



**State of Illinois**  
Illinois Department of Natural Resources



# **ROUTE 66 TRAIL** Concept Plan



ILLINOIS



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RESOURCES

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# Message from the Route 66 Trail Executive Council Vice-Chairman



## Illinois Route 66 Trail!

As a frequent traveler along I-55, I have often wandered off the highway to find the remnants of old Route 66. I am curious about its early years, how people used this new US Highway Route as a major transportation corridor – traveling east or west from Chicago to Los Angeles, carrying commerce or people looking for jobs.

Then, I wonder what it was like to travel on the “Mother Road” for fun, when touring became the reason for a nostalgic trip back to quieter times, where gas stations still gave full service or you could rent a room at a motor court for an evening before heading out on the next day’s adventure.

Ultimately, Interstate Highway travel and going farther, faster, became the favored mode for transportation and the original highway was graded, covered, replaced and nearly lost – leaving only portions of the road and its icons to tell its story.

Now we have a chance to build the way people view and use that road today. The Illinois Route 66 Trail Concept Plan gives you, communities and local individuals alike, a place to start. Please look carefully at this plan and the benefits offered by the Illinois Route 66 Trail. Then recognize the importance of seeing this as an investment and engage in completing the trail.

Outlined here are recommendations for trail placement and implementation actions but the plan does not do the work, you do. By remembering your local Route 66 is part of something much larger than your section alone brings additional significance to this job. Keep in mind that Illinois was the first paved portion of Route 66 and now is well on its way to being the first state to have a designated bike trail.

The work of the Route 66 Trail Executive Council complements the efforts of the Route 66 Association of Illinois working to “preserve, promote and enjoy the past and present of U.S. Highway 66” and the Route 66 Heritage Project, Inc., whose actions created Historic Route 66 Scenic Byway. So we all need to continue to gather together, form partnerships and work to complete this trail as well as building local trails– to bring residents out of and trail users in to the community. Accept, and do, your part for this exciting project.

At the end of the day, when all the work is done, this long distance trail will become the place to re-create ourselves and our communities. It will give us a place to play at the same time as improving our health, a place to spend money while boosting local economies, and it will provide alternative transportation in a fun off-road setting. It is our chance to tell each place’s story for all to enjoy, offering a “linger longer” break to trail users charmed by the unique Route 66 icons.

A handwritten signature in black ink that reads 'Diane E. Banta'.

Diane E. Banta  
National Park Service  
Rivers & Trails/Midwest Region



## Route 66 Trail Executive Council

The following current and past members of the Route 66 Trail Executive Council provided oversight during the development of the Route 66 Trail Concept Plan. Members represent either the northern, central, or southern regions or are representatives of a statewide organization or agency.

**Patty Ambrose**

Illinois Route 66 Heritage Project

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**Ed Barsotti**

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**Susan Poludniak, Linda Wheeland, Joe Zeibert**

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**Marilyn Pritchard**

Route 66 Association of Illinois

**Dick Steele**

Grundy County

**David Winters, Tim Zahn**

Illinois Association of County Engineers

The Illinois Department of Natural Resources provides staffing assistance to the Executive Council.

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# Chapter One: Introduction



1

## Vision for the Route 66 Trail

Establish the Route 66 Trail as a world-class bicycling, recreational, and learning experience for Illinois residents and visitors.

Continuous from Chicago to St. Louis, available to and used by a variety of non-motorized travelers for both long-distance and local trips, the trail is on the historic Route 66 highway where possible and also on nearby off-road trails and local roads.

The non-motorized trail along the historic road provides more opportunities for visitors to Route 66 and residents of the communities along Route 66 to enjoy the unique resources and legacy of the road.

The vision will be achieved through the Route 66 Trail Executive Council, Illinois Department of Natural Resources, and the many agencies, organizations, communities, and people of the Route 66 corridor in Illinois.

The trail is a work-in-progress between vision and reality. A trail alignment is established and a Route 66 Trail User's Guide is available. Erecting continuous trail signage will be a first major action.

## Concept Plan Purpose

This concept plan serves as a source of information about the Route 66 Trail. The trail is described and characterized by segments, i.e., based on three regions and if it is on-road or follows an off-road trail. The trail's 430-mile distance is analyzed for current conditions and needed improvements. The plan therefore provides a framework for development of the trail, citing needs and offering recommendations. The recommendations can be used to direct decisions for trail actions on a statewide basis. Since trail development will be accomplished using a partnership approach, among state, regional, and local interests, the plan's recommendations will also be useful in making various trail development decisions.

The Route 66 Trail Concept Plan takes the initial trail alignment, identified in 2006, to the next level. This includes planning for improvements of specific on-road segments and also planning/ fostering the development of off-road trails that can offer a more user-friendly trail.

This plan is intended as a general guide for the entire trail corridor,

to improve awareness of the trail throughout the state. Local communities and partners in the trail are encouraged to use the plan to undertake development and management actions that best serve their areas, while keeping the overall vision of the trail. The plan isn't a mandate but offers recommended actions. However, to pursue the further development of the Route 66 Trail, following the plan and developing commitments within and between communities will be needed. It is expected the concept plan will be a tool for working together to make the trail a facility that benefits all of the partner communities. As the concept plan is adopted and used to develop the trail further, the Route 66 Trail will gain greater public recognition as a unique recreational, tourism, and alternative transportation resource.

## Goals | Objectives

**Goal:** *Develop the Route 66 Trail*

**Objectives:**

Designate and improve a system of on-road and off-road trails and routes along Historic Route 66 from Chicago to St. Louis.

Designate routes that are as close to the historic road as feasible.



Designate routes that consider safety and provide for reasonable non-motorized use, and evaluate new trail segments and revisions in the trail for safety and suitability for average cyclists.

Connect the trail to tourism, recreational, and educational resources.

### **Goal: Move from Planning Stage to Implementation Stage**

#### **Objectives:**

Work with local officials to erect signs along the entire trail corridor, both off-road and on-road.

Promote the tourism, recreational, and educational aspects of the trail.

Construct new off-road trails.

### **Goal: Develop Local Trail Segments through Local Sponsorship**

#### **Objectives:**

Implement local trail development through local decision-makers, using the concept plan as a guide.

Keep flexibility in concept plan implementation, to give local decision-makers the ability to develop and change the trail as needed to best meet local needs and goals.

## **Significance of Historic Route 66 in Illinois**

Route 66 is a classic piece of America's heritage. It has become "a widely recognized and admired contribution to mid-20th century cultural, economic, and social history... because of its role in demonstrating the value of hard roads for commerce, its use as a migration corridor, and its impact on the entrepreneurial dreams of those who provided services to people traveling the highway." (Historic Route 66 Corridor Study).

From 1926 to the 1950's, Route 66 was a "road to opportunity." One of the earliest hard roads, Route 66 offered Americans the powerful experience of motorized travel to places beyond their hometowns. In the 1930's, people escaped the Depression, traveling Route 66 to opportunities in the West. In the 1940's, the highway was important for the movement of troops and supplies, and travel was made more efficient with construction of new four-lane bypasses around communities. After World War II, Route 66 glowed with the optimism of a country in an uplifting era, and the highway gained an even bigger reputation, through

popular music and television, as a means of transforming people to new places and lifestyles.

The highway that crossed the State of Illinois from Chicago to St. Louis changed the state's landscape. Route 66 became an emblem of a nation in the midst of great change, and Illinois was the important gateway for travelers to America's West.

Route 66 in Illinois offers a wealth of Route 66 experiences. The famed highway begins in Chicago, blocks from Lake Michigan. It leaves Illinois via one of the longest pedestrian bridges in the world, the Old Chain of Rocks Bridge over the Mississippi River. Between Chicago and the Mississippi lie hundreds of miles of road, previously Illinois U.S. 66 and now signed as Historic Route Illinois U.S. 66, that remain active as part of the state's transportation network. Five sections of road are listed on the National Register of Historic Places. Numerous historic buildings along the highway are also listed on the National Register.





## Why a Route 66 Trail?

A trail adds a non-motorized experience to the established tourism possibilities of Route 66. Offering a non-motorized trail along Historic Route 66, local roads, and off-road trails offers an interesting and always-changing experience to the Route 66 visitor.

The Route 66 Trail provides bicyclists and other recreationists a designated facility that offers a comfortable way to travel Route 66 that is a recognized, compatible feature of the highway corridor.

Most visitors to Route 66 want to experience the historic landscape of the highway and enjoy the Route 66 heritage that is alive and well today. This can be an even more personally rewarding experience when accomplished by bicycle or other non-motorized means. While much of the historic highway is usable for bicycling, and many people, especially international visitors, have been riding Route 66 for a long time, establishing a trail creates a defined and safer riding environment. Where traffic or other Route 66 road conditions are undesirable, the trail follows nearby local roads and

off-road trails, as close to the historic highway as possible.

A trail offers a new place for residents of communities along Route 66 to bicycle or walk for exercise close to home. The trail contributes to a community's health and livability.

The trail also makes a new connection from residential neighborhoods to the businesses that grew along Route 66, which in many cases re-shaped local business districts in an early example of highways influencing communities' growth.

It is expected that the Route 66 Trail will stimulate the development of new local trails along the trail corridor, which will be an important contribution to the state's network of trails.

Illinois, by implementing a Route 66 Trail, becomes the first state to develop this very compatible feature for the Route 66 corridor. As Illinois is the beginning point for the eight-state highway, it is anticipated that Illinois will also lead the way in developing the first section of what will eventually become a national trail along the entire distance of Route 66.

The national scenic byway designation for Historic Route 66 – Illinois includes recreation as one of the primary intrinsic qualities of the byway. Establishing the Route 66 Trail is an important step in furthering the recreational activities of the byway.

## Continuous and Connecting

The trail provides a continuous travel experience along the entire distance of historic Route 66 in Illinois, from Chicago to St. Louis, connecting with the communities and icons of Route 66. Large cities, small villages, and rural countryside provide a backdrop for the trail.

As the trail crosses eleven counties, it connects with the places and attractions that remain as links to the historic road. "The history of Route 66 and its impact on the culture of our country is most predominantly found in the structures that line it," (Historic Route 66 in Illinois National Scenic Byway Nomination). Filling stations, diners, and unique signs emerged along the highway to serve travelers on their journey. Original and restored structures are present along the entire trail distance.



## Coordination with Other Route 66 Initiatives

Route 66 is a significant presence in American history, and Illinois has a strong interest in preserving and promoting the Route 66 legacy. There is a wealth of activity, both past and current, concerning Route 66. There have been assorted studies of Route 66 history; guides to visiting and experiencing Route 66; museums; motor tours in vintage vehicles; local festivals; restoration of buildings and highway structures; and tourism aimed at giving visitors a total experience. The Illinois Route 66 Association, a not-for-profit organization, is involved in a wide variety of activities. A noteworthy accomplishment is the 2005 designation of Route 66 in Illinois as a National Scenic Byway, with the Illinois Route 66 Heritage Project managing this effort.

A study conducted by the Illinois Department of Transportation and Barton-Aschman Associates was an especially comprehensive assessment of the need for and feasibility of Route 66 improvements.

The Route 66 Trail adds another dimension to these and other initiatives and coordinates efforts wherever possible.

## Partnership Effort

The Route 66 Trail is a cooperative effort among the many communities and counties along the route. Also included are local and regional planning committees, forest preserve districts, economic development groups, tourism agencies, recreational organizations, businesses, heritage groups, and other organizations that anticipate benefits from the trail. All will be important in establishing the trail and contributing to its promotion and success.

## Benefits of the Route 66 Trail

### Safety

The Route 66 Trail creates a safer bicycling environment along the historic Route 66 highway, designating segments of the highway for non-motorized use and including more bicycle-friendly local roads and off-road recreational trails.

### Education

A trail adds to the possibilities for education, raising awareness of the role of Route 66 in national, state, and local history.

### Tourism

Tourism opportunities, already significant for Route 66, will expand to include new experiences made possible by the trail.

## Economic

The trail's unique recreational and tourism features will bring increased economic benefits to trail communities.

### National Scenic Byway

The Route 66 Trail will contribute a recreation element to the Historic Route 66–Illinois National Scenic Byway.

### Health

The trail will become a place where families can go to bicycle, walk, or otherwise enjoy the trail and be active in the outdoors.

### Connecting Communities

The trail makes connections between communities on Route 66 even stronger, creating a long-distance bicycling facility from town to town.

### Link to Local Trail Systems

The trail links to trail systems of several communities, including Will County, Bloomington-Normal, Springfield, and Madison County, and will stimulate the development of additional trails.

### Alternative Transportation

Road improvements and development of new trails increase





opportunities for people to bicycle or walk as a means of transportation.

### Trail or Route

Is the Route 66 Trail a trail or a route? It's both. Generally-accepted definition is that off-road linear bicycling facilities are known as trails and on-road bicycling facilities are called bikeways or bike routes. In the bigger sense of what a trail has

come to mean, it's a connecting of places that share a common theme and similar characteristics, facilities, etc. A trail transports people from place to place.

The term bike route also applies. According to Illinois Department of Transportation policies on bicycle and pedestrian accommodations, when roadways are signed

for bicycling use, they are bike routes. In this sense, the Route 66 Trail is also a bike route.

Because more travelling opportunities than just bicycling on roads are involved, the name Route 66 Trail was selected as best representing this new trail designation along the Route 66 highway.







## Chapter Two: The Current Route 66 Trail

**NOTE:** This chapter's description of the current trail make-up and mileage is based on the *Route 66 Trail User's Guide*, changes in the trail since the guide was issued, and information from the regional committees.

### Defining the Trail

The Route 66 Trail is a non-motorized trail along the historic Route 66 highway in Illinois. It is a combination of on-road and off-road routing, located on or as close to the historic highway as practical.

Approximately 85% of the Route 66 Trail is on-road, and 15% follows local off-road trails.

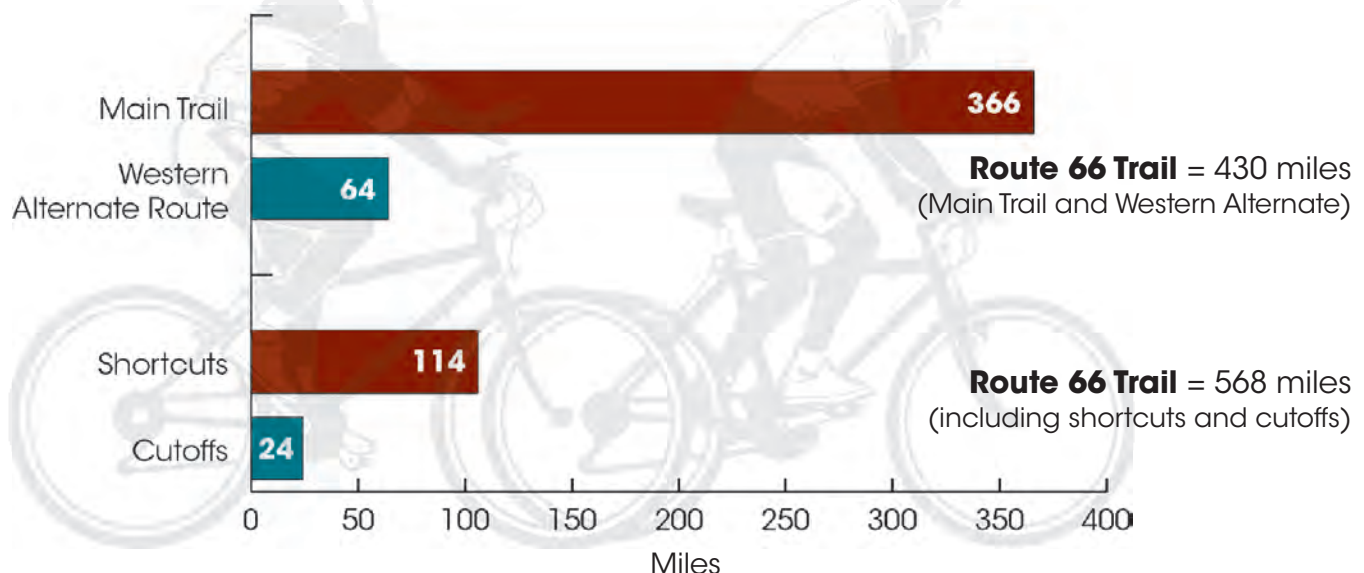
The trail includes the 366-mile main trail from Chicago to St. Louis; a western alternate route, which follows the 1926 highway along the southern end of the trail; shortcuts; and cutoffs.

While the trail is available for a variety of non-motorized uses, bicyclists are the primary users. In defining the trail alignment, suitability for bicycling by average cyclists and by advanced cyclists has been considered. The foremost intent is that the trail will provide a more comfortable bicycling environment, and the trail often leaves the historic Route 66 road to use nearby local roads and off-road trails, where there is less or no motorized traffic to deal with.

For experienced bicyclists who are more traffic-tolerant, shortcuts have been designated at various locations along the trail. The shortcuts allow bicyclists to follow the signed Historic Route 66 more directly but require negotiating moderate traffic. Shortcuts often are along I-55 frontage roads, which use the old Route 66 alignment.

### Trail Miles Overview

Between Chicago and St. Louis the Route 66 Trail stretches for 366 miles. But it is much more than a single linear trail. A western alternate, shortcuts, and cutoffs add more total miles and offering a combination of trip options.





## On-Road Alignment

On-road, the trail is aligned on:

- Selected segments of the signed Historic Route 66 highway that are suitable for non-motorized use
- Local roads that are near Route 66 but have less traffic

### On-Road Segments

On-road segments are primarily shared-use, i.e., bicyclists travel in the same lane as motorized traffic. In selected areas the road has been improved and includes paved shoulders, of varying widths, but improved shoulders are limited and sporadic. The Route 66 Trail is primarily a “bike route,” a “signed shared roadway.”

Designating the trail on segments of the Historic Route 66 highway was determined by the suitability of traffic levels, using the Illinois Department of Transportation average daily traffic (ADT) counts, both maximum and minimum.

Where ADT’s were determined to be too high, the trail was shifted onto nearby local roads more suitable for bicycling. Regional committees of the Route 66 Trail

Executive Council were responsible for selecting appropriate local roads for inclusion in the trail. Local officials with road management jurisdiction were consulted on decisions for aligning the trail.

### Road Jurisdictions

Five governmental jurisdictions are responsible for management of the roads used for the trail:

- Illinois Department of Transportation Division of Highways
- County
- Municipality
- Township or Road District
- Federal

Jurisdictions for the on-road trail are identified in the concept plan via mapping provided by the Illinois Department of Transportation (IDOT). Maps indicate the type of jurisdiction, according to trail segment. Trail segments are numerous and typically short, changing jurisdictions every few miles. Jurisdictions therefore resemble a patchwork over the trail’s route.

The Route 66 Trail Executive Council will work with many road jurisdictions over the trail’s total

on-road miles. Through the Council’s regional committees, local jurisdictions will be identified, with the assistance of an IDOT database of road managers, which includes county engineers, township road commissioners, and municipal mayors. The regional committees will contact and work with the managers to erect trail signs; identify road improvements needed for the trail; and plan for and implement the improvements.

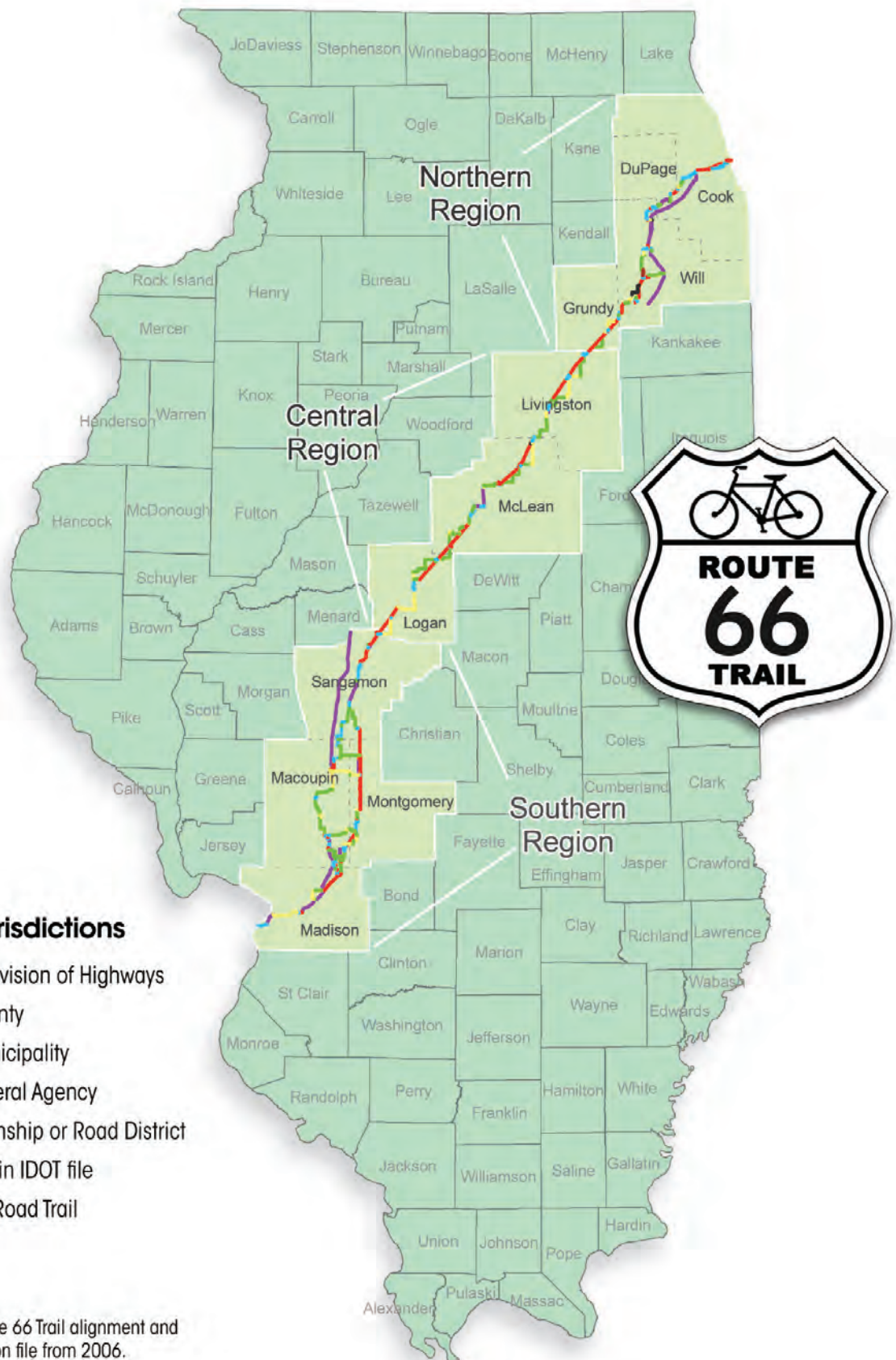
*See Appendix D for maps depicting the management jurisdictions for the trail.*

## Off-Road Alignment

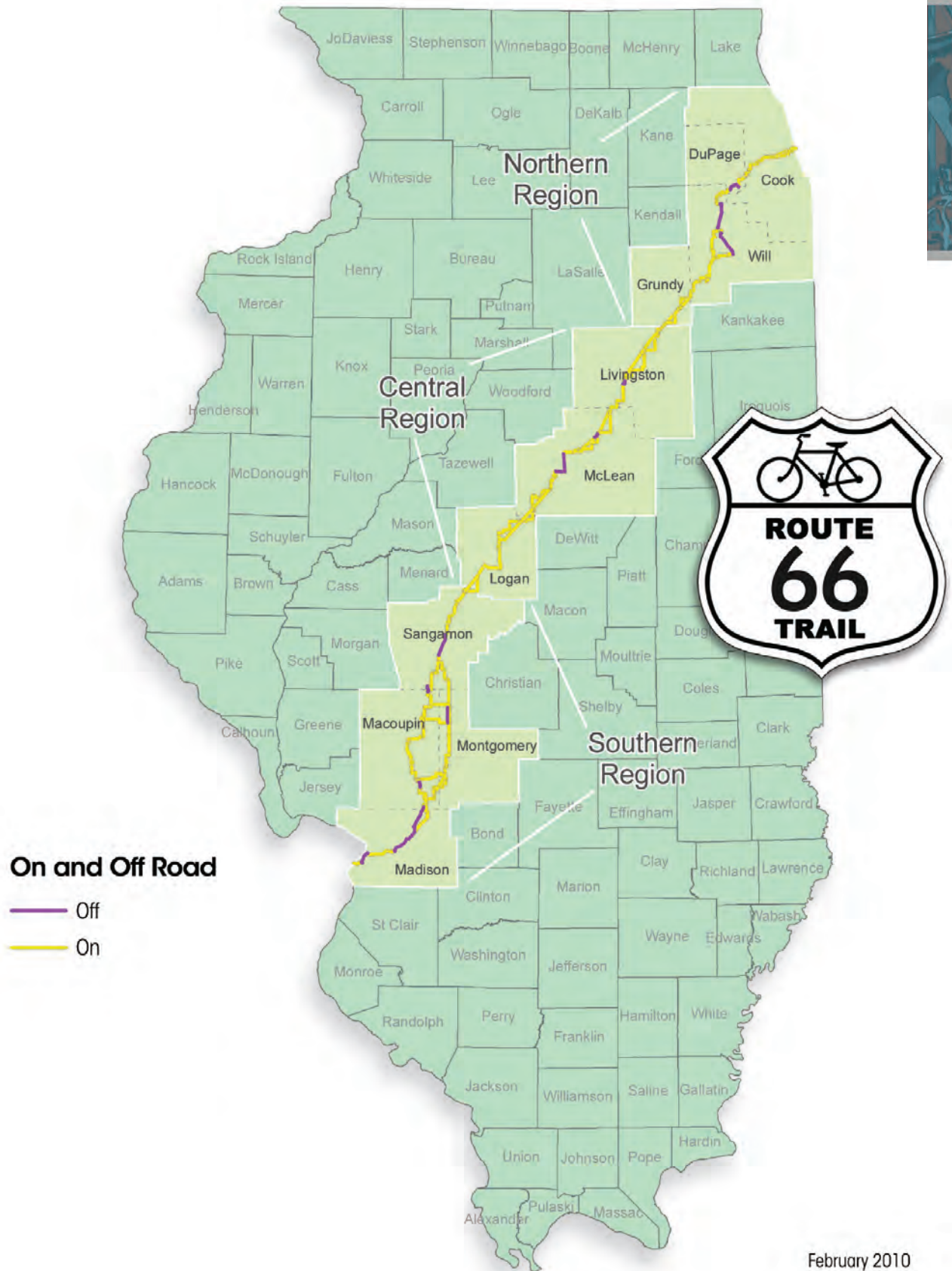
Off-road, the trail:

- Incorporates various multi-purpose non-motorized trails that provide comfortable traveling conditions
- Presents opportunities to experience the area from an off-road, often scenic perspective

An important feature of the Route 66 Trail is the inclusion of off-road recreational trails. Incorporating local and regional trails as part of the 438-mile long trail adds greatly to the variety of experiences possible over a long distance.







### On and Off Road

- Off
- On



It is envisioned that as more off-road trails are developed they will be included, and the Route 66 Trail will become less a “mostly-on-road” trail and more a diverse collection of trail experiences that are close to the Route 66 corridor.

### Local & Regional Trails

The Route 66 Trail is aligned on existing off-road bicycle trails wherever possible. The trail becomes a part of local and regional trail systems, and likewise these trail systems extend and connect the Route 66 Trail to other locations and resources. Off-road trails give the Route 66 Trail an element of variety and additional safety.

Sixty-four miles on eleven off-road bicycle trails comprise fifteen percent of the Route 66 Trail. These off-road trails are located throughout the Route 66 corridor and in eight of the eleven Route 66 Trail counties. Seven are rail-trails, developed on former railroad corridors.

The following trails, in whole or in part, are used for the Route 66 Trail:

**Waterfall Glen Trail** – in DuPage County, Argonne National Laboratory, four miles in the Waterfall Glen Forest Preserve.

**Centennial Trail** – in Will County, Lockport-Joliet vicinity, eight miles of trail alongside the Des Plaines River.

**Wauponsee Glacial Trail** – in Will County, Joliet to Manhattan, eight miles.

**Division Street Bike Trail** – in Livingston County, Pontiac, one mile at the Rec-Plex.

**Ollie and Dorothy Myers Trail** – in McLean County, Lexington, one mile, on closed Route 66 lanes.

**Constitution Trail** – in McLean County, Normal, five miles, and Bloomington, two miles.

**Interurban Trail** – in Sangamon County, Springfield to Chatham, six miles.

**Green Diamond Trail** – in Montgomery County, Farmersville to Waggoner, five miles.

**Quercus Grove Trail** – in Macoupin and Madison counties, Staunton to Worden, six miles; in Madison County, Worden to Hamel, four miles and Hamel to Edwardsville, eight miles.

**Confluence Trail** – in Madison County, Granite City, along the Chain of Rocks Canal, four miles.

**Benld-Gillespie Trail** – in Macoupin County, on the Western Alternate Route, one of the oldest Illinois rail-trails, two miles.

Some of the trails are a part of regional trails systems that are in various stages of development. Some of these more notable trails systems along or near the Route 66 Trail include: the Centennial Trail, a partnership of the forest preserve districts of Cook, DuPage, and Will counties, which when completed will run 20 miles along the Des Plaines River/I & M Canal corridor; diverse and connecting trail systems of the Cook, DuPage, and Will county forest preserve districts; the Constitution Trail system of Bloomington-Normal, a central-city rail-trail that has extended throughout the community; and the Madison County trail system, extensive rail-trails that interconnect many communities in the St. Louis Metro East.

### Regional Overview

The Route 66 Trail is divided into three regions: Northern, Central, and Southern.

#### NORTHERN REGION

**Main Trail:** 104 miles. Total trail: 127 miles, including shortcuts. Counties



include: Cook, DuPage, Will, and Grundy. Communities through which the trail passes include Chicago, Cicero, Berwyn, Riverside, Brookfield, LaGrange, Burr Ridge, Willowbrook, Woodridge, Bolingbrook, Romeoville, Lockport, Joliet, Manhattan, Elwood, Wilmington, Braidwood, Godley, Braceville, Gardner, and Dwight.

The trail begins in Chicago, at Michigan Avenue near the city's famous Buckingham Fountain, with Lake Michigan and the Chicago skyline providing a picturesque backdrop. Stretching west and south, the trail travels through cities and villages that celebrate Route 66 and their local histories. Various Route 66-era restaurants continue in operation and have original signs and displays. The trail incorporates three off-road trails: Waterfall Glen Trail, Centennial Trail, and Wauponsee Glacial Trail. The Route 66 Trail also connects with the I & M Canal State Park Trail, Grand Illinois Trail, and American Discovery Trail.

*Icons of Route 66 and other notable attractions in the Northern Region include:*

Buckingham Fountain – Chicago,  
Lou Mitchell's Restaurant – Chicago,  
Sears Tower – Chicago, Henry's

Drive Inn – Cicero, Wolf's Head Inn – Indian Head Park, Dell Rhea's Chicken Basket – Willowbrook, White Fence Farm Restaurant – Romeoville, I & M Canal museum – Lockport, Midewin Tallgrass Prairie – Elwood, Gemini Giant at Launching Pad Drive-In – Wilmington, Polk-a-dot Drive-In – Braidwood, Riviera Roadhouse Restaurant – Braceville, 1906 two-cell City Jail – Gardner

## **CENTRAL REGION**

**Main Trail:** 144 miles. Total trail: 209 miles, including shortcuts. Counties include: Livingston, McLean, and Logan. Communities through which the trail passes include: Dwight, Odell, Pontiac, Chenoa, Lexington, Towanda, Normal, Bloomington, Funks Grove, McLean, Atlanta, Lincoln, Broadwell, and Elkhart. The Route 66 Hall of Fame and Museum in Pontiac may be the most prominent destination for Route 66 travelers in Illinois. The trail includes the Ollie and Dorothy Myers Trail and Constitution Trail. A significant segment of trail, across McLean County, is under development along the historic highway right-of-way.

*Icons of Route 66 and other notable attractions in the Central Region include:*

Ambler's-Becker's Marathon Station – Dwight, Odell Station – Odell, – Pontiac, Meramec Caverns barn – northeast of Pontiac, Route 66 Hall of Fame and Museum and Old Log Cabin Inn – Pontiac, Memory Lane – Lexington, Route 66 geography exhibits – Towanda, Beer Nuts factory – Bloomington, Funks Grove Maple Sirup – Funk's Grove, Dixie Truck Stop – McLean, Bunyon Giant, wall mural, 66 park, library/ museum – Atlanta

## **SOUTHERN REGION**

**Main Trail:** 118 miles. Western Alternate Route: 64 miles. Total trail: 232 miles, including shortcuts and cutoffs. Counties include: Sangamon, Macoupin, Montgomery, and Madison. Communities through which the trail passes include: Williamsville, Sherman, Springfield, Chatham, Divernon, Farmersville, Litchfield, Mt. Olive, Livingston, Hamel, and Edwardsville.

On the Western Route communities include: Auburn, Virden, Girard, Nilwood, Carlinville, Gillespie, Benld, and Staunton.





The southern region offers the attractions of Springfield and a choice of dual routes for travel south. The alternate Western Route follows the oldest 1926-30 Route 66 alignment. Cutoffs connect the Western Alternate with the main trail.

The Old Chain of Rocks Bridge, one of the world's longest bicycling and pedestrian bridges, anchors the trail's southernmost end. Attractions in the southern region include authentic service stations w/memorabilia, historic restaurants, sections of original Route 66 pavement, and small communities with rich ethnic heritage. The southern section of the trail includes numerous off-road trails: the Interurban Trail,

Green Diamond Trail, Quercus Grove Trail, and Confluence Trail.

*Icons of Route 66 and other notable attractions in the Southern Region include:*

Die Cast Auto Sales, Route 66 Dream Car Museum – Williamsville, Illinois State Fairgrounds, Shea's Gas Station/Museum, Lincoln's Tomb, Abraham Lincoln Presidential Library & Museum, Illinois State Capitol & Museum, Lincoln's Home, Cozy Dog Drive-In – Springfield, The Railsplitter – Divernon, Our Lady of the Highways Shrine – Waggoner, Skyview Drive-in Theater, Ariston Café – Litchfield, Mother Jones Monument, Soulsby's Shell station –

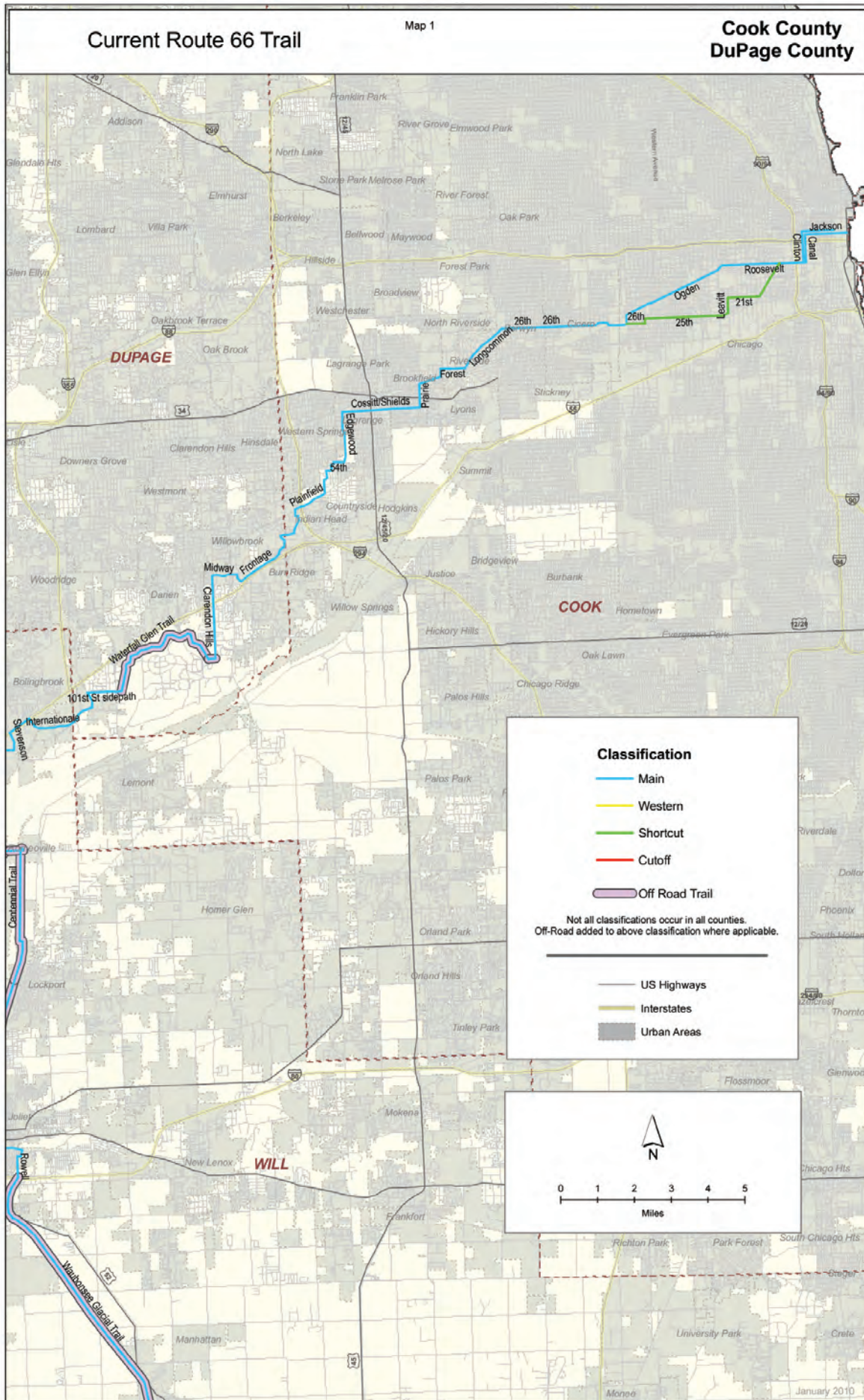
Mt. Olive, Lewis & Clark Historic Site – Hartford, Old Chain of Rocks pedestrian/bicycling bridge – Mississippi River.

In addition to the icons and tourism attractions related to the historic road, Route 66 communities in all three regions offer trail visitors an assortment of other amenities, such as parks, downtown districts, shopping areas, and other historic sites.

Basic services, such as food and lodging, are available in most communities along the entire trail. Bike repair shops and other assorted support services are available in selected locations and are identified in the trail user's guide.







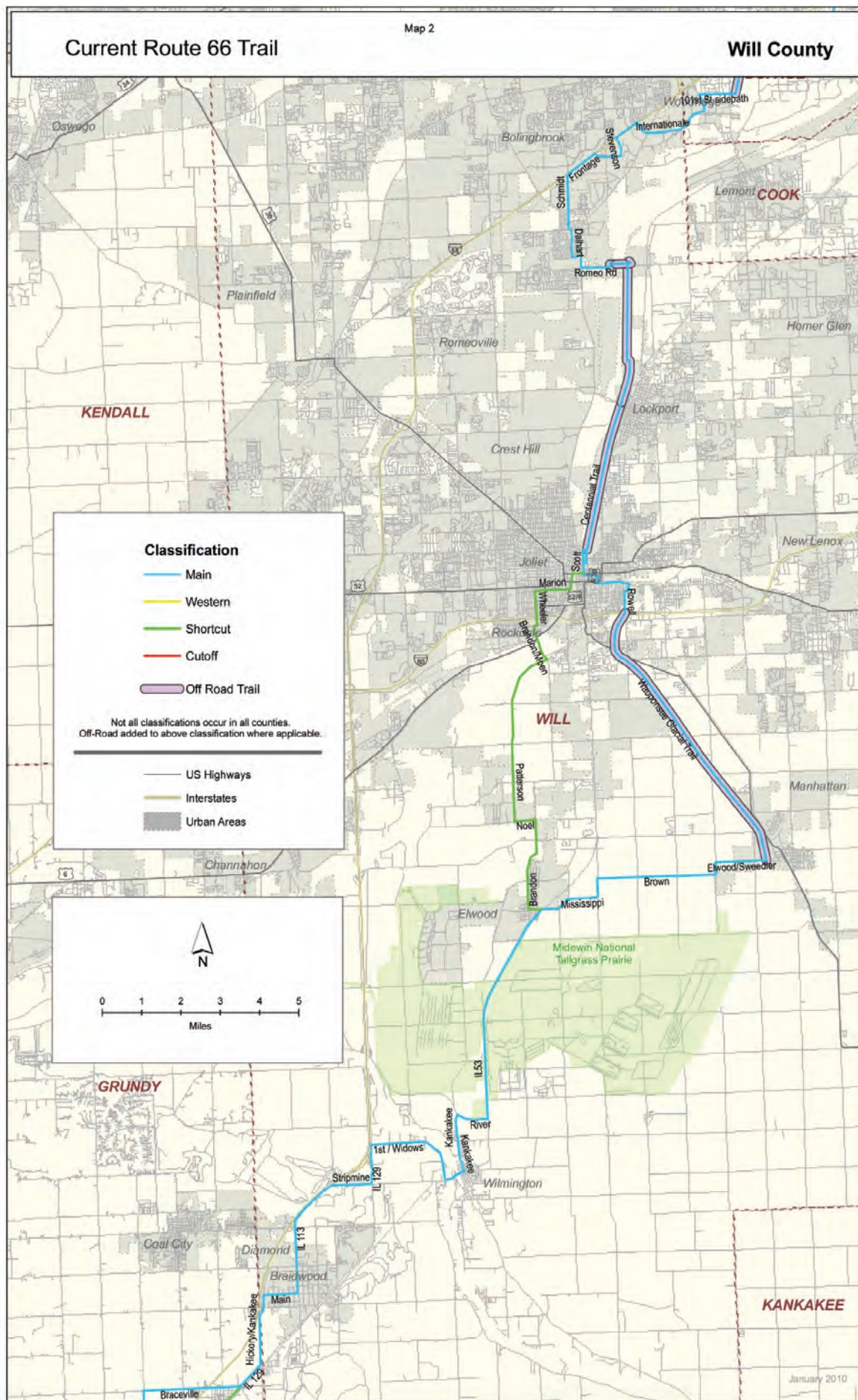


# Current Route 66 Trail

Map 2

Will County

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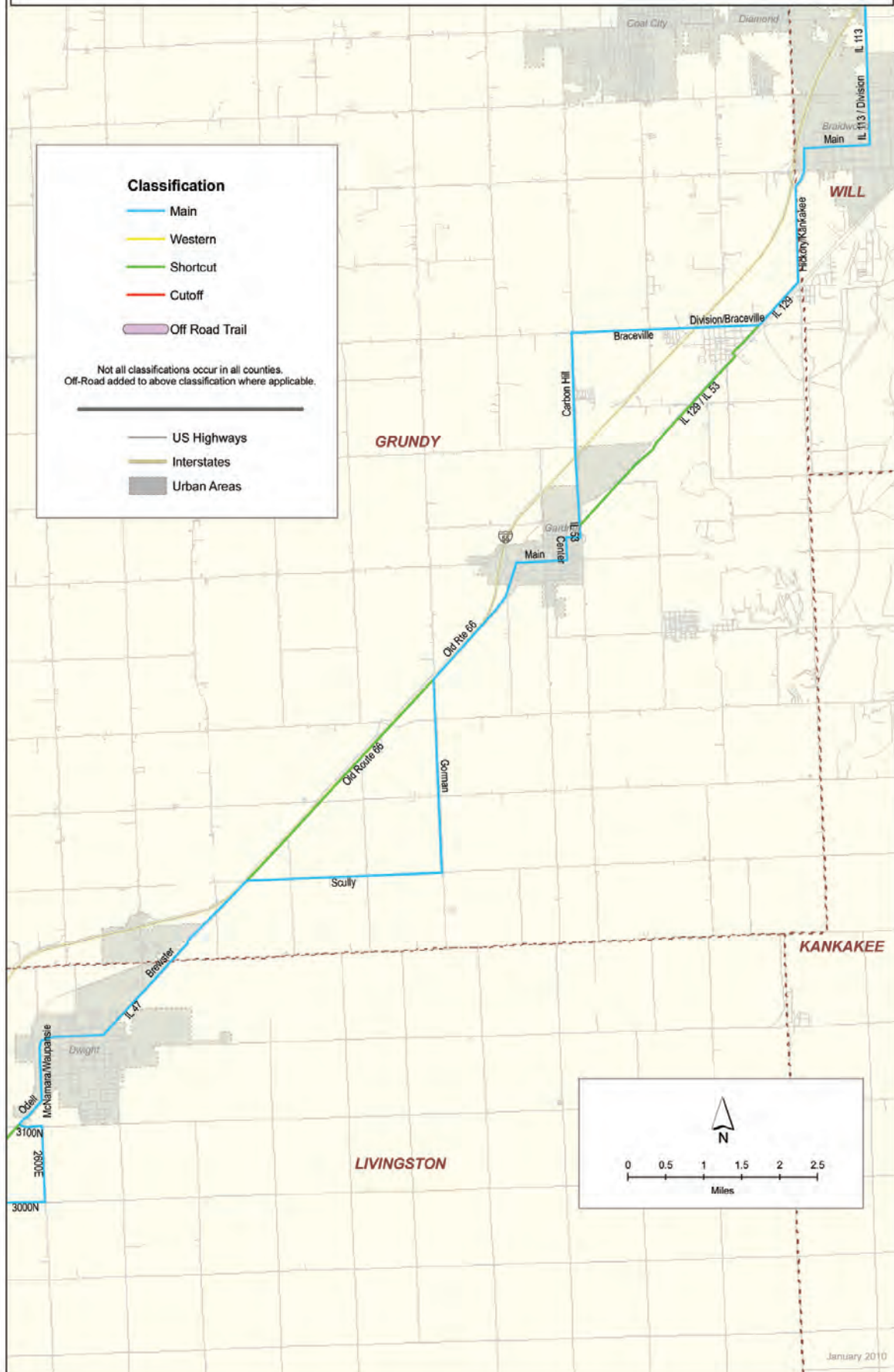




# Current Route 66 Trail

Map 3

Grundy County



# Current Route 66 Trail

Map 4

Livingston County

LASALLE

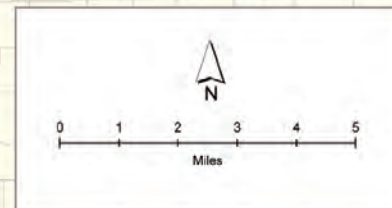
GRUNDY

## Classification

- Main
- Western
- Shortcut
- Cutoff
- Off Road Trail

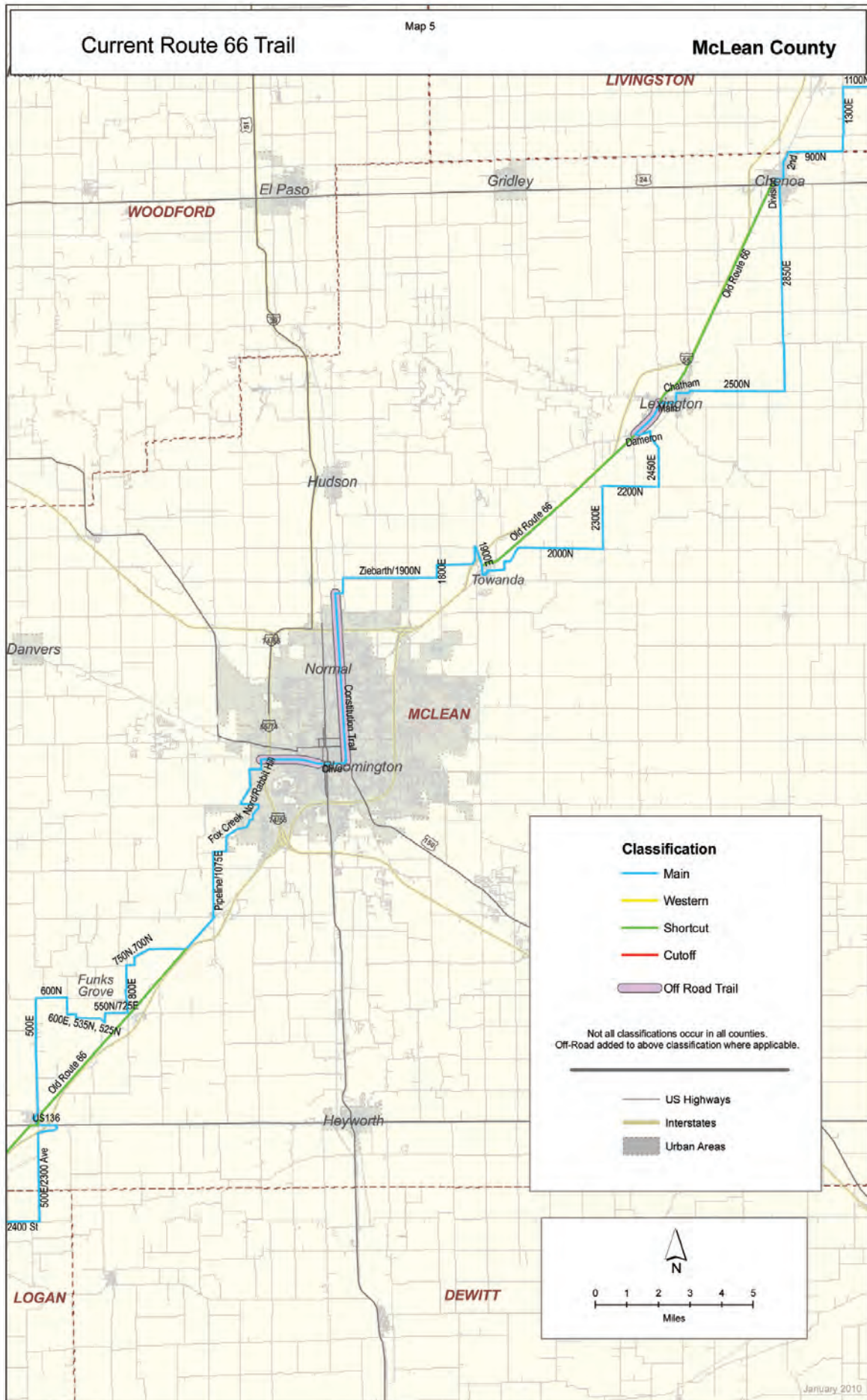
Not all classifications occur in all counties.  
Off-Road added to above classification where applicable.

- US Highways
- Interstates
- Urban Areas



May 2010





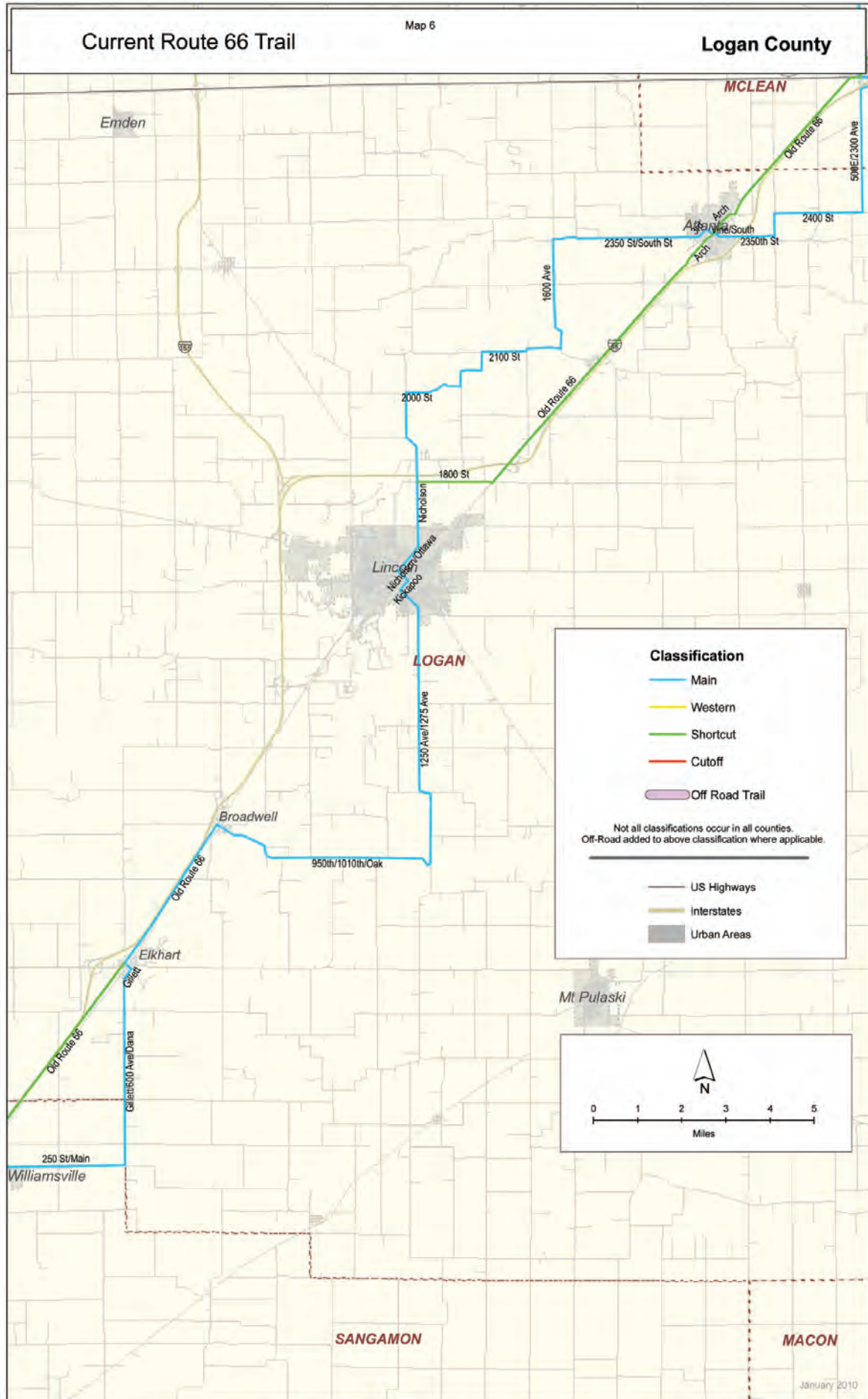


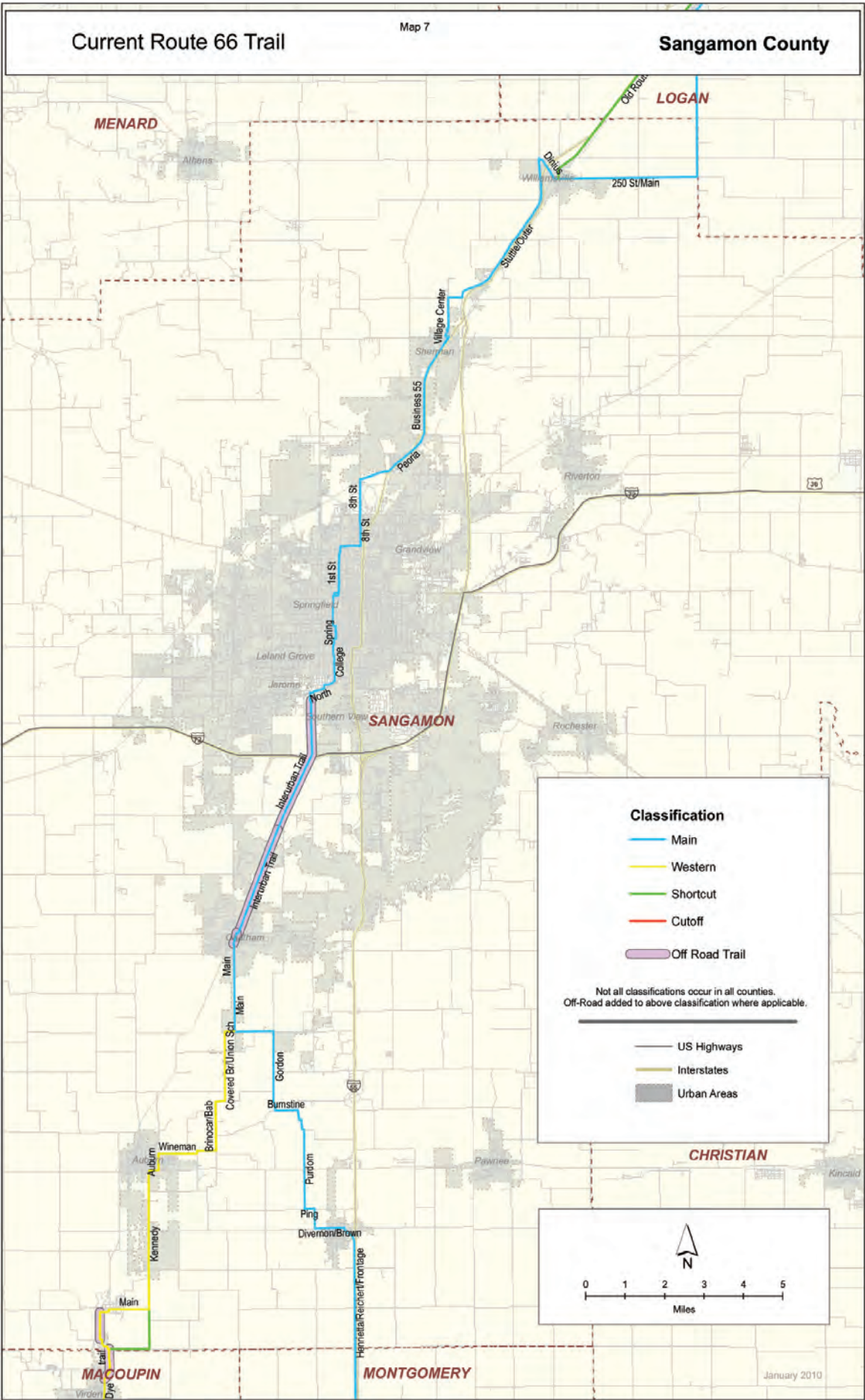
# Current Route 66 Trail

Map 6

Logan County

18







# Current Route 66 Trail

Map 8

Montgomery and Macoupin County

SANGAMON

## Classification

- Main
- Western
- Shortcut
- Cutoff
- Off Road Trail

Not all classifications occur in all counties.  
Off-Road added to above classification where applicable.

- US Highways
- Interstates
- Urban Areas

0 1 2 3 4 5  
Miles



MACOUPIN

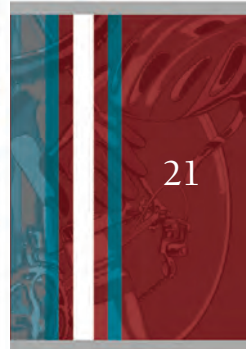
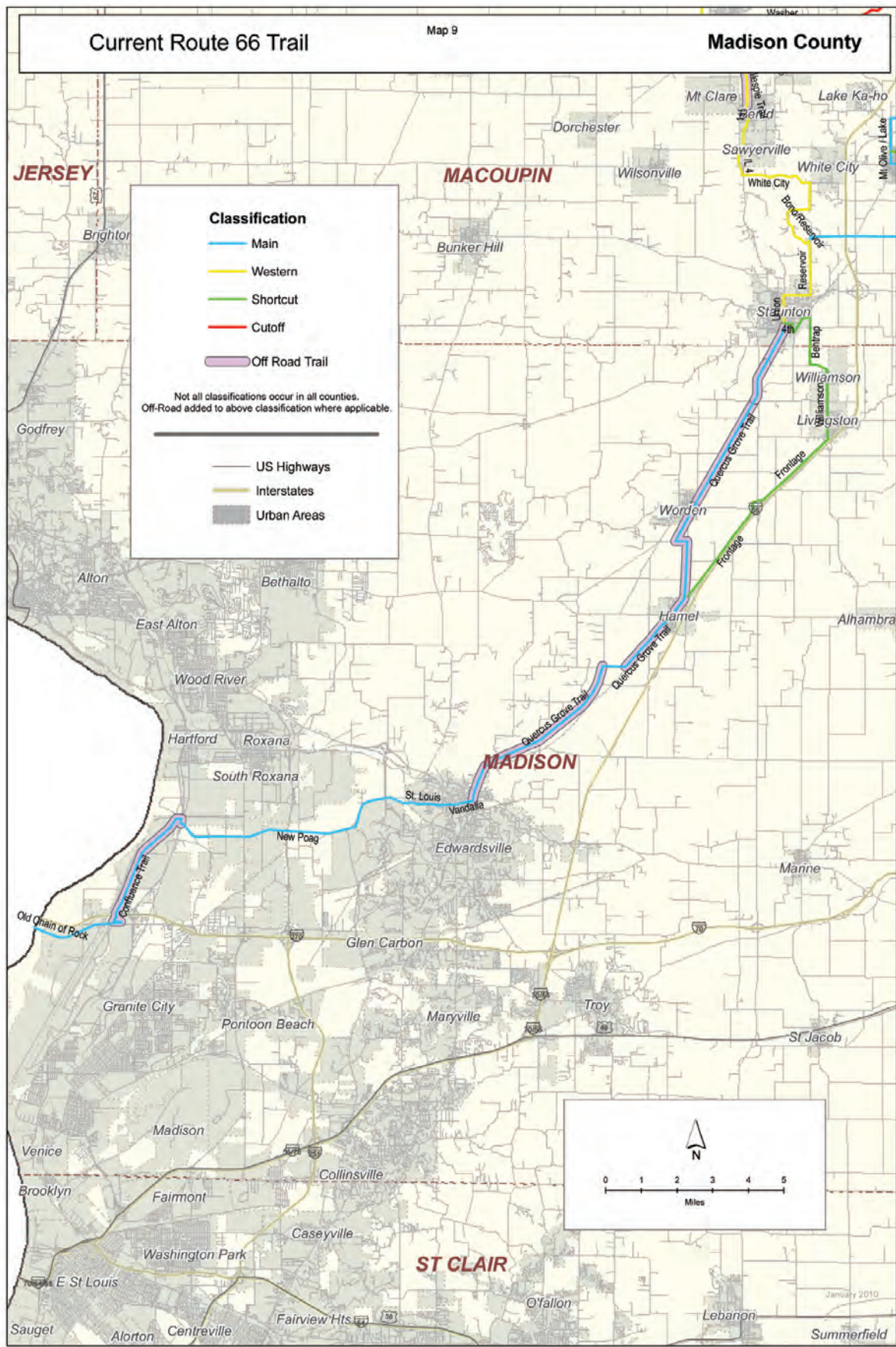
MONTGOMERY

MADISON

BOND

January 2010







## Chapter Three: Future Trail Alignment by Region

The future trail through each region – northern, central, and southern – will continue to combine on-road and off-road segments. The priority is to align the trail as much as possible on off-road trails. It is the intention to define the Route 66 Trail alignment using existing, planned and potential future off-road trails that are close (within several miles) to the original Route 66 road route. When off-road trail use is not available, on-road segments will be used to connect to the off-road trails. Some on-road segments may or will need various levels of improvements to safely accommodate cyclists, as will some existing off-road trails. Future planned and potential new trail segments should be developed and built to provide a safer experience for all multi-recreational users.

Counties and municipalities may in the future revise or change the alignment of the trail or proposed improvements contained in this concept plan, if later they find there is a better alternative, obstacles to the alignment, limited boundaries or cost concerns.

### Northern Region

#### General Route 66 Trail

##### Description – Northern Region

The Route 66 Trail route is mostly on paved roads from Chicago

through Cook County to the Village of Lyons. From here it will connect to the future planned expansion of the **Centennial Trail**. From the trail, the route is on paved roads until connecting to the **Waterfall Glen Trail** in DuPage County, then again on paved roads connecting to the future planned **Veterans Memorial Trail** near the Village of Lemont, and then onto the **I&M Canal Trail** in the Village of Lockport. The route is on paved streets and roads to and through the City of Joliet connecting to the **Wauponsee Glacial Trail**. From there it connects to the **Midewin Trail System** south of Joliet and then again back onto the **Wauponsee Glacial Trail**. The route then proceeds onto paved streets, rural and frontage roads through Wilmington and then into Grundy County where it eventually connects to the central region portion of the Route 66 Trail route in the Village of Dwight in Livingston County. In the northern region there are 104 total future trail miles.

**Cook County:** 31 miles. The trail begins in downtown Chicago, heading southwest through Chicago and various suburban communities. The trail combines

Chicago city streets, busy Ogden Avenue/ U.S. Highway 34, existing and planned trails, and local streets of the communities. The trail in Cook County is divided into two groups of communities.

#### Chicago, Cicero and Berwyn

- Adams, Canal, Clinton, Jackson, Roosevelt – Chicago city streets
- 21st, Leavitt, 25th, Kostner – Local streets
- Ogden – IDOT state road
- Or 26th – Local street

#### Lyons, Summit, Countryside, Hodgkins and Willow Springs

- Ogden Ave. (state highway), which could connect onto an existing path located at the corner of Ogden Ave and 39th Street (local road)
- Leaving the south side of the path, can connect to a future planned side path on the north side of 47th (local road) crossing over the street on the south side
- Connecting to the planned future expansion of the Centennial Trail along the DesPlaines River, through Countryside, Hodgkins and Willow Springs





**DuPage County:** 12 miles. The Route 66 Trail is on the Centennial Trail heading southwest, through Woodridge and Willowbrook. It intersects with various streets and roads.

- 91st (local road) to
- Clarendon Hills Roadway Bikeway to
- Waterfall Glen Trail to
- 101st (local road), to
- Woodward Ave Trail to
- International Parkway (Local Street) where it connects to
- the new planned Veterans Memorial Trail

**Will County:** 47 miles. Including the communities of Lockport, Joliet, Manhattan, Elwood, Wilmington, and Braidwood, the trail leaves the Veterans Memorial Trail and connects to the existing I&M Canal State Trail, heading south from Lemont to Joliet. In Joliet the Route 66 Trail will be on various streets/roads.

- Columbia, Chicago, Clinton, Eastern Washington, Boulder, 2nd Ave, Rowell (local roads)

- Wauponsee Glacial Trail south of Joliet, and then to the Midewin Trail system, exiting the Midewin Trail system back onto the Wauponsee Glacial Trail, exiting the trail onto local roads
- Khaler, Indian Head Trail, County Road, 216th Ave. (local roads)
- Future planned bike path through Wilmington, exiting Wilmington
- W. Baltimore St, Stripmine Road (local roads)
- Widows (local road), Frontage (state road)
- Stripmine, Division Street, Main Street, Kankakee, Hickory, Braceville

**Grundy County:** 14 miles. The trail is primarily on Illinois Route 59, extending south through the villages of Godley, Braceville, and Gardner to Dwight.

- Illinois Route 53 from the Will-Grundy county line to Gardner
- In Gardner, Washington, Center, and Main streets
- Old Route 66 (state road) to Dwight

## Central Region

### General Route 66 Trail Description – Central Region

The Central Region section of the Route 66 Trail extends from the northern county line in Livingston County near Dwight and continues to the southern county line in Logan County just south of Elkhart. Within the Central Region there are 111 miles that cross the three counties of Livingston, McLean, and Logan counties running from north to south.

**Livingston County:** 31 miles. The future trail is a mix of county, township, municipal, and Historic Route 66 (state) roads. The proposed trail will be composed of 16 miles of Historic Route 66 road, and the other 16 miles will consist of municipal, township, and county roads.

- Grundy-Livingston county line south to Dwight: Historic Route 66, useable roadway, IDOT (state).
- Dwight to Rt. 47 & McNamara: Local streets, municipal
- McNamara to Wauponsie/ Historic Rt. 66: Local streets, municipal





- Historic Rt. 66 to Odell: Historic Route 66, IDOT (state)
- Odell - Historic Route 66, municipal/township
- Historic Rt. 66 to Pontiac area: Historic Route 66, IDOT (state)
- Pontiac – Local streets, municipal, township
- Rec-Plex to 1500E: on roadway, township/county
- 1500E to 1100N: Roadway, township/road district
- 1100N to 1300E: Roadway, township/road district
- 1300E to 900N: Roadway, adjacent township/roadway district

**McLean County:** 51 miles. The future trail alignment is a combination of municipal, township, county, Historic Route 66 (state) road ways, and existing trails. The proposed alignment will have 28 miles on Historic Route 66. 10 miles will be on roadways, and the remaining 10 miles is existing trails.

- Chenoa to Lexington: Existing on Historic Route 66, municipal/IDOT (state) Historic Route 66, IDOT (state)

- Lexington – Ollie & Dorothy Meyers Trail: Existing Historic Route 66, municipal
- Lexington to Towanda: Historic Route 66, IDOT (state)
- Towanda: Local streets, municipal, roadway, township/road district/county
- Normal/Bloomington: Constitution Trail, municipal (existing), Historic Route 66 is off road, IDOT (state)
- Bloomington (Six Points) to Funks Grove: Rural roadways, municipal/township, Trail on road shoulders.
- Funks Grove to county line thru McLean: Historic Route 66, IDOT (state)

**Logan County:** 29 miles. The proposed trail alignment is a combination of municipal, township, county, and Historic Route 66 (state) roadways. The proposed alignment will have 19 miles that will be on Historic Route 66, 6 miles will be on roadways, and 9 miles on the old Interurban right of way.

- McLean-Logan county line towards Atlanta: Historic Route 66, IDOT (state)

- Atlanta: Historic Route 66, municipal/IDOT (state)
- Atlanta to north of Lincoln: Historic Route 66, IDOT (state)
- North of Lincoln: Roadways, township, county
- Lincoln: Roadway, county; local streets, municipal
- South to Broadwell: Interurban right of way, county
- South to Elkhart: Interurban right of way, county
- Elkhart to Logan-Sangamon county line: Historic Route 66, IDOT (state)

## Southern Region

### General Route 66 Trail

#### Description – Southern Region

The Southern Region section of the Route 66 Trail extends from Springfield on the north to the St. Louis Metro East area on the south, starting at the Sangamon County line, north of Springfield and Williamsville, and ending at the Old Chain of Rocks Bridge on the Mississippi River at Granite City. There are 118 miles of main trail and 60 miles of western alternate route trail in the southern region.



**Sangamon County:** 50 miles. The trail combines county, township, state, and municipal roads. Also included is the Interurban Trail between Springfield and Chatham. A new Interurban Trail from Williamsville to Sherman will replace the current on-road alignment.

- Logan-Sangamon county line south to Williamsville: county roads
- Williamsville to Sherman: new off-road trail along the Interurban right-of-way
- Sherman to Springfield: Historic Route 66
- Springfield: local streets to the Interurban Trail
- Interurban Trail to Chatham
- Chatham to Divernon: township roads
- Divernon to county line: Historic Route 66/frontage road

#### *Future Trail Alternative:*

The Sangamon Valley Trail (SVT) will serve as an alternative route, from Athens to Virden. The SVT will offer a more rural off-road trail experience, west of the Route 66 main trail, and along the west edge of Springfield. The existing main

trail on-street through Springfield and the county's other communities will remain, as an important connection to Springfield historic sites and attractions, the original Route 66 highway, and the Interurban Trail. There will be 28 SVT miles in Sangamon County.

**Montgomery County:** 32 miles. Almost twenty miles of Historic Route 66 (I-55 frontage road) is used. The trail follows the Green Diamond Trail between Farmersville and Waggoner and local roads and streets into Litchfield. South of Litchfield, an off-road trail will be developed on the closed Route 66 northbound lanes (see Chapter 4).

- Divernon to Farmersville: Historic Route 66
- Farmersville to Waggoner: Green Diamond Trail
- Waggoner to Litchfield: Historic Route 66, county and township roads
- Litchfield: local streets
- South of Litchfield: off-road trail on Route 66 closed northbound lanes

**Macoupin County:** 10 miles. The main trail crosses the southeastern corner of the county, through Mt. Olive and Staunton and onto the Quercus Grove Trail at Staunton.

- Litchfield to Mt. Olive: off-road trail on Route 66 closed northbound lanes
- Mt. Olive: local streets and on a section of Old Historic Route 66
- Mt. Olive to Staunton: off-road trail on Route 66 closed northbound lanes and township/county/state roads
- Staunton: local streets
- Quercus Grove Trail, one-half mile then into Madison County

#### **Sangamon-Macoupin County –**

**Western Alternate:** 60 miles. The Western Alternate Route, from Chatham to Staunton, is along the 1926 Route 66 highway alignment. Township, county, and municipal roads are used. When segments of the Sangamon Valley Trail south of Springfield are developed, the future Western Alternate will move from an on-road alignment onto the SVT. Another trail planned for future development is the ITS Trail.



- Chatham to Virden to Girard: township and municipal roads
- Alternative Route Chatham to Virden to Girard: Sangamon Valley Trail. When the Virden to Girard SVT segment is developed, the trail will move from on-road to the SVT.
- SVT terminus south of Girard to Gillespie (Nilwood, Standard City, Carlinville, Gillespie): township and county roads and local streets
- Gillespie to Benld: Benld-Gillespie Trail
- Benld to Staunton: ITS Trail

- Staunton: connects to main trail
- The longer-term future vision is that a new off-road trail will be developed to connect the SVT with Carlinville, and Carlinville with the Benld-Gillespie and ITS trails, essentially an off-road trail crossing the entire county from north to south.

**Madison County:** 32 miles. Almost all of the trail is on off-road trails, including the Staunton-Worden and Worden-Hamel sections of the Quercus Grove Trail (opened in 2009), the Quercus Grove Trail, and the Confluence Trail. The trails are managed by Madison County Transit.

- Staunton to Worden: Quercus Grove Trail
- Worden to Hamel: Quercus Grove Trail
- Hamel: on-street one-half mile
- Hamel to Edwardsville: Quercus Grove Trail
- Edwardsville: state highway and local street
- Edwardsville to Confluence Trail: county road
- Confluence Trail to Granite City
- Granite City to Old Chain of Rocks Bridge: local road

## Route 66 Trail Mileage Totals

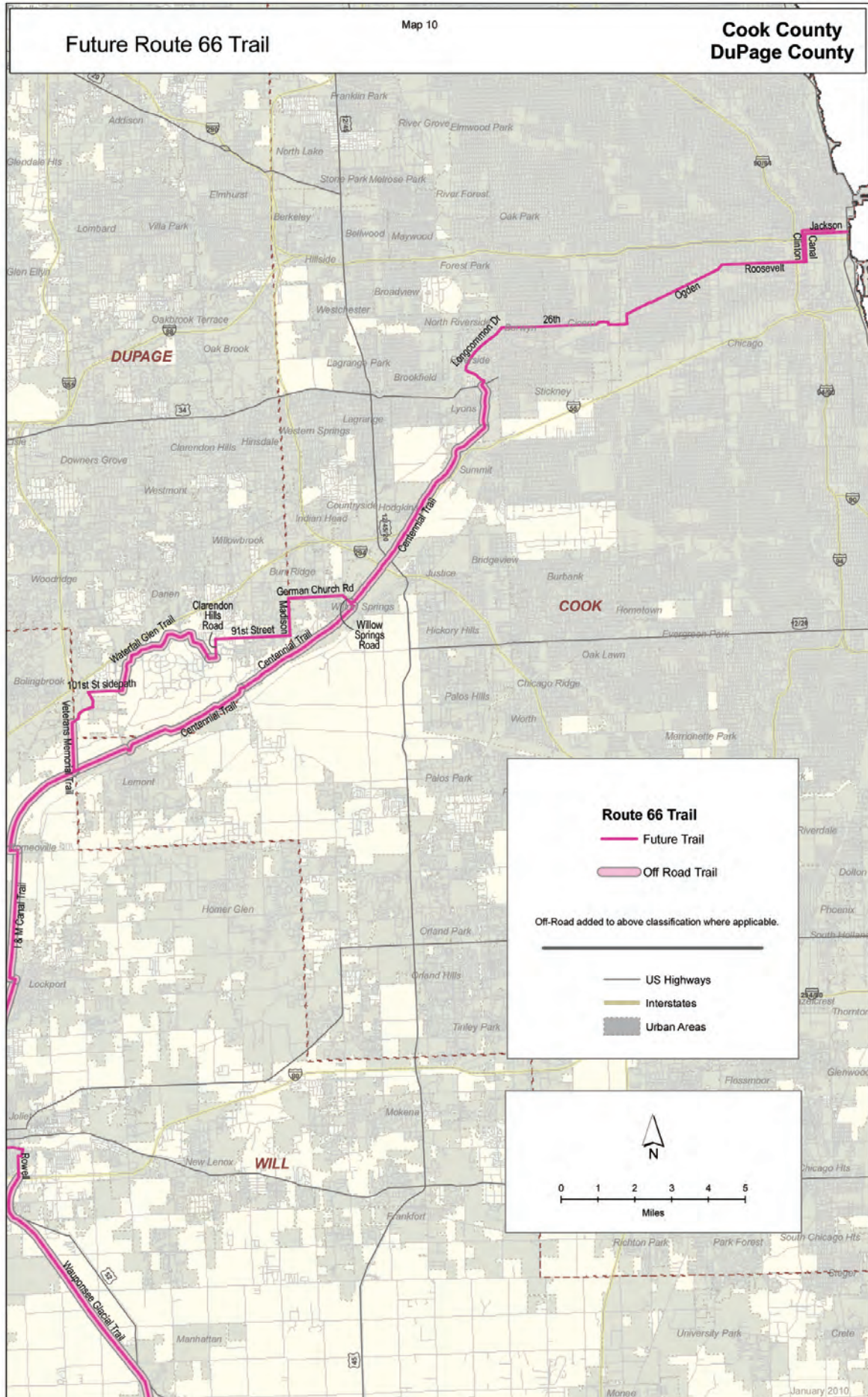
County	On Road	Current Miles Off Road	TOTAL	Off Road	Future Miles On Road	TOTAL	On Road	Future Alternate Miles Off Road	TOTAL
Cook	29.1	0	29.1	16.8	13.9	30.7	0	0	0
DuPage	7.3	4	11.3	5.7	6.6	12.3	0	0	0
Will	47.3	15.8	63.1	17.5	29.4	46.9	0	0	0
Grundy	23.9	0	23.9	13.8	0	13.8	0	0	0
Northern Region			127.4			103.7			
Livingston	63.1	1.4	64.5	31.6	1.4	31.5	0	0	0
McLean	80	8.4	88.4	43.3	8.4	50.5	0	0	0
Logan	55.9	0	55.9	33.5	0	28.6	0	0	0
Central Region			208.8			110.6			
Menard	0	0	0	0	0	0	0	2.9	2.9
Sangamon	50.3	7.3	57.6	38.2	11.4	49.6	8.2	28.2	36.4
Macoupin	79.8	2.8	82.6	45.7	13.3	59	0.8	7.4	8.2
Montgomery	46.3	4.5	50.8	24.4	8	32.4	0	0	0
Madison	21.7	19.7	41.4	12.7	19.7	32.4	0	0	0
Southern Region			232.4			173.4			
<b>TOTAL</b>	<b>496.5</b>	<b>63.9</b>	<b>568.6</b>	<b>283.2</b>	<b>112.1</b>	<b>387.7</b>	<b>9</b>	<b>38.5</b>	<b>47.5</b>



# Future Route 66 Trail

Map 10

Cook County  
DuPage County





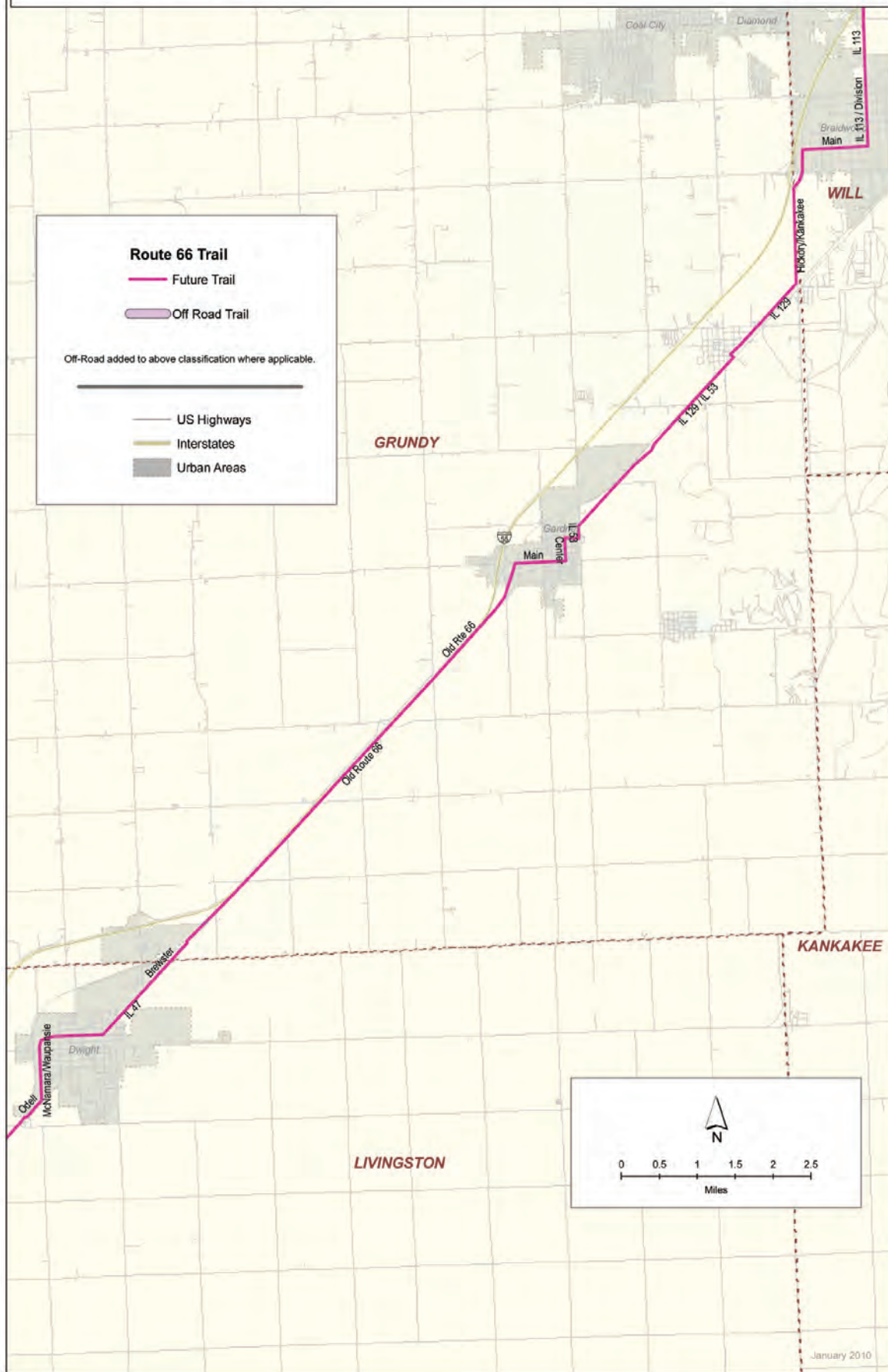




# Future Route 66 Trail

Map 12

Grundy County



# Future Route 66 Trail

Map 13

Livingston County

LASALLE

GRUNDY

## Route 66 Trail

Future Trail

Off Road Trail

Off-Road added to above classification where applicable.

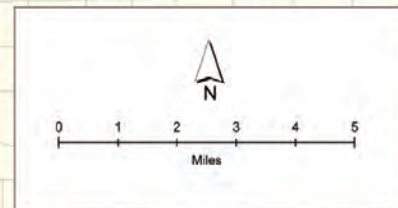
US Highways

Interstates

Urban Areas

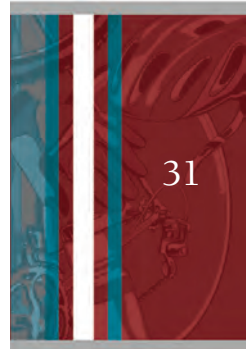
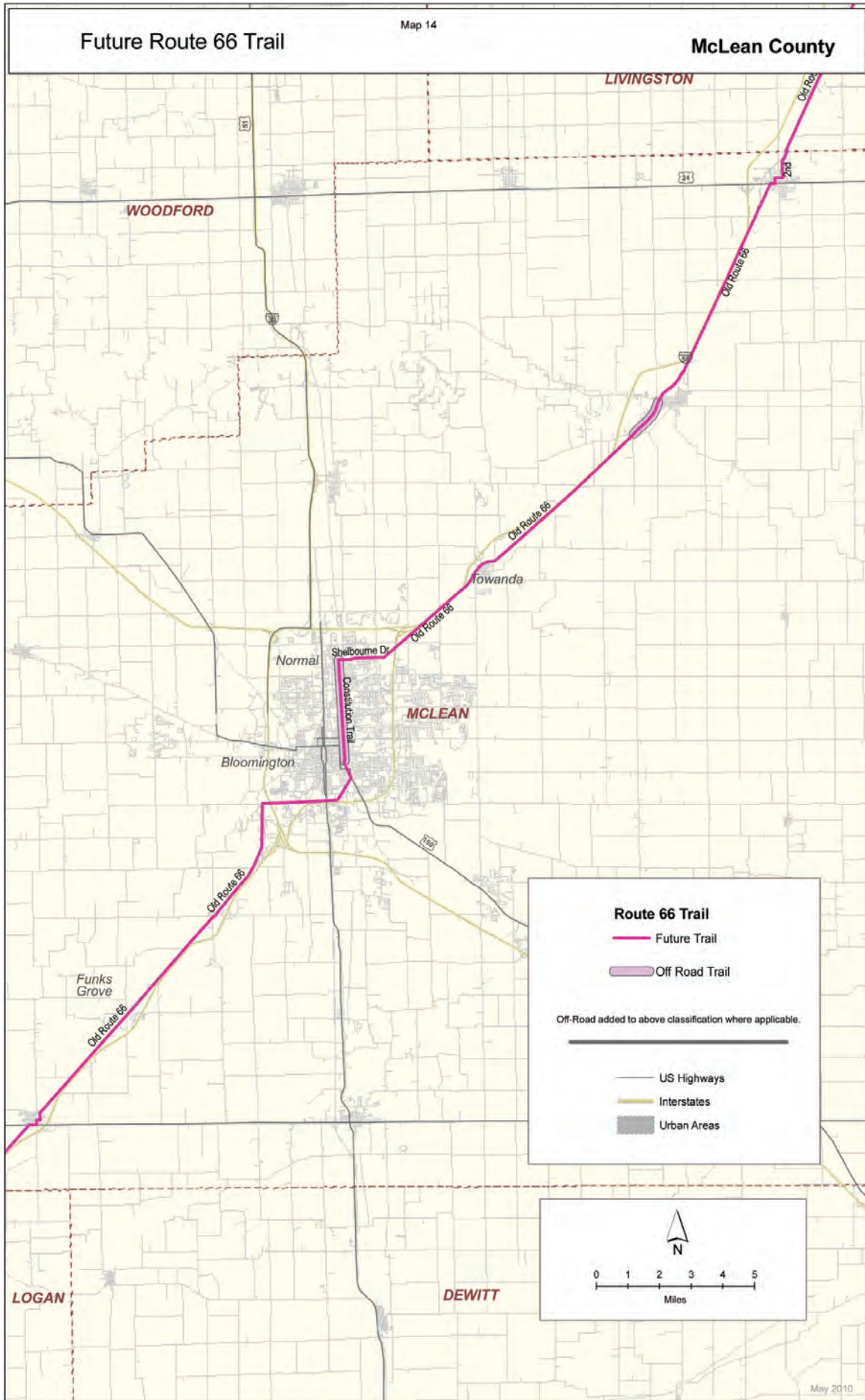
LIVINGSTON

MCLEAN



May 2010





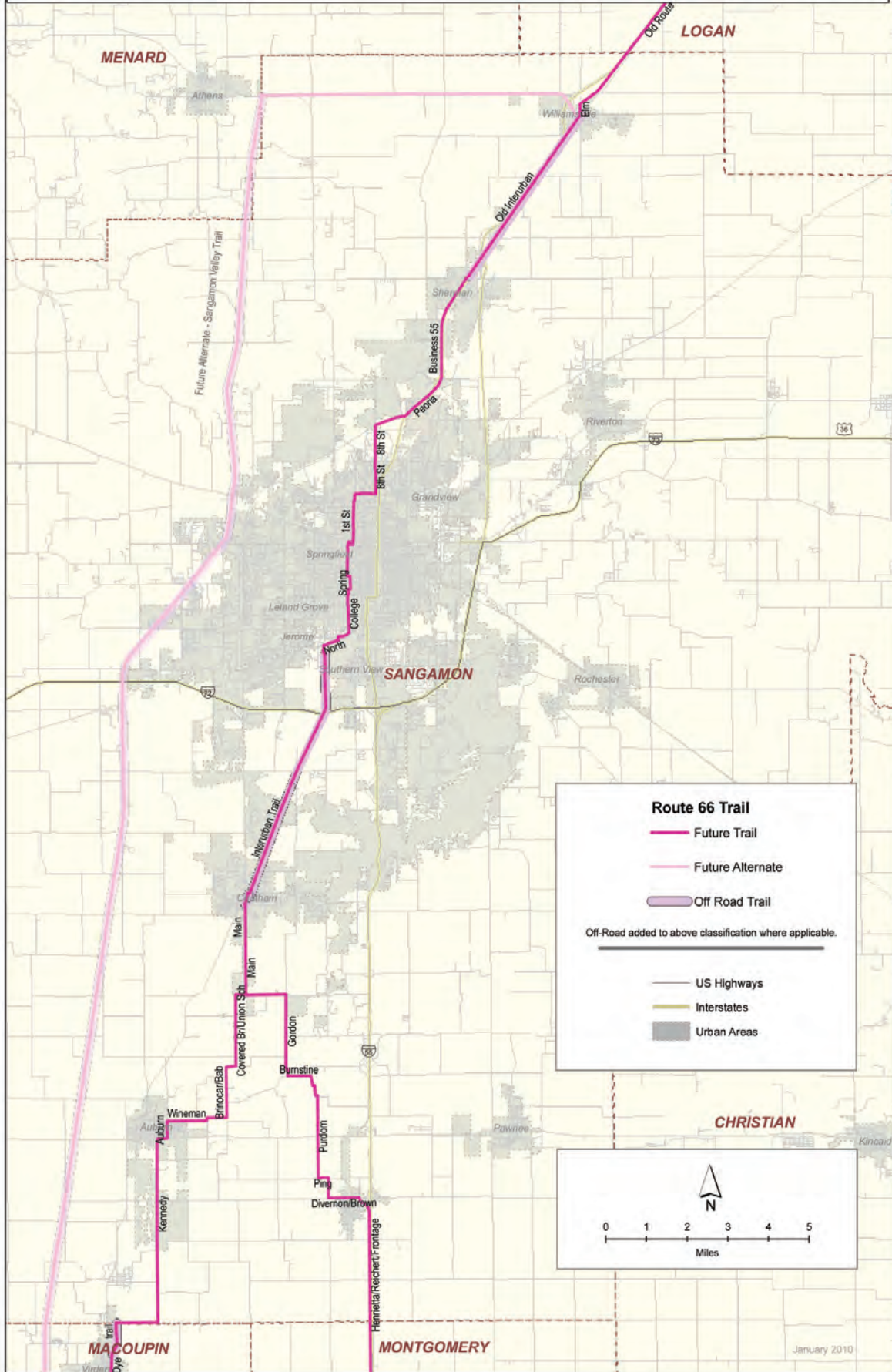




# Future Route 66 Trail

Map 16

Sangamon County



# Future Route 66 Trail

Map 17

Montgomery and Macoupin County

MORGAN

SANGAMON

## Route 66 Trail

Future Trail

Future Alternate

Off Road Trail

Off-Road added to above classification where applicable.

US Highways

Interstates

Urban Areas



0 1 2 3 4 5  
Miles

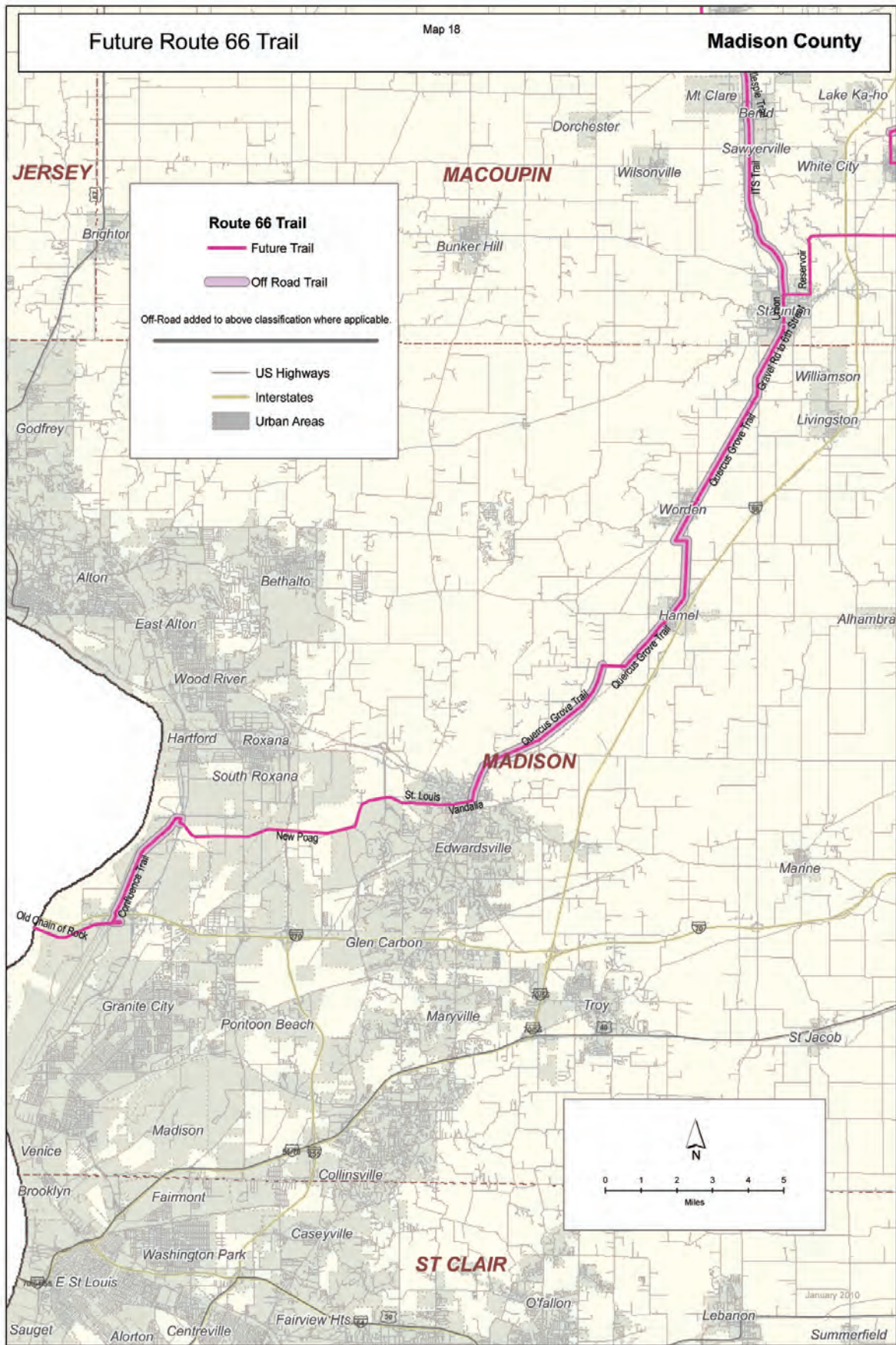
Bunker Hill

MADISON

BOND

January 2010





## Chapter Four: Future Trail Improvements

For many segments of the trail, various on-road or off-road improvements will be needed to provide a safer and more comfortable experience for cyclists and other users. Many of these improvements will consist of bike lanes, striping, widening shoulders, side paths, road resurfacing, bridge expansions and new off-road trail development.

The alignments for the Route 66 Trail have varying on-road and off-road trail conditions and different levels of needed improvements. Some roads are currently adequate for more comfortable bicycle travel; some roads need various levels of improvements to improve the comfort level for bicycling and provide connections to off-road trail segments. Some off-road trails are complete; some are in the planning stage and yet to be constructed, and some are longer-term projects for the future.

Recommendations for future trail improvements have come from local agency plans and from the Route 66 Trail Executive Council and its regional committees. Ultimately, a trail that is as much off-road as possible is the planning goal. Implementation of the rec-

ommendations for improvements will be a decision of local sponsors. The concept plan and its recommendations provide guidelines for the trail's development statewide

*Criteria for recommending improvements are contained in Appendix A.*

### Northern Region Recommended Route 66 Trail Improvements

It will be determined locally whether roadway corridor segments need improvements beyond wayfinding signage. Guidelines for implementing local segments of the trail – Appendix A – can assist in making these determinations. The following have been identified as possible needed improvements at various locations along the trail.

#### Cook County Chicago, Cicero and Berwyn

- Construct bicycle lanes, widen shoulders, and add striping and side paths (if deemed necessary for safety concerns) on and or along street and roads from downtown Chicago through Berwyn.
- Post Route 66 Trail signs.

#### Lyons, Summit, Countryside, Hodgkins, Willow Springs and Lemont

- Construct bicycle lanes, striping, side paths (if deemed necessary for safety concerns) on or along streets and roads from Berwyn to Lyons.
- Construct side path to connect to the proposed Centennial Trail expansion.
- Make all necessary improvements to address all gaps in the Centennial Trail from Lyons to Lemont.
- Connect with the future Cal-Sag Trail.
- Post Route 66 Trail signs.

#### Du Page County Woodridge, Willowbrook

- Construct needed improvements to improve bicycle safety which include widening shoulders on the frontage road (Historic Route 66).
- Complete the new Veterans Memorial Trail.
- Post Route 66 Trail signs.





### Will County

#### **Lockport, Joliet, Manhattan, Romeoville, Braidwood, and Wilmington**

Road improvements needed include bike lanes, striping, widening shoulders, road and street resurfacing and new side paths.

- Complete any gaps in the Centennial Trail.
- Develop the eastern boundary portion of the Midewin Trail.
- Plan and construct trail improvements through the city of Wilmington.
- Post Route 66 Trail signs.

### Grundy County

#### **Braceville and Gardner**

- Improvements on streets/roads include bike lanes, striping, widening shoulders, and road and street resurfacing.
- Route 66 Trail signs posted.

### Central Region Recommended Route 66 Trail Improvements

The Central Region is making every effort to align as much of its trail segment as possible adjacent to Route 66. McLean County has

had an Intergovernmental agreement in place since 1999 to assist in its development of the McLean County Historic Bikeway, which will become part of the Route 66 Trail. This agreement includes all McLean County communities that sit within the Route 66 Corridor. McLean County and the Illinois Department of Transportation have been working in concert since the inception of this agreement to determine appropriate locations for trail segments within McLean County.

The Central Region, which also includes Logan and Livingston Counties, plans to develop the trail along 63 miles of Route 66, more than half of the total Route 66 distance in the three counties, as much as possible. This effort will include both on and off-road trail segments and improvements. It is important that all counties making up the Central Region work closely with IDOT and involved engineering firms in determining the appropriate location of segments before the actual construction of trail segments takes place, including the identification of jurisdictions responsible for road/trail maintenance and safety.

It will be determined locally whether roadway corridor segments need improvements beyond wayfinding signage. Guidelines for implementing local segments of the trail – Appendix A – can assist in making these determinations. The following have been identified as possible needed improvements at various locations along the trail.

### Livingston County

#### **Dwight, Odell, Pontiac**

- Dwight: 2.2 miles of roadway – signage, paint striping.
- Odell: 1.65 miles of roadway – signage, paint striping.
- Pontiac: 3.2 miles of roadway – signage, paint striping.
- Old Route 66: 14.05 miles (in three different segments) of Old Route 66, get IDOT approval, review surfacing needs, signage, and striping.
- Rural roads: 10.7 miles (four different segments), require signage, shoulder widening, and possible striping.

### McLean County

#### **Chenoa, Lexington, Towanda**

- Chenoa: Existing 1.0 miles.



- Lexington: Existing 2.5 miles.
- Towanda: .25 miles on road-way – signage, paint striping.

#### **Bloomington-Normal and general county**

- Bloomington-Normal: Existing Trails 9.75 miles.
- Old Route 66: 26.75 miles (five different segments) of Old Route 66, get IDOT approval, review surfacing needs, signage, and striping.
- Rural roads: 7.5 miles (two different segments), require signage, shoulder widening, and possible striping.

#### **Logan County**

##### **Atlanta, Lincoln, Broadwell, Elkhart, and general county**

- Atlanta: 1.6 miles, Old Route 66, get IDOT approval, signage, striping, and surface review.
- Lincoln: 3.4 miles of roadway – signage, paint striping.
- Broadwell: In town area signage.
- Elkhart: In town area signage.
- Old Route 66: 17.0 miles (four different segments) of Old Route 66, get approval, signage, paint

striping, and surface review.

- Rural roads: 15.2 miles (four different segments), require signage, shoulder widening, and possible paint striping.

#### **Southern Region Recommended Route 66 Trail Improvements**

It will be determined locally whether roadway corridor segments need improvements beyond wayfinding signage. Guidelines for implementing local segments of the trail – Appendix A – can assist in making these determinations. The following have been identified as possible needed improvements at various locations along the trail

##### **Sangamon County Williamsville to Sherman**

- Construct off-road trail along the old Interurban right-of-way, 5 miles.

##### **Springfield**

- Business 55/Peoria/Veterans Parkway: Sidepath (future).
- 8th/Eastman/1st/Spring/College street – Striping.
- North St. – Shoulders or bike lanes.

##### **Chatham**

- Main St. – Shoulders or bike lanes.

##### **Athens to Virden**

- Construct the Sangamon Valley Trail, 30 miles total. This will be accomplished in phases; trail segments near Springfield are under development, and remaining segments will be developed as funding becomes available.

##### **Montgomery County Farmersville, Waggoner, and Litchfield**

- Frontage Road/Historic Route 66, Farmersville to Waggoner. Re-surface the road, including improved and widened shoulders. This is a priority project not only for the trail but also as a road project for the communities.
- Green Diamond Trail, Farmersville to Waggoner. Improve the surface.
- Washington Street, Litchfield. Widen shoulders.
- Ferdon Street, Litchfield. Bike/pedestrian improvements.
- Historic Old Route 66, Litchfield, south of IL Route 16. Shoulder improvements.





### **Litchfield to Staunton: A unique opportunity**

Original 1954-1956 concrete pavement exists in the corridor from Litchfield to Staunton, and ten miles of this high-quality highway remnant from Litchfield to Mt. Olive have been included in the National Register of Historic Places. The northbound lanes of the four-lane “bypass highway” have been closed to vehicle traffic for over fifteen years.

In 2003, a bike trail feasibility study was conducted by Macoupin County in conjunction with the National Park Service Route 66 Corridor Preservation Program National Trails System Office. The Illinois Department of Natural Resources and Greene and Bradford, Inc. coordinated project work.

The unique remnant highway at this location poses various options for the development of an off-road bike trail. It offers an experience to ride or walk on an original section of Route 66. This would become a showcase facility and, importantly,

would preserve and restore a section of historic pavement that continues to deteriorate.

The partnership among local jurisdictions and state and federal agencies, formed to conduct the feasibility study, continues to carry the project forward. Sponsorship and a more formal partnership by local entities will be needed. Preserving this historic segment of original pavement and developing a unique bicycling facility is a major opportunity.

### **Macoupin County**

#### ***On the Western Alternate Route***

#### **Carlinville**

- University/Nicholas St. – Striping, if possible.
- Monterey Road – Improve shoulders.

#### **Gillespie**

- IL Route 16 (high traffic) – Improve shoulders to 4-6 ft. or sidepath.
- Macoupin St. – Striping, if possible.

### **Virden to Girard**

- Construct the Sangamon Valley Trail, 7 miles.

### **Benld to Staunton**

- Construct the 6-mile ITS Trail.

### **Staunton**

- Union St. – Striping, if possible.

### **Madison County**

#### **Hamel**

- Route 157 – Shoulder improvements and safety signage/lights. This half-mile on-road connection between the Worden-Hamel and Hamel-Edwardsville segments of the Quercus Grove Trail has high traffic counts.
- Route 157 – A future off-road trail connection between the Worden-Hamel and Hamel-Edwardsville segments of the Quercus Grove Trail.

#### **Edwardsville**

- Vandalia St. – Move to another location. Vandalia is also a state highway with extremely high traffic counts.
- St. Louis St. – Striping, if possible.



## Chapter Five: Trail Promotion

### Route 66 Trail Executive Council and Regional Committee Roles

The Route 66 Trail Executive Council includes elected officials, community and statewide organizations, park and other agencies, tourist interests, and more. The Council serves as an independent body providing oversight for Route 66 Trail planning, development and promotion.

The mission of the council is: The Route 66 Trail Executive Council serves as a cooperative partnership of agencies and organizations working toward implementation of the Route 66 Trail, linking communities along the trail with efforts to promote economic growth through tourism and recreation and establish the Route 66 Trail as a world class bicycling, recreational and learning experience for Illinois residents and visitors.

The council has three standing committees for the trail's three geographic regions (north, central and south). The committees address a wide range of local considerations, such as the trail's alignment, coordination among jurisdictions, and trail promotion.

The council helps sponsor and coordinate special events and bike rides that promote the trail, with the assistance of local communities.

Specific Executive Council steps may include:

#### Coordination

- Work with the Route 66 Heritage Project, Inc. to include the Route 66 Bike Trail in discussions with local communities regarding implementation of the Illinois Historic Route 66 Master Plan, to have bike racks and trail maps included at way-side exhibits, and to have a biking tour added to their website "Itineraries" page.
- Coordinate with communities and other Route 66 organizations to integrate the Bike Trail into Route 66 themed events; coordinate through the regional committees.
- Coordinate major Trail events such as the 2009 Route 66 Trail Publicity Ride.
- Work more closely with the Illinois Department of Commerce and Economic Opportunity, Departments of Tourism.
- Facilitate meetings in the three regions.
- Coordinate with Missouri to link up with any Route 66 bike trail plans for that state.

#### Promotion

- Educate the public regarding the Route 66 Trail through websites, tourism agencies, press releases, and bicycle clubs.
- Encourage communities along the Trail to adopt the Route 66 Trail concept plan.
- Encourage Trail communities to participate in the regional committees.
- Prepare and distribute a newsletter to Trail communities to keep the Trail in their minds and to share activities, ideas, and progress.
- Educate state legislators on the importance of funding the Route 66 Bike Trail and on other issues that might impact adoption/promotion by local communities.
- Create a program for recognizing people, projects and events that promote and implement the Route Trail Plan.
- Produce and distribute trail signs and coordinate any other



activities involving consistency along the entire trail.

## Role of Local Communities and Agencies

Local communities and agencies are asked to:

- Adopt the Route 66 Trail Concept Plan.
- Increase public awareness of the trail and Route 66 history.
- Implement Route 66 Trail signage on both on and off-road segments.
- Encourage local jurisdictions to take appropriate actions to ensure that limited liability is understood and is taken into consideration when posting wayfinding signage.

- Encourage county and inter-municipal bike route connections to the Route 66 Trail.

- Install trail signs.

Local communities also have a major role to play in promoting the trail. They can:

- Advertise and promote corridor events and attractions and other related tourism-related opportunities.
- Gather, interpret, produce and disseminate written and electronic information on the trail, Route 66 history and significance and the many tourism and recreational opportunities to local residents and visitors.
- Establish visitor orientation centers and encourage voluntary

cooperation and coordination among federal, state, local and non-profit agencies and organizations on events and interpretive services.

## Planning for Change

In all discussion and promotion of the Route 66 Trail, there will always be a clear emphasis that the trail's development, over time, is expected to change and be updated. Such revising of the concept plan for the trail's development and improvement will be guided by local perspective and initiative. The Route 66 Trail Executive Council and regional committees intend that the trail's planning and development be a flexible process.





## Appendix A: Guidelines for Implementing Local Segments of the Route 66 Trail

Chapter 2 establishes the current Route 66 Trail alignment through work done by the 3 regional committees and closely follows the route as described in the **Route 66 Trail User Guide**. The guidelines presented in this appendix will help further the development of the Route 66 trail as outlined in Chapter 4 (recommended future trail improvements). It is hoped that local partners can make best decisions to get trail segments established, be it putting up signs, striping, or widening in conjunction with another road project, or pursuing an off-road trail. These guidelines are designed so local units of government can use the same consideration when implementing their section of the trail and there are standards, measures and consistency along the 400 plus miles of the Route 66 Trail.

The Route 66 Trail may consist of off-road trails and various types of on-road trail connectors, depending on what is appropriate and feasible for each segment. The preferred implementation is an off-road, hard-surfaced trail on its own right-of-way, separate from all motorized traffic. When that is not possible, then options may include an off-road “sidepath” trail parallel

to a road, on-road bicycle lanes, paved shoulders, or the street/road “as is”, without any improvements. In each case, the Route 66 Trail sign should be used for continuity and wayfinding purposes. The best practices around the country and the **AASHTO Guide for the Development of Bicycle Facilities** should be used to build these types of bicycle facilities.

The below guidelines are meant only as guidelines to help provide a consistent trail experience. Each local agency, when implementing their section of the trail route, should consider what is best for their segment of the trail.

### Guidelines For Implementing Rural Segments

The majority of the Route 66 Trail is on rural roads. The hard surface (no gravel) lower traffic roads are already suitable for many bicyclists, especially those longer-distance cyclists that would be in rural areas. For a large proportion of these lower traffic roads, wayfinding signage is the only improvement needed as the trail has been aligned along roads that are already relatively “bicycle-friendly”. For the busier rural

roads, (swept) paved shoulders on each side (with width varying according to traffic volume) are recommended. Illinois Department of Transportation’s (IDOT) paved shoulder bicycle policy should be used as is as follows:

Vehicular Daily Traffic Count (ADT)	Minimum paved shoulder width
Under 1,000	1 foot
1000 - 2999	4 feet
3,000 or more	4-6 feet

*\*Paved shoulder width will be increased to 6 feet for 55mph posted speeds; or for 45mph with either high truck, RV or bus traffic or where usage by inexperienced bicyclists is expected.*

### Guidelines For Implementing In-Town Segments

For in-town segments, where a separate trail on its own right-of-way is not possible, the following goals and strategies should be observed:

Especially in towns, plan for a target audience of casual adult bicyclists. At the same time, address the needs of those who are less traffic-tolerant, including children. When an in-town segment is on road, sidewalks should be present.





As much as possible, choose routes with lower traffic, ample width, directness, fewer turns and stop signs, 4-way stops or stop lights at busy roads, and access to destinations.

Be opportunistic, implementing improvements during other road projects and development.

Do not remove on-road parking if at all possible.

Where appropriate, use road striping to serve not only Route 66 Trail users but adjacent residents, as well. Cite the safety, traffic calming (slowing) and other benefits of striped, narrower roads.

Try to avoid widening sidewalks to 10-foot sidepath (adjacent off-road trail) widths where at least some residential front yards would be impacted.

Do not widen residential roads solely for Route 66 Trail improvements.

## Selecting the type of Route 66 Trail Segments

These guidelines are recommended for specific in-town route segments: Do not recommend sidepaths (adjacent off-road trails) for lower

speed (35 mph or less) roads with frequent crossing conflicts, including driveways, entrances, and cross streets. Generally, on-road bicycling is safer on these roads, due to cyclists being more visible to motorists at crossings, where most crashes occur. Sidepaths are a more appropriate choice along busier, faster (40+mph) roads, which usually have fewer crossings.

Where on-road bikeways are recommended, try to achieve a Bicycle Level of Service\* (BLOS) rating of High C or better. This is an appropriate goal for accommodating the casual adult bicyclists. Striping can significantly improve BLOS.

Where there is sufficient width and need, stripe roads for dedicated 5-foot bike lanes on each side of the road, following AASHTO standards. No parking is permitted in bike lanes, although roads with occupied parking can have bike lanes between travel lanes and parking spaces.

On sufficiently wide roads with sparse parking occupancy, stripe 7-8 feet Combined bike/parking lanes on each side, and sign as a bike route. Typical roads for this treatment are residential roads with lane width over 17 feet and

less than 10 percent parking occupancy.

The **2009 Manual for Uniform Traffic Control Devices** will include the Shared Lane Marking. This treatment may be used where the striping options above are not possible or desired. The pavement marking is used to inform motorists that the travel lane will be shared with bicyclists, and to inform cyclists about proper road positioning – especially to avoid opening doors on parked cars, often in downtown areas.

Combine each type of bikeway above with the Route 66 Trail signing to be most effective at wayfinding purposes.

*\*Bicycle Level of Service is a measure used nationally for quantifying the “bike friendliness” of a roadway. It indicates bicyclist comfort level for specific roadways geometries and traffic conditions. Roadways with a better (lower) score are more comfortable – and usually safer for bicyclists. An on line calculator can be accessed at: [www.bikelib.org/roads/blos/losform.htm](http://www.bikelib.org/roads/blos/losform.htm)*



## Appendix B: Bicycle Routes and Illinois' Liability Issue

While a continuous off-road trail may be the ultimate vision of the Route 66 Trail, cost and other realities will make this virtually impossible. It is likely that much of the route will remain on-road, sometimes with the trail segment types identified in Appendix A, but often with no changes to the existing road. In very many cases, an on-road segment may be entirely adequate for the user audience.

For purposes of continuity and ease of use, it is critical that all segments of the Route 66 Trail include wayfinding signage. However, due to a unique liability disincentive in Illinois, many local agencies have been reluctant to designate on-road bike routes either through signage, striping, or other means. Others have proceeded with on-road bike route plans. The issue is described below in excerpts of:

**“On-road Bicycle Routes and Illinois’ Liability Disincentive”**, from the League of Illinois Bicyclists:

The sharing of roads by bicyclists and motor vehicles is fully recognized around the nation, in the Uniform and Illinois’ Vehicle Codes, and in industry standards from IDOT, AASHTO, and the Federal Highway Administration.

These guidelines provide for “shared roadways” – the majority of the road network; those common, undesignated roads not needing any special treatment or signage. Some options listed include paved shoulders (for busy rural roads), bike route signage (on preferred routes), and on-road bike lanes (on some urban roads). In appropriate locations, these options may be used to improve on-road bike safety.

However, many local governments in Illinois have decided not to add these safety features because of a court-induced liability disincentive. We believe there has been overreaction on this issue, and we ask agencies to take a closer look.

In the sharply-divided *Boub v. Wayne Township* decision in 1998, the Illinois Supreme Court granted immunity to local governments for injuries suffered by cyclists due to road condition. Further, this immunity vanishes for roads designated with bike-specific features such as signage or bike lane markings. Do nothing, get immunity; add on-road bike lanes or signage, incur liability.

Thus, the disincentive, a problem unique to Illinois, and unchanged since 1998, despite attempts at legislation. But how much liability exposure is there? Are other local governments adding on-road bike-ways in this environment? Typical agency decision-making weighs risk management and exposure against policy, safety, and service to residents. Has this issue been receiving a fair assessment?

**Level of Exposure:** Historically, the exposure level has been very minimal, based on experiences in:

- 1) Illinois now: lots of pre-1998 Bike Route signs and even bike lanes exist in many scattered towns around the state; new on-road bike routes have since been installed in several other towns (below);
- 2) On all Illinois roads before the 1998 decision;
- 3) In all other states – where the Uniform Vehicle Code grants cyclists “all of the rights and duties applicable to the driver of a vehicle” – including liability protection.

While still unsettled in case law (which itself shows a lack of lawsuits), it could be interpreted that





on-road bikeways would only bring a willful and wanton level of exposure – instead of the negligence standard. (Willful and wanton seems to be a comfortable liability level for agencies, as evidenced by the abundance of off-road trails and a wide variety of recreational and other facilities.) ... This has been suggested by the top local government expert on this issue....

In March 2007, two major insurers of Illinois local government agencies (IPARKS and St. Paul-Travelers) were asked how much insurance premiums would rise for hypothetical additions of: a) 10 miles of off-road bike path; b) 10 miles of on-road bike lanes; and c) 10 miles of signed road routes. Both responded that there would be zero increase for each case, assuming that they were consulted to ensure proper engineering design standards were met.

**Other Towns:** Several Illinois towns have proceeded since the 1998 decision, despite the disincentive. Chicago is the most notable (104 miles of bike lanes and 155 miles of signed routes in 2005; another 130 miles planned by 2015). Almost all of Chicago's on-road bikeways have been added since *Boub v. Wayne*.

While definitely not an all-inclusive list, the following are some other Illinois cities believed to have installed marked bike lanes and/or signed bike routes since 1998:

- Batavia (signed bike routes and bike lanes)
- Champaign (bike lanes)
- Darien (bike lanes)
- Downers Grove (bike lanes and signed bike routes)
- DuPage County (Clarendon Hills Road bike lanes, and 2008 on-road bikeway policy)
- Edwardsville (bike lanes, New Poag Rd)
- Elgin (bike lanes)
- Evanston (bike lanes and signed bike routes)
- Geneseo (bike lanes and signed bike routes)
- Geneva (bike lanes and signed bike routes)
- Moline (signed bike routes)
- Morrison (signed bike routes)
- Naperville (bike lanes and signed bike routes)
- Northbrook (Share the Road signs and "sharrows" markings on the road – without stripes)
- Oak Park (signed bike routes)
- Park Ridge (bike lanes and signed bike routes)
- Plainfield (bike lanes, Van Dyke Road)
- River Forest (signed bike routes)
- Rock Island (bike lanes)
- Roselle (bike lanes and signed bike routes)
- Schaumburg (bike lanes)
- Springfield (bike lanes)
- Skokie (bike lanes and signed bike routes)
- Urbana (bike lanes)
- Warrenville (signed bike routes)
- Westmont (signed bike routes)

**A Closer Look:** In other towns, however, it seems that officials have only looked at the "either liability or immunity" perspective. This is too simplistic, not considering the true level of risk exposure. Quantifying exposure based on existing evidence is necessary to making an informed policy decision. Towns



do this all the time, in situations where doing nothing would mean no liability. So it should be with on-road bikeways, which create much less exposure than many other public amenities.

For many, unfamiliarity with on-road bikeways plays a role in the decision. Much can be learned from successful examples around the country – and from resources including the AASHTO Guide for

the Development of Bicycle Facilities. Following the court-accepted AASHTO guidelines is the best way to minimize liability exposure while improving public safety.







## Appendix C: General Funding Sources and Strategies



### Illinois Transportation Enhancement Program (ITEP)

Program provides funding for community based projects that enhance transportation and travel modes. Funding can be used for enhancing the transportation system through preservation of visual, cultural and historic resources and environmental improvements related to transportation infrastructure. A project must fall into 12 eligible categories listed in the ITEP Guidelines Manual and also must relate to surface transportation in order to qualify. Program funding provides up to 80 percent of project costs. The remaining 20 percent funded by local sponsor.

Administered by the Illinois Department of Transportation.  
**Website:** [www.dot.il.gov/opp/itep](http://www.dot.il.gov/opp/itep)

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Program offers funding for a variety of transportation projects and specifically includes bike and pedestrian facility projects that reduce travel by automobile. This is a federally funded program that is part of the surface transportation

improvements designed to improve air quality and to mitigate congestion. CMAQ funds are only available in areas of the state that do not meet national air quality standards. Local sponsor pays engineering costs and the state pays up to 80 percent reimbursement.

Administered by the Illinois Department of Transportation.  
**Website:** [www.cmap.illinois.gov/cmaq](http://www.cmap.illinois.gov/cmaq)

### Surface Transportation Program

The Surface Transportation Program (STP) provides flexible spending that is used by states and localities on any Federal-aid highway bridge, transit capital and bus terminal facilities. Funding for up to 80 percent for bicycle and pedestrian projects, either stand alone or in conjunction with a highway improvement project.

Administered by the Illinois Department of Transportation through The Council of Mayors.  
**Website:** [www.dot.il.gov](http://www.dot.il.gov)

### Outdoor Recreation Grants-in-Aid programs

These programs are most relevant for bicycle and multi-use off-road

facilities. Bicycle Path Program has earmarked funding for acquisition, construction and rehabilitation of public non-motorized bicycle paths and directly related support facilities. Local share is 50 percent and state share of 50 percent funding is matched. Recreational Trails Program-provides up to 80 percent funding assistance for acquisition, development, rehabilitation and maintenance of motorized and non-motorized recreation trails. Local share of funding is 20 percent and 80 percent state share.

Open Space Lands Acquisition and Development (OSLAD) - assists local government agencies in acquisition and development of land for public parks and opens space. Funds can be used for multi-use recreational facilities as part of a larger open space development project. Funding provides up to 50 percent with local share 50 percent.

Administered by the Illinois Department of Natural Resources.  
**Website:** [www.dnr.state.il.us](http://www.dnr.state.il.us)

**Safe Routes to School (SRTS):** The Illinois Safe Routes to School Program uses a multi-disciplinary approach to improve conditions for students who walk or bike school. Funding is provided for



both infrastructure improvements to the physical environment, as well as non-infrastructure projects. Eligible project sponsors include schools and school districts, governmental entities and non-profit organizations. Funding is 100 percent federal dollars.

Administered by the Illinois Department of Natural Resources.  
**Website:** [www.dot.il.gov/saferoutes/saferouteshome](http://www.dot.il.gov/saferoutes/saferouteshome)

**National Scenic Byways Program:** National Scenic Byways Program funds may be used for construction along scenic byway of a facility for pedestrians and bicyclists. The Federal Share of funding is 80 percent with a local match of 20 percent.

Administered by the National Scenic Byways Program  
**Website:** [www.bywaysonline.org](http://www.bywaysonline.org)

**Tourism Attraction Development Program (TAP):** this program funds matching funds to assist in the development or improvement of projects that increase the economic impact of tourism throughout the state.

Administered by the Illinois Department of Commerce and Economic Opportunity  
**Website:** [www.idceo.state.il.us](http://www.idceo.state.il.us)

**Corridor Planning Grant Program:** A 5 year program for local governments in urbanized areas. Goals of the program are to promote land use and transportation options to reduce the growth of traffic congestion, connect infrastructure and development decisions, promote balanced economic development to reduce infrastructure costs, and promote intergovernmental cooperation.

Administered by the Illinois Department of Transportation  
**Website:** [www.dot.state.il.us/corridorplanning/corridor](http://www.dot.state.il.us/corridorplanning/corridor)

### Member Initiative Funds and Other Funding Sources

It is important for local communities and organizations to work with their city councils, village or town boards to allocate local resources for planning, engineering studies, and specific projects. Outside agencies are more often willing to

fund projects that are all ready underway on local initiative and with local resources.

State legislators have discretionary funds that can be used for projects of their choice. They can be powerful allies for pulling together and providing resources for projects that span municipalities.

***See:** Local District Representative/ Senator*

**General Revenue:** Villages and towns have financed projects directly from their general revenue or capital funds.

**Tax Increment Financing District:** Funding revenues can be secured through TIF funding to improve conditions for walkers and cyclists as part of a larger development projects.

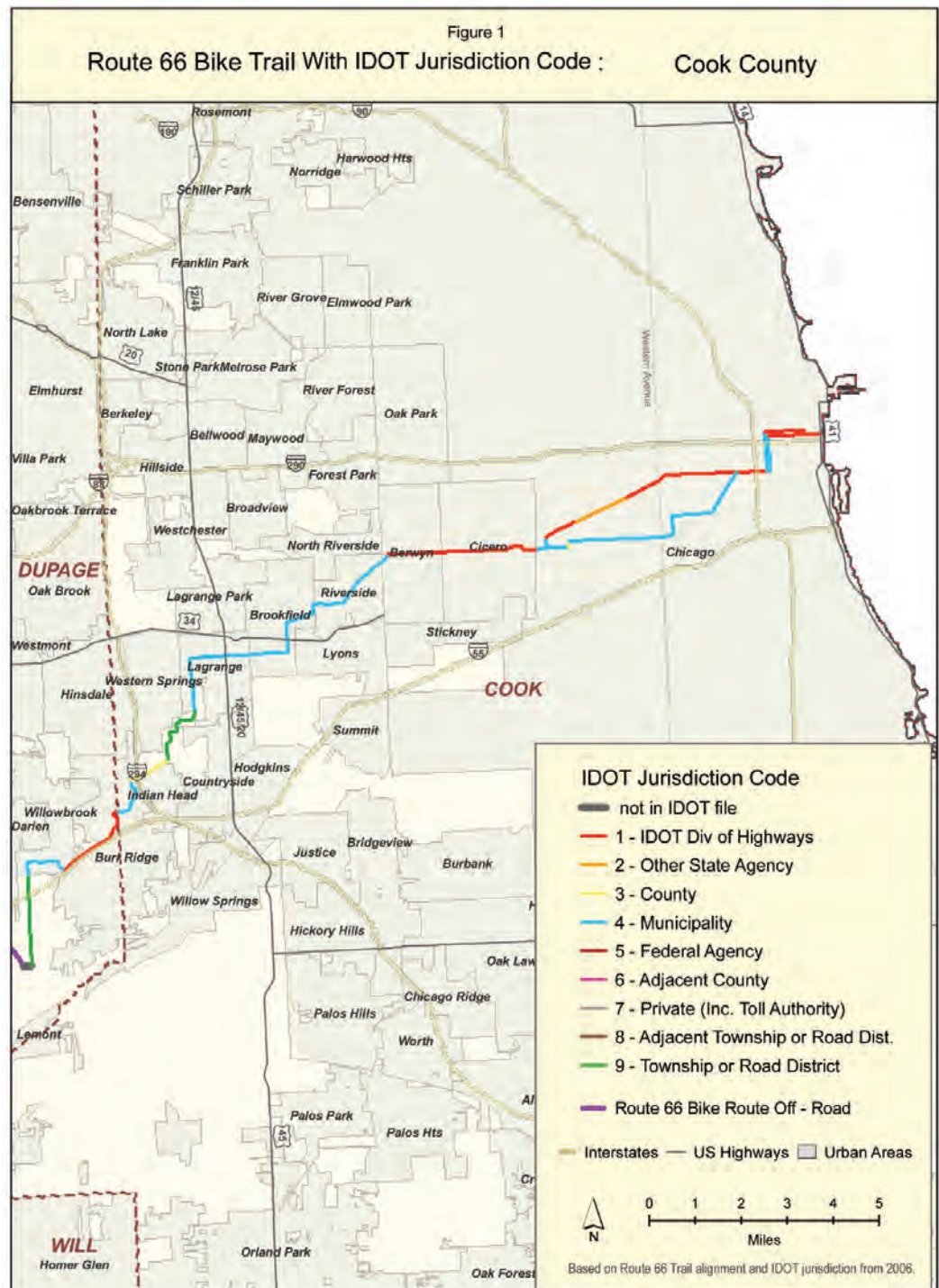
**For an extensive list and information on bicycle and trail funding sources see:**  
[www.bicyclinginfo.org](http://www.bicyclinginfo.org)





## Appendix D: Road Jurisdiction Maps

Maps on the following pages originate from the early Route 66 Trail alignment, so the trail may not exactly match the alignments from the current and future trail maps. Still, the IDOT jurisdiction codes provide important information about the agencies having management responsibility where the trail is on-road.





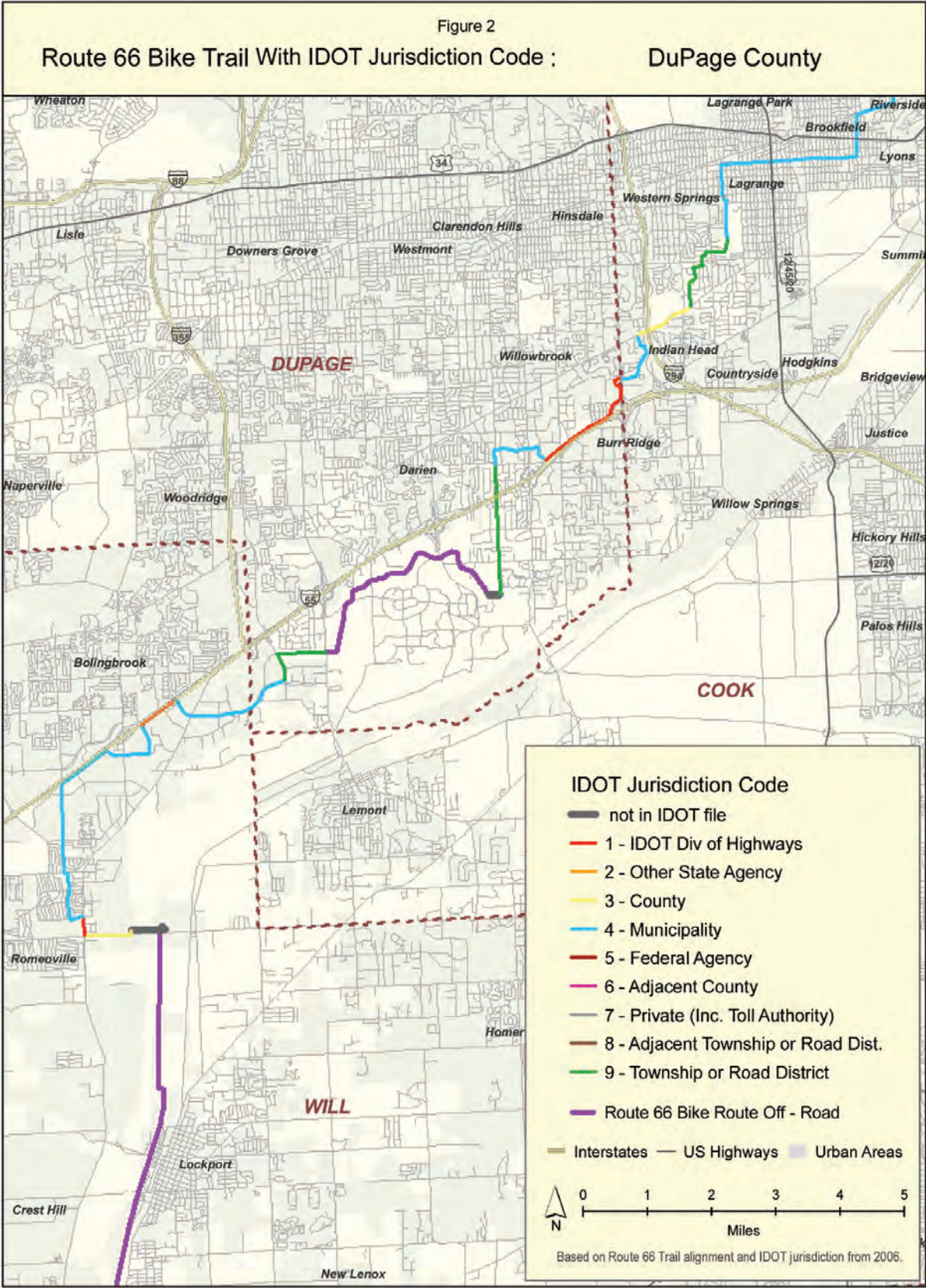




Figure 3

Route 66 Bike Trail With IDOT Jurisdiction Code :

Will County

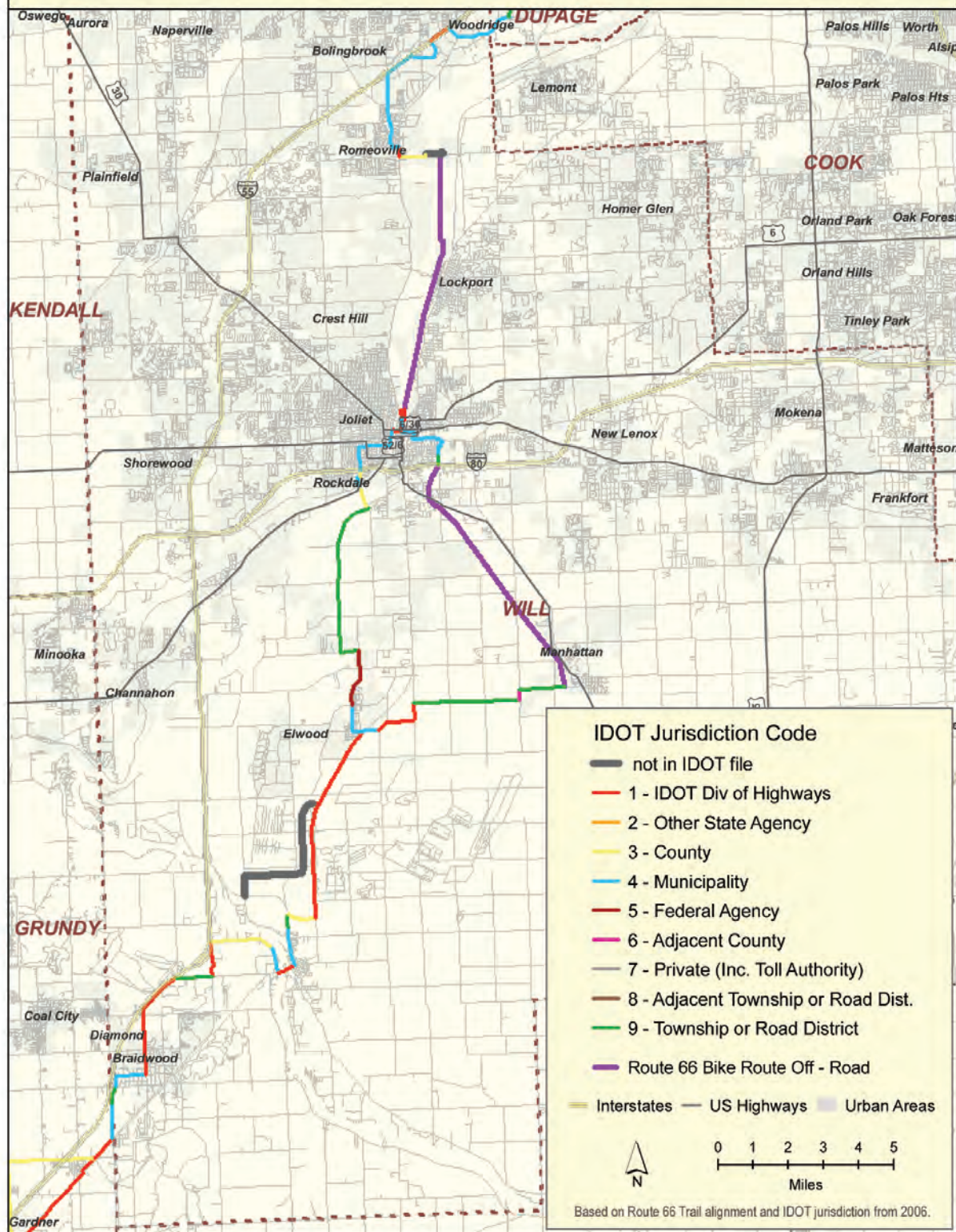




Figure 4  
Route 66 Bike Trail With IDOT Jurisdiction Code : Grundy County

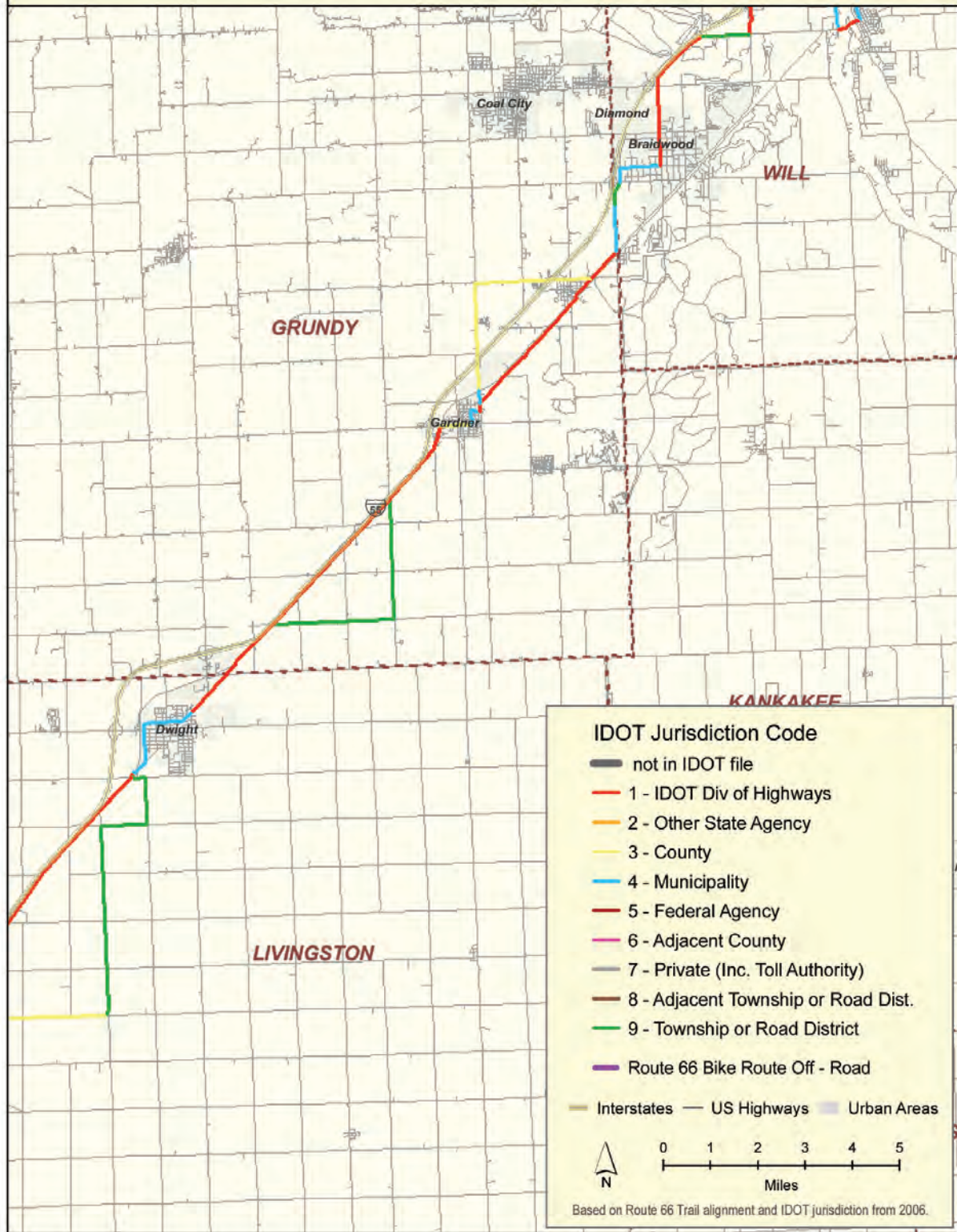
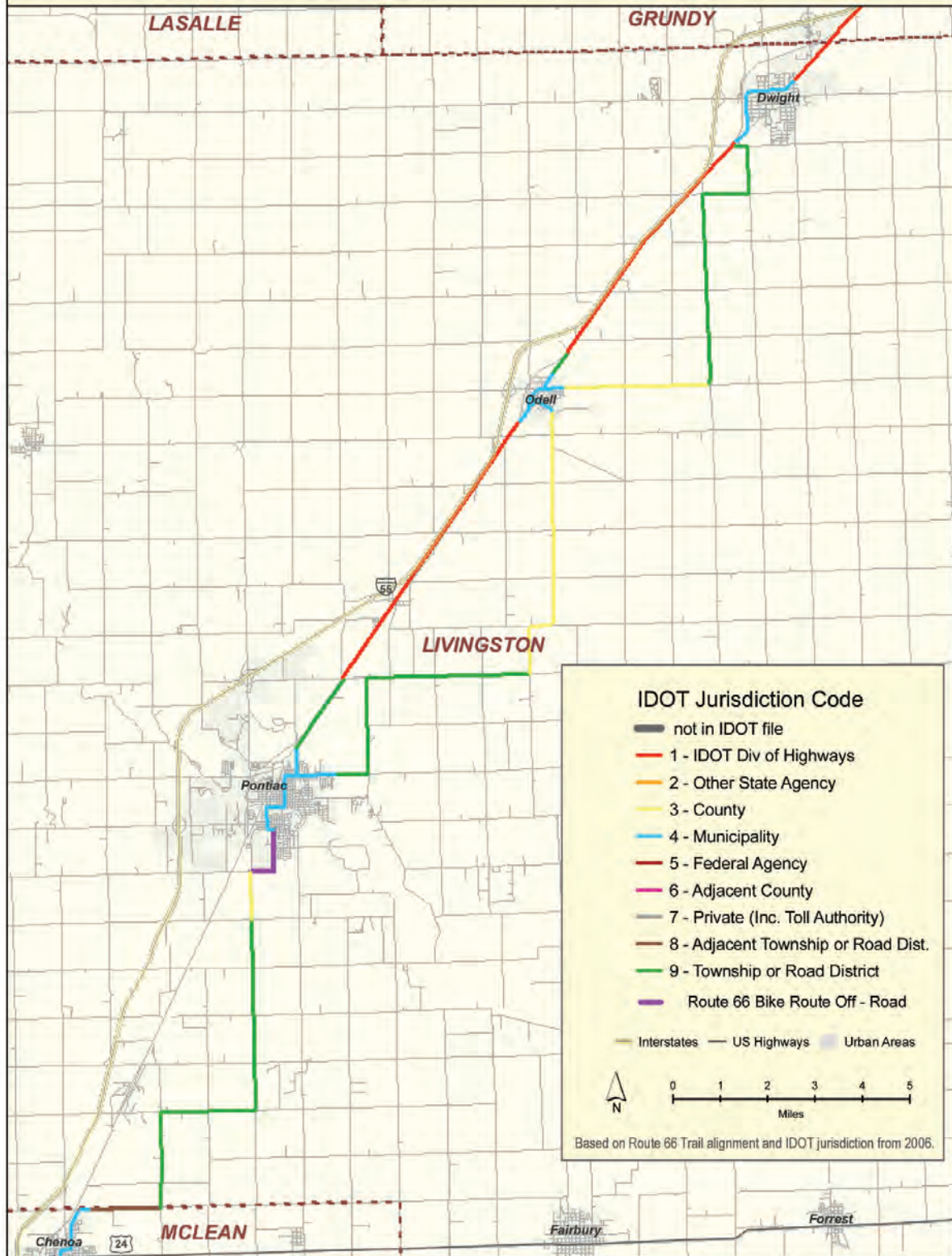




Figure 5

Route 66 Bike Trail With IDOT Jurisdiction Code :

Livingston County



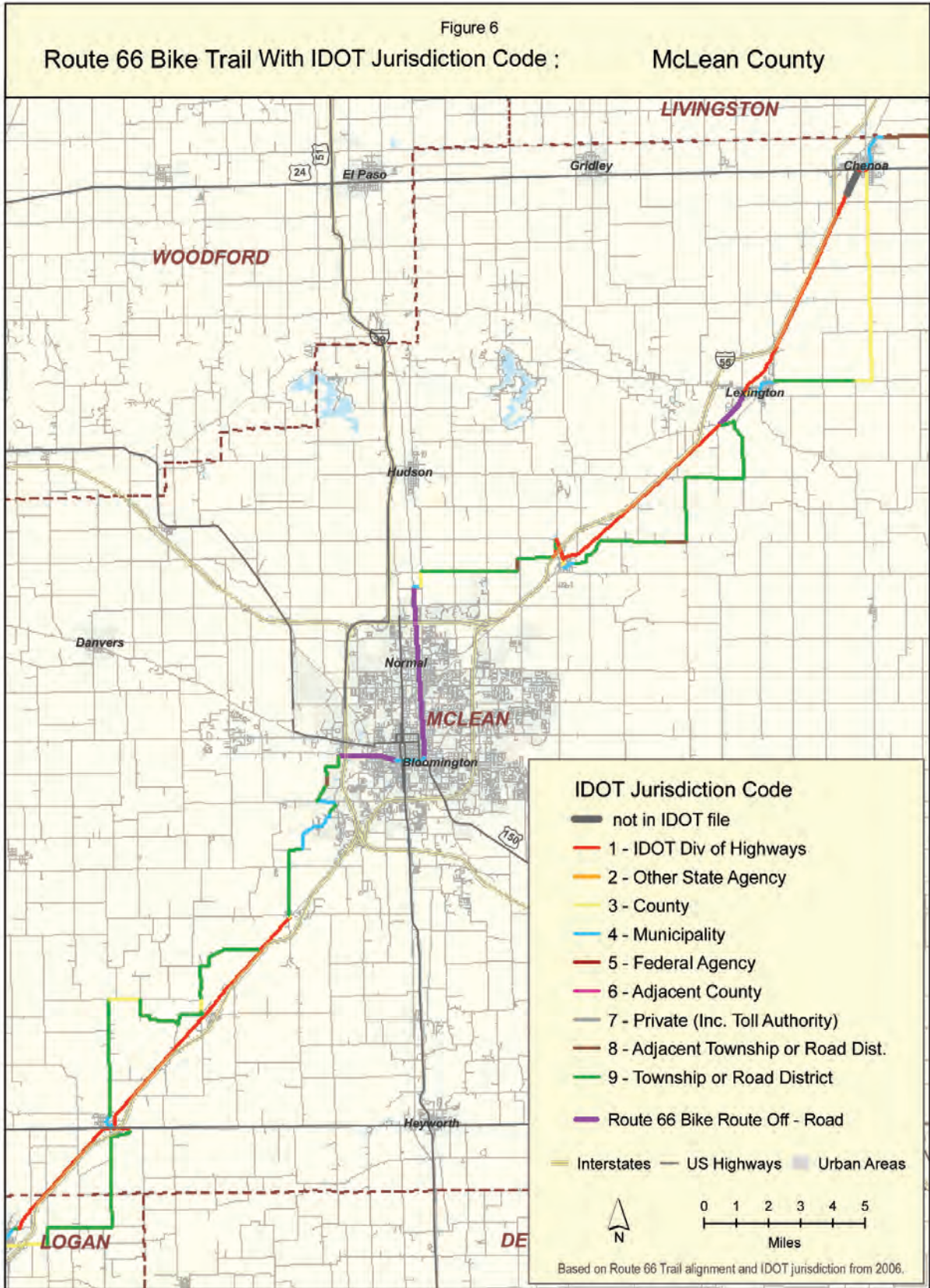




Figure 7

Route 66 Bike Trail With IDOT Jurisdiction Code :

Logan County

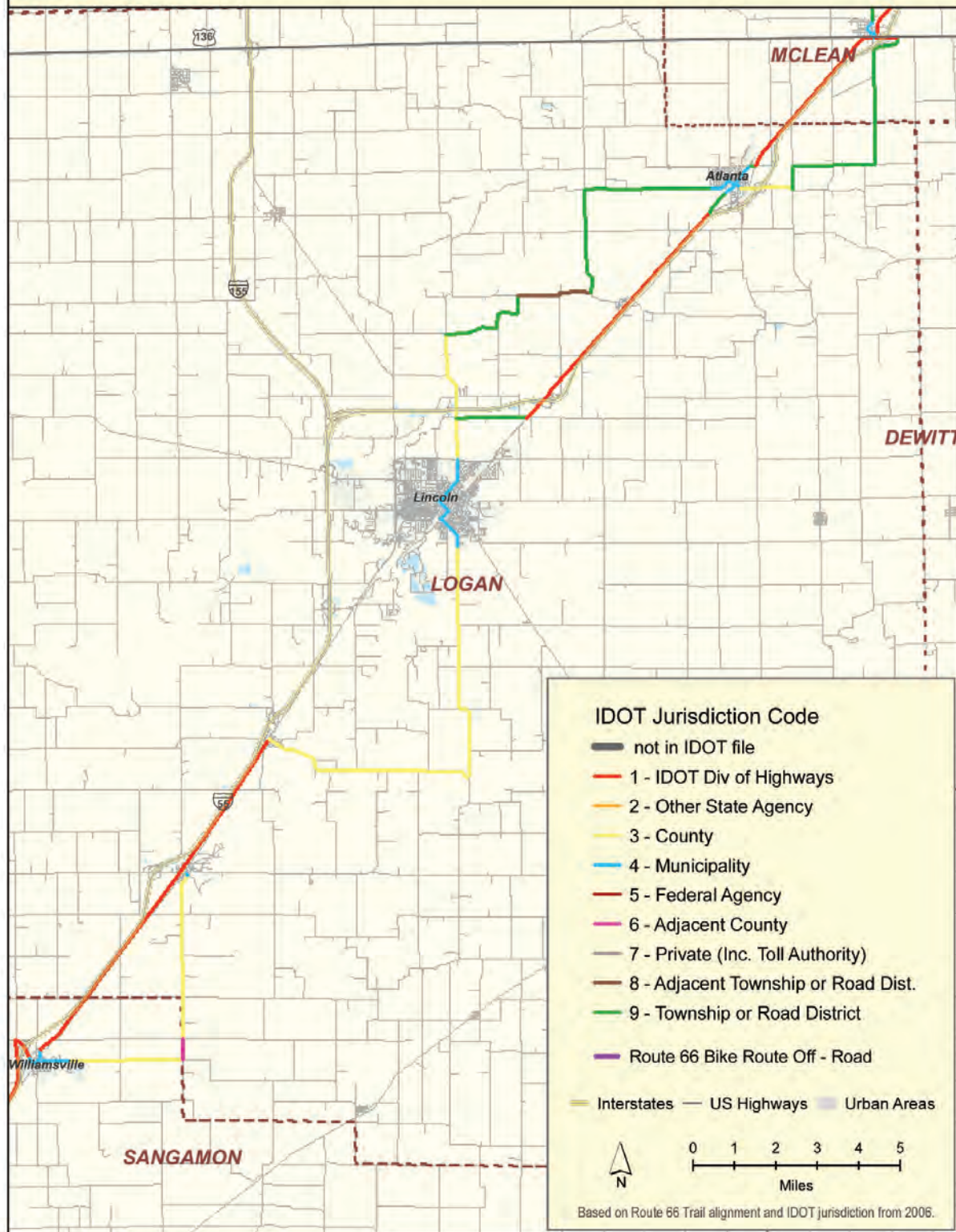


Figure 8  
Route 66 Bike Trail With IDOT Jurisdiction Code : Sangamon County

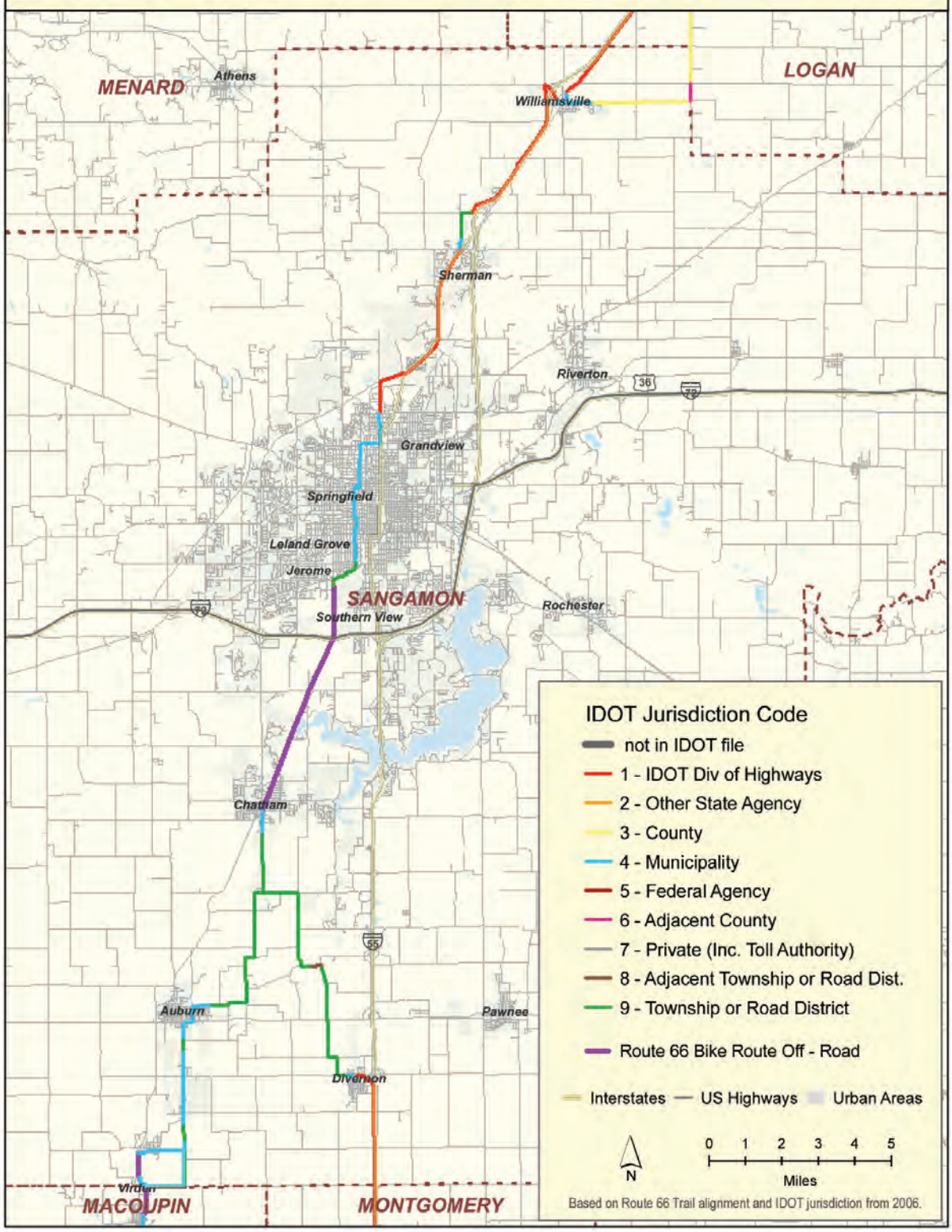
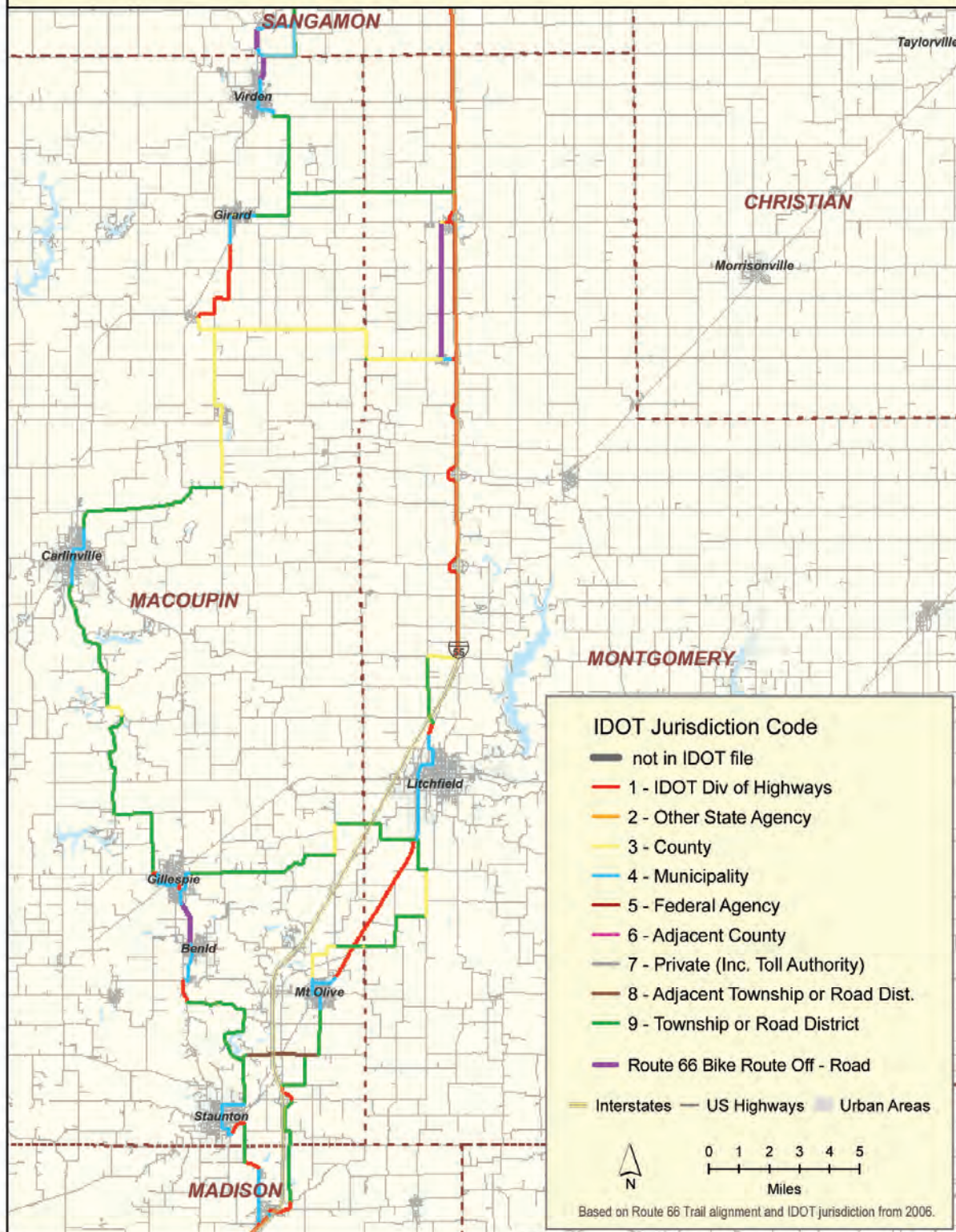




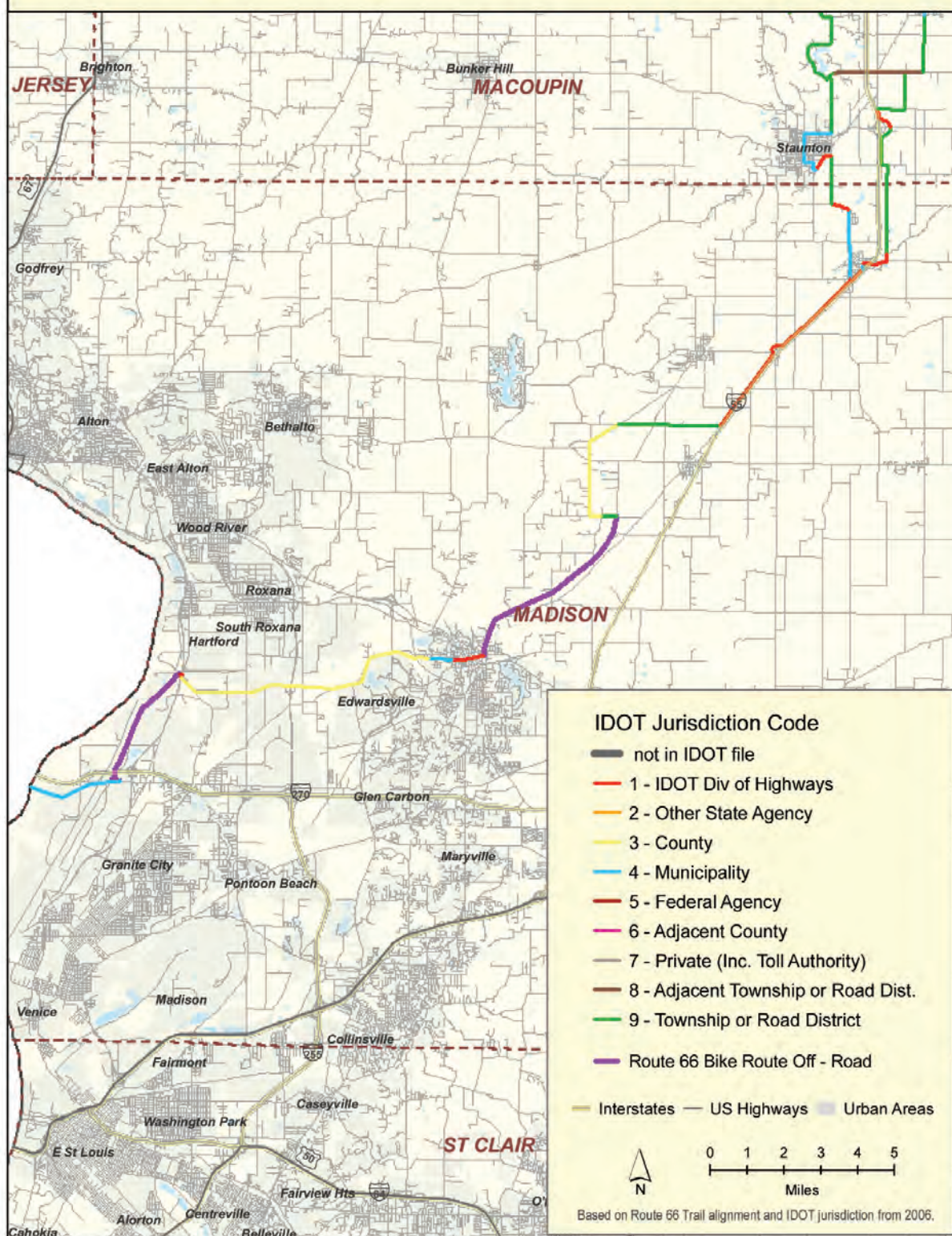
Figure 9  
Route 66 Bike Trail With IDOT Jurisdiction Code :

Macoupin and  
Montgomery Counties





Route 66 Bike Trail With IDOT Jurisdiction Code : Madison County





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The following were useful sources of information in the development of the **Route 66 Trail Concept Plan**.

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**Traveling the New, Historic Route 66 of Illinois**, John Weiss, 2003.

U. S Forest Service Midewin Trail Map

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The mileages for the existing Route 66 Trail described in this plan are based upon the **Route 66 Trail User's Guide, First Edition**. The User's Guide provides a detailed turn-by-turn description of the trail, as well as attractions and accommodations information. North-to-south cue sheets describe turns, road names, and mileages. The guide also includes inset maps for many communities.

Mileages have been adjusted as new off-road trails or other changes have been incorporated into the Route 66 Trail and replace original on-road sections.



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