

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form (National Register Bulletin 16A)*. Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Chain of Rocks Bridge
other names/site number N/A

2. Location

street & number West Chain of Rocks Road not for publication
city or town Madison vicinity
state Illinois/Missouri code IL/MO county Madison/St. Louis code 119/ zip code 62040
510

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

William W. Smith 5/11/06 4/4/2006
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Mark C. Miller 17 October 2006
Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 - See continuation sheet
- determined eligible for the National Register.
 - See continuation sheet
- determined not eligible for the National Register
- removed from the National Register.
- other,

(explain:)

Signature of the Keeper

Date of Action

Chain of Rocks Bridge
Name of Property

St. Louis [Independent City], MO
Madison County, IL
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
2	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Historic and Architectural Resources of
Route 66 Through Illinois

**Number of Contributing resources previously listed
in the National Register**

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: vehicular bridge

Current Functions
(Enter categories from instructions)

TRANSPORTATION: pedestrian bridge

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Warrant Truss

Materials
(Enter categories from instructions)

foundation Concrete

walls N/A

roof N/A

other Steel, Concrete

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Chain of Rocks Bridge
Name of Property

St. Louis [Independent City], MO
Madison County, IL
County and State

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ENGINEERING

Period of Significance

1929-1956

Significant Dates

1929
1936

Significant Person

(complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Brown, Baxter L., Engineer
Union Bridge and Construction Company of New York,
and the American Bridge Company, Builders

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency – National Park Service
- Local Government
- University
- Other

Name of repository:

Chain of Rocks Bridge
Name of Property

St. Louis [Independent City], MO
Madison County, IL
County and State

10. Geographical Data

Acreage of Property 12.6 acres

UTM References

(place additional UTM references on a continuation sheet.)

A	<u>15</u>	<u>744945</u>	<u>4294155</u>	C	<u>15</u>	<u>746635</u>	<u>4293325</u>
	Zone	Easting	Northing		Zone	Easting	Northing
B	<u>15</u>	<u>744965</u>	<u>4294225</u>	D	<u>15</u>	<u>746455</u>	<u>4293405</u>

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Philip Thomason/Teresa Douglass
organization Thomason and Associates date November 9, 2005
street & number 1907 21st Ave. S. telephone 615-385-4960
city or town Nashville state TN zip code 37212

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

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

Photographs

Representative **black and white photographs** of the property.

Additional items

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

Property Owner

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

name City of Madison, Illinois
street & number 615 Madison Avenue telephone 618-451-4838
city or town Madison state IL zip code 62060

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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Chain of Rocks Bridge
St. Louis [Independent City], MO/Madison County, IL
Historic and Architectural Resources of Route 66
Through Illinois

Section number 7 Page 1

DESCRIPTION

The Chain of Rocks Bridge is one of the most unusual and interesting bridges in the United States. Over one mile in length, it crosses America's largest river, the Mississippi, near its confluence with the Missouri River. The structure is notable for its steel truss design, which features five continuous trusses that form ten spans. The bridge's most character defining feature is a thirty degree bend in the middle. This bend was engineered to ease the navigation of river traffic both around the bridge supports and the nearby water intake facilities downstream. The Chain of Rocks Bridge is an outstanding example of a large-scale highway bridge of the early twentieth century.

The bridge is located approximately two miles northwest of downtown Madison, Illinois, and eight miles north of downtown St. Louis. It is approximately one-half mile south and downstream of the Interstate 270 Bridge across the Mississippi River. The bridge is accessed on the Illinois side via W. Chain of Rocks Road, which extends west from Old State Highway 3. This road crosses the Chain of Rocks Canal onto Chouteau Island and now dead ends at a parking area at the eastern approaches to the bridge (Photo 1). On the Missouri side the bridge is accessed via Riverview Drive and Chain of Rocks Road. This road also dead ends at a parking area at the western approaches to the bridge (Photo 2).

The Chain of Rocks Bridge was constructed in 1927-1929 across the Mississippi River connecting St. Louis, Missouri, and Madison County, Illinois. It is of steel construction and has a total length of 5,350 feet (Photos 3 and 4). The bridge was designed with a twenty- and twelve-panel, rigid-connected continuous through truss, with rigid-connected Warrant through truss approach spans. Spans measure 700 feet and 350 feet. The substructure includes concrete abutments, wingwalls and piers. The bridge has a concrete deck over steel stringers. Other features include built-up chord channels with double lacing, lateral bracing, and steel floor beams and guardrails. The bridge contains a twenty foot-wide roadway that originally supported vehicular traffic. A unique feature of the bridge is its thirty-degree bend midway across the river (Photo 3).

In recent years, the bridge was repaired and cleaned as part of its conversion to a pedestrian walkway over the Mississippi River. Its conversion to a pedestrian bridge resulted in the addition of a four-foot high steel guard rail for safety. Entry gates were also added on the east and west ends of the bridge. Several wayside exhibits with information concerning the bridge are now attached to the steel structure. The bridge was originally built with a toll house at the western end of the bridge on the Missouri side of the river. This toll house has been demolished and no surface remains are visible. On the east side of the river is a section of original roadbed, which is 1,000' in length. This roadbed is intact and extends to the intersection with the Chain of Rocks Road. It is included within the boundary as a contributing structure. No other buildings or structures associated with the Chain of Rocks Bridge are extant.

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STATEMENT OF SIGNIFICANCE - SUMMARY

The Chain of Rocks Bridge, which crosses the Mississippi River and connects St. Louis, Missouri, with Madison County, Illinois, is eligible for the National Register under Criteria A and C for its significance in transportation and engineering. Under Criterion A the Chain of Rocks Bridge reflects an important era in the nation's transportation history as a notable link in the US Route 66 corridor. Revered as the "Main Street of America," Route 66 is distinct in the American interstate system of the early twentieth century as one of the most well-traveled roads to the West. The history of Route 66 reflects the country's social, economic, and cultural development during this era. The Chain of Rocks Bridge played a pivotal role in the highway's history. The bridge served as the widest river crossing along the route, and provided access to the largest city between the route's two termini. The Chain of Rocks Bridge continued to carry Route 66 traffic until the late 1960s. After a period of non-use, the bridge now serves as a pedestrian and bicycle corridor.

The Chain of Rocks Bridge is also eligible under Criterion C for its significance in engineering. The bridge's steel truss design is notable for its graceful, long-span trusses, which are cantilevered over tapered concrete piers. Over one mile in length, it is one of the longest bridges of this type in the country. The thirty degree bend in the middle of the structure also makes it quite distinctive. The original design of the bridge was altered to include this bend in an effort to better accommodate river navigation and to adequately maneuver the river's problematic geological formations. The Chain of Rocks Bridge is an excellent example of early highway design and construction. Its size, scale, and unique configuration make it an important resource of American transportation history. In 1994, investigators for the Missouri Historic Bridge Inventory identified this bridge as meeting National Register criteria for its significance in transportation and engineering. The bridge was also inventoried in the Illinois Department of Transportation's Historic Bridge Survey. The Chain of Rocks Bridge is nationally significant and its period of significance extends from its construction date of 1929 to the fifty year milestone of 1956.

The bridge has not been significantly altered since its historic usage with Route 66 and it retains a high degree of integrity and sense of time and place. On the east side of the bridge is an intact section of roadbed leading to the bridge, which is approximately 1,000' in length. This roadbed is of concrete and retains much of its integrity. It is also included as a contributing structure to the property. On the west side of the bridge the boundary is drawn to include the site of the tollhouse built in 1929. This site is presently covered with asphalt and gravel but is included for its potential to yield information on toll house construction and the operations of the bridge.

The bridge meets the registration requirements set forth in the Multiple Property Documentation Form, "Historic and Architectural Resources of Route 66 Through Illinois."

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St. Louis [Independent City], MO/Madison County, IL
Historic and Architectural Resources of Route 66
Through Illinois**ADDITIONAL INFORMATION**

The Chain of Rocks Bridge was constructed in the late 1920s to help alleviate the rising traffic congestion across the Mississippi River. The sixth vehicular bridge to be built over the Mississippi River in the area, the Chain of Rocks structure connected Madison County, Illinois, and northern St. Louis, Missouri. The bridge takes its name from a rocky area that extends across the river. Known as the Chain of Rocks, this natural formation often made river navigation troublesome. A private association of local capitalists known as the Chain-of-Rocks and Kingshighway Bridge Company sponsored construction of the bridge and received a Congressional charter to build the structure in 1927. St. Louis engineer Baxter L. Brown designed the structure, which was to cost \$1.25 million. Brown's design called for a straight roadway with five continuous, rigid-connected trusses forming ten spans. Massive concrete piers supported the structure and stood approximately fifty-five feet above the high water mark. Approaches on both ends were to consist of simple trusses with the north end having a four-mile long fill.¹

Brown's design for the bridge had to be slightly altered, however, due to the surrounding terrain and issues with existing structures. The bridge was to be built near the Chain of Rocks water pumping station, and its proposed location was upstream from two existing water intake towers associated with the station. Navigating around both the bridge and the tower would make river travel through the area difficult, and after riverboatmen strongly protested the plan, the War Department ordered the configuration of the bridge to be changed. Also, the initial straight design would have put the bridge in a location where there was not sufficient bedrock to support it. The new design featured a thirty degree bend in the road at about mid-span that aligned the bridge supports with the water intake towers, thus easing navigation of barges and other vessels through the river's shoal area.²

Construction of the bridge commenced in 1927 with the Union Bridge and Construction Company of New York working on the concrete substructure and the steel superstructure, while the American Bridge Company manufactured the trusses. Work began on both sides of the river simultaneously and by March of 1928, the substructure was partially completed and work began on the superstructure. The crew completed construction of the piers the following August, and the opening of the bridge was anticipated for New Year's Day, 1929. The mighty Mississippi, however, had other plans. Ice and spring flooding resulted in high waters that caused

¹ Clayton B. Fraser, "Chain of Rocks Bridge" (HAER Inventory, Missouri Historic Bridge Inventory, Missouri Highway and Transportation Department, August 1994).

² Ibid., Conor Watkins' Ozark Mountain Experience, Article 4, Meet Me In St. Louis—Part II, "The Old Chain of Rocks Bridge and The Confluence of the Missouri and Mississippi Rivers," <http://www.web.umn.edu>. Sources differ as to the degree of the bend in the bridge. At least two sources note the degree of the turn as 22, another 24; however the HAER Inventory documents it at 30 degrees.

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construction delays for an additional six months.³ The Chain of Rocks Bridge opened to traffic on July 20, 1929. Its final cost came to \$2.5 million, double the initial estimate. Both sides of the river featured beautifully landscaped entrances, and a large ornate toll booth anchored the bridge on the Missouri end (Figures 1-2). On the Illinois side, four hundred elm trees lined the approach to the bridge, while Missouri's landscaping included a park-like setting near a pond for the water plant (Figure 3).⁴

In 1936, the Chain of Rocks bridge was designated part of US Route 66. In the St. Louis area, Route 66 was originally routed across the Mississippi and into the city over the McKinley Bridge. In 1934, the route was changed to the MacArthur Bridge. Each of these corridors channeled traffic into St. Louis's warehouse district. Both options resulted in congested downtown traffic, so the highway was rerouted a third time in 1936 to cross over the Chain of Rocks Bridge. This was a much preferred course as it brought travelers into the city from the north and past the Chain of Rocks Amusement Park, which had opened in 1927. The park's location on the Missouri hills overlooking the river made it one of the city's most picturesque spots.⁵ The Chain of Rocks Bridge was "one of the most spectacular built-features of the early road" due to both its mile-long length and its sharp turn.⁶ Although the bridge's designer assured officials that the bend in the bridge would not present a problem for drivers, it became a legendary bottleneck along the route. Despite special signs and signals intended to alert drivers and keep the flow of traffic moving, the turn still proved troublesome.

Also during the 1930s, the City of Madison, Illinois, issued \$2.3 million in bonds and purchased the bridge from the founding company. The collection of toll charges brought substantial revenue to the city over the years and provided numerous improvements to the city. During World War II, the colorful red sections of the bridge had to be painted green to subdue visibility from the air, and the rationing of gasoline lessened traffic. To offset these costs, tolls for the bridge were increased to thirty-five cents per car with an additional five cents for each passenger other than the driver. In the late 1950s, the toll dropped to fifteen cents per car.⁷

The Chain of Rocks Bridge continued to carry Route 66 traffic into the late 1960s. By this time, growing amounts of traffic, changes in automobile design, development of modern interstate systems, and advanced technologies called for a new, wider structure. The New Chain of Rocks Bridge opened in 1967, less than

³ Fraser, HAER Inventory, "Chain of Rocks Bridge."

⁴ "The Old Chain of Rocks Bridge."

⁵ Ibid.; Fraser, HAER Inventory, "Chain of Rocks Bridge."

⁶ Michael Cassity, "Route 66 Corridor, National Historic Context Study," (Route 66 Corridor Preservation Program, National Trails System Office-Intermountain Region, National Park Service, Santa Fe, New Mexico, 2004), 66.

⁷ "The Old Chain of Rocks Bridge."

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2000 feet upstream from the original to carry traffic along Interstate 270. Tolls on the old Chain of Rocks Bridge ceased, but traffic across the 1929 structure dwindled. The City of Madison could no longer afford to maintain the structure and closed the bridge in 1968. Various ideas for using the bridge emerged over the years as it sat idle; however none came to fruition and the impressive structure began to deteriorate from neglect. In the early 1970s, Army demolition teams considered blowing the bridge up for practice. Demolition appeared imminent and was planned in 1975. Luckily, the value of scrap steel plummeted in 1976, thus demolition of the bridge was no longer profitable. The bridge, however, presented a dilemma. Too expensive to tear down, it was not suitable for modern vehicular traffic. Stuck in limbo, the Chain of Rocks Bridge remained idle for another twenty years although it did serve as a site location for the movie, "Escape From New York."⁸

Finally, in 1989, the non-profit group Trailnet arrived at the idea of transforming the bridge into a pedestrian and bicycle corridor. The bridge's long length and great views of the city and river made it a good candidate for this new trend in greenways and pedestrian corridors. Trailnet embarked on a plan and after seven years signed a 20-year lease agreement with the City of Madison. Clean-up and restoration of the bridge began in January 1997 and opened to the public in 1999 as the "Route 66 Bikeway." The Chain of Rocks Bridge now serves as a link to greenways and approximately 300 miles of trails on both sides of the river. It is the site of numerous community events and activities such as bird watching and bike-a-thons. The structure retains its historic design, materials, and character and is an outstanding example of early twentieth century bridge construction. The 1994 HAER documentation of the bridge in the Missouri Historic Bridge Inventory, assessed the Chain of Rocks Bridge as a "well-preserved, nationally important remnant of early highway design and construction—one of Missouri's most important bridges." The report also states that the structure is "technologically important as an outstanding example of large-scale highway bridge construction in the 1920s," and rated the bridge as eligible for the National Register. This distinctive bridge played a key role in the rich history of Route 66 as well and is significant in the transportation history of the early to mid-twentieth century.

For additional information see the Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois" and the "Route 66 Corridor, National Historic Context Study."

⁸ Ibid.

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BIBLIOGRAPHY

Cassity, Michael. "Route 66 Corridor, National Historic Context Study." Route 66 Corridor Preservation Program, National Trails System Office-Intermountain Region, National Park Service, Santa Fe, New Mexico, 2004.

Fraser, Clayton B. "Chain of Rocks Bridge." Historic American Engineering Record Inventory, Missouri Historic Bridge Inventory, Missouri Highway and Transportation Department, August 1994.

"The Old Chain of Rocks Bridge" Trailnet Brochure.

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

Watkins, Conor. "The Old Chain of Rocks Bridge and The Confluence of the Missouri and Mississippi Rivers." *Ozark Mountain Experience*, <http://www.web.umn.edu>.

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Chain of Rocks Bridge
St. Louis [Independent City], MO/Madison County, IL
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VERBAL BOUNDARY DESCRIPTION

The boundary for the Chain of Rocks Bridge is illustrated on the accompanying Madison County, Illinois, tax map 13-35-00 and the aerial photograph (Maps 1-3). The boundary is drawn to include the bridge and the immediate approaches to the bridge. The boundary extends to encompass imaginary lines twenty feet on either side of the bridge. The total area encompassed by this boundary is 12.6 acres.

VERBAL BOUNDARY JUSTIFICATION

The boundary for the Chain of Rocks Bridge includes all property historically associated with the bridge. The boundary encompasses the bridge and its immediate approaches. On the west side of the bridge the boundary includes the site of the toll house, which is currently covered with a gravel and asphalt surface. It is unknown if any foundations or other materials of the toll house are extant but the boundary includes this site for its potential archaeological record. Between the toll house site and Riverview Drive the road surface no longer retains integrity. On the east side of the bridge the boundary includes approximately 1000' of the original W. Chain of Rocks Road. This section of roadbed retains its original integrity until it intersects with the asphalt surfaced Chain of Rocks Road. No other properties are extant that are associated with the Chain of Rocks Bridge.

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PHOTOGRAPHS

Chain of Rocks Bridge, Madison County, Illinois and St. Louis County, Missouri

W. Chain of Rocks Road

Photos by: Thomason and Associates

Date: April 20, 2005

Location of Negatives: National Park Service, Santa Fe, New Mexico

Photo No. 1: East terminus of the bridge, view to the west.

Photo No. 2: West terminus of the bridge, view to the east.

Photo No. 3: Southern elevation of the bridge, view to the northwest.

Photo No. 4: Concrete deck and steel structure, view to the west.

Photo No. 5: Concrete deck and steel structure, view to the east.

Photo No. 6: Thirty degree turn in the middle of the bridge, view to the southeast.

Photo No. 7: Original concrete roadbed east of the bridge terminus, view to the east.

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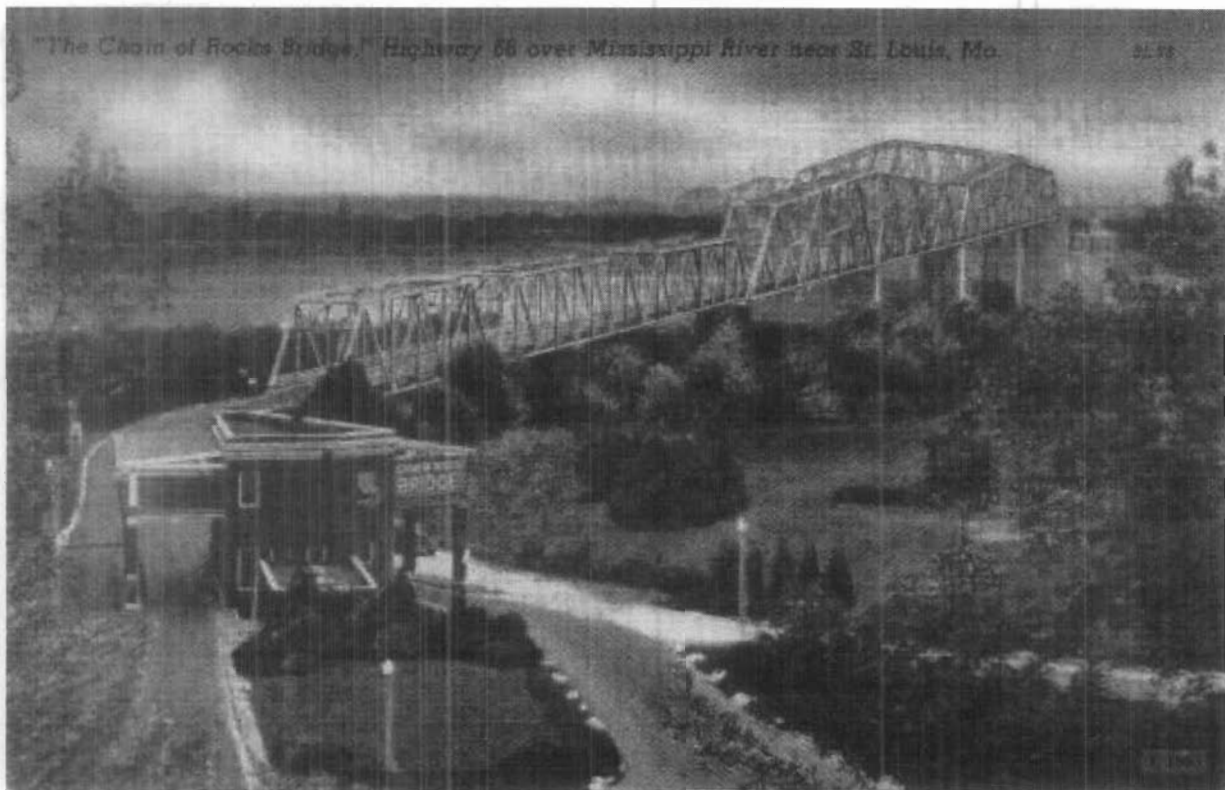


Figure 1: Chain of Rocks Bridge and Toll House, ca. 1940, (Courtesy of Joe Sonderman Collection).

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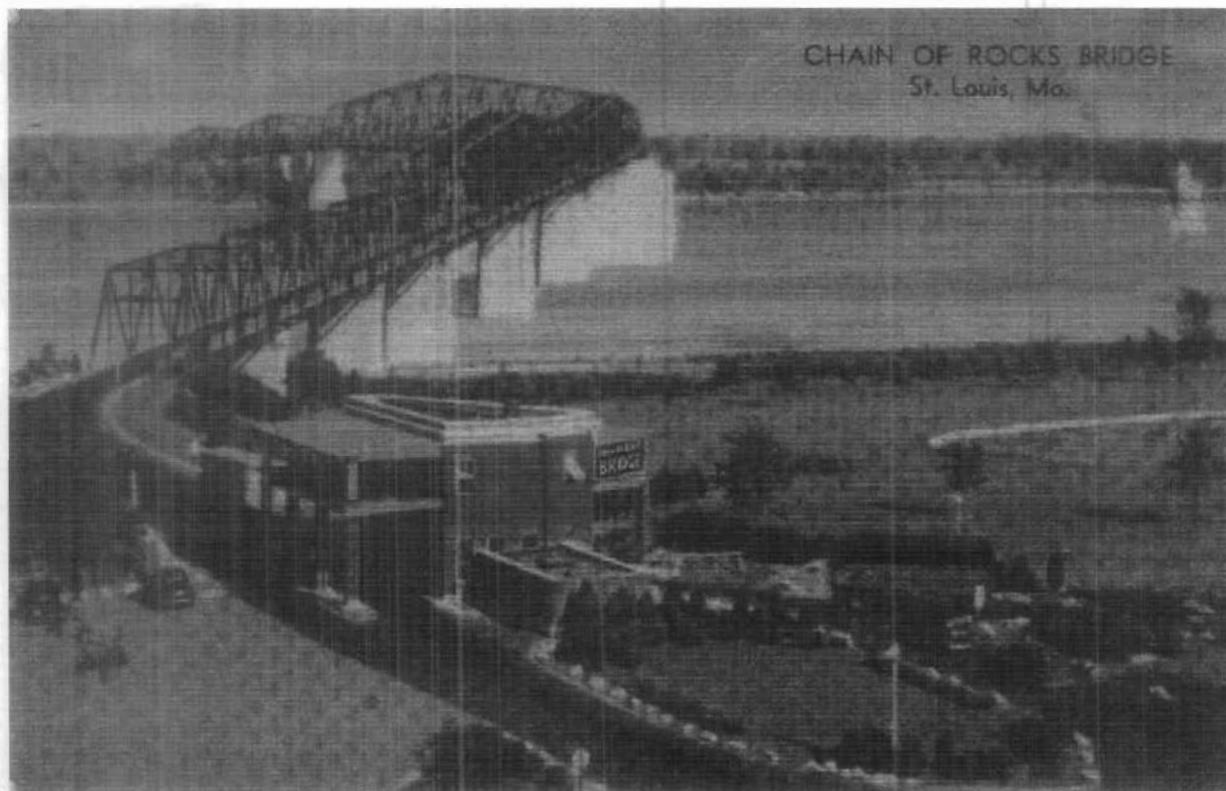


Figure 2: Chain of Rocks Bridge, ca. 1950 on the Missouri side of the river. The view shows the original two-story toll house. (Courtesy of Joe Sonderman Collection).

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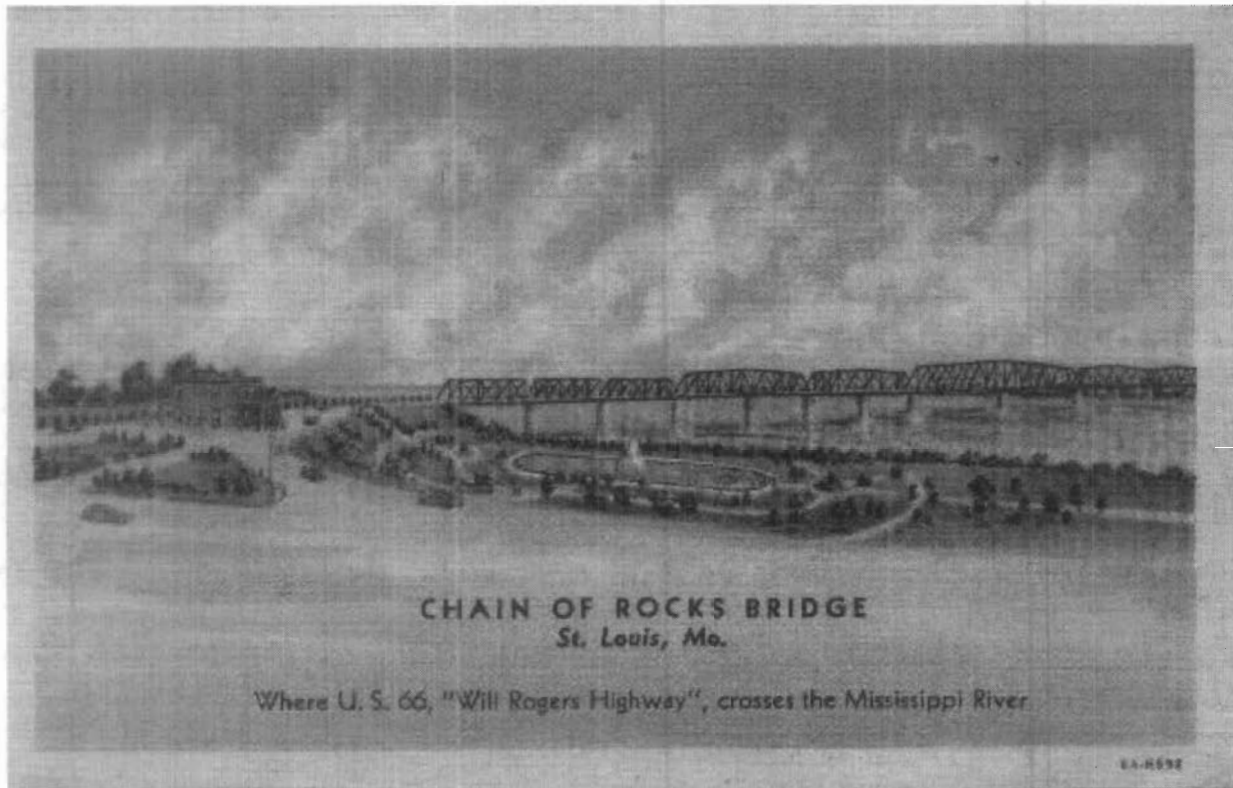


Figure 3: Chain of Rocks Bridge, ca. 1950 view from the Missouri side of the river (Courtesy of Joe Sonderman Collection).

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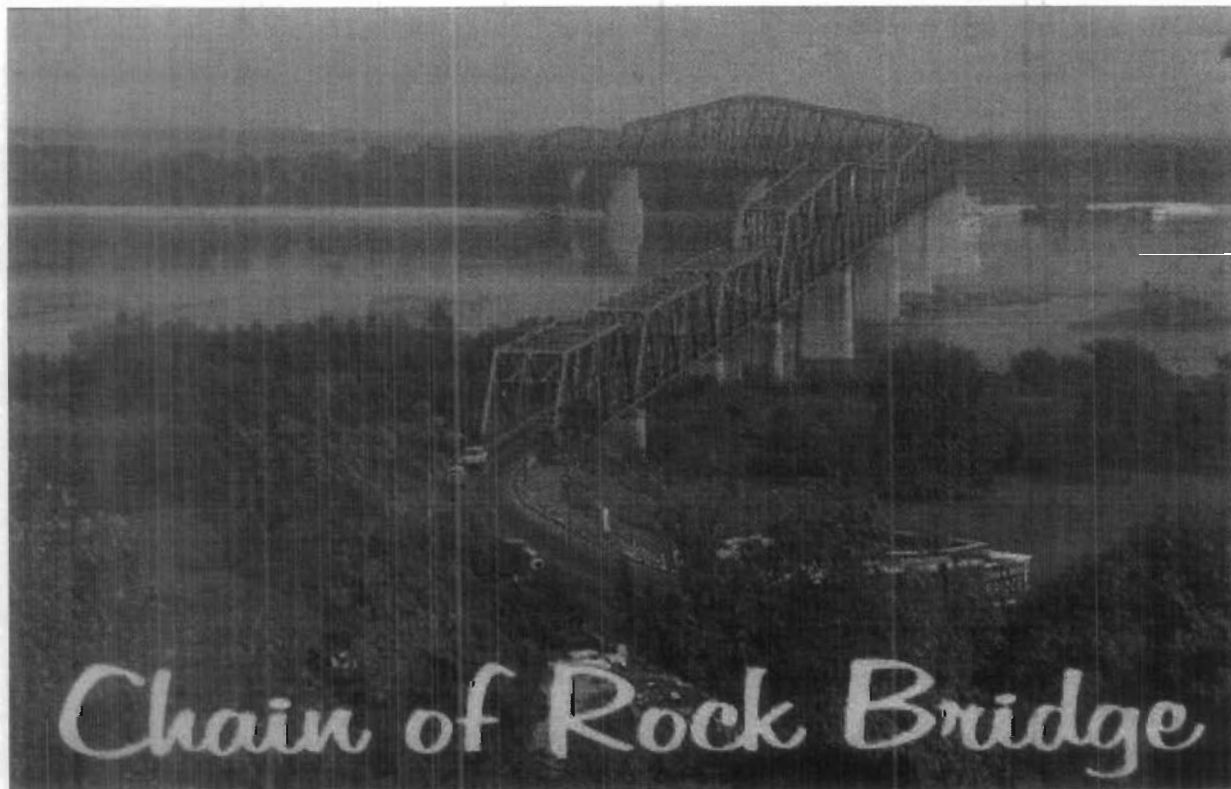


Figure 4: Chain of Rocks Bridge from Missouri, ca. 1960 (Courtesy Joe Sonderman Collection).

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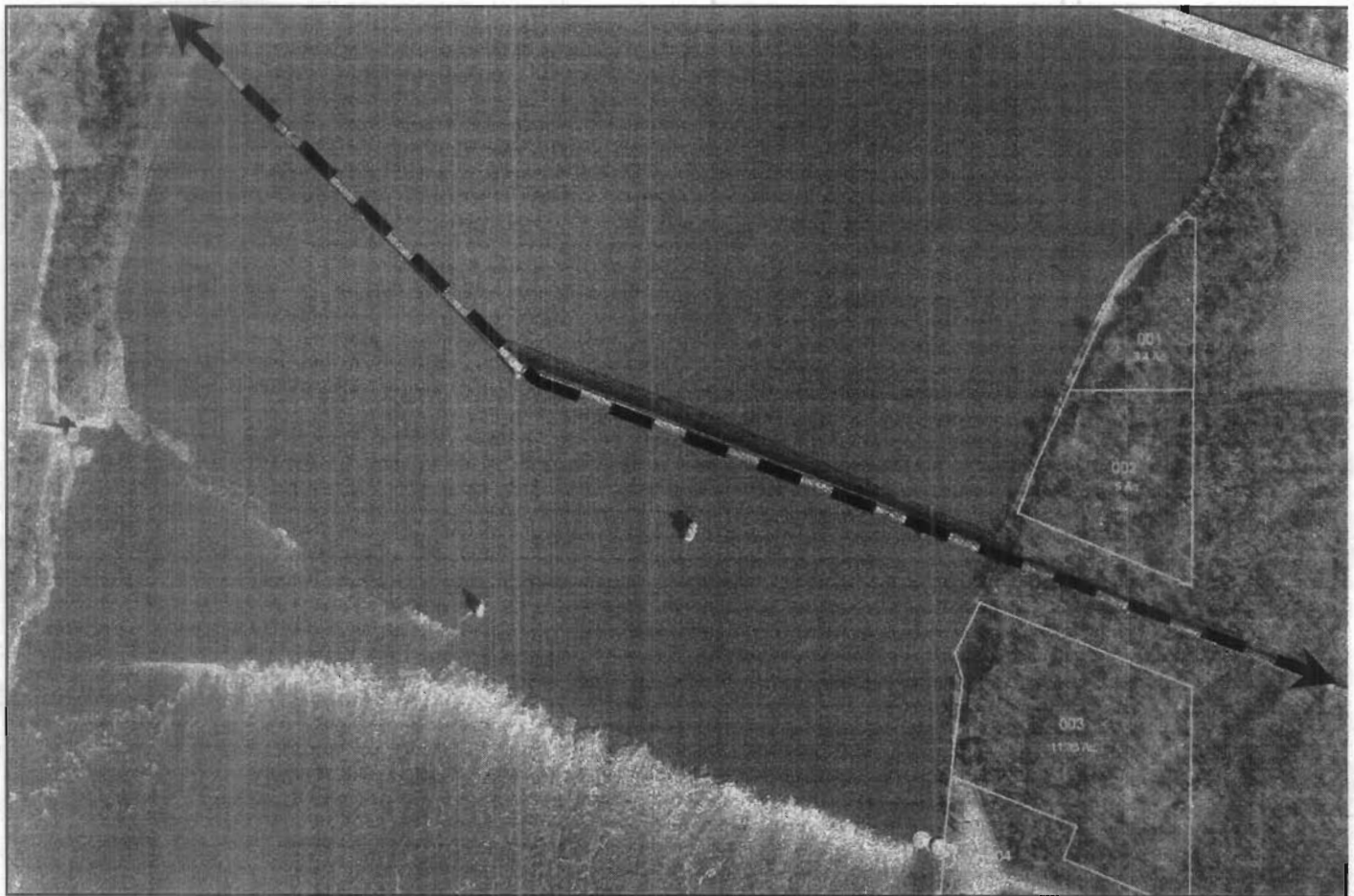
Map 1: The boundary of the Chain of Rocks Bridge is between the two arrows. (Scale 1:25,000)

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Map 2: The boundary includes the bridge and a 20' along either side of the bridge as shown on the Madison County tax map.

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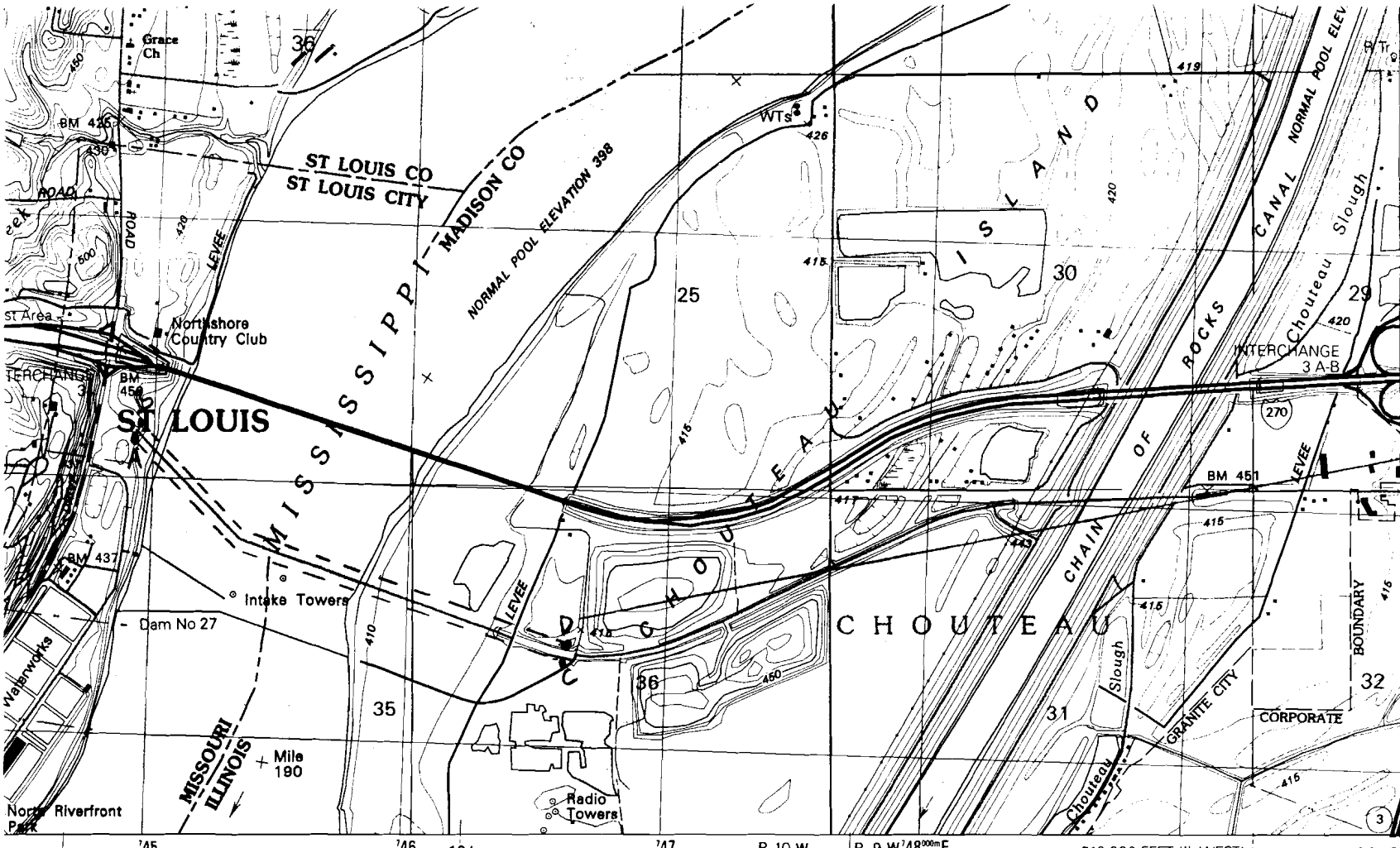
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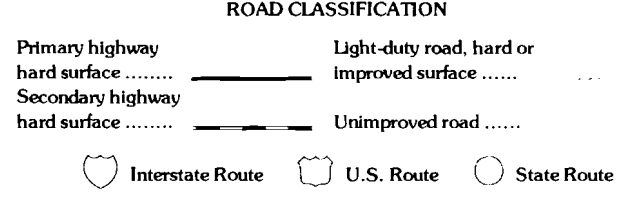
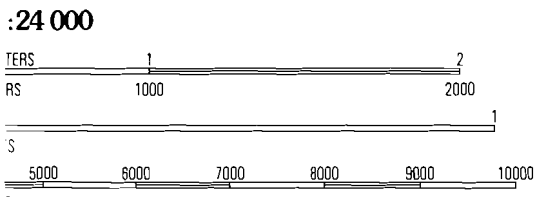
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Map 3: The boundary extends from the east side of the bridge to include a section of original roadbed to the intersection with the Chain of Rocks Road as shown on the Madison County tax map.



Chain of Rocks
 Bridge
 Madison Co. IL
 St. Louis City, MO
 UTM:
 A: 15/744945/
 4294155
 B: 15/744965/
 4294225
 760 000 FEET
 (IL WEST) C: 15/746635/
 4293325
 493000-N
 D: 15/746455/
 4293405



SCALE 1:24 000
 HORIZONTAL DATUM OF 1929
 METERS, MULTIPLY BY 0.3048
 MAP ACCURACY STANDARDS
 P.O. BOX 25286, DENVER, COLORADO 80225
 GEOGRAPHY AND LAND SURVEY
 RESOURCES, ROLLA, MISSOURI 65401
 CHAMPAIGN, ILLINOIS 61820
 AND SYMBOLS IS AVAILABLE ON REQUEST

1	2	3	1 Elsah 2 Alton 3 Bethalto
4		5	4 Florissant 5 Wood River 6 Clayton
6	7	8	7 Granite City 8 Monks Mound

ADJOINING 7.5' QUADRANGLE NAMES

COLUMBIA BOTTOM, MO-IL
 1998

NIMA 7961 | SW-SERIES V879















