

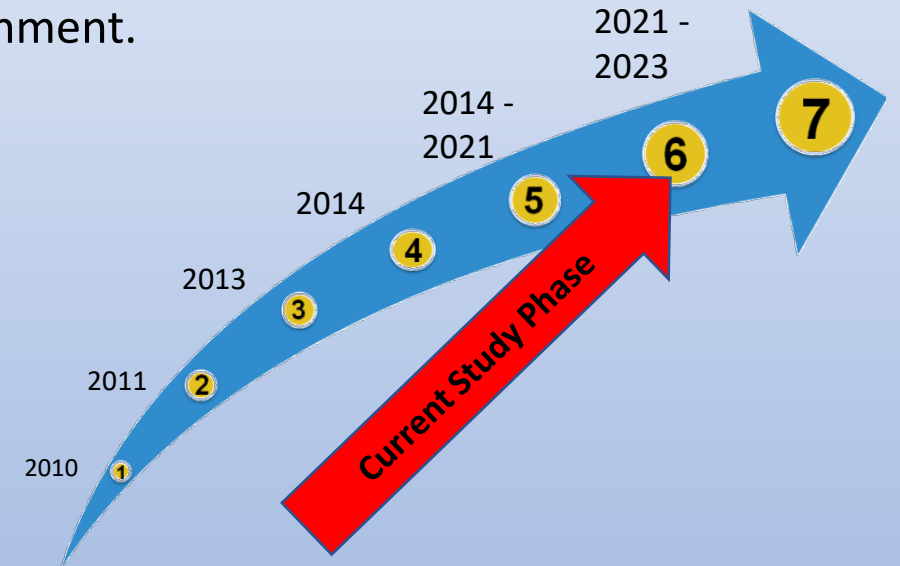
Environmental Process

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

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

EA Study Process

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



Project Environmental Resources

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

Section 4(f) Resources

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

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

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

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



Interurban Trail at I-72



Lost Bridge Trail at I-55/I-72

Section 4(f) Resources (cont.)

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

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

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

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

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

Heritage Route 66 Trailhead at Andrew Road



Environmental Commitments



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

Environmental Commitments (cont.)

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



Project Funding

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

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

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

CS = Construction Section

MYP = Multi-Year Program