

Errata to the Environmental Assessment

Interstate 55/72 Reconstruction from Toronto Road to Sherman

Sangamon County, Illinois

October 17, 2025

This errata document includes the following corrections, revisions and additions to the Environmental Assessment (EA) for a proposed reconstruction of the existing Interstate (I) 55 and I-72 roadway in Sangamon County, Illinois. The EA was approved by the Illinois Department of Transportation (IDOT) on January 12, 2021, and the Federal Highway Administration (FHWA) on January 13, 2021.

Page 37, Section 3, Environmental Setting, Impacts and Mitigation, Table 3.1 Summary of Impact Analysis of the Preferred Alternative – Revise the table to:

Impact Category	Impact
Proposed Right-of-way (acres)	74.7
Cost (\$Million, 2019)	802.8
Interchanges	
Reconstructed (each, see Note 1)	5
Ramp Modifications only (each, see Note 2)	3
Loop Ramps Remaining on Reconstructed Interchanges	8
Loop Ramp Weaves Remaining (see Note 3)	2
Bridges within Interchanges	22
Other Bridges	
Crossroads (see Note 4)	7
Railroad Bridges (see Note 5)	2
Stream/River Crossing (see Note 6)	2
Bike Trails (see Note 7)	2
Complex Staging	No
Environmental Impacts	
Social and Economic	
Displacements	
Residential	49
Commercial (Shed Company)	1
Relocation (Cell Tower)	1
Parking Loss (businesses, see Note 8)	2
Change in Access (see Note 9)	5
Farmland Conversion (acres)	22.6
Historical Properties (each)	0
Air Quality	In attainment
Noise (receptors impacted)	35
Non-wetland Forest & Shrubland (acres)	35

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Threatened and Endangered Species (species, see Note 10)	3
Surface Water Resources - in stream work (each)	16
Floodplain Encroachments	7
Wetlands (acres)	
Permanent	14.2
Temporary	3.1
Regulated Substances	Likely REC sites in project area
Section 4(f) Uses (each, see Note 11)	2

Notes:

- (1) Complete reconstruction of interchanges at Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue and Sangamon Avenue
- (2) Ramp modifications only at Toronto Road, Veterans Parkway and Sherman Road
- (3) Loop ramp weaves remain at Sixth Street and Clear Lake Avenue interchanges but are moved to a lower speed collector-distributor road
- (4) Overpass structures at Second Street, Southwind Road, West Lake Shore Drive, Ridgely Road, Bissell Road, Andrew Road and Sudduth Road
- (5) Railroad overpass structures at CNRR and NSRR
- (6) Stream/river crossings at Fancy Creek and Sangamon River
- (7) New I-55/72 structures over Lost Bridge Trail. I-72 bridges over Interurban Trail would be widened as needed.
- (8) At Sangamon Avenue interchange, displace 26 parking spaces. At Bissell Road, displace 29 truck parking spaces.
- (9) Closures/removal of two overpass structures: Cook Street and CWLP access to storage facility. At Stevenson Drive, re-design of CWLP entrance. At Clear Lake Avenue interchange, revised south access to Sugar Creek Wastewater Treatment Plant. Slight change in access to Old Route 36/Camp Butler Road.
- (10) May affect, but not likely to adversely affect Indiana bat and northern long-eared bat. Suitable habitat of the Kirtland's snake would be impacted.
- (11) Temporary closures of the Interurban Trail and Lost Bridge Trail.

Page 38-40, Section 3.1.1 What communities exist within the project study area?

- *1st paragraph, last three sentences* – Revise the sentences to: “The project study area occurs within Census tracts 1, 5.01, 5.04, 6, 24, 25, 27, 28.02, 29, 30, 31, 36.03, **37.01, 37.02, 38.01,** and 39.02 of Sangamon County (see Figure 3.1). Table 3.2 provides the populations of the project study area communities for the **U.S. Census’ 2013 and 2023 American Community Survey. The village of Sherman and Census tracts 25 and 31 have experienced an increase in population over this time period, while Sangamon County, the city of Springfield, and eight** of the **16** census tracts within the study area have experienced a decline in population.
- *Table 3.2 Population Data* – Revise the table to:

Demographic Boundary	2013 Population	2023 Population	Percent Change
Sangamon County	198,269	195,217	-1.5
City of Springfield	116,495	113,714	-2.4
Village of Sherman	3,918	4,211	+7.5
Census Tract 1	3,757	3,659	-2.6
Census Tract 5.01	2,399	2,570	+7.1
Census Tract 5.04	3,101	2,672	-13.8
Census Tract 6	5,441	4,286	-21.2
Census Tract 24	3,557	3,074	-13.6
Census Tract 25	4,919	5,966	+21.3
Census Tract 27	3,839	3,241	-15.6
Census Tract 28.02	3,489	3,836	+9.9
Census Tract 29	4,830	5,212	+7.9
Census Tract 30	6,078	5,672	-6.7

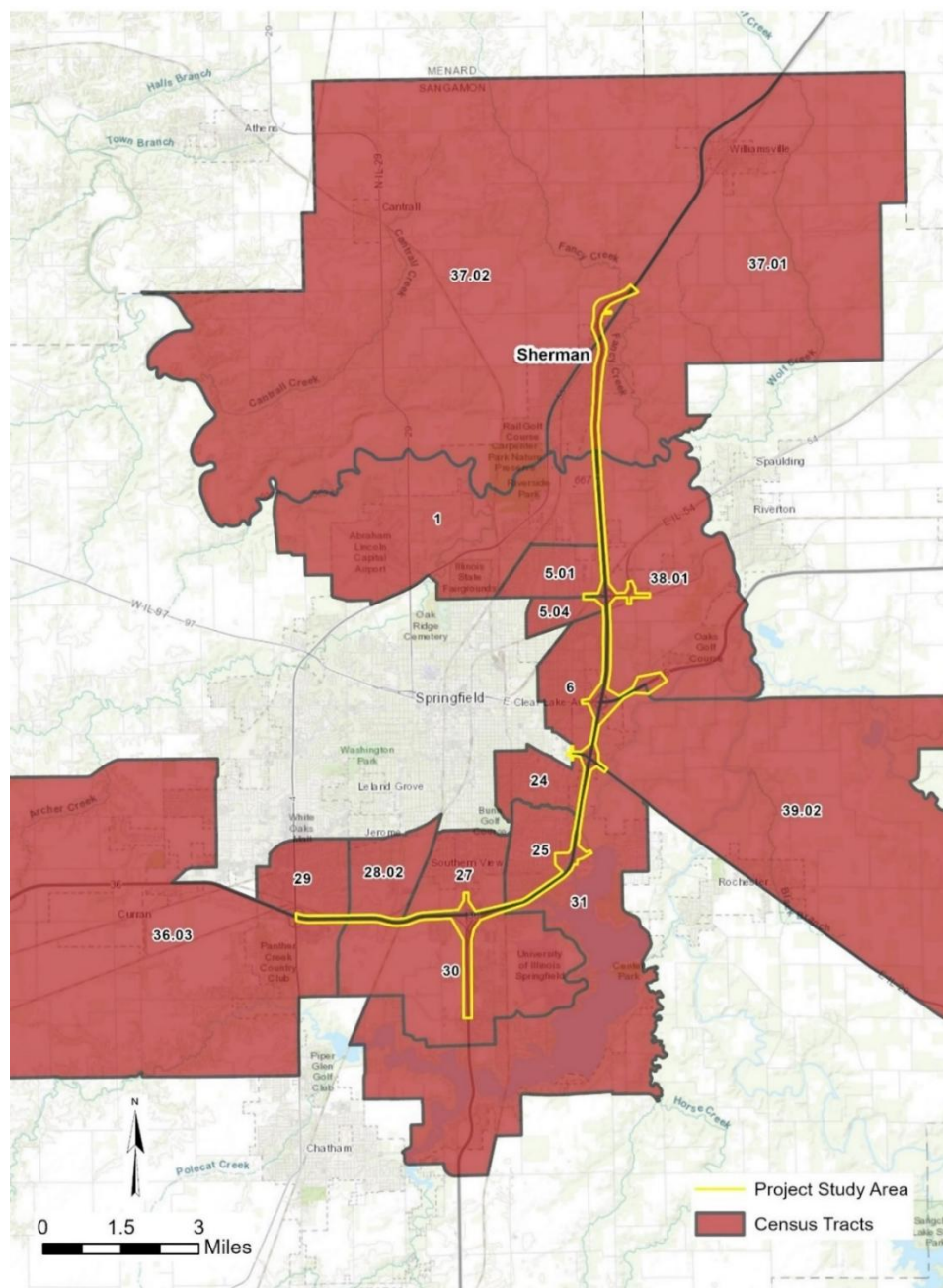
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Census Tract 31	6,794	7,755	+14.1
Census Tract 36.03	5,225	5,709	+9.3
Census Tract 37 ⁽¹⁾	8,513	8,307	-2.4
Census Tract 38.01	2,775	2,633	-5.1
Census Tract 39.02	3,877	3,940	+1.6

Source: U.S. Census Bureau, 2013 and 2023 American Community Survey 5-Year Estimates

1) Census Tract 37 was divided into Tract 37.01 and 37.02 for the 2020 Census. The population of these tracts were combined for 2023 to compare percent change from the 2013 data.

- *Figure 3.1 Census Tracts of the Project Study Area – Replace the figure with:*



Pages 41 to 43, Section 3.1.2 Will the project impact Title VI, minority, or low-income populations?

- *Section title* – Revise title to: “Will the project impact **the community**?”
- *Insert new paragraph before first paragraph*: “**On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 – Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 14096 – Revitalizing Our Nation’s Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ’s National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA and FRA’s Joint NEPA regulations (23 CFR part 771) and the agencies Interim Final Guidance on “Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decision-making and One Federal Decision” (12/17/2024) do not require an environmental justice analysis. Accordingly, no analysis of environmental justice is included in this Environmental Assessment. Any purported environmental justice impacts were not considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR 771.”**
- *1st paragraph, 1st and 2nd sentences* – Revise sentences to: “The project area was evaluated to **determine if there are potential impacts to the community**. Demographic information from the **2023** U.S. Census’ American Community Survey is provided in Tables 3.3 and 3.4. ”
- *Text Box, “What is Environmental Justice?”* – Delete text box.
- *1st paragraph, 3rd sentence* – Delete sentence “The FHWA defines a “minority” individual as a person who is Black, Hispanic or Latino, Asian American, American Indian and Alaskan Native, or Native Hawaiian and Other Pacific Islander.”
- *1st paragraph, 7th sentence to end of paragraph* – Revise sentences to: “**The U.S. commonly defines low income as median household income** at or below the Department of Health and Human Services (HHS) poverty guidelines. **HHS’s 2023 Poverty Guidelines** for a family of four is **\$30,000**. Specific areas identified as **a minority or low-income population** are Census Tracts 6, 24, 25, and 28.02. However, no residents or businesses are to be displaced from the communities within Census tracts 24, 25, and 28.02. **Displacements are present in Census Tract 6, which may contain minorities and/or low-income population.**
- *Table 3.3 Age, Racial and Ethnic Composition* – Revise the table to:

Demographic Boundary	Median Age (years)	65 Years and Older (%)	White Alone ⁽¹⁾ (%)	Black or African American Alone ⁽¹⁾ (%)	Some Other Race Alone ⁽²⁾ (%)	Hispanic or Latino ⁽³⁾ (%)
Sangamon County	40.8	18.9	79.1	12.7	2.6	2.8
City of Springfield	40.7	19.3	70.5	19.8	3.6	3.4
Village of Sherman	44.4	21.2	92.4	6.8	0.3	0.7
Census Tract 1	45.0	20.1	80.0	3.7	1.6	1.4

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Census Tract 5.01	42.1	20.7	83.2	13.7	3.0	2.2
Census Tract 5.04	40.5	19.3	82.9	8.5	2.6	3.6
Census Tract 6	32.9	11.5	64.4	30.3	0.6	1.3
Census Tract 24	42.5	19.2	39.3	59.3	1.6	0.9
Census Tract 25	37.9	22.2	53.1	27.7	10.0	5.5
Census Tract 27	44.6	19.4	83.7	9.1	1.2	2.8
Census Tract 28.02	27.3	7.1	37.9	47.4	10.2	4.9
Census Tract 29	42.1	18.4	75.0	15.6	4.5	0.9
Census Tract 30	35.3	16.0	74.1	13.6	4.3	8.7
Census Tract 31	49.8	26.0	87.7	6.6	1.3	2.4
Census Tract 36.03	49.7	21.7	84.6	4.2	6.8	0.6
Census Tract 37.01	43.4	18.4	96.9	0.7	0.6	0.7
Census Tract 37.02	48.1	22.2	89.1	7.2	1.8	1.0
Census Tract 38.01	35.0	18.1	90.4	0.0	3.2	0.7
Census Tract 39.02	42.9	20.2	95.7	0.5	1.7	2.6

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates

- 1) "Alone" following these racial categories signifies respondents who self-identify with one race. The remaining percentage of each demographic boundary includes respondents who self-identify with more than one race.
- 2) Some Other Race Alone is American Indian and Alaska Native alone, Asian alone, Native Hawaiian and Other Pacific Islander alone, or Some Other Race Alone.
- 3) Hispanic or Latino refers to a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. Hispanic or Latino is an ethnic identifier, not racial. People who identify their origin as Hispanic or Latino may be any race.

- *Table 3.4 Income Characteristics* – Revise the table to:

Demographic Boundary	Median Family Income (\$)	Median Household Income (\$)	Families below Poverty Level (%)	Unemployment Rate (%)
Sangamon County	101,807	74,114	8.3	5.5
City of Springfield	93,261	65,537	11.2	6.7
Village of Sherman	160,375	147,025	0.0	2.9
Census Tract 1	83,988	53,958	12.5	6.2
Census Tract 5.01	102,755	100,865	7.2	9.8
Census Tract 5.04	87,522	83,971	6.3	1.9
Census Tract 6	52,991	40,699	27.5	11.0
Census Tract 24	42,077	34,667	26.4	17.3
Census Tract 25	59,183	58,098	15.2	10.5
Census Tract 27	79,216	57,426	6.9	4.8
Census Tract 28.02	51,952	53,731	16.9	7.8
Census Tract 29	121,624	78,036	3.0	6.8
Census Tract 30	89,426	62,384	9.9	6.1
Census Tract 31	150,223	116,378	0.0	2.0
Census Tract 36.03	153,750	141,968	4.1	2.6
Census Tract 37.01	146,190	140,608	2.2	3.5
Census Tract 37.02	159,769	148,750	3.2	0.1
Census Tract 38.01	70,880	68,333	7.4	6.6
Census Tract 39.02	127,539	113,404	1.0	3.0

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates

- *3rd paragraph* – Revise the paragraph to: “The **2020** Decennial Census block data was reviewed to identify racial, ethnic or elderly populations of the area of homes to be displaced. Census blocks **4033, 4034, 4035, and 4036** had minority populations consisting of nine percent black or African American, two percent some other race alone, and two percent Hispanic or Latino. The percentage of minority populations in the Census block data is

substantially less than the overall minority population for Census Tract 6. Therefore, there is not a minority population of concern present in the Census blocks representing the homes to be displaced.”

- Add paragraph: “The median age of **Census blocks 4033, 4034, 4035, and 4036**, were **64.3, 35.0, 29.0, and 53.2**, respectively. **Census blocks 4033 and 4036 are greater than the median age of Census Tract 6; however, none of the median ages present at the area of homes to be displaced were considered elderly (greater than or equal to 65 years). Regardless, based on the median ages of Census block 4033 and 4036, elderly are present within the Pheasant Run community. Children, for the purposes of this comparison, are defined as ages 19 and under due to the limitations of the Census data aggregate thresholds. The four Census blocks had 20 percent of children compared to Census Tract 6 having 23 percent within the population. The population of children in the Census blocks is comparable to the overall population of children for Census Tract 6. Therefore, there is not a children population of concern present in the Census blocks representing the homes to be displaced.”**
- *4th paragraph* – Revise the paragraph to: “Income and poverty data were reviewed to determine if there is a potential for disproportionate impacts to low-income populations that need to be displaced in Census Tract 6, **Block Group 4**. Income and poverty data are only available at the **census block group** level using the **2023** American Community Survey 5-year estimates; thus, the data represents a larger geographical area than the defined study area. These homes are within **Census Block Group 4**, which represents a **larger population of 1,800** and an area of **0.94 square mile. Approximately 54 percent of the population within Census Block Group 4 is below the poverty level.** The median household income for **Census Block Group 4** is **\$42,791** and not below the Health and Human Services **2023** Poverty Guidelines for a family of four of **\$30,000** but is less than the City of Springfield. **These factors would indicate that** low-income populations occur within the **block group**. The project’s impacts to this community are due to the need to relocate the residents because of their close proximity to the convergence of two major interstates (I-55 and I-72) and not to any discriminatory actions against any group. **Because design and construction for this section of the project is not anticipated to occur for several years, future analysis and coordination with the affected community of Pheasant Run will be conducted in a later phase of the project.**
- *5th paragraph* – Revise the paragraph to: “IDOT has initiated discussions of the potential impacts with the owner of the Pheasant Run Mobile Home Park, and discussion with individual residents will take place at a later time. **Potential impacts are anticipated to be several years from the date of this environmental document; henceforth, discussions will be with those future residents residing at the time of the potential future impacts.** In addition, two public informational meetings on the project have been held to date. Newsletters were mailed to all addresses within a **half mile** of the project study corridor prior to each of the public informational meetings. **An open house public hearing was held on Tuesday, June 13, 2023, from 4 to 7 pm at the Northfield Inn, Suites & Conference Center, in Springfield, Illinois. Several residents from the Pheasant Run Mobile Home Park attended the meeting, where their questions were answered, and their comments were received. As a result of E.O. 14148, E.O. 14154, E.O. 14173, and the removal of the Council on Environmental Quality’s regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this Environmental Assessment does not consider public comments regarding environmental justice. Noise**

levels are not anticipated to impact the communities, due to proposed noise abatement measures. Additional information regarding noise impacts, hazardous/toxic materials, and the public hearing can be found in Sections 3.5, 3.11, and 4, respectively.

Page 43, Section 3.1.4 Will the progress change or impact any pedestrian, bicycle or transit facilities?

- *1st paragraph* – Revise the paragraph to: **“The Williamsville to Sherman Multi-use trail, named Heritage Route 66 Multiuse Trail, was completed by the villages of Sherman and Williamsville in 2021. The trail extends** from Andrew Road in Sherman to Williamsville, running parallel and east of I-55 (see Figures B1 and B2 in Appendix B). The trail includes a trailhead at the northeast corner of Bahr Road and Andrew Road in Sherman. **The Village of Sherman owns the trailhead property. The I-55 project would not impact the trailhead or multi-use trail. See Section 3.14 for additional information.”**
- *2nd paragraph* – Delete the paragraph: “The reconstruction of I-55 near Sherman would require realignment of Andrew Road over I-55. Due to the wider I-55 mainline typical section under Andrew Road, this overpass structure would need to be reconstructed. Andrew Road would be re-aligned to the north and a new structure provided at this location. Andrew Road could then remain open during construction of the new roadway alignment and new Andrew Road structure. Realigning the road would impact the south portion of the trailhead on the east side of Bahr Road. The trailhead would be relocated immediately north of its currently planned location. See Section 3.14 for additional information.”

Page 44, Section 3.1.5, Will the project require any residential or business relocations? 1st paragraph – Delete the 3rd sentence: “In addition, the realignment of Andrew Road over I-55 south of the Sherman Boulevard interchange would displace one residence.”

Page 46, Section 3.3.1 How were historic properties identified in the project area?, last sentence – Revise the sentence to: “In addition a photo log of structures within the APE that are potentially 40 years or older was prepared and **a review was completed by ISAS.**”

Page 46, Section 3.3.3 Do historic architectural properties (buildings, bridges or structures) exist within the APE?, 1st paragraph – Revise the paragraph to: **“Based on their review of ISAS’ report, IDOT’s Cultural Resources Unit identified four architectural properties eligible for listing in the National Register within the project’s Area of Potential Effects (APE).**

- **Harry R. Hanley Building Complex, 2300 S. Dirksen Parkway**
- **Route 66 Drive-in Theater, 1578 Knight’s Recreation Drive**
- **City Water, Light and Power (CWLP) Complex, 3200 Adlai Stevenson Drive**
- **Spaulding Dam Bridge (Structure # 084-9915) carrying former E. Lake Shore Drive over Lake Springfield and Sugar Creek**

The Illinois State Historic Preservation Officer (Illinois SHPO) concurred with IDOT Cultural Resources Unit’s identification of historic properties on March 22, 2021.”

Page 47, Section 3.3.5 Will the project impact historic architectural properties? – Revise the paragraph to: **“Illinois SHPO provided concurrence on December 18, 2023, that the project will have no adverse effect on the CWLP Complex and the Harry R. Hanley Complex. In addition, the project would have no effect to the Route 66 Drive-In Theatre and Spaulding Dam Bridge. The finding of**

“No Adverse Effect” was determined by IDOT, in coordination with FHWA, for all four properties on January 17, 2024 (see the IDOT memorandum in Appendix C).”

Page 47, Section 3.4 Air Quality - Insert new subsection:

“3.4.6 Greenhouse Gas Emissions and Climate Change

The transportation sector is the largest contributor for greenhouse gas (GHG) emissions in the U.S. In 2021, Illinois’ GHG emissions from transportation was 60.06 million metric tons of CO₂ equivalent (MMTCo₂e), representing 3.3 percent of the U.S. GHG emissions from transportation. The *State of Illinois: Priority Climate Action Plan*, March 2024, aims to decrease these levels even further by 2030. The need for this project is due to insufficient capacity of the existing corridor. The traffic capacity of the project causes increased traffic jams, decreased speeds, and limited maneuverability, which is presumed to increase emissions from idling motorists. This project will increase the capacity of the roadway to improve the flow of traffic and reduce time spent idling by motorists. In addition, the State of Illinois has two primary, existing GHG reduction targets, which would aid in further reductions of GHG emissions from transportation among other sources such as industry and building materials. First, the state is committed to reducing GHG emissions 50 to 52 percent below 2005 levels by 2030, and to net zero no later than 2050. Secondly, under Public Act 102-0662, it is the policy of the state to rapidly transition to 100 percent clean energy by 2050.”

On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 – Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis (January 20, 2021) and E.O. 14008 – Tackling the Climate Crisis at Home and Abroad (January 27, 2021). Subsequently on January 29, 2025, Secretary Duffy signed a Memorandum for Secretarial Offices and Heads of Operating Administrations – Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender. On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ’s National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, FHWA will not include greenhouse gas emissions and climate change analyses in the federal environmental review process. Any purported greenhouse gas emissions and climate change impacts were not considered in the federal decision. Accordingly, no greenhouse gas emissions or climate change analyses are included in the Environmental Assessment.

Consistent with Illinois’ *Priority Climate Action Plan* (state level only, not federal level), IDOT has outlined certain sustainability initiatives including:

- **Electric Vehicle (EV) Charging - IDOT is one of the principal agencies working on expanding electric vehicle charging across Illinois to help meet the state goal of one million EVs on the road in 2030. The Office of Planning and Programming has been working to implement the National Electric Vehicle Infrastructure program, a provision of the federal Infrastructure Investment and Jobs Act providing nearly \$150 million to build a network of public charging stations across the state.**
- **A statewide research project conducted in partnership with the University of Illinois Urbana-Champaign to identify locations statewide for EV charging infrastructure was completed in 2022. The Office of Intermodal Project Implementation also has been working to facilitate the transition of public transit fleets across the state to alternative fuels, such as electricity and natural gas.**

- **IDOT is working with departments of transportation in neighboring states on regional electric vehicle charging initiatives, including the Lake Michigan Circuit Tour, which is focused on providing EV charging along Lake Michigan’s coastline in Illinois, Indiana, Michigan and Wisconsin, as well as REV Midwest, an initiative focused on medium- and heavy-duty electrification throughout the Midwest. The department is also part of an effort to develop the Interstate 80 alternative fuel corridor from New Jersey to Iowa**
- **The Carbon Reduction Program is a new federal program that provides \$215 million in federal funds for transportation investments in the state to reduce greenhouse gas emissions. Eligibility for this program is broad, and the department will be working closely with Metropolitan Planning Organizations to develop the state’s carbon reduction strategy.**

Page 50, Section 3.5.2, Are there any noise sensitive areas in the project area? 1st paragraph, second sentence – Revise the sentence to: “These CNEs represent **641** residences, **five** hotels, four restaurants, **four churches**, four trailheads, three businesses, two parks, one drive-in theater, on mental health center, one radio station, one military training center and one school.”

Page 50, Section 3.5.3, Are there any noise impacts in the area? Table 3.6 Noise Analysis Results Summary – Revise the table to:

Receptor Number ⁽¹⁾	Activity Category ⁽²⁾	Represents	NAC ⁽³⁾ dB(A)	2020 Existing Noise Level dB(A)	Predicted Year			Impacted
					2050 Build Noise Level dB(A)	2050 No-Build Noise Level dB(A)	Build Increase over Existing dB(A)	
R1	E	1 Restaurant	72	64	66	66	2	No
R2	B	15 Condos	67	60	62	61	2	No
R3	C	1 Park	67	70	72	71	2	Yes
R4	C	1 Drive-in Theater	67	59	62	61	3	No
R5	C	1 Trailhead	67	62	64	63	2	No
R6	C	1 Church	67	60	62	61	2	No
R7	B	124 Residences	67	70	73	72	3	Yes
R8	B	6 Houses	67	72	74	73	2	Yes
R9	B	15 Houses	67	68	69	69	1	Yes
R10	B	2 Houses	67	59	61	60	2	No
R11	C	1 Mental Health Center	67	63	65	64	2	No
R12	C	1 Park	67	68	61	69	-7	No
R13	B	19 Houses	67	76	78	77	2	Yes
R14	B	1 House	67	65	67	66	2	Yes
R15	B	3 Houses	67	74	76	76	2	Yes
R16	B	87 Houses	67	77	78	78	1	Yes
R17	B	21 Houses	67	73	75	74	2	Yes
R18	C	1 Church	67	49	50	50	1	No
R19	E	1 Hotel	72	58	60	59	2	No
R20	E	1 Hotel	72	66	65	67	-1	No
R21	E	1 Hotel	72	68	70	70	2	No

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Receptor Number ⁽¹⁾	Activity Category ⁽²⁾	Represents	NAC ⁽³⁾ dB(A)	2020 Existing Noise Level dB(A)	Predicted Year			Impacted
					2050 Build Noise Level dB(A)	2050 No-Build Noise Level dB(A)	Build Increase over Existing dB(A)	
R22	E	2 Restaurants	72	72	74	74	2	Yes
R23	C	1 Trailhead	67	66	68	67	2	Yes
R24	B	1 House	67	66	66	68	0	Yes
R25	B	3 Houses	67	63	63	64	0	No
R26	B	5 Houses	67	66	67	67	1	Yes
R27	B	5 Houses	67	66	68	67	2	Yes
R28	E	2 Hotels	72	66	67	68	1	No
R29	B	6 Houses	67	72	73	73	1	Yes
R30	B	74 Houses	67	69	73	70	4	Yes
R31	B	4 Houses	67	62	62	63	0	No
R32	B	1 House	67	65	65	66	0	No
R33	B	7 Houses	67	68	68	69	0	Yes
R34	B	1 House	67	53	54	55	1	No
R35	B	63 Houses	67	74	74	75	0	Yes
R36	B	37 Houses	67	69	71	70	2	Yes
R37	B	3 Houses	67	59	60	60	1	No
R38	E	1 Radio Station	72	55	56	56	1	No
R39	B	1 House	67	65	67	67	2	Yes
R40	C	1 Church	67	69	72	71	3	Yes
R41	B	1 House	67	64	66	65	2	Yes
R42	B	2 Houses	67	72	75	74	3	Yes
R43	B	22 Houses	67	65	66	66	1	Yes
R44	B	2 Houses	67	69	71	70	2	Yes
R45	B	61 Houses	67	73	74	74	1	Yes
R46	B	11 Houses	67	72	74	74	2	Yes
R47	C	1 Church	67	66	68	68	2	Yes
R48	B	3 Houses	67	62	64	64	2	No
R49	B	3 Houses	67	65	66	66	1	Yes
R50	B	2 Houses	67	62	64	63	2	No
R51	B	4 Houses	67	69	71	70	2	Yes
R52	B	1 House	67	64	66	65	2	Yes
R53	B	25 Houses	67	75	77	76	2	Yes
R54	C	1 Trailhead	67	72	74	74	2	Yes
R55	C	1 Trailhead	67	67	69	69	2	Yes
R56	E	1 Restaurant/Bar	72	58	58	59	0	No
R57	C	1 School	67	70	72	71	2	Yes
R58	E	3 Businesses	72	66	67	67	1	No
R59	E	1 Military Training Center	72	62	61	63	-1	No

¹⁾ See Appendix B for receptor locations

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Receptor Number ⁽¹⁾	Activity Category ⁽²⁾	Represents	NAC ⁽³⁾ dB(A)	2020 Existing Noise Level dB(A)	Predicted Year			Impacted
					2050 Build Noise Level dB(A)	2050 No-Build Noise Level dB(A)	Build Increase over Existing dB(A)	

²⁾ See Table 1 for activity categories

³⁾ Noise Abatement Criteria

Bold, highlighted data represents build condition noise levels that approach, meet or exceed the appropriate NAC.

Page 53, Section 3.5.4, *Would a noise Barrier be feasible and reasonable?*

- *Table 3.7 Adjusted Allowable Cost per Benefited Receptor Calculations* – Revise the table to:

Receptor/Barrier Number	Number of Benefited Receptors	Average Adjustment for Traffic Noise Factor (\$)	Average Adjustment for Noise Increase Factor (\$)	Average Adjustment for Homes Built before Roadway Factor	Total Reasonableness Factors Cost Adjustments	Adjusted Allowable Cost per Benefited Receptor
R3	3	\$333	\$0	\$0	\$333	\$30,333
R7	18	\$667	\$0	\$0	\$667	\$30,667
R8-R9	3	\$667	\$0	\$0	\$667	\$30,667
R13	3	\$2,000	\$0	\$0	\$2,000	\$32,000
R16-2	2	\$1,750	\$0	\$2,500	\$4,250	\$34,250
R16-3	14	\$1,286	\$0	\$0	\$1,286	\$31,286
R17	4	\$750	\$0	\$2,500	\$3,250	\$33,250
R29	4	\$1,375	\$0	\$3,750	\$5,125	\$35,125
R30	24	\$333	\$0	\$0	\$333	\$30,333
R35	19	\$1,000	\$0	\$0	\$1,000	\$31,000
R36	10	\$1,000	\$0	\$0	\$1,000	\$31,000
R40	2	\$500	\$0	\$0	\$500	\$30,500
R44	2	\$500	\$0	\$0	\$500	\$30,500
R45	21	\$619	\$0	\$0	\$619	\$30,619
R46	3	\$1,500	\$0	\$0	\$1,500	\$31,500
R49	3	\$0	\$0	\$0	\$0	\$30,000
R53	7	\$2,071	\$0	\$0	\$2,071	\$32,071

- *Table 3.8 Noise Abatement Evaluation Summary* – Revise the table to:

Receptor/Barrier Number	Avg. Barrier Height (ft)	Barrier Length (ft)	Total Wall Square Footage	Total Noise Barrier Cost	Number of Benefited Receptors	Noise Barrier Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Likely to be Implemented	If No, Reasons Why
R3	16.10	780	12,561	\$376,834	3	\$125,611	\$30,333	No	Not Cost-Effective
R7	12.18	1,104	13,453	\$403,576	18	\$22,421	\$30,667	Yes	-
R8-R9	16.73	1,320	22,085	\$662,564	3	\$220,855	\$30,667	No	Not Cost-Effective
R13	11.39	520	5,919	\$177,570	3	\$59,190	\$32,000	No	Not Cost-Effective
R16-2	17.83	516	9,194	\$275,812	2	\$137,906	\$34,250	No	Not Cost-Effective

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R16-3	13.48	1,300	17,520	\$525,585	14	\$37,542	\$31,286	No	Not Cost-Effective
R17	20.76	655	13,607	\$408,203	4	\$102,051	\$33,250	No	Not Cost-Effective
R29	21.06	680	14,320	\$429,607	4	\$107,402	\$35,125	No	Not Cost-Effective
R30	10.00	1,660	16,600	\$497,999	24	\$20,750	\$30,333	Yes	-
R35	10.38	1,800	18,680	\$560,403	19	\$29,495	\$31,000	Yes	-
R36	9.12	820	7,481	\$224,426	10	\$22,443	\$31,000	Yes	-
R40	23.32	1,000	23,321	\$699,641	2	\$349,821	\$30,500	No	Not Cost-Effective
R44	23.84	1,154	27,583	\$827,497	2	\$413,749	\$30,500	No	Not Cost-Effective
R45	12.3	2,760	33,962	\$1,018,862	21	\$48,517	\$30,619	No	Not Cost-Effective
R46	15.90	600	9,761	\$292,830	3	\$97,610	\$31,500	No	Not Cost-Effective
R49	23.64	1,340	31,681	\$950,423	3	\$316,808	\$30,000	No	Not Cost-Effective
R53	15.66	940	14,722	\$441,661	7	\$63,094	\$32,071	No	Not Cost-Effective

Page 54, Section 3.5.4, Would a noise Barrier be feasible and reasonable?

- 6th paragraph, last sentence – Revise the sentence to: “As shown in Table 3.9, two additional noise barriers (**R16-3 and R45**) would be considered cost-effective on a cumulative basis.”
- Table 3.9 Cost Averaging Summary – Revise the table to:

Receptor/ Barrier Number	Number of Benefited Receptors	Total Noise Barrier Cost	Noise Barrier Cost per Benefited Receptor (A)	Adjusted Allowable Cost per Benefited Receptor (B)	Ratio of A/B	Cumulative A	Cumulative B	Result of Determination
R30	24	\$497,999	\$20,750	\$30,333	0.68	\$20,750	\$30,333	Cost-Effective Stand Alone
R36	10	\$224,426	\$22,443	\$31,000	0.72	\$21,248	\$30,529	Cost-Effective Stand Alone
R7	18	\$403,576	\$22,421	\$30,667	0.73	\$21,654	\$30,577	Cost-Effective Stand Alone
R35	19	\$560,403	\$29,495	\$31,000	0.95	\$23,752	\$30,690	Cost-Effective Stand Alone
R16-3	14	\$525,585	\$37,542	\$31,286	1.20	\$26,023	\$30,788	Cost-Effective Cumulative
R45	21	\$1,018,862	\$48,517	\$30,619	1.58	\$30,480	\$30,755	Cost-Effective Cumulative
R13	3	\$177,570	\$59,190	\$32,000	1.85	\$31,270	\$30,789	Not Cost-Effective
R53	7	\$441,661	\$63,094	\$32,071	1.97	\$33,190	\$30,866	Not Cost-Effective
R29	4	\$429,607	\$107,402	\$35,125	3.06	Not part of evaluation as estimated cost is more than 2 times the adjusted allowed cost.	Not Cost-Effective	
R17	4	\$408,203	\$102,051	\$33,250	3.07		Not Cost-Effective	
R46	3	\$292,830	\$97,610	\$31,500	3.10		Not Cost-Effective	
R16-2	2	\$275,812	\$137,906	\$34,250	4.03		Not Cost-Effective	
R3	3	\$376,834	\$125,611	\$30,333	4.14		Not Cost-Effective	
R8-R9	3	\$662,564	\$220,855	\$30,667	7.20		Not Cost-Effective	
R49	3	\$950,423	\$316,808	\$30,000	10.56		Not Cost-Effective	
R40	2	\$699,641	\$349,821	\$30,500	11.47		Not Cost-Effective	
R44	2	\$827,497	\$413,749	\$30,500	13.57		Not Cost-Effective	

- *8th paragraph* - add sentence to end of paragraph: **“During the design stage of the most northern section of the project from north of Clear Lake Avenue to north of Sherman, IDOT solicited the viewpoints of the benefited receptors of CNE R45. Based on the results of the viewpoint solicitation votes, greater than 50 percent of the benefited receptors desired implementation of a noise barrier as a noise abatement measure. Therefore, a noise barrier for CNE R45 is likely to be implemented.”**

Page 57, Section 3.6.3.1.1, What federally threatened or endangered species exist in the project study area? 1st paragraph, 1st sentence – Revise the sentence to: **“The federally listed species for Sangamon County are the endangered Indiana bat (*Myotis sodalis*), the **endangered** northern long-eared bat (*Myotis septentrionalis*), the threatened eastern prairie fringed orchid (*Platanthera leucophaea*), **the proposed as endangered tricolored bat (*Perimyotis subflavus*), the proposed as threatened monarch butterfly (*Danaus plexippus*), and the proposed as threatened western regal fritillary (*Argynnis idalia occidentalis*) (see the October 27, 2020 concurrence email from USFWS, the USFWS Official Species List dated May 28, 2025 and IDOT Natural Resources Review Memorandum dated May 28, 2025, in Appendix C).”****

Page 57, Section 3.6.3.1.2 Will the project affect federally threatened or endangered species?

- *1st paragraph* - Add a third bullet: **“Trees will be replaced at a 1:1 ratio, if balled and burlapped are used, in accordance with IDOT D&E-18 policy.”**
- Add paragraphs after 1st paragraph: **"The tri-colored bat is federally listed as a proposed endangered species. All commitments that protect the Indiana bat and the northern long-eared bat also protect the tri-colored bat.**

The whooping crane is an experimental population. There are no known breeding pairs of whooping crane in Illinois. Current breeding habitat is in remote northern forest, in areas of swampy coniferous woods and the whooping crane winter in coastal marshes. This habitat does not exist in the project area; therefore, this project will have no effect to the whooping crane.

The monarch butterfly is federally listed as a proposed threatened species. Monarch butterflies lay their eggs on milkweed plants. In a few days, the egg hatches into a larva or caterpillar. The caterpillar feeds for about two weeks until it is ready to form its chrysalis. In 10 to 14 days an adult butterfly emerges. Monarch butterflies are migratory, and it takes four generations to complete the journey from the central United States to wintering grounds in Mexico and back again. In Illinois, there are 19 species of milkweed that mostly grow in prairies, though some can be found in woodlands, untilled fields, roadsides, and ditches. IDOT evaluated the project for potential impacts to the Monarch butterfly and determined that the following conservation measures may provide protection for the monarch. Where feasible, the project shall be re-seeded in accordance with IDOT’s Standard Specification for Road and Bridge Construction with a Class 5 or 5B seed mix which contain native forbs and milkweed. However, once the USFWS issues their final ruling on whether or not to list the monarch as federally threatened, there may be additional consultation needed for those projects that have not been completed by their effective date."

The western regal fritillary is federally listed as a proposed threatened species. Western regal fritillary lives in tall-grass prairie and other open and sunny locations such as damp

meadows, marshes, wet fields and mountain pastures. Regal fritillary habitat has been identified as “large grassland areas with prairie remnants or lightly grazed pasture lands containing prairie vegetation where topography often includes hills and valleys”. Tall-grass prairie, damp meadows, marshes, wet fields, and mountain pastures do not occur in the project. This project will have no effect to the western regal fritillary.

Page 58, Section 3.6.3.2.2, Will the project affect state threatened or endangered species? 1st paragraph - Revise 3rd, 4th and 5th sentences: **“No Kirtland’s snakes were encountered; however, suitable habitat was identified at sites 4 and 5. Based on the proposed plans both sites 4 and 5 would be impacted by roadway embankment fill. On September 22, 2020, IDNR recommended IDOT pursue an Incidental Take Authorization (ITA) for Kirtland’s snake pursuant to Part 1080 and Section 5.5 of the Illinois Endangered Species Protection Act. IDNR recommends an ITA before work occurs in sites 4 and 5 as listed in the 2019 survey.”**

Page 58, Section 3.6.3.2.2, Will the project affect state threatened or endangered species? – Revise 2nd paragraph: **“The INHS conducted a survey of the Franklin’s ground squirrel in 2010 and 2019 to determine the presence of the species within the project area. Franklin’s ground squirrels were not caught at potential suitable habitat locations in either year. The majority of the habitat in the project area was also determined to be unsuitable for Franklin’s ground squirrel. Based on INHS’s characterization of the majority of the habitat in the project as unsuitable, the lack of recent records in the project area, and that no squirrels were captured during the survey effort, IDNR determined impacts are unlikely. However, IDNR recommended potential impacts to Franklin’s ground squirrel be re-evaluated prior to construction. IDOT will re-evaluate the project for Franklin’s ground squirrel prior to any work in the following areas:**

- **Westernmost portion of the project on I-72 to 0.34 mile east of IL Route 4 or**
- **0.6 mile north and south of Sangamon Avenue.**

Page 58-60, Section 3.7.2, Are there any water bodies that the Illinois Environmental Protection Agency lists as impaired or fully supporting for a designated use?

- *1st paragraph* – Revise the paragraph to: **"Information on water quality was obtained from the Illinois Integrated Water Quality Report and Section 303(d) List, 2024 by the Illinois EPA. The Illinois EPA assessed Hoover Branch, Sangamon River, Lake Springfield, Fancy Creek, and Clear Lake Avenue Creek for several designated uses and identified causes of impairment. Tables 3.10-3.15 summarize the support level of each designated use of the waterbody, the causes of any impairment, and probable sources of the impairment(s). There are Total Maximum Daily Loads (TMDLs) for waterbodies within the project study area."**
- *Table 3.10 Assessed Uses for Hoover Branch and Causes of Impairment, if Applicable* – Revise the table to:

Designated Use	Use Support Level	Causes of Impairment	Probable Sources
Aquatic Life	Not Supporting	Sedimentation/Siltation	Urban/agricultural runoff, construction sites
Aesthetic Quality	Fully Supporting	N/A	N/A
Fish Consumption	Not Assessed	N/A	N/A
Primary Contact	Not Assessed	N/A	N/A
Public and Food Processing Water Supplies	Not Available	N/A	N/A

Indigenous Aquatic Life	Not Available	N/A	N/A
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- *2nd paragraph* – Revise the paragraph to: "**Hoover Branch, Assessment Unit ID IL_EOAD-11, was assessed for several designated uses and does not support aquatic life. The causes of impairment include sedimentation/siltation. Probable sources of this impairment may be due to crop production and/or urban runoff/storm sewers. Hoover Branch is ranked Category 5, requiring development of TMDLs.**"
- *Table 3.11 Assessed Uses for the Sangamon River and Causes of Impairment, if Applicable* – Revise the table to:

Designated Use	Use Support Level	Causes of Impairment	Probable Sources
Aquatic Life	Fully Supporting	N/A	N/A
Aesthetic Quality	Fully Supporting	N/A	N/A
Fish Consumption	Not Supporting	Polychlorinated biphenyls (PCBs)	Industrial applications, river bottom sediment, bioaccumulation
Primary Contact	Not Supporting	Fecal Coliform	Animal waste, wastewater discharges, agricultural runoff
Public and Food Processing Water Supplies	Not Available	N/A	N/A
Indigenous Aquatic Life	Not Available	N/A	N/A

- *3rd paragraph* – Revise the paragraph to "**The Sangamon River, Assessment Unit ID IL_E-26, was assessed for several designated uses. This reach of the Sangamon River does not support fish consumption and primary contact. The causes of impairment include PCBs and fecal coliform. Probable sources of the impairments include industrial applications, river bottom sediment, bioaccumulation, animal waste, wastewater discharges, and agricultural runoff. The Sangamon River is ranked as Category 5 within the assessment unit, requiring development of TMDLs.**"
- *Table 3.12 Assessed Uses for Lake Springfield and Causes of Impairment, if Applicable*

Designated Use	Use Support Level	Causes of Impairment	Probable Sources
Aquatic Life	Not Supporting	Phosphorus (Total)	Industrial applications, wastewater discharges, urban/agricultural runoff
		Dissolved Oxygen	Wastewater discharges, algal blooms, urban/agricultural runoff
Aesthetic Quality	Not Supporting	Algal Growth	Urban/agricultural runoff
		Phosphorous (Total)	Industrial applications, wastewater discharges, urban/agricultural runoff
		Total Suspended Solids (TSS)	Erosion, flooding, wastewater discharge, urban runoff
Fish Consumption	Not Supporting	Persistent Organic Pollutants (POPs) - Aldrin, Endrin, Mirex, Toxaphene	Urban/agricultural runoff, pesticide application
Primary Contact	Not Assessed	N/A	N/A
Public and Food Processing Water Supplies	Fully Supporting	N/A	N/A
Indigenous Aquatic Life	Not Available	N/A	N/A

- *4th paragraph* – Replace the paragraph with: "**Lake Springfield, Assessment Unit IL_REF, was assessed for several designated uses. It does not support aquatic life, aesthetic quality, and fish consumption. Probable sources of the impairments include industrial applications, wastewater discharges, urban/agricultural runoff, algal blooms, erosion, flooding, and pesticide application. Lake Springfield is ranked Category 5, requiring development of TMDLs.**
- Insert after 4th paragraph:

"Table 3.14 Assessed Uses for Fancy Creek and Causes of Impairment, if Applicable

Designated Use	Use Support Level	Causes of Impairment	Probable Sources
Aquatic Life	Not Supporting	Unknown	N/A
Aesthetic Quality	Not Assessed	N/A	N/A
Fish Consumption	Not Assessed	N/A	N/A
Primary Contact	Not Assessed	N/A	N/A
Public and Food Processing Water Supplies	Not Available	N/A	N/A
Indigenous Aquatic Life	Not Available	N/A	N/A

Fancy Creek, Assessment Unit ID IL_EM, was assessed for several designated uses. It does not support aquatic life, but the cause of impairment is unknown. Fancy Creek is ranked Category 5 within the assessment unit, requiring development of TMDLs.

Table 3.15 Assessed Uses for Clear Lake Avenue Creek and Causes of Impairment, if Applicable

Designated Use	Use Support Level	Causes of Impairment	Probable Sources
Aquatic Life	Not Supporting	Stream Alteration	Manmade channels, vegetation removal, dredging
Aesthetic Quality	Not Assessed	N/A	N/A
Fish Consumption	Not Assessed	N/A	N/A
Primary Contact	Not Assessed	N/A	N/A
Public and Food Processing Water Supplies	Not Available	N/A	N/A
Indigenous Aquatic Life	Not Available	N/A	N/A

Clear Lake Avenue Creek, Assessment Unit ID IL_EOAF-01, was assessed for several designated uses. It does not support aquatic life due to stream alteration. Probable sources include manmade channels, vegetation removal, and dredging. Clear Lake Avenue Creek is ranked Category 4C, a non-pollutant category; therefore, development of TMDLs is not required."

- *5th and 6th paragraphs* – Revise the paragraphs to: "**The *Lake Springfield and Sugar Creek Watershed TMDL Report* was completed on September 29, 2017 (<https://epa.illinois.gov/content/dam/soi/en/web/epa/documents/water-quality/watershed-management/tmdls/reports/lake-springfield/final-permit.pdf>). The report includes analysis of Lake Springfield (Sugar Creek) and Hoover Branch. The TMDL pollutants are total phosphorus, TSS, and algae for Lake Springfield and sedimentation/siltation for Hoover Branch. The sources of these impairments are typically not attributed to roadways, other than siltation as a result of temporary land disturbance during construction. Adherence to strict**

sediment and erosion control methods during construction will minimize sediment loadings to these waterbodies. The TMDL report identified permitted point sources, water transfers and nonpoint sources such as runoff from surrounding agricultural land, urban areas, forests and parkland, and internal loading from lake sediments as potential sources for total phosphorus. **Aquatic algae impairment is due to nutrient loading and is addressed through the total phosphorus TMDL. Boron is monitored through NPDES permitting. Runoff from the surrounding watershed was identified as the primary source of TSS loading. Urban runoff/storm sewers and crop production were identified as likely sources of sedimentation/siltation in Hoover Branch.**

There is a TMDL for the Lower Sangamon River Watersheds, which was completed in September 2005 (<https://epa.illinois.gov/content/dam/soi/en/web/epa/documents/water/tmdl/report/sangamon-salt/stage3-final.pdf>). This TMDL included Sugar Creek and identified pathogens (fecal coliform) as a TMDL pollutant. The source of this impairment is not attributed to roadways. The TMDL report identified permitted point sources, failing septic systems, combined sewer overflows, confined animal feeding operations, land application of biosolids, livestock and wildlife as potential sources for pathogens.”

Page 65, Section 3.9.3, How were impacts to floodplains avoided or minimized? – Add sentence to end of paragraph: **“Compensatory storage amounts and locations as well as floodplain permitting will be completed during the design stage when additional project details are developed.”**

Page 70, Section 3.13.1 Are there any Section 4(f) properties in the project study area?

- Add paragraph before 1st paragraph: **“Section 4(f) of the US Department of Transportation (USDOT) Act of 1966, as amended in 1983 (49 U.S.C. Section 303 and 23 U.S.C 138), was enacted to preserve publicly-owned land used for recreation, wildlife, and waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S. DOT, such as FHWA. Before approving a project that uses Section 4(f) property, the U.S. DOT agency must determine that there is no feasible and prudent alternative that avoids the Section 4(f) properties and that the project includes all possible planning to minimize harm to the Section 4(f) properties; or FHWA makes a finding that the project has a *de minimis* impact on the Section 4(f) property.”**
- *2nd paragraph* – Revise the paragraph to: **“The Williamsville to Sherman multi-use trail, named Heritage Route 66 Bike Trail, runs parallel and east of I-55. The trail extends from Andrew Road in Sherman to Williamsville, running parallel and east of I-55 (see Figures B1 and B2 in Appendix B). The trail includes a trailhead at the northeast corner of Bahr Road and Andrew Road. The Official with Jurisdiction (OWJ) for the trail was identified as the Village of Sherman. Coordination for potential Section 4(f) use occurred. Coordination resulted in the design of the Andrew Road structure to be replaced on the existing alignment. No right-of-way is required from the trailhead property for the construction of the project. The Village of Sherman and FHWA agreed that this would result in “no use” of a 4(f) resource, and there will be no need to seek a *de minimis* use determination. Future coordination with the Village of Sherman, IDOT and FHWA will occur should it be determined during design that access to the trailhead would need to be temporarily closed. See the email dated May 24, 2023, in Appendix C.”**

Page 70, Section 3.13.2 Will any land from the 4(f) properties be needed for the project (either temporarily or permanently)?

- *1st paragraph* – Delete paragraph: “The reconstruction of I-55 near Sherman would require realignment of Andrew Road over I-55. Due to the wider I-55 mainline typical section under Andrew Road, this overpass structure would need to be reconstructed. Andrew Road would be re-aligned to the north and a new structure provided at this location. Andrew Road could then remain open during construction of the new roadway alignment and new Andrew Road structure. The roadway realignment would impact the south portion of the proposed trailhead on the east side of Bahr Road. Approximately 0.2 acre of right-of-way adjacent to Andrew Road would be required from the Village of Sherman and Ameren to realign the road. Additional information on the intended use of the trail, efforts to avoid and minimize impacts to the resource, mitigation measures, and coordination with the Village of Sherman are provided in the *De minimis* Section 4(f) Documentation in Appendix D.”
- *2nd paragraph* – Revise the paragraph to: “The reconstruction of I-55 and I-72 would occur over both the Interurban Trail near the MacArthur Boulevard interchange and the Lost Bridge Trail just south of the South Grand Avenue interchange (see Figures B11 and B17 in Appendix B). For both trail locations, the trails would need to be temporarily closed for up to a construction season due to safety concerns during reconstruction of the bridges. **The OWJ was identified as the Springfield Park District for both trails.** At the Interurban Trail project location, new right-of-way and easements are not anticipated because IDOT has an existing permanent easement for construction and maintenance of the bridges over the trail. At the Lost Bridge Trail project location, the I-55/I-72 mainline embankment would need to be widened on either side of the trail **to accommodate a third lane in each direction and the new interchange ramps. IDOT has previously acquired rights by agreement for past construction and repairs of the interstate over the Lost Bridge trail.** It is anticipated that IDOT would perform the bridge reconstruction work through agreement rights as before or acquire right-of-way from the Springfield Park District and issue them an easement. The total amount of right-of-way from the Springfield Park District to widen the bridges and embankment on either side of the trail is 0.9 acre. **The OWJ concurred on March 20, 2025, with the *de minimis* Section 4(f) use of the two trail facilities.** Additional information on the intended use of the trails, efforts to avoid and minimize impacts to the resources, mitigation measures, and coordination with the Springfield Park District are provided in the *De minimis* Section 4(f) Documentation in Appendix E.”

Pages 72 to 73, Section 3.16 Environmental Commitments, add or update the following bullets:

- *3rd bullet* – Update to: “There is a potential bald eagle nest within 660 feet of the project study area. The nest will be resurveyed prior to project letting. If any work will occur within 660 feet of the nest, either a bald eagle permit will be obtained or construction activity will be limited to August through mid-**January** to avoid the incidental take of bald eagles during the nesting season.”
- *5th bullet* - Update to: “This project may affect, but is not likely to adversely affect, the Indiana bat and northern long eared bat with the following commitments:
 - No tree clearing between April 1 and September 30 of any given year for the following areas:
 - 1,500 feet north of the Sangamon River and 2,500 feet south of the Sangamon River;

- On the east side of I-55/I-72, from Stevenson Drive to 4,750 feet north of Stevenson Drive;
 - 250 feet north and south of the crossing of Lake Springfield approximately 500 feet south of Stevenson Drive; and
 - West Lake Shore Drive crossing to 2,500 feet west of West Lake Shore Drive crossing.
 - A bat-bridge assessment must be completed within one year of any work on an existing bridge.
 - **Trees will be replaced at a 1:1 ratio, if balled and bur lapped are used in accordance with IDOT D&E-18 policy.**
- *6th bullet* – Update to: **“Suitable habitat for the state listed Kirtland’s snake will be impacted by the project. IDNR recommends IDOT pursue an Incidental Take Authorization (ITA) for the Kirtland’s snake before work occurs in sites 4 and 5 as listed in the 2019 survey.”**
 - Add new bullet: **“Because design and construction for the section of the project that would impact the Pheasant Run community is not anticipated to occur for several years, future analysis and coordination with the affected community of Pheasant Run will be conducted in a later phase of the project.”**
 - Add new bullet: **“Where feasible, the project shall be re-seeded in accordance with IDOT’s Standard Specification for Road and Bridge Construction with a Class 5 or 5B seed mix, which contain native forbs and milkweed.”**
 - Add new bullet: **“IDOT will re-evaluate the project for Franklin’s ground squirrel prior to any work in the following areas:**
 - **Westernmost portion of the project on I-72 to 0.34 mile east of IL Route 4 or**
 - **0.6 mile north and south of Sangamon Avenue.”**
 - Add new bullet: **“Compensatory floodplain storage amounts and locations as well as floodplain permitting will be completed during the design stage when additional project details are developed.”**
 - Add new bullet: **“Future coordination with the Village of Sherman, IDOT and FHWA will occur should it be determined during design that access to the Heritage Route 66 Bike Trail trailhead would need to be temporarily closed.”**
 - Add new bullet: **“In coordination with the Springfield Park District (SPD), IDOT commits to consideration of the following items during the design stage and in consultation with the contractor during construction when construction methods, staging sequences and maintenance of traffic are developed:**
 - **Minimizing the closure time(s) of the trails during construction.**
 - **Performing the bridge reconstructions during non-peak trail usage months as much as practicable to minimize impact to trail users.**
 - **Minimizing tree removal on SPD property and near the trails as much as possible.**
 - **Replacement of trees that are removed from disturbed trail areas with native species where practicable.**

- **Consideration of long-term safety and security issues that could be created as a result of the project such as providing illumination for dark areas, reducing or minimizing potential for interstate road debris to fall on trails, and eliminating potential vehicular access points.**
- **Following completion of bridge construction, the trails will be reconstructed in kind at their existing location with similar construction materials should it be damaged during construction. Any disturbed land surrounding the trails will be fully restored once the construction of the bridges is complete.**
- **Consider temporary alternative route to allow continuous trail access during construction.”**

Pages 74 and 75, Section 4 Comments and Coordination,

- *8th paragraph* – Update the project website link: “The following materials were developed and maintained during the project to support public involvement activities: project website (<https://www.i-55springfield.com/#>) facts sheets, FAQ documents, postcard mailings, press advisories and releases, and the project mailing list.”
- *9th paragraph* – Replace the paragraph with the following:

“Copies of the approved EA were distributed to the agencies that participated in the NEPA/404 merger process for their review and comment. The USEPA Region 5 provided comments on the EA in a letter dated June 28, 2023. The comments focused on document and project clarification, EJ and community engagement, greenhouse gas emissions and climate change, air quality, and water quality (see Appendix C). This errata to the EA addresses USEPA’s comments on the EA to the extent practicable.

Public Hearing – An open house public hearing was held on Tuesday, June 13, 2023, from 4 to 7 pm at the Northfield Inn, Suites & Conference Center, in Springfield, Illinois. The meeting was advertised in the local newspaper three weeks prior to the public meeting, as well as on the project website. A newsletter announcement was sent to more than 13,000 residences and businesses within one half mile of the corridor. A message board announcing the meeting was also placed at the north end of Dirksen Parkway near the meeting location.

Two hundred and seventeen people attended the meeting. The meeting addressed the purpose and need for the project, preferred alternative, proposed typical sections, full size project limits, and environmental analysis. Exhibits, drawings and aerial photos were available for review throughout the meeting, as well as on the project website. The public was invited to discuss the project with IDOT staff and the project consultants and were encouraged to provide their feedback.

A comment form was distributed at the public hearing and covered five questions about the preferred alternatives, demographic information, contact information, and how each attendee found out about the meeting. The majority of respondents (89 percent) indicated that they are area residents. The respondents agreed that improvements are needed for I-55/72 around Springfield. Twenty-nine individuals provided input via comment form, phone message, e-mail, and public message board. Of respondents who provided comments, seven pertained to traffic congestion and safety, five pertained to noise concerns, four stated their approval of the project and concerns of construction timeframe, four pertained to relocations, and two pertained to multi-use paths. The

remaining seven comments included concerns about bald eagle nests, interchange design, and mailing list information. Written responses were sent by IDOT to all commenters that provided contact information. A public hearing summary report, which includes copies of the public comments received and IDOT responses, is in Appendix C.”

Appendix B – Environmental Inventory and Impacts Exhibits:

- *Environmental Inventory Exhibits* – Revise Exhibits B1 to B18 with the following design updates:
 - The proposed Andrews Road structure is now to be constructed on existing alignment, which would not require any ROW from the Williamsville to Sherman bike path trailhead (Figure B2).
 - A noise barrier for CNE R45 is now included as a re-evaluation of the noise abatement analysis determined it to be both feasible and reasonable to construct (Figure B2 and B3).
 - ROW is now required on the north side of Bissell Road to accommodate the proposed overpass structure (Figure B5).
 - Additional ROW is now required at the southwest corner of the intersection of Stevenson Drive and Dirksen Drive (Figure B12).
 - A noise barrier for CNE R13 is now not depicted as a re-evaluation of the noise abatement analysis determined it to not be cost effective to construct (Figure B14).

Appendix C – Agency Coordination and Public Involvement - Add the following documentation:

- Cultural Resource Concurrence Memorandum, January 17, 2024
- Natural Resources Review Memorandum, May 28, 2025
- Email correspondence dated May 24, 2023, regarding the Sherman to Williamsville trailhead
- USEPA letter dated June 28, 2023, regarding comments on the EA
- June 13, 2023, Public Hearing Summary

Appendix D – Section 4(f) De Minimis Determination Documentation for Use of the Williamsville to Sherman Multi-use Trail - Delete this appendix.

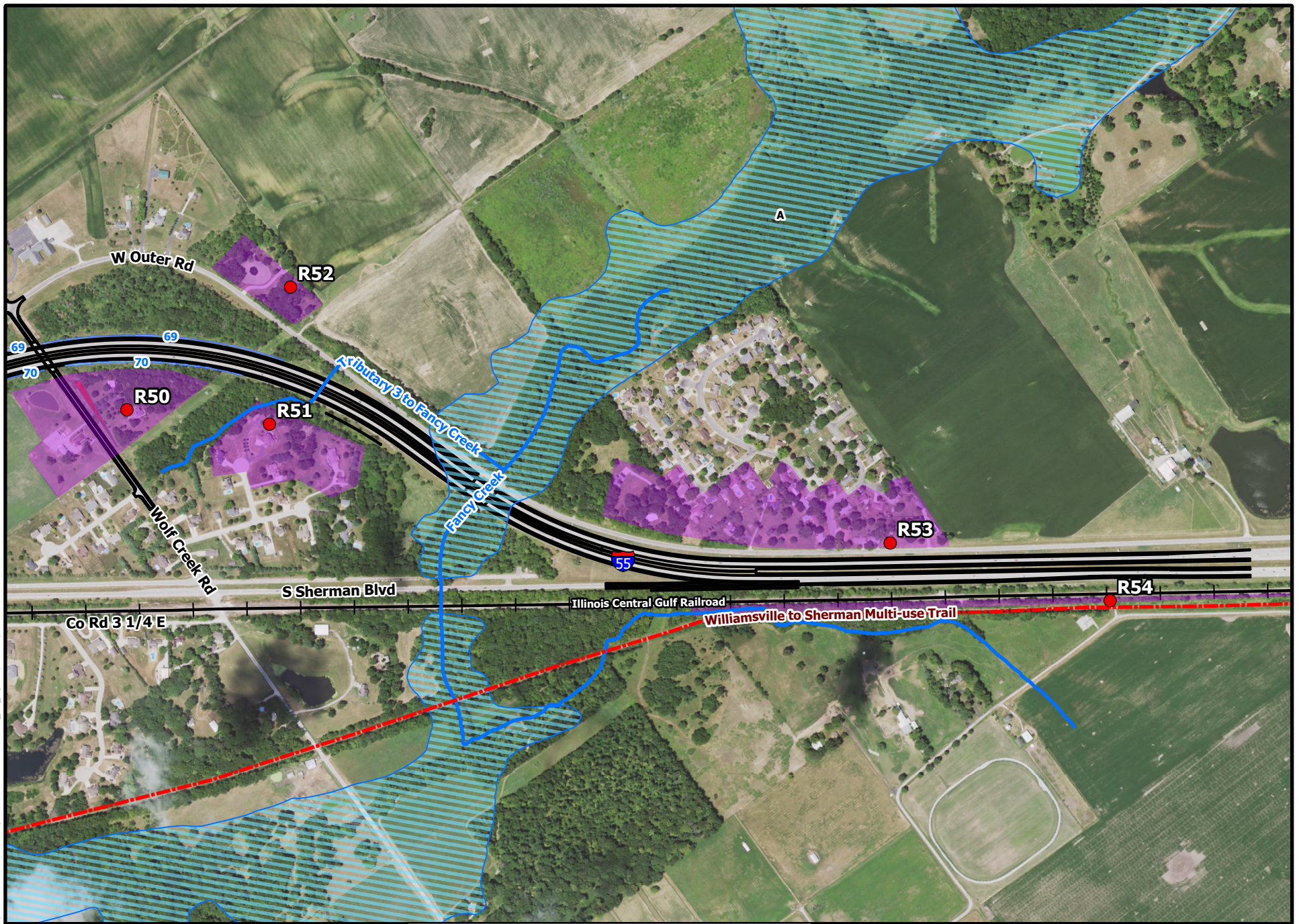
Appendix E – Section 4(f) De Minimis Determination Documentation for Use of the Interurban Trail and Lost Bridge Trail - Update the following in the appendix:

- *Section 1, Project Status* – Revise to: “The EA was approved **by FHWA on January 13, 2021**, and a Finding of No Significant Impact (FONSI) is anticipated in **summer of 2025**. Design approval for the Phase I planning study is anticipated at the end of **2025**.”
- *Section 5, Evidence of Opportunity for Public Review and Comment* – Update the following:
 - “*Type of Public Availability*: A public **hearing was held on June 13, 2023**, to provide the public an opportunity to review the project’s impacts to the trails and to receive comments.”
 - “*Date of Action*: **June 13, 2023**”
 - “*Summary of Comments*: **No comments regarding the project’s use of the Interurban Trail or the Lost Bridge Trail were received from the public.**”

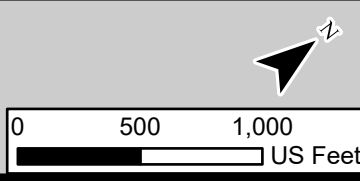
- **“Notification of Officials of Public Availability and Summary of Comments: The SPD was notified of the public hearing and that no comments regarding the proposed use of the two trails were received.”**
- *Section 6, Evidence of Coordination with Officials with Jurisdiction* – Update the following:
 - **“OWJ Written Concurrence with a “No Adverse Effect” Determination: The SPD concurred with the de minimis finding in writing on March 20, 2025 (see attached).”**
- *Attachments* – Add the following supporting documentation to the Appendix E attachments:
 - Outline of discussion items for the IDOT presentation to the SPD Board Meeting on March 12, 2025, and
 - Signed concurrence letter from SPD dated March 20, 2025.

Appendix B
**Environmental Inventory and
Impacts Exhibits**

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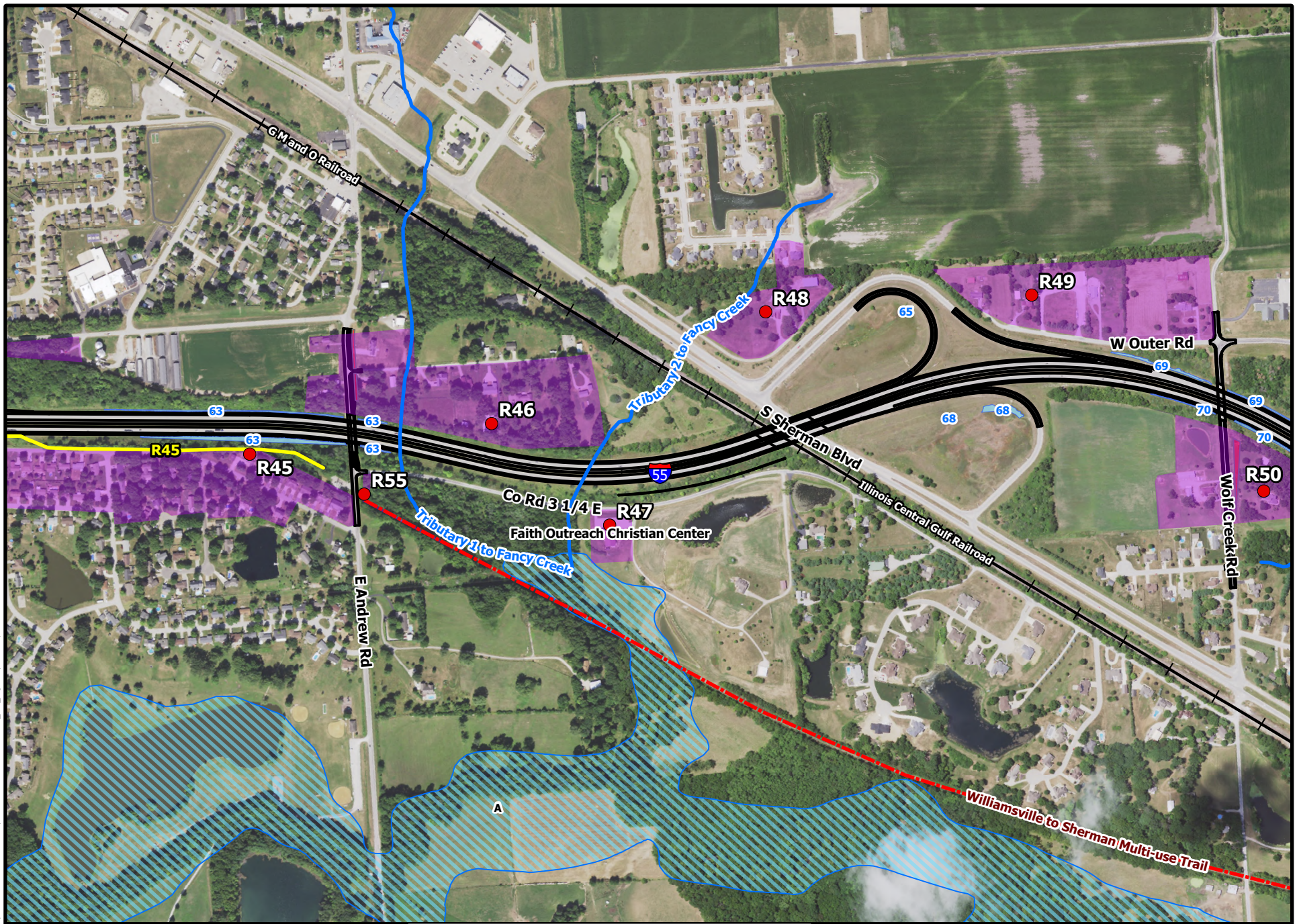


- Proposed Improvements
- Proposed ROW
- Noise Receptors
- Proposed Noise Barriers
- Common Noise Environments
- Trails
- Streams
- 100-Year Floodplain
- Wetlands



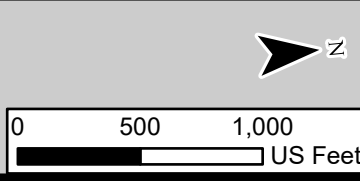
Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
Created: 6/25/2025	Figure B1

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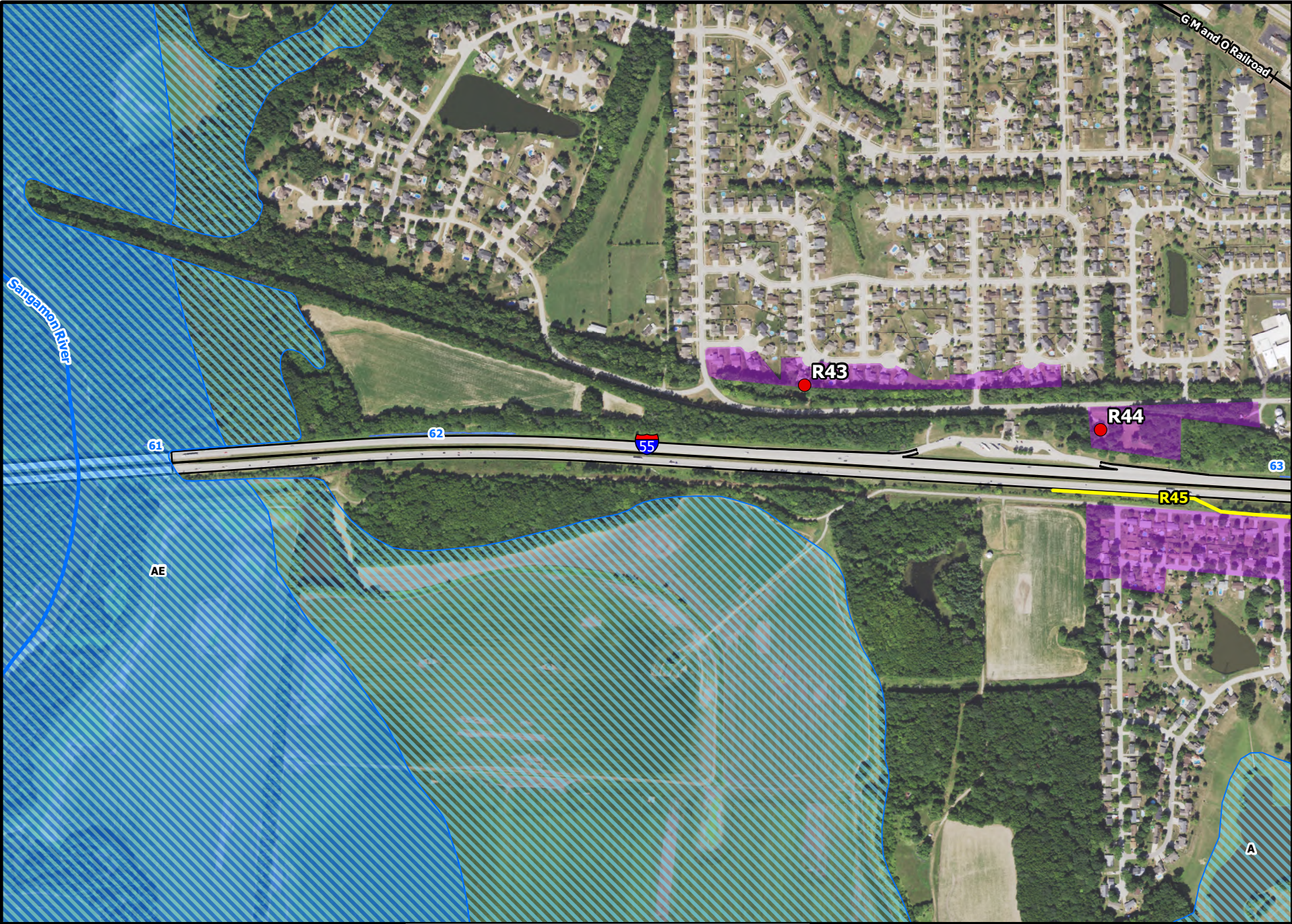
- Proposed Improvements
- Proposed ROW
- Noise Receptors
- Proposed Noise Barriers
- Common Noise Environments

- Trails
- Streams
- 100-Year Floodplain
- Wetlands



Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
Created: 6/25/2025	Figure B2

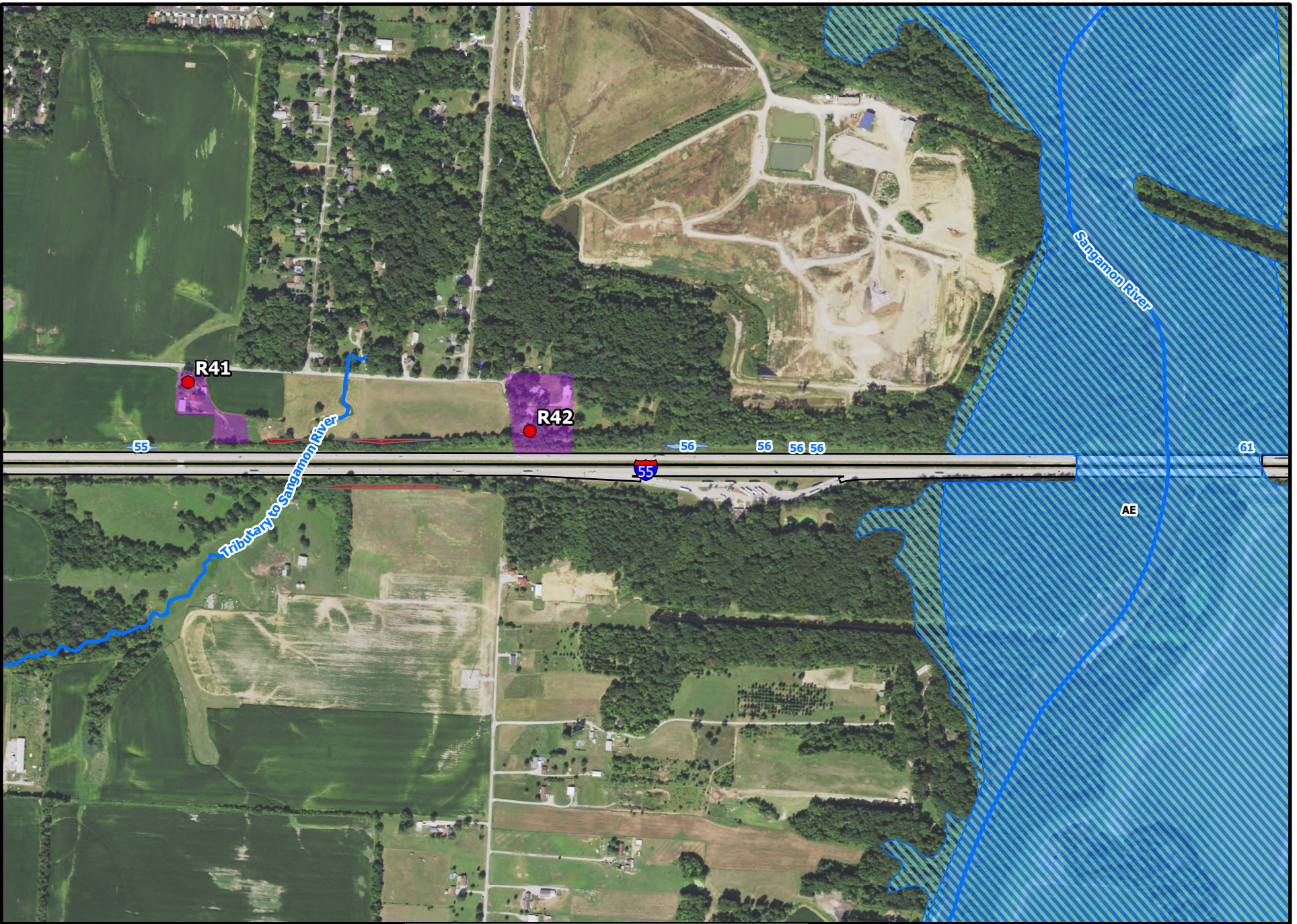
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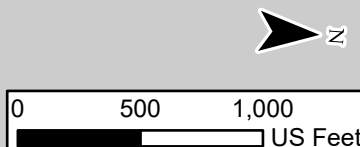
Proposed Improvements	Streams
Noise Receptors	Regulatory Floodway
Proposed Noise Barriers	100-Year Floodplain
Common Noise Environments	Wetlands

Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
Created: 2/13/2025	Figure B3

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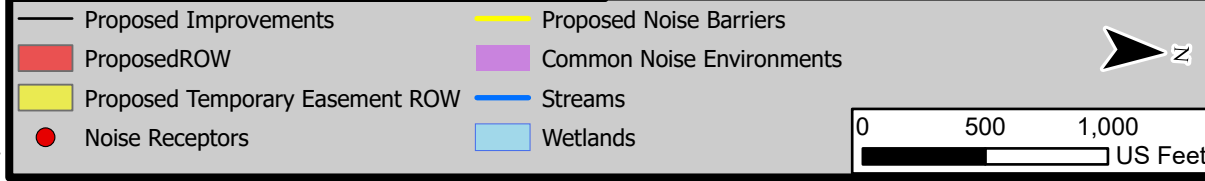
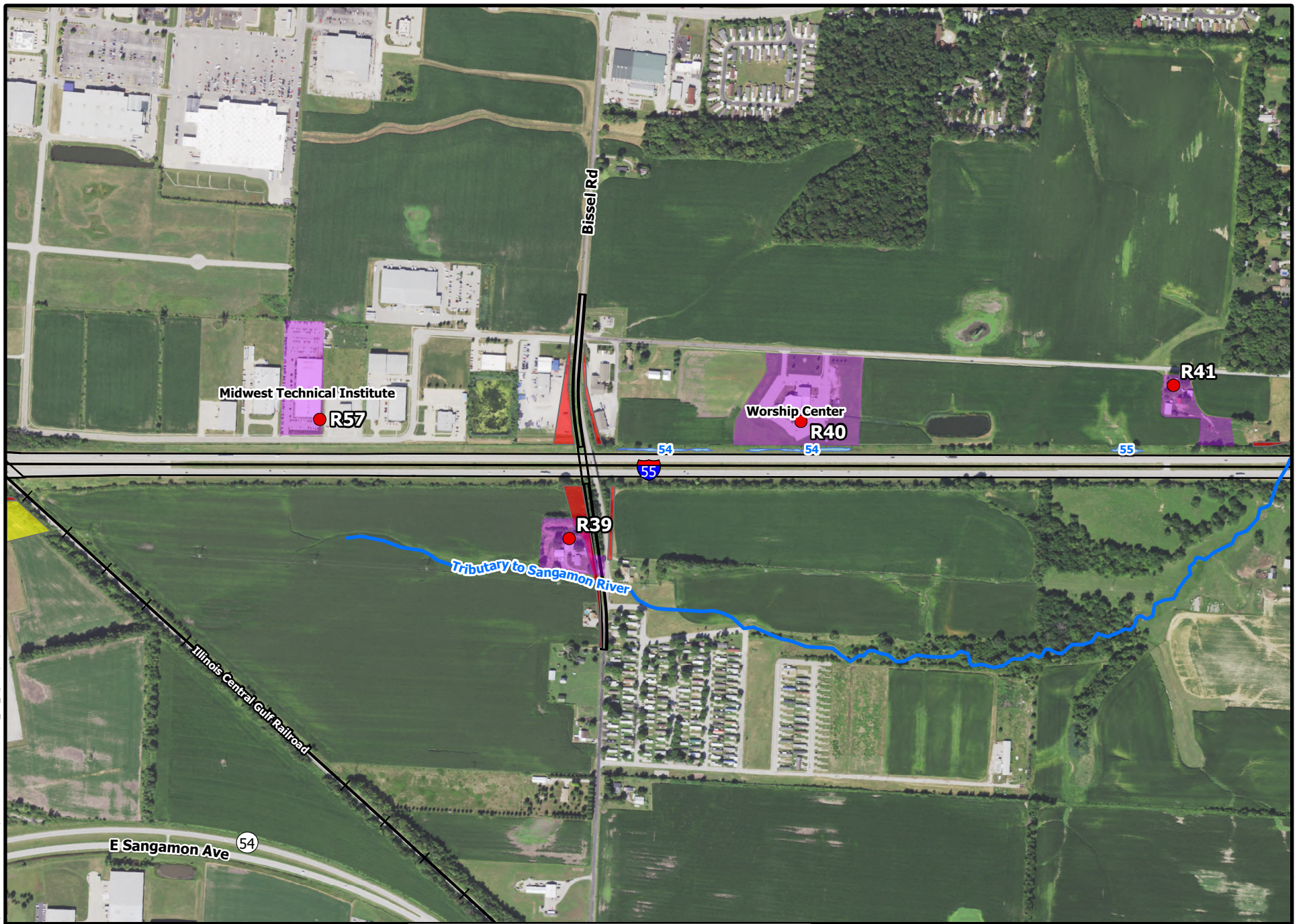


- Proposed Improvements
- Proposed ROW
- Noise Receptors
- Proposed Noise Barriers
- Common Noise Environments
- Streams
- Regulatory Floodway
- 100-Year Floodplain
- Wetlands



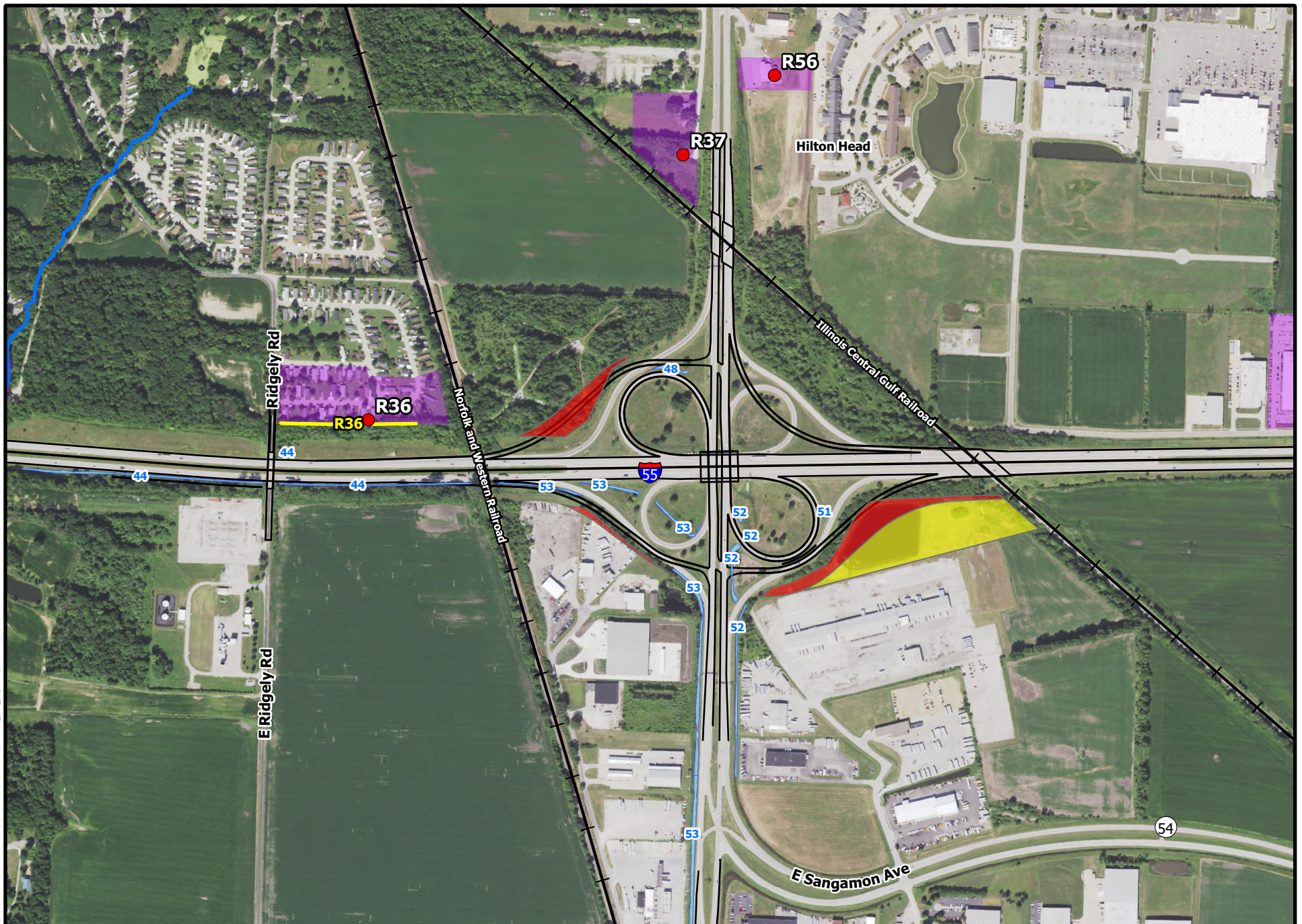
Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
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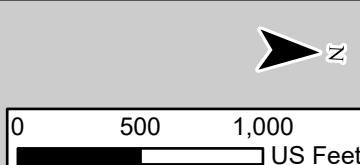
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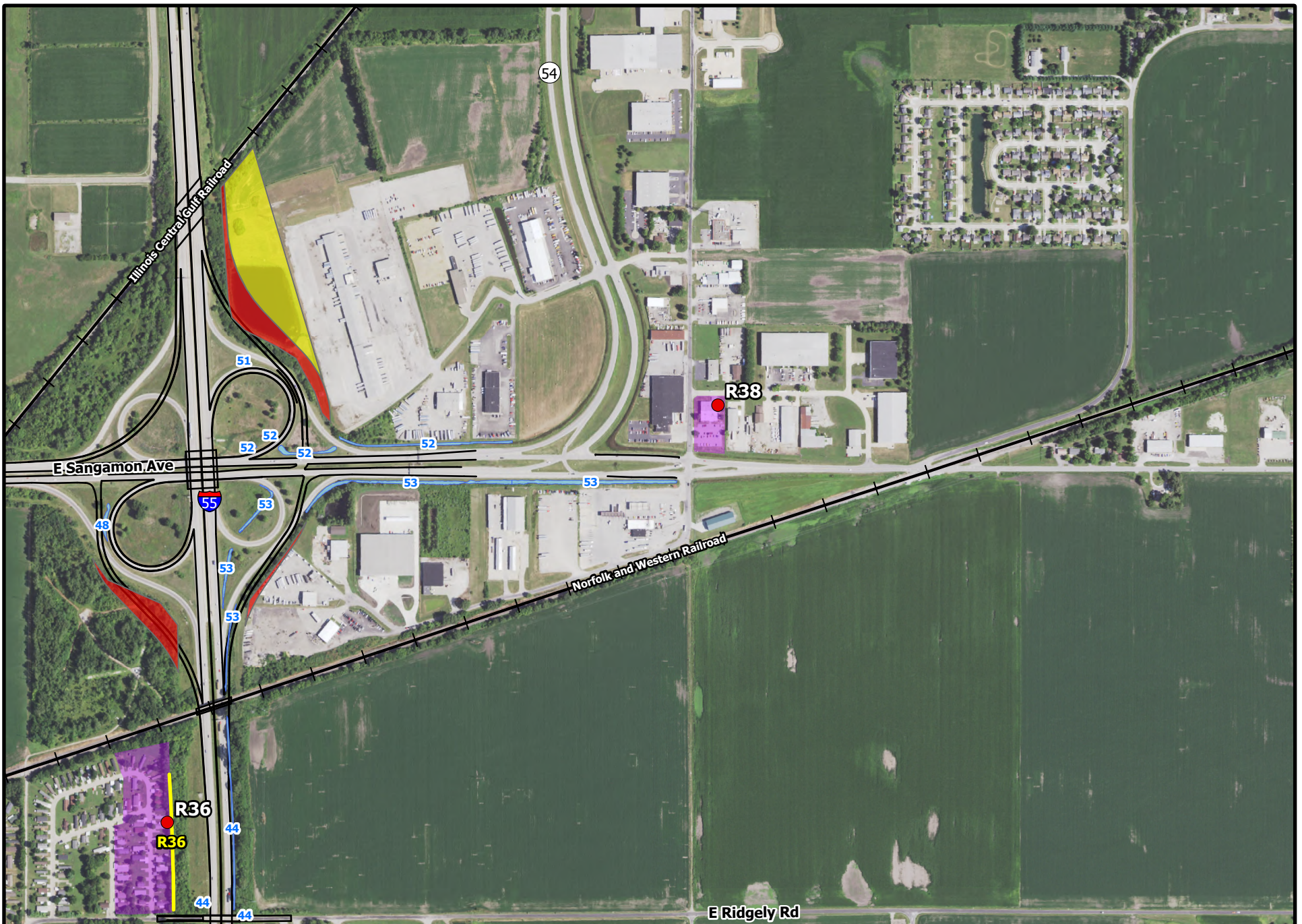
- Proposed Improvements
- Proposed ROW
- Proposed Temporary Easement ROW
- Noise Receptors

- Proposed Noise Barriers
- Common Noise Environments
- Streams
- Wetlands

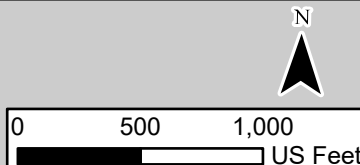


Environmental Inventory
I-55 and I-72 Reconstruction
Sangamon County, Illinois
Created: 2/13/2025 Figure B6

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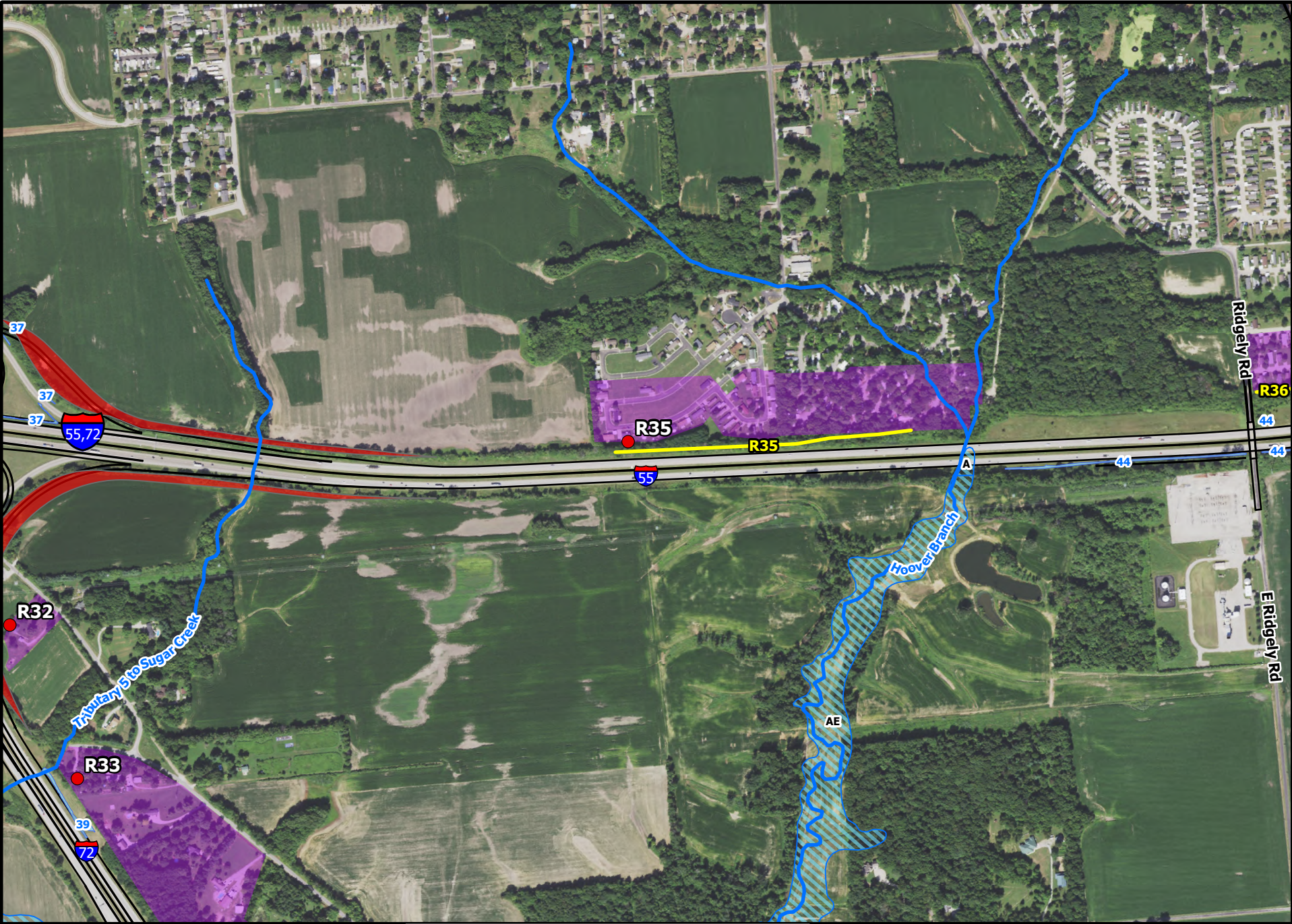


- Proposed Improvements
- Proposed ROW
- Proposed Temporary Easement ROW
- Noise Receptors
- Proposed Noise Barriers
- Common Noise Environments
- Wetlands

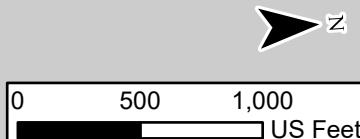


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I-55 and I-72 Reconstruction Sangamon County, Illinois	
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- Proposed Improvements
- Proposed ROW
- Noise Receptors
- Common Noise Environments
- Streams
- 100-Year Floodplain
- Wetlands
- Proposed Noise Barriers

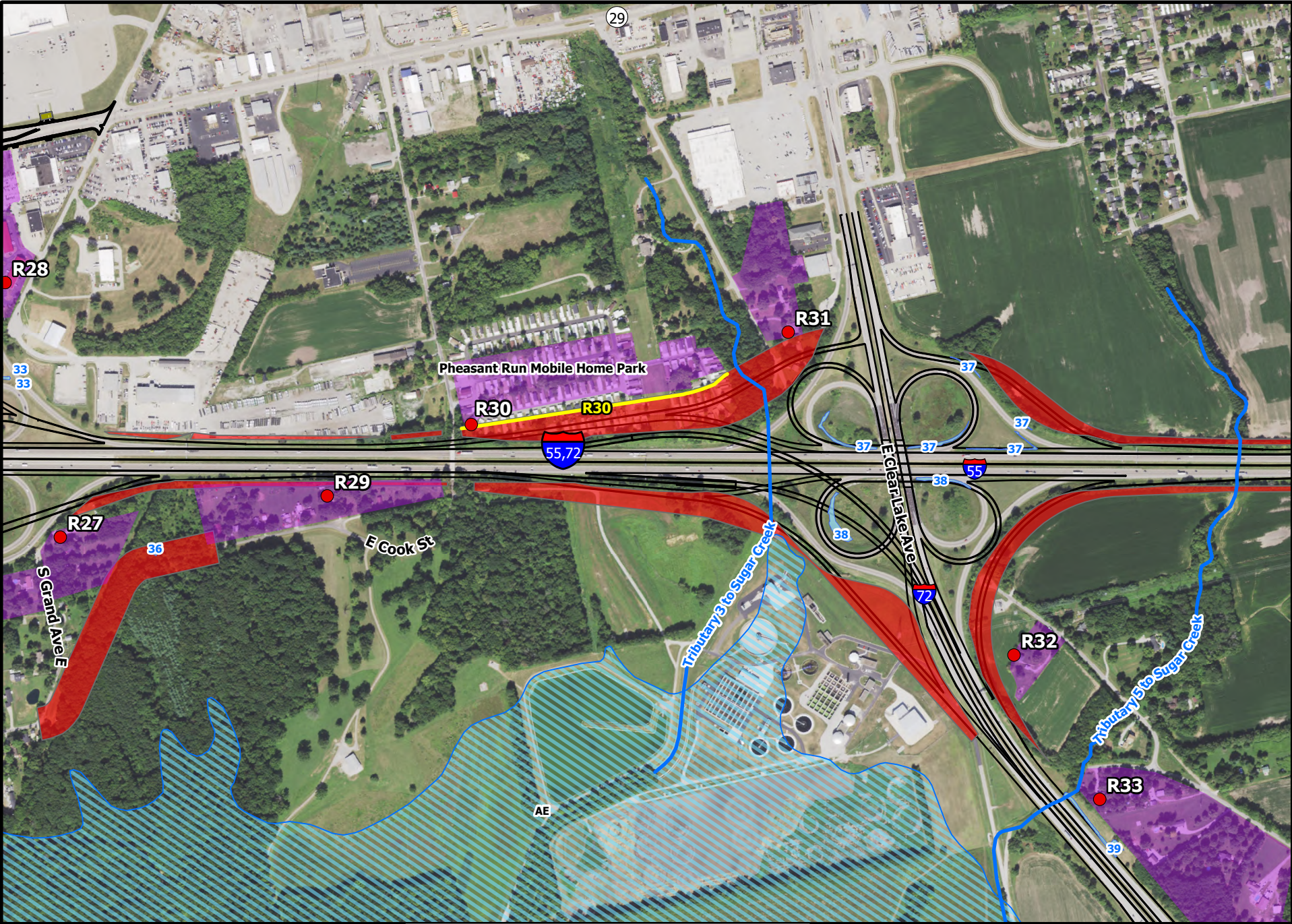


Environmental Inventory

I-55 and I-72 Reconstruction
Sangamon County, Illinois

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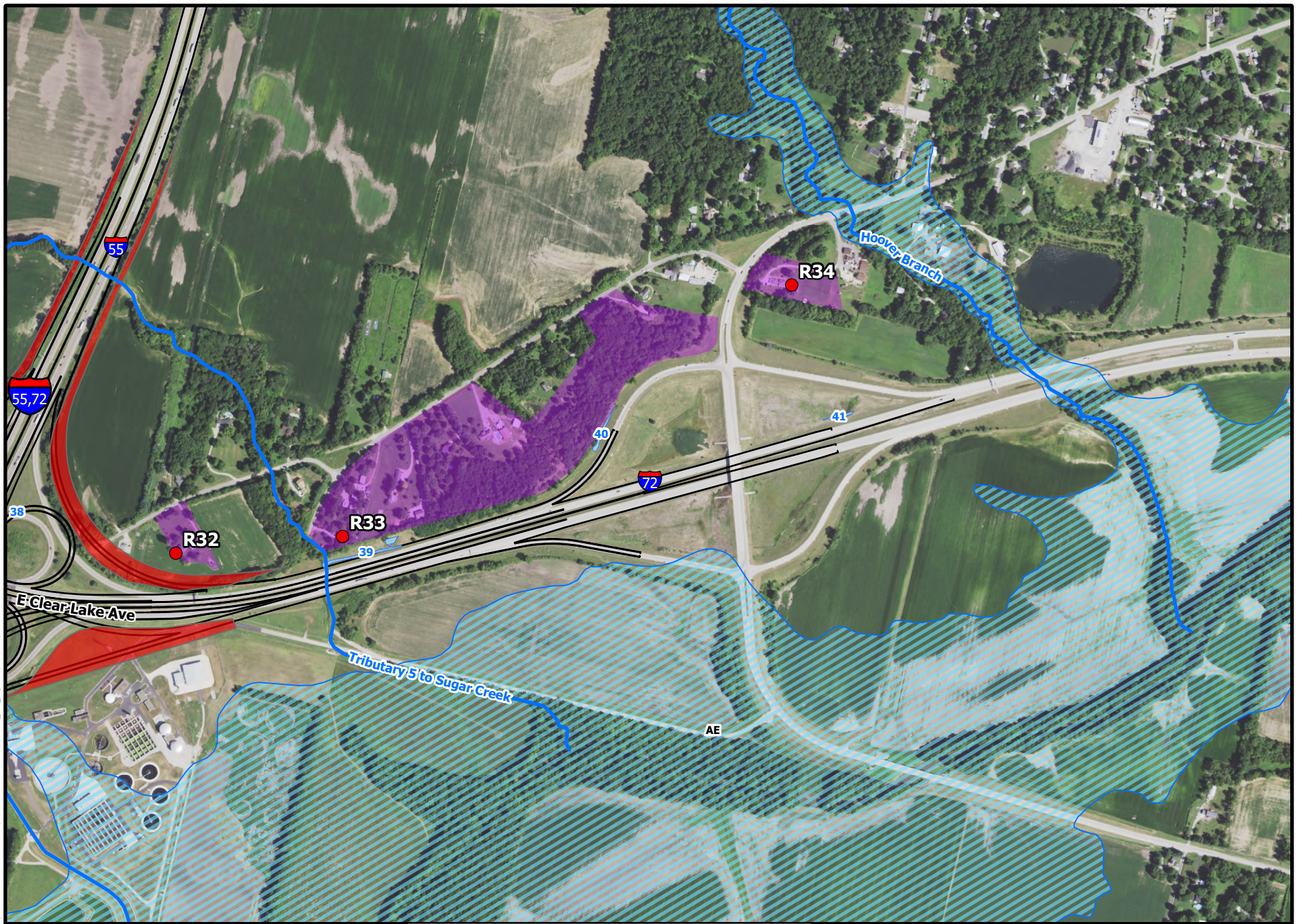


Proposed Improvements	Common Noise Environments
Proposed ROW	Streams
Proposed Temporary Easement ROW	100-Year Floodplain
Noise Receptors	Wetlands
Proposed Noise Barriers	

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Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
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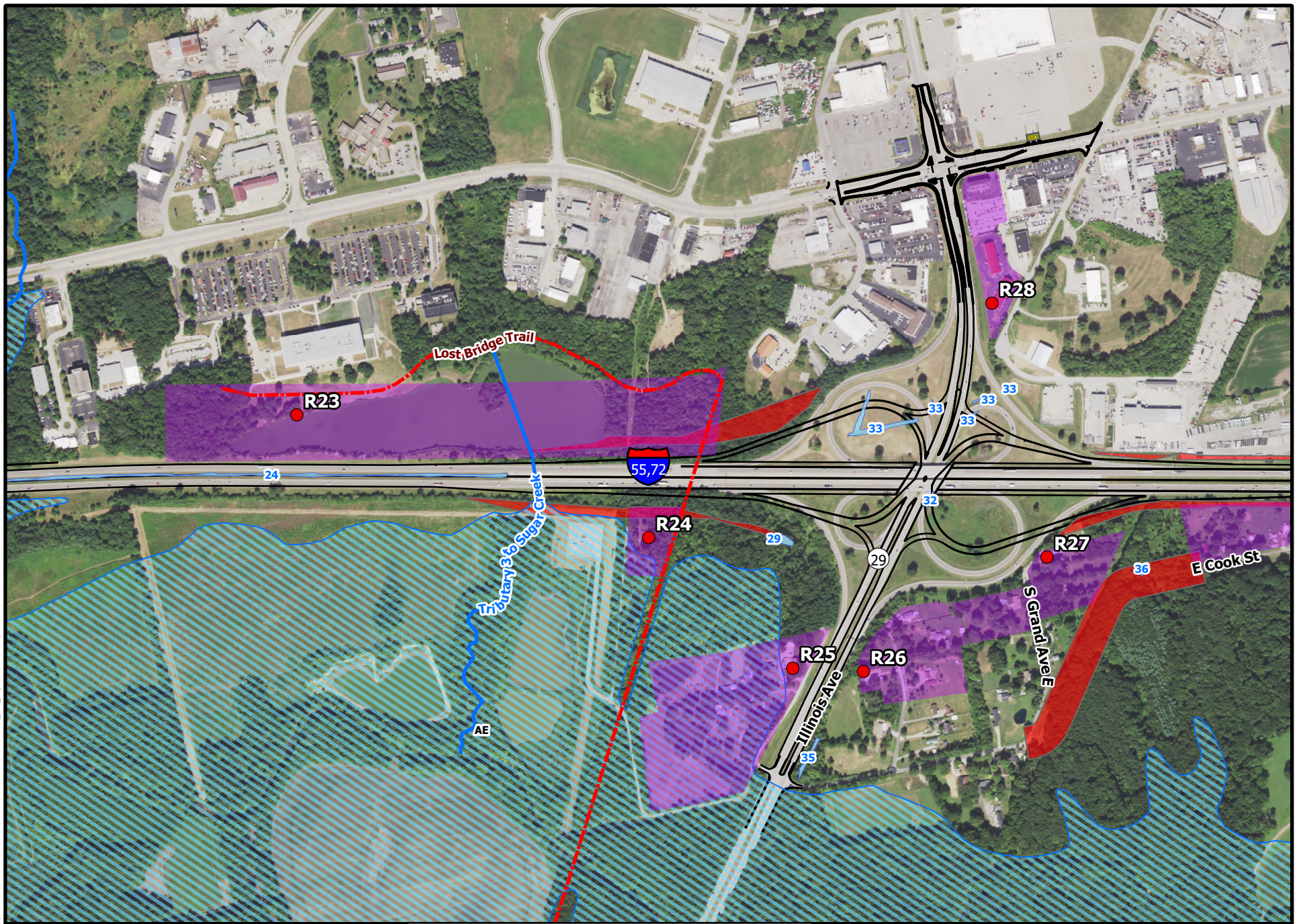
Proposed Improvements	Common Noise Environments
Proposed ROW	Streams
Noise Receptors	100-Year Floodplain
Proposed Noise Barriers	Wetlands

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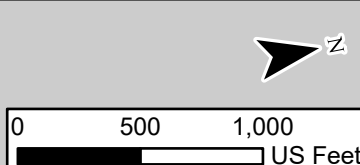
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Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
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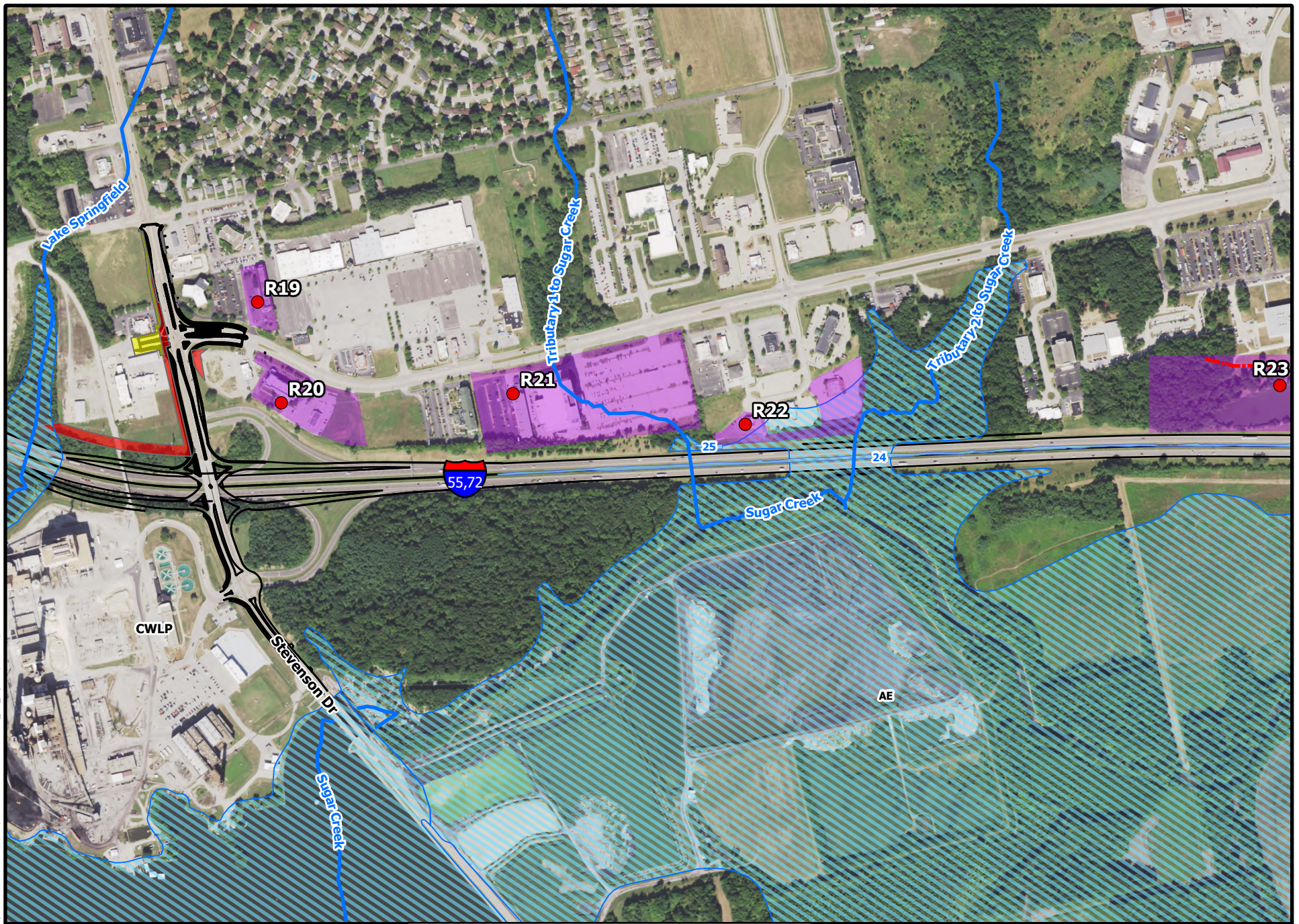


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|---------------------------------|---------------------------|
| — Proposed Improvements | Common Noise Environments |
| Proposed ROW | Trails |
| Proposed Temporary Easement ROW | Streams |
| ● Noise Receptors | 100-Year Floodplain |
| Proposed Noise Barriers | Wetlands |



Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
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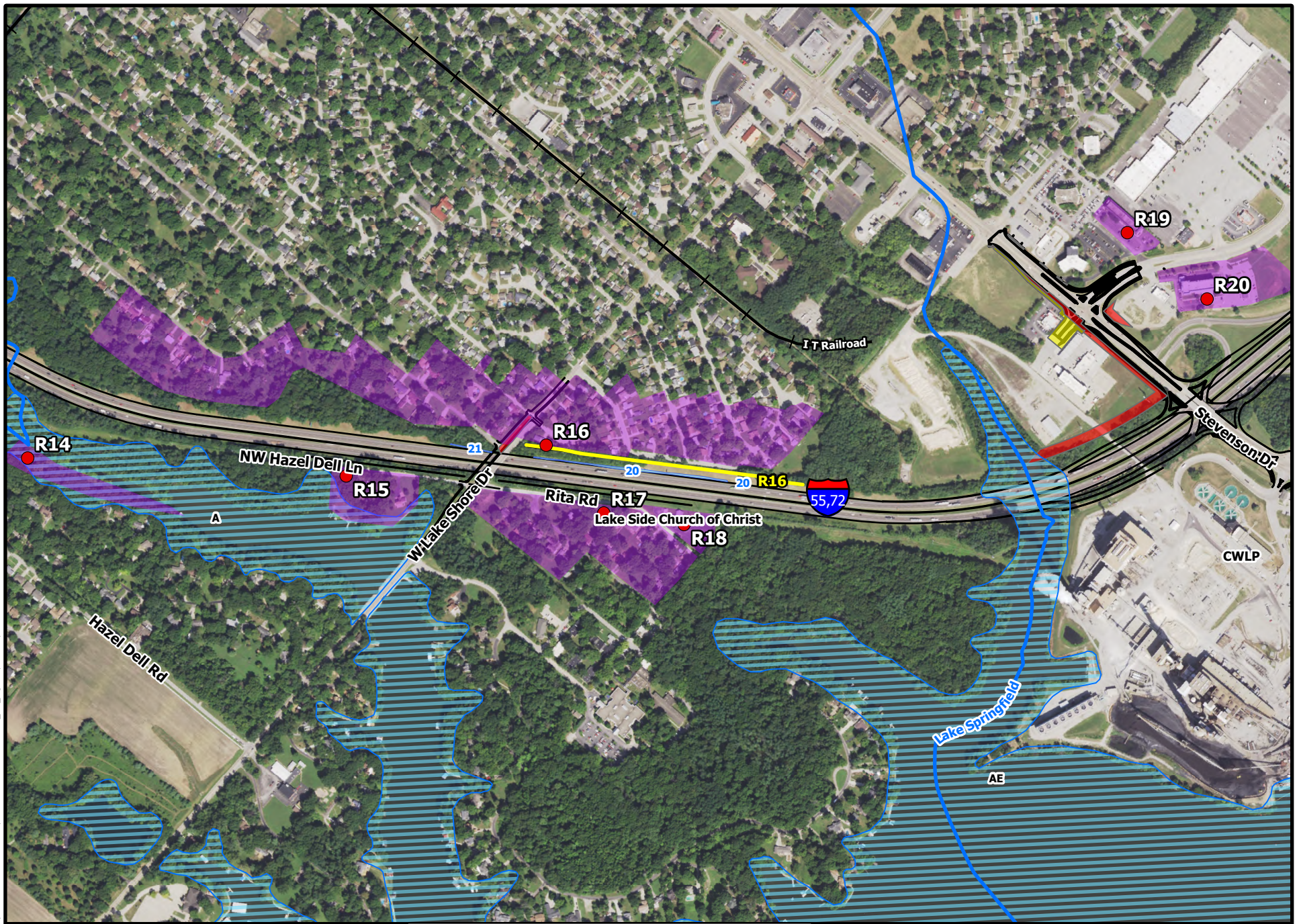
Proposed Improvements	Common Noise Environments
Proposed ROW	Trails
Proposed Temporary Easement ROW	Streams
Noise Receptors	100-Year Floodplain
Proposed Noise Barriers	Wetlands

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Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
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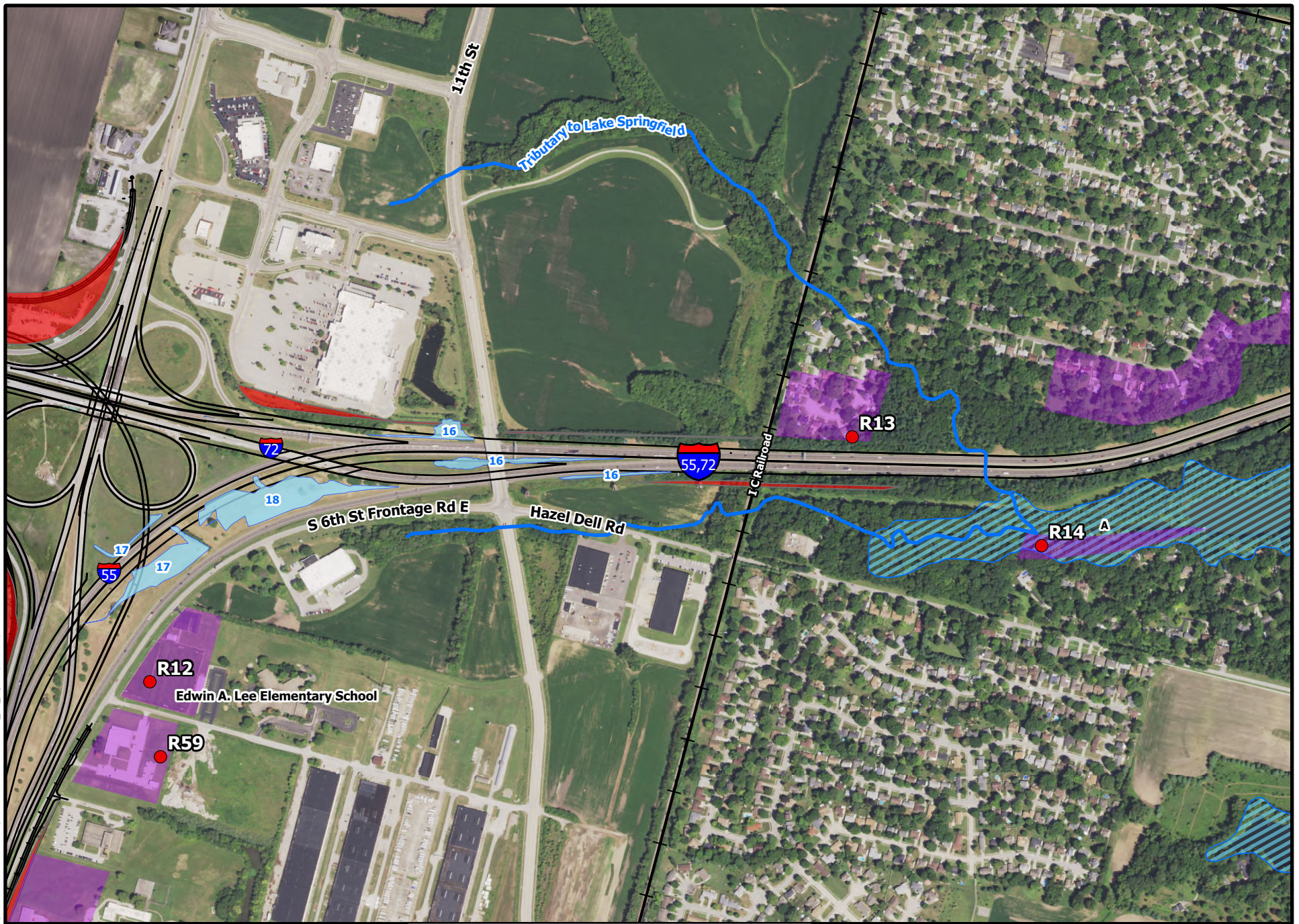
Proposed Improvements	Common Noise Environments
Proposed ROW	Streams
Proposed Temporary Easement ROW	100-Year Floodplain
Noise Receptors	Wetlands
Proposed Noise Barriers	

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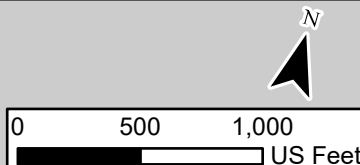
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Environmental Inventory	
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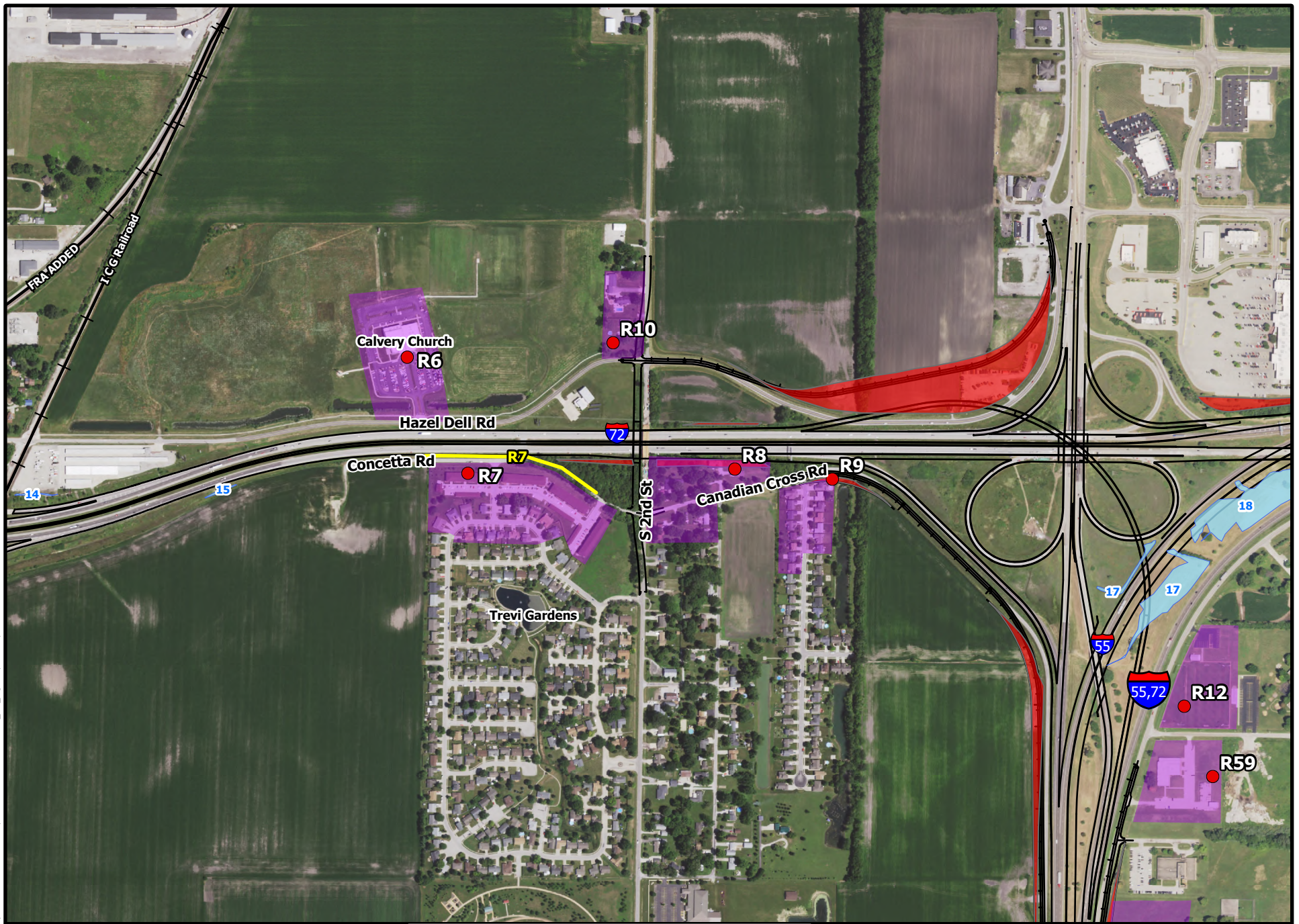


- Proposed Improvements
- Proposed ROW
- Noise Receptors
- Common Noise Environments
- Streams
- 100-Year Floodplain
- Wetlands
- Proposed Noise Barriers



Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
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Proposed Improvements	Proposed Noise Barriers
Proposed ROW	Common Noise Environments
Noise Receptors	Wetlands

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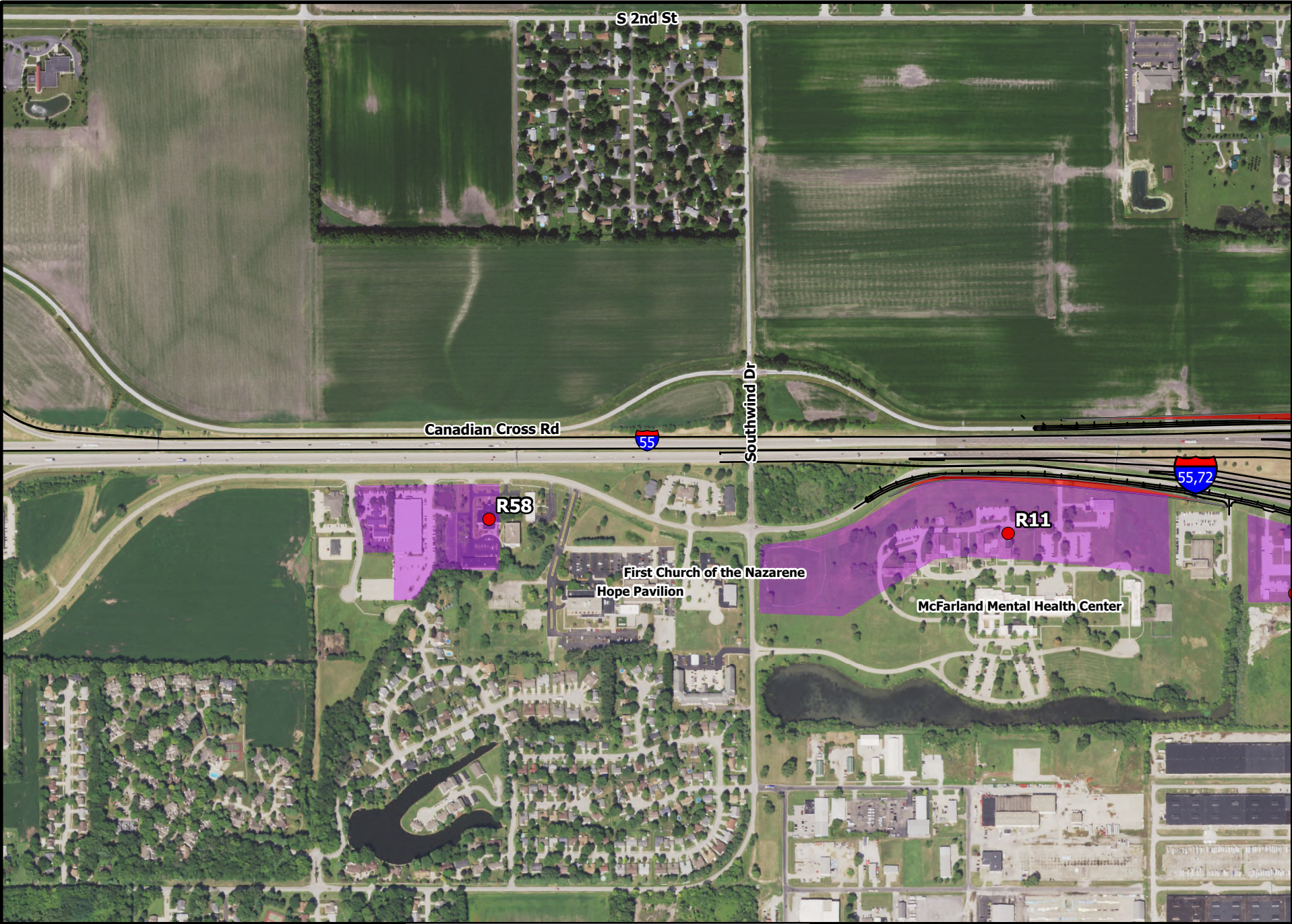
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Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
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	Proposed Improvements		Proposed Noise Barriers
	Proposed ROW		Common Noise Environments
	Noise Receptors		Wetlands

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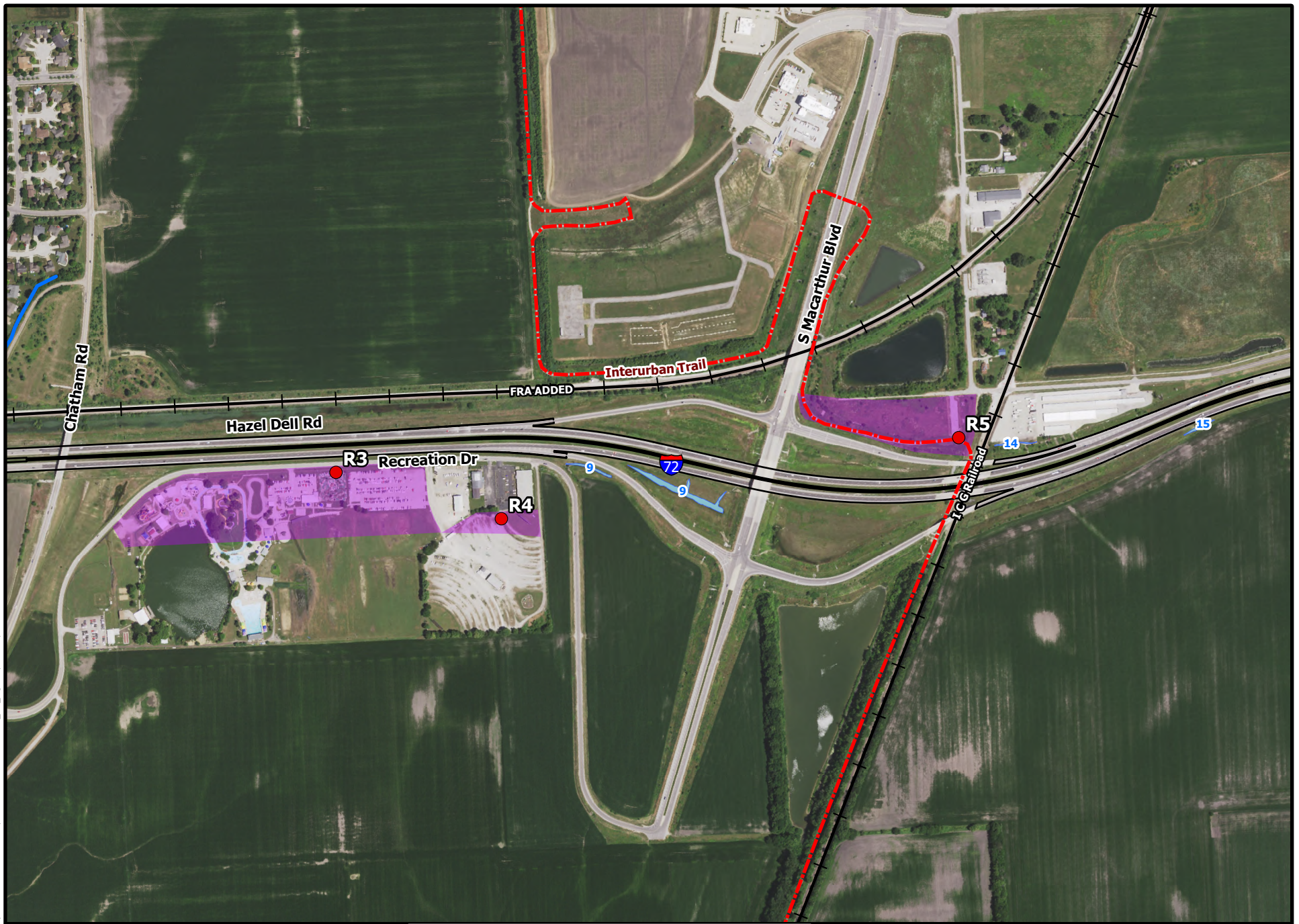
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Environmental Inventory

I-55 and I-72 Reconstruction
Sangamon County, Illinois

Created: 2/13/2025 Figure B16

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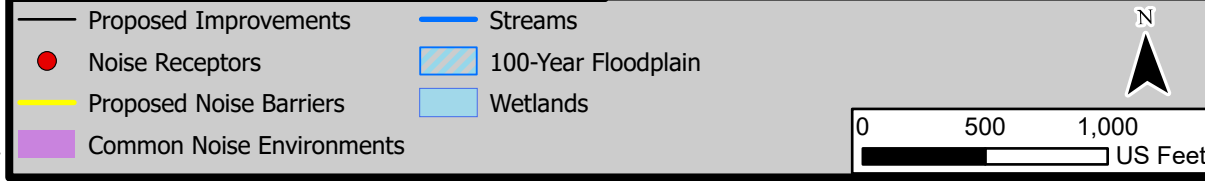
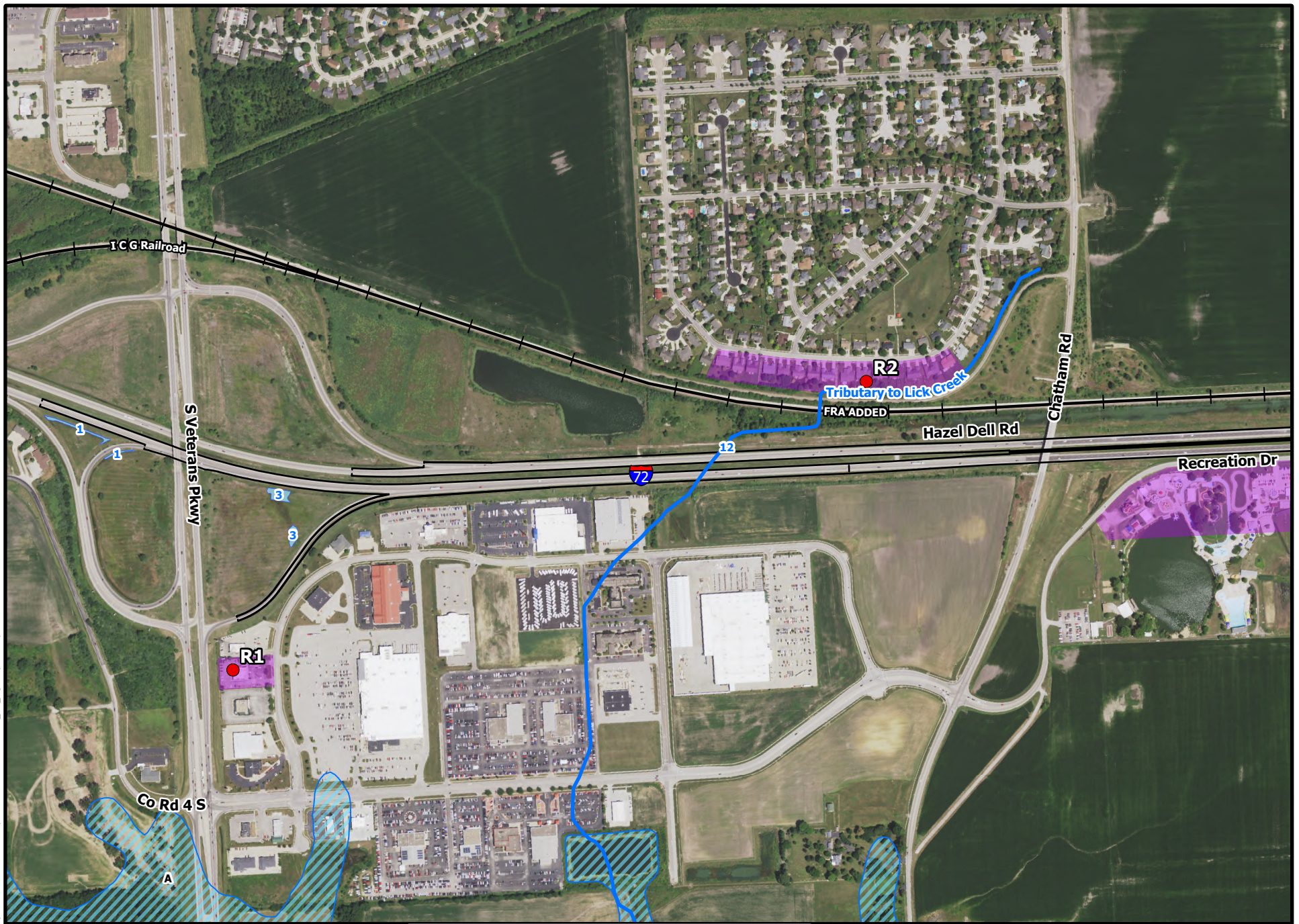


Proposed Improvements	Trails
Noise Receptors	Streams
Proposed Noise Barriers	Wetlands
Common Noise Environments	

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Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
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Environmental Inventory	
I-55 and I-72 Reconstruction Sangamon County, Illinois	
Created: 2/13/2025	Figure B18

Appendix C
**Agency Coordination and
Public Involvement**



Sangamon County

Sherman to Springfield

Along I-55 between North of the Toronto Rd Interchange to North of the Sherman Interchange, including I-72 between West of Veterans Parkway/IL Route 4 and East of Old Route 36 (Camp Butler Exit 104)

City Water, Light and Power Complex, 3200 Adlai Stevenson Dr.

Harry R. Hanley Complex, 2300 S. Dirksen Parkway

FHWA, IDOT Seq #-15256B, IDOT/ISAS#-19063

I-55 Reconstruction

SHPO Log #005012220

December 18, 2023

Joseph Galloy

Illinois Department of Transportation

Bureau of Design and Environment

2300 S. Dirksen Parkway

Springfield, IL 62764

We have reviewed the documentation provided for the above referenced project. We concur that the project as proposed will have no adverse effect on the City Water, Light and Power Complex at 3200 Adlai Stevenson Dr. in Springfield and the Harry R. Hanley Complex, 2300 S. Dirksen Parkway in Springfield. Both properties have been determined eligible for listing on the National Register of Historic Places, as defined in 36 CFR Part 800.5 (b), by your office with concurrence from this office.

Please retain this letter as evidence of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. However, this letter is not a clearance for purposes of the [Illinois Human Remains Protection Act](#) (20 ILCS 3440). If any archaeological materials are encountered during construction, this office must be notified.

If the project's scope of work changes from that which has been submitted to and approved by this office, you must email those changes to SHPO.Review@Illinois.gov and to Anna Margaret Barris (AnnaMargaret.Barris@Illinois.gov) for review and comment. Failure to submit project changes for review and comment may result in an adverse effect determination pursuant to the Act.

Sincerely,

Carey L. Mayer, AIA

Deputy State Historic Preservation Officer

c: Janis P. Piland, Federal Highway Administration

The lined snake habitat includes grasslands and urban lots in former prairie. INHS conducted a snake survey in 2019 and no lined snakes were encountered, and no suitable habitat was identified. On September 22, 2020, IDNR determined that impacts to the lined snake are unlikely.

The Kirtland snake habitat includes prairie wetlands, wet meadows, and grassy edges of creeks, ditches, and ponds, usually in association with crayfish burrows. INHS conducted a snake survey in 2019 and no Kirtland snakes were encountered. However, suitable habitat at sites 4 and 5 were documented. Based on the proposed plans both sites 4 and 5 will be impacted by roadway embankment fill. The majority of the impact at the IDOT pond (site 4) would occur north of Station 457 due to additional embankment to accommodate an additional southbound lane, new collector-distributor road and a new entrance ramp from South Grand Avenue for southbound traffic. Embankment fill material will also be necessary at the Lake Springfield crossing (site 5) to accommodate an additional southbound and northbound lane and to reconstruct the entrance and exit ramps to new interchange at Stevenson Drive. On September 22, 2020 **IDNR recommended IDOT pursue an Incidental Take Authorization (ITA) for Kirtland's snake pursuant to Part 1080 and Section 5.5 of the Illinois Endangered Species Protection Act. IDNR recommends an Incidental Take Authorization before work occurs in sites 4 and 5.** Please note, the Incidental Take Authorization process can take up to 6 months to complete.

INHS conducted Franklin's ground squirrel surveys in 2010 and 2019. No franklin ground squirrels were collected either time. The majority of the habitat in the project area was also determined to be unsuitable for Franklin's ground squirrel. Based on INHS's characterization of the majority of the habitat in the project as unsuitable, the lack of recent records in the reject area, and that no squirrels were captured during the survey effort, IDNR determined impacts are unlikely. **However, IDNR recommended potential impacts to Franklin's ground squirrel be re-evaluated prior to construction. IDOT will re-evaluate the project for Franklin's ground squirrel prior to any work in the following areas:**

- **Western most portion of the project on I-72 to 0.34 east of IL Route 4 or**
- **0.6 miles north and south of Sangamon Ave.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The worst-case scenario for wetland impacts is that 38 wetlands will be impacted for a total of 14.17 acres of permanent wetland impact. It is currently proposed for mitigation to occur at LaGrange Wetland Bank which is out-of-basin and thus requires a mitigation ratio of 2.0:1.0 and will require 28.34 acres of wetland mitigation. **Please submit a Wetland Impact Evaluation prior to letting.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was generated that is dated May 28, 2025. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed: Indiana bat (Ibat), northern long-eared bat (NLEB), tricolored bat (proposed), monarch butterfly (proposed), western regal fritillary (proposed) and eastern prairie fringed orchid. No proposed or designated critical habitat is listed. Under 50 CFR 402.12(e), **the accuracy of the species list is limited to 90 days.**

As stated in the Environmental Assessment signed January of 2021 the project may affect, but not likely to adversely affect the Indiana bat and northern long eared bat with the following commitments:

- **No tree clearing between April 1 and September 30 of any given year for the following areas:**
 - **1,500 feet north of the Sangamon River and 2,500 feet south of the Sangamon River;**
 - **On the east side of I-55/I-72, from Stevenson Drive to 4,750 feet north of Stevenson Drive;**
 - **250 feet north and south of the crossing of Lake Springfield approximately 500 feet south of Stevenson Drive; and**
 - **West Lake Shore Drive crossing to 2,500 feet west of West Lake Shore Drive crossing.**
- **A bat-bridge assessment must be completed within one year of any work on an existing bridge.**
- **Trees will be replaced at a 1:1 ratio, if balled and bur lapped are used, in accordance with IDOT D&E-18 policy.**

USFWS concurred with the effect determination via email on October 27, 2020.

The tri-colored bat is proposed as endangered and was not discussed in the EA. The commitments that protect the Indiana bat and tri-colored bat also protect the tri-colored bat.

The eastern prairie fringed orchid lives in mesic to wet prairies. This habitat does not occur in the project study area. This project will have no effect to the Eastern prairie fringed orchid.

The whooping crane was not discussed in the EA and is an experimental population. There are no known breeding pairs of whooping crane in Illinois. Current breeding habitat is in remote northern forest, in areas of swampy coniferous woods and the whooping crane winter in coastal marshes. This habitat does not exist in the project area therefore this project will have no effect to the whooping crane.

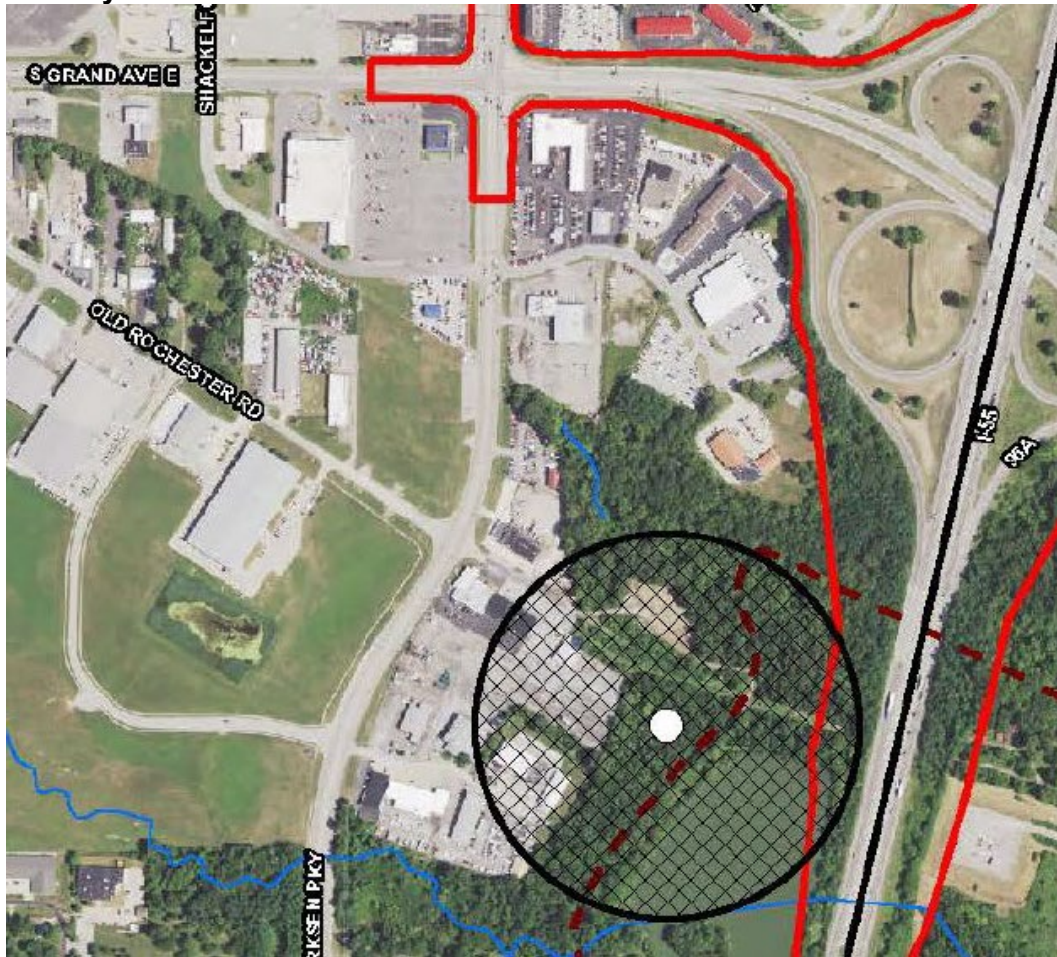
The western regal fritillary was not discussed in the EA. The western regal fritillary lives in tall-grass prairie and other open and sunny locations such as damp meadows, marshes, wet fields and mountain pastures. Regal fritillary habitat has been identified as "large grassland areas with prairie remnants or lightly grazed pasture lands containing prairie vegetation where topography often includes hills and valleys". Tall-grass prairie, damp meadows, marshes, wet fields, and mountain pastures do not occur in the project. This project will have no effect to the western regal fritillary.

The monarch butterfly was not discussed in the EA and is proposed to be listed. Monarch butterflies lay their eggs on milkweed plants. In a few days, the egg hatches into a larvae or caterpillar. The caterpillar feeds for about two weeks until it is ready to form its chrysalis. In 10 to 14 days adult butterfly emerges. Monarch butterflies are migratory, and it takes four generations to complete the journey from the central United States to wintering grounds in Mexico and back again. In Illinois, there are 19 species of milkweeds that mostly grow in prairies, though some can be found in woodlands, untilled fields, roadsides, and ditches. IDOT evaluated the project for potential impacts to the Monarch butterfly and determined that the following conservation measures may provide protection for the monarch. **Where feasible, the project shall be re-seeded in accordance with IDOT's standard Specification for Road and Bridge Construction with a Class 5 or 5B seed mix which contain native forbs and milkweed.** However, once the USFWS issues their final ruling on whether or not to list the monarch as federally threatened, there may be additional consultation needed for those projects that have not been completed by their effective date.

Bald and Golden Eagle Protection Act

The Illinois Natural Heritage Database has records of the Bald Eagle as occurring near the project area. In 2020 INHS conducted a Bald Eagle survey. Per INHS's report, "Three adult Bald Eagles were seen during my January visit and all three were located at the northern end of Lake Springfield. None of these birds were found to be associated with a nest nor were any seen at the south end of the project on May 8th. There are numerous eagles that use Lake Springfield during the winter months, and most leave the area by late January and early February if breeding elsewhere. Eagles are known to be nesting on an island toward the southern end of Lake Springfield. This nest was not visible from any of my survey routes or points. A presumed Bald Eagle's nest was presumed to be in the forested area

behind IDOT headquarters along the Lost Bridge Trail. An account on ebird.org documented a pair of adult eagles in April 2020 with regular sightings throughout the spring of 2020. The exact location of the nest is not known, but an approximation puts the nest in the forested tract west of I-55. On May 8th, I attempted to locate the nest, but leaves were out on the trees during this survey and no nest was seen. Typically eagle surveys are done in late January through late March before trees leaf out, but because of the COVID-19 pandemic, travel was restricted, and I could not get to the site earlier than my May visit.” The nest (white) and 660’ buffer (black) is depicted on the map below. The buffer is within 660 of the project study area. **The nest will be resurveyed prior to letting. If any work will occur within 660 feet of the nest, then either a Bald Eagle permit will be sought or construction activity will be limited to August through mid-January.**



Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Illinois-Iowa Ecological Services Field Office
Illinois & Iowa Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
Phone: (309) 757-5800 Fax: (309) 757-5807

In Reply Refer To:

05/28/2025 14:13:49 UTC

Project Code: 2023-0009340

Project Name: I-55 around Springfield EA (15265)

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat, if present, within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) **the accuracy of this species list should be verified after 90 days**. This verification can be completed formally or informally. You may verify the list by visiting the ECOSPHERE Information for Planning and Consultation (IPaC) website <https://ipac.ecosphere.fws.gov> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list.

Section 7 Consultation

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the U.S. Fish and Wildlife Service (Service) if they determine their project "may affect" listed species or designated critical habitat. Under the ESA, it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action may affect endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with the Service further. Similarly, it is the responsibility of the Federal action agency or project proponent, not the Service to make "no effect" determinations. If you determine that your proposed action will have no effect on threatened or endangered species or their respective designated critical habitat, you do not need to seek concurrence with the Service.

Note: For some species or projects, IPaC will present you with *Determination Keys*. You may be able to use one or

more Determination Keys to conclude consultation on your action.

Technical Assistance for Listed Species

1. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain information on the species life history, species status, current range, and other documents by selecting the species from the thumbnails or list view and visiting the species profile page.

No Effect Determinations for Listed Species

1. If there are *no* species or designated critical habitats on the Endangered Species portion of the species list: conclude "no species and no critical habitat present" and document your finding in your project records. No consultation under ESA section 7(a)(2) is required if the action would result in no effects to listed species or critical habitat. Maintain a copy of this letter and IPaC official species list for your records.
2. If any species or designated critical habitat are listed as potentially present in the **action area** of the proposed project the project proponents are responsible for determining if the proposed action will have "no effect" on any federally listed species or critical habitat. No effect, with respect to species, means that no individuals of a species will be exposed to any consequence of a federal action or that they will not respond to such exposure.
3. If the species habitat is not present within the action area or current data (surveys) for the species in the action area are negative: conclude "no species habitat or species present" and document your finding in your project records. For example, if the project area is located entirely within a "developed area" (an area that is already graveled/paved or supports structures and the only vegetation is limited to frequently mowed grass or conventional landscaping, is located within an existing maintained facility yard, or is in cultivated cropland conclude no species habitat present. Be careful when assessing actions that affect: 1) rights-of-ways that contains natural or semi-natural vegetation despite periodic mowing or other management; structures that have been known to support listed species (example: bridges), and 2) surface water or groundwater. Several species inhabit rights-of-ways, and you should carefully consider effects to surface water or groundwater, which often extend outside of a project's immediate footprint.
4. Adequacy of Information & Surveys - Agencies may base their determinations on the best evidence that is available or can be developed during consultation. Agencies must give the benefit of any doubt to the species when there are any inadequacies in the information. Inadequacies may include uncertainty in any step of the analysis. To provide adequate information on which to base a determination, it may be appropriate to conduct surveys to determine whether listed species or their habitats are present in the action area. Please contact our office for more information or see the survey guidelines that the Service has made available in IPaC.

May Effect Determinations for Listed Species

1. If the species habitat is present within the action area and survey data is unavailable or inconclusive: assume the species is present or plan and implement surveys and interpret results in coordination with our office. If assuming species present or surveys for the species are positive continue with the may affect determination process. May affect, with respect to a species, is the appropriate conclusion when a species might be exposed to a consequence of a federal action and could respond to that exposure. For critical habitat, 'may affect' is the appropriate conclusion if the action area overlaps with mapped areas of critical habitat and an essential physical or biological feature may be exposed to a consequence of a federal action and could change in response to that exposure.
2. Identify stressors or effects to the species and to the essential physical and biological features of critical habitat that overlaps with the action area. Consider all consequences of the action and assess the potential for each life stage of the species that occurs in the action area to be exposed to the stressors. Deconstruct the action into its component parts to be sure that you do not miss any part of the action that could cause effects to the species or physical and biological features of critical habitat. Stressors that affect species' resources may have consequences even if the species is not present when the project is implemented.
3. If no listed or proposed species will be exposed to stressors caused by the action, a 'no effect' determination may be appropriate – be sure to separately assess effects to critical habitat, if any overlaps with the action

area. If you determined that the proposed action or other activities that are caused by the proposed action may affect a species or critical habitat, the next step is to describe the manner in which they will respond or be altered. Specifically, to assess whether the species/critical habitat is "not likely to be adversely affected" or "likely to be adversely affected."

4. Determine how the habitat or the resource will respond to the proposed action (for example, changes in habitat quality, quantity, availability, or distribution), and assess how the species is expected to respond to the effects to its habitat or other resources. Critical habitat analyses focus on how the proposed action will affect the physical and biological features of the critical habitat in the action area. If there will be only beneficial effects or the effects of the action are expected to be insignificant or discountable, conclude "may affect, not likely to adversely affect" and submit your finding and supporting rationale to our office and request concurrence.
5. If you cannot conclude that the effects of the action will be wholly beneficial, insignificant, or discountable, check IPaC for species-specific Section 7 guidance and conservation measures to determine whether there are any measures that may be implemented to avoid or minimize the negative effects. If you modify your proposed action to include conservation measures, assess how inclusion of those measures will likely change the effects of the action. If you cannot conclude that the effects of the action will be wholly beneficial, insignificant, or discountable, contact our office for assistance.
6. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

For additional information on completing Section 7 Consultation including a Glossary of Terms used in the Section 7 Process, information requirements for completing Section 7, and example letters visit the Midwest Region Section 7 Consultations website at: <https://www.fws.gov/office/midwest-region-headquarters/midwest-section-7-technical-assistance>.

You may find more specific information on completing Section 7 on communication towers and transmission lines on the following websites:

- Incidental Take Beneficial Practices: Power Lines - <https://www.fws.gov/story/incidental-take-beneficial-practices-power-lines>
- Recommended Best Practices for Communication Tower Design, Siting, Construction, Operation, Maintenance, and Decommissioning. - <https://www.fws.gov/media/recommended-best-practices-communication-tower-design-siting-construction-operation>

Tricolored Bat Update

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) as endangered under the Endangered Species Act (ESA). The Service has up to 12-months from the date the proposal published to make a final determination, either to list the tricolored bat under the Act or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the rangewide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across North America. Because tricolored bat populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and "take" will apply. Therefore, if your future or existing project has the potential to adversely affect tricolored bats after the potential new listing goes into effect, we recommend that the effects of the project on tricolored bat and their habitat be analyzed to determine whether authorization under ESA section 7 or 10 is necessary. Projects with an existing section 7 biological opinion may require

reinitiation of consultation, and projects with an existing section 10 incidental take permit may require an amendment to provide uninterrupted authorization for covered activities. Contact our office for assistance.

Other Trust Resources and Activities

Bald and Golden Eagles

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act, as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, please contact our office for further coordination. For more information on permits and other eagle information visit our website <https://www.fws.gov/library/collections/bald-and-golden-eagle-management>. We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Illinois-Iowa Ecological Services Field Office

Illinois & Iowa Ecological Services Field Office

1511 47th Ave

Moline, IL 61265-7022

(309) 757-5800

PROJECT SUMMARY

Project Code: 2023-0009340
Project Name: I-55 around Springfield EA (15265)
Project Type: New Constr - Above Ground
Project Description: project consists of the reconstruction of Interstate 55 (I-55) and Interstate 72 (I-72), including interchange improvements and additional lanes, from north of Toronto Road to north of Sherman and from just east of Old Route 36 on I-72 to just west of Veterans Parkway/IL Route 4 in Sangamon County. It includes reconstruction of the interchanges at Sixth Street/I-72, Stevenson Drive, South Grand Avenue, Clear Lake Avenue/I-72, and Sangamon Avenue. It also includes reconstruction of numerous structures within the project limits. The total length of the project is approximately 15 miles along I-55 and the joint section of I-55/72 and four miles along I-72.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.82633511040707,-89.59290810752421,14z>



Counties: Sangamon County, Illinois

ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Western Regal Fritillary <i>Argynnis idalia occidentalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/12017	Proposed Threatened

FLOWERING PLANTS

NAME	STATUS
Eastern Prairie Fringed Orchid <i>Platanthera leucophaea</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

-
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
 2. The [Migratory Birds Treaty Act](#) of 1918.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information](#)

[on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

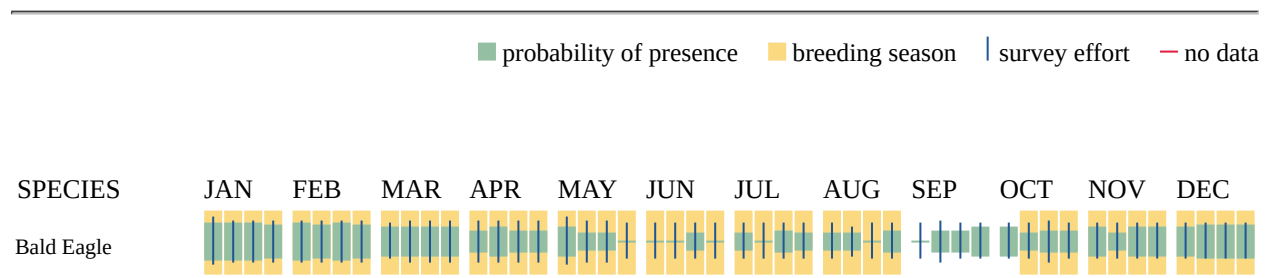
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.



Non-BCC
Vulnerable

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Cerulean Warbler <i>Setophaga cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 21 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrastomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Henslow's Sparrow <i>Centronyx henslowii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
Kentucky Warbler <i>Geothlypis formosa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443	Breeds Apr 20 to Aug 20
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Ruddy Turnstone <i>Arenaria interpres morinella</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10633	Breeds elsewhere

NAME	BREEDING SEASON
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Upland Sandpiper <i>Bartramia longicauda</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9294	Breeds May 1 to Aug 31
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

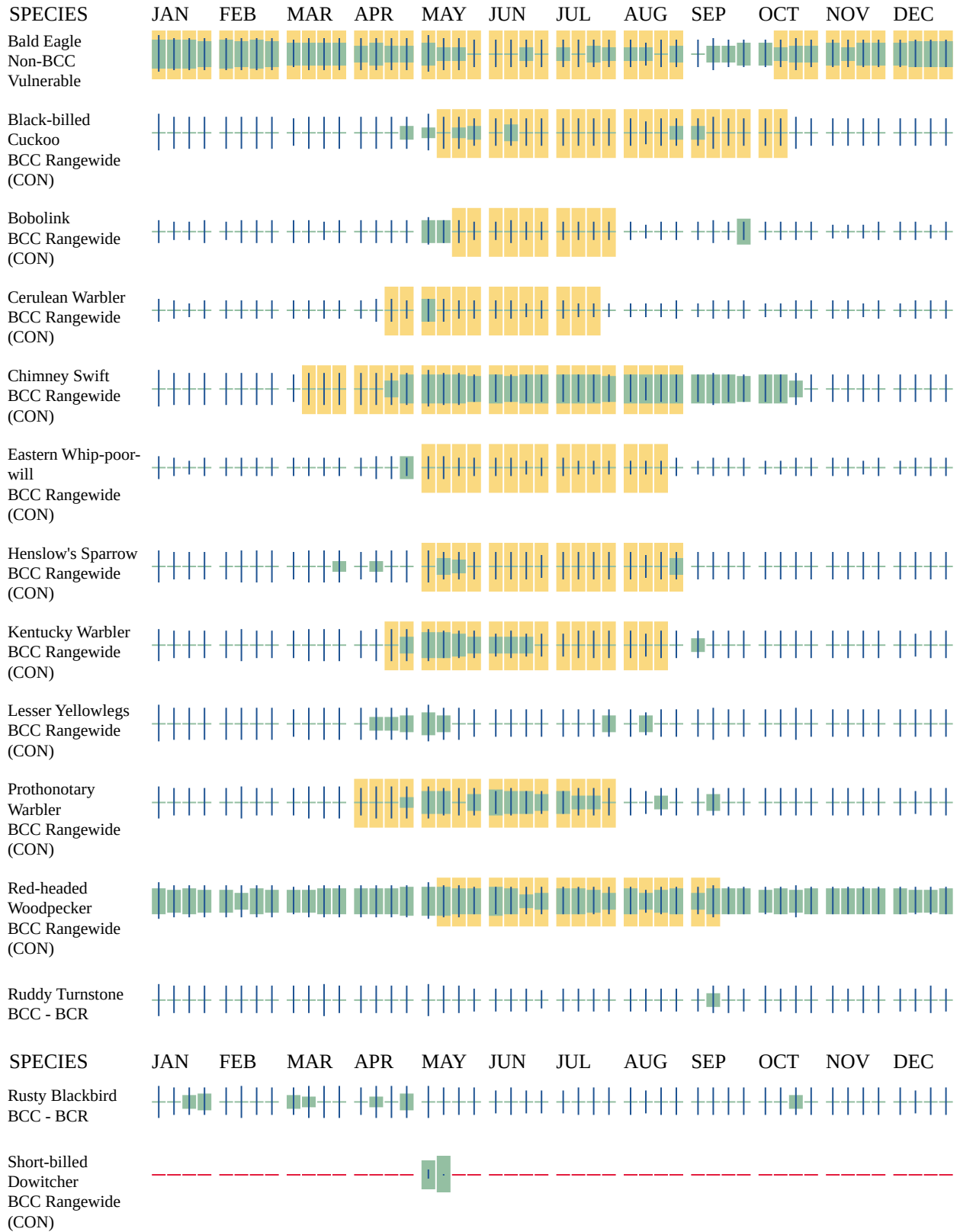
Survey Effort (|)

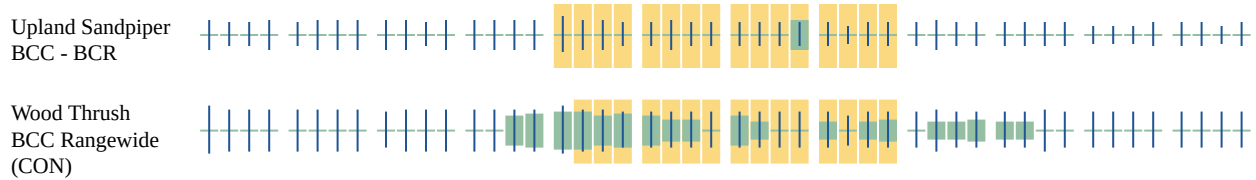
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort — no data





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R4SBCx
- R2UBH
- R4SBC
- R5UBH

LAKE

- L1UBHh

FRESHWATER POND

- PUBGh
- PUBGx
- PUBG

FRESHWATER EMERGENT WETLAND

- PEM1/SS1Ah

- PEM1Ax
- PEM1Cx
- PEM1A
- PEM1C
- PEM1/FO1A

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1Ah
- PFO1C
- PFO1/EM1A
- PFO1A
- PSS1/EM1A

IPAC USER CONTACT INFORMATION

Agency: Illinois Department of Transportation

Name: Felecia Hurley

Address: 2300 S. Dirksen Parkway

City: Springfield

State: IL

Zip: 62764

Email: felecia.hurley@illinois.gov

Phone: 2177852130

Jeff Bushur

From: Woeber, Heidi <heidi_woeber@fws.gov>
Sent: Tuesday, October 27, 2020 7:37 AM
To: Hurley, Felecia A
Subject: [External] Re: [EXTERNAL] I-55 around Springfield

Felecia:

I have reviewed your write-up and have no comments. I concur with your determinations.

Heidi Woeber

Fish and Wildlife Biologist
Ecological Services

U.S. Fish and Wildlife Service

1511 47th Avenue
Moline, IL 61265
309-757-5800, ext. 209
309/757-5807 Fax
heidi_woeber@fws.gov

From: Hurley, Felecia A <Felecia.Hurley@illinois.gov>
Sent: Monday, October 26, 2020 9:20 AM
To: Woeber, Heidi <heidi_woeber@fws.gov>
Subject: [EXTERNAL] I-55 around Springfield

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I-55 around Springfield
Sangamon County
BDE Seq. no. 15256B

Heidi,

Attached is the natural resource write up for the above referenced project. The federally listed species for Sangamon County includes the Indiana bat, northern long eared bat, and eastern prairie fringed orchid. No suitable habitat exists in the project study area for the eastern prairie fringed orchid so this project will have no effect to that species. The project may affect, not likely to adversely affect the Indiana bat and northern long eared bat with the following commitments:

- No tree clearing shall occur between April 1 and September 30 of any given year for the following areas
 - 1,500' north and 2,500 south of the Sangamon River
 - On the east side of I-55, from Stevenson Drive to 4,750' north of Stevenson Drive
 - 250' north and south of the crossing of Lake Springfield which occurs approximately 500' south of Stevenson Drive

- From West Lake Shore Drive to 2,500' west of West Lake Shore Drive.
- A bat-bridge assessment must be conducted within one year of the project going to construction for any work on existing bridges

Please let me know if you concur with the affect determinations. Thanks

Felecia Hurley
IDOT – BDE
Environment Section
217-785-2130
Felecia.hurley@illinois.gov

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Jeff Bushur

From: Kristin Timmons <ktimmons@cmtengr.com>
Sent: Wednesday, May 24, 2023 2:36 PM
To: Jeff Bushur
Cc: Susan McCormick; Roger Driskell; Aaron Weatherholt
Subject: FW: I-55 Add Lanes - Section 4(f) Resource - Sherman Trailhead

EXTERNAL SENDER STOP.THINK.QUESTION If this is unexpected, verify before you click links or open attachments.



Jeff,
See below from IDOT. Can you provide final updates the EA notice of availability?
Thanks,

KRISTIN TIMMONS PE | Crawford, Murphy & Tilly | w 217.572.1099 | m 217.891.2522
Project Manager

From: Kelley, Jonathan B. <Jonathan.Kelley@Illinois.gov>
Sent: Wednesday, May 24, 2023 2:28 PM
To: Kristin Timmons <ktimmons@cmtengr.com>
Subject: FW: I-55 Add Lanes - Section 4(f) Resource - Sherman Trailhead

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Kristin,
See correspondence with FHWA below. It seems we won't need to seek de minimis determination from FHWA for the Williamsville to Sherman trailhead.

Thanks,

Jon

From: Kelley, Jonathan B.
Sent: Wednesday, May 24, 2023 2:25 PM
To: Adedokun, David (FHWA) <david.adedokun@dot.gov>
Cc: Hurley, Felecia A <Felecia.Hurley@illinois.gov>; O'Connell, Dennis M. <Dennis.OConnell@illinois.gov>; Wavering, Jay M <Jay.Wavering@illinois.gov>; Fuller, Matt <matt.fuller@dot.gov>; Siddall, Darien (FHWA) <darien.siddall@dot.gov>; Pantoja, Irene (FHWA) <IRENE.PANTOJA@DOT.GOV>; EXT Brinkerhoff, Andrew <Andrew.Brinkerhoff@dot.gov>
Subject: RE: I-55 Add Lanes - Section 4(f) Resource - Sherman Trailhead

David,
I believe the only real change from the EA that is known at this time is the alignment of Andrew Rd., which resulted in fewer impacts on the surrounding areas included the trailhead. That would be the change to point out during the public

hearing, and it's still under design development. What we are presenting at the hearing should closely match the EA elsewhere though.

We can discuss a bit after the meeting tomorrow.

Thanks,

Jon

From: Adedokun, David (FHWA) <david.adedokun@dot.gov>
Sent: Wednesday, May 24, 2023 7:44 AM
To: Kelley, Jonathan B. <Jonathan.Kelley@Illinois.gov>
Cc: Hurley, Felecia A <Felecia.Hurley@illinois.gov>; O'Connell, Dennis M. <Dennis.OConnell@illinois.gov>; Wavering, Jay M <Jay.Wavering@illinois.gov>; Fuller, Matt <matt.fuller@dot.gov>; Siddall, Darien (FHWA) <darien.siddall@dot.gov>; Pantoja, Irene (FHWA) <IRENE.PANTOJA@DOT.GOV>; EXT Brinkerhoff, Andrew <Andrew.Brinkerhoff@dot.gov>
Subject: [External] RE: I-55 Add Lanes - Section 4(f) Resource - Sherman Trailhead

Jon,

Option 1 is the preferred . In the NEPA documentation, you'll have to make it clear that the project will not have a permanent or temporary impact on the multi-use path. If during final design, something changes, then the Village and IDOT will need to re-coordinate with FHWA to decide how to process any 4(f) impacts.

Because the gap between the approval of this EA and when the public hearing will be held is longer than usual, there may be changes to the project that occurred after the EA was signed which are not disclosed in the approved EA. We would like to discuss these issues and how IDOT plans to disclose those changes in the public process, at the coordination meeting tomorrow.

Please reserve some time at the end of the meeting tomorrow to discuss this issue.

Kind Regards,

David Adedokun

Transportation Engineer – Districts 6 & 7



3250 Executive Park Drive

Springfield, Illinois 62703

Phone: 217.492.4637

Email: david.adedokun@dot.gov



From: Kelley, Jonathan B. <Jonathan.Kelley@Illinois.gov>
Sent: Tuesday, May 23, 2023 3:46 PM
To: Adedokun, David (FHWA) <david.adedokun@dot.gov>
Cc: Hurley, Felecia A <Felecia.Hurley@illinois.gov>; O'Connell, Dennis M. <Dennis.OConnell@illinois.gov>
Subject: I-55 Add Lanes - Section 4(f) Resource - Sherman Trailhead
Importance: High

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David,

As part of the upcoming public hearing for the I-55 Add Lanes project around Springfield, we need to make the signed EA available to the public. In this notice, we need to point out the Section 4(f) resource impacts and potential for de minimis determinations made by FHWA. In the signed EA, we had identified the Sherman to Williamsville trailhead as needing to be relocated, but that is no longer the case. The new Andrew Road structure is now proposed to be constructed on existing alignment, and there will be no permanent impacts to the trailhead nor proposed ROW. See attached and below. Can you please provide guidance on the highlighted below and let us know if we need to seek a de minimis determination as well as point that out in the notice of availability of the EA?

I'd like to have the notice finalized and provided for publication by the end of day Thursday, 5/25, so any guidance you can give me is appreciated.

Thanks,

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
126 East Ash St.
Springfield, IL 62704
Phone: (217) 785-2739
E-mail: jonathan.kelley@illinois.gov

From: Kristin Timmons <ktimmons@cmtengr.com>
Sent: Monday, May 22, 2023 4:46 PM
To: Kelley, Jonathan B. <Jonathan.Kelley@Illinois.gov>; Wavering, Jay M <Jay.Wavering@illinois.gov>
Cc: EXT aweatherholt@hanson-inc.com <aweatherholt@hanson-inc.com>; Jeff Bushur <JBushur@hanson-inc.com>; Susan McCormick <SMcCormick@hanson-inc.com>; Roger Driskell <rdriskell@cmtengr.com>
Subject: [External] FW: 10H0017A, I-55 and I-72 Reconstruction, Sec. (84-1, 2, 3, 4)R, Sangamon Co. - Sherman Trailhead

Jon,
As discussed in last week's coordination meeting, below is the summary of changes at Andrew Road for FHWA review, previous and current plan and profile exhibits attached.
Please let us know if anything else is needed.

KRISTIN TIMMONS PE | Crawford, Murphy & Tilly | w 217.572.1099 | m 217.891.2522
Project Manager

From: Jeff Bushur <JBushur@hanson-inc.com>
Sent: Monday, May 22, 2023 3:52 PM
To: Kristin Timmons <ktimmons@cmtengr.com>
Cc: Aaron Weatherholt <AWeatherholt@hanson-inc.com>; Susan McCormick <SMcCormick@hanson-inc.com>
Subject: 10H0017A, I-55 and I-72 Reconstruction, Sec. (84-1, 2, 3, 4)R, Sangamon Co. - Sherman Trailhead

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For FHWA's review, the following is a summary of the changes that occurred to the project's use of the Williamsville to Sherman Trailhead since the EA was approved.

The EA stated:

The reconstruction of I-55 near Sherman would require realignment of Andrew Road over I-55. Due to the wider I-55 mainline typical section under Andrew Road, this overpass structure would need to be reconstructed. Andrew Road would be re-aligned to the north and a new structure provided at this location. Andrew Road could then remain open during construction of the new roadway alignment and new Andrew Road structure. The roadway realignment would impact the south portion of the proposed trailhead on the east side of Bahr Road. Approximately 0.2 acre of right-of-way adjacent to Andrew Road would be required from the Village of Sherman and Ameren to realign the road.

The current proposed design of Andrew Road is:

Reconstruction along existing Andrew Road alignment with a new structure over I-55 mainline to accommodate the wider proposed I-55 typical section. During construction of the new structure over I-55, one lane of Andrew Road is proposed to remain open for both directions of traffic using temporary traffic control signals. The roadway alignment will not permanently impact the access to the existing trailhead on the east side of Bahr Road. The proposed improvements include a 10' bike path adjacent to the north side of Andrew Road from the west limit of improvement across I-55 to Bahr Road.

With the new design, right-of-way will no longer be needed from the trailhead. Therefore, use of the trailhead will no longer occur from permanent incorporation into a transportation facility. Based on the current design, it is believed that access to the trailhead could be provided either from Bahr Road or from Andrew Road during the reconstruction of the Andrew Road bridge. However, this won't be confirmed until further design and MOT plans have been further developed. Knowing that, we are requesting FHWA's thoughts on whether to proceed with:

1. A "no use" of this 4(f) resource with a commitment to coordinate with the Village of Sherman and FHWA should it be determined during design that access to the trailhead would need to be temporary closed, or
2. Assume temporary access closure as worst case scenario and proceed with the de minimis use determination.

Let me know if additional information is needed.

Thanks.

Jeff

Jeffrey Bushur | *Environmental Assessment Discipline Manager*
[Hanson Professional Services Inc.](#) | 1525 S. Sixth St. | Springfield, IL 62703
w 217-747-9231 | c 217-381-6702 | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

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From: [Siddall, Darien \(FHWA\)](#)
To: [Madonia, Sal \(FHWA\)](#); [Peters, Taylor \(FHWA\)](#)
Subject: RE: I-55 Add Lanes - Errata to the EA (2nd Draft) and FONSI - de minimis concurrence
Date: Monday, August 25, 2025 6:41:00 AM
Attachments: [I-55 Reconstruction Concurrence Letter - Approved March 19 2025.pdf](#)
[image002.png](#)
[image003.png](#)
Importance: High

Sal,

- After review of the letter with from the OWJ dated January 3, 2024, and supporting documentation in Appendix C of the draft FONSI and ERRATA for the I-55 add lanes project, I concur with the *de minimis* determination for the impact to the Lost Bridge Trail and Interurban Trail under 23 CFR 774 and the Transportation Act of 1966.

Darien Siddall
Federal Highway Administration (FHWA)
Illinois Division
130 S. Martin Luther King Dr., Suite A
Springfield, IL 62703
Phone: 217-492-4615
E-mail:darien.siddall@dot.gov

From: Madonia, Sal (FHWA) <sal.madonia@dot.gov>
Sent: Monday, August 4, 2025 8:27 AM
To: Peters, Taylor (FHWA) <taylor.peters@dot.gov>; Siddall, Darien (FHWA) <darien.siddall@dot.gov>
Subject: FW: I-55 Add Lanes - Errata to the EA (2nd Draft) and FONSI

Taylor / Darien

For your review. I received the below email from BDE in regard to the I-55 Add Lanes project around Springfield. They have asked for all comments back to them by September 1st.

Please reference the following link [S:\Temporary Files\Madonia\Region 4\District 6\I-55 Add Lanes](#)

Thank you

Sal Madonia (FHWA)
Transportation Engineer (Districts 4, 5, 6 & 7)
Federal Highway Administration (FHWA) | Illinois Division
130 S. Martin Luther King Jr. Drive | Suite A



Springfield, Illinois 62703
(217) 492-4645 | sal.madonia@dot.gov

From: Hurley, Felecia A <Felecia.Hurley@illinois.gov>
Sent: Monday, August 4, 2025 7:56 AM
To: Madonia, Sal (FHWA) <sal.madonia@dot.gov>
Cc: Niedernhofer, Paul R <Paul.Niedernhofer@illinois.gov>
Subject: FW: I-55 Add Lanes - Errata to the EA (2nd Draft) and FONSI

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Sal,

The FONSI and Errata for I-55 add lanes around Springfield is ready for FHWA review and can be downloaded or commented on via this link [📁 I-55 around Springfield FONSI](#)
Please provide all FHWA comments back to me by September 1. I will combine FHWA with BDE comments and send the documents back to the district.

From: Kelley, Jonathan B. <Jonathan.Kelley@Illinois.gov>
Sent: Thursday, July 31, 2025 11:23 AM
To: Hurley, Felecia A <Felecia.Hurley@illinois.gov>; Niedernhofer, Paul R <Paul.Niedernhofer@illinois.gov>
Cc: Wavering, Jay M <Jay.Wavering@illinois.gov>; O'Connell, Dennis M. <Dennis.OConnell@illinois.gov>
Subject: I-55 Add Lanes - Errata to the EA (2nd Draft) and FONSI

Felecia and Paul,

The 2nd draft of the errata to the EA addressing BDE's review comments along with the draft FONSI can be found at the link below. After you've had a chance to take a look, please let me know if you require anything else from us before you provide this to FHWA their review/consideration.

[📁 2nd Draft](#)

Thank you,

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive

Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

June 28, 2023

VIA ELECTRONIC MAIL ONLY
(darien.siddall@dot.gov)

Darien Siddall
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

**RE: EPA Comments – Draft Environmental Assessment for the Proposed I-55/I-72
Reconstruction; Springfield, Sangamon County, IL**

Dear Mr. Siddall:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Assessment (Draft EA) prepared for the proposed reconstruction of Interstate 55 (I-55) and Interstate 72 (I-72) in Springfield, Illinois. This letter provides EPA's comments and recommendations for the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) to consider before completing the Final EA. EPA's comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

The project is located in Sangamon County on the south and east sides of Springfield, Illinois. The section of I-55 around Springfield was completed in the late 1960s as a four-lane divided highway that connected existing sections of U.S. Route 66 to the north and south of the city. I-72 is an east-west interstate highway extending across Illinois from Champaign, Illinois west to the Mississippi River. I-72 was completed between Springfield and Champaign in 1976, and the portion from I-55 west was designated as I-72 in 1995.

The project length is approximately 15 miles along I-55 and four miles along I-72. Ten interchanges occur along I-55 and I-72 within the identified project corridor. I-55 and I-72 share a joint section between the Sixth Street interchange and the Clear Lake Avenue interchange. According to the Draft EA, the existing traffic capacity of the project corridor is insufficient to adequately support existing and future traffic volumes, and the corridor has outdated designs and design deficiencies, mostly at the existing interchanges.

The proposed project consists of the reconstruction of I-55 and I-72, including interchange improvements and additional lane construction on the I-55 corridor from north of Toronto Road to north of the Sherman interchange, and along I-72 from Veteran's Parkway to the Old Route 36 interchange. The project purpose is to provide safer, more efficient, and more reliable operations.

This project was evaluated under the synchronized review and decision-making procedures of the Illinois NEPA/404 merger agreement Memorandum of Understanding, with EPA's concurrence points on the project made as follows:

- Project Purpose and Need: June 14, 2012
- Alternatives to be Carried Forward: Feb 27, 2014
- Preferred Alternative: June 19, 2014

During project development, build alternatives for both the interstate mainline and for interchanges were developed and screened for how well they met the project purpose and need. In addition to the build alternatives, Transportation System Management and Mass Transit alternatives were considered but dismissed for not meeting the project's purpose and need.

Only one mainline alternative was carried forward, and multiple alternatives were carried forward for five of the interchanges. The Draft EA studied the No Build Alternative and the Preferred Alternative¹ (a combination of the mainline and selected interchange alternatives). EPA's enclosed comments on the Draft EA focus on document and project clarification, environmental justice and community engagement, greenhouse gas emissions and climate change, air quality, and water quality.

We appreciate the opportunity to review this Draft EA. The National Archives and Records Administration and the Office of Management and Budget have mandated that Federal agencies transition business processes and recordkeeping to fully electronic environments. Please help achieve this goal by providing EPA with an electronic copy of future NEPA documents, including the decision document, for this project. **Please send NEPA documents to our team mailbox at R5NEPA@epa.gov.**

If you have any questions or comments regarding the contents of this letter or would like to discuss our comments, please contact the lead NEPA reviewer, Liz Pelloso, at 312-886-7425 or via email at pelloso.liz@epa.gov.

Sincerely,

Alan Walts, Director
Tribal and Multimedia Programs Office
Office of the Regional Administrator

Enclosure

cc (with enclosures):

Jon Kelley, IDOT (Jonathan.Kelley@illinois.gov)
Matt Mangan, USFWS (matthew_mangan@fws.gov)
Brad Hayes, IDNR (Bradley.Hayes@illinois.gov)
Felecia Hurley, IDOT (Felecia.Hurley@illinois.gov)
Aurora Scott, USACE (aurora.c.scott@usace.army.mil)

¹ The Preferred Alternative is a combination of selected mainline and interchange alternatives as follows: The Brows alternative (mainline); the Cyclone (Sixth Street interchange); the Husker (Stevenson Drive interchange); the Wolverine (South Grand Avenue Interchange); the Bruin (Clear Lake Avenue Interchange); the Saluki (Sangamon Avenue Interchange).

EPA Detailed Comments

Draft EA - Proposed I-55/I-72 Reconstruction; Springfield, Sangamon County, IL
June 28, 2023

DOCUMENT AND PROJECT CLARIFICATION

- Table 3.1 of the Draft EA summarizes the impact analyses and project costs but did not specify in what year the dollar cost was estimated.

Recommendations: Include cost year dollars in the Final EA. EPA assumes this dollar amount in Table 3.1 may change based on year of analysis.

- Table 3.2 uses demographic information from census years 2000 and 2010 but was not updated to use 2020 data.

Recommendations: The NEPA documentation should use the most current census data to ensure accurate analyses. Update the document to utilize and reference current census data in the Final EA. Current information is needed in order to identify and protect communities with potential environmental justice concerns.

- The Draft EA references many things that are “expected to happen in 2021 (or 2020)” including public outreach (p. 43), construction of the Williamsville to Sherman Multi-use trail (p. 43), and reference to a public hearing “anticipated to be held in 2020 to provide information to the public” (p. 75).

Recommendations: Review the document and update the Final EA to reference current information.

- The Draft EA states that potential effects to historic architectural properties need to be assessed and coordinated with the State Historic Preservation Officer (SHPO). While there is correspondence from the SHPO stating that they concur with FHWA and IDOT’s “no effect” determination, this is not referenced in the Draft EA itself.

Recommendations: Provide updates on SHPO coordination in the Final EA.

- Section 3.13 states that there are Section 4(f)² properties within the project study area but did not provide information in plain language about what Section 4(f) refers to.

Recommendations: Provide background information in plain language on Section 4(f) in the Final EA.

² Section 4(f) of the US Department of Transportation (USDOT) Act of 1966, as amended in 1983 (49 U.S.C. Section 303 and 23 U.S.C 138), was enacted to preserve publicly owned land used for recreation, wildlife, and waterfowl refuges.

- Section 3.16 (Environmental Commitments) is a helpful summary.

Recommendations: Commit to these mitigation measures in the forthcoming NEPA Decision Document. State in the Final EA that these commitments will be recorded in the Decision Document.

- In Appendix pages E-3 and E-4, there are mitigation commitments for impacts to 4(f) properties.

Recommendations: Commit to these in the forthcoming NEPA Decision Document. State in the Final EA that these commitments will be recorded in the Decision Document

ENVIRONMENTAL JUSTICE, COMMUNITY IMPACTS, AND ENGAGEMENT

- To promote environmental justice (EJ), Executive Order 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires Federal agencies to identify and address disproportionately high and adverse impacts of all programs, policies, and activities on low income and/or minority populations. EPA encourages the use of EJSCREEN³ as a useful first step in highlighting locations that may be candidates for further analysis. The tool can help identify potential community vulnerabilities by calculating EJ Indexes and displaying other environmental and socioeconomic information in color-coded maps and standard data reports (e.g., pollution sources, health disparities, critical service gaps, climate change data). EJSCREEN can also help focus environmental justice outreach efforts by identifying potential language barriers, meeting locations, tribal lands and indigenous areas, and lack of broadband access. For purposes of NEPA review, EPA considers a project to be in an area of potential EJ concern when the area shows one or more of the twelve EJ Indexes at or above the 80th percentile in the nation and/or state. However, scores under the 80th percentile should not be interpreted to mean there are definitively no EJ concerns present.

While EJSCREEN provides access to high-resolution environmental and demographic data, it does not provide information on every potential community vulnerability that may be relevant. The tool's standard data report should not be considered a substitute for conducting a full EJ analysis, and scoping efforts using the tool should be supplemented with additional data and local knowledge. Also, recognizing the inherent uncertainties with screening level data, and to help address instances when the presence of EJ populations may be diluted (e.g., in large project areas or in rural locations), EPA recommends assessing each block group within the project area individually and adding an appropriate buffer around the project area. Please see the EJSCREEN Technical Documentation⁴ for a discussion of these and other issues.

Section 3.1 discusses the elderly population living in the Pheasant Run community. EPA finds FHWA's conclusion in the Draft EA that the Pheasant Run community is not a low-income community to be premature. Elderly populations have unique factors that should be considered when drafting the methodology and determining disproportionate impacts. For

³ <https://www.epa.gov/ejscreen>

⁴ <https://www.epa.gov/ejscreen/technical-information-about-ejscreen>

instance, elderly individuals are less likely to move residences, more likely to live on a fixed income, and may not be able to bear the burden of relocation costs. Elderly communities tend to be more reliant on neighborhood ties for socialization purposes. While there may not be permanent, physical changes to “community cohesion,” social ties will be disrupted and may cause a disproportionate mental or financial health burden on residents.

Recommendations:

- Identify the presence of low-income and/or minority communities within the project areas that could experience environmental impacts from the proposed project(s). Disclose demographic information. For initial screening, use EPA’s EJSCREEN mapping tool. Use census-tract-level information to initially help locate communities with EJ concerns.
- Describe past activities and future plans to engage minority populations, low-income populations, and the surrounding community in the environmental review and planning phase, and, if the project commences, during construction.
- Evaluate the impacts (adverse and beneficial) of project proposals on low-income and/or minority communities and sensitive populations (e.g., children, people with asthma, elderly communities, etc.).
- Compare project impacts on low-income and minority populations with an appropriate reference community to determine whether there may be disproportionate impacts. Consider risk of exposure to hazardous/toxic materials associated with the project construction, and noise impacts.
- In conducting the EJ analysis, use resources such as the *Promising Practices Report*⁵ and the *Community Guide to EJ and NEPA Methods*⁶ to appropriately engage in meaningful, targeted, community outreach, analyze impacts, and advance environmental justice through NEPA implementation.
- Identify measures to: (1) ensure meaningful community engagement; (2) minimize adverse community impacts; and (3) avoid disproportionate impacts to communities with EJ concerns. The Final EA should describe how individuals and communities were provided a meaningful voice in the project’s development. The Final EA should also clearly document how FHWA has ensured full, fair, and meaningful public participation.
- Page 43 states a public hearing was anticipated to be held in 2021. The Final EA should clarify whether this hearing took place, what community input was collected, and how FHWA has or will respond to comments.
- Page 74 states that two newsletters were mailed out (in 2011 and 2014) to residents within a half mile of the study corridor. The last mailing was nearly 10 years ago. Provide additional and updated information on recent community engagement efforts, including those that will continue to occur as the project progresses.
- Consider cumulative environmental impacts to minority populations, low-income populations, and indigenous peoples in the project area within the environmental justice analysis and disclose conclusions.

⁵ https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

⁶ <https://www.energy.gov/sites/prod/files/2019/05/f63/NEPA%20Community%20Guide%202019.pdf>

- Include FHWA’s analysis and conclusion regarding whether the Proposed Action may have disproportionately high and adverse impacts on low income or minority communities, as specified in CEQ’s Environmental Justice Guidance.⁷
- Describe measures that FHWA will take to avoid, minimize, or mitigate impacts any disproportionate impacts to communities with EJ concerns and impacts to other sensitive populations.
- Discuss the cumulative impacts from climate change on public health for communities in the project area. Studies have shown that communities with EJ concerns may have less adaptive capacity and are thus more prone to disproportional impacts from climate change. See EPA’s report “Analyses of the Effects of Global Change on Human Health and Welfare and Human Systems⁸.”
- Consider unique vulnerabilities of elderly populations when assessing community impacts, developing an engagement strategy, selecting mitigation measures, and making an EJ determination. EPA recommends considering sources from TRB⁹ and age-friendly community resources¹⁰.
- Page 42 and maps in Appendix B list several community spots where sensitive populations might gather (including schools and healthcare providers). Some locations were not included, such as childcare providers. Update the Final EA to include all potential locations where sensitive populations might learn and play. Outreach and mitigation measure should consider factors unique to these populations and spaces.
- Public health concerns related to near-road air quality are an important environmental issue, given the established science linking adverse health effects to populations spending significant amounts of time near high-traffic roads¹¹. Research indicates that roadways generally influence air quality about 500-600 feet downwind, particularly roads with significant truck traffic. Properly designed vegetation barriers (i.e., strategically placed evergreen trees meeting specific depth and height specifications) can be used to reduce exposure to near-road air pollution, either alone or in combination with solid noise-reduction fences or barriers. In addition to air quality benefits, roadside vegetation can also improve aesthetics, increase property values, reduce heat, control surface water runoff, and reduce noise pollution. EPA recommends FHWA identify locations for properly designed vegetative barriers within the project corridor. We recommend considering whether locations where sensitive receptors live, work, and play (e.g., schools, childcare centers, hospitals, elder-care facilities [e.g., the Pheasant Run community]), might especially benefit from a vegetated buffer. Additional considerations can be found in:
Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-

⁷ CEQ’s Environmental Justice Guidance Under the National Environmental Policy Act. See Section III, Part C-4. https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf?VersionId=78iNGtdwSTz5E2x.H0aHq.E96_Tphbgd

⁸ <http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=197244>

⁹ <https://www.nationalacademies.org/event/02-23-2022/trb-webinar-transportation-in-an-aging-society-the-future-is-now>

¹⁰ <https://cms2.revize.com/revize/athenscch/Age%20Friendly%20Communities.pdf> or <https://www.aarp.org/livable-communities/network-age-friendly-communities/>

¹¹ Health Effects Institute, 2010. Traffic-related air pollution: a critical review of the literature on emissions, exposure, and health effects. HEI Special Report 17. Health Effects Institute, Boston, MA

Road Air Quality,¹² *Near Roadway Air Pollution and Health: Frequently Asked Questions*,¹³ and *Vegetation Barrier Toolkit for Schools and Communities*.¹⁴ Consider vegetated barriers in addition to the already-proposed noise walls. EPA is available to assist if FHWA would like to discuss.

GREENHOUSE GAS REDUCTION AND CLIMATE CHANGE

- Executive Order 14008: *Tackling the Climate Crisis at Home and Abroad* states, states “The United States and the world face a profound climate crisis. We have a narrow moment to pursue action...to avoid the most catastrophic impacts of that crisis and to seize the opportunity that tackling climate change presents.” The U.S. Global Change Research Program’s National Climate Assessment provides data and scenarios that may be helpful in assessing trends in temperature, precipitation, and frequency and severity of storm events.¹⁵

Federal courts consistently have held that NEPA requires agencies to disclose and consider climate impacts in their reviews, including impacts from greenhouse gas (GHG) emissions. On January 9, 2023, CEQ’s *National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change*,¹⁶ was published in the Federal Register. CEQ issued this interim guidance to assist Federal agencies in assessing and disclosing climate impacts during environmental reviews. The guidance responds to Executive Order 13990: *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*, which directed CEQ to review, revise, and update CEQ’s 2016 emissions guidance. The 2023 interim guidance is effective immediately and should be used to inform the reviews of new proposed actions.

In addition, estimates of the social cost of greenhouse gases (SC-GHG¹⁷) are informative for assessing the impacts of GHG emissions. SC-GHG estimates monetize the societal value of changes in GHG emissions from actions that have small, or marginal, impacts on cumulative global emissions. Estimates of the social cost of carbon (SC-CO₂) and other greenhouse gases (e.g., social cost of methane (SC-CH₄)) have been used for over a decade in Federal government analyses. Quantification of anticipated GHG releases and associated SC-GHG comparisons among all alternatives (including the No Action Alternative) within the Draft EA would have informed project decision-making and provide support for implementing all practicable measures to minimize GHG emissions.

¹² https://cfpub.epa.gov/si/si_public_file_download.cfm?p_download_id=528612

¹³ <https://www.epa.gov/air-research/near-roadway-air-pollution-and-health-frequent-questions>

¹⁴ <https://chicagorti.org/resources/vegetation-barrier-toolkit-for-schools-and-communities/> - EPA collaborated on this document, which takes EPA research and puts in in a more user-friendly form. This document provides a step-by-step guide to developing vegetative barriers for air quality, including all stages of design, species selection, planting, maintenance, and community engagement.

¹⁵ Information on changing climate conditions is available through the National Climate Assessment at: <http://nca2018.globalchange.gov>

¹⁶ <https://www.federalregister.gov/d/2023-00158>

¹⁷ EPA uses the general term, “social cost of greenhouse gases” (SC-GHG), where possible because analysis of GHGs other than CO₂ are also relevant when assessing the climate damages resulting from GHG emissions. The social cost of carbon (SC-CO₂), social cost of methane (SC-CH₄), and social cost of nitrous oxide (SC-N₂O) can collectively be referenced as the SC-GHG.

Recommendations: We recommend that FHWA implement the January 2023 CEQ GHG Guidance and the recommendations below for the proposed project.

Emissions & SC-GHG Disclosure and Analysis

- Quantify reasonably foreseeable direct (e.g., construction) and indirect (off-site material hauling and disposal) GHG emissions.
- Use SC-GHG estimates to consider the climate damages from net changes in direct and indirect emissions of CO₂ and other GHGs from the proposed project. To do so, EPA recommends a breakdown of estimated net GHG emission changes by individual gas, rather than relying on CO₂-equivalent (CO₂e) estimates, and then monetize the climate impacts associated with each GHG using the corresponding social cost estimate (i.e., monetize CH₄ emissions changes expected to occur with the social cost of methane (SC-CH₄) estimate for emissions).¹⁸ When applying SC-GHG estimates, just as with tools to quantify emissions, disclose the assumptions (e.g., discount rates) and uncertainties associated with such analysis and the need for updates over time to reflect evolving science and economics of climate impacts.
- Compare GHG emissions and SC-GHG across alternatives to inform project decision-making. Such information may help to justify the upfront costs associate with GHG reduction measures.

Resilience and Adaptation

- Describe changing climate conditions (i.e., temperatures and frequency and severity of storm events) and assess how such changes could impact the proposed project and the environmental impacts of the proposed project and alternatives. Consider increases in frequency and severity of storm events, flooding, drought, and periods of high heat. This may help FHWA identify resilience-related changes to the proposed project.
- Describe climate resilience and adaption considerations for (1) construction plans; (2) emergency planning; and (3) monitoring and adaptive maintenance at each individual project location.
- Provide additional information on how climate change effects have been considered with the proposed culvert work to regulated waterbodies (see Table 3.13). Are the existing culverts that are proposed to be extended properly sized? Will the proposed extensions exacerbate flooding or cause additional issues? Should any of the existing culverts be replaced with single span or bottomless culverts?

¹⁸ Transforming gases into CO₂e using Global Warming Potential (GWP) metrics, and then multiplying the CO₂e tons by the SC-CO₂, is not as accurate as a direct calculation of the social costs of non-CO₂ GHGs. This is because GHGs differ not just in their potential to absorb infrared radiation over a given time frame, but also in the temporal pathway of their impact on radiative forcing and in their impacts on physical endpoints other than temperature change, both of which are relevant for estimating their social cost but not reflected in the GWP. See the Interagency Working Group on Social Cost of Greenhouse Gases' February 2021 *Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990* for more discussion and the range of annual SC-CO₂, SC-CH₄, and SC-N₂O estimates currently used in Federal benefit-costs analyses.

Reduction and Mitigation

- Identify practices FHWA could take to reduce and mitigate GHG emissions and include commitments in the Final EA.

WATER QUALITY AND QUANTITY

- Section 3.9.3 states that compensatory flood storage will be provided to compensate for any floodplain storage losses resulting from the project.

Recommendations: Provide additional information on if compensatory flood storage is needed, how much is needed, and provide maps showing the locations of such proposed storage. Discuss how FHWA considered changing climate conditions in determining flood storage needs.

**PUBLIC HEARING SUMMARY
FAI ROUTE 55 (I-55) & 72 (I-72)
SANGAMON COUNTY
JOB NO D-96-516-05
SECTION (84-1, 2, 3, 4)R**

I-55/72 RECONSTRUCTION
INCLUDING ADDITIONAL LANES & INTERCHANGE RECONSTRUCTION
TORONTO ROAD TO SHERMAN BOULEVARD/BUSINESS 55 &
OLD ROUTE 36 ON I-72 TO VETERANS PARKWAY/IL ROUTE 4
IN SANGAMON COUNTY, ILLINOIS

Public Hearing Date: June 13, 2023

Prepared For:



Illinois Department of Transportation
District 6
126 East Ash Street
Springfield, Illinois 62704

1. Project Overview

The Illinois Department of Transportation (IDOT) is conducting the multi-year I-55/72 Reconstruction Design Study and Environmental Assessment to examine ways for improving capacity and safety along the interstate on the east side of Springfield, IL. The project consists of the reconstruction and/or adding lanes to Interstate 55 (I-55) and Interstate 72 (I-72), including interchange improvements and additional lanes, from north of Toronto Road to north of Sherman and from just east of Old Route 36 on I-72 to just west of Veteran's Parkway/IL Route 4 in Sangamon County. It includes reconstruction of the interchanges at Sixth Street/I-72, Stevenson Drive, South Grand Avenue, Clear Lake Avenue/I-72, and Sangamon Avenue. It also includes reconstruction of numerous structures within the project limits. Currently, an average of about 63,000 vehicles a day travel along the corridor's busiest section, which is between the Toronto Road and Sixth Street interchanges. As it is now, the corridor is insufficient to support future traffic volumes. Thus, the need for the I-55/72 Reconstruction Project.

The first public informational meeting was held in November of 2011 to introduce the public to the study and to get attendees' input on why they use the corridor, which interchanges they use most often, and what problems, if any, they encounter traveling the corridor. IDOT and its consulting team used this information to develop potential alternatives.

The purpose and need for the project was established early on in the project schedule. The purpose of the project is to provide safer, more efficient, and more reliable traffic operations for local and through traffic on the I-55 corridor from north of Toronto Road to north of the Sherman interchange and on the I-72 corridor from Veterans Parkway/IL Route 4 to just east of the Old Route 36 (Camp Butler/Exit 104) interchange, including the joint section of I-55/72 from the Sixth Street interchange to the Clear Lake Avenue interchange. The project is needed because the existing traffic capacity of the I-55/72 corridor is insufficient to adequately support existing and future traffic volumes and the I-55/72 corridor has outdated designs and design deficiencies, mostly at the interchanges. The insufficient traffic capacity, outdated designs, and design deficiencies contribute to traffic congestion and delays and decreased safety for motorists.

Over the next several years, nearly 30 alternatives were developed for mainline I-55 and for the five interchanges: Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue, and Sangamon Avenue. These alternatives were then narrowed down based on how well they addressed the purpose and need for the project, how well they avoided environmental impacts, and based on their cost estimates.

The proposed alternatives were then shown at a second public informational meeting held in June of 2014. At this meeting, one alternative was shown for the I-55/72 mainline and a total of 12 alternatives were shown for the five interchanges. Also shown at this informational meeting were the environmental impacts and cost estimates of each alternative.

With input from the public and further analysis of the proposed alternatives, a preferred alternative was selected. The preferred alternative, as well as the Environmental Assessment, was available for viewing at the public hearing held on June 13, 2023, at the Northfield Inn, Suites and Conference Center in Springfield, Illinois.

Outreach and Media

To publicize the June public hearing, IDOT mailed a newsletter announcement to more than 13,000 residences and businesses within one-half mile of the corridor and posted the information on the study's website at www.i-55springfield.com. Additionally, a press release was sent to Springfield media and several outlets reported on the upcoming hearing. A message board announcing the meeting was also placed at the north end of Dirksen Parkway near the meeting location.

Public Hearing

The public hearing was held on June 13, 2023, from 4:00 p.m. to 7:00 p.m. at the Northfield Inn, Suites, and Conference Center in Springfield, Illinois. Two-hundred seventeen (217) people attended. Upon entering the meeting, attendees were given a welcome handout outlining what they would find at each station and a comment form. They were encouraged to complete the comment form before leaving; however, they were given until Friday, June 30, 2023, to mail their comment form to IDOT.

There was no formal presentation at the meeting. Instead, it was an open house format where attendees could visit the six stations at their leisure to review the study information on a project video and on mounted boards. Study team members were on hand at each station to answer questions. The stations were:

Station #1: Project Overview/Video

At this station, a project video was shown, which gave a project overview.

Station #2: Interchange Design Studies

At this station, the preferred interchange alternatives were displayed on mounted boards.

Station #3: Proposed Typical Sections

The proposed mainline typical sections were displayed on mounted boards.

Station #4: Full Size Project Exhibits

The full length of the project was laid out flat on tables on larger scale exhibits.

Station #5: Environmental Analysis/ Environmental Assessment

An important component of the I-55 project is conducting an environmental assessment or analysis of the preferred alternative. This analysis includes studying such impacts as noise, air and water quality, and cost. At this station, attendees could review the results of the environmental analysis for the preferred alternative.

Station #6: Public Involvement

Attendees were encouraged to provide their feedback about the project.

2. Public Hearing Comments Summary

A comment form was included in the handout at the public hearing. Attendees were encouraged to complete the comment form and leave it at the meeting or mail it back to us by June 30, 2023. Seventeen comment forms were filled out at the meeting.

An email address (contact@i-55springfield.com) was also provided to the public to send comments on the project via email. This email address was included in the newsletter that was sent to over 13,000 residents and business owners. It was also included on the project website. Twelve comments on the project were received via email.

Most of the comments provided were from residents along the project corridor. Seven of these residents were also property owners. One business owner and two commuters also provided comments.

A summary of the comments received is below:

- Improving I-55 and I-72 should have been done 30 years ago. I hope 55 is widened to 3 lanes.
- I would like a solution to (we) as residents having to wait for an offer for our homes. We should not bear the brunt of the financial impact on us. Fair market value will go down. It is not fair. Our taxes are funding the project that is displacing us.
- Very informative. Personnel were very helpful with questions.
- I would like noise reduction measures to be taken when expansion takes place. I live on the front road on the east side of 55. Also concerned about construction noise.
- I am concerned about having a noise abatement wall placed in front of our property. We have ADT +/- 30,000 so adding two additional lanes will likely increase the noise. I am concerned about restructuring the Andrew Road overpass. That is our main route into Sherman and all local services including like safety.
- This was not informative at all. None of the state employees would provide approximate timeframes for when Pheasant Run residents affected will have to be relocated. I'm extremely disappointed in what was available to people who are legitimately concerned about their homes and businesses.
- I live on 6th Street that goes by the Southern View School. They sent all kinds of papers out for us to sign because they plan on redoing our road and linking it to Lincolnshire. They said it would probably start in November of this year. You have nothing on this at the show you put on. Not impressed at all.
- This proposed project is very much needed for safety and ease of travel. Traffic congestion seems to be progressively increasing with it associated safety consequences. Where are the charging stations for electric cars?

- Re: Potential Bald Eagle nest – Perhaps nesting platforms could be installed to create less of a negative impact.
- I have no objection to the proposal. I am one of the residents impacted by the current design. Questions about timeline and property acquisition were thoroughly answered by IDOT District Staff. At what stage of the project can early acquisition happen? Will information updates be distributed or are internet notifications about the project available? Where can I find state statutes regarding the acquisitions process? What Special accommodations are available for senior citizens affected? Because I know about the future move, am I legally obligated to disclose this if I sell my mobile home prior to acquisition? I own my mobile home but rent the lot.
- I think priority for construction should be given to the Clear Lake/I-55 interchange because of the much higher volume of accidents and near accidents occurring there. I also don't see the need to spend money making such drastic changes to the cloverleaf at Sangamon/I-55. Spend those funds on the Clear Lake/I-55 interchange and save lives. Think about lives not fancy new interchanges.
- Need noise wall at Pheasant Run Exit 96B. Please notify me of any changes.
- It looks very well planned out. It is nice to see open, not curved hard interchange ramps and doing away with several cloverleaf ramps and using diamond intersections. This is a long overdue update to I-55. It's been a bottle neck coming into and leaving Springfield for years. I've always thought a bypass for those not going directly would be a second alternative but not practical for businesses in this area. (They would lose \$\$\$\$, customers).
- That CE IV Engineer makes TOO MUCH MONEY +\$200,000.
- I am happy to see changes are being made to these interchanges around Springfield. I think it is also imperative that we lower the speed limit on I-55 around Springfield, and find a way to enforce it, either with cameras or police presence. Semis particularly need to be slowed down on I-55. Thanks for your work on this project.
- I live at 3501 Lancaster Road in the Laketown section, about half a mile from the Dirksen interchange (*likely the Stevenson interchange*). I already live with non-stop highway noise in the Stevenson Drive area. I am very worried that expanding the highway, along with adding the concrete median divider, is setting up for the highway to be even louder. The current level of noise already makes outdoor conversation difficult, and it even penetrates into my home. Looking at your maps, the sound barrier walls don't go far enough, and I anticipate much more than a 2 Db noise increase. I anticipate at least a 4 Db increase in noise with the traffic speeds that we are looking at now. You need to do much more noise mitigation. I think you need bushes planted and you need berms to deflect and diffuse that noise. You need to design that center dividing line so that it can diffuse and not reflect sounds back on to us residents. There should be a fund to reimburse homeowners who will need to add sound proofing to their properties. The noise will be forever. The traffic passes in seconds. Consider the affected residents as much as you do the drivers.

I already live with non-stop highway noise in the Stevenson Drive area. The current level of noise already makes outdoor conversation difficult and it even penetrates into my home.

Looking at your maps, the sound barrier walls don't go far enough and I anticipate much more than a 2 db noise increase. We have to live with this noise the rest of our

- lives. You need to do much more noise mitigation. These should be a fund to reimburse homeowners who will need to add soundproofing to their properties.
- Public Sign – Looks good. Hopefully the changes help the traffic flow.
 - The plan includes widening and upgrading the Andrew Road bridge over I-55 in Sherman. It is important to include a bike/pedestrian 10 foot wide section on bridge to allow access to the bike and walking path.
 - Hi, I would like to sign up for study updates regarding the Interstate 55 (I-55) Reconstruction Study.
 - News Channel 20 indicated that I doubt will be having a meeting on June 13 but did not say where was or what time. Additionally, I went to the eye 55 springfield.com website and it does not list the meeting at all so I am asking you here, or to provide that information, please.
 - This project cannot be completed soon enough. Springfield residents and I-55 travelers deserve this project, however, it should have happened 15-20 years ago while it has yet to start in a meaningful way around Springfield. Whatever can be done to speed the constructions should be done ASAP. Additionally, Illinois residents should be able to easily locate the plans for such road building/upgrades on IDOT's website, yet that is not the case. I challenge anyone who is not directly involved in a road project to locate the details or plans for said project. I seriously doubt they can. Illinois residents deserve better.
 - I see on the latest newsletter that a portion of the project has been funded for phases II and III. What is the expected schedule for these phases to be implemented?
 - Thank you for the flyer (and website) related to the I-55/I-72 corridor improvement project. It was, and remains, very helpful. I live on Hazel Dell Lane. I am writing in hopes that you would consider some type of noise mitigation to decrease the sound levels in my back yard.
 - What is being done for safety for people stopped at the bottom of the bridge on Sangamon Avenue? With people coming over the bridge to potentially backed up traffic has there been any discussion on safety for those cars.
 - While I am excited to hear that the problems with I-55 will finally be addressed, I feel compelled to mention that I believe the choice to fund the northern portion from Sangamon Avenue to Sherman is a mistake at this time. No one would argue that the Springfield portion of I-55 has had many problems for a very long time but the decision to widen the northern section first is a grave mistake that I feel some Illinoisans will pay with their lives. The central section of the project between the Sixth Street exit and the Sangamon Avenue exit (the section that largely carries I-55 and I-72 traffic concurrently) is more heavily travelled and has historically far more accidents than the other sections and is therefore far more dangerous than the northern section from Sangamon Avenue to Sherman. I fear that pushing this section off because it is difficult and expensive will all but guarantee that it will not get built in this decade or even the next. In fact, we SHOULD do that section now while we have at least some funding so may I suggest an alternate plan for IDOT and the Governor to consider if it is not too late? It appears to me that they are trying to provide the most number of miles of new roadway with the money allocated but I am attempting to argue that this is generally not the most appropriate way to spend taxpayer money. Safety should be paramount and the section of I-55 between Sangamon and 6th Streets exits would achieve that.

- I am a former member of the Springfield Bicycle Advisory Council but was unable to attend the meeting. However, I wanted to strongly advocate for a 10' multi-use path on the south side of Stevenson Drive overpass as a part of the project. The Springfield Bicycle and Pedestrian Plan calls for a sidepath on the south side of Stevenson, and there is already a multi-use path on the east side of the river, so this will provide a much needed bike and pedestrian connection. Additionally, would also advocate for bicycle accommodation (wide shoulders, bike lanes, etc.) on all of the other reconstructed overpasses.
- I'm sure I am one of many to suggest that, in the interim of the many years the construction will take to complete, a few lives could be saved by lowering the speed limit to 55 rather than the current 65 mph. Perhaps a few folks would rather than slow down to a speed of 65 mph rather than the current 75-80 mph.
- To whom it may concern,
My name is Jeremy Gasparin. I live at 3473 Niccolls Road. These are my comments from the June 13th, 2023, Meeting held at the Fairmont Inn. I feel that the analysis of the area between Clearlake and South Grand is flawed. I would like to point out why I feel this way and offer a solution.
The current distance, though this area might be acceptable per IDOT Rules and Regulations, but it is 1.1 mile from bridge to bridge. The ramps from Clearlake to I-55 SB and from I-55 SB to South Grand WB is .6 miles. Using the Bruin image as stated as the preferred route, this drawing clearly shows a decreased distance between the afore-mentioned ramps. On top of this you're increasing the speed of the ramps in which it will make it more difficult for collector traffic to merge on and off. As studies have shown higher speeds produce more fatal accidents. With this combination, and using the proposed drawing, there is now between .4 and .5 miles in which to move on or off the ramp and at great speed. As shown in red to the right. The collector ramp as I understand it is only one lane wide. The traffic on this road will be almost 10000 a day Using current numbers. That includes 6 ramps on and off Clearlake and South Grand Interchange going SB on I-55. In 50 years, the amount will be much greater. According to IDOT regulation this is out of spec. Therefore, I would like to propose that the site survey be reopened to include the land between I-72 and IL ST RT 29 going east about 1 mile. I would recommend removing Clearlake bridge and exits along with South Grand. Merge I-72 and IL St Rt 29 somewhere further back into one road. Create a new bridge and exit about halfway between Clearlake and South Grand. The new road would need to be routed around the waste treatment plant, but it could work. The main traffic hold up is between those 2 interchanges. My recommendation would greatly reduce the Entrances and Exits from a total of 16 ramps to 8. See basic example below. Also, my father James Gasparin, (deceased) and two others on Niccolls Road, his neighbors, never knew this project was in the works. They found out from another neighbor last year. I was told you could provide a list of people that were notified. I would like to see that. I would like to meet with someone to propose the Reopening of the Site Survey. You should have my email and phone.
Thank you.
- Hi. I live in Pheasant Run Manufactured Park. I was not able to attend the meeting regarding I-55 expansion and its impact on the residents at Pheasant Run Community.

Is there anyway you could send me more information on which sections would be displaced?

3. Conclusion

From the summary of comments above, one can see that there is a lot of interest in this project and most agree that improvements to the I-55/72 mainline and its interchanges, are needed around Springfield. Out of the twenty-nine (29) comments listed above, seven (7) comments pertained to traffic congestion and safety issues along the corridor, five (5) comments pertained to noise and wanting more noise mitigation measures taken, four (4) attendees stated their approval of the project and that construction needs to happen sooner rather than later, four (4) comments pertained to land acquisition questions near the Pheasant Run mobile home park, and two (2) comments pertained to the project's plan for providing multi-use paths across the overpass structures, specifically at Stevenson Drive and at Andrew Road. The remaining seven (7) comments pertained to providing nesting for the Bald Eagle, providing a new interchange design near Cook Street and eliminating the interchanges at Clear Lake and South Grand, and other comments like asking to be added to the mailing list, etc.

Attachments:

1. Public hearing notice and proof of publication
2. Public hearing handout
3. Attendance sign-in sheets
4. Exhibits
5. Public comments
6. Responses to comments

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STATE OF ILLINOIS, COUNTY OF SANGAMON

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AMY KOKOTT
Notary Public
State of Wisconsin

PUBLIC NOTICE
OPEN HOUSE PUBLIC HEARING
BY
ILLINOIS DEPARTMENT OF TRANSPORTATION
CONCERNING
IMPROVEMENT OF INTERSTATES 55 AND 72
AROUND SPRINGFIELD, IL IN SANGAMON COUNTY

The Illinois Department of Transportation (IDOT) will hold an open house public hearing for the proposed improvements to Interstate 55 and Interstate 72 around the south and east sides of Springfield, Illinois. The open house will be held on June 13, 2023, from 4:00 pm to 7:00 pm at the Northfield Inn, Suites & Conference Center located at 3280 Northfield Dr. Springfield, IL 62702.

The project consists of reconstructing I-55 around Springfield from the Toronto Road Interchange to north of the Sherman Interchange and along I-72 from the Veterans Parkway Interchange to the Camp Butler Interchange. It will increase the number of lanes in each direction from two to three lanes with a raised concrete barrier median and wider shoulders. It will also reconstruct the Sixth Street, Stevenson Drive, South Grand, Clear Lake Avenue, and Sangamon Avenue Interchanges to improve capacity and safety throughout the study corridor. IDOT has prepared an Environmental Assessment (EA) for the project in accordance with the National Environmental Policy Act of 1969 and this public hearing is being held to address requirements of 23 U.S.C. 128 and 139, and the Council on Environmental Quality regulations.

Exhibits, maps, and aerial photography of the preferred alternative, as well as the EA, will be available for viewing during the public hearing. The hearing is an opportunity for citizens to offer feedback on the preferred alternative as the proposed improvement and will also serve to involve and obtain the views of the public about:

- Provide comments on the EA regarding potential impacts to resources. IDOT is requesting these comments to assist in the project decision making and consultation with resource agencies.
- Since relocations are proposed as part of the improvement, right-of-way acquisition and relocation assistance information will be available as required by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally-Assisted Programs, 49 CFR 24.
- The project would require temporary closure of the Interurban Trail near the MacArthur Boulevard interchange and the Lost Bridge Trail just south of the South Grand Avenue interchange. The trails at these locations would need to be temporarily closed for up to a construction season due to safety concerns during reconstruction of the bridges. Also, approximately 0.9 acre of right-of-way would need to be acquired from the Springfield Park District for I-55/I-72 mainline embankment widening at the Lost Bridge Trail location. Through publication of this notice, IDOT is requesting the public's views on the proposed use of these trails, and on FHWA's intent to make a Section 4(f) de minimis determination.
- In accordance with the Executive Order 11988, Floodplain Management, the EA describes impacts to the floodplain. The comment period on the EA is the opportunity for early public review of the proposal for action in the floodplains. The proposed project would impact seven floodplain locations associated with the Sangamon River, Fancy Creek, Sugar Creek, Hoover Branch and Lake Springfield. Accordingly, IDOT is providing the public an opportunity to comment on the potential floodplain impacts.

All persons interested in this project are invited to attend. Meeting materials will also be posted at www.i-55springfield.com starting the day of the meeting.

The hearing will be conducted on an informal basis; no formal presentation is planned. Representatives from IDOT will be available from 4:00 pm to 7:00 pm to answer individual questions and receive comments from those in attendance. Comment forms will be available for attendees who wish to provide written comments. The same material will be available for review and inspection on the project website and by appointment, at the District Six Office at 126 East Ash Street, Springfield, Illinois. Comments received at the hearing, via the project website, or at the District Six Office by June 30, 2023, will be included in the official project record.

The hearing will be accessible to persons with a disability in compliance with current Accessibility Standards prepared by the Capital Development Board. Persons with a disability planning to attend and needing special accommodations should contact the IDOT District 6 Office by June 9, 2023. Contact may be by telephone, in writing, or by a telecommunications device for the deaf (TDD).

For more information, contact IDOT's District 6 Office at 126 East Ash Street, Springfield, Illinois, 62704-4792; telephone (217)782-7302 or TDD (217)524-4875.



Welcome! Tonight's open house public hearing is your opportunity to view the preferred alternative and the Environmental Assessment (EA) for upgrading I-55 from north of Toronto Road to north of the Sherman interchange, and I-72 from the Sixth Street interchange west to Veteran's Parkway (IL Route 4) and from Clear Lake Avenue to Camp Butler Road. The purpose of this project is to reduce congestion and improve safety by providing a more efficient and reliable highway for you to travel. The preferred alternative you will see tonight was selected from an initial group of 30 options. Once you view the preferred alternative and the EA, we want to know what you think. Please complete a comment form before you leave. Your feedback will help us in the final stages of this project.

Please feel free to walk around at your leisure. Study team members will be available at each of the following stations to answer your questions:

Station #1: Project Overview/Video

At this station, learn about the project and watch a video, which gives a project overview.

Station #2: Interchange Design Studies

At this station, review the preferred interchange alternatives.

Station #3: Proposed Typical Sections

View the proposed mainline typical sections.

Station #4: Full Size Project Exhibits

View the full length of the project on larger scale exhibits.

Station #5: Environmental Analysis/ Environmental Assessment

An important component of the I-55 project is conducting an environmental assessment or analysis of the preferred alternative. This analysis includes studying such impacts as noise, air and water quality, and cost. At this station, review the results of the environmental analysis for the preferred alternative.

Station #6: Public Involvement

Here we want your feedback. Tell us what you think about the project.

For More Information:

Visit: www.i-55springfield.com

Email: contact@i-55springfield.com

Call: Jay Wavering, Studies & Plans Engineer at 217-785-9046

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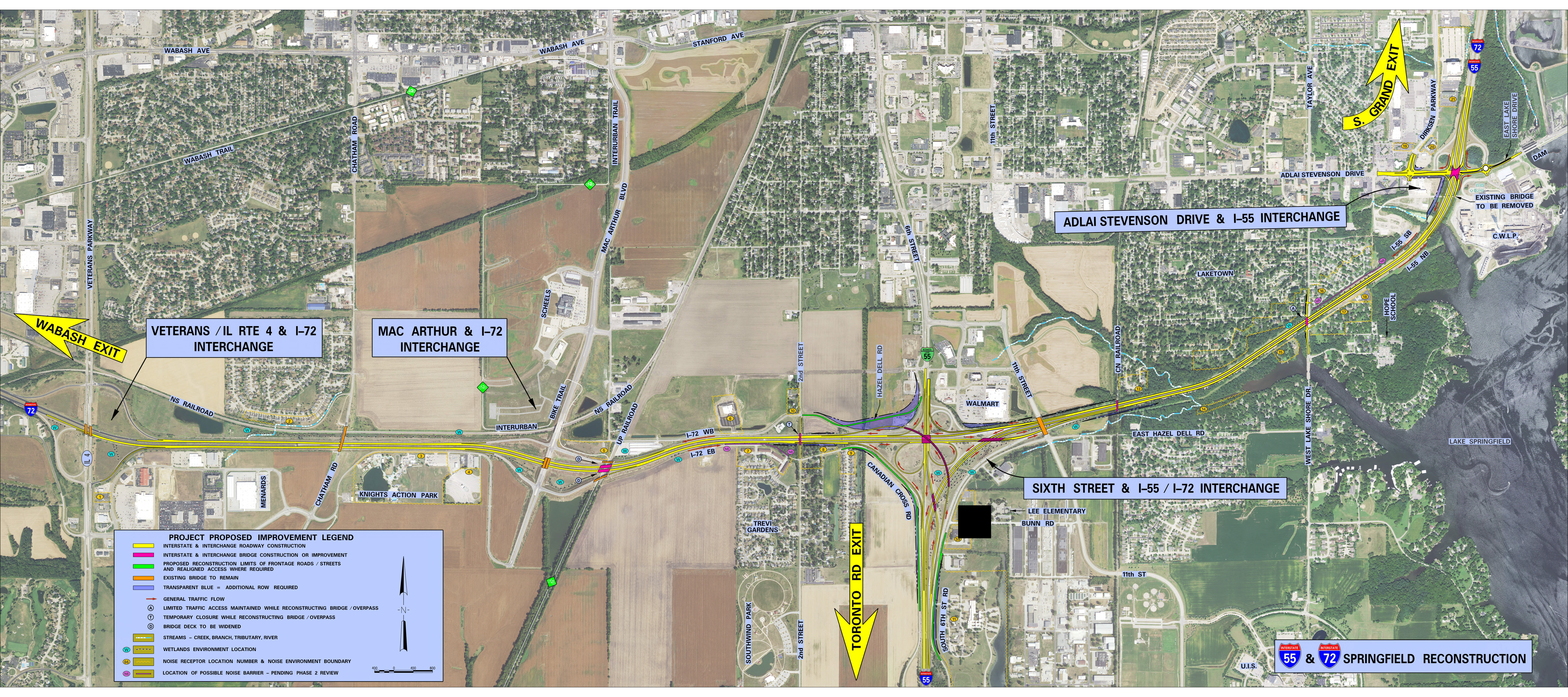
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WABASH EXIT

VETERANS / IL RTE 4 & I-72 INTERCHANGE

MAC ARTHUR & I-72 INTERCHANGE

ADLAI STEVENSON DRIVE & I-55 INTERCHANGE

SIXTH STREET & I-55 / I-72 INTERCHANGE

S. GRAND EXIT

TORONTO RD EXIT

PROJECT PROPOSED IMPROVEMENT LEGEND

- ▬ INTERSTATE & INTERCHANGE ROADWAY CONSTRUCTION
- ▬ INTERSTATE & INTERCHANGE BRIDGE CONSTRUCTION OR IMPROVEMENT
- ▬ PROPOSED RECONSTRUCTION LIMITS OF FRONTAGE ROADS / STREETS AND REALIGNED ACCESS WHERE REQUIRED
- ▬ EXISTING BRIDGE TO REMAIN
- ▬ TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED
- GENERAL TRAFFIC FLOW
- A LIMITED TRAFFIC ACCESS MAINTAINED WHILE RECONSTRUCTING BRIDGE / OVERPASS
- T TEMPORARY CLOSURE WHILE RECONSTRUCTING BRIDGE / OVERPASS
- D BRIDGE DECK TO BE WIDENED
- ▬ STREAMS - CREEK, BRANCH, TRIBUTARY, RIVER
- ▬ WETLANDS ENVIRONMENT LOCATION
- (66) NOISE RECEPTOR LOCATION NUMBER & NOISE ENVIRONMENT BOUNDARY
- (M) LOCATION OF POSSIBLE NOISE BARRIER - PENDING PHASE 2 REVIEW

Scale: 0 400 800
North Arrow

SOUTH GRAND AVE \ IL RTE 29 & I-55 INTERCHANGE

CLEAR LAKE AVE & I-55 / I-72 INTERCHANGE

SANGAMON AVE & I-55 INTERCHANGE

STEVENSON EXIT

SHERMAN EXIT

PROJECT PROPOSED IMPROVEMENT LEGEND

- INTERSTATE & INTERCHANGE ROADWAY CONSTRUCTION
- INTERSTATE & INTERCHANGE BRIDGE CONSTRUCTION OR IMPROVEMENT
- PROPOSED RECONSTRUCTION LIMITS OF FRONTAGE ROADS / STREETS AND REALIGNED ACCESS WHERE REQUIRED
- EXISTING BRIDGE TO REMAIN
- TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED
- GENERAL TRAFFIC FLOW
- LIMITED TRAFFIC ACCESS MAINTAINED WHILE RECONSTRUCTING BRIDGE / OVERPASS
- TEMPORARY CLOSURE WHILE RECONSTRUCTING BRIDGE / OVERPASS
- BRIDGE DECK TO BE WIDENED
- STREAMS - CREEK, BRANCH, TRIBUTARY, RIVER
- WETLANDS ENVIRONMENT LOCATION
- NOISE RECEPTOR LOCATION NUMBER & NOISE ENVIRONMENT BOUNDARY
- LOCATION OF POSSIBLE NOISE BARRIER - PENDING PHASE 2 REVIEW

400 0 400 800

FUNDING FOR CONSTRUCTION AVAILABLE FROM APPROXIMATELY HERE TO NORTH OF THE SHERMAN INTERCHANGE FOR 2025/2026 CONSTRUCTION.

SEE INSET ABOVE FOR BISSELL ROAD ALTERNATIVE ALIGNMENT.

SANGAMON EXIT

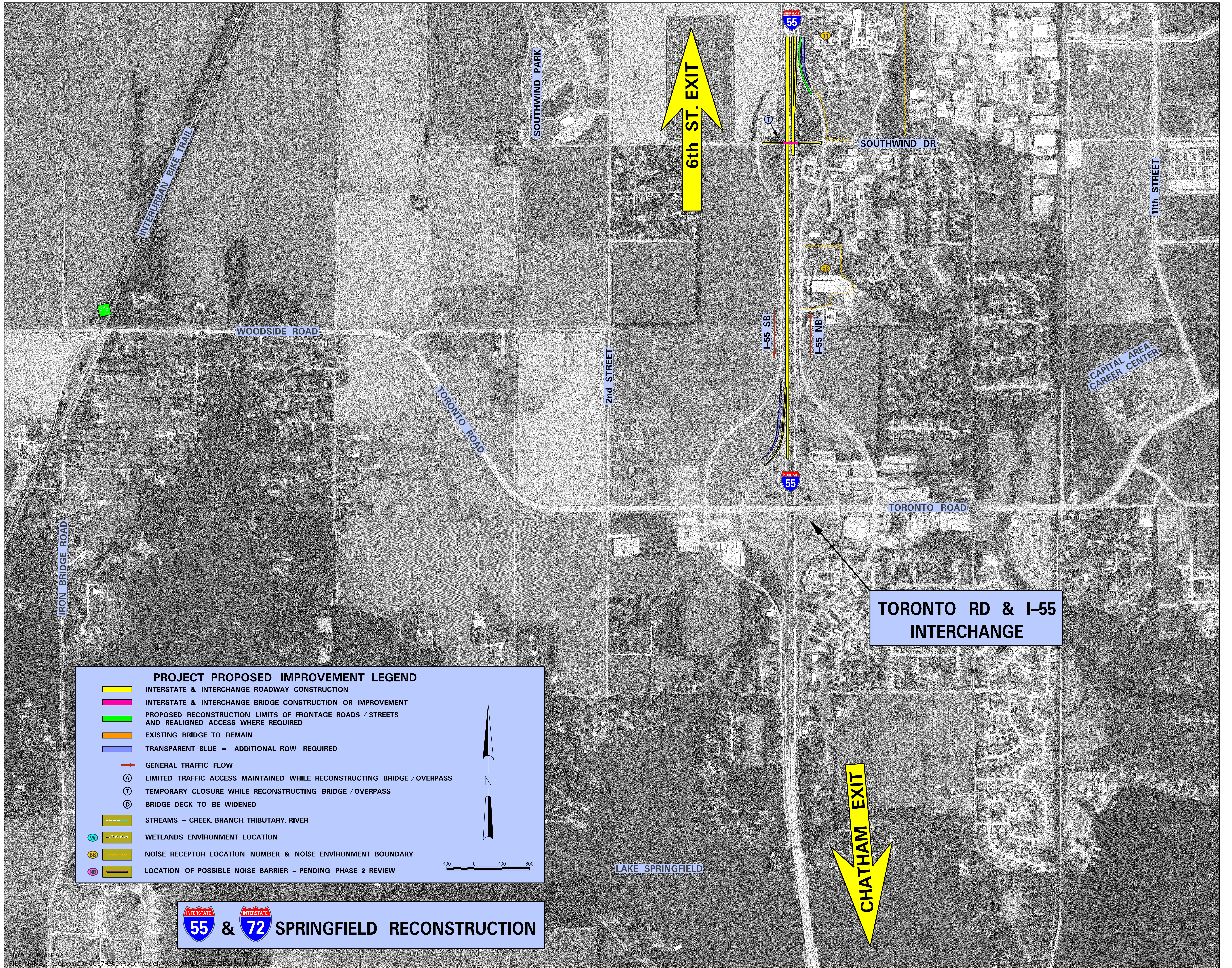
PROJECTED CONSTRUCTION TO BEGIN IN 2024

BUSINESS I-55 / SHERMAN BLVD & I-55 INTERCHANGE

WILLIAMSVILLE

PROJECT PROPOSED IMPROVEMENT LEGEND

- INTERSTATE & INTERCHANGE ROADWAY CONSTRUCTION
- INTERSTATE & INTERCHANGE BRIDGE CONSTRUCTION OR IMPROVEMENT
- PROPOSED RECONSTRUCTION LIMITS OF FRONTAGE ROADS / STREETS AND REALIGNED ACCESS WHERE REQUIRED
- EXISTING BRIDGE TO REMAIN
- TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED
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- LOCATION OF POSSIBLE NOISE BARRIER - PENDING PHASE 2 REVIEW



INTERURBAN BIKE TRAIL

SOUTHWIND PARK

6th ST. EXIT

SOUTHWIND DR

11th STREET

WOODSIDE ROAD

TORONTO ROAD

2nd STREET

I-55 SB

I-55 NB

CAPITAL AREA CAREER CENTER

IRON BRIDGE ROAD

TORONTO ROAD

TORONTO RD & I-55 INTERCHANGE

CHATHAM EXIT

LAKE SPRINGFIELD

PROJECT PROPOSED IMPROVEMENT LEGEND

- INTERSTATE & INTERCHANGE ROADWAY CONSTRUCTION
- INTERSTATE & INTERCHANGE BRIDGE CONSTRUCTION OR IMPROVEMENT
- PROPOSED RECONSTRUCTION LIMITS OF FRONTAGE ROADS / STREETS AND REALIGNED ACCESS WHERE REQUIRED
- EXISTING BRIDGE TO REMAIN
- TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED
- GENERAL TRAFFIC FLOW
- LIMITED TRAFFIC ACCESS MAINTAINED WHILE RECONSTRUCTING BRIDGE / OVERPASS
- TEMPORARY CLOSURE WHILE RECONSTRUCTING BRIDGE / OVERPASS
- BRIDGE DECK TO BE WIDENED
- STREAMS - CREEK, BRANCH, TRIBUTARY, RIVER
- WETLANDS ENVIRONMENT LOCATION
- NOISE RECEPTOR LOCATION NUMBER & NOISE ENVIRONMENT BOUNDARY
- LOCATION OF POSSIBLE NOISE BARRIER - PENDING PHASE 2 REVIEW

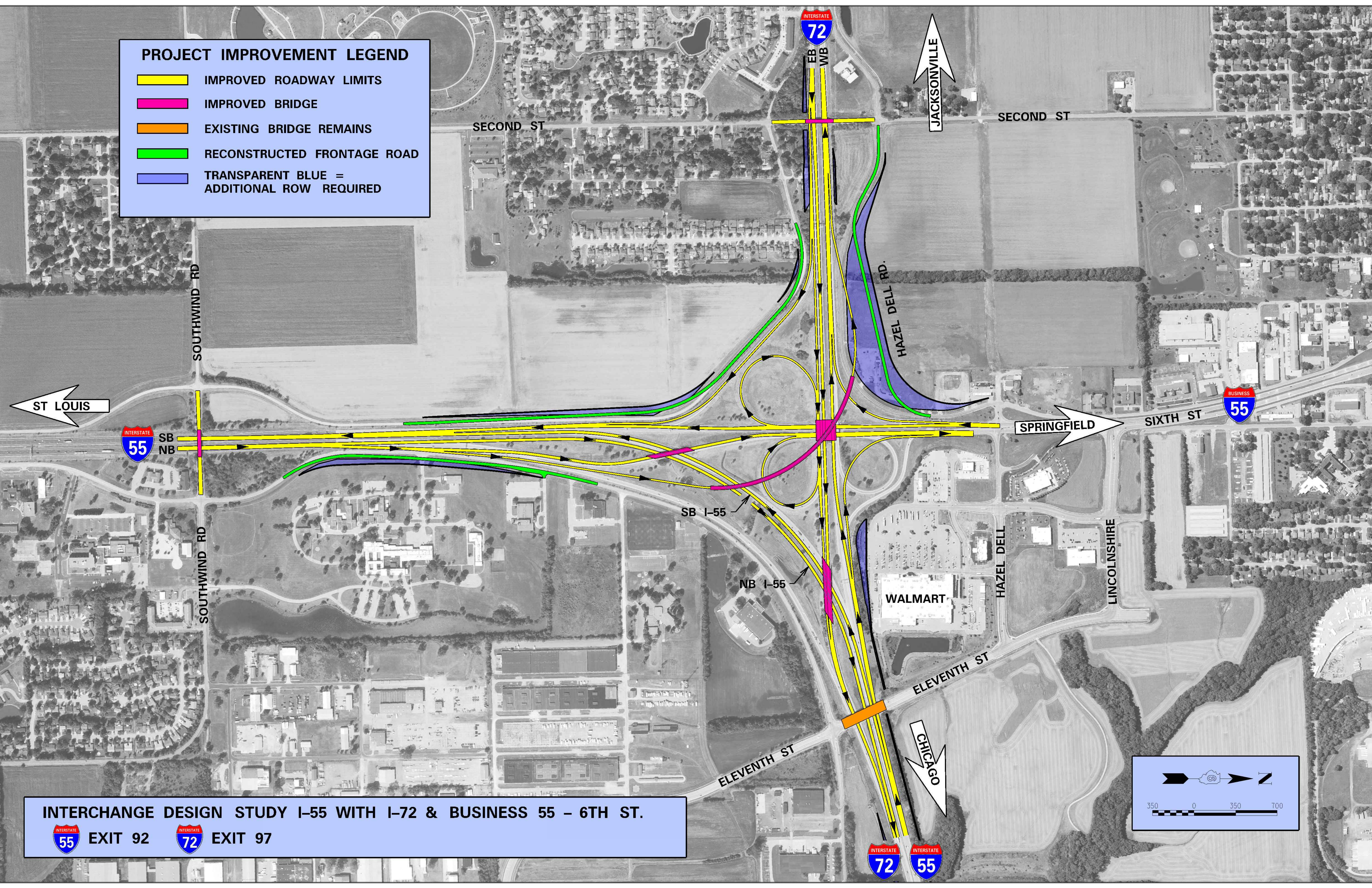
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North Arrow


55 & 72 SPRINGFIELD RECONSTRUCTION

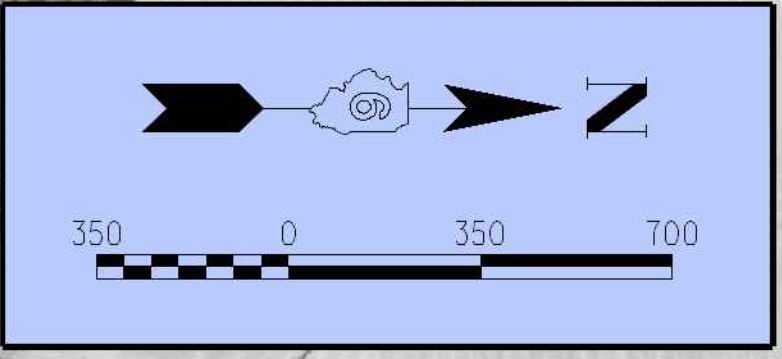
PROJECT IMPROVEMENT LEGEND

-  IMPROVED ROADWAY LIMITS
-  IMPROVED BRIDGE
-  EXISTING BRIDGE REMAINS
-  RECONSTRUCTED FRONTAGE ROAD
-  TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED




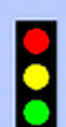


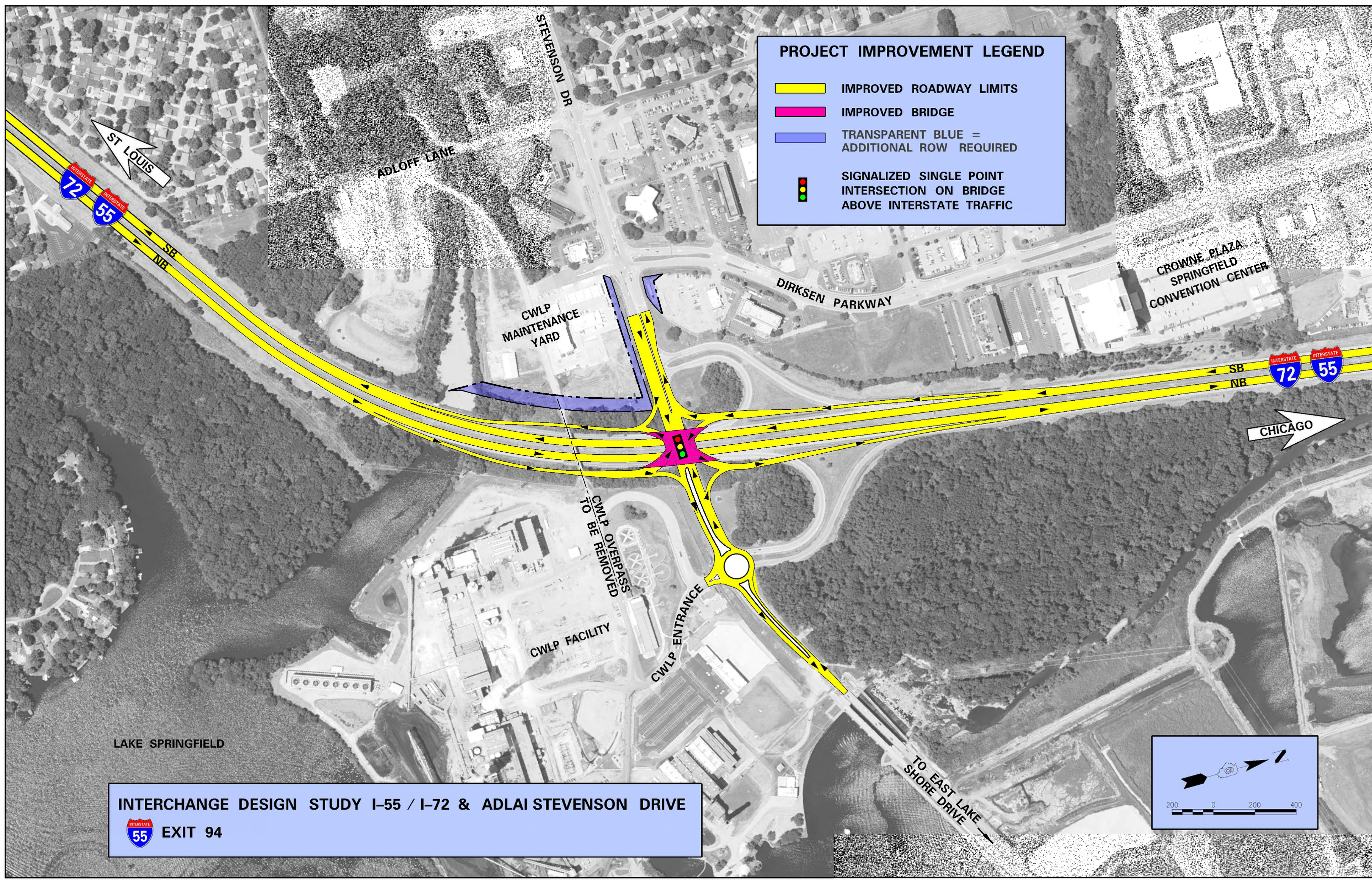
INTERCHANGE DESIGN STUDY I-55 WITH I-72 & BUSINESS 55 - 6TH ST.

 EXIT 92  EXIT 97




PROJECT IMPROVEMENT LEGEND

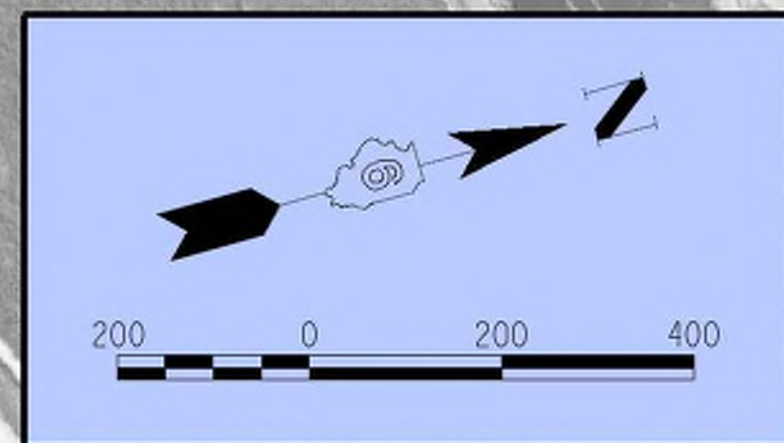
-  IMPROVED ROADWAY LIMITS
-  IMPROVED BRIDGE
-  TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED
-  SIGNALIZED SINGLE POINT INTERSECTION ON BRIDGE ABOVE INTERSTATE TRAFFIC

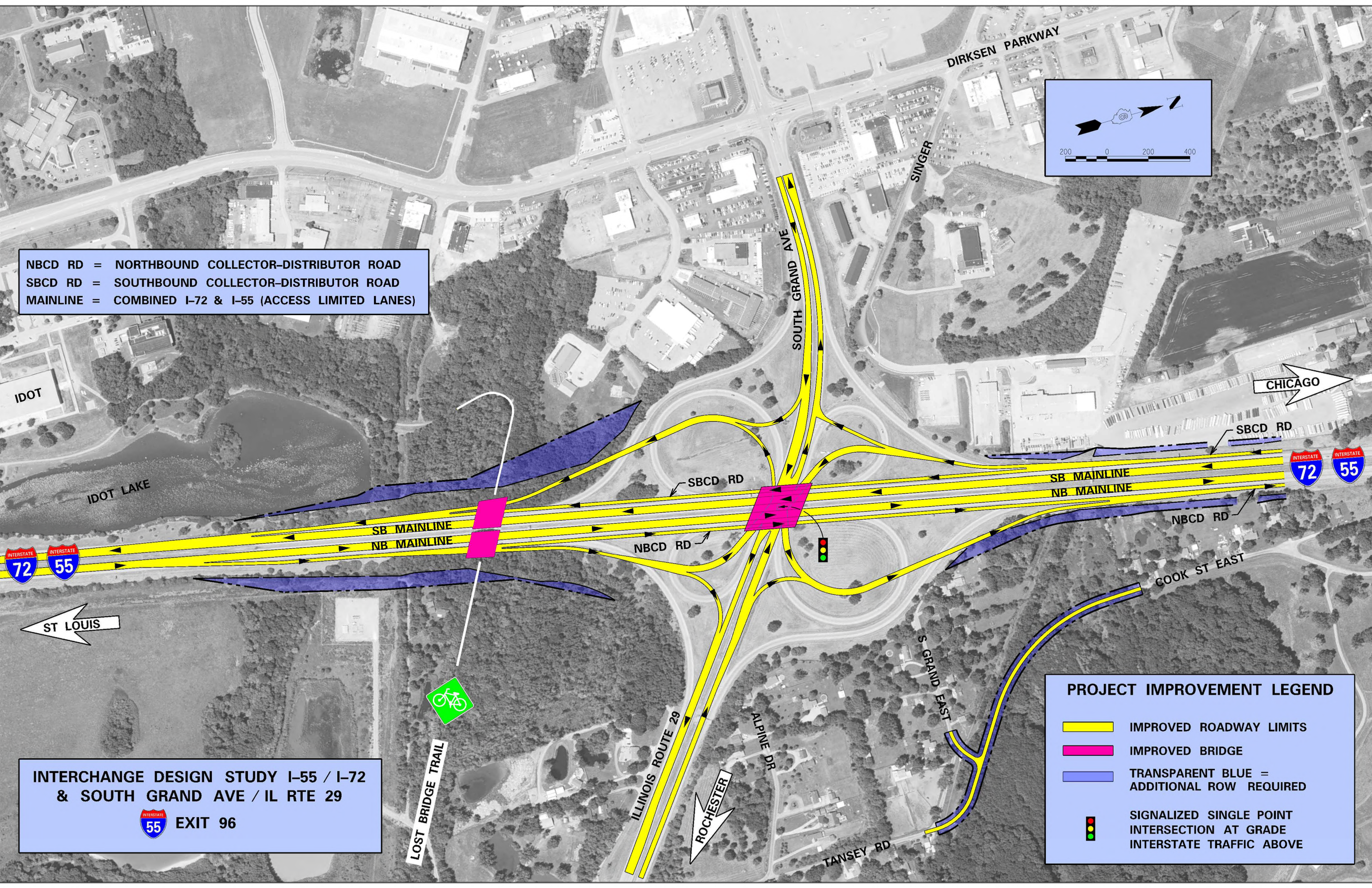


LAKE SPRINGFIELD

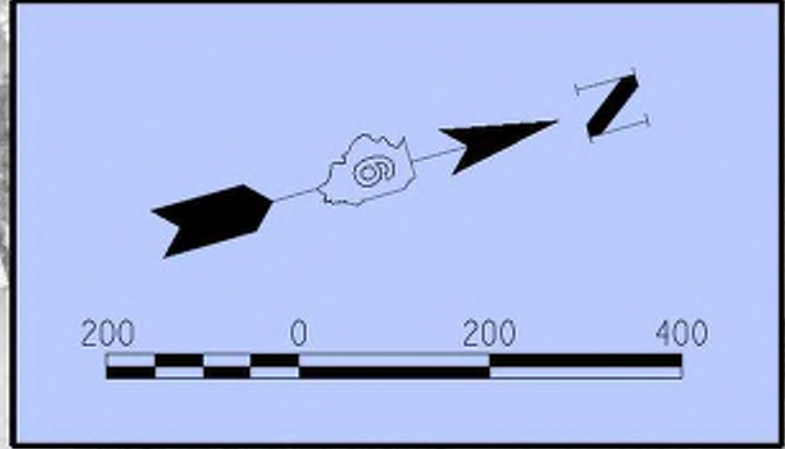
INTERCHANGE DESIGN STUDY I-55 / I-72 & ADLAI STEVENSON DRIVE

 **EXIT 94**









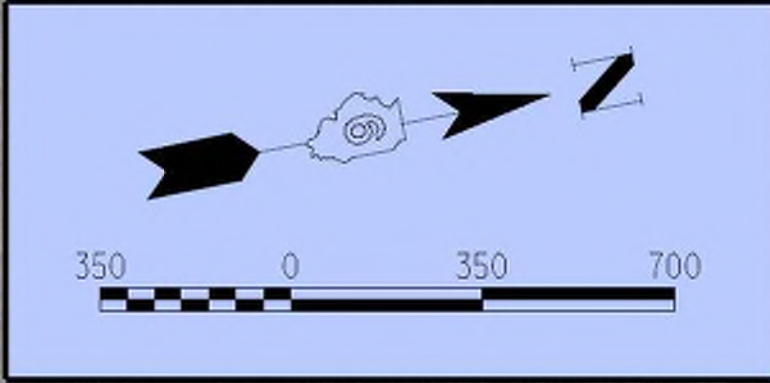
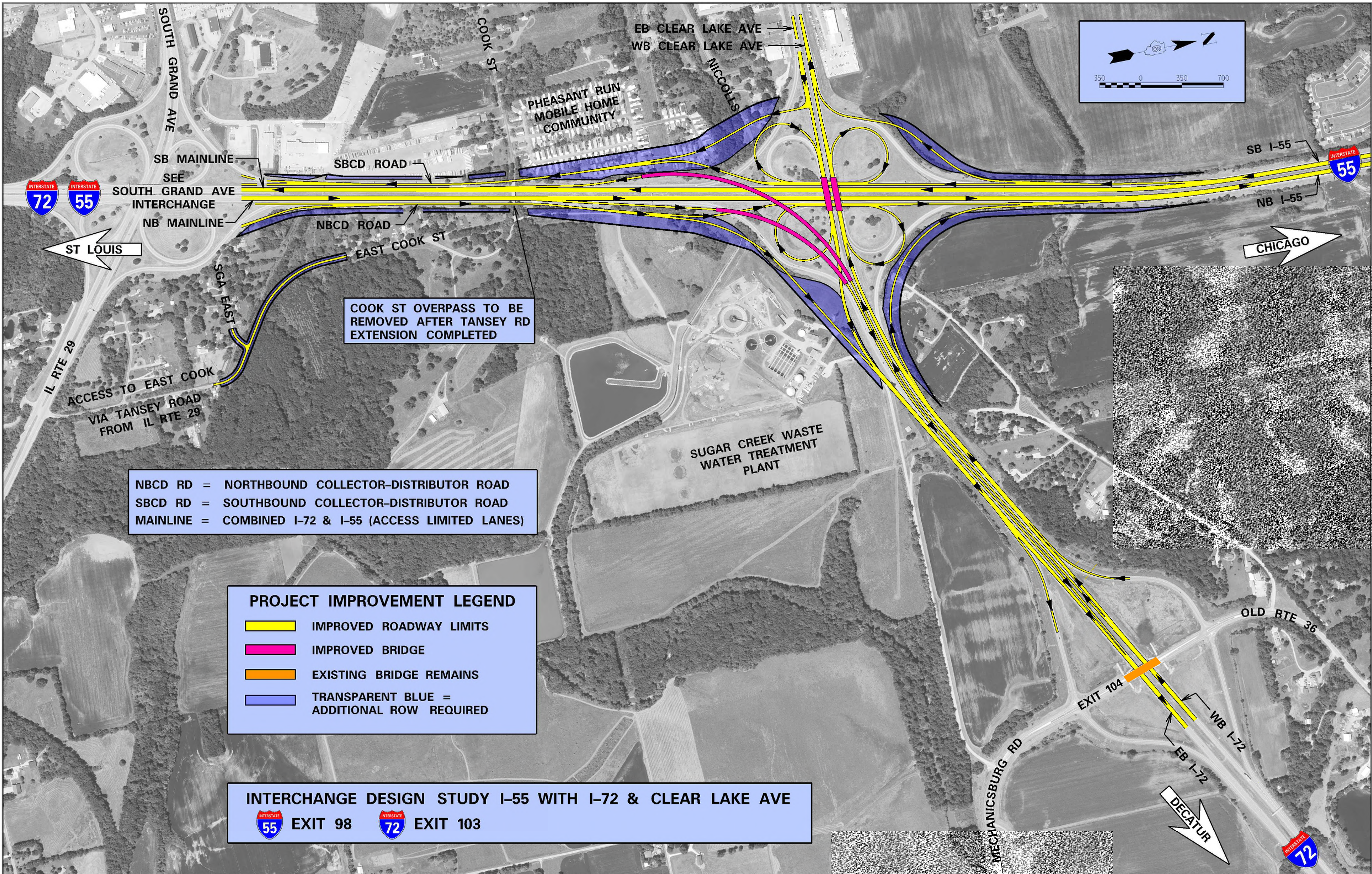
NBCD RD = NORTHBOUND COLLECTOR-DISTRIBUTOR ROAD
 SB CD RD = SOUTHBOUND COLLECTOR-DISTRIBUTOR ROAD
 MAINLINE = COMBINED I-72 & I-55 (ACCESS LIMITED LANES)



**INTERCHANGE DESIGN STUDY I-55 / I-72
 & SOUTH GRAND AVE / IL RTE 29**
 EXIT 96

PROJECT IMPROVEMENT LEGEND

-  IMPROVED ROADWAY LIMITS
-  IMPROVED BRIDGE
-  TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED
-  SIGNALIZED SINGLE POINT INTERSECTION AT GRADE
INTERSTATE TRAFFIC ABOVE



NBCD RD = NORTHBOUND COLLECTOR-DISTRIBUTOR ROAD
 SBCD RD = SOUTHBOUND COLLECTOR-DISTRIBUTOR ROAD
 MAINLINE = COMBINED I-72 & I-55 (ACCESS LIMITED LANES)

PROJECT IMPROVEMENT LEGEND

- IMPROVED ROADWAY LIMITS
- IMPROVED BRIDGE
- EXISTING BRIDGE REMAINS
- TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED

INTERCHANGE DESIGN STUDY I-55 WITH I-72 & CLEAR LAKE AVE

EXIT 98
 EXIT 103

COOK ST OVERPASS TO BE REMOVED AFTER TANSEY RD EXTENSION COMPLETED

SEE SOUTH GRAND AVE INTERCHANGE

ST LOUIS

CHICAGO

DECATUR

PHEASANT RUN MOBILE HOME COMMUNITY

SUGAR CREEK WASTE WATER TREATMENT PLANT

SOUTH GRAND AVE

COOK ST

EB CLEAR LAKE AVE
WB CLEAR LAKE AVE

NICCOLLS

SB MAINLINE

SBCD ROAD

SB I-55

NB MAINLINE

NBCD ROAD

NB I-55

EAST COOK ST

ACCESS TO EAST COOK VIA TANSEY ROAD FROM IL RTE 29

SGA EAST

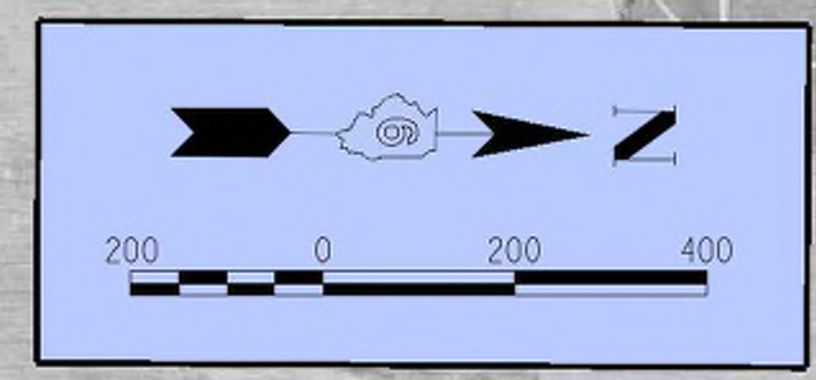
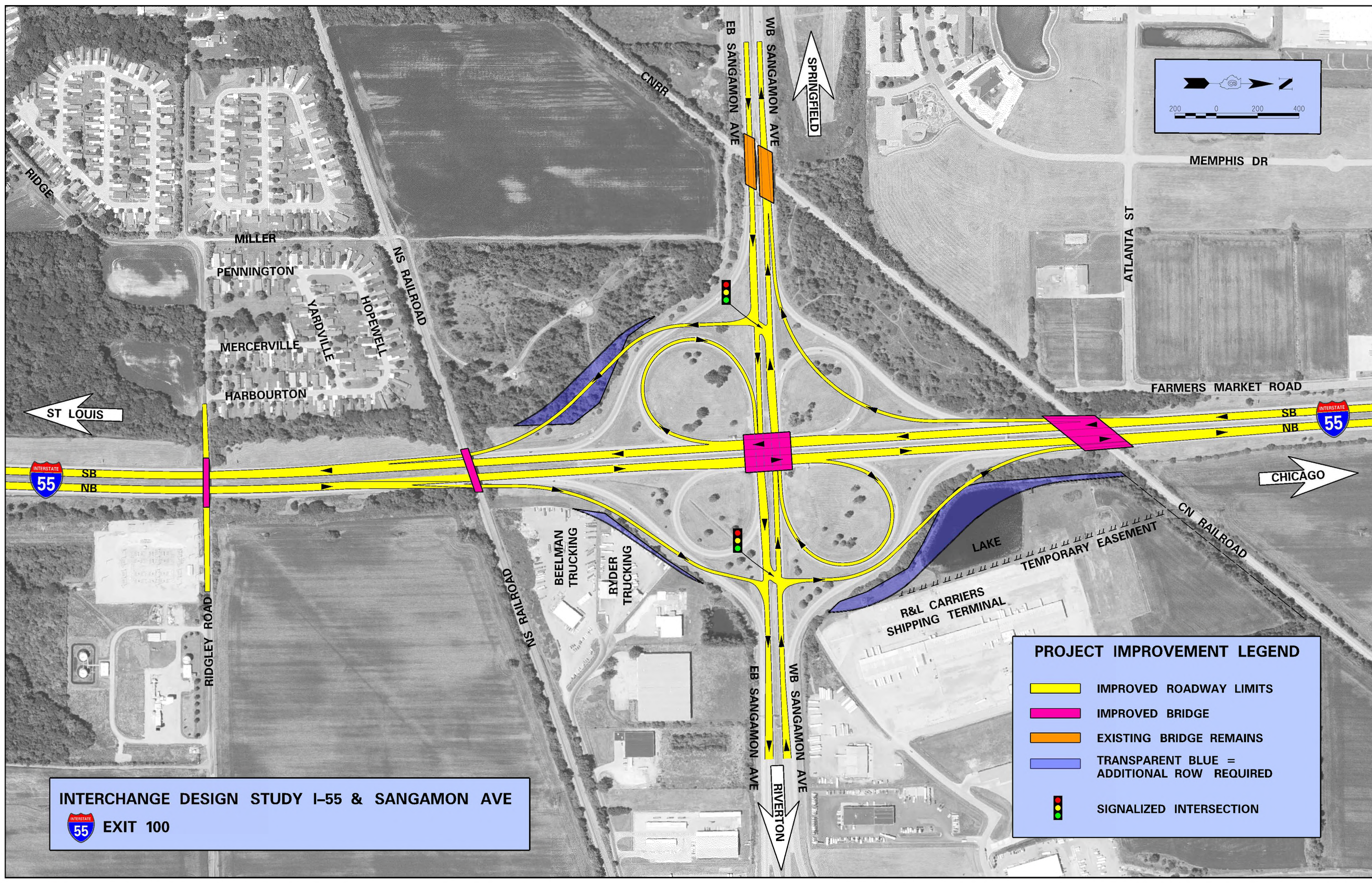
EXIT 104

WB I-72

EB I-72






OLD RTE 36

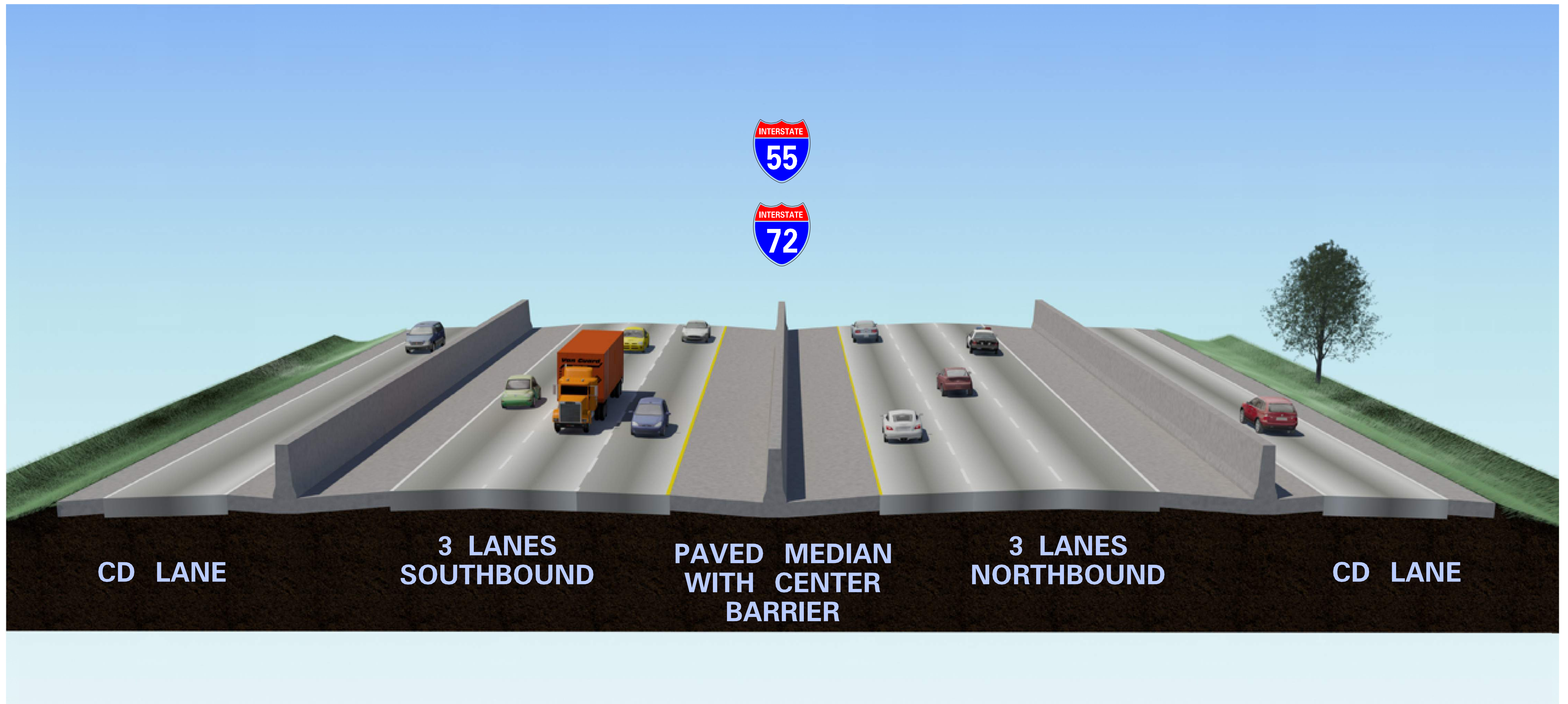
MECHANICSBURG RD



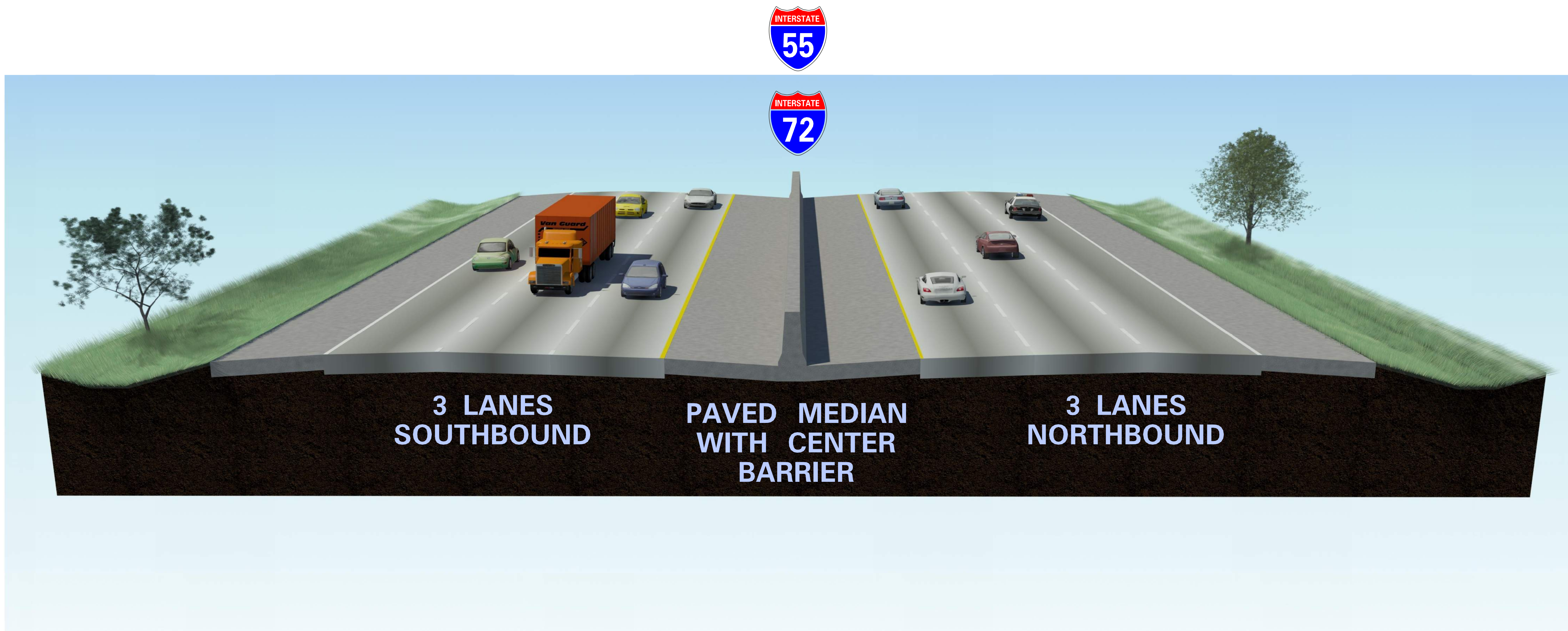
INTERCHANGE DESIGN STUDY I-55 & SANGAMON AVE
 INTERSTATE 55 EXIT 100

PROJECT IMPROVEMENT LEGEND

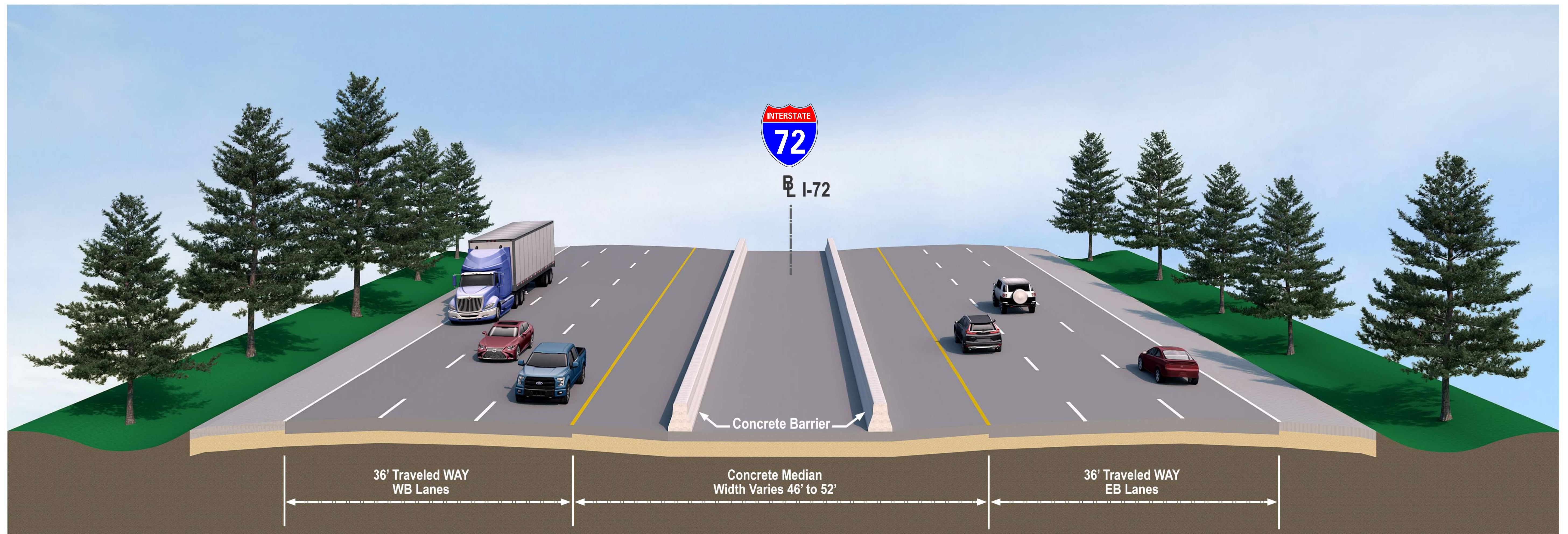
-  IMPROVED ROADWAY LIMITS
-  IMPROVED BRIDGE
-  EXISTING BRIDGE REMAINS
-  TRANSPARENT BLUE = ADDITIONAL ROW REQUIRED
-  SIGNALIZED INTERSECTION



**IMPROVED TYPICAL SECTION OF I-55 / I-72
BETWEEN SOUTH GRAND AVE INTERCHANGE AND CLEAR LAKE AVE INTERCHANGE
6 LANE INTERSTATE WITH ONE - LANE COLLECTOR - DISTRIBUTOR "CD" ROADS**



**IMPROVED TYPICAL SECTION OF I-55 / I-72
EAST OF 6TH ST. INTERCHANGE TO SOUTH OF SOUTH GRAND AVE INTERCHANGE
AND
NORTH OF CLEAR LAKE AVE INTERCHANGE TO NORTH OF SHERMAN INTERCHANGE**



IMPROVED TYPICAL SECTION OF I-72
IL RTE 4 / VETERANS PARKWAY INTERCHANGE TO 6TH ST. / I-55 INTERCHANGE
3 LANES TRAFFIC EASTBOUND & WESTBOUND
WITH A PAVED MEDIAN & DOUBLE BARRIERS

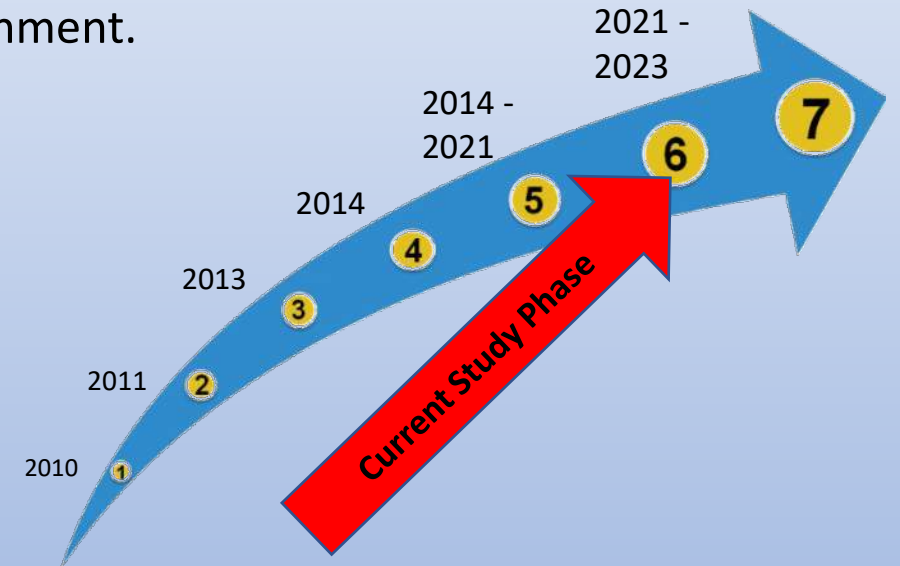
Environmental Process

Environmental Assessment (EA) – A document prepared when the significance of a federal action's environmental impacts is uncertain.

Finding of No Significant Impact (FONSI) – A decision by a federal agency that, based on the EA, an action will not have a significant impact on the environment.

EA Study Process

1. Initiate the EA, define scope of project
2. Initiate public involvement and agency coordination
3. Establish purpose and need
4. Evaluate alternatives
5. Evaluate environmental impacts, determine preferred alternative
6. Approve EA, conduct public hearing
7. Consider public/agency input, issue FONSI (if appropriate)



Project Environmental Resources

- 65.5 acres of additional right-of-way required
- 50 residential displacements, 1 commercial displacement, and 1 cell tower relocation
- Parking loss at 2 businesses and 5 changes in access
- 22.6 acres of farmland conversion
- 35 impacted common noise environments
- 35 acres of non-wetland forest and shrubland
- Potential impacts to 3 threatened and endangered species
- In-stream work at 16 streams
- 7 encroachments in floodplains associated with the Sangamon River, Fancy Creek, Sugar Creek, Hoover Branch and Lake Springfield
- 14.2 acres of permanent wetland impacts and 3.1 acres of temporary impacts
- 2 uses of Section 4(f) resources (Interurban Trail and Lost Bridge Trail)

Section 4(f) Resources

What is Section 4(f) of the U.S. Department of Transportation Act of 1966?

This act protects publicly owned parks, recreation areas, wildlife or waterfowl refuges, and historic sites. U.S. DOT agencies cannot approve the use of land from these resources unless there is no feasible and prudent alternative and all possible planning to minimize harm has been included, or if the use of the resource will have a *de minimis* (minor) impact.

The proposed improvement would have use of two Section 4(f) resources:

- Interurban Trail – temporary closure during construction at the I-72 bridge east of MacArthur Boulevard
- Lost Bridge Trail – 0.9 acre of right-of-way needed and temporary closure during construction of the I-55/I-72 bridge south of South Grand Avenue



Interurban Trail at I-72



Lost Bridge Trail at I-55/I-72

Section 4(f) Resources (cont.)

How will the uses of these Section 4(f) resources be processed?

The Federal Highway Administration (FHWA) intends to make a *de minimis* impact finding for the project's use of the Interurban and Lost Bridge trails. A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying the resource for protection under Section 4(f). The public must also be afforded an opportunity to review and comment on the effects of the project, and the official with jurisdiction (the Springfield Park District) provides written concurrence of the *de minimis* impact determination.

The following Section 4(f) impact has changed since the EA was signed in 2021:

The approved EA noted that due to the proposed realignment of the Andrew Road overhead structure to the north, the trailhead for the Heritage Route 66 Bike Trail would be impacted and that approximately 0.2 acre of right-of-way adjacent to Andrew Road would be required from the Village of Sherman and Ameren.

In coordination with the Village of Sherman, the new design will replace the Andrew Road overhead structure on existing alignment, eliminating any need for right-of-way from the trailhead. Therefore, use of the trailhead will no longer occur from permanent incorporation into a transportation facility. FHWA has agreed that this will result in a “no use” of this 4(f) resource, and there will be no need to seek a *de minimis* use determination. Future coordination with the Village of Sherman and FHWA will occur should it be determined during design that access to the trailhead would need to be temporary closed.

Heritage Route 66 Trailhead at Andrew Road



Environmental Commitments



- Highway traffic noise abatement measures are likely to be implemented based on preliminary design. Six noise barriers were determined to meet the feasibility criteria, the noise reduction design goal and cost effectiveness reasonableness criteria.
- A tree replacement plan will be developed during the design phase(s) of the project.
- There is a potential bald eagle nest within 660 feet of the project study area. The nest will be resurveyed prior to project letting. If any work will occur within 660 feet of the nest, either a bald eagle permit will be obtained or construction activity will be limited to August through mid-July to avoid the incidental take of bald eagles during the nesting season.
- As a result of consultation with the Illinois Department of Natural Resources, several recommended conservation measures to help protect wildlife and enhance natural areas in the project area will be considered during the design phase(s) of the project.
- This project may affect, but is not likely to adversely affect, the Indiana bat and northern long-eared bat with tree clearing commitments. A bat-bridge assessment must be completed within one year of any work on an existing bridge.

Environmental Commitments (cont.)

- Suitable habitat for the state-listed Kirtland's snake will likely be impacted by the project. An Incidental Take Authorization (ITA) will be obtained for the Kirtland's snake prior to construction activities, pursuant to Part 1080 and Section 5.5 of the Illinois Endangered Species Protection Act.
- Wetlands that will be permanently impacted will be mitigated by purchasing credits at IDOT's LaGrange Wetland Bank in Brown County, Illinois. Impact minimization measures will continue during the design and permitting process.
- Water wells located within 200 feet of the project footprint will be properly capped and abandoned in accordance with Illinois Department of Public Health requirements or other applicable requirements, unless an evaluation of the well's integrity determines that abandonment is unnecessary.
- A Preliminary Environmental Site Assessment and Preliminary Site Investigation will be conducted during the design phase to determine the nature and extent of contamination for any Recognized Environmental Condition (REC) site involving new right-of-way or easement or building demolition/modification.
- Consideration of ways of minimizing closure time to the Lost Bridge and Interurban trails during construction, minimizing tree removal near the trails, tree replacement and trail restoration following construction, and consideration of safety measures.



Project Funding

- CS 1: 0.5 mile north of Sangamon Ave in Springfield to 2.7 mile south of IL 123 in Williamsville
 - Construction: \$127M (FY 2024-2028 MYP)
 - Utility Adjustment: \$450K (FY 2024-2028 MYP)
 - Construction Engineering: \$3M (FY 2024-2028 MYP)

Note: CS 1 will be split up into multiple contracts starting with bridge construction in FY 2024

- CS 2: 0.9 mile north of Clear Lake Ave to 0.5 mile north of Sangamon Ave in Springfield
 - Phase II Design: \$6.5 M (FY 2024-2028 MYP)
 - Construction, Land Acquisition & Utility Relocations (Unfunded)
- CS 3: East of W. Lake Shore Dr to 0.9 mile north of Clear Lake Ave in Springfield
 - Phase II Design: \$20M (FY 2024-2028 MYP)
 - Construction, Land Acquisition & Utility Relocations (Unfunded)

CS = Construction Section

MYP = Multi-Year Program



Design Study & Environmental Assessment

www.i-55springfield.com

PUBLIC COMMENT FORM - PUBLIC HEARING

The Project Study Group appreciates your input. Please fill out the information at the top of the comment form and provide your comments about the Preferred Alternative below. If you would like to provide any additional information, please submit on additional pages. You may leave the form with us today, mail the form to the IDOT District 6 Office at the address provided at the bottom of this form, or e-mail it to contact@i-55springfield.com. Please submit all comments by June 30, 2023. **PLEASE PRINT.**

NAME: Sharon Barnes ADDRESS: 3535 E Cook St #122X Residence
 PHONE NUMBER: 217.299.8938 E-MAIL: N/A Business
 Other

DESCRIBE YOURSELF (Please check all that apply)

Resident Business Owner Property Owner
 Commuter Elected Official Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

This was not informative at all. None of the state employees would provide approximate timeframes for when Pheasant Run residents affected will have to be relocated. The video, which I'm sure wasn't cheap to create, was useless in providing information regarding what is going to happen to properties affected.

I'm extremely disappointed in what was available to people who are legitimately concerned about their homes & businesses.

Tom, who works for Pheasant Run, told multiple residents tonight that IDOT has not contacted Pheasant Run regarding this next phase.

I don't know how you can call this a hearing when concerned citizens are not asked



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
3215 Executive Park Drive / Springfield, Illinois 62703

May 10, 2024

CERTIFIED MAIL

Ms. Sharon Barnes
3535 E. Cook St., #122
Springfield, IL 62703

RE: I-55 Reconstruction – Phase I Public Hearing

Dear Ms. Barnes:

Thank you for submitting a written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us, and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.


Due to the size and scope of the study, this project is broken down into several separate construction sections. Construction section one, which is the only section currently funded for construction, begins 0.5 miles north of Sangamon Avenue and continues north to 2.7 miles south of IL 123 in Williamsville. The remaining sections to the south are not currently funded in our 2024-2029 Multi-Year Program. Should funding become available in the future, representatives from IDOT land acquisition will contact affected property owners.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. M Myers, P.E.
Region Four Engineer

By: 
Jay Wavering, P.E.
Studies & Plans Engineer

JPM/JMW/JBK/kea

Enclosure

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ms. Sharon Barnes
3535 E. Cook St., #122
Springfield, IL 62703



9590 9402 7814 2152 1861 46

2. Article Number (Transfer from service label)

7017 1450 0000 5816 8391

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

 Agent Addressee

B. Received by (Printed Name)

C. Date of Delivery

D. Is delivery address different from item 1? Yes
If YES, enter delivery address below: No

5-14

3. Service Type

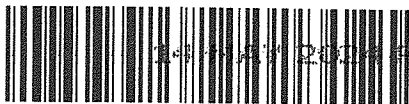
- Adult Signature
- Adult Signature Restricted Delivery
- Certified Mail®
- Certified Mail Restricted Delivery
- Collect on Delivery
- Collect on Delivery Restricted Delivery

- Priority Mail Express®
- Registered Mail™
- Registered Mail Restricted Delivery
- Signature Confirmation™
- Signature Confirmation Restricted Delivery

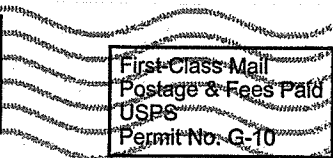
Mail

Mail Restricted Delivery

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SPRINGFIELD IL 627



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USPS
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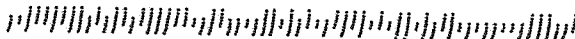
9590 9402 7814 2152 1861 46

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Jon Kelley, P.E.
Studies & Plans Engineer
Illinois Department of Transportation
3215 Executive Park Dr.
Springfield, IL 62703

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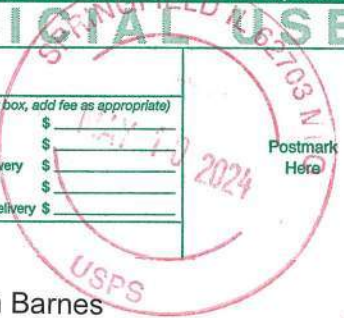
\$

Sent

Street

City

Ms. Sharon Barnes
3535 E. Cook St., #122
Springfield, IL 62703



Postmark
Here

From: [I-55 Contact](#)
To: [Kristin Timmons](#)
Cc: [Aaron Weatherholt](#)
Subject: FW: I55 choices
Date: Tuesday, June 13, 2023 8:58:21 AM

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Kristin – This is another email we received through the I-55 email address.

Susan McCormick, P.E. | Associate
[Hanson Professional Services Inc.](#) | 1525 S. Sixth St. | Springfield, IL 62703
w 217-788-2450 | e-mail smccormick@hanson-inc.com

From: Paul Beatty <paul.beatty@comcast.net>
Sent: Monday, June 12, 2023 8:56 AM
To: contact@i-55springfield.com
Subject: I55 choices

EXTERNAL SENDER STOP.THINK.QUESTION If this is unexpected, verify before you click links or open attachments.

While I am excited to hear that the problems with I 55 will finally be addressed, I feel compelled to mention that I believe the choice to fund the northern portion from Sangamon avenue to Sherman is a mistake at this time. No one would argue that the Springfield portion of I 55 has had many problems for a very long time but the decision to widen the northern section first is a grave mistake that I feel some Illinoisans will pay with their lives.

This is not hyperbole. The central section of the project between the Sixth Street exit and the Sangamon avenue exit (the section that largely carries I55 and I 72 traffic concurrently) is more heavily travelled and has historically had far more accidents than the other sections and is therefore far more dangerous than the northern section from Sangamon to Sherman. Decisions placing the north section higher on the priority list for this project sacrifices public safety and is clearly short-sighted and absurd.

I get it. Illinois has money problems. So starting on the Sangamon to Sherman section is cheaper due to the fewer number of bridges and complicated interchanges but finding the cheapest path is rarely the best idea when entrusted with public safety. Additionally, I fear that pushing this section off because it's difficult and expensive will all but guarantee that it will not get built in this decade or even the next. In fact, we SHOULD do that section now while we have at least some funding so may I suggest an alternate plan for IDOT and the Governor to consider if it's not too late?

While there is interest in finally getting started with this project let's address the most dangerous

part first. This will alleviate the most number of problems with the road up front. Then, as money allows, the northern section, or western section (the I 72 only portion west of the 6th street exchange) can be addressed. Doing this provides the greatest benefit (safety, remember?) as soon as possible.

I'm also confident that there are not sufficient funds allocated for the central portion so I'd suggest reducing the scope of the central section to include only the very most dangerous interchanges. For instance, instead of including the entire 6th street to Sangamon section, perhaps it could be curtailed on the north end to stop the rebuild process at Clear Lake. If further cuts are needed then perhaps the 6th street interchange could be removed from the scope of the central portion and included in the I 72 portion heading to the west side of Springfield. Doing this would guarantee that the most dangerous portion (Stevenson Drive to Clear Lake) would be rebuilt as soon as possible and public safety would improve.

My purpose here is not to complain but to ask IDOT and the Governor to consider addressing the problem from a different perspective. It appears to me that they are trying to provide the most number of miles of new roadway with the money allocated but I am attempting to argue that this is generally not the most appropriate way to spend taxpayer money. Safety should be paramount and the section of I 55 between Sangamon and 6th street exits would achieve that safety goal with the fewest number of Illinoisans having to pay the price with their lives.

Paul Beatty
2224 Claremont Drive
Springfield IL 62703
217-741-8191

Disclaimer

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From: [Kelley, Jonathan B.](mailto:Jonathan.B.Kelley@illinois.gov)
To: Paul.Beatty@comcast.net
Subject: I-55 Reconstruction - Public Hearing Comment - Beatty
Date: Thursday, April 25, 2024 2:24:32 PM
Attachments: [Beatty, Paul.pdf](#)

Dear Mr. Beatty,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

Due to the size and scope of the study, this project is broken down into several, separate construction sections. At this time, the section 0.5 miles north of Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville (Construction Section 1) is the only section of I-55 funded for construction. There were several factors to consider when deciding which section to come first. While cost is a factor, we also have to consider logical termini, independent utility, traffic pattern changes, interchange access changes, operational safety, and consistent lane configurations through a corridor to name a few. Adding capacity in the middle of the section rather than beginning at one end that currently ties into a 3-lane section creates more bottlenecks within the limits of the project. In this scenario, you would have more conflict points with added merging and diverging (weaving) traffic.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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From: [I-55 Contact](#)
To: [Kristin Timmons](#)
Subject: FW: Comment
Date: Wednesday, June 14, 2023 9:48:30 AM
Attachments: [image001.png](#)

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Emailed comment

Susan McCormick, P.E. | Associate
[Hanson Professional Services Inc.](#) | 1525 S. Sixth St. | Springfield, IL 62703
w 217-788-2450 | e-mail smccormick@hanson-inc.com

From: CBRIGHT857 <CBRIGHT857@AOL.COM>
Sent: Tuesday, May 30, 2023 11:54 AM
To: contact@i-55springfield.com
Subject: Comment

EXTERNAL SENDER STOP.THINK.QUESTION If this is unexpected, verify before you click links or open attachments.

Good Afternoon.

One comment for the Sangamon area. What is being done for safety for people stopped at the bottom of the bridge on Sangamon Avenue? With people coming over the bridge to potentially backed up traffic has there been any discussion on safety for those cars?

Thanks
Crystal (Wilson) Bright

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From: [Kelley, Jonathan B.](#)
To: [CBRIGHT857](#)
Subject: I-55 Reconstruction - Public Hearing Comment - Bright
Date: Thursday, April 25, 2024 3:17:59 PM
Attachments: [Bright, Crystal.pdf](#)

Dear Ms. Bright,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

Your comment expressed concern for traffic backing up onto I-55 from Sangamon Avenue. As part of the Phase I study process for this project, an interchange design study was completed for each proposed interchange modification along the corridor. This includes the Sangamon Avenue interchange. As part of the interchange design study, a detailed traffic analysis is prepared to analyze level of service (LOS), weaving movements, etc. at the interchanges. The LOS and weaving movements at the Sangamon Avenue interchange are adequate and within the IDOT standards. There is no expected traffic backup onto the exiting loop ramps at this location under normal conditions in the proposed design.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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From: [Kelley, Jonathan B.](mailto:Jonathan.Kelley@illinois.gov)
To: tabbybum@aol.com
Subject: I-55 Reconstruction - Public Hearing Comment - Bumgardner
Date: Friday, April 26, 2024 11:24:14 AM
Attachments: [Bumgardner, Tom.pdf](#)

Dear Mr. Bumgardner,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed concern about traffic noise levels and the need for a noise abatement wall near your property located at 68 Pine Drive in Sherman. As part of the phase I study, a traffic noise analysis was performed for the proposed improvement along the entire corridor. After reevaluating the initial noise analysis, the study now finds that predicted noise levels in that area warrant noise abatement measures and a noise wall is feasible and cost effective. The phase I study recommends installing a noise wall along the east side of I-55, south of Andrew Road to south of Wood Mills Road.

IDOT requires public opinion before a final decision is made on the construction of noise walls. Each property “benefited” by a noise wall may vote in favor of or against the wall. A property is benefited by a wall when the proposed wall results in a noticeable reduction in noise level, which is defined as five decibels or more. If more than half of the votes received are in favor of the wall, the wall will likely be included in the project. IDOT will solicit the viewpoints of the benefited properties in your area during the design phase for that section. A final decision on the installation of the wall will be made upon completion of the project’s final design and the public involvement process. You can find additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement on IDOT’s website at: <https://idot.illinois.gov/transportation-system/environment/traffic-noise.html>.

You also expressed concern about the reconstruction of the Andrew Road overpass structure and having access across I-55 during construction. The current plan is to perform the work under staged construction, keeping one lane of traffic open at all times with the use of temporary traffic signals.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
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Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov



Design Study & Environmental Assessment

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PUBLIC COMMENT FORM - PUBLIC HEARING

The Project Study Group appreciates your input. Please fill out the information at the top of the comment form and provide your comments about the Preferred Alternative below. If you would like to provide any additional information, please submit on additional pages. You may leave the form with us today, mail the form to the IDOT District 6 Office at the address provided at the bottom of this form, or e-mail it to contact@i-55springfield.com. Please submit all comments by June 30, 2023. PLEASE PRINT.

NAME: Jackie Clark ADDRESS: 3350 S-6th ST. Residence
 Business
 PHONE NUMBER: 217-529-4810 E-MAIL: _____ Other

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Resident Business Owner Property Owner
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HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

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 Roadway Message Board Word of Mouth Other

COMMENTS:

I live on 6th ST. THAT goes by the Southern View School. They sent all kinds of papers on this for us to sign because they plan on Redoing our Road & AND linking it to Lincolnshire. They said it would probably start in Nov. of this year.

You have nothing on this at the show you put on!

Not impressed at all!



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
3215 Executive Park Drive / Springfield, Illinois 62703

May 10, 2024

CERTIFIED MAIL

Ms. Jackie Clark
3350 S. Sixth St.
Springfield, IL 62703

RE: I-55 Reconstruction – Phase I Public Hearing

Dear Ms. Clark:

Thank you for submitting a written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us, and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

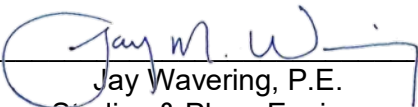
In your comments, you expressed an interest in the South Sixth Street project that goes by the Southern View school. Although the I-55 project includes reconstruction of the I-55/72 and South Sixth Street interchange as part of the project, the South Sixth Street Expansion project is a separate project that covers the area further north along Sixth Street towards Southern View. The South Sixth Street Expansion project has a project website located at: www.springfieldsouth6thstexpansion.com.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. M Myers, P.E.
Region Four Engineer

By: 
Jay Wavering, P.E.
Studies & Plans Engineer

JPM/JMW/JBK/kea

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Ms. Jackie Clark
3350 S. Sixth St.
Springfield, IL 62703



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Jackie Clark

- Agent
- Addressee

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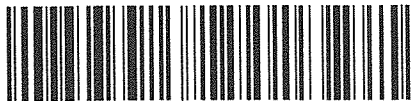
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Studies & Plans Engineer
Illinois Department of Transportation
3215 Executive Park Dr.
Springfield, IL 62703

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Ms. Jackie Clark
3350 S. Sixth St.
Springfield, IL 62703



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From: dandi144@comcast.net
Sent: June 15, 2023 4:47 PM
To: contact@I-55Springfield.com
Subject: I-55 Reconstruction Project

This project cannot be completed soon enough. Springfield resident and I-55 travelers deserve this project, however, it should have happened 15-20 years ago. It is unconscionable that Bloomington/Normal had a similar upgrade 20 plus years ago while it has yet to start in a meaningful way around Springfield. Whatever can be done to speed the construction should be done ASAP.

Additionally, Illinois residents should be able to easily locate the plans for such road building/upgrades on IDOT's website, yet that is not the case. I challenge anyone who is not directly involved in a road project to locate the details or plans for said project. I seriously doubt they can. Illinois residents deserve better.

Thank you for the opportunity to comment

From: [Kelley, Jonathan B.](mailto:Jonathan.B.Kelley@illinois.gov)
To: dandi144@comcast.net
Subject: I-55 Reconstruction - Public Hearing Comment
Date: Thursday, April 25, 2024 1:37:41 PM
Attachments: [dandi144@comcast.net.pdf](#)

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

Projects like this often have a project website that can be found on IDOT's Featured Projects webpage linked here: <https://idot.illinois.gov/transportation-system/transportation-management/featured-projects.html>.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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PUBLIC COMMENT FORM - PUBLIC HEARING

The Project Study Group appreciates your input. Please fill out the information at the top of the comment form and provide your comments about the Preferred Alternative below. If you would like to provide any additional information, please submit on additional pages. You may leave the form with us today, mail the form to the IDOT District 6 Office at the address provided at the bottom of this form, or e-mail it to contact@i-55springfield.com. Please submit all comments by June 30, 2023. PLEASE PRINT.

NAME: Patrick Daniels ADDRESS: 1030 Evergreen Walk Sherman IL
PHONE NUMBER: 217-652-9766 E-MAIL: patrick.daniels@live.com Residence 62684
 Business Other

DESCRIBE YOURSELF (Please check all that apply)

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Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

The plan includes widening & upgrading the Andrew Rab. Bridge Over I-55 in Sherman. It is important to include a bike/pedestrian 10 foot wide section on bridge to allow access to the bike and walking path.

From: [Kelley, Jonathan B.](#)
To: Patrick.Daniels@live.com
Subject: I-55 Reconstruction - Public Hearing Comment - Daniels
Date: Friday, April 26, 2024 2:49:39 PM
Attachments: [Daniels, Patrick.pdf](#)

Dear Mr. Daniels,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed concern about the providing pedestrian and bicycle accommodations across the new Andrew Road bridge over I-55 in Sherman. Currently, a 10' wide shared use path is proposed along the north side of the Andrew Road bridge.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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The Project Study Group appreciates your input. Please fill out the information at the top of the comment form and provide your comments about the Preferred Alternative below. If you would like to provide any additional information, please submit on additional pages. You may leave the form with us today, mail the form to the IDOT District 6 Office at the address provided at the bottom of this form, or e-mail it to contact@i-55springfield.com. Please submit all comments by June 30, 2023. PLEASE PRINT.

NAME: Jim Dickey ADDRESS: 520 S. Second, Apt. 514 Residence
 Business
 PHONE NUMBER: (217) 522-5344 E-MAIL: none Other

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 Roadway Message Board Word of Mouth Other newspaper / Illinois Times

COMMENTS:

No real comments. Just came to see what was included in the Preferred Alternative. Came away with no strong negative or positive thoughts. Did appreciate seeing the information.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
3215 Executive Park Drive / Springfield, Illinois 62703

May 10, 2024

CERTIFIED MAIL

Mr. Jim Dickey
520 S. 2nd St.
Springfield, IL 62701

RE: I-55 Reconstruction – Phase I Public Hearing

Dear Mr. Dickey:

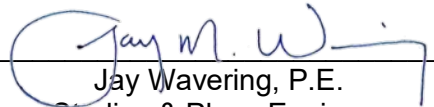
Thank you for submitting a written comment on the I-55 Reconstruction – Phase I Preferred Alternative. Your comments are important to us, and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

By: 
Jay Wavering, P.E.
Studies & Plans Engineer

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Mr. Jim Dickey
520 S. 2nd St.
Springfield, IL 62701



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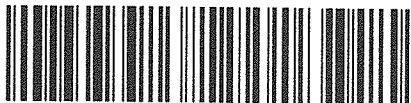
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520 S. 2nd St.
Springfield, IL 62701

From: Jeremy Gasparin <jeremy.gasparin@gmail.com>
Sent: June 30, 2023 9:37 AM
To: contact@i-55springfield.com
Subject: I-55 Reconstruction Comments
Attachments: IDOT Comments 6-27-2023.docx

Please see attachment

To whom it may concern,

My name is Jeremy Gasparin. I live at 3473 Niccolls Road. These are my comments from the June 13th, 2023, Meeting held at the Fairmont Inn.

I feel that the analysis of the area between Clearlake and South Grand is flawed. I would like to point out why I feel this way and offer a solution.

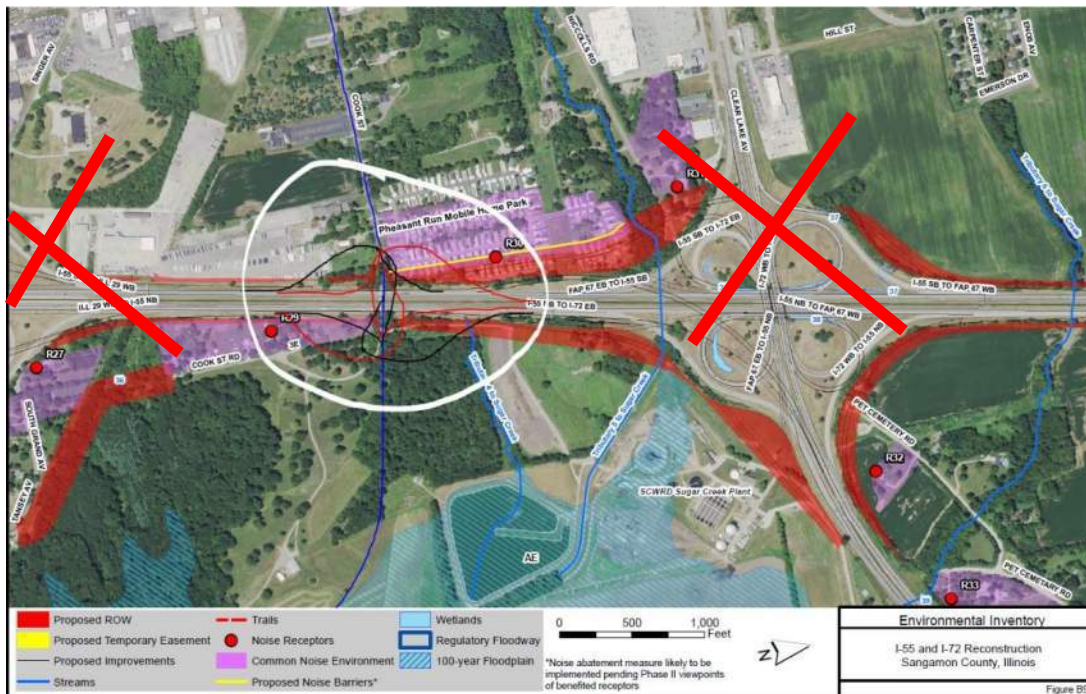
The current distance, though this area might be acceptable per IDOT Rules and Regulations, but it is 1.1 mile from bridge to bridge. The ramps from Clearlake to I-55 SB and from I-55 SB to South Grand WB is .6 miles. Using the Bruin image as stated as the preferred route, this drawing clearly shows a decreased distance between the afore mentioned ramps. On top of this you're increasing the speed of the ramps in which it will make it more difficult for collector traffic to merge on and off. As studies have shown higher speeds produce more fatal accidents. With this combination, and using the proposed drawing, there is now between .4 and .5 miles in which to move on or off the ramp and at great speed. As shown in red to the right. North bound looks to be about the same distance as well. (Not Shown)

The collector ramp as I understand it is only one lane wide. The traffic on this road will be almost 10000 a day Using current numbers. That is including 6 ramps on and off Clearlake and South Grand Interchange going SB on I-55. In 50 years, the amount will be much greater. According to IDOT regulation this is out of spec.



Therefore, I would like to propose that the site survey be reopened to include the land between I-72 and IL ST RT 29 going east about 1 mile.

I would recommend removing Clearlake bridge and exits along with South Grand. Merge I-72 and IL St Rt 29 some where further back into one road. Create a new bridge and exit about halfway between Clearlake and South Grand. The new road would need to be routed around the waste treatment plant, but it could work. The main traffic hold up are between those 2 interchanges. My recommendation would greatly reduce the Entrances and Exits from a total of 16 ramps to 8. See basic example below.



Also, my father James Gasparin, (deceased) and two others on Niccolls Road, his neighbors, never knew this project was in the works. They found out from another neighbor last year. I was told you could provide a list of people that were notified. I would like to see that.

I would like meet with someone to propose the Reopening of the Site Surevey. You should have my email and phone. Thank you.

From: [Kelley, Jonathan B.](mailto:Jeremy.gasparin@gmail.com)
To: Jeremy.gasparin@gmail.com
Cc: [Kem, Earl E](mailto:Kem_Earl_E)
Subject: I-55 Reconstruction - Public Hearing Comment - Gasparin
Date: Monday, September 23, 2024 2:13:00 PM
Attachments: [Gasparin_Jeremy.pdf](#)
[image001.png](#)
[I-55 Newsletter - Issue 01 - Fall 2011.pdf](#)
[I-55 Newsletter - Issue 02 - Spring 2014.pdf](#)
[Map for Direct Mailing.pdf](#)
[I-55 Newsletter_Issue03_052323.pdf](#)

Dear Mr. Gasparin,

Thank you for submitting your written comment regarding the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received are taken into consideration as the project moves forward.

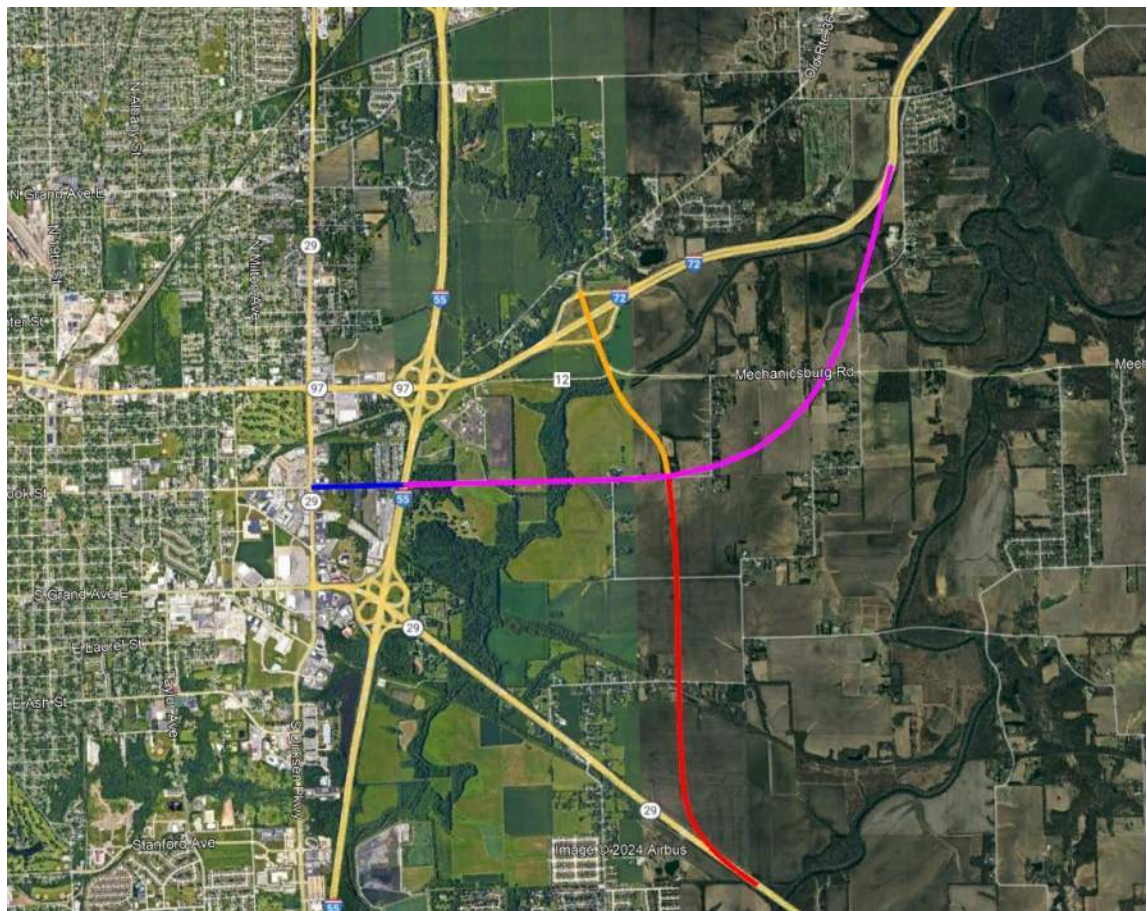
In your comments, you expressed a concern about the engineering analysis completed for the Clear Lake and South Grand Avenue interchanges and the proposed I-55 west collector ramp not adhering to IDOT policy. You also requested information pertaining to the public outreach that has occurred on this project to date.

I-55 at Clear Lake Avenue and South Grand Avenue Interchanges:

When a project such as this is studied, a project purpose and need statement is developed before potential alternatives are created/evaluated. As alternatives are developed, each alternative is evaluated for how well it addresses the project's purpose and need. The purpose for this project is to provide safer, more efficient, and more reliable traffic operations for local and through traffic on the I-55 corridor from north of Toronto Road to north of the Sherman interchange and on the I-72 corridor from Veterans Parkway/IL Route 4 to just east of the Old Route 36 (Camp Butler/Exit 104) interchange, including the joint section of I-55/72 from the Sixth Street interchange to the Clear Lake Avenue interchange. The need for this project is to address the existing I-55/72 corridor which is insufficient to adequately support both current and future traffic volumes and has outdated roadway designs which are primarily found at the various interchanges within the project's study limits. The insufficient traffic capacity, outdated interchange designs, and other miscellaneous design deficiencies throughout the corridor contribute to traffic congestion, user delays, and decreased safety for motorists.

As part of the Phase I study, multiple mainline and interchange types were considered, which included eight build alternatives for I-55/72 and four to six interchange configurations for each of the five interchange locations. Each of the alternatives were evaluated, keeping in mind the purpose and need for the project. Once the preferred I-55/72 mainline alternative was determined, 2 to 4 interchange alternatives for each location were carried forward that best addressed the purpose and need for the project. Then, detailed engineering and environmental analyses were completed for each of the alternatives along with public involvement activities to help determine the preferred alternative. The preferred alternative was then presented to the Federal Highway Association (FHWA) and other resource agencies and given concurrence to proceed.

Your comments also included a sketch suggesting to eliminate the current I-55 at Clear Lake and South Grand Avenue interchanges and combine them into a new single point interchange at Cook Street. This concept also suggests relocating portions of I-72 and IL 29 and constructing a new interchange approximately 1 mile east of I-55. We have taken a cursory look at this concept, a screen shot of which is attached below, and offer the following comments/concerns. Please note, this cursory evaluation does not consider impacts to potential environmental resources.



- The existing interchanges on I-55/72 at South Grand and Clear Lake Avenues and I-72 at Old US 36/Mechanicsburg Road would be removed.
- New interchanges would be constructed on I-55 at Cook Street and the new intersection of I-72/IL 29/Old US 36.
- In order to realign I-72 and tie into I-55 at Cook Street, the following roadways would also have to be realigned/reconstructed:
 - Approximately 3.5 miles of I-72 (Purple)

- Approximately 2.0 miles of IL 29 (Red)
- Approximately 1.0 miles of Old US 36/Mechanicsburg Road (Orange)
- Approximately 0.5 miles of Cook St (Blue)
- Estimated amount of additional ROW to be purchased:
 - Realigned I-72: +/- 125 Acres
 - Realigned IL 29: +/- 50 Acres
 - Realigned Old US 36/ Mechanicsburg Road: +/- 10 Acres
 - Reconstructed Cook St: +/- 5 Acres
- The I-72 and IL 29 realignments highlighted above have the potential to displace an additional +/- 10 to 15 residential properties.
- Traffic patterns on Dirksen Parkway, Cook Street, South Grand, and Clear Lake Avenues would also be altered and therefore create the need for potential improvements to each of those routes as well.
- Realigned I-72 using the Cook St alignment would impact the outflow of the Springfield Metro Sanitary District and ultimately bisect the property.
- The single-point interchange at I-55/Cook St does not include a high speed free flow ramp for the I-72 WB to I-55 SB movement which is currently proposed at the Clear Lake Interchange. In order to add a high speed free flow ramp, the majority of impacts to the Pheasant Run mobile park remain, and the businesses on the west side of I-55 south of Cook Street would also be impacted.

When comparing these impacts to those associated with the recommended Wolverine interchange at South Grand and the Bruin interchange at Clear Lake Ave, we believe your recommended alternative to have disproportionately high impacts and therefore do not intend to re-evaluate our recommended preferred alternative.

I-55 West Collector-Distributor (C-D) Road Capacity:

A single free-flow traffic lane on a multilane freeway is estimated to carry 2,400 passenger vehicles per hour. This is considered to be an ideal condition. To account for site specific conditions, we reduce the design hourly traffic volumes for speed, roadway geometry (lane width, shoulder width, proximity of entrance/exit ramps) and anticipated truck use. The adjusted design hourly volume for the I-55 west C-D road is 1,300 vehicles per hour. The predicted 2050 peak hourly traffic volume (AM) for the west C-D road is estimated at 1,100 vehicles per hour. This provides a level of service (LOS) of "C" which meets our minimum recommended design policy guidance for a single lane of traffic.

It is also important to note that the recommended Bruin interchange moves the I-55 at South Grand Ave weaving movements from mainline I-55 to the lower speed C-D road. This is accomplished by having I-55 SB and I-72 WB traffic intending to exit at the South Grand Ave interchange to exit at the Clear Lake Ave interchange and utilize the C-D road to access South Grand Ave which maximizes the distance between entrance/exit ramps.

Project Public Involvement:

This project was developed utilizing the principles of Context Sensitive Solutions (CSS) and a Stakeholder Involvement Plan (SIP) was implemented. As part of the SIP, several methods of outreach were used to notify residents, businesses, and interested stakeholders about the project and upcoming public engagement activities. For both Public Meetings and the final Public Hearing, press releases were sent out, public notices were published in local news outlets, and newsletters were mailed out to elected officials, local businesses, and residents. Attached you will find a map highlighting the area in which residents and businesses were notified, via direct mailing, of the meetings along with a copy of the newsletters that were sent.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov. You can also visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements at <https://www.i-55springfield.com/>.

Jon Kelley, P.E.
 Project Engineer
 Illinois Department of Transportation, District 6
 3215 Executive Park Drive
 Springfield, IL 62703
 Phone: (217) 785-2739
 Email: jonathan.kelley@illinois.gov



Design Study & Environmental Assessment

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PUBLIC COMMENT FORM - PUBLIC HEARING

The Project Study Group appreciates your input. Please fill out the information at the top of the comment form and provide your comments about the Preferred Alternative below. If you would like to provide any additional information, please submit on additional pages. You may leave the form with us today, mail the form to the IDOT District 6 Office at the address provided at the bottom of this form, or e-mail it to contact@i-55springfield.com. Please submit all comments by June 30, 2023. PLEASE PRINT.

NAME: MAX D. HAMMOR ADDRESS: 4446 Foxhall LN Residence
 Business
 Other
 PHONE NUMBER: _____ E-MAIL: _____

DESCRIBE YOURSELF (Please check all that apply)

Resident Business Owner Property Owner
 Commuter Elected Official Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

This proposed project is very much needed for safety & ease of travel. Traffic congestion seems to be progressively increasing, with it associated safety consequences.

Q. where are the charging stations for electric cars?



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
3215 Executive Park Drive / Springfield, Illinois 62703

May 10, 2024

CERTIFIED MAIL

Mr. Max D. Hammer
4416 Foxhall Lane
Springfield, IL 62711

RE: I-55 Reconstruction – Phase I Public Hearing

Dear Mr. Hammer:

Thank you for submitting a written comment (a copy of which is enclosed) on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us, and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

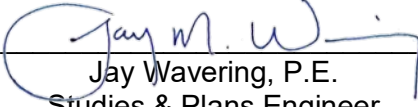
The installation of charging stations for electric vehicles was not considered specifically as part of the project scope. However, the Department is assisting with funding opportunities to upgrade existing EV charging sites or establishing new sites situated along Alternative Fuel Corridors (AFCs). For additional information regarding Illinois National Electric Vehicle Infrastructure Program, you can visit: <https://idot.illinois.gov/transportation-system/environment/drive-electric.html>.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

By: 
Jay Wavering, P.E.
Studies & Plans Engineer

JPM/JMW/JBK/kea

Enclosure

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Stre

City,

Mr. Max D. Hammer
4416 Foxhall Lane
Springfield, IL 62711

7017 1450 0000 5816 9060

From: [Kelley, Jonathan B.](#)
To: havenarg@gmail.com
Subject: I-55 Reconstruction - Public Hearing Comment - Havenar
Date: Friday, April 26, 2024 3:39:12 PM
Attachments: [Havenar, Gary.pdf](#)

Dear Mr. Havenar,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: Donna Haynes ADDRESS: 1916 Skipton Rd Residence
 Business
 PHONE NUMBER: _____ E-MAIL: DHAYNS@ME.COM Other

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 Commuter Elected Official Other

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Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

I think priority for construction should be given to the Clearlake/I-55 Interchange because of the much higher volume of accidents & near accidents occurring there.

I also don't see the need to spend money making such drastic changes to the cloverleaf at Sangamon/I-55. Spend those funds on the Clearlake/I-55 interchange and save lives. Think about lives not fancy new interchanges

Thank you

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Monday, April 29, 2024 3:37 PM
To: dhayn1@me.com
Subject: I-55 Reconstruction - Public Hearing Comment - Haynes
Attachments: Haynes, Donna.pdf

Dear Ms. Haynes,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

Due to the size and scope of the study, this project is broken down into several, separate construction sections. At this time, the section 0.5 miles north of Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville (Construction Section 1) is the only section of I-55 funded for construction. There were several factors to consider when deciding which section to come first. While cost is a factor, we also have to consider logical termini, independent utility, traffic pattern changes, interchange access changes, operational safety, and consistent lane configurations through a corridor to name a few. Adding capacity in the middle of the section rather than beginning at one end that currently ties into a 3-lane section creates more bottlenecks within the limits of the project. In this scenario, you would have more conflict points with added merging and diverging (weaving) traffic.

The existing cloverleaf interchanges at Sangamon Avenue and at Clear Lake Avenue present many design deficiencies including deficient radii on the loop ramps. The weaving movements on the I-55 mainline created by consecutive loop ramps is an outdated design and contributes to congestion and delays along the interstate. The decision to replace both interchanges, along with 3 other interchanges within the corridor was based on meeting the project's purpose and need statement of providing safer, more efficient, and more reliable traffic operations for local and through traffic.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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From: Jackson Hurst <ghostlightmater@yahoo.com>
Sent: June 8, 2023 3:32 PM
To: contact@i-55springfield.com
Subject: Interstate 55 (I-55) Reconstruction Study

Hi I would like to sign up for study updates regarding the Interstate 55 (I-55) Reconstruction Study.

sent from ghostlightmater@yahoo.com

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Monday, April 29, 2024 3:45 PM
To: ghostlightmater@yahoo.com
Subject: I-55 Reconstruction - Public Hearing Comment - Hurst
Attachments: Hurst, Jackson.pdf

Dear Mr. Hurst,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed an interest in being added to our project mailing list. We have added you to this list. You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
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Springfield, IL 62703
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Email: jonathan.kelley@illinois.gov

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PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: Mr. Thomas H. Janeway ADDRESS: _____
1381 Crestview Dr
PHONE NUMBER: 217-546-3263 E-MAIL: THJ546@AOL.COM
Springfield, IL 62702-2232

- Residence
- Business
- Other

DESCRIBE YOURSELF (Please check all that apply)

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- Newsletter
- Roadway Message Board
- Website
- Word of Mouth
- Email
- Other STATE JOUR. - REG.

COMMENTS:

THIS WHOLE PROJECT IS LONG OVERDUE, VERY DANGEROUS AROUND ENTIRE EASTERN FRINGE OF SPFLD. THIS SECTION DATES BACK TO 1962, SPEED LIMIT SHOULD BE REDUCED TO 55 MPH AND ENFORCED IMMEDIATELY. MANY MORE ACCIDENTS AND LOSS OF LIVES WILL BE PREVENTED. THIS HAS BEEN A CLASSIC BOTTLENECK SINCE MID 1970'S, I'M 69 NOW, WOULD LIKE TO LIVE LONG ENOUGH TO SEE THIS PROJECT COMPLETED. TOM J.

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Friday, May 3, 2024 2:44 PM
To: THJ546@aol.com
Subject: I-55 Reconstruction - Public Hearing Comment - Janeway
Attachments: Janeway, Thomas H.pdf

Dear Mr. Janeway,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed concern about the posted speed limit along I-55 needing to be lowered. Safety is a big part of the purpose and need for this project. The purpose of the project is to provide safer, more efficient, and more reliable traffic operations for local and through traffic on the I-55 corridor from north of Toronto Road to north of the Sherman interchange. The project is needed because the existing traffic capacity of the I-55/72 corridor is insufficient to adequately support existing and future traffic volumes and the I-55/72 corridor has outdated designs and design deficiencies, mostly at the interchanges. The insufficient traffic capacity, outdated designs, and design deficiencies contribute to traffic congestion and delays and decreased safety for motorists. With the addition of a third lane in each direction through the corridor and interchanges re-designed to provide increased capacity along with fewer design deficiencies, the posted speed limit along I-55 can remain as is.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: SHERYL KLEIN ADDRESS: 3535 E. COOK ST. LOT 112 Residence
 Business
 PHONE NUMBER: 217-720-9670 E-MAIL: TKSWMN09@GMAIL.COM Other

DESCRIBE YOURSELF (Please check all that apply)

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HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

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 Roadway Message Board Word of Mouth Other

COMMENTS:

I HAVE NO OBJECTION TO THE PROPOSAL

I AM ONE OF THE RESIDENTS CURRENTLY IMPACTED BY THE
CURRENT DESIGN.

QUESTIONS ABOUT TIMELINE AND PROPERTY ACQUISITION
WERE THOROUGHLY ANSWERED BY IDOT DISTRICT STAFF.

QUESTIONS: AT WHAT STAGE OF THE PROJECT CAN EARLY
ACQUISITION HAPPEN?

WILL INFORMATION UPDATES BE DISTRIBUTED OR
ARE INTERNET NOTIFICATIONS ABOUT THE PROJECT
AVAILABLE?

WHERE CAN I FIND STATE STATUTES REGARDING
THE ACQUISITION PROCESS?

WHAT SPECIAL ACCOMODATIONS ARE AVAILABLE FOR
SENIOR CITIZENS AFFECTED?

BECAUSE I KNOW ABOUT THE FUTURE MOVE, AM I
LEGALLY OBLIGATED TO DISCLOSE THIS IF I SELL MY
MOBILE HOME PRIOR TO THE ACQUISITION? I OWN MY MOBILE HOME
BUT RENT THE LOT

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Friday, May 3, 2024 4:00 PM
To: TKSWMN09@gmail.com
Subject: I-55 Reconstruction - Public Hearing Comment - Klein
Attachments: Klein, Sheryl.pdf; IDOT Land Acquisition Process.pdf; Early Acquisiton- LA Manual.pdf

Dear Ms. Klein,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you inquired about the land acquisition process and project updates. I've attached a summary of IDOT's land acquisition process as well as IDOT's policy on early acquisition to this email for your information. Due to the size and scope of the study, this project is broken down into several, separate construction sections. At this time, the section 0.5 miles north of Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville (Construction Section 1) is the only section of I-55 funded for phase II design and phase III construction. Should funding become available for the remaining sections to the south, coordination for any required land acquisition will be initiated during the phase II design of that section.

Listed below are the Federal Regulation, State Constitution, and State Statue that govern our land acquisition processes;

- Article 1 Section 15 of the Illinois Constitution.
- 735 ILCS 30, Eminent Domain Act.
- Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act); 49 CFR 24, Uniform Relocation Assistance and Real Property Acquisition for Federally-Assisted Programs.

The Federal Regulation and State Statue can be found online with a google search or similar search engine. Attached is a brochure that explains the land acquisition process.

You also inquired about what special accommodations there are for senior citizens affected. There are no special provisions for senior citizens under the Uniform Act. The Uniform Act provides uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally-funded projects.

Lastly, you wanted to know whether you were obligated to disclose the proposed acquisition if you were to sell your mobile home. I advise you to consult a real estate agent or attorney on this matter as I am uncertain of this requirement.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

From: [I-55 Contact](#)
To: [Kristin Timmons](#)
Subject: FW: 55/72
Date: Wednesday, June 14, 2023 9:48:16 AM
Attachments: [image001.png](#)

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Emailed comment

Susan McCormick, P.E. | Associate
[Hanson Professional Services Inc.](#) | 1525 S. Sixth St. | Springfield, IL 62703
w 217-788-2450 | e-mail smccormick@hanson-inc.com

From: M <lashmetm@gmail.com>
Sent: Friday, June 2, 2023 8:37 AM
To: contact@i-55springfield.com
Subject: 55/72

EXTERNAL SENDER STOP.THINK.QUESTION If this is unexpected, verify before you click links or open attachments.

Improving I-55 and I-72 around Springfield should have been done 30 years ago. I drove it to and from work daily, over 20 years. I saw a lot of dangerous situations. I hope 55 is widened to 3 lanes.
Thanks. Good Luck!

Sincerely,

Michele Lashmet

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Kern, Earl E

From: Kelley, Jonathan B.
Sent: Tuesday, April 30, 2024 7:44 AM
To: lashmetm@gmail.com
Subject: I-55 Reconstruction - Public Hearing Comment - Lashmet
Attachments: Lashmet, Michele.pdf

Dear Ms. Lashmet,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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From: [I-55 Contact](#)
To: [Kristin Timmons](#)
Subject: FW: I-55 public comment
Date: Wednesday, June 14, 2023 9:45:53 AM
Attachments: [image001.png](#)

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Emailed comment

Susan McCormick, P.E. | Associate
[Hanson Professional Services Inc.](#) | 1525 S. Sixth St. | Springfield, IL 62703
w 217-788-2450 | e-mail smccormick@hanson-inc.com

From: Ben Long <bendlong89@gmail.com>
Sent: Tuesday, June 13, 2023 6:47 PM
To: contact@i-55springfield.com
Subject: I-55 public comment

Hello,

I just wanted to provide public comment regarding I-55 project. I am a former member of the Springfield Bicycle Advisory Council.

I was unable to attend the meeting today, so I haven't had a chance to review the detailed plans. However, I wanted to strongly advocate for a 10" multi-use path on the southside of Stevenson Dr overpass as a part of the project. The Springfield Bicycle and Pedestrian Plan calls for a sidepath on the south side of Stevenson, and there is already a multi-use path on the east side of the river, so this will provide a much needed bike and pedestrian connection.

Additionally, would also advocate for bicycle accommodations (wide shoulders, bike lanes, etc.) on all of the other reconstructed overpasses.

Thank you so much for your work on this important project!

Best wishes,

Ben

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Kern, Earl E

From: Kelley, Jonathan B.
Sent: Tuesday, April 30, 2024 2:32 PM
To: bendlong89@gmail.com
Subject: I-55 Reconstruction - Public Hearing Comment - Long
Attachments: Long, Ben.pdf

Dear Mr. Long,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed an interest in providing a 10' multi-use path on the south side of the Stevenson Drive structure and for bicycle accommodations on the other reconstructed overpasses. Currently, the interchange design study at Stevenson Drive does propose a 10' multi-use path on the south side of the structure. The remaining overhead structures will also be analyzed for providing the appropriate pedestrian/bicycle accommodation as part of the phase I study.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: Patty J. Matthews ADDRESS: 17 Wind Cave Drive, Spfld, IL 62712
PHONE NUMBER: (217) 899-3189 E-MAIL: pjm53@mediacombo.net
 Residence Business Other

DESCRIBE YOURSELF (Please check all that apply)

Resident Business Owner Property Owner
 Commuter Elected Official Other tax payer

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

I went to the meeting at Northfield Inn and looked at plans. Like many people in Springfield, IL we have been waiting for a third lane on I-55. In my opinion which probably doesn't mean much in the scope of things - we need the 3rd lane because of all the truck traffic going from St. Louis to Chicago and Chicago to St. Louis. It is hard to merge onto I-55 with all the truck traffic.

I do NOT think we need all the new fancy ramps you proposed. Most of the truck traffic stays on I-55 unless you have the road closed for accidents. We are not Chicago and I do not think we need all the new ramps you proposed. Save us a little money.

Patty J. Matthews

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Monday, May 6, 2024 10:58 AM
To: pjm53@mediacombb.net
Subject: I-55 Reconstruction - Public Hearing Comment - Matthews
Attachments: Matthews, Patty J.pdf

Dear Patty Matthews,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

Safety is an important part of the purpose and need for this project. The purpose of the project is to provide safer, more efficient, and more reliable traffic operations for local and through traffic on the I-55 corridor from north of Toronto Road to north of the Sherman interchange and on the I-72 corridor from Veterans Parkway/IL Route 4 to just east of the Old Route 36 (Camp Butler/Exit 104) interchange, including the joint section of I-55/72 from the Sixth Street interchange to the Clear Lake Avenue interchange. The project is needed because the existing traffic capacity of the I-55/72 corridor is insufficient to adequately support existing and future traffic volumes and the I-55/72 corridor has outdated designs and design deficiencies, mostly at the interchanges. The insufficient traffic capacity, outdated designs, and design deficiencies contribute to traffic congestion and delays and decreased safety for motorists.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: Ed Nutant ADDRESS: 3535 E. WOKST #183 Residence
 Business
 Other
 PHONE NUMBER: 217 836-2611 E-MAIL: MROCEED@GMAIL.COM

DESCRIBE YOURSELF (Please check all that apply)

Resident Business Owner Property Owner
 Commuter Elected Official Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

I (RESIDENTS) WOULD LIKE THE INDIVIDUAL #S OF EVERY MOBILE HOME AFFECTED BY THIS PROJECT.

I WOULD LIKE A SOLUTION TO (WE) AS RESIDENTS HAVING TO WAIT FOR AN OFFER FOR OUR HOMES. THIS WAIT FOR OUR ELDERLY RESIDENTS IS PLAIN UNFAIR.

WE DO NOT HAVE TO WAIT FOR A YEAR WE SHOULD NOT BEAR THE BRUNT OF THE FINANCIAL IMPACT ON US.

FAIR MARKET VALUE WILL GO DOWN, STRONG ARE UP IN THE PARK. WHO WILL WANT TO BUY OUR PLACE, WHEN ANY DAY IDOT COULD COME THROUGH. THUS, FAIR MARKET VALUE WILL GO DOWN.

EVERY RESIDENT SHOULD NOT HAVE TO WORRY EVERY DAY, WHAT IS GOING TO HAPPEN TO OUR HOMES. IT IS NOT FAIR. OUR TAXES ARE

FUNDING THE PROJECT THAT IS DISRUPTING US

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Tuesday, May 7, 2024 9:34 AM
To: mroced1@gmail.com
Subject: I-55 Reconstruction - Public Hearing Comment - Nutaut
Attachments: Nutaut, Ed.pdf

Dear Mr. Nutaut,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

This project includes the reconstruction of about 15 miles of interstate while also adding a third lane in each direction and the reconstruction of five interchanges within the I-55/72 corridor around Springfield. It is a large project that will take years to design and to construct. Due to the size and scope of the project, it will be completed in several construction sections. Currently, the only section funded for design (phase II) and construction (phase III) is the north section, from 0.5 miles north of Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville.

In your comments, you expressed concern about the land acquisition process and residents having to wait for an offer for their homes. The Illinois Department of Transportation (IDOT) is required to have phase I approval and secured funding for phase II design and phase III construction prior to beginning the land acquisition process. Once funding for phase II and III become available for the sections to the south of construction section 1, representatives from IDOT land acquisition will be in contact with the affected property owners.

Recent federal executive orders have increased the emphasis on environmental justice for projects that have certain impacts to businesses and property owners, such as relocation. Since there are many mobile homes identified for relocation as part of this study, IDOT will be contacting the affected property owners via newsletter, an individual mailed letter with a survey questionnaire, and a follow up letter if needed. Please take the time to review the letter and complete and return the survey so we can take appropriate measures to complete the phase I study.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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NAME: Linda Perkins ADDRESS: 3740 Wollesen Lane

PHONE NUMBER: _____ E-MAIL: _____

- Residence
- Business
- Other

DESCRIBE YOURSELF (Please check all that apply)

- Resident
- Business Owner
- Property Owner
- Commuter
- Elected Official
- Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

- Newsletter
- Website
- Email
- Roadway Message Board
- Word of Mouth
- Other SJ-R Newspaper article

COMMENTS:

potential
Re: bald eagle nest - Perhaps nesting
platforms could be installed to
create less of a negative impact



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
3215 Executive Park Drive / Springfield, Illinois 62703

May 10, 2024

CERTIFIED MAIL

Ms. Linda Perkins
3740 Wollesen Lane
Springfield, IL 62707

RE: I-55 Reconstruction – Phase I Public Hearing

Dear Ms. Perkins:

Thank you for submitting a written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us, and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments (a copy of which is enclosed), you expressed a concern for a potential bald eagle nest. As part of the Phase I study process for this project, an Environmental Assessment was completed, which included an assessment of wildlife resources and threatened and endangered species along the I-55/72 corridor. A potential bald eagle nest was reported within 660 feet of the project study area. Bald eagles are federally protected by the Bald and Golden Eagle Protection Act (16 United States Code (USC) 668) and Migratory Bird Treaty Act (16 USC 703-712). The nest will be resurveyed prior to project letting. If any work will occur within 660 feet of a nest, either a bald eagle permit will be obtained, or construction activity will be limited to August through mid-January to avoid the incidental take of bald eagles during the nesting season.

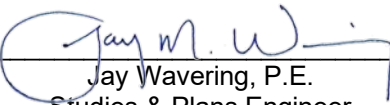
You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

By:


Jay Wavering, P.E.
Studies & Plans Engineer

JPM/JMW/JBK/kea

Enclosure

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ms. Linda Perkins
3740 Wollesen Lane
Springfield, IL 62707



9590 9402 7814 2152 1861 84

2. Article Number (Transfer from service label)

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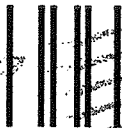
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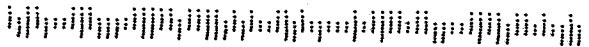


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Studies & Plans Engineer
Illinois Department of Transportation
3215 Executive Park Dr.
Springfield, IL 62703

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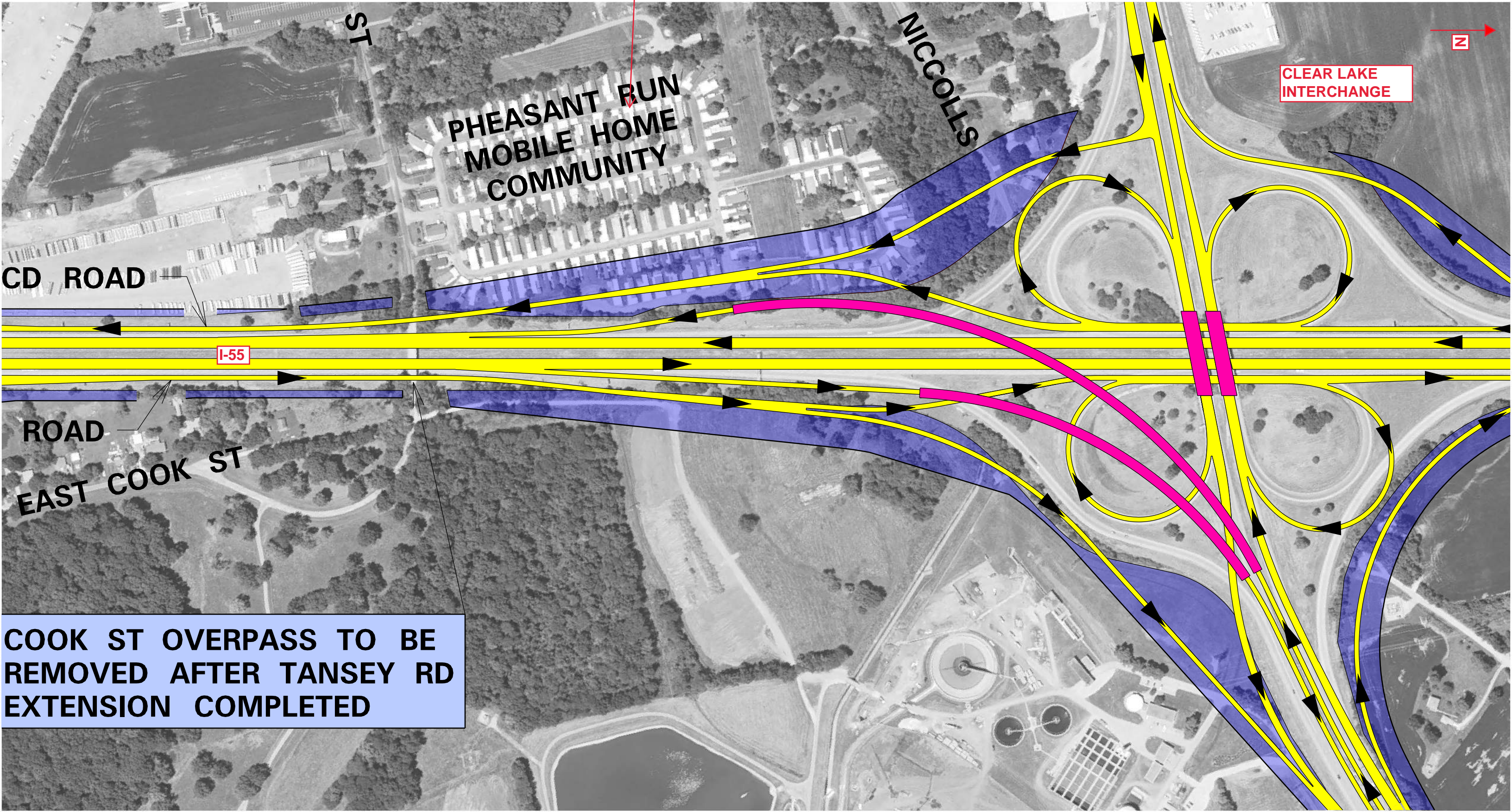
Ms. Linda Perkins
3740 Wollesen Lane
Springfield, IL 62707



7017 1450 0000 5816 9053

PROPOSED RIGHT-OF-WAY

Janet Gray - Lot #38



COOK ST OVERPASS TO BE REMOVED AFTER TANSEY RD EXTENSION COMPLETED

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Wednesday, April 24, 2024 10:07 AM
To: Bellanoeljj@yahoo.com
Subject: RE: I-55 Pheasant Run Phase 3
Attachments: Pheasant Run Exhibit.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Janet,

I am the Project Engineer handling the phase I study for the I-55 reconstruction project. I've been reviewing material from the public meeting held last year and came across your request for more information on the impacts to Pheasant Run Manufactured Park. I don't have any record of a response, so I wanted to follow up with you. Please see the attached exhibit of the proposed Clear Lake Avenue Interchange reconstruction.

In the exhibit, the purple shaded regions indicate our current proposed right-of-way land acquisitions. Based on your location at lot 38, it does not appear that your home will be affected. Additionally, while the section that includes the Clear Lake Avenue interchange reconstruction is within the limits of the study, it is not currently funded for construction in our 2024-2029 Multi-Year Program.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>.

We thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

From: bella <bellanoeljj@yahoo.com>
Sent: September 10, 2023 10:53 PM
To: contact@i-55springfield.com
Subject: I-55 Pheasant Run Phase 3

Hi. I live in Pheasant Run Manufactured Park. I was not able to attend the meeting regarding I-55 expansion and its impact on the residents at Pheasant Run Community. Is there anyway you could send me more information on which sections would be displaced?

Janet Gray
3535 E Cook Lot 38
Springfield Illinois 62702

Or

Bellanoeljj@yahoo.com

Tysm

Janet Gray

[Sent from Yahoo Mail on Android](#)

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From: [I-55 Contact](#)
To: [Kristin Timmons](#)
Subject: FW: suggestion
Date: Wednesday, June 14, 2023 9:45:35 AM

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Emailed comment.

Susan McCormick, P.E. | Associate
[Hanson Professional Services Inc.](#) | 1525 S. Sixth St. | Springfield, IL 62703
w 217-788-2450 | e-mail smccormick@hanson-inc.com

From: Barb Rusciolelli <brusciolelli@hotmail.com>
Sent: Tuesday, June 13, 2023 8:38 PM
To: contact@i-55springfield.com
Subject: suggestion

I'm sure I'm one of many to suggest that, in the interim of the many years the construction will take to complete, a few lives could be saved by lowering the speed limit to 55 rather than the current 65 mph. Perhaps a few folks would then slow down to a speed of 65mph rather than the current 75-80 mph. Seriously.

Thank you for asking for suggestions and comments.

Barb Rusciolelli
brusciolelli@hotmail.com

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Mail delivered by Hanson Professional Services Inc. mail system.

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Thursday, May 2, 2024 11:43 AM
To: brusciollelli@hotmail.com
Subject: I-55 Reconstruction - Public Hearing Comment - Rusciollelli, Barb
Attachments: Rusciollelli, Barb.pdf

Dear Ms. Rusciollelli,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed concern about the posted speed limit along I-55. As part of Phase I projects, the design speed of the roadway is determined based on the surrounding conditions and facility type. The posted speed is then set by statute and altered through a supplemental engineering study. During construction, posted speed limits will be reduced through work zones as required by highway standards.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: DAVE RUSCIOLELLI ADDRESS: 5279 S. WILLIAMSVILLE Residence RD
 Business
 Other
 PHONE NUMBER: (217) 502-4014 E-MAIL: daveruscioelli@yahoo.com

DESCRIBE YOURSELF (Please check all that apply)

- Resident Business Owner Property Owner
 Commuter Elected Official Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

- Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

IT LOOKS VERY WELL PLANNED OUT.
IT IS NICE TO SEE OPEN/NOT CURVED HARD
INTERCHANGE RAMPS & DOING AWAY WITH
SEVERAL CLOVER LEAF RAMPS & ~~USING~~ USING
DIAMOND INTERSECTIONS.
THIS IS A LONG OVER DUE UPDATE TO I-55.
CANT WAIT FOR THE CONSTRUCTION & FINISHED
PROJECT. ITS BEEN SUCH A BOTTLE NECK
COMING INTO & LEAVING SPRINGFIELD FOR YEARS.
I'VE ALWAYS THOUGHT A BYPASS FOR
THOSE NOT GOING DIRECTLY WOULD BE
A SECOND ~~ALTERNATIVE~~ ALTERNATIVE, BUT
NOT PRACTICLE FOR BUSINESS' IN
THIS AREA. (THEY WOULD LOSE \$\$\$) CUSTOMERS!!

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Thursday, May 2, 2024 11:41 AM
To: daverusciolelli@yahoo.com
Subject: I-55 Reconstruction - Public Hearing Comment - Rusciolelli, Dave
Attachments: Rusciolelli, Dave.pdf

Dear Mr. Rusciolelli,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: Mike Spurlock ADDRESS: 74 Pine Dr Sherman, Ill Residence
 PHONE NUMBER: 217-971-5481 E-MAIL: mikespurlock55@yahoo.com Business
 Other

DESCRIBE YOURSELF (Please check all that apply)

Resident Business Owner Property Owner
 Commuter Elected Official Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

I would like noise reduction measures
taken when the expansion takes place.
I live on the front road on the east
side of 55. Also concerned about construction
noise.

From: [Kelley, Jonathan B.](mailto:Jonathan.Kelley@illinois.gov)
To: Mikespurlock55@yahoo.com
Subject: I-55 Reconstruction - Public Hearing Comment - Spurlock
Date: Friday, April 26, 2024 12:01:34 PM
Attachments: [Spurlock, Mike.pdf](#)

Dear Mr. Spurlock,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed concern about traffic noise levels and the need for a noise abatement wall near your property located at 74 Pine Drive in Sherman. As part of the phase I study, a traffic noise analysis was performed for the proposed improvement along the entire corridor. After reevaluating the initial noise analysis, the study now finds that predicted noise levels in that area warrant noise abatement measures and a noise wall is feasible and cost effective. The phase I study recommends installing a noise wall along the east side of I-55, south of Andrew Road to south of Wood Mills Road.

IDOT requires public opinion before a final decision is made on the construction of noise walls. Each property “benefited” by a noise wall may vote in favor of or against the wall. A property is benefited by a wall when the proposed wall results in a noticeable reduction in noise level, which is defined as five decibels or more. If more than half of the votes received are in favor of the wall, the wall will likely be included in the project. IDOT will solicit the viewpoints of the benefited properties in your area during the design phase for that section. A final decision on the installation of the wall will be made upon completion of the project’s final design and the public involvement process. You can find additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement on IDOT’s website at: <https://idot.illinois.gov/transportation-system/environment/traffic-noise.html>.

Regarding construction noise, trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the IDOT’s Standard Specifications for Road and Bridge Construction as Article 107.35.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6

3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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Kern, Earl E

From: Kelley, Jonathan B.
Sent: Thursday, May 2, 2024 4:18 PM
To: derrickstapleton458@gmail.com
Subject: I-55 Reconstruction - Public Hearing Comment - Stapleton
Attachments: Stapleton, Derrick.pdf

Dear Mr. Stapleton,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Design Study & Environmental Assessment www.i-55springfield.com

PUBLIC COMMENT FORM - PUBLIC HEARING

The Project Study Group appreciates your input. Please fill out the information at the top of the comment form and provide your comments about the Preferred Alternative below. If you would like to provide any additional information, please submit on additional pages. You may leave the form with us today, mail the form to the IDOT District 6 Office at the address provided at the bottom of this form, or e-mail it to contact@i-55springfield.com. Please submit all comments by June 30, 2023. PLEASE PRINT.

NAME: Mark Suszko ADDRESS: 3501 Lancaster Del. Residence
 Business
 Other
 PHONE NUMBER: _____ E-MAIL: _____

DESCRIBE YOURSELF (Please check all that apply)
 Resident Business Owner Property Owner
 Commuter Elected Official Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)
 Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

I already live with non-stop highway noise in the Stevenson drive area. The current level of noise already makes outdoor conversation difficult and it even penetrates into my home.

Looking at your maps, the sound barrier walls don't go far enough and I anticipate much more than a 2db noise increase. We have to live with this noise the rest of our ~~lives~~ lives. You need to do much more noise mitigation. There should be a fund to reimburse homeowners who will need to add soundproofing to their properties.

THE NOISE WILL BE FOREVER.

The traffic passes in seconds.
 Consider the affected residents as much as you do the drivers.

From: [I-55 Contact](#)
To: [Kristin Timmons](#)
Cc: [Aaron Weatherholt](#)
Subject: FW: Noise issues with proposed I-55 expansion at Dirksen Parkway
Date: Tuesday, June 13, 2023 8:57:37 AM
Attachments: [image001.png](#)

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Kristin - See email below we received through the I-55 email address. Just FYI. We have not responded yet but he may be at the meeting tonight if you want to give Jon a heads up.

Susan McCormick, P.E. | Associate
[Hanson Professional Services Inc.](#) | 1525 S. Sixth St. | Springfield, IL 62703
w 217-788-2450 | e-mail smccormick@hanson-inc.com

From: Mark Suszko <mark.suszko@att.net>
Sent: Saturday, June 10, 2023 12:20 AM
To: contact@i-55springfield.com
Subject: Noise issues with proposed I-55 expansion at Dirksen Parkway

EXTERNAL SENDER STOP.THINK.QUESTION If this is unexpected, verify before you click links or open attachments.

I live at 3501 Lancaster Road in the Laketown section, about half a mile from the Dirksen interchange. **The current level of road noise that reaches me from Rt.55 is already a very disturbing and continual affront to my enjoyment of my property,** so I'm very worried that expanding the highway, along with adding the concrete median divider, is setting up the highway to be even louder, with the plain flat center divider reflecting even more road noise from high speed tires, and trucks doing engine braking or accelerating onto 55, as they merge in and out of the high speed traffic. Its going to

make much more than a 2DB increase in noise, and it's a particularly annoying kind of sound, like living next to a NASCAR track that never stops. Even now, under current conditions, it can be hard to have a face-to-face conversation outdoors, above the whine of the nearby traffic. Inside my home, in my living room and my home office, the noise bleeds in and requires headphones, or turning up the TV volume to overcome it. Your road noise intrudes into my private and outdoor yard spaces at all hours, like a mosquito whine next to your ear, that never goes away.

I know how projects like this start out full of promises to do everything the right way, then with time, they start to feel a budget pinch, and the first things that get cut or done poorly are the environmental mitigations. And noise is one of these because the folks building the road won't be living with it. I want guarantees that the noise issue will be taken seriously from beginning to end.

Please, please, please, **spend the effort and money to make effective noise abatement structures** on this Stevenson Drive area section, for the good of myself and all my neighbors. **Explore safe pavement formulations that reduce noise from tires. Design the center barriers to suppress and diffuse reflected sound aimed at the community. Add berms and bushes to the roadside to deflect, trap**

and diffuse more noise. And if the noise still gets worse, **you should establish a zone for affected homes near the highway, and create a fund to underwrite the additional costs to homeowners in the zone of adding more soundproofing and acoustic windows to defeat the increased road noise, which will forever affect the value of homes in the area near the highway.**

I have a huge picture window facing the direction of the highway; I'm retired on a fixed income, and can't afford a triple-glazed soundproof replacement, and I shouldn't have to. **If you can't fix the noise at the roadside, you need to fix the homes of people forever trapped with that noise you've increased, to deaden it.** It's unfair and a form of "taking" to force the homeowner to have to take on that mitigation expense, against their will. Your published plans and public announcements speak almost exclusively to the concerns of vehicles that flick past our homes, going somewhere else, and don't sufficiently consider the way the expansion will forever affect the daily lives of the stationary people who live right here.

Mark Suszko

mark.suszko@att.net

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Audio Transcript – I55 Reconstruction Public Hearing, June 13, 2023

Mark Suszko

3501 Lancaster Road

Springfield, IL 62703

217-726-7706

Mark.suszko@att.net

“Are you finding this conversation hard to pick up because of all the background noise? Well, that’s my life everyday living where I do, near the Stevenson Drive exit. I’ve got the highway whine like a mosquito in my ear, 24/7-365, and I’m only about a ½ mile from the highway where I live, um...near the CWLP plant. And I’ve gotta tell you, I don’t believe what the survey says, that it’s only gonna be a 2 DB increase in noise. And 2 DB doesn’t sound like much to somebody who doesn’t know what a decibel is, but you know, that scale is not geometric, it’s logarithmic. I anticipate at least a 4 DB increase in noise with the traffic speeds that we’re looking at now, and depending on the design of that build of dividing barrier acting as a reflector. I think you guys need to spend more effort on sound mitigation along that corridor near where the residences are. I think you need bushes planted and you need berms to deflect and diffuse that noise. You need to design that center dividing line so that it can diffuse and not reflect sounds back on to us residents. Cause we’re living with that for the next 30 years, of drivers are passing this area in a few seconds and they’ll never think about what we have to live with every day. I already can’t enjoy a conversation in my front yard or my back yard, and the noise even comes through my living room while I’m watching TV. So, if you’re gonna increase my noise, and you can’t do decent barriers on the road, you should at least establish a fund for us homeowners who are affected by this noise, so that we can afford to add more soundproofing to our homes. And that’s what I got to say.”

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Tuesday, May 7, 2024 1:40 PM
To: mark.suszko@att.net
Subject: I-55 Reconstruction - Public Hearing Comment - Suszko
Attachments: Suszko, Mark.pdf; Suszko, Mark (email).pdf; Mark Suszko_Audio Transcript.docx

Dear Mr. Suszko,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed concern that the proposed improvement would increase the noise level at your property where you report that the existing noise level is already very disturbing. As part of the Phase I study process for this project, an Environmental Assessment was completed, which included a traffic noise study along the entire project corridor. The traffic noise analysis indicated that predicted noise levels in your area warranted the consideration of noise abatement. The abatement considered for these traffic noise impacts were noise barriers to reduce traffic noise at your location. To be considered for implementation, the noise abatement measure must be determined both feasible and reasonable. A noise barrier east of West Lake Shore Drive along the north side of I-55/I-72 was found to be feasible and reasonable to build. A noise barrier west of West Lake Shore Drive along the north side of I-55/I-72 was found to be feasible to build; however, it was not reasonable to implement because it was not cost-effective.

IDOT takes public opinion into account before a final decision is made on the construction of noise walls. Each property “benefited” by a noise wall may vote in favor of or against the wall. A property is benefited by a wall when the proposed wall results in a noticeable reduction in noise level, which is defined as five decibels or more. If more than half of the votes received are in favor of the wall, the wall will likely be included in the project. IDOT will solicit the viewpoints of the benefited properties in your area during the design phase for that section. Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented in your area east of West Lake Shore Drive based on preliminary design. A final decision on the installation of the wall will be made upon completion of the project’s final design and the public involvement process. You can find additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement on IDOT’s website at: <https://idot.illinois.gov/transportation-system/environment/traffic-noise.html>.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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From: Roger Thompson <roger@rogert.us>
Sent: June 27, 2023 3:09 PM
To: contact@i-55springfield.com
Subject: I-55/I-72 Corridor Improvement

Thank you for the flyer (and website) related to the I-55/I-72 corridor improvement project. It was, and remains, very helpful.

I have lived on Hazel Lane since 1986. I have noted the increased noise that has accompanied the increased traffic levels.

I am writing in hopes that you would consider some type of noise mitigation to decrease the sound levels in my back yard.

Thank you

Roger Thompson
Roger@RogerT.us
(217) 899-3263

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Tuesday, May 7, 2024 2:31 PM
To: roger@rogert.us
Subject: I-55 Reconstruction - Public Hearing Comment - Thompson
Attachments: Thompson, Roger.pdf

Dear Mr. Thompson,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed an interest in noise mitigation near your property on Hazel Dell Lane. As part of the Phase I study process for this project, an Environmental Assessment was completed, which included a traffic noise study along the entire project corridor. The traffic noise analysis indicated that predicted noise levels in your area warranted the consideration of noise abatement. The abatement considered for these traffic noise impacts was a noise barrier to reduce traffic noise at your location. To be considered for implementation, the noise abatement measure must be determined both feasible and reasonable. The noise barrier at your location was found to be feasible to build; however, it was not reasonable to implement because it was not cost-effective. Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are not likely to be implemented in your area based on preliminary design. A final decision on the installation of abatement measures will be made upon the completion of the project's final design and the public involvement process. You can find additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement on IDOT's website at:

<https://idot.illinois.gov/transportation-system/environment/traffic-noise.html>.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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www.i-55springfield.com

PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: Suzanne Tockey ADDRESS: 1708 S. Douglas Ave. Residence
PHONE NUMBER: (217) 737-6594 E-MAIL: tockeysuzanne@gmail.com Business
 Other

DESCRIBE YOURSELF (Please check all that apply)

Resident Business Owner Property Owner
 Commuter Elected Official Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

Newsletter Website Email
 Roadway Message Board Word of Mouth Other

COMMENTS:

I am happy to see changes are being made to these
interchanges around Springfield. I think it is also
imperative that we lower the speed limit on 55 around
Springfield, and find a way to enforce it, either with
cameras or police presence. Semis particularly need
to be slowed down on I 55.
Thanks for your work on this project!

Kern, Earl E

From: Kelley, Jonathan B.
Sent: Friday, May 3, 2024 2:39 PM
To: tockeyesuzanne@gmail.com
Subject: I-55 Reconstruction - Public Hearing Comment - Tockey
Attachments: Tockey, Suzanne.pdf

Dear Ms. Tockey,

Thank you for submitting your written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

In your comments, you expressed concern about the posted speed limit along I-55 needing to be lowered. Safety is a big part of the purpose and need for this project. The purpose of the project is to provide safer, more efficient, and more reliable traffic operations for local and through traffic on the I-55 corridor from north of Toronto Road to north of the Sherman interchange. The project is needed because the existing traffic capacity of the I-55/72 corridor is insufficient to adequately support existing and future traffic volumes and the I-55/72 corridor has outdated designs and design deficiencies, mostly at the interchanges. The insufficient traffic capacity, outdated designs, and design deficiencies contribute to traffic congestion and delays and decreased safety for motorists. With the addition of a third lane in each direction through the corridor and interchanges re-designed to provide increased capacity along with fewer design deficiencies, the posted speed limit along I-55 can remain as is.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Jon Kelley, P.E.
Project Engineer
Illinois Department of Transportation, District 6
3215 Executive Park Drive
Springfield, IL 62703
Phone: (217) 785-2739
Email: jonathan.kelley@illinois.gov

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From: Andrew Weaver <andrew.weaver@durisol.com>
Sent: June 20, 2023 11:31 AM
To: contact@i-55springfield.com
Subject: Project schedule

Hello,

I see on the latest newsletter that a portion of the project has been funded for phases II and III. What is the expected schedule for these phases to be implemented?

Thanks in advance,



Andrew Weaver

Durisol USA

D: 336-769-6083

M: 302-299-6821

E: andrew.weaver@durisol.com

Corporate: 8640 Broad St, Rural Hall, NC 27045

www.durisol.com



From: [Kelley, Jonathan B.](mailto:Jonathan.Kelley@illinois.gov)
To: Andrew.Weaver@durisol.com
Subject: I-55 Reconstruction - Public Hearing Comment - Weaver
Date: Thursday, April 25, 2024 12:02:51 PM
Attachments: [Weaver, Andrew.pdf](#)

Dear Mr. Weaver,

Thank you for submitting your emailed comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

The portion of the project that is funded for design and construction is from 0.5 miles north of Sangamon Avenue to 2.7 miles south of IL 123 in Williamsville. Phase I (planning) is nearly complete with some of the phase II (design) work already underway. A project of this size and scope takes several years to design and construct, but the first section is anticipated to begin construction in the middle to end of our 2024-2029 Multi-Year Program, barring any unforeseen delays.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

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Illinois Department of Transportation, District 6
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Springfield, IL 62703
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PUBLIC COMMENT FORM - PUBLIC HEARING

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NAME: MARY WOODS ADDRESS: 3535 E COOK ST Lot 43 Residence
PHONE NUMBER: (713) 771-0321 E-MAIL: _____ Business
 Other

DESCRIBE YOURSELF (Please check all that apply)

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 Commuter Elected Official Other

HOW DID YOU FIND OUT ABOUT THIS MEETING? (Please check all that apply)

Newsletter Website Email
 Roadway Message Board Word of Mouth Other (Friend)

COMMENTS:

Need NOISE WALL at
Pheasant Run EXIT 96B
Please notify me if any
changes



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
3215 Executive Park Drive / Springfield, Illinois 62703

May 10, 2024

CERTIFIED MAIL

Ms. Mary Woods
3535 East Cook St., Lot 43
Springfield, IL 62703

RE: I-55 Reconstruction – Phase I Public Hearing

Dear Ms. Woods:

Thank you for submitting a written comment on the I-55 Reconstruction – Phase I Study around Springfield. Your comments are important to us, and they will become part of the public involvement record for the project. All comments received will be taken into consideration as the project moves forward.

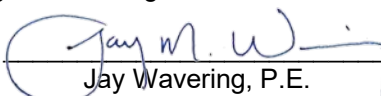
In your comments (a copy of which is enclosed), you expressed an interest in a noise wall at the Pheasant Run Mobile Home Park. As part of the Phase I study process for this project, an Environmental Assessment was completed, which included a traffic noise study along the entire project corridor. The analysis found that with the proposed improvements, the predicted future noise levels in your area justify the installation of a noise wall. Based on this study, a noise wall is recommended in your area.

You are encouraged to visit the I-55 Reconstruction Study website for the latest project information, schedule, and announcements: <https://www.i-55springfield.com/>. You can find additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement on IDOT's website: <https://idot.illinois.gov/transportation-system/environment/traffic-noise.html>.

Again, we thank you for your interest in this project. Should you wish to discuss this study in further detail, please contact Jon Kelley, P.E. at (217) 785-2739, or by email at Jonathan.Kelley@illinois.gov.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

By: 
Jay Wavering, P.E.
Studies & Plans Engineer

JPM/JMW/JBK/kea

Enclosure

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Ms. Mary Woods
3535 East Cook St., Lot 43
Springfield, IL 62703

PS Form 3800, April 2015 (EN) 7000-02-000-0001

For Instructions

Appendix E

**Section 4(f) *De Minimis* Determination
Documentation for Use of the
Interurban Trail and Lost Bridge Trail**

I-55 Reconstruction Around Springfield
Impacts to Section 4(f) Resources
Springfield Park District Board Meeting
March 12, 2025

- **Project Description and Location**
 - 15 miles along I-55 from 0.1 mile north of Toronto Rd. in Springfield to 2.7 miles south of IL 123 in Williamsville
 - 4 miles along I-72 from IL 4 to Old US 36 east of Springfield
 - Expansion to 3 lanes in each direction, 5 interchange reconstructions, overhead structure replacements
 - NEPA Scoping Process – Class of Action = Environmental Assessment (EA)
 - Principles of Context Sensitive Solutions (CSS) – Public Involvement
- **Status of Project**
 - Phase 1 nearly complete with a signed EA
 - Remaining items
 - Obtain de minimis concurrence on impacts to Section 4f properties
 - Summarize 2023 Public Hearing
 - Prepare errata to the EA and provide to FHWA
 - Obtain FONSI and continue design of north section
- **Funding Status**
 - Phased Construction Contract Approach
 - Planning Cost Estimate approaching \$1B
 - Split into manageable mainline construction contracts
 - Advanced work where feasible
 - Construction Section 1
 - Northern project limit to north of Sangamon Ave
 - Funded for design and construction
 - Construction Section 2
 - North of Sangamon Ave to north of Clear Lake
 - Funded for design only
 - Construction Section 3
 - North of Clear Lake to east of West Lake Shore Dr
 - Includes the Lost Bridge Trail
 - Funded for design only
 - Remaining Sections are currently unfunded for design and construction
- **Section 4f De Minimis Determination**
 - Lost Bridge Trail
 - I-55/I-72 structures over the trail need to be widened or replaced
 - Estimated 0.9 acres of ROW needed (or perform reconstruction work through agreement)
 - Temporary closure up to one construction season
 - Detour route not feasible with reconstruction of South Grand interchange

- Interurban Trail
 - I-72 structures over the trail need to be widened – no proposed work to the adjacent entrance and exit ramps at MacArthur Blvd.
 - IDOT has an existing permanent easement for construction and maintenance of the structures – no additional ROW needed
 - Temporary closure up to one construction season
 - 3 detour routes considered
- Previous coordination
 - December 2, 2019 – first presented to SPD
 - February 11, 2020 – presented to the Park District at board meeting
 - Received verbal concurrence on the de minimis impact
 - Received follow up letter outlining possible mitigation efforts
 - January 3, 2024 – letter requesting official concurrence on “no adverse effect”
- Commitments for mitigation or enhancement
 - Consideration of ways of minimizing the closure time(s) during construction. Consideration would occur during the design stage and in consultation with the contractor during construction when construction methods, staging sequences and maintenance of traffic are developed.
 - Performing the bridge reconstructions during non-peak trail usage months as much as practicable to minimize impact to trail users.
 - Minimizing tree removal on SPD property and near the trails as much as possible.
 - Replacement of trees that are removed from disturbed trail areas with native species where practicable.
 - Consideration of long-term safety and security issues that could be created as a result of the project such as providing illumination for dark areas, reducing or minimizing potential for interstate road debris fall on trails, and eliminating potential vehicular access points.
 - Following completion of bridge construction, the trails will be reconstructed in kind at its existing location with similar construction materials should it be damaged during construction. Any disturbed land surrounding the trails will be fully restored once the construction of the bridges is complete.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

January 3, 2024

Mr. Derek Harms
Executive Director
Springfield Park District
Bunn Park
2500 South 11th Street
Springfield, IL 62703

Re: I-55/72 Reconstruction from Toronto Road to Sherman
FAI 55/72
Section No. (84-1,2,3,4)R
Sangamon County, IL

Dear Mr. Harms:

As part of our continuing coordination with the Springfield Park District (Park District) regarding the I-55/72 Reconstruction project, the Illinois Department of Transportation (IDOT) is requesting written concurrence from the Park District that the proposed project will not adversely affect the activities, features, and attributes that qualify Lost Bridge Trail and Interurban Trail for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. As the official representative of the Lost Bridge Trail and Interurban Trail, the Park District is considered the Official with Jurisdiction of the Section 4(f) property.

As defined, a *de minimis* impact is one that will not adversely affect the activities, features, or attributes of the section 4(f) property (23 CFR 774.17). A *de minimis* impact determination does not require analysis to determine if avoidance alternatives are feasible and prudent, but consideration of avoidance, minimization, mitigation, or enhancement measures should occur.

As you are aware, the proposed project would involve use of land from the Lost Bridge Trail and Interurban Trail (see the attached location figure and plan sheets). The Lost Bridge Trail crosses under I-55/I-72 just south of the South Grand Avenue interchange. The two existing structures over the Lost Bridge Trail would be widened to accommodate a third lane in each direction. The total amount of right-of-way required to widen the bridges and embankment on either side of the trail is 0.9 acre. The Interurban Trail crosses under I-72 near MacArthur Boulevard interchange. The existing I-72 westbound and eastbound structures over the Interurban trail would be widened to accommodate a third lane in each direction. No right-of-way or

additional easements are required for the completion of the project involving the Interurban Trail near the MacArthur Boulevard interchange.

For both trail locations, the trails would need to be temporarily closed for up to a construction season due to safety concerns during reconstruction of the bridges. Following completion of bridge construction, the trails will be reconstructed in kind at their existing location with similar construction materials should it be damaged during construction. Any disturbed land surrounding the trail will be fully restored upon construction completion. There will be no negative long-term impacts to either trail.

Our office and Hanson Professional Services have coordinated the trails' involvement with the Park District to receive input and resolve any concerns you may have. Hanson first presented the project to the Park District at a meeting held on December 2, 2019. Hanson presented the project to the Park Board at a Park Board Committee Meeting held on February 11, 2020, following which the Park District provided verbal concurrence on the *de minimis* impact. The Park District issued a letter to Hanson on February 28, 2020, with a list of requested items to address (see attached letter). IDOT commits to consideration of these items during the design stage as plans are prepared and in consultation with the contractor during construction when construction methods, staging sequences, and maintenance of traffic are developed. IDOT will coordinate with the Park District during the design stage and during construction as additional details develop.

A public hearing for the project was held on June 13, 2023, from 4:00 p.m. to 7:00 p.m. at the Northfield Inn Suites and Conference Center in Springfield, Illinois. Two-hundred seventeen people attended. A total of thirty-three comments regarding the I-55/I-72 Reconstruction project were received. No comments specifically on the project's use of the two trails were received from the public during the public meeting or during the public comment period.

IDOT believes that the project's impacts to the Lost Bridge Trail and Interurban Trail are considered *de minimis* for the following reasons:

1. The transportation use of the Section 4(f) resources does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. The Park District, who has jurisdiction over the trails, has been informed by IDOT about the intent to have the FHWA make a *de minimis* finding and have preliminarily agreed that the impacts to the trails will have no adverse effect on the Section 4(f) resources; and
3. The public was afforded the opportunity to review and comment on the effects of the project. A public notice was published in the State Journal Register on May 28, 2023, and June 9, 2023, and a public meeting was held on June 13, 2023. The comment period was open until June 30, 2023, and no comments related to the Section 4(f) resources were received.

If the Park District concurs with this determination of the no adverse effect to the activities, features, and attributes that qualify the resource for protection under Section 4(f), please sign one copy of this letter and return it to the following contact and keep the second copy for your files:

Dennis O'Connell
Environmental Coordinator
IDOT – District 6
126 East Ash Street
Springfield, IL 62704

Should you have questions regarding this matter, please contact Denny O'Connell at (217) 785-9727.

Sincerely,

Jeffrey P. Myers, P.E.
Region Four Engineer

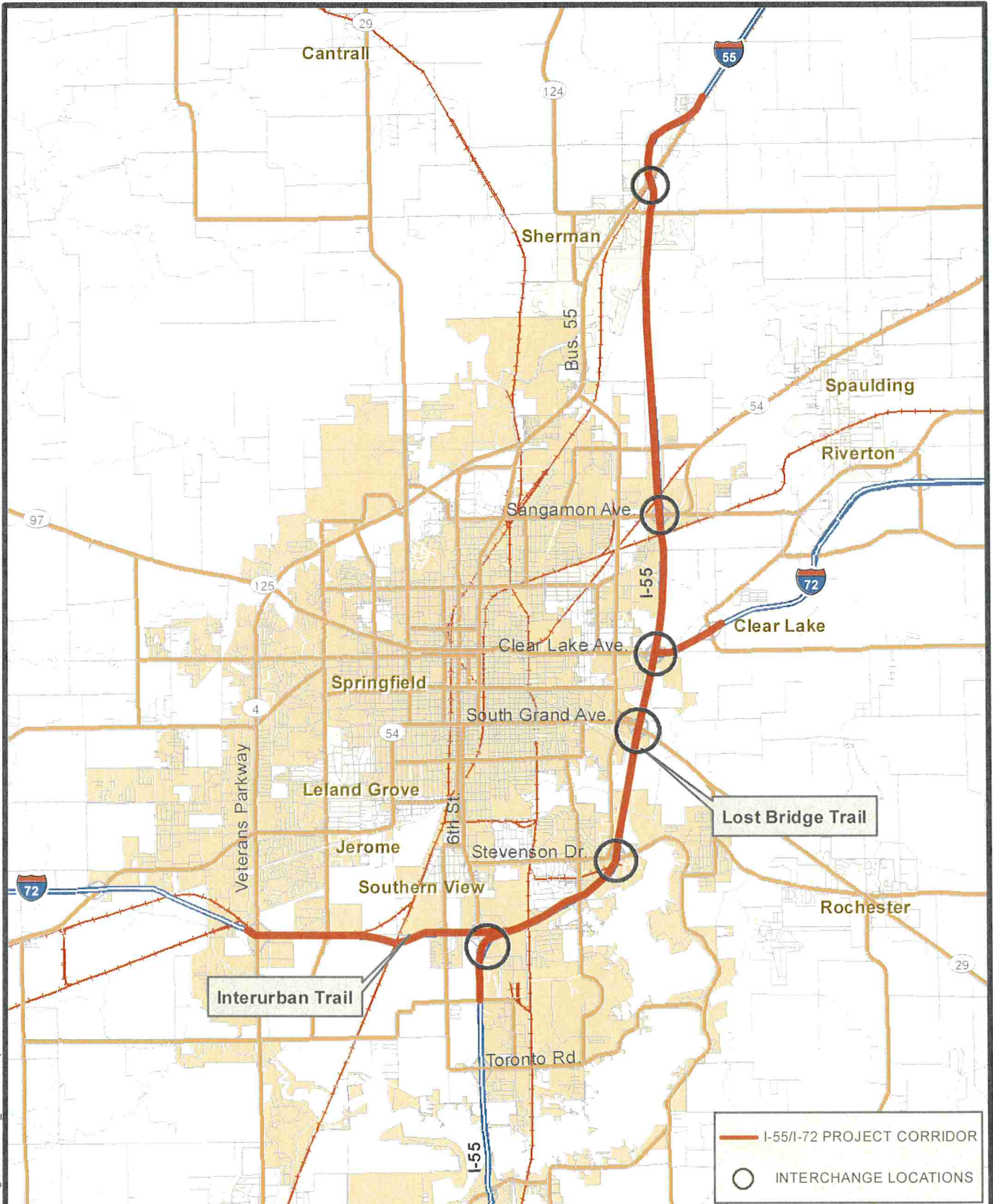
By: Greg Heckel By: Jmw
Gregory B. Heckel, P.E.
Program Development Engineer

JPM/GBH/JMW/JBK/kea

Enclosure

Concurrence of *de minimis* finding from Springfield Park District:

Derek Lam Executive Director 3/20/2025
Signature Title Date

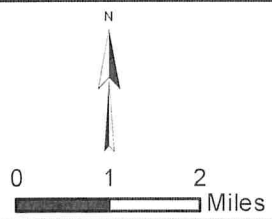


Interurban Trail

Lost Bridge Trail

— I-55/I-72 PROJECT CORRIDOR

○ INTERCHANGE LOCATIONS



Trail Impact Locations

I-55/I-72 Reconstruction
Sangamon County, Illinois

I:\10jobs\10H0017\CAD\Env\Sheet\Figures\110913_LocationMap.mxd



Find your **FUN**, find your *smile* at springfieldparks.org

February 28, 2020

GENERAL OFFICE

Bunn Park
2500 South 11th Street
Springfield, IL 62703

springfieldparks.org

Phone | 217 544-1751

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Sierra Senor-Moore
Lisa Badger
Kris Theilen

Jeffrey Bushur
Environmental Assessment Discipline Manager
Hanson Professional Services Inc.
1525 S. Sixth St.
Springfield, IL 62703

Mr. Bushur,

Thank you for joining us during the February 11th Park Board Committee Meeting to present the preliminary plans for the Interstate road improvement project. Following the meeting, the Park District provided verbal concurrence. We understand Hanson will now conduct a public hearing to inform the public and solicit input.

Prior to issuing a written letter of concurrence, we expect Hanson Professional Services to present the results of the public hearing to the Park Board and address the items listed below:

1. Minimize construction timeline to reduce length of time the trail will be closed to the public.
2. Minimize impact on trail users by completing construction during non-peak months in the Winter.
3. Minimize tree removal.
4. Repopulate trees at ratio of 3:1 utilizing native species with a minimum diameter of 3 inches.
5. Address long term safety and security issues that could be created as a direct result of this project such as providing illumination for dark areas, reducing or minimize potential for interstate road debris, eliminating potential vehicular access points.
6. Replace all Park District property damaged during construction phase.
7. Develop temporary alternative route to allow continuous trail access during construction cycle. (For example - MacArthur overpass)

If you have any questions, please let me know.

Sincerely,

Derek Harms
Executive Director