TR 105/Oplinger Bridge
Over Wolf Run Creek/Lake Fork Drainage
(S.N. 074-3074/Sequence No. 20035)
Willow Branch Township
(Vicinity of Cisco)
Piatt County
Illinois

HIER No. PI-2018-1

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic Illinois Engineering Record
Illinois State Historic Preservation Office
Springfield, Illinois

Prepared for the Illinois State Archaeological Survey on behalf of the Illinois Department of Transportation
by:

Heritage Research, Ltd.
Historical/Environmental Consultants
Menomonee Falls, Wisconsin
February 2018

HISTORIC ILLINOIS ENGINEERING RECORD
HIER No. PI-2018-1

TR 105/Oplinger Bridge
(REINFORCED CONCRETE, POST-AND-BEAM)

Location: TR 105 over Wolf Run Creek/Lake Fork Drainage
Willow Branch Township (Vicinity of Cisco), Piatt County, Illinois

USGS Quadrangle: USGS Weldon East, 7.5 minute, Illinois
Latitude 040° 00' 39.30" N Longitude 088° 41' 21.65" W

Universal Transverse Mercator Coordinates:
Zone 16 Easting 355811 Northing 4430122

Present Owner: Willow Branch Township Road District

Present Use: Vehicular Bridge (IDOT Structure No. 074-3074)

Significance: The TR 105/Oplinger Bridge over Wolf Run Creek/Lake Fork Drainage is a single-span, post-and-beam structure, the load on which is carried by a reinforced concrete deck. It was built in 1943, two years after the roadway itself ceased to be an Illinois State Aid Route, to accommodate local travel and commerce. The bridge was determined in consultation with the State Historic Preservation Office to be eligible for the National Register as a result of its evolving and unusual type of pre-cast, concrete railing.

PART 1. HISTORICAL INFORMATION

A. Physical History:

1. Date of Erection: 1943

2. Designer: State of Illinois, Department of Public Works & Buildings, Division of Highways

3. Original and subsequent owners: Willow Branch Township Road District

4. Builder or contractor: Unknown

5. Alterations and additions: No alterations or changes were observed.

B. Historical Context:[1]

Bridge Development in Illinois

The earliest permanent bridges in Illinois include a few masonry arches built in the 1830s when the National Road was extended west from Maryland. At least one other arch was built on the Chicago-Galena Road in the same period (see Figure 1). Accounts of early travelers suggest that rudimentary ferries sometimes facilitated passage over larger streams in the region. Timber structures crossing small water courses also accommodated travel. Little is known of the pile trestles or half-submerged floating platforms used. All were subject to risks and washouts.[2]



Figure 1: This image pictures in January 2016 the remains of the ca. 1830s stone arch bridge situated on the nineteenth-century Chicago-Galena Road.

As settlers established permanent communities, "experienced mechanics" – either self-taught or from New England shipyards – were attracted to the frontier to erect covered

[1] The "Bridge Development in Illinois" and "Concrete Bridges and the Illinois State Highway Department" sections were largely and initially prepared (including footnotes) in the late 1980s and early 1990s by John Nolan of the Illinois Department of Transportation (IDOT). Most of that material has subsequently been reviewed against the sources cited, edited and expanded or modified as appropriate.

[2] Keith A. Sculle and John A. Jakle, "From Terre Haute to Vandalia, Illinois," in *A Guide to the National Road*, ed. Karl Raitz (Baltimore, MD: The Johns Hopkins University Press, 1996: 277; Milo M. Quaife, *Chicago's Highways Old and New* (Chicago: D.F. Keller & Co., 1923): 187.

bridges. Between 1820 and 1900, an estimated two to three hundred such bridges were built in Illinois, only a handful of which are thought to remain today.[3]

Railroads improved upon the early timber structures. But by the late 1850s their need for stronger bridges encouraged the development of iron fabrications, which were followed after the 1870s by those made of steel. The development of steel trusses in the post-Civil War era contributed to the rapid expansion of railroads, settlement and industrialization in a growing America.[4]

Concrete Bridges and the Illinois State Highway Department:

Reinforced concrete emerged at the beginning of the twentieth century as a new building material in bridge construction. Concrete structures were substantially cheaper than bridges constructed of stone. And, without joints, they were generally stronger since the mortar used on stone bridges did not typically fill completely the joints between stones. Concrete bridges were also used in many locations with short crossings that would otherwise have claimed structures of steel (i.e., truss bridges). The versatility of concrete was further enhanced as it was reinforced with steel rods or used to encase rolled steel beams, thus protecting them from the weather. The use of concrete for shorter spans bridges also accommodated the growing twentieth century demand for the consideration of aesthetics in their design, which meant essentially giving bridges a more pleasing appearance.[5]

Illinois established in 1905 a state road authority that undertook the design of highway structures. The Highway Commission warned local authorities in 1906 of the potential for dangerous conditions on existing bridges, many of which were timber. Thus did it offer plans for new bridges, concrete being the recommended building material for spans of less than 50 feet. A 43-foot test bridge was built in 1908 at the Southern Illinois Penitentiary, Menard, Illinois. It successfully carried over a multi-year testing period as many as 580 tons, or about 1,500 pounds per square foot. Indeed, the growing demand for concrete bridges was so great that it was reported by the Illinois Highway

[3] Russell M. Garrard, "Early Bridges in Central Illinois," in *Heritage of Mid-Illinois Engineering* (Capital City Chapter of the Illinois Society of Professional Engineers, circa 1976), 15ff.

[4] Walter V. Voss, "How New Materials Increased Man's Building Ability," in *Centennial Transactions* (New York: American Society of Civil Engineers, 1953): 829ff.

[5] Walter M. Smith, Sr., and Walter M. Smith, Jr., "Concrete Bridges: Some Important Features in Their Design," *Transactions of the American Society of Civil Engineers* 77 (December 1914): 695-696; Leslie R. Schureman, "Beauty in Short-Span Highway Bridges," *Civil Engineering* 8 (May 1938): 319.

Commission "the demand for plans for short span steel bridges is almost nil."[6]

Three types of concrete bridges were built in Illinois by 1910-1912: slab, through girder and deck girder. In the case of slab bridges, they were very short spans in which the deck carried its own weight and that of the traffic on it (dead and live loads, respectively). With through girder bridges, the load-bearing girders were placed above the deck in such a fashion that they also served as the railings, though significantly oversized railings due to the loads they carried (these bridges were also known as edge- girder structures). The traffic deck essentially tied the lower chords of the two girders together, which meant that the bottom of the bridge was flat – it offered no obstacle to the flow of high water beneath. The loads of and on deck girder bridges were typically carried by two girders placed below the deck. The operational success of this bridge type required clearance between high water and the girders, without which the girders might be problematical and impede high water flow. Through girder bridges typically accommodated the passage of water well since there were no structural obstacles below. The growing popularity of concrete structures is apparent by the fact that in 1908 fifty-one were built around the state, a number that had increased to 109 in 1911 and 141 in 1912.[7]

The State Highway Commission published in 1912 a 53-page bulletin "to encourage the construction of better highway bridges" by local road commissions. The bulletin outlined the financial and safety advantages of modern, properly designed bridges built either of concrete or steel, as well as described the commission's bridge design services. The narratives were reinforced with pictures of poorly designed and collapsed bridges. In several cases noted by the commission, the cause of the bridge failure was the fact that the structure collapsed under the weight of motorized steam tractors then found on township roads. The bulletin also provided several examples of modern bridges of both concrete and steel that had been built throughout the state using commission plans.[8]

The Illinois State Legislature in 1913 subsequently passed the Tice State Aid Road Bill. It established the Illinois State Highway Department to be led by the Chief State

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[6] *First Annual Report of the Illinois State Highway Commission for the Year 1906* (Springfield, IL: State of Illinois, 1907): 55, 57, 59; *Second Annual Report of the Illinois State Highway Commission for the Year 1907* (Springfield, IL: State of Illinois, 1908): 77-81; Illinois State Highway Commission, *Modern Bridges for Illinois Highways* (Springfield, IL: Illinois State Journal Company, State Printer, 1912): 3-4, 49-53; *Third Annual Report of the Illinois State Highway Commission for the Years 1908-1909* (Springfield, IL: State of Illinois, 1911): 113.

[7] A good introduction to concrete bridges is found in David Plowden's, *Bridges: The Spans of North America* (New York: Viking Press, 1974), 297-300; ; *Fourth Annual Report of the Illinois State Highway Commission for the Years 1910, 1911, 1912* (Springfield, IL: State of Illinois, 1913): 303-304, 324-325, 327-329; *Third Annual Report*, 115, 119.

[8] *Modern Bridges for Illinois Highways*, 1-12.

Highway Engineer and overseen by the State Highway Commission. The department was divided into five bureaus: roads, bridges, maintenance, tests and audits. The state was then divided into seven geographic districts, each headed by a division engineer. The road, bridge and maintenance bureaus generally planned, designed and implemented the state aid road system, as well as provided consulting services and plans for county highway departments and other local entities that had bridge projects. The 1913 legislation also gave the State Highway Department total control of the construction and maintenance of all bridges considered to be state aid improvements, as well as great influence over bridges owned by county and township governments.[9]

Piatt County:

Piatt County was established in January 1841 from territory yielded by both Macon and DeWitt counties. Residents in the extremities of those two constituencies felt separated from their local governments, thus they petitioned for a new entity that would be more responsive to them. The new county claimed 280,320 acres and selected Monticello, a community established in 1837, as its seat of government. The county claimed in 1860 a population of 6,000, a number that increased in 1880 to almost 11,000.[10]

The county's early settlers were largely from Kentucky and Tennessee and followed by others from Ohio and Indiana among other states. Arrivals found a region of mixed timber and prairieland. The Sangamon River generally divided the county flowing from the northeast to the southwest. Soil was said to be rich and fertile with a high content of lime and ample moisture – all conducive to agriculture. Early crops were corn, oats and spring and winter wheat. Raising livestock and dairying were also pursued. Evidence of the county's reliance on agriculture was evident when, in the circa 1915 period, it produced 5.7 million bushels of corn, 2.98 million bushels of grain and 789,700 bushels of wheat, as well as claimed 3,841 cattle and 26,302 hogs.[11]

Early settlers were said to have followed buffalo trails and Indian paths. The first state road in Piatt County was in established in 1833. It extended west from Danville to

[9] *Fifth Report of the Illinois State Highway Department for the Years 1913, 1914, 1915, 1916* (Springfield, IL: Illinois State Journal Co., State Printer, 1917): xi-xii, 61-63; "Good Roads Bill Passed by House," *Chicago Daily Tribune*, 6 June 1913, 2.

[10] Emma C. Piatt, *History of Piatt County* (Chicago: Shepard & Johnson, Printers, 1883): 1, 131-133; *Atlas of Piatt County and the State of Illinois* (Chicago: Warner & Beers, 1875): 41; Jessie Borror Morgan, ed., *The Good Life in Piatt County* (Moline, IL: Desaulniers & Co., 1968): 35.

[11] Piatt, *Piatt County*, 94; *Atlas of Piatt County and the State of Illinois*, 41; Newton Bateman, Paul Selby & Francis Shonkwiler, eds., *Historical Encyclopedia of Illinois and History of Piatt County*, Volume 2 (Chicago: Munsell Publishing Company, 1917): 680.

Springfield and passed through Urbana and Monticello. Stagecoaches first appeared in circa 1840, followed by railroads twenty-five years later. Although several railroads were constructed through the county after the Civil War, only one passed through Cisco, the community closest to the TR 105 bridge. It was originally known as the Monticello Railroad and constructed starting in 1870 between the cities of Champaign and Decatur. The first train operated in 1872. Thereafter did the extent of the railroad grow and its name change. It was ultimately acquired by the Illinois Central Railway.[12]

Willow Branch Township:

The Village of Cisco is located in Willow Branch Township, so named for a type of tree found on a Sangamon River tributary. The township was reported to have been "one of the finest…in the county" with good land for farming. As with the greater county, raised in the township were cattle and hogs while grown there were wheat, oats and corn.[13]

Village of Cisco and its Vicinity:

Cisco's founding and modest growth were associated with the construction of the railroad. The community was platted in April 1874, then with a population of 50 that included merchants and service providers meeting the basic needs of area farmers. By 1880 the village claimed a flour mill, grain elevator, blacksmith, grocer, hardware merchant, general store and two grain dealers, among other businesses. The population was then 200 and the primary products shipped on the railroad were corn and grain. Two years later inhabitants numbered almost 300. Additional merchants included two druggists and one tinware merchant among others, though the State Gazetteer observed that "a good shoemaker is needed" in the community. Land in the area sold for $35 to $50 per acre and grain was the primary product shipped. Cisco was said to be "a small town, but… improving all the time." It continued to grow slowly reporting populations of 360 in 1900, 379 in 1910 and 345 in 1920.[14]

Common to communities were schools intended to educate children from the

[12] Piatt, *Piatt County*, 150-153, 497; Bateman, et al., *Illinois and History of Piatt County*, 677; Charles McIntosh, ed., *Past and Present of Piatt County, Illinois* (Chicago: S.J. Clark Publishing Co., 1903): 20-21.

[13] Morgan, *The Good Life*, 113-114; Piatt, *Piatt County*, 496-497.

[14] Bateman, et. al., *Illinois and History of Piatt County*, 701; McIntosh, *Past and Present*, 52; *Atlas of Piatt County and the State of Illinois*, 42; Morgan, *The Good Life*, 114; *Illinois State Gazetteer and Business Directory, 1880* (Chicago: R.L. Polk & Co., 1880): 484-485; *Illinois State Gazetteer and Business Directory, 1882* (Chicago: R.L. Polk & Co., 1882): 625; Piatt, *Piatt County*, 497-498; *1874 – Cisco Illinois – 1973* (Cisco, IL: Centennial Committee [?], 1974): 10.

surrounding area. Cicso was no different. It claimed at least eleven public schools in and around the village, one of which was two miles directly to the east. That was the East Cisco School, opened in 1901 and closed sometime between 1949 and 1954. It was situated immediately east of Wolf Run Creek, a tributary to the Sangamon River, and adjacent to today's TR 105 bridge.[15]

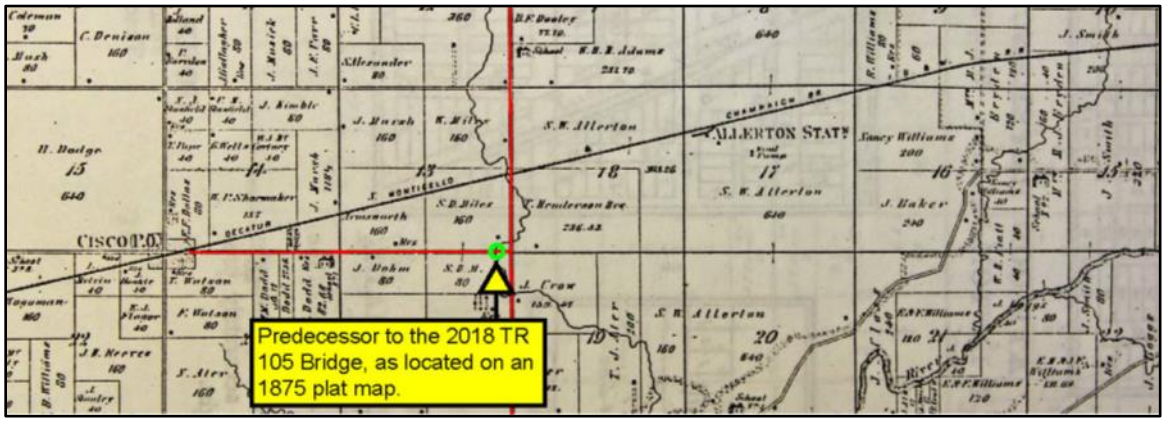


Figure 2: Pictured on this 1875 map is the road extending east of Cisco that crosses Wolf Run Creek and then terminates. Identified is the location of a predecessor structure to the current bridge. (*Atlas of Piatt Co. and the State of Illinois* [Chicago: Warner & Beers, 1875]).

Cisco's historical population never exceeded 400. It was a central place with the merchants and resources needed to provide a variety of goods and services to its local and area residents. But the community's size limited the products it could provide.

When more specialized goods and services were needed, residents had to look for larger places that provided them. And in this case, Cisco residents generally looked to the county seat of Monticello. Founded almost 40 years before Cisco, Monticello had an 1880 population of 2000. An example of a larger community serving a smaller one can be found in the fact that, for almost its first fifteen years of existence, Cisco looked to Monticello for its banking services. Such a relationship made it imperative that good methods of transportation existed.[16]

<u>The Development of State Aid Route 4 Between Cisco and Monticello</u>:

The conveyance that is today TR 105 extended as early as 1875 two miles east of Cisco

[15] McIntosh, *Past and Present*, 35-36; *1874 – 1974*, 13; *Farm Plat Book and Business Guide, Piatt County, Illinois* (Rockford, IL: Rockford Map Publishers, 1949): 13; *Farm Plat Book, Piatt County, Illinois* (Rockford, IL: Rockford Map Publishers, 1954): 7; Bateman, et. al., *Illinois and History of Piatt County*, 701.

[16] *Illinois State Gazetteer, 1880*: 484-485; *Illinois State Gazetteer, 1882*: 625.

where it intersected with a north/south road and terminated (see Figure 2). A plat map from that year clearly shows the then local road crossing an unnamed creek at the very east end of the section line between sections 13 and 24. That arrangement of roadways had not changed in 1896, but by 1910 it had. In that year a plat map illustrated that, while this east/west roadway still ended two miles east of Cisco, it then, after a one-half mile jog to the north, continued east on a new road for about four miles where, immediately west of the Sangamon River, it turned northeast for a mile before meeting an east/west roadway that carried traffic immediately into Monticello. Now there was a relatively direct vehicular route between Cisco and Monticello (see Figure 3).[17] Since the various maps clearly show the roadway passing over a small waterway that was later named Wolf Run Creek, it is easily concluded that a bridge carried the road over the creek.

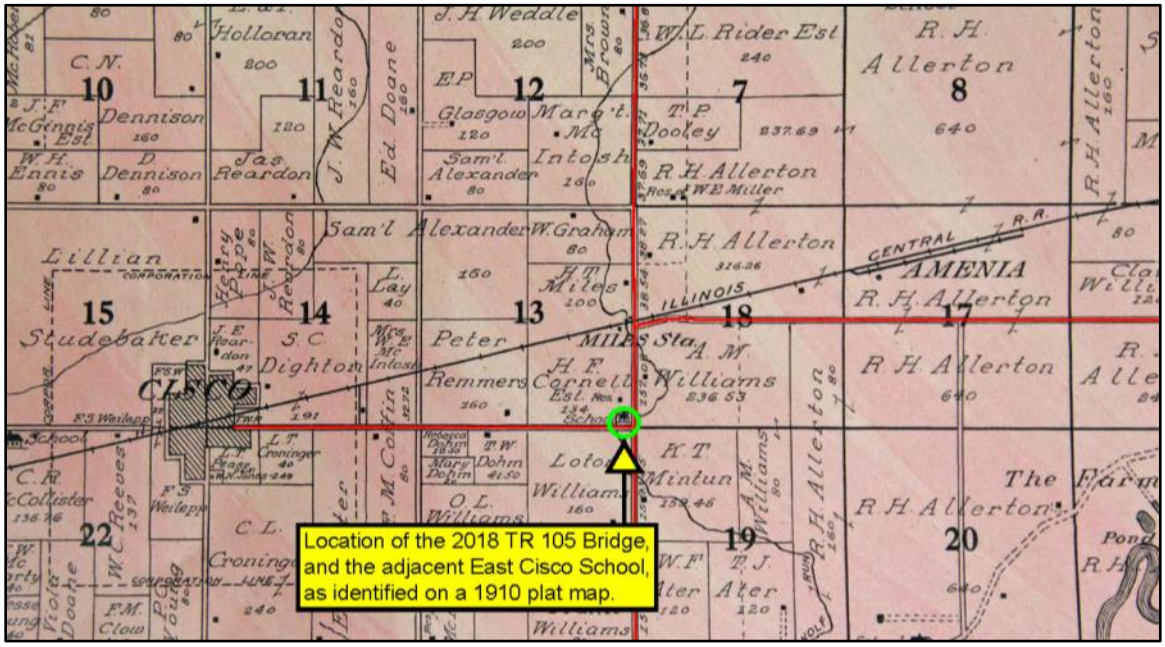


Figure 3: Built between 1896 and 1910 is a road that is one-half mile to the north of that which projects east from Cisco. The new road continues east on the half-section line to the Monticello area, thus providing for the first time a relatively direct vehicular route between the two communities (*Standard Atlas of Piatt County Illinois* [Chicago: Geo. A. Ogle & Co., 1910]).

By 1937 the Cisco to Monticello alignment was identified as State Aid Route 4. As the route extended east from Cisco and over Wolf Run Creek, it reportedly carried about 105 vehicles per day (VPD). After the one-half mile jog to the north and then turning east again, traffic on Route 4 dropped to between 75 and 99 VPD for about a mile-and-a-half, after which it rose again to over 100 VPD for the balance of the trip to Monticello. A

[17] *Atlas of Piatt Co.* (1875); *Standard Atlas of Piatt County Illinois* (Chicago: Geo. A. Ogle & Co., 1896); *Standard Atlas of Piatt County Illinois* (Chicago: Geo. A. Ogle & Co., 1910).

significant change to this arrangement occurred before 1940 with the construction of State Aid Route 50, an even more direct alignment between Monticello and Cisco that essentially paralleled to the north the Illinois Central railroad tracks between the two communities (see Figure 4). Accordingly by 1947 daily traffic on the old State Aid Route had dropped to between 25 and 99 vehicles for virtually the entire distance between the two communities. Indeed, today's TR 105 was abandoned as a State Aid Route in January 1941.[18]

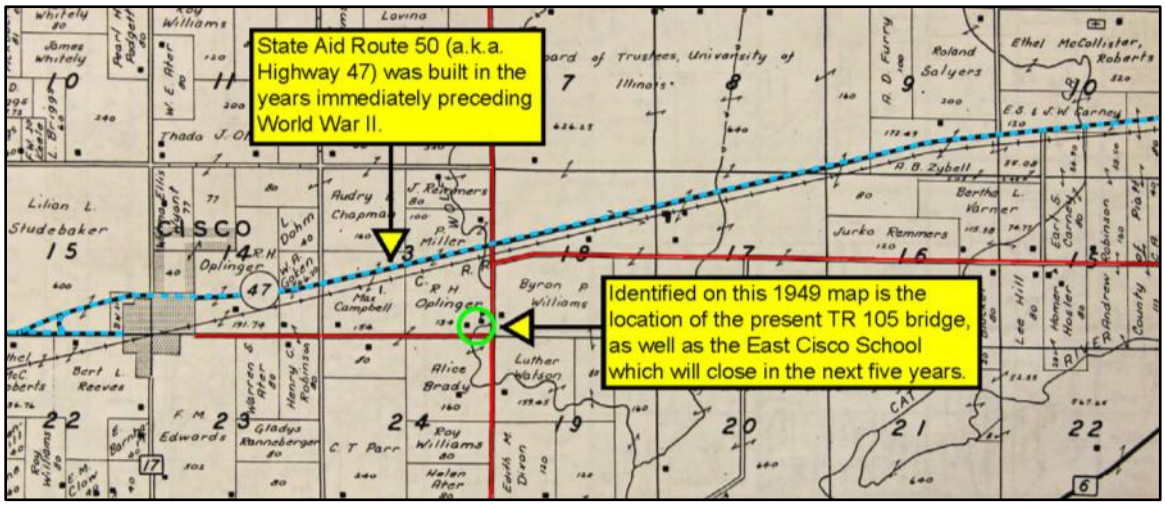


Figure 4: This 1949 plat map image identifies both the original State Aid 4 route as it reaches from Cisco to Monticello as well as the new pre-World War II alignment. With the latter's construction, State Aid Route 4 was discontinued in 1941, after which the subject roadway became a local conveyance only. The subject bridge was built two years later (*Farm Plat Book and Business Guide, Piatt County, Illinois* [Rockford, IL: Rockford Map Publishers, 1949]).

TR 105 Bridge:

It was previously observed that a bridge likely accommodated passage over the creek as early as the 1870s. It is unknown what structural form might have been used (i.e., post-and-beam or small arch), or of what material it might have been constructed. What is known is that for the years immediately preceding 1943, which would have been the years in which current TR 105 was identified as State Aid Route 4, the bridge over Wolf Run Creek employed a post-and-beam structural form with a clear width of 20 feet and traffic deck width of 16 feet. The bridge consisted of two concrete abutments reinforced

[18] *Traffic Map, Piatt County, Illinois* (Springfield, IL: Department of Public Works & Buildings, Division of Highways, 1937); *Traffic Map, Piatt County, Illinois* (Springfield, IL: Bureau of Highway Research, Division of Highways, 1947); Chief Highway Engineer to Harvey Fay, County Clerk, 23 January 1941, Illinois Department of Transportation Local Roads & Streets Files, Record Group 242.4, Illinois State Archives, Springfield, IL.

with steel that carried ten I-beams encased in concrete which supported the deck.[19]

The 1943 structure, identified on the plans as the "Oplinger Bridge," was constructed during World War II. Given various building and industrial needs associated with the war effort, the bridge was quite spartan. Its namesake was Russell Oplinger, an optometrist in Decatur who owned over 400 acres of land immediately east of Cisco, part of which encompassed Wolf Run Creek and adjoined the roadway and bridge site.[20]

No specific information regarding the construction of the current structure was found, nor was a bridge plate observed which would have provided the name of the builder.[21] It continued to serve those who needed to cross the creek and reach the East Cisco School until the school closed in the early 1950s. Thereafter did the TR 105 bridge simply accommodate local travel between Cisco and the countryside to the east.

PART II: ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character:

The TR 105/Oplinger Bridge was constructed in 1943. It is a 26'-0" long, 24'-3" wide, reinforced-concrete structure that carries TR 105 over the Wolf Run Creek/ Lake Fork Drainage.

2. Condition of Fabric:

The historical integrity of the structure is generally good. Deteriorating concrete and exposed and rusting rebar are apparent. The deck of the bridge has also been overlaid with tar and gravel.

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[19] Oplinger Bridge, Plan No. 74.8.13, September 1943, Prepared by the State of Illinois, Department of Public Works & Buildings, Division of Highways, Bridge Plans on file at Heritage Research, Ltd., Menomonee Falls, WI.

[20] U.S. Federal Census – Population (1930 & 1940), accessed at www.ancestory.com on 23 February 2018; *Farm Plat Book, Piatt County*, 1949: 13; *Farm Plat Book, Piatt County*, 1954: 7; *Tri-Annual Atlas & Plat Book, Piatt County, Illinois, 1963* (Rockford, IL: Rockford Map Publishers, 1963): 6.

[21] A search of construction contracts for Piatt County in the Illinois State Archives did not yield any information about the subject bridge. Illinois Department of Transportation Contract files, Record Group 242.4. Additionally was the *Piatt County Journal* reviewed from July 1943 through June 1944, but no information about the bridge was found.

B. Description:[22]

The Oplinger Bridge is a single-span structure oriented on an east/west axis and that employs a post-and-beam structural form. The abutments (posts) are of reinforced concrete, as are the bridge deck and its railings (beams). The bridge is 26'-0" long and 24'-3" wide, outer-edge-of-railing-to-outer-edge-of-railing. The traffic deck consists of two lanes. It is 20'-0" wide and 14" thick. Wingwalls extend at a 132° angle to the northeast, southeast, southwest and northwest.[23] All are 8'-9" long and 12" wide. The distance from the top of the abutment footing to the bottom of the deck is 12'-6", while that from the bottom of the deck to the top of the railing's end blocks is 5'-3".

The top chord of each railing reaches a height above the current traffic deck (which has accumulated multiple inches of tar and gravel) of 33". The top of the intermediate cord is 17" above the deck. Both chords are 8" high by 5" wide. The railings are anchored by end blocks that are 36" high, 15" wide and 30" long and additionally carried by two intermediate posts that are 36" high, 12" wide and 15" long. The railing chords are of pre-cast concrete. Each of the railing's three segments is 6'-2" long.

No bridge plate was evident.

PART III: SOURCES OF INFORMATION

A. Primary and Unpublished Sources:

Atlas of Piatt County and the State of Illinois. Chicago: Warner & Beers, 1875.

Farm Plat Book and Business Guide, Platt County, Illinois. Rockford, IL: Rockford Map Publishers, 1949.

Farm Plat Book, Piatt County, Illinois. Rockford, IL: Rockford Map Publishers, 1954.

Fifth Report of the Illinois State Highway Department for the Years 1913, 1914, 1915, 1916. Springfield, IL: Illinois State Journal Co., State Printer, 1917.

[22] The measurements used to describe this bridge were taken from the structure itself during field investigations. Activities were limited to components that could be reached without aid of ladders, boats or other equipment.

[23] The plans illustrate wingwall angles of 135°. The 132° figure was obtained in the field by photographing the angle, printing the image and then ascertaining the angle's depth with a protractor.

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B. Secondary and Published Sources:

1874 – Cisco Illinois – 1973. Cisco, IL: Centennial Committee (?). 1974.

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_____. *Statement of Significance*. Springfield, IL: Bureau of Location and Environment, 1997.

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U.S. Geological Survey. *Weldon East Quadrangle* [map]. 1:24000, 7.5 Minute Series. Reston, VA: United States Department of the Interior, USGS, 1979.

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PART IV: METHODOLOGY OF RESEARCH

A. Research Strategy

Research objectives were to place the bridge in its geographic, historic and engineering contexts. A strategy was developed to accomplish those goals that investigated local, regional and statewide documentary sources. On-site observation and investigation of the bridge was also part of the research plan.

B. Research Process

1. Visited bridge site to review conditions, as well as to photograph and measure the structure.

2. Searched resources at the Illinois State Library, Abraham Lincoln Library and Illinois State Archives for data relating to Piatt County development in general and that of Cisco and the local transportation network in particular.

3. Completed research and prepared report draft.

4. Document draft internally reviewed at Heritage Research, Ltd.

5. Document draft reviewed by IDOT and SHPO.

6. Completed all revisions and submitted to IDOT.

C. Archives and Repositories Used/Consulted:

Illinois State Archives
Norton Building
State Capitol Complex
Springfield, Illinois 62756
(IDOT Record Group 242.4, Local Government Records Index and Maps)

Abraham Lincoln Presidential Library
112 N. 6th Street
Springfield, Illinois 62701
(County Histories and Various Newspapers)

Illinois State Library
300 S. 2nd Street
Springfield, Illinois 62701
(Map Collection and County Histories)

Wisconsin Historical Society
816 State Street
Madison, Wisconsin 53706
(Illinois State Gazetteers)

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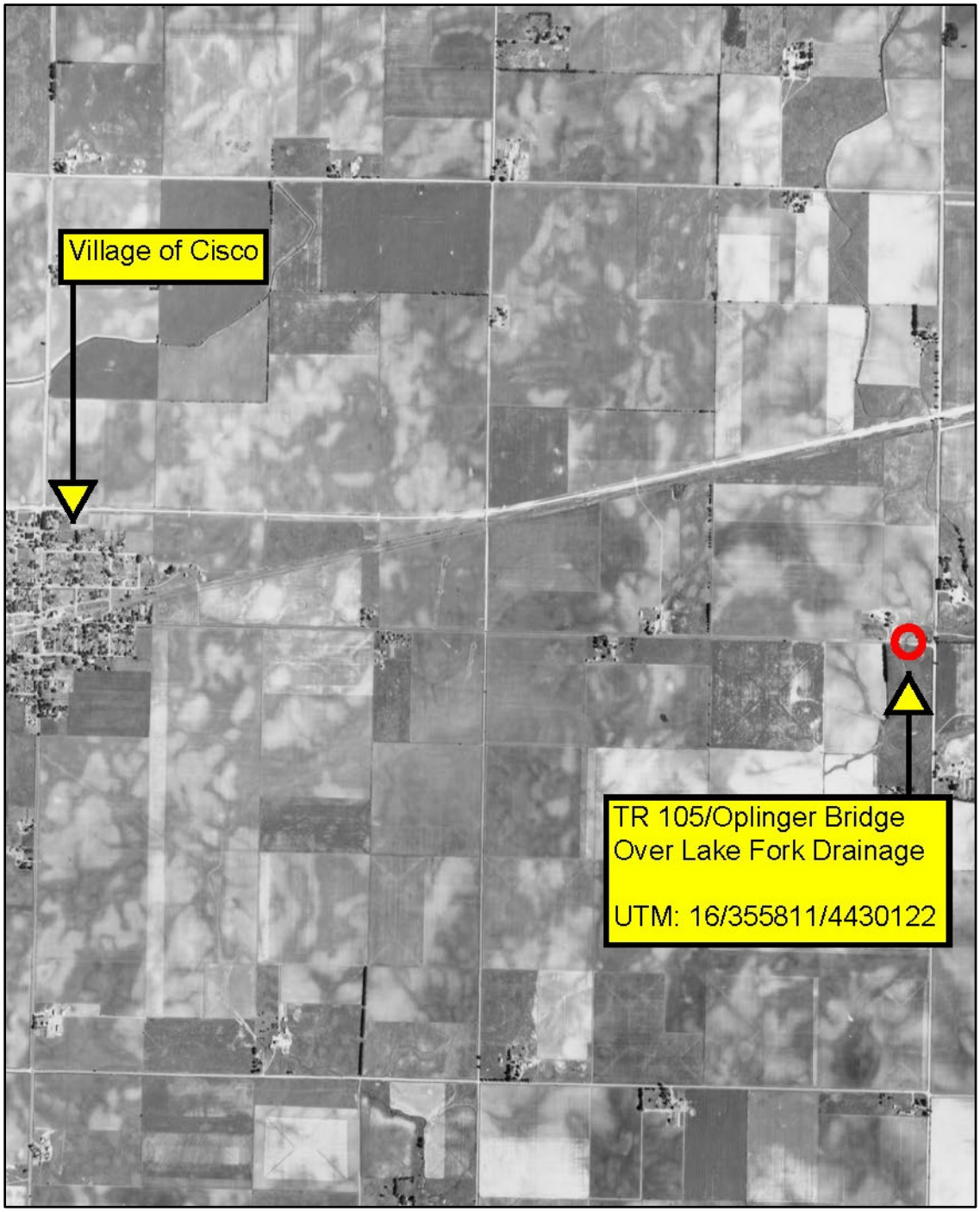
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PART V: PROJECT INFORMATION

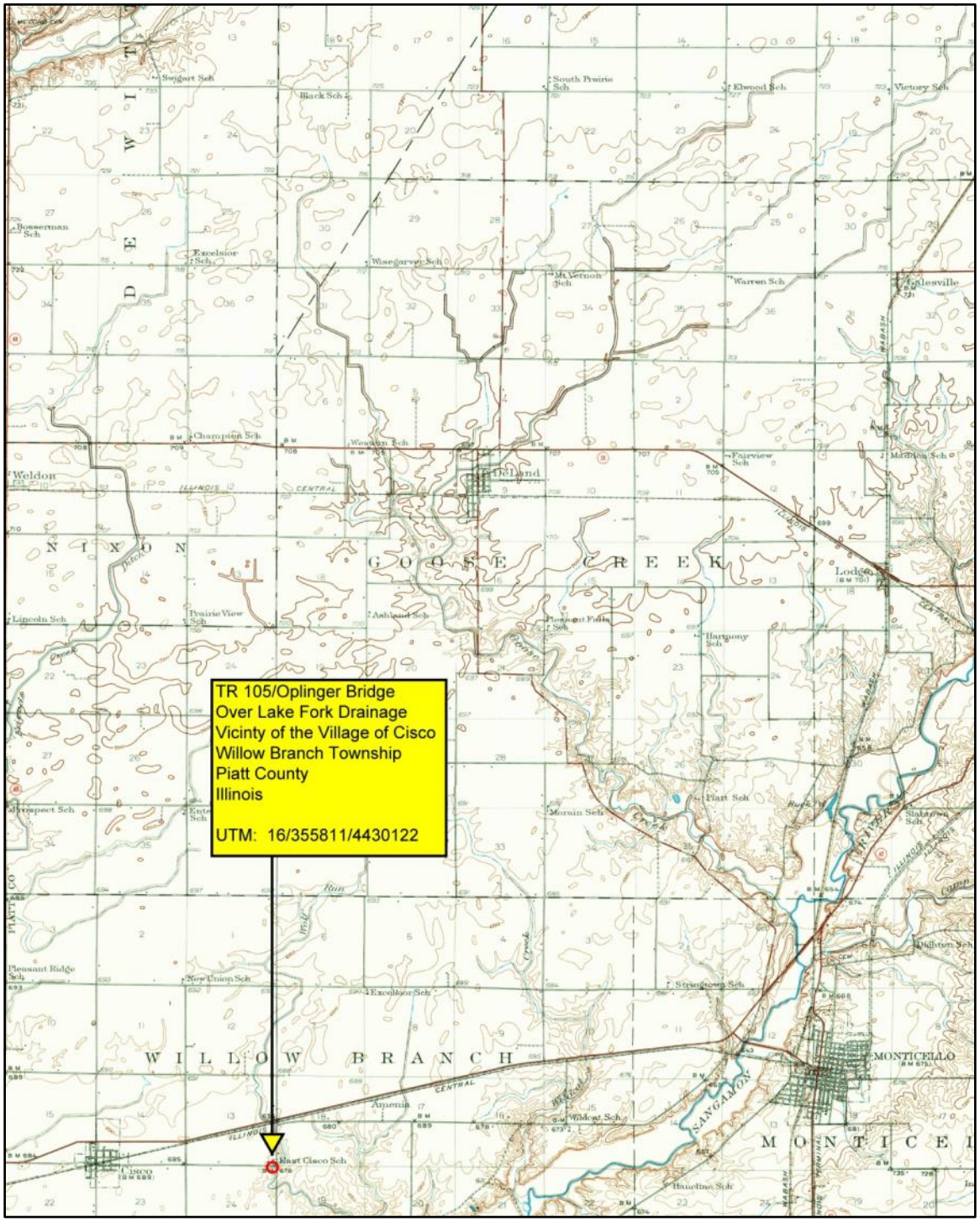
This IL-HAER archival documentation is submitted in compliance with a stipulation of a Memorandum of Agreement (MOA) between the Federal Highway Administration, Illinois Division, and the Illinois State Preservation Officer, dated with final signature on 12 April 2018. The MOA was executed in compliance with CFR 36 800.6(b)(1)(iv) of the National Historic Preservation Act of 1966, as amended.

1940 Aerial Photographic Image Identifying Bridge Location:



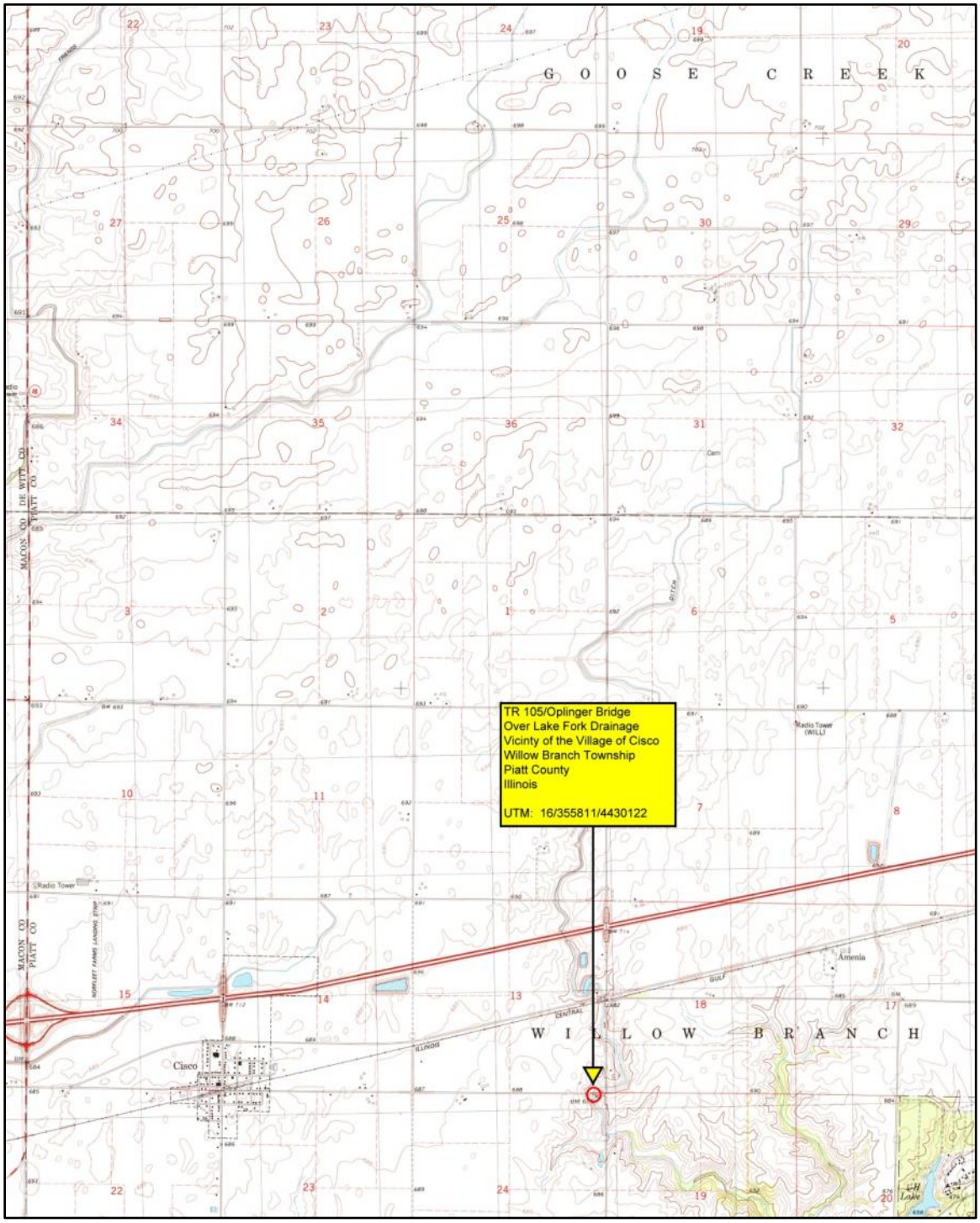
The agricultural nature of the Cisco area is unmistakable. Illinois Historical Aerial Photography: 1937-1947, Image AM-1A-42, 6 June 1940, Viewed at http://maps.isgs.illinois.edu/ilhap/ on 14 February 2018.

USGS Map (1937) Identifying Bridge Location:



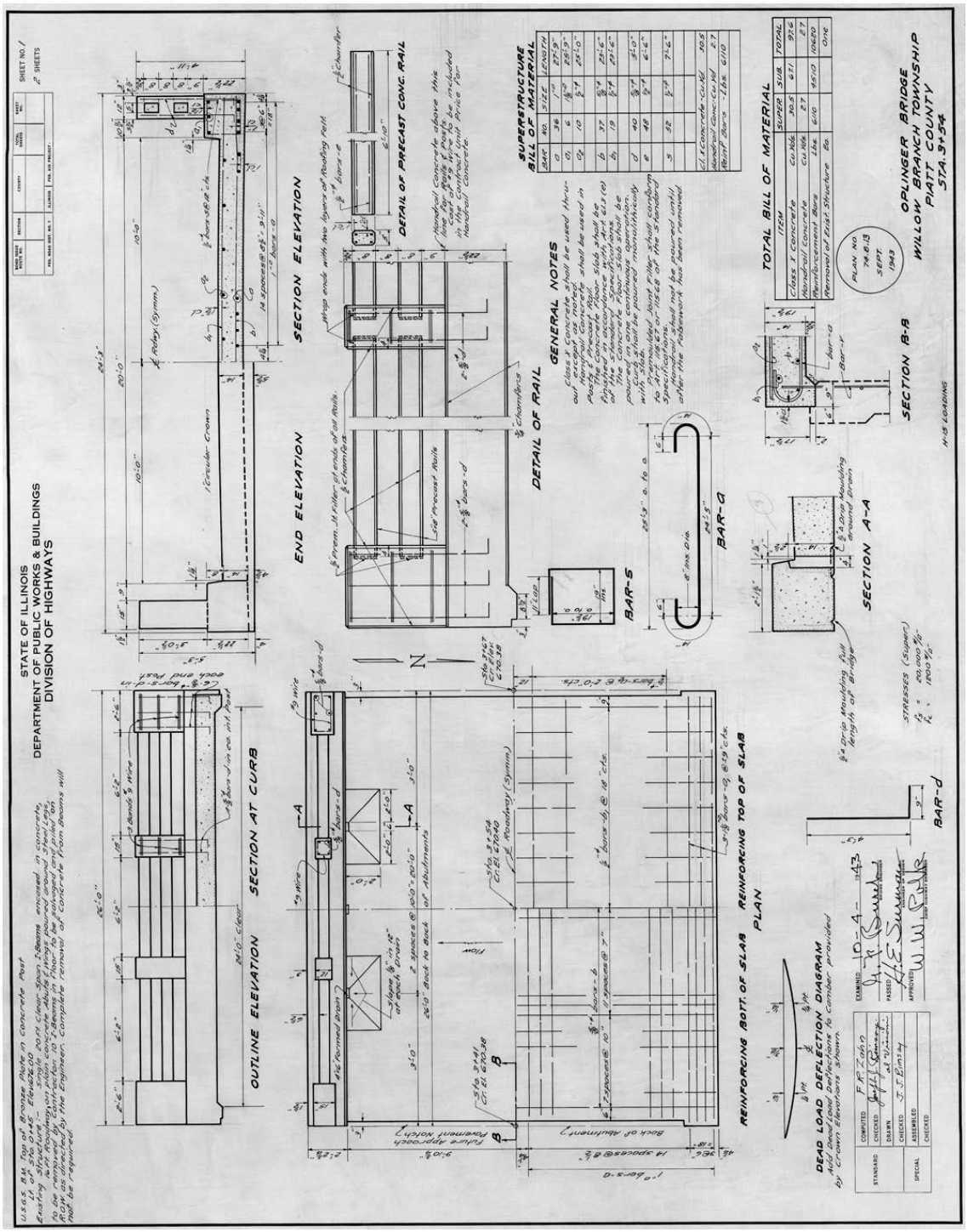
U.S. Geological Survey, *Monticello Quadrangle* [map], 1937, 1:62500, 15 Minute Series (Reston, VA: United States Department of the Interior, USGS, 1937).

USGS Map (1979) Identifying Bridge Location:



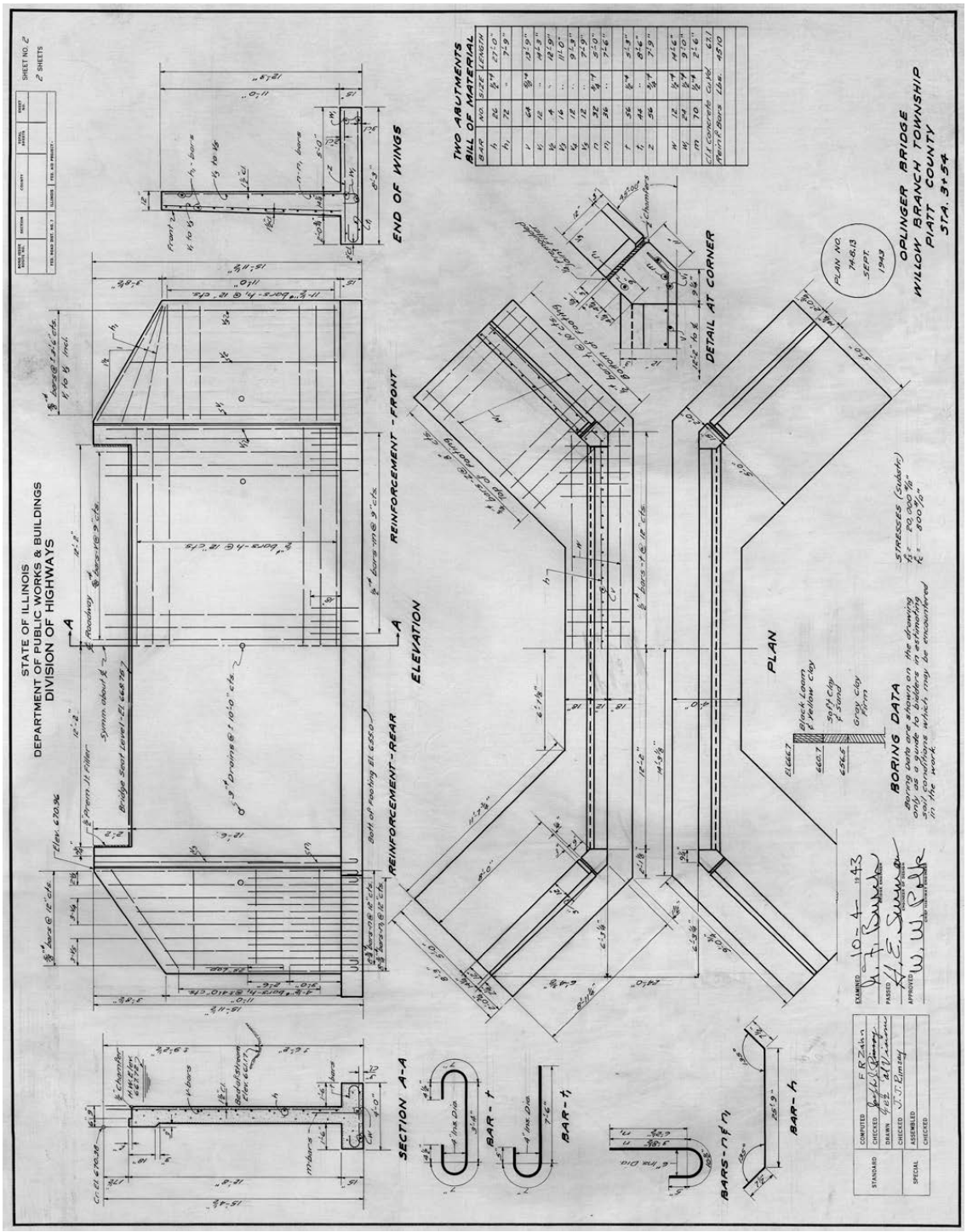
U.S. Geological Survey, *Weldon East Quadrangle* [map], 1979, 1:24000, 7.5 Minute Series (Reston, VA: United States Department of the Interior, USGS, 1979).

Original 1943 Bridge Plans – Page 1



Bridge Plans on file at Heritage Research, Ltd., Menomonee Falls, Wisconsin.

Original 1943 Bridge Plans – Page 2:



HISTORIC ILLINOIS ENGINEERING RECORD

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TR 105/Oplinger Bridge HIER No. PI-2018-1
Over Wolf Run Creek/Lake Fork Drainage
(S.N. 074-3074/Sequence No. 20035)
Willow Branch Township
(Vicinity of Cisco)
Piatt County
Illinois

Documentation: 25 Exterior Photographs (2017)
18 Data Pages
01 15 Minute USGS Map (1918)
01 7.5 Minute USGS Map (1974)
02 Bridge Plan Sheets

John N. Vogel, Ph.D., Photographer

HIER No. PI-2018-1.1	VIEW TO WEST NORTHWEST. BRIDGE AND ITS SETTING.
HIER No. PI-2018-1.2	VIEW TO EAST. BRIDGE AND ITS SETTING.
HIER No. PI-2018-1.3	VIEW TO EAST.
HIER No. PI-2018-1.4	VIEW TO EAST NORTHEAST.
HIER No. PI-2018-1.5	VIEW TO NORTHEAST.
HIER No. PI-2018-1.6	VIEW TO NORTH NORTHEAST.
HIER No. PI-2018-1.7	VIEW TO NORTH NORTHWEST.
HIER No. PI-2018-1.8	VIEW TO NORTHWEST.
HIER No. PI-2018-1.9	VIEW TO WEST NORTHWEST.
HIER No. PI-2018-1.10	VIEW TO WEST.
HIER No. PI-2018-1.11	VIEW TO WEST SOUTHWEST.

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HIER No. PI-2018-1.12	VIEW TO SOUTHWEST.
HIER No. PI-2018-1.13	VIEW TO SOUTH SOUTHWEST.
HIER No. PI-2018-1.14	VIEW TO EAST NORTHEAST. BRIDGE RAILING NORTH SIDE.
HIER No. PI-2018-1.15	VIEW TO WEST NORTHWEST. BRIDGE RAILING NORTH SIDE.
HIER No. PI-2018-1.16	VIEW TO WEST NORTHWEST. BRIDGE RAILING SOUTH SIDE.
HIER No. PI-2018-1.17	VIEW TO WEST SOUTHWEST. WEST ABUTMENT.
HIER No. PI-2018-1.18	VIEW TO WEST NORTHWEST. WEST ABUTMENT AND BRIDGE DECK CONNECTION.
HIER No. PI-2018-1.19	VIEW TO NORTH. RAILING END BLOCK.
HIER No. PI-2018-1.20	VIEW TO NORTH. TYPICAL RAILING SEGMENT.
HIER No. PI-2018-1.21	VIEW TO NORTH. RAILING POST.
HIER No. PI-2018-1.22	VIEW TO EAST. BRIDGE DECK.
HIER No. PI-2018-1.23	VIEW TO NORTH. LAKE FORK DRAINAGE.
HIER No. PI-2018-1.24	VIEW TO SOUTH. LAKE FORK DRAINAGE.
HIER No. PI-2018-1.25	NO DIRECTION. USGS BENCH MARK.

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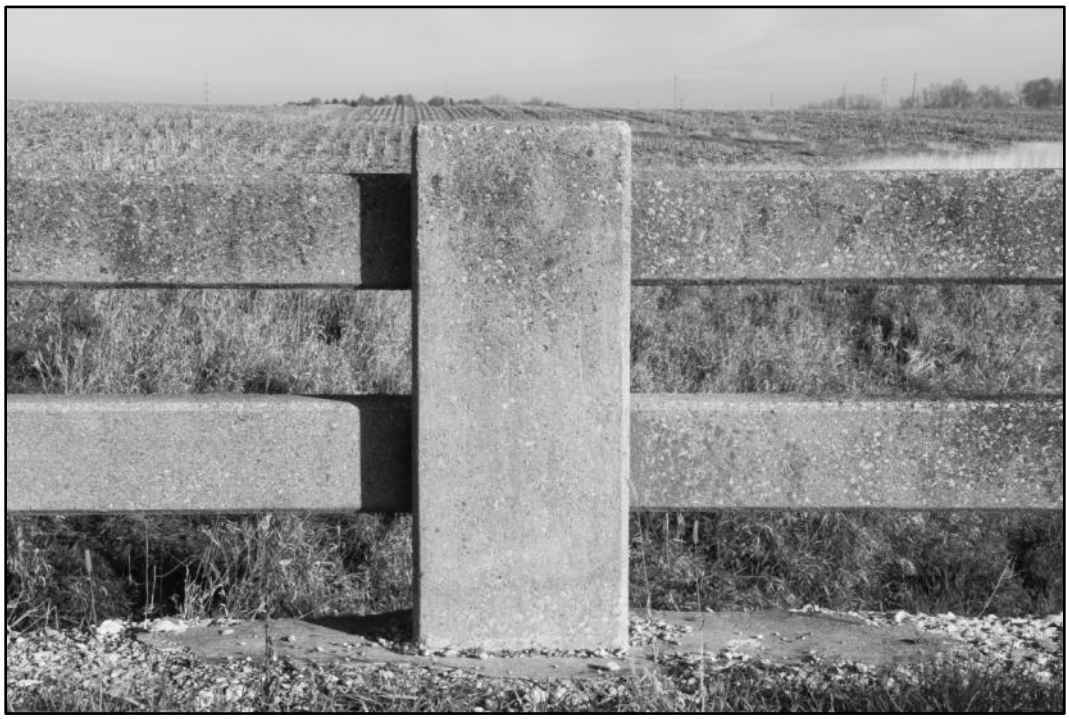


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