A BOUNDARY STUDY
OF THE
ILLINOIS & MICHIGAN CANAL
HERITAGE CORRIDOR

Prepared by the I&M Canal NHC Commission
Midwest Region
National Park Service
U.S. Department of the Interior

Pursuant to
Public Law 104-353, Stat. 4093
The Omnibus Parks and Public Lands Management Act of 1996

September 4, 1997
Executive Summary

Section 902 of Public Law 104-353, Stat. 4093 calls for a study of the boundaries of the Illinois & Michigan Canal National Heritage Corridor, an affiliated area of the National Park System. Specifically, the study was propose boundaries for the Corridor along the Calumet-Sag and the Chicago Sanitary and Ship canals and to examine the relationship of the former Joliet Army Ammunition Plant (now known as the Midewin National Tallgrass Prairie and jointly administered by the U.S. Forest Service and the State of Illinois) with the Corridor.

At the time the National Heritage Corridor was signed into law, the boundary maps for the area east of Harlem Avenue had not been prepared. This has led to confusion as to whether certain historic or natural resources were in the Corridor, or not, for purposes of promotion. The definition of these boundaries will have only two impacts on the communities and resources:

1. A source of civic pride at being included in a nationally recognized heritage corridor, and

2. Limits on the areas eligible for funding from the Commission's Revolving Loan Fund which seeks to help businesses create new jobs. The boundaries will help in the administration of this Fund by clarifying the areas of eligibility.
BACKGROUND

The Illinois & Michigan Canal National Heritage Corridor was created by Congress in 1984. The legislation which created this, the first national heritage corridor (Public Law 98-398, 16 USC 461), makes reference to a map dated May 1983 and numbered IMC-80,000. The boundaries defined on that map are completed west of Harlem Avenue, but were left undefined east of Harlem Avenue. Map 1 shows the pertinent portion of that map for reference. This study does not include the area shown on IMC-80,000.

The need to define the boundaries is primarily a matter of administrative convenience. The legislation which created the I&M Canal NHC specifically forbids any additional regulations being promulgated as a result of designation as part of the Corridor. The two areas where the boundary is important are in identification of sites and events in the Corridor, where the Commission invests in advertising and signage, and in the administration of the Commission's Revolving Loan Fund where projects have to be within the Corridor. No additional costs for inventories or studies should be incurred since the areas to be included have already been inventoried or funds are available through other channels to do necessary studies.

In 1986-87, the Commission took on the task of defining the boundary east of Harlem Avenue. A committee, including Dr. Michael Conzen who drafted Map IMC-80,000, was formed and drew up a new map (Map 2) based on defining two corridors along the Sanitary & Ship Canal/Chicago River, and along the Cal-Sag Channel/Calumet River, both ending at the shore of Lake Michigan. Subsequently, a heron rookery just outside the present boundaries was deemed worthy of inclusion (Map 3). The Omnibus Parks and Public Lands Management Act required this study to include the addition of the Joliet Arsenal into the Corridor (Map 4). Map 5 shows the relationship of all these segments.

ORIGINAL 1987 REPORT

The following section is a verbatim copy of the original study report sent to the Secretary of the Interior in May of 1987.

"RECOMMENDATION FOR COMPLETION OF CORRIDOR BOUNDARY

Legislative specifications for the Corridor boundary

Definition of a Corridor boundary was a necessary component of the legislation, and a boundary was prepared during the months leading up to its enactment in August 1984 that fulfills these specific requirements:
- that it bound a continuous, unbroken zone from one end of the Corridor to the other;
- that the zone extend from Lake Michigan (at the Chicago River and Calumet River outlets) to the LaSalle-Peru area;
- that the zone be easily recognizable on the ground and on maps in terms of prominent physical edges or community limits.

Principles of delineation underlying the boundary adopted by the Legislation

1) The key purpose behind the delineation of the Corridor boundary is to make possible the historical interpretation of all the major phases and elements of the Corridor's development. Therefore, the boundary is drawn to include places and territory just sufficient to give a coherent, comprehensive, and integrated view of this history. The history includes the canal system as a set of physical features, since it helps to unify interpretation of the Corridor's past, but it is not limited solely to canal features. Historically related to the canal system are all the other transportation arteries in the Corridor, before and after the canal, the adjacent rural and agricultural territory bordering it, and the towns, industries, and other settlements along and near its course, for all historical periods. All these elements are an integral part of the Corridor's history because they give context and meaning to the creation and operation of the canal and its successors. The canal in turn, strongly influenced their evolving character. Any significant aspect of local history that is to be found on, along, or near the canal is considered proper content for the overall historical interpretation of the Corridor.

2) The boundary was defined without regard to specific property ownership, political jurisdiction, or land use, because the legislation contains no coercive provisions regarding these aspects of the Corridor. Only the value for historical interpretation and practicality of delineation governs the placement of the Corridor boundary. Once defined, however, these boundaries would henceforth clarify which areas would or would not benefit from the terms of the legislation.

3) The boundary is set solely for purposes of interpretation. It is appropriate to remember that the Commission's responsibilities within the boundary are limited to technical assistance and interpretation. The Commission can not, by the law that created it, own or manage land within the boundary. Further, the act does not in any way alter or mandate land use, property ownership or local jurisdiction in the Corridor.

Boundary delineation: first phase (west of Harlem Avenue)

Following these principles, and after extensive discussions with local interests, the Corridor boundary was delineated for the entire portion of the Corridor west of Harlem Avenue, as indicated in the official map incorporated by reference in the legislation. The boundary is aligned with various segments of freeway, railroad right-of-way, and surveyed township lines so as to bound a continuous zone with appropriate internal size and shape to facilitate coherent interpretation of that portion of the Corridor's history.
Not yet completed at the time the legislation was enacted by Congress was the boundary of the portion of the Corridor east of Harlem Avenue. This resulted from late adjustments in the basic provisions of the legislation that affected this eastern sector. So that the bill would not be delayed it was generally accepted that the precise boundary of the eastern portion of the Corridor (east of Harlem Avenue) would be delineated once the Corridor Commission was established, and that this would be anticipated on the official map by use of broken lines and arrows at Harlem Avenue pointing eastward. Broken line symbols on maps are often used to indicate "incomplete" and "not yet fully demarcated" features.

Congress passed the legislation with the clear expectation that the Corridor east of Harlem Avenue would be delineated with equal precision as soon as practical and that it would carry the Corridor along two major forks (the I & M Canal water link and the Cal-Sag water link) each terminating at Lake Michigan. Testimony before the House Committee on Interior and Insular Affairs (enclosed) substantiates this, as does Congressman Seiberling's letter of clarification to the Commission dated December 17, 1986 (enclosed). Congress therefore anticipated that the delineation of this eastern portion represents completion of a definition process already approved and mandated in the legislation, and does not represent a change or a new action.

As the final definition of the boundary east of Harlem Avenue is no new action, it entails no new responsibility for the Commission.

The Commission is charged only with technical assistance and interpretation in the Heritage Corridor. Just as there is no management of administrative responsibility for any of the dozens of state and local parks and museums west of Harlem Avenue within the boundary, the Commission cannot manage or maintain existing parks, museums and public lands in the Corridor from Harlem Avenue to Lake Michigan. The Commission has no more responsibility for Grant Park in Chicago than it does for Starved Rock State Park in LaSalle County.

**Boundary delineation: second phase (east of Harlem Avenue)**

The boundary delineation of the Corridor east of Harlem Avenue has now been brought to completion by the Corridor Commission's Committee on Boundaries and Historic Interpretation, in accord with the requirements of the legislation (see Map 2).

The criteria for delineation are the same as those used west of Harlem Avenue, that is, segments of major highways, streets, and railroads where their alignment make them suitable for enclosing an area minimally suitable for historic interpretation of all periods of urban and industrial history clearly associated with the canal.

The major boundary lines were chosen for:

- **Simplicity of Administration.** As little confusion as possible will be generated by use of long stretches of streets and other cultural features which are easy to relate to.
Incorporation of Canal Lands. The northern arm of the Corridor encompasses most of the odd numbered sections of land given to the canal Commission by the State to support the construction of the canal itself through sale to individuals. Some parcels of land were never sold and remained in the hands of the Commission until the State of Illinois took it over. The odd numbered sections lay between Western Ave. and the lake shore, Fullerton Ave. and Thirty-ninth St. in the area of the original city limits. Westward, the odd sections lay in a belt 5 miles on each side of the surveyed route.

Incorporation of Significant Historic Places. These include the turning basin, old town of Bridgeport and the contemporary community of the same name, the Central Manufacturing District (on the canalized south branch of the Chicago River), and the McCormick Reaper Factory (east of Michigan Ave. on the north side of the Chicago River). Ogden and Archer Avenues originated as roads complementing the canal. Ogden connected Kinsey's Trading Post in Chicago with the Chicago Portage. Archer was built to provide an alternative land route between Bridgeport and Lockport. Pershing Ave. or Thirty-ninth St. marks the southern boundary of the original City of Chicago. In the south arm, such places include the Sag Canal, the feeder canal and a modern-day waterway system which supplemented or replaced the I & M Canal system.

Incorporation of Open Areas. Grant Park is itself the legacy of the Canal Commission, being one of the Commission's odd numbered sections. This section was protected by a charter clause preventing construction of obstacles to access to the lake shore. Important wetlands are incorporated in the south arm of the Corridor in the Saganashkee basin.

Closing remarks

With acceptance of this delineation of the eastern Corridor portion, the boundary of the Illinois and Michigan Canal National Heritage Corridor can henceforth be considered fully defined as called for in the enabling legislation.

Prepared by the

 Illinois and Michigan Canal National Heritage Corridor Commission
 Committee on Boundaries and Historic Interpretation
 February 3rd, 1987
LEGISLATIVE EFFORT

The preceding report was forwarded by the National Park Service to the Secretary of the Interior who responded in September, 1987, with the opinion that the delineation of the boundary east of Harlem Avenue was more than a minor adjustment and that the matter should be referred to Congress. Congressman William Lipinski then proceeded to introduce legislation to delineate the boundaries.

In a series of meetings leading up to the Congressman's action, The Illinois Historic Preservation Agency suggested that the Pullman Historic District, which they administer, be added to the Corridor. While the Pullman Sleeping Car factory was not related to the I&M Canal, it did relate to the railroads and the general theme of transportation that the Corridor incorporates. The State of Illinois is making massive investments in the structures at the Pullman factory and the original company town still retains its integrity. At the same time, adjustments were made to the boundaries of the southern arm along the Calumet River to reduce the number of turns the boundary made and to incorporate Wolf Lake, a major natural area south of Chicago. This resulted in the boundary being carried to the Indiana State Line (Map 2).

Another addition proposed by the Forest Preserve District of Will County was the Lake Renwick Heron Rookery which lies west of Interstate 55 near the Village of Plainfield, Illinois (Map 3). The Rookery lies in abandoned and flooded stone quarries. While the quarrying of dolomitic limestone was an important industry along the I&M Canal, the main connection is that the birds roost at the rookery but feed along the DesPlaines River and the I&M Canal within the Corridor. The inclusion of this area adds another dimension to the story of the wildlife in the Corridor.

This legislation never came to a vote but elements of it were incorporated in the Omnibus Parks and Public Lands Management Act of 1996, which, among other things called for this boundary study and the inclusion of the Joliet Arsenal in the Corridor. The Joliet Arsenal is being divided into five parts. The largest, 19,500 acres, will become the Midewin Prairie National Wildlife Refuge, jointly administered by the U.S. Forest Service and the Illinois Department of Natural Resources. Two parcels are slated for industrial parks, one area is designated as a landfill and the final portion will be a National Cemetery. The prairie portion of the Joliet Arsenal will provide a linkage to prairie areas already within the Corridor, Goose Lake Prairie State Natural Area and the DesPlaines Wildlife Conservation Area. Although the munitions function of the Joliet Arsenal do not directly relate to the I&M Canal time period, it is part of the industrial continuum of the area and fits well with the development of the first atomic bomb which took place, in part, within the Corridor.
PROPOSED ADDITIONS

Lake Renwick Heron Rookery

The Lake Renwick Heron Rookery is a State Nature Preserve owned and managed by the Forest Preserve District of Will County and the Illinois Department of Natural Resources. A series of abandoned quarries which are now filled with water provide an ideal habitat for several species of wading birds, herons and egrets. These birds nest in trees on islands in the quarries and raise their young. The birds fly approximately five miles to the Des Plaines and DuPage rivers and to the Illinois & Michigan Canal to feed and get food for their young. Limited access to the site provides an opportunity for the public to view the birds and learn more about them. Under the interpretive themes of the Corridor, the Rookery would fit into Natural Resources (Ecological habitats).

To include the Lake Renwick Heron Rookery in the Corridor, the boundary must be moved west from the current boundary of Interstate 55. The new boundary would take off from where U.S. 30 crosses I-55, go northwest to State Route 59, north to State Route 126 and northeast along Route 126 back to Interstate 55 (Map 3). This would encompass about 2500 acres (3.8 square miles), 40% of which is former quarries and wetlands. A part of the Village of Plainfield, the oldest town in Will County, would also be encompassed by this boundary.

Harlem Avenue to Lake Michigan

These two "expansions" of the Corridor have been considered in the past by the Commission to be merely the definition of boundaries along the Chicago River and Cal-Sag Channel east of Harlem Avenue. It should be noted that there are large portions of the City of Chicago between these two waterways and north of the Chicago River that are not proposed for addition to the Corridor (Map 2).

Chicago River Arm

Historically, the Illinois & Michigan Canal connected to the South Branch of the Chicago River at Bridgeport and ceremonies marking the beginning of the excavation of the canal were held in Bridgeport, July 4, 1836. There is still a small remnant of the canal east of Ashland Avenue, north of Interstate 55. In the 1960's, all of the canal between Bridgeport and Summit was filled in and Interstate 55 (The Stevenson Expressway) was built over the right-of-way. This section of the canal had been abandoned in 1900 when the Sanitary & Ship Canal was opened. Although canal construction stopped at Bridgeport, canal boats utilized the Chicago River to get to warehouses and docks in Chicago at Lake Michigan. Two roads that paralleled the canal and river are historically important. Ogden Avenue was built to enable trade with the Indians and
permit rapid military response to settlements west of Chicago. Archer Avenue was built to link Chicago with Lockport and to support the construction of the I&M Canal. Another major industrial area of Chicago which lies along this arm is the old Union Stockyards. While the stockyards no longer exist, the area was historically important for the railroad transportation network and is still used by meatpacking plants. The South Fork of the South Branch of the Chicago River, into which the I&M Canal emptied, was known locally as "Bubbly Creek" because of the byproducts of the meatpacking industry which were dumped into it. It must be kept in mind that the primary function of the Sanitary & Ship Canal was to carry sewage away from Chicago and Lake Michigan. Shipping was secondary.

Along the Michigan shoreline, the Field Museum was cited in the I&M Canal Concept Plan as an important element in the interpretation of the Corridor. This museum is included in this proposed boundary. Other interpretive facilities adjacent to the Field Museum are the Shedd Aquarium and the Adler Planetarium. This area fits into several interpretive themes: Geologic History (landforms), Contact Period (Early American government establishment of a military presence), and Commerce/Industry (Development of ethnic and racial enclaves)(Regional expansion of manufacturing).

The boundary would be redefined as extending north along Harlem Avenue from Joliet Road to Ogden Avenue, northeast along Ogden Avenue to Grand Avenue and east to Lake Michigan, south along the shoreline to Pershing Road, west along Pershing Road to Interstate 94, the Dan Ryan Expressway, south to Garfield Boulevard and west via Garfield, 55th Street and Archer Avenue to Harlem Avenue. This area encompasses about 27,000 acres (42.2 square miles).

Calumet River Arm

When the I&M Canal was first designed, it was planned that the Chicago River would provide most of the water for the upper reaches of the canal. However, funding shortages led to a less expensive shallow cut, precluding the use of the Chicago River except with pumps and other sources of water had to be found. One of these was the area now occupied by the Cal-Sag Channel. A dam was constructed at Blue Island, Illinois, and water was brought to the canal through a feeder along Stoney Creek.

The opening of the Sanitary & Ship Canal in 1900 closed the I&M Canal north of Joliet, Illinois and obviated the need for a feeder canal from Blue Island. To provide additional sewage capacity for the rapidly expanding Chicago metropolitan area, the Cal-Sag Channel was completed in 1922. This channel reversed the flow of the Calumet River and connected it with the Sanitary & Ship Canal. Today, most of the barge traffic between the Illinois River and Lake Michigan utilizes the Cal-Sag Channel.

An important historic district near the Calumet River is the Pullman Historic District made up of the Pullman Sleeping Car factory, the Hotel Florence and the company town of Pullman. The first two are owned and being developed by the Illinois Historic Preservation Agency. The site is
important to several of the interpretive themes of the Corridor: Regional Development and Growth (Appearance of and competition with railroads)(Growth of towns and cities), and Commerce/Industry (Emergence of local industry)(Impact of labor unions/strikes in early industry). The site was not only important for the development of the Pullman Sleeping Car but also for Pullman's ideas for a utopian community for his workers and the labor unrest that developed in opposition to Pullman.

Other important areas are the U.S. Steel South Works at the mouth of the Calumet River, which tied to the Steel Works in Joliet, and the Calumet Harbor, the major shipping port for Chicago.

The boundary would be defined as running east along 95th Street from Harlem Avenue to Crawford Avenue, south on Crawford to 119th Street, east on 119th Street to the Illinois Central Railroad, north along the railroad to 103rd Street, east on 103rd Street to Torrence Avenue, north on Torrence to the Chicago Skyway, northwest along the Chicago Skyway to Yates Boulevard, north on Yates to 79th Street and east on 79th Street to Lake Michigan. It would then follow the shoreline south to the Indiana State Line, south along the State Line to the center line of the Little Calumet River, northwest to Illinois 83 (147th Street), west along Illinois 83 to the Tri-State Tollway, northwest along the Tollway to 135th Street and west along 135th Street to Harlem Avenue. This area encompasses approximately 74 square miles or 47,400 acres.

Joliet Arsenal (U.S. Army Ammunition Plant) and Kankakee Feeder

The Joliet Arsenal site came into being with the purchase of farmlands south of Joliet in the 1930's to establish a munitions factory. From World War II through the Viet Nam War, large quantities of TNT were produced to make bombs and artillery shells. Declared excess by the U.S. Army, the land is currently being transferred to the U.S. Forest Service, two local communities and Will County, with a section reserved for a veteran's cemetery. Because gerrymandering to omit the developed areas is impractical and economic development is a part of the Commission's mandate, the whole area is proposed for inclusion in the Corridor. The major part of the Arsenal site, the 19,500 acre Midewin Prairie, will be jointly administered by the U.S. Forest Service and the Illinois Department of Natural Resources. The prairie is contiguous with existing prairie areas in the Des Plaines Wildlife Conservation Area and Goose Lake Prairie State Natural Area already in the Corridor. Thematically, the Arsenal fits under Natural Resources (Ecological habitats) and Commerce/Industry (Modern-day industrial activities).

Extending the boundary to include the Joliet Arsenal will also provide an opportunity to include the structural remnants of the Kankakee Feeder in the Corridor. The Feeder extended for some distance up the Kankakee River, but the structural remains are between Wilmington, Illinois, and the Des Plaines River. These consist of dams, locks and the trace of the canal itself between the Kankakee and the Des Plaines. The aqueduct over the Des Plaines is gone, as are some of the dams. This canal not only provided additional water to the I&M Canal, but was also intended to provide a means for farmers to move their grain to the I&M Canal for transshipment. Including
this feeder canal in the Corridor will not add additional acreage since it lies in a triangle formed by the existing Corridor and the Joliet Arsenal. Interpretively it fits under the Theme Canal Development (Canal construction).

The boundary recommended would extend south from Laraway Road along Cherry Hill Road to the northern edge of Hoff Road, east to the western edge of the Norfolk and Western Railroad, southeasterly to the boundary between Township 32 North and Township 33 North and west along this line to link up with the existing southern boundary of the Corridor. This area includes approximately 115 square miles or 73,600 acres.

CONSULTATION WHILE DEVELOPING PLAN

Two public meetings were held to provide public input into the development of the plan. In addition, a number of draft copies were circulated at Commission meetings and to interested parties to solicit comments. Written comments were received and, for the most part, incorporated into the study. Many of these comments had to do with technical errors and were submitted in the form of marked-up copies of drafts.

One change was made as a result of the suggestions. The eastern end of the southern boundary of the Corridor was changed from Sibley Boulevard to the centerline of the Little Calumet River (See Map 2). This was done to include the Sand Ridge Nature Center in the Corridor.
BOUNDARY DESCRIPTION

Commencing at the juncture of the western boundary of LaSalle County and the north edge of the Interstate 80 right-of-way (ROW) and proceeding east along the north edge of the I-80 ROW for approximately 53.3 miles to the juncture of the western edge of the Interstate 55 ROW; thence northeasterly approximately 4.2 miles to the northern edge of the U.S. 30 ROW; thence northwest approximately 2.35 miles to the east edge of the State Route 59 ROW; thence north approximately .5 mile to the southeast edge of the State Route 126 ROW; thence approximately 2.9 miles northeast along Route 126 to the northwest edge of the I-55 ROW; thence approximately 15.8 miles to the juncture of the northerly edge of the Joliet Road ROW in the town of Burr Ridge; thence northeasterly approximately 7.7 miles along the north edge of the Joliet Road ROW to the juncture of the westerly edge of the Harlem Avenue (Route 43) ROW; thence north approximately .3 of a mile along the west edge of the Harlem Avenue ROW to the juncture of the northerly edge of the Ogden Avenue ROW; thence northeasterly along the north edge of the Ogden Avenue ROW for approximately 9 miles to the juncture of the northerly edge of the Grand Avenue ROW; thence easterly for 2.3 miles along the north edge of the Grand Avenue ROW to the westerly edge of the Streeter Drive ROW; thence south along the west edge of the Streeter Drive ROW to the mean high water line of Lake Michigan; thence southerly for approximately 4.5 miles along the mean high water line of Lake Michigan across the mouth of the Chicago River to a line from the southerly edge of the Pershing Road ROW projected to the mean high water line of Lake Michigan; thence westerly for approximately 1.74 miles along the southern edge of the Pershing Road ROW to the juncture of the western edge of Interstate 94 (Dan Ryan Expressway) ROW; thence south along the west edge of Interstate 94 for approximately 2.05 miles to the north edge of Garfield Boulevard ROW; thence west along the north edge of Garfield Boulevard ROW and its western continuance as 55th Street and Archer Avenue approximately 7.7 miles to the eastern edge of the Harlem Avenue ROW; thence south along the eastern edge of the Harlem Avenue ROW for approximately 5 miles to the southern edge of the 95th Street ROW; thence east along the southern edge of the 95th Street ROW for approximately 4 miles to the western edge of the Crawford Avenue ROW; thence south along the western edge of the Crawford Avenue ROW for approximately 3 miles to the southern edge of the 119th Street ROW; thence easterly along the south edge of the 119th Street ROW for approximately 5.7 miles to the easterly edge of the Illinois Central Railroad ROW; thence northerly along the eastern edge of the Illinois Central Railroad ROW for approximately 1.9 miles to the southern edge of the 103rd Street ROW; thence easterly along the south edge of the 103rd Street ROW for approximately 2.4 miles to the juncture of the westerly edge of the Torrence Avenue ROW; thence north along the west edge of the Torrence Avenue ROW for 1.75 miles to the westerly edge of the Chicago Skyway ROW; thence northwest along the westerly edge of the Chicago Skyway ROW for approximately .4 of a mile to the juncture of the easterly edge of the Yates Boulevard ROW; thence north along the east edge of the Yates Boulevard ROW for approximately 1 mile to the southerly edge of the 79th Street ROW; thence east on a line from the
south edge of the 79th Street ROW approximately 1.4 of a mile to the mean high water line of Lake Michigan; thence southerly along the mean high water line across the mouth of the Calumet River approximately 2 miles to the juncture of the Indiana State line with the mean high water line of Lake Michigan; thence south along the Indiana State line approximately 8.6 miles to the centerline of the Little Calumet River; thence generally northwesterly along said centerline to the northerly edge of Illinois Route 83 ROW (147th Street); thence northwesterly along the north edge of the Illinois Route 83 ROW for approximately 6.4 miles to the juncture of the westerly edge of the Tri-State Tollway (Interstate 294) ROW; thence northwesterly along the west edge of the Tri-State Tollway ROW; thence northwesterly for approximately 2.4 miles to the juncture of the boundary between Township 36 North and Township 37 North; thence westerly along this line for approximately 14.8 miles to the southerly edge of the Archer Avenue ROW; thence southwest along the southern edge of the Archer Avenue ROW for approximately .5 of a mile to the boundary between Section 5 and Section 6 in Range 11 East, Township 36 North (Homer); thence south along this section line for approximately 10.8 miles to the juncture with the northerly edge of the Laraway Road ROW; thence westerly along the north edge of the Laraway Road ROW for 1 mile to the juncture with the western edge of the Cherry Hill Road ROW; thence south along the western edge of the Cherry Hill Road ROW for approximately 6 miles to the northern edge of the Hoff Road ROW; thence east along the northern edge of the Hoff Road ROW for approximately .9 mile to the western edge of the Norfolk and Western Railroad ROW; thence southeasterly along the western edge of the Norfolk and Western Railroad ROW for approximately 8.8 miles to the boundary between Township 32 North and Township 33 North; thence west along this line for approximately 54 miles to the west boundary of LaSalle County; thence north along the west boundary of LaSalle County approximately 5.9 miles to the starting point; the whole enclosing 690± square miles.

A breakdown of the area is as follows:

<table>
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<th>Description</th>
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<tr>
<td>Corridor west of Harlem Ave.</td>
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<td>Lake Renwick addition</td>
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<td>Chicago River addition</td>
<td>47.2</td>
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<td>Cal-Sag addition</td>
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<td>Joliet Arsenal addition</td>
<td>115.0</td>
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Illinois & Michigan Canal National Heritage Corridor

BOUNDARY DEFINITION

For portions of the Corridor
East of Harlem Avenue
BOUNDARY DEFINITION

For the Lake Renwick Zone
Illinois & Michigan Canal National Heritage Corridor

BOUNDARY DEFINITION

Summary Map

MAP 1  Original Delineation (Appendix to 1984 Act)
MAP 2  Completion of Delineation East of Harlem Avenue
MAP 3  Lake Renwick Adjustment
MAP 4  Joliet Arsenal Site Adjustment

MAP 5
Illinois & Michigan Canal National Heritage Corridor

BOUNDARY DEFINITION

For the Joliet Arsenal Zone

MAP 4
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