

United States Department of the Interior
National Park Service

SENT TO D.C.
10-8-99

**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 Fifteenth Street and Oklahoma Avenue Brick Street

other names/site number _____

2. Location

street & number 500 through 1217 Fifteenth Street and
1500 through 1521 Oklahoma Avenue not for publication

city or town Mattoon vicinity

state Illinois code IL county Coles code 029 zip code 61920

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 forth 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 L. Wheeler - SHP 10-5-99
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper _____ Date of Action _____

- 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:)

Name of Property

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 the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
0	0	Total

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

N/A

Number of contributing resources previously listed
in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/Road Related

Current Functions
(Enter categories from instructions)

Transportation/Road Related

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Brick Street

Materials
(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other Brick

Narrative Description

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

Fifteenth-Oklahoma Brick Street

Name of Property

Coles County, Illinois

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

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- 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)

Engineering

Period of Significance

1924

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Shinn, Harry E.

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):

- 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
- Local government
- University
- Other

Name of repository:

Fifteenth-Oklahoma Brick Streets
Name of Property

Coles County, Illinois
County and State

10. Geographical Data

Acreage of Property 5.75

UTM References

(Place additional UTM references on a continuation sheet.)

1	16	38	2	9	5	0	43	7	0	5	5	0	
Zone	Easting		Northing										
2	16	38	2	9	5	0	4	3	6	9	6	7	0

3	16	38	2	9	5	0	43	7	0	5	5	0	
Zone	Easting		Northing										
4													

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 See continuation sheet.
organization Coles County Regional Planning & Development Commission date June, 1999
street & number Coles County Courthouse 651 Jackson, Room 309 telephone (217) 348-0521
city or town Charleston state IL zip code 61920

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 Mattoon
street & number 208 North 19th Street telephone (217) 235-5654
city or town Mattoon, state IL zip code 61938

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 listings. 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 20503.

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7. NARRATIVE DESCRIPTION

The Fifteenth Street and Oklahoma Avenue brick street is located in the south-central part of the City of Mattoon in a large residential neighborhood. This brick street segment, including concrete sidewalks, parkways, curbs and gutters, runs uninterrupted north and south 0.55 mile (2,880 feet) or eight blocks except for the 63 feet of asphalt covering the Marshall Avenue intersection. This segment consists of an eighty-foot right-of-way and was constructed in 1924. At the south end it continues to the west on Oklahoma Avenue for 346 feet or one more block in a sixty foot right-of-way. The street segment is mostly located in a quiet residential setting and in subdivisions platted in the first decade of the twentieth century. Three north-south asphalt streets of similar width parallel Fifteenth on both sides. The eight east-west asphalt streets crossing Fifteenth have sixty-foot right-of-ways and are often without sidewalks, curbs and gutters except for the more heavily traveled Marshall and Edgar avenues to the north. Lake Land Boulevard (U.S. Route 45) carries four lanes of traffic and is on the western edge of this area. Lawson Park, Noyes Fifth Addition (1907) and South Lawn Addition (1946) are located on the eastern edge.

Right-of-Way and Brick Design

The eighty foot right-of-way (ROW) in these eight blocks of Fifteenth Street consists of a 4 foot wide concrete sidewalk flanked by a 19 foot 7 inch grass parkway on each side of the brick street. A 25 foot 4 inch wide layer of plain paving bricks covers the street surface. There is a 2 foot 6 inch concrete curb and gutter on each side of the brick surface and at the street corners, the curb curve radius varies from 15 to 25 feet. The 3.75 inch wide x 8.5 inch long x 3 inch deep vitrified bricks are laid end to end and side to side in courses across the street with alternating cross joints. The brick pattern remains the same through seven of the eight intersections along the 0.55 mile length (Upchurch & Assoc.). A privately owned single track railroad crosses Fifteenth Street diagonally 120 feet north of the Maple Street. Numerous concrete driveways and sidewalks accessing residences cut through the grass parkway and appear as though they were constructed at the same time as the street.

A 19 foot 2 inch wide layer of 3.75 inch wide x 8.5 inch long x 3 inch deep plain paving bricks covers the one block on Oklahoma Avenue which was constructed at the same time as Fifteenth Street. There is a 2 foot 6 inch concrete curb and gutter on each side here also. The ROW for the 346 feet of this section is 60 feet and there are no

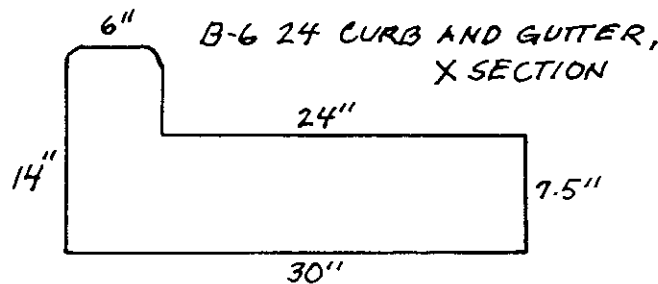
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sidewalks. Concrete driveways, and the alley access, are located in the Oklahoma parkway. Two of the three driveways in this block consist of new concrete.

The curb and gutter on Fifteenth Street and Oklahoma Avenue brick street would be described today by street contractors as a B-6 24 curb and gutter.



The concrete in the Fifteenth Street curb is 7.5 inches thick toward the center of the street and 13.5 to 14 inches high at the back or next to the grass on the parkway. The topmost part of the curb is 6 inches wide and the gutter part or pan extends for 24 inches making a total width of 30 inches as is later described in Section 8 in the 1923 Fifteenth Street specifications.

There are sixteen concrete driveways cutting through the grass parkway on the west side of the Fifteenth Street brick street and twenty-five on the east side. Some of the driveways have been reconstructed with new concrete while others appear to still contain the original concrete. These driveways exhibit varying states of condition. One type of concrete driveway on Fifteenth starts with a seven or eight foot approach that is an extension of the curb structure with the high edge curving toward the sidewalk on both sides until it meets the next section which is a ten foot wide concrete slab running fourteen feet to the street edge of the sidewalk. This width of concrete then continues on the other side of the sidewalk on private property next to the residence.

Another type of concrete driveway consists of the curb approach described above which meets with two, two-foot wide concrete strips fourteen feet long through the grass that support the car tires and then continue on the other side of the sidewalk next to the residence. These concrete strip driveways are sometimes double, with the lot line between them and various combinations of concrete strips and complete driveway slabs along the total length of the driveway can be found. The parkway on Fifteenth has very

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little if any slope toward the street center, but there are a few lots and residences that are raised slightly above the street center giving the driveway a slight slope downward.

There are five sidewalks cutting through the parkway on Fifteenth on the west side of the street and five on the east side of the street. They are made of concrete and are two feet wide or less except for one which is constructed of contemporary brick. Asphalt covered alley approaches cut through the parkway on both sides of the street at the center of the block just south of Edgar Avenue.

The one block of Oklahoma Avenue has one driveway cutting through the parkway on the north side of the street and two on the south side. There is also an alley approach through the parkway on both sides of the street at the center of the block. Two sidewalks cross the parkway on the south side of Oklahoma and one on the north side.

The brick pavement widens at the intersections into approaches which are described in the 1923 contract as "6 feet long east and west (see Section 8)." The cross streets are asphalt and this covering has been partially placed onto the Fifteenth Street brick approaches. Brick surface can be observed around the corners east and west on the six most southern intersections, but then the asphalt does cover at least one-half of the six foot approach length in most instances. There is a 63 foot expanse of asphalt on Fifteenth Street at Marshall Avenue which was also a brick street for the three blocks to the west and nine blocks to the east of Fifteenth and is now totally covered with asphalt. The Marion Avenue intersection has not yet been restored to its original condition from a recent water pipe construction project that went through the intersection.

The surface surrounding the railroad tracks as they cross Fifteenth Street is covered with asphalt to a distance of about twelve to fourteen feet onto the brick on each side. The edge of the asphalt covering is uneven as the covering has been done at different times giving the area a patchwork quality. Railroad crossing signs are positioned to face traffic at curbside on each side of the street eleven feet in front of the tracks and 2.5 feet from the curb in the parkway. A large metal box for mechanical railroad equipment is also mounted on the sign pedestal on the west side of the street. As the sidewalks cross the tracks, the concrete is replaced with crushed rock on the east and asphalt on the west when it reaches the actual track. A 9 foot wide irregular concrete patch containing a manhole in the center parallels the asphalt covering across the street on the south.

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The Substructure

The Fifteenth Street and Oklahoma Avenue brick street is laid on soil. There is a five inch layer of concrete directly on this dirt, then a one inch layer of sand and tar mix supporting the brick layer on the surface. The bricks have been top filled with sand, the grains of which can still be observed between the bricks.

It is important that the dirt below a brick street remain completely dry and stable. Fifteenth Street is well drained, with catch basins at many corners and manholes in the center of the street at the intersections that are part of Mattoon's combined storm drainage and sewer system. The original well-drained roadbed has remained stable for many years. Catch basin covers, referred to as cast iron top sand grates in the 1923 contract (see Section 8) are located either in the center of the street corner curb curve or a few feet from the corner curve at curbside. Three grate tops for catch basins on Marshall Avenue are located in the Marshall Avenue street in front of the corner curb curve and the fourth one has a cast iron top located in the curb facing Marshall. There are twenty-three catch basins in the Fifteenth Street brick street. The one block of Oklahoma connected to Fifteenth Street has no catch basins or manholes.

The catch basins are located immediately below the grass parkway adjacent to the curb with their entrance grate flush with the street side of the curb. The catch basin top is held in place on the basin below by a ring of concrete. Paving brick was used to construct the catch basins and manholes. Each catch basin's cover is made of 1.2 inch thick circular cast iron, 23.75 inches in diameter, with a 3.5 inch wide cast iron circular rim which flares out on the curb side as the 24 x 10 inch top of the collection box which funnels street run-off water into the brick basin below and is referred to as the grate. The cast iron collection box measures approximately 10 inches wide by 24 inches in length and 9 inches deep. It is open on the long sides to allow street water to flow into the brick basin below. This opening to the grate contains four tubular iron bars that stop large objects from flowing into the catch basin. These bars are sometimes partially or totally missing, leaving an unprotected opening. The lettering, H. W. CLARK, MATTOON, ILL. 1281, is displayed on the cover in bas-relief along with an intricate cross hatch design which is also found on the rim.

The H. W. Clark Company was a foundry operating in Mattoon from 1895 to 1982. Horace W. Clark conceived the idea of installing water meters outside homes and produced a meter that was impervious to cold temperatures, could be placed at an accessible location, and was reasonable in cost. The first large order for 3,000 came in

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1907 from the U.S. Government to be used in Washington, DC and subsequent orders then came from all over the country and the world. The Company also produced cast iron manhole covers and catch basin tops at their plant on North 12th Street (Johnson, Larrabee, Lumpkin and Thiel, pp. 131).

The location and size of each brick catch basin is as follows:

<u>Cross Street and Designated Corner</u>	<u>Approximate Distance from Corner</u>	<u>Depth in Inches</u>	<u>Width in Inches</u>
Edgar			
SW	3' 10"	36	24
SE	3' 10"	36	24
Marshall			
NW		24	30
NE	5'*	32	30
SW		28	30
SE		30	30
Marion			
NW	Corner Curb Curve	60	36
NE	Corner Curb Curve	36	36
SW	Corner Curb Curve	60	36
SE	Corner Curb Curve	36	48
Walnut			
No catch basins.			
Oak			
NW	5' 10"	48	36
NE	5' 10"	48	36
SW	5' 10"	36	36
SE	5' 10"	36	36
Maple			
NW	14'	36	36
NE	14'	54	36
Dakota			

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NW	14'	54	36
NE	14'	48	36
Essex			
NW	14'	48	36
NE	14'	60	36
Oklahoma			
NW	5'	54	36
NE	5'	48	36
SW	5'	48	36

*Located in the parkway.

There are eleven manholes in The Fifteenth Street brick street and seven of them are located in the center of the street in the intersections. Two are located on either side of the railroad in the center of the street and one more is located in the west grass parkway near the Maple Street intersection. The manhole covers are made of 1.2 inch thick circular cast iron, 21.5 inches in diameter surrounded by a 1.2 inch cast iron rim which is then surrounded by a rectangle of concrete in most cases. The covers are decorated with bas-relief patterns consisting of either 1.5 inch x 1.5 inch squares or 1.5 inch in diameter circles and sometimes the letters EJIW are found in the center. The one at Maple Avenue has H. W. CLARK, 36, MATTOON, ILL written on it. These manhole covers are positioned on the top of round paving brick basins that are also connected by underground tiles and pipes and are part of Mattoon's combined storm and sewage system. The size and location of each brick manhole basin on Fifteenth is as follows:

<u>Cross Street</u>	<u>Depth in Inches</u>	<u>Width in Inches</u>
Marshall	84	36
Marion	72	54
Walnut	72	48
Railroad , North	77	48
Railroad, South	117	36
Oak	72	48
Maple	117	36
Maple	72	36 (in parkway)
Dakota	106	36
Essex	56	36
Oklahoma	60	36

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FIFTEENTH STREET AND OKLAHOMA AVENUE BRICK STREETThe Neighborhood

The Fifteenth and Oklahoma Avenue brick street runs for eight blocks from the south ROW line of Edgar Avenue on the north end to Oklahoma Avenue on the south where it turns west for one more block to the east ROW line of 16th Street. Lincoln School, a brick, two-story grade school built in 1912, occupies a full block off the northwest corner of Oklahoma Avenue and 16th Street. The cross avenues in order from north to south are: Edgar, Marshall, Marion, Walnut, Oak, Maple, Dakota, Esscx and Oklahoma. The subdivisions surrounding this segment are Curyea's Addition (1866), Replat of W2/3 of Executors Sub. of No. 1 of F. B. Noyes Estate (1902), Noyes Third Addition (1904), and Noyes Fourth Addition (1905) (Coles County Clerk's Office). Alleyways, twenty feet in width, run north and south in most blocks in the neighborhood.

Marshall Avenue is a through street with considerable traffic flow. A large grocery store, My Store, is located just one-half block south of Marshall Avenue at Fifteenth and Marion. South of the store, the neighborhood becomes completely single family residential and is zoned as such. The homes are mostly of frame construction, moderate in size and were constructed at least fifty years ago. There are numerous mature trees in the yards and parkway on 15th Street. A single-track railroad owned by Cargill Inc. crosses the neighborhood diagonally from the northwest to the southeast.

8. NARRATIVE STATEMENT OF SIGNIFICANCE

Fifteenth Street and Oklahoma Avenue brick street is locally significant and the ROW is a good example of 1924 municipal street construction. It qualifies under Criterion C for engineering. The brick street built in 1924 is associated with a popular method of road construction used in the early years of this century. Fifteenth is one segment of Mattoon's brick street inventory which today totals 4.3 miles. A civil engineer has recently rated five of the nine blocks of the brick surface in good condition, two more blocks in fair condition, and the remaining two blocks in poor condition. The curb and gutter is rated as good except for one block which is rated as fair (Upchurch and Assoc.). The predominately residential location remains the same today as it was during the years of significance. A large grocery store at Fifteenth and Marion is the only commercial business on south Fifteenth Street. This segment retains the integrity of materials, design, workmanship, location, feeling, association and setting as it did when it was built. Fifteenth has been patched with concrete and asphalt and these patches give an irregular quality to the consistent brick surface surrounding them. However, a recent

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survey of Fifteenth and its one block extension by an engineer revealed that only 4.4% of the total brick surface is in need of repair. The paving bricks on Fifteenth are in good condition and are returned to the surface when repairs are made. Local support has kept this brick street segment from being covered with asphalt. A 12x39 foot restoration in the 900 block of Fifteenth was recently completed to the original specifications, and the Mattoon Street Department has plans to continue a restoration schedule on all the remaining brick streets.

At the time of its construction, Fifteenth Street went no further south than Oklahoma Avenue. Noyes Fourth Addition (1905) was platted but still undeveloped in 1924. When Fifteenth was extended two more blocks south, it was not constructed of brick. The street was paved in brick north of Edgar Avenue for nine blocks to DeWitt Avenue. All nine blocks to the north are now covered in asphalt. In fact, not quite 20% of the original 22.1 miles of brick streets in Mattoon remain today.

History of Paving with Brick

The history of paving brick is well described in the following quote from "Brick Streets in Illinois" (Baire and Walters pp. 3-5).

"Most authorities credit the introduction of modern brick pavement to the Dutch. The Romans much earlier seem to have experimented with paving bricks, but their efforts were largely unsuccessful – the crushing action of narrow cartwheels quickly ground the bricks to powder – and whenever possible the emperor's engineers opted for stone surfaces. But stone was a luxury elsewhere in Europe, and road builders in the Low Countries began to experiment with surfaces made of various kinds of fired clay. In the Dutch province of Gelderland, next to the IJssel River, lies the village of Moor, long famous for its brickmakers. Traditional authorities argue that it was there that bricks were first used for street paving. In any event, by the seventeenth century, many Dutch towns had brick streets. Young American cities were not far behind. In 1719 Jonathan Dickenson wrote to his brother that in Philadelphia bricks were expensive because so many were being used for paving.

But it was another one hundred fifty years before paving brick caught on in the United States. Charleston, West Virginia, is credited with installing the first modern brick pavement, in 1870. That year Dr. Nathan

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B. Hale asked the common council to abandon crushed stone in favor of brick pavement, a suggestion the council found absurd.

Undaunted, the doctor proceeded to arrange for the production of specially pressed, hard-burned, dark red brick, which he laid at his own expense on a Charleston street. The bricks wore well, and the council became more receptive. Three years later the city began an extensive paving project that soon resulted in several miles of brick streets.

The system used in Charleston consisted of a layer of planks covered with sand. Hale's special bricks were placed in zigzag fashion over the second layer. By all accounts the system worked well, but it does not seem to have been widely imitated.

Five years after Hale's first experiment, national attention switched to Bloomington, Illinois. Late in September 1875, a small knot of people gathered in front of Livingston and Grisheim's store near the corner of Washington and Center streets facing the courthouse. Included were the mayor, several councilmen, the city engineer, and brick manufacturer Napoleon B. Heafer. As they looked on, a hose was attached to a nearby hydrant and a stream of water directed at the center of the street. Then, workmen with spades scraped away remnants of two inches of earth and gravel, revealing a ten-by-twelve square of yellow-red brick.

Earlier that year the wooden paving blocks in that part of the street had been removed and replaced with bricks from Heafer and McGregor's brickyard. The spectators pushed closer to examine the condition of the bricks, which remained exactly as they had been set down, tightly locked in place and apparently unaffected by the steady stream of wagons and drays and omnibuses that had rumbled over one of the most heavily used intersections in town. The council was impressed. Two years later they ordered an entire block paved with Heafer's bricks.

For the next decade Bloomington was the center of considerable attention among those interested in paving. Engineers and town fathers came from all over the Midwest to examine the brick streets, and, if the local press is to be believed, generally left with favorable impressions of the Bloomington experiment.

The man behind that experiment, Napoleon Heafer, was decidedly a product of the frontier. He was born in Charleston, West Virginia, in 1825, but no one has established how much he knew about the later paving experiments in that city. He worked in Kentucky and joined the Pike's Peak gold rush before settling, in the 1850's, into the brick business in

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Bloomington. He was an outspoken man, with a colorful interpretation of the Sixth Commandment, and his boisterous pioneer sense of fun could not have been always welcome. For example, when his son Edgar scraped up enough money to buy a used brick machine and set up a small brick business, Napoleon went out the night before production began and mixed coal screenings into Edgar's clay supply. As a result, young Heafer's first bricks resembled spaghetti. All the brickmakers, except for Edgar, thought it was hilarious.

No doubt Napoleon Heafer's street-paving method was a good one. First, he smoothed on a four-inch layer of coal cinders covered with sand. Over that he laid the first layer of bricks, which was topped by additional sand and a second layer of bricks. More sand covered the surface. The problem with Heafer's system was the bricks' softness and high porosity, conditions created by impurities in the clay.

Throughout the 1880s, brickmakers and engineers worked diligently to improve the quality of paving brick. The first step was limiting their material to impurity-free clay; they gradually settled on stonelike shale clays as the primary ingredient. The second step was improving firing techniques to ensure more even heating. The results were impressive. Brick made in the early 1880s crushed at pressures between five hundred and forty-five hundred pounds per square inch; some brick produced ten years later could withstand forces up to twenty-two thousand pounds per square inch. When immersed in water for twenty-four hours, Heafer's brick absorbed a little more than four percent of its weight; a shale paver of the early 1890s absorbed virtually no water. Indeed, the American shale paver was surely one of the most indestructible objects created in the nineteenth century; many equal the hardness of high-grade steel and will scratch quartz. As a result, pavers laid in Illinois streets ninety years ago can often be reused with no modification beyond brushing away a surface coating of dirt.

In the 1890s the focus of paving-brick construction in Illinois switched to the Galesburg area. In the valley of Court Creek, in Knox Township, the perfect clays were found. On May 15, 1890, the Purrington Paving Brick Company was founded, and by the end of the decade it was the largest producer of shale pavers in the world, with a capacity of a half-million bricks a day. Hundreds of cities throughout the United States, particularly in the Midwest, began to pave their streets with shale bricks.

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In 1893 another milestone was reached when brick pavement was first laid in a rural area – in Monmouth Township, Warren County, Illinois. The news of Monmouth’s use of paving brick on rural roads spread rapidly and was even noted in *Scientific American*. By the last decade of the nineteenth century the use of bricks for street paving was widely discussed in popular, as well as technical, literature. The day of the shale paver had arrived. For the next twenty years brick would dominate American paving, and everywhere brick streets would become a symbol of scientific advancement and community pride.”

Paving Brick Qualities

The qualities of paving brick are well described in the following quote from “Brick Streets in Illinois” (Baier and Walters pp. 6).

“Paving brick is composed of varying combinations of clay, shale, sand, and flux – the latter a mixture of substances that promotes fusion at high temperatures. Shale brick is harder, denser, and more brittle than fire-clay brick, which absorbs more water yet is tougher. Both types were used to construct streets.

Paving brick gains its strength through vitrification, a process that makes brick impervious to water. The term *vitrified* when applied to brick means that a chemical action has coalesced the clay particles and fused them with heat to form a near-liquid substance, which then slowly hardens over a seven- to ten-day period. A thoroughly vitrified brick has no visible pores and breaks with a smooth fracture. The crushing strength of good quality paving brick is eight to ten thousand pounds per square inch. In comparison, concrete has a strength of thirty-five hundred pounds per square inch.”

Mattoon History

Mattoon is a city of 18,441 people that “exploded” into existence in the Spring of 1855 at the construction site crossing of the Terre Haute & Alton and the Illinois Central Railroads. The town was named after William B. Mattoon, who was the Superintendent of the Terre Haute & Alton Railroad. Within a year, it was a town of 500 people and had grown to 4,000 people in ten years.

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Mattoon's first building boom was from 1866 to 1870. During that time, 28 business blocks were erected on Broadway and Western avenues and their cross streets around the railroad crossing. Wooden cross walks and sidewalks were a necessity in these early years of either muddy or dusty dirt streets. The Mattoon Gas Company was chartered on April 26, 1967, supplying lights for the downtown area and a few residents.

The Indianapolis & St. Louis Railroad, an extension of the Terre Haute & Alton Railroad, moved their headquarters and shops to Mattoon in 1871. In the 1880s, this railroad became the Cleveland, Cincinnati, Chicago & St. Louis Railroad and was called the Big Four. A third railroad, the Peoria, Decatur & Evanston, or P.D.&E., was operating out of Mattoon by 1882 and was then purchased by the Illinois Central in 1899. Mattoon's growth was fueled by a railroad economy for at least 85 years.

The late 1890s saw Mattoon's City Council busy passing ordinances regarding the development of a water supply, electric lighting and street paving. The first brick street was laid in 1891, when the City contracted with J. G. Shea of Decatur at a rate of \$1.98 per square yard to pave two downtown blocks of Broadway Avenue. The following year, concrete sidewalks were laid on both sides of the pavement. Pavement of brick and permanent walks of brick and concrete were laid annually and by 1905 there were about 11 miles of pavement and about 50 miles of permanent sidewalks (Wilson, pp. 725). In 1901, the Illinois Central Railroad built a double track through the city. This would necessitate the re-laying of part of the brick streets. Paved streets began to radiate out from the central downtown area of Broadway and Western avenues.

By 1900, Mattoon was a city with electric lights, telephones, street paving, a city water system, a police and fire department, and a library. Its economy was heavily dependent on agriculture and the railroad industry. The Central Illinois Traction Company began operating a streetcar line in 1901. Later, an interurban railroad line was built between Mattoon and Charleston, ten miles to the east. The Central Illinois Public Service Company has its roots in Mattoon and was based there until 1931, when it moved its headquarters to Springfield. The company was purchased by Ameren in 1997.

Theodore Jonte started the Tile & Brick Company located on Piatt Avenue in the north part of the City in 1890. By 1912 millions of brick were produced annually. The Chuse Manufacturing Company began in 1875 and was manufacturing engines in 1900. The factory became a defense plant during World War II and later produced radiators until 1986. The plant stands empty today on the east side of the downtown area. Early factories were the Landau Packing Company, the Reliance Factory, H. C. Clark

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Company, and Lay Broom Factory. Later in 1928, the Brown Shoe Company constructed a larger plant next to the Illinois Central Railroad tracks north of the downtown area.

Since 1896, the Mattoon City Council had asked the Illinois Central Railroad to build below-grade tracks through the City. Finally, this was begun in 1913 and completed in 1914. A Mattoon landmark, the Essex House & Depot located at the crossing had to be torn down. Bridges were constructed across the lowered tracks over five streets. The new Illinois Central Depot was completed in 1916 and the Big Four Depot was completed in 1917.

During World War II, Mattoon Industries geared up for production. Railroad traffic was heavy through town. Oil was discovered around Mattoon in the late 1930's and oil production began in 1940. By 1946, there were 400 wells operating in the Mattoon area. The major oil companies set up offices in the City and many people moved to town because of the oil boom. By 1955, only 200 wells were in operation. The oil boom lasted about ten years and a few wells are still operating today.

In the 1950s, railroad traffic was still strong. However, the new diesel engine changed railroading. It eliminated the need for large shops, round houses and crews to maintain the engines. Both the Illinois Central and the Big Four shops were closed in the late fifties. The 1960s saw the closing of the Illinois Central Freight Depot and the New York Central passenger station. The New York Central was acquired by the Penn-Central in 1968 and it then declared bankruptcy. All rail traffic on the East-West line ended and the tracks were torn up in 1985. Passenger service on the Illinois Central still has two north and south trains running daily. The Illinois Central of the P.D.&E. is still running freight trains through Mattoon.

Mattoon continues to have a strong economy which includes twenty industries that employ one hundred people or more and a large shopping/motel complex on the east side adjacent to Interstate 57. The Illinois Central Railroad/Amtrak connects with Chicago and New Orleans and a large County airport is located east of the city. Lake Land Community College was established on the south side of town in 1966 and today serves the technical educational needs of the East Central Illinois area.

Mattoon's Brick Street History

Mattoon's founders planned well when they laid out the original town in 1855 and the Noyes addition in 1857 with 80-foot right-of-ways for the majority of the streets. The

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combined total number of 300 foot x 300 foot blocks is about 398 for these two large subdivisions. The area covers the majority of Sections 13 and 14 in Mattoon Township. In the early years, the streets of Mattoon were nice and wide albeit directly on the dirt which turned to sticky mud during wet weather and dust during dry weather. Sidewalk and street paving became a necessity, with board and brick sidewalks appearing first, followed by the brick paving of the streets. Crushed stone was used by some municipalities as an early street material. It does not appear to have been considered in Mattoon as the only other similar material mentioned in the city record books are cinders.

City Ordinance 45 passed on July 13, 1892 details the construction specifications for both the brick sidewalk and Mattoon's first brick pavement on Broadway Avenue in the downtown area. The sidewalk was constructed next to the lot line "in the most substantial manner known, four feet in width of hard hand burned paving brick and laid flat upon a foundation bed of ground and sand properly tamped and set with a rammer." The sidewalk was flanked by twelve feet of "concrete (artificial stone) four inches thick." The whole width was to be on a "foundation of gravel and sand 12 inches in thickness including the nine foot wide area of paving brick set on three inch thick concrete. The bricks to be used are to be of smooth surface, uniform in size. The edges straight and smooth. There shall be used (imported) Portland Cement (Mattoon City Council Book 7, pp. 53)."

The Mattoon City Council approved "An Act Concerning Local Improvements" on June 4, 1897. It provided "that said improvement be paid for by special assessment against the property 'benefected' and against the public as provided in section thirty-nine (39) and that said improvement shall be paid by installments according to section forty-two (42)...10 installments (Mattoon City Council Book 8, Dec. 16, 1902, pp. 221)." The City also purchased bonds and coupons to assist with the cost of improvements. The Council Minute Books are full of Committee of Finance reports regarding bonds and coupons for brick street construction. Mattoon streets were renamed in 1897 and remain the same today.

For the first fifteen years of the 20th century, Mattoon put forth a tremendous effort in paving its streets. The cost to pave one block was from \$1000 to \$1500 and streets were extended from the downtown area one or two blocks at a time. The Mattoon City Council Minutes of June 28, 1907 list 27 ordinances regarding completed street improvements (paving) upon which no final action for acceptance had been taken (Mattoon Council Book 9, pp. 292). The City Engineer would then review the completed

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construction project and usually recommend acceptance by the Street and Drainage Committee.

A. C. Loomis, a Civil Engineer specializing in general contracting and masonry materials, worked in Mattoon from 1898 into the 1930s. It appears that he constructed many of the brick streets, as numerous notations are made to his contracts in the City Council Minute Books of the time. He was in business with D. P. Rose in the early part of his career and then went into business for himself (Mattoon City Directories). His business was located at 1816 Lafayette Avenue in 1916 and at 321 South 18th Street in 1930.

A resolution to construct board street crossings at the intersections of 8th and Edgar, 7th and Edgar, 13th & Edgar, 14th and Marshall, 7th and Marshall, and 12th and Marshall was passed by the City Council on July 2, 1907. The indication is that these crossings were still dirt in 1907. The crossings are just a few blocks from 15th Street. A 1912 report from the Street and Drainage Committee indicated that there were 30 miles of dirt streets in the City. The Council was considering the purchase of a grader "at a cost not to exceed \$250" to grade the dirt streets (Mattoon City Council Book 10, June 4, 1912, pp. 292). Another period of extensive paving activity occurred in the 1920s. The minutes of the Board of Local Improvement from 1923 to 1928 mention 23 streets that were to receive improvements. Some brick streets were repaved during the 1920s. Eight to ten plus blocks were done at one time, so paving occurred at a faster pace than earlier. These paving contracts took into consideration manholes and catch basins connecting to the storm water drains as well as brick and concrete paving items necessary to complete the total job. Again, not everyone wished to pay the special assessment for a paved street. The residents from 1400 through 1521 Richmond and 3300-3421 Prairie made plans for six inches of cinders to be applied to the surface of their street (Board of Local Improvement Minutes, September 20, 1923).

Mattoon's brick streets evolved over a period of about fifty years from 1891 to 1940. Because of the increase in motorized traffic occurring during the first half of the twentieth century, paving was a continuous issue for municipalities. Mattoon city officials and residents planned and worked well together for street improvements through the Board of Local Improvements set up in the 1897 Act Concerning Local Improvements. It is estimated that Mattoon had 22.1 miles of brick streets by 1940 (Mattoon Street Department). Today there are 4.3 miles left uncovered and the following chart gives some basic data regarding these streets except for .64 miles of brick streets not surveyed (Upchurch & Associates).

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MATTOON EXTANT BRICK STREET DATA

Description	Length	Width of Brick Layer	Date Constructed	Contractor	MATERIALS			Condition
					Brick Layer	Sand Layer	Concrete Layer	
Champaign Avenue from 22nd to 33rd St.	11 blocks 0.80 mile	25.3	1923	A. C. Loomis	Plain 4.5"x9"x3"	1"	4.5"	**1 Very Good 2 Good 8 Fair
22nd from Commercial to DeWitt St.	6.33 blocks 0.45 mile	36.5	1895-1911	A. C. Loomis	Plain 3.75"x8.5"x3" Clinton 4"x9"x3.5" Terre Haute 3.75"x8.25"x3.5"	1" to 2"	4.5" to 6.5"	7 Good
Lafayette Avenue from 6th to 14th St.	8 blocks 0.56 mile	27.2			Terre Haute 3.75"x8.5"x3.25"	1"	4.5" to 5"	4 Good 3 Fair 1 Poor
13th from Broadway to Marshall Avenue	5 blocks 0.33 mile	25.3	1923-1928	A. C. Loomis	Plain 3.75"x8.5"x3"	1"	4.5"	5 Good
Wabash Avenue from 9th to 12th St.	7 blocks 0.20 mile	30.3			Danville 4"x8.5"x3"	1"	No concrete layer - 3" thick brick over 4.5" sand layer	3 Good
Wabash Avenue from 6th to 9th St.	3 blocks 0.20 mile	27.3			Clinton 3.75"x9"x3"	1"	3.5" to 5.25"	2 Good 1 Fair
Wabash Ave. from Logan to 6th St. (The only monolithic brick street in Mattoon.)	7 blocks 0.52 mile	25.5	1916-1924		Plain 3.5"x8.75"x3.5"	1"	4.5"	7 Poor
15th from Edgar to Oklahoma and West to 16th	9 blocks 0.60 mile	25.3	1924	H. E. Shinn	Plain 3.75"x8.5"x3"	1" sand & tar mix	5"	5 Good 2 Fair 2 Poor

*Brick width x length x depth.

** The seven categories for street condition by block are: Excellent, Very Good, Good, Fair, Poor, Very Poor, and Failed.

c:\share\jan\excel\brkst chart

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The 22.1 miles of brick streets located in Mattoon in 1940 all had the dry, substantial substructure necessary in good street construction. The original brick and concrete substructure is still present in most instances, providing a firm base for today's streets now mostly covered with asphalt.

Fifteenth Street and Oklahoma Avenue Brick Street History

The first mention of Fifteenth Street in the Mattoon Council Minutes occurs on May 19, 1903, with a notation that the bonds and coupons for its improvement "have been paid (Mattoon Council Minute Book 8, pp. 273)." A 1907 notation concerns a resolution to "open up" 15th Street from the south line of Marshall Avenue to the north line of Marion Avenue (Mattoon Council Minute Book 9, pp. 228). Loomis and Rose, concrete contractors, were paid \$1,068.82 from the special assessment in December of 1904 for work done on 15th Street. The cost in this reference would have been for one block of paving. Fifteenth Street was first improved from 1903 through 1912 and the records indicate that parts of the extant segment was paved during that time.

The Fifteenth Street and Oklahoma Avenue brick segment remaining today was constructed in 1924. The following is the resolution put before the Board of Local Improvements at its September 4, 1923 meeting regarding its construction:

"That the roadway of South Fifteenth Street from a line twenty-one (21) feet south of the central line of Lafayette Avenue and thence south to the south line of Oklahoma Avenue and Oklahoma Avenue from a line 21 ft. west of the central line of South Sixteenth Street and all intersecting streets and alleys not now improved and lying within the limits of said portions of South Fifteenth Street and Oklahoma Avenue and not in the roadway thereof, be improved by grading, draining, curbing, guttering, paving, and otherwise improving same by the construction of a 3 in. course of Vitrified brick paving resting on a 5 in. course of concrete with a ¼ in. sand cushion between the brick and concrete courses and the interstices between the bricks to be filled with a sand filler; brick to conform to Standard Specification for paving brick now in general acceptance and concrete to be composed of 1 part American Portland Cement, 3 parts sand and 5 parts gravel or broken stone mixed with sufficient water to form a plastic mass and placed and compacted after the

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best practice now recognized and accepted by Engineers: constructing a combined concrete curb and gutter with flag portion 30 in. wide, 7 ½ in. thick at the inner edge and 6 in. thick at the outer edge, and the curb portion 6 in. in height above the flag and 5 in. wide at the top and 6 in. wide at the junction with the flag – also construction single ring brick manholes 6 ft. deep and 3 ft. internal diameter with cast iron tops, and constructing single ring catch basin storm water inlets 3 ½ ft. internal diameter and 6 ft. deep with cast iron top sand grates and connecting same to storm water drains now laid or to be laid along or across said Fifteenth Street and making all adjustments and connections of sidewalks and pavement that may be necessary to bring the improvement to proper lines and grades, also the placing of the necessary 6 in. Vitrified pipe conduits for the housing of water pipes and otherwise improving the said street. That the roadway at said South Fifteenth Street shall have a width of 30 feet from outside line of curb to outside line of curb, being 15 feet in width on each side of the center line of said South Fifteenth Street except at intersecting streets and alleys, where the roadway shall be widened by the construction of approaches on both sides of the pavement. That at street intersections the said approaches shall be 30 feet wide north and south and 6 feet long east and west, and the corners at the intersections shall be rounded to a radius of 10 feet. That alleys and intersections of the said approaches shall be 20 feet wide north and south and 3 feet long east and west, with the corners at the intersections rounded to a radius of 3 feet. That the center line of the improvement shall coincide with the center line of each of the respective intersecting streets and alleys.

The combined curb and gutter shall extend along both sides of the improvement for the entire length, the outer edge of the curb forming the outer line of the improvement except at intersecting streets and alleys.

Be It Further Resolved, That, the estimate of the cost of this improvement, as compiled and ascertained by and certified over the signature of W. Ed Millar, Engineer, which is itemized to the satisfaction of the board, be and the same is hereby approved and order made a part of the records of this resolution.

Be It Further Resolved, That this Board fix and it does hereby fix and set the ___ day of ___ A.D. 1923, at the hour of two thirty P.M. in

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the city council chambers in the City Building in the said City of Mattoon, Illinois, as the time and place for the public consideration of the said proposed improvement.

Be It Further Resolved, That notice of the time and place of such public consideration be prepared and mailed in manner provided by law.

Be It Further Resolved, That the resolution be at once transcribed upon the records of this board.

Thereupon, W. Ed Millar, member of said Board of Local Improvements, seconded the motion to adopt said Resolution, and upon the question being put, the said Resolution, was unanimously adopted by said Board of Local Improvements, and the Secretary of said board was directed to at once transcribe the same into the records of the said board of Local Improvements.

The estimate of the cost of the improvement contemplated by said Resolution of the cost of the improvement referred to and approved and which estimate was itemized to the satisfaction of said Board of Local Improvements, and certified over the signature of the Engineer of said Board, is in words and figures as follows:

To the Board of Local Improvements, Mattoon, Illinois.

Gentlemen:

I hereby submit to you an estimate of the cost of improving South Fifteenth St. from Lafayette Avenue South to the North line of Oklahoma Avenue, and Oklahoma Ave. from fifteenth street to sixteenth street as directed by you, said estimate of cost being in words and figures as follows:

Respectfully submitted,

City Engineer

(1) 5,800 cu. Yds. Of excavation, including grading, rolling, refilling, and tamping subgrades complete -----\$2,900.00

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- (2) 6,900 lineal ft. of Portland cement Concrete curb and gutter thirty (30) inches wide, seven and one half (7 1/2) inches thick at inner edge and six (6) inches thick at outer edge portion curb @ 80¢ per lineal ft. complete ----- 5,520.00
- (3) 9,865 sq. yds. Of Portland Cement/Concrete base five (5) inches thick, proportioned one part cement, three (3) parts sand and five (5) parts coarse aggregate @ \$1.45 per sq. yd. in place -----14,304.25
- (4) 9,865 sq. yds of Vertical fibre Vitrified paving brick three (3) inches thick laid on sand cushion @ 1.85 per sq. yd. ----- 18,250.00
- (5) 510 lineal ft. of marginal concrete curb 6" x 12" same mix as base slab @ 35¢ per lineal ft. ----- 178.50
- (6) 1,400 ft. of twelve (12) inches Vitrified pipe @ 1.10 ----- 1,540.00
- (7) 440 ft. of 8 inch Vitrified pipe @ 70¢ ----- 380.00
- (8) 1,100 ft. of 6 inch Vitrified pipe @ 55¢ ----- 605.00
- (9) 17 Brick Catch basins curb-inlets, 3 ft. in diameter with Mattoon Standard Cast iron inlet tops @ 50.00 each ----- 850.00
- (10) 7 Brick manholes 3 ft. in diameter with cast iron ring and cover, weight 270# @ 55.00 each ----- 385.00
- (11) 12-6 inch Vitrified pipe conduits 32 ft. long @ 50 per ft. - 192.00
- (12) Repairing of sidewalk crossings ----- 250.00
- (13) Engineering and inspection expenses ----- 1,358.00

Court and costs and necessary lawful expenses as provided for by section 94 of an act entitled 'An Act Concerning local improvements approved Jan. 14, 1897 as amended ----- 2,798.49

Total Costs ----- \$49,439.97

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I hereby certify that in my opinion, the above estimate does not exceed the probable cost of the proposed improvement and all lawful expenses attending same, as provided by law.

Respectfully submitted
City Engineer

Harry E. Shinn was the contractor for the Fifteenth Street and Oklahoma Avenue brick street project, all of which is extant today except for one block from Lafayette to Edgar which is covered with asphalt. A. C. Loomis was the contractor for a paving construction project on 14th Street occurring at the same time (Board of Local Improvements Minutes, July 1, 1924 p. 62). H. E. Shinn was the County Superintendent of Highways in 1916 and was associated with the general contracting firm of James T. Shinn located at 2021 Wabash Ave. in 1924.

The Construction of Fifteenth Street and Oklahoma Avenue Brick Street

A well-constructed brick street will spread the concentrated load of the wheel over a conical area of the subgrade and thus absorb the pressure of heavy traffic for a long time (Baker, pp 294). Mattoon's remaining brick streets have demonstrated this fact. Drainage is of utmost importance at the onset of brick street construction, as the subgrade must remain dry and firm. Tile drainage pipe was sometimes laid under the curbing or gutters when the street was constructed. The contract mentions drainage tile (vitrified pipe). It also mentions catch basins and manholes as part of the storm drainage system for Fifteenth. The crown of the pavement should be raised four inches so the water will flow to the edge in the gutters. Fifteenth Street's center exhibits a very slight raise today and its gutters carry the water to catch basins at the corners of the intersections where it enters the storm drainage system.

Any brick from former improvements were first removed, then the substructure was graded and rolled according to specifications. The Fifteenth Street substructure was well prepared and has remained in good condition at most locations.

The concrete curbs, gutters and the five inch street substructure were put in place directly on the graded and rolled dirt. The three inch deep open area where the bricks were lain was then swept clean to assure a smooth outcome. A one-inch layer of sand and tar was placed between the concrete and the brick on Fifteenth Street. This layer is just sand in the substructure of the other extant brick streets in Mattoon. The contract calls for "a ¾ in. sand cushion between the brick and concrete courses."

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The backbreaking job of laying the bricks by hand came next. The steamroller then went over the newly laid bricks so they were well settled into place. Lastly, a layer of sand was swept into all the cracks or allowed to work itself down in the cracks as traffic moved over the street. Water was sometimes sprinkled on the street to move the sand into place.

South Fifteenth Street provided a good surface for residential transportation into the 1930s when some rehabilitation of the surface became necessary. In the mid 1930s, Mattoon had a Works Projects Administration program and a number of the brick streets were rehabilitated by WPA crews (Zachow and Raboin Interviews). The bricks on Fifteenth Street were turned over about 1935. It may have been that the tar and sand layer between the bricks and concrete was laid when the bricks were turned. The surface has held up very well with continued use into the present.

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10. GEOGRAPHICAL DATA

Verbal Boundary Description

Located in the SW quarter of Section 13 and the NW quarter of Section 24, Mattoon Township, City of Mattoon, Coles County, Illinois. Beginning at point on the east ROW line of Fifteenth Street 15 feet north of its intersection with the south ROW line of Edgar Avenue and thence south along said Fifteenth Street ROW 2892.5 feet more or less to its intersection with the south ROW line of Oklahoma Avenue and thence west along said south ROW line of Oklahoma Avenue 401 feet more or less, thence north 60 feet thence east 321 feet more or less to the west ROW line of Fifteenth Street and thence north along said ROW 2832.5 feet more or less, thence west 80 feet to the point of beginning.

Boundary Justification

These boundaries were chosen because they encompass the total area of the Fifteenth Street and Oklahoma Avenue brick street segment and surrounding right-of-way owned by the City of Mattoon.

11. FORM PREPARED BY

Alice Larrabee, Mattoon

Joyce St. Michael, Mattoon

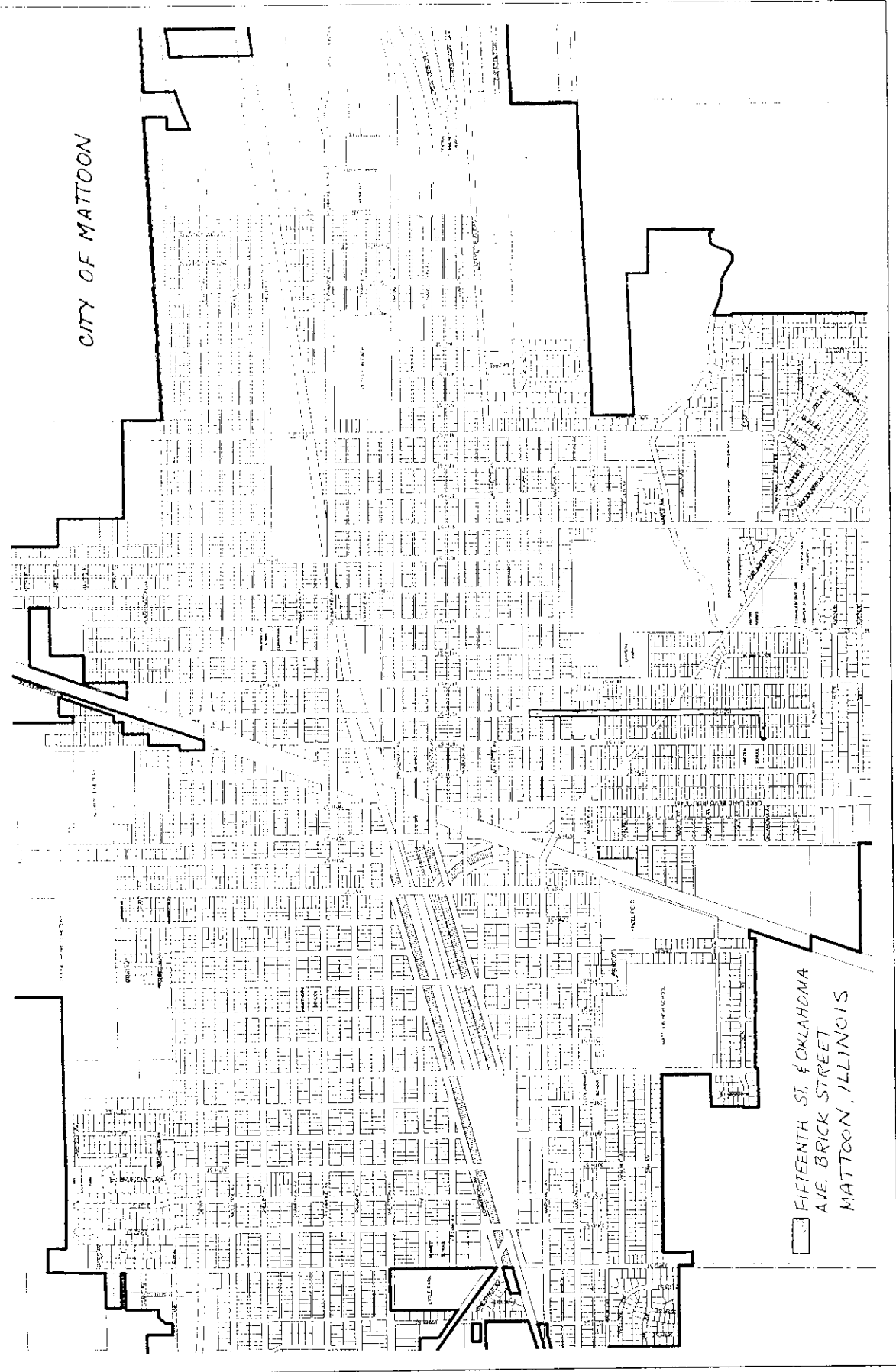
MATTOON EXTANT BRICK STREET DATA

Description	Length	Width of Brick Layer	Date Constructed	Contractor	M A T E R I A L S			Condition
					Brick Layer	Sand Layer	Concrete Layer	
Champaign Avenue from 22nd to 33rd St.	11 blocks 0.80 mile	25.3	1923	A. C. Loomis	Plain 4.5"x9"x3" *	1"	4.5"	**1 Very Good 2 Good 8 Fair
22nd from Commercial to DeWitt St.	6.33 blocks 0.45 mile	36.5	1895-1911	A. C. Loomis	Plain 3.75"x8.5"x3" Clinton 4"x9"x3.5" Terre Haute 3.75"x8.25"x3.5"	1" to 2"	4.5" to 6.5"	7 Good
Lafayette Avenue from 6th to 14th St.	8 blocks 0.56 mile	27.2			Terre Haute 3.75"x8.5"x3.25"	1"	4.5" to 5"	4 Good 3 Fair 1 Poor
13th from Broadway to Marshall Avenue	5 blocks 0.33 mile	25.3	1923-1928	A. C. Loomis	Plain 3.75"x8.5"x3"	1"	4.5"	5 Good
Wabash Avenue from 9th to 12th St.	7 blocks 0.20 mile	30.3			Danville 4"x8.5"x3"	1"	No concrete layer - 3" thick brick over 4.5" sand layer	3 Good
Wabash Avenue from 6th to 9th St.	3 blocks 0.20 mile	27.3			Clinton 3.75"x9"x3"	1"	3.5" to 5.25"	2 Good 1 Fair
Wabash Ave. from Logan to 6th St. (The only monolithic brick street in Mattoon.)	7 blocks 0.52 mile	25.5	1916-1924		Plain 3.5"x8.75"x3.5"	1"	4.5"	7 Poor
15th from Edgar to Oklahoma and West to 16th	9 blocks 0.60 mile	25.3	1924	H. E. Shinn	Plain 3.75"x8.5"x3"	1" sand & tar mix	5"	5 Good 2 Fair 2 Poor

*Brick width x length x depth.

** The seven categories for street condition by block are: Excellent, Very Good, Good, Fair, Poor, Very Poor, and Failed.

CITY OF MATTOON



□ FIFTEENTH ST. & OKLAHOMA
AVE. BRICK STREET
MATTOON, ILLINOIS



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places.

For further information contact Edson Beall via voice
(202) 343-1572, fax (202) 343-1836, regular or E-mail: Edson_Beall@nps.gov

Visit our web site at <http://www.cr.nps.gov/nr>

DEC 3 1999

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 11/22/99 THROUGH 11/26/99

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

ARKANSAS, DREW COUNTY, Rough and Ready Cemetery, Approx. 1 mi. SE of Monticello Civic Center on AR 19, Monticello vicinity, 99001376, LISTED, 11/22/99

CALIFORNIA, INYO COUNTY, Coso Rock Art District, Address Restricted, China Lake vicinity, 99001178, LISTED, 10/08/99

ILLINOIS, ADAMS COUNTY, Lesem, S.J., Building, 135-37 N 3rd St., Quincy, 99001377, LISTED, 11/22/99

ILLINOIS, COLES COUNTY, Fifteenth Street and Oklahoma Avenue Brick Street, 500 through 1217 Fifteenth St. and 1500 through 1521 Oklahoma Ave., Mattoon, 99001357, LISTED, 11/22/99

ILLINOIS, COOK COUNTY, One LaSalle Street Building, 1 N LaSalle St., Chicago, 99001378, LISTED, 11/22/99

ILLINOIS, JERSEY COUNTY, Smith--Duncan, House and Eastman Barr, IL 100 at Pere Marquette State Park, 2000 ft. W of Deer Lick Hollow, Grafton vicinity, 99001379, LISTED, 11/22/99

ILLINOIS, LAKE COUNTY, Adier, David, Estate, 1700 N Milwaukee Ave., Libertyville, 99001380, LISTED, 11/22/99

ILLINOIS, ROCK ISLAND COUNTY, Peoples National Bank Building--Fries Building, 1729-1731 and 1723-1727 2nd Ave., Rock Island, 99001381, LISTED, 11/22/99

IOWA, CLINTON COUNTY, Cherry Bank, 1458 Main Ave., Clinton vicinity, 99001382, LISTED, 11/22/99

IOWA, SCOTT COUNTY, East Hill House and Carraige House, 5004 State St., Riverdale, 99001384, LISTED, 11/22/99

MASSACHUSETTS, WORCESTER COUNTY, Phillipston Center Historic District, Roughly along The Common, Baldwinville, Petersham and Templeton Rds., Phillipston, 99001385, LISTED, 11/22/99

MINNESOTA, RED LAKE COUNTY, Clearwater Evangelical Lutheran Church, Co. Hwy 10 (Equality Township), Oklee vicinity, 99001386, LISTED, 11/18/99

MISSISSIPPI, ADAMS COUNTY, Natchez National Cemetery, 41 Cemetery Rd., Natchez, 99001387, LISTED, 11/22/99 (Civil War Era National Cemeteries MPS)

MISSISSIPPI, JONES COUNTY, G.W.O. Site, Address Restricted, Lanham vicinity, 99001361, LISTED, 11/23/99

NEBRASKA, FURNAS COUNTY, Faling, W.H., House, 606 Parker St., Cambridge, 99001388, LISTED, 11/22/99

NEBRASKA, HALL COUNTY, Grand Island Senior High School, 500 Walnut St., Grand Island, 99001390, LISTED, 11/22/99

NORTH CAROLINA, ORANGE COUNTY, Faucette, Maude, House, 1830 Hall's Mill Rd., Efland vicinity, 99001391, LISTED, 11/22/99

NORTH CAROLINA, WAKE COUNTY, Pope, Dr. M.T., House, 511 S Wilmington St., Raleigh, 99001392, LISTED, 11/22/99

NORTH CAROLINA, WAKE COUNTY, Raleigh Water Works and E.B. Bain Water Treatment Plant, 1810 Fayetteville Rd., Raleigh, 99001452, LISTED, 11/22/99

TENNESSEE, MONTGOMERY COUNTY, Madison Street Historic District, Address Restricted, Clarksville, 99001393, LISTED, 11/22/99 (Clarksville MPS)

TENNESSEE, OBION COUNTY, East Main Street and Exchange Street Historic District, Roughly along Main, Exchange and Church Sts., Union City, 99001394, LISTED, 11/22/99 (Union City, Tennessee MPS)

TEXAS, BEJAR COUNTY, San Antonio National Cemetery, 517 Paso Hondo St., San Antonio, 99001395, LISTED, 11/22/99 (Civil War Era National Cemeteries MPS)

VERMONT, WINDSOR COUNTY, Wilder Village Historic District, Portions of Norwich, Passumpsic, and Horseshoe Aves., Chestnut, Gillette, Fern, Hawthorn, Locust and Division Sts., Hartford, 99001396, LISTED, 11/22/99

WEST VIRGINIA, JEFFERSON COUNTY, Boidstones Place, Shepherd Grade, Shepherdstown vicinity, 99001397, LISTED, 11/22/99

WEST VIRGINIA, KANAWHA COUNTY, Charleston Municipal Auditorium, 224-232 Virginia St. E., Charleston, 99001398, LISTED, 11/22/99

WEST VIRGINIA, NICHOLAS COUNTY, Hamilton, Martin, House, WV 39, Summersville, 99001403, LISTED, 11/22/99

WEST VIRGINIA, OHIO COUNTY, East Wheeling Historic District, Roughly bounded by Chapline, Eoff, 18th, McColloch, 12th and 11th Sts., Wheeling, 99001402, LISTED, 11/22/99

WEST VIRGINIA, TYLER COUNTY, Friendly City Building and Jail, WV 2, Orchard St., Friendly, 99001404, LISTED, 11/22/99

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



Fifteenth Street
and Oklahoma
Hvenue Brick
Street

MATTOON, IL
zone 16

- 1 E 382950
N 4370550
- 2 E 382950
N 4369670
- 3 E 382830
N 4369670