proposed project may result in a minimal effect to the setting of the corridor, it will not be adverse. The proposed project will not adversely affect the integrity of feeling or association of the corridor, nor will it compromise the ability of the corridor to convey its historical significance. Therefore, the 106 Group recommends that the proposed project will have *no adverse effect* to Alternate Route 66, Wilmington to Joliet.

Besides the NRHP eligible Abraham Lincoln National Cemetery, two additional properties that are recommended as eligible for listing on the NRHP, the C&M / C&A / UP Railroad (Field No. 2) and Reed's Grove Cemetery (Field No. 3), may be affected by the proposed project. Due to the scope of the project, no temporary or permanent direct physical effects or indirect auditory effects to these properties is anticipated. Views

between Reed's Grove Cemetery and the project area will be obscured by a grove of trees, therefore, the proposed project will not result in any visual effects on the Reed's Grove Cemetery. While the project will result in permanent indirect visual effects on the C&M / C&A / CP Railroad, the expansion of the cemetery will be consistent with other features found along the railroad corridor and within the cemetery and will not adversely affect the historical integrity of the corridor in terms of location, design, materials, or workmanship. While the proposed project may result in a minimal effect to the setting of the railroad corridor, it will not be adverse. Therefore, the proposed project will not adversely affect the integrity of feeling or association of the corridor, nor will it compromise the ability of the railroad corridor to convey its historical significance. Therefore, the 106 Group recommends that the proposed project will have *no adverse effect* to the C&M / C&A / UP Railroad and Reed's Grove Cemetery.

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1878 *The History of Will County, Illinois: Containing a History of the County – its Cities, Towns, &c; a Directory of its Real Estate Owners; Portraits of Early Settlers and Prominent Men; General and Local Statistics; Map of Will County; History of the Northwest, Illustrated; Constitution of the United States, Miscellaneous Matters, &c, &c*. Wm. Le Baron, Jr. & Co., Chicago, Illinois.

APPENDIX A: PROJECT PERSONNEL

LIST OF PERSONNEL

Principal in Charge	Anne Ketz, M.A., RPA
Project Manager	Jennifer Bring, B.A.
Project Coordinator	Kristen J. Bastis, M.A., RPA
Principal Investigator	Greg Mathis, M.C.R.P.
Field Historian	Jeanne-Marie Mark, M.H.P.
Graphics and GIS	Brian Schreurs, M.S.

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion Jackson, Will County, Illinois

Identification	
Historic Name	Alternate Route 66, Wilmington to Joliet
Current Name	Alternate Route 66, Wilmington to Joliet
Field #	
Address	n/a Illinois Route 53
City/Twp	Jackson
County	Will
Legal Desc. Twp	34N Range 10E Sec 6 QQ
USGS Quad	Channahon, 1993, Elwood 1993, Wilmington 1993

SHPO Inventory Number 223414

Review and Compliance Number

Form (New or Updated) New

Description		
Linear Feature?	Y	Linear Length: miles
StReg:	CNEF	CNEF Date
Classification	Road	
Architect/Engineer	N/A	
Style	Road	
Built Date	1926	
Original Use	Road	
Current Use	Road	

Description

This segment of roadway, currently designated Illinois Route 53, is part of the 15.9-mile, Alternate Route 66 constructed between Wilmington and Joliet in 1926. Roughly paralleling the Union Pacific Railroad (formerly the C&M), this segment of the Alternate Route 66 consists of a four-lane roadway divided in two sections. Each section is 24-feet wide, generally lined for eleven-foot driving lanes. The pavement material consists of ten-inch, thick concrete with macadam overlays. These two sections, the northbound and southbound lanes, are separated by a grass median approximately 35-feet wide. The outside shoulders of the roadway are comprised of seven to eight feet of gravel, while the inside shoulders are undefined (Thomason and Douglass 2005).

Related Outbuildings

Integrity

Within T34N R10E Section 31, the Alternate Route 66, Wilmington to Joliet, is an active highway, which continues to retain the same integrity that it had when it was listed on the NRHP in 2006.

EVALUATION AND ANALYSIS

Historical Context

Historical Narrative

Originally, Route 66 reached this area of Illinois in 1926 and connected Joliet and Wilmington while traversing the communities of Elwood. The road provided smaller towns like Joliet, Elwood and Wilmington the benefit of transporting freight and other goods to the outlying cities of Chicago and St. Louis. However, traffic needs eventually shifted, new roads developed, and new alignments of Route 66 were necessary. In 1939, Illinois State Route 59 was completed and spurred a realignment of Route 66 to bypass Joliet. Upon the completion of this new alignment, the original portion of highway was designated as Alternate Route 66 (Thomason and Douglass 2005).

Despite the realignment, Alternate Route 66 maintained an important role in the Illinois transportation system. When the KOW and EOP were established in the area at the dawn of World War II, this segment of highway served the increased traffic these facilities generated. In 1945, improvements were made to widen and modernize the road, which entailed a Portland cement

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion

Jackson, Will County, Illinois

paving measuring 24-feet; in width and 10" thick in order to handle the heavy truck traffic" (Thomason and Douglass 2005).

Significance

A total of 15.9 miles of roadbed along with seven contributing structures and four non-contributing structures, were listed on the NRHP in 2006 for their historic and engineering significance (Thomason and Douglass 2005). This segment of the Alternate Route 66, Wilmington to Joliet, has significance under NRHP Criterion A for its significance in transportation as an important link in the Route 66 corridor from 1926 when the initial planning and construction of the road began, to 1956 when Interstate 55 was constructed through Illinois and replaced Route 66 as a major artery. Alternate Route 66 is also significant under Criterion C for its significance in engineering, reflecting the U.S. highway construction during the 1920s and mid-twentieth century. The period of significance for the Alternate Route 66, Wilmington to Joliet is 1926 to 1956.

Recommendations

The Alternate Route 66, Wilmington to Joliet, was listed on the NRHP in 2006 under Criteria A and C for its historic significance in transportation and engineering, reflecting the U.S. highway construction during the 1920s and mid-twentieth century. The period of significance for the Alternate Route 66, Wilmington to Joliet is 1926 to 1956.

Sources

Thomason, Philip and Teresa Douglass

2005 National Register of Historic Places Registration Form for the Alternate Route 66, Wilmington to Joliet.

National Register Status

Listed

National Register Eligibility Recommendation

Listed

Linear Feature - Counties

Linear Feature - Associated Historic Properties

Prepared By

Jeanne-Marie Mark
The 106 Group Ltd.

Date

5/13/2009

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

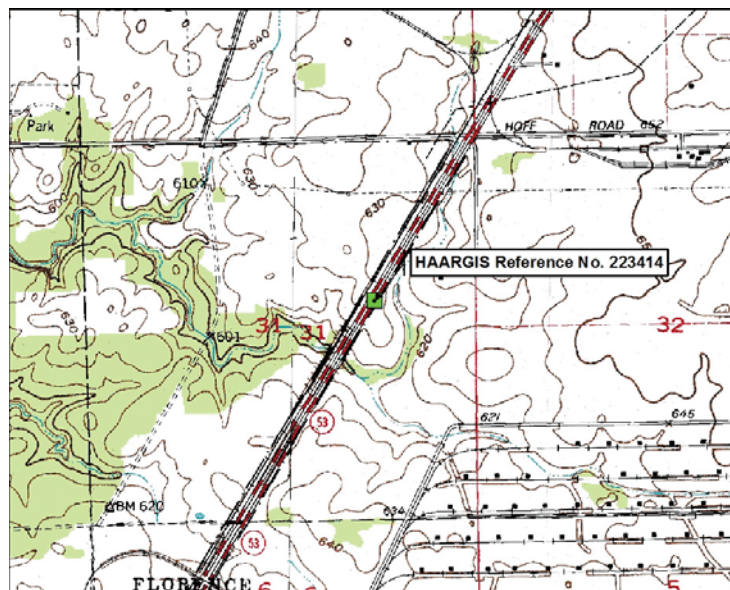
Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Photograph



Alternate Route 66, Wilmington to Joliet, Facing SW

Property Location Map



HAARGIS Reference No. 223414

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion Jackson, Will County, Illinois

Identification	
Historic Name	Farmstead
Current Name	Farmstead
Field #	
Address	26935 State Route 53
City/Twp	Jackson
County	Will
Legal Desc.	Twp 34N Range 10E Sec 29 QQ SW SW
USGS Quad	Elwood 1993

SHPO Inventory Number 534075

Review and Compliance Number

Form (New or Updated) New

Description		
Linear Feature?	Linear Length:	miles
StReg:	CNEF	CNEF Date
Classification	Farmstead	
Architect/Engineer	Unknown	
Style	Four square	
Built Date	c. 1910	
Original Use	Farmstead	
Current Use	Farmstead	

Description

The property located at 26935 State Route 53 consists of circa 1910 farmhouse, a circa 1910 stone pump house, a modern pole building, a metal grain bin, and a one-story frame building that is under construction. The house is a two-story, American Four-Square with Colonial Revival style detailing. The frame building has a concrete block foundation and is clad with aluminum siding. The house has a hipped roof that is covered in asphalt shingles, and an interior brick chimney that pierces the north roof slope. Hipped roof dormers are located on the east, south, and west elevations. A hipped roof porch wraps around the southwest corner of the house. The porch rests on concrete piers, and features a concrete block skirt and balustrade with Tuscan Columns. A flat roofed addition is located on the north (rear) elevation. It features an entrance that is accessed by a small wood deck on the east elevation. The house is fenestrated with aluminum, one-over-one windows with applied shutters, projecting bay windows on the lower levels of the east and west elevations, and two-light sliding windows in the roof dormers.

Related Outbuildings

East of the house stands a small pump house. The one-story, gable roofed, stone structure features a door on the east elevation and has a roof that is covered with asphalt shingles. A circa-1980, one-story pole building is located slightly southeast of the house. The pole building has a low-pitched gable roof and is clad in vertical-ribbed metal siding. The rectangular building features sliding hanging doors on the north elevation and two metal overhead garage doors on the west elevation. East of the pole building stands a large, galvanized, corrugated metal grain bin with a conical, standing seam metal roof. A one-story, rectangular outbuilding with hipped roof is currently under construction, northeast of the house.

Integrity

The overall integrity of the property has been significantly compromised by the removal of most of the historic outbuildings and the construction of modern outbuildings, such as the large pole building, metal grain bin located southeast of the house, and the building under construction northeast of the house. In addition, the integrity of the house has been compromised by the replacement siding and windows.

EVALUATION AND ANALYSIS

Historical Context

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion

Jackson, Will County, Illinois

Historical Narrative

The earliest known owner of the property was John Grant who owned 160 acres in the southwest quarter of Section 29 in 1862 (Library of Congress 1862). J. Grant was also listed as the owner of the property in 1873, which at that time the property consisted of 150 acres (Thompson Brothers & Burr 1873). According to an 1893 plat map, William Morgan owned the property, which consisted of 72.13 acres on the east side of the railroad and 23.22 acres to the northwest. By 1909, the property was under the ownership of Sidney Morgan who owned the 72.13 acres east of the railroad and an expanded 36 acre parcel to the northwest (Geo A. Ogle & Co. 1909). It is probable that the Morgan family built the house and stone pump house. In 1937, the same acreage of land was owned by I. J. Morgan (W.W. Hixson 1937). Mid-twentieth century ownership information was not available.

A 1939 aerial photograph shows the extant, hipped-roof house, as well as several additional outbuildings. A large, T-shaped building once stood southeast of the house, at the end of the driveway to the property. Another large building, rectangular in form was located northeast of the house, and behind a small orchard of trees. Three rectangular outbuildings were situated east of the house.

Significance

As a farmstead primarily developed during the early twentieth century, this property represents farming practices during that period. However, the farmstead and its remaining buildings are not architecturally distinguished; they are not known to be associated with persons important in the past; and have not yielded, nor are they likely to yield, information important in history or prehistory.

Recommendations

The 106 Group recommends this property as not eligible for listing on the NRHP due to a lack of historical significance and loss of integrity.

Sources

Hixson, W.W.

1937 Plat Book of Will County, Illinois. W. W. Hixson & Co., Rockford, Illinois.

Geo A. Ogle & Co.

1909 Standard Atlas of Will County, Illinois. Geo A Ogle & Co., Chicago, Illinois.

Library of Congress

1862 Will County, Illinois Land Ownership Map. Library of Congress, Geography and Map Division. Washington, D.C.

Thompson Brothers & Burr

1873 Combination Atlas Map of Will County, Illinois Thompson Brothers & Burr, Elgin, Illinois.

National Register Status

Not Previously Evaluated

National Register Eligibility Recommendation

Not eligible

Linear Feature - Counties

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Linear Feature - Associated Historic Properties

Prepared By

Jeanne-Marie Mark
The 106 Group Ltd.

Date

5/13/2009

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Photograph



House, Facing Northeast

Property Photograph

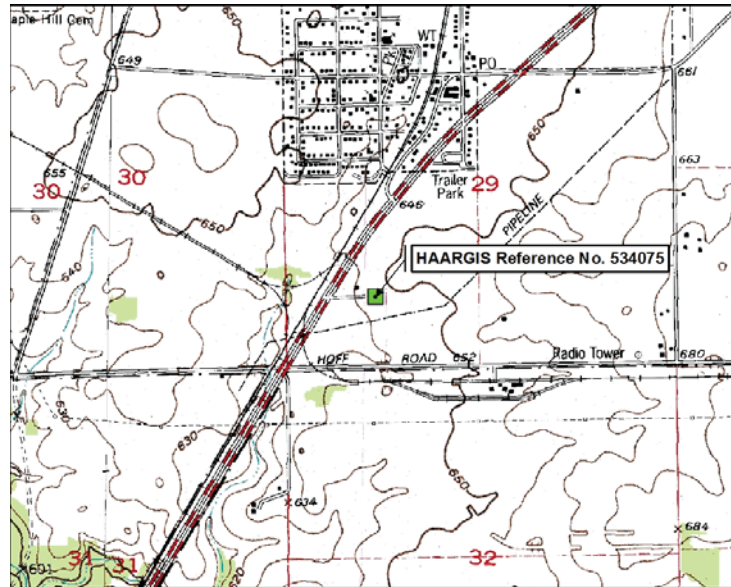


Outbuildings, Facing Southwest

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Location Map



HAARGIS Reference No. 534075

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion Jackson, Will County, Illinois

Identification	
Historic Name	Abraham Lincoln National Cemetery
Current Name	Abraham Lincoln National Cemetery
Field #	1
Address	20953 West Hoff Road
City/Twp	Jackson
County	Will
Legal Desc. Twp	34N Range 10E Sec 31 QQ
USGS Quad	Channahon 1993, Elwood 1993

SHPO Inventory Number

Review and Compliance Number

Form (New or Updated) New

Description		
Linear Feature?	Linear Length:	miles
StReg:	CNEF	CNEF Date
Classification	National Cemetery	
Architect/Engineer	N/A	
Style	National Cemetery	
Built Date	1999	
Original Use	Cemetery	
Current Use	Cemetery	

Description

The Abraham Lincoln National Cemetery is located approximately 50 miles southwest of Chicago and three-quarters of a mile southwest of the village of Elwood, in the northwestern region of the former JAAP. Administered by the VA, the cemetery consists of 982 acres accommodating casketed and cremated remains.

The cemetery has one primary entrance, located off of West Hoff Road approximately 1/3-mile west of the intersection of State Route 53. The main portion of the property is divided into 10 sections of lawn crypts and gravesites marked with uniformly spaced, granite upright grave markers, and four columbarium niches and four garden niches for cremated remains. Buildings on the property include a public information center located in the southeast corner of the cemetery, facing Abraham Lincoln Boulevard; four committal service shelters located in the northwest corner of the cemetery, and an administration and maintenance complex located in the northern portion of the site. The southern portion of the grounds feature a carillon tower on George Washington Avenue, an assembly area with a flag pole, an 18-foot granite obelisk commemorating the lives lost in the December 7, 1941 attack on Pearl Harbor, and a memorial walkway, located near the southern end of George Washington Avenue, which is lined with 17 memorials and benches honoring American veterans from various organizations. The cemetery markers consist of tablets. At the end of the 2008 fiscal year there were a total of 18,479 recorded internments in the cemetery (United States Department of Veterans Affairs 2009).

Related Outbuildings

Integrity

The overall integrity of the Abraham Lincoln National Cemetery is very good. The integrity of location is excellent. The integrity of design is excellent, as is the integrity of setting, as the cemetery retains a sense of a solemn memorial space within its boundaries. The workmanship, although not a major contributing factor to the significance of the property, is good. The integrity of both feeling and association of the cemetery as a significant place memorializing U.S. veterans is also very good.

EVALUATION AND ANALYSIS

Historical Context

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion

Jackson, Will County, Illinois

Historical Narrative

During the nineteenth century, the land that is now occupied by Abraham Lincoln National Cemetery was primarily used for agricultural purposes. In 1873, this Grove was located in the western portion of Section 31, and an 1893 plat map indicates section of Jackson Township was primarily owned by the Grant and Morgan families – two well established farmers in Will County (Thompson Brothers & Burr 1873). Reed's that the Reed's Grove school house was located in the northwestern corner of the section. The majority of this section remained under the ownership of the Morgan family through the 1930s, while others such as the Bush and Rodger families owned the remaining portions. In 1940, the U.S. government purchased 23,000 acres of farmland in southern Will County for the development of an Army munitions production plant, including land in Section 31 of Jackson Township. At that time, the acquisition contained 450 farms, many owned by several generations of the same families, as well as six cemeteries (Walsh and Wingo 1995). Originally, the government-owned plant comprised of two separate facilities, the EOP and the KOW. Section 31 of Jackson Township was included with the boundaries of the EPO, which served as a munitions loading, assembly, and packing area; while the KOW was situated to the west and manufactured explosives and propellants. Together, these facilities made up one of the first munitions plants established in the U.S. after the onset of World War II. During the Vietnam War, the facility was redesignated the JAAP, and eventually productions began to decrease. The facility was officially decommissioned in 1976, and remained under the government ownership until late twentieth century (Wiss, Janney, Elstner 2003).

In 1996, the U.S. Army transferred 982 acres of land from the northwest corner of the JAAP to the VA (United States Environmental Protection Agency 2007). The VA National Cemetery Administration (NCA) intended to develop the property as a national cemetery and eventually provide over 400,000 burial spaces for U.S. veterans and family members. On October 3, 1999, the Abraham Lincoln National Cemetery was dedicated by the VA and opened to the public as the 117th national cemetery within the VA NCA. The cemetery was named for the 16th president of the United States of America and founder of the national cemetery system, and continues under the stewardship of the NCA today. Currently, the Abraham Lincoln National Cemetery is considered the second largest national cemetery in the National Cemetery system in acreage, and a total of 18,479 internments were recorded through the end of the 2008 fiscal year (United States Department of Veterans Affairs 2009).

Significance

Generally, cemeteries are not considered eligible for listing on the NRHP; however "a cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events" (National Park Service 1995:34). In addition, National Cemeteries are eligible for listing on the NRHP

...because they have been designated by Congress as primary memorials to the military history of the United States. Those areas within a designated national cemetery that have been used or prepared for the reception of the remains of veterans and their dependents, as well as any landscaped areas that immediately surround the grave may qualify. Because these cemeteries draw their significance from the presence of remains of military personnel who have served the country throughout its history, the age of the cemetery is not a factor in judging eligibility, although integrity must be present. A national cemetery that has only been set aside for use in the future is not eligible (National Park Service 1995:36).

The Abraham Lincoln National Cemetery has national significance in the area of military under NRHP Criterion A, based on its status as a National Cemetery administered by the VA that contains the remains of military personnel who have served the country throughout its history, and which serves as a memorial to the military history of the U.S. (National Park Service 1995:36).

According to National Park Service guidelines, the age of the national cemeteries is not a determining factor in its eligibility, so the period of significance would begin with the first burial (1999) and would continue through to the present day since burials continue to occur in the cemetery (National Park Service 1995:36).

Recommendations

The 106 Group recommends the Abraham Lincoln National Cemetery as eligible for listing on the NRHP at the national level under Criterion A, in the area of military by virtue of its being a national cemetery administered by the VA, which draws its

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion

Jackson, Will County, Illinois

significance from the presence of remains of military personnel who have served the country throughout its history, and which serves as a memorial to the military history of the U.S.. According to National Park Service guidelines, the age of the cemetery is not a factor in its eligibility, so the period of significance would begin with the first burial (1999) and continues through the present day (National Park Service 1995:36). The boundaries include the entire, existing cemetery site and surrounding, designed landscape.

Sources

National Park Service

1995 National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Government Printing Office. Washington, D.C.

Thompson Brothers & Burr

1873 Combination Atlas Map of Will County, Illinois Thompson Brothers & Burr, Elgin, Illinois.

United States Department of Veterans Affairs

2009 Cemeteries – Abraham Lincoln National Cemetery. Electronic document, <https://cem.va.gov/cems/nchp/abrahamlincoln.asp>, accessed April 8, 2009.

Walsh, Rita and Patricia Wingo

1995 The World War II Ordnance Department's Government-Owned Contractor-Operated (GOCO) Industrial Facilities: Joliet Army Ammunition Plant Historic Investigation. U.S. Army Materiel Command Historic Context Series Report of Investigations Number 4A Geo-Marine, Inc. Plano, Texas.

Wiss, Janney, Elstner and Associates, Inc.

2003 Rural Historic Structural Survey of Will County, Illinois: Context History. Prepared for the Will County Land Use Department and the Will County Historic Preservation Commission. Chicago, Illinois.

National Register Status

Considered Eligible Finding

National Register Eligibility Recommendation

Eligible - Individual

Linear Feature - Counties

Linear Feature - Associated Historic Properties

Prepared By

Jeanne-Marie Mark
The 106 Group Ltd.

Date

5/13/2009

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Photograph



Facing South

Property Photograph

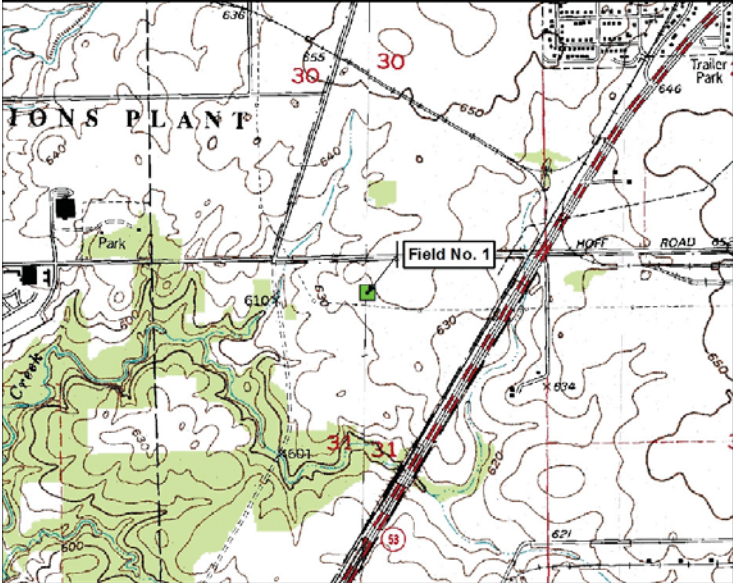


Facing West

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois**

Property Location Map



Field No. 1

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion Jackson, Will County, Illinois

Identification	
Historic Name	Chicago & Mississippi Railroad
Current Name	Union Pacific Railroad
Field #	2
Address	n/a N/A
City/Twp	Jackson
County	Will
Legal Desc. Twp	34N Range 10E Sec 6 QQ
USGS Quad	Channahon 1993, Elwood 1993, Wilmington 1993

SHPO Inventory Number

Review and Compliance Number 004090106

Form (New or Updated) New

Description		
Linear Feature?	Y	Linear Length: miles
StReg:	CNEF	CNEF Date
Classification	Railroad	
Architect/Engineer	N/A	
Style	N/A	
Built Date	1854	
Original Use	Railroad	
Current Use	Railroad	

Description

This railroad segment is part of a line that was constructed by the C&M in 1854 from Bloomington to Joliet, and which is part of a longer line that extends from St. Louis to Chicago. This particular segment is located south of Elwood and West Hoff Road, running parallel to State Route 53 in a northeasterly direction. Within Section 31 the rail line is comprised of a single set of active tracks on a raised bed. The tracks consist of steel rails laid on wood ties. Utility lines comprised of wood poles and with wires strung between the poles parallel the tracks.

Related Outbuildings

Integrity

As an operating rail line with intact tracks and rail bed, this property continues to provide a sense of function and destination. The C&M / C&A / UP railroad retains a very good level of integrity in terms of setting, feeling, location, and association as well as good integrity in design, materials and workmanship. The property has sufficient historical integrity to convey its potential historical significance.

EVALUATION AND ANALYSIS

Historical Context

Historical Narrative

This railroad line was built by the C&M in 1854, as a connection from Bloomington to Joliet, Illinois. Entering the southwest corner of Will County, the line travels northeast through the western portion of the county. Originally chartered as the Alton & Sangamon Railroad in 1847, the first line constructed by this railroad was a line built in 1852 to provide a link between the fertile agricultural region of Springfield and Alton, a river port on the Mississippi River. In 1853, the railroad was renamed the C&M, and by this time had extended its tracks north to Bloomington. The line eventually reached Joliet in 1854. In 1858, the line reached Chicago over leased rails of the Joliet & Chicago Railroad and the C&M was subsequently renamed the St. Louis, Alton, & Chicago Railroad (StLA&C). By 1862, the StLA&C had organized and incorporated this line into its 543 mile long system. In 1878, the StLA&C, in conjunction with two leased railroads, had created the shortest route between Chicago and Kansas City (Drury 2000:20).

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion

Jackson, Will County, Illinois

The dawning of the twentieth century brought more change to the StLA&C. In 1900, the railroad was reorganized and renamed the C&A. In 1931, the Baltimore & Ohio (B&O) acquired control of the "Alton", as the C&A was commonly known, and formed the Alton Railroad to assume title to the property of the old C&A. In 1942, the B&O returned the Alton Railroad to the courts and in 1947 the line merged into the Gulf Mobile & Ohio Railroad (GM&O) (Gross 1986). In 1972, the GM&O merged with the Illinois Central Railroad to form the Illinois Central Gulf Railroad (ICG). In 1996, the ICG sold off many of its former GM&O lines, including the C&M line to other railroads. At that time the former C&M line was acquired by the UP Railroad Company, who currently owns and operates the line between Chicago and East St. Louis.

Significance

The C&M line from Bloomington to Joliet, constructed in 1854, connected Will County to points southwest, and eventually to the Mississippi River and Chicago; thereby introducing small towns like Elwood and Wilmington to the benefits of rail transportation. Outside of Chicago, the presence of rail lines in northern Illinois at the time of the C&M's construction was minimal due to the majority of the state's population residing in the southern portion of the state. Therefore, the introduction of this line stimulated the economic development of northern Illinois and facilitated agricultural settlement in the region. In addition, the C&M railroad provided a much more reliable, efficient, and economical source of transportation, to previously settled rural communities. The property is historically significant in the areas of transportation, industry, commerce, and agriculture. The primary historical feature of this resource is its route.

Recommendations

While the IHPA generally does not consider railroads in Illinois to be historic resources and does not include them in HAARGIS; the Keeper of the NRHP considers linear resources such as railroads and highways to be potential historic resources and has actually listed a number of both on the NRHP. Therefore, to maintain consistency with the Keeper's guidelines and ensure all historic properties are documented the C&M / C&A / UP railroad was included in this survey. Consequently, the 106 Group recommends the C&M / C&A / UP railroad as eligible for listing on the NRHP under NRHP Criterion A, in the areas of transportation, industry, commerce, and agriculture for its significance within the theme of the development of the railroad system in Illinois. The railroad is significant for the connections it provided, thereby enabling the agricultural and mining industries in northern Illinois, and their associated communities, to thrive and grow in the late nineteenth and early twentieth centuries.

Sources

Drury, John

1955 This is Will County, Illinois. The Loree Company, Chicago, Illinois.

Gross, Joseph

1986 Railroads of North America: A Complete Listing of All North American Railroads 1827 to 1986. J. Gross, Spenceport, New York.

National Register Status

Not Previously Evaluated

National Register Eligibility Recommendation

Eligible - Individual

Linear Feature - Counties

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Linear Feature - Associated Historic Properties

Prepared By

Saleh Van Erem
The 106 Group Ltd.

Date

12/1/2010

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

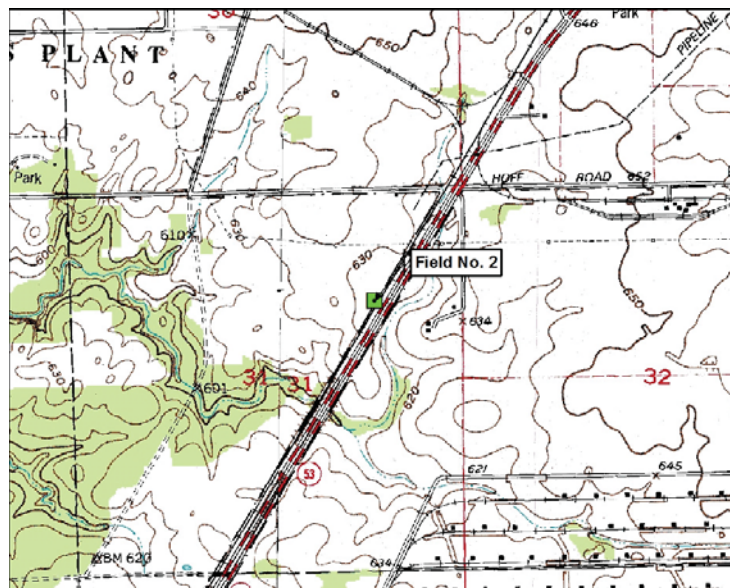
Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Photograph



Facing Southwest

Property Location Map



Field No. 2

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion Jackson, Will County, Illinois

Identification	
Historic Name	Reed's Grove Cemetery
Current Name	Reed's Grove Cemetery
Field #	3
Address	n/a N/A
City/Twp	Jackson
County	Will
Legal Desc. Twp	34N Range 10E Sec 31 QQ NW SW
USGS Quad	Channahon 1993

SHPO Inventory Number

Review and Compliance Number 004090106

Form (New or Updated) New

Description		
Linear Feature?	Linear Length:	miles
StReg:	CNEF	CNEF Date
Classification	Cemetery	
Architect/Engineer	N/A	
Style	Rural Cemetery	
Built Date	1838	
Original Use	Cemetery	
Current Use	Cemetery	

Description

The Reed's Grove Cemetery (also known as Reed Cemetery) lies within the boundaries of the Abraham Lincoln National Cemetery and is situated in a remote area approximately ½-mile west of State Route 53. Located near the edge of a forested area in a clearing of trees, the relatively flat site is bordered by a simple, split-rail wood fence. The cemetery contains 12 mid-nineteenth century headstones. The extant markers consist of standard, concrete tablet headstones set in concrete bases. The original headstones, found in fragments in the 1960s, are encased in the extant concrete headstones. The majority of the original headstones were of standard tablet form, though two appear to have been domed tablets. The dates inscribed on the original headstones range from 1838 through 1870. Currently the concrete headstones, of varying sizes, are arranged in three rows – the first row consists of seven grave markers, the second row contains three grave markers, and two grave markers make up the third row.

Related Outbuildings

Integrity

The Reed's Grove Cemetery retains good integrity of location, setting and feeling as it was historically located in a rural, forested area and remains so today. However, the integrity of design, materials, and workmanship has been somewhat compromised by the preservation treatment that was applied, which was the encasement of the original headstones in cement. The integrity of association is slightly diminished by the possibility that the replaced stones are no longer in their original location within the cemetery; however, the grave markers still convey a strong association with the Reed family, an early and important pioneering family of Will County.

EVALUATION AND ANALYSIS

Historical Context

Historical Narrative

The area known as Reed's Grove, in Jackson Township, is considered the first white settlement in Will County. It is named after its founder, Charles Reed, who established the community in 1831 (Walsh and Wingo 1995:90). Illinois public domain land tract sales records indicated Charles Reed purchased six tracts of land in T34N R10E Section 31 in October 1830, including the land where the cemetery is located. The grove was situated at the intersection of Jackson, Channahon, Wilmington and Florence

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion

Jackson, Will County, Illinois

townships and was the home of a few families (Maue 1928:541). Surnames that appear on the headstones in the cemetery include Longmire, Purtee, Roderick, and Potts. However, six of the 12 extant headstones are inscribed with the Reed surname. The earliest headstone is dated 1838, and marks the grave of Chloe Reed, wife of Charles Reed. The grave of a Charles Reed, who may be the son of Charles and Chloe, is located in the third row of the cemetery. Mr. Reed's headstone notes his death in 1852 and is inscribed as the "son of C. and C. Reed". Other Reed members buried at this site include Chloe Ann (d.1855), daughter of Edward T. and Eliza Reed and granddaughter of Charles and Chloe Reed; and Lester J. Reed (d.1868), son of William Henry Harrison Reed and great-grandson of Charles and Chloe Reed.

This cemetery appears on an 1873 plat map, situated within a small parcel in the southwest quarter of Section 31 T34N R10E. At that time, the cemetery was located in a wooded area directly south of a 19 acre parcel owned by William Reed. By 1893, the cemetery was located in a 5-acre parcel owned by W. Morgan.

During the mid-twentieth century, the land which the cemetery is located was under the ownership of the U.S. Government and was included within the boundaries of the Army munitions production plant that was eventually known as JAAP. In 1965, arsenal contractor Uniroyal Chemical Company, Inc. began running operations of JAAP as a government-owned, contractor-operated (GOCO) facility. At some point, during the formative years of Uniroyal's administration, damaged headstones found in Reed's Grove Cemetery were subjected to repair efforts. Fragments of the headstones were removed from the site to be repaired, and broken pieces of the headstones were bound together and encased with cement. Once complete, the headstones were returned to the cemetery and placed in their current configuration, although "there is no guarantee that the stones are actually on the graves" (United States Forest Service 2009). The fence surrounding the site was most likely constructed at that time as well.

Significance

The Reed's Grove Cemetery has significance at the local level under NRHP Criterion A, for its association with the first white settlement in Will County, Reed's Grove. The cemetery is significant in the area of exploration/settlement. This cemetery is the only local example of a site associated with the early settlement period and with the first white settlement in the Will County, Reed's Grove, which was founded in 1831 by Charles Reed.

Generally, cemeteries are not considered eligible for listing on the NRHP; however Criterion Consideration D states that "a cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events" (National Park Service 1995:34). Reed's Grove Cemetery meets Criteria Consideration D because of its age; as the earliest cemetery in Will County it represents the earliest settlement of the county. The period of significance for the Reed's Grove Cemetery begins in 1838 with the first recorded burial and ends with the last known burial in 1870.

Recommendations

Generally, cemeteries are not considered eligible for listing on the NRHP unless they meet Criteria Consideration D: Cemeteries, which states that "a cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events" (National Park Service 1995:34).

Reed's Grove Cemetery is significant under Criteria A, in the area of exploration/settlement for its association with the first white settlement in Will County. The cemetery dates from the early settlement of Will County and is the only local example of a site associated with Reed's Grove, the first white settlement in the county. Consequently, Reed's Grove Cemetery meets Criteria Consideration D for attaining significance from its association with this very early period in the history of Will County.

Therefore, the 106 Group recommends the Reed's Grove Cemetery as eligible for listing on the NRHP at the local level under Criteria A, in the area of exploration/settlement for its association with the settlement of Reed's Grove, the first white settlement of Will County. The recommended period of significance for the Reed's Grove Cemetery begins in 1838, corresponding with the first recorded burial and ends with the last known burial in 1870.

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

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Sources

Maue, August

1928 History of Will County, Illinois. Historical Publishing Company. Indianapolis, Indiana.

National Park Service

1995 National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Government Printing Office. Washington, D.C.

United States Forest Service

2009 Reed's Grove Cemetery. Electronic document,

http://www.fs.fed.us/mntp/heritage/Reed's%20Grove/Lot_Index_Reed.htm, accessed April 10, 2009.

Walsh, Rita and Patricia Wingo

1995 The World War II Ordnance Department's Government-Owned Contractor-Operated (GOCO) Industrial Facilities: Joliet Army Ammunition Plant Historic Investigation. U.S. Army Materiel Command Historic Context Series Report of Investigations Number 4A Geo-Marine, Inc. Plano, Texas.

National Register Status

National Register Eligibility Recommendation

Eligible - Individual

Linear Feature - Counties

Linear Feature - Associated Historic Properties

Prepared By

Saleh Van Erem

The 106 Group Ltd.

Date

12/1/2010

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois**

Property Photograph



Facing Southwest

Property Photograph

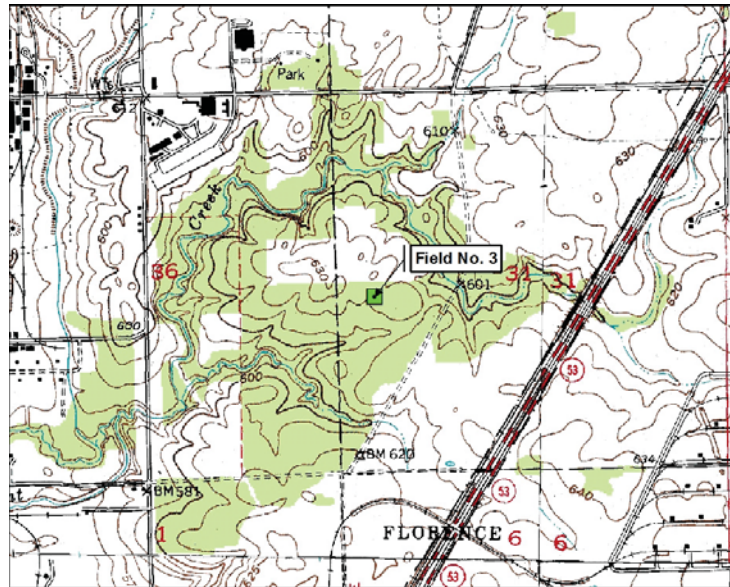


Facing Southwest

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Location Map



Field No.3

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion Jackson, Will County, Illinois

Identification	
Historic Name	Grant Creek Bridge
Current Name	Grant Creek Bridge
Field #	4
Address	n/a N/A
City/Twp	Jackson
County	Will
Legal Desc.	Twp 34N Range 10E Sec 31 QQ SE NW
USGS Quad	Channahon 1993

SHPO Inventory Number

Review and Compliance Number

Form (New or Updated) New

Description		
Linear Feature?	Linear Length:	miles
StReg:	CNEF	CNEF Date
Classification	Bridge	
Architect/Engineer	Unknown	
Style	Pony Truss	
Built Date	c. 1910	
Original Use	Bridge	
Current Use	Bridge	

Description

This simple, pony truss style, queen post bridge is located at the south end of George Washington Avenue, near Committal Shelter D, in the Abraham Lincoln National Cemetery. The steel bridge carries an unpaved, single lane road over Grant Creek. The embankments surrounding the bridge are covered by moderate vegetation. The bridge is oriented in a northeast-southwest direction and carries one lane of vehicular traffic across the creek. The substructure is comprised of stone abutments, constructed from unfinished, square cut limestone arranged in regular courses. Two non-original piers comprised of square cut, heavy timber piers resting on concrete footings with wood transverse bracing have been added directly below the queen posts. A timber deck and stringers make up the bridge superstructure, which is braced by a simple, truss system composed of a metal framework of "C" and "L-channel" beams that are riveted together. Other minor alterations to the bridge include the addition of wood guardrails, and wood planks that run the length of the bridge, which have been bolted to the original bridge decking.

Related Outbuildings

Integrity

The overall integrity of Grant Creek Bridge is good. The integrity has been minimally compromised by the addition of guardrails and another layer of decking, and the integrity of feeling has been compromised by the reinforcements made to the substructure.

EVALUATION AND ANALYSIS

Historical Context

Historical Narrative

According to an 1873 plat map, a road was located in the same area as the bridge, running northeast-southwest over Grant Creek (Thompson Brothers & Burr 1873). At that time, the road dissected the area known Reed's Grove – a small, early settlement in Jackson Township. Aerial photographs taken in 1939 and 1954 show that the same road crossing Grant Creek remained active during those years. Based on the pony truss, queen post design, the bridge was most likely constructed circa-1910.

Significance

The property does not appear to contribute to significant broad patterns of history, is not known to be associated with persons

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important in our past, and is not architecturally distinguished, nor is it of a unique engineering design or method of construction.

Recommendations

As an individual bridge, the 106 Group recommends this property as not eligible for listing on the NRHP due to a lack of historical significance.

Sources

Thompson Brothers & Burr
1873 Combination Atlas Map of Will County, Illinois Thompson Brothers & Burr, Elgin, Illinois.

National Register Status

Not Previously Evaluated

National Register Eligibility Recommendation

Not eligible

Linear Feature - Counties

Linear Feature - Associated Historic Properties

Prepared By

Jeanne-Marie Mark
The 106 Group Ltd.

Date

5/13/2009

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

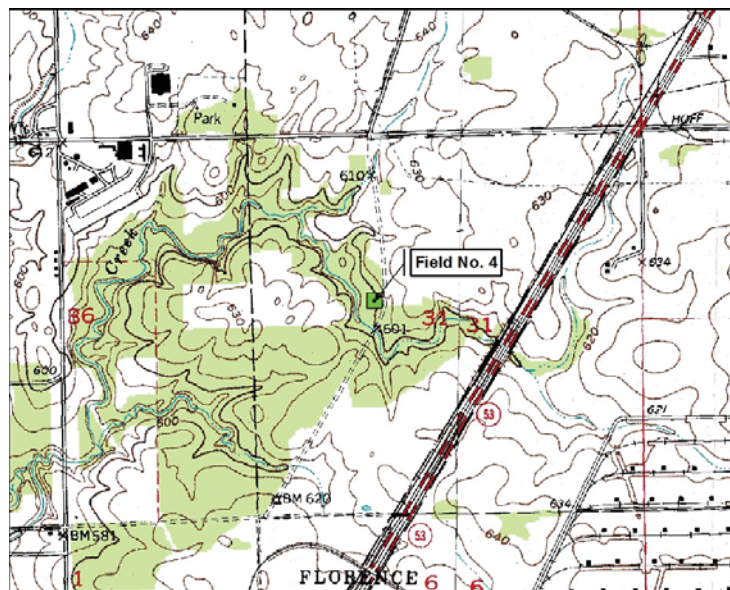
Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Photograph



Facing West

Property Location Map



Field No. 4

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion Jackson, Will County, Illinois

Identification	
Historic Name	Elwood Ordnance Plant Warehouse Area Group 6
Current Name	JAAP Inert Storage Warehouse Area Group 63
Field #	5
Address	n/a N/A
City/Twp	Jackson
County	Will
Legal Desc. Twp	34N Range 10E Sec 7 QQ
USGS Quad	Channahon1993,Elwood1993,Symerton1993, Wilmington

SHPO Inventory Number

Review and Compliance Number 004090106

Form (New or Updated) New

Description		
Linear Feature?	Linear Length:	miles
StReg:	CNEF	CNEF Date
Classification	Industrial	
Architect/Engineer	N/A	
Style	N/A	
Built Date	1940	
Original Use	Ammunition and Explosive Storage	
Current Use	Abandoned	

Description

This property known as JA and later as JAAP is a former Army munitions production plant, established by the U.S. Government during World War II. The facility is comprised of what were originally two separate facilities, the KOW and the EOP, which consolidated as one facility in 1950. The KOW portion of the JAAP encompasses the northeastern portion of Wilmington Township and southeastern Channahon Township, and manufactured explosives and propellants. The EOP portion of the JAAP encompasses the southern portion of Jackson Township and the northern half of Florence Township, and served as a munitions assembly, packing, and loading area. Collectively, the JAAP industrial complex consists of approximately 23,500 acres of rural land in Channahon, Florence, Jackson, and Wilmington Townships in Will County. The JAAP contains 1,391 major structures, 1,138 dating from World War II, including manufacturing, utility, administrative and service buildings (Walsh and Wingo 1995). Other JAAP features include hundreds of reinforced-concrete storage structures known as "igloos"; a dismantled rail system that connected to the Atchison, Topeka & Santa Fe Railroad (AT&SF) and the C&A; and over 200 miles of roads. Six, pre-military period cemeteries are also located on the JAAP site.

The project APE also covers a portion of an area of the JA / JAAP known as the Inert Storage Warehouse Area Group 63 complex. This complex is located in the northern portion of the JAAP, in T34N R10E Sections 5, 6, 31, and 32. The Inert Storage Warehouse Area Group 63 includes 78 igloo structures and segments of the dismantled railroad system. The igloos, which face south, are arranged in six east-west rows. From north to south, the rows contain 9, 11, 14, 14, 15, and 15 separate igloos. Historically, each row of igloos was served by a railroad siding. The roadbeds for the now gone tracks are located on the south side of each row of igloos. The igloos, which were once used to store ammunition and explosives, consist of barrel-vaulted, reinforced concrete structures with a seeded earthen cover. The facades face south and consist of a poured concrete with centrally located steel doors.

Related Outbuildings

Integrity

The project area is located within an area of the JA / JAAP. The project APE also includes a portion of an area of the JA / JAAP known as the Inert Storage Warehouse Area Group 63 complex. The integrity of Inert Storage Warehouse Area Group 63 complex is generally good, having only been minimally compromised by the removal of the rails and ties from the railroad roadbed. However, the historic integrity of the JA / JAAP as a larger resource, which includes the earlier KOW and EOP facilities, has been significantly compromised by the dissection of the 23,544-acre JA / JAAP facility through acreage transfers, which has resulted in the development a national, tallgrass prairie in 1996, a National Cemetery in 1999, a municipal landfill in 2002, and an industrial park in 2003. The splitting up of the facility and subsequent redevelopment on these parceled out areas

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has compromised the setting, feeling, and association of the facility. Many buildings and facilities associated with the EOP, KOW, JA and JAAP have been removed, and most of the once vast network of railroad tracks has also been removed, therefore disrupting the functionality of the facility, and its integrity of design, setting, feeling, and association.

EVALUATION AND ANALYSIS

Historical Context

Historical Narrative

With the outbreak of World War II in Europe and the involvement of the U.S. eminent, in 1940, the U.S. government purchased over 23,000 acres of farmland, 50 miles southwest of Chicago in Will County, for the development of an Army munitions production plant. Originally, the plant was composed of two separate facilities, each with its own administration. Situated in northeastern Wilmington Township and southeastern Channahon Township, the KOW manufactured explosives and propellants. The EOP encompassed the southern portion of Jackson Township and the northern half of Florence Township, and served as a munitions assembly, packing, and loading area. Together, these facilities made up one of the first munitions plants established in the U.S. after the onset of World War II (Rathbun 1984).

Constructed from 1940 to 1942, the KOW and EOP facilities fulfilled the “lacking industrial capacity for manufacturing military ammunition in the country” (Rathbun 1984). Explosives like tetryl, DNT, and TNT were manufactured at the KOW and used in the assembly of bombs and artillery ammunition at the EOP. The construction of these facilities resulted in significant job creation in Will County in the 1940s. Peak employment at EOP reached 7,027 in June 1941, and 10,425 at KOW in July 1941 (Walsh and Wingo 1995:93). As part of the first group of GOCO facilities, KOW operated under contractors such as E.I. du Pont de Nemours & Company in 1941 and the U.S. Rubber Company (later Uniroyal Chemical Company, Inc.) in 1944 (Walsh and Wingo 1995).

In 1945, the government placed the EOP and KOW operations on standby status, and the two facilities were consolidated to become the JA. After the Korean War began in 1950, the Arsenal was reactivated to produce ammunition and explosives. At that time the Elwood unit, active between 1951 and 1955, was government operated, while the Kankakee unit was operated by the U.S. Rubber Company from 1951 to 1957 (Walsh and Wingo 1995:15). During the Vietnam War, the facility resumed full production and was redesignated the JAAP. In 1965, the Uniroyal Chemical Company, Inc. took over operations at JAAP and operated it as a GOCO facility. Eventually production began to decrease and was stopped in 1976 when the plant was decommissioned. Uniroyal maintained the facility until 1993 when the entire JAAP property was declared excess by the Army (Gonzalez and Campbell 2001). Remnants of JAAP included over 1,000 pre-World War II industrial and utilitarian buildings, 392 earthen “igloos” once used to store ammunition and explosives, and miles of inactive railroad corridors.

Dissection of the 23,544-acre JAAP site began in 1996 when the Army transferred 9,822 acres to the U.S. Department of Agriculture / Forest Service for the creation of the Midewin National Tallgrass Prairie (an additional 2,600 acres were transferred in 2005 for incorporation into the prairie). Also in 1996, 982 acres of land were transferred to the VA for the development of the Abraham Lincoln National Cemetery. In 2000, 706 acres were shifted to the Joliet Arsenal Development Authority, a state agency created to oversee the conversion of JAAP into an industrial park. The Army transferred 455 acres to Will County for the establishment of a municipal landfill in 2002, which then opened in 2004. Additional transferred acreages supplemented the industrial park in 2003 and 2004 (United States Environmental Protection Agency 2007).

Significance

As one of the first of sixty GOCO plants constructed between 1940 and 1942 by the U.S. Government to fulfill the lacking industrial capacity for manufacturing military ammunition in the country as the nation prepared for to enter World War II, the EOP and KOW, and their successors, JA and later the JAAP, have potential significance for their embodiment of an extensive network of wartime munitions industry and an example of a military, industrial complex that was established at the onset of and during World War II to support the nation’s war time efforts.

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Recommendations

The JA / JAAP property has been previously recommended as “historically important” as determined by the 1993 PA prepared by the Army and concurred with by the ACHP and IHPA (USAMC 1993; IHPA Log #09011096). However, the Illinois Deputy State Historic Preservation Officer has indicated that the JA / JAAP is not eligible for listing on the NRHP (Anne Haaker, personal communication 2009). Although the integrity of the Inert Storage Warehouse Area Group 63 complex within the JA / JAAP is generally good, the historic integrity of much of the remaining original infrastructure of the JA / JAAP has been significantly compromised by the dissection and redevelopment of large areas of the facility. Therefore, the JA / JAAP facility, as a whole, does not retain sufficient integrity for listing on the NRHP and, therefore, is recommended as not eligible. In addition, while the historic integrity of the Inert Storage Warehouse Area Group 63 complex is generally good, this complex was one of many similar complexes found across the JA / JAAP facility and does not appear to possess significant traits, attributes, or associations, and therefore, does not appear to have any individual significance.

Sources

Gonzalez, Emilio and Gary Campbell, Ph.D

2001 Public Health Assessment for Joliet Army Ammunition Plant (Manufacturing Area) and Joliet Army Ammunition Plant (LAP Area), Joliet, Will County, Illinois. U.S. Department of Health and Human Services, Agency for Toxic Substances and Disease Registry. Atlanta, Georgia.

Rathbun, Peter

1984 Historic American Engineering Record IL-18, “Joliet Army Ammunition Plant”.

United States Environmental Protection Agency

2007 Region 5 Superfund, Joliet Army Ammunition Plant (Manufacturing Area), EPA ID# IL7213820460. Electronic document, <http://www.epa.gov/region5superfund/npl/illinois/IL7213820460.htm> accessed April 8, 2009.

Walsh, Rita and Patricia Wingo

1995 The World War II Ordnance Department’s Government-Owned Contractor-Operated (GOCO) Industrial Facilities: Joliet Army Ammunition Plant Historic Investigation. U.S. Army Materiel Command Historic Context Series Report of Investigations Number 4A Geo-Marine, Inc. Plano, Texas.

National Register Status

National Register Eligibility Recommendation

Not eligible

Linear Feature - Counties

Linear Feature - Associated Historic Properties

Prepared By

Saleh Van Erem

The 106 Group Ltd.

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

Project: Abraham Lincoln National Cemetery Expansion

Jackson, Will County, Illinois

Date

12/1/2010

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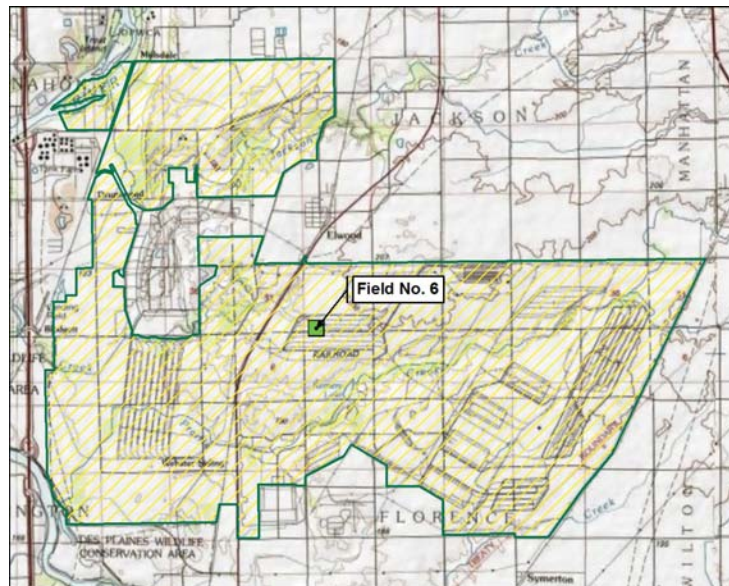
Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Photograph



Facing East

Property Location Map



Field No. 6

ILLINOIS HISTORY/ARCHITECTURE INVENTORY FORM

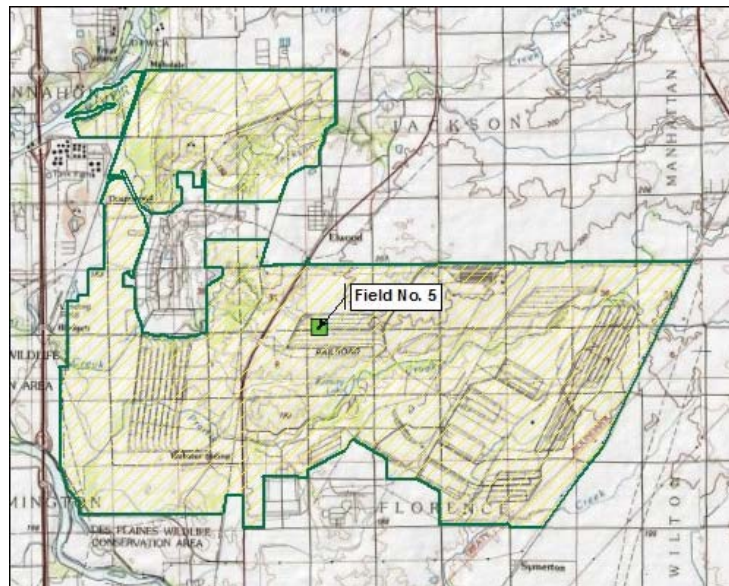
Project: Abraham Lincoln National Cemetery Expansion
Jackson, Will County, Illinois

Property Photograph



Facing East

Property Location Map



Field No. 5