



Illinois Department of Transportation

Memorandum

To: Brad H. Koldehoff
From: Elizabeth L. Roman, IDOT Architectural Historian
Subject: I-80, Ridge Road to US Route 30 – Assessment of Effects to Above-Ground/Architectural Historic Resources
Date: February 22, 2019

**Will, Kendall and Grundy Counties
I-80 (Ridge Road to US Route 30)
Road Reconstruction and Bridge Replacements
IDOT Sequence #15923A
SHPO Log #021120511**

This project involves improvements to Interstate 80 (I-80) in metropolitan Joliet and will be processed for NEPA compliance as an EA. Its 16 mile corridor located principally in Joliet, Will County, also runs through the communities of Minooka, Rockdale, Sherwood, and New Lenox. The work includes road reconstruction with widening (one additional lane each direction), interchange improvements, culvert and bridge replacement, and replacement and realignment of the bridges crossing the Des Plaines River. Up to three alternatives were considered at each interchange to be improved and also for the new river bridge. These alternatives were designed to require as little new right-of-way and easement as possible, with new ramp configuration and fly-over ramps to keep the work within the existing footprint.

Area of Potential Effect (APE):

As stipulated in 36 CFR 800.16(d), the APE is defined as the geographic area within which an undertaking may directly or indirectly cause changes in the character or use of historic properties. Based on the project's location along an existing interstate highway in an urban and suburban setting, and the locations of new right of needed for the proposed work, the APE was defined as extending 150 feet outside of the existing right-of-way along the entire project corridor, extended to 1000 feet from the centerline of the flyover ramp and 500 feet from the centerline of the northernmost and southern alternatives under consideration for the new I-80 Des Plaines River Bridge and its approaches

The APE for historic architectural resources used for this study was coordinated with the IL SHPO by letter with attached narrative and maps on March 23, 2018, to which no response was received.

Historic Properties in the APE:

An historic resources inventory survey was completed for this project between 2016 and 2018 by two consultants (Bauer Latosa and ISAS) and the IDOT BDE Cultural Resources Unit. The methodology employed and results of this effort are fully detailed in the ***Interstate 80, Ridge Road to US Route 30 Historic Resources Identification Report***, as revised in February 2019 to address the IL SHPO's comments provided on January 4, 2019. Given the nature of their comments and the scope of work of the undertaking, for which for most of its length has limited potential to adversely effect historic properties, we are proceeding at this time with assessment of effects to the historic properties identified in the APE for the project.

Based on the final results of this survey, a total of 21 above-ground historic properties are located in the APE for this undertaking. All warrant NRHP consideration unless otherwise noted:

- 1) Cottage at 601 Stryker Avenue, Joliet (#C022)
- 2) Contemporary House at 1217 West Park Front Street, Joliet (#412)
- 3) Bungalow at 700 Wheeler Avenue, Joliet (#C053)
- 4) William Davidson House, 721 S. Raynor Avenue, Rockdale (#394)
- 5) Spanish Eclectic House at 1107 West Park Front Street, Joliet (#415)
- 6) Bungalow at 1105 West Park Front Street, Joliet (#416)
- 7) Craftsman House at 1003 West Park Front Street, Joliet (#424)
- 8) Bungalow at 1005 West Park Front Street, Joliet (#423)
- 9) Duplex Dwelling at 755 Jasper Street, Joliet (#281)
- 10) Shingle Style House at 410 Willow Avenue, Joliet (#C059)
- 11) Shingle Style House at 626 McDonough Street, Joliet (#C142)
- 12) Queen Anne House at 512 McDonough Street, Joliet (#A127)
- 13) Brandon Road Lock and Dam Historic District (#C070, including #21, NRHP Listed)
- 14) Bungalow at 703 Water Street, Joliet (#202)
- 15) Alternate Route 66 Wilmington to Joliet (#C085, including SN 099-0084 & SN 099-0085, NRHP Listed)
- 16) Joliet Equipment Corporation, 1 Doris Avenue, Joliet (#C086)
- 17) Building at 211 Sheridan Street, Joliet (#A162)
- 18) Apartment House at 514 S. Chicago Street, Joliet (#130)
- 19) Apartment House at 516 S. Chicago Street, Joliet (#131)
- 20) Vernacular House at 618 Bush Street, Joliet (#A495)
- 21) Colonial Revival House at 724 Richards Street, Joliet (#C092)

The locations of these historic properties, including NRHP boundaries, and their relationship to the proposed design of the preferred alternative are shown on the attached maps titled "Exhibit 4, Environmental Impact Maps".

Assessment of Effects to Historic Properties in the APE:

The effects of the undertaking on surrounding historic properties has been evaluated through application of the Criteria of Adverse Effect at 36 CFR 800.5(a)(2). An adverse effect occurs when an undertaking alters, directly or indirectly, any of the characteristics of an historic property that qualify it for inclusion on the NRHP, in a manner that diminishes its integrity, including indirect effects that change the historic character, use, or setting of the historic property. The adverse

effect may be direct through physical destruction or damage to part or all of the property, alteration of the property, removal/relocation or neglect of the property, or where applicable transfer out of Federal ownership or control. Or the adverse effect may be indirect through changes to the character or use of its character-defining setting, or through introduction of visual, atmospheric or audible elements that alter or diminish the integrity of its character defining elements.

The project will have No Effect to the following ten historic properties as the proposed work will not be visible or audible from these resources due to their location set back from I-80, with buildings between their location and the proposed work:

- Cottage at 601 Stryker Avenue, Joliet (#C022)
- Bungalow at 700 Wheeler Avenue, Joliet (#C053)
- William Davidson House, 721 S. Raynor Avenue, Rockdale (#394)
- Shingle Style House at 410 Willow Avenue, Joliet (#C059)
- Shingle Style House at 626 McDonough Street, Joliet (#C142)
- Queen Anne House at 512 McDonough Street, Joliet (#A127)
- Bungalow at 703 Water Street, Joliet (#202)
- Joliet Equipment Corporation, 1 Doris Avenue, Joliet (#C086)
- Building at 211 Sheridan Street, Joliet (#A162)
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Additionally, the project will have No Effect to the following eight historic properties located within view of the proposed work. This is due to their current setting along or very near an existing interstate and within a densely developed urban neighborhood. These eight historic properties are located at locations where the proposed work is limited to interstate widening or cross street reconstruction all within existing ROW. This widening to an existing limited access interstate highway will not introduce any new visual, audible, or atmospheric elements that would alter or detract from the setting of their urban neighborhoods as they are in keeping with the current viewshed of these historic properties:

- Contemporary House at 1217 West Park Front Street, Joliet (#412)
- Spanish Eclectic House at 1107 West Park Front Street, Joliet (#415)
- Bungalow at 1105 West Park Front Street, Joliet (#416)
- Craftsman House at 1003 West Park Front Street, Joliet (#424)
- Bungalow at 1005 West Park Front Street, Joliet (#423)
- Apartment House at 514 S. Chicago Street, Joliet (#130)
- Apartment House at 516 S. Chicago Street, Joliet (#131)
- Vernacular House at 618 Bush Street, Joliet (#A495)

Through direct impacts and/or the introduction of new elements to their view shed, the project has the potential to effect the Duplex Dwelling at 755 Jasper Street, Joliet (#281), the Brandon Road Lock and Dam Historic District (#C070), and Alternate Route 66 Wilmington to Joliet (#C085). The I-80 Ridge Road to US Route 30 project's effect to each of these three historic properties is evaluated below.

Duplex Dwelling at 755 Jasper Street, Joliet (#281): This Craftsman double-decker brick duplex warrants NRHP consideration as an intact example of its style and form. It is located on the north side of the 700 block of Jasper Street, one building west of the Jasper Street's dead end at the

Center Street/I-80 interchange. It is in a residential neighborhood comprised of narrow urban lots, with the 1 and 2 story houses set close together and back from the street. Mature trees are found throughout the neighborhood, restricting views away from the upper stories of the buildings. A strip of the mature trees run along the ROW for Center Street and its interchange with I-80, buffering views from 755 Jasper Street to this highway.

The project will have no direct effect to this property, with no work proposed along Jasper Street. The work for the Center Street/I-80 interchange will be visible from the front of 755 Jasper Street. The interchange's configuration will also change, with southbound Center Street and its ramp to I-80 west moved to the east. Stoplights will be added to each end of this interchange, one within the current viewshed of this historic property. The strip of mature trees that buffer the view of the highway from 755 Jasper Street will be removed to construct noise walls along the west side of the Center Street ROW. These walls will block the view of the interchange from this historic property and buffer the noise caused by idling traffic at the new stoplight.

Though the project will remove existing elements (mature trees) and add new elements to the setting of 755 Jasper Street (reconfigured interchange with stoplight), the project's potential impact to is mitigated by the proposed noise wall itself. Though it will be highly visible from the front of the property, noise walls have become a common feature in urban neighborhood like this one, with their surfaces finished to minimize their visual impact. These new elements will not adversely alter the setting of the neighborhood and as such, the I-80 Ridge Road to US Route 30 project will have No Adverse Effect to the Duplex Dwelling at 755 Jasper Street.

Brandon Road Lock and Dam Historic District (#C070): This historic district encompasses Lock and Dam No. 3 of the Illinois Waterway and its associated junction lock, associated buildings, and landscape features including riverbank retaining walls and mooring piers. It extends for 1.2 miles of the Des Plaines River from 500 north of I-80 to 680 feet south of Brandon Road. It was listed on the NRHP in 2002 under Criteria A and C for its engineering and its role as a crucial component of the Illinois Waterway, built in 1927-1933 to facilitate commercial barge river travel between Chicago and the Mississippi River. The neighborhood within and surrounding the district is entirely industrial, with the sewage treatment plant off its southeast corner. Though the historic district extends along the Des Plaines River beneath I-80, the I-80 River Bridges are not contributing to the district.

The removal of the existing I-80 Bridges over the Des Plaines River and construction of the replacement bridge +/-275 feet to the north will require temporary use of the area within the boundary of the historic district. No contributing elements have been identified beneath or within close proximity to the existing or proposed bridge abutments, or the areas in which this demolition work and bank stabilization will occur. The new bridge will be a 10 feet higher above the river and of a steel multi-beam (or similar) design that is much shallower in profile than the existing through truss structures. This will open up the river setting of the historic district, be less invasive to the viewshed from the lock and dam to the south. The existing bridges post-date the Illinois Waterway by over three decades, so their replacement with a less invasive bridge will be more in keeping with the original setting of the district.

The proposed project including the replacement and removal of the I-80 Des Plaines River Bridges will not physically damage or diminish the integrity of any contributing elements of the Brandon Road Lock and Dam Historic District, nor will it introduce any new elements that will adversely alter

the its setting. As such, the I-80 Ridge Road to US Route 30 Project will have No Adverse Effect to this historic property.

Alternative Route 66 Wilmington to Joliet (#C085): This section of Historic Route 66, now IL Route 53, was listed on the NRHP in 2006. Historic Route 66 is significant as one of the first numbered multi-state highways built to facilitate fast automobile travel. This segment was listed on the HRHP as of the roads rural segments that retained its setting and sense of time and place (Historic Route 66 Corridor Study 1995). This rural two- and four-lane segment of Route 66 starts Wilmington and continues north for 15.9 miles past Patterson Road to the south end of the bridge over Hickory Creek, just south of I-80. It was first built in the mid-1920s and improved with wider lanes and shoulders in 1945. Its setting, where intact, and the surrounding associated and complementary resources, where they are present, all contribute to its significance. Contributing resources within the APE include the roadway itself, two railroad overpass bridges, and the scattered pre 1975 buildings that front on the highway.

The IL Route 53 and I-80 Interchange is being reconfigured with the project. IL Route 53 will be reconstructed south to Patterson Road, including possible replacement of the Hickory Creek Bridge. Limited repaving of this segment of Route 66 is needed to tie in the reconstructed IL 53 to the highway south of Patterson Street. The material will not change from existing condition, and the width will stay the same or minimally change as need to tie into the new bridge and roadway north of Hickory Creek. As this NRHP listed segment contains both two- and four- lanes sections and their tie-ins, this possible minor width change will not diminish the integrity of the roadway. The new interchange will be of a similar footprint and design to the existing cloverleaf. If it is replaced with the project, the bridge over Hickory Creek is a post 1965 steel beam structure that will be replaced with one of a similar design. No work is proposed outside of the ROW, with no effect to surrounding contributing properties.

The proposed project will not alter or diminish the integrity of any contributing elements of Alternate Route 66 Wilmington to Joliet, nor will it introduce any new elements that will alter its character defining setting. As such, the I-80 Ridge Road to US Route 30 Project will have No Adverse Effect to this historic property.

Project Finding:

Given the above detailed assessment of effect through the application of the Criteria of Adverse Effect, the proposed I-80 Ridge Road to US Route 30 Project (the undertaking) will not cause any physical damage to or alter the character-defining elements of historic properties, nor will it introduce any new visual, atmospheric, or audible elements that diminish the setting of historic properties in the APE. As such, it is my finding that the undertaking, as designed, will have No Adverse Effect to above-ground/architectural Historic Properties.

If there are any questions concerning this finding of effects to above-ground historic properties, please contact me at Elizabeth.Roman@illinois.gov or 217-558-4752