INTERSTATE 55

RECONSTRUCTION

DESIGN STUDY & ENVIRONMENTAL ASSESSMENT

SPRINGFIELD • SANGAMON COUNTY

ENVIRONMENTAL ASSESSMENT

I-55 AND I-72 RECONSTRUCTION

SANGAMON COUNTY, ILLINOIS

ILLINOIS DEPARTMENT OF TRANSPORTATION
REGION 4 – DISTRICT 6

JANUARY 2021

Illinois Department of Transportation

Interstate 55/72 Reconstruction from Toronto Road to Sherman, Sangamon County, Illinois

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332 (2)(c)

by the

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and

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Cooperating Agencies

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Abstract: The project is located in Sangamon County on the south and east sides of Springfield north of Sherman. The purpose of the project is to provide safer, more efficient, and more reliable operational performance for traffic on the Interstate 55 (I-55) corridor from north of Toronto Road to north of the Sherman interchange and the Interstate 72 (I-72) corridor from Veteran's Parkway to the Old Route 36 Interchange. The project is needed because the existing traffic capacity of the I-55/I-72 corridor is insufficient to adequately support existing and future traffic volumes, and the I-55/I-72 corridor has outdated designs and design deficiencies, mostly at the interchanges. The project consists of the reconstruction of I-55 and 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. 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. Alternatives that were considered for the project were the No Build, transportation system management, mass transit, eight mainline build alternatives, and 22 interchange build alternatives. The preferred alternative consists of six lanes throughout the project corridor except for four lanes at the Sixth Street interchange, a one-lane C-D road on each side of I-55/I-72 mainline from north of the Clear Lake Avenue interchange to south of the South Grand Avenue interchange, a one-lane C-D road for I-72 eastbound traffic near the Sixth Street interchange, directional interchange at Sixth Street, a single-point diamond interchange at Stevenson Drive and South Grand Avenue, a cloverleaf interchange with directional ramps at Clear Lake Avenue, and a partial cloverleaf interchange at Sangamon Avenue. The project would displace 50 residences, one commercial cell tower, a shed company and several parking spaces from two trucking companies. Approximately 22.6 acres of agricultural land would be converted to transportation land use. The project would have traffic noise impacts to 35 noise receptors/common noise environments. The project would remove approximately 35 acres of non-wetland forest and shrubland. Instream work would be required at 16 streams in order to extend or replace culverts; and work would occur at an inlet of Lake Springfield and a pond. The project would encroach upon seven floodplain locations associated with the Sangamon River, Fancy Creek, Sugar Creek, Hoover Branch and Lake Springfield. The project would impact 38 wetlands, totaling 14.2 acres of permanent impacts and 3.1 acres of temporary impacts. The trailhead for the Williamsville to Sherman Multi-use Trail would be relocated as a result of a road realignment over I-55 in Sherman. Reconstruction of interstate structures over the Interurban Trail and Lost Bridge Trail would require temporary closure of the trails for safety. Proposed mitigation for the project's impacts include relocation assistance, noise abatement, tree replacement, compensatory floodplain storage, wetland banking, trailhead relocation, and minimization and abatement measures for temporary trail closures.

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1. Purpose and Need

1.1 Where is the project located?

The project is located in Sangamon County in central Illinois and extends along the south and east sides of Springfield north to Sherman (see Figure 1.1). The project study area extends along existing Interstate 55 (I-55) from north of the Toronto Road interchange to north of the Sherman interchange and Interstate 72 (I-72) from the Veteran's Parkway interchange to the Old Route 36 interchange (see Figure 1.2). I-55 and I-72 share a joint section between the Sixth Street interchange and the Clear Lake Avenue interchange. The project length is approximately 15 miles along I-55 and four miles along I-72. Ten interchanges occur along the I-55 and I-72 corridors: Veteran's Parkway (IL Route 4), MacArthur Boulevard, Sixth Street, Stevenson Drive, South Grand Avenue (IL Route 29), Clear Lake Avenue, Sangamon Avenue, Sherman Boulevard (Business 55), Old Route 36, and Toronto Road.

Figure 1.1 Project Location

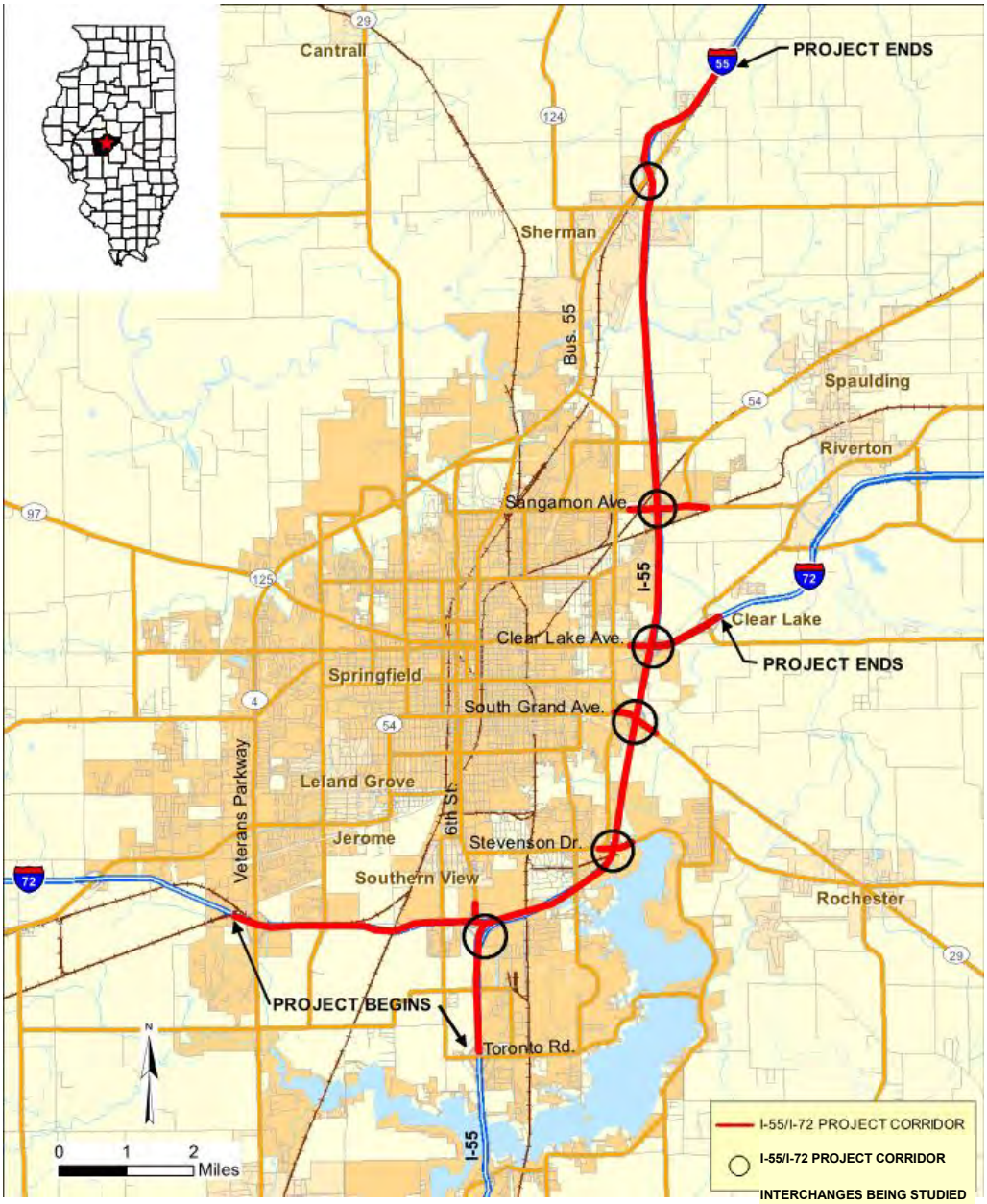
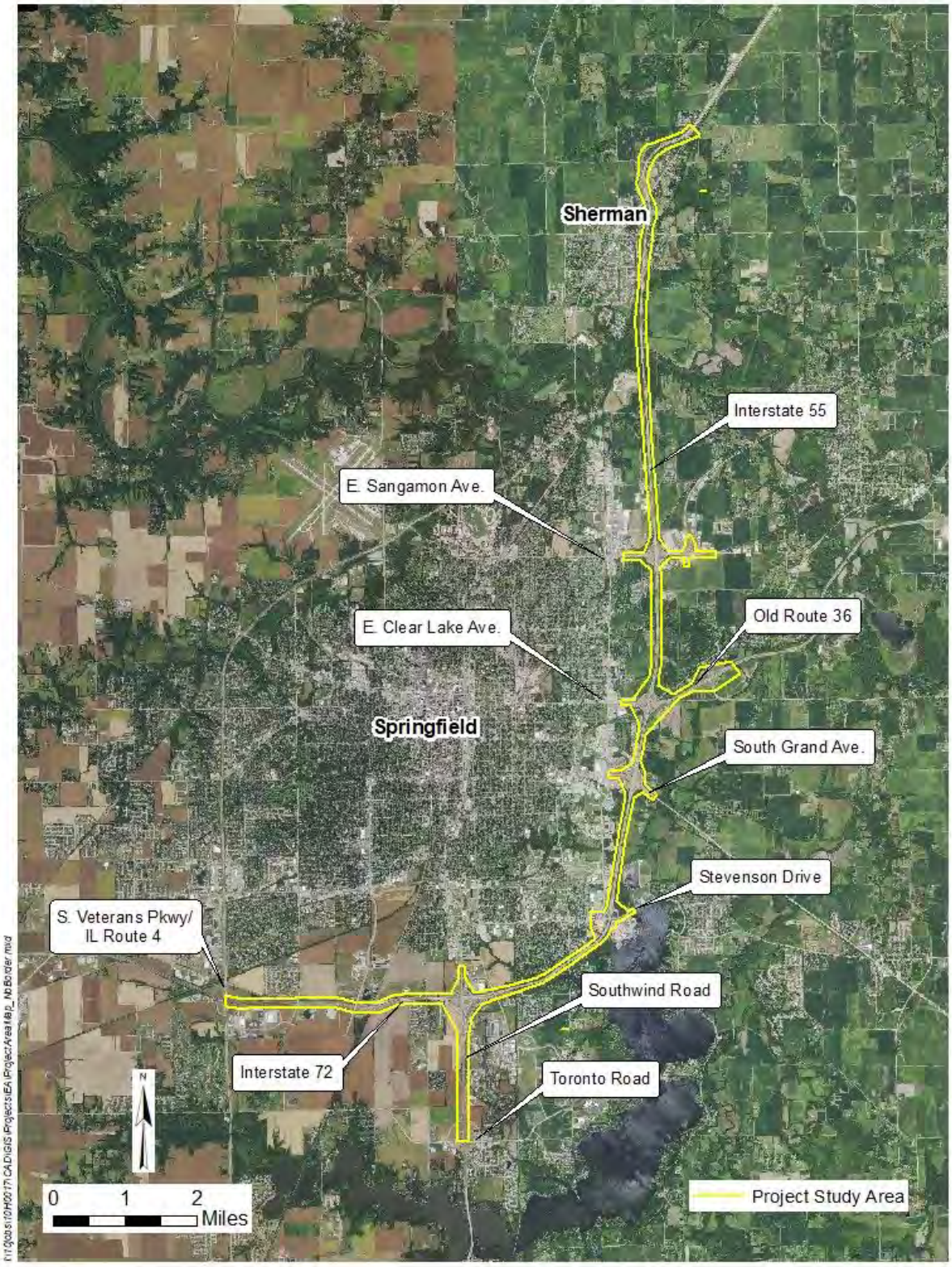


Figure 1.2 Project Study Area



1.2 What is the project's background?

I-55 in the state of Illinois is a major north-south interstate highway that connects St. Louis and Chicago. The interstate was constructed in sections across Illinois beginning in the late 1950s through the early 1970s in response to the need of a national highway system and replaced U.S. Route 66. The section of I-55 around Springfield was completed in the late 1960s as a four-lane divided interstate highway connecting existing sections of U.S Route 66 to the north and south of the city. I-72 is a major east-west interstate highway extending across Illinois from Champaign, Illinois 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.

In the late 1960s and early 1970s, not long after the newest section of I-55 around Springfield was constructed, existing sections of U.S. Route 66 that had been converted to I-55 were expanded to six lanes to the north and south of Springfield. The remaining four-lane section of I-55 around Springfield, with posted speeds of 65 and 70 mph, therefore, creates a bottleneck, which involves several interchanges and the major convergence of I-55 and I-72.

The study is being conducted by the Illinois Department of Transportation (IDOT) to address traffic flow and safety concerns on I-55 and I-72 around Springfield. The project is included in the Springfield Area Transportation Study (SATS) 2045 Long Range Transportation Plan.

1.3 What is the need for the proposed project?

The project is needed because the existing traffic capacity of the I-55/I-72 corridor is insufficient to adequately support existing and future traffic volumes, and the I-55/I-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.

Traffic volumes have steadily increased over the previous five decades and tripled since the interstate was constructed in the late 1960s (see Figure 1.3). To predict how traffic volumes affect the flow of traffic, level of service (LOS) values were determined for the existing traffic conditions and for future traffic conditions discussed later in this section. LOS is a scale of the overall quality of service provided by a transportation facility. This scale ranges from A through F, with A being the best and F being the worst. LOS values of D or worse can generally be defined as "congestion".

Currently, at its busiest point, the interstate carries over 63,000 vehicles per day (vpd) (see Table 1.1). The existing LOS along the I-55/72 mainline between the Sixth Street interchange and the Clear Lake Avenue interchange is mostly LOS D with some LOS C. I-72 west of the Sixth Street interchange is LOS B with some LOS C while I-55 south of the Sixth Street interchange and also north of the Clear Lake Avenue interchange is LOS C with some LOS B (see Figure 1.4). LOS C means stable flow but LOS D means that motorists would experience conditions of decreased or irregular speeds, limited maneuverability, decreased driver comfort, and increased traffic jams. As a result, motorists begin to experience delays and safety concerns throughout the corridor when LOS D or worse is reached.

Figure 1.4 also shows existing LOS at the Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue, Sangamon Avenue, and Sherman interchanges. The Sixth Street, Sangamon Avenue, and Sherman interchanges have LOS of C with some LOS B movements. The Stevenson Drive, South Grand Avenue, and Clear Lake Avenue interchanges have

Level of Service (LOS) *– A qualitative system used to measure the effectiveness of a roadway to transport vehicles by comparing traffic counts, number of lanes, and functional classifications. The LOS system uses the letters A through F, with A being best and F being worst.*

A = Free flow
B = Reasonably free flow
C = Stable flow
D = Approaching unstable flow
E = Unstable flow
F = Forced or breakdown flow

several movements that are a LOS D. As mentioned above, with a LOS D, motorist begin to experience delays and safety concerns throughout the corridor.

Future traffic volumes for the I-55/I-72 corridor are expected to steadily increase, reaching 85,000 vpd at its busiest point in the year 2050 (see Table 1.1). Daily traffic volumes in year 2050 are projected to increase up to 22,000 vpd beyond the current number of vehicles traveling on I-55/I-72. This is a 35 percent increase in traffic volumes between now and 2050. Consequently, traffic congestion and delays are expected to worsen, increasing the chances for vehicular accidents.

Figure 1.3 Historical Traffic Volumes of the I-55 Corridor

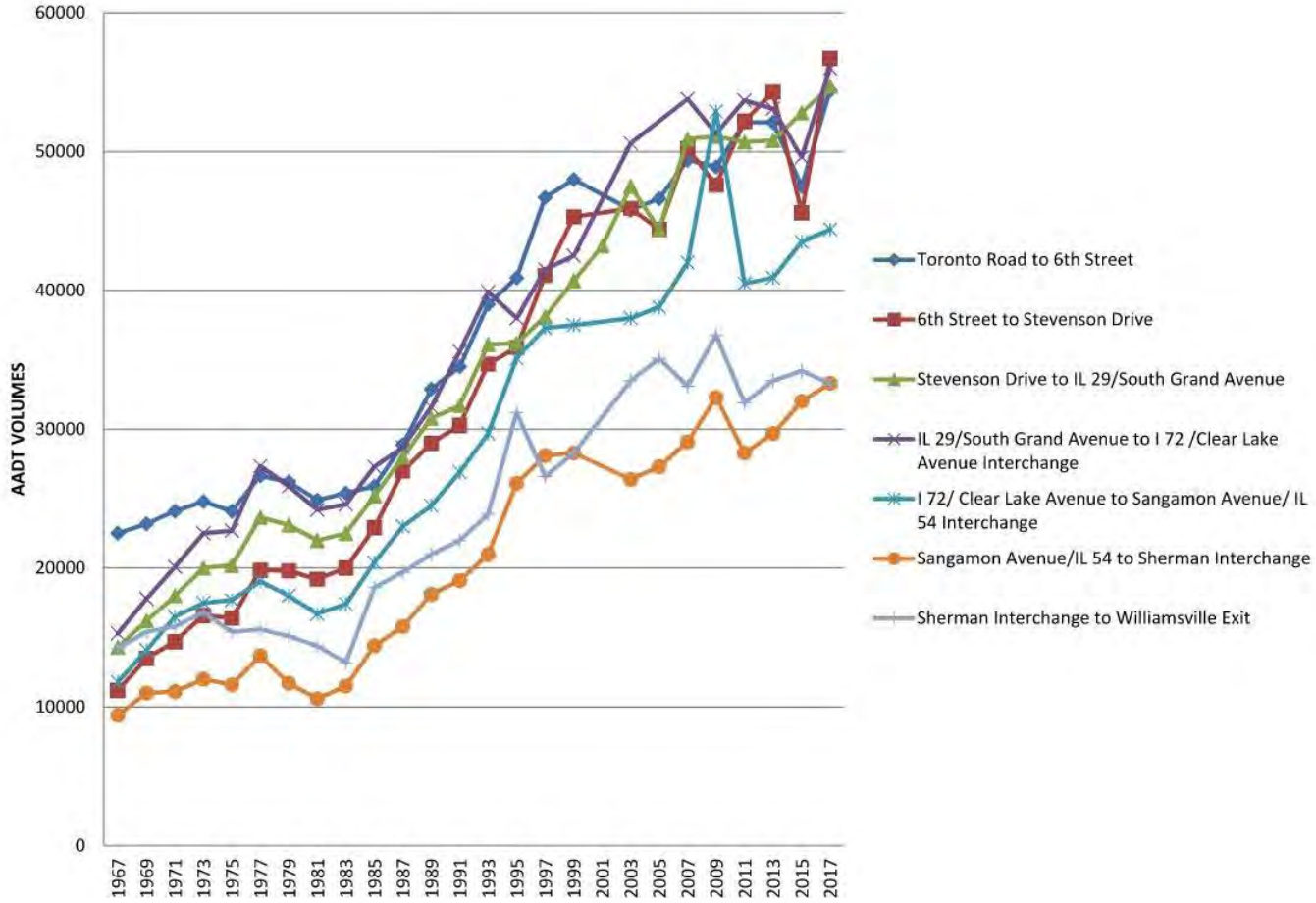
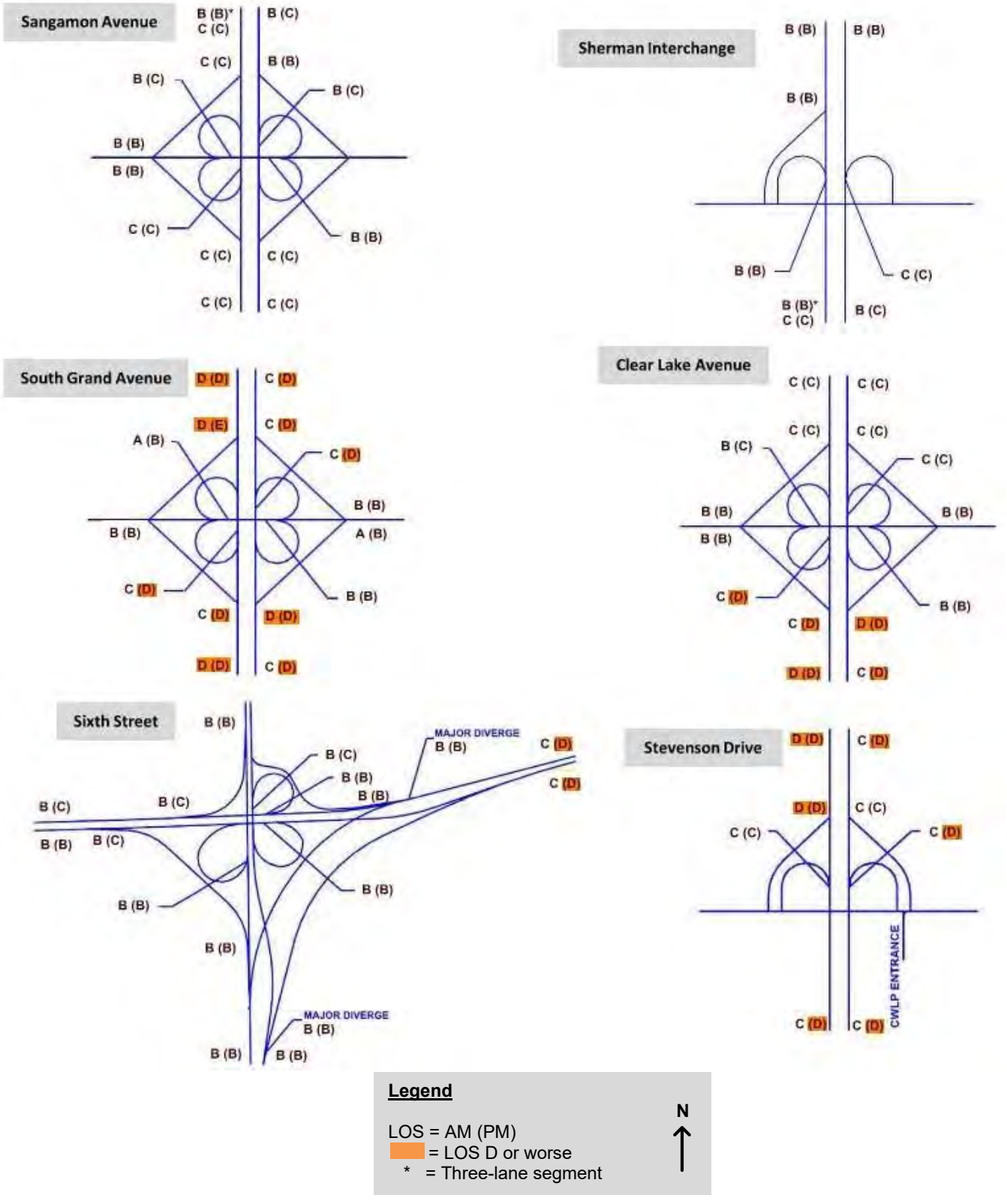


Table 1.1 Existing and Future Traffic Volumes

I-55 or I-72 Corridor Section	Existing AADT (Year 2020)	Truck Percent	Future AADT (Year 2050)	Truck Percent
Toronto Road to Sixth Street	63,100	20%	85,050	20%
Sixth Street to Stevenson Dr.	55,600	34%	74,950	34%
Stevenson Dr. to South Grand Ave.	56,550	33%	76,300	33%
South Grand Ave. to Clear Lake Ave.	59,300	32%	79,900	32%
Clear Lake Ave. to Sangamon Ave.	46,100	33%	62,150	33%
Sangamon Ave. to Business 55	37,700	44%	50,750	44%
Sherman Interchange to Williamsville Exit	38,850	43%	52,350	43%
Veteran's Parkway to Sixth Street	41,350	15%	55,750	15%

Figure 1.4 Present-day Traffic Conditions – Year 2020 Existing Level of Service (LOS)



To predict how future increases in traffic volumes will affect the flow of traffic, LOS values were also determined for the 2050 No Build condition along the I-55/I-72 mainline and interchanges within the project corridor. The results of the LOS projections for the 2050 No Build condition show that I-55/I-72 mainline from the Sixth Street interchange to the Sangamon Avenue interchange would have a LOS of D or worse for both AM and PM peak traffic hours (see Figure 1.5). In addition to mainline conditions, Figure 1.5 shows that several interchange maneuvers at Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue, and Sangamon Avenue will have a LOS of D or worse as well. As discussed above, when LOS D or worse is reached, motorists begin to experience delays and safety concerns. The projected LOS along I-55/I-72 would not meet the IDOT design criteria of LOS C or better for an urban interstate and interchanges.

A crash analysis was conducted for the study area along I-55 and I-72 using crash data for the five-year period occurring from January 2014 through December 2018 (see Table 1.2). The highest crashes per mile for the five-year period (2014-2018) along the I-55/I-72 mainline are between the South Grand Avenue and Clear Lake Avenue interchanges. The crashes per mile through this area average 106 crashes per mile. The projected LOS (2050 No Build) through this same stretch of mainline is LOS E and LOS F (see Figure 1.5). LOS E is unstable flow, but LOS F is forced flow or even the breakdown of traffic flow. Contributing to this high crash per mile, is the fact that the interchange spacing between South Grand Avenue and Clear Lake Avenue is less than one mile. In urban areas, the desirable distance between interchanges is one mile to provide sufficient length for weaving and signing. With this stretch of mainline already impacted by traffic congestion, increased traffic in the future will only cause more delays and safety concerns.

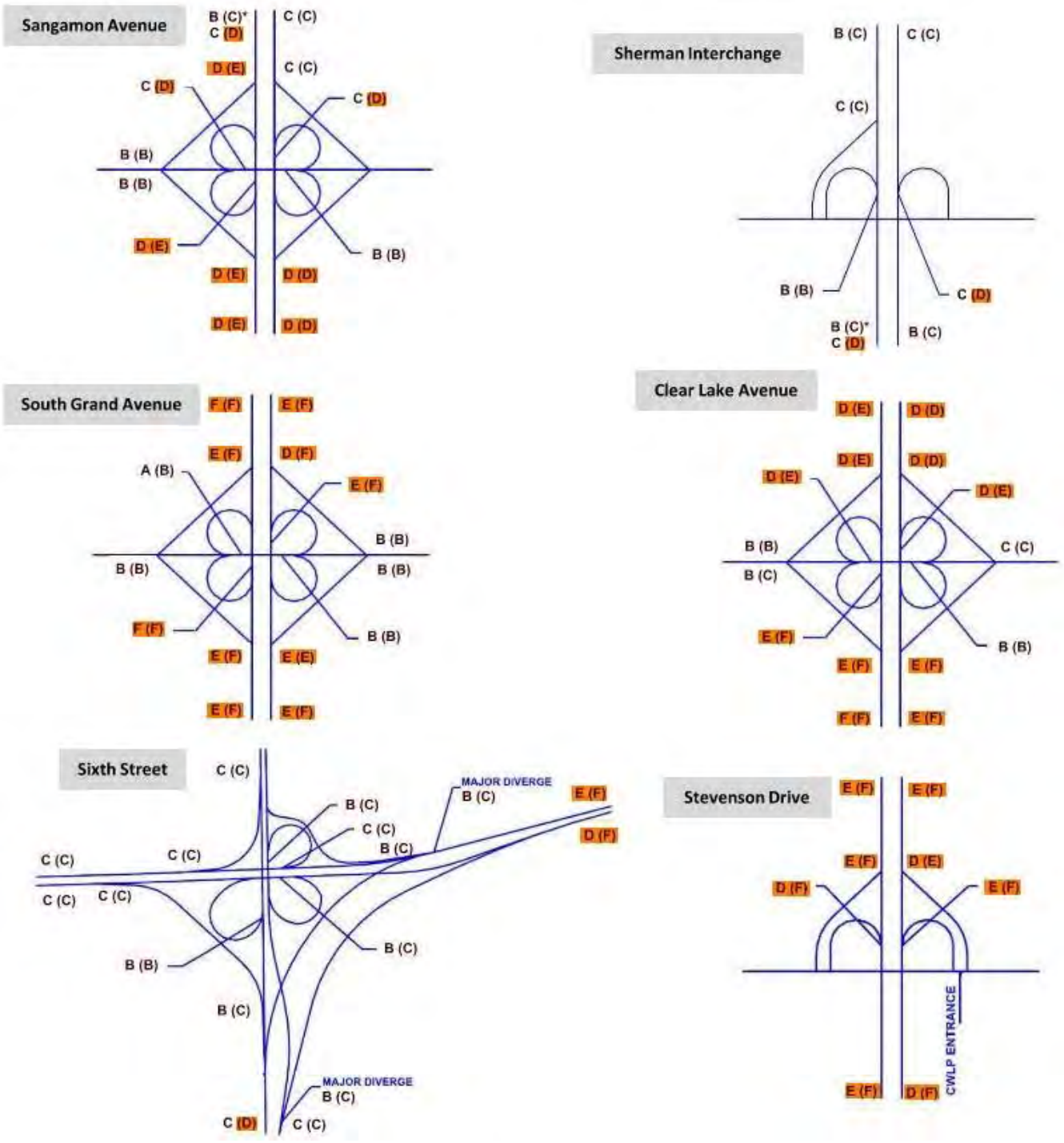
A total of 2,050 crashes occurred within the study area during the five-year analysis period (see Table 1.2). Over 75 percent of the total crashes were either fixed object, rear end, or sideswipe same direction crash types. These are the crash types that are prone to occur when drivers are having to weave in and out of traffic to avoid merging vehicles or avoid slower traffic due to congestion.

Table 1.2 Total Crashes in Study Area (2014-2018)

	Crash Type										
	Rear End	SSSD	SSOD	Turning	Overturn	Animal	Angle	Head-On	Fixed Object	Other	Total
No. of Crashes	568	357	3	77	48	158	22	7	636	174	2050
% of Crashes	27.7%	17.4%	0.1%	3.8%	2.3%	7.7%	1.1%	0.3%	31.0%	8.5%	100%
	Injury Type										
	A		B		C		Fatal		PDO		Total
No. of Crashes	85		204		76		12		1673		2050
	Surface Condition										
	Dry		Wet		Ice		Snow or Slush		Other/Unknown		
No. of Crashes	1426		301		113		198		3		
	Weather Condition										
	Clear		Rain		Snow		Sleet/Hail		Other/Unknown		
No. of Crashes	1549		243		208		18		32		
	Lighting Condition										
	Daylight		Darkness		Dawn		Dusk		Darkness, Lighted Road		
No. of Crashes	1341		345		40		35		288		

SSSD = Sideswipe, Same Direction; SSOD = Sideswipe, Opposite Direction
Injury Types: A= incapacitating injury, B=non-incapacitating injury, C=possible injury, PDO=non injury/property damage only

Figure 1.5 Projected Traffic Conditions – Year 2050 No Build Level of Service (LOS)



When the interstate and interchanges were first constructed, they were built to meet the safety and design standards of the time. Most of the present-day design deficiencies are located at or within the interchanges. Several cloverleaf type interchanges are located throughout the project, including three full cloverleafs and four partial cloverleafs. These interchange configurations are outdated for today's traffic demands and design speeds. Listed below are deficiencies/outdated configurations within the project corridor, mostly located at the interchanges.

- With a proposed mainline design speed of 75 mph, the existing interchange ramps have design deficiencies at most of the initial and final curves. These ramp radii are not large enough for a mainline design speed of 75 mph. The existing I-72 westbound to Sixth Street/Business 55 northbound ramp in the Sixth Street interchange has the most crashes of any of the ramps within the project corridor at 17 crashes between 2014 and 2018. This exit ramp has a short exit terminal along with a radius of 344 feet. Nine out of the 17 crashes were vehicles that had lost control due to high speeds on this curve.

- The existing interchanges at Sixth Street and Clear Lake Avenue carry interstate to interstate traffic on loop ramps with design speeds of 25 mph. The loop ramp in the northeast quadrant of the Sixth Street interchange carries interstate to interstate traffic (I-55 northbound to I-72 westbound) and has the second most traffic of any of the loop ramps in the project corridor (4,650 vpd). It has a design speed of 25 mph. The loop ramp in the northwest quadrant of the Clear Lake Avenue interchange also has a design speed of 25 mph and carries interstate to interstate traffic (I-72 westbound to I-55 southbound). This loop ramp has the highest traffic of any ramp in the corridor at 4,800 vpd. The total crashes on these loop ramps are eight crashes and ten crashes, respectively, which are the highest and third highest total crashes of the loop ramps in the project area. The Stevenson Drive interchange ramp of I-55 northbound to Stevenson Drive has the second highest crash totals for loop ramps at nine total crashes. This loop ramp also has a design speed of 25 mph and carries approximately 3,900 vpd. It also has a LOS of E in the AM and F in the PM for the design year of 2050 (see Figure 1.5).

- Some outer interchange ramps have deficient horizontal curves for the speeds that motorists are traveling and for the amount of traffic on these ramps. At the Stevenson Drive interchange, the I-55 southbound to Stevenson Drive ramp has a horizontal curve with a design speed of 25 mph prior to its intersection with Stevenson Drive. This ramp has the second highest crash total of 14 crashes between 2014 and 2018. All crashes were either the driver lost control due to high speeds or they were rear end crashes as the driver approached the intersection after this horizontal curve. This ramp carries 4,200 vpd and has a projected LOS of E in the AM and LOS F in the PM for the design year 2050 (see Figure 1.5). At the Sangamon Avenue interchange, the eastbound Sangamon Avenue to southbound I-55 ramp carries about 2,850 vpd and has the third highest crash totals of 12.Six out of the 12 crashes were caused by speeds too fast to make this tight wrap around curve with a radius of 318 feet. This ramp has a LOS of E in the PM peak hour for the design year of 2050 (see Figure 1.5).

- The cloverleaf interchange design creates weaving movements between the loop ramps. Performing this weaving movement on an interstate roadway with posted speeds of 65 mph, existing traffic along this interstate roadway already at a LOS D, and 20 percent to 44 percent truck traffic causes decreased speeds, limited maneuverability, and decreased driver comfort. These conditions contribute to safety concerns. Along I-72 through the Sixth Street interchange, there were 48 crashes with almost all of them being rear end, sideswipe same direction and fixed object crashes, which are the types of crashes that tend to occur with a weaving/merge situation. South Grand Avenue and Clear Lake Avenue had the most mainline crashes through the interchanges with 70 and 67 crashes, respectively. Through the South Grand interchange, 81 percent of the crash types were rear end, sideswipe same direction or fixed object crashes, while through the Clear Lake interchange, 78 percent were these same crash types. Again, these are the crash types that tend to occur with a weaving/merge situation.

With traffic capacity for existing traffic at a LOS D throughout most of the mainline and projected traffic at a LOS of E or worse for the majority of the study area, include existing interchange types that are outdated for current and projected traffic demands and speeds, public safety is a concern along the I-55/72 corridor. Traffic congestion and delays generally increase the chances for crashes.

1.4 What is the purpose of the proposed 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 the I-72 corridor from Veteran's Parkway to just east of the Old Route 36 interchange, including the joint section of I-55/I-72 from the Sixth Street interchange to the Clear Lake Avenue interchange. The project is needed to address insufficient highway capacity for existing and projected traffic and to reduce crashes along the mainline, through the interchanges, and on the interchange ramps within the project study area.

2. Alternatives

2.1 What preliminary alternatives were considered?

A number of alternatives were considered and evaluated to address the purpose and need of the project. Each alternative was compared as to how well it achieved the project purpose and need. The cost and environmental impacts were also compared. In addition to the build alternatives described in Section 2.2, the No Build, Transportation System Management, and Mass Transit alternatives were considered.

2.1.1 No Build Alternative

The No Build alternative includes maintenance and short-term minor restoration types of activities (such as resurfacing or safety improvements) that maintain continued operation of the existing roadway. It includes all reasonably foreseeable transportation improvements that will be implemented within the 2050 design year of the proposed project but excludes the proposed project. With the No Build alternative, no improvements would be made to the existing interstate or interchanges, and only routine maintenance would continue. This alternative would not address any of the capacity, roadway deficiencies and safety issues identified in the purpose and need. With traffic volumes projected to increase up to 35 percent more than existing 2020 volumes, traffic congestion, delays and crashes are expected to worsen. In addition, existing roadway and interchange deficiencies would remain. Although the No Build alternative does not meet the purpose and need of the project, it will be carried forward as a basis for comparison of impacts and benefits with the remaining alternatives.

2.1.2 Transportation System Management

Transportation System Management (TSM) alternatives include better management and operation of existing transportation facilities to improve traffic flow and air quality, as well as enhance system accessibility and safety. TSM strategies are operational in nature and can include various improvements or additions to the existing transportation facility. Three TSM strategies that were considered for this project are ramp metering, high occupancy vehicle (HOV) lanes and access management.

Ramp metering was explored as an option to improve the existing interchange operation. Ramp metering is used on freeway entrance ramps as a means of controlling the rate at which vehicles enter the freeway. Signals are installed on the ramp before the entrance terminal. Since traffic signals would be installed on entrance ramps, the speed of a vehicle making the weaving movement would be decreased, which would have an adverse effect on safety. Multiple ramps within the corridor currently have a 25 mph design speed (IDOT policy states that 30 mph is desired), making it difficult for motorists to get up to freeway speeds to merge. Additionally, ramp storage is limited at the interchanges due to small radii, making it possible for traffic to back up onto the crossroad. This could create operational and safety hazards at the interchange. Therefore, it was determined that ramp metering was not a feasible option to improve the interchange operations.

A high occupancy vehicle (HOV) lane is a restricted traffic lane reserved for the exclusive use of vehicles with a driver and one or more passengers, including carpools, vanpools, and transit buses. HOV lanes are not a feasible alternative because sufficient ridership to reduce traffic levels would not be enough to affect the identified congestion issues.

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials and other roadways. Access management techniques are designed to increase the capacity of these roads, manage congestion, and reduce crashes. Access management strategies are not a

practical option for this project because all the interchanges in the study area are of cloverleaf or parclo design. The ramps require weaving and merging sections for access to the mainline and crossroads. Removing these sections to improve access cannot be done. The Stevenson Drive interchange is the only exception to this as it has traffic signals at the ramp intersections on Stevenson. These intersections already utilize access management though by use of turn lanes and a raised median.

The TSM strategies discussed above are not feasible alternatives nor do they adequately address the project purpose and need. Ramp metering, access management strategies, and HOV facilities would not address the deficient ramp geometrics. Therefore, the TSM alternative was eliminated.

2.1.3 Mass Transit or Multi-modal Alternative Concepts

The Sangamon Mass Transit District (SMTD) operates a fleet of 57 fixed route buses throughout the city of Springfield on 16 regular daytime service routes and five-night service routes. An additional 16 supplementary routes provide limited service on weekdays to assist on heavily traveled fixed route corridors during peak periods and provide transit to and from places that generate large numbers of passengers at specific times. Services extend from the north side of Springfield, just south of Sherman, south to the University of Illinois Springfield campus. New urbanized area routes were added in 2018 to provide services connecting Chatham, Rochester, Sherman and Riverton/Spaulding to downtown Springfield. Paratransit service is also provided within the entire SMTD boundary and within 3/4 mile of any SMTD fixed route regardless of the SMTD boundary. Bus routes are not currently present along the I-55/I-72 corridor. The only interchange along the corridor that is used by the SMTD bus service is the Toronto Road interchange, which is only used on Saturdays. If public transportation was expanded to include the study area, it is unlikely to attract sufficient ridership to reduce congestion throughout the study area. Because expanded mass transit alternatives would not meet the purpose and need of the project, the mass transit alternative was eliminated.

2.2 What Build Alternatives were considered?

Highway ramp (exit and entrance ramp) *– A short section of road which allows vehicles to enter or exit a freeway.*

Weaving *– A situation in which entering or exiting traffic must cross paths within a limited distance.*

Major Convergence/Major Divergence *– A junction of two roadways or ramps with similar traffic volumes.*

Collector-Distributor Road *– An auxiliary roadway parallel to and separated from the main travelled way which serves entering and exiting traffic from several access points.*

Build alternatives were considered for the entire corridor as one system consisting of mainline sections and several interchanges including Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue, and Sangamon Avenue. It was determined early in the project that the Sherman interchange layout would remain the same with only minor modifications to the ramps if necessary.

2.2.1 Mainline Alternatives

Eight build alternatives were considered for the I-55/I-72 mainline and are described in a comparative table below (Table 2.1). Schematics of each mainline alternative are provided in Appendix A. Generic depictions of mainline cross section are shown in Figures 2.1 and 2.2. Mainline alternatives were developed with interchange types in mind as well. All mainline alternatives include adding lanes to I-55/72 and the use of a concrete barrier median separating the northbound and southbound lanes.

Several overpass structures occur along the I-55/72 project corridor outside the interchange areas. Due to a wider mainline cross section from additional lanes, all mainline alternatives would include overpass reconstruction at Southwind Road, Canadian National Railroad, Ridgely Road, Norfolk Southern Railroad, Sudduth Road and Second Street at their existing locations. The roadways of three other overpass structures would be realigned, which would allow the existing structure to remain open during construction of the new structure, after which the existing structure would be removed. Roadway realignment is proposed at West Lake Shore Drive (to the east), Bissell Road (to the south), and Andrew Road (to the north). The Cook Street overpass would be removed permanently once new access would be provided to residents on the east side of I-55/72 by extending Tansey Road north of IL Route 29.

Table 2.1 Mainline Alternatives Considered

Alternative	Description
Packers (Figure A1)	• Six lanes from Sherman Interchange to Toronto Road interchange, except four lanes at Sixth Street interchange • I-72 east of the Clear Lake Avenue interchange would be four lanes with collector-distributor (C-D) roads • I-72 from Sixth Street Avenue interchange to Veteran's Parkway/IL Route 4 interchange would be six lanes
Colts (Figure A2)	• Six lanes from Sherman interchange to Clear Lake Avenue interchange and from Sixth Street interchange to Toronto Road interchange • Eight lanes from South Grand Avenue to Sixth Street • I-72 would be four lanes through the Sixth Street interchange and six lanes west to Veteran's Parkway/IL Route 4 interchange • I-72 east of the Clear Lake Avenue interchange would be four lanes with C-D roads
Bears (Figure A3)	• Six lanes from Sherman interchange to Toronto Road interchange except eight lanes just east of the Sixth Street interchange • I-72 would be four lanes at the Sixth Street Avenue interchange and six lanes west to Veteran's Parkway/IL Route 4 interchange • I-72 east of Clear Lake Avenue would be four lanes with C-D roads
Broncos (Figure A4)	• Six lanes from Sherman interchange through Sangamon Avenue interchange, from Stevenson Drive to just east of Sixth Street interchange, and south of Sixth Street interchange to Toronto Road • Four lanes at Sixth Street Avenue interchange with a one-lane C-D road in the eastbound direction only • Four lanes with a one-lane C-D on each side from south of Sangamon Avenue to Clear Lake Avenue • Four lanes with a two-lane C-D road on each side from just south of Clear Lake Avenue to south of South Grand Avenue • Clear Lake Avenue would be on C-D roads and I-72 would be a two-lane connection onto the C-D roads along I-55
Titans (Figure A5)	• Similar to Broncos Alternative except the I-55 four-lane mainline section with two-lane C-D roads on each side is extended to north of Sangamon Avenue and south of Stevenson Drive
Rams (Figure A6)	• Similar to Broncos Alternative except the I-55 mainline is a six-lane section from Sherman interchange to south of the South Grand Avenue interchange and an eight-lane section from the Stevenson Drive interchange to east of the Sixth Street interchange
Vikings (Figure A7)	• Six lanes through from Sherman interchange to Toronto Road except at the Clear Lake Avenue and Sixth Street interchanges • At Clear Lake Avenue, the I-55 mainline is four lanes with a one-lane C-D road on each side • The one-lane C-D road on each side of the I-55 mainline extends from north of Clear Lake Avenue to south of South Grand Avenue • A one-lane C-D road is also used for I-72 eastbound traffic near the Sixth Street interchange • Clear Lake Avenue is on C-D roads and I-72 mainline traffic is on two-lane directional ramps that connect directly to the I-55 mainline lanes
Browns (Figure A8)	• Six lanes throughout the study area except at the Sixth Street interchange • A one lane C-D road is used on each side of the I-55 mainline from north of the Clear Lake Avenue interchange to south of the South Grand interchange • A one lane C-D road is also used for I-72 eastbound traffic through the Sixth Street interchange • Clear Lake Avenue is not on a C-D road, I-72 mainline east of the Clear Lake Avenue interchange is a six-lane section, and the I-72 westbound to I-55 southbound and I-55 northbound to I-72 eastbound traffic are on one-lane directional ramps connecting mainline to mainline

Figure 2.1 Generic Depiction of a Mainline Cross Section with Barrier Median

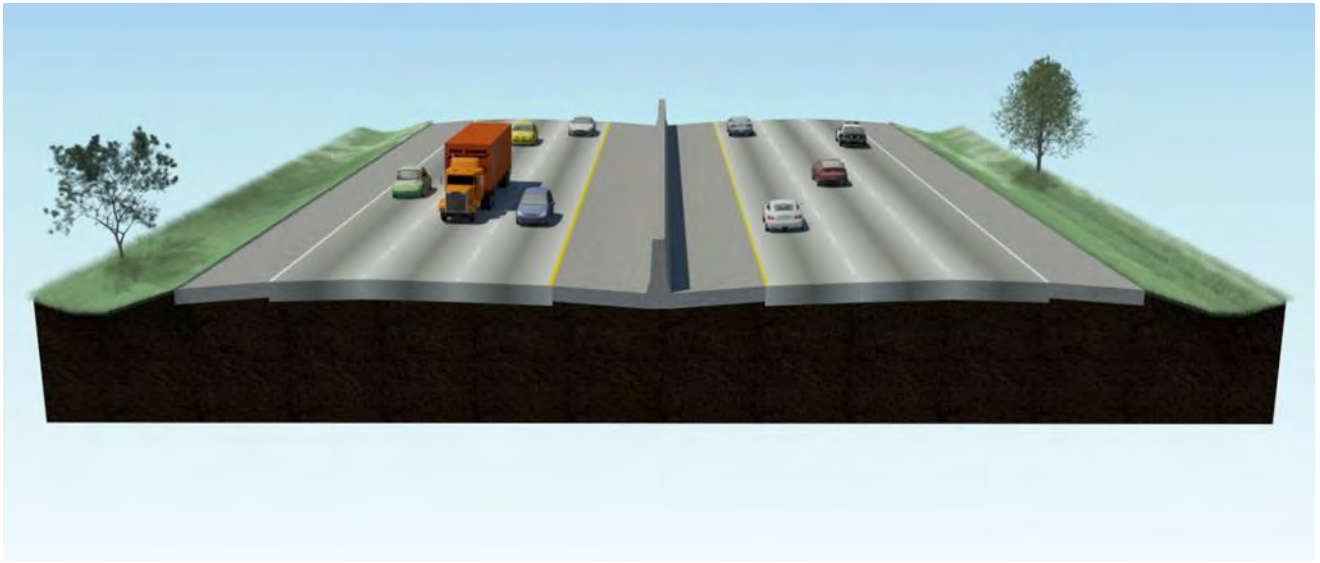
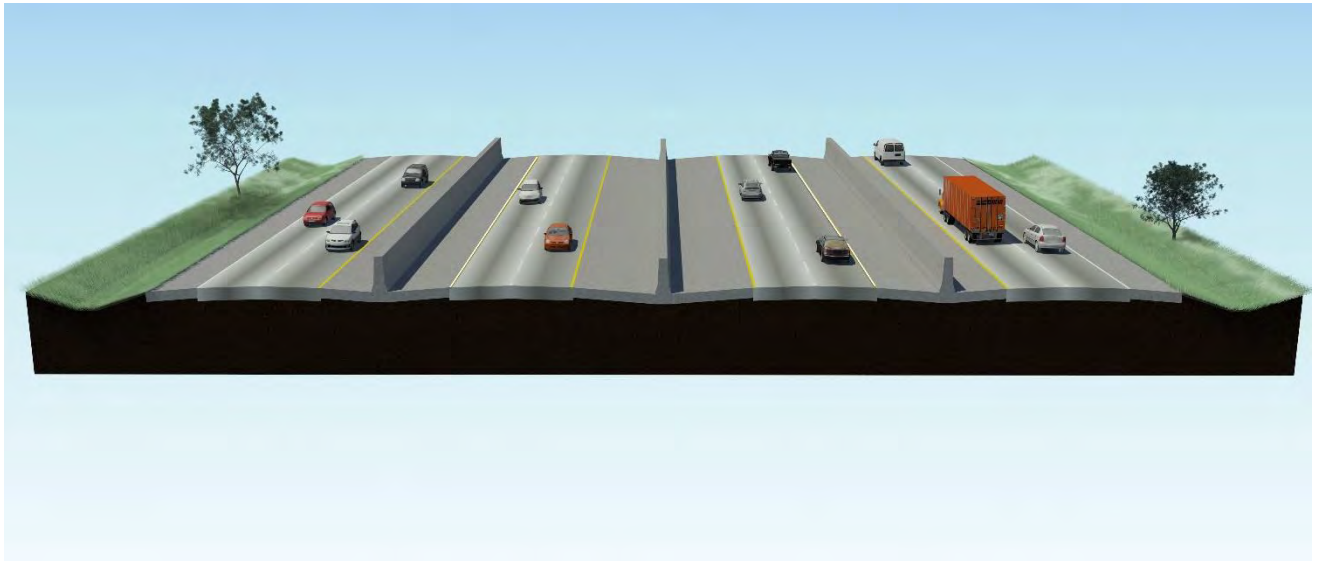


Figure 2.2 Generic Depiction of a Mainline with Barrier Median and Adjacent C-D Lanes



2.2.2 Interchange Alternatives

Several build alternatives were considered for the Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue, and Sangamon Avenue interchanges. Thumbnail schematics are depicted next to each alternative description below.

Sixth Street Interchange

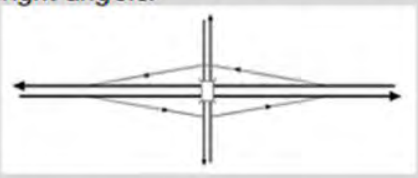
The existing I-55 interchange with Sixth Street and I-72 is a semi-directional parclo (see aerial photo). All left turns are accommodated by loop ramps except the I-55 southbound movement, which is a two-lane, free flow directional ramp. The I-55 northbound to Sixth Street northbound and I-72 westbound movement are left-hand exits. Also within the area of this interchange, the eastbound I-72 to northbound I-55 movement has two lanes each from I-72 and I-55 (a total of four lanes) dropping to a two-lane northbound dual marked I-55/72 section within a horizontal and a vertical curve. As shown on Figure 1.5, this movement will have a LOS D in the AM and LOS F in the PM for the 2050 design year. The existing loop ramp in the northeast quadrant carries the northbound I-55 to westbound I-72 interstate to interstate traffic on a low design speed loop ramp (see red highlight).

Two locations at the Sixth Street interchange stand out as having a large number of crashes: I-72 through the Sixth Street interchange and just east of the Sixth Street interchange where I-55 northbound and I-72 eastbound traffic merge. A total of 48 crashes occurred along I-72 through the interchange with 16 out of 48 crashes being sideswipe same direction crashes, 14 were fixed object crashes, and 13 were rear end crashes. These crash types occur as vehicles slow down to maneuver low speed loop ramps or have to maneuver quickly to avoid merging vehicles. The other location with a large number of crashes, just east of the Sixth Street interchange, is where I-55 northbound and I-72 eastbound traffic merge. This shortened merge within a vertical and horizontal curve causes vehicles to slow down on or speed up and look for space to merge, causing rear end and fixed object crashes.

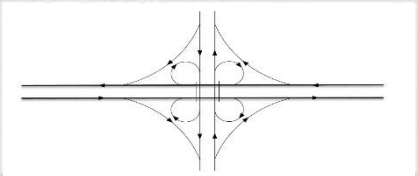
Four alternatives were considered for the I-55/I-72/Sixth Street interchange. Each of the alternatives provides at least two lanes in each direction for through traffic on I-55 and I-72 and two lanes for Sixth Street (BL 55), north of the interchange, into and out of the city of Springfield. The major convergence (two major roadways coming together) and major divergence (two major roadways separating) of I-55 and I-72 would be designed to IDOT standards.

Interchange Types:

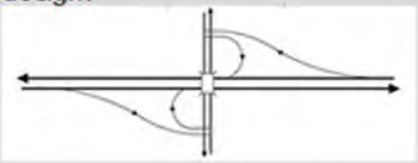
Diamond *– The simplest and most common interchange type which involves four ramps meeting a crossroad at almost right angels.*



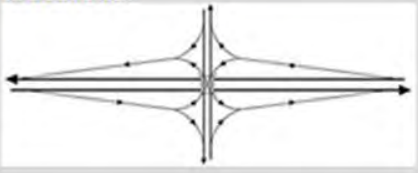
Cloverleaf *– A four-way interchange that employs loop ramps in all four quadrants to accommodate left-turn movements.*



Parclo (Partial Cloverleaf) *– An interchange with loop ramps in one, two, or three quadrants; a modification of the cloverleaf design.*

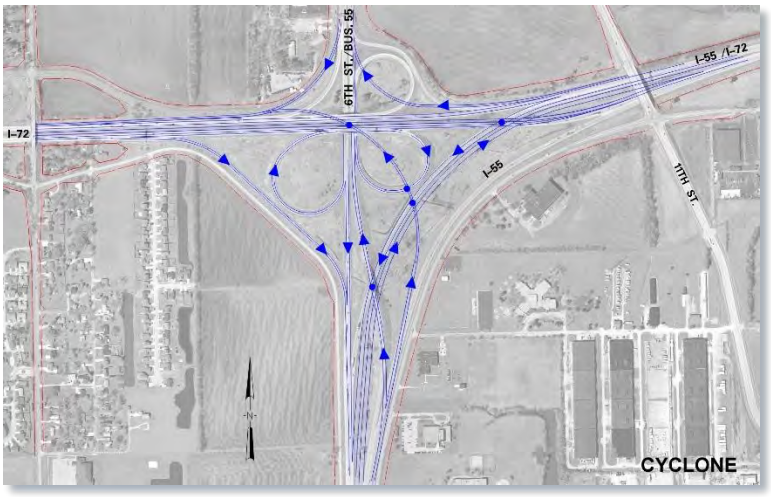


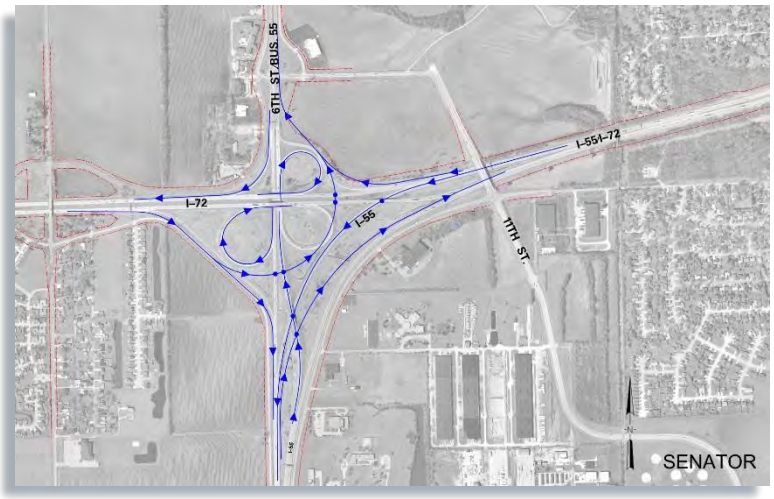
Single-Point Urban Diamond *– An interchange having convergence of all through and left-turning movements into a single, large signalized intersection area on the crossroad.*



Cyclone

The Cyclone alternative replaces the loop ramp in the northeast quadrant with a directional ramp, provides a one-lane C-D road for eastbound I-72, has loop ramps in the southeast and southwest quadrants, and eliminates the left-hand exit for northbound I-55 to northbound Sixth Street traffic. The directional ramp for northbound I-55 to westbound I-72 traffic replaces the loop ramp in the northeast quadrant. The one-lane C-D road in the eastbound I-72 direction provides a lower speed facility for the weaving movements between the two loop ramps to take place. The I-55 northbound lanes would be relocated adjacent to the I-55 southbound lanes to allow for elimination of the left-hand exit to Sixth Street from northbound I-55. This also allows for the proper design of the major convergence of I-55 and I-72 just east of the Sixth Street interchange.



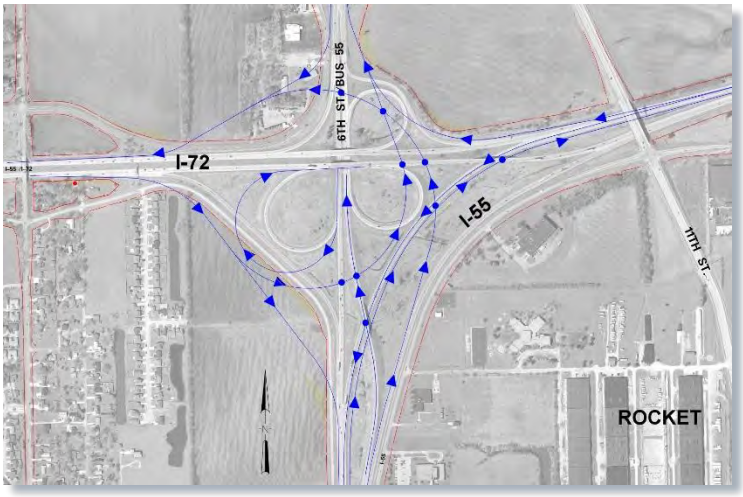


Senator

The Senator alternative replaces the southeast quadrant loop ramp with a directional ramp, it eliminates the loop ramp weaves by using loop ramps in opposite quadrants, and it shifts the I-55 northbound lanes adjacent to the southbound lanes eliminating the left-hand exit for northbound I-55 to northbound Sixth Street traffic.

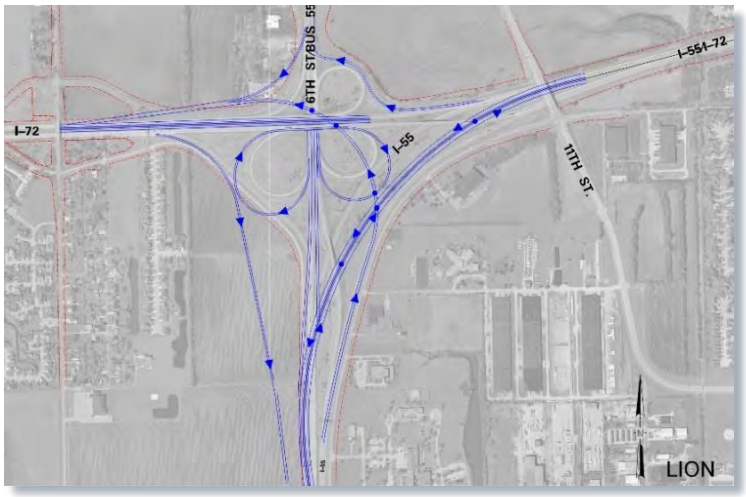
Rocket

The Rocket alternative replaces the loop ramps in the southeast and northeast quadrants with directional ramps, replaces the loop ramp in the southwest quadrant with a loop ramp with a larger radius, improving the design speed of the ramp, and eliminates the left-hand exit for Sixth Street by shifting the I-55 northbound lanes adjacent to the I-55 southbound lanes. This alternative also allows for the proper design of the major convergence of I-55 and I-72 just east of the Sixth Street interchange.



Lion

The Lion alternative maintains the two loop ramps in the southeast and southwest quadrants but increases the radii of the loop ramps to improve the design speed. A directional ramp replaces the loop ramp in the northeast quadrant and again, the I-55 northbound lanes are shifted adjacent to the I-55 southbound lanes eliminating the left-hand exit for Sixth Street. This alternative does not include a one-lane C-D road like the Cyclone alternative so the loop ramp weaves remain on the I-72 mainline, but it does allow for the proper design of the major convergence of I-55 and I-72 east of the Sixth Street interchange.



Stevenson Drive Interchange

The interchange at I-55/72 and Stevenson Drive is a two-quadrant parclo (see aerial photo). The ramps are located on the north side of Stevenson Drive to avoid the City Water, Light and Power (CWLP) water treatment and electrical generation plant on the south side of Stevenson Drive. The existing interchange has two loop ramps, radii of 150 feet and 210 feet, with design speeds less than 30 mph. The west ramp terminal intersections with Stevenson Drive are only 400 feet from the Dirksen Parkway intersection. A distance of 500 feet between intersections is recommended to permit the proper placement of signs. The main CWLP entrance is located directly across from the east ramp terminal intersections. A storage area used by CWLP is located in the southwest quadrant of the interchange and is accessed off of Stevenson Drive and Adloff Lane. As shown on Figure 1.5, the design year 2050 LOS at the ramp terminals would be D or worse.

The ramp intersections with Stevenson Drive both have a large number of rear end and turning crashes with a total of 58 crashes (25 rear end crashes and 28 turning crashes). The low design speeds of the curves coming up to the ramp intersections attribute to the rear end crashes.

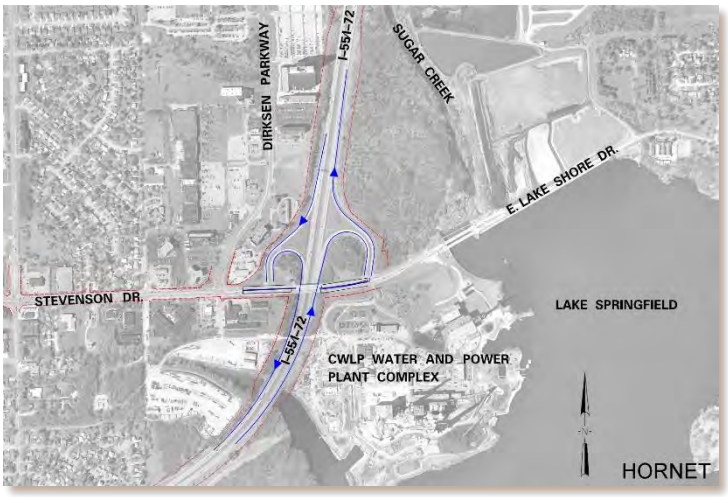
Six alternatives were considered for the Stevenson Drive interchange. This location is severely constrained by the commercial areas on the west side of the interstate, the CWLP facility on the east side of the interstate, and an arm of Lake Springfield on the south side. Entrances must be provided to any remaining facilities and businesses. Access to CWLP would need to remain open at all times, even during construction.

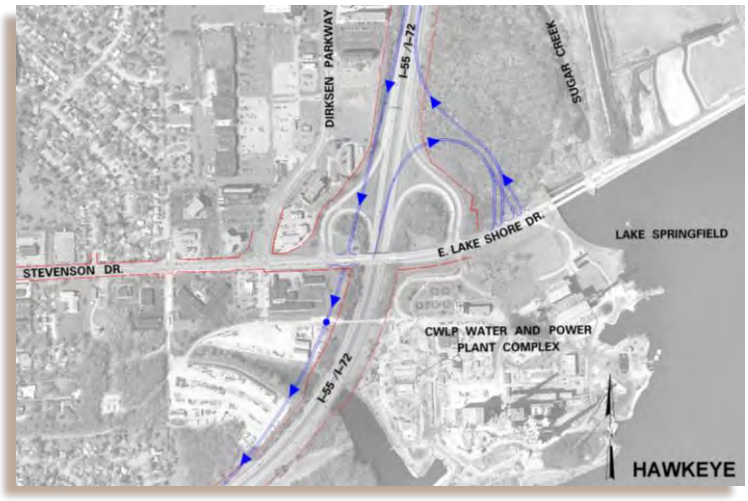
Husker

The Husker alternative is a single point diamond interchange with Stevenson Drive crossing over I-55. The ramp intersections with Stevenson Drive are controlled by a single traffic signal located in the center of the intersection. The low speed loop ramps are replaced with directional ramps designed to current standards. The existing access to CWLP across from the existing east ramp terminals would remain and modified to a roundabout intersection type. The bridge over I-55 south of Stevenson Drive would be removed once the new interchange is constructed.

Hornet

The Hornet alternative would keep the existing interchange configuration but the entrance and exit ramp terminals on and off of I-55 would be lengthened to improve the LOS and reduce weaving crashes.



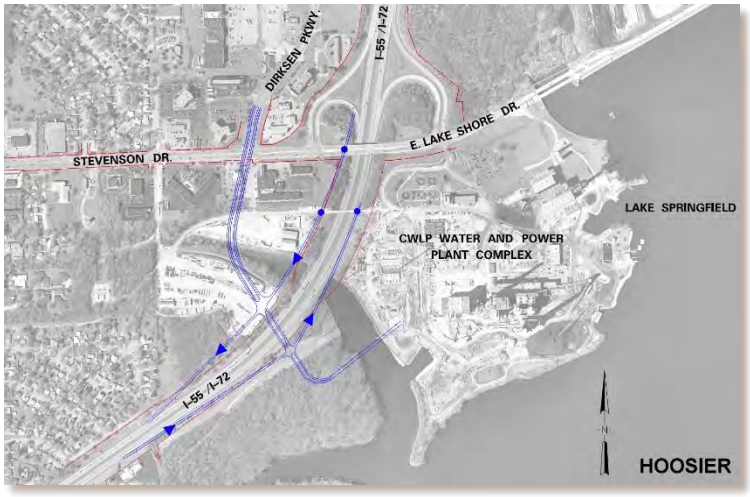


Hawkeye

The Hawkeye alternative is a modified diamond interchange. Southbound exiting and entering traffic would use diamond ramps that intersect with Stevenson Drive close to I-55. Northbound exiting traffic would use a large radius loop ramp in the northeast quadrant. Northbound entering traffic would be accommodated with a standard diamond ramp. The CWLP access would be relocated to the east with an improved signalized intersection.

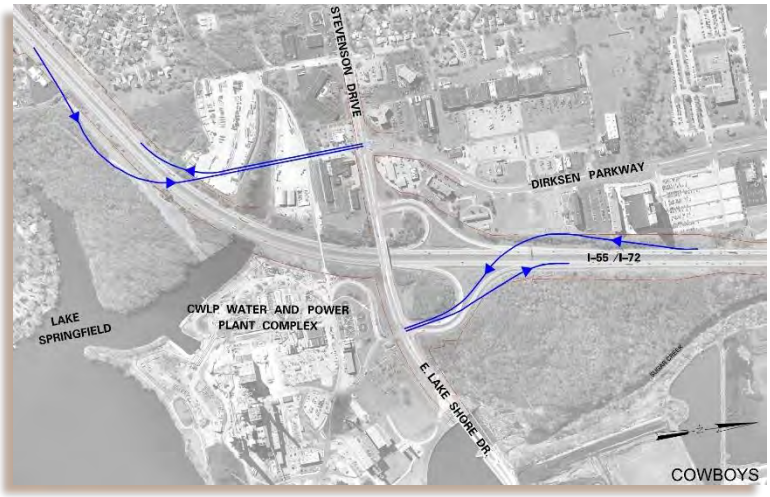
Hoosier

The Hoosier alternative is a new diamond interchange with an extension of Dirksen Parkway constructed south of Stevenson Drive. The existing interchange would be used during construction of the new interchange but would be closed once the new interchange was completed. A new CWLP access would be created from the extension of Dirksen Parkway with a new structure over a finger of the lake. CWLP's existing storage area would be displaced as well.



Hurricane

The Hurricane alternative, like the Hoosier alternative, uses an extension of Dirksen Parkway to the south and creates a new trumpet type interchange with I-55. The existing interchange would be used during construction of the new interchange but would be closed once the new interchange was completed. CWLP's west access and storage area would be eliminated with this alternative. The detention area on the west side of I-55 would be impacted as well. This alternative would add two structures over the finger of Lake Springfield.



Cowboys

The Cowboys alternative is a split interchange with directional ramps used for all movements. CWLP's west access and storage area would be eliminated with this alternative.

South Grand Avenue Interchange

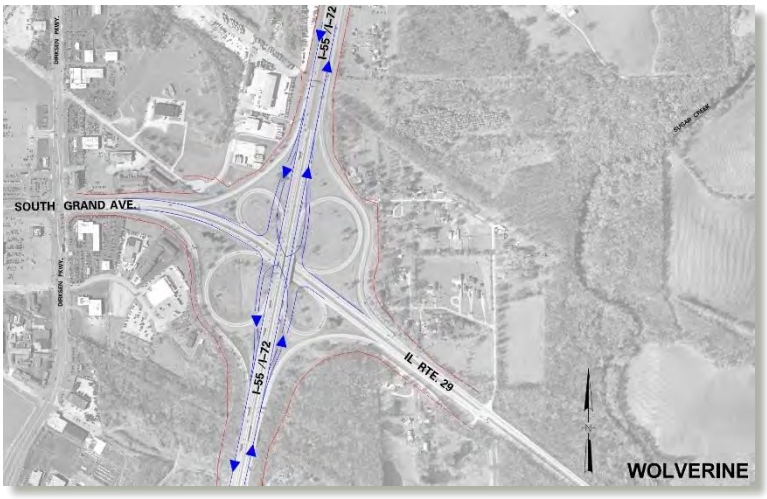
The existing I-55/72 interchange at South Grand Avenue is a full cloverleaf interchange with two loop ramps (see red highlights in the aerial photo) with a deficient radii and design speeds of 25 mph. Loop ramp weaves exist on both I-55/72 and on South Grand Avenue. The intersection of South Grand Avenue and Dirksen Parkway is located 400 feet from the west ramp terminals of the existing South Grand Avenue interchange with I-55/72. A distance of 500 feet between intersections is recommended to permit the proper placement of signs. As shown on Figure 1.5 the design year 2050 LOS at the ramp terminals would be mostly E and F.

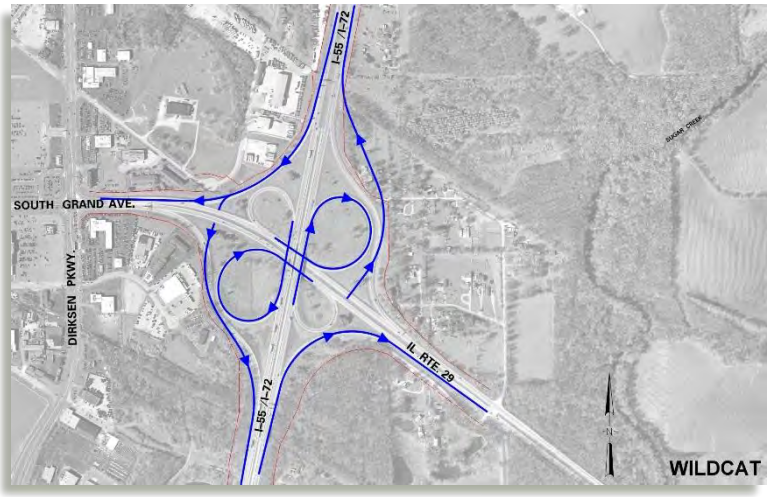
A total of 70 crashes occurred along I-55/72 through the interchange. Eleven of the 70 crashes were fixed object crashes, 19 were sideswipe same direction crashes and 27 were rear end type crashes. These crash types occur when vehicles are weaving and merging on and off of the interstate.

Four alternatives were evaluated for the South Grand Avenue interchange. This interchange has commercial development in the northwest and southwest quadrants and open suburban residential development in the northeast and southeast quadrants.

Wolverine

The Wolverine alternative is a single point diamond interchange with I-55/72 crossing over South Grand Avenue. The ramp terminal intersections with South Grand Avenue are controlled by a single traffic signal located in the center of the intersection. The low speed loop ramps are replaced with directional ramps designed to current standards. The distance to the Dirksen Parkway/South Grand Avenue intersection is greatly increased with this alternative.



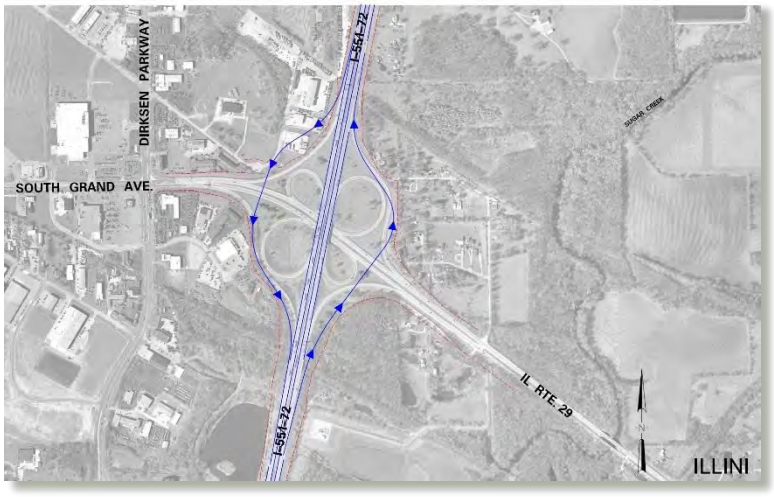


Wildcat

The Wildcat alternative is a partial cloverleaf with standard diamond ramps replacing the low speed loop ramps in the northwest and southeast quadrants. The existing 30 mph designed loop ramps would remain in the northeast and southwest quadrants. The distance to the Dirksen Parkway intersection is increased from 400 feet to approximately 900 feet.

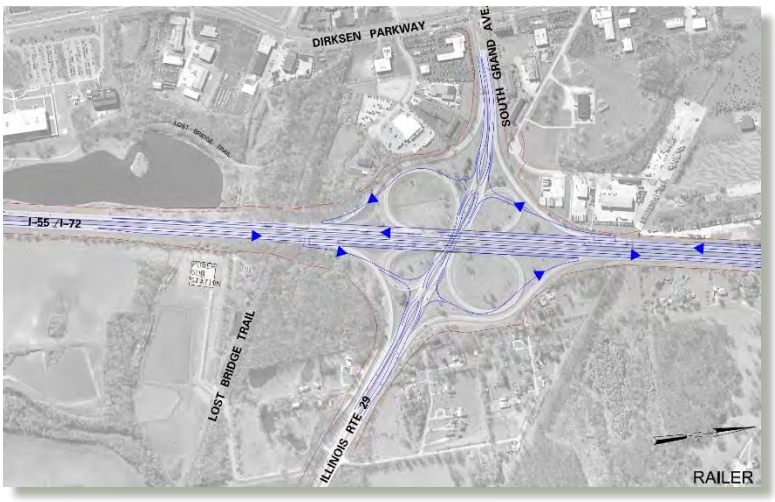
Illini

The Illini alternative is a standard diamond interchange. Like the Wildcat alternative, the distance to the Dirksen Parkway intersection is increased from 400 feet to approximately 900 feet.



Railer

The Railer alternative is a diverging diamond type interchange. Like the Wildcat and Illini alternatives, the distance to the Dirksen Parkway intersection is increased from 400 feet to approximately 900 feet. The diverging diamond interchange is similar to the standard diamond but is used when there are a large number of left turns at the interchange.



Clear Lake Avenue Interchange

The existing I-55 interchange with Clear Lake Avenue/I-72 is a full cloverleaf interchange with three loop ramps (see red highlights in the aerial photo) with deficient radii and design speeds of 25 mph. Loop ramp weaves exist on both I-55 and on Clear Lake Avenue. The most travelled ramp in the project corridor carries westbound I-72 traffic to southbound I-55 and has a posted speed of 25 mph. This ramp also carries 25 percent truck traffic.

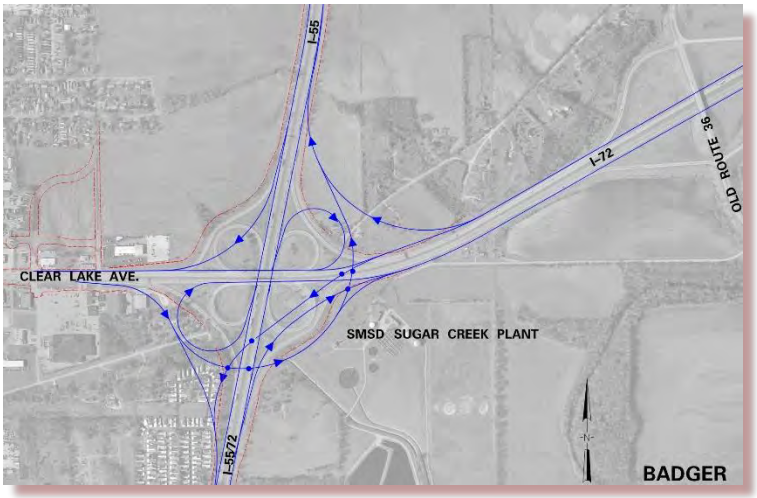
The Camp Butler/Old Route 36 interchange is less than a mile east of this interchange. Eastbound Clear Lake Avenue turns into eastbound I-72, two-lanes. A third eastbound I-72 lane is added with the northbound I-55 to eastbound I-72 ramp.

A total of 67 crashes occurred on mainline I-55 through the Clear Lake Avenue interchange. Twenty-six of these crashes were rear end type crashes, 16 were sideswipe same direction, and 16 were fixed object type crashes. These crash types occur when vehicles are weaving and merging on and off of the interstate.

Four alternatives were considered for the I-55/I-72/Clear Lake Avenue interchange. The interchange is constrained by the Sangamon County Water Reclamation District (SCWRD) Sugar Creek Wastewater Treatment Plant in the southeast quadrant and the large residential area in the southwest quadrant. Each alternative includes the use of C-D roads either on I-55 or on I-72 to help mitigate the close proximity of other interchanges.

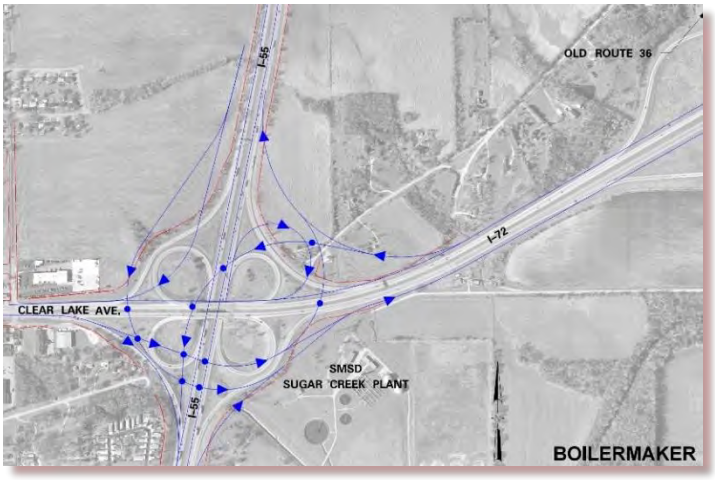
Badger

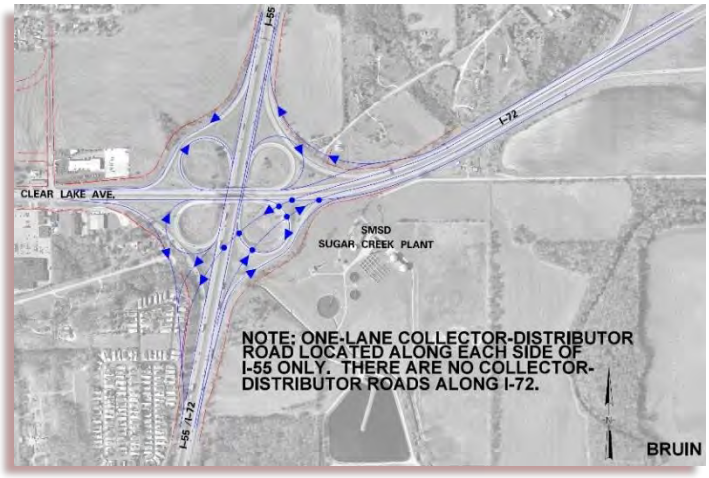
The Badger alternative is a directional interchange that replaces the southeast and northwest quadrant loop ramps with directional ramps. The northeast and southwest loop ramp radii would be enlarged to increase their design speed to 35 mph. I-72 would be on C-D roads until just east of the Old Route 36 (Camp Butler/Exit 104) interchange.



Boilermaker

The Boilermaker alternative is a directional interchange that replaces all but one loop ramp with directional ramps. The loop ramp in the northeast quadrant would remain but the radius would be increased to a 35 mph design speed. I-72 would be on C-D roads until just east of the Old Route 36 (Camp Butler/Exit 104) interchange.





Bruin

The Bruin alternative retains the cloverleaf design but includes a one-lane C-D road on each side of I-55. I-72 would be widened to a six-lane section and a one-lane directional ramp would be provided in each direction for I-55 northbound to I-72 eastbound and for I-72 westbound to I-55 southbound traffic.

One-lane directional ramps are provided for the more well-traveled interstate-to-interstate movements of northbound I-55 to eastbound I-72, and westbound I-72 to southbound I-55. The close proximity of the Camp Butler/Old Route 36 interchange raises some concerns but with proper signage, access to the interchange would be maintained. I-72 between the Clear Lake Avenue interchange and the Camp Butler/Old Route 36 interchange is four lanes in each direction. The two flyover ramps are separated by a barrier and the outside lane for both eastbound and westbound is an auxiliary lane between interchanges. East of the Camp Butler/Old Route 36 interchange, I-72 is a six-lane section with three lanes in each direction.

Bengals

The Bengals alternative is a cloverleaf alternative with the loop ramp radii in the northwest quadrant designed to a 35-mph design speed and the remaining loop ramps designed to a 30-mph design speed. One-lane C-D roads would be provided on either side of I-55.

Sangamon Avenue Interchange

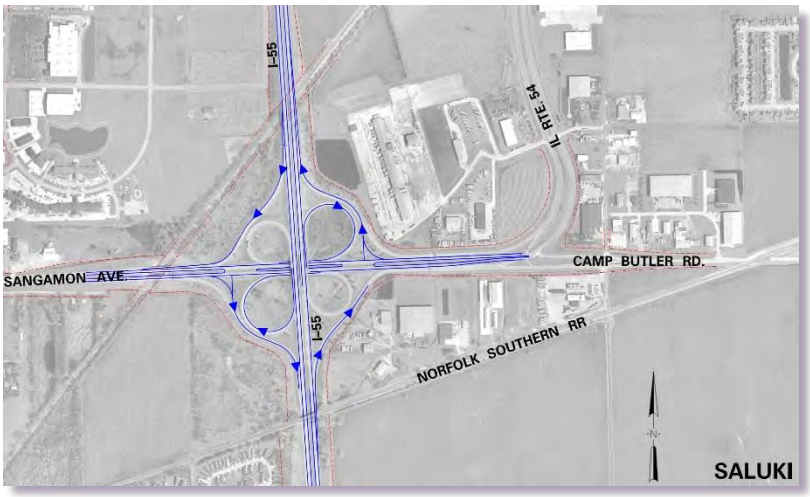
The existing I-55 interchange with Sangamon Avenue is a full cloverleaf interchange with two loop ramps (see red highlights in the aerial photo) with deficient radii and design speeds of 25 mph. Loop ramp weaves exist on both I-55 and on Sangamon Avenue. A weaving movement also exists from northbound I-55 traffic exiting onto eastbound Sangamon Avenue and wanting to travel north on IL 54. As shown on Figure 1.5, the design year 2050 LOS at the ramp terminals would be a mix of C and D.

A total of 38 crashes occurred along I-55 through the interchange with Sangamon Avenue. Thirteen of these crashes were fixed objects, six were sideswipe same direction and 12 were rear end type crashes. These crash types occur when vehicles are weaving and merging on and off of the interstate.

Four alternatives were evaluated to replace the existing cloverleaf interchange at Sangamon Avenue. The existing interchange has low speed loop ramps, two of which are deficient, and loop ramp weaves on I-55 and Sangamon Avenue. There is dense commercial development east of I-55, a railroad overpass about 1,400 feet south of Sangamon Avenue, and an intersection with IL Route 54 about 800 feet east of the interchange.

Saluki

The Saluki alternative is a partial cloverleaf that replaces the southeast and northwest quadrant loop ramps with standard diamond ramps. The loop ramps in the northeast and southwest quadrants would remain. Two new signalized intersections would be installed along Sangamon Avenue at the ramp terminals but the left-hand turns from exiting I-55 traffic are eliminated because of the loop ramps remaining.

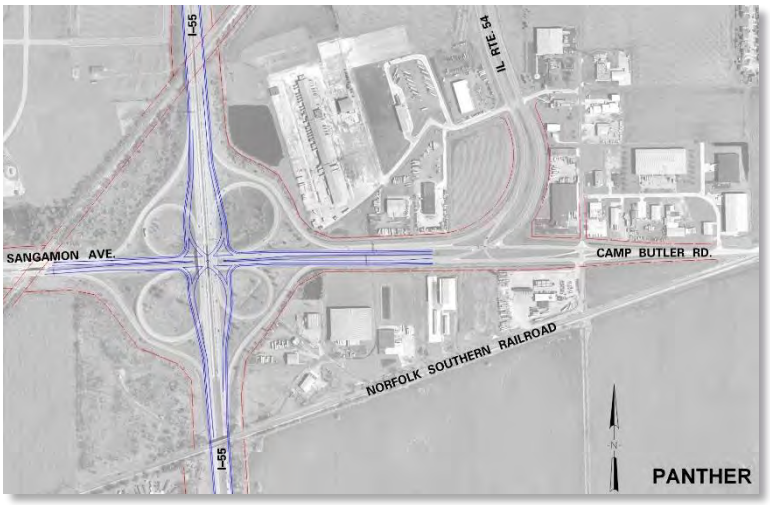


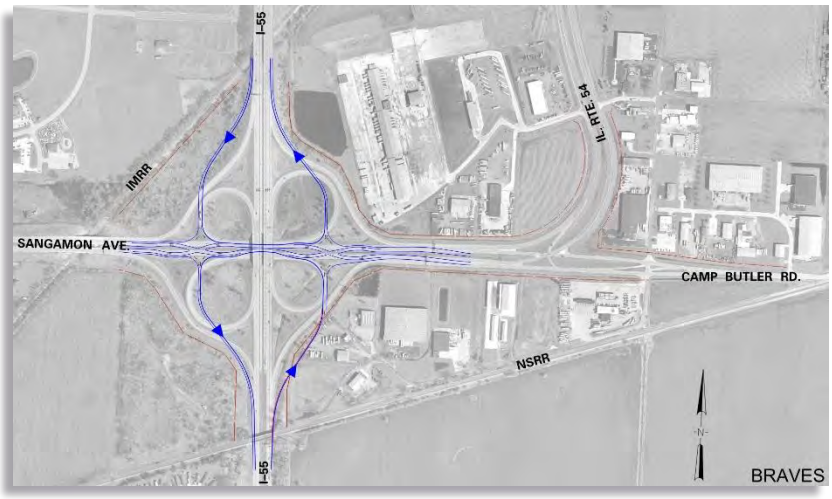
Gopher

The Gopher alternative is a standard diamond interchange that would replace the existing cloverleaf interchange. Two new signalized intersections would be installed along Sangamon Avenue at the ramp terminals.

Panther

The Panther alternative is a single point diamond interchange that would replace the existing cloverleaf interchange. The ramp terminal intersections with Sangamon Avenue are controlled by a single traffic signal located in the center of the intersection.





Braves

The Braves alternative is a diverging diamond type interchange. Two new signalized intersections would be installed along Sangamon Avenue at the ramp terminals. The diverging diamond interchange is similar to the standard diamond but is used when there are a large number of left turns at the interchange.

2.3 What build alternatives were eliminated and why?

Build alternatives were screened according to several criteria to determine if they should be carried forward for detailed evaluation. The build alternatives and No Build alternative were compared to each other, and the benefits or impacts were considered in the overall evaluation process. The screening criteria included a range of factors, which are listed in Table 2.2. Alternatives were eliminated for not meeting the purpose and need of the project or for having disproportionately high impacts and/or low benefits. Alternatives that satisfy the purpose and need and with relatively low impacts or high benefits were carried forward. The alternatives were presented to the Stakeholder Advisory Group (SAG) in March 2013 and again in February 2019. They were presented to the public at a Public Informational Meeting in June 2014. Input from these meetings was also considered in the evaluation of alternatives.

Table 2.2 General Alternative Screening Criteria

Screening Criterion	Evaluation
Purpose and Need	Does the alternative satisfy the project purpose and need of providing safer, more efficient, and more reliable operational performance? Will the alternative provide improved capacity to support future traffic volumes?
Engineering Analysis	What is the feasibility of constructing the alternative? Would staging be a concern during future construction of an alternative? How does an alternative affect the operation of associated crossroads and access points? Does the alternative consider current design standards, including lane balance, interchange spacing, converging/diverging standards?
Environmental Impacts	How does the alternative impact the social environment such as residences, parks, historic buildings, community cohesion, and public facilities? How does the alternative impact the economic environment such as access to businesses, agricultural lands, and compatibility with local land use? How does the alternative impact the natural environment including threatened and endangered species, wetlands, floodplains, streams, and wildlife habitat?
Costs	Would the cost of constructing the alternative be substantially higher than other alternatives? Would the net benefit from an alternative justify the expenditures of public funds versus other alternatives?
Public and Agency Input	Has feedback received from the public and resource agencies affected the decision-making process in determining whether an alternative is reasonable?

The I-55/72 mainline alternatives eliminated from further study are discussed below in Table 2.3. All of the alternatives met the purpose and need by improving capacity and providing safer operational performance but other screening criteria were not met.

Table 2.3 Build Alternatives for the I-55/I-72 Mainline Eliminated and Why

Alternative	Reason(s) for Being Eliminated
Packers	• Does not provide lane balance at Clear Lake Avenue interchange • Does not eliminate weaving problems between Clear Lake Avenue and South Grand Avenue • Does not mitigate insufficient spacing between Clear Lake Avenue and South Grand Avenue interchanges
Colts	• Does not eliminate weaving problems between Clear Lake Avenue and South Grand Avenue • Does not mitigate insufficient spacing between Clear Lake Avenue and South Grand Avenue interchanges
Bears	• Does not eliminate weaving problems between Clear Lake Avenue and South Grand Avenue • Does not mitigate insufficient spacing between Clear Lake Avenue and South Grand Avenue
Broncos	• Does not provide the preferred six-lane section throughout the I-55 mainline, thereby creating a bottleneck • I-72 connects to the C-D roads along I-55 rather than the I-55 mainline, thereby not providing interstate to interstate connectivity • Comparatively high cost
Titans	• Does not provide the preferred six-lane section throughout the I-55 mainline, thereby creating a bottleneck • I-72 connects to the C-D roads along I-55 rather than the I-55 mainline, thereby not providing interstate to interstate connectivity • Comparatively high cost

Rams	• I-72 connects to the C-D roads along I-55 rather than the I-55 mainline, thereby not providing interstate to interstate connectivity • The proposed eight-lane section along the I-55 mainline is not warranted by current or projected traffic demands • Comparatively high cost
Vikings	• Only provides a four-lane I-55 mainline section near the Clearlake Avenue, thereby creating a bottleneck • Comparatively high cost

Table 2.4 below includes interchange alternatives that were eliminated from further study.

Table 2.4 Build Alternatives for the I-55/I-72 Interchanges Eliminated and Why

Interchange	Alternative	Reason(s) for Being Eliminated
Sixth Street	Senator	• Does not meet purpose and need since neither capacity or safety are improved with this alternative. The low speed loop ramp that carries the I-55 northbound to I-72 westbound movement remains. • Shifts the ramps further north along Sixth Street causing access issues for some businesses.
	Lion	• Does not meet purpose and need since capacity is improved but safety concern remains with loop ramp weaves on a high design speed facility. • High amount of additional right-of-way required for this alternative.
Stevenson Drive	Hornet	• Does not meet purpose and need since low speed loop ramps remain and capacity issues still exist on ramps. • Does not address the issues of the tight ramp radii, intersection spacing to Dirksen Parkway, and the CWLP access location across from the interchange ramps.
	Hurricane	• Addresses purpose and need with improved capacity and safety but eliminated due to high right-of-way and environmental impacts. • Relatively high wetland/lake impacts • Impacts to CWLP's west access and storage area.
	Cowboys	• Addresses purpose and need but again high right-of-way and environmental impact. • Relatively high wetland/lake impacts • Impacts to CWLP's west access and storage area.
South Grand Avenue	Illini	• Addresses purpose and need but eliminated due to other screening criteria including additional right-of-way and introduces two new signalized intersections along South Grand Avenue where none exist now.
	Railer	• Addresses purpose and need but eliminated due to other screening criteria. The diverging diamond interchange is used where there are a large number of left turns and this location does not support that criteria.
Clear Lake Avenue	Badger	• Addresses purpose and need but eliminated due to other screening criteria listed below. • Insufficient distance to the South Grand Avenue interchange to accommodate the major convergence/divergence of I-55 and I-72 mainline. • Requires a large amount of right-of-way from three of the four quadrants.

Interchange	Alternative	Reason(s) for Being Eliminated
		• Requires several displacements. • Construction staging of this alternative would be complex.
	Bengals	• Does not meet purpose and need since low speed loop ramps remain along with weaving movements on a high speed facility. • I-72 westbound traffic would still use a one-lane ramp – no directional ramps would be provided for freeway to freeway traffic.
Sangamon Avenue	Braves	• Addresses purpose and need but eliminated due to other screening criteria. The diverging diamond interchange is used where there are a large number of left turns and this location does not support that criteria.

2.4 What alternatives were carried forward for further consideration?

2.4.1 No Build

The No Build alternative would not meet the project purpose and need. This alternative would not address any of the capacity, roadway deficiencies and safety issues identified in the purpose and need. However, the No Build alternative was carried forward as a basis for comparison of impacts and benefits with the remaining alternatives.

2.4.2 Mainline – Browns

The Browns alternative was the only mainline build alternative carried forward. As such, its evaluation is presented in Section 2.5 – What are the preferred alternatives and how were they selected?

2.4.3 Interchange Build Alternatives

Comparative tables were developed to quantify screening criteria for each interchange build alternative retained for study. Table 2.5 summarizes the screening of the retained interchange alternative types for engineering analysis and costs. Table 2.6 summarizes the preliminary environmental impacts of the retained alternatives. These comparative engineering analyses, costs and environmental impacts were based on schematic-level detail of the interchange alternatives and were preliminary in nature. All the alternatives that were carried forward are discussed below.

Sixth Street Interchange

At the Sixth Street interchange location, the Cyclone and Rocket alternatives were retained for further study. Both alternatives achieve the project purpose and need.

Cyclone

Figure A9 in Appendix A shows the Cyclone alternative. This alternative was retained for further study because it replaces the I-55 northbound to I-72 westbound loop ramp with a directional ramp, it removes the loop ramp weaves on the mainline and puts them on a lower speed C-D road, it improves the LOS of the existing interchange, and it eliminates the left-hand exit to northbound Sixth Street, and addresses the major convergence of northbound I-55 and eastbound I-72.

Rocket

Figure A10 in Appendix A shows the Rocket alternative. This alternative was retained for further study because it replaces the I-55 northbound to I-72 westbound loop ramp with a directional ramp, it removes the loop ramp weaves within the interchange, it improves the LOS of the existing interchange, and it eliminates the left-hand exit to northbound Sixth Street, and addresses the major convergence of northbound I-55 and eastbound I-72.

Stevenson Drive Interchange

At the Stevenson Drive interchange location, the Husker, Hawkeye, and Hoosier alternatives were retained for further study. All three alternatives achieve the project purpose and need.

Husker

The Husker alternative is a single point diamond interchange with Stevenson Drive crossing over I-55 (see Figure A11 in Appendix A). This alternative was retained for further study because it replaces the low speed loop ramps with directional ramps, it fits into the existing right-of-way with minimal interruption to local businesses or facilities, and it improves the distance between the west ramp terminal intersections and Dirksen Parkway from 400 feet to 625 feet.

Hawkeye

The Hawkeye alternative is a modified diamond interchange (see Figure A12). This alternative was retained for further study because it slightly increases the distance between the west ramp terminal intersection and Dirksen Parkway and it improves safety by increasing the ramp radius of the loop ramp in the northeast quadrant.

Hoosier

The Hoosier alternative is a new diamond interchange with an extension of Dirksen Parkway constructed south of Stevenson Drive (see Figure A13 in Appendix A). This alternative was retained for further study because it eliminates the tight loop ramp radius, improves the distance between intersections, and the existing interchange could remain open during construction of the new interchange.

South Grand Avenue Interchange

At the South Grand Avenue interchange location, the Wolverine and Wildcat alternatives were retained for further study. Both alternatives achieve the project purpose and need.

Wolverine

The Wolverine alternative is a single point diamond interchange with I-55/72 crossing over South Grand Avenue (see Figure A14 in Appendix A). This alternative was retained for further study because it eliminates the low speed loop ramps and the loop ramp weaves on I-55/72 and South Grand Avenue, and it maximizes the distance between the west ramp terminal intersection and the Dirksen Parkway intersection from 400 feet to approximately 1,300 feet.

Wildcat

The Wildcat alternative is a partial cloverleaf with standard diamond ramps replacing the low speed loop ramps in the northwest and southeast quadrants (see Figure A15 in Appendix A). This alternative was retained for further study because it eliminates the two low speed loop ramps and the weaving movements on I-55/72 and on South Grand Avenue and it increases the distant to Dirksen Parkway from 500 feet to 900 feet.

Clear Lake Avenue Interchange

At the Clear Lake Avenue interchange location, the Boilermaker and Bruins alternatives were retained for further study. Both alternatives achieve the project purpose and need.

Boilermaker

The Boilermaker alternative is a directional interchange that replaces all but one loop ramp with directional ramps. The loop ramp in the northeast quadrant would remain but the radius would be increased to a 35 mph design speed (see Figure A16 in Appendix A). This alternative was retained for further study because it eliminates the

loop ramp weaves, it provides directional ramps for all but one movement, and it requires less right-of-way in the southeast and southwest quadrants as compared to the Badger alternative.

Bruins

The Bruins alternative retains the cloverleaf design but includes a one-lane C-D road on each side of I-55 (see Figure A17 in Appendix A). I-72 would be widened to a six-lane section and a one-lane directional ramp would be provided in each direction for I-55 northbound to I-72 eastbound and I-72 westbound to I-55 southbound traffic (see Figure A8 in Appendix A, the Browns lane configuration alternative). This alternative was retained for further study because it moves the weaving movement from the I-55 mainline to the lower speed C-D roads along each side of I-55, it reduces impacts and right-of-way in all quadrants except the southwest quadrant, and it provides a one-lane C-D road along each side of I-55, which mitigates the issues caused by the close proximity of the Clear Lake Avenue and South Grand Avenue interchanges.

Sangamon Avenue Interchange

At the Sangamon Avenue interchange location, the Saluki, Gopher, and Panther alternatives were retained for further study. All three alternatives achieve the project purpose and need.

Saluki

The Saluki alternative is a partial cloverleaf that replaces the southeast and northwest quadrant loop ramps with standard diamond ramps. The loop ramps in the northeast and southwest quadrants would remain (see Figure A18 in Appendix A). It was retained for further study because it eliminates the deficient loop ramps, free flow left turns remain for the exits off of I-55, very little right-of-way would be required, and it has simple stage construction.

Gopher

The Gopher alternative is a standard diamond interchange that would replace the existing cloverleaf interchange (see Figure A19 in Appendix A). It was retained for further study because it eliminates the deficient loop ramps, increases the distance to the IL Route 54 intersection, and is a common interchange type familiar to most drivers.

Panther

The Panther alternative is a single point diamond interchange that would replace the existing cloverleaf interchange (see Figure A20 in Appendix A). It was retained for further study because it eliminates the deficient loop ramps, it maximizes the distance to the IL Route 54 intersection, and it requires no additional right-of-way.

2.5 What is the Preferred Alternative and how was it selected?

The preferred alternative is comprised of mainline sections and interchanges. The Browns mainline alternative works cohesively with the selected interchange alternatives. The total project cost for mainline and interchange improvement is $802 million.

Mainline Lane Configuration

The Browns alternative is the Preferred Alternative for the I-55 and I-72 mainline lane configuration (see Figure A8 in Appendix A). The Browns alternative helps mitigate issues caused by the close proximity of the Clear Lake Avenue and South Grand Avenue interchanges, it improves capacity with a six-lane mainline section except at the Sixth Street interchange where traffic estimates only warrant for a four-lane section, and it provides directional ramps with increased design speeds for the well-travelled interstate to interstate movements of I-55 northbound to I-72 eastbound and I-72 westbound to I-55 southbound. This alternative costs approximately $255 million.

With the added lanes and improved mainline I-55/72 typical section, overpass structures throughout the corridor would be removed, re-aligned or replaced. The abandoned railroad overpass south of the Stevenson Drive interchange and the Cook Street overpass would be permanently removed. West Lake Shore Drive, Bissell Road and Andrew Road would be re-aligned with new structures. Second Street, Southwind Road, Ridgely Road, and Sudduth Road overpass structures would be removed and replaced on the existing alignment. Two railroad overpass structures would be removed and replaced as well.

Sixth Street Interchange

The Cyclone alternative is the Preferred Alternative at the Sixth Street interchange (see Figure A9 in Appendix A). The Cyclone alternative is a directional interchange type and replaces the I-55 northbound to I-72 westbound loop ramp with a directional ramp, it removes the loop ramp weaves on the mainline and puts them on a lower speed C-D road, it improves the LOS of the existing interchange, and it eliminates the left-hand exit to northbound Sixth Street. When compared to the Rocket alternative, the Cyclone alternative impacts less farmland, trees, potential noise receptors, and wetlands, would require no displacements, and has a lower cost at approximately $44 million as compared to $53 million (see Tables 2.4 and 2.5).

Stevenson Drive Interchange

The Husker alternative is the Preferred Alternative at the Stevenson Drive interchange (see Figure A11 in Appendix A). The Husker alternative is a single point diamond interchange type that eliminates the deficient loop ramps, it fits into the existing right-of-way with minimal interruption to local businesses or facilities, and it improves the distance between the west ramp terminal intersections and Dirksen Parkway from 400 feet to 625 feet. The Husker alternative requires no additional right-of-way unlike the Hawkeye and Hoosier alternatives, which require 17 and 20 acres, respectively. It impacts 0.7 acre less of wetlands, impacts 1.2 acre less of floodplain and has no sensitive noise receptors nearby as compared to the Hawkeye and Hoosier alternatives (see Table 2.5). The Husker alternative would cost about $40 million, which is higher than the other alternatives ($38 and $30 million) but the fewer environmental impacts and improved access to existing businesses and facilities outweigh the cost difference.

South Grand Avenue Interchange

The Wolverine is the Preferred Alternative at the South Grand Avenue interchange (see Figure A14 in Appendix A). The Wolverine alternative is a single point diamond interchange type that eliminates the low speed loop ramps and the loop ramp weaves on I-55/72 and South Grand Avenue, and maximizes the distance between the west ramp terminal intersection and the Dirksen Parkway intersection from 400 feet to approximately 1,300 feet. The Wolverine alternative requires no additional right-of-way and has no displacements. The Wildcat alternative requires five acres of right-of-way and has four residential displacements. The Wolverine alternative has a cost of approximately $40 million, which is only $1 million higher than the cost for the Wildcat alternative.

Clear Lake Avenue Interchange

The Bruin is the Preferred Alternative at the Clear Lake Avenue interchange (see Figure A17 in Appendix A). The Bruin alternative is a clover leaf interchange type with the use of C-D roads and directional ramps. It moves the weaving movements from the I-55 mainline to the lower speed C-D roads along each side of I-55, it reduces impacts and right-of-way in all quadrants except the southwest quadrant, it provides 30 mph designed loop ramps in all quadrants, and provides one lane C-D roads along each side of I-55, which helps mitigate the issues caused by the close proximity of the Clear Lake Avenue and South Grand Avenue interchanges. The Bruin alternative requires 11 acres of right-of-way as compared to the 32 acres for the Boilermaker alternative. The Bruin alternative does have more residential displacements (25) than the Boilermaker alternative (10), mostly located in the southwest quadrant, but it impacts less wetlands, floodplain, farmland, forest and streams (see Table 2.6). It has a cost of approximately $68 million, which is about $6 million less than the Boilermaker alternative. The Boilermaker alternative has complex staging while the Bruin alternative has simpler staging and uses the footprint of the existing interchange.

Sangamon Avenue Interchange

The Saluki alternative is the Preferred Alternative (see Figure A18 in Appendix A) at the Sangamon Avenue interchange. The Saluki alternative is a partial cloverleaf interchange type that eliminates the loop ramp weaves and the deficient loop ramps, retains free flow left turns for the exits off of I-55 (unlike the Gopher alternative which created left turns at signalized intersections), requires very little right-of-way, and has simple stage construction. The Saluki alternative provides a signalized intersection and a two-way stop controlled east intersection at the ramp terminals with Sangamon Avenue unlike the Gopher alternative that would add two full signalize intersections onto Sangamon Avenue. The Gopher and Saluki alternatives have very similar environmental impacts and costs (see Tables 2.5 and 2.6). The approximate cost of the Saluki alternative is $28 million.

The Panther Alternative was determined to be not feasible due to the grades required to get over Sangamon Avenue and under the railroad bridge to the south. This grade increase is due to the increased length and increased depth of the I-55 structure over Sangamon Avenue with the single point diamond interchange design. Because piers cannot be placed in the center median of Sangamon Avenue due to the intersection underneath, the I-55 overhead structure length and depth both increase causing the profile of I-55 over Sangamon Avenue to be raised. With I-55 then going under the railroad bridge to the south, this grade is increased to approximately 3.6 percent. Based on freeway design criteria, the maximum allowable grade is 3 percent.

Figure 2.3 shows schematics of the preferred interchange alternatives.

Table 2.5 Preliminary Comparison of Interchange Alternatives Carried Forward

	6th Street		Stevenson Drive			South Grand Avenue		Clear Lake Avenue		Sangamon Avenue		
	*Cyclone	Rocket	Hawkeye	Hoosier	*Husker	Wildcat	*Wolverine	Boilermaker	*Bruin	Gopher	*Saluki	Panther
Right-of-way (acres)	3	27	15	30	0	5	0	32	11	2	1	0
Approximate Displacements												
Residential	0	1	0	0	0	4	0	10	25	0	0	0
Commercial	0	1	0	3	0	0	0	2	1	0	0	0
Properties Affected	3	12	7	5	0	7	0	6	7	5	5	0
Environmental Impacts - See Impacts Sheet												
Wetlands (acres)	0.2	0.5	1.1	2.8	0.4	0	0	0.7	0.5	0.9	0.9	0.3
Floodplains (acres)	0	0	2.8	4.8	1.4	0	0	0.1	0	0	0	0
Noise (receptors)	12	15	5	14	0	5	3	55	52	13	13	13
Farmland (acres)	1	17	0	0	0	0	0	31	3	0	0	0
Cost ($Million, Construction & Right-of-way)	44	59	30	36	46	39	40	71	68	27	28	32
Lowest Level of Service												
Mainline	C	C	C	C	C	C	C	B	B	C	C	C
Crossroad	C	C	C	C	C	B	B	B	B	C	C	C
Traffic Signals on Crossroad	0	0	3	0 on Stevenson	3	2	1	0	0	2	2	1
Meets Current Design Criteria	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Distance to First Access Point (ft)	900	370	550	700	800	900	1,400	800	800	1,550	1,900	1,900
Loop Ramps	2 to C-D	1 to Mainline	1	0	0	2 to C-D	No	1	4 to C-D	No	Yes	No
Loop Ramp Weaving	Yes, on C-D	No	No	No	No	No	No	No	Yes, on C-D	No	No	No
Minimum Ramp Design Speed (mph)	30 to C-D	35 to Mainline	40	50	50	30	50	35	30 to C-D	50	30	50
Bridges	7	11	3	3	2	1	1	10	8	1	1	1
Complex Staging	No	Yes	No	No	Yes	No	Yes	Yes	No	No	No	Yes
Notes			5	6, 7			8	1, 2	3, 4			8

Notes:

(1) Takes 4 acres from SMSD Treatment Plant.
(2) Requires closing Hill Street intersection with Clear Lake Avenue.
(3) No change to ramp connections to Clear Lake.
(4) Takes 1.5 acres from SMSD Treatment Plant.
(5) CWLP access aligned with ramp terminal.
(6) Most of right-of-way from City of Springfield.
(7) Takes interchange traffic off of Stevenson Drive.
(8) Requires significant grade raise on Mainline I-55

Comparative Disadvantage

**Preferred Alternative*

Table 2.6 Preliminary Environmental Impacts of Interchange Alternatives Carried Forward

	6th Street		Stevenson Drive			South Grand Avenue		Clear Lake Avenue		Sangamon Avenue		
	**Cyclone*	*Rocket*	*Hawkeye*	*Hoosier*	**Husker*	*Wildcat*	**Wolverine*	*Boilermaker*	**Bruin*	*Gopher*	**Saluki*	*Panther*
I. Socio-economic												
1. Community Cohesion	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
2. Title VI & Environmental Justice	no impact	no impact	no impact	no impact	no impact	no impact	no impact	low-income	low-income	no impact	no impact	no impact
3. Public Facilities & Services	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
4. Changes in Travel Pattern and Access	no impact	[illegible]	no impact	new interchange	no impact	no impact	no impact	[illegible]	no impact	no impact	no impact	no impact
5. Relocations (Business & Residential)	no impact	[illegible]	no impact	[illegible]	no impact	[illegible]	no impact	[illegible]	[illegible]	no impact	no impact	no impact
6. Economic Impacts	[illegible]	no impact	CWLP access	[illegible]	no impact	no impact	no impact	no impact	no impact	[illegible]	[illegible]	no impact
7. Land Use	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
8. Growth & Economic Development	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
9. Pedestrian and Bicycle Facilities	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
II. Agricultural												
1. Farms & Farmland Conversion (acres)	[illegible]	[illegible]	no impact	no impact	no impact	no impact	no impact	[illegible]	[illegible]	no impact	no impact	no impact
2. Prime and Important Soils	present	present	no impact	no impact	no impact	no impact	no impact	present	present	no impact	no impact	no impact
3. Severed/Landlocked Parcels	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
4. Adverse Travel	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
III. Cultural Resources												
1. Archeological Properties	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
2. Historic Bridges	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
3. Historic District	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
4. Historic Buildings	no impact	no impact	ND	ND	ND	ND	no impact	ND	ND	no impact	no impact	no impact
IV. Air Quality												
1. CO Microscale Analysis	no impact	no impact	pre-screen	pre-screen	pre-screen	no impact	pre-screen	no impact	no impact	pre-screen	pre-screen	pre-screen
2. Air Quality Conformity	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
3. PM2.5 and PM10.0 Nonattain. & Maint. Areas	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
4. Construction Related Particulate-Matter	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
5. Mobile Source Air Toxics (MSAT)	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
V. Noise (receptors within 500 ft)	12	15	5	14	0	5	3	55	52	13	13	13
VI. Natural Resources												
1. Upland Plant Communities (acres)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	no impact	[illegible]	[illegible]	[illegible]	[illegible]	no impact
2. Wildlife Resources	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
3. Threatened & Endangered Species	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
VII. Water Quality/Resources/Aquatic Habitats	no impact	no impact	[illegible]	[illegible]	[illegible]	no impact	no impact	[illegible]	[illegible]	no impact	no impact	no impact
VIII. Groundwater Resources	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
IX. Floodplains (acres)	no impact	no impact	[illegible]	[illegible]	[illegible]	no impact	no impact	[illegible]	no impact	no impact	no impact	no impact
X. Wetlands (acres)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	no impact	no impact	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
XI. Regulated Substances	2 RECs	3 RECs	4 RECs	7 RECs	5 RECs	3 RECs	3 RECs	5 RECs	5 RECs	3 RECs	3 RECs	3 RECs
XII. Special Lands												
1. Section 4(f)	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
2. Section 6(f)	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
3. OSLAD Act Lands	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
4. Illinois Natural Area (INAI) Sites	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
5. Nature Preserves	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
6. Land & Water Reserves	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact	no impact
XIII. Indirect & Cumulative Impacts	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND

ND = Not Determined = *Impacted Resource* = *Potential Impact* *SH =Shrubland* *FO = Forest* *REC = Recognized Environmental Condition* **Preferred Alternative*

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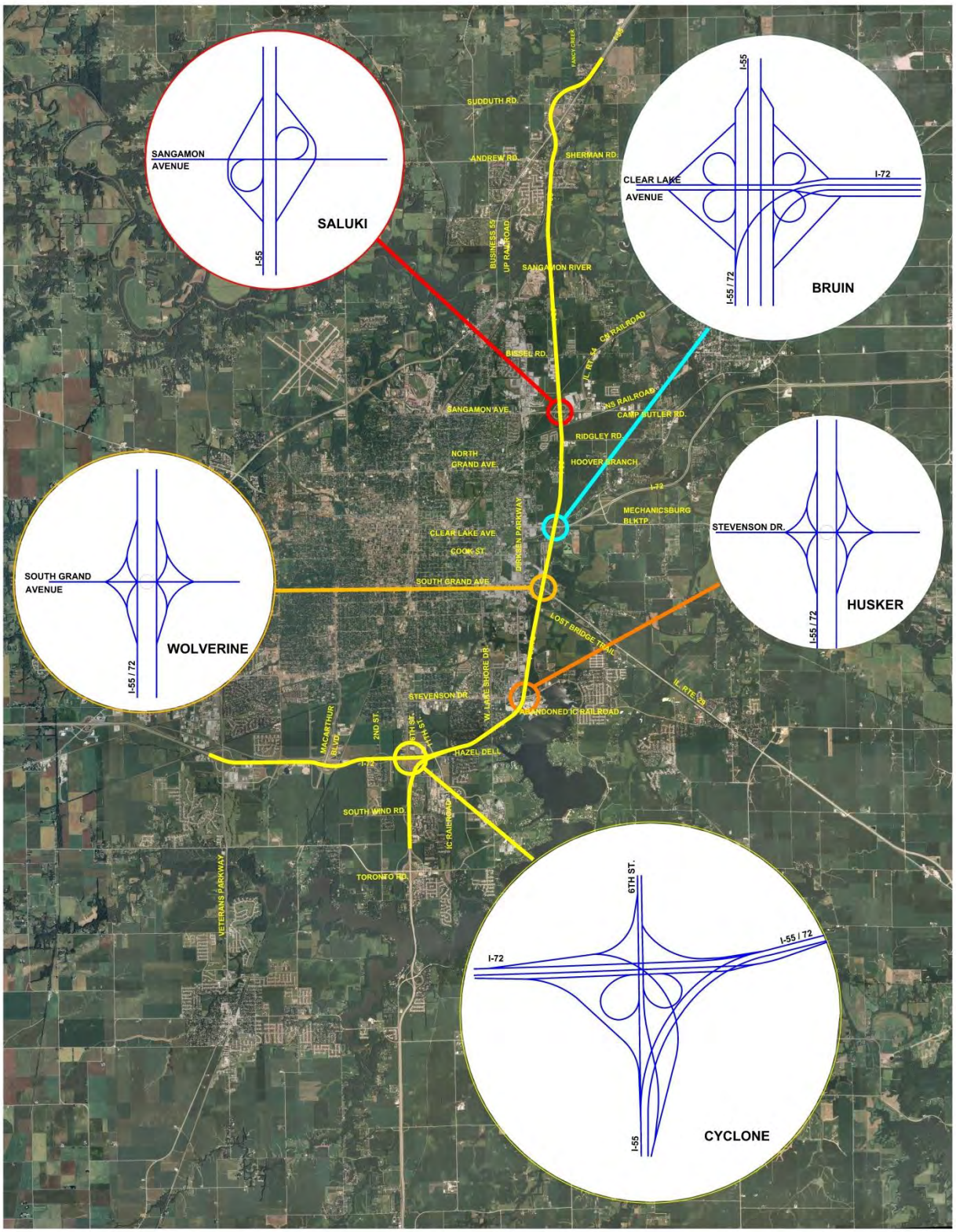
Figure 2.3 Preferred Interchange Alternatives



3. Environmental Setting, Impacts and Mitigation

This chapter describes the current land uses, economy and jobs, noise, air quality, wildlife, wetlands, park land, cultural and other resources that exist within the project study area. This chapter also describes the potential effects of the project on these resources. Table 3.1 summarizes the assessed environmental impacts of the preferred alternative, which includes both the preferred mainline and interchange alternatives, and other features of the preferred alternative such as cost and interchange and bridge reconstruction summaries. These impacts were assessed using more-detailed information than what was available during the alternatives analysis. As the project progressed, engineering plans, right-of-way needs and roadway geometrics were developed for the preferred alternative. Additional environmental surveys were also conducted and updated as the project progressed. Each of the environmental resource categories listed below are discussed in detail in the subsequent subsections.

Table 3.1 Summary of Impact Analysis of the Preferred Alternative

Impact Category	Impact
Proposed Right-of-way (acres)	65.5
Cost ($Million)	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	50
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
Threatened and Endangered Species (species, see Note 10)	2
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)	3

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) Trailhead relocation at the Williamsville to Sherman Multi-use Trail. Temporary closures of the Interurban Trail and Lost Bridge Trail.

3.1 Social and Economic Factors

3.1.1 What communities exist within the project study area?

Communities and demographic boundaries in the project study area include the city of Springfield and the village of Sherman, in Sangamon County. The study corridor occurs mostly along the south and east sides of Springfield and extends north to Sherman. 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, 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 Census years 2000 and 2010. Sangamon County, the city of Springfield and the village of Sherman have all experienced increases in population over this time period, especially the village of Sherman, while nine of the 16 census tracts within the study area have experienced a decline in population.

The project study area includes one neighborhood association: the Trevi Gardens Homeowners Association. Trevi Gardens is located within Census Tract 30 in Springfield, approximately 2,000 feet west of the I-55 and Sixth Street interchange and 300 feet south of I-55 (see Figure B15 in Appendix B). The cohesion of this neighborhood with the rest of the city of Springfield is not anticipated to change during or after construction of the preferred alternative. The Trevi Gardens neighborhood will not be bisected or isolated, and access to local businesses, public facilities and services and transportation modes would not be restricted.

Table 3.2 Population, Income and Unemployment Data

Demographic Boundary	2000 Population	2010 Population	Percent Change
Sangamon County	188,951	197,465	+4.5
City of Springfield	111,454	116,250	+4.3
Village of Sherman	2,871	4,148	+44.5
Census Tract 1	4,270	3,967	-7.1
Census Tract 5.01	2,420	2,358	-2.6
Census Tract 5.04	3,258	3,059	-6.1
Census Tract 6	6,001	5,233	-12.8
Census Tract 24	3,892	3,582	-8.0
Census Tract 25	4,982	5,081	+2.0
Census Tract 27	3,718	3,406	-8.4
Census Tract 28.02	3,213	3,394	+5.6
Census Tract 29	5,058	4,953	-2.1

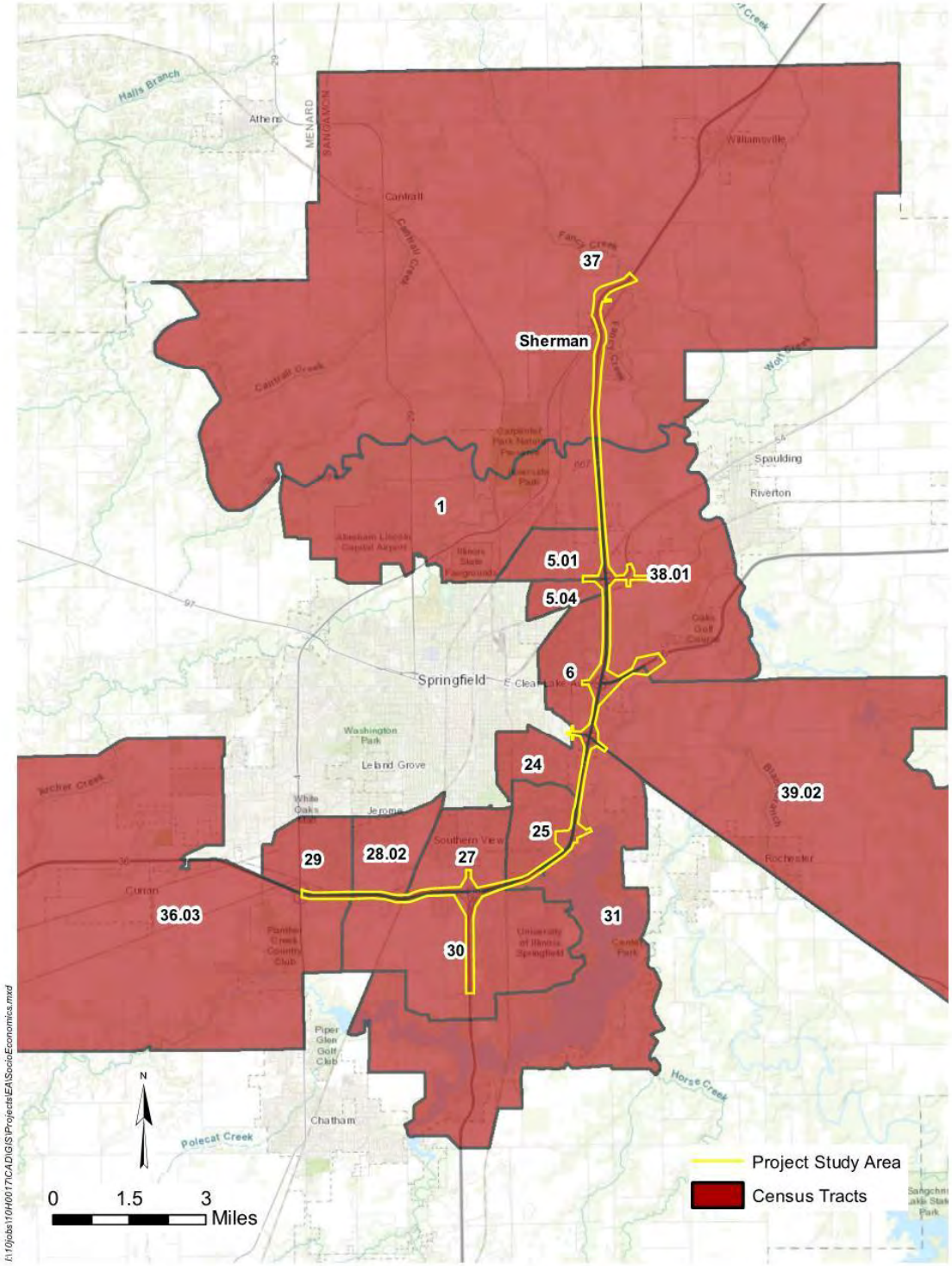
Demographic Boundary	2000 Population	2010 Population	Percent Change
Census Tract 30	5,331	5,912	+10.9
Census Tract 31	5,733	7,296	+27.3
Census Tract 36.03	3,206	4,899	+52.8
Census Tract 37	7,009	8,372	+19.4
Census Tract 38.01	2,899	2,759	-4.8
Census Tract 39.02	3,853	3,829	-0.6

Source: U.S. Census Bureau, 2000 & 2010 Decennial Census

Several public facilities and services are in or near the I-55 and I-72 project study area (see Figures B1-B18 in Appendix B). The Lincoln Prairie Behavioral Health Center is a mental health treatment center located southeast of I-55 and Southwind Road. Hope Pavilion is a school and facility for children with Autism Spectrum Disorders and other developmental disabilities located north of Lincoln Prairie. The First Church of the Nazarene is located on the south side of Southwind Road and east of I-55. The McFarland Mental Health Center is operated by the Illinois Department of Human Services and is located north of Southwind Drive east of I-55. The Edwin A. Lee Elementary School is located southeast of the Sixth Street interchange. The Calvary Church is located on Hazel Dell Road on the north side of I-72 west of 2nd Street. Lakeside Church of Christ is adjacent to the south side of I-55/I-72 just east of West Lake Shore Drive. The CWLP Power Plant and Water Treatment Plant, serving the electrical and potable water needs for the city of Springfield and surrounding communities, is located at the Stevenson Drive interchange. The Sangamon County Water Reclamation District (SCWRD) operates the City's Sugar Creek Wastewater Treatment Plant on the southeast quadrant of the Clear Lake Avenue interchange. The Midwest Technical Institute is a vocational training school located north of Sangamon Avenue on the west side of I-55. The iWorship Center is a religious facility north of Bissell Road on the west side of I-55. The Faith Outreach Christian Center is located along Bahr Road on the east side of I-55 at Sherman. And the Living Faith Baptist Church is also located in the Sherman area northwest of the Sherman Boulevard interchange.

Approximately 10.2 acres of right-of-way would be required from the Sugar Creek Treatment Plant for reconstruction of the Clear Lake interchange, and approximately 0.8 acre of right-of-way will be required from the CWLP facility on the west side of I-55/I-72 for reconstruction of the Stevenson Drive interchange. Coordination is ongoing with the SCWRD and with CWLP for temporary disruptions during construction and changes in access (see Section 3.1.3). No other public facilities and services would be affected. No public facilities and services would be displaced by the project. The project would not restrict community access to any public facilities and services during construction. Emergency services, such as fire, police, and ambulance, would continue to operate and serve the local community without transportation restrictions during and after construction.

Figure 3.1 Census Tracts of the Project Study Area



3.1.2 Will the project impact Title VI, minority, or low-income populations?

> ***What is Environmental Justice?***
>
> Environmental Justice refers to Executive Order 12898 and subsequent federal orders and policies that require each federal agency identify and avoid disproportionately high and adverse effects on minority and low-income populations to the greatest extent allowed by law.

The project area was evaluated in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, to determine if there is a potential for disproportionate and adverse impacts to low-income or minority populations. Demographic information related to racial and ethnic composition and income characteristics from the 2018 U.S. Census' American Community Survey are provided in Tables 3.3 and 3.4. 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. Based on this information, Census tracts 24, 25 and 28.02 have minority populations present in greater meaningful percentages than the background populations of Sangamon County and the City of Springfield. These minority populations are Black or African American for all three tracts. Based on the Census income characteristics, Census tracts 6, 24, 25 and 28.02 have low-income populations present. The FHWA defines a "low-income" individual as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. The Health and Human Services 2018 Poverty Guidelines for a family of four is $25,100. Based on the Census information, groups of minority and low-income populations are present in geographic proximity to the project. Specific areas identified as having an Environmental Justice (EJ) population are Census Tracts 6, 24, 25 and 28.02. However, no residents or businesses are to be displaced from the EJ communities. Access to and within the EJ communities is not being reduced, and there is no loss of community cohesion. As a result, no disproportionately high and adverse impacts to EJ populations are anticipated.

> ***What is Title VI?***
>
> Title VI of the Civil Rights Act of 1964 prohibits discrimination on the ground of race, color or national origin in connection with federal programs and activities.

Table 3.3 Age, Racial and Ethnic Composition

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	40.0	16.7	81.9	12.8	2.8	2.3
City of Springfield	39.0	16.9	72.9	19.9	3.9	2.7
Village of Sherman	46.4	22.6	99.1	0.0	0.0	3.8
Census Tract 1	45.3	17.1	91.3	6.4	1.2	0.5
Census Tract 5.01	50.3	23.3	91.1	6.6	1.8	0.5
Census Tract 5.04	42.0	18.7	84.3	11.8	1.5	4.0
Census Tract 6	46.5	22.6	82.7	12.9	0.4	0.4
Census Tract 24	37.4	12.9	27.7	65.6	0.7	2.2
Census Tract 25	38.8	17.7	63.7	29.1	2.3	3.7
Census Tract 27	43.6	17.8	90.8	6.1	1.0	2.2
Census Tract 28.02	27.0	8.3	49.9	37.2	12.6	4.7
Census Tract 29	43.7	23.4	75.7	18.1	4.6	1.2
Census Tract 30	28.1	14.5	74.3	13.7	8.2	7.2
Census Tract 31	44.4	17.7	91.4	3.6	3.1	0.3
Census Tract 36.03	44.3	20.0	85.9	4.3	5.5	2.3
Census Tract 37	45.0	18.7	98.8	0.0	0.2	2.4
Census Tract 38.01	40.9	14.4	88.8	2.2	1.5	0.6
Census Tract 39.02	43.7	17.9	95.0	2.9	1.5	2.4

Source: U.S. Census Bureau, 2018 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 include 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

Demographic Boundary	Median Family Income ($)	Median Household Income ($)	Families below Poverty Level (%)	Unemployment Rate (%)
Sangamon County	80,129	60,466	10.9	6.3
City of Springfield	72,987	53,405	14.7	7.5
Village of Sherman	118,681	104,514	0.0	4.7
Census Tract 1	59,531	47,647	12.0	10.1
Census Tract 5.01	74,063	69,792	3.5	7.8
Census Tract 5.04	68,266	57,983	9.1	6.6
Census Tract 6	43,398	27,992	28.2	6.5
Census Tract 24	34,740	33,311	28.6	21.1
Census Tract 25	62,901	46,726	27.7	6.3
Census Tract 27	53,438	48,990	15.2	10.5
Census Tract 28.02	24,744	28,185	35.6	4.0
Census Tract 29	81,250	63,720	7.8	7.4
Census Tract 30	79,429	62,095	12.1	3.5
Census Tract 31	124,044	97,556	0.6	3.3
Census Tract 36.03	120,273	108,098	0.3	1.8
Census Tract 37	119,425	100,713	0.9	2.8
Census Tract 38.01	59,375	54,241	14.3	10.6
Census Tract 39.02	100,694	93,047	4.0	2.2

Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates

The project would displace 46 mobile homes and two other residences at the southwest quadrant of the Clear Lake Avenue interchange (Census Tract 6) as a result of a proposed directional ramp and C-D road and reconfiguration of the entrance ramp from Clear Lake Avenue to southbound I-55/I-72 (see Figure B9 in Appendix B). The mobile homes are part of the Pheasant Run Mobile Home Park, which is owned and operated by FR Community. Pheasant Run is a private, gated residential community with a clubhouse.

The 2010 Decennial Census block data was reviewed to identify racial, ethnic or elderly populations of the area of homes to be displaced. Census blocks 6000, 6004 and 6005 consisted of 100 white persons, with only one person represented as black and no Hispanic or Latino persons. Therefore, no minority populations are present in the Census blocks representing the homes to be displaced. The median age of blocks 6000, 6004 and 6005 were 68.5, 72.5 and 54.5, respectively. Therefore, an elderly group is present at the area of homes to be displaced.

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. Income and poverty data are only available at the census tract level using the American Community Survey 5-year estimates; thus, the data represents a larger geographical area than the defined study area. These homes are within Census Tract 6, which represents a much larger population of 4,438 and an area of 2.58 square miles. The median household income for Census Tract 6 is not below the Health and Human Services 2018 Poverty Guidelines for a family of four of $25,100 and is less than the City of Springfield, indicating low-income populations occur within the tract. However, based on visual observations and review of the Pheasant Run website[1], this community is unlikely a low-income population. This community has a high percentage of an elderly population. 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.

[1] https://frcommunity.com/pheasant-run/?utm_source=google&utm_medium=organic&utm_campaign=gmb

IDOT has initiated discussions of the potential impacts with the owner of the Pheasant Run Mobile Home Park, and discussion within individual residents will take place at a later time. 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. A public hearing is anticipated to be held in 2021 to provide information to the public on the preferred alternative and the results of the Environmental Assessment.

No groups or individuals have been, or will be, excluded from participation in public involvement activities, denied the benefit of the project, or subjected to discrimination in any way on the basis of ethnicity, religion, race, elderly, color, age, sex, national origin, or religion. An evaluation of the project in accordance with Executive Order 12898 has determined that the project would not cause adverse impacts to any minority or low-income populations.

3.1.3 Will the project have any changes in travel patterns?

Traffic patterns after completion of construction would be the same as existing for the I-55 and I-72 mainlines. Existing access points to and from I-55 and I-72 would be maintained with a slight change to the traffic patterns for the northbound I-55 to Old Route 36/Camp Butler exit off of eastbound I-72 and also for the Old Route 36/Camp Butler Road entrance to westbound I-72. Geometry and capacity improvements are included in the interchange upgrades. Five interchanges along the project corridor would be reconstructed as part of this project. Collector-distributor (C-D) roads would also be used as part of this project. Access to and from the interstate system would be improved with the reconstruction of these five interchanges.

Adjacent local roads and streets would maintain their existing access except at the Cook Street overpass. This existing overpass structure is planned to be removed and new access provided to properties east of I-55 via South Grand Avenue and Tansey Road.

Adjacent commercial and residential properties would maintain their existing access, as well, except at the CWLP facility where access to their storage facility on the west side of the interstate in the southwest quadrant of the interchange would be modified. The existing overpass structure just south of the Stevenson Drive overpass structure, which provides access from the CWLP plant to their storage facility, is planned to be removed. This overpass structure would not be removed until the proposed entrance into the CWLP plant off of Stevenson Drive is completed.

3.1.4 Will the project change or impact any pedestrian, bicycle or transit facilities?

The Village of Sherman is currently constructing a multi-use trail called the Williamsville to Sherman Multi-use Trail that 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 Village is leasing the linear corridor where the multi-use trail will be constructed from Ameren, and the Village owns the trailhead parcel. The trail is scheduled to be completed in the summer of 2021.

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.

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). At the Interurban Trail project location, new right-of-way and easements are not anticipated because IDOT maintains a permanent easement at this location. At the Lost Bridge Trail project location, additional right-of-way or easements would be required because the I-55 mainline embankment would need to be widened on either side of the trail. For both trail locations, the trails would need to be temporarily closed for up to a construction season due to safety concerns during construction. See Section 3.14 for additional information.

The Sangamon Mass Transit District (SMTD) operates a fleet of 57 fixed route buses throughout the city of Springfield on 16 regular daytime service routes and five-night service routes. An additional 16 supplementary routes provide limited service on weekdays to assist on heavily traveled fixed route corridors during peak periods and provide transit to and from places that generate large numbers of passengers at specific times. Services extend from the north side of Springfield, just south of Sherman, south to the University of Illinois Springfield campus. New urbanized area routes were added in 2018 to provide services connecting Chatham, Rochester, Sherman and Riverton/Spaulding to downtown Springfield. No SMTD bus routes currently use I-55 or I-72; however, several routes cross I-55 and/or I-72 at locations that would be reconstructed. These crossing locations are West Lake Shore Drive, South Grand Avenue and Sangamon Avenue. SMTD busses may experience short-term traffic delays during reconstruction of structures at these locations. The project would improve the flow of transit at these locations as a result of crossroad and interchange improvements.

3.1.5 Will the project require any residential or business relocations?

Reconstruction of the Clear Lake Avenue interchange would require displacement of 48 residencies and one commercial cell tower. Reconstruction of the Sixth Street interchange would displace a shed company and one residence east of Second Street. In addition, the realignment of Andrew Road over I-55 south of the Sherman Boulevard interchange would displace one residence. Displaced residents will be given the opportunity to relocate in the same area if desired. Adequate replacement housing appears to be available for the displaced residences within the project area. IDOT initiated discussions of the mobile home relocations with the owner of the Pheasant Run Mobile Home Park in 2019. For these acquisitions, the provisions of the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended” and the IDOT *Land Acquisition Procedures Manual* will be followed. IDOT will provide housing of last resort if comparable housing is not available at the time of displacement, and housing resources will be made available to all relocates without discrimination.

3.1.6 Land Use

Most land use within the project area is the existing interstate system. Additional land uses include agricultural, residential, commercial and industrial. The existing land use throughout the I-55 mainline and interchange configurations will remain unchanged. The project site and the construction of the proposed improvements would continue to support the existing land uses. The proposed interstate improvements are included in the Springfield Area Transportation Study (SATS) Long Range Transportation Plan 2045, and preliminary engineering and land acquisition for the project section from north of Sangamon Avenue to north of Sherman are included in the FY 2021-2024 Transportation Improvement Program (TIP). The project is not expected to change the land use and zoning in the City of Springfield or impact planned improvements to the local transportation system. The improvements would further reinforce the existing land uses and improve the access and linkage to residential and commercial facilities west and east of the corridor.

3.1.7 Will the project cause any economic impacts, economic growth or economic development?

Land on either side of the I-55 and I-72 corridor is mostly developed. Areas of undeveloped land consisting of farmland occur along the south and north sides of I-72 east and west of MacArthur Boulevard, in floodplain areas on the east side of I-55/I-72 south of South Grand Avenue/IL Route 29, and on both sides of I-55 between Clear Lake Avenue and Sherman. The proposed project improvements would only serve to support any planned economic development in the community.

Numerous businesses occur adjacent to the I-55 and I-72 project study area. Those that are within the project study area include businesses associated with waste hauling, truck rental, trucking, truck dealership, tractor sales, hotels, restaurants, gas stations, retail, sheds and storage.

Reconstruction of the Sixth Street interchange would displace a shed company lot northwest of the Sixth Street interchange. Reconstruction of the Sangamon Avenue interchange would impact approximately 26 parking spaces at a trucking company, and realignment of Bissell Road over I-55 north of Sangamon Avenue would displace approximately 29 waste hauling truck parking spaces. Additional area for replacement of the shed lot and lost parking spaces is available in the vicinity of the businesses.

Changes in access for businesses would occur at CWLP and at the Sugar Creek Wastewater Treatment plant. Changes at CWLP include the removal of an overpass structure that provides access from the CWLP plant to their storage facility on the west side of the interstate. This overpass structure would not be removed until the proposed improvements at the entrance to the CWLP plant off of Stevenson Drive are completed. The south access to the Sugar Creek Wastewater Treatment Plant would be modified once the Cook Street overpass structure is removed. This south access point is their second entrance, not their main entrance, but needs to be maintained in case of emergencies or issues with the main entrance to the plant. The revised access to East Cook Street and this south entrance to the plant would be from South Grand Avenue and Tansey Road.

The project is not anticipated to decrease sales at established, traffic-oriented businesses (e.g., gasoline service stations, restaurants or retail stores), other than to potentially cause temporary changes in access and short-term traffic delays to these businesses during construction.

3.2 Agriculture

Conversion of agricultural land to highway right-of-way can lead to reductions in agricultural production. Minimizing these effects is required by the Federal Farmland Protection Policy Act and the Illinois Farmland Preservation Act.

3.2.1 Will the project impact farms or convert farmland to other uses?

The project would convert approximately 22.6 acres of existing agricultural land to transportation land use. The majority of this conversion would be at the Sixth Street and Clear Lake Avenue interchanges, 9.8 and 9.5 acres respectively (see Figures B9, B14 and B15 in Appendix B). Other areas of farmland conversion would be needed east of Eleventh Street, along Bissell Road and south of the Sangamon River (see Figures B4, B5 and B14 in Appendix B). All farmland to be converted is contiguous with the existing I-55/I-72 right-of-way. Conversion of farmland to transportation land use would not result in uneconomical remnants, severed/landlocked parcels, adverse travel, or relocations of rural residences or farm buildings. The type of soils to be converted and their prime and important farmland classification is summarized in Table 1 in Appendix C on page 104.

Impacts from farmland conversion have been minimized consistent with the operational and safety requirements of the project. Impacts to agricultural lands within the project area were minimized through the use of existing roadway ROW and incorporation of design standards that minimize the need for farmland. These standards include the utilization of the existing median to reduce the project's footprint and consideration of several interchange design types to minimize right-of-way needs where possible, while maintaining roadway efficiency and safety.

What is an archaeological site?

An archaeological site is any place where physical remains of past human activities exist. Two basic types of evidence of past human activities are artifacts (portable objects made or used by humans) and features (non-portable evidence of past human behavior, activity and technology. Both artifacts and features may be prehistoric or historic.

What is the National Register of Historic Places?

The National Register of Historic Places (NRHP) is the official list of historic resources in the U.S. worthy of preservation. Listed places can include districts, sites, buildings, structures and objects. For a place or property to be eligible for the NRHP, it must be significant for at least one of four main criteria of eligibility related to an event, person, design/construction, or information potential.

When is a resource considered historic?

A resource is considered historic when it is either listed or eligible for listing on the NRHP.

What is Section 106?

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of federally-funded projects on historic properties. 36 CFR 800 outlines Section 106 requirements.

What is Section 4(f)?

Section 4(f) of the Department of Transportation Act of 1966 stipulates that the FHWA and other DOT agencies cannot approve the use of land from publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there is no feasible and prudent avoidance alternative and all possible planning to minimize harm has been included, or if the use of the property will have a *de minimis* (minor) impact. With regards to historic bridges, an action will "use" a bridge that is on or eligible for the NRHP if the action will impair its historic integrity either by rehabilitation or demolition.

3.2.2 Will the project impact Protected Agricultural Areas?

The project would not impact land registered in the Illinois Agricultural Areas Conservation and Protection Act, farms and acreage enrolled in the federal Conservation Reserve Program, and farms certified by Illinois as Centennial, Sesquicentennial or Bicentennial Farms.

3.2.3 Has coordination with the Natural Resources Conservation Service (NRCS) and the Illinois Department of Agriculture (IDOA) occurred?

Early coordination letters were submitted to the NRCS and IDOA in October 2011. The project was presented for review and concurrence to the IDOA as part of the NEPA-404 merger process in June 2012, February 2014 and June 2014. The IDOA concurred at each meeting with each of the decision points of purpose and need, alternatives to be carried forward, and preferred alternative.

A Form NRCS-CPA-106 was submitted on January 30, 2020, to the NRCS and IDOA for notification of farmland conversion. The NRCS and IDOA completed their review of the agricultural impacts of this project on January 31 and February 18, 2020, respectively. Because the project has been designed to acquire the least possible amount of land to meet the safety needs of the public, the IDOA has determined that the project complies with IDOT's Agricultural Land Preservation Policy and Illinois' Farmland Preservation Act. The U.S. Department of Agriculture score for this project is 193 (out a maximum of 300 points), which is considered a moderate impact to farmland. The completed form and IDOA review letter are provided in Appendix C on pages 153-155.

3.3 Historic Properties

Historic properties are any properties that are on or eligible for listing in the National Register of Historic Places (NRHP), and include below ground resources, like archaeological sites, and above ground resources, like buildings and bridges. These resources are protected by Section 106 of the National Historic Preservation Act (NHPA).

3.3.1 How were historic properties identified in the project study area?

Before historic properties are identified, an Area of Potential Effect (APE) is defined. The APE is the geographic area(s) within which a project may directly or indirectly affect historic properties. The APE for the I-55/I-72 Reconstruction project is defined as the area within 100 feet of the final right-of-way, expanded to 500 feet distant of the proposed fly over ramps at the Clear Lake Avenue and Sixth Street interchanges. The Illinois State Archaeological Survey (ISAS) completed a survey of archaeological resources within the APE. In addition, a photolog of structures within the APE that are potentially 40 years or older was prepared and is being reviewed by ISAS.

3.3.2 Do archaeological properties exist within the Area of Potential Effect (APE)?

The archaeological survey resulted in the identification of no sites that warrant National Register consideration.

3.3.3 Do historic architectural properties (buildings, bridges or structures) exist within the APE?

Based on initial feedback from the IDOT Cultural Resources Unit, architectural properties eligible for the National Register have been identified by ISAS. The eligibility of these properties will need to be coordinated with the State Historic Preservation Officer (SHPO) after the architectural properties report is approved.

3.3.4 Will the project impact archaeological properties?

Based on the results of the archaeological survey, there are no archaeological properties affected by the project. The State Historic Preservation Officer (SHPO) concurred with the finding of "No Archaeological Properties Affected" on May 1, 2020 (see the IDOT memorandum dated May 6, 2020, in Appendix C).

3.3.5 Will the project impact historic architectural properties?

Based on initial feedback from the IDOT Cultural Resources Unit, adverse effects to eligible architectural properties are not expected. However, effects will need to be assessed and coordinated with the SHPO.

3.4 Air Quality

Air quality is protected by the Clean Air Act and air quality standards established by the U.S. Environmental Protection Agency (EPA).

3.4.1 Carbon Monoxide Microscale Analysis

In accordance with the IDOT-Illinois EPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," this project is exempt from a project-level carbon monoxide air quality analysis because the highest design year approach volume on the busiest leg of the intersection is less than 5,000 vehicles per hour (vph) or 62,500 ADT.

3.4.2 Air Quality Conformity

In order to protect public health, the USEPA has set standards for six air quality pollutants: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter and sulfur dioxide. Areas where monitored air quality exceeds these standards are called "nonattainment areas." Areas that were once classified as nonattainment but now meet the air quality standards are called "maintenance areas." No portion of this project is within a designated nonattainment or maintenance area for any of the air pollutants for which the USEPA has established standards. Accordingly, a conformity determination under 40 CFR Part 93 ("Determining Conformity of Federal Actions to State or Federal Implementation Plans") is not required.

3.4.3 $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas

This project is not an air quality concern under 40 CFR 93.123(b)(1). Due to the project not having a significant number of, or significant increase, in diesel vehicles and the project improving freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, it has been determined that the project will not cause or contribute to any new localized $PM_{2.5}$ or PM_{10} violations or increase the frequency or severity of any $PM_{2.5}$ or PM_{10} violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis. For additional information on PM Hot-Spot requirements, see the USEPA overview at https://www.epa.gov/state-and-local-transportation/overview-pm-hot-spot-requirements-and-guidance-transportation-0.

3.4.4 What are mobile source air toxics and does the project have any potential effects to them?

Mobile source air toxics (MSAT) are pollutants emitted from highway vehicles and non-road equipment that are known to cause or suspected to cause health and environmental effects. For each build alternative carried forward in this Environmental Assessment, the amount of MSAT emitted would be proportional to the vehicle miles traveled (VMT) assuming that other variables (e.g., fleet mix) are the same for each alternative. The VMT estimated for each of the Build Alternatives carried forward is slightly higher than that for the No Build alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the Preferred Alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to USEPA's MOVES 2014 model (https://www.epa.gov/moves), emissions of all the priority MSAT decrease as speed increases. Since the estimated VMT under each of the Build Alternatives carried forward are nearly the same, varying by less than five percent, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce annual MSAT emissions by more than 90 percent between 2010 and 2050. Local conditions

may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great, even after accounting for VMT growth, that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, under each build alternative carried forward there may be localized areas where ambient concentrations of MSAT could be higher under certain build alternatives than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built at reconstructed interchanges, under alternatives with expanded ramp configurations. However, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts.

In summary, where a highway is widened, the localized level of MSAT emissions for the build alternative carried forward could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion, which are associated with lower MSAT emissions. Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

3.4.5 Construction Related Particulate Matter

Demolition and construction activities can result in short-term increases in dust and equipment emissions in and around the project study area. (Equipment-related particulate emissions can be minimized is the equipment is well maintained.) The potential air quality impacts would be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate. The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of construction activity, and during high wind conditions.

IDOT's Standard Specification for Road and Bridge Construction include provisions on dust control in Section 107.36. Under these provisions, dust and airborne dirt generated by construction activities would be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and IDOT will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques include minimizing track-out of soil onto public roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces. With the application of appropriate measures to limit dust emissions during construction, this project would not cause any significant, short-term particulate matter air quality impacts.

3.5 Noise

3.5.1 How is noise assessed for roadway projects?

Roadway noise depends on four main factors:

- The number of vehicles present;
- Traffic speed;
- The number of large trucks present; and
- How far the listener is from the roadway.

Traffic noise is considered unwanted sound from cars and trucks that may interfere with normal human activities. Traffic noise is predicted for Existing, future No Build, and future Build conditions. IDOT uses data and findings from traffic noise reporting to determine if traffic noise impacts will occur due to the proposed project, then methods to reduce noise for the listener (called noise abatement) are considered.

There are four steps in highway traffic noise analysis:

1) Identify places with similar noise and land use. This is done by determining Common Noise Environments (CNEs), which are a group of receptors with similar noise exposure, topography, traffic characteristics, and land use. CNEs are grouped by noise sensitivity based on FHWA Activity Categories (i.e., residential, parks, hotels, etc.). Assign one representative receptor per CNE, as the worst-case noise location in the CNE. A receptor is a location analyzed for noise impacts and is typically an exterior area of frequent human use (bench, patio, etc.).

2) Conduct noise modeling for each receptor. Existing, future No Build, and future Build conditions are modeled using FHWA Traffic Noise Model 2.5 (TNM 2.5) for each representative receptor, using comparative field monitoring to ensure the model accurately represents the area's noise characteristics.

3) Analyze representative receptors (one per CNE) for noise impacts. If the representative receptor is impacted, the entire CNE is considered to have a noise impact. There are two ways to identify noise impacts:
    a) Compare modeled future Build noise levels to the FHWA Noise Abatement Criteria (NAC) to determine if noise impacts will occur (see Table 3.5). The NAC does the following:
        - Classifies where noise levels interfere with human speech;
        - Differs by land use; and
        - Establishes noise level at which noise barrier need to be studied.

       The CNE has a noise impact if future Build noise at the representative receptor is within one decibel, meet, or exceed the NAC.
    b) For each representative receptor, the CNE has a noise impact if future Build noise is predicted to increase by 15 decibels or more at a representative receptor(s).

4) Determine if noise abatement is feasible and reasonable for each CNE. Noise abatement are measures taken to reduce traffic noise impacts (i.e., construction of berms or noise walls, shifting roadway alignment, etc.). For each CNE determined to be impacted by noise, noise abatement is assessed. Noise abatement must:

    - be feasible to construct;
    - effectively reduce noise;
    - be cost-effective; and
    - have a majority of those benefited by each abatement measure support its construction. This is called viewpoints solicitation, and depending on the project's characteristics, is completed in either preliminary engineering or after the final design has been approved.

Table 3.5 Noise Abatement Criteria Categories and Noise Levels Where Impact Occurs

Example Land Uses	FHWA Noise Abatement Category	FHWA Noise Abatement Criteria - Noise Level Where Impact Occurs (dB(A))
Residential	B	67
Recreational areas, cemeteries, hospitals, medical facilities, parks, places of worship, schools, trails	C	67
Hotels, motels, restaurants, bars, offices	E	72
Agriculture, airports, emergency services, industrial, manufacturing, retail facilities, utilities, warehousing	F	None
Undeveloped lands that are not permitted for development	G	None

3.5.2 Are there any noise sensitive areas in the project area?

Fifty-nine CNEs were identified within the noise study limits. These CNEs represent 663 residences, seven hotels, four restaurants, three businesses, four trailheads, two parks, one drive-in theater, one mental health center, one radio station, one military training center and one school. See Figures B1 through B18 in Appendix B for the receptor and CNE locations.

3.5.3 Are there any noise impacts in the project area?

Each receptor was analyzed for three noise level scenarios: 2020 Existing conditions, 2050 No Build conditions, and 2050 Build conditions. Table 3.6 summarizes the results of the noise analysis. Existing noise levels for the 59 receptors ranged from 49 to 77 dB(A). Year 2050 No Build noise levels for the 59 receptors ranged from 50 to 78 dB(A). Receptor noise levels increased from 1 dB(A) to 2 dB(A) from Existing conditions to No Build conditions. The 2050 Build noise levels for the 59 receptors ranged from 50 dB(A) to 78 dB(A). Traffic noise levels decreased or increased from -7 dB(A) to 4 dB(A) from Existing conditions to the Build condition. Any increase was due to the increase in the traffic volumes and the proposed geometry, while any decrease was due to the proposed geometry. Based on the 2050 Build conditions analysis no receptors had a substantial increase in noise (15 dB(A) or greater increase from Existing conditions to Build conditions). However, 35 of the receptors approached, met or exceeded the NAC. Therefore, a noise abatement analysis is required.

Table 3.6 Noise Analysis Results Summary

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 Houses	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

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)	
R21	E	1 Hotel	72	68	70	70	2	No
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	74	76	76	2	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
[2] See Table 1 for activity categories
[3] Noise Abatement Criteria
Bold, highlighted data represent build condition noise levels that approach, meet or exceed the appropriate NAC.

3.5.4 Would a noise barrier be feasible and reasonable?

Noise barriers are typically the most practical noise abatement measures due to their cost effectiveness and ability to be implemented on right-of-way and along existing roadways. Noise barriers may include noise walls, earth berms or a combination of both. Noise barriers reduce noise levels by impeding transmission of noise, absorbing noise or reflecting it back toward the noise source. Any noise abatement measure must be determined both feasible and reasonable to be considered for implementation. The noise abatement measure also must be considered a prudent expenditure of public funds to be considered reasonable.

IDOT policy identifies general criteria that must be met before a noise barrier shall be recommended for implementation. These include the following:

- Noise barriers shall be evaluated to address the identified traffic noise impacts;
- Noise barriers shall be feasible (can be built and can achieve the traffic noise reduction feasibility criterion of at least 5 dB(A) for at least two impacted receptors);
- Noise barriers shall achieve the noise reduction design goal of at least 8 dB(A) for at least one benefitted receptor (Reasonableness Criterion 1);
- Noise barriers shall be cost effective (i.e., may not exceed the allowable noise abatement cost) (Reasonableness Criterion 2); and
- Noise barriers shall be deemed desired by the benefited receptors (Reasonableness Criterion 3).

TNM was used to perform the noise barrier feasibility check for the 35 impacted receptors identified in Table 3.6. However, 15 of the 35 impacted receptors either represented only one receptor or a noise barrier would not achieve the traffic noise reduction feasibility criterion of at least 5 dB(A) for at least two impacted receptors. Therefore, these barriers are not considered a feasible noise abatement measure. Noise barriers for the remaining 20 impacted receptors/CNEs could be built and achieve at least a 5 dB(A) reduction for at least two impacted receptors within each CNE.

TNM was then used to perform the noise barrier reasonableness check for the 20 remaining impacted receptors/CNEs. There were 17 receptors/CNEs for which a noise barrier would be considered acoustically reasonable, as they achieve the IDOT noise reduction design goal of at least an 8 dB(A) traffic noise reduction at one or more benefited receptor location.

The 17 noise barriers were then evaluated for cost-effectiveness. Table 3.7 summarizes the results of the adjusted allowable cost per benefited receptor calculations for each noise barrier. Table 3.8 summarizes the results of the noise abatement evaluation. Of the 17 noise barriers evaluated for cost-effectiveness, 13 barriers were found to be not cost-effective (barriers R3, R8-R9, R13, R16-2, R16-3, R17, R29, R40, R44, R45, R46, R49 and R53). The other four barriers (R7, R30, R35 and R36) were found to be economically reasonable as stand-alone barriers.

Table 3.7 Adjusted Allowable Cost per Benefited Receptor Calculations

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	12	$1,000	$0	$0	$1000	$31,000
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	22	$381	$0	$0	$381	$30,381
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	2	$500	$0	$0	$500	$30,500
R46	3	$1,500	$0	$0	$1,500	$31,500
R49	3	$0	$0	$0	$0	$30,000
R53	3	$2,000	$0	$0	$2,000	$32,000

Table 3.8 Noise Abatement Evaluation Summary

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	12.31	904	11,130	$333,911	12	$27,826	$31,000	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	$273,614	3	$91,205	$32,000	No	Not Cost-Effective
R16-2	17.83	516	9,194	$275,812	2	$137,906	$34,250	No	Not Cost-Effective
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	22	$23,714	$30,381	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	$349,820	$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	11.24	840	9,440	$283,203	2	$141,602	$30,500	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	15.96	1,040	16,602	$498,070	3	$166,023	$32,000	No	Not Cost-Effective

After the evaluated 17 noise barriers were considered for reasonableness as stand-alone barriers, noise barrier costs were then considered cumulatively, across CNEs, to determine if any barrier found to be not cost-effective

standing alone could be cost-effective on a cumulative basis. Table 3.9 places analyzed barriers in order of increasing cost-effective ratio. Noise abatement measures achieve the cost reasonableness criterion cumulatively if the cumulative estimated noise barrier cost per benefited receptor is less than the cumulative adjusted allowable cost per benefited receptor. As shown in Table 3.9, two additional noise barriers (R13 and R16-3) would be considered cost-effective on a cumulative basis.

Table 3.9 Cost Averaging Summary

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
R36	10	$224,426	$22,443	$31,000.00	0.72	$22,442.60	$31,000.00	Cost-Effective Stand Alone
R30	21	$497,999	$23,714	$30,380.95	0.78	$23,304.03	$30,580.64	Cost-Effective Stand Alone
R7	12	$333,911	$27,826	$31,000.00	0.90	$24,565.95	$30,697.67	Cost-Effective Stand Alone
R35	19	$560,403	$29,495	$31,000.00	0.95	$26,076.44	$30,790.32	Cost-Effective Stand Alone
R16-3	14	$525,585	$37,542	$31,285.71	1.20	$28,188.47	$30,881.58	Cost-Effective Cumulative
R13	3	$273,614	$91,205	$32,000.00	2.85	$30,581.49	$30,924.05	Cost-Effective Cumulative
R29	4	$429,607	$107,402	$35,125.00	3.06	$34,283.67	$31,126.50	Not Cost-Effective
R17	4	$408,203	$102,051	$33,250.00	3.07	Not part of evaluation as estimated cost is more than 2 times the adjusted allowed cost.		Not Cost-Effective
R46	3	$292,830	$97,610	$31,500.00	3.10			Not Cost-Effective
R16-2	2	$275,812	$137,906	$34,250.00	4.03			Not Cost-Effective
R3	3	$376,834	$125,611	$30,333.33	4.14			Not Cost-Effective
R45	2	$283,203	$141,602	$30,500.00	4.64			Not Cost-Effective
R53	3	$498,070	$166,023	$32,000.00	5.19			Not Cost-Effective
R8-R9	3	$662,564	$220,855	$30,666.67	7.20			Not Cost-Effective
R49	3	$950,423	$316,808	$30,000.00	10.56			Not Cost-Effective
R40	2	$214,826	$107,413	$30,500.00	11.47			Not Cost-Effective
R44	2	$827,497	$413,749	$30,500.00	13.57			Not Cost-Effective

The third component of reasonableness is obtaining the viewpoints of benefited receptors, which can occur either during Phase I (Preliminary Engineering) or Phase II (Design Stage) of the project. The viewpoints of benefited receptors shall be solicited for noise abatement measures (e.g., noise barriers) determined to be feasible, achieving the noise reduction design goal, and cost effective. The viewpoints of benefited receptors shall be solicited to determine their desire for implementation of the noise abatement measure. In order for a proposed noise abatement measure to be implemented, greater than 50 percent of the votes from votes responding must be in favor of the proposed abatement measures.

Due to the long-term nature of this project, the solicitation of viewpoints will be deferred until the Phase II Design stage of the project for those noise barriers identified in Table 3.9 that are feasible, meet the noise reduction design goal, and are cost effective.

Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasibility criteria, the noise reduction design goal and cost effectiveness reasonableness criteria are identified in Table 3.9. The final reasonableness criterion, the viewpoints solicitation, will be deferred until Phase II Design upon the approval of the project's final design. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be

modified or removed from the project plans. A final decision on the installation of abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

3.6 Natural Resources

3.6.1 Upland Plant Communities

3.6.1.1 What type of upland plant communities occur within the project study area?

Upland land cover types in the project study area are comprised of urban/built-up lands, non-native grassland, shrubland, cropland, upland forest and floodplain forest. Upland plant communities in the project study area are predominantly open lands dominated by exotic cool-season grasses, especially brome, blue grass and fescue. These areas adjacent to the I-55 and I-72 roadway are periodically mowed. The highway rights-of-way and interchanges are also dominated by linear strips and dense to open stands of shrubs and young trees that have developed along fencerows, property boundaries and unmowed areas. Larger more contiguous tracts of forest in and near the project study area occur near lands adjacent to Lake Springfield, Sugar Creek and the Sangamon River. The project study area, being comprised of mostly the existing interstate system, does not contain forested blocks of 20 acres or more.

3.6.1.2 Will the project impact any upland plant communities?

Approximately 35 acres of non-wetland forest and shrubland are estimated to be removed during the reconstruction of the I-55 and I-72 mainlines and the interchanges of Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue and Sangamon Avenue. The project is also anticipated to remove or disturb non-native roadside grass and linear strips of weedy shrubs established along the I-55 and I-72 interstates.

3.6.1.3 How were forested areas, prairies and savannas avoided and minimized?

Existing right-of-way, including the existing median, was utilized where possible to avoid the acquisition of additional right-of-way within the project area and the need for additional tree removal. Additionally, the impacts of several alternatives were analyzed and compared for both the I-55 and I-72 mainline and each of the reconfigured interchanges to determine which alternatives would have the least environmental impacts, including tree removal, while still meeting the purpose and need of the project. The preferred interchange alternatives utilize the existing interchange footprints, which minimizes the amount of tree removal necessary for reconstruction.

3.6.1.4 Proposed Mitigation

Any removal of trees would follow the IDOT – Bureau of Design and Environment's (BDE) Preservation and Replacement of Trees policy. This policy does not apply to undesirable, exotic or nuisance trees that occur around headwalls, in front of abutments, growing up through guardrails or along drainage ways. It also does not apply to the removal of dead, diseased or dying trees. For individually counted trees, the impacted trees will be replaced on a 1:1 ratio when using bare root, balled and burlapped trees or 3:1 ratio when using seedlings in accordance with IDOT policy "D&E-18 Preservation and Replacement of Trees." For trees removed from forested areas or from wooded riparian corridors, the intent of replacement plantings would be to provide comparable functional replacement. Potential locations for tree replacement could include within the highway right-of-way where appropriate, off the right-of-way by acquiring easements, or by furnishing trees or seedlings to local jurisdictions for planting outside the right-of-way where there is insufficient area to allow replacement within the right-of-way. A tree replacement plan will be developed during the design phase(s) of the project.

3.6.1.5 Are invasive plant species present in the project study area?

The U.S. Department of Agriculture Noxious Weeds List for Illinois contains several plant species that occur within the project study area. Typical invasive species that occur along I-55 and I-72 include giant ragweed, common ragweed, Canada thistle, perennial sowthistle, musk thistle and Johnson grass. Other invasive plant species commonly found in the project study area include tree-of-heaven, autumn olive, honeysuckle, garlic mustard, purple loosestrife, teasel, reed canarygrass and common reed.

In order to avoid the introduction or spread of invasive species in the project area, preventative measures will be taken on the project including inspection and cleaning of construction equipment and the use of invasive-free mulches, topsoil and seed mixes in project operations. Species listed as noxious weeds will not be used for landscaping and erosion control. Eradication of existing stands of invasive species can be eradicated through use of cutting and/or chemical applications prior to soil-disturbing activities during construction.

3.6.2 Wildlife Resources

3.6.2.1 What type of wildlife habitat occurs within the project study area?

Forests occupying the study area have suffered from lack of management and invasion by bush honeysuckle, multiflora rose, Osage orange, garlic mustard and other exotic plants. Tree species composition is shifting to sugar maple from oak and hickory and these forests have becoming highly fragmented in the project study area. Typical wildlife species that inhabit the forested areas of the project study area include white-tailed deer, eastern cottontail, fox and gray squirrels, coyote, raccoon, red fox, beaver, deer mouse, black rat snake, eastern box turtle, wild turkey and numerous bird species including bald eagles.

The existing I-55 and I-72 roadway corridor has created some fragmentation of habitat along streams crossing the interstate and forest tracts. Due to this human influence, the species present within the project corridor are expected to be adapted to more urban conditions. Several streams occur in the project study area including the Sangamon River, Sugar Creek and Fancy Creek, which offer water habitat for local wildlife. However, many of the streams have been channelized and uplands tiled, causing a loss of natural function. In addition, present day wetlands and open water ponds are threatened by reed canary grass and other invasive species, sedimentation and nutrient loading. Typical aquatic species associated with these aquatic habitats in the project study area include the chorus frog, spring peeper, crayfish, painted turtle, great blue heron, beaver, raccoon, Canada goose, wood duck, mallard, northern water snake and several species of fish.

3.6.2.2 Will the project impact wildlife habitat?

There is a potential bald eagle nest 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 Migrating Bird Treaty Act (16 USC 703-712). The nest will be resurveyed prior to the 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.

During reconstruction of the interstate mainlines and interchanges, there will be minor short-term direct negative impacts to wildlife associated with the disturbance of habitat for construction access and general construction-elated noise and activity (e.g., the operation and movement of construction equipment). A minor loss of habitat due to the proposed project will displace animals from the project study area forcing them to utilize other adjacent habitats. Also, there will be minor direct negative impacts to wildlife resources associated with the project due to the necessary clearing of wildlife habitat and the reconstruction of the interstate mainlines and interchanges. Due to the minor amount of habitat being removed for this project, the impacts to wildlife and habitats are not expected to be adverse.

As a result of consultation with the Illinois Department of Natural Resources (IDNR), several conservation measures to help protect wildlife and enhance natural areas in the project area were recommended and will be considered during the design phase(s) of the project. See the recommended conservation measures in the IDNR consultation letter dated September 22, 2020, in Appendix C.

Based on an analysis of 2,050 crashes that occurred along the I-55/I-72 project study area from 2014 to 2018, 158 crashes (7.7 percent of the total) were associated with animal collisions. The locations having the highest collisions are the I-55/-I-72 mainline between Sixth Street to Stevenson Drive (10.1 percent), I-55 mainline between Sangamon Avenue and Sherman Boulevard (15.2 percent), and I-55 north of Sherman Boulevard (8.9 percent). It is suspected that animal collisions are higher at these three locations along the I-55 corridor due to the presence of larger forested tracts, surface waterways, and larger agricultural tracts outside of more urban areas of the project study area. All other locations within the project study area exhibited seven percent or less of the total

animal collisions during the five-year period. The rate of mortality including animal-vehicle collisions associated with the proposed project is not expected to differ measurably from the baseline conditions since the project is not creating a new barrier or source of mortality in the project study area.

3.6.3 Threatened and Endangered Species

The Federal Endangered Species Act (16 USC 1531-1544) protects species of plants and animals that are threatened or endangered within the U.S. The Illinois Endangered Species Protection Act protects species of plants and animals that are listed under the federal act plus additional plants and animals and requires consultation with IDNR for the protection of state-listed species (17 Illinois Administrative Code (IAC) Part 1075). Both acts provide for the conservation of threatened and endangered species and the ecosystems upon which they depend.

Endangered Species Act of 1973

This is a federal law that protects endangered and threatened species from becoming extinct. A species is endangered if it is in danger of extinction throughout all or a significant portion of its range. A species is threatened if it is likely to become endangered within the foreseeable future. The law prohibits a "taking" of a listed species and destruction of critical habitat. Consultation occurs with the USFWS for any action that could potentially affect a listed species or their habitat.

Illinois Endangered Species Protection Act

This Illinois law protects species that the Illinois Endangered Species Protection Board lists as endangered and threatened. Consultation occurs with the IDNR for any federal, state or local agency action that might affect a listed species.

3.6.3.1 Federally-listed Species/Habitat

3.6.3.1.1 What federally threatened or endangered species exist in the project study area?

The federally listed species for Sangamon County are the endangered Indiana bat (*Myotis sodalis*), the threatened northern long-eared bat (*Myotis septentrionalis*) and the threatened eastern prairie fringed orchid (*Platanthera leucophaea*) (see the Official Species List dated September 22, 2020, in Appendix C) . The Indiana bat and northern long-eared bat hibernate in caves and mines. The Indiana bat requires small stream corridors with well-developed riparian woods and adjoining upland forest for roosting and foraging. The northern long-eared bat roosts and forages in upland forests and woods. The eastern prairie fringed orchid is a plant found in mesic (between wet and dry) to wet prairies.

3.6.3.1.2 Will the project affect federally threatened or endangered species?

This project will have no effect to the eastern prairie fringed orchid. This 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.

The U.S. Fish and Wildlife Service (USFWS) concurred with the effect determination via email on October 27, 2020 (see Appendix C).

3.6.3.2 State-Listed Species

3.6.3.2.1 What state threatened or endangered species exist in the project study area?

IDNR's Natural Heritage Database shows records for three state-listed threatened species in the vicinity of the project study area: the lined snake (*Tropidoclonion lineatum*), Kirtland's snake (*Clonophis kirtlandii*), and Franklin's ground squirrel (*Poliocitellus franklinii*) (see the EcoCAT review results dated September 17, 2020, in Appendix C). Lined snakes live in grasslands and urban lots in former prairie. The Kirtland's snake prefers prairie

wetlands, wet meadows and grassy edges of creeks, ditches and ponds, usually in association with crayfish burrows. The Franklin's ground squirrel occurs in infrequently mowed roadsides and old fields, railroad rights-of-way, cemetery prairies, brushy fields, fencerows and ditch banks.

3.6.3.2.2 Will the project affect state threatened or endangered species?

The Illinois Natural History Survey (INHS) conducted a habitat assessment and herpetological survey in August 2019 for the presence of the lined snake and Kirtland's snake within the project study area. Lined snakes were not encountered and no suitable habitat was identified; therefore, adverse impacts are unlikely. No Kirtland's snakes were encountered; however, suitable habitat was identified at two locations. Based on proposed plans suitable habitat would likely be impacted by construction activities. Therefore, an Incidental Take Authorization (ITA) will be obtained prior to project letting for these locations (see the IDNR consultation letter dated September 22, 2020, in Appendix C).

The INHS conducted a survey of the Franklin's ground squirrel in July and August 2019 to determine the presence of the species within the project study area. Franklin's ground squirrels were not caught at potential suitable habitat locations; therefore, adverse impacts are unlikely.

3.7 Surface Water Resources

Surface water resources include wetlands, streams, rivers, lakes and ponds. Wetlands are discussed in Section 3.10. Surface water resources are protected by the Clean Water Act (33 USC 1251).

3.7.1 What waterbodies exist in the project study area?

The project occurs within the Sangamon River watershed, which is a tributary of the Illinois River. The project area south of Sangamon Avenue is in the Sugar Creek sub-watershed, and the project study area north of Sangamon Avenue is in the Fancy Creek-Sangamon River sub-watershed. Based on aerial mapping, the U.S. Geological Survey (USGS) National Map, and field review, the project crosses fourteen streams: Fancy Creek, three tributaries to Fancy Creek, the Sangamon River, one tributary to the Sangamon River, Hoover Branch, five tributaries to Sugar Creek, one tributary to Lake Springfield, and one tributary to Lick Creek. I-55/I-72 crosses an inlet of Lake Springfield south of the Stevenson Drive interchange. A large pond occurs on State of Illinois property along the west side of I-55/I-72 south of the South Grand Avenue interchange. A detention pond occurs at the northeast quadrant of the Sangamon Avenue interchange.

3.7.2 Are there any water bodies that the Illinois Environmental Protection Agency lists as impaired or fully supporting for a designated use?

Information on water quality was obtained from the *Illinois Integrated Water Quality Report and Section 303(d) List, 2016* by the Illinois EPA. The Illinois EPA assessed Hoover Branch, Sangamon River and Lake Springfield for several designated uses and identified causes of impairment. Tables 3.9-3.11 summarize the support level of each designated use of the waterbody, the causes of any impairment, and probable sources of the impairment(s). There is not a Total Maximum Daily Load (TMDL) for these waterbodies within the project study area.

What are the Section 303(d) list of impaired waters and TMDLs?

Under **Section 303(d)** of the Clean Water Act, states are required to develop lists of impaired waters. These waters are too polluted or otherwise degraded to meet certain water quality standards. Each state must assess the degree to which waters (streams and lakes) attain beneficial uses, also called designated uses. Types of designated uses are aquatic life, fish consumption, public and food processing, water supply (drinking water), primary contact (swimming), secondary contact (fishing and boating) and aesthetic quality. The law requires that **Total Maximum Daily Loads** (TMDLs) be developed for these impaired waters. A TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.

Table 3.10 Assessed Uses for Hoover Branch and Causes of Impairment, if Applicable

Designated Use	Use Support Level	Causes of Impairment	Probable Sources
Aquatic Life	Not Supporting	Sedimentation/Siltation	Crop Production, Urban Runoff/Storm Sewers
Fish Consumption	Fully Supporting	N/A	N/A
Public and Food Processing Water Supplies	Fully Supporting	N/A	N/A
Primary Contact Recreation (Swimming)	Fully Supporting	N/A	N/A
Secondary Contact (Fishing and Boating)	Fully Supporting	N/A	N/A
Aesthetic Quality	Fully Supporting	N/A	N/A

Hoover Branch was assessed for several designated uses and does not support aquatic life and causes of impairment include sedimentation/siltation. Probable sources of this impairment may be due to crop production and/or urban runoff/storm sewers.

Table 3.11 Assessed Uses for the Sangamon River and Causes of Impairment, if Applicable

Designated Use	Use Support Level	Causes of Impairment	Probable Sources
Aquatic Life	Not Supporting	Nickel	Wastewater Discharges
		Dissolved Oxygen	Plant and Algal Photosynthesis
		pH	Precipitation (Acid Rain), Wastewater Discharges
		Silver	Sewage Sludge
Fish Consumption	Not Supporting	Polychlorinated biphenyls (PCBs)	Industrial Applications, River Bottom Sediment, Bioaccumulation
Public and Food Processing Water Supplies	Fully Supporting	N/A	N/A
Primary Contact Recreation (Swimming)	Not Supporting	Fecal Coliform	Roadkill, Bird Droppings, Wastewater Discharges
Secondary Contact (Fishing and Boating)	Fully Supporting	N/A	N/A
Aesthetic Quality	Fully Supporting	N/A	N/A

The Sangamon River was assessed for several designated uses and does not support aquatic life, fish consumption and primary contact recreation (swimming) and causes of impairment include nickel, dissolved oxygen, pH, silver, PCBs and fecal coliform. Probable sources of the impairments may be due to a number of factors including wastewater discharges, plant and algal photosynthesis, precipitation (acid rain), sewage sludge, industrial applications, river bottom sediment, bioaccumulation, roadkill and bird droppings.

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	Fully Supporting	N/A	N/A
Fish Consumption	Fully Supporting	N/A	N/A
Public and Food Processing Water Supplies	Fully Supporting	N/A	N/A
Primary Contact Recreation (Swimming)	Fully Supporting	N/A	N/A
Secondary Contact (Fishing and Boating)	Fully Supporting	N/A	N/A
Aesthetic Quality	Not Supporting	Algal Growth	Crop Production, Golf Courses, Urban Runoff
		Phosphorous (Total)	Crop Production, Golf Courses, Urban Runoff
		Total Suspended Solids (TSS)	Crop Production, Golf Courses, Littoral/Shore Area Modifications, Other Recreational Pollutant Sources, Urban Runoff

Lake Springfield was assessed for several designated uses and does not support aesthetic quality and causes of impairment include algal growth, phosphorous (total) and TSS. Probable sources of the impairments may be due to a number of factors including crop production, golf courses, urban runoff, littoral/shore area modifications and other recreational pollutant sources.

There is a Total Maximum Daily Load (TMDL) for Lake Springfield, which includes Sugar Creek and Hoover Branch, that was completed on September 29, 2017 (https://www2.illinois.gov/epa/Documents/iepa/water-quality/watershed-management/tmdls/reports/lake-springfield/final-permit.pdf). The TMDL pollutants are total phosphorus and TSS for Lake Springfield and Sugar Creek, 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. Runoff from the surrounding watershed was identified as the primary source of TSS loading. Industrial discharge was identified as the source of boron. 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://www2.illinois.gov/epa/Documents/epa.state.il.us/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.

3.7.3 Are there any streams in the project study area that have a special designation?

The Sangamon River is listed as a public water by the State of Illinois and as a navigable river by the U.S. Coast Guard. The Sangamon River is listed on the Nationwide Rivers Inventory by the National Park Service for its recreational and scenic properties. The project study area contains no streams that are designated as a Wild and Scenic River, an Illinois Natural Area Inventory Site, an Advanced Identification (ADID) Stream, an Illinois Biologically Significant Stream or an Outstanding Resource Water.

3.7.4 How will the project impact water resources during construction of the project?

Because the project primarily involves the reconstruction of an existing interstate, the long-term impacts to water quality and aquatic habitats are expected to be negligible compared to baseline conditions. Some permanent fill within the likely regulated waterbodies will be required due to the I-55 mainline widening and interchange reconstructions. Table 3.12 summarizes the anticipated impacts to the water resources during construction of the project.

Table 3.13 Anticipated Water Resource Impacts

Water Resource	Classification	Watershed Area (square miles)	Amount of Impact	Proposed Work
Tributary to Lick Creek	Intermittent stream	1.34	38 feet	Extend 9’ x 4’ box culvert 19 feet upstream and downstream
Tributary to Lake Springfield	Perennial stream	0.34	42 feet	Extend 8’ x 8’ box culvert 17 feet upstream and 25 feet downstream
Lake Springfield	Lake inlet	0.58	0.24 acre	Extend 6’ x 4’ box culvert 8 feet downstream and embankment fill
Tributary 1 to Sugar Creek	Intermittent stream	0.31	None	No proposed work to existing 5’ x 4’ box culvert
Tributary 2 to Sugar Creek	Perennial stream	4.29	36 feet	Extend 10’ x 10’ box culvert 18 feet upstream and downstream
Tributary 3 to Sugar Creek	Intermittent stream	0.67	120 feet	Extend 3’ x 2.5’ box culvert 60 feet upstream and downstream
IDOT pond	Pond	0.67	0.30 acre	Embankment fill
Tributary 4 to Sugar Creek	Ephemeral stream	2.68	251 feet	Replace existing 36” RCCP with 3’ x 3’ box culvert
Tributary 5 to Sugar Creek	Perennial stream	0.12	495 feet	Extend 10’ x 10’ box culvert 171 feet downstream and 324 feet upstream
Tributary 6 to Sugar Creek (I-55)	Intermittent stream	0.12	78 feet	Extend 4’ x 3’ box culvert 38 feet downstream and 40 feet upstream
Tributary 6 to Sugar Creek (I-72)	Intermittent stream	0.12	44 feet	Extend 6’ x 5’ box culvert 16 feet downstream and 28 feet upstream
Hoover Branch	Perennial stream	1.98	237 feet	Replace culvert with triple cell 9’ x 8’ box culvert
Tributary to Hoover Branch	Intermittent stream	0.57	None	No proposed work
Tributary to Sangamon River	Intermittent stream	0.85	30 feet	Extend 8’ x 5’ box culvert 14 feet downstream and 16 feet upstream
Sangamon River	Perennial river	119.92	None	Existing substructures of southbound and northbound structures to remain; superstructures to be widened
Tributary 1 to Fancy Creek	Intermittent stream	0.47	20 feet	Extend 7’ x 3.5’ box culvert 7 feet downstream and 13 feet upstream
Tributary 2 to Fancy Creek	Intermittent stream	0.29	None	No proposed work to existing 5’ x 4’ culvert

Water Resource	Classification	Watershed Area (square miles)	Amount of Impact	Proposed Work
Tributary 3 to Fancy Creek	Intermittent stream	0.12	10 feet	Extend 4' x 2.5' box culvert 10 feet downstream
Fancy Creek	Perennial stream	35.99	None	Southbound structure to remain; existing substructure of northbound structure to remain and superstructure to be widened

No in-stream work to the Sangamon River and Fancy Creek is anticipated because the existing bridge piers under I-55 would not require reconstruction. Constructing the additional lanes would be performed above the river on the existing superstructure of the bridges. The southbound structure at Fancy Creek would not require superstructure widening because three lanes are currently present.

3.7.5 Will construction impacts to water resources be mitigated?

The proposed project would require replacement or extension of existing culverts along the interstate project corridor. These existing crossings occur at perpendicular angles to the streams, thereby minimizing the length of impact. Because of the construction activity in and around the streams, short-term sedimentation will occur. In accordance with IDOT policy, an erosion and sediment control plan will be designed incorporating measures to minimize sedimentation effects. The implementation of the plan and the use of the standard specifications for erosion and sediment control will cause no long-term adverse impacts to the water quality or biological components of the streams to occur. For additional information on IDOT's policy on construction site storm water pollution control, see Chapter 41 of *IDOT's Bureau of Design and Environment Manual*.

3.7.6 Will the project impact water resources during operation and maintenance of the proposed project?

Roadway operation includes vehicular use and maintenance practices. The existing I-55 and I-72 roadway drainage system consists of primarily open drainage infrastructure that convey roadway storm water runoff. There are drainage structures along the median ditches that collect runoff from the median shoulder and inside lane. These median drainage structures outlet to a system of open roadside ditches and cross road culverts. The outside lanes and shoulders sheet flow to the roadside ditches in open drainage areas.

The proposed I-55 and I-72 drainage system will be similar to the existing. The existing drainage patterns would be maintained, and the existing outlets would be utilized in the proposed conditions as much as possible. Major cross culverts are proposed to be rehabilitated or replaced when deemed hydraulically necessary. Minor culvert crossings would be extended or removed, and at approximately the same locations, new culverts would be installed. In-line detention (oversized storm sewers) under the median areas for increased runoff due to added impervious surface is proposed for flat areas along I-72.

Highway runoff pollution from roadway operations, including solids, heavy metals, deicing salts and oil and grease may affect water quality of receiving waters through shock or acute loadings and through chronic effects from long-term accumulation within the receiving water. Deicing salt usage is seasonal and varies from year to year depending on the number of storm events and their intensity. Potential impacts are generally short-term, localized acute loadings from temporary water quality degradation, with few, if any chronic effects. Vegetated roadsides, infields and ditches, and the gentle slope of the terrain surrounding I-55 and I-72 will promote deposition and infiltration of potential runoff contaminants before entering the receiving streams. With proper maintenance of adjacent vegetated roadsides, infields and detention basins, no adverse impacts to water resources of exceedances of the state's water quality standards as a result of the proposed project are anticipated.

3.7.7 What water related permits will the project require?

It is anticipated this project will result in the disturbance of one or more acres of land. As a result, a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges from the construction sites is required. Permit coverage for the project will be obtained either under the Illinois EPA General Permit for Stormwater Discharges from the Construction Site Activities (NPDES Permit No. ILR10) or under an individual NPDES permit. Requirements applicable to such a permit will be followed, including the preparation of a Stormwater Pollution Prevention Plan. Such a plan shall identify potential sources of pollution which may reasonably expected to affect the quality of stormwater discharges from the construction site and shall describe and ensure the implementation of practices which will be used to reduce the pollutants in discharges associated with construction site activity and to assure compliance with the terms of the permit.

Per the Clean Water Act, a Section 404 permit from the USACE and Section 401 water quality certification from the Illinois EPA will be required for the discharge of fill material into Fancy Creek and its tributaries, Lake Springfield and its tributary, Hoover Branch and tributaries to Sugar Creek, Sangamon River and Lick Creek, including culverts, any necessary cofferdams, abutments, piers, temporary construction and access fills, and approach fills incidental to the construction of the mainline and interchanges. The proposed work at each of the streams would likely qualify for Nationwide Permit 14 (Linear Transportation Projects) because the impact at each crossing would be less than one-half acre. An Individual Section 404 permit would likely be required for any crossing that would impact one-half acre or more of stream.

This project was coordinated with the USACE and IEPA through the NEPA/404 Merger process. Additional coordination and application of permits will occur during the design phase of the project.

3.8 Groundwater Resources

Groundwater resources include wellhead protection recharge areas, groundwater recharge potential, public and private water wells, and aquifers.

3.8.1 Are any recharge areas, wellhead protection zones, or private and public water supply wells located in the project study area?

The project crosses wellhead protection recharge areas for three non-community water supply wells associated with Knights Action Park, which are crossed by I-72. A public water supply reservoir (Lake Springfield), supplying the communities of Springfield, Southern View and Leland Grove, is located along the project area. This reservoir is an active source for those communities.

There are no known public water wells within 1,000 feet of the project, and no IDOT facility work is planned for the proposed project, so there should be no impact on any setback zones as determined by the Illinois EPA Division of Public Water Supplies.

Illinois State Geological Survey (ISGS) well records indicate that water in the project area is obtained from sand, sand and gravel, and shale ranging from 21 to 52 feet below the surface, and from limestone ranging from 59 to 63 feet below the surface. Thirty-six wells were identified within approximately 200 feet of the project route. Other wells not in the ISGS database may be present near the project area.

What is a wellhead protection area?

A wellhead protection area is the surface and subsurface recharge area surrounding a community water supply well or well field where contaminants could enter and pollute the well.

What is groundwater recharge potential?

Groundwater recharge potential is the probability of precipitation reaching the uppermost aquifer, and is a function of depth to an aquifer, occurrence of major aquifers, and the potential infiltration rate of the soil.

What is a well setback zone?

A setback zone is a designated area surrounding a potable water supply well where certain prohibitions or regulations are applicable in order to protect groundwater.

What is karst topography?

Karst topography is a landscape created by groundwater dissolving sedimentary rock such as limestone. This creates shafts, tunnels, caves and sinkholes, which can be vulnerable to erosion and pollution.

3.8.2 Will there be any impacts to any aquifer recharge areas, wellhead protection zones, or private and public water supply wells?

Should there be any water well or cistern within the project footprint, it shall be properly abandoned in accordance with Illinois Department of Public Health requirements for the purpose of minimizing potential groundwater contamination from surficial sources. This includes community water supply (CWS) wells, non-CWS wells and private wells. If a dwelling with an affected water well or cistern will remain after road construction is completed, the associated water well shall be replaced or other suitable alternative provided. The new water well will be constructed such that susceptibility to surficial contamination is minimized, for example, by constructing the well in a deeper aquifer and by following water well code. Consequently, this project will not create any new "potential routes" for groundwater pollution or any new potential sources of groundwater pollution as defined in the Illinois Environmental Protection Act (415 ILCS 5/3, et seq.).

3.8.3 Will the project impact karst topography?

The site is not located within karst topography according to the Illinois EPA Source Water Assessment Program.

3.8.4 Will the project impact any Sole Source Aquifers (SSA)?

The Safe Drinking Water Act of 1974 gives USEPA authority to designate all or part of an aquifer as a "sole source" if contamination of the aquifer would create a significant hazard to public health and there are no physically or economically feasible alternative sources of drinking water to serve the population that relies on the aquifer. There are no Sole Source Aquifers, as designated under Section 1424(e) of the Safe Drinking Water Act, within the project area.

3.9 Floodplains

Floodplains are flat areas along streams and water bodies that hold excess water after a storm. Executive Order 11988 states that impacts to floodplains should be avoided where possible.

What is the 100-year floodplain?

The 100-year floodplain is the area adjoining a watercourse (stream, river or lake) that would be covered by water during a flood event having a 1 out of 100 chance of occurring in any given year.

What is the regulatory floodway?

The regulatory floodway is the channel of a stream plus any adjacent land that must be kept free of obstruction so that the 100-year flood can flow without increasing the base flood elevation more than a given amount (in Illinois, the increase must be 0.1 foot or less).

3.9.1 How were floodplains identified in the project study area?

Floodplains are extensions of waterways where water rises and expands into additional overbank storage areas. Within vegetated areas, floodplains provide an opportunity for infiltration and water quality treatment through filtering of nutrients, sediment, and impurities. Beneficial values of floodplains include, but are not limited to, the moderation of floods, water quality, groundwater recharge, fish and wildlife habitat, open space, and recreational value. The regulatory floodway is the channel of a stream plus any adjacent land that must be kept free of obstruction so that the 100-year flood can flow without increasing the base flood elevation more than a given amount (in Illinois, the increase must be 0.1 foot or less).

Flood Insurance Rate Maps (FIRMs) prepared by the Federal Emergency Management Agency (FEMA) in 2007 for Sangamon County were reviewed to determine the presence of floodplains and floodways within the project study area. Areas of 100-year floodplains are associated with Lake Springfield, Sugar Creek, Hoover Branch, the Sangamon River and Fancy Creek. The Sangamon River is also identified as having a regulatory floodway. Floodplain and floodway areas are depicted on the environmental resource exhibits in Appendix B.

3.9.2 Will the project impact any floodplains in the project study area?

Based on the FIRMs for Sangamon County, the preferred alternative would encroach upon the 100-year floodplain associated with the Sangamon River, Fancy Creek, Sugar Creek, Hoover Branch and Lake Springfield. There are six floodplains within the project area, and these floodplains are encroached upon in seven locations (the Sangamon River includes work both north and south of the river). Table 3.13 summarizes the floodplain and floodway encroachments by the proposed project.

Table 3.14 Floodplain and Floodway Encroachments

Associated Stream	Side of Interstate	Flood Zone Designation	Work Proposed	Encroachment Type	Length of Encroachment (feet)
Fancy Creek	East	A	Bridge widening/ Embankment	Transverse	390
	West	A	Retaining wall	Transverse	700
Sangamon River (north side)	East	AE	Embankment	Transverse	785 (375)
	West	AE	Embankment	Transverse	785 (375)
Sangamon River (south side)	East	AE	Embankment	Transverse	770 (750)
	West	AE	Embankment	Transverse	770 (750)
Hoover Branch	East	A	Culvert replacement	Transverse	110
Sugar Creek	East	AE	Culvert extension/ Embankment	Longitudinal	1,300
Sugar Creek	East	AE	Culvert extension/ Embankment	Longitudinal	2,050
	West	AE	Culvert extension/ Embankment	Longitudinal	1,850
Sugar Creek (Lake Springfield)	East	AE	Roadway widening/Culvert extension/Retaining wall	Transverse	250
	West	AE	Roadway widening/Culvert extension/Retaining wall	Transverse	200

Notes: (a) Streams, floodplains and floodways are depicted in Appendix B. (b) Zone A designates areas of 100-year flood; base flood elevations not determined. Zone AE designates areas of 100-year flood; base flood elevations determined. (c) Regulatory floodway encroachment provided in parentheses. Bold denotes a floodplain with a regulatory floodway.

Hydraulic reports were completed for structures at Fancy Creek and Hoover Branch. The hydraulic analysis of the existing Fancy Creek bridges revealed that the headwaters are within IDOT guidelines and the structure openings have adequate opening. The hydraulic analysis of the existing double box culvert at Hoover Branch revealed that only the 10-year flood was within IDOT guidelines. Therefore, a larger three-cell box culvert replacement is recommended.

The project is not anticipated to involve a significant floodplain encroachment. A significant floodplain encroachment occurs when flood-related impacts involve a significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route, involves a significant risk, or involves a significant adverse impact on natural and beneficial floodplain values.

3.9.3 How were impacts to floodplains avoided or minimized?

Due to the width and configuration of the floodplains associated with the streams, Sangamon River and Lake Springfield adjacent to the existing highway corridor of I-55 and I-72, avoidance of floodplain impacts is not practical. As required under Executive Order 11988 and 23 CFR 650, Subpart A, it has been determined that

there is no practical alternative to development within the floodplain. The project will conform to state and local laws concerning floodplain encroachments. Compensatory flood storage volume would be provided to compensate for any floodplain storage losses resulting from the project. Because there will be work within the floodplain and floodway, permits will be required for construction within the floodway through the IDNR – Office of Water Resources (OWR).

3.10 Wetlands

Wetlands are transitional areas between aquatic and terrestrial habitats where water occurs at or near the soil surface during the growing season. All wetlands are protected by the Illinois Interagency Wetlands Policy Act (20 Illinois Compiled Statutes (ILCS)/830 et seq.) and some wetlands are protected by the Clean Water Act.

3.10.1 What wetlands were identified in the project study area?

The INHS conducted a wetland survey in 2019 to determine wetland boundaries and characteristics in the project study area. Field investigation of potential wetland areas was conducted as outlined in the *1987 Corps of Engineers Wetlands Delineation Manual* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual*. The investigation identified 51 sites as wetlands within the project study area (see figures in Appendix B). The majority of wetlands identified are associated with roadside drainage ditches and depressional areas within the interchange infields.

What are a Floristic Quality Index (FQI) and Mean C?

An FQI and Mean C are indicators of the native vegetative quality of an area. A list of observed plant species in a wetland area is generated and each species has an assigned rating of native quality. These values are used to generate the FQI and Mean C for a site. Generally, an FQI of 1-19 indicates low vegetative quality, 20-35 indicates high vegetative quality, and above 35 indicates “Natural Area” quality. Wetlands with a FQI of 20 or greater and a Mean C over 3.5 are considered high quality aquatic resources.

3.10.2 Will the project impact wetlands?

The preferred alternative would impact 38 of the 51 wetlands identified within the project study area (see Table 3.14). These wetland impacts were identified based on the project’s proposed right-of-way and is the worst-case scenario. Avoidance and minimization measures will continue during the design and permitting process.

Table 3.15 Wetland Impacts

Site No.	Wetland Type	FQI	Mean C	Total Area of Wetland (Acres)	Impacted Acres (Temporary)	Impacted Acres (Permanent)	Mitigation Ratio	Total Area of Wetland Mitigation Required (Acres)
1	Marsh	7.2	1.5	0.28	0.16		1:1	0.16
3	Marsh	10.4	2.5	0.53	0.30		1:1	0.30
9	Marsh	8.1	2.3	0.52	0.52		1:1	0.52
12	Marsh	14.3	2.3	4.49	0.01		1:1	0.01
14	Marsh	7.2	2.1	0.04	0.04		1:1	0.04
15	Marsh	3.2	1.0	0.06	0.06		1:1	0.06
16	Marsh	11.4	2.6	1.48		1.48	2:1	2.96
17	Marsh	15.5	2.5	1.99		1.99	2:1	3.98
18	Wet meadow	9.3	2.3	3.41		3.41	2:1	6.82
20	Marsh	12.2	2.4	0.28		0.28	2:1	0.56
21	Wet meadow	4.0	1.8	0.04		0.04	2:1	0.08

Site No.	Wetland Type	FQI	Mean C	Total Area of Wetland (Acres)	Impacted Acres (Temporary)	Impacted Acres (Permanent)	Mitigation Ratio	Total Area of Wetland Mitigation Required (Acres)
24	Wet meadow	7.5	1.5	2.10		2.10	2:1	4.2
25	Wet meadow	6.9	1.9	0.08	0.08		1:1	0.08
29	Wet floodplain forest	11.4	2.3	0.12		0.12	2:1	0.24
32	Wet meadow	0.7	0.5	0.02		0.02	2:1	0.04
33	Wet meadow	9.5	2.4	0.49		0.49	2:1	0.98
35	Wet floodplain forest	13.5	2.4	0.53		0.09	2:1	0.18
36	Wet meadow	4.5	2.3	0.07	0.07		1:1	0.07
37	Wet meadow	8.7	2.5	0.40		0.40	2:1	0.80
38	Wet meadow / Marsh	7.5	1.9	0.37		0.37	2:1	0.74
39	Wet meadow	7.8	2.3	0.23		0.23	2:1	0.46
40	Wet meadow	11.0	2.1	1.74	0.09		1:1	0.09
41	Marsh	8.8	2.3	0.05	0.05		1:1	0.05
44	Marsh	3.0	1.5	0.56		0.56	2:1	1.12
48	Marsh	4.0	2.0	0.08		0.08	2:1	0.16
51	Marsh	7.2	2.7	0.03		0.03	2:1	0.06
52	Wet meadow / Marsh	7.0	2.3	0.43		0.43	2:1	0.86
53	Marsh	10.8	2.6	1.24		1.24	2:1	2.48
54	Marsh / Wet meadow	9.6	2.5	0.33	0.33		1:1	0.33
55	Wet meadow	4.5	1.7	0.10	0.10		1:1	0.10
56	Forested	9.2	2.0	0.13		0.13	2:1	0.26
61	Wet shrubland	7.8	2.3	0.07	0.07		1:1	0.07
62	Marsh / Wet meadow	6.6	2.1	0.14	0.14		1:1	0.14
63	Wet meadow / Marsh	9.7	2.3	0.85	0.85		1:1	0.85
65	Wet meadow / Marsh	7.5	2.1	0.27	0.04		1:1	0.04
68	Wet meadow	12.4	2.7	3.12	0.22		1:1	0.22
69	Marsh / Wet meadow	9.6	2.6	0.41		0.41	2:1	0.82
70	Marsh	10.8	2.6	0.27		0.27	2:1	0.54
Totals	**---**	**---**	**---**	**---**	**3.13**	**14.17**		**31.47**

3.10.3 How were wetlands avoided? How were wetland impacts minimized?

Adverse impacts to wetlands cannot be avoided. Impacts to wetlands were minimized by utilizing existing right-of-way to the greatest extent possible. These wetlands predominantly occur in roadside ditches immediately adjacent to the existing pavement or within the infields of the existing interchanges. Impacts are unavoidable due to their proximity to the existing transportation facilities. Efforts to minimize impacts to wetlands will be further considered during the design stage(s), possibly through embankment modifications, retaining wall usage and

implementing construction area restrictions. In addition, construction activities will protect and preserve adjacent wetlands through best management practices (BMPs), such as silt fencing, storm water runoff management, identification of all wetlands on the construction plans and clearly marking wetlands to be avoided prior to construction.

3.10.4 How will mitigation for wetland loss be mitigated?

How are wetland banks used to mitigate wetland impacts?

Wetland mitigation banking is a form of environmental market trading where wetlands are developed to create marketable wetland credits. These credits are sold to others as compensation for unavoidable wetland impacts.

For Illinois highway projects, IDOT has created several wetland mitigation bank sites across Illinois for compensation of unavoidable wetland impacts.

The proposed method of mitigation for the project's permanent impacts to wetlands is purchasing credits at the LaGrange Wetland Bank in Brown County at a 2:1 ratio, which is owned and managed by IDOT. Temporary impacts to wetlands will affect hydrology for a period of less than twelve months, will not require filling the wetlands, and will be mitigated onsite at a 1:1 ratio by reseeding. Mitigation ratios are based on the Interagency Wetland Policy Act of 1989 (IWPA) (see Table 3.11 for required mitigation). IDOT's Wetland Action Plan allows IDOT to determine mitigation ratios under IWPA.

In accordance with Executive Order No. 11990, adverse impacts to the wetlands cannot be practicably avoided. Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use.

3.11 Regulated Substances

IDOT routinely acquires property as part of new road construction and improvement to existing alignments. Several state and federal laws require IDOT to be aware of the environmental condition of property they own or need to acquire. IDOT conducts site investigations, such as a preliminary environmental site assessment (PESA) and Preliminary Site Investigation (PSI), to assess environmental risks and liabilities with properties in order to protect worker and public safety, to reduce IDOT's liability of purchasing contaminated properties, and to minimize construction delays caused by the need to remediate contaminated properties.

For this project, a Site Assessment Letter Report (SALR) was prepared by the Illinois State Geological Survey (ISGS) in 2019 as a preliminary assessment of sites in the project study area that could be potential recognized environmental conditions (RECs). A REC is the presence or likely presence of contamination to soil or water from petroleum or other toxic substance releases. A full PESA report was not prepared during this phase of the project. A site inspection was conducted and databases normally associated with a PESA were reviewed; however, no historical research or personal interviews were conducted and no regulatory files were reviewed. The SALR identified a total of 64 sites found on transportation, residential, commercial, governmental, agricultural and vacant properties along the project study area that were identified on environmental databases (see SALR memorandum dated December 12, 2019 in Appendix C). These regulatory databases include: Resource Conservation and Recovery Act (RCRA), Emergency Response Notification System (ERNS), IEPA Bureau of Land Inventory (BOL), Illinois Emergency Management Agency (IEMA), Leaking Underground Storage Tanks (LUST), Registered Underground Storage Tanks (UST), Activity and Use Limitations (AUL), IEPA Site Remediation Program (SRP), and Toxics Release Inventory (TRI). Although an SALR does not identify RECs, there are likely REC sites present in the project area.

A PESA will be prepared at a future stage of the project. IDOT will make an avoidance determination at a future date pertaining to future identified RECs. If the project cannot avoid the identified RECs, then a PSI would be prepared for the applicable locations to determine the nature and extent of contamination. Additional environmental studies will be conducted if the proposed improvements require excavation adjacent to a property identified with a REC or requires excavation, including subsurface utility relocation, on a property with an easement. A PSI will be conducted before acquisition of any contaminated parcel, and/or required temporary or permanent easements. In some cases, the portion of the project that involves the REC can be risk managed and not require additional assessment. If the affected property containing the REC is a full take, then the property is ineligible to be risk managed. If risk managing is not possible, further environmental study is required, specifically, a PSI, to determine the nature and extent of possible contamination. Regulated substance issues encountered during construction will be managed in accordance with the IDOT "Standard Specifications for Road and Bridge Construction and Supplemental Specifications and Recurring Special Provisions."

What is a PESA?

A Preliminary Environmental Site Assessment (PESA) is a detailed evaluation of available records dealing with site history, including site reconnaissance to visually inspect and investigate conditions. A PESA is an IDOT adapted version of ASTM E1527-13 to meet the needs of surveying multi-parcel projects.

What is a PSI?

A Preliminary Site Investigation (PSI) is a preliminary investigation of the site, including sampling, testing, and analysis of soil or groundwater, as necessary, and an estimate of the cost of cleanup by parcel, if possible, for the IDOT's project. A PSI is an IDOT adapted version of ASTM E1903-19 to collect valid data concerning multi-parcel projects previously identified as RECs or data gaps in a PESA.

What is a Recognized Environmental Condition (REC)?

The term recognized environmental condition means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

3.12 Special Lands

3.12.1 Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund (LWCF) is a federal program that was established by Act of Congress in 1965 to provide funds and matching grants to federal, state and local governments for the acquisition of land and water, and easements on land and water, for the benefit of all Americans. The main emphases of the fund are recreation and the protection of national natural treasures in the forms of parks and protected forest and wildlife areas. The project area does not include any land funded by the LWCF program.

3.12.2 Open Space Lands Acquisition and Development (OSLAD)

The Open Space Lands Acquisition and Development (OSLAD) Program is a grant program financed by the State of Illinois that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The project area does not include any land funded by the OSLAD program.

3.12.3 Other Special Lands

No other lands involving other sources of grant funds are known to occur in the project area.

3.12.4 State Designated Lands

State designated lands include Illinois Natural Area Inventory (INAI) Sites, Land and Water Reserves, Natural Heritage Landmarks and Nature Preserves. The Illinois Natural Areas Preservation Act sets the criteria for these land designations to help protect Illinois' sensitive natural resources. The Carpenter Park Nature Preserve and INAI site is a high-quality upland and floodplain forest natural area owned by the Springfield Park District. It is located north of the Sangamon River about one mile west of the I-55 project study area and would not be affected by the project.

3.13 Section 4(f) Evaluation

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

Three Section 4(f) properties occur within the project study area. The Interurban Trail and the Lost Bridge Trail are recreational trails maintained by the Springfield Park District (see Figures B11 and B17 in Appendix B). The Interurban Trail extends from Wabash Avenue in Springfield to Walnut Street in Chatham. The trail crosses under I-72 near the MacArthur Boulevard interchange. The Lost Bridge Trail extends from the IDOT parking lot in Springfield to the Community Park in Rochester. The trail crosses under I-55/I-72 just south of the South Grand Avenue interchange.

The Village of Sherman is currently constructing a multi-use trail called the Williamsville to Sherman Multi-use Trail that extends from Andrew Road in Sherman to Williamsville, running parallel and east of I-55 (see Figure B1 and B2 in Appendix B). The trail includes a trailhead at the northeast corner of Bahr Road and Andrew Road. The Village is leasing the linear corridor where the multi-use trail is being constructed from Ameren, and the Village owns the trailhead property. The trail project is scheduled to be completed in the summer of 2021.

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

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.

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. 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. For previous construction and repairs of the interstate over this trail, IDOT acquired rights by agreement. It is anticipated that IDOT would perform the bridge reconstruction work through agreement rights as before or acquire the right-of-way from the Springfield Park District and issue them an easement. The total amount of Springfield Park District right-of-way involved to widen the bridges and to widen the embankment on either side of the trail is 0.9 acre. 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.

3.14 Indirect and Cumulative Impacts

Indirect impacts (also referred to as secondary impacts) are those environmental impacts that will result from reasonably foreseeable non-highway actions that will accompany or occur after completion of a highway project and which are assumed to be induced by the highway project. Cumulative impacts are the total impacts on specific environmental resources anticipated to result from the proposed highway project and other highway and non-highway development in the project area. Indirect and cumulative impacts can be both difficult to identify and evaluate.

Indirect impacts induced from the I-55 and I-72 reconstruction project are not expected to differ much from non-highway actions and development that would arise from the no-build scenario. The project occurs on existing interstate corridors and interchanges. No new interchanges or interstate mainline alignments are proposed. Planned and future development would likely occur with or without the reconstruction of the interstate. However, traffic capacity, safety and access for planned and future development originating in the vicinity of interstate corridors would be much improved as a result of the project.

Anticipated cumulative impacts would likely occur from both highway and non-highway development in the next two decades, particularly along I-72 on the south side of Springfield. Near-term planned highway projects include the Iron Bridge Road overpass and Woodside Road underpass south of the MacArthur Boulevard interchange. Related to that project is the future MacArthur Boulevard extension from I-72 to Woodside Road at Iron Bridge Road.

According to the Comprehensive Plans for Springfield and Sangamon County, The Sherman Comprehensive Plan 2030 (adopted May 19, 2009) identifies primarily residential land use as future development in the vicinity of I-55 at Sherman. The City of Springfield Comprehensive Plan 2017-2037 (adopted January 16, 2018) identifies a mixture of commercial, residential and industrial future land uses along the west side of I-55 between Sherman and Clear Lake Avenue and industrial and commercial to continuing developing at Sangamon Avenue interchange and IL Route 54. Commercial land use is anticipated to develop in the vicinity of the newly constructed Eleventh Street. A mixture of commercial and residential is proposed as future land use north and south of the MacArthur Boulevard interchange.

Agricultural land conversion is expected to be the primary impact resulting from the cumulative impact of highway and non-highway development in the vicinity of the project study area. To avoid development in floodplain areas, streams, wooded riparian areas and wetlands would likely be avoided by future land development. Traffic and other ambient noise levels are anticipated to increase as a result of increased traffic and commercial and industrial destinations. Urban development will increase the amount of impervious surface area. Increased surface area results in a more rapid, high discharge of runoff. Increased surface run-off from impervious surfaces could indirectly increase flooding of streams and their tributaries following storm events. Increased vehicular traffic and runoff from parking lots and streets will also increase the composition and concentration of runoff pollutants. Implementation of a local stormwater ordinance, compensatory storage requirements imposed upon the property developers, and best management practices such as vegetative buffers could offset these impacts to water resources.

3.15 Irretrievable and Irreplaceable Resources

Implementation of the proposed action involves a commitment of a range of natural, physical, human and fiscal resources. Land used in the construction of the proposed facility is considered an irreversible commitment during the time period that the land is used for a highway facility. However, if a greater need arises for use of the land or if the highway facility is no longer needed, the land can be converted to another use. At present, there is no reason to believe such a conversion will ever be necessary or desirable.

Considerable amounts of fossil fuels, labor, and highway construction materials such as cement, aggregate, and bituminous material are expended. Additionally, large amounts of labor and natural resources are used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use will not have an adverse effect upon continued availability of these resources. Any construction will also require a substantial one-time expenditure of both State and Federal funds which are not retrievable.

The commitment of these resource is based on the concept that residents in the immediate area, State, and region will benefit by the improved accessibility and safety, savings in time, and greater availability of quality services which are anticipated to outweigh the commitment of these resources.

3.16 Environmental Commitments

- Based on the traffic noise analysis and noise abatement evaluation conducted, 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. The final reasonableness criterion, the viewpoints solicitation, will be deferred until Phase II Design upon the approval of the project's final design. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision on the installation of abatement measure(s) will be made upon completion of the project's final design and the public involvement process.
- Tree Replacement – Tree removal will be mitigated in accordance with IDOT policy "D&E-18: Preservation and Replacement of Trees". 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 IDNR, the following 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:
    - All lighting should be fully shielded fixtures that emit no light upward.
    - Only "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) should be used to minimize blue emission.
    - Only light the exact space with the amount (lumens) needed to meet highway safety requirement.
    - If LEDs are to be used, avoid the temptation to over-light based on the higher luminous efficiency of LEDs.
    - Dark-sky lighting standards should be implemented in the vicinity of all natural areas, if not feasible to implement project wide.
    - For erosion control blanket use, wildlife-friendly plastic-free blanket should be used around wetlands and adjacent natural areas, if not feasible to implement project wide, to prevent entanglement of wildlife.
    - Seed mixes that include upland and wetland native forbs should be incorporated into any reseeding, where appropriate.
- 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.
- 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.*
- Wetland Mitigation – The proposed method of mitigation for the project's permanent impacts to wetlands is purchasing credits at IDOT's LaGrange Wetland Bank in Brown County, Illinois. Compensation of wetland impacts will be mitigated in accordance with Section 404 of the Clean Water Act and the Illinois Interagency Wetland Policy Act of 1989. Impact minimization measures will continue during the design and permitting process.

- Water Well Abandonment - Water wells located within 200 feetof 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.
- Regulated Substances Investigations – A Preliminary Environmental Site Assessment (PESA) and Preliminary Site Investigation (PSI) will be conducted during the design phase to determine the nature and extent of contamination for any REC site involving new right-of-way or easement or building demolition/modification. A PSI also will be conducted if excavation or subsurface utility relocation will occur on existing right-of-way adjacent to these sites. IDOT will manage and dispose of any contaminated materials in accordance with applicable federal and state regulations. A PSI will include assessment for lead-based paint and asbestos containing materials.

3.17 Permits/Certifications Required

The following permits and certifications will be required from the identified resource/regulatory agencies for this project:

- Section 10 Permit, Section 404 Permit – USACE
- Section 401 Water Quality Certification – Illinois EPA
- Section 402 National Pollutant Discharge Elimination System (NPDES) Construction Permit – Illinois EPA
- Floodway Construction Permit, Public Waters Permit – IDNR OWR

4. Comments and Coordination

This project is being developed under the principles of Context Sensitive Solutions (CSS), which involves early coordination with stakeholders to better understand the concerns and needs of the community.

Early Coordination Letters - Coordination letters were submitted in October 2011, to many federal, state and local agencies and officials (see Table 4.1) who may have potential concerns or information regarding the project and/or resources within the project study area. Five responses were received and taken into consideration for alternative development (see Appendix C).

Table 4.1 Agencies and Officials Contacted for Early Coordination

Federal Railroad Administration	City of Springfield
Federal Aviation Administration	Sangamon County
U.S. Army Corps of Engineers, Rock Island District	Springfield Fire Department
National Park Service	Springfield Police
U.S. Environmental Protection Agency, Region 5	Sangamon County Sheriff's Office
USDA, Natural Resources Conservation Service	Office of Emergency Management
U.S. Department of Housing and Urban Development	Sangamon County Department of Community Resources
U.S. Dept. of Commerce, Economic Development Admin.	Springfield-Sangamon Co. Regional Planning Commission
U.S. Department of Health & Human Services, Region 5	Sangamon County Highway Department
Illinois Environmental Protection Agency	Sangamon County Public Health Department
IDNR, Office of Mines and Minerals	Springfield Department of Community Relations
Illinois Dept. of Commerce and Economic Opportunity	City Water, Light & Power
IDOT, Division of Aeronautics	Springfield Office of Planning & Economic Development
Illinois Department of Agriculture	Springfield Housing Authority
Illinois State Geological Survey	Springfield Department of Public Works
Illinois Nature Preserves Commission	Springfield Park District
Illinois Department of Public Health	Springfield Public Schools District 186
Illinois Department of Labor	Springfield Green
Illinois Department of Healthcare and Family Services	Springfield Urban League, Inc.

IDNR, Office of Water Resources	The Greater Springfield Chamber of Commerce
Office of Management and Budget	The Springfield Project
Illinois State Water Survey	League of Illinois Bicyclists
Illinois State Police, District 9	Springfield Bicycle Club
Illinois Emergency Management Agency, Region Six	Illinois Trucking Association
Illinois Commerce Commission	United States Senate
Village of Chatham	United States House of Representatives
Village of Grandview	Illinois House of Representatives
Village of Riverton	Illinois Senate
Village of Sherman	Springfield City Council
Village of Southern View	Lincoln Land Community College
Village of Spaulding	University of Illinois
Village of Williamsville	

Stakeholder Advisory Group (SAG) Meetings – A SAG was formed to directly engage key stakeholders to gain valuable community input, identify and address local concerns, and build public interest and involvement in the project's decision-making process. Three SAG meetings were held for this project, one on April 10, 2012, one on March 13, 2013, and one on February 19, 2019. The first meeting was held to introduce the advisory group members to each other and to introduce them to the project. The study background was reviewed along with discussions about the technical side of the project. The second meeting reviewed the study background and presented different mainline and interchange alternatives to the advisory group members. The third SAG meeting identified the preferred mainline and interchange alternatives to the advisory group members. A list of SAG members, agendas for each meeting, and meeting summaries are included in Appendix C.

Individual Agency Meetings - Meetings were held individually with several different agencies to coordinate project issues pertaining to each agency during the development of the project. These agencies include the CWLP, Springfield Park District, the Village of Sherman, Springfield Sanitary District, FR Communities and the Illinois Society of Professional Engineers.

NEPA/404 Merger Process – The NEPA/404 Merger Meeting process has been completed for this project. All Illinois highway projects needing FHWA action under the National Environmental Policy Act (NEPA) and an individual Section 404 permit from the USACE are eligible for this concurrent merger processing. This integrated NEPA/404 merger process ensures appropriate consideration of the concerns of the regulatory and resource agencies at key decision points in the project development. The project has received concurrence for purpose and need, alternatives to carry forward, and preferred alternative from the following agencies: the Illinois Department of Agriculture, the Illinois Department of Natural Resources, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers. The meetings were held June 14, 2012, February 27, 2014, and June 19, 2014. The minutes from these meetings are in Appendix C.

Public Informational Meetings - Two public informational meetings were held for this project, one on November 29, 2011, and the other on June 3, 2014. The first public informational meeting provided an overview of the project's purpose, presented the study team, showed the study limits and activities, and presented the study schedule. The second public informational meeting showed the proposed alternatives for the I-55/72 mainline and for five interchanges along the mainline. Public informational meeting summary reports for both meetings are in Appendix C.

Two newsletters were prepared for the project, one in the fall of 2011 and the other in the spring of 2014. The newsletters were mailed out prior to each of the public informational meetings. The newsletters presented a project summary and announced the upcoming meeting. Over 12,000 newsletters were mailed to addresses within a half-mile of the project study corridor. The mailings for the public meetings also included a letter to public officials that was mailed out before each public informational meeting.

The following materials were developed and maintained during the project to support public involvement activities: project website (http://i55springfield.com/site/), fact sheets, FAQ documents, postcard mailings, press advisories and releases, and the project mailing list.

A public hearing is anticipated to be held in 2020 to provide information to the public on the preferred alternative and the results of the Environmental Assessment. Attendees will be able to provide comments, and an official transcript of the hearing will be prepared.

Next Steps - The process IDOT uses to complete a project is broken into three phases. Phase I is where the purpose and need is developed, and an alternative analysis, environmental studies and stakeholder involvement are completed followed by the publication of the EA. The EA will be published in order for agencies and the public to review and make comments; then a public hearing will be held. If any changes are needed, IDOT will prepare an Errata to the EA, which will also be made public. The public hearing transcript, response to any comments, and the Errata will be submitted to FHWA by IDOT with a recommendation to issue a Finding of No Significant Impact (FONSI). This will conclude the NEPA process. If FHWA issues a FONSI then this project may proceed to final design and construction. If FHWA determines there are significant impacts then IDOT will prepare an Environmental Impact Statement (EIS).

Phase II includes the final design, contract document, and land acquisition process. Phase II is dependent on funding availability. Construction of the proposed project would begin in Phase III.

Appendices

Appendix A – Mainline and Interchange Alternatives Exhibits
Appendix B – Environmental Inventory and Impacts Exhibits
Appendix C – Agency Coordination and Public Involvement
Appendix D – Section 4(f) *De Minimis* Determination Documentation for Use of the Williamsville to Sherman Multi-use Trail
Appendix E – Section 4(f) *De Minimis* Determination Documentation for Use of the Interurban Trail and Lost Bridge Trail

Appendix A

Mainline and Interchange Alternatives Exhibits

Figure A1 I-55/I-72 Mainline Alternative – Packers

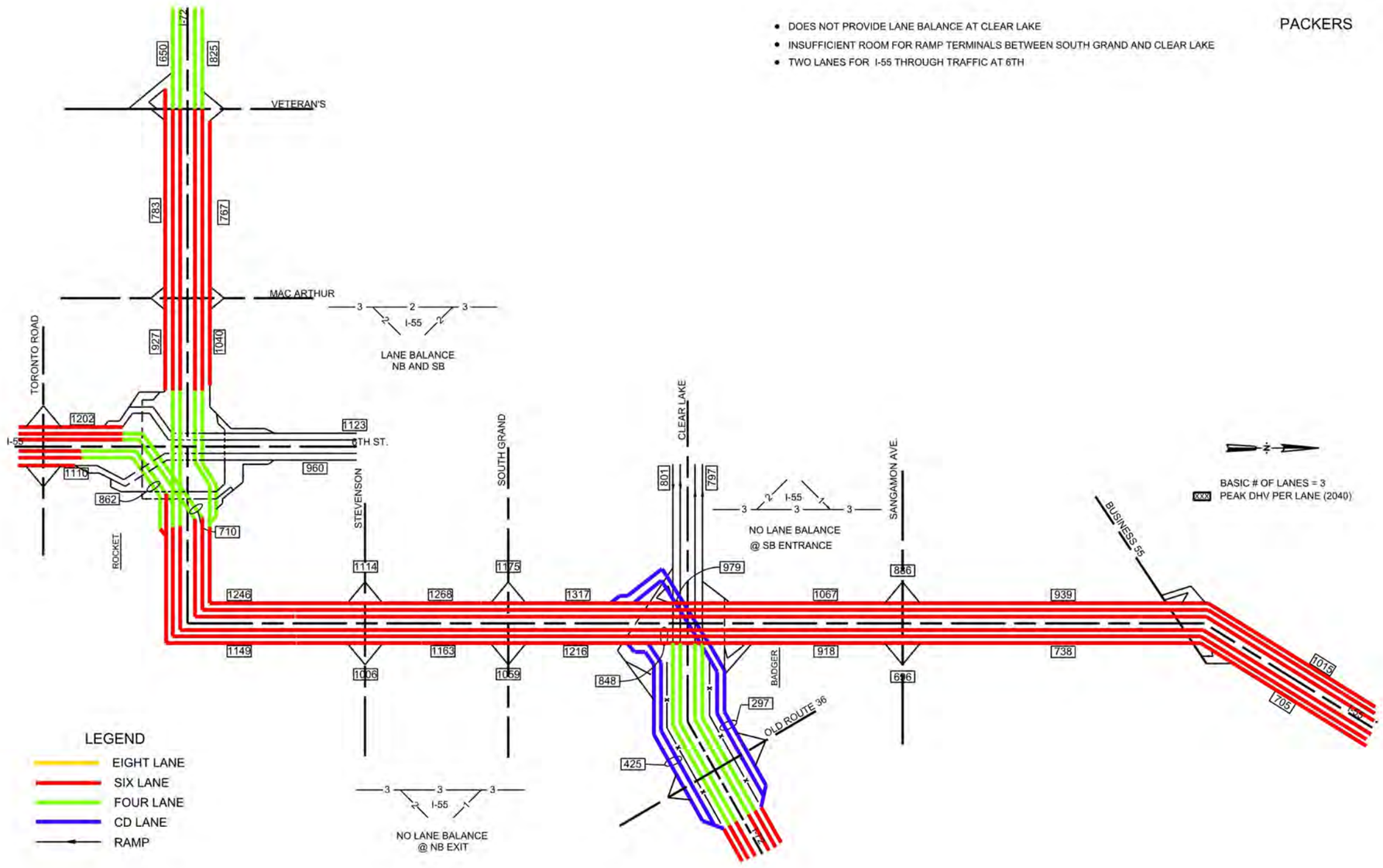


Figure A2 I-55/I-72 Mainline Alternative – Colts

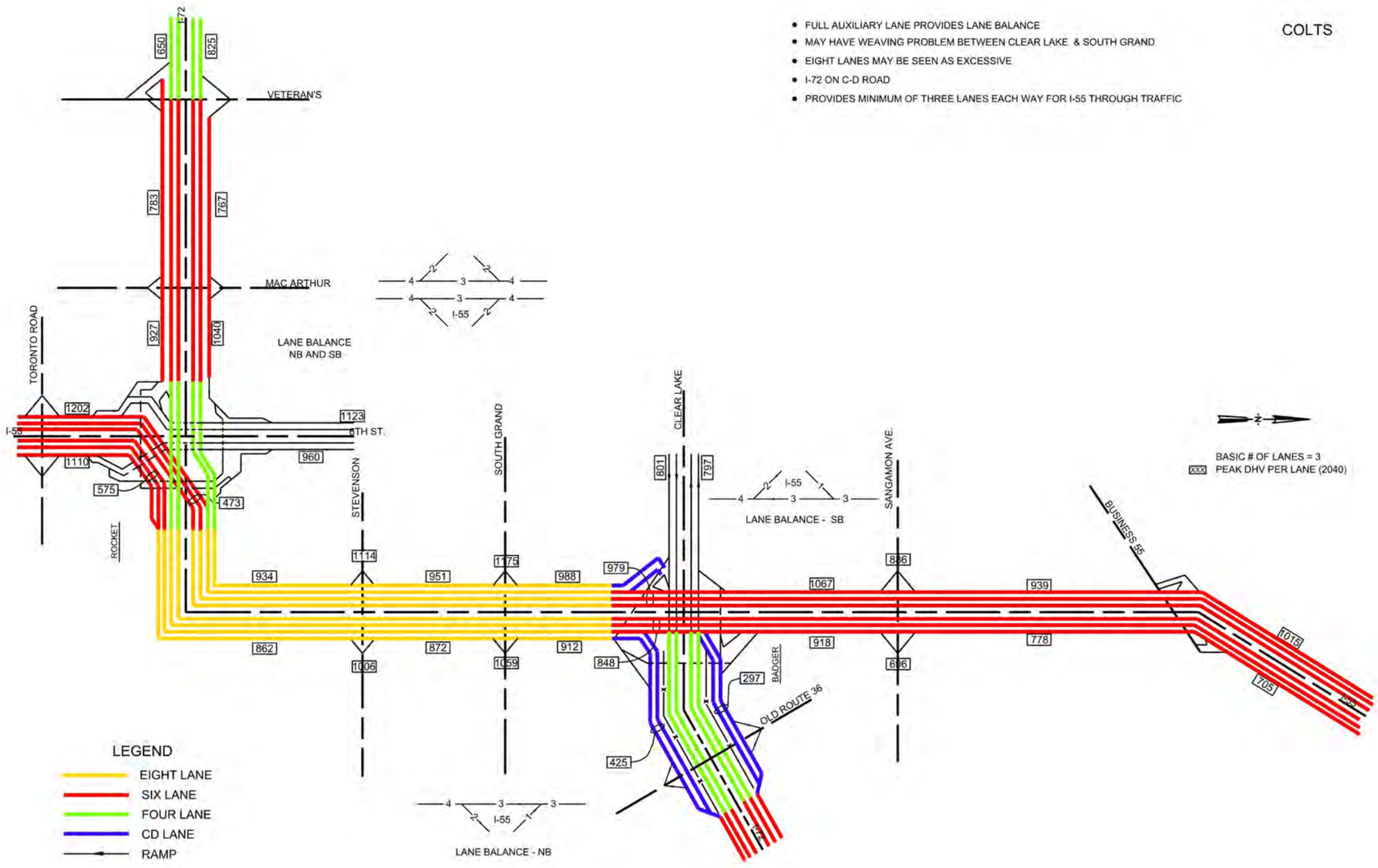


Figure A3 I-55/I-72 Mainline Alternative - Bears

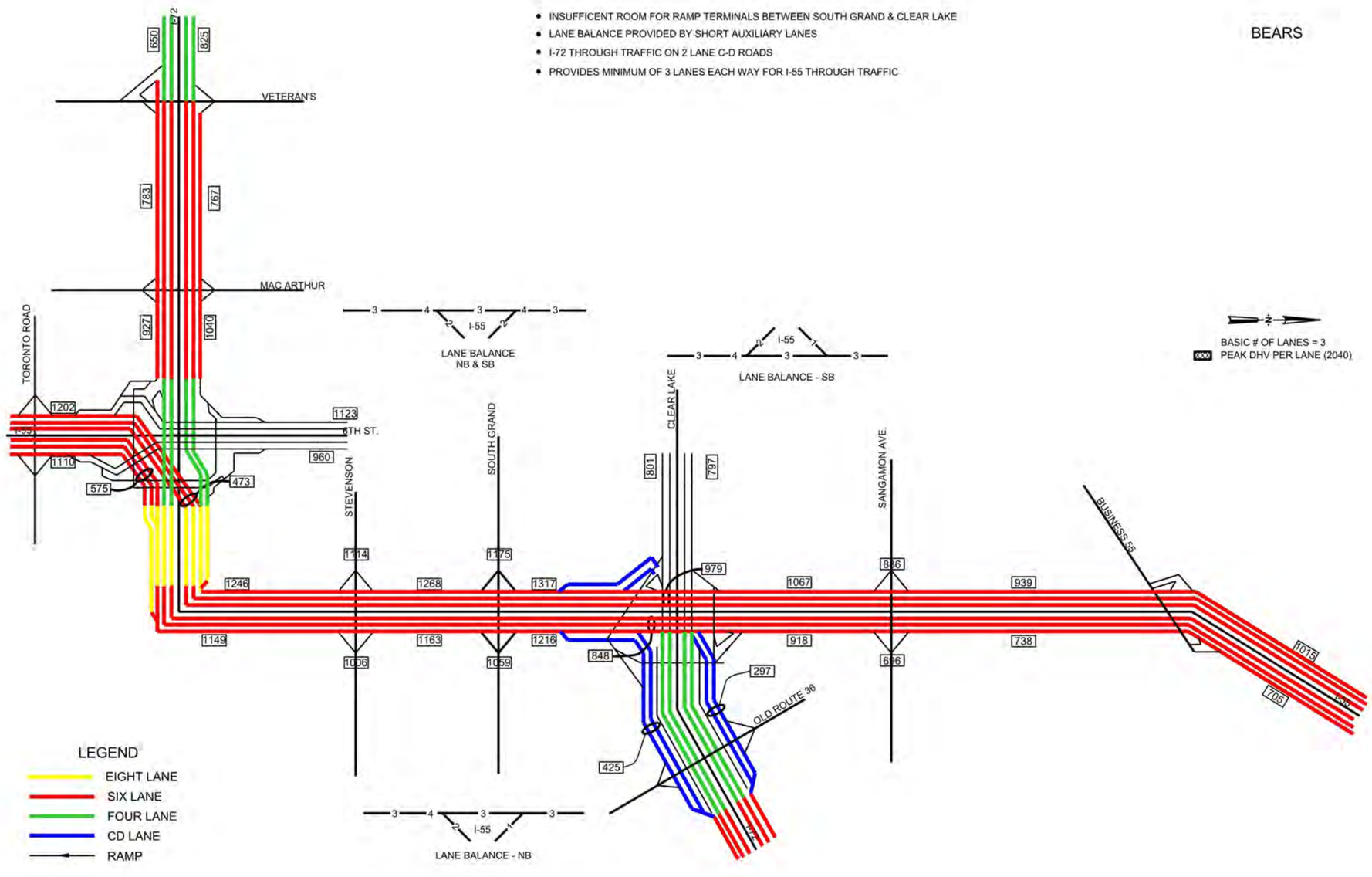


Figure A4 I-55/I-72 Mainline Alternative – Broncos

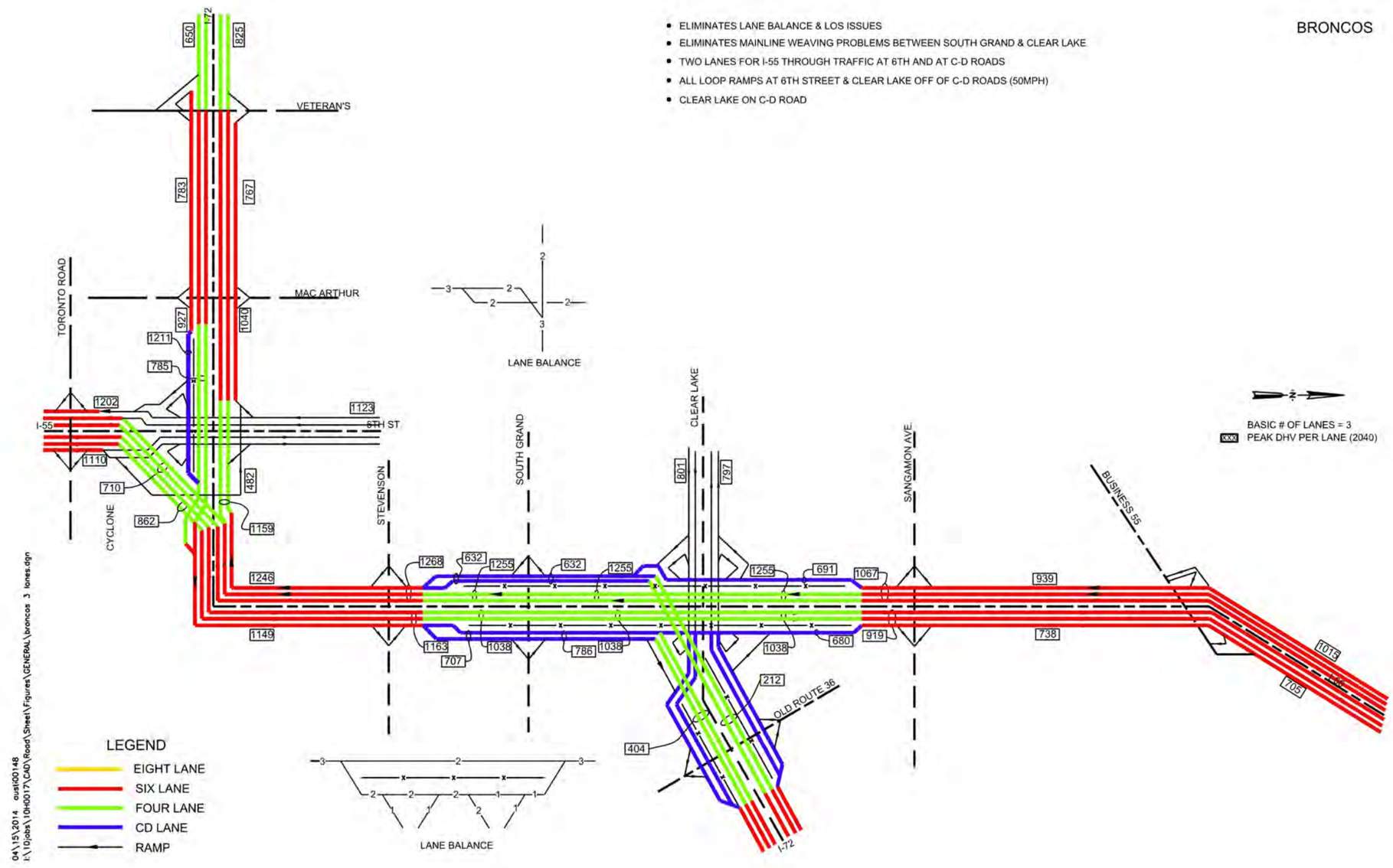


Figure A5 I-55/I-72 Mainline Alternative – Titans

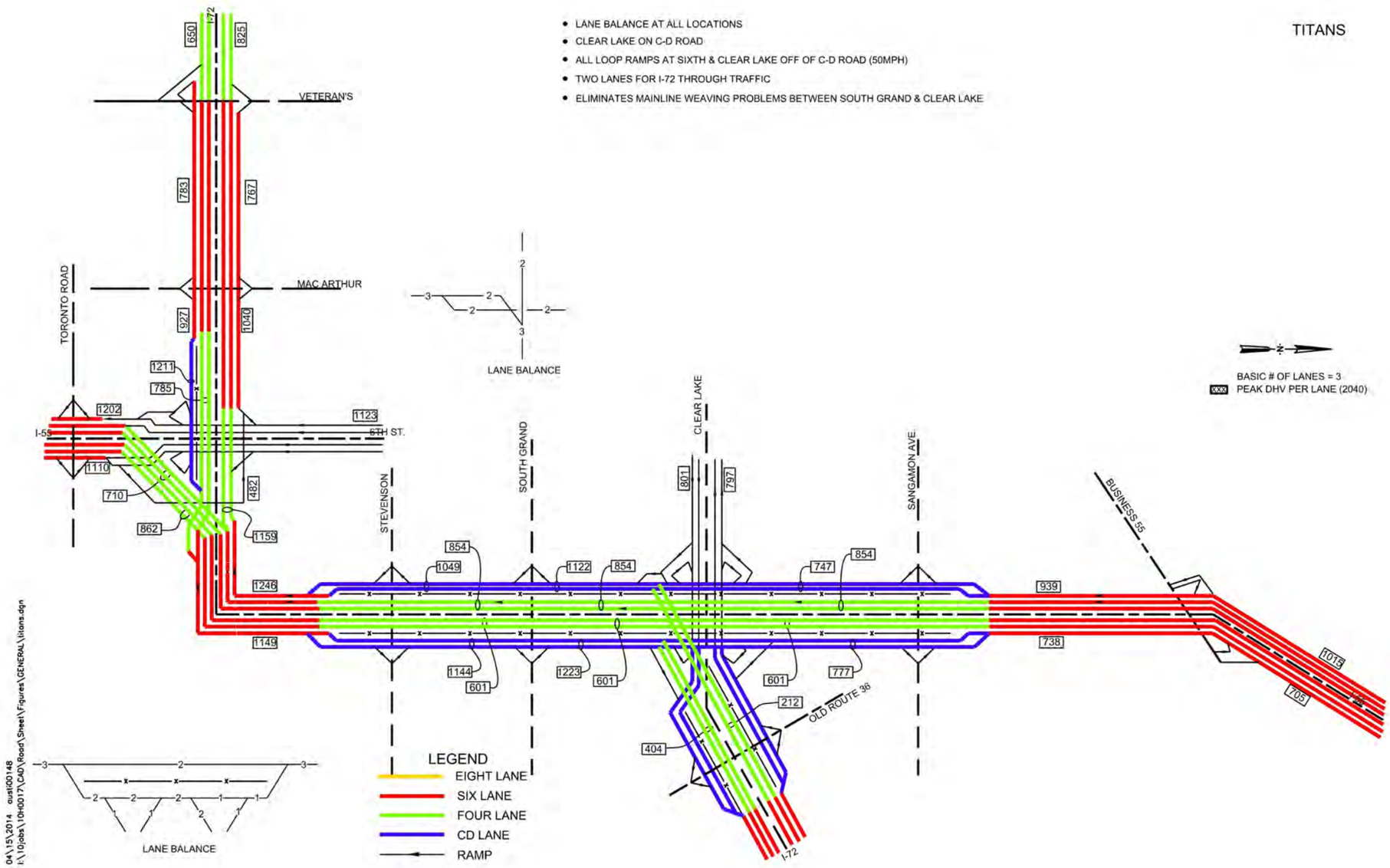


Figure A6 I-55/I-72 Mainline Alternative - Rams

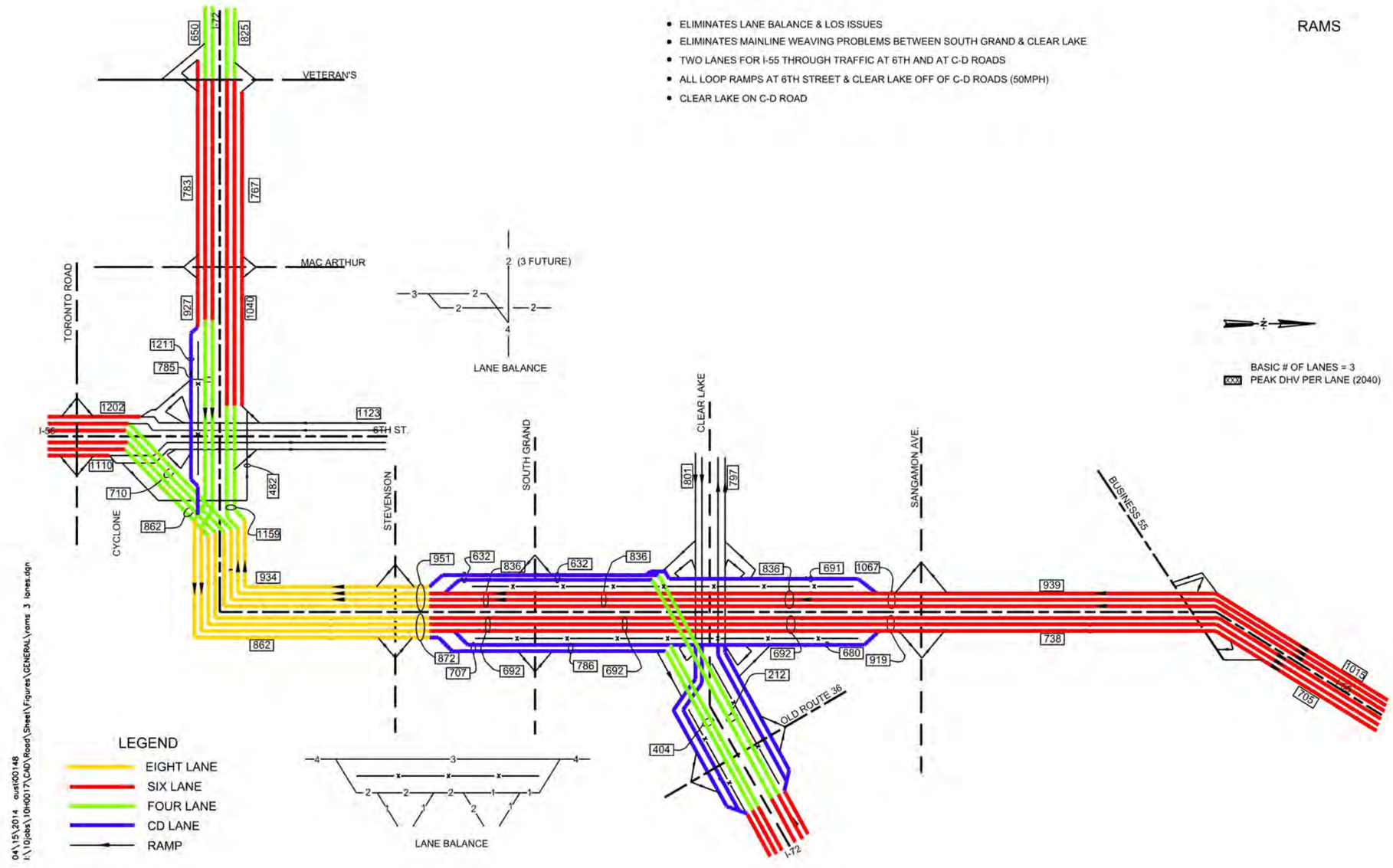


Figure A7 I-55/I-72 Mainline Alternative - Vikings

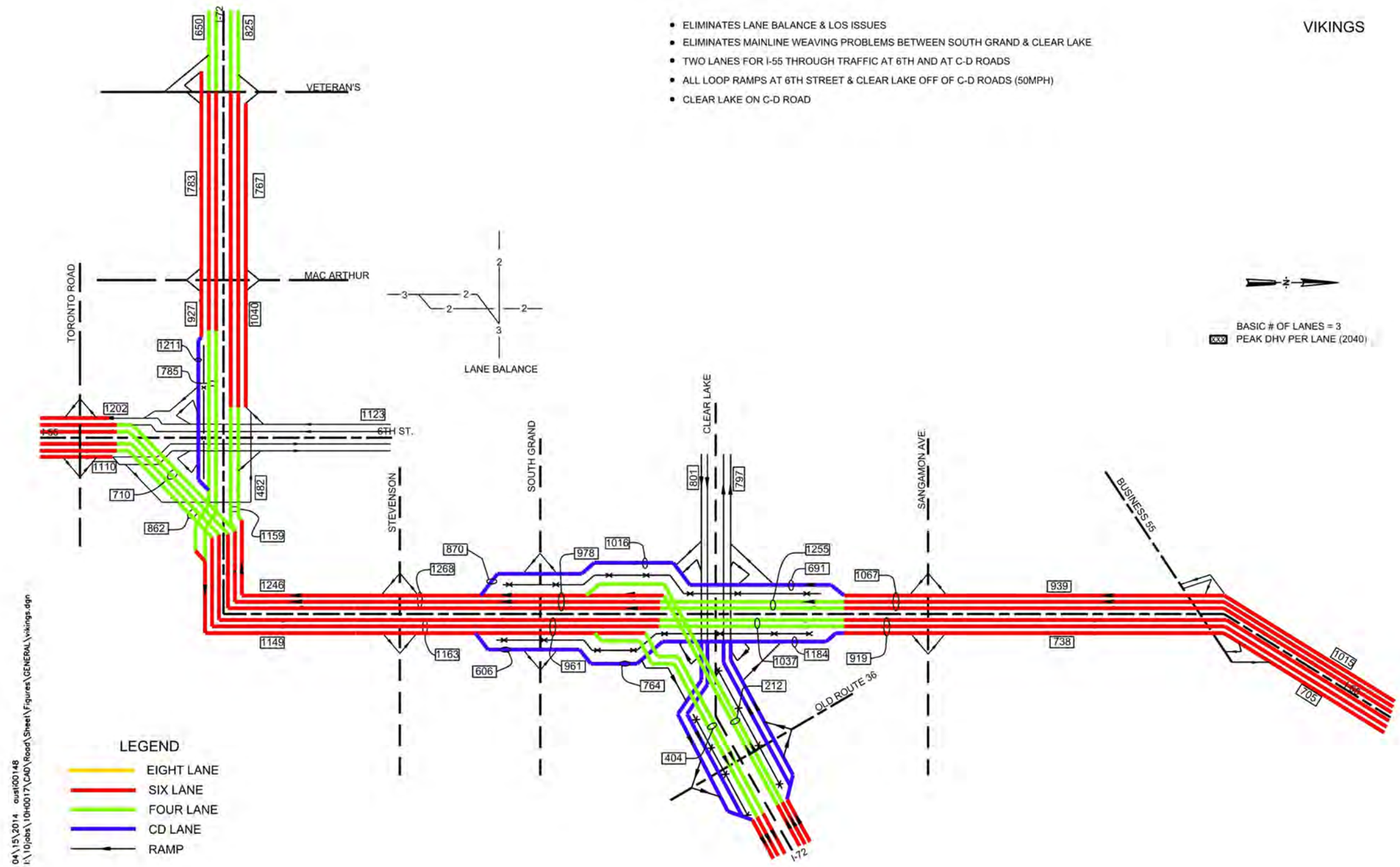


Figure A8 I-55/I-72 Mainline Alternative – Browns

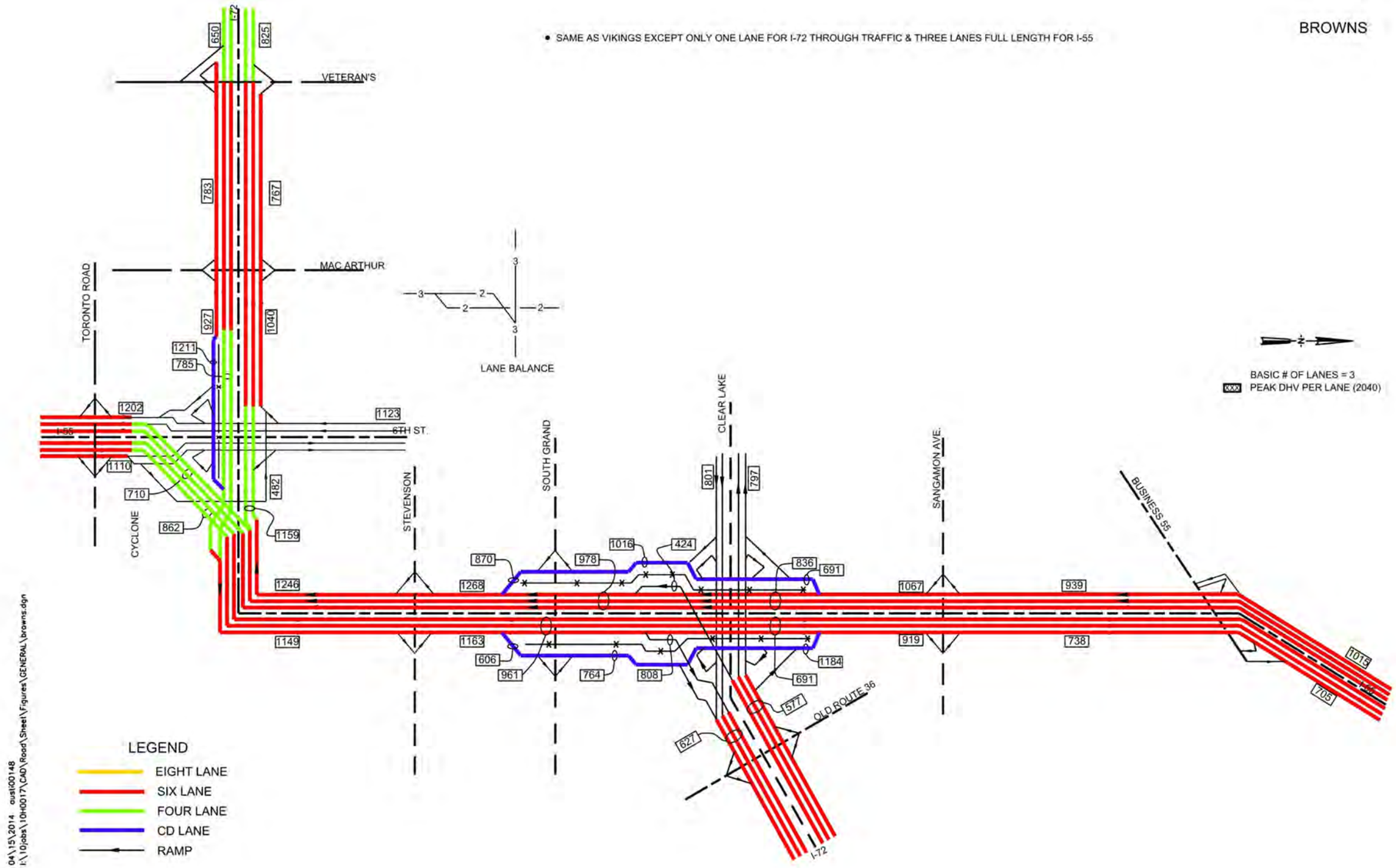


Figure A9 6th Street Interchange Alternative – Cyclone

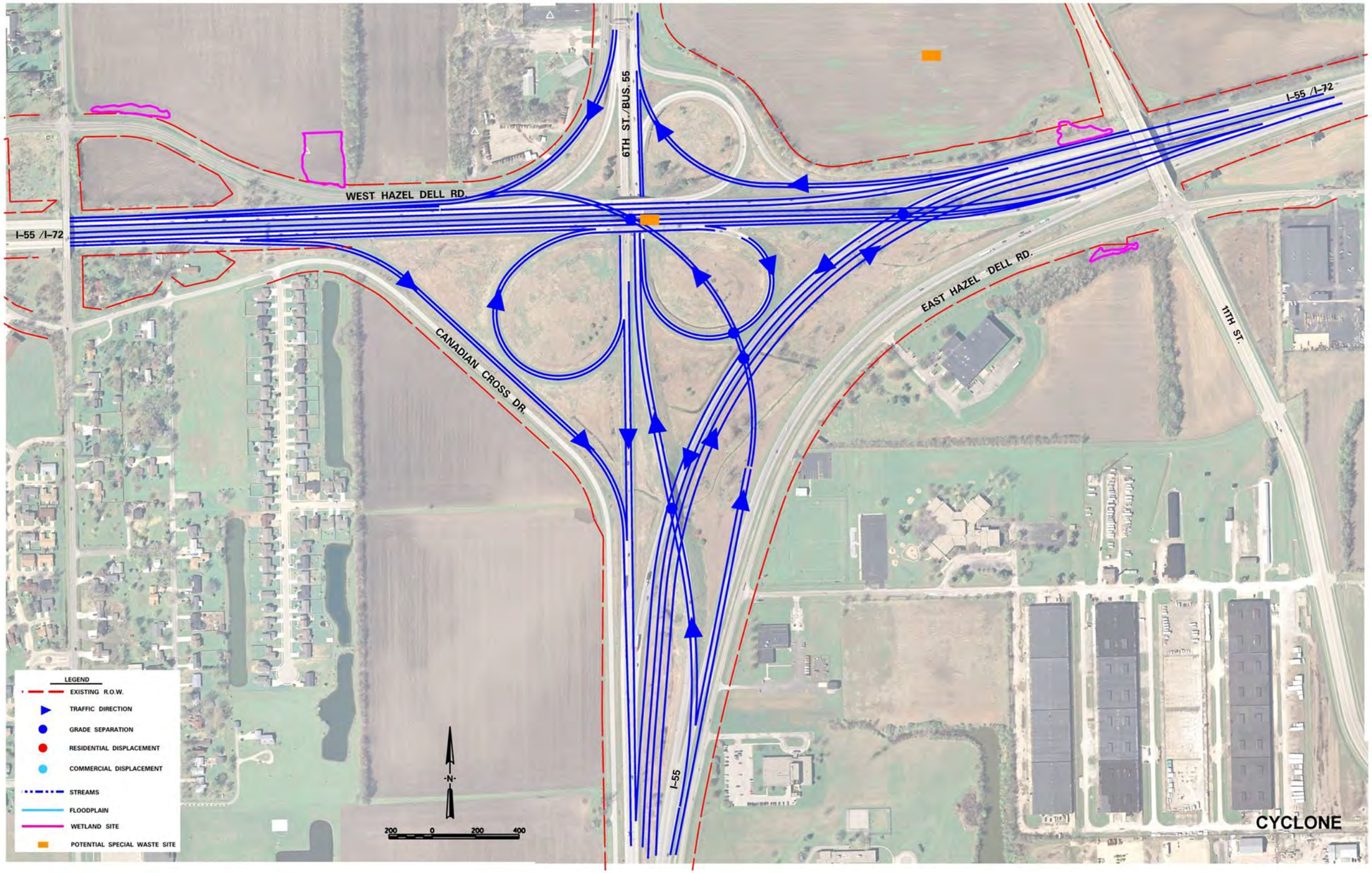


Figure A10 6th Street Interchange Alternative – Rocket

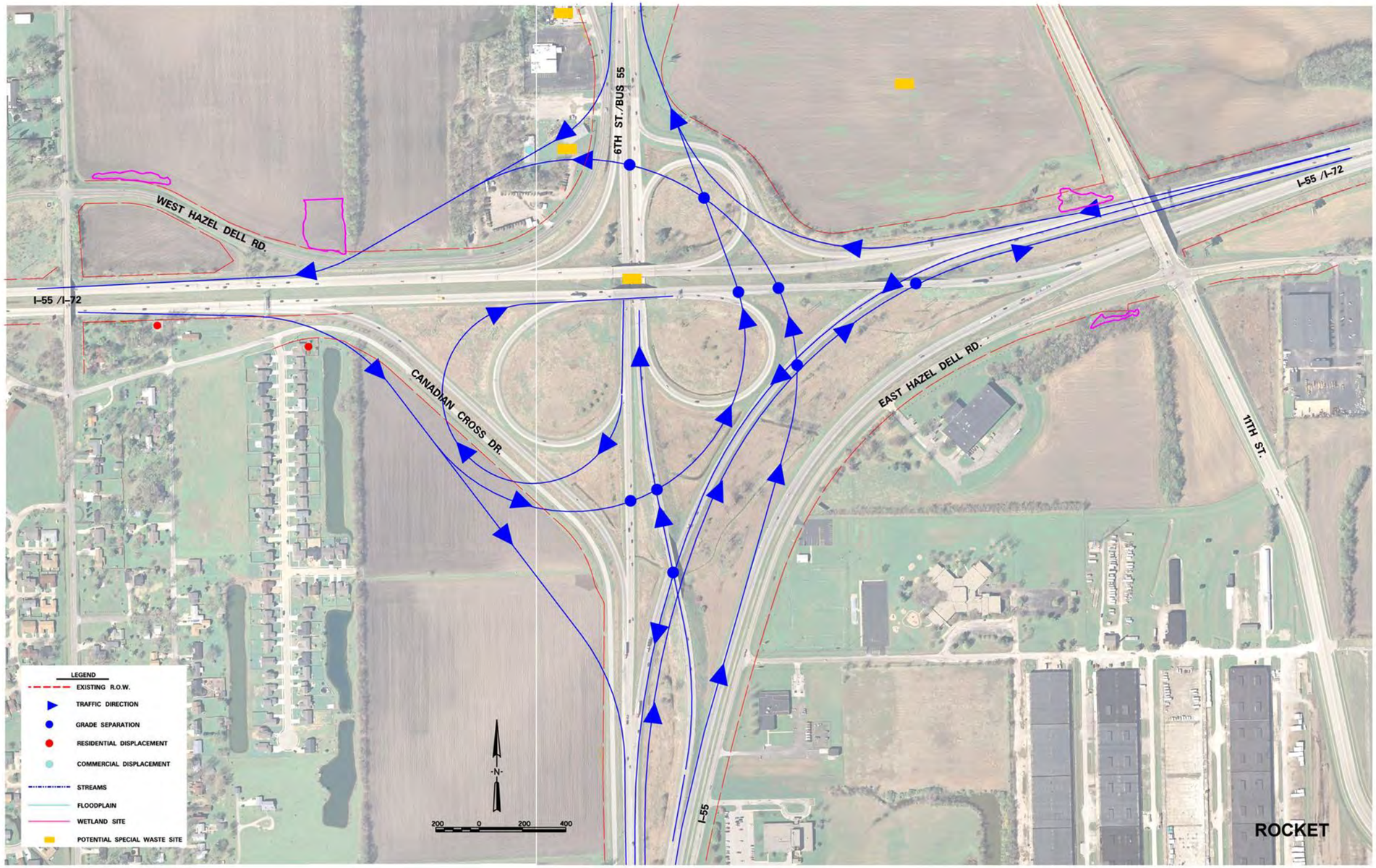


Figure A11 Stevenson Drive Interchange Alternative – Husker

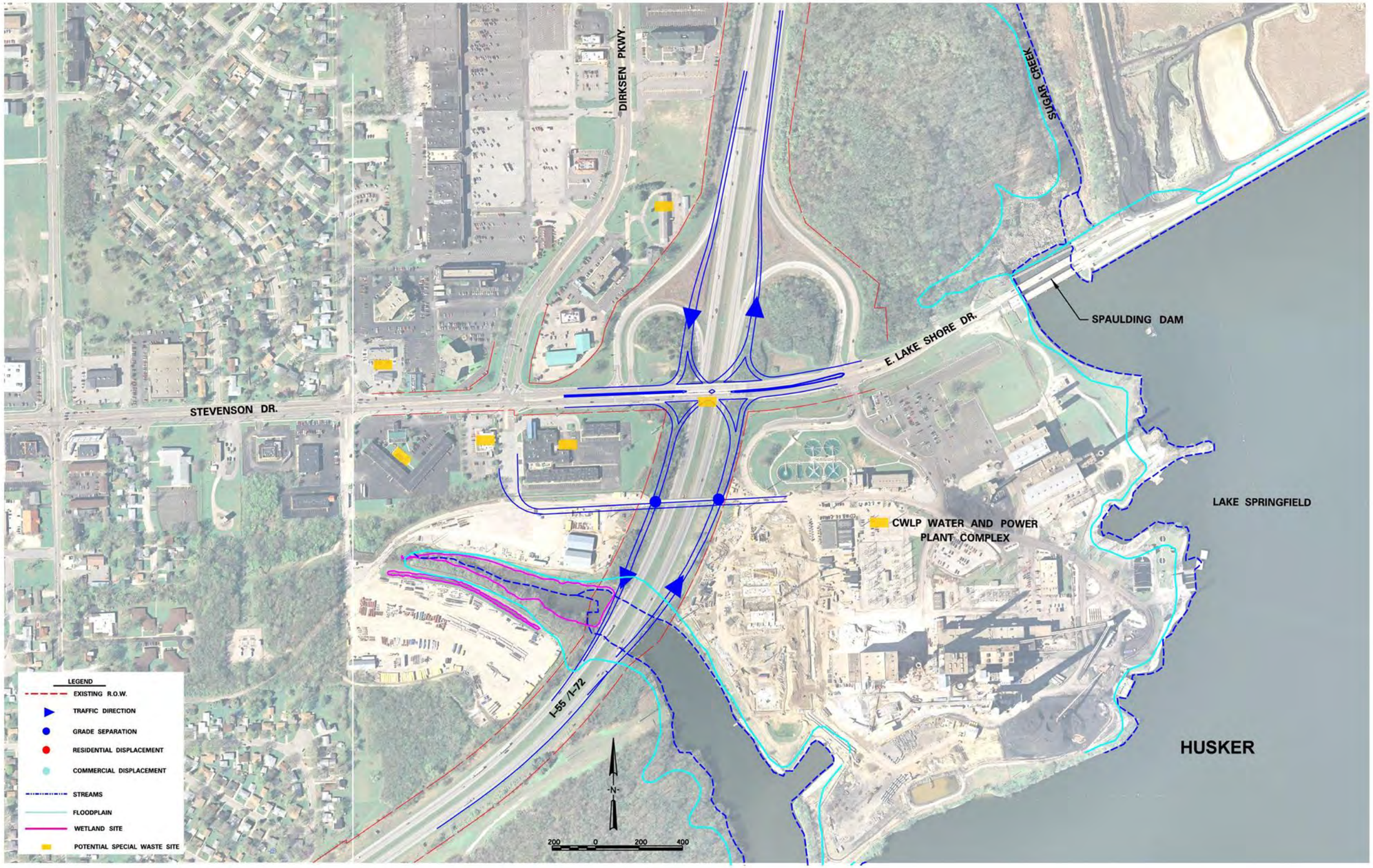


Figure A12 Stevenson Drive Interchange Alternative – Hawkeye

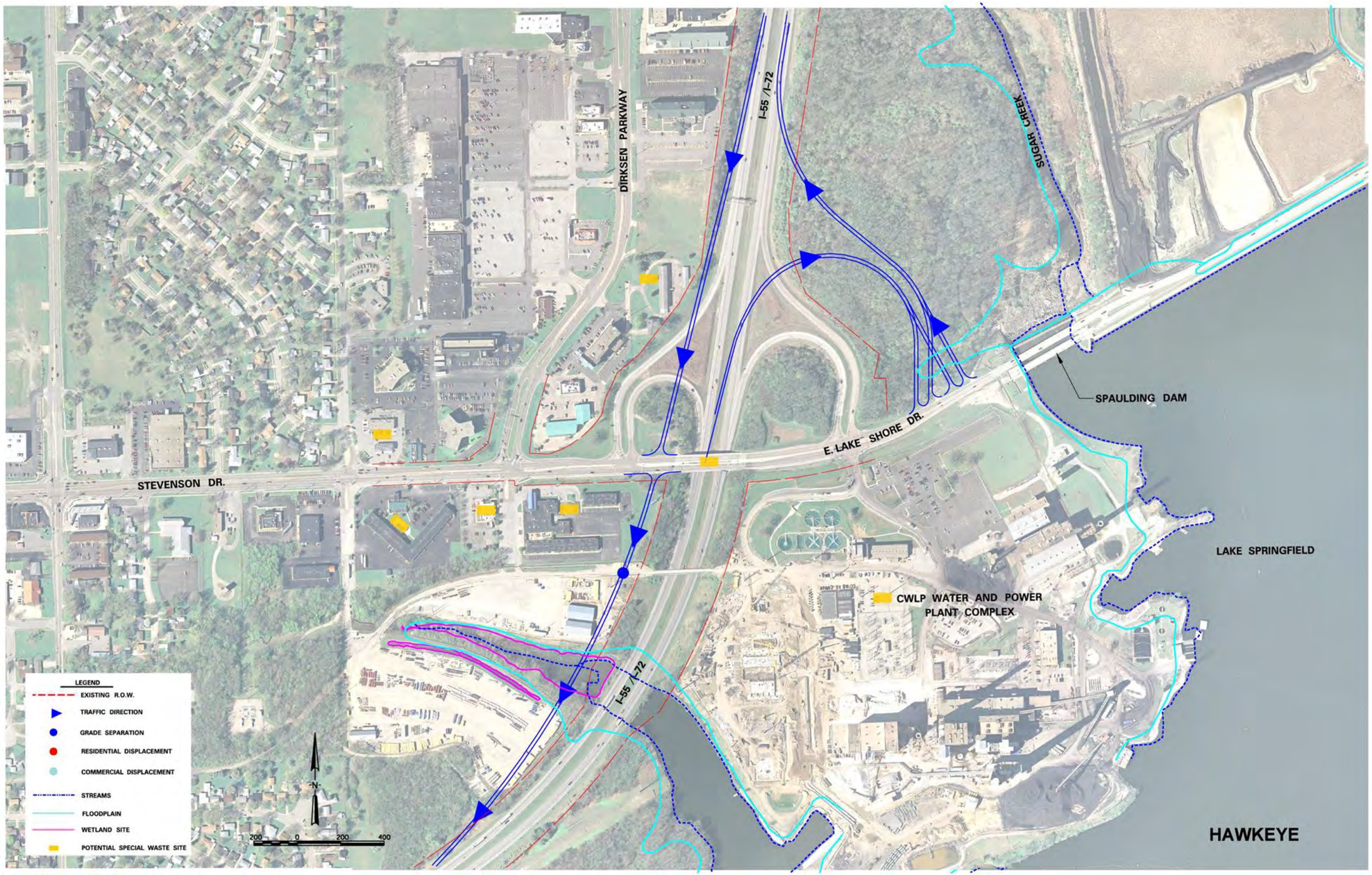


Figure A13 Stevenson Drive Interchange Alternative – Hoosier

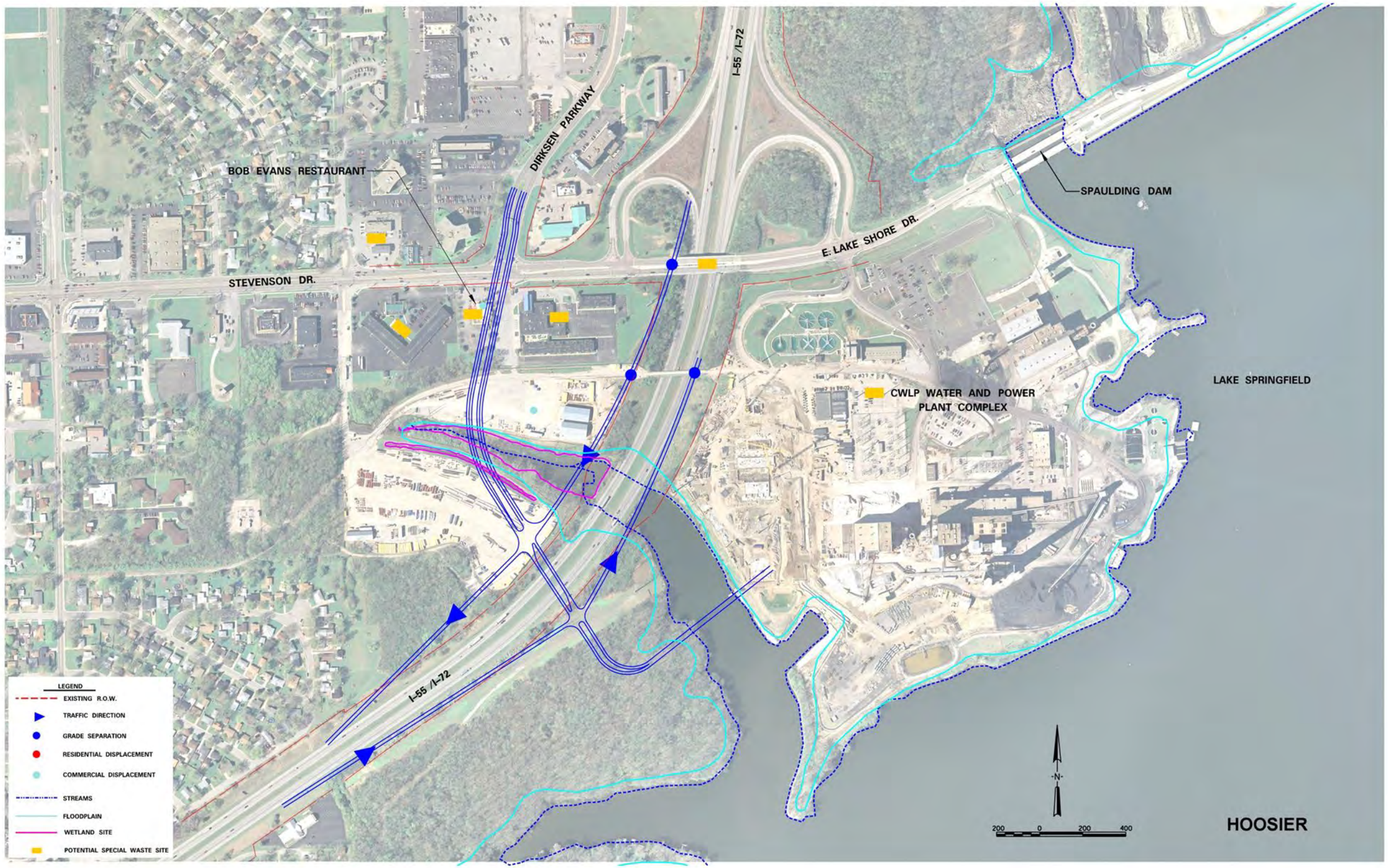


Figure A14 South Grand Interchange Alternative – Wolverine

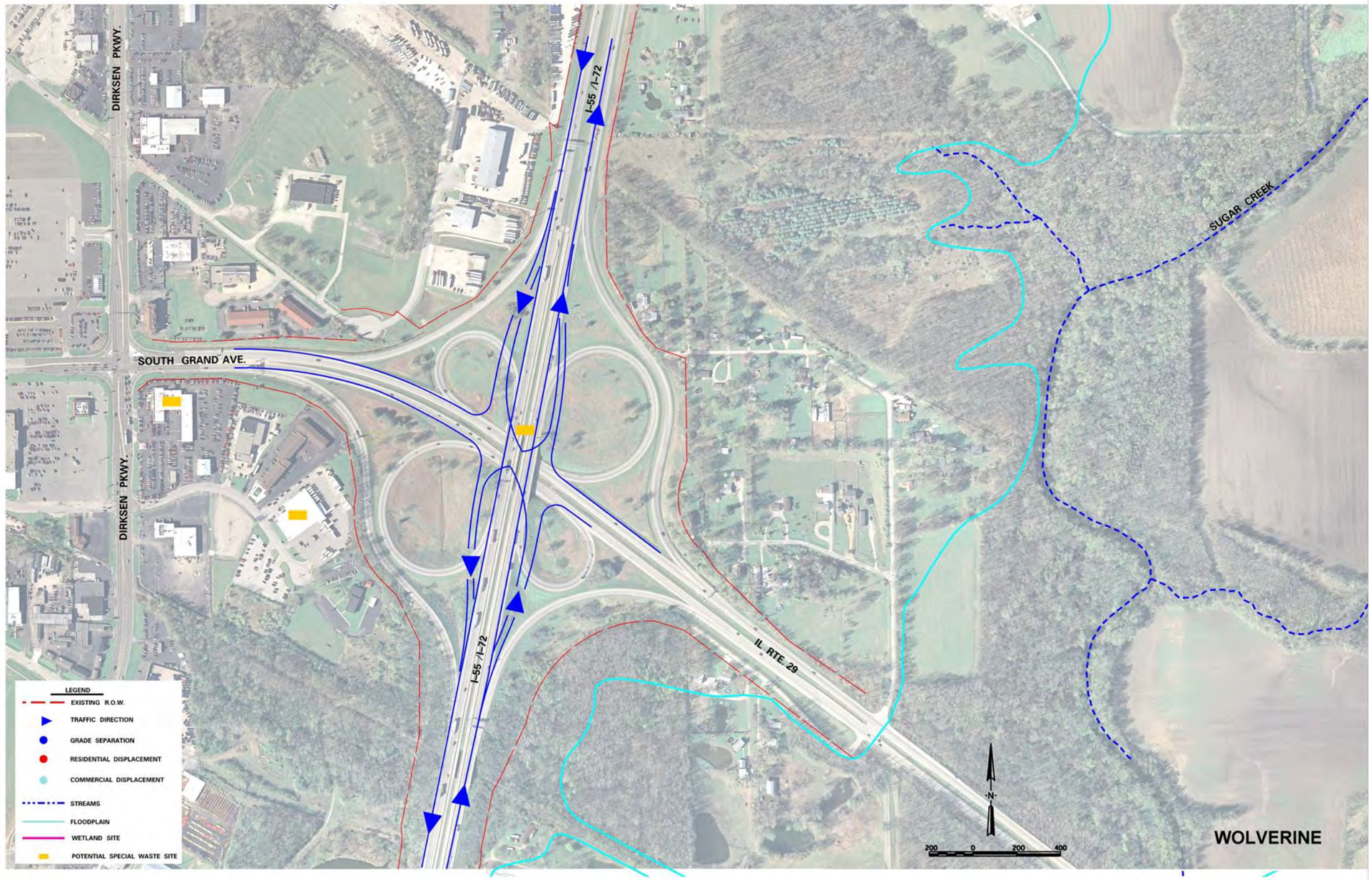


Figure A15 South Grand Avenue Interchange Alternative – Wildcat

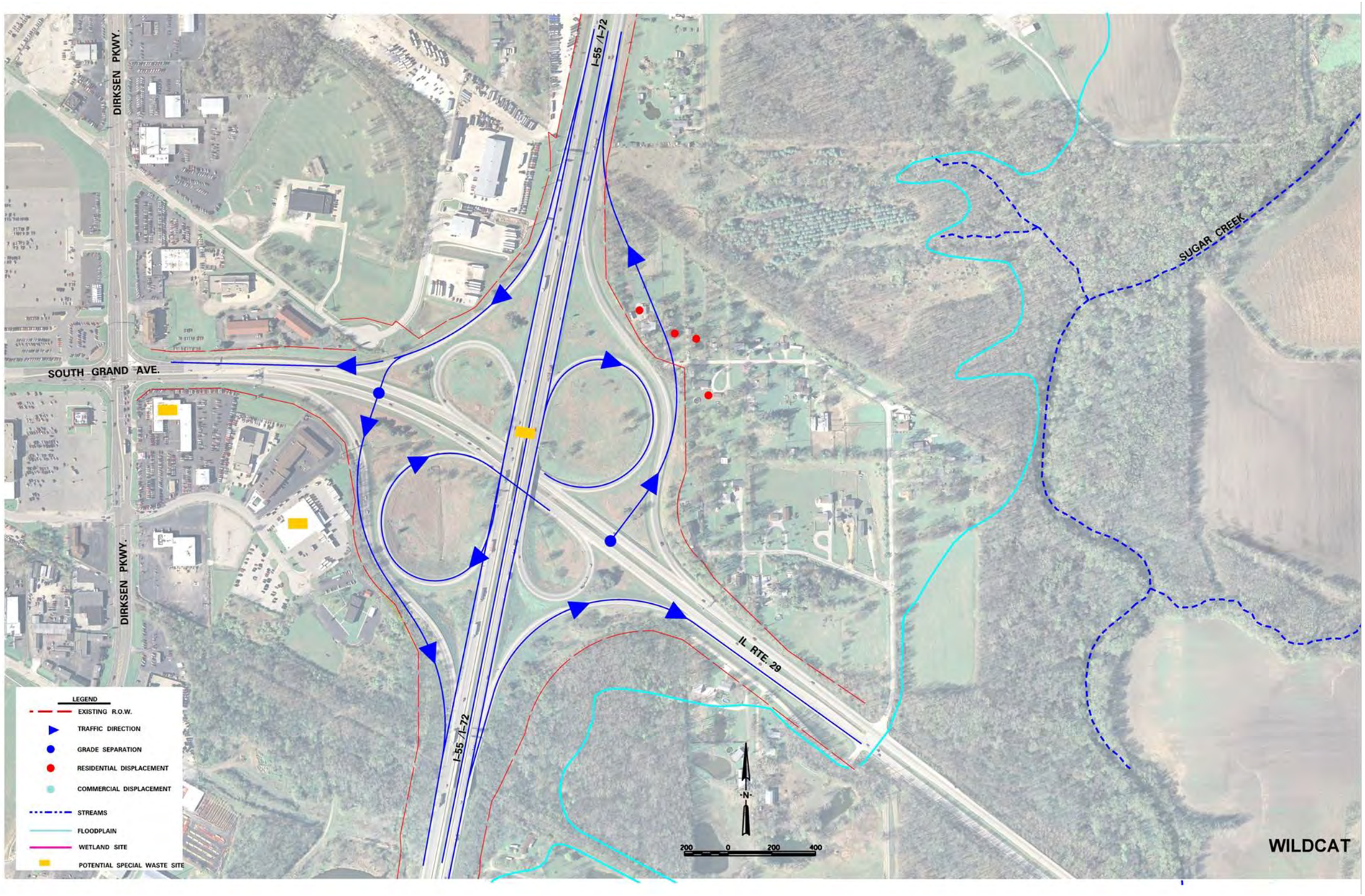


Figure A16 Clear Lake Avenue Interchange Alternative – Boilermaker

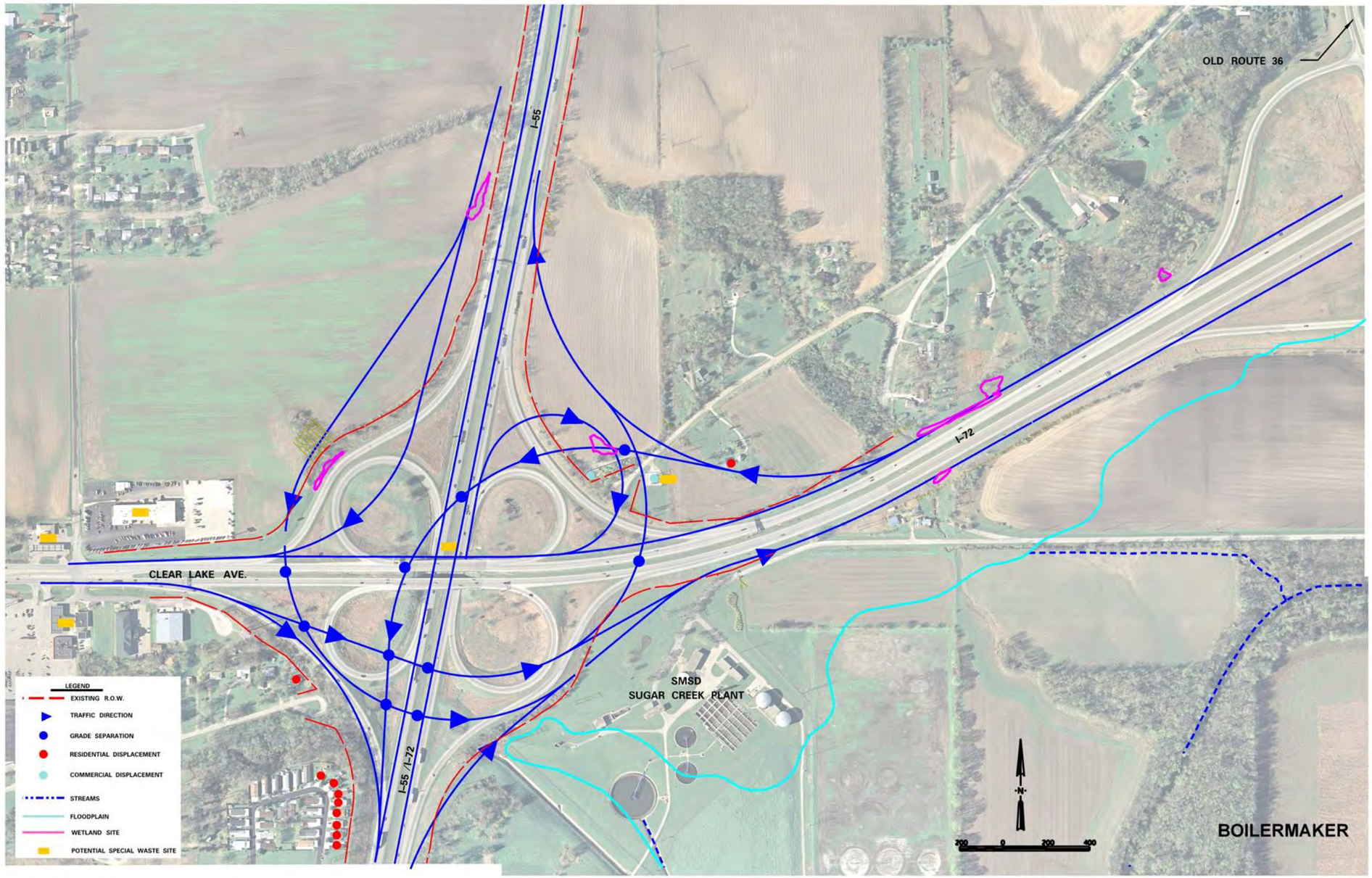


Figure A17 Clear Lake Avenue Interchange Alternative – Bruin

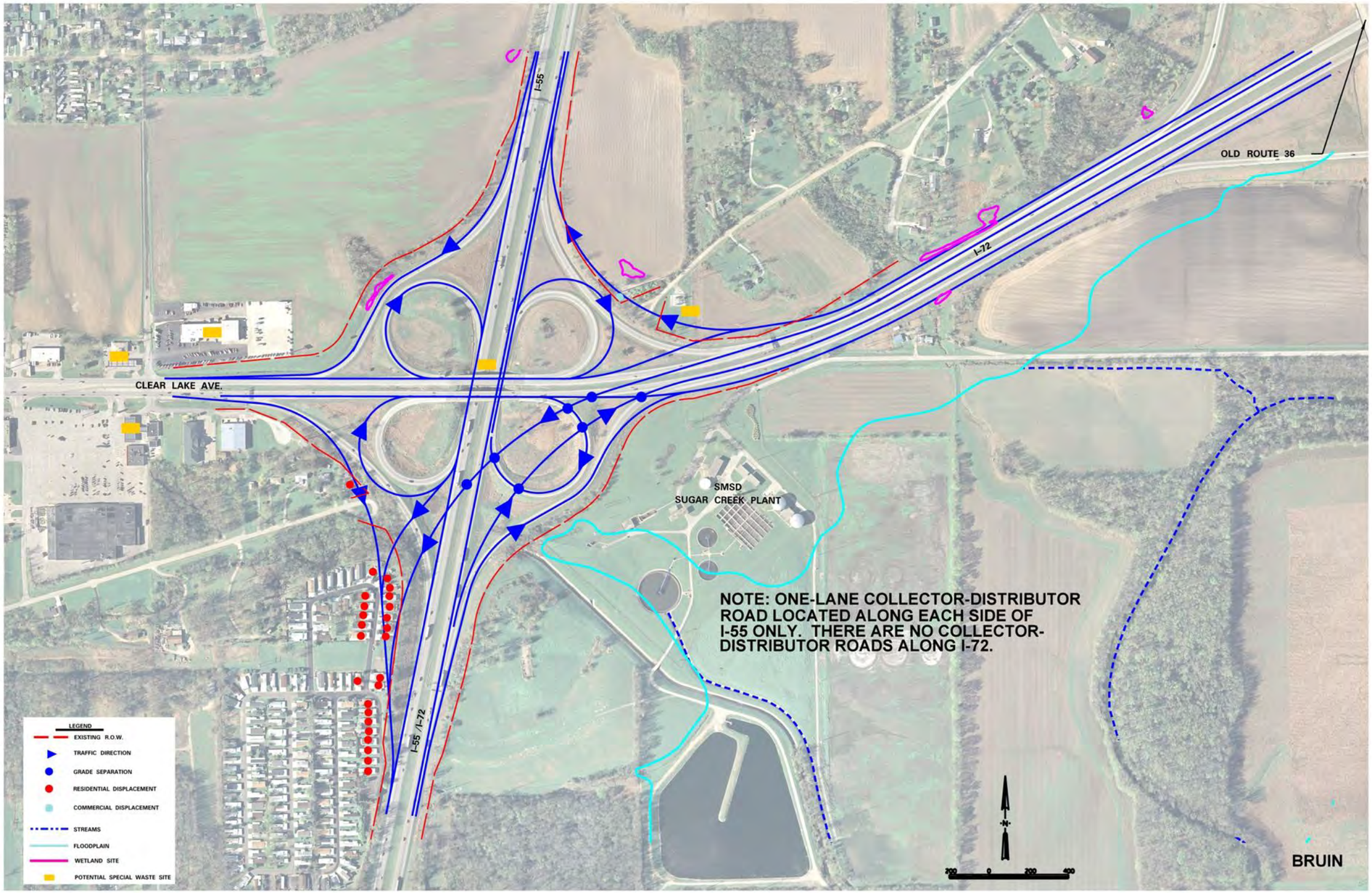


Figure A18 Sangamon Avenue Interchange Alternative – Saluki

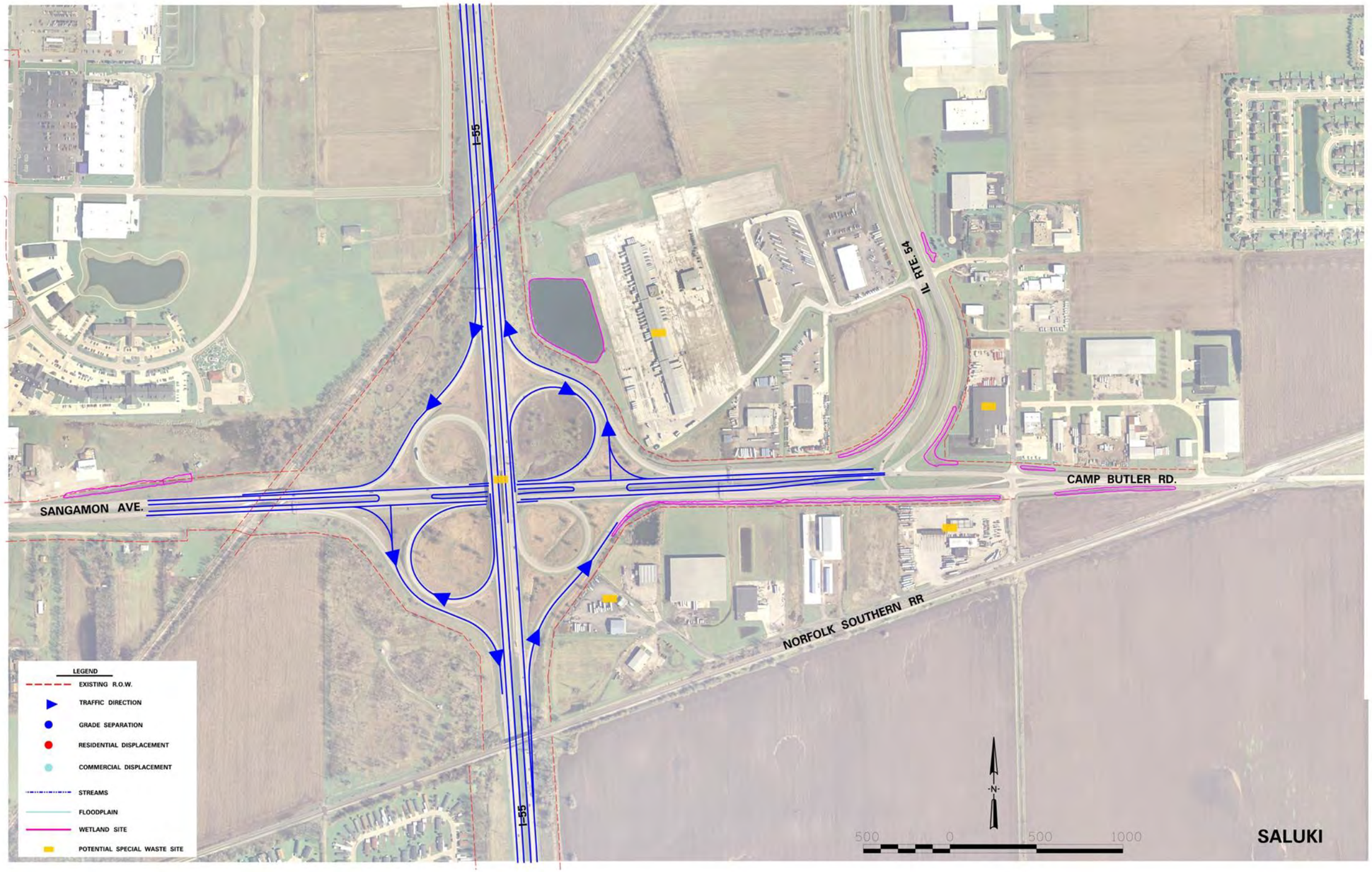


Figure A19 Sangamon Avenue Interchange Alternative – Gopher

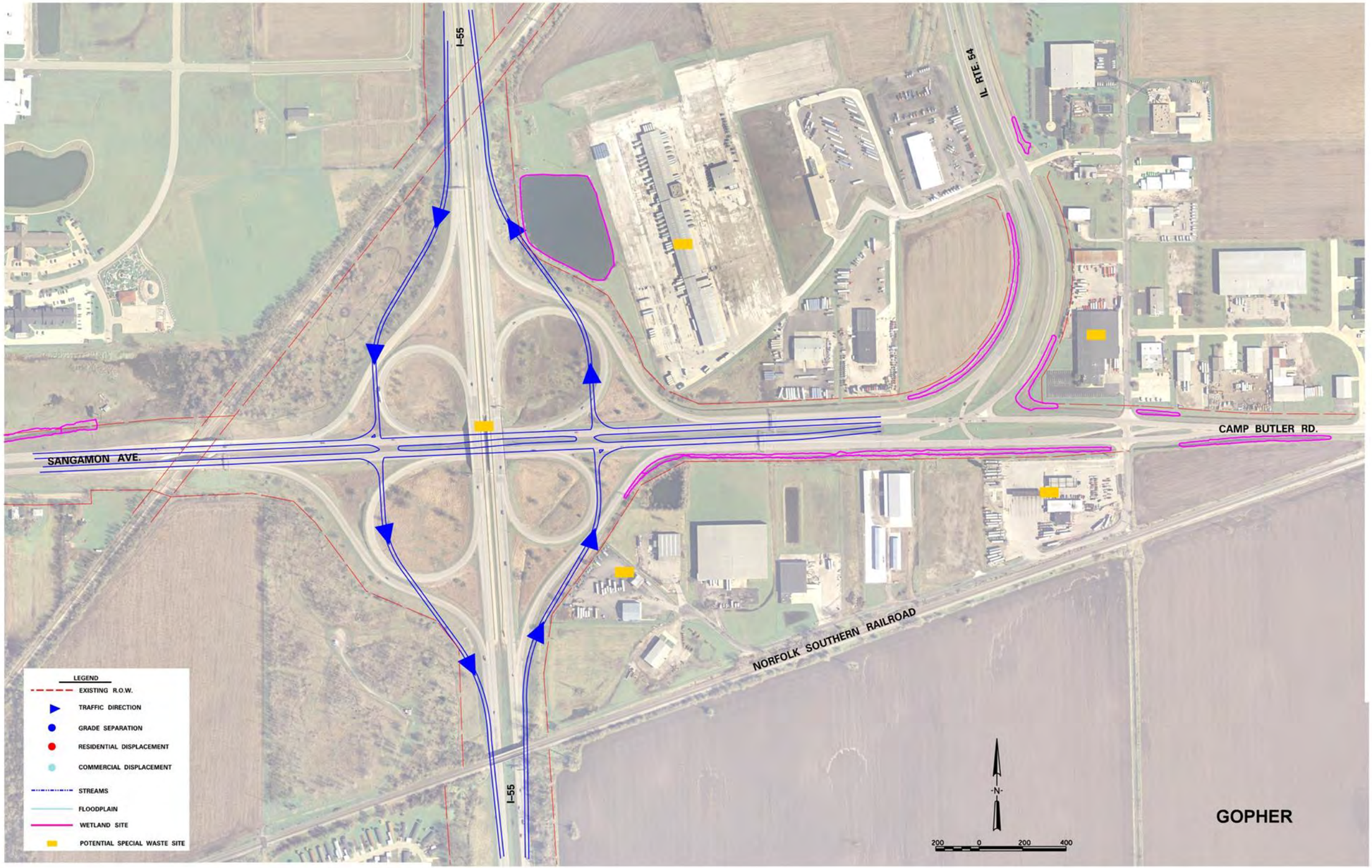
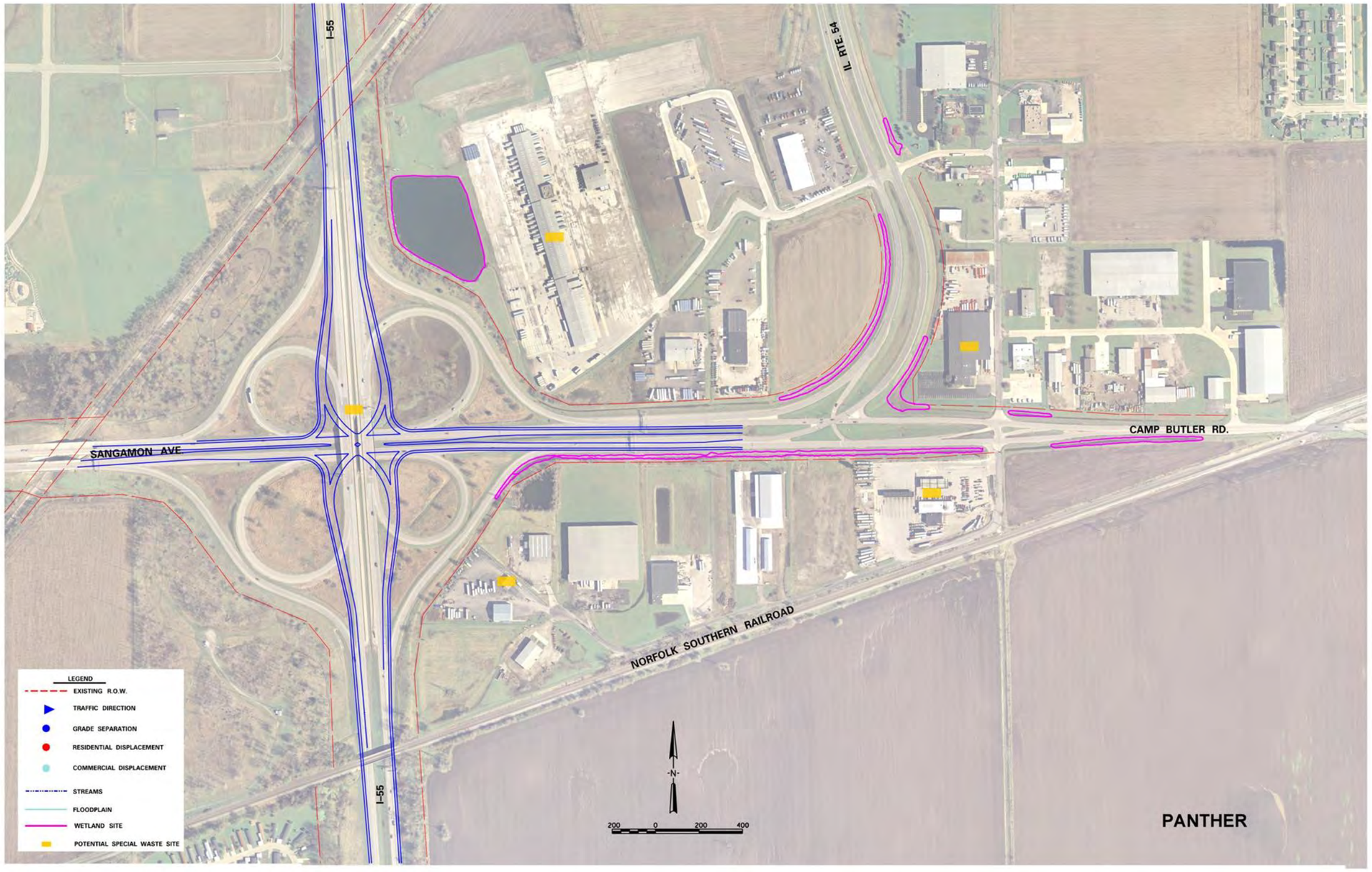
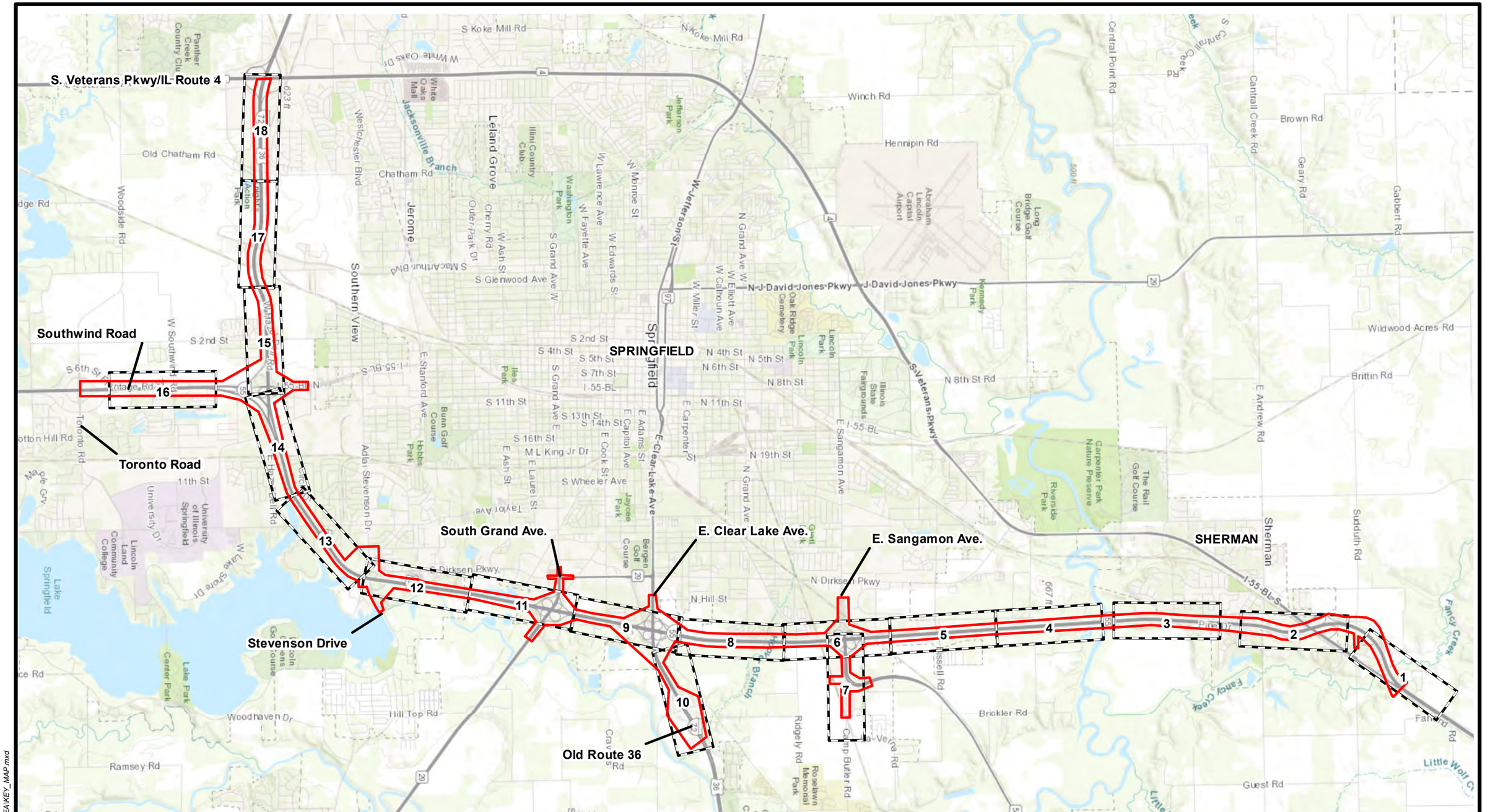


Figure A20 Sangamon Avenue Interchange Alternative – Panther



Appendix B

Environmental Inventory and Impacts Exhibits



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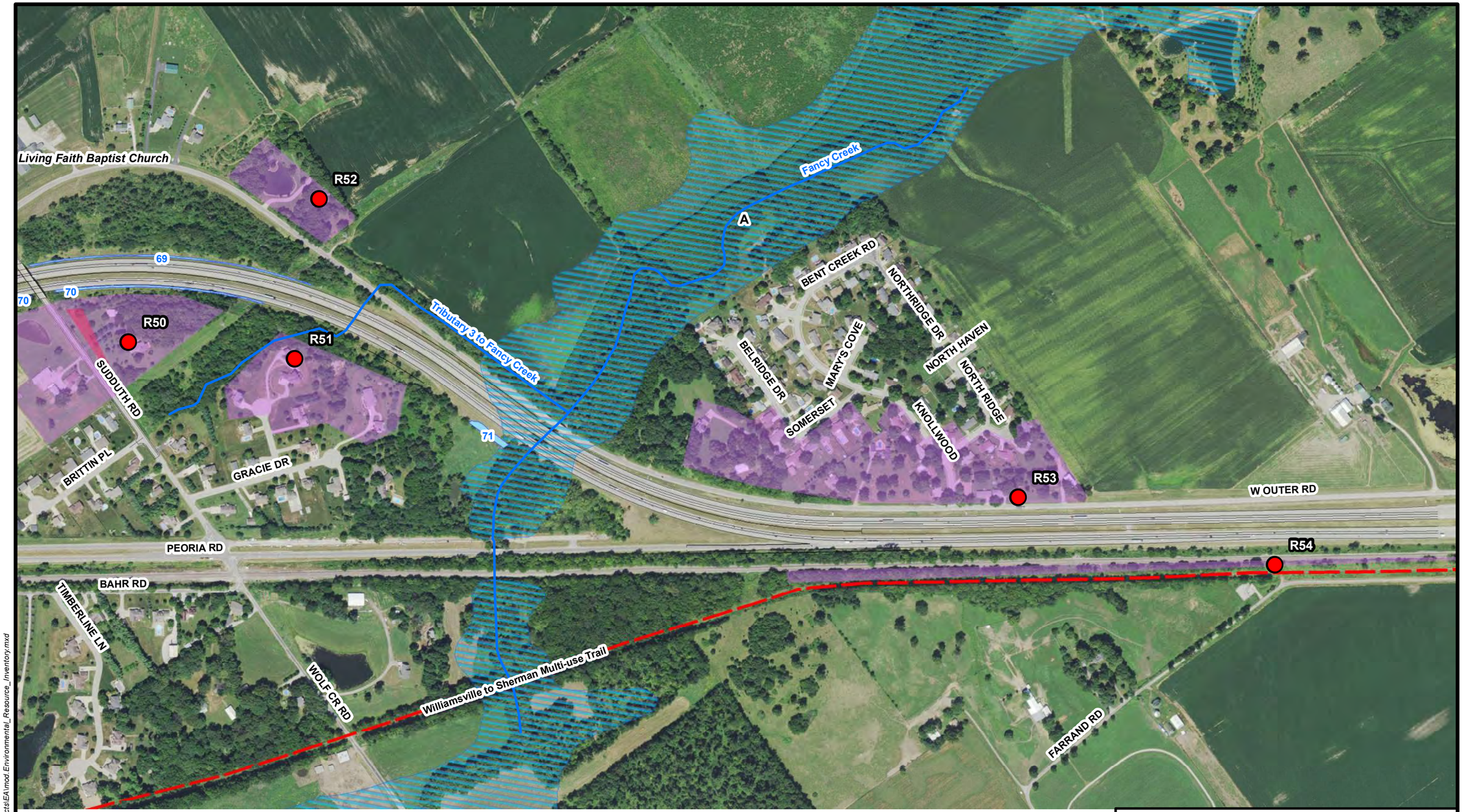
Environmental Inventory Key Map

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

Figure B



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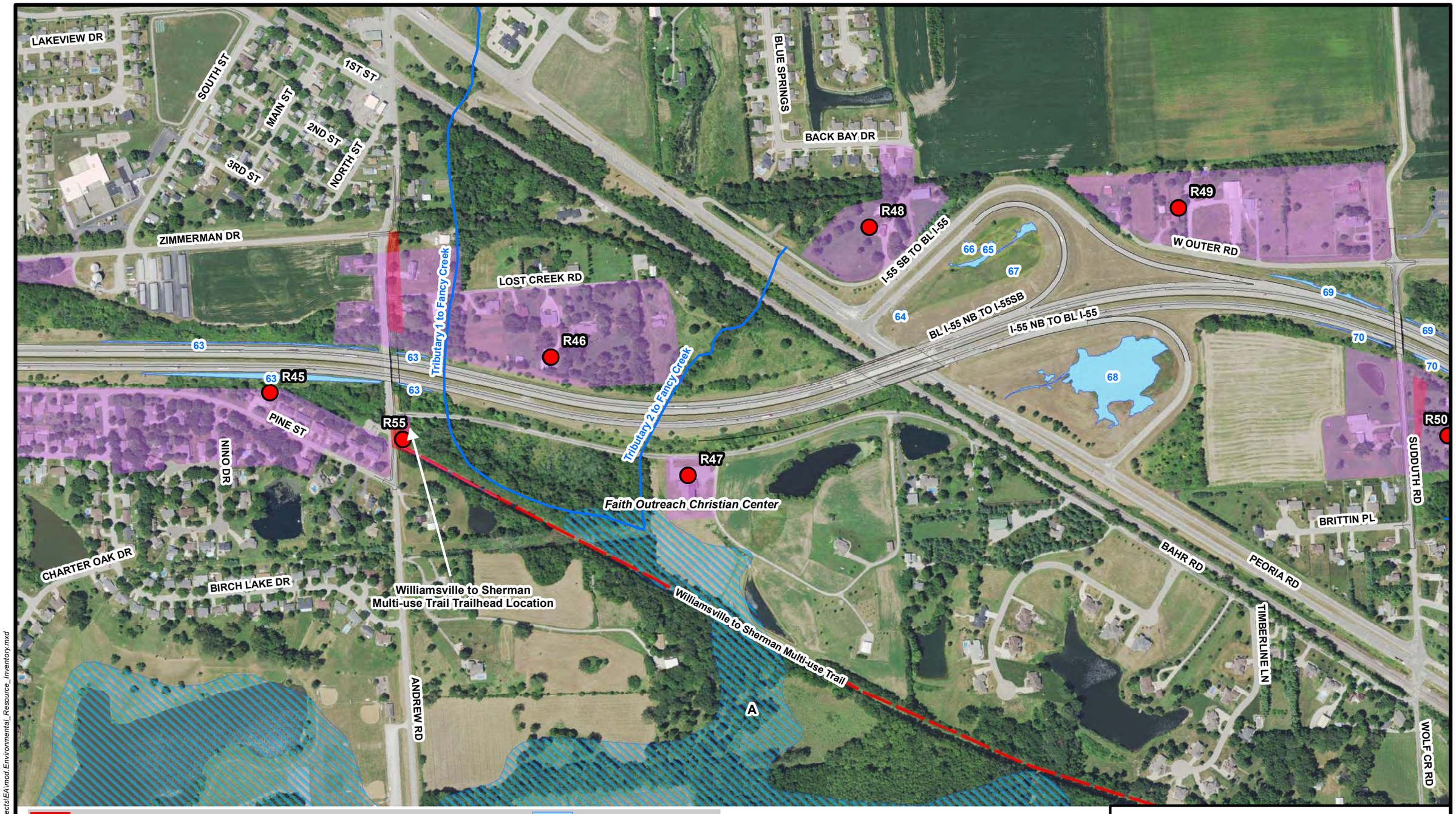
Environmental Inventory

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

Figure B1



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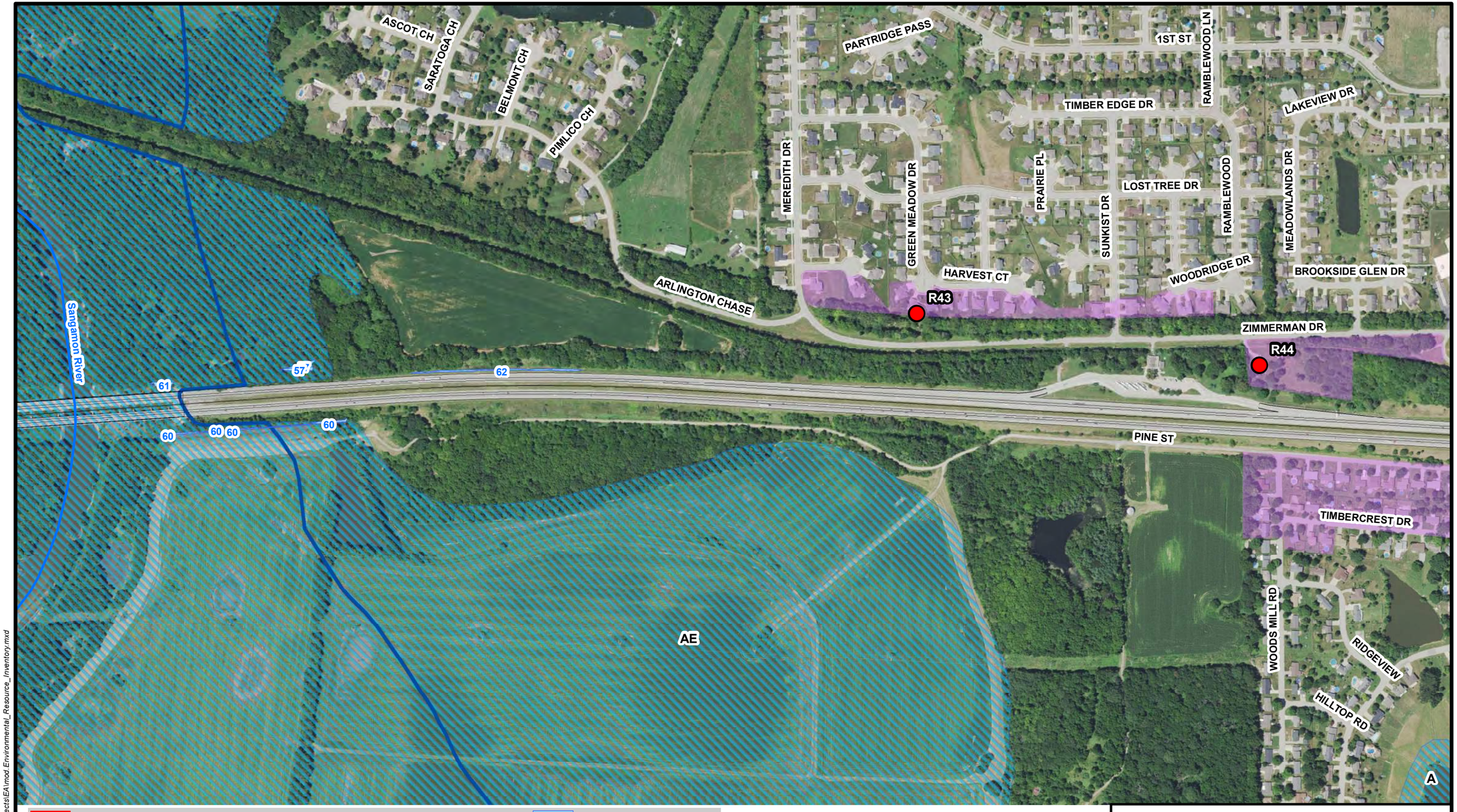
Environmental Inventory

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

Figure B2



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Environmental Inventory

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

Figure B3

Proposed ROW
Proposed Temporary Easement
Proposed Improvements
Streams
Trails
Noise Receptors
Common Noise Environment
Proposed Noise Barriers*
Wetlands
Regulatory Floodway
100-year Floodplain

0 500 1,000 Feet

*Noise abatement measure likely to be implemented pending Phase II viewpoints of benefited receptors

N

Environmental Inventory

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

Figure B4

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MEMPHIS

GRANGER DR

COTTER DR

3N

SHALER RD

Midwest Technical Institute

R57

FARMERS MARKET RD

iWorshipCenter

R40

R41

54

54

55

R39

Tributary to Sangamon River

BISSELL RD

Proposed ROW

Proposed Temporary Easement

Proposed Improvements

Streams

Trails

Noise Receptors

Common Noise Environment

Proposed Noise Barriers*

Wetlands

Regulatory Floodway

100-year Floodplain

0 500 1,000 Feet

N

*Noise abatement measure likely to be implemented pending Phase II viewpoints of benefited receptors

Environmental Inventory

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

Figure B5

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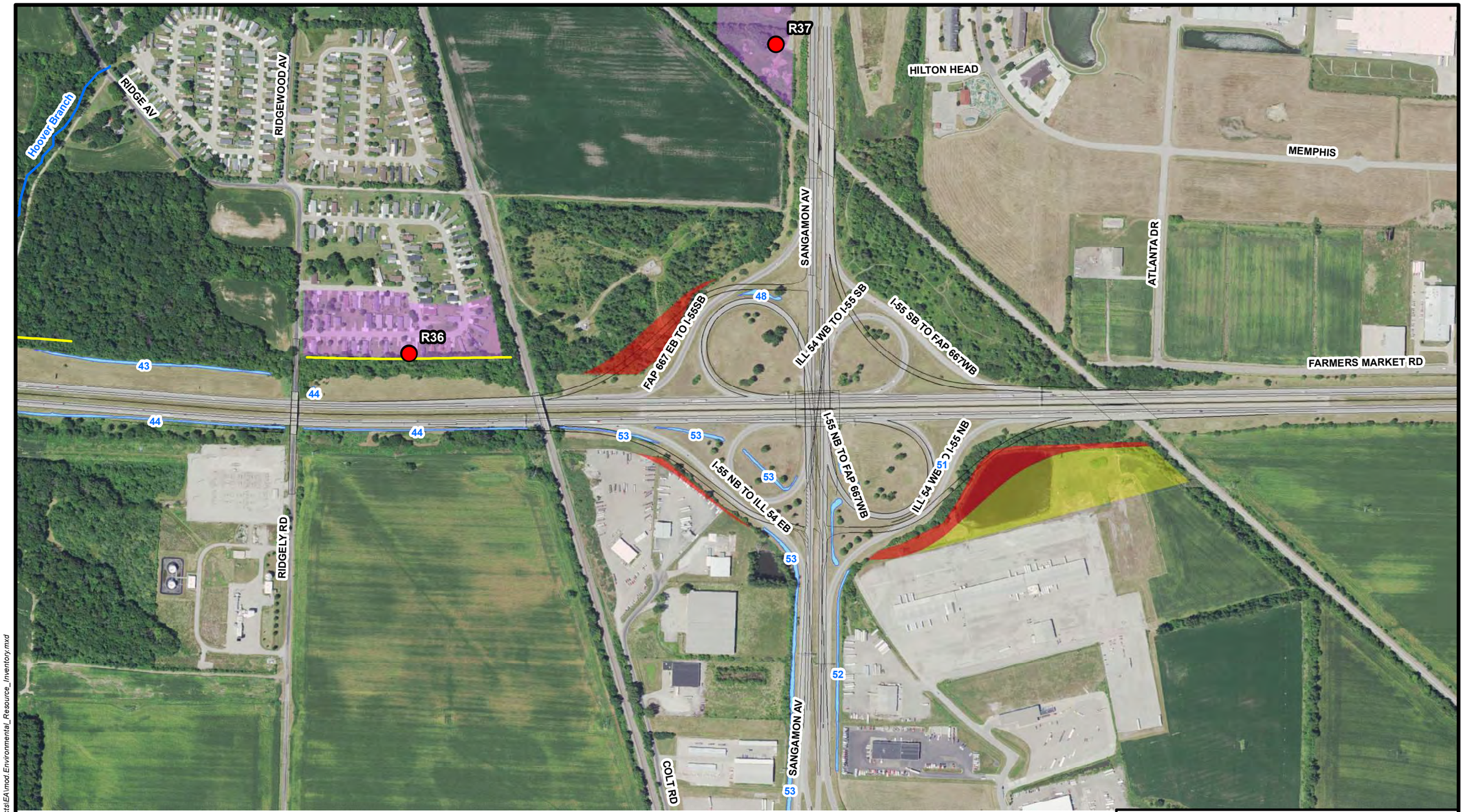

Proposed ROW
Proposed Temporary Easement
Proposed Improvements
Streams
Trails
Noise Receptors
Common Noise Environment
Proposed Noise Barriers*
Wetlands
Regulatory Floodway
100-year Floodplain

0 500 1,000 Feet

*Noise abatement measure likely to be implemented pending Phase II viewpoints of benefited receptors

N

Environmental Inventory

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

Figure B6

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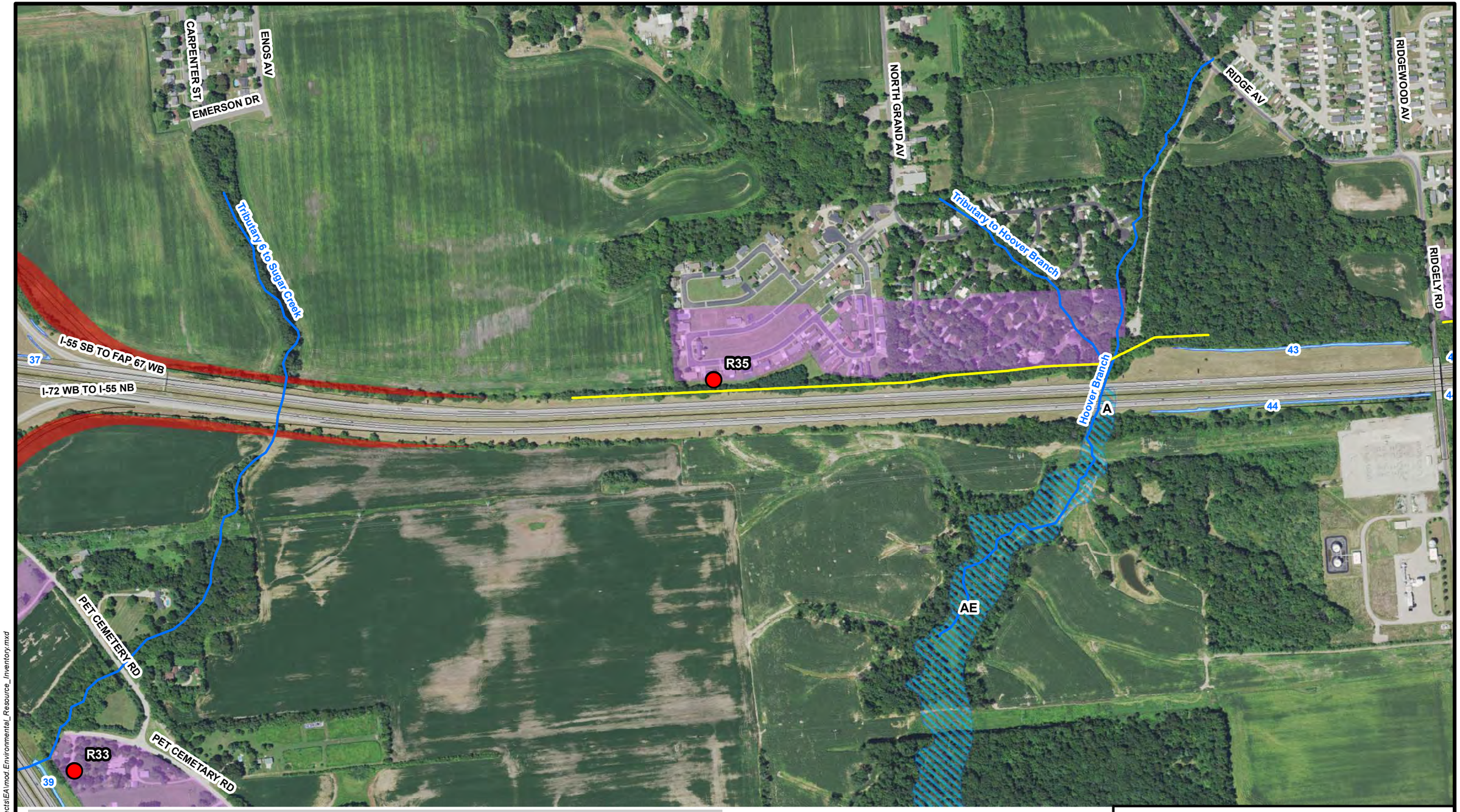
Environmental Inventory

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

Figure B7



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Environmental Inventory

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

Figure B8

SINGER AV
COOK ST
NICCOLLS RD
HILL ST
CARPENTER ST
ENOS AV
EMERSON DR
CLEAR LAKE AV
Tributary 6 to Sugar Creek
R31
Pheasant Run Mobile Home Park
R30
I-55 SB TO I-72 EB
I-72 WB TO I-55 SB
37
I-55 SB TO ILL 29 WB
FAP 67 EB TO I-55 SB
I-55 SB TO FAP 67 WB
ILL 29 WB TO I-55 NB
I-55 NB TO I-72 EB
I-55 NB TO FAP 67 WB
R29
3E
38
R27
COOK ST RD
36
FAP 67 EB TO I-55 NB
I-72 WB TO I-55 NB
Tributary 4 to Sugar Creek
Tributary 5 to Sugar Creek
PET CEMETERY RD
SOUTH GRAND AV
R32
TANSEY AV
SCWRD Sugar Creek Plant
AE
PET CEMETARY RD
R33
39

Proposed ROW
Proposed Temporary Easement
Proposed Improvements
Streams
Trails
Noise Receptors
Common Noise Environment
Proposed Noise Barriers*
Wetlands
Regulatory Floodway
100-year Floodplain

0 500 1,000 Feet

*Noise abatement measure likely to be implemented pending Phase II viewpoints of benefited receptors

N

Environmental Inventory

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

Figure B9

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Proposed ROW
Proposed Temporary Easement
Proposed Improvements
Streams
Trails
Noise Receptors
Common Noise Environment
Proposed Noise Barriers*
Wetlands
Regulatory Floodway
100-year Floodplain

0 500 1,000 Feet

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N

Environmental Inventory

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

Figure B10

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REILLY DR
ASH ST
DOTMAR DR
DIRKSEN PKWY
SINGER AV
WIDE TRACK DR
R28
I-55 SB TO ILL 29 WB
ILL 29 EB TO I-55 SB
33
R23
IDOT Pond
Tributary 3 to Sugar Creek
Lost Bridge Trail
I-55 SB TO ILL 29 EB
ILL 29 WB TO I-55 SB
24
I-55 NB TO ILL 29 EB
I-55 NB TO ILL 29 WB
ILL 29 WB TO I-55 NB
32
R24
29
ILL 29 EB TO I-55 NB
R27
COOK ST RD
36
SOUTH GRAND AV
R25
R26
AE
ALPINE DR
TANSEY AV
35
Sugar Creek

Proposed ROW
Proposed Temporary Easement
Proposed Improvements
Streams
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Common Noise Environment
Proposed Noise Barriers*
Wetlands
Regulatory Floodway
100-year Floodplain

0 500 1,000 Feet

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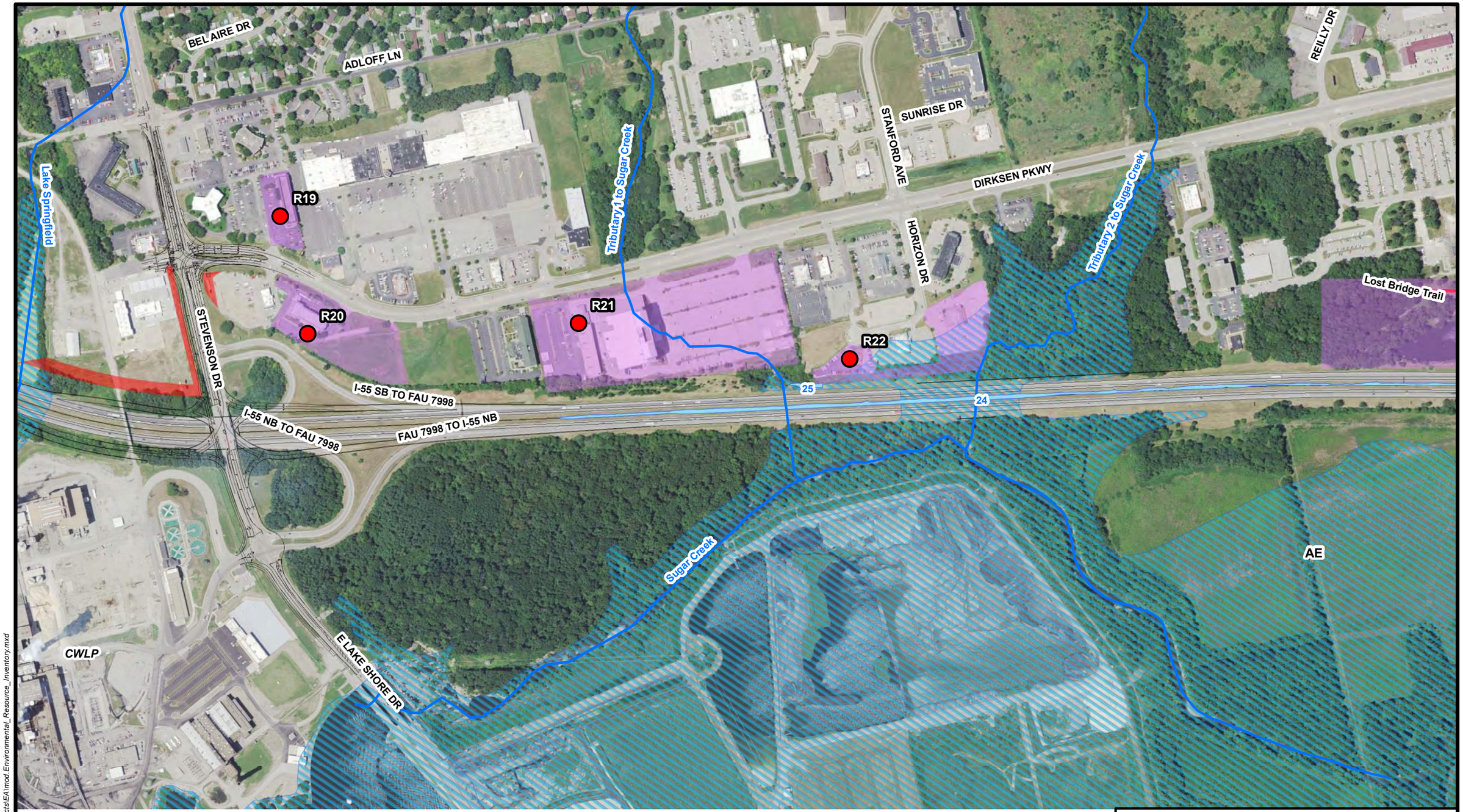
N

Environmental Inventory

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

Figure B11

I:\10jobs\10H0017\CAD\GIS\Projects\EA\mxd\Environmental_Resource_Inventory.mxd



Proposed ROW
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Proposed Improvements
Streams
Trails
Noise Receptors
Common Noise Environment
Proposed Noise Barriers*
Wetlands
Regulatory Floodway
100-year Floodplain

0 500 1,000 Feet

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N

Environmental Inventory

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

Figure B12

I:\110jobs\110H0017\CAD\GIS\Projects\EA\mxd\Environmental_Resource_Inventory.mxd

HOOD ST
SHERIDAN ST
QUEENSWAY RD
WILSHIRE RD
DEVONSHIRE RD
WARNER DR
ADL OFF LN
SHERMAN ST
IVANHOE
CIRCLE DR
SHEFFIELD RD
DOVER
SUSSEX
R19
DIRKSEN PKWY
R20
STEVENSON DR
E LAKE SHORE DR
KENT DR
HUNTINGTON RD
BRANFORD CT
R16
MOORGATE DR
21
20
20
Lake Springfield
R15
NW HAZEL DELL
R17
R18
W LAKE SHORE DR
A
Lakeside Church of Christ
HAZEL LN
W HAZEL DELL LN
HAZEL DELL RD
E HAZEL DELL LN
HAZEL DELL LN
CWLP
AE

Proposed ROW
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0 500 1,000 Feet

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N

Environmental Inventory

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

Figure B13

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*Noise abatement measure likely to be implemented pending Phase II viewpoints of benefited receptors

Environmental Inventory

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

Figure B14

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*Noise abatement measure likely to be implemented pending Phase II viewpoints of benefited receptors

Environmental Inventory

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

Figure B15

I:\10\jobs\10H0017\CADIGIS\Projects\EA\mxd.Environmental_Resource_Inventory.mxd

WOODCREST DR
LYNWOOD LN
LAKEWIND DR
LANSING DR
CANADIAN CROSS DR
I-55 SB TO FAU 8002
FAU 8002 TO I-55 NB
VINCENT DEMUZIO EXPY
6TH ST FR RD E
6TH ST
SOUTHWIND RD
R58
R11
COMMUNITY DR
First Church of the Nazarene
Hope Pavilion
Lincoln Prairie Behavioral Center
McFarland Mental Health Center
COLLINS WAY
DEERWOOD LAKE DR
BOLIN CT
HARMONY CT
BUFORD ST
CANTRALL CT
RODGER ST
COLEMAN ST

Proposed ROW
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Proposed Noise Barriers*
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0 500 1,000 Feet

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N

Environmental Inventory

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

Figure B16

I:\10\jobs\10H0017\CAD\GIS\Projects\EA\mod.Environmental_Resource_Inventory.mxd

RENWICK
OLD CHATHAM RD
HAZEL DELL RD
RECREATION DR
Interurban Trail
WEST GRAND AV
HAZEL DELL RD
R3
R4
R5
8
9
10
12
15

Proposed ROW
Proposed Temporary Easement
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Trails
Noise Receptors
Common Noise Environment
Proposed Noise Barriers*
Wetlands
Regulatory Floodway
100-year Floodplain

0 500 1,000 Feet

*Noise abatement measure likely to be implemented pending Phase II viewpoints of benefited receptors

N

Environmental Inventory

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

Figure B17

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FREEDOM DR
VETERANS PKWY
ILL-4 TO I-72 WB
WEXFORD DR
WINDSHIRE DR
RENWICK
CRANSTON CT
BRIAR CT
CARRINGTON CT
RYEBROOK CT
GREENFIELD DR
WORSTER CT
BRANDONSHIRE DR
R2
HAZEL DELL RD
I-72 WB TO ILL 4
ILL-4 TO I-72 EB
I-72 EB TO ILL-4
IL 4 SB TO I 72 EB
MATHERS GUN CLUB RD
CHUCKWAGON DR
RECREATION DR
Tributary to Lick Creek
SCHOONER DR
OLD CHATHAM RD
OLD CHATHAM RD
R1
CONESTOGA DR
PRAIRIE CROSSING DR
A

Proposed ROW
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0 500 1,000 Feet

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N

Environmental Inventory

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

Figure B18

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Appendix C

Agency Coordination and Public Involvement

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

Pat Quinn, Governor
Marc Miller, Director

November 15, 2011

SUBJECT: Interstate 55 Reconstruction Study
FAI 55 (I-55)
North of Toronto Road to North of Sherman
Section (84-1, 2, 3, 4)R
Sangamon County, Illinois
Job No.: D-96-516-10

Illinois Department of Transportation
Division of Highways / Region 4 / District 6
126 East Ash Street
Springfield, Illinois 62704-4792

ATTENTION: Laura R. Mlacnik, Acting Program Development Engineer

Dear Ms. Mlacnik:

Thank you for the notice concerning the proposed study of the Interstate 55 reconstruction, dated October 27, 2011. The Illinois Department of Natural Resources/Office of Water Resources (IDNR/OWR) has jurisdiction over construction in certain waterways of the State, such as the Sangamon River. A bridge crossing this river is proposed to be reconstructed. As the design plans become available in the future, IDNR/OWR requests the opportunity to review the plans for concurrence of adhering to the rules and regulations of the State.

We will be in a position for further comments upon receipt of final design plans. Please keep IDNR/OWR informed of the progress of the study. If you have any questions or comments, please feel free to contact me at 217/785-1661.

Sincerely,

Robert Giesing, P.E.
Senior Permit Engineer

RCG:crw
cc: Hanson Professional Services (Jim Moll)

Illinois Department of Transportation
Division of Aeronautics
1 Langhorne Bond Drive / Capital Airport / Springfield, Illinois / 62707-8415

November 16, 2011

Mr. Roger L. Driskell, P.E.
Deputy Director of Highways
Illinois Department of Transportation
Region Four Engineer - District 6
126 East Ash Street
Springfield, Illinois 62704-4792

Attention: Laura R. Mlacnik, P.E.

Re: Interstate 55 Reconstruction Study
FAI 55 (I-55)
North of Toronto Road to North of Sherman
Section (84-1, 2, 3, 4)R
Sangamon County
Job No.: D-96-516-10

Dear Ms. Mlacnik:

Thank you for your letter of October 27, 2011 regarding the initiation of a study for the proposed widening of Interstate 55 from Toronto Road to the I-55/Business 55 interchange north of Sherman. The subject study does not appear to directly impact any aeronautical facilities in the greater Springfield area. I would note any increased safety and capacity of the I-55 corridor around the eastern portion of Springfield will allow for better access to the Abraham Lincoln Capital Airport.

If you have any questions, please feel free to contact me at (217) 785-8515 (voice) or by facsimile at (217) 524-1022 or via e-mail at **Susan.Shea@illinois.gov**.

Sincerely,

Susan R. Shea

Susan R. Shea, PhD
Director

cc: Jim Moll; Hanson Professional Services, Inc. (electronic copy)

Jeff Bushur

From: Jim Moll
Sent: Friday, November 18, 2011 1:00 PM
To: Myers, Jeffrey P; Jeff Bushur
Subject: FW: Interstate 55 Reconstruction Study
Attachments: SKMBT_42111111812200.pdf

-----Original Message-----
From: Tom_Gartland@isp.state.il.us [mailto:Tom_Gartland@isp.state.il.us]
Sent: Friday, November 18, 2011 12:03 PM
To: Jim Moll; Laura.Mlacnik@Illinois.gov
Cc: Anna_Segura@isp.state.il.us; Brian_Ley@isp.state.il.us; Richard_Roscetti@isp.state.il.us; Kevin_Volker@isp.state.il.us; William_Burge@isp.state.il.us; Daniel_Carter@isp.state.il.us; Ken_Guard@isp.state.il.us; Jarod_Ingebrigtsen@isp.state.il.us; Craig_Rios@isp.state.il.us; Terry_Carter@isp.state.il.us; Darrin_Cummings@isp.state.il.us; Eric_Biswell@isp.state.il.us; Jarod_Ingebrigtsen@isp.state.il.us; Diane_Vanderkooy@isp.state.il.us; John_Griffin@isp.state.il.us; Earl_Wynn@isp.state.il.us; Brice_Hager@isp.state.il.us
Subject: Interstate 55 Reconstruction Study

Thank you for reaching out to us via the attached correspondence and seeking our input regarding the Reconstruction Study. The following are our suggestions:

More "cross overs/turn arounds" in the area would enhance our response time to crashes.
Widen the corridor to three lanes from the 6th Street and I-72 split all the way to Sherman. This would assist exiting/entering traffic with merging and allow traffic remaining on the Interstate to maintain their speed while utilizing the center and left lanes. Increase the size of the left shoulder for disabled vehicles, handling of crashes, and enforcement purposes. Utilizing the center median to construct three lanes would probably necessitate replacing the existing cable system with a barrier wall for safety purposes.
Groove the bridge deck over the Sangamon River and the overpass at Clearlake to improve traction. We have experienced a high number of crashes in these areas.
Reconfigure the entrance/exit ramps from Stevenson to Sangamon in both directions. Most of the ramps have sharp curves and significant grades that are difficult for tractor/trailer combinations to navigate.
Consideration should be given to widening the Toronto Road exit/entrance ramps to accommodate the new truck plaza and increased traffic in this area.
More signs and/or sign boards leading up to the construction zone to prevent stacking, back ups, and potential crashes caused slower moving traffic already travelling through the zone.

Please feel free to contact us in the future if you should have any questions or concerns.

(See attached file: SKMBT_42111111812200.pdf)

Lt. Thomas P. Gartland
Illinois State Police
District 9 - Springfield

Office: 217-786-7101
Cell: 217-836-1834
Fax: 217-786-7162

Jeff Bushur

From: Jim Moll
Sent: Monday, November 28, 2011 4:25 PM
To: Jeff Bushur
Subject: FW: Interstate 55 Reconstruction Study

From: Savko, Terry [mailto:Terry.Savko@Illinois.gov]
Sent: Monday, November 28, 2011 4:14 PM
To: Jim Moll
Subject: Interstate 55 Reconstruction Study

Hi Jim,
The IDOA received a letter from IDOT District 6 informing the Department of the proposed reconstruction of Interstate 55 at Springfield, IL from north of Toronto Road interchange to the I-f55/Business 55 interchange north of Sherman.

_____

Illinois Department of Agriculture

Terry Savko, IL Dept of Agriculture
Bureau of Land and Water Resources
State Fairgrounds, Springfield, IL 62794-9281
217-785-4458 Fax 217-557-0993 **terry.savko@illinois.gov**

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
CHICAGO REGIONAL OFFICE
111 N. CANAL ST., SUITE 855
CHICAGO, ILLINOIS 60606-7208

DEC 12 2011

REC'D DIST 6

DEC 16 2011

STUDIES & PLANS

Mr. Roger L Driskell, P.E.
Illinois Department of Transportation
Division of Highways/ Region 4/ District 6
126 East Ash Street
Springfield, IL 62704-4792

Dear Mr. Driskell:

Per the request of Laura R. Mlacnik, Acting Program Development Engineer, in a letter dated October 27, 2011, I'm submitting comments for the Economic Development Administration (EDA) with regards to the proposed study for the proposed reconstruction of Interstate 55 at Springfield, Illinois from north of the Toronto Road interchange to the I-55/Business 55 interchange north of Sherman. EDA's mission is to generate jobs, help retain existing jobs, and stimulate industrial and commercial growth in economically distressed areas. This is accomplished through grant programs that are available to rural and urban areas experiencing high unemployment, low income, or other severe economic distress.

At this point, EDA does not have any concerns or issues that need to be addressed regarding the proposed study. If you have any other concerns or questions, you may contact Robin D. Bush, Coordinator, Environmental & Strategic Analysis at 312-353-8143 ext. 146.

EDA encourages investments that will significantly benefit areas experiencing or threatened with substantial economic distress and has the potential to increase high wage jobs and private sector investment. We appreciate your recognition of EDA and its programs.

Sincerely,

Jeannette P. Tamayo
Regional Director

Overview

The first meeting of the Study Advisory Group (SAG) for the I-55 Reconstruction Design Study and Environmental Assessment took place on Tuesday, April 10, 2012. Eleven advisory group members participated in the meeting, which was held to accomplish the following objectives:

- Acquaint advisory group members with the I-55 Study;
- Provide community input on the Study;
- Identify local interests and concerns regarding the Study; and
- Help build public awareness of and involvement in the Study.

A list of meeting attendees is presented below.

Advisory Group Members:

Paul Beaty	Citizen
Dennis Boesdorfer	Boesdorfer Trucking
Tony Fitzgerald	Coca Cola
Forman Hardwick	IDOT District #6 – retired
Corey Jones	Coca Cola
Dave Mifflin	United Contractors Midwest, Inc.
Don Schaefer	Midwest Truckers Association
Tim Sheehan	City of Springfield
Diane Urbanckas	Springfield Lakeshore Improvement Association
Crystal Wilson	Citizen
Linda Wheeland	Springfield-Sangamon Regional Planning Commission

Project Team Members:

Rebeccah Bennett	Vector Communications
Jeff Bushur	Hanson Professional Services, Inc.
Roger Driskell	Illinois Department of Transportation (IDOT)
Earl Kern	Illinois Department of Transportation (IDOT)
Sal Madonia	Illinois Department of Transportation (IDOT)
Dan Mlacnik	Illinois Department of Transportation (IDOT)
Jim Moll	Hanson Professional Services, Inc.
Jeff Myers	Illinois Department of Transportation (IDOT)
John Negangard	Illinois Department of Transportation (IDOT)
Dennis O'Connell	Illinois Department of Transportation (IDOT)
Leann Smart	Vector Communications
Atia Thurman	Vector Communications

Welcome and Introductions

Roger Driskell of IDOT opened the meeting by welcoming SAG members and providing them with a brief overview of the project. He explained that the study is necessary to improve safety and capacity along I-55 around Springfield, from south of the Sixth Street interchange to north of the Sherman interchange. The corridor's Average Daily Traffic (ADT) of 30,000 vehicles is estimated to reach 80,000 in the next 30 years. He stated that it is important to IDOT to make sure that the highway can safely accommodate increasing traffic levels.

Mr. Driskell turned the meeting over to Jeff Myers (IDOT), project manager for the study. Mr. Myers introduced himself and his staff; thanked meeting attendees for their involvement; and invited the consultant team, led by Hanson Professional Services, to introduce its representatives. Advisory group members were then asked to identify themselves, the company or organization they were representing, and their reasons for getting involved in the planning process. Their responses are presented below.

- Dennis Boesdorfer, Boesforder Trucking – owns a trucking company that uses I-55 through Springfield
- Don Schaefer, Midwest Truckers Association – has about 3,000 companies operating trucks throughout the United States, including along the I-55 corridor
- Dave Mifflin, United Contractors Midwest – is located in the study area and has an interest in highway safety and congestion issues
- Tim Sheehan, City of Springfield – is concerned with the project's impacts on the southern portion of eastern Springfield and on the city's utility company, which is located along I-55
- Paul Beaty – is a concerned citizen who frequently uses the interstate
- Crystal Wilson – is a concerned citizen who is interested in the Sangamon Camp Butler exit
- Linda Wheeland, Springfield-Sangamon Regional Planning Commission – is engaged in regional planning, which involves this and other projects
- Corey Jones, Coca Cola – moves all of his company's inbound and outbound freight via I-55
- Diane Urbanckas, Springfield Lakeshore Improvement Association – is a concerned citizen who would like to see improvements to the corridor
- Forman Hardwick – is a concerned citizen and former employee of IDOT, Region 4, District 6

Study Background

Following attendees' introductions, Rebeccah Bennett (Vector Communications) began to conduct the study team's presentation; a copy of which was included in SAG members' binders. This portion of the presentation covered the study's public involvement goals, objectives, and activities, as well as the purpose and role of the advisory group.

Technical Analysis

Jim Moll (Hanson Professional Services) delivered the technical analysis portion of the study team's presentation, which covered: purpose and need; study components; traffic data; restrictions; typical sections; interchange types, and proposed interchanges.

Interchange Types

After learning about several interchange types and seeing photos and video examples, SAG members posed questions and provided comments. Their queries and insights, along with the study team's responses, are summarized in the following table.

SAG Member Question/Comment	Study Team Response
■ Will this project remove or eliminate the cloverleafs?	Not completely. We are considering a variety of alternatives, including a modification of the existing cloverleaf design. Cloverleaves have loop ramps and the key is handling the left turns. On Clearlake, for example, the loop ramps are really tight and result in merging traffic needing to weave. This design does, however, keep traffic moving without having to come to a complete stop.
■ Will single point diamonds cause more traffic congestion?	No. The disadvantage of this design is not congestion; it is expense. Single points are more expensive because they require the construction of a huge infrastructure on top of the highway. The advantage is that you are only introducing one traffic signal as opposed to the two used in a normal diamond. Single point diamonds are very efficient unless you have very big traffic volume.
■ Is there a minimal ADT or traffic volume that you have to have before you look at a single point diamond given the associated cost?	If your volume is great enough that you need traffic signals, then you probably could use a single point diamond.

Proposed Interchanges

The table on the following page provides a summary of the dialogue that took place in response to the proposed interchanges presented by the study team.

SAG Member Question/Comment	Study Team Response
■ On South Grand, would a single point diamond with collector distributor roads require a very expensive bridge?	Yes, but it would not be as expensive as the bridge on Stevenson.
■ Sangamon Avenue is already like a standard diamond. Will there be lights at both the intersections?	Yes, there will be lights at both intersections.
■ Wouldn't what you're proposing for 6th Street make the radius on the cloverleaf tighter if you add collector distributor roads?	No. We've reconfigured the design to provide about the same radius that you have now. We hope that reducing the speed to 50 mph as traffic enters the exit would make it safer.
■ If you add a collector road to 6th Street, won't you complicate the convergence?	This is a good question. We would build a standard entrance to the collector distributor road that took traffic to East Bound I72. So, the entrance would be extended. The two lanes on the left would be for I72 and the two lanes on the right for I55. Past the bridge, the lanes would become three lanes. This is called a major convergence, which creates more room.
■ For 6th Street, where east I-72 converges with north I-55, is there going to be a new bridge that takes I-72 over I-55?	Yes, with a northbound and southbound entrance.
■ Does the 11th Street Bridge have to be widened for what you are proposing?	We have to look at this. The bridge is wide enough, but it may have to be made longer. We have to look at pillar spacing etc.
■ On the north end of the corridor, around Sangamon Ave., you've got a lot of undeveloped areas. Are you expecting more development?	Not to our knowledge, but over the next 25 years, it may be likely. We'll have to look at the Springfield Plan.
■ Building improvements like these – improving access and making intersections more user-friendly – could spur development. The locations may become more desirable for developers.	
■ What are the red lines on the map you're showing us?	They are current property lines.

SAG Member Question/Comment	Study Team Response
■ With regard to Sangamon have you considered moving the entire bridge back i.e. north? The exits are a nightmare already. Traffic will end up having many more stoplights to contend with, which would be a nightmare.	You are right about the stoplights. There will probably be two more on the street. We need to look hard at the conditions on Sangamon Ave. We will have to look at traffic signal progression to make traffic flow better.
■ Please explain that the directional interchange on 6th Street will be very, very expensive.	You are right. It will be extremely expensive.
■ Have you considered a diverging diamond on Sangamon Ave.?	We will take a look at this. IDOT visited the very first diverging diamond constructed in Springfield, MO. Hanson is currently building another one. It may be complicated to make this work with 54 and the Road Ranger entrance.
■ With the diverging diamond, wouldn't less structure be needed than the single point diamond?	Yes, you are right. Everything requires less structure than the single point diamond.
■ At the intersections for Clear Lake Ave., is I55 going to be two or three lanes?	It will be two lanes in each direction and the collector distributor roads will be two lanes in each direction.
■ South of the collector distributor road for Clear Lake, will you return to a third lane in the middle?	Yes. This will be expensive, because we have to build all of the collector distributor lanes within the existing footprint. This will, however, eliminate most of the weave traffic and the remaining traffic will stay on the collector roads at 50 mph.
■ Will traffic be confused in terms of getting on collector distributor roads? Will signage be used?	The only people who will get off of the collector distributor roads are people who want to go somewhere else. This is the travelers' natural inclination. Right now, if you want to stay on the interstate, you have to take an exit. We're fixing the existing confusion. If you take the collector distributor road by accident, you can merge back onto the main road by not getting off at any of the exits. You just keep going to get back onto the interstate.

SAG Member Question/Comment	Study Team Response
■ Will traffic be confused in terms of getting on collector distributor roads? Will signage be used?	**(Answer continued from preceding page)** Another benefit of collector distributor roads is that if there is construction or an accident, they can handle all of the dislocated traffic.
■ So, the collector distributor road is not really an exit road. Is this correct?	Correct. It is like a parallel support road.

Next Steps

Following the exchange of questions and comments on the proposed interchanges, the study team provided an overview of the project's next steps. Several SAG members responded with questions and comments that are summarized in the table below.

SAG Member Question/Comment	Study Team Response
■ We've heard what today's ADT (average daily traffic) is, as well as future estimates. How far out will you project ADT?	IDOT's standard policy is to design projects for 20 years in the future. Our design year is 2040.
■ With regard to long-range planning, are we anticipating the addition of new interchanges?	We have not come up with anything that justifies a new interchange. We may relocate existing interchanges, but that would be it. New interchanges would not conflict with this project, but they would likely have to be considered as part of another study.

Discussion

After the study team concluded its presentation, it invited additional questions and comments. The ensuing discussion is captured in the tables on the following pages.

SAG Member Question/Comment	Study Team Response
■ I've talked with several people who wanted to know why we never extended Route 4 to I-55. You could tie it in with the Clinton exit.	Your suggestion is a potential project that could be included or excluded from this study. Our project would not prevent the tie-in from happening.

SAG Member Question/Comment	Study Team Response
■ We are all aware of the difficulty in funding. This appears to be a very sizable project. Will it be completely publicly financed or will there be tolls?	It is too early to determine at this point. Planning for an Environmental Assessment (EA), which is what this project is, takes a couple of years. The EA precedes an EIS or Environmental Impact Study. After this, we identify funding. Historically, stimulus projects fund construction, not planning. Right now, there is a good chance that the project will be publicly funded. We are, however, looking at some opportunities for public-private partnerships. In eight years, tolling could be a possibility, but this depends on what the federal legislature does with the transportation bill. The types of interchanges that this study is considering would be difficult to toll. Another way to address funding concerns is to look at construction staging and decide whether to build one interchange at a time or be more aggressive.
■ With this being an interstate, will federal funds be the main source of funding?	We believe that federal funds would be our primary source of funding for this project (80 / 20 or 90 / 10).
■ Why didn't IDOT build the interstate with three lanes in the beginning?	*(Response provided by a SAG member)* Back in the 1950s and '60s when the interstate was being conceived, nobody knew how much it would take off and be used. Most of the traffic was thought to enter Springfield from the south side. But as the interstate became more popular, it became more of a bypass facility. Things have mushroomed and now it is clear that we need three lanes in each direction. It is important to note, however, that all of the bridges are three lanes wide, except for the Sangamon River bridge, whose substructure is three lanes wide. At the time, the director of highways wouldn't let us build three lanes because it didn't seem justified. All of that pavement is worn out and will have to be replaced. The lanes weren't designed for today's traffic.

SAG Member Question/Comment	Study Team Response
■ You're talking about a complete removal of everything?	Yes. We realize that building some of these improvements will cost a lot of money. But, we are planning for the next 50 years. We have resurfaced three times already. We are likely to remove and recycle everything. This includes the four-lane section built in 1962 and the three-lane section constructed in 1970.
■ The single point diamond interchanges are really slick. I really like them.	It is a new style that improves traffic flow and safety.
■ Is there a maximum traffic count for the single point diamond?	The one in Troy has a huge traffic count. The major issue is having the signal be timed properly so that you don't back traffic up at the intersection.
■ The single point could also save travelers a lot more gas because they are stopping at fewer signals.	It helps with that, yes.
■ Have there been surveys done to determine how much traffic in the corridor is through traffic rather than local traffic?	Yes. That's some of the first work we did. We did a license plate survey to help determine how much of the traffic was through traffic. We set up cameras at two ends of the corridor. We'll post that information on the website for you to be able to access.
■ We have a central advisory board, is it too early to have you come and do a presentation?	We are always available to do presentations. (*Rebeccah Bennett then directed SAG members to the contact information in their binders)*
■ If we have any additional requests for information, do we contact you Jeff?	Yes. If there is anything else we need to take into consideration, please let us know.

At this time, the study team thanked the SAG members for their participation and the meeting was adjourned.

Advisory Group Meeting Agenda

April 10, 2012, 5:00 p.m. – 7:00 p.m.

5:00 pm **WELCOME**

- Welcome

5:05 pm **INTRODUCTIONS**

- Introductions

5:20 pm **STUDY BACKGROUND**

- Public Involvement Goals & Activities
- Ground Rules
- Purpose of Study
- Purpose and Role of Advisory Group
- Purpose of Meeting
- Project Video

5:40 pm **TECHNICAL ANALYSIS**

- Study Components
- Existing and Projected Traffic
- Crash History
- Purpose and Need
- Restrictions
- Roadway Configuration
- Interchange Types
- Proposed Interchanges

6:15 pm **QUESTIONS & ANSWERS**

- Group Discussion

6:55 pm **NEXT STEPS**

- Next Steps

Advisory Group Meeting Outline

March 13, 2013, 5:00 p.m. – 6:30 p.m.

5:00 pm **WELCOME (Vector)**

- Welcome

5:05 pm **INTRODUCTIONS (Vector)**

- Introductions

5:15 pm **STUDY BACKGROUND (Vector)**

- Public Involvement Goals & Activities
- Ground Rules
- Purpose and Role of Advisory Group
- Meeting Objectives

5:30 pm **TECHNICAL ANALYSIS (Hanson)**

- Study Corridor – extends from just south of Sixth Street interchange to north of Sherman interchange. Study corridor was recently expanded to include I-72 west to the Veterans Parkway interchange.
- Review Corridor Traffic Projections – discuss how largest ADT's are south of Sangamon to Sixth Street. Overall, we will see about a 40% increase in traffic from now until the design year of 2040. LOS B and C north of Sangamon and south of Sixth Street. This is stable flow but start to see drivers being restricted with LOS C. Between Clear Lake and Sixth Street see mostly D and E with one F. LOS D is approaching unstable flow and LOS E is considered unstable flow and the facility is at capacity. LOS F represents forced flow operations at low speeds and stoppages occur for longer periods of time.
- Purpose and Need – improve safety, increase capacity, meet current design standards. A third lane will be added in each direction to the center median. A median barrier will be used along with wide shoulders, 16 ft left and 12 ft right. C-D roads will be used for entering and exiting traffic. These operate at lower speeds than the mainline.
- Recommended Lane Configuration – Begin with a 6- lane section at Sherman interchange. This interchange will stay the same. Continue with six-lane section to Sangamon Avenue. This interchange will be modified which I will discuss a little later. Six lanes will continue to Clear Lake and a one lane c-d road each direction will begin just north of Clear Lake. This six lane section with a one lane c-d road each direction will continue to south of South Grand. So if you are heading south on I-55 and want to exit at Clear Lake or South

Grand, you must enter the c-d road north of Clear Lake. Vice versa, if you are heading north on I-55 and want to exit at South Grand or Clear Lake, you must enter the c-d road south of South Grand. The Clear Lake and South Grand interchanges will be re-configured as well. Once south of South Grand, the six lane section continues to Stevenson Drive and to Sixth Street. Both of these interchanges will be re-configured. A 4- lane section through the Sixth Street interchange is then proposed since four lanes are adequate for the traffic projections. One lane c-d road will be used at the Sixth Street interchange along I-72 eastbound. A six lane section is also proposed along I-72 east of Clear Lake and west of Sixth Street to Veterans Parkway.

- Recommended Interchanges – Sixth Street – Cyclone alternative uses directional ramps for I-55 to I-72 connections. Loop ramps are used in the southeast and southwest quadrants only. The loop ramps enter and exit onto a one lane c-d road so there are no weaving movements on the I-72 mainline but instead are on a lower speed c-d road. The Sixth Street exit is now a right hand exit, no longer a left hand exit. If you are travelling north on I-55 and want to exit onto Sixth Street or travel west on I-72, you must take the right hand exit down here. This ramp then splits for Sixth Street traffic and for I-72 westbound traffic. If you are travelling east on I-72 in this area and want to travel north onto Sixth Street, you must enter the c-d road then exit using the loop ramp in the southeast quadrant onto Sixth Street.

  Stevenson – Husker alternative is a single point diamond type interchange. It reduces impacts to CWLP, increases distance to next intersection by pulling in ramp intersections. Only adds one traffic signal to Stevenson Drive and eliminates CWLP access directly across from the interchange ramp intersection. Also, access to CWLP's property west of I-55 is maintained by a two-lane structure over I-55.

  South Grand – Wolverine alternative is also a single point diamond type interchange. Again, it maximizes the distance to Dirksen Parkway intersection and only adds one traffic signal to South Grand Avenue.

  Clear Lake Avenue – Bruin alternative uses loop ramps in all four quadrants but the weaving movements are on the lower speed c-d roads or on Clear Lake Avenue and not on the I-55 mainline. I-55 to I-72 traffic is on one lane directional ramps and no longer has to use the lower speed loop ramps. The directional ramps are one lane because traffic projections do not call for two lanes. This ramp configuration and the use of c-d roads is necessary because of the close proximity of the Camp Butler and Clear Lake Avenue interchanges and the Clear Lake Avenue and South Grand interchanges. For example, if you are travelling west on I-72 and want to get to South Grand Avenue, you must take Clear Lake Avenue into town and use the loop ramp in the northwest quadrant to enter onto the c-d road along I-55. You will then be able to take the c-d road south to South Grand and exit. This decision needs to be made before the Camp Butler interchange because the directional ramp begins to split away in the interchange area. Another example would be if you

are travelling north on I-55 and want to exit at Camp Butler, you would have to enter onto the c-d road south of South Grand then exit off of the c-d road in the southeast quadrant of the Clear Lake interchange and then exit at Camp Butler. Once you are on the one lane directional ramp to I-72 eastbound, you cannot get over to exit at Camp Butler. Again, this is due to the close proximity of the two interchanges.

Sangamon Avenue – Gopher alternative is a standard diamond interchange. This interchange type does provide more distance to the IL 54/ Camp Butler intersection. This intersection layout will be studied further during the next steps of the study. Two traffic signals are introduced along Sangamon Avenue with the standard diamond type interchange. Hanson has completed a progression analysis along Sangamon Avenue and Liz will discuss those results.

6:00 pm **QUESTIONS & ANSWERS (Study Team)**

- Group Discussion

6:25 pm **NEXT STEPS (Hanson)**

- Next Steps

Advisory Group Meeting Agenda

March 13, 2013, 5:00 p.m. – 6:30 p.m.

5:00 pm **WELCOME**

- Welcome

5:05 pm **INTRODUCTIONS**

- Introductions

5:15 pm **STUDY BACKGROUND**

- Public Involvement Goals & Activities
- Ground Rules
- Purpose and Role of Advisory Group
- Meeting Objectives

5:30 pm **TECHNICAL ANALYSIS**

- Study Corridor
- Review Corridor Traffic Projections
- Purpose and Need
- Recommended Lane Configuration
- Recommended Interchanges

6:00 pm **QUESTIONS & ANSWERS**

- Group Discussion

6:25 pm **NEXT STEPS**

- Next Steps

Overview

A meeting was held at Hanson Professional Services Inc. with members of the Study Advisory Group for the I-55/I-72 Reconstruction Project around Springfield, Illinois.

The purpose of the meeting was to update group members on the status of the project, answer questions and obtain community input prior to the next public informational meeting. Since the last meeting, the study team has been refining the selected alternatives at each interchange and preparing the Access Justification Report and Interchange Design Studies.

A PowerPoint presentation showing the proposed improvement was used for the meeting. Handouts displaying the various interchange configurations were provided to attendees.

A list of meeting attendees is presented below.

Advisory Group Members:

Don Schaefer	Midwest Truckers Association
T.J. Heavisides	City of Springfield
Pat Grady	Springfield South Corridor Neighborhood Association
Molly Berns	Springfield-Sangamon County Regional Planning Commission
Paul Beaty	Citizen's Club of Springfield
Forman Hardwick	Retired IDOT
Crystal Wilson	Citizen of Springfield

Project Team Members:

Jim Moll	Hanson Professional Services Inc.
Susan McCormick	Hanson Professional Services Inc.
Jeff South	Illinois Department of Transportation
Jeff Myers	Illinois Department of Transportation
Sal Madonia	Illinois Department of Transportation
Lori Williams	Illinois Department of Transportation
Ed Kern	Illinois Department of Transportation
Joe Schatteman	Illinois Department of Transportation
Laurna Godwin	Vector Communications
LaKecia Veal	Vector Communications

Welcome and Introductions

Laurna Godwin of Vector Communications Corp. began the meeting with introductions, explained the purpose of the meeting and laid out the ground rules.

Laurna then turned the meeting over to Susan McCormick who went through the remaining slides of the presentation.

Presentation

Susan McCormick reviewed the proposed improvements beginning with the widening from four lanes to six lanes. The presentation included a schematic of the proposed lane arrangements along with typical sections of the six lanes and six lanes with collector-distributor (C-D) roads. Interchange layouts at 6th Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue, and Sangamon Avenue were also reviewed.

Q & A

At this time, Susan opened the floor for questions and discussions.

In response to questions from the Advisory Group, the study team provided the following information.

There have been no significant changes from the proposal presented a few years ago.

The project will affect the mobile home park. We will meet with residents. It will also be necessary to adjust access to the sewage treatment plant.

Traffic signals at Sangamon Avenue will all be interconnected.

Funding will determine staging and schedule of construction.

The pavement width will need to consider emergency response to incidents on C-D roads and oversize vehicles on C-D roads.

Signing plans will be part of the Access Justification Report.

There is a need. The project is a District priority and an IDOT priority.

IDOT has not counted 6th Street traffic since completion of 11th Street.

We are considering a roundabout for CWLP entrance.

Advisory Group Meeting Agenda

February 19, 2019 5:00 p.m. – 6:30 p.m.

5:00 pm **WELCOME**

- Welcome

5:05 pm **INTRODUCTIONS**

- Introductions

5:15 pm **MEETING GUIDELINES**

- Public Involvement Goals & Activities
- Ground Rules
- Purpose and Role of Advisory Group
- Meeting Objectives

5:30 pm **TECHNICAL ANALYSIS**

- Study Corridor
- Purpose and Need
- Recommended Lane Configuration
- Recommended Interchanges
- Next Steps

6:00 pm **QUESTIONS & ANSWERS**

- Group Discussion

I-55 Reconstruction Study
Public Information Meeting #1 Summary Report

Overview

In July 2011, the Illinois Department of Transportation (IDOT) launched its Interstate 55 (I-55) Reconstruction Study for Springfield and Sangamon County with its lead consultant, Hanson Professional Services, Inc. The purpose of this three-year Design Study, which involves an Environmental Assessment, is to address traffic flow issues along I-55 from south of the Sixth Street interchange to north of the Sherman interchange. During this period, the study team is examining how best to relieve traffic congestion and increase public safety for residents and motorists who travel along this portion of the interstate. To develop the right solutions for the region, the team is evaluating the capacity of the highway and its interchanges and subsequently determining the need for additional traffic lanes, interchange improvements and other enhancements.

In an effort to get those who are impacted by the study involved in its planning process, IDOT held its first Public Information Meeting on Tuesday, November 29, 2011 from 4:00 p.m. to 6:00 p.m. at the Crowne Plaza Hotel. Attendees at this open house style meeting were able to meet with study team members at five information stations to learn about:

- The project's background,
- Environmental analysis,
- Traffic studies,
- Study maps and graphics, and
- Public involvement.

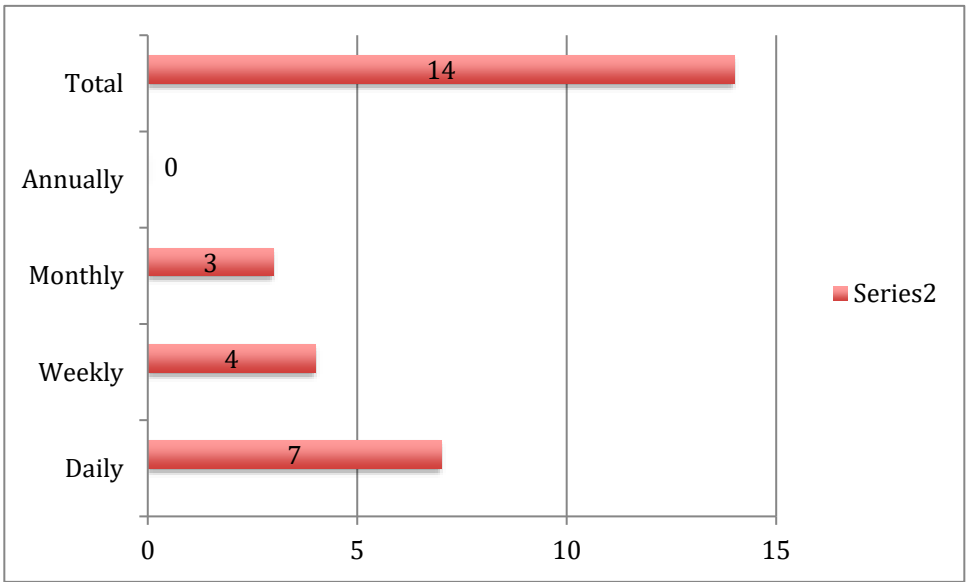
Participants were asked to fill out comment forms to enhance the study team's knowledge and understanding of the community's concerns and local transportation needs. A total of 31 people came out to the meeting, 15 of whom completed comment forms. The findings from these forms are summarized in the remainder of this document.

Study Comments

Eight questions were asked in the Study Comments portion of the Public Information Meeting comment form. Responses are aggregated for each question and are presented on the following pages.

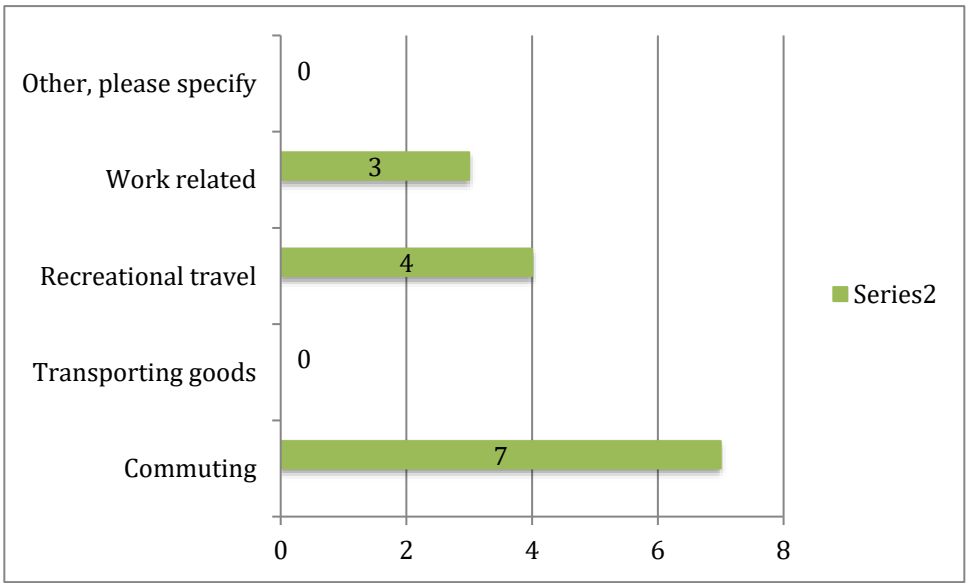
1. How often do you travel on I-55 around Springfield (between Toronto Road and Sherman)?

Half of the people who responded to this question travel the study corridor daily. Those remaining drive along the corridor weekly (29%) or monthly (21%).



2. What is your primary reason for using I-55 in this area?

The principal reason why respondents travel the study corridor is for commuting purposes. Fifty percent of those who completed comment forms supplied this as their main reason. Recreational travel and work travel were the next most common answers, respectively. No respondents indicated that they traveled the interstate to transport goods.



3. Which interchange(s) do you most often use to enter or exit the highway?

The interchanges most commonly used by respondents to enter or exit the interstate are Clear Lake, Stevenson, Sixth Street, South Grand and Sherman. Other interchanges, including Toronto Road and Sangamon received multiple mentions. Dirksen Parkway and Route 29 were mentioned only once. It is important to note here that respondents were able to cite all of the interchanges that they most frequently use, so the number of mentions exceeds the number of respondents.

Interchange	Number of Mentions
Clear Lake	9
Stevenson	6
Sixth Street	5
South Grand	4
Sherman	4
Toronto Road	3
Sangamon	3
Dirksen Parkway	1
Route 29	1

4. What types of problems, if any, do you encounter when you travel along the I-55 corridor near Springfield (Toronto Road to Sherman, IL)?

Five types of problems were cited in fourteen responses to this question. Most of those surveyed mentioned several problems, the most popular of which were congestion and merging. Each type of response is presented below along with the number of mentions and a few sample comments. A listing of all question responses is presented in Appendix B.

Type of Problem	Number of Mentions	Sample Comments
Congestion	9	■ Congestion and backups with construction and maintenance ■ Too much traffic between South 6th and Stevenson exits!
Merging	8	■ Need more lights, problems merging. Vehicles do not always yield when merging
Interchange Design	3	■ Getting on 55 from 72 with the short ramp to enter the expressway when trucks are coming ■ Obsolete interchanges
Deer	1	■ Deer
Blind Spots	1	■ Blind spots. I live on the west side of Springfield, so 72 to 55, there is a blind spot heading north on 55 and east on 72…

5. Do you have any suggestions to the problem(s) you just identified? How do you think the problem(s) can best be addressed?

Twelve respondents suggested solutions to the interstate problems mentioned in question four. Not surprisingly, the two leading solutions involved lane additions and interchange improvements. The accompanying table provides information on the frequency of mentions and offers descriptions of the recommended solutions.

Type of Solution	Number of Mentions	Sample Comments
Lane Additions	7	■ Widen the interstate to three lanes running north and south ■ Additional lanes or at least extensions of on-ramp lanes… ■ Three lanes from Clear Lake and Toronto
Interchange Improvements	6	■ Longer ramp entrances and/or entrance lanes which merge beyond the entrance ■ …Improve the interchanges to eliminate the clover-leaf ■ Work on merges where you merge using left mirror. Maybe go over 55 or 72, then swing into the direction you need…
Miscellany	1	■ Protective area for deer…

6. What do you see as possible negative impacts of improving I-55?

According to respondents, the negative impacts that would most likely result from improvements to I-55 are traffic congestion during construction and possible business interruption. Other issues considered included noise, land purchase cost, safety and interference with wildlife nesting areas. Comment details are captured in the table below.

Negative Impacts	Number of Mentions	Sample Comments
Traffic Congestion (during construction)	6	■ Traffic congestion during reconstruction ■ Short-term construction delays, but I think it would pay off in the future
Business Interruption	2	■ Affects to business…
Miscellany	2	■ There are other areas of I-55 which also need attention, like the I-80 and I-55 corridor ■ It should never have been built the way it was, but we must move forward like Peoria, Bloomington, etc.

Negative Impacts Continued	Number of Mentions	Sample Comments
None	2	■ None
Noise	1	■ More noise is a definite possibility and living close to the highway… is a concern since I can already hear the highway on a daily basis. The idea that the noise will increase is very possible
Environmental Concerns	1	■ Interfere with wildlife nesting areas
Land Purchase Cost	1	■ None other than land purchase cost
Safety	1	■ Inconvenience during construction and ensuing safety issues

7. If the reconstruction project is completed in segments, which segment should be built first, second, third?

When asked about pursuing a multi-phasic approach to corridor improvement, 62% of respondents stated that the Toronto Road to South Grand Avenue portion of the interstate should be reconstructed first. Half maintained that the South Grand Avenue to Sangamon Avenue portion should be improved second. And, two-thirds agreed that the Sangamon Avenue to Sherman portion of the highway should be upgraded last.

Segment	First	Second	Third
Segment A: Toronto Road to South Grand Ave.	8 (62%)	4 (31%)	1 (8%)
Segment B: South Grand Ave. to Sangamon Ave.	3 (25%)	6 (50%)	3 (25%)
Segment C: Sangamon Ave. to Sherman	2 (17%)	2 (17%)	8 (67%)

Note: The top number in each column is the total number of respondents who selected the ranking.

8. How would you like to be informed about reconstruction activities throughout the project? (Check all that apply.)

The primary ways that respondents would like to get their information about highway reconstruction activities is through billboards along the corridor and email updates. Nearly half of them also expressed an interest in reviewing new information on the project's website and at public meetings. Newsletters,

newspapers and sharing information with affected businesses were also identified as useful information sources.

Information Sources	Number of Mentions	Percent of Mentions
Billboards (along the corridor)	8	62%
Email Updates	8	62%
Public Meetings	6	46%
Project Website	6	46%
Newsletters	5	38%
Other (ex. newspapers, passing out information to businesses)	4	31%

Public Meeting Comments

The second portion of the Public Information Meeting comment form focused on how respondents learned about the meeting and asked them to assess their meeting experience. The form concluded with an invitation to respondents to pose any additional comments or questions that they wanted the study team to review.

1. How did you find out about this meeting? (Check all that apply.)

The most common ways that people found out about the Public Information Meeting were through electronic billboards along the study corridor, mailed study newsletters and media attention.

Information Sources	Number of Mentions	Percent of Mentions
Billboards	6	43%
Mail	4	31%
Media	3	23%
Other (email)	1	7%
Word of mouth	0	0%
Website	0	0%

2. Please evaluate this event according to the following:

Overwhelmingly, respondents considered the study team to be informative, helpful and prepared. Using a five-point Leikert scale, with one being high quality and five being poor quality, the team received average ratings of 1.3 and 1.4 (see the bolded number following the descriptor). Respondents' positive experience with the study team translated into a positive open house experience. The open house was found to be well planned (an average rating of 1.2 out of five) and worth participants' time (an average rating of 1.4). See the table on the following page.

A.	**The study team was:**				
	Informative (1.4)				Uninformative
	1 (11)	2 (0)	3 (1)	4 (1)	5 (0)
	Helpful (1.4))				Not Helpful
	1 (10)	2 (1)	3 (2)	4 (0)	5 (0)
	Prepared (1.3)				Unprepared
	1 (10)	2 (2)	3 (1)	4 (0)	5 (0)
B.	**In general the Public Information Meeting was:**				
	Well Planned (1.2)				Disorderly
	1 (11)	2 (1)	3 (1)	4 (0)	5 (0)
	Worth My Time (1.4)				Waste of Time
	1 (9)	2 (3)	3 (1)	4 (0)	5 (0)

Note: The number in parentheses following each rating is the total number of mentions. The bolded number is the average rating for the associated descriptor.

3. Additional comments or questions…

Seven respondents provided additional comments or questions. Two of the comments provided positive feedback to the team, encouraging continued progress and acknowledging the value of the meeting. Another response noted that the meeting was helpful, but that it did not provide a lot of detailed information because of the study's early stage. Additional comments: 1) communicated public interest in being involved in the study; 2) expressed a desire for the study to be conducted as quickly as possible; and 3) mentioned a concern about deer on the road. The last comment was a question and inquired, "how many more studies will it take to get this done?" See the appendix for actual comments.

Conclusion

The first Public Information Meeting for the I-55 Reconstruction Study provided an opportunity for attendees to review existing project information and provide their input on interstate uses, issues and possible improvements. The study team will take into consideration all of the information gathered from this meeting and will use it to inform the study's analyses. Additional opportunities for public participation in the study will be made available throughout the life of the project.

RECONSTRUCTION

DESIGN STUDY & ENVIRONMENTAL ASSESSMENT

SPRINGFIELD • SANGAMON COUNTY

PUBLIC INFORMATION MEETING COMMENT FORM

Thank you for completing this comment form. IDOT plans to reconstruct the portion of I-55 between Toronto Road and Sherman Road, including some or all of the interchanges in order to improve safety conditions and accommodate more traffic. Your input on this comment form will help to inform the study's decision-making.

Study Comments:

1. How often do you travel on I-55 around Springfield (between Toronto Road and Sherman)?

Daily _____ Weekly_____ Monthly_____ Annually _____

2. What is your primary reason for using I-55 in this area?

- ❑ Commuting
- ❑ Transporting goods
- ❑ Recreational travel
- ❑ Work related
- ❑ Other: _____

3. Which interchange (s) do you most often use to enter or exit the highway?

_____

4. What types of problems, if any, do you encounter when you travel along the I-55 corridor near Springfield (Toronto Road to Sherman, IL)?

_____

_____

5. Do you have any suggestions for solutions to the problem(s) you just identified? How do you think the problem(s) can best be addressed?

_____

_____

_____

Study Comments Continued:

6. What do you see as possible negative impacts of improving I-55?

_____

_____

7. If the reconstruction project is completed in segments, which segment should be built first, second, third?

_____ Segment A: Toronto Road to South Grand Ave.
_____ Segment B: South Grand Ave. to Sangamon Ave.
_____ Segment C: Sangamon Ave. to Sherman

8. How would you like to be informed about reconstruction activities throughout the project? (Check all that apply)

- ❑ Billboards along the corridor
- ❑ Email updates
- ❑ Newsletter
- ❑ Public meetings
- ❑ Project web site
- ❑ Other: _____

Public Meeting Comments:

1. How did you find out about this meeting? Please check all that apply.

____ Mail ____ Website ____ Media
Billboard Word of Mouth Other

2. Please evaluate this event according to the following, circle your answer…

A. The study team was:

Informative				Uninformative
1	2	3	4	5
Helpful				Not Helpful
1	2	3	4	5
Prepared				Unprepared
1	2	3	4	5

B. In general, the Public Information Meeting was:

Well Planned				Disorderly
1	2	3	4	5
Worth My Time				Waste of Time
1	2	3	4	5

3. Additional comments or questions:

_____

_____

THANK YOU!

3. Which interchange (s) do you most often use to enter or exit the highway?	
Respondent #	Response
1	Clearlake and Sangamon Ave. (Clinton Exit)
2	Clear Lake, Dirksen, Toronto Road Dirksen, clearlake, toronto road
3	Clearlake most often, Stevenson frequently and South Grand a bit.
4	6th street to enter and stevenson or sherman to exit
5	Clearlake Avenue
6	Sixth street and Stevenson drive
7	6th street to enter and stevenson or sherman to exit
8	sangamon ave
9	Clear Lake
10	Sherman to Stevenson in the AM and Stevenson to Sherman in the PM.
11	72 & 55, South Grand, Clear Lake and Sangamon
12	Combo of South 6th and Clearlake
13	Toronto and Stevenson and South Grand Ave.
14	Toronto Rd, Sherman and Clearlake
15	Route 29, South Grand and Clearlake

4. What types of problems, if any, do you encounter when you travel along the I-55 corridor near Springfield (Toronto Road to Sherman, IL)?	
Respondent #	Response
1	Slight congestion during the work week Not as bad on the weekends but still busy.
2	Need more lights, problems merging, vehicles do not always yield when merging, and deers
3	Getting on 55 from 72 with the short ramp to enter the expressway when trucks are coming.
4	congestion, merging
5	Heavy Traffic
6	Merging traffic, Slow traffic, oddly configured interchanges
7	congestion, merging
8	congestion,sometimes it's hard to exit from the highway onto Sangamon Ave. when someone is coming onto the highway.it's also difficult to merge from I72 onto I55.
9	Merging eastbound traffic on I-72 approaching I-55 northbound

4. What types of problems, if any, do you encounter when you travel along the I-55 corridor near Springfield (Toronto Road to Sherman, IL)? Continued	
10	Traffic merging onto I-55 does not always have the space to get up to speed with moving traffic causing all traffic to slow at each interchange. Coming off of 55 south at the 6th street exit is a nightmare.
11	Blind spots. I live on the west side of Springfield, so 72 to 55, there is a blind spot heading north on 55 and east on 72. 72 should of went over 55, so you can merge on your left.
12	Too much traffic between South 6th and Stevenson exits!
13	Congestion and backups with construction and maintenance.
14	Overcrowding (too much traffic) and obsolete interchanges.

5. Do you have any suggestions to the problem (s) you just identified? How do you think the problem (s) can best be addressed?	
Respondent #	Response
1	Any reconstruction on the exit/road way of Sangamon Avenue, Camp Bulter, I54
2	protective area for deers,more lights, separate lane/area for merging lanes
3	Longer ramp entrances and/or entrance lanes which merge beyond the entrance.
4	Widen the interstate to three lanes running north and south and improving the interchanges to eliminate the clover-leaf
5	Widen to at least 3 lanes. Reconfigure the busiest intersections.
6	more lanes maybe. entrances moved farther away from the exiting lane.
7	Encouraging thru traffic to use the passing lane
8	Additional lanes or at least extensions of on-ramp lanes. I would also be interested in seeing a West Loop for traffic heading toward I-72 West.
9	Work on merges where you merge using left mirror. Maybe go over 55 or 72, then swing into the direction you need. Six lanes, plus a designated turning lane that runs from Sangamon Ave. to Stevenson Ave.
10	Widening 55 from Exit 92 to Exit 100...
11	Three lanes from Clearlake and Toronto.
12	An interchange at Cook would relieve congestion on Dirkson. An additional interchange between Sangamon Ave and Sherman.

6. What do you see as possible negative impacts of improving I-55?	
Respondent #	Response
1	More noise is a definite possibility and living close to the highway (less than a 1/2 mile) is a concern since I can already hear the highway on a daily basis the idea that the noise will increase is very possible.
2	interfere with wildlife nesting areas
3	There are other areas of I 55 which also need attention, like the I-80 & i-55 corridor.
4	affects to business or congestion to stevenson
5	none
6	Traffic will most likely worsen and speed up.
7	affects to business or congestion to stevenson
8	none
9	Traffic congestion during reconstruction.
10	Short-term construction delays, but I think it would pay off in the future.
11	It should never have been built the way it was, but we must move forward like Peoria, Bloomington, etc.
12	None-other than land purchase cost (S).
13	Inconvenience during construction and ensuing safety issues.
14	None

8. How would you like to be informed about reconstruction activities throughout the project? (Check all that apply)	
Respondent #	Response
1	maybe info passed out to effected area businesses
2	Newspaper

9. How did you find out about this meeting? Please check all that apply.	
Respondent #	Response
1	Electronic billboard
2	e-mail

11. Additional comments or questions:	
Respondent #	Response
1	I would love to be as involved as possible on this project (more for the area around Camp Bulter Road) as I have lived there my entire life and plan to be there for the rest of it baring any unforeseen circumstances. I travel both direction in this area both toward Camp Butler and toward Clinton so I hold a unique perspective for this area.
2	Deer on the road are an issue. Wisconsin leaves green space in the middle with trees and shrubs for the wildlife to have a place to wait for traffic downtown rather attempting to dash across. Don't know if that works any better but something must be done for the safety of the animals and traffic.
3	This meeting was helpful but short on information. I realize this is because it's early in the project.
4	How many more studies will it take to get this done?
5	Please keep it up!
6	Excellent overview
7	Hurry the project at every opportunity.

INTERSTATE 55

RECONSTRUCTION

DESIGN STUDY & ENVIRONMENTAL ASSESSMENT

SPRINGFIELD • SANGAMON COUNTY

Illinois Department of Transportation

Draft I-55 Public Informational Meeting #2 Comment Summary Report

Submitted By:
Vector Communications for Hanson Professional Services Inc.

June 17, 2014

1. Project Overview

The Illinois Department of Transportation (IDOT) is conducting the multi-year I-55 Reconstruction Design Study and Environmental Assessment to examine ways for improving capacity and safety along the interstate on the east side of the City of Springfield. The study area includes not only south of the Sixth Street interchange to north of the Sherman interchange, but also a three-mile section of I-72 from the Sixth Street interchange west to Veterans Parkway (IL Route 4) and from Clear Lake Avenue to Camp Butler Road. Currently an average of more than 54,000 vehicles a day travels along the corridor's busiest section, which is between the South Grand Avenue and the Clear Lake Avenue exit. As it is now, the corridor is insufficient to support future traffic volumes. Thus the need for the I-55 study.

An initial public informational meeting was held in November 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.

Over the past year, nearly 30 alternatives were developed for mainline I-55 and five interchanges: Sixth Street; Stevenson Drive; South Grand Avenue; Clear Lake Avenue; and Sangamon Avenue. These alternatives were then narrowed down based on the study's purpose and need, which is to provide safer, more efficient and more reliable travel for motorists. The resulting proposed alternatives were one for mainline I-55 and a total of 12 options for the five interchanges. These options, along with their cost estimates and environmental impacts, were presented at a second public informational meeting in early June 2014.

Outreach and Media

To publicize the June public informational meeting, IDOT mailed a newsletter announcement to more than 12,000 residences and businesses within one-half mile of the corridor and posted the information on the study's website at http://www.i55Springfield.com. Additionally, a press release was sent to Springfield media. The following media outlets reported on the meeting:

- The State Journal-Register;
- WICS-TV ABC Newschannel 20;
- WRSP-TV Fox 55/27 Illinois; and
- WTAX-AM1240

Public Informational Meeting #2

The second public informational meeting was held on Tuesday, June 3, 2014 from 4:00 p.m.-6:00 p.m. at the Route 66 Hotel and Conference Center in Springfield, Illinois. Seventy-eight (78) 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 Tuesday, June 17, 2014 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 five stations at their leisure to review the study information on mounted boards. Study team members were on hand at each station to answer questions. The stations were:

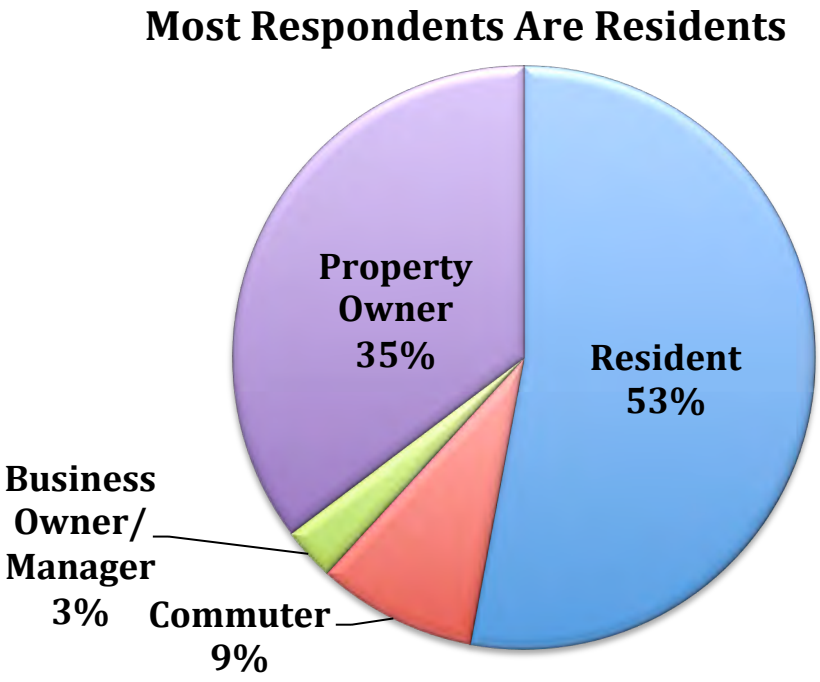
- **Station #1: Project Overview** (This station included a video, which gave an overview of the project.)
- **Station #2: Proposed Alternatives** (The one proposed alternative for mainline I-55 and the 12 for the interchanges were presented at this station.)
- **Station #3: Traffic Studies** (Here, current and projected traffic growth along the study corridor was presented.)
- **Station #4: Environmental Analysis** (The I-55 study also includes an environmental analysis of each proposed alternative. This analysis includes studying such impacts as noise, air and water quality, and socio-economic impacts. The results of the environmental analysis were shown at this station.)
- **Station #5: Public Involvement** (Attendees were encouraged to provide their feedback at this station by completing a comment form either by hand or via Survey Monkey on an iPad.)

2. Comment Results

There were ten questions on the comment form. Most asked respondents to select the alternative they preferred for each interchange. A few of the questions revolved around public involvement and the meeting itself.

Question: Describe Yourself (Please select all that apply.)

Although this question was near the end of the comment form, it is at the top of this summary section to provide information about the respondents. Knowing the respondents puts their comments into context. There were five choices. None of the respondents chose "Elected Official." The chart below outlines the results.



A total of 22 people completed a comment form. The remainder of this report summarizes the input obtained from the comment forms. *A copy of the complete comment form can be found in Appendix A.*

Name and Address.

At the beginning of the comment form, respondents were asked to give their name and address. Nineteen (19) people provided their name and 18 provided their address. This was asked in case respondents asked questions on their comment form, then IDOT could contact them directly with answers.

Alternative for Mainline I-55 (There is only one alternative.)

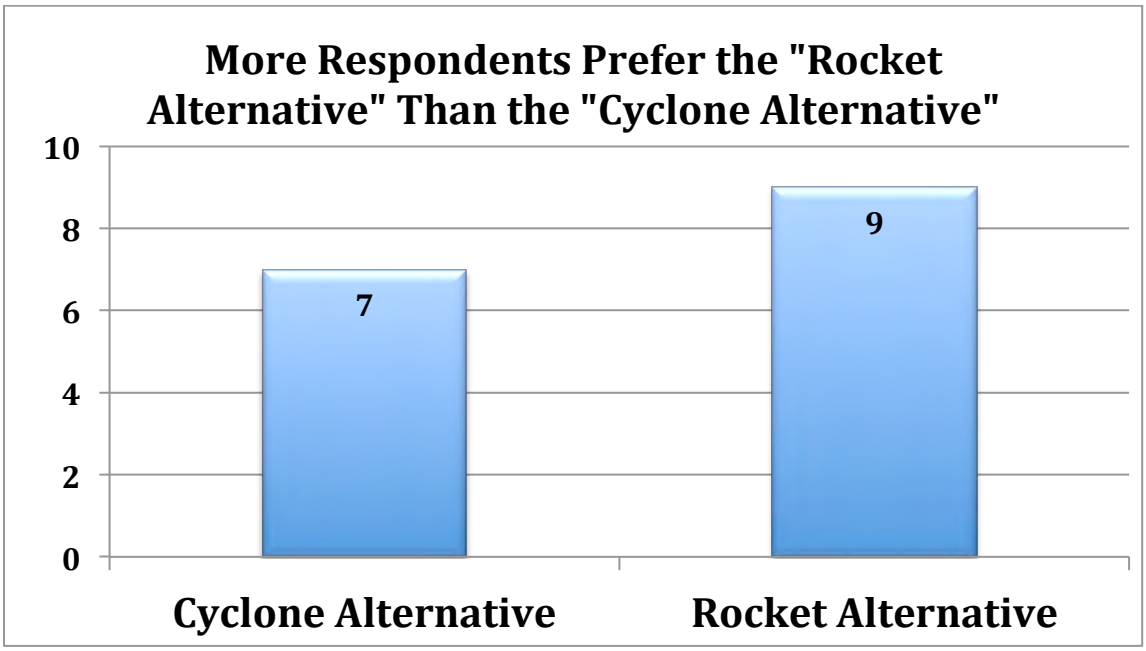
For mainline I-55, there is only one alternative called the "Browns Alternative." It recommends three lanes in each direction with a barrier median. Respondents were asked to provide their comments about this alternative. The verbatim comments are listed on the next page.

Alternative for Mainline I-55 Verbatim Comments:

- Great!
- Much needed
- This is all that is needed, and even it is too expensive.
- This will help with congestion. I am intrigued by what material (trees/wood/concrete) the noise walls would be.
- Proposed Med. width facilitates (way) future lanes 7 & 8, but construction in Med. is very expensive due to contractor access. Best time to construct 8-lane freeway is initially (particularly bridge opportunity)
- Does this 3-lane solution fit under all existing bridges over 55/72?
- Some look like a tight squeeze.

Sixth Street Interchange Alternative (Both alternatives replace I-55 northbound to I-72 westbound loop with a directional ramp. Also eliminates left hand exit to northbound Sixth Street. Please select one.)

The "Cyclone Alternative" moves the loop ramp weaves on mainline I-55 to a one-lane collector-distributor road whereas the "Rocket Alternative" replaces southeast and northeast quadrant loop ramps with directional ramps. The bar chart below details the responses to Sixth Street Interchange's two options.



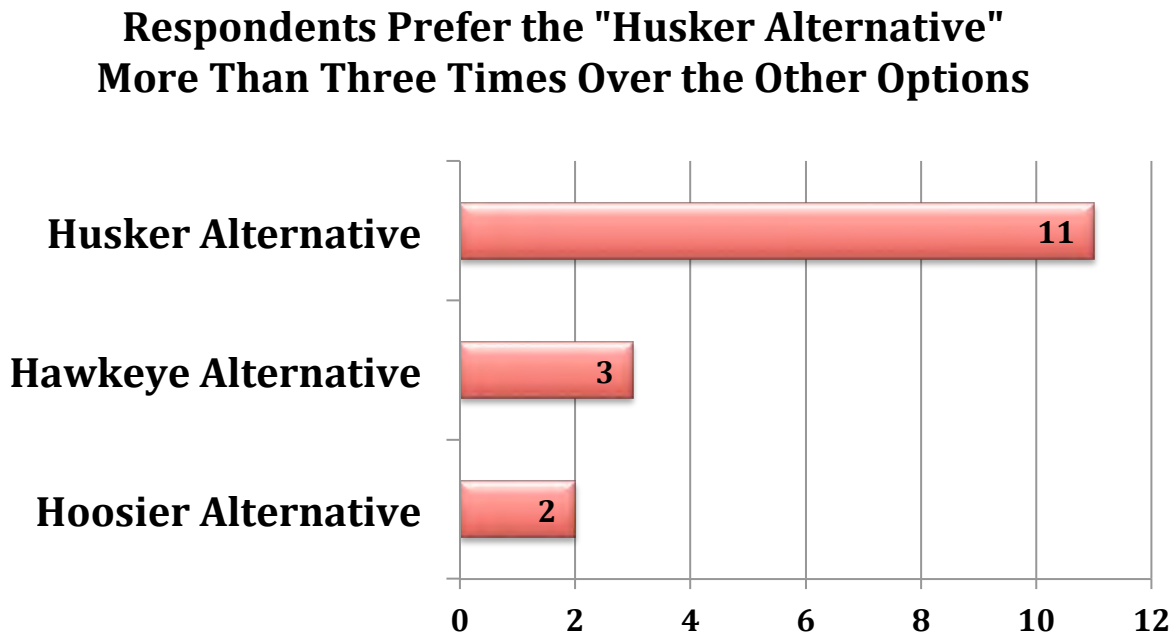
Sixteen (16) respondents commented on the Sixth Street Interchange alternatives. Fifty-six percent (56%) prefer the "Rocket Alternative." Forty-three percent (43%) prefer the "Cyclone Alternative." The verbatim comments are listed on the next page.

Sixth Street Interchange Alternative Verbatim Comments:

- 270-degree loop ramps are a long-term detriment to capacity and should be avoided where feasible.
- Both have a lot of cars merging to go south Cyclone least change appears to be.
- Keeps 72/55 speeds high, not as expansive/smaller footprint than Rocket alternative.
- No change needed.

Stevenson Drive Interchange Alternatives (please select one):

Three alternatives were presented for the Stevenson Drive Interchange. The "Hawkeye Alternative" modifies the diamond interchange. The "Hoosier Alternative" would build a new diamond interchange extending Dirksen Parkway south of Stevenson Drive. The "Husker Alternative" would build a single point diamond interchange with Stevenson Drive crossing over I-55/I-72. The bar chart below details the responses to this interchange's three alternatives.



Sixteen (16) respondents chose an alternative. Sixty-nine percent (69%) prefer the "Husker Alternative" to the other proposed options. The verbatim comments are listed on the next page.

Stevenson Drive Interchange Alternatives Verbatim Comments:

"Husker Alternative":

- Husker Alternative provides most direct access and requires the least new R/W. A tight diamond with double lanes and ramps will accommodate similar levels of traffic without the S.P. "learning curve."
- Less environmental impact; moves interchange further East from Stevenson/Dirksen interchange, so there's less traffic build up when 55 interchange is red and Dirksen traffic turns
- Smartest move. Should help tourists be less confused with less turns onto Dirksen (as currently experienced today and other proposals)

"Hawkeye Alternative":

- Best of the three is Hawkeye, but still could have traffic back ups getting off.

"Hoosier Alternative":

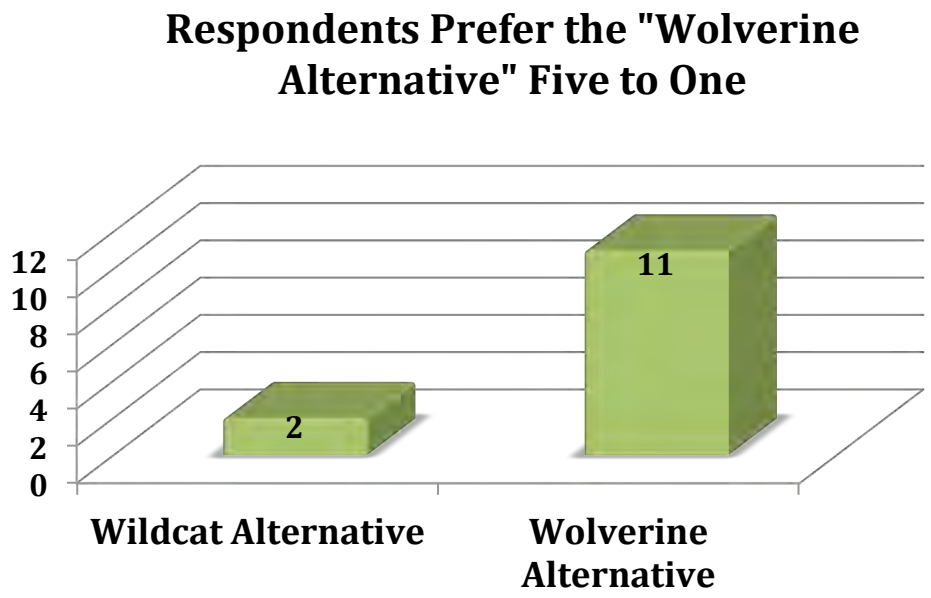
- The Hoosier would be many problems with CWLP workers & people going to CWLP when they don't want to do it. I think it will be the most safe because it involves cars having to stop & wait their turn & then the cars making left turns can do it at the same time without hitting each other.

Other Comment:

- No change needed.

South Grand Avenue Interchange Alternatives (please select one)

There were two potential options presented for the South Grand Avenue Interchange. One was the "Wildcat Alternative," which would be a partial cloverleaf with standard diamond ramps. The other, the "Wolverine Alternative," would be a single point diamond interchange with I-55/72 crossing over South Grand Avenue. The bar chart on the next page details the responses to this interchange's two alternatives.



Thirteen (13) respondents selected one of the alternatives for the South Grand Interchange. Eighty-five percent (85%) prefer the "Wolverine Alternative." The verbatim comments are listed below.

South Grand Avenue Interchange Alternatives Verbatim Comments:

"Wolverine Alternative":

- It is safer because of not using cloverleafs because with cloverleafs there is not enough time to get cars' speed ready for highway.
- I like the single point diamonds - drive those in STL - seem to work well
- May want to consider the Wolverine Alternative with a tight diamond have double lanes and ramps, in lieu of S.P.
- Better flow of traffic. Doesn't have possibility of traffic back ups.

"Wildcat Alternative":

- DISAGREE .... Cloverleaf keeps traffic moving. As an emergency responder, your proposals will have me engaging in stopped traffic and/or cross traffic in motion

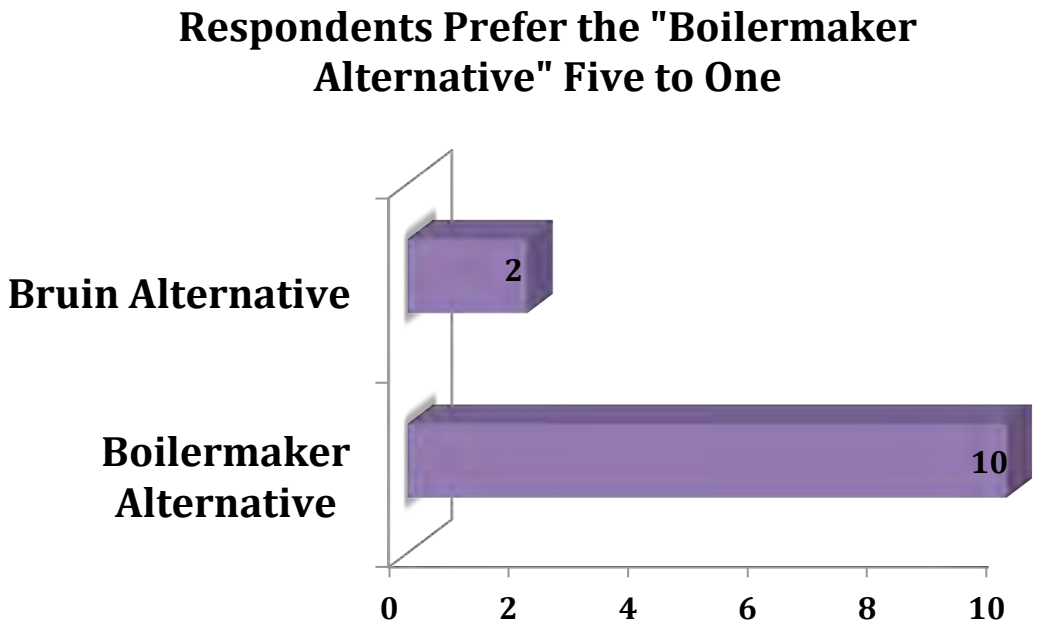
Other Comments:

- No change needed.
- I propose an alternative to was not presented. Please consider a simpler interchange; similar to the Sangamon - Gopher approach.

Clear Lake Avenue Interchange Alternatives (please select one)

The "Boilermaker Alternative" was one of two alternatives presented for the Clear Lake Avenue Interchange. It involves building a directional interchange that

replaces all but one loop ramp with directional ramps. The other option, the "Bruin Alternative," retains the cloverleaf design, but includes a one-lane collector-distributor road on each side of I-55. The bar chart below details the responses to the Clear Lake Avenue Interchange's two alternatives.



Twelve (12) people responded to the Clear Lake Avenue Interchange options. Eighty-three percent (83%) prefer the "Boilermaker Alternative." The verbatim comments are listed below.

Clear Lake Avenue Interchange Alternatives Verbatim Comments:

"Boilermaker Alternative":

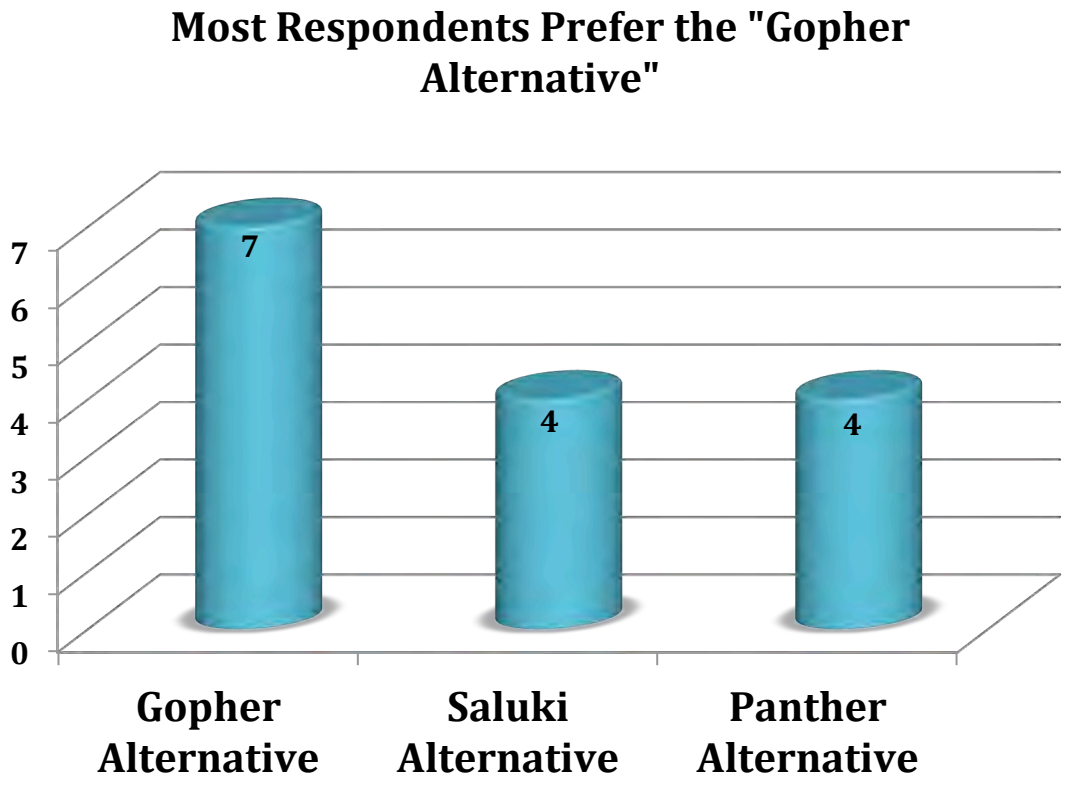
- Cleaner flow between 72 & 55 especially having to speed up getting on I-55 south coming from 72.
- 2 less bridges to build. Good idea! Keeps local traffic away from highway traffic.
- We live on Pet Cemetery Rd., which runs parallel with I-72, which could effect us.
- 72 coming into 55 should have as few loop ramps as possible
- DISAGREE ... Collector only for I-55 traffic exiting to Clear Lake. No collector for I-55 exiting for I-72. Should be direct exit between interstate highways.

Other Comments:

- Gadzooks!! This must have been first - both are busy, complex, and expensive - but maybe that's the Iust/Iust scenario - but an I/I directional T.I should not have any loops!
- No change needed.

Sangamon Avenue Interchange Alternatives (please select one)

Three alternatives were presented for the Sangamon Avenue Interchange. The "Gopher Alternative" calls for building a standard diamond interchange to replace the existing cloverleaf. The "Saluki Alternative" would build a partial cloverleaf replacing the southeast and northwest quadrant loop ramps with standard diamond ramps. The third and final option, the "Panther Alternative," would build a single point diamond interchange replacing the existing cloverleaf interchange. The bar chart below details the responses to the Sangamon Avenue Interchange's three alternatives.



There were fifteen (15) people who responded to the proposed alternatives for the Sangamon Avenue Interchange. Forty-seven percent (47%) prefer the "Gopher Alternative" with an equal percentage preferring the other two alternatives. The verbatim comments are listed on the next page.

Sangamon Avenue Interchange Alternatives Verbatim Comments:

"Gopher Alternative":

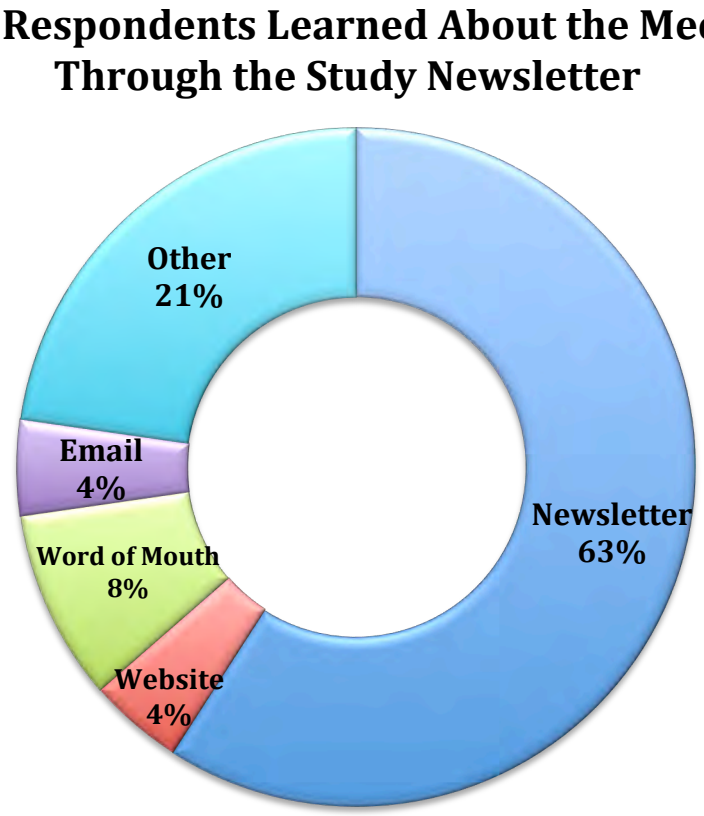
- Great site for a split diamond - plenty of storage for all turning movements.
- Provides better flow of traffic off and on interstate.

Other Comments:

- Current cloverleaf is tricky in the on/off ramp switch area. More traffic comes off 55 & goes west. Lights can be programmed to allow this traffic to have higher "priority."
- DISAGREE ... As with my South Grand comments, cloverleaf keep traffic moving. Less gas consumed since there is no stopping/ accelerating due to traffic lights
- No change needed.

Question: How did you find out about this meeting? (Please select all that apply)

Respondents were given six choices and they could select more than one. Their answers are detailed in the graph below.



Nineteen (19) people answered this question. They could choose more than one option. The newsletter announcing the public open house was the most effective

method for promoting the meeting with thirteen (13) respondents choosing this option. The second most-selected choice was "other." One respondent wrote that they learned about the meeting from "t.v.," another from a "newspaper mailer."

Please evaluate this event according to the following:

Respondents overwhelmingly considered the study team to be informative, helpful and prepared. Using a five-point Likert scale, with one being high quality and five being poor quality, the team received an average rating of 1.4 (see the bolded number following each descriptor). Eighteen (18) respondents rated the study team on its being informative and helpful, and 19 rated the team on its preparedness.

Respondents' positive experience with the study team translated into a positive meeting experience. The meeting was found to be well planned (an average rating of 1.39 out of five) and worth attendees' time (an average rating of 1.33).

The table below outlines the rating results. Please note that the number in parenthesis after each rating is the total number of mentions.

A.	**The study team was:**				
	Informative (1.39)				Uninformative
	1 (13)	2 (4)	3 (0)	4 (1)	5 (0)
	Helpful (1.56)				Not Helpful
	1 (12)	2 (4)	3 (0)	4 (2)	5 (0)
	Prepared (1.37)				Unprepared
	1 (14)	2 (4)	3 (0)	4 (1)	5 (0)
B.	**In general the Public Information Meeting was:**				
	Well Planned (1.39)				Disorderly
	1 (13)	2 (3)	3 (2)	4 (0)	5 (0)
	Worth My Time (1.33)				Waste of Time
	1 (13)	2 (4)	3 (1)	4 (0)	5 (0)

Additional Comments:

At the end of the comment form, meeting respondents were given the option of providing additional comments. Their verbatim comments are listed on the next page.

Additional Verbatim Comments:

Alternatives:

- Would suggest that all ramps be constructed to ultimately accommodate a 2-lane urban roadway template including the grade separation structures and the approach embankments. But striped initially for the 1-lane rural ramp template. Saves a lot of time & money when you need 2-lanes eventually.
- I very much like the CD roads.
- IDOT needs consistency throughout state with regards to traffic lights. The Chicagoland intersections have traffic lights that can be changed by an emergency response vehicle (police, fire, ambulance, etc) but virtually nowhere else in the state. Same for signage ... Dual right turn lanes that have "No Turn On Red (except right lane)" signs. Not so downstate. If you are going to eliminate cloverleafs then these issues need to be addressed.
- The state cannot afford major projects like this in current tax & spend situation. All unnecessary spending should cease until bills are paid off.

Meeting Itself:

- Everyone was pleasant, not condescending. They were eager for questions & listening to comments. The small maps (typing paper size) were helpful to look to the tables. All the large maps were very good. If some decals or stickers could be put on the maps with local sites, (Ex. A sticker of Sgt. Pepper's & Beatles Cafe) fixed to show where Stevenson/Baker/5th/6th store or a red marker with JCPenney letter or Crowne Plaza Hotel to show Dirksen.
- Very informative. Very friendly. Displays were excellent. Lots of people to answer questions one-on-one.

Please leave your email address if you want to receive project updates.

At the end of the comment form, respondents were asked if they wanted to receive project updates and if they did, to leave their email address. Ten (10) people left their email address.

3. Conclusion

The second public informational meeting provided citizens with the opportunity to view the proposed alternatives for upgrading I-55 in the City of Springfield and a section of I-72. The study team will now review attendees' comments and address them. Then it will develop one preferred alternative for the study corridor and its interchanges. This preferred alternative will be presented at a public hearing for final comment.

APPENDIX A

INTERSTATE 55 RECONSTRUCTION
DESIGN STUDY & ENVIRONMENTAL ASSESSMENT
SPRINGFIELD • SANGAMON COUNTY

PUBLIC INFORMATIONAL MEETING #2 COMMENT FORM

Thank you for completing this comment form. For each interchange along I-55 listed below, please select the alternative you think best achieves the study's goals of reducing congestion and improving safety. Your input on this comment form will help to inform the study's decision-making.

Name_____

Address_____

1. Alternative for Mainline I-55 ***(there is only one alternative)***

Browns Alternative – three lanes in each direction with a barrier median

Comments:

_____

_____

_____

2. Sixth Street Interchange Alternatives (both alternatives replace I-55 northbound to I-72 westbound loop with a directional ramp. Also eliminates left hand exit to northbound Sixth Street. ***Please select one)***

☐ **Cyclone Alternative** – Removes loop ramp weaves on mainline

☐ **Rocket Alternative –** Replaces southeast and northeast quadrant loop ramps with directional ramps

Additional Comments:

_____

_____

_____

3. Stevenson Drive Interchange Alternatives *(please select one)*:

☐ **Hawkeye Alternative** – Modified diamond interchange

☐ **Hoosier Alternative –** New diamond interchange with Dirksen Parkway extension south of Stevenson Drive

☐ **Husker Alternative –** Single point diamond interchange with Stevenson Drive crossing over I-55/I-72

Additional Comments:

_____

_____

_____

4. South Grand Avenue Interchange Alternatives *(please select one)*

☐ **Wildcat Alternative –** Partial cloverleaf with standard diamond ramps

☐ **Wolverine Alternative –** Single point diamond interchange with I-55/72 crossing over South Grand Avenue

Additional Comments:

_____

_____

_____

5. Clear Lake Avenue Interchange Alternatives *(please select one)*:

☐ **Boilermaker Alternative** – Directional interchange replacing all but one loop ramp with directional ramps

☐ **Bruin Alternative** – Retains cloverleaf design, but includes one-lane Collector-Distributor Road on each side of I-55

Additional Comments:

_____

_____

_____

6. Sangamon Avenue Interchange Alternatives *(please select one)*

☐ **Gopher Alternative** – Standard diamond interchange replacing existing cloverleaf interchange

☐ **Saluki Alternative** – Partial cloverleaf replacing southeast and northwest quadrant loop ramps with standard diamond ramps

☐ **Panther Alternative** – Single point diamond interchange replacing existing cloverleaf interchange

Additional Comments:

_____

_____

_____

7. Describe Yourself (*Please check all that apply)*

_____ Resident	____ Business Owner/Manager	____ Property Owner
_____ Commuter	____ Elected Official	

8. How did you find out about this meeting? *(Please check all that apply)*

_____ Newsletter	____ Website	____ Email
_____ Roadway Message Board	____ Word of Mouth	____ Other

9. Please evaluate this meeting according to the following. *(Please circle your answers)*

A. The study team was:

Informative				**Uninformative**
1	2	3	4	5
Helpful				**Not Helpful**
1	2	3	4	5
Prepared				**Unprepared**
1	2	3	4	5

B. In general, the Public Informational Meeting was:

Well Planned				**Disorderly**
1	2	3	4	5
Worth My Time				**Waste of Time**
1	2	3	4	5

10. Additional Comments or Questions:

_____

_____

_____

_____

_____

_____

11. Please leave your email address if you want to receive project updates.

_____

If you need more time to complete this comment form, you can mail it to the following address before Tuesday, June 17, 2014:

I-55 Project
c/o IDOT
Attn: Jeff Myers, Acting Program Development Engineer
126 East Ash Street
Springfield, IL 62704

Thank You!

Illinois NEPA/404 Merger Meeting
June 14 and 15, 2012

Federal Highway Administration Conference Room 3250 Executive Park Drive Springfield, IL 62703	Federal Transit Administration 200 West Adams Street Third Floor Conference Room Chicago, IL 60606	Federal Highway Administration 575 N. Pennsylvania Street, Room 254 Indianapolis, IN 46204 (Illiana Only)

June 14, 2012

1:00 pm – 4:00 pm

- Interstate 55 Reconstruction from Toronto Road to Sherman (District 6, Sangamon County)
    - Concurrence, Purpose and Need
    - **ESA Finding: No Effect**
- Alton-Godfrey Transportation Study (District 8, Godfrey, Illinois)
    - Information – Project Introduction
    - **ESA Finding: Review has not been conducted**
- Cape Girardeau, MO to Paducah, KY Transportation Study (District 9, multiple IL, MO, KY Counties)
    - Information – Project Introduction
    - **ESA Finding: Review has not been conducted**

June 15, 2012

9:00 am – 12 noon

- Elgin O'Hare-West Bypass (District 1, Cook and DuPage Counties)
    - Information – Environmental Mitigation, Preferred Alternative
    - **ESA: No effect determination**
- Illiana Corridor (District 1 – IDOT and Indiana DOT; Kankakee, Will Counties in Illinois and Lake County, Indiana)
    - Concurrence – Alternatives to be Carried Forward
    - **ESA: Consultation ongoing, studies ongoing**

12 noon – 1:00 pm

LUNCH

1:00 pm – 4:00 pm

- IL 47 – Reed Road to US 14 (District 1, McHenry County)
    - Concurrence, preferred alternative
    - **ESA: No effect determination**
- US 12 Richmond Bypass (District 1, McHenry County)
    - Information – Alternatives Evaluation Criteria
    - **ESA: Anticipated No effect determination**
- Barrington US 14 (District 1, Lake County)
    - Information – Project Introduction
    - **ESA: Early project development**
- Caton Farm/Bruce Road (District 1, Will County)
    - Information – Status Update
    - **ESA: Consultation open on Hines Emerald Dragonfly, Biological Assessment expected**

Printed: June 11, 2012

NEPA/404 Merger Meeting
June 14, 2012
Springfield, IL

Name	Organization	Phone No.	E-mail
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Steve Hamer	IDNR	217-785-4862	steve.hamer@illinois.gov
Dennis O'Connell	IDOT - ENV	217-785-9727	Dennis.OConnell@Illinois.gov
Eo Kern	IDOT - S&P	217-524-7547	EARL.KERN@ILLINOIS.GOV
JEFF MYERS	IDOT D6 S&P	217-782-4761	Jeffrey.Myers@illinois.gov
Jim Moll	Hanson	217-788-1450	JMoll@Hanson-inc.com
Cindy Stafford	IDOT - D8	618-346-3151	Cindy.Stafford@illinois.gov
Steve Coates	AMEC	636-200-5111	stephen.coates@amec.com
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Jan Piland	FHWA	217-492-4989	janis.piland@dot.gov
Gary Martindale, Jr.	FHWA	217-492-4287?	gary.martindale.ctr@dot.gov
RACIEL OCAMPO	FHWA		raciel.ocampo.ctr@dot.gov.
Mike Stagss	FHWA	217-492-4636	mike.stagss@dot.gov

Name	Organization	Phone No.	E-mail
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CHARLES STEIN	IDOT-D9	618-351-5210	CHARLES.STEIN@ILLINOIS.GOV
JULIE KLAMM	IDOT-D9	618-351-5286	Julie.Klamm@illinois.gov
Jean Fitts	IDOT-Central Office	217-785-2833	Jean.Fitts@illinois.gov

(Springfield)

NEPA/404 Merger Meeting
June 14, 2012
Chicago, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	Matt.Fuller@dot.gov
Heidi Woeba (ph.)	USFWS-RI		
John Betker (ph.)	USACE-RI		
Terry Sauko (ph)	IDOA		
Jon-Paul Kohler	FHWA	217/492-4988	jon-paul.kohler@dot.gov
Glenn Fulkerson	FHWA	217 492-4639	Glenn.Fulkerson@dot.gov
Matt Mangan	USFWS-Moria		
Norm West	U.S. EPA	312-353-5692	west.norman@epa.gov
Brian Nevins (Phone)	FHWA-MO		

FINAL
NEPA/404 Merger Meeting Summary
June 14, 2012

IDOT District 6, Sangamon County
Interstate 55 from Toronto Road to Sherman
Environmental Assessment
Concurrence – Purpose and Need
ESA – "No Effect" Determination

DECISIONS:
Purpose and Need concurrence obtained from USFWS, USACE, USEPA, IDNR, IDOA.

NEXT STEPS:
None noted.

DISCUSSION:
The purpose of this meeting was to present the Purpose and Need of the Interstate 55 (I-55) Reconstruction Study to the resource agencies, and to request their concurrence on this first 404/NEPA concurrence point. A document describing the project's Purpose and Need was distributed to the agencies in advance of the merger meeting.

Hanson presented a PowerPoint presentation to the attendees. A project video was shown to introduce and describe the project. The I-55 Reconstruction project is a study to improve the capacity and safety of I-55 on the south and east sides of Springfield from north of Toronto Road to north of Sherman in Sangamon County, Illinois. It is being processed as an Environmental Assessment.

The purpose of the project is to provide safer, more efficient, and more reliable operational performance for inter-regional and local traffic for I-55 from north of Toronto Road to the Sherman interchange. The project is needed because the existing capacity of this section of I-55 is insufficient for future traffic, deficiencies exist at several interchanges, and safety is a concern for motorists.

Historical and existing traffic volumes were presented to show the past increases in traffic and the present condition. Future traffic (year 2040) is predicted to reach over 80,000 cars and trucks a day for the busiest section of I-55. Level of service (LOS) projections for the year 2040 show that almost the entire I-55 mainline from the 6th Street interchange to the Sangamon Avenue interchange would have a LOS of D or worse for both AM and PM peak traffic hours.

Deficiencies in the interstate, primarily at the interchanges, were described during the presentation. Through traffic on I-72 currently uses one-lane ramps for both eastbound and westbound traffic. Current policy requires two lanes in each direction for interstate through movements. Loop ramps at the existing interchanges at Stevenson Drive and South Grand Avenue are too tight for today's standards. Also, loop ramps at Stevenson Drive terminate too close to the South Dirksen Avenue intersection and across from the City Water, Light & Power (CWLP) entrance.

Crash types were reviewed to illustrate the concern for public safety along the I-55 corridor. Over 1,000 crashes occurred along the I-55 study corridor from 2006 to 2010. Fixed object, rear end, sideswipe same direction, and animal were the most numerous types of crashes. Rear end and sideswipe same direction crash types are associated with awkward weaving maneuvers at cloverleaf interchanges.

The study focus is on reducing weaving at interchanges to improve safety, increasing capacity by adding lanes, and to meet current design standards at the interchanges by eliminating tight radius ramps and providing a minimum of two lanes for I-72 through movements.

Restrictions within the study corridor include tight interchange spacing, existing development, CWLP facilities at Stevenson Drive, the Sugar Creek Wastewater Plant at Clear Lake Avenue, and environmental resources. Environmental resources which have been identified along the I-55 corridor are farmland, trees, wetlands, streams, and Lake Springfield. Specific streams in the corridor are the Sangamon River, Sugar Creek, Hover Branch, Fancy Creek, and several tributaries. Other environmental concerns include nearby sensitive noise receptors, residences, and businesses. IDOT's natural resource review determined that the project area contained no suitable habitat for the Indiana bat or Eastern prairie fringed orchid. Trapping surveys were conducted at potential habitat locations for the Franklin's ground squirrel, but no squirrels were caught.

Specific resource agency questions and comments following the presentation are summarized below.

USEPA asked if a preliminary study had been completed to reroute I-72 separate from I-55 to eliminate the traffic congestion of combining two interstates. Hanson responded that this option has not been studied because rerouting I-72 onto a new interstate corridor would likely have significant environmental impacts, especially at Lake Springfield.

USFWS asked if forested areas, especially around the streams, were assessed during the habitat reviews, and the age of forests within the corridor. Hanson replied that the natural resource review to date has focused primarily at the I-55 interchanges where proposed right-of-way is anticipated. Once right-of-way needs are determined, additional environmental survey requests may be necessary. Older forested areas are present nearer the larger streams, such as Sugar Creek. Forested areas have developed since the interstate was constructed.

USACE asked what is the project schedule. Hanson replied that the project currently is at the end of the first year of a three year study. USACE also asked what year corresponds to the given LOS values, and how much traffic is too much. Hanson responded that the LOS values will be D or E in the design year of 2040 and that these values mean the same (unstable traffic flow) whether the location is Springfield or Chicago.

IDOA commented that the project is located within the 1 ½ mile planning radius.

USEPA asked if the interchange ramps would simply be enlarged or would the interchanges be reconstructed into entirely new interchange types. Hanson responded that the study will examine a full range of interchange alternative types.

The FHWA requested concurrence on the project's Purpose and Need. The USEPA, USACE, USFWS, IDOA, and the IDNR concurred with the Purpose and Need.

Illinois NEPA/404 Merger Meeting
February 27, 2014

Federal Highway Administration
Training Room
3250 Executive Park Drive
Springfield, IL 62703

Chicago Metropolitan Agency for Planning
Lake County Room
233 South Wacker Drive, Suite 800
Chicago, IL 60606

9 am – 12 noon

- I-55 in Springfield (District 6, Sangamon County) (60 min)
  - Concurrence – Alternatives to be Carried Forward

- Reconstruction of the structure carrying eastbound US 150 over the Illinois River (District 4, Peoria County) (45 min)
  - Information - Project Introduction

- Interstate 57 and Interstate 74, Interchange Reconstruction (District 5, Champaign County) (60 min)
  - Concurrence – Purpose and Need
  - Discuss project complexity and suitability for merger process

12 noon – 1 pm

Lunch Break

1 pm – 4 pm

- North Lake Shore Drive (District 1, Cook County) (60 min)
  - Information – Project Update, P&N Outline

- IL 47 (Reed Road to US 14) (District 1, McHenry County) (30 minutes)
  - BMP Presentation

Note: The following project is not subject to the NEPA-404 merger process concurrence points. The project is being presented for information only.

- I-290 (the Eisenhower) (District 1, Cook County) (60 min)
  - Information – Alternatives to be Carried Forward

Printed: January 28, 2014

NEPA/404 Merger Meeting
February 27, 2014
Chicago, IL

Name	Organization	Phone No.	E-mail
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Teleconference

Ken Westlake	USEPA		
Norm Westlake	USEPA		
Terry Savko (AM/PM)	IDOA		
Bob O'brien (AM/PM)	USEPA		
Donna Jones	USACE-RI		
Darren Gove (AM/PM)	IEPA		
PM — Shawn Cirton	USFWS		
Lori Brown	IDOT		
Aren Kreks	IDOT		
Kimberly Murphy	IDOT		
Vanessa Ruiz	IDOT		
Pete Harmet	IDOT		

NEPA/404 Merger Meeting
February 27, 2014
Springfield, IL

Name	Organization	Phone No.	E-mail
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Mike Staggs	FHWA	217-492-4630	mike.staggs@dot.gov
JD Stevenson	FHWA	217-492-4638	Jerry.Stevenson@dot.gov
KEVIN CRIDER	BACON FARMER WORKMAN	618-997-9190	kcrider@bfwengineers.com
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Heidi Woeber	USFWS	309 757 5800	heidi_woeber@fws.gov
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Ken Westlake	USEPA		
Norm West	"		
Bob O'Brien			
Donna Jones	USACE - R.I.		
	IEPA Bureau of Water Permits Section		
Robin Helmericks	FHWA	217-492-4695	robin.helmericks@dot.gov

phone

FINAL
NEPA/404 Merger Meeting Summary
February 27, 2014

IDOT District 6, Sangamon County
I-55 in Springfield
Environmental Assessment
Concurrence – Alternatives to be Carried Forward

DECISIONS:
The following agencies concurred with the preferred alternative: USEPA, USACE, USFWS, IDOA, and IDNR.

NEXT STEPS:
Preferred alternative will be presented in June for concurrence.

Environmental Assessment is scheduled to be released for public comment in late 2014.

DISCUSSION:
The NEPA/404 merger meeting was held at the FHWA office in Springfield, IL to present the Alternatives to Carry Forward for the above referenced project.

Hanson reviewed the purpose and need for the project and stated that purpose and need concurrence was granted at the June 2012 NEPA/404 merger meeting.

Hanson presented a Power Point presentation summarizing the mainline alternatives and the interchange alternatives along the I-55/I-72 study corridor along with the environmental resources/impacts of the alternatives. The following alternatives will be carried forward for further study:

Browns – mainline lane configuration alternative, six-lane section except at 6th Street interchange where it is a four-lane section, one-lane collector-distributor road in each direction along I-55 between Clear Lake Avenue and South Grand Avenue and along I-72 eastbound.

Cyclone – 6th Street interchange alternative, directional interchange type with two loop ramps off of the one-lane collector-distributor road along I-72 eastbound and directional ramps for all other movements including the northbound I-55 to westbound I-72 movement.

Rocket – 6th Street interchange alternative, directional interchange with one loop ramp in the southwest quadrant and directional ramps for all other movements including the northbound I-55 to westbound I-72 movement.

Husker – Stevenson Drive interchange alternative, single point diamond interchange with Stevenson Drive going over I-55. This interchange design eliminates all loop ramps.

Hawkeye – Stevenson Drive interchange alternative, modified diamond interchange with one loop ramp in the northeast quadrant. The remaining loop ramp has an increased design speed of 35 mph.

Hoosier – Stevenson Drive interchange alternative, new diamond interchange with an extension of Dirksen Parkway to the south. The new interchange would be constructed south of the existing Stevenson Drive interchange.

Wolverine – South Grand Avenue interchange alternative, single point diamond interchange with I-55 going over South Grand Avenue. This interchange design eliminates all loop ramps.

Wildcat – South Grand Avenue interchange alternative, partial cloverleaf interchange that replaces the southeast and northwest quadrant loop ramps with standard diamond ramps. Loop ramps remain in the northeast and southwest quadrants but the loop ramp weaves are eliminated from the interchange area with this interchange design.

Boilermaker – Clear Lake Avenue interchange alternative, directional interchange with one loop ramp in the northeast quadrant and directional ramps for all other movements including the I-72 westbound traffic. All loop ramp weaves would be eliminated with this interchange design.

Bruin – Clear Lake Avenue interchange alternative, retains the cloverleaf design but includes a one-lane collector-distributor road on each side of I-55 eliminating the weaving movements along the I-55 mainline. Directional ramps are provided for the interstate to interstate traffic.

Saluki – Sangamon Avenue interchange alternative, partial cloverleaf interchange that replaces the southeast and northwest quadrant loop ramps with standard diamond ramps. Loop ramps remain in the northeast and southwest quadrants but the loop ramp weaves are eliminated from the interchange area with this interchange design.

Gopher – Sangamon Avenue interchange alternative, standard diamond interchange. This interchange design eliminates all loop ramps.

Panther – Sangamon Avenue interchange alternative, single point diamond interchange with I-55 going over Sangamon Avenue. This interchange design eliminates all loop ramps.

After the presentation, the meeting was opened up for questions. The following questions were asked:

The U.S. Army Corps of Engineers asked if mitigation has been proposed for environmental impacts. Hanson responded that specific proposals regarding mitigation have not been identified because the engineering plans at this stage of the project are not sufficient to identify specific impacts, quantities and mitigation.

The U.S. Environmental Protection Agency asked when the Environmental Assessment would be available for public review. Hanson responded that the estimated release of the EA is fall of 2014.

The Federal Highway Administration requested concurrence on the Alternatives to Carry Forward from the Illinois Department of Agriculture, the Illinois Department of Natural Resources, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers. Each agency verbally concurred with the Alternatives to Carry Forward.

Hanson reviewed the next steps in the study: hold a public meeting, present the preferred alternative in June 2014, prepare Access Justification Report (AJR), continue environmental studies, and hold another Advisory Group meeting once AJR is approved.

Illinois NEPA/404 Merger Meeting
June 19, 2014
Day 1

Illinois Department of Transportation
Room 214
2300 South Dirksen Parkway
Springfield, IL 62764

9 am – 12 noon

- I-55 in Springfield (District 6, Sangamon County) (60 min)
  - Concurrence – Preferred Alternative

- Peoria Eastern Bypass (District 4, Peoria County) (60 min)
  - Concurrence – Alternatives to be Carried Forward

- IL Route 3 Connector (District 8, St. Clair County) (60 min)
  - Information – Project Introduction

12 noon – 1 pm

Lunch Break

1 pm – 2 pm

- Route 66 Corridor (District 9, Multiple Counties) (60 min)
  - Concurrence – Purpose and Need

Printed: May 19, 2014

NEPA/404 Merger Meeting
June 19, 2014
Springfield, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA - IL	217-492-4625	matt.fuller@dot.gov
John Sherrill	IDOT - Spfld.	217-785-4181	john.sherrill@illinois.gov
Felecia Hurley	IDOT - Spfld	217-785-2130	felecia.hurley@illinois.gov
Ken Runkle	IDOT - BDE Spfld	217-785-0202	ken.runkle@illinois.gov
Heidi Woeber	FWS	309 757 5800 x209	heidi_woeber@fws.gov
Bob O'Brien	U.S. EPA	(312) 886-3283	obrien.robert@epa.gov
Ken Westlake	U.S. EPA	312-886-2910	westlake.kenneth@epa.gov
Jan Piland	FHWA-IL	217.492.4989	janis.piland@dot.gov
Lou Haasis	FHWA-IL	217-492-4282	Lou.haasis@dot.gov
Mike Stagg	FHWA - IL	217-492-4630	mike.stagg@dot.gov
Heidi Liske	FHWA-IL	217-492-4637	heidi.liske@dot.gov
Korey Schroeder	FHWA-IL	217-492-4628	korey.schroeder@dot.gov
Paul Niedernhofer	IDOT - BDE	217-524-4651	paul.niedernhofer@illinois.gov
Harrison Williams	Hanson	217-415-4724	
Jim Moore	Hanson	217-788-2450	JMoore@Hanson-Inc.com
Denny O'Connell	IDOT - Db Env	217-785-9727	Dennis.OConnell@illinois.gov

SAL MADONIA	IDOT-D6	782-4762	sal.madonia3@illinois.gov
KEITH DONOVAN	IDOT-D6	782-4761	keith.donovan@illinois.gov
Dan Mlacnik	IDOT Dist. 6	785-5333	Dan.Mlacnik@illinois.gov
ED KERN	IDOT D6	524-7547	EARL.KERN@ILLINOIS.GOV
PETER SAMBOR	USCG	314.269.2380	peter.j.samborsg.mil
Steve HAMER	IDNR	217-785-4862	Steve.hamer@illinois.gov
Susan McCormick	Hanson	788.2450	smccormick@Hansoninc.com
Jeff Bushur	Hanson	788-2450	jbushur@hansoninc.com
MIKE LEWIS	IDOT-D4	309-671-3454	Michael.L.Lewis2@illinois.gov
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JEFF SCHLOTTER	LOCHNER	919-571-7111	JSCHLOTTER@HWLOCHNER.COM
Greg Larson	IDOT 04	309-671-3479	greg.larson@illinois.gov
TOM LACY	IDOT D4	309-671-3483	Thomas.Lacy@illinois.gov
Jennifer Hunt	IDOT D8	618-346-3156	Jennifer.Hunt@illinois.gov
Brian Macias	IDOT D8	618-346-3144	Brian.Macias@illinois.gov
CHRIS FRALEY	FHWA	217-492-4619	chris.fraley@dot.gov
Karen Guldert	IDOT D8	618-346-3157	Karen.Guldert@illinois.gov
Annie Prothro	IDOT D8	618-346-3161	Annie.Prothro@illinois.gov

Buddy Desai	CH2MHILL	314.335.3011	buddy.desai@ch2m.com
Jeff Frantz	CH2M HILL	773.458.2823	jeff.frantz@ch2m.com
Bridgett Jacquot	Horner & Shifrin	618 622 6831	bljacquot@hornershifrin.com
Brooks Brestal	"	618-622-6834	bkbrestal@ "
Steve Donahue	"	618-622-6825	sdonahue@ "
JASON WATTERS	LOCHMUELLER GROUP	618-667-1400	jwatters@lochgroup.com
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MICHAEL GROVAK	"	"	mgrovak@lochgroup.com
KIA GILLETTE	"	"	kgillette@lochgroup.com
CANDACE SAUERMANN	"	"	csauermann@lochgroup.com
Bryan Cross	Prairie Engineers	217 651-8017	bcross@prairieengineers.com
PHONE PARTICIPANTS			
(PM) Ramona McConney	USEPA-R4		mcconney.ramona@epa.gov
(PM) Joe Summerlin	USEPA-R7		summerlin.joe@epa.gov
(PM) Anthony Goodman	KY-FHWA		
(PM) Tim Forman	KY DOT		
(PM) Matt Mangan	USFWS		
(AM) Kirsten Brown	US-ACE-RI		
(AM/PM) Terry Sauko	IL Dept. Ag		
~~(PM) Joan~~	~~Dept. Econ Development~~		
(PM) JoAnn Dent	Mo DOT-Design		
(PM) David Blalock	MoDOT		
(PM) Scott Perry	Bootheel Regional Planning Commission		
(PM) David Waldner	KY-DOT		

FINAL
NEPA/404 Merger Meeting Summary
June 19, 2014
(Day 1 of 2)

IDOT District 6, Sangamon County
I-55 in Springfield
Environmental Assessment
Concurrence – Preferred Alternative

DECISIONS:

The following agencies concurred with the preferred alternative: the Illinois Department of Agriculture, the Illinois Department of Natural Resources, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers.

NEXT STEPS:

- Continue environmental studies and Environmental Assessment
- Meet with the study Advisory Group

DISCUSSION:

The NEPA/404 merger meeting was held at IDOT Central office in Springfield, IL to present the Preferred Alternative for the above referenced project.

Hanson introduced the project and laid out meeting objectives in addition to project information.

Hanson presented the purpose and need for the project and described current project conditions.

Hanson provided a PowerPoint presentation summarizing the mainline alternatives and the interchange alternatives along the I-55/I-72 study corridor and the environmental resources/impacts of the alternatives and effects on the surrounding communities and traffic. The following were determined to be the preferred mainline and interchange alternatives:

Browns – mainline lane configuration alternative, six-lane section except at 6th Street interchange where it is a four-lane section, one-lane collector-distributor road in each direction along I-55 between Clear Lake Avenue and South Grand Avenue and along I-72 eastbound. Potential impacts are increased surface water runoff and temporary closures to the Interurban Trail and Lost Bridge Trail.

Cyclone – 6th Street interchange alternative, directional interchange type with two loop ramps off of the one-lane collector-distributor road along I-72 eastbound and directional ramps for all other movements including the northbound I-55 to westbound I-72 movement. Impacts are much less than the Rocket alternative and include three acres of proposed right-of-way and minor impacts to farmland and wetlands.

Husker – Stevenson Drive interchange alternative, single point diamond interchange with Stevenson Drive going over I-55. This interchange design eliminates all loop ramps. The Husker impacts are substantially less than the Hawkeye and Hoosier alternatives and include about four acres of forest and minor impacts to the floodplain and wetlands of Lake Springfield.

Wolverine – South Grand Avenue interchange alternative, single point diamond interchange with I-55 going over South Grand Avenue. This interchange design eliminates all loop ramps. There are practically no impacts associated with the Wolverine alternative due to the single point diamond interchange type.

Bruin – Clear Lake Avenue interchange alternative retains the cloverleaf design but includes a one-lane collector-distributor road on each side of I-55 eliminating the weaving movements along the I-55 mainline. Directional ramps are provided for the interstate to interstate traffic. The Bruin impacts less farmland, forest, and wetlands than the Boilermaker and requires only 11 acres of right-of-way compared to 32 acres for the Boilermaker. The Bruin displaces about twice as many residences as the Boilermaker.

Saluki – Sangamon Avenue interchange alternative, partial cloverleaf interchange that replaces the southeast and northwest quadrant loop ramps with standard diamond ramps. Loop ramps remain in the northeast and southwest quadrants but the loop ramp weaves are eliminated from the interchange area with this interchange design. The Saluki alternative has relatively minor impacts to forest, shrubland and wetlands. The Panther alternative, which has almost no impacts, was not chosen because it is not feasible to construct due to the grades required to get over Sangamon Avenue and under the railroad bridge to the south.

After the presentation, the meeting was opened up for questions. The following questions were asked:

The U.S. Environmental Protection Agency asked Hanson to identify any negative comments presented at the public meeting. Hanson responded that some individuals were concerned with noise. IDOT BDE requested that Hanson contact BDE when the noise analysis will be conducted for a joint learning experience.

The U.S. Army Corps of Engineers asked why the Saluki alternative was preferred over the other alternatives. Hanson responded that the Saluki provided a free flow left turn as opposed to the stop conditions of the other alternatives. The existing loop ramp in the northeast quadrant is the highest travelled loop ramp in the area.

The U.S. Army Corps of Engineers asked what mitigation type would be provided for wetland impacts. Hanson responded that wetland mitigation would likely be banking through IDOT's LaGrange Wetland Bank.

The Federal Highway Administration requested concurrence on the Preferred Alternative from the Illinois Department of Agriculture, the Illinois Department of Natural Resources, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers. Each agency verbally concurred with the Preferred Alternative.

Hanson reviewed the next steps in the study. They are:

- Prepare Access Justification Report (AJR)
- Prepare Interchange Design Studies (IDS)
- Continue environmental studies and Environmental Assessment
- Meet with the study Advisory Group

Illinois Department of Transportation

Memorandum

To:	Jeffrey Myers	Attn:	Dennis O'Connell
From:	Jack A. Elston	By:	Scott E. Stitt
Subject:	Site Assessment Letter Review		*Scott E. Stitt*
Date:	December 12, 2019		

Project:	FAI 55 (I-55)		
District 6:	Sangamon County	Job #:	D-96-516-05
Requesting Agency:	DOH	Contract #:	72964
Survey Target Date:	01/15/2020	Anticipated DA:	06/13/2014
Anticipated Letting:	Not Provided	Section:	(84-1,2,3,4)R
BDE Sequence #	15256B	ISGS PESA #:	3790

Attached is a copy of a *Site Assessment Letter Report* conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request. A full PESA report was not prepared at this time.

Databases normally associated with a PESA have been reviewed, however, no historical research or personal interviews were conducted and no regulatory files were reviewed.

Although this report does not follow the standard PESA format, and tables indicating recognized environmental conditions (RECs) and non-RECs are not included, there likely are REC sites present in this project area. Please carefully read and review the summaries of the various sites in the report.

This *Site Assessment Letter Report* is designed to meet the requirements of Departmental Policy D&E 11 and therefore the project is cleared for design approval.

If you have any questions regarding this report, please contact Josh Venaas at 217/785-4181 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313 District Utility Coordinator
District Bureau of Land Acquisition

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 22, 2020

In Reply Refer To:
HPER-IL

Ms. Donna Jones
U. S. Army Corps of Engineers
Rock Island District
1 Clock Tower Building Rodman Avenue
Rock Island, IL 61201-2004

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Environmental Assessment - Invitation for Cooperating Agency Status

Dear Ms. Jones:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the Interstate 55 Reconstruction project in Springfield, Illinois. Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a cooperating agency prior to February 20, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55.

The study area covers approximately 3.5 square miles and includes the existing I-55 and I-72 interstate corridors; adjacent residential, commercial, institutional and utility areas; farmland; and forested areas. It contains environmentally sensitive resources, including recreational trails (Interurban Trail and Lost Bridge Trail), water resources (Lake Springfield, Sangamon River and Fancy Creek), wetlands and floodplain.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

COOPERATING AGENCY

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provisions of the National Environment Policy Act, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies.

We propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise or jurisdiction by law:

- provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
- participate in coordination meetings and joint field reviews, as appropriate.

To consider your agency as a cooperating agency, FHWA and IDOT must receive a written response from your agency within the stated deadline agreeing to engage in the project in this role. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to CEQ pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Heidi Thomas, FHWA Transportation Engineer at (217) 492-4637 or Heidi.Thomas@dot.gov, or Ms. Felecia Hurley, Bureau of Design and Environment, IDOT at (217) 785-2130, Felecia.Hurley@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

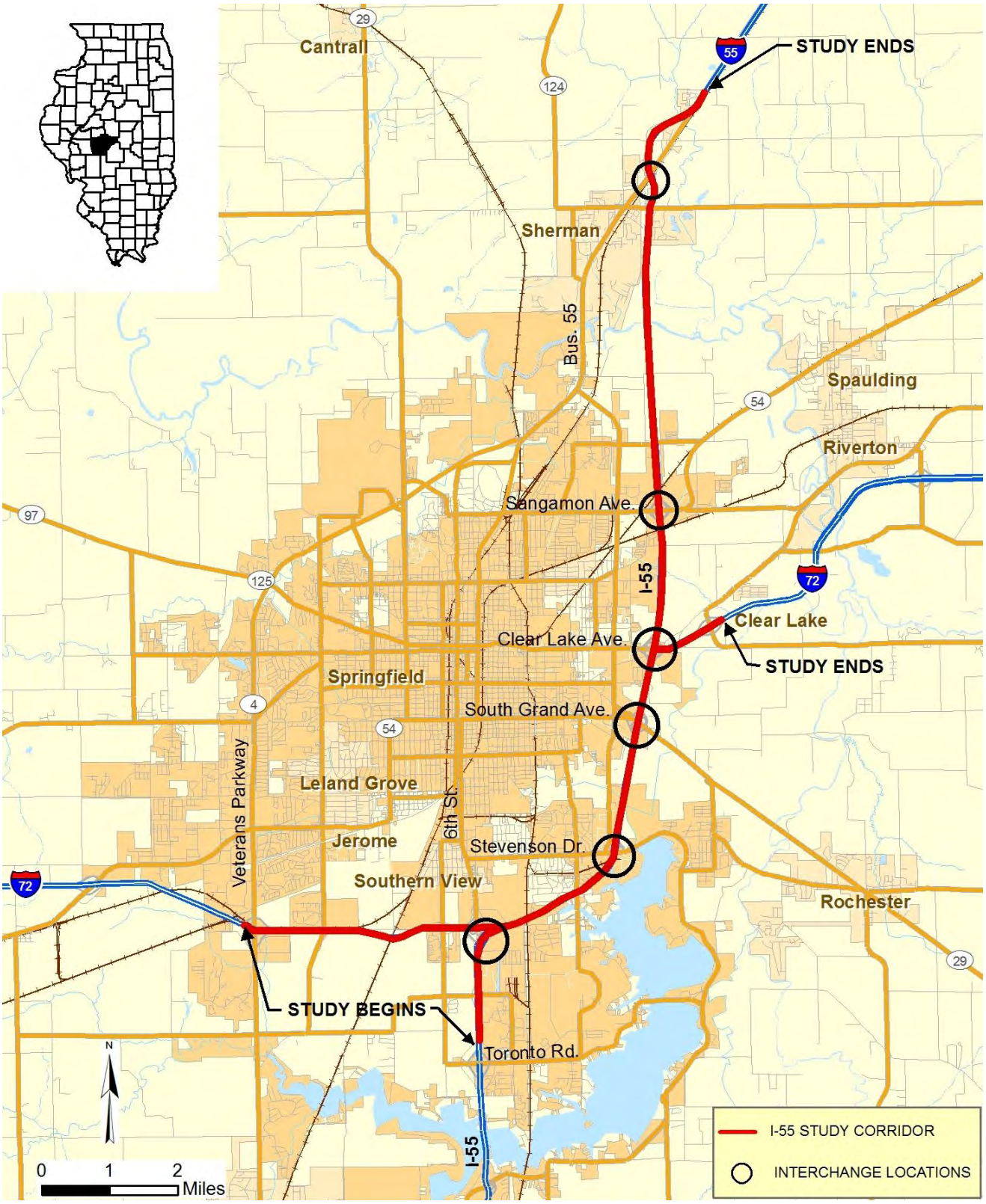
Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Felecia Hurley, Bureau of Design and Environment, IDOT

Figure 1 Study Location in Sangamon County, Illinois



U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 22, 2020

In Reply Refer To:
HPER-IL

Mr. Pete Sambor
U.S. Coast Guard
District Two
1222 Spruce St. Ste. 2.102D
St. Louis, MO 63103-2833

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Environmental Assessment - Invitation for Cooperating Agency Status

Dear Mr. Sambor:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the Interstate 55 Reconstruction project in Springfield, Illinois. Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a cooperating agency prior to February 20, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55.

The study area covers approximately 3.5 square miles and includes the existing I-55 and I-72 interstate corridors; adjacent residential, commercial, institutional and utility areas; farmland; and forested areas. It contains environmentally sensitive resources, including recreational trails (Interurban Trail and Lost Bridge Trail), water resources (Lake Springfield, Sangamon River and Fancy Creek), wetlands and floodplain.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

COOPERATING AGENCY

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provisions of the National Environment Policy Act, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies.

We propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise or jurisdiction by law:

- provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
- participate in coordination meetings and joint field reviews, as appropriate.

To consider your agency as a cooperating agency, FHWA and IDOT must receive a written response from your agency within the stated deadline agreeing to engage in the project in this role. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to CEQ pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Heidi Thomas, FHWA Transportation Engineer at (217) 492-4637 or Heidi.Thomas@dot.gov, or Ms. Felecia Hurley, Bureau of Design and Environment, IDOT at (217) 785-2130, Felecia.Hurley@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Felecia Hurley, Bureau of Design and Environment, IDOT

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 22, 2020

In Reply Refer To:
HPER-IL

Mr. Ken Westlake
U.S. EPA Region 5
77 W. Jackson Boulevard
Mailcode (E-19J)
Chicago, IL 60604

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Environmental Assessment - Invitation for Cooperating Agency Status

Dear Mr. Westlake:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the Interstate 55 Reconstruction project in Springfield, Illinois. Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a cooperating agency prior to February 20, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55.

The study area covers approximately 3.5 square miles and includes the existing I-55 and I-72 interstate corridors; adjacent residential, commercial, institutional and utility areas; farmland; and forested areas. It contains environmentally sensitive resources, including recreational trails (Interurban Trail and Lost Bridge Trail), water resources (Lake Springfield, Sangamon River and Fancy Creek), wetlands and floodplain.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

COOPERATING AGENCY

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provisions of the National Environment Policy Act, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies.

We propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise or jurisdiction by law:

- provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
- participate in coordination meetings and joint field reviews, as appropriate.

To consider your agency as a cooperating agency, FHWA and IDOT must receive a written response from your agency within the stated deadline agreeing to engage in the project in this role. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to CEQ pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Heidi Thomas, FHWA Transportation Engineer at (217) 492-4637 or Heidi.Thomas@dot.gov, or Ms. Felecia Hurley, Bureau of Design and Environment, IDOT at (217) 785-2130, Felecia.Hurley@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Felecia Hurley, Bureau of Design and Environment, IDOT

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 24, 2020

In Reply Refer To:
HPER-IL

Mr. Kraig McPeek
U.S. Fish & Wildlife Service
Ecological Services Field Office
1511 47th Avenue
Moline, IL 61265

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Environmental Assessment - Invitation for Cooperating Agency Status

Dear Mr. McPeek:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the Interstate 55 Reconstruction project in Springfield, Illinois. Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a cooperating agency prior to February 24, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55.

The study area covers approximately 3.5 square miles and includes the existing I-55 and I-72 interstate corridors; adjacent residential, commercial, institutional and utility areas; farmland; and forested areas. It contains environmentally sensitive resources, including recreational trails (Interurban Trail and Lost Bridge Trail), water resources (Lake Springfield, Sangamon River and Fancy Creek), wetlands and floodplain.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

COOPERATING AGENCY

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provisions of the National Environment Policy Act, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies.

We propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise or jurisdiction by law:

- provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
- participate in coordination meetings and joint field reviews, as appropriate.

To consider your agency as a cooperating agency, FHWA and IDOT must receive a written response from your agency within the stated deadline agreeing to engage in the project in this role. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to CEQ pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Heidi Thomas, FHWA Transportation Engineer at (217) 492-4637 or Heidi.Thomas@dot.gov, or Ms. Janel Veile, Bureau of Design and Environment, IDOT at (217) 785-0202, Janel.Veile@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Janel Veile, Bureau of Design and Environment, IDOT

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 22, 2020

In Reply Refer To:
HPER-IL

Mr. Bradley Hayes
Illinois Department of Natural Resources
1 Natural Resource Way
Springfield, IL 62702-1271

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Environmental Assessment - Invitation for Cooperating Agency Status

Dear Mr. Hayes:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the Interstate 55 Reconstruction project in Springfield, Illinois. Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a cooperating agency prior to February 20, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55.

The study area covers approximately 3.5 square miles and includes the existing I-55 and I-72 interstate corridors; adjacent residential, commercial, institutional and utility areas; farmland; and forested areas. It contains environmentally sensitive resources, including recreational trails (Interurban Trail and Lost Bridge Trail), water resources (Lake Springfield, Sangamon River and Fancy Creek), wetlands and floodplain.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

COOPERATING AGENCY

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provisions of the National Environment Policy Act, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies.

We propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise or jurisdiction by law:

- provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
- participate in coordination meetings and joint field reviews, as appropriate.

To consider your agency as a cooperating agency, FHWA and IDOT must receive a written response from your agency within the stated deadline agreeing to engage in the project in this role. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to CEQ pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Heidi Thomas, FHWA Transportation Engineer at (217) 492-4637 or Heidi.Thomas@dot.gov, or Ms. Felecia Hurley, Bureau of Design and Environment, IDOT at (217) 785-2130, Felecia.Hurley@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Felecia Hurley, Bureau of Design and Environment, IDOT

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 22, 2020

In Reply Refer To:
HPER-IL

Mr. Brian Rennecker
Illinois Department of Natural Resources
State Fairgrounds
P.O. Box 19281
Springfield, IL 62794-9281

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Environmental Assessment - Invitation for Cooperating Agency Status

Dear Mr. Renecker:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the Interstate 55 Reconstruction project in Springfield, Illinois. Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a cooperating agency prior to February 20, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55.

The study area covers approximately 3.5 square miles and includes the existing I-55 and I-72 interstate corridors; adjacent residential, commercial, institutional and utility areas; farmland; and forested areas. It contains environmentally sensitive resources, including recreational trails (Interurban Trail and Lost Bridge Trail), water resources (Lake Springfield, Sangamon River and Fancy Creek), wetlands and floodplain.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

COOPERATING AGENCY

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provisions of the National Environment Policy Act, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies.

We propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise or jurisdiction by law:

- provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
- participate in coordination meetings and joint field reviews, as appropriate.

To consider your agency as a cooperating agency, FHWA and IDOT must receive a written response from your agency within the stated deadline agreeing to engage in the project in this role. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to CEQ pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Heidi Thomas, FHWA Transportation Engineer at (217) 492-4637 or Heidi.Thomas@dot.gov, or Ms. Felecia Hurley, Bureau of Design and Environment, IDOT at (217) 785-2130, Felecia.Hurley@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Felecia Hurley, Bureau of Design and Environment, IDOT

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 22, 2020

In Reply Refer To:
HPER-IL

Mr. Darin LeCrone
Illinois Environmental Protection Agency
1021 N. Grand Avenue East
P.O. Box 19276
Springfield, IL 62794-9276

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Environmental Assessment - Invitation for Cooperating Agency Status

Dear Mr. LeCrone:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the Interstate 55 Reconstruction project in Springfield, Illinois. Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a cooperating agency prior to February 20, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55.

The study area covers approximately 3.5 square miles and includes the existing I-55 and I-72 interstate corridors; adjacent residential, commercial, institutional and utility areas; farmland; and forested areas. It contains environmentally sensitive resources, including recreational trails (Interurban Trail and Lost Bridge Trail), water resources (Lake Springfield, Sangamon River and Fancy Creek), wetlands and floodplain.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

COOPERATING AGENCY

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provisions of the National Environment Policy Act, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies.

We propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise or jurisdiction by law:

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If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Heidi Thomas, FHWA Transportation Engineer at (217) 492-4637 or Heidi.Thomas@dot.gov, or Ms. Felecia Hurley, Bureau of Design and Environment, IDOT at (217) 785-2130, Felecia.Hurley@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Felecia Hurley, Bureau of Design and Environment, IDOT

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 22, 2020

In Reply Refer To:
HPER-IL

Mr. Robert Appleman
1 Natural Resources Way,
Springfield, Illinois 62702

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Environmental Assessment – Initiation of Section 106 Process and Invitation for Cooperating Agency Status

Dear Mr. Appleman:

The Federal Highway Administration (FHWA) is initiating the Section 106 process and inviting your agency to become a cooperating agency for the Environmental Assessment for the Interstate 55 Reconstruction project in Springfield, Illinois. If you would like to engage in this role, please send FHWA a response prior to February 20, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55.

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The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

INITIATION OF SECTION 106 PROCESS

Because this project is considered an undertaking and has the potential to affect historic properties, we are initiating the Section 106 process in accordance with 36 CFR 800.3(c). We will consult with you to establish the Area of Potential Effect. Please notify FHWA or IDOT if you are aware of potential consulting parties whom we should invite to participate in the Section 106 process.

COOPERATING AGENCY

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for implementing the procedural provisions of the National Environment Policy Act, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies.

We propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise or jurisdiction by law:

- provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
- participate in coordination meetings and joint field reviews, as appropriate.

To consider your agency as a cooperating agency, FHWA and IDOT must receive a written response from your agency within the stated deadline agreeing to engage in the project in this role. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to CEQ pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Heidi Thomas, FHWA Transportation Engineer at (217) 492-4637 or Heidi.Thomas@dot.gov, or Ms. Felecia Hurley, Bureau of Design and Environment, IDOT at (217) 785-2130, Felecia.Hurley@illinois.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

cc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Felecia Hurley, Bureau of Design and Environment, IDOT
Mr. Brad Koldehoff, Bureau of Design and Environment, IDOT

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

January 22, 2020

In Reply Refer To:
HPER-IL

To Tribes Who Have Shown Interest in
Sangamon County, Illinois

Subject: Interstate 55 Reconstruction, Springfield, Illinois
Invitation for Section 106 Consulting Party Status

Dear Primary Tribal Contact:

The Federal Highway Administration (FHWA) is inviting your Tribe to become a Section 106 consulting party for the Interstate 55 Reconstruction project in Springfield, Illinois. If you would like to engage in this role, please send FHWA a response prior to February 20, 2020.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for the I-55 Reconstruction. The study area enclosed is located in Sangamon County and extends along I-55 from north of the Toronto Road interchange to north of the Sherman interchange, and also includes Interstate 72 (I-72) from just west of Veterans Parkway/IL Route 4 to just east of Old Route 36 (Camp Butler/Exit 104). Six interchanges occur along this portion of the I-55 corridor: 6th Street/I-72, Stevenson Drive, South Grand Avenue/Illinois Route 29, Clear Lake Avenue/I-72, Sangamon Avenue, and the Sherman interchange at Business 55. See enclosed project location map.

The study area covers approximately 3.5 square miles and includes the existing I-55 and I-72 interstate corridors; adjacent residential, commercial, institutional and utility areas; farmland; and forested areas. It contains environmentally sensitive resources, including recreational trails (Interurban Trail and Lost Bridge Trail), water resources (Lake Springfield, Sangamon River and Fancy Creek), wetlands and floodplain.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation system needs and potential environmental impacts include geographical information systems, aerial photography, transportation demand models, air quality and noise models, and environmental resource databases.

SECTION 106 CONSULTING PARTY

Section 106 of the National Historic Preservation Act (Section 106) requires Federal agencies to (1) take into account the effect of their undertakings on historic properties and (2) afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The Section 106 process is outlined in 36 CFR Part 800.

These regulations require Federal agencies to identify parties entitled to be consulting parties and invite them to participate as such in the Section 106 process. Since your Tribe has expressed an interest in Sangamon County, we are inviting you to be a consulting party. Consulting parties may be asked to provide information on historic properties in the Area of Potential Effects (APE), identify issues relating to the project's potential effects on historic properties, and if applicable, consult to resolve adverse effects to historic properties.

If you would like to be a Section 106 consulting party, please send FHWA a response within the stated deadline to engage in the project in this role.

If you have any questions or would like to discuss in more detail the study or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Janis Piland at Janis.Piland@dot.gov or (217) 492-4989.

Thank you for your cooperation and interest in this project.

Sincerely,

Arlene K. Kocher

Arlene K. Kocher
Division Administrator

Enclosure

cc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Mr. Jeffrey P. Meyers, Region Four Engineer, IDOT
Mr. Jack Elston, Bureau of Design and Environment, IDOT
Ms. Felecia Hurley, Bureau of Design and Environment, IDOT
Mr. Brad Koldehoff, Bureau of Design and Environment, IDOT

Identical letters were sent to:
Kickapoo Traditional Tribe of Kansas
Kickapoo Traditional Tribe of Oklahoma
Kickapoo Traditional Tribe of Texas
Miami Tribe of Oklahoma
Osage Nation
Peoria Tribe of Indians in Oklahoma

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Illinois & Iowa ES Field Office
1511 47th Avenue
Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807

IN REPLY REFER TO:
FWS/RIFO

January 27, 2020

Ms. Janis P. Piland, P.E., Environmental Engineer
Federal Highway Administration
US Department of Transportation – Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Re: Request for Participation as a Cooperating Agency
for the Interstate 55 Reconstruction project in
Springfield, Illinois

Dear Ms. Piland:

This letter affirms the role of the U.S. Fish and Wildlife Service (USFWS) as a cooperating agency for the proposed reconstruction of Interstate 55. As a cooperating agency, we will participate to the extent feasible in coordination meetings and consult with the project proponents including FHWA and Illinois Department of Transportation on relevant technical studies related to our jurisdictional responsibilities. We will also consult with the project proponents on appropriate environmental mitigation, review and comment on documentation and address issues falling under our agency's jurisdiction with the intent that the EA accurately reflects our views and concerns.

Sincerely,

Kraig McPeek
Supervisor

s:\office users\heidi\ildot\cooperator\i-55 reconstruction springfield cooperator letter.doc

Illinois Department of
Natural Resources
One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

January 29, 2020

Janis P. Piland, P.E.
FHWA Environmental Engineer
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Subject: **Interstate 55 Reconstruction, Springfield, Illinois Environmental Assessment - Invitation for Cooperating Agency Status**

Dear Ms. Piland:

The Illinois Department of Natural Resources accepts the request to become a cooperating agency for the Interstate 55 Reconstruction project in Springfield, Illinois.

Thank you for the opportunity to participate in this project in this role.

Sincerely,

Bradley Hayes

Bradley Hayes
Resource Planner
Office of Realty & Capital Planning
Illinois Dept. of Natural Resources
One Natural Resources Way
Springfield, IL 62702-1271
bradley.hayes@illinois.gov
Phone: (217) 782-0031

cc. Felecia Hurley, Bureau of Design and Environment, IDOT
Heidi Thomas, FHWA Transportation Engineer

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov Mailing Address: 1 Old State Capitol Plaza, Springfield, IL 62701 FAX (217) 524-7525

JB Pritzker, Governor
Colleen Callahan, Director

Sangamon County
Sherman to Springfield
1-55 Reconstruction
Along 1-55 between North of the Toronto Road Interchange to North of the Sherman Interchange, including 1-72 between West of Veterans Parkway/IL Route 4 and East of Old Route 36 (Camp Butler Exit 104)
SHPO Log #005012220

February 18, 2020

Janis P. Piland
Federal Highway Administration
3250 Executive Park Dr.
Springfield, IL 62703

Dear Ms. Piland:

Thank you for initiating section 106 consultation with our office for the above referenced project. We look forward to working with your office on this project.

If you have any further questions, please contact me at 217/785-5031.

Sincerely,

Robert F. Appleman
Deputy State Historic
Preservation Officer

Jeff Bushur

From: O'Connell, Dennis M. <Dennis.OConnell@illinois.gov>
Sent: Monday, January 27, 2020 6:55 AM
To: Jeff Bushur; Kelley, Jonathan B.; Kern, Earl E
Subject: FW: I-55 Reconstruction in Springfield, IL

FYI

From: Veile, Janel M <Janel.Veile@illinois.gov>
Sent: Friday, January 24, 2020 1:38 PM
To: O'Connell, Dennis M. <Dennis.OConnell@illinois.gov>
Subject: FW: I-55 Reconstruction in Springfield, IL

FYI

From: Piland, Janis (FHWA) <Janis.Piland@dot.gov>
Sent: Thursday, January 23, 2020 4:06 PM
To: Thomas, Heidi (FHWA) <Heidi.Thomas@dot.gov>; Veile, Janel M <Janel.Veile@illinois.gov>; Koldehoff, Brad H. <Brad.Koldehoff@Illinois.gov>
Subject: [External] FW: I-55 Reconstruction in Springfield, IL

See the Osage Nation's message below expressing interest in this project. Please forward to D6 project team to ensure the Osage are kept appropriately informed of cultural resources on this project.

Thanks - Jan

Janis P. Piland, P.E.
Environmental Engineer, FHWA Illinois Division
3250 Executive Park Drive, Springfield, IL 62703
217-492-4989 janis.piland@dot.gov

"Look deep into nature, and then you will understand everything better." Albert Einstein
"We make a living by what we get, but we make a life by what we give." Winston Churchill

---

From: Jacqueline Rodgers [mailto:jrodgers@osagenation-nsn.gov]
Sent: Thursday, January 23, 2020 9:31 AM
To: Piland, Janis (FHWA) <Janis.Piland@dot.gov>
Subject: I-55 Reconstruction in Springfield, IL

Good morning,

The Osage Nation would like to accept your invitation to consult on the I-55 Reconstruction project in Springfield, IL.

Thank you,

Jackie Rodgers
Archaeologist, MA, RPA
627 Grandview Avenue, Pawhuska, OK 74056
Office: 918-287-5494
jrodgers@osagenation-nsn.gov

Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 ● P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 ● Fax: (918) 542-7260
www.miamination.com

Via email: Janis.Piland@dot.gov

February 20, 2020

Janis Piland
Federal Highway Administration, Illinois Division
3250 Executive Park Dr.
Springfield, IL 62703

Re: Interstate 55 Reconstruction, Springfield, Illinois – Comments of the Miami Tribe of Oklahoma

Dear Ms. Piland:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

As this project is within the aboriginal homelands of the Miami Tribe, we accept the invitation to serve as a consulting party to the above-mentioned project. In particular, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer

Illinois Department of Agriculture

JB Pritzker, Governor

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 866/287-2999 • Fax 217/557-0993

February 18, 2020

Mr. Preston R. Marucco
Hanson Professional Services Inc.
1525 S. Sixth St.
Springfield, IL 62703

Re: I-55 Reconstruction – Toronto Road to Sherman
Section (84-1,2,3,4) R
PTB # 155-054
Sangamon County, Illinois
USDA NRCS Form CPA-106

Dear Mr. Marucco:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with proposed improvements to in Sangamon County. The project was examined for its compliance with IDOT's Agricultural Land Preservation Policy as well as the Illinois Farmland Preservation Act (505 ILCS 75/1 et seq.).

The widening and resurfacing project extends from the Toronto Road to Sherman. The project contains the reconstruction of I-55 and I-72, including interchange improvements and additional lanes. The project is believed to provide safer, more reliable operational performance and more efficient traffic throughout the project area. A total of 22.9 cropland acres will be converted to a non-agricultural use.

Because the project has been designed to acquire the least possible amount of land to meet the safety needs of the public, the IDOA has determined that the project complies with IDOT's Agricultural Land Preservation Policy and Illinois' Farmland Preservation Act.

Enclosed are two copies of the USDA NRCS Form CPA-106. One copy must be included in the project's environmental assessment; the other is for your files. Should you have any questions or comments, please contact Jeffrey Evers of my staff at 217-785-5594.

Sincerely,

Brian Rennecker

Brian Rennecker, Acting Chief
Bureau of Land and Water Resources

BR:JE
Enclosures-2

cc: Jake Vancil, Sangamon County SWCD
Agency project file

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 1/21/20	4. Sheet 1 of 1
1. Name of Project I-55/72 Reconstruction in Springfield, Illinois	5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Roadway Widening/Interchange Reconstructio	6. County and State Sangamon County, Illinois	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 1/30/20	2. Person Completing Form Tim Prescott
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐		4. Acres Irrigated N/A | Average Farm Size 372
5. Major Crop(s) Corn, Soybeans, Wheat, Hay	6. Farmable Land in Government Jurisdiction Acres: 29,633,500 % 97	7. Amount of Farmland As Defined in FPPA Acres: 27,695,900 % 91
8. Name Of Land Evaluation System Used Illinois	9. Name of Local Site Assessment System Statewide	10. Date Land Evaluation Returned by NRCS 1/31/20

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	22.9			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	22.9			
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	20.4			
B. Total Acres Statewide And Local Important Farmland	2.4			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	35.5			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	0.00008			
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	142 **			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15				
2. Perimeter in Nonurban Use — 10				
3. Percent Of Corridor Being Farmed — 20				
4. Protection Provided By State And Local Government — 20				
5. Size of Present Farm Unit Compared To Average — 10				
6. Creation Of Nonfarmable Farmland — 25				
7. Availablility Of Farm Support Services — 5				
8. On-Farm Investments — 20				
9. Effects Of Conversion On Farm Support Services — 25				
10. Compatibility With Existing Agricultural Use — 10				
TOTAL CORRIDOR ASSESSMENT POINTS — 160	0	0	0	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 150	142	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment) — 150	51	0	0	0
TOTAL POINTS *(Total of above 2 lines)* — 300	193	0	0	0

See Attached
Illinois LESA Site Assessment
Corridor Factors

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
			YES ☐ NO ☑

5. Reason For Selection:

**** When utilizing the Illinois State Site Assessment Corridor factors, 150 points are assigned to the Land Evaluation portion, and 150 points are assigned to the Site Assessment portion of the LESA System for a maximum score of 300 points.**

Signature of Person Completing this Part: Tim Prescott — DATE 1/31/20

NOTE: Complete a form for each segment with more than one Alternate Corridor

I-55/72 Reconstruction in Springfield, IL
Roadway Widening/Interchange Reconstruction
Sangamon County, Illinois
Federal Highway Administration Funds

PART VI-B **Illinois Site Assessment *CORRIDOR* Factors**	**Maximum Points**	**Site A**
1. Amount of agricultural land required	30	23
2. Location of the proposed alignment	30	0
3. Acres of off-site agricultural land required for borrow materials	15	15
4. Acres of Prime and Important farmland required for mitigation	15	13
5. Creation of severed farm parcels	10	0
6. Creation of uneconomical remnants	10	0
7. Creation of landlocked parcels	10	0
8. Creation of adverse travel	10	0
9. Relocations of rural residences and farm buildings	10	0
10. Utilization of minimum design standards	10	0
TOTAL SITE ASSESSMENT *CORRIDOR* POINTS	**150**	**51**

PART VII

Relative Value of Farmland	150	142
Total Site Assessment ***CORRIDOR*** Factors	150	51
TOTAL ILLINOIS LESA POINTS	**300**	**193**

02/18/2020
JE

* *The Illinois LESA System applies the **225 point cutoff** when evaluating state and federally funded projects. Site or Corridor alternatives receiving **175 or fewer points** have a **low rating** for protection, and it is not necessary to evaluate additional alternatives. Those alternatives receiving **176 to 225 points** are in the **moderate range** for protection. In most cases, alternatives **exceeding the 225 point level should be retained for agricultural use**, and an alternate site should be utilized for the intended project. Selecting the alternative with the lowest total points will usually protect the best farmland located in the most agriculturally viable areas. LESA also serves to maintain and promote the agricultural industry in Illinois.*

Table 1. Acres of Each Soil Type to Be Impacted

Symbol	Soil Name	Code	Acres
8cD2	Hickory silt loam, cool mesic, 10 to 18 percent slopes, eroded	I	0.2
43A	Ipava silt loam, 0 to 2 percent slopes	P	9.2
68A	Sable silty clay loam, 0 to 2 percent slopes	P2	4.7
86B	Osco silt loam, 2 to 5 percent slopes	P	3.2
86C2	Osco silt loam, 5 to 10 percent slopes, eroded	I	1.9
119D2	Elco silt loam, 10 to 18 percent slopes, eroded	N/A	<0.1
131D2	Alvin fine sandy loam, 10 to 18 percent slopes, eroded	I	<0.1
244A	Hartsburg silty clay loam, 0 to 2 percent slopes	P2	2.5
249A	Edinburg silty clay loam, 0 to 2 percent slopes	P2	<0.1
279B	Rozetta silt loam, 2 to 5 percent slopes	P	0.2
280gC2	Fayette silt loam, glaciated, 5 to 10 percent slopes, eroded	I	0.2
3074A	Radford silt loam, 0 to 2 percent slopes, frequently flooded	P4	0.1
7037A	Worthen silt loam, 0 to 2 percent slopes, rarely flooded	P	0.4
		Total	22.6

Code: P = All areas are prime farmland

P2 = Prime farmland if drained

P3 = Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season

P4 = Prime farmland if protected from flooding or not frequently flooded during the growing season

I = Farmland of statewide importance

Illinois Department of Transportation

Memorandum

To:	Jeff South	Attn: Denny O'Connell
From:	Jack Elston	By: Brad Koldehoff
Subject:	Cultural Resources – No Archaeological Resources	
Date:	May 6, 2020	

Sangamon County
Springfield
FAI 55/72, I-55/72
Interstate Highway Improvements
IDOT Sequence #15256B
ISAS Log #19063
SHPO Log #005012220

Pursuant to Section 106 of the National Historic Preservation Act of 1966, the Illinois State Archaeological Survey (ISAS) has completed a survey of archaeological resources, resulting in the identification of no sites that warrant National Register consideration. The State Historic Preservation Officer (SHPO) has concurred with our finding of "No Archaeological Properties Affected" (see attached).

However, the study of architectural resources is underway, and the results of this study will require consultation with the SHPO. Therefore, further cultural resource coordination is required.

Brad H. Koldehoff, RPA
Cultural Resources Unit Chief
Bureau of Design and Environment

Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Sangamon County
Springfield
FAI 55/72, I-55/72
Interstate Highway Improvements
IDOT Sequence #15256B
ISAS Log #19063
Log #005012220
FEDERAL – SECTION 106 PROJECT

April 17, 2020

RECEIVED
APR 17 2020
PRESERVATION SERVICES

No Historic Properties Affected – Archaeology Only

IHPA REVIEW
H/A
AC CONCUR JOK 4/19/20
AR
File

Ms. Carol J. Wallace
Cultural Resources Coordinator
Illinois State Historic Preservation Office
Illinois Department of Natural Resources
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Ms. Wallace:

For the above referenced undertaking, the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA) plans to improve interstate traffic flow and safety by adding lanes and modifying interchanges in the Springfield area, from Toronto Road north to the town of Sherman. A review of archaeological resources has been completed, and a review of architectural resources is underway. The identification and evaluation of architectural resources will be coordinated with your office separately.

Enclosed are copies of the archaeological survey short report completed by Illinois State Archaeological Survey (ISAS) personnel concerning archaeological resources potentially impacted by the above referenced undertaking. Survey of the 1,300-acre Area of Potential Effect (APE) resulted in the identification of four archaeological site: 11SG29, 11SG31, 11SG376, and 11SG1384. All four sites lack integrity and do warrant National Register consideration.

Therefore, in coordination with FHWA, IDOT requests the concurrence of the State Historic Preservation Officer (SHPO) in our finding of No Archaeological Properties Affected.

In accordance with 36 CFR Part 800.3(c)(4), FHWA and IDOT will proceed to the next step in the Section 106 process if we do not receive a written response from your office within 30 days.

Sincerely,

Brad Koldehoff

Brad H. Koldehoff
Cultural Resources Unit Chief
Bureau of Design & Environment

CONCUR
By: Robert Appleman
Deputy State Historic Preservation Officer
Date: 5-1-2020

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Applicant:	Illinois Department of Transportation - CO	*IDNR Project Number:*	2105609
Contact:	Felecia Hurley	*Date:*	09/17/2020
Address:	2300 S. Dirksen Parkway Springfield, IL 62764	*Alternate Number:*	15256B
Project:	I-55 around Springfield Environmental Assessment		
Address:	I-55, Springfield		

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 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. 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

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Carpenter Park INAI Site
Carpenter Park Nature Preserve
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Franklin's Ground Squirrel *(Spermophilus franklinii)*
Franklin's Ground Squirrel *(Spermophilus franklinii)*
Franklin's Ground Squirrel *(Spermophilus franklinii)*
Kirtland's Snake *(Clonophis kirtlandi)*
Lined Snake *(Tropidoclonion lineatum)*

An IDNR staff member will evaluate this information and contact you to request additional information or to terminate consultation if adverse effects are unlikely.

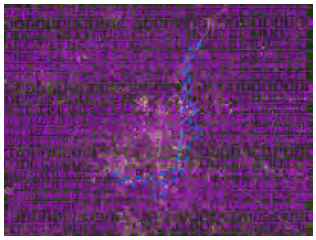
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Sangamon

Township, Range, Section:

15N, 4W, 6
15N, 5W, 1
15N, 5W, 11
15N, 5W, 12
15N, 5W, 13
15N, 5W, 14
15N, 5W, 15
15N, 5W, 16
15N, 5W, 17
15N, 5W, 18



15N, 5W, 19
15N, 5W, 20
15N, 5W, 21
15N, 5W, 22
15N, 5W, 23
15N, 5W, 27
15N, 5W, 28
15N, 6W, 13
15N, 6W, 24
16N, 4W, 6
16N, 4W, 7
16N, 4W, 18
16N, 4W, 19
16N, 4W, 29
16N, 4W, 30
16N, 4W, 31
16N, 4W, 32
16N, 5W, 1
16N, 5W, 12
16N, 5W, 13
16N, 5W, 24
16N, 5W, 25
16N, 5W, 36
17N, 4W, 17
17N, 4W, 18
17N, 4W, 19
17N, 4W, 30
17N, 4W, 31
17N, 5W, 24
17N, 5W, 25
17N, 5W, 36

IL Department of Natural Resources Contact
Bradley Hayes
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction
IL Department of Transportation
Felecia Hurley
2300 S. Dirksen Parkway
Springfield, Illinois 62764

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

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Illinois Department of
Natural Resources
One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

September 22, 2020

Felecia Hurley
Environment Section
Illinois Department of Transportation
Bureau of Design and Environment
2300 South Dirksen Parkway
Springfield, Illinois 62764

RE: I-55 around Springfield Environmental Assessment; BDE Seq. no. 15256 B
Consultation Program
EcoCAT Review #2105609
Sangamon County

Dear Ms. Hurley:

The Department has received your submission of this project for the purposes of consultation pursuant to the *Illinois Endangered Species Protection Act* [520 ILCS 10/11], the *Illinois Natural Areas Preservation Act* [525 ILCS 30/17], *Title 17 Illinois Administrative Code* Part 1075. Additionally, the Department may offer advice and recommendations for species covered under the *Fish & Aquatic Life Code* [515 ILCS 5, *et seq.*]; the *Illinois Wildlife Code* [520 ILCS 5, *et seq.*]; and the *Herptiles-Herps Act* [510 ILCS 69].

The letter is in response documents reviewed for an Environmental Assessment being prepared for 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 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. 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.

The Illinois Natural Heritage Database indicated that the state-listed Kirtland's snake (*Clonophis kirtlandii*), lined snake (*Tropidoclonion lineatum*), and Franklin's ground squirrel (*Poliocitellus franklinii*) may be in the vicinity of the proposed improvements.

The Illinois Natural History Survey (INHS) herpetologist conducted a snake survey in 2019. No Kirtland's snakes or lined snakes were encountered during the survey and no suitable habitat was identified for lined snakes in the project area. Due to the lack of recent siting and unsuitable habitat in the project area, the Department has determined impacts to the lined snake are unlikely.

Suitable habitat for Kirtland's snake was documented in the project area during the 2019 survey. Based on the proposed plans suitable habitat will likely impacted by construction activities. Based upon the existing records in the project vicinity, the identification of suitable habitat, and the difficulties in surveying for this cryptic species, the Department recommends the applicant 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.*

INHS conducted Franklin's ground squirrel surveys in 2010 and 2019. None 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 area as unsuitable, the lack of recent records in the project area, and that no squirrels were captures during the survey effort, the Department has determined impacts are unlikely. However, due to the mobility of this animal and schedule of this project, the Department recommends potential impacts to Franklin's ground squirrel be re-evaluated prior to construction.

The Department has determined impacts to the other protected resources in the vicinity of the project location are unlikely.

Given the above recommendations are adopted, the Department has determined that impacts to these protected resources are unlikely. In accordance with 17 Ill. Adm. Code 1075.40(h), please notify the Department of your decision regarding these recommendations.

Consultation on the part of th**e** Department is closed, unless the applicant desires additional information or advice related to this proposal. Consultation for Part 1075 is valid for two years unless new information becomes available which was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the action has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal and should not be regarded as a final statement on the project being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are unexpectedly encountered during the project's implementation, the applicant must comply with the applicable statutes and regulations.

The Department also offers the following conservation measures to help protect native wildlife and enhance natural areas in the project area:

If temporary or permanent lighting is required, the Department recommends the following lighting recommendation to minimize adverse effects to wildlife:

- All lighting should be fully shielded fixtures that emit no light upward.
- Only "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) should be used to minimize blue emission.
- Only light the exact space with the amount (lumens) needed to meet highway safety requirement.
- If LEDs are to be used, avoid the temptation to over-light based on the higher luminous efficiency of LEDs.

The Department suggests dark-sky lighting standards be implement in the vicinity of all natural areas, if not feasible to implement project wide.

If erosion control blanket is to be used, the Department also recommends that wildlife-friendly plastic-free blanket be used around wetlands and adjacent to natural areas, if not feasible to implement project wide, to prevent the entanglement of native wildlife. The Department also recommends seed mixes that include upland and wetland native forbs be incorporated into any re-seeding, where appropriate.

Please contact me with any questions about this review.
Sincerely,

Bradley Hayes
Resource Planner
Office of Realty & Capital Planning
Illinois Dept. of Natural Resources
One Natural Resources Way
Springfield, IL 62702-1271
Bradley.Hayes@Illinois.gov
Phone: (217) 782-0031

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: September 22, 2020
Consultation Code: 03E18000-2020-SLI-2744
Event Code: 03E18000-2020-E-06479
Project Name: I-55 around Springfield EA (15265)

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

To Whom It May Concern:

The attached species list identifies any 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.

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 Service if they determine their project “may affect” listed species or critical habitat.

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 ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all wind energy projects, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), 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, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- 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

Consultation Code: 03E18000-2020-SLI-2744

Event Code: 03E18000-2020-E-06479

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

Project Type: TRANSPORTATION

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:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/39.826393279162666N89.59291236957682W

Counties: Sangamon, IL

Endangered Species Act Species

There is a total of 3 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 Fisheries[1], 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 *Myotis sodalis* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea* 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.

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.

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.

FRESHWATER EMERGENT WETLAND

- PEM1/FO1A
- PEM1/SS1Ah
- PEM1A
- PEM1Ax
- PEM1C
- PEM1Cx

FRESHWATER FORESTED/SHRUB WETLAND

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

FRESHWATER POND

- PUBG
- PUBGh
- PUBGx

LAKE

- L1UBHh

RIVERINE

- R2UBH
- R4SBC
- R4SBCx
- R5UBH

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

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

Appendix D

Section 4(f) *De Minimis* Determination Documentation for Use of the Williamsville to Sherman Multi-use Trail

Section 4(f) *De Minimis* Impact Determination Documentation for Use of the Williamsville to Sherman Multi-use Trail

I-55/72 Reconstruction from Toronto Road to Sherman Sangamon County, Illinois

1. Project Description

Project Number: Section No. (84-1,2,3,4)R

Official Project Name: I-55/72 Reconstruction from Toronto Road to Sherman

Project Location: The I-55 corridor 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 (see Figure 1).

Project Type: Interstate reconstruction including additional lanes and interchange improvements

Project Size: 15 miles along I-55 and the joint section of I-55/72 and four miles along I-72

NEPA Class of Action: Environmental Assessment (EA)

NEPA Purpose and Need Summary: The purpose of the project is to provide safer, more efficient, and more reliable operational performance for traffic on I-55 from north of Toronto Road to the Sherman interchange. This includes the joint section with I-72 from Sixth Street to Clear Lake Avenue. The project is needed because traffic congestion and delays are expected to worsen, which would increase the chances for vehicular accidents, and many elements of the existing interstate system are deficient.

Project Status: The EA is anticipated to be approved in January 2021 and a Finding of No Significant Impact (FONSI) is anticipated in July 2021. Design approval for the Phase I planning study is anticipated at the end of 2020.

2. Section 4(f) Resource

Resource Type: Multi-use Recreational Trail and Trailhead

Resource Name: Williamsville to Sherman Multi-use Trail

Officials with Jurisdiction (OWJ): Village of Sherman

Description of Role/Significance in the Community: The Village of Sherman, in coordination with the Village of Williamsville, is currently constructing a multi-use trail that will extend from Andrew Road in Sherman to Williamsville. A trailhead is currently being constructed at the Sherman trail end at the northeast corner of the Andrew Road/Bahr Road intersection. The trail and trailhead are scheduled to be completed in summer 2021. The Village is leasing the linear corridor where the multi-use trail is being constructed from Ameren, the owner of the land. The

lease is between Ameren and the villages of Sherman and Williamsville and started on January 1, 2020, for an initial 20-year term with subsequent 10-year periods. The villages are responsible for the maintenance of the trail. The Village of Sherman owns the parcel adjacent to Ameren's corridor where the trailhead is being constructed. The trail will be publicly owned and will be open to the general public.

3. Description of Intended Section 4(f) Resource Use

Acres of Impact:
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 can then remain open during construction of the new roadway alignment and new Andrew Road structure. Realigning the roadway would impact the south portion of the proposed trailhead on the east side of Bahr Road and the terminus of the trail. 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 (see Figure 2 and the attached ROW and easement plats).

Type of Impact: Right-of-way acquisition from the Village of Sherman and Ameren, trailhead relocation, and potential temporary disruption during construction.

Existing Function of Impacted Areas: When the trail project is complete, the impacted area will function as a trailhead and recreational trail terminus.

Relationship of Impacted Areas to Section 4(f) Function and Significance to Resource: The area to be impacted is a parking area and access point for trail users at the south terminus of the Williamsville to Sherman Multi-use Trail currently under construction.

Resulting Function of Impacted Areas: The impacted area would be replaced with the relocated Andrew Road.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance Resource

Avoidance and Minimization Efforts Made and Benefits to the Resource: The anticipated impacts will be minimized as much as possible during the design phase. If it is determined, during the design phase, that the Andrew Road structure can be replaced on the existing alignment, then the resource would be avoided and therefore no use of the resource.

Commitments for Mitigation or Enhancement: The trailhead and trail would be reconstructed in-kind to the north. Any disturbed land surrounding the trail and trailhead will be fully restored once the reconstruction of the road is complete.

5. Evidence of Opportunity for Public Review and Comment

Type of Public Availability: A public meeting is tentatively scheduled for winter 2020/2021 to provide the public an opportunity to review the project's impacts to the trailhead and to receive comments.

Date of Action: To be determined

Summary of Comments: To be determined

Notification of Officials of Public Availability and Summary of Comments: The Village of Sherman will be notified of the public meeting and any public comments that are received regarding the trail impacts.

6. Evidence of Coordination with Officials with Jurisdiction

Meeting Minutes and Agendas: See attached.

OWJ Written Concurrence with a "No Adverse Effect" Determination: Pending

7. Supporting Documentation

Map of Project Area Indicating Relationship of Project to Resource: See attached figures.

Supporting Photographs of Resource: See attached photos.

Based on the project's impacts to the Williamsville to Sherman Multi-use Trail, the efforts made to avoid, minimize and mitigate these impacts, the public comments, and the concurrence from the Village of Sherman of no adverse effect, IDOT has determined that the project will result in no adverse effect to the Williamsville to Sherman Multi-use Trail, and requests an FHWA finding of a Section 4(f) *de minimis* impact determination.

Illinois Department of Transportation
Deputy Director of Highways
Region Four Engineer

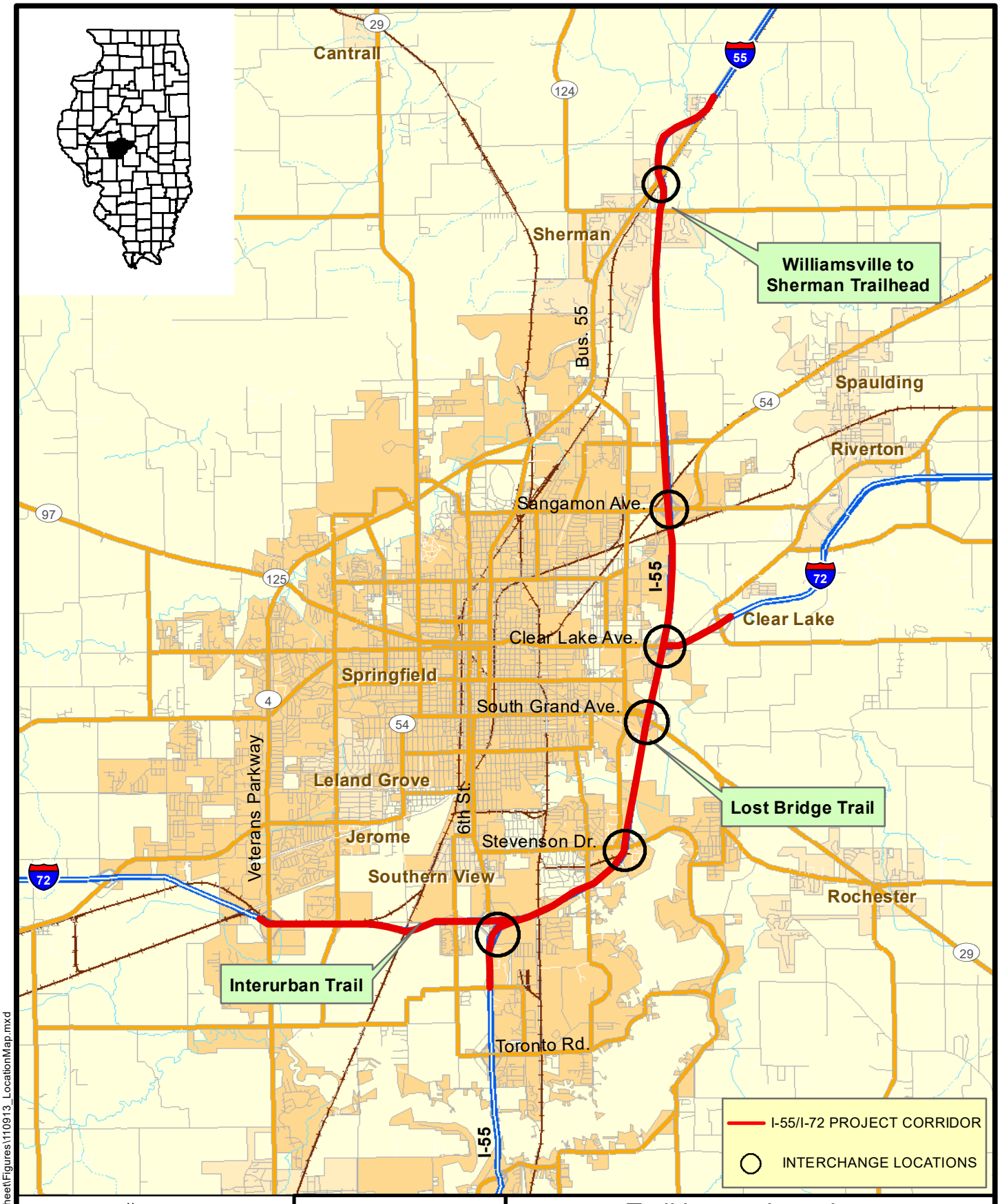
Date

Section 4(f) *De Minimis* Impact Determination

The I-55/72 Reconstruction project will result in the use of the Williamsville to Sherman Multi-use Trail, a Section 4(f) resource. The Federal Highway Administration (FHWA) hereby makes a *de minimis* impact finding for this use as it will not adversely affect this resource's activities, features, and attributes. The *de minimis* impact finding is based upon the impact avoidance, minimization and mitigation or enhancement measures detailed in the attached Environmental Assessment.

Federal Highway Administration

Date



HANSON
Hanson Professional Services Inc.

Trail Impact Locations

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

Hanson No. 10H0017 Figure 1

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

PROP. CURVE AND_REALIGN-1
PI STA. = 53+38.81
Δ = 11° 27' 08" (RT)
D = 4° 32' 50"
R = 1,260.00'
T = 126.34'
L = 251.84'
E = 6.32'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 52+12.47
P.T. STA. = 54+64.32

PROP. CURVE AND_REALIGN-2
PI STA. = 57+31.71
Δ = 11° 40' 31" (LT)
D = 4° 32' 50"
R = 1,260.00'
T = 128.82'
L = 256.75'
E = 6.57'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 56+02.88
P.T. STA. = 58+59.64

PROP. CURVE AND_REALIGN-3
PI STA. = 65+12.97
Δ = 9° 08' 26" (RT)
D = 3° 38' 16"
R = 1,575.00'
T = 125.90'
L = 251.26'
E = 5.02'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 63+87.07
P.T. STA. = 66+38.34

PROP. CURVE AND_REALIGN-4
PI STA. = 67+64.24
Δ = 9° 08' 26" (LT)
D = 3° 38' 16"
R = 1,575.00'
T = 125.90'
L = 251.26'
E = 5.02'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 66+38.34
P.T. STA. = 68+89.60

WILLIAMSVILLE TO SHERMAN MULTI-USE TRAIL LOCATION

TRAILHEAD LOCATION

BEGIN IMPROVEMENT AT STA 51+50.00
EXISTING ROW
PROPOSED ROW
ANDREW ROAD
EXISTING ROW
POT Sta 50+00.00
PC Sta 52+12.47
PT Sta 54+64.32
PC Sta 56+02.88
PT Sta 58+59.64
PC Sta 63+87.07
PRC Sta 66+38.34
PT Sta 68+69.90
POT Sta 69+83.56
LOST CREEK LN
ZIMMERMAN RD
EXISTING ℄ ANDREW RD
PROPOSED ANDREW REPLACEMENT STRUCTURE
ANDREW RD STA. 62+14.98 = I-55 STA. 886+94.7
I-55 ℄
885+00
BAHR RD
POWER SUB STATION
PINE ST
END IMPROVEMENT AT STA 68+50.00
PROPOSED ROW
EXISTING ROW
ANDREW ROAD
EXISTING ROW
N
100 0 100 200

VPI STA. 55+00.00
ELEVATION 575.20
VPI STA. 61+80.00
ELEVATION 576.00
200.00' V.C.
K = 82
+0.56%
+0.12%
+0.12%
-1.69%
-1.69%
+0.74%
STA. 51+50.00
EL 573.29
BEGIN IMPROVEMENT
+00.00 EL. 574.65
+00.00 EL. 575.32
PROPOSED PROFILE
EXISTING PROFILE
K = 467
200.00' V.C.
+80.00 EL. 575.85
16.25' MIN. CLEARANCE
+80.00 EL. 570.92
600.00' V.C.
K = 332
+00.00 EL. 568.89
+00.00 EL. 567.94
568.30
STA. 67+00.00
EL 567.20
END IMPROVEMENT
VPI STA. 67+00.00
ELEVATION 567.20
EXIST ℄

570
560
550
540

574.83
573.21
574.10 573.56
574.75 574.11
575.29 574.65
574.94 575.09
574.06 575.32
573.84 575.44
572.65 576.55
575.01 576.66
574.84 576.57
561.62 575.18
551.48 574.48
553.01 573.46
556.41 572.18
564.84 570.58
566.29 568.89
567.10 567.81
567.91 567.94
568.06

50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00 69+00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE ANDREW RD OVER I-55
RECONSTRUCTION FAI 55 (I-55) & FAI 72 (I-72)
SPRINGFIELD CORRIDOR
SCALE: 1" = 100' | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/72	VAR	SANGAMON	60	59
	D-96-516-05	CONTRACT NO. 155/054		
	ILLINOIS FED. AID PROJECT 7			

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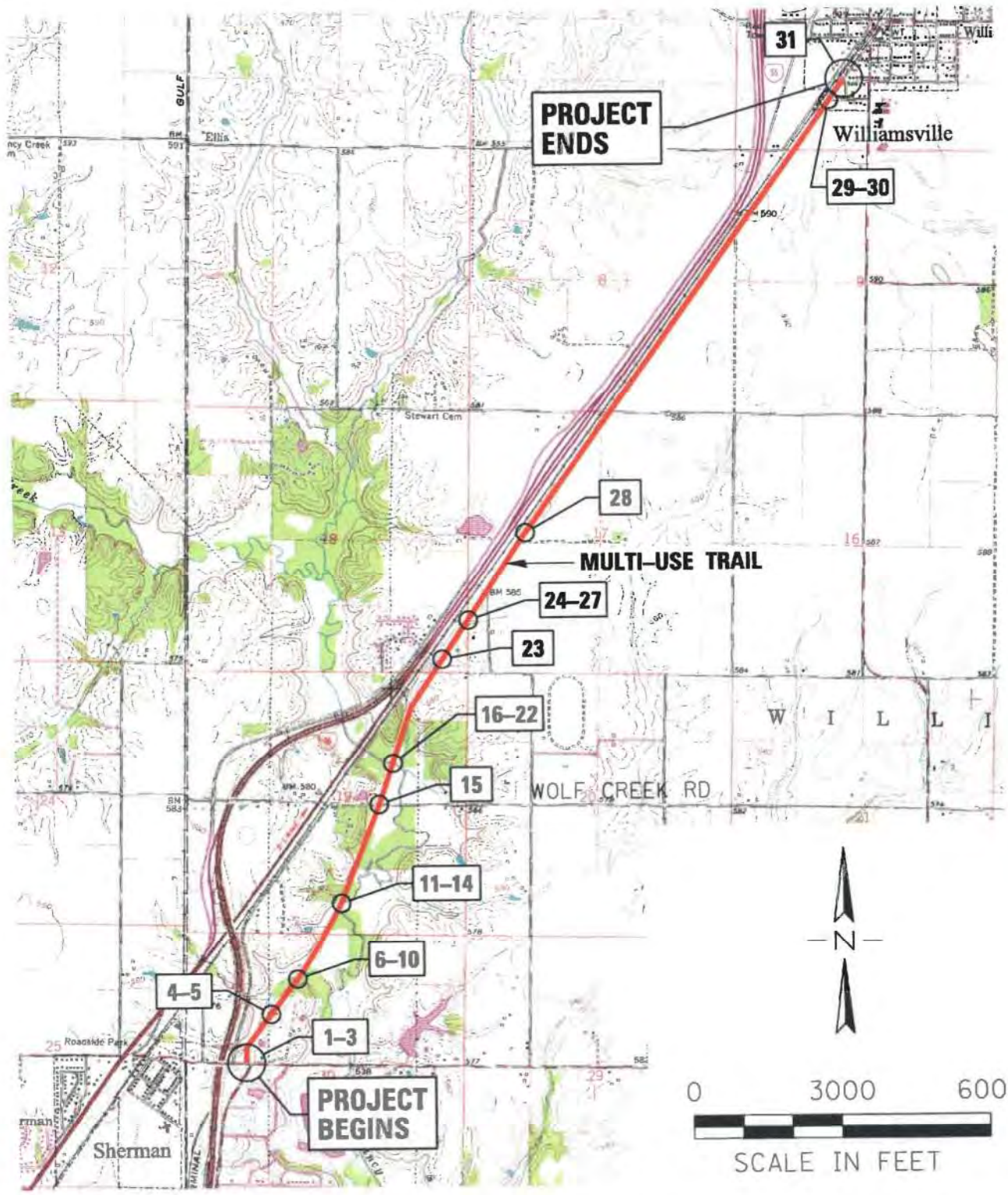


FILE: ITEP-sht-Map5.dgn
DATE: 4/26/2016

KUHN & TRELLO
CONSULTING ENGINEERS
A Limited Liability Company
630 E. Washington Street
Springfield, IL 62701
Phone: 217-679-0044
Professional Design Firm No 184-006516

PHOTO INDEX

WILLIAMSVILLE TO SHERMAN
MULTI-USE TRAIL

COMPUTER FILE NO.
ITEP-sht-Map5.dgn

PROJECT: 16001
6/20/13 - RCG

Photo 1 Beginning of trail at Andrew Road, viewing north, 11/30/2020

Photo 2 Proposed parking area between trail and Bahr Road, viewing north, 11/30/2020

RIGHT OF WAY PLAT

PT S½ NW¼ OF SEC. 30, T17N, R4W OF THE 3RD P.M.

Heritage Route 66 BL description

Point X2001 N 1,176,496.63 E 2,457,277.78 Sta 1+00.00

Course from X2001 to PC BLPLCON1 S 80° 22' 36.92" E Dist 51.13

Curve Data

Curve BLPLCON1
P.I. Station 1+61.34 N 1,176,486.38 E 2,457,338.26
Delta = 68° 28' 42.19" (LT)
Degree = 381° 58' 18.71"
Tangent = 10.21
Length = 17.93
Radius = 15.00
External = 3.14
Long Chord = 16.88
Mid. Ord. = 2.60
P.C. Station 1+51.13 N 1,176,488.09 E 2,457,328.19
P.T. Station 1+69.06 N 1,176,495.12 E 2,457,343.54
C.C. N 1,176,502.88 E 2,457,330.70
Back = S 80° 22' 36.92" E
Ahead = N 31° 08' 40.89" E
Chord Bear = N 65° 23' 01.99" E

Course from PT BLPLCON1 to X2002 N 31° 08' 40.89" E Dist 24.18

Point X2002 N 1,176,515.81 E 2,457,356.04 Sta 1+93.23

Course from X2002 to X2003 N 31° 08' 40.89" E Dist 51.11

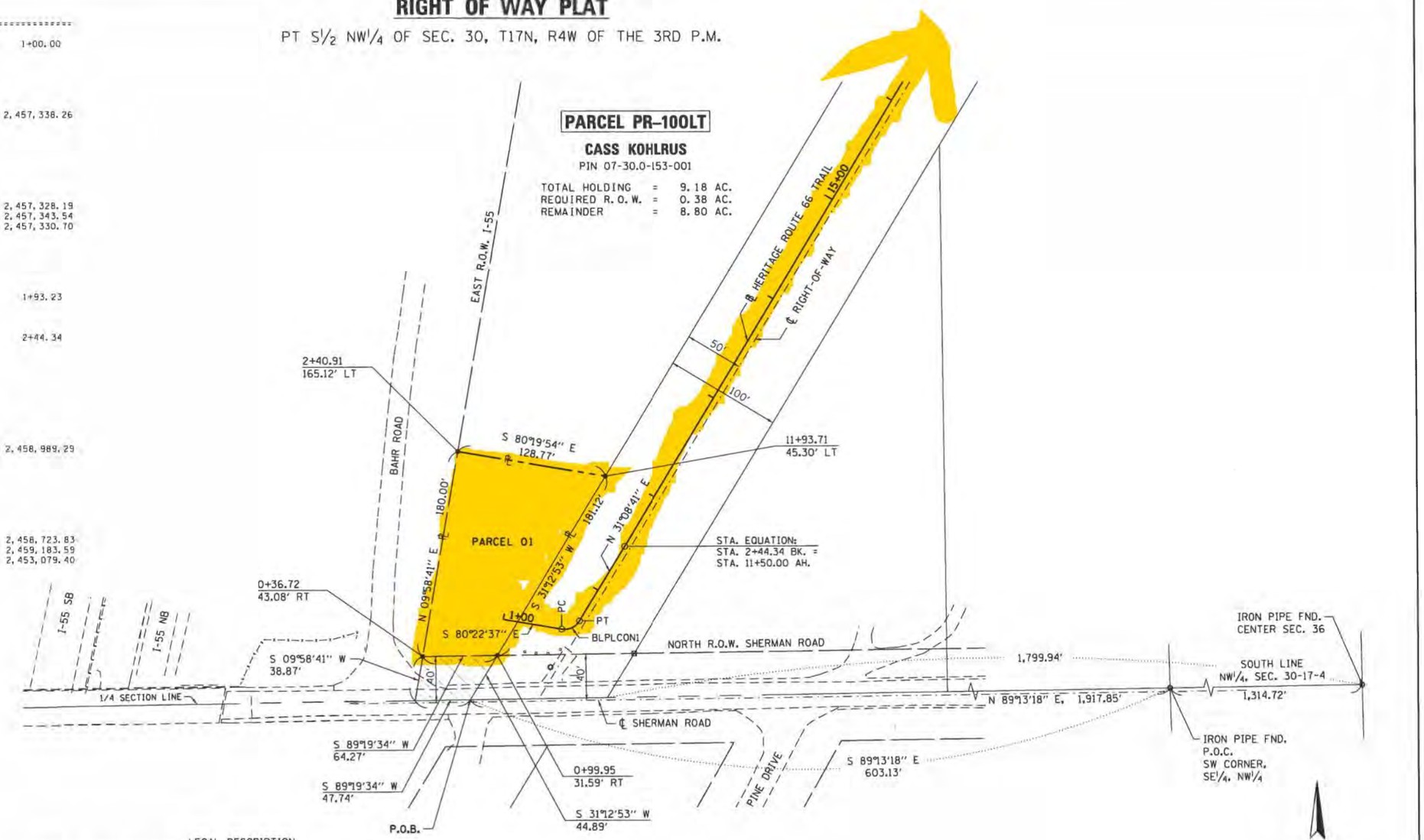
Point X2003 N 1,176,559.55 E 2,457,382.48 Sta 2+44.34

EQUATION:
Sta. 2+44.34 (CHAIN BLPLCON1) =
Sta. 11+50.00 (CHAIN BL)

Course from PT X2003 to PC BL-2 31° 08' 40.89" Dist 2,593.480

Curve Data

Curve BL-2
P.I. Station 42+56.75 N 1,179,218.51 E 2,458,989.29
Delta = 8° 54' 01.41" (LT)
Degree = 0° 52' 07.59"
Tangent = 513.27
Length = 1,024.47
Radius = 6,595.00
External = 19.94
Long Chord = 1,023.45
Mid. Ord. = 19.88
P.C. Station 37+43.48 N 1,178,779.22 E 2,458,723.83
P.T. Station 47+67.96 N 1,179,693.58 E 2,459,183.59
C.C. N 1,182,190.16 E 2,453,079.40
Back = N 31° 08' 40.89" E
Ahead = N 22° 14' 39.48" E
Chord Bear = N 26° 41' 40.18" E



LEGEND

- CENTERLINE (EXISTING)
- 1+00 BASELINE (PROPOSED)
- RIGHT OF WAY LINE (EXISTING)
- RIGHT OF WAY LINE (PROPOSED)
- STONE
- IRON PIPE FOUND
- IRON ROD SET
- AREA IN EXISTING RIGHT-OF-WAY

LEGAL DESCRIPTION

A TRACT OF LAND LYING IN AND BEING A PART OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 17 NORTH RANGE 4 WEST OF THE 3RD P.M., DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT MARKING THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 30; THENCE SOUTH 89°13'18" WEST ON THE SOUTH LINE OF SAID SOUTH HALF, 603.13 FEET TO THE POINT OF BEGINING. THENCE CONTINUING SOUTH 89°13'18" WEST, 47.74 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF I-55; THENCE NORTH 09°58'41" EAST, 38.87 FEET TO A SET IRON ROD MARKING THE NORTH RIGHT OF WAY LINE OF SHERMAN ROAD; THENCE CONTINUING NORTH 09°58'41" EAST ON SAID EAST R.O.W. LINE, 180.00 FEET TO A SET IRON ROD; THENCE, LEAVING SAID EAST R.O.W. LINE, SOUTH 80°19'54" EAST, 128.77 FEET TO A SET IRON ROD ON THE WEST R.O.W. LINE OF THE FORMER ILLINOIS TERMINAL RAILROAD; THENCE SOUTH 31°12'53" WEST ON SAID WEST R.O.W. LINE, 181.12 FEET TO A SET IRON ROD ON THE NORTH R.O.W. LINE OF SAID SHERMAN ROAD; THENCE CONTINUING SOUTH 31°12'53" WEST, 44.89 FEET TO THE POINT OF BEGINNING, CONTAINING 0.42 ACRES+/-, LESS EXISTING R.O.W.(SHERMAN ROAD) 0.04AC+/-, REMAINDER AREA REQUIRED 0.38 ACRES+/-.

HANS B. DISTLEHORST 3271 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS RIVERTON, ILLINOIS

CERTIFICATION OF SURVEY

I HEREBY CERTIFY THAT A SURVEY WAS MADE UNDER MY DIRECT SUPERVISION OF THE ABOVE DESCRIBED PROPERTY AND THE FOREGOING PLAT CORRECTLY REPRESENTS THE RESULTS OF SAID SURVEY.

9-13-2017
DATE

HANS B. DISTLEHORST
ILLINOIS PROFESSIONAL LAND SURVEYOR
#3271 (EXP. 11/30/18)

NOTES:

BASIS OF BEARING:
NAD 83 ILLINOIS STATE PLANE
COORDINATE SYSTEM, WEST ZONE

"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY."

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KUHN & TRELLO
CONSULTING ENGINEERS
A Limited Liability Company
105 N. 7th Street, 4th Floor
Springfield, IL 62701
Phone: 217-529-0544
Professional Design Firm No. 184-006516

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VILLAGE OF WILLIAMSVILLE
HERITAGE ROUTE 66 TRAIL

ROUTE	SECTION 10-00007-00-BT	COUNTY SANGAMON JOB# C-96-200-17
SEC 30	T 17N , R 4W OF 3RD P.M.	PROJECT# 5G4Y(520) KTCE JOB NO. 13001.01
SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA TO STA CONTRACT NO. 93714

HANSON

MEETING MINUTES

DATE: December 9, 2019	BY: Hanson
PROJECT NO.: 10H0017	
PROJECT NAME: FAI 55 (I-55) Reconstruction – Toronto Road to Sherman	
PROJECT MEETING LOCATION: Hanson Second Floor Conference Room	
MEETING DATE: December 5, 2019	
PARTICIPANTS: Mike Stratton – Village of Sherman Lori Williams – IDOT District 6 Jon Kelley – IDOT District 6 Denny O'Connell – IDOT District 6 Ed Kern – IDOT District 6 Susan McCormick – Hanson Professional Services Inc. Jeff Bushur – Hanson Professional Services Inc.	
DISTRIBUTION: Jon Kelley, Mike Stratton	

The following minutes express our understanding of the items discussed. Please respond in writing within five (5) days of receipt if any changes are required.

A meeting was held at Hanson Professional Services Inc. (Hanson) to introduce the project to the Village of Sherman and discuss potential involvement of the Village's proposed multi-use trail.

Hanson provided a project description. The project consists of the proposed reconstruction and widening of I-55 from Toronto Road to north of Sherman around the south and east sides of Springfield. The project also includes the reconstruction of I-72 from Veteran's Parkway/IL Route 4 to Mechanicsburg Road east of the Clear Lake Avenue interchange. Interchange reconstruction is proposed at Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue and Sangamon Avenue. The project is currently in the Phase I planning stage and is being processed as an Environmental Assessment.

Hanson had contacted the Village previously in the year for information on potential noise receptors. The Village informed Hanson of their proposed multi-use trail that would extend from Andrew Road in Sherman to Williamsville. The trail project is currently in the land acquisition phase. The Village said that the trail is scheduled for construction in 2020 to early 2021. But they are dealing with a non-willing landowner for acquisition of the proposed trailhead parcel on the east side of Bahr Road and north of Andrew Road. The Village will lease the linear corridor where the multi-use trail will be constructed from Ameren.

The reconstruction of I-55 near Sherman may require realignment of Andrew Road over I-55. Due to the wider I-55 mainline typical section under Andrew Road, this overpass structure will need to be reconstructed. Most likely, Andrew Road will be re-aligned to the north and a new structure provided at this location. Andrew Road can then remain open during construction of the new roadway alignment and new Andrew Road structure. Should the roadway be realigned, it is likely that it would impact the south portion of the proposed trailhead on the east side of Bahr Road.

The Village asked if there is funding for this section of the I-55 project. IDOT responded that there is funding for the design of the northern Sherman section. Funding for construction of this section is currently not funded, but typically funding is secured for projects that are funded for design. The earliest construction could start on the northern Sherman section of I-55 is anticipated to be 2025, but it is possible it could occur sooner.

Hanson asked the Village if the multi-use trail has an official name. The Village responded that it has been called several names but is probably most commonly called the Williamsville to Sherman Multi-use Trail. Williamsville is the lead agency on the trail project.

The Village asked if the reconstructed Andrew Road would include bicycle accommodations. IDOT and Hanson responded that Andrew Road, if realigned, would likely have eight-foot wide paved shoulders that could be used for bikers*. (Hanson looked at the proposed typical section along Andrew Road after this meeting. The design criteria currently shows 22 ft. wide pavement with 4 ft. paved shoulders on either side. IDOT will consider a wider shoulder along Andrew Rd. at this location.)* Any additional bike trail accommodations west and east of the realignment would have to be handled by other parties.

Because the trail would be a publicly-owned recreational trail, it is afforded protection under Section 4(f) of the Department of Transportation Act. If required, IDOT and Hanson stated that they believe the Federal Highway Administration (FHWA) could likely process the proposed right-of-way needed as a Section 4(f) de minimis impact as long as the Village concurred. ***IDOT and Hanson will confer with the FHWA on the need for and level of Section 4(f) processing should the re-alignment of Andrew Road be proposed.***

A public informational meeting and a public hearing are anticipated for next year for the I-55 project. The public will be able to review and comment on the project's effects on the proposed trail.

The Village may decide to postpone the construction of the southern portion of the trail project so that reconstruction of trailhead will be avoided. (*Subsequent to the meeting, the Village of Sherman determined to proceed with construction of the trail project and trailhead with an anticipated 2020-21 construction period due to funding time restrictions and public demand for completion. The trail project was funded in 2016 with a two-year completion to secure funding and it has been extended annually since then with various delays.)* ***Hanson, IDOT and the Village will continue coordinating as the I-55 project and the Village's bike trail project progress.***

SIGN-IN SHEET

December 5, 2019
Village of Sherman
FAI 55 (I-55) Phase I Re-construction
Toronto Road to Sherman
Sangamon County
Hanson No. 10H0017

Location: Hanson's office, Springfield, Illinois **Time:** 10:00 a.m.

NAME	ORGANIZATION	PHONE NO.
1. Jeff Bushur	Hanson	217-747-9231
2. Jon Kelley	IDOT - D6	217-785-2739
3. Denny O'Connell	IDOT - D6 ENG	217-785-9727
4. Ed Kern	IDOT DC S&P	217-524-7547
5. Lori Williams	IDOT D6 Geometrics	217-785-5333
6. Susan McCormick	Hanson	217-788-2450
7. Mike Snath	Sherman	217-496-2611
8.		
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10.		
11.		
12.		
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19.		
20.		

FAI 55 (I-55)
Section (84-1, 2, 3, 4)R
Job No.: D-96-516-10
PTB 155-054
Sangamon County
Hanson No. 10H0017
AGENDA
December 5, 2019 10:00 a.m.
Hanson Community Room

1. Introductions
2. Project Description and Current Status
3. Status of Sherman Multi-use Trail Project
4. Anticipated Involvement with Sherman Trail
    a. Right-of-way and Easement Needs
    b. Temporary Interruptions during Construction
5. Section 4(f) Processing
6. Project Schedule
7. Next Steps

Appendix E

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

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

I-55/72 Reconstruction from Toronto Road to Sherman Sangamon County, Illinois

1. Project Description

Project Number: Section No. (84-1,2,3,4)R

Official Project Name: I-55/72 Reconstruction from Toronto Road to Sherman

Project Location: The I-55 corridor 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 (see Figure 1).

Project Type: Interstate reconstruction including additional lanes and interchange improvements

Project Size: 15 miles along I-55 and the joint section of I-55/72 and four miles along I-72

NEPA Class of Action: Environmental Assessment (EA)

NEPA Purpose and Need Summary: The purpose of the project is to provide safer, more efficient, and more reliable operational performance for inter-regional and local traffic for I-55 from north of Toronto Road to the Sherman interchange. This includes the joint section with I-72 from Sixth Street to Clear Lake Avenue. The project is needed because traffic congestion and delays are expected to worsen, which would increase the chances for vehicular accidents, and many elements of the existing interstate system are deficient.

Project Status: The EA is anticipated to be approved in January 2021 and a Finding of No Significant Impact (FONSI) is anticipated in July 2021. Design approval for the Phase I planning study is anticipated at the end of 2020.

2. Section 4(f) Resource

Resource Type: Multi-use Recreational Trails

Resource Name: Interurban Trail and Lost Bridge Trail

Officials with Jurisdiction (OWJ): Springfield Park District (SPD)

Description of Role/Significance in the Community: The Interurban Trail extends 8.3 miles from Wabash Avenue in Springfield to Walnut Street in Chatham. The Lost Bridge Trail extends 5.3 miles from the IDOT parking lot in Springfield to the Community Park in Rochester. Both trails are asphalt paved and are used by walkers, runners and cyclists. The trails are publicly owned and are open to the general public. Some cyclists are known to use the trails to commute to work.

3. Description of Intended Section 4(f) Resource Use

Acres to Be Taken and/or Impacted:
The existing I-72 westbound and eastbound structures over the Interurban Trail would be widened to accommodate a third lane in each direction. No work is proposed to the adjacent exit and entrance ramps over the trail. The SPD owns the linear strip of land containing the trail under the two bridges. IDOT has an existing permanent easement for construction and maintenance of the bridges over the trail. No right-of-way or additional easements are required from the SPD to widen the bridges (see Figure 2 and the attached ROW and easement plats).

The two existing I-55/72 structures over the Lost Bridge Trail would be widened to accommodate a third lane in each direction, a collector-distributor (CD) road in each direction, and an exit and entrance ramp to South Grand Avenue. The SPD owns the linear strip of land containing the trail under the two bridges. For previous construction and repairs of the interstate over this trail, IDOT acquired rights by agreement. It is anticipated that IDOT would perform the bridge reconstruction work through agreement rights as before, or acquire the right-of-way from the SPD and issue them an easement. The total amount of SPD right-of-way involved to widen the bridges and to widen the embankment on either side of the trail is 0.9 acre.

Type of Impact: Temporary closure of both trails for up to a construction season (meaning about one year) and disturbance of both trails during construction. For the Lost Bridge Trail, potentially 0.9 acre of proposed ROW or renegotiated agreement rights.

Existing Function of Impacted Areas: The impacted areas currently function as recreational trails.

Relationship of Impacted Areas to Section 4(f) Function and Significance to Resource:
Reconstruction of the bridges would cause temporary closures of the trail, which would prevent continuous travel of users between trailheads.

Resulting Function of Impacted Areas: 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.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance Resource

Avoidance and Minimization Efforts Made and Benefits to the Resource:
Due to safety concerns, reconstructing the bridges without temporarily closing the trails is not feasible. The use of overhead protection at the trails was considered to allow for the trail to remain open during construction activities. Due to the type of work required during overhead activities such as dismantling the existing structure, erecting beams, placing deck forms, use and movement of heavy equipment, it is likely that overhead trail protection would not sufficiently protect trail users from potential dangers.

IDOT will consider 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.

Possible temporary detours for trail users were considered. Three potential temporary detour routes were considered for the Interurban Trail (see Interurban Trail potential detours and trailheads map).

1. The first possible detour route would detour trail users east along Woodside Road, then north on 2nd Street, and then west on Hazel Dell Road to the existing trailhead on the north side of the I-72/MacArthur Boulevard interchange. Cons for this detour route are an additional 2.25 miles of travel for users and no shoulders on 2nd Street for trail users.
2. The second possible detour route would detour trail users west along Woodside Road, north on Old Chatham Road, east on Recreational Drive, and then north on MacArthur Boulevard to connect to the Interurban Trail on the west side of MacArthur Boulevard. The cons for this detour are an additional 3.0 miles of travel for users, no shoulders along Old Chatham Road, and lack of accommodations for trail users on MacArthur Boulevard.
3. The third possible detour route would detour trail users west from the existing trail south of the large storm water detention pond to the end of South MacArthur Boulevard at Recreation Drive. A temporary path about 900 feet long would need to be constructed along the existing strip of IDOT right-of-way and cross an existing drainage culvert south of the pond to make the connection to MacArthur Boulevard. A temporary easement from the adjacent landowner may be needed too. Trail users would then travel north on MacArthur Boulevard to the Lincolnshire Boulevard intersection and connect to the Interurban Trail on the west side of MacArthur Boulevard via a sidewalk. Cons to this detour are a possible need for a temporary easement and the lack of accommodations for trail users on MacArthur Boulevard.

The only possible detour route that was considered for the Lost Bridge Trail is using IL Route 29 through the South Grand Avenue interchange and then to Dirksen Parkway (see the Lost Bridge Trail potential detour and trailhead map). Cons for this detour route are an additional 1.5 miles of travel for users and lack of accommodations for trail users along Dirksen Parkway. It was determined that this is not a viable detour route because the South Grand Avenue interchange would be in construction at the same time of the temporary trail closure(s).

Temporary trailheads were considered for accommodating trail users during construction. For the Interurban Trail, this option consists of a temporary trailhead east of the South MacArthur Boulevard and Recreation Drive intersection and creating a temporary path connection to the Interurban Trail along the route south of the large storm water detention pond described in the detour route option 3 above (see Interurban Trail potential detours and trailheads map). A temporary easement(s) would likely be needed to accommodate the temporary trailhead and connect the path.

For the Lost Bridge Trail, a temporary trailhead was considered at a location on the east side of I-55/I-72 so that users could park and proceed to Rochester on the trail (see attached Lost Bridge Trail potential detour and trailhead map). A temporary easement(s) would be needed to accommodate the temporary trailhead, and an existing gate at Tansey Road, which prohibits access to an electrical substation to the south, would need to be relocated south. Permission from the City of Springfield would be required for access and use of the utility road. In addition, tree removal may be necessary to construct a temporary trailhead.

Commitments for Mitigation or Enhancement:
In coordination with the SPD (see the attached SPD letter dated February 28, 2020), IDOT commits to the following measures:

- 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.

5. Evidence of Opportunity for Public Review and Comment

Type of Public Availability: A public informational meeting is tentatively scheduled for summer 2020 to provide the public an opportunity to review the project's impacts to the trails and to receive comments.

Date of Action: To be determined

Summary of Comments: To be determined

Notification of Officials of Public Availability and Summary of Comments: The SPD will be notified of the public informational meeting and any public comments that are received regarding the trail impacts.

6. Evidence of Coordination with Officials with Jurisdiction

Meeting Minutes and Agendas: See attached.

OWJ Written Concurrence with a "No Adverse Effect" Determination: Pending

7. Supporting Documentation

Map of Project Area Indicating Relationship of Project to Resource: See attached figures.

Supporting Photographs of Resource: See attached photos.

Based on the project's impacts to the Interurban Trail and the Lost Bridge Trail, the efforts made to avoid, minimize and mitigate these impacts, the public comments, and the concurrence from the Springfield Park District of no adverse effect, IDOT has determined that the project will result in no adverse effect to the Interurban Trail and Lost Bridge Trail, and requests an FHWA finding of a Section 4(f) *de minimis* impact determination.

_____ _____

Illinois Department of Transportation
Deputy Director of Highways
Region Four Engineer

Date

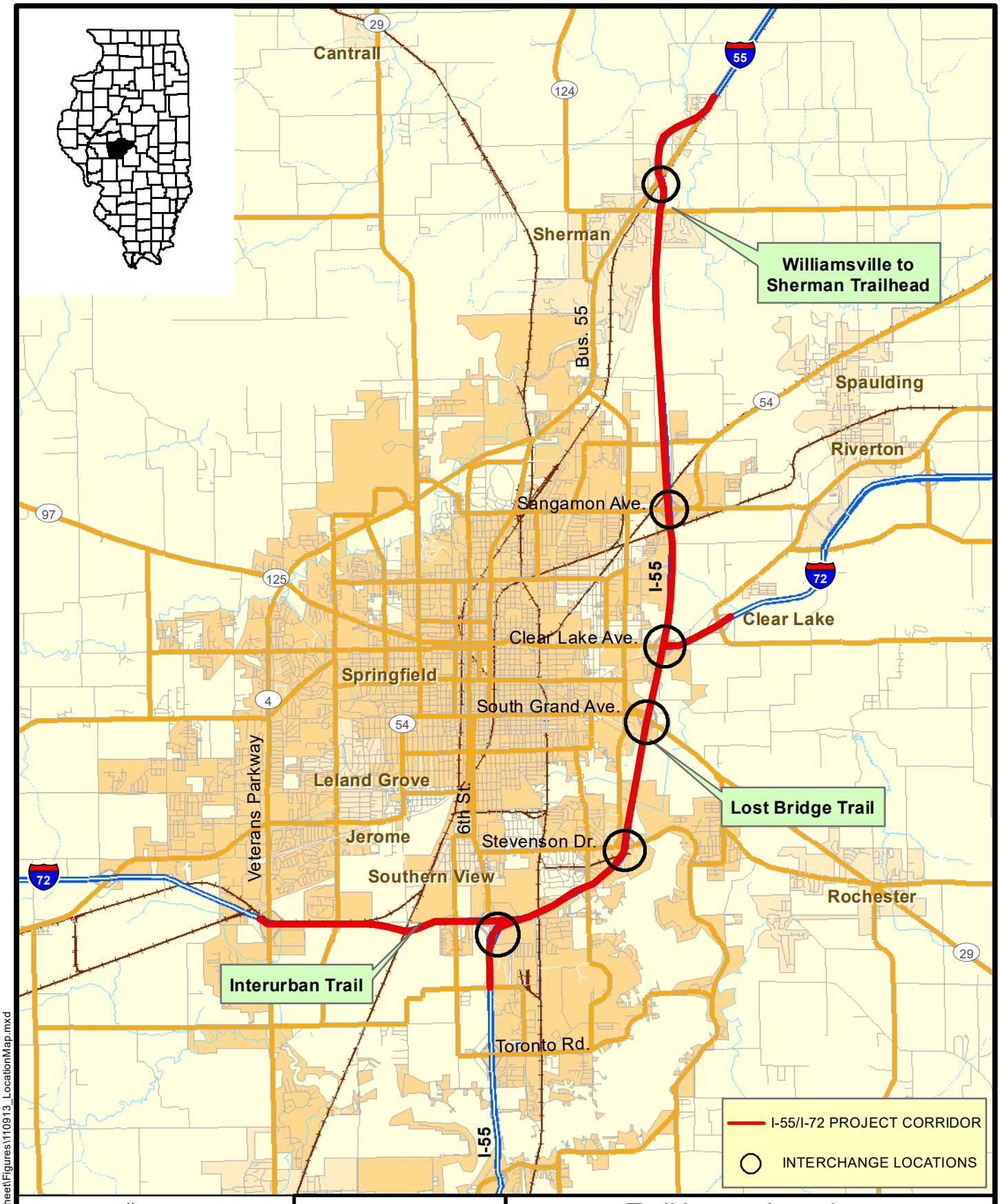
Section 4(f) *De Minimis* Impact Determination

The I-55/72 Reconstruction project will result in the use of the Interurban Trail and the Lost Bridge Trail, which are Section 4(f) resources. The Federal Highway Administration (FHWA) hereby makes a *de minimis* impact finding for this use as it will not adversely affect this resource's activities, features, and attributes. The *de minimis* impact finding is based upon the impact avoidance, minimization and mitigation or enhancement measures detailed in the attached Environmental Assessment.

_____ _____

Federal Highway Administration

Date



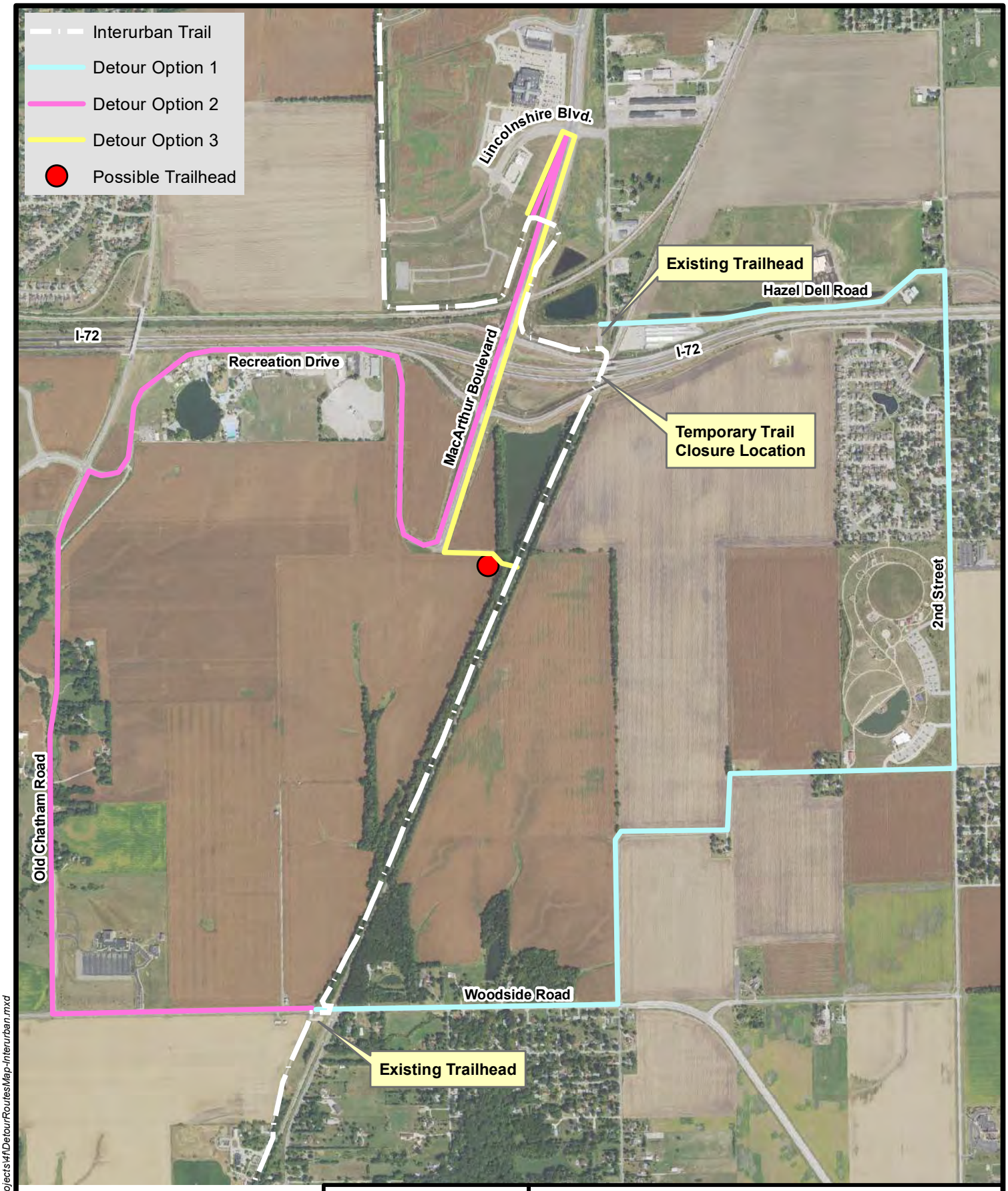
HANSON
Hanson Professional Services Inc.

Trail Impact Locations

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

Hanson No. 10H0017 Figure 1

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



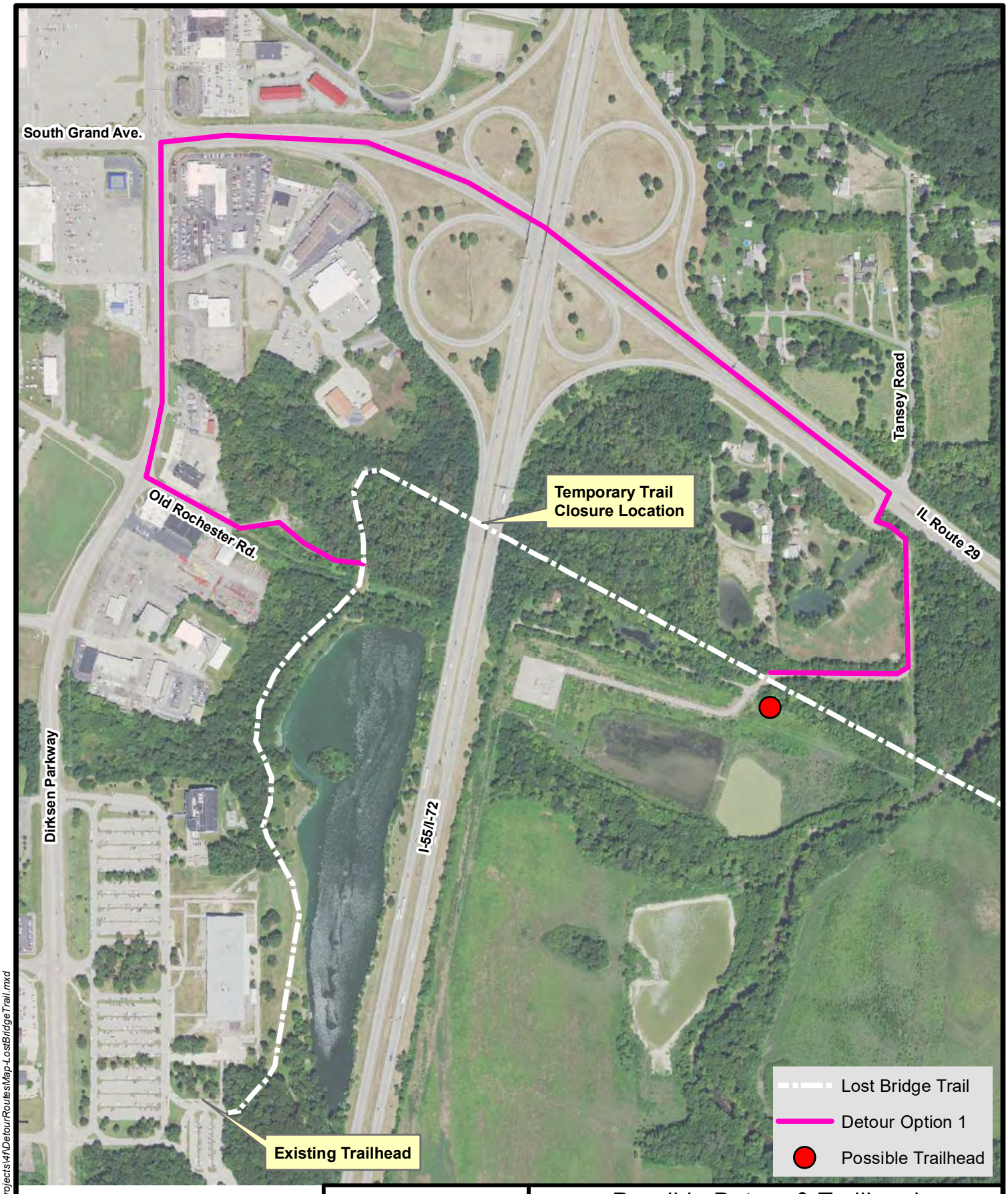
HANSON
Hanson Professional Services Inc.

Possible Detours & Trailhead

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

Hanson No. 10H0017 Figure 2

I:\10jobs\10H0017\CAD\GIS\Projects\4thDetourRoutesMap-Interurban.mxd



N

0 500 1,000 Feet

HANSON
Hanson Professional Services Inc.

Possible Detour & Trailhead

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

Hanson No. 10H0017 Figure 3

I:\10jobs\10H0017\CAD\GIS\Projects\4f\DetourRoutesMap-LostBridgeTrail.mxd

NOTE:
PROPOSED PGL ALONG BOTH SIDES
35' WIDE CONCRETE MEDIAN

INTERURBAN BIKE TRAIL

UNION PACIFIC RAILWAY

MATCH EXISTING

EXIT 96

MATCHLINE 611+00

I-72 EB

MATCHLINE 586+00

I-72 EB

EXIT 96

PT 589+32.96

POT 592+00.00

PC 595+62.08

MAC ARTHUR BLVD

EXISTING MAC ARTHUR BLVD
STRUCTURE TO REMAIN

590+00

595+00

600+00

605+00

610+00

WB PGL

EB PGL

EXISTING I-72
STRUCTURES
TO BE WIDENED

MATCH
EXISTING

PI 607+25.73

MEDIAN WORK AND ADDING
LANE ON INSIDE, OVERLAY
EXISTING PAVEMENT

RECREATION DR

EXIST. CURVE C51
PI STA. = 584+19.23
Δ = 15° 36' 11" (RT)
D = 1° 30' 33"
R = 3,796.57'
T = 520.16'
L = 1,033.89'
E = 35.47'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 578+99.07
P.T. STA. = 589+32.96

EXIST. CURVE C52
PI STA. = 607+25.73
Δ = 36° 03' 13" (LT)
D = 1° 36' 09"
R = 3,575.66'
T = 1,163.65'
L = 2,250.00'
E = 184.58'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 595+62.08
P.T. STA. = 618+12.08

EXISTING ROW

N

100 0 100 200

+2.88% -2.89%

VPI STA. 609+00.00
ELEVATION 650.52

630
620
610
600
590

400.00' V.C.
K = 149

+00.00
EL. 604.01

+00.00
EL. 610.6

+0.20%

+2.88%

VPI STA. 593+00.00
ELEVATION 604.40

+00.00
EL. 618.81

2,200.00' V.C.
K = 381

586+00	587+00	588+00	589+00	590+00	591+00	592+00	593+00	594+00	595+00	596+00	597+00	598+00	599+00	600+00	601+00	602+00	603+00	604+00	605+00	606+00	607+00	608+00	609+00	610+00	611+00
603.29 / 603.02	603.42 / 603.22	603.70 / 603.42	603.89 / 603.61	603.83 / 603.81	603.86 / 604.01	604.51 / 604.54	605.74 / 605.74	607.60 / 607.62	609.98 / 610.17	612.47 / 613.05	615.54 / 615.93	618.27 / 618.81	620.61 / 621.56	622.79 / 624.05	624.82 / 626.28	626.80 / 628.24	628.23 / 629.95	629.61 / 631.39	630.57 / 632.56	631.47 / 633.48	632.21 / 634.13	604.78 / 634.52	606.63 / 634.65	632.35 / 634.52	632.23 / 634.12

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND PLAN AND PROFILE I-72
RECONSTRUCTION FAI 55 (I-55) & FAI 72 (I-72)
SPRINGFIELD CORRIDOR

SCALE: 1" = 100' | SHEET NO. OF SHEETS | STA. 611+00 TO STA. 635+79.29

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/72	VAR	SANGAMON	60	45
	D-96-516-05	CONTRACT NO. 55/054		
	ILLINOIS FED. AID PROJECT 7			

HANSON

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
NOTE BOOK	BY: OF PLAN CHECKED	
NO.	DGN FILE NAME	

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
DRAWN		
NOTE BOOK	CHECKED	
NO.	STRUCTURE NO'S/PIN'S CHKD	

IDOT LAKE

LOST BRIDGE BIKE TRAIL

PROPOSED ROW

EXISTING ROW

DASHED LINE
EX SB PGL
EDGE PAVT

DASHED LINE
EX NB PGL
EDGE PAVT

MATCHLINE 452+50

MATCHLINE 479+00

I-55
I-72

PROPOSED I-55
REPLACEMENT STRUCTURES

EXISTING ROW

PROPOSED ROW

LOST BRIDGE BIKE TRAIL

N

100 0 100 200

NOTE:
PROPOSED PGL ALONG BOTH SIDES
35' WIDE CONCRETE MEDIAN

SEE (I-55 W/ SOUTH GRAND AVE - IL RTE 29) IDS
FOR PROPOSED INTERCHANGE ALIGNMENTS,
REALIGNMENTS & PROFILES NOT SHOWN.

590
580
570
560
550

800.00' V.C.
K = 237

+82.00
EL. 549.48

VPI STA. 456+82.00
ELEVATION 548.00

-0.37%

+3.00%

+82.00
EL. 560.01

+42.00
EL. 570.82

VPI STA. 470+42.00
ELEVATION 588.83

+3.00%

+0.78%

1,200.00' V.C.
K = 539

+42.00
EL. 593.48

	453+00	454+00	455+00	456+00	457+00	458+00	459+00	460+00	461+00	462+00	463+00	464+00	465+00	466+00	467+00	468+00	469+00	470+00	471+00	472+00	473+00	474+00	475+00	476+00	477+00	478+00	479+00
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NBPGL SHOWN EP	548.96	549.19	548.94	549.42	548.83	549.48	548.48	549.61	548.30	549.45	548.84	549.62	549.41	550.44	549.85	550.67	551.31	552.36	553.05	553.70	554.45	555.24	555.58	556.21	557.67	557.69	558.99	559.07	560.30	560.66	561.99	562.05	563.47	563.55	564.90	565.05	566.39	566.55	567.84	568.05	569.26	569.56	570.77	571.06	572.11	572.53	573.50	573.95	574.86	575.33	576.18	576.54	577.36	577.74	578.66	578.94	579.88	580.28	580.96	581.52	581.96	582.40	582.92	583.33	583.97	584.68	576.02	585.64	558.14	586.55	563.69	587.42	586.97	588.24	587.14	589.02	587.53	589.75	587.95	590.43	588.50	591.06	588.70	591.65	589.10	592.20	589.14	592.69	589.54	593.14	589.80	593.55	590.18	593.93	590.30	594.32	590.68	594.71	590.87	595.10	591.18	595.49

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	PLOT DATE = 1/9/2020	DATE - APRIL 2019	REVISED -

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REVIEWED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE I-55 /I-72
RECONSTRUCTION FAI 55 (I-55) & FAI 72 (I-72)
SPRINGFIELD CORRIDOR

SCALE 1" = 100' | SHEET OF SHEETS | STA. 452+50 TO STA. 479+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/72	VAR	SANGAMON	60	12
	D-96-516-05	CONTRACT NO.155/054		
		ILLINOIS FED. AID PROJECT ?		

Photo 1 Interurban Trail north of I-72, viewing south, 1/15/2020

Photo 2 Interurban Trail at I-72, viewing south, 1/15/2020

Photo 3 Interurban Trail at I-72, viewing north, 1/15/2020

Photo 4 Interurban Trail south of I-72, viewing north, 1/15/2020

Photo 1 Lost Bridge Trail west of I-55/I-72, viewing east, 1/15/2020

Photo 2 Lost Bridge Trail west of I-55/I-72, viewing east, 1/15/2020

Photo 3 Lost Bridge Trail under I-55/I-72, viewing east, 1/15/2020

Photo 4 Lost Bridge Trail east of I-55/I-72, viewing west, 1/15/2020

HANSON

MEETING MINUTES

DATE: December 8, 2019	BY: Hanson
PROJECT NO.: 10H0017	
PROJECT NAME: FAI 55 (I-55) Reconstruction – Toronto Road to Sherman	
PROJECT MEETING LOCATION: Springfield Park District Bunn Administrative Office	
MEETING DATE: December 2, 2019	
PARTICIPANTS: Derek Harms – Springfield Park District Jason Graham – Springfield Park District Lori Williams – IDOT District 6 Jon Kelley – IDOT District 6 Denny O'Connell – IDOT District 6 Susan McCormick – Hanson Professional Services Inc. Jeff Bushur – Hanson Professional Services Inc.	
DISTRIBUTION: Jon Kelley, Derek Harms, Jason Graham	

The following minutes express our understanding of the items discussed. Please respond in writing within five (5) days of receipt if any changes are required.

A meeting was held at the Springfield Park District (SPD) to introduce the project to the SPD and discuss potential involvement of the Interurban Trail and the Lost Bridge Trail.

Following introductions, Hanson provided a project description. The project consists of the proposed reconstruction and widening of I-55 from Toronto Road to north of Sherman around the south and east sides of Springfield. The project also includes the reconstruction of I-72 from Veteran's Parkway/IL Route 4 to Mechanicsburg Road east of the Clear Lake Avenue interchange. Interchange reconstruction is proposed at Sixth Street, Stevenson Drive, South Grand Avenue, Clear Lake Avenue and Sangamon Avenue. The project is currently in the Phase I planning stage and is being processed as an Environmental Assessment.

The reconstruction of I-55 and I-72 will occur over both the Interurban Trail near the MacArthur Boulevard interchange and the Lost Bridge Trail just south of the South Grand Avenue interchange. At the Interurban Trail project location, new right-of-way and easements are not anticipated because the bridge widening work would occur from above on the eastbound and westbound structures. At the Lost Bridge Trail project location, additional right-of-way or easements are anticipated because the I-55 mainline embankment would need to be widened on either side of the trail. For both trail locations, the trails would need to be temporarily closed for up to a construction season, which could mean up to a year.

The SPD asked if there is funding for the sections of the project involving the two trails. IDOT and Hanson responded there is no funding currently for those two sections, but there is funding for the design of the northern Sherman section.

The SPD stated that the two trails are frequently used by pedestrians and bicyclists. Many Chatham residents use the Interurban trail to commute to work.

The SPD asked if any measures have been looked at to mitigate temporary closures of the trail. Hanson responded that some preliminary measures have been considered including potential detours, use of overhead protection for trail users, and minimizing the closure time during construction. Detouring trail users is limited due to the limited access of the interstates. Use of overhead protection may not be

practicable due to the use of heavy equipment, machinery and materials from above during construction. Minimizing closure times during construction may be possible but details may not be known until later in the design stage. The SPD said that they understand that remediation options may be limited at these locations because interstates are involved, but would appreciate full consideration of any potential mitigation measures to offset the temporary closures. ***Hanson will study mitigation measures further and get back with the SPD.***

The SPD asked who would be responsible for traffic control for trail users. IDOT responded that traffic control for trail users would be included in the construction plans.

Because the trails are publicly-owned recreational trails, they are afforded protections under Section 4(f) of the Department of Transportation Act. IDOT and Hanson stated that they believe the Federal Highway Administration (FHWA) could likely process the temporary closures of the trails and the proposed right-of-way/easements needed as Section 4(f) de minimis impacts as long as the SPD concurred. ***Hanson will determine approximate right-of-way and easement needs. IDOT and Hanson will confer with the FHWA on the likely Section 4(f) processing.***

The SPD thought it would be beneficial for the project to be presented to their Board. Upcoming 2020 meetings are: January 8 and 15 and February 12 and 19. Committee meetings occur on the second Wednesday of the month, and board meetings occur on the third Wednesday of the month. ***Hanson and IDOT will schedule a date with the SPD to present the project to the Board.***

A public informational meeting and a public hearing are anticipated for next year. The public will be able to review and comment on the project's effects on the two trails.

SIGN-IN SHEET

December 2, 2019
Springfield Park District
FAI 55 (I-55) Phase I Re-construction
Toronto Road to Sherman
Sangamon County
Hanson No. 10H0017

Location: Bunn Park office, Springfield, Illinois **Time:** 2:00 p.m.

NAME	ORGANIZATION	PHONE NO.
1. Jeff Bushur	Hanson	217-747-9231
2. Denny O'Connell	IDOT - D6 Env.	217-785-9727
3. Jason Graham	Spfld Park Dist.	217-341-6728
4. Jon Kelley	IDOT - D6	217-785-2739
5. Lori Williams	IDOT - D6	217-785-5333
6. Susan McCormick	Hanson	217-788-2450
7. Derick Harms	Park District	217-544-1751 x1000
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FAI 55 (I-55)
Section (84-1, 2, 3, 4)R
Job No.: D-96-516-10
PTB 155-054
Sangamon County
Hanson No. 10H0017
AGENDA
December 2, 2019 2:00 p.m.
Bunn Administrative Office

1. Introductions
2. Project Description and Current Status
3. Anticipated Involvement with Interurban Trail and Lost Bridge Trail
    a. Right-of-way and Easement Needs
    b. Temporary Closure during Construction
4. Section 4(f) Processing
5. Project Schedule
6. Next Steps

HANSON

MEETING MINUTES

DATE: February 12, 2020	BY: Hanson
PROJECT NO.: 10H0017	
PROJECT NAME: FAI 55 (I-55) Reconstruction – Toronto Road to Sherman	
PROJECT MEETING LOCATION: IDOT District 6	
MEETING DATE: February 11, 2020	
PARTICIPANTS: Springfield Park District Board and staff members Susan McCormick – Hanson Professional Services Inc. Jeff Bushur – Hanson Professional Services Inc.	
DISTRIBUTION: File	

The following minutes express our understanding of the items discussed. Please respond in writing within five (5) days of receipt if any changes are required.

Hanson presented the I-55/I-72 Reconstruction project to the Springfield Park District (SPD) at their regularly scheduled board meeting. Hanson provided a summary of the project location, purpose and need, alternatives, and proposed improvements. The presentation included a discussion of the potential involvement of the Interurban Trail and the Lost Bridge Trail.

The reconstruction of I-55 and I-72 will occur over both the Interurban Trail near the MacArthur Boulevard interchange and the Lost Bridge Trail just south of the South Grand Avenue interchange. At the Interurban Trail project location, new right-of-way and easements are not anticipated because IDOT has a permanent easement. At the Lost Bridge Trail project location, IDOT has rights by agreement. Either an amended agreement or additional right-of-way or easements are anticipated because the I-55 mainline embankment would need to be widened on either side of the trail. For both trail locations, the trails would need to be temporarily closed during construction for safety.

Hanson emphasized that there is no funding currently for those two sections, but there is funding for the design of the northern Sherman section. Hanson reiterated that this is the Phase I planning stage for the entire project and that it would likely be 10 to 15 years before these two sections could be constructed.

Hanson reviewed some preliminary impact minimization measures that have been considered including potential detours and temporary trailheads, use of overhead protection for trail users, and minimizing the closure time during construction.

- Detouring trail users is limited due to the limited access of the interstates. Three potential detours for the Interurban Trail closure were described. Two routes, one using Old Chatham Road and another using 2nd Street, are not good options due to the increased travel length and lack of shoulders along the roads. The third potential detour route that would use MacArthur Boulevard as a connection, would require a temporary connection around the south end of the MacArthur Boulevard storm water detention pond. Allowing bike traffic onto MacArthur Boulevard might present a safety concern because it was not designed to accommodate bicycles. Only one potential detour route was considered for the Lost Bridge Trail closure. This detour route, which uses South Grand Avenue/IL 29, was eliminated due to the South Grand Avenue interchange being constructed at the same time of the trail closure, thereby preventing detouring.
- Two possible temporary trailheads are being considered: one at the south end of MacArthur Boulevard to access the Interurban Trail and one on the east side of I-55 to access the Lost Bridge Trail. Each trailhead would require temporary easements and possible access permission.
- Use of overhead protection is likely not practicable or safe due to the use of heavy equipment,

machinery and materials from above during construction.
- Minimizing closure times during construction may be possible but details may not be known until later in the design stage.

The SPD asked if construction could be targeted for the cold months from November to March to avoid the peak trail use months. They also asked if construction could be limited to nighttime or non-peak hours. Hanson responded that these are items that can be considered in more detail during the design stage.

The SPD suggested closing one lane on MacArthur Boulevard and use for trail traffic during construction.

The SPD inquired about the Springfield Rail project and how it was affecting park properties and tree removal. They asked if someone from Hanson could give an update on that project to the SPD Board at a future date. Derek Harms said that he will coordinate that request with Hanson.

The Federal Highway Administration and IDOT believe that the appropriate level of Section 4(f) processing for the temporary closures of the trails is the de minimis level. Hanson described the de minimis Section 4(f) process. The SPD was not ready to give their verbal concurrence. They have certain concerns such as tree removal/replacement, biker protection issues and lighting under bridges. Hanson asked that the SPD follow-up with a list of their concerns so that IDOT can consider them.

Hanson stated that since the project is only in the Phase I planning stage and specific details will not be known at this stage, firm commitments could be made by IDOT in the Environmental Assessment document and the Project Report for follow-up during the design stage.

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
Fax | 217 544-1811

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