mcclugage BRIDGE project

Eastbound US 150

Environmental Assessment

US 150 Eastbound (McClugage Bridge) Over the Illinois River

Peoria and Tazewell Counties, Illinois

December 2016

US 150 Eastbound (McClugage Bridge) over the Illinois River, Peoria and Tazewell Counties, Illinois

ENVIRONMENTAL ASSESSMENT

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

by the

U. S. Department of Transportation
Federal Highway Administration

and

Illinois Department of Transportation

Cooperating Agencies
U.S. Coast Guard, District 8
U.S. Fish and Wildlife Service
Illinois Historic Preservation Agency

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Abstract: This project involves the removal and replacement of the existing US 150 eastbound bridge over the Illinois River between Peoria and Tazewell Counties, Illinois. The purpose of the project is to accommodate eastbound US 150 traffic across the Illinois River on a transportation system that is structurally sound, meets current design standards, is designed for future traffic, and provides a safe crossing for the public. The existing eastbound bridge built in 1948 is structurally deficient and functionally obsolete, will not be able to accommodate future traffic projections, and is nearing the end of its expected service life. Alternatives that were considered for the project are a no-build alternative, rehabilitation, and three new bridge alternatives. The preferred alternative is a new bridge on an alignment that is south of and adjacent to the existing eastbound bridge. The new bridge would have three lanes of traffic, shoulders and a multi-use path. The navigation channel under the proposed bridge would meet clearance requirements. Improvements also are proposed to the existing interchanges on each side of the river. The project would have traffic noise impacts to 13 homes and four businesses. The project would impact 2.6 acres of non-wetland floodplain forest, 1.5 acres of wetlands, and the decurrent false aster, a federally and state threatened plant species. The project would result in the removal of the existing eastbound bridge, which is eligible for listing on the National Register of Historic Places. Land would be required from the Illinois River Fish and Wildlife Area and the River Bluff Corridor (RBC) conservation easement, which are Section 4(f) resources. Section 106 and Section 4(f) documentation of these impacts are included in this environmental assessment. Proposed mitigation for the project's impacts include an interpretive display of the US 150 eastbound bridge and Upper Free Bridge, forest replacement, wetland banking, conservation measures for the decurrent false aster, and replacement land to substitute for the use of land from the RBC.

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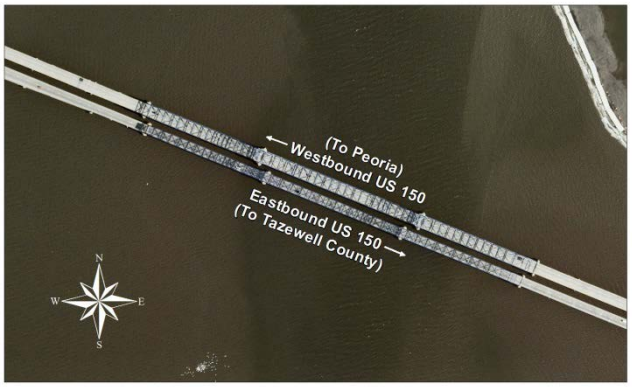
1. Introduction

1.1 What is the US Route 150 eastbound over the Illinois River project?

The US Route 150 (US 150) crossing over the Illinois River between Peoria and Tazewell counties, Illinois, is accommodated by dual bridges, eastbound on the south and westbound on the north (see Figure 1.1). Collectively, these bridges are called "McClugage Bridge." The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), is evaluating improvements to the existing deteriorating eastbound crossing. This project is currently programmed in the IDOT Multi-Year Program (2017-2022). Alternatives that were considered to improve the crossing include rehabilitating or removing and replacing the existing eastbound bridge structure.



1.2 How does US 150 serve the area's transportation needs?

US 150 serves as the Greater Peoria Area's northern crossing of the Illinois River and is a vital connection between businesses, industry and communities on both sides of the Illinois River. It is classified as a Principal Arterial Roadway, is part of the National Highway System (NHS) and carries more than 40,000 vehicles daily. It provides a major transportation connection between the Tazewell and Woodford County communities of East Peoria, Washington, Germantown Hills, Metamora, Eureka and others, and the greater urban area of Peoria and Peoria Heights in Peoria County.

1.3 What is the background and study area of this project?

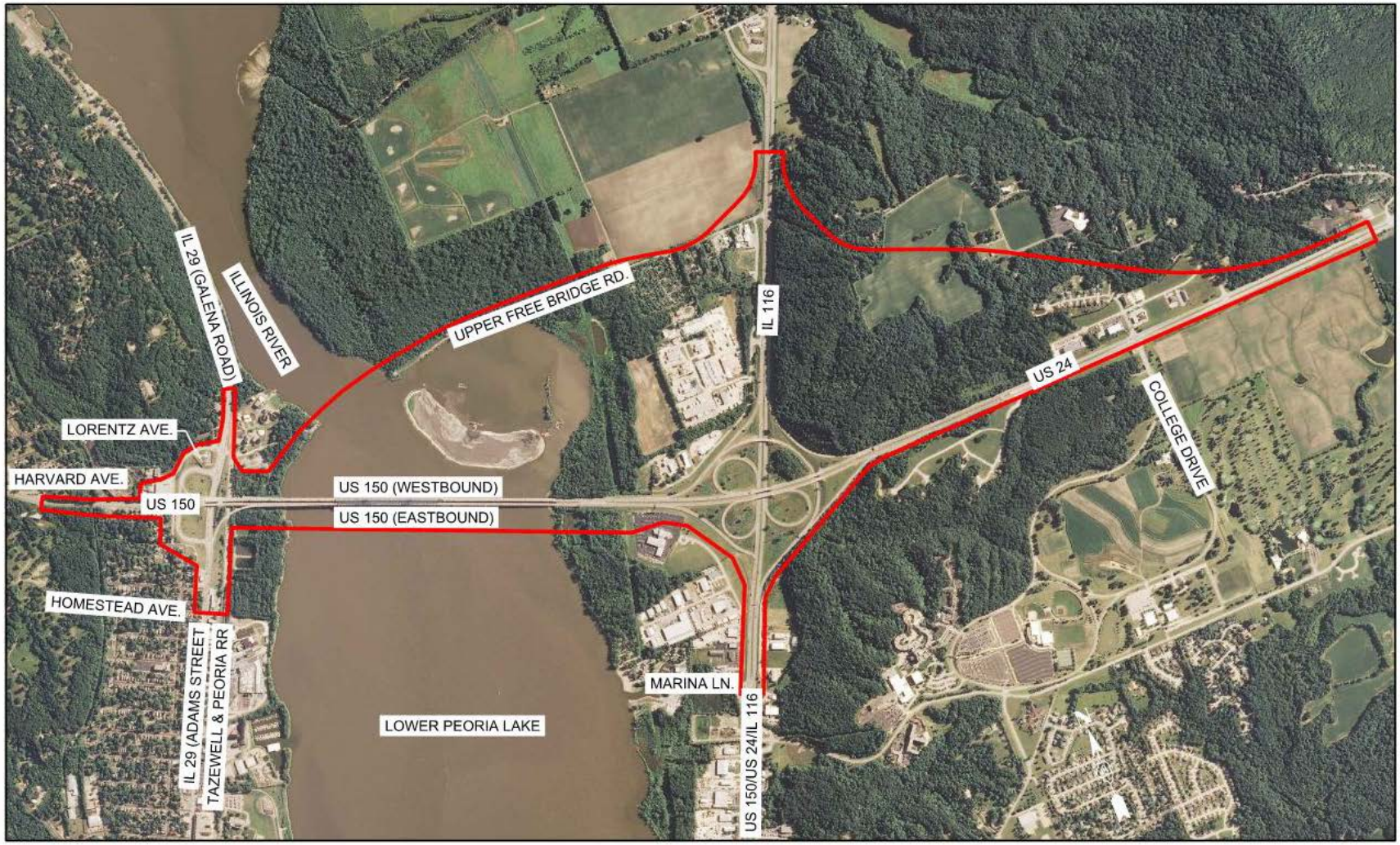
The McClugage Bridge consists of twin, parallel steel cantilever through truss spans. The southern span, which was completed in 1948, carries the eastbound traffic of US 150. Adjacent to the eastbound structure is the westbound structure (northern span), which was constructed in 1982 and is not in need of improvement based on the 2015 structure inspection and evaluation completed by IDOT. The project study area includes the US 150 corridor from Harvard Avenue in Peoria to east of College Drive in Tazewell County, Illinois Route 29 (IL 29) from Homestead Avenue to north of Lorentz Avenue, and Illinois Route 116 (IL 116) from Marina Lane north to Upper Free Bridge Road in Tazewell County (see Figure 1.2). On the west side of the McClugage Bridge in Peoria County is an urban interchange between Adams Street/IL 29 and US 150. Additionally, the Tazewell & Peoria Railroad runs under the bridge structures between IL 29 and the Illinois River. On the east is the IL 116, US 150, and U.S. Route 24 (US 24) interchange. See Figure 1.2.

1.4 What are the physical characteristics of the existing eastbound bridge?

The existing eastbound structure is approximately 4,745 feet in length and is composed of 28 spans supported by concrete abutments at each end and 27 concrete piers. The main span of the eastbound structure is approximately 530 feet in length. The bridge superstructure consists of a variety of span types including steel plate girders, wide flange beams, through truss, and deck truss spans. The existing roadway deck includes two 12-foot lanes and three-foot shoulders for a total deck width of 30 feet.

Figure 1.1 Project Location

Figure 1.2 Project Study Area



2. Purpose and Need

2.1 What is the purpose of the US 150 eastbound project?

The purpose of the project is to accommodate eastbound US 150 traffic across the Illinois River on a transportation system that is structurally sound, meets current design standards, is designed for future traffic, and provides a safe crossing for the public.

2.2 Why is this project needed?

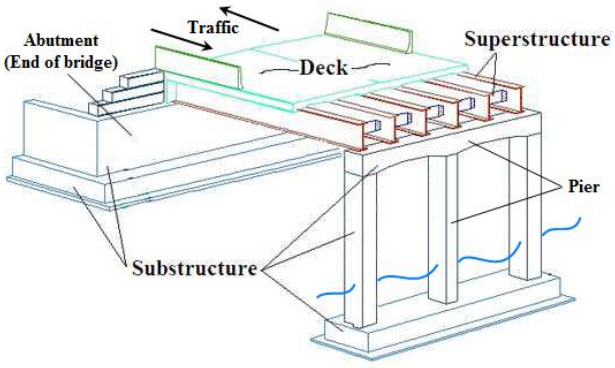
The existing eastbound US 150 bridge is structurally deficient and functionally obsolete, will not be able to accommodate future 2040 traffic projections, and is nearing the end of its expected service life. "Structurally deficient" describes bridges that have deteriorated conditions of structural bridge elements and potentially reduced load-carrying capacity. This designation does not imply that the bridge is unsafe. Although the bridge is nearing the end of its serviceable life, its deteriorated condition is currently not advanced enough to warrant closure to traffic based on its National Bridge Inspection Standards (NBIS) bridge inspection; however, major rehabilitation or replacement will be required to address its aging condition and underlying deficiencies (see Section 2.2.1).

"Functionally obsolete" describes a bridge that no longer meets current standards in deck geometry, clearances or approach roadway alignment, either because the traffic volume exceeds the designed capacity or the relevant design standards have been changed. The existing eastbound bridge carries approximately 20,700 vehicles daily. The 2040 Average Daily Traffic (ADT) is expected to be 26,800 vehicles, which would require a three-lane facility according to IDOT design standards (see Section 2.2.2).

The bridge was last inspected in accordance with the NBIS in July 2016, and it was assigned a sufficiency rating of 22.2. A bridge sufficiency rating is a numerical value from 0.0 to 100.0 that indicates a bridge's overall ability to remain in service. A lower rating implies a higher priority need for improvement.

2.2.1 What is the structural integrity of the existing eastbound US 150 bridge?

The eastbound US 150 bridge was completed in 1948, and over the last 68 years, vehicular use, weather, and salt usage have caused deterioration to the structural steel and concrete that forms the piers and deck. The bridge was repaired in 1964, 1971, 1974, 1976, 1977, 1986 and 1990. A major rehabilitation took place in 1999 and 2000 that included replacement of the entire deck, repairs to a majority of the piers, strengthening and replacement of deteriorated truss elements, and cleaning and painting. This rehabilitation extended the bridge's life for about 20 years. Although the bridge has undergone extensive repairs, it is approaching the end of its repairable life. This bridge was designed to last 50 years, and the eastbound structure's life has almost reached 70 years.



Structural Elements of a Typical Highway Bridge
Source: Michigan Department of Transportation

The bridge superstructure consists of the structural elements that support the bridge deck. During the 2016 NBIS bridge inspection, the condition of the superstructure was rated as "Serious" because of the section (material) loss of some of the structural steel members. A "Serious" rating means advanced deterioration has affected primary structural elements, such as holes, heavy rusting, and fatigue cracks. The overall structural evaluation of the bridge, which includes a rating of the superstructure, substructure and deck, also was rated as "Serious."

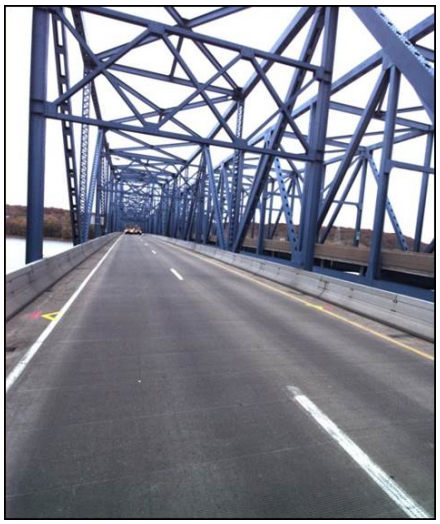
NBIS Ratings (scale 0 to 9)

0. Failed Condition
1. Imminent Failure Condition
2. Critical Condition
3. Serious Condition
4. Poor Condition
5. Fair Condition
6. Satisfactory Condition
7. Good Condition
8. Very Good Condition
9. Excellent Condition

Typical Superstructure Section Loss (Holes and Rusting) on the McClugage Bridge

Source: Michael J. Parr, Modjeski and Masters, Inc. Inspection Report, 2013

The eastbound structure is a "fracture critical" structure. Fracture critical means the structure contains steel tension members or components of members whose failure would be expected to result in a partial or full collapse of the bridge. Conditions noted during the 2016 inspection were major section loss and holes in the deck truss members (see above photos), which on a fracture critical structure can lead to partial or full collapse of the bridge.



2.2.2 Does the current bridge meet design standards?

The existing bridge has a roadway width that is 24 feet wide and a total bridge deck width of 30 feet. With two 12-foot wide lanes and 3-foot shoulders for eastbound traffic, the bridge cannot accommodate wide or disabled vehicles and is insufficient for snow storage. A minimum deck width of 56 feet having three 12-foot

lanes and 10-foot shoulders is required according to the current IDOT design standards for the volume of traffic on this bridge today (existing). The existing bridge does not meet the current standards for roadway width and number of lanes; therefore, it is rated as functionally obsolete.

2.2.3 What other transportation elements are being considered as part of this project?

Although structural integrity and functional adequacy are the primary needs of this highway bridge project, the following also will be considered in development of project alternatives.

Interchange Operations

Roadway work at the interchanges at both the east and west approaches may be required to accommodate any changes in bridge width or alignment. Should this be proposed, it would be an opportune time to address any deficiencies in safety or traffic operations in the roadway networks of either interchange.

Based on a preliminary analysis of crash data within the study area from 2008 to 2013, higher than average injury crashes occurred along the project corridor (18.7 percent) than the statewide average (3.4 percent) as reported in the 2012 Illinois Crash Facts and Statistics. The sections of eastbound and westbound US 150 west of IL 29, the westbound US 150 to IL 29 ramp, eastbound US 150 through the US 150/US 24/IL 116 interchange, and the eastbound US 150 to southbound US 150/US 24/IL 116 ramp had the highest crash ratios in the project study area (see Figure 2.1). The crash ratio for a section of road is calculated by dividing the number of crashes that have occurred by the length (in feet) of that section. The alternatives analysis will include a review of traffic operations and safety at these interchanges.

Illinois River Navigation

In addition to reviewing roadway geometry and traffic operations at the interchanges, the navigational operations of barge and other river traffic is being reviewed. The Illinois River is used commercially for the transport of goods by local and regional businesses. Principal cargoes, carried chiefly by barges, are coal, petroleum and grain products. The Illinois River is an important link connecting the Great Lakes to the Mississippi River.

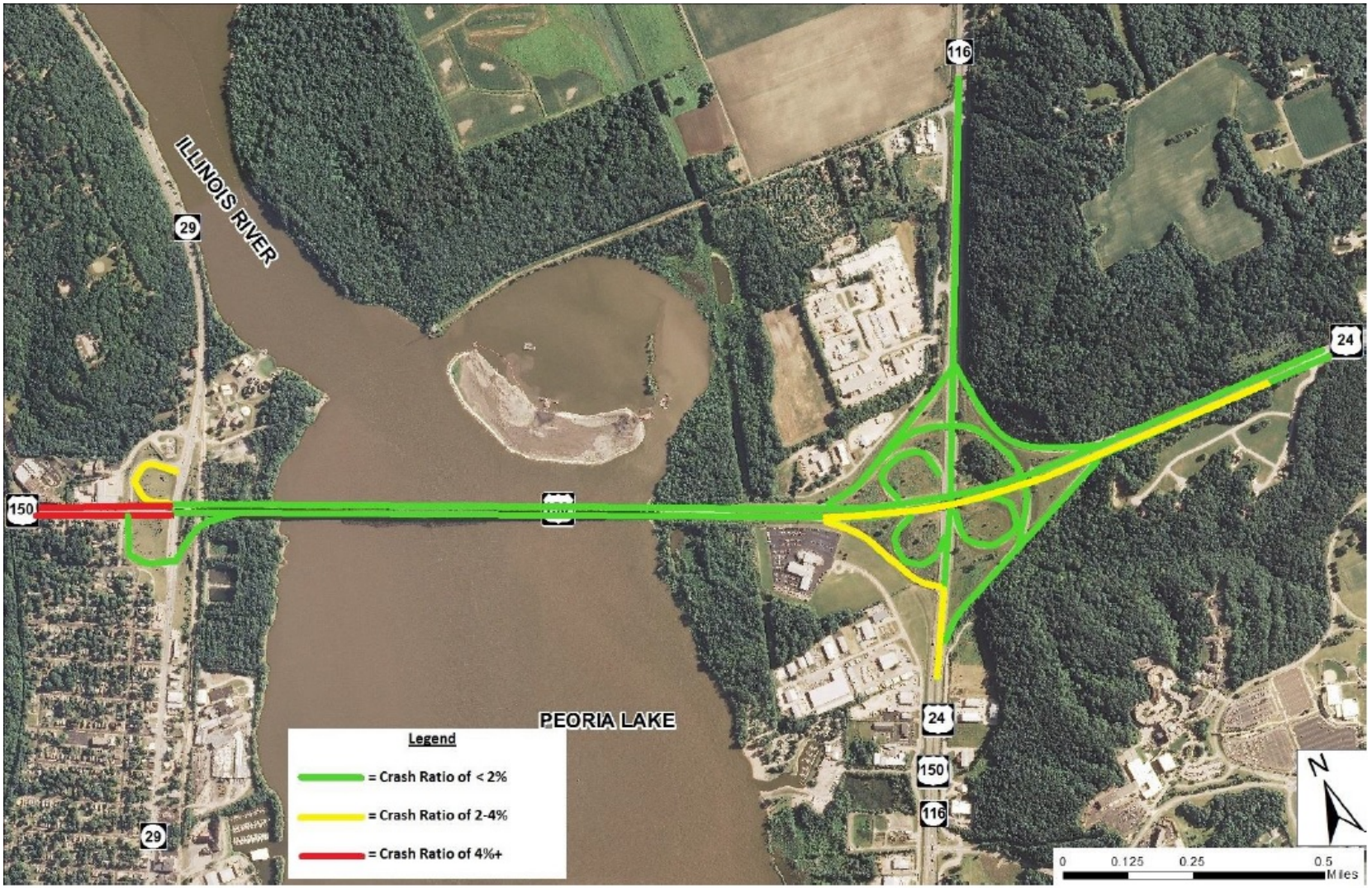
Because the Illinois River is a commercial waterway, the vertical and horizontal navigational clearances for the bridge over the river must be coordinated with the U.S. Coast Guard (USCG) in consultation with the river industry. The horizontal clearance is the open distance between the piers of the main bridge span measured perpendicular to the sailing line, which is the preferred course for safe and efficient navigation in the river channel. The horizontal navigational clearance of the eastbound and westbound bridges is 411 feet, as shown in the original construction plans. The current width of the navigable channel has been reduced to 350 feet due to the gradual eastward shift of the sailing line after the construction of the bridge. River current over time has forced the navigable river channel and sailing line east of the original 1948 condition, and the river depth by the west pier of the main bridge span has become shallow from siltation. The vertical clearance is the distance between the lowest part of the bridge superstructure spanning the navigation channel and the recognized water surface reference level, which at McClugage Bridge, is the low operating water surface level. The vertical navigational clearance of the eastbound bridge is 66.4 feet. Based on preliminary consultation with the USCG and river industry, maintaining the current horizontal and vertical clearances would be acceptable. However,

navigational clearance of any proposed bridge replacement or modification to the existing bridge would need to be reviewed and approved by these agencies.

Pedestrian and Bicycle Accommodation

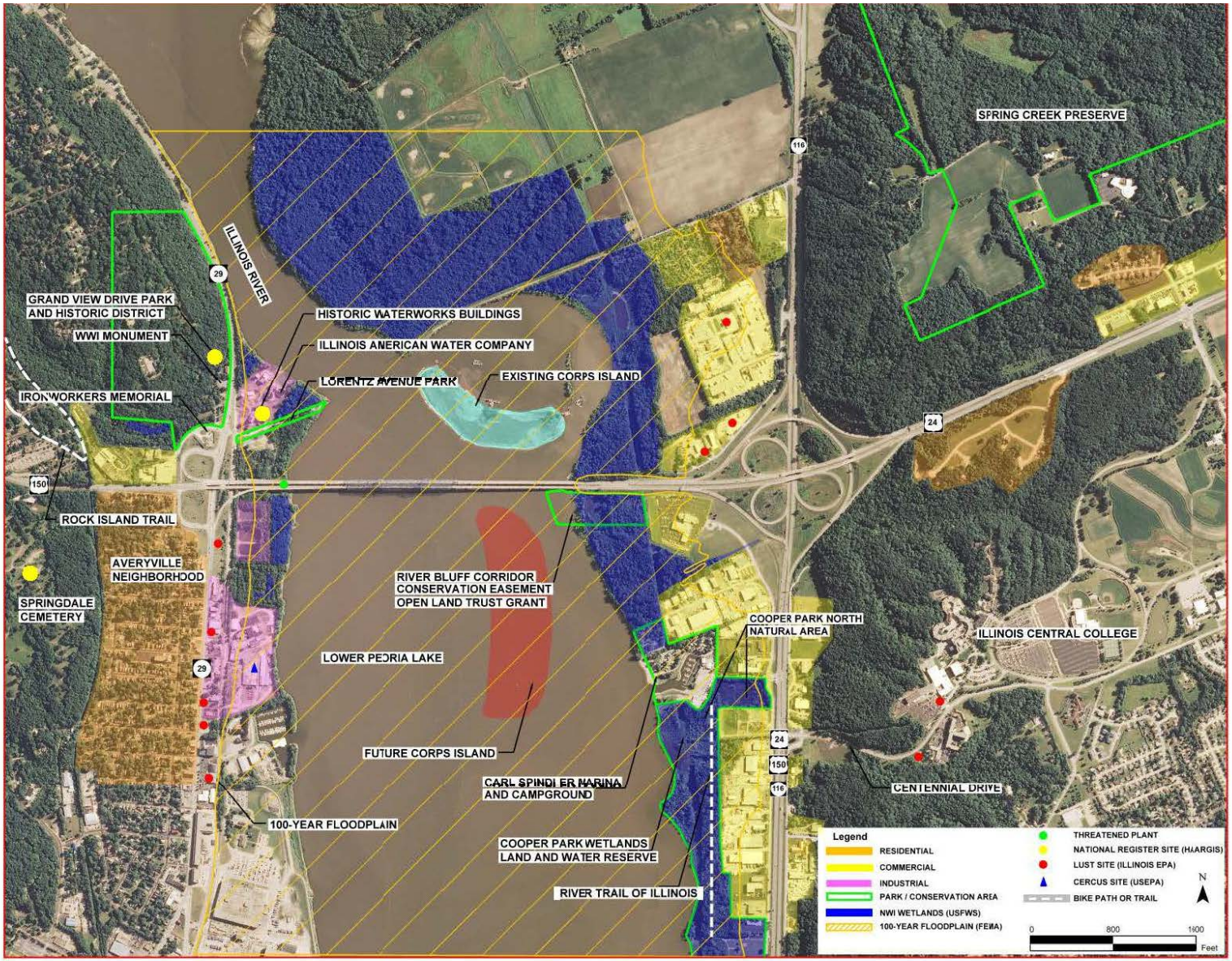
Currently there is no accommodation for pedestrians or bicyclists to cross the Illinois River on US 150. IDOT policy does not allow pedestrian and bicycle traffic to share the roadway on sections with design speeds greater than 44 miles per hour (mph) and ADTs greater than 15,000. These roadway sections require a separate side path. The closest Illinois River crossing for pedestrians and bicyclists is more than three miles south at the Bob Michel Bridge carrying Illinois Route 40. There is a public need for a pedestrian and bicycle trail across the McClugage Bridge because of existing trails on both sides of the river. Existing routes and trails in the project study area include the Peoria Park District's Rock Island Trail west of the McClugage Bridge and the Fon du Lac Park District's off-road hiking River Trail of Illinois located southeast of the McClugage Bridge (see Figure 2.2). As part of IDOT's Complete Streets policy, bicycle and pedestrian accommodations are being considered for this project.

Figure 2.1 High Crash Ratio Areas (2008 to 2013)



A map illustrating the locations of high and low crash ratios. The crash ratio for a segment of road is calculated by dividing the number of crashes that have occurred by the length (in feet) of that segment

Figure 2.2 Project Study Area Environmental Resources



3. Alternatives

Alternatives are the possible solutions that may address the purpose and need for the project. This section describes the various alternatives that were considered to address the purpose and need and the preferred alternative that was selected. The following alternatives were developed by the project study team with input from the Stakeholder Advisory Group (SAG). A SAG is a group of key stakeholders formed to gain valuable community input, identify and address local concerns, and build public interest and involvement in the project's decision-making process. SAG members represent various project study area constituencies including residents, chambers of commerce, environmental agencies and other community stakeholders.

3.1 What initial alternatives were identified but not considered reasonable preliminary alternatives?

Two alternatives initially identified, but not considered, are:

- Providing a dual deck bridge to replace both eastbound and westbound structures of the McClugage Bridge, and
- Constructing a new river crossing at the old Upper Free Bridge alignment to accommodate westbound US 150, or eastbound and westbound US 150.

Providing a dual deck structure would mean stacking eastbound and westbound roadways on top of each other on a bridge across the Illinois River. This alternative would abandon the westbound US 150 structure, which is currently structurally sound and fully functional. A stacked structure also would impact area outside the existing interchanges to transition the separate bridge vertical profile to existing. Because improvements are not needed to the westbound structure and the purpose of this project is to address the structural and functional deficiencies of the eastbound structure only, this alternative was not considered as a reasonable preliminary alternative.

The Upper Free Bridge alternative would relocate either both eastbound and westbound US 150 or only westbound US 150 to the former alignment known as the Upper Free Bridge, which was constructed before the original 1940s eastbound bridge (see Figures 3.1 and 3.2).

- If only westbound US 150 was relocated to the Upper Free Bridge alignment, then eastbound US 150 would be relocated to the existing westbound bridge. There is currently no roadway on either side of the river at the Upper Free Bridge location, so this alternative would require a relocation of the existing roadway network, especially a portion of the interchange of US 150, US 24 and IL 116 located east of the existing bridge. It would impact the Peoria Park District's Lorentz Avenue Park, historic structures, forested wetlands, river floodplain, a high-voltage power line and buried fiber optic cable under the river, and residential and commercial areas to the east near its connection with IL 116 (see Figures 3.1 and 2.2).

- In addition to the impacts described above, relocating eastbound and westbound US 150 to the Upper Free Bridge alignment would require a new roadway connection from IL 116 to US 24, which would cross or be very near to the Spring Creek Preserve, a 342-acre natural area owned by the Fon du Lac Park District known for its forest bird habitat (see Figures 3.2 and 2.2). This relocation also would abandon the existing westbound bridge.

Because this alternative would impact several natural and socio-economic resources and require extensive roadway and interchange reconfigurations, the Upper Free Bridge alternative was not considered as a reasonable preliminary alternative.

3.2 What preliminary alternatives were considered?

The eastbound bridge is eligible for listing on the National Register of Historic Places. This eligibility affords the bridge certain protections under Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act. In addition to any "new bridge" alternatives, these laws require that alternatives be considered to avoid use (demolition or degradation of historic integrity) of the historic bridge. The following alternatives were considered:

- Do nothing (no-build),
- Rehabilitation without affecting the bridge's historic integrity, and
- Build on new location and leave the bridge in-place, preserving its historic integrity.

If these alternatives are not feasible and prudent and removal and replacement of the historic bridge is proposed, then, as required by 23 USC 144(g), the bridge must be offered to anyone willing to preserve the bridge in perpetuity using their own resources. The eastbound US 150 bridge was made available for donation to a willing responsible entity on May 31, 2015 and July 19, 2015 via public notices in the Peoria Journal Star (see Appendix C). No responsible entity expressed an interest in accepting this bridge for preservation. The three alternatives are included in the following alternatives section.

Building a new bridge on a new alignment would allow the existing structure to be used as a pedestrian-only structure. However, continued maintenance of the structure would be required, which would create a burden for the state, and a more efficient pedestrian structure could be built on the new bridge. Therefore, IDOT does not wish to pursue this alternative.

3.2.1 What is the No-Build Alternative?

No-build means that no improvements to the existing bridge would be made and the bridge would remain as it is today. Annual IDOT inspections would continue to ensure the safety of the bridge and maintenance would continue to occur to keep it open to traffic. In time, the structural deterioration of the bridge would require weight limits and ultimately closure of the bridge to traffic. This would force local and regional motorists to travel south and cross the Illinois River on I-74, causing adverse travel in excess of eight miles and a minimum adverse travel time of 15 minutes. In addition, the existing eastbound bridge would not have adequate capacity for future traffic nor include a shared-use path.

3.2.2 What is the Rehabilitation Alternative?

Rehabilitation includes repairing the damaged or deteriorated portions of the existing bridge to increase the length of time it would be able to remain open to traffic. Rehabilitation is estimated to extend the life of the bridge for another 10 to 15 years. A rehabilitation project on the steel truss bridge could increase the width; however, widening of the existing through-truss bridge would require replacement of the entire deck and deck framing system and substantial reinforcement or replacement of the trusses. Also, the piers of the existing bridge are not designed to current standards and seismic requirements and would need to be removed and replaced. The Rehabilitation Alternative would not include a shared-use path.

Figure 3.1 Upper Free Bridge Roadway Alignment (Westbound US 150 Relocated)

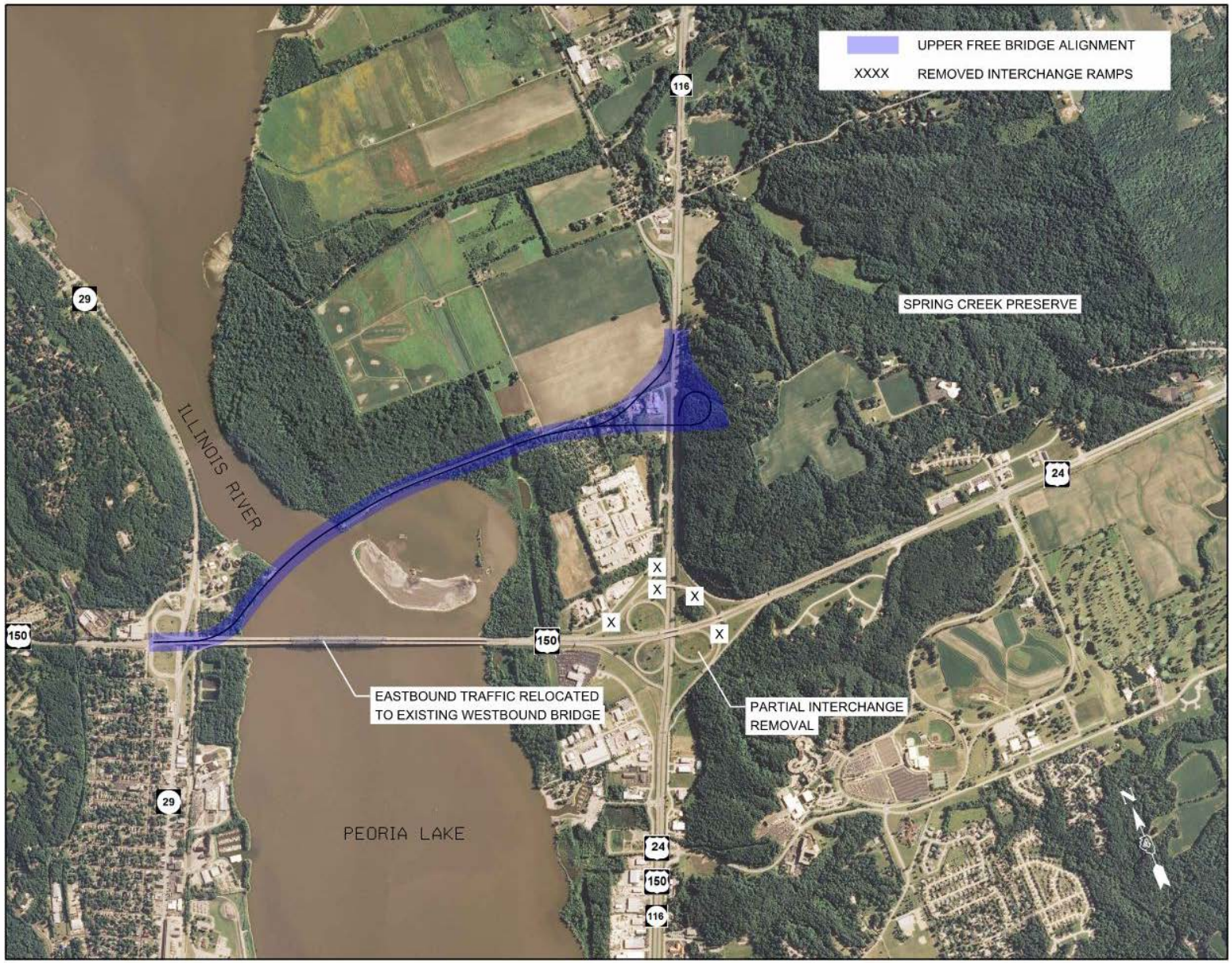
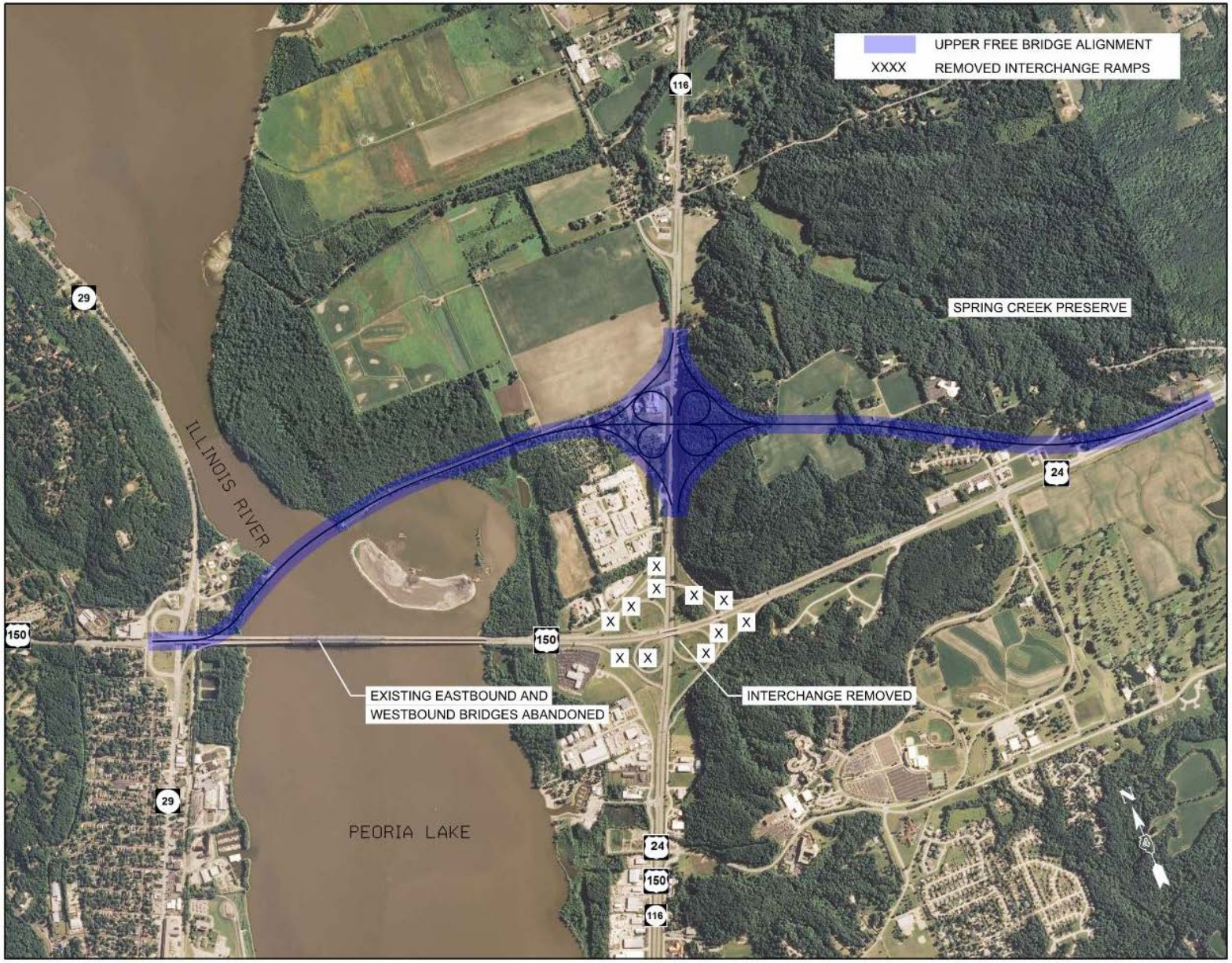


Figure 3.2 Upper Free Bridge Roadway Alignment (Eastbound and Westbound US 150 Relocated)



3.2.3 What new bridge alternatives were considered?

A new bridge would be constructed to current standards. The new bridge alternatives that were considered all involve three components: the location of the river crossing, improvements to the west interchange and improvements to the east interchange.

3.2.3.1 Are different types of bridges being considered for this project?

A separate bridge type evaluation and study was completed to determine the preferred bridge type for the build alternatives. Seven main span bridge types were reviewed for the project, beginning with those technically feasible for the required navigation span, and then evaluated to find the most appropriate for the McClugage Bridge site. The main span is defined by navigation bridge height (66.4 feet) and main span navigational clearance (411 feet) required by the USCG.

All of the bridge types evaluated in the study were set to meet the minimum USCG navigational requirements. However, some bridge types are more economical than others with regards to the approximate 600-foot main span structure length. For instance, a plate girder type bridge would have prohibitively large beams and a cable-stayed bridge would be considered an over-design for this span length. Bridge types such as tied arch and true arch are more reasonable for the main span length.

All bridge types evaluated would accommodate pedestrian and bicycle accommodations across the Illinois River and there were no environmental impact differences between bridge types studied.

A 650-foot steel tied arch bridge was recommended as a result of the bridge type study. FHWA concurred with this selection on May 10, 2016, and IDOT Bureau of Bridges and Structures concurred with this selection on May 18, 2016. This bridge type was assumed the same with all roadway alignment alternatives.

3.2.3.2 What river crossing alignments were considered for this project?

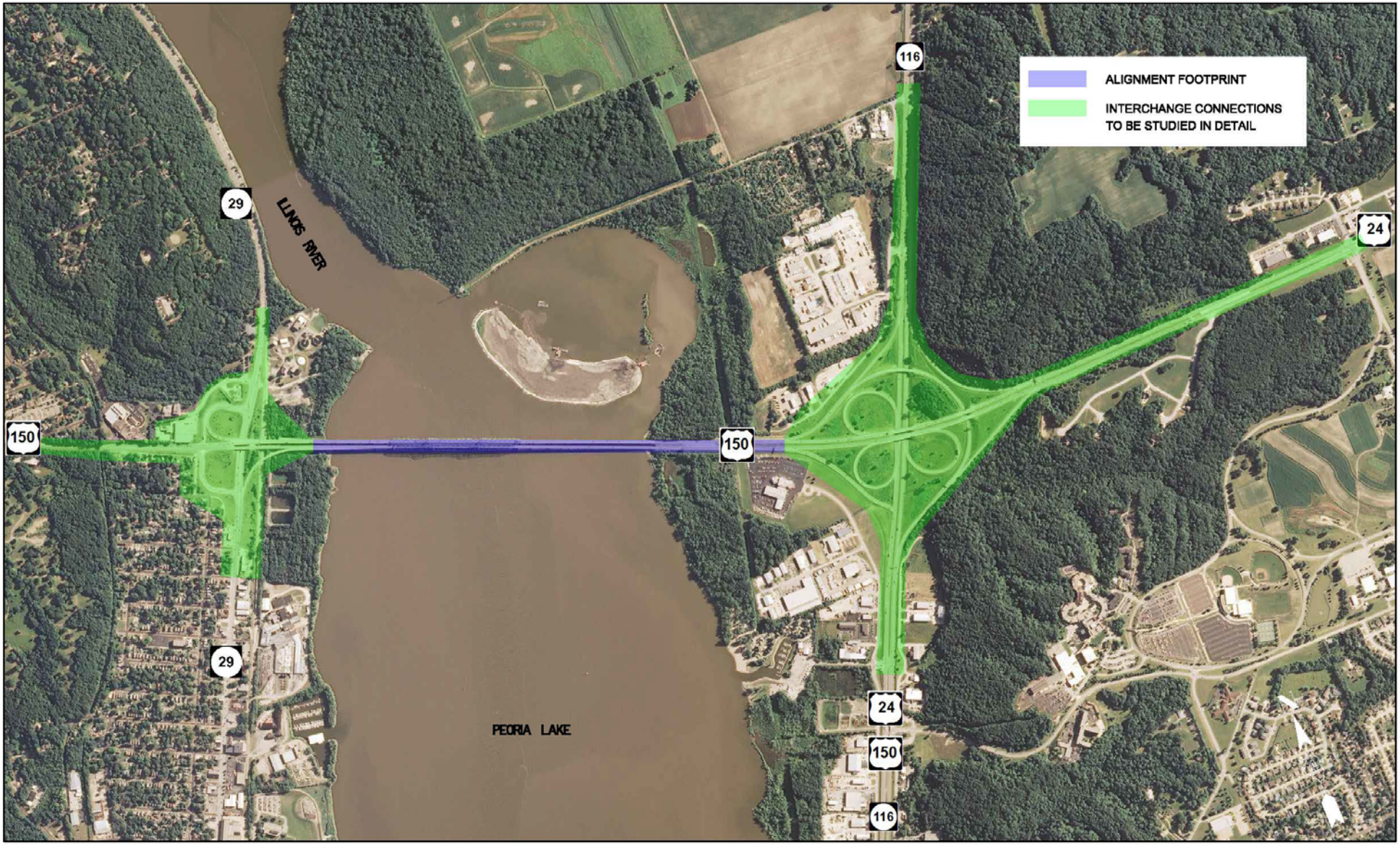
Three different alternative alignments, or locations where a new bridge would be built, have been developed for study: existing roadway alignment, northern roadway alignment and southern roadway alignment.

Existing Roadway Alignment

The existing roadway alignment (see Figure 3.3) involves constructing a new bridge in the same location as the existing eastbound bridge. Two alternatives for placing the bridge on the existing alignment have been developed.

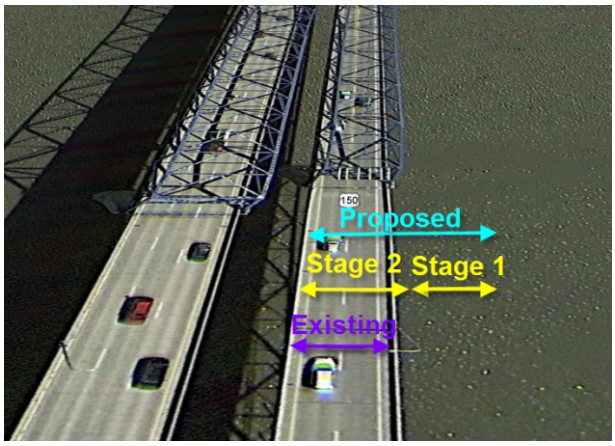
- Closed During Construction – This alternative would involve closing and removing the existing bridge, then building the new bridge in its place. One option for construction traffic would be to detour eastbound traffic to the westbound structure during construction. The existing eastbound bridge would be closed during an estimated three-year construction period. This alternative would likely involve a moveable barrier system on the existing westbound structure that would allow for two travel lanes in the direction of primary traffic movement and one lane in the opposing direction. In the morning, westbound traffic would be afforded two lanes, and eastbound traffic would be afforded two lanes in the evening. Another option for construction

Figure 3.3 Existing Roadway Alignment



traffic would be to detour traffic to the closest river crossing at I-74, approximately four miles to the south.

- Staged Construction (see adjacent photo) - Portions of the new bridge would be built adjacent to the eastbound structure (Stage 1). This would allow traffic on the eastbound bridge to be maintained during most of the construction period, except when the eastbound traffic would need to be shifted from the old bridge to the new bridge. Once traffic is relocated to the new bridge, the old bridge would be removed and the other half of the new bridge would be built in its place (Stage 2) and connected to the previously constructed stage. The existing connections to the east and west interchanges would remain in place.



Staged Construction

Northern Roadway Alignment

The northern roadway alignment (see Figure 3.4) would involve constructing a new bridge north of the existing westbound bridge. This new bridge would carry the westbound traffic into Peoria and the existing westbound bridge would have the traffic direction reversed, carrying the eastbound traffic into Tazewell County. New connections to the west and east interchanges would be necessary for both directions of travel. The existing eastbound bridge, which would remain open during construction of the new bridge, would then be removed.

Southern Roadway Alignment

The southern roadway alignment (see Figure 3.5) would involve constructing a new bridge south of the existing eastbound bridge. This new bridge would carry eastbound traffic into Tazewell County. New connections to the west and east interchanges would be necessary for the eastbound direction of travel. The existing eastbound bridge, which would remain open during construction of the new bridge, then would be removed.

Figure 3.4 Northern Roadway Alignment

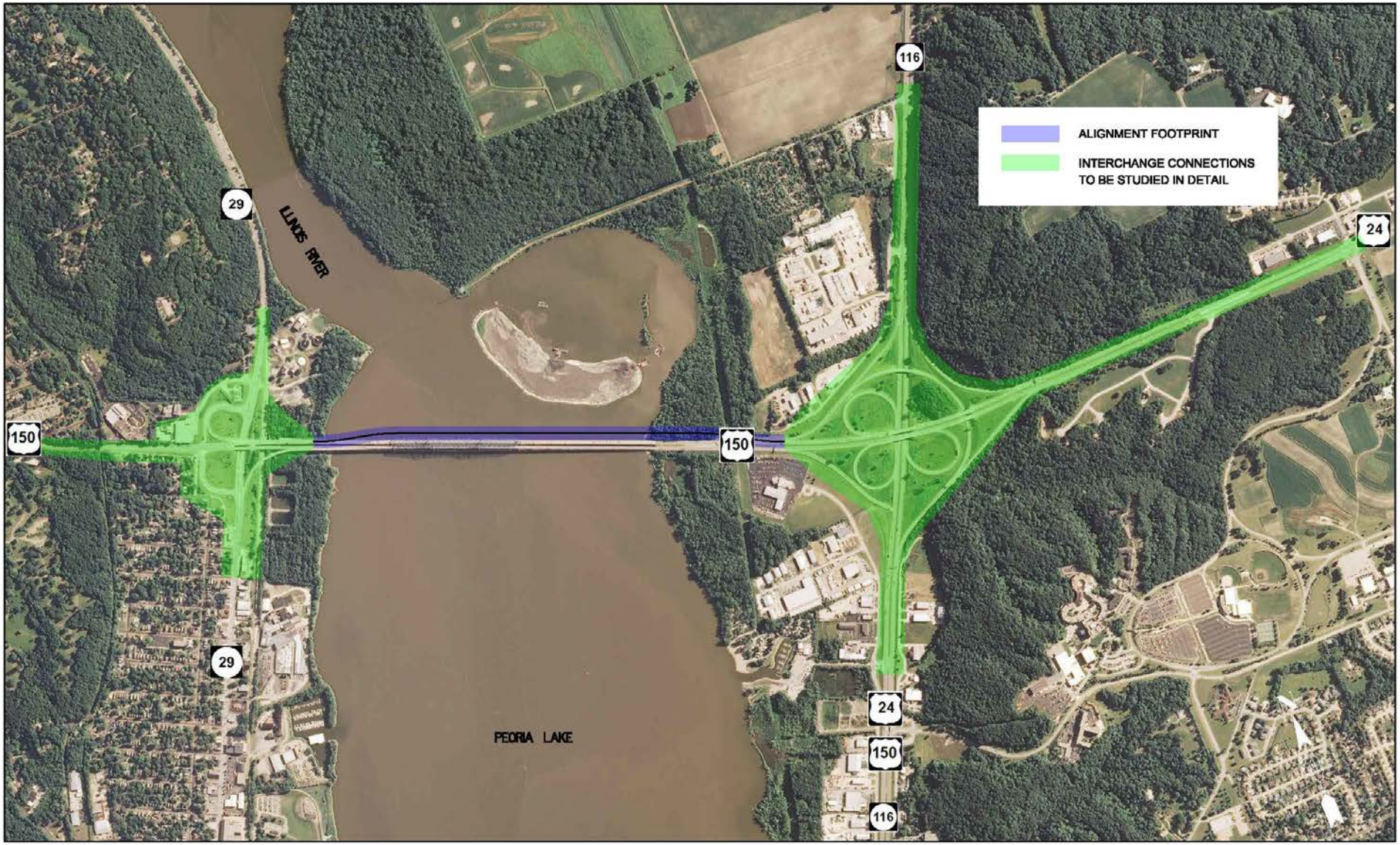
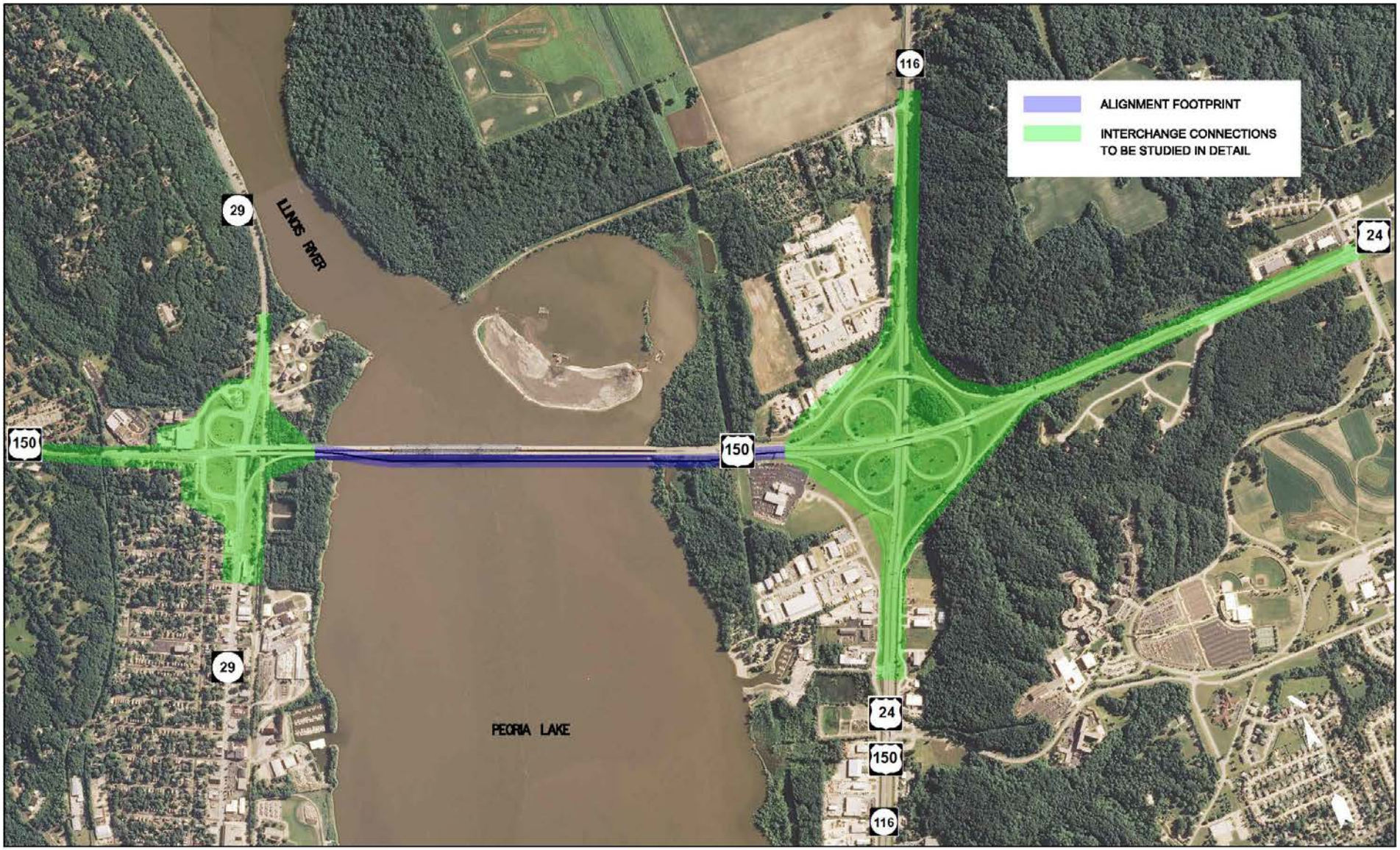


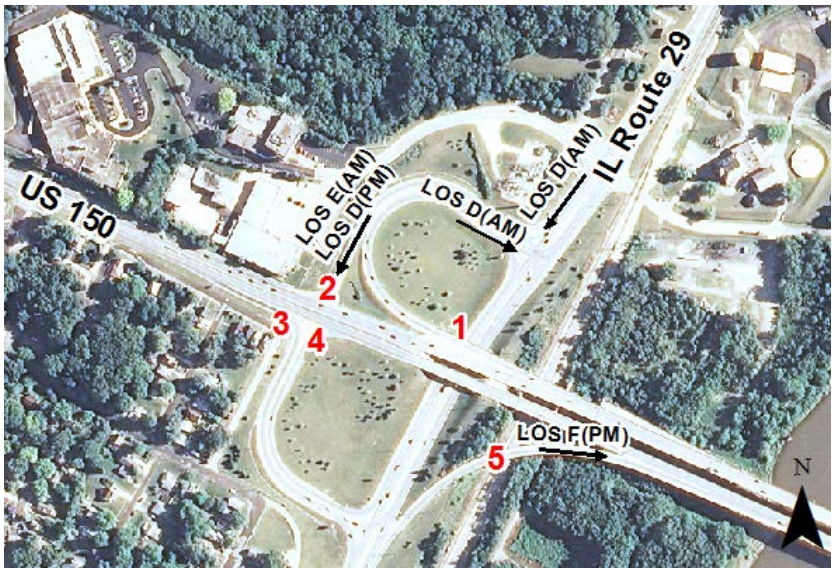
Figure 3.5 Southern Roadway Alignment



3.2.3.3 What west interchange alternatives were considered?

The western side of the river (Peoria County) is the existing modified partial cloverleaf interchange of US 150 and IL 29. This interchange consists of the following traffic movements as denoted by the numbers in the graphic.

1. Exit ramp from westbound US 150 to northbound or southbound IL 29.
2. Intersection connection from southbound or northbound IL 29 to westbound US 150.
3. Intersection connection from eastbound US 150 to southbound or northbound IL 29.
4. Intersection connection from southbound IL 29 to eastbound US 150.
5. Entrance ramp from northbound IL 29 to eastbound US 150.



The existing interchange was analyzed to determine the level of service (LOS) and expected crash rates based on 2040 projected traffic. The LOS of an intersection rates its operational characteristics. LOS is a scale from A to F, with A indicating optimal free-flow conditions and F indicating the intersection demand exceeds capacity. The above figure displays the expected future (2040) LOS for the west interchange movements, and shows that all of these movements are inadequate for the minimum design value of LOS C.

A crash analysis of the project study area also was conducted, which shows a higher than average crash ratio than the statewide crash ratio for ramp 1 and intersection locations 2, 3 and 4. In addition, existing crash ratios are much higher than those predicted from the Highway Safety Manual (HSM) using existing traffic volumes. This could be attributed to an over-capacity roadway generating additional crashes, which the HSM predictive analysis models do not account for.

Based on this information of the existing interchange analysis, improvements to the interchange were evaluated and compared to determine their ability to increase traffic capacity and safety, and their effect on the footprint of the interchange itself. Four interchange types were evaluated:

- Single Point Urban Interchange (Figure 3.6)
    - Combines all the US 150 ramp movements and the through movements of IL 29 to a single large intersection located under the mainline of US 150. A bridge would carry US 150 over this large intersection. IL 29 would be realigned to the west and the existing ramp configurations would be eliminated. A third lane would be added to the eastbound bridge as part of the eastbound on ramp.

- Modified Jughandle Interchange (Figure 3.7)
    - Eliminate the existing westbound US 150 merge and include it as part of a stop-controlled intersection for all movements on and off of US 150. The westbound US 150 off-ramp would include a free-flow movement onto IL 29 southbound. A third lane would be added to the eastbound bridge as part of the eastbound on ramp.

- Dogbone Roundabout Interchange (Figure 3.8)
    - Includes two roundabouts north and south of US 150 to accommodate all ramp movements and IL 29 north and south movements. IL 29 would be shifted to the west on the north side of US 150 but would re-align with existing IL 29 under the existing US 150 structure. The roundabouts would be dual lanes.

- Existing Interchange Improvements (Figure 3.9)
    - Consists of dual right and left turn lanes from the exit ramp onto IL 29 northbound and southbound, a larger radii for the westbound US 150 entrance including an acceleration lane, a larger radii curve at both eastbound US 150 entrance and exit ramps with the additional third lane added at the southbound IL 29 to eastbound US 150 entrance.

3.2.3.4 What east interchange alternatives were considered?

On the eastern side of the river (Tazewell County), the northern, southern and existing alternative alignments can tie into the existing roadway with no required alterations of the existing interchange.

As part of the project study area crash analysis, a higher than average crash ratio than the statewide crash ratio was noted at the US 150 to southbound IL 116 ramp stop controlled intersection (see Figure 2.1), predominantly having rear end property damage only (PDO) crashes. This area also was identified as a concern based on comments received from the public at both the SAG meetings as well as the public informational meeting. Having a stop controlled intersection creating unexpected vehicle queues within the freeway interchange environment was determined to be the cause of the higher than average crash ratios at this location.

Several options were reviewed at this location to determine what improvements could be made, including (see Figure 3.10):

- Option 1 – Moving the Marina Road intersection further south to line up with Centennial Drive,
- Option 2 – Adding a third lane along IL 116 and re-configuring the Marina Road intersection,
- Option 3 – Adding a stoplight at the existing ramp intersection, and
- Option 4 – Merging the ramp onto IL 116 prior to the existing Marina Road right turn lane.

3.3 How were the alternatives evaluated and screened?

The new bridge alternatives that were considered all involve three components: the location of the river crossing, improvements to the west interchange, and improvements to the east interchange. Each of these three components were evaluated separately because any of the alternatives for both the west and east interchanges are compatible with any of the three river crossing alternatives. Any differences in impacts due to the connection location to each interchange alternative are described in the following sections.

Figure 3.6 Single Point Urban Interchange (West terminus)

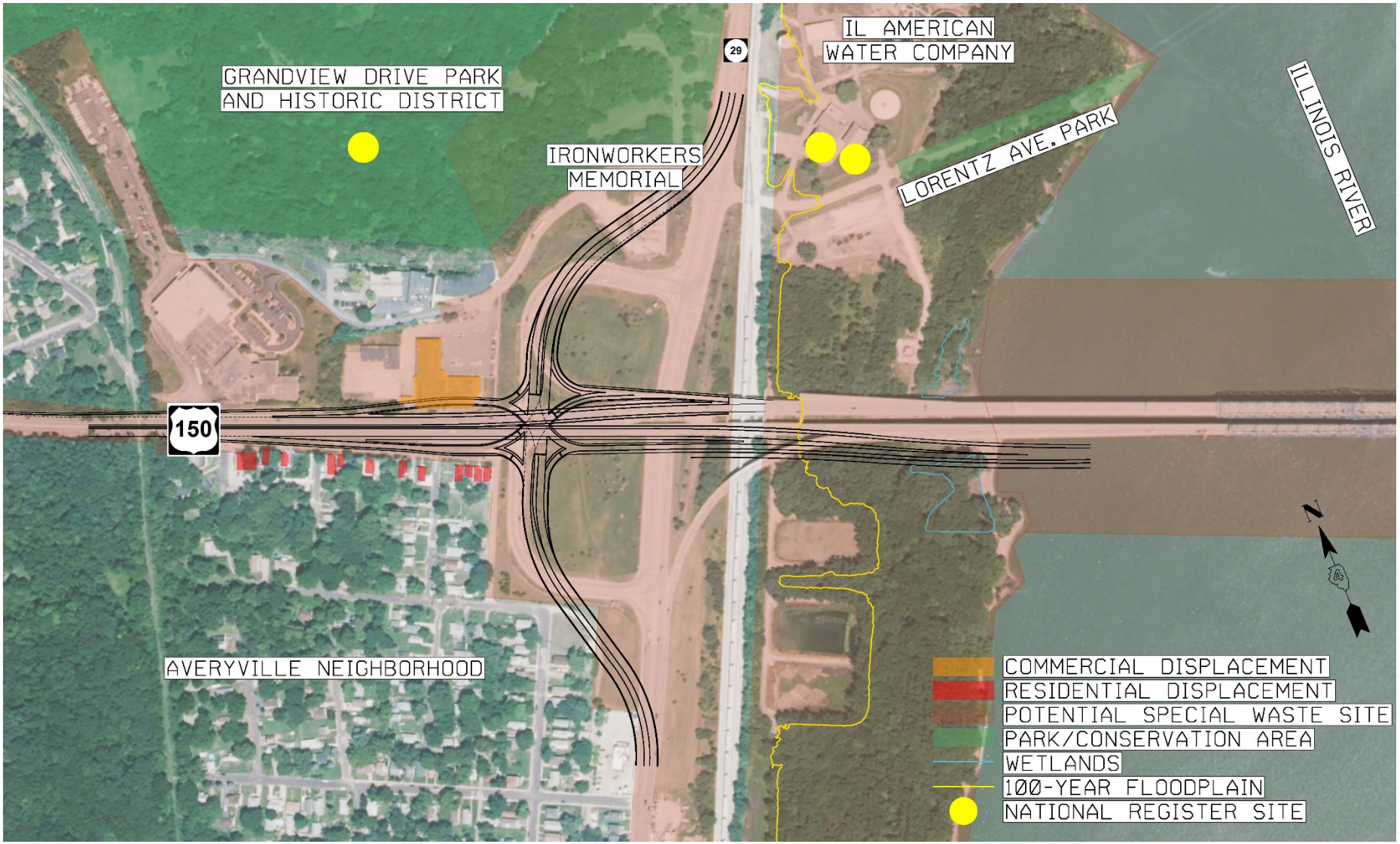


Figure 3.7 Modified Jughandle Interchange (West terminus)

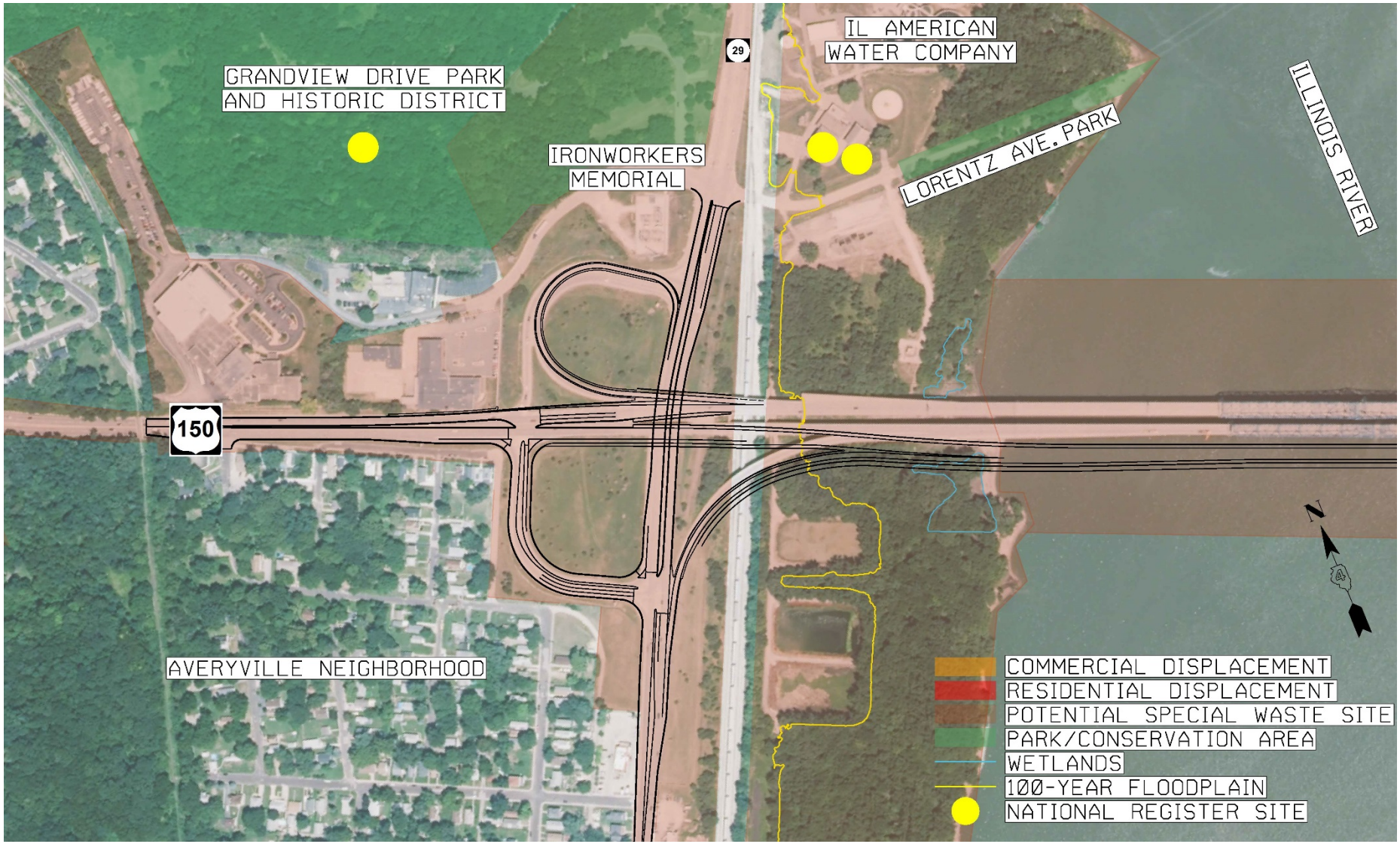


Figure 3.8 Dogbone Roundabout Interchange (West terminus)

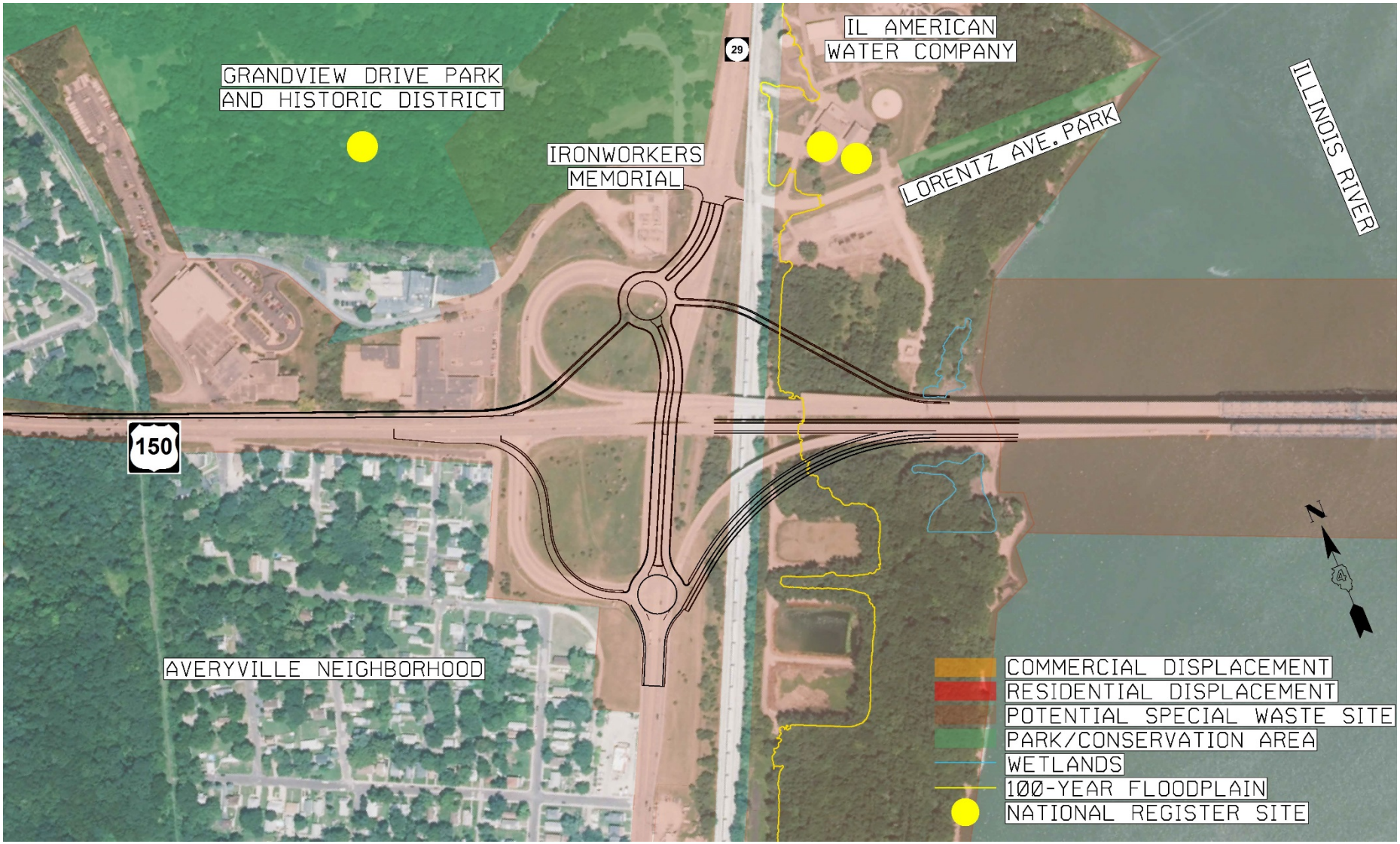


Figure 3.9 Existing Interchange Improvements (West terminus)

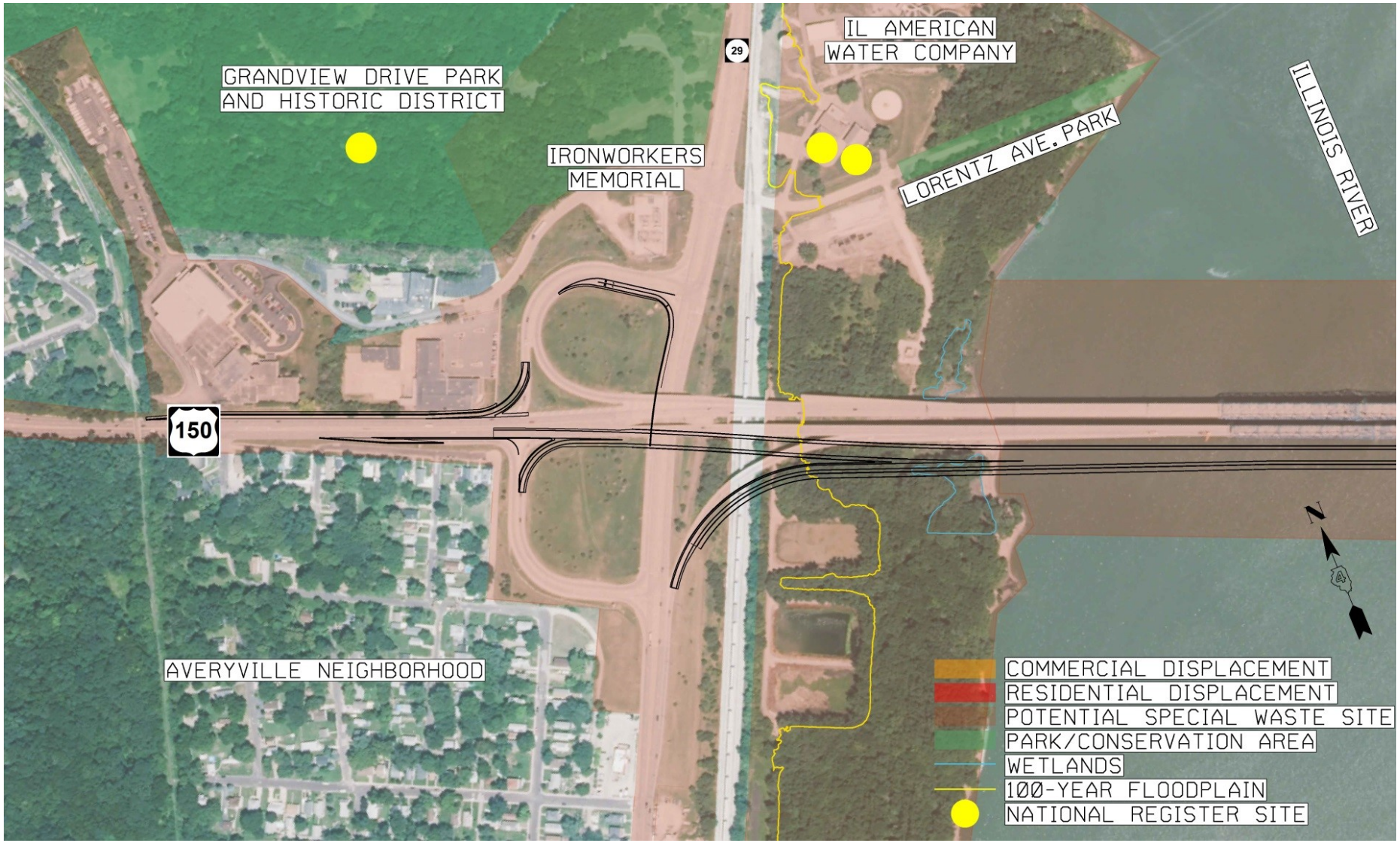
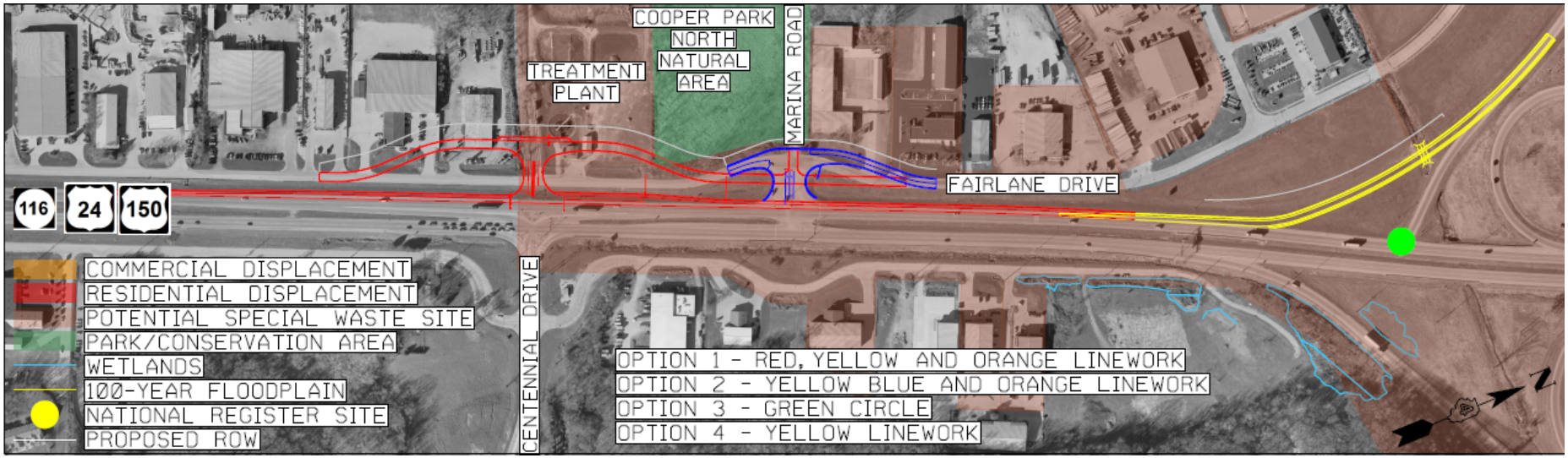


Figure 3.10 Southbound IL 116 Connection Options (East terminus)



3.3.1 How were the river crossing alternatives evaluated and screened?

River crossing alternatives for the project were screened according to several criteria to determine if they should be carried forward for detailed evaluation. A construction footprint width of 150 feet was assumed for all roadway alignment alternatives (existing, northern and southern). No additional area was assumed for the no-build and rehabilitation alternatives. Environmental data used for preliminary screening was obtained from available databases showing the locations and boundaries of the resources listed below. Project specific environmental data was used for more detailed analysis of the alternatives carried forward for additional study using data from field surveys of wetlands, birds and plants, special waste, archaeology, and study team site visits.

- Purpose and Need – Does the alternative meet the purpose and need?
- Traffic Impact – How will traffic be impacted during and after construction?
- River Navigation – How does the alternative affect horizontal and vertical clearances under the bridge?
- Environmental Impacts – How are the environmental resources (see Figure 2.2) in the study area affected by the alternative?
    - 100-Year Floodplain – How much would the alternative encroach (in lineal feet) into the floodplain, the area where flood waters typically flow as mapped by the Federal Emergency Management Agency (FEMA), of the Illinois River?
    - Wetland – Using the National Wetlands Inventory (NWI) mapping, how much wetland acreage is impacted?
    - Forest Habitat – How much forested area is impacted by the alternative?
    - Section 4(f) Resources – Are public parks, recreational areas, wildlife refuges or historical sites impacted by the alternative?
    - Threatened and Endangered Species – Using the Illinois Department of Natural Resources (IDNR) Natural Heritage Database, are any threatened or endangered plant or animal species in the vicinity of the alternative?
    - Historic Bridge – Would the alternative adversely affect the eastbound structure, which is eligible for the National Register of Historic Places?
    - Special Waste – How many Leaking Underground Storage Tank (LUST) or Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) sites are impacted by or in the vicinity of the alternative?
    - Open Land Trust (OLT) Grant – How much land would be needed from areas that were originally purchased using special state of Illinois funds specifically meant for public recreation and conservation? OLT funds were used to establish the River Bluff Corridor Conservation Easement (see Figure 2.2).

  - Right-of-Way (ROW) – How much additional property must be acquired for the alternative?
  - Displacements – Are there any homes or businesses that would need to be purchased for the alternative?

- Public Engagement Input – What is the public's response to the alternative?

3.3.2 How were the west interchange alternatives evaluated and screened?

Interchange options for the project were screened according to several criteria to determine if they should be carried forward for detailed evaluation. This level of screening was a cursory review of the interchange footprints, geometric constraints and expected traffic and safety effects. Detailed evaluations were not completed to determine specific environmental impacts at this level as several options had fatal flaws preventing them from being carried forward, which are discussed below.

- Purpose and Need – Do the interchange improvements accommodate the purpose and need?
- Compatibility with Northern, Existing or Southern Alignment Alternatives – What effect does the alignment alternative have on the interchange option's ability to connect to the proposed alternatives?
- Horizontal Geometrics Compatibility – Does the interchange option meet IDOT policy for the horizontal geometrics?
- Vertical Geometrics Compatibility – Does the interchange option meet IDOT policy for the vertical geometrics?
- Future Traffic Capacity – Does the interchange option increase traffic capacity?
- Future Traffic Safety – Does the interchange option increase traffic safety?
- Constructability – What impact will the construction of the interchange option have on maintaining existing traffic?

3.3.3 How were the east interchange alternatives evaluated and screened?

East interchange alternatives for the project were screened according to several criteria to determine if they should be carried forward for detailed evaluation. This level of screening was a cursory review of the interchange footprints, geometric constraints and expected traffic and safety effects.

- Future Traffic Capacity – Does the interchange option increase traffic capacity?
- Future Traffic Safety – Does the interchange option increase traffic safety?
- Major Utility Relocations – Does the interchange improvement require relocations of major utilities?
- Environmental Impacts – How are the environmental resources (see Figure 2.2) in the study area affected by the alternative?

- ROW – How much additional property must be acquired for the alternative?
- Displacements – Are there any homes or businesses that would need to be purchased for the alternative?
- Cooper Park North Natural Area – How much land would be needed from the Cooper Park North Natural Area, an Illinois Natural Areas Inventory (INAI) site and Nature Preserve?
- Special Waste – How many LUST, CERCLIS sites or other special waste sites would be impacted by or in the vicinity of the alternative?

3.4 What were the results of the evaluation and screening?

The following sections discuss the results of the evaluation and screening of the river crossing alternatives, the west interchange alternatives and the east interchange alternatives.

3.4.1 Which river crossing alternative was eliminated?

The results of evaluating the river crossing alternatives based on the screening criteria are displayed in Table 3.1, which identifies the alternative being eliminated from consideration (Existing Roadway Alignment (closed during construction)) and the alternatives carried forward for additional study. The alternative eliminated from further consideration is discussed in this section, and the alternatives to be carried forward for additional study are discussed in Section 3.4.1.1.

Existing Roadway Alignment (closed during construction)

Feedback from the public engagement process expressed a high priority for adequate traffic flow during any proposed construction. A traffic analysis was completed to review a variety of options for construction staging. The traffic analysis determined that the expressway design policy value LOS of C or better could not be maintained for intersections in the McClugage Bridge study area for this alternative. The LOS of an intersection rates its operational characteristics. LOS is a scale from A to F, with A indicating optimal free-flow conditions and F indicating the intersection demand exceeds capacity. Traffic delays and slow response time for emergency responders would be expected for an estimated three-year construction period. In addition, the maintenance of a moveable barrier system for more than one construction season would not be reasonable to provide through winter freezing and snow removal conditions. Therefore a moveable barrier system for the three-year construction timeline is not a viable traffic maintenance solution.

The impacts that this alternative would have on the resources listed in Table 3.1 are similar to the other new bridge alternatives. However, this alternative would not allow for the possibility of leaving the existing eastbound bridge in place for historic preservation unlike the Northern and Southern Alignment alternatives. Demolition of the bridge would adversely affect the historic bridge.

While this alternative would meet the purpose and need of the project, this roadway alignment alternative was eliminated from further consideration because it would not provide adequate traffic flow during construction.

Table 3.1 Screening Results for Preliminary River Crossing Alternatives

Screening Criteria	No-Build	Rehabilitation	Existing Alignment (closed during construction)	Existing Alignment (staged construction)	Northern Alignment	Southern Alignment
Purpose and Need	No	No	Yes	Yes	Yes	Yes
Traffic During Construction	N/A	Poor	Poor	Neutral	Good	Good
River Navigation (horizontal and vertical clearances)	Acceptable (no change)	Acceptable (no change)	Increases Horizontal Clearance	Increases Horizontal Clearance	Increases Horizontal Clearance	Increases Horizontal Clearance
Environmental Impacts						
100-Year Floodplain	0 Feet	0 Feet	4,400 Feet	5,400 Feet	5,600 Feet	5,600 Feet
NWI Wetlands	0.0 Acres	0.0 Acres	0.4 Acres	2.7 Acres	0.4 Acres	3.1 Acres
Forest Habitat	0.0 Acres	0.0 Acres	7.0 Acres	7.0 Acres	9.4 Acres	7.0 Acres
Section 4(f) Resources	No	No	Yes	Yes	Maybe	Maybe
Threatened/Endangered Species in Vicinity	No	Yes	Yes	Yes	Yes	Yes
Adverse Effect to Historic Bridge	No	No	Yes	Yes	Yes	Yes
Special Waste Sites	0	0	3	4	4	4
OLT-funded land	0.0 Acres	0.0 Acres	3.0 Acres	3.0 Acres	0.0 Acres	4.4 Acres
ROW	0.0 Acres	0.0 Acres	8.9 Acres	8.9 Acres	14.0 Acres	10.3 Acres
Displacements	0	0	15	15	15	15
Public Engagement Input	Unfavorable	Unfavorable	Unfavorable	Neutral Response	Neutral Response	Neutral Response
Alternative Eliminated or Retained	Retained[1]	Retained[2]	Eliminated[3]	Retained	Retained	Retained

1) Although this alternative does not meet purpose and need, it is being carried forward as an alternative considered to avoid an adverse effect to the historic integrity of the bridge and to compare the benefits and impacts of the other alternatives carried forward.
2) Although this alternative does not meet purpose and need, it is being carried forward as an alternative considered to avoid an adverse effect to the historic integrity of the bridge.
3) Primary reasons for alternative elimination are highlighted yellow.

3.4.1.1 Which river crossing alternatives were carried forward for further consideration?

No-Build

The no-build alternative would not meet the purpose and need of the project. It would not accommodate eastbound US 150 traffic across the Illinois River on a structurally sound transportation system, meet current design standards, be designed for future traffic, or provide a safe crossing of the Illinois River for the public. However, the no-build alternative was carried forward as one of the alternatives considered to avoid impacts to the historic eastbound bridge and to compare the benefits and impacts of the other alternatives carried forward.

Rehabilitation

Rehabilitation would not address the geometric and functional deficiencies of the bridge, or the long-term need of a structurally sound transportation system. Widening of this structure as part of rehabilitation is not practical due to the severe condition of the structure. Therefore, a rehabilitated bridge with its current width would not meet the current design standards nor accommodate future traffic. Because the Rehabilitation Alternative would not address the geometric and functional deficiencies of the bridge, and would not meet current design standards or accommodate future traffic, it does not meet the purpose and need of the project.

Although the rehabilitation alternative would not meet the purpose and need, it was carried forward as one of the alternatives considered to avoid impacts to the historic integrity of the eastbound bridge. In order to avoid adversely impacting the historic bridge, rehabilitation would need to occur without affecting its historic integrity.

New Bridge

A new bridge on a northern roadway alignment, southern roadway alignment or the existing roadway alignment using staged construction achieves the purpose and need by providing a new structure with sufficient capacity for future growth that meets current design standards and would minimize the time that traffic would be restricted due to construction.

3.4.2 Which west interchange options were not carried forward for further consideration?

The results of evaluating the interchange options based on the screening criteria are displayed in Table 3.2, which identifies the options being eliminated from consideration and the option carried forward for additional study. The options eliminated from further consideration are discussed in this section, and the option to be carried forward for additional study (the preferred western interchange option) is discussed in Section 3.4.2.1.

Table 3.2 Western Interchange Option Screening Results

Western Interchange Options				
Screening Criteria	**Single Point**	**Modified Jughandle**	**Dogbone Roundabout**	**Existing Interchange Improvements**
Purpose and Need	NO	NO	NO	YES
Compatibility with Northern Alignment	VERTICAL ALIGNMENT DOES NOT MEET IDOT POLICY	IMPACTS HISTORIC DISTRICT, MAJOR UTILITIES AND REQUIRES INTERSECTION RELOCATION	VERTICAL ALIGNMENT DOES NOT MEET IDOT POLICY	IMPACTS HISTORIC DISTRICT, MAJOR UTILITIES AND REQUIRES INTERSECTION RELOCATION
Compatibility with Existing Alignment	VERTICAL ALIGNMENT DOES NOT MEET IDOT POLICY	CONNECTS TO EXISTING ROADWAY SYSTEM	VERTICAL ALIGNMENT DOES NOT MEET IDOT POLICY	CONNECTS TO EXISTING ROADWAY SYSTEM
Compatibility with Southern Alignment	VERTICAL ALIGNMENT DOES NOT MEET IDOT POLICY	CONNECTS TO EXISTING ROADWAY SYSTEM	VERTICAL ALIGNMENT DOES NOT MEET IDOT POLICY	CONNECTS TO EXISTING ROADWAY SYSTEM
Horizontal Alignment Compatibility	CONNECTS TO EXISTING ROADWAY SYSTEM	CONNECTS TO EXISTING ROADWAY SYSTEM	CONNECTS TO EXISTING ROADWAY SYSTEM	CONNECTS TO EXISTING ROADWAY SYSTEM
Vertical Alignment Compatibility	VERTICAL ALIGNMENT DOES NOT MEET IDOT POLICY	CONNECTS TO EXISTING ROADWAY SYSTEM	VERTICAL ALIGNMENT DOES NOT MEET IDOT POLICY	CONNECTS TO EXISTING ROADWAY SYSTEM
Future Traffic Capacity (LOS)	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING
Future Traffic Safety (Expected Crashes)	DECREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	DECREASED AS COMPARED TO EXISTING	DECREASED AS COMPARED TO EXISTING
Constructability	EXTENSIVE TRAFFIC IMPACTS	MINOR TRAFFIC IMPACTS	MINOR TRAFFIC IMPACTS	MINOR TRAFFIC IMPACTS
Screening Decision	Option Eliminated	Option Eliminated	Option Eliminated	Option Carried Forward

Most Favorable
Satisfactory
Least Favorable

The single point, modified jughandle and dogbone roundabout options were eliminated from consideration for the following reasons. These interchange types did not meet the purpose and need, based on the summary of screening criteria. All four interchange types would have major impacts in conjunction with a northern US 150 bridge alignment alternative, including relocation of the existing electric substation, water wellhead and Lorentz Avenue, access changes to the Lorentz Avenue Park, realignments to Grand View Drive roadway, impacts to Grand View Drive (an historic district and park), and impacts to the Peoria Waterworks (historic buildings now a part of the Illinois American Water Company). The single point and dogbone roundabout interchange types cannot meet IDOT design criteria for the vertical profiles of the ramps to and from US 150. The introduction of a traffic signal for

the modified jughandle interchange would increase expected crashes due to the existing downgrade of eastbound US 150 and the potential for cars stopping on the bridge in queue for the signal.

3.4.2.1 What is the preferred west interchange option?

The preferred western interchange option is the existing interchange improvements. This option meets the purpose and need, improves both traffic capacity and traffic safety, has the best compatibility with all river crossing alignment alternatives carried forward, and is the most favorable for being constructed without impacting existing traffic flows. This interchange option will be carried forward to be evaluated as part of the alignment alternative analysis.

3.4.3 Which east interchange options were not carried forward for further consideration?

The results of evaluating the east interchange options based on the screening criteria are displayed in Table 3.3, which identifies the options being eliminated from consideration and the option carried forward for additional study. The options eliminated from further consideration are discussed in this section, and the option to be carried forward for additional study (the preferred eastern interchange option) is discussed in Section 3.4.3.1.

Table 3.3 US 150 to IL 116 Connection Options Screening Results

US 150 to IL 116 Connection Options				
Screening Criteria	**1) Move Marina Road Intersection across from Centennial Drive**	**2) Add Auxiliary Lane to Southbound IL 116**	**3) Add a Stoplight at the Existing Ramp Intersection**	**4) Provide Merge Ramp Prior to Marian Road Intersection**
Meets Purpose and Need	Yes	Yes	No	Yes
Future Traffic Capacity (LOS)	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING
Future Traffic Safety (Expected Crashes)	DECREASED AS COMPARED TO EXISTING	DECREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	DECREASED AS COMPARED TO EXISTING
Major Utility Relocations	1	0	0	0
ROW (Acres)	3.2	0.4	0	0.4
Displacements	3	0	0	0
Cooper Park North Natural Area (Acres)	0.1	0	0	0
Special Waste Sites	4	1	1	1
Screening Decision	Option Eliminated	Option Carried Forward	Option Eliminated	Option Eliminated

Most Favorable
Satisfactory
Least Favorable

The options to move Marina Road (Option 1), add a stoplight at the existing ramp (Option 3) and provide a merge ramp prior to Marina Road (Option 4) were eliminated from consideration for the following reasons. Moving Marina Road to the south (Option 1) would impact an existing sewage treatment plant, required three commercial property displacements and would impact the Cooper Park North Natural Area. Adding a stoplight at the existing ramp tie-in with southbound IL 116 (Option 3) does not meet the purpose and need for the project as it would increase the number of expected

crashes since a stoplight within an interchange environment is an unexpected condition, and the stops along the mainline would cause additional rear end accidents. Adding the merge ramp prior to the Marina Road intersection (Option 4) would create an unsafe weaving condition for traffic wishing to join southbound IL 116 conflicting with traffic wishing to turn right onto Marina Road.

3.4.3.1 What is the preferred east interchange option?

The preferred eastern interchange option is to add a merge ramp from US 150 to southbound IL 116 and include an auxiliary lane through the Marina Road intersection to the south. This option provides the best future traffic expected crash rate while minimizing the impacts to adjacent commercial businesses and natural areas. By providing the auxiliary lane through the Marina Road intersection, the weaving condition prior to the intersection is eliminated and traffic is allowed a standard merge length south of the intersection. This interchange option will be carried forward to be evaluated as part of the alignment alternative analysis.

3.5 How were the remaining river crossing alternatives further evaluated?

The alternatives analysis previously completed resulted in five alternatives being carried forward for additional study:

- No-build,
- Rehabilitation,
- New bridge on existing alignment using staged construction,
- New bridge on a northern alignment, and
- New bridge on a southern alignment.

These five alternatives for the project were evaluated according to several geometric and operational criteria to determine a preferred alternative, including the following considerations:

- Construction Cost – Estimated only for the roadway portions of the connections on the western and eastern sides of the river for the build alternatives since the bridge type crossing the river would be the same for all three alternatives. Construction costs were not developed for the no-build or rehabilitation alternatives since they did not meet the purpose and need for the project;

- Traffic Impacts During Construction – Estimated traffic backups, delays and adverse travel using the number of lane reductions required and length of detour routes needed over the three year estimated construction duration of the project;

- Geometric Alignment Compatibility – Determined if IDOT design standards can be used to make the connection from the proposed alignment to the existing roadway; and

- Traffic Operational Effects – Determined whether the LOS of the roadway is improved, what the expected crashes are estimated to be, the ability to provide emergency vehicle access and turnarounds and the ability to provide bicycle and pedestrian accommodations.

Input from the SAG and the public, which was received during three SAG meetings and a public informational meeting, also was considered during the evaluation. This same input was considered during the initial screening of preliminary alternatives. For example, traffic disruptions during construction was a strong concern that was expressed, bicycle accommodations were strongly favored

by the SAG and public, and local law enforcement suggested providing emergency vehicle turnarounds along US 150. An evaluation table was developed to compare the alternatives with each other (see Table 3.4).

Each of these alternatives also was evaluated using project specific environmental resource data, rather than the database level information used in the preliminary alternatives analysis (see Table 3.1). The project specific resource data were obtained from field surveys of wetlands, birds and plants, special waste, archaeology, and study team site visits. The results of these surveys are summarized below.

- Wetlands were delineated by the Illinois Natural History Survey (INHS). Forested and emergent wetlands are located on both sides of the Illinois River and would potentially be impacted by all alternatives except for the no-build (see Figures 3.11 – 3.13). The seep wetland areas are located east of IL 116 and would not be impacted by any alternative.

- Threatened and endangered species that were identified by the INHS in the vicinity of the alternatives carried forward were the decurrent false aster, fibrous-rooted sedge and Mississippi kite. All alternatives other than the no-build would potentially impact the decurrent false aster due to their location under the western approach to the bridge. No alternative would impact the fibrous-rooted sedge, as it is located east of the northbound IL 116 to eastbound US 24 ramp. In addition, the Mississippi kite was likely a migrant not nesting in the area and would not be impacted. Also, two bald eagle nests were identified approximately 3,000 feet north of the bridge, and over 2,900 feet north of the closest proposed alternative.

- A peregrine falcon nest is located on the eastbound McClugage Bridge, which is protected by the Migratory Bird Treaty Act. All alternatives, other than the no-build, would impact the peregrine falcon nest on the bridge.

- No threatened or endangered bat species were captured during a bat mist net survey.

- Several recognized environmental conditions (RECs) were identified throughout the study area (see Figures 3.11 – 3.13). A REC is the presence or likely presence of any regulated substances on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any regulated substances into structures on the property or into the ground, groundwater, or surface water of a property. Additional special waste investigation to determine the potential for involvement with contaminated areas will be required for the preferred alternative.

- Archaeological surveys to date have not identified any historic resources; however, some areas that were access restricted may need additional study.

- Section 106 and potential Section 4(f) resources in the vicinity of the alternatives carried forward are the Grand View Drive (an historic district and park), Peoria Waterworks (three historic buildings), Springdale Cemetery, the Lorentz Avenue Park, the River Bluff Corridor Conservation Area, the Illinois River Fish and Wildlife Area, and the historic eastbound US 150 bridge itself. Section 4(f) resources are significant publicly-owned parks and recreational lands, wildlife and waterfowl refuges, and public or private historic sites that need to be considered during transportation project development. Use of a Section 4(f) property can only occur if there are no other feasible and prudent alternatives and all possible planning to minimize harm has

occurred. Table 3.4 identifies the alternatives that would impact these resources and Figures 3.11 – 3.13 depict the resource locations.

Other items related to infrastructure that were considered during the alternatives screening are an existing electrical substation located adjacent to Lorentz Avenue and IL 29, an existing public water supply wellhead that was constructed in 2012, which is located between the Illinois American Water facility and westbound US 150 (see Figures 3.11 -3.13), and the location of trail connections, parking lots and trailheads on either end of the project (see Figures 3.17 and 3.18). The location of the proposed trailheads was not a determining factor in any of the build alternatives as all could accommodate the proposed trail and parking lot/trailhead locations.

Table 3.4 Screening Results for Alignment Alternatives Carried Forward

Eastbound US 150 (McClugage Bridge) Alternative Alignments Evaluation					
Screening Criteria	**No-Build**	**Rehabilitation**	**Existing Alignment**	**Northern Alignment**	**Southern Alignment**
Meets Purpose and Need	NO	NO	YES	YES	YES
Construction Cost ($) Excluding River Bridge	N/A	N/A	$8,800,000	$16,900,000	$9,900,000
Traffic Impacts During Construction	NO CONSTRUCTION	EXTENSIVE TRAFFIC IMPACTS	EXTENSIVE TRAFFIC IMPACTS	MODERATE TRAFFIC IMPACTS	MINOR TRAFFIC IMPACTS
Geometric Impacts					
Horizontal Alignment Compatibility	NO CONSTRUCTION	USES EXISTING ALIGNMENT	CONNECTS TO EXISTING ROADWAY SYSTEM	CONNECTS TO EXISTING ROADWAY SYSTEM	CONNECTS TO EXISTING ROADWAY SYSTEM
Vertical Alignment Compatibility	NO CONSTRUCTION	USES EXISTING ALIGNMENT	CONNECTS TO EXISTING ROADWAY SYSTEM	CONNECTS TO EXISTING ROADWAY SYSTEM	CONNECTS TO EXISTING ROADWAY SYSTEM
Operational Impacts					
Traffic Capacity (LOS)	DECREASED AS COMPARED TO EXISTING	DECREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING
Traffic Safety (Expected Crashes)	INCREASED AS COMPARED TO EXISTING	INCREASED AS COMPARED TO EXISTING	DECREASED AS COMPARED TO EXISTING	DECREASED AS COMPARED TO EXISTING	DECREASED AS COMPARED TO EXISTING
Emergency Vehicle Access and Turnarounds	DOES NOT PROVIDE ACCESS	DOES NOT PROVIDE ACCESS	PROVIDES ACCESS	PROVIDES ACCESS	PROVIDES ACCESS
Bicycle/Pedestrian Connectivity	NO CONSTRUCTION	NO ACCOMMODATIONS	CONNECTION ACROSS RIVER	CONNECTION ACROSS RIVER	CONNECTION ACROSS RIVER
Environmental Impacts					
100-Year Floodplain (Surface Area, Acres)	0.0	0.0	2.5	5.2	3.2
100-Year Floodplain (Infill Volume, Cubic Yards)	0	0	18,693	35,556	22,072
INHS Wetlands (Acres)	0.0	0.0	0.7	1.3	1.2
Forest Habitat (Acres)	0.0	0.0	3.0	6.0	3.8
Threatened/ Endangered Species in Vicinity	2	2	2	3	2
Historic Bridge / 4(f)	NO IMPACT	ADVERSE IMPACT	ADVERSE IMPACT	ADVERSE IMPACT	ADVERSE IMPACT
Illinois River Fish and Wildlife Area / 4(f) (Acres)	0.0	0.0	6.1	7.1	7.5
OLT-funded land / 4(f) (Acres)	0.0	0.0	1.3	0.0	1.5
Grandview Drive Park and Historic District / 4(f) (Acres)	0.0	0.0	0.0	0.3	0.0
Peoria Waterworks / 4(f) (Acres)	0.0	0.0	0.0	0.5	0.0
Special Waste Sites	0	10	10	15	10
Major Utility Relocations	0	0	0	2	0
ROW (Acres)	0.0	0.0	9.1	13.7	11.7
Displacements	0	0	4	1	0
Public Engagement Input	POOR	POOR	NEUTRAL	NEUTRAL	NEUTRAL
Screening Decision	Option Eliminated	Option Eliminated	Option Eliminated	Option Eliminated	Option Carried Forward

Most Favorable
Satisfactory
Least Favorable

3.5.1 Which remaining alternatives were eliminated from further consideration?

No-Build

This alternative was eliminated because:

- It would not address the structural deficiencies of the existing structure,
- Would not meet current design standards,
- Cannot accommodate future traffic, and therefore,
- Does not meet the purpose and need of the project.

Rehabilitation

This alternative was eliminated because:

- The structural deficiencies of the existing structure would be difficult to address since over 50 percent of the members of the bridge would need some amount of rehabilitation or replacement, based on the latest NBIS inspection. This rehabilitation to bring the bridge to current design standards would require additional structural elements that would adversely affect the historic integrity of the bridge;

- The piers of the existing bridge also are not designed to current standards and seismic requirements and would need to be removed and replaced to meet standards and requirements. This also would be impractical because of the effort to support the existing structure with temporary piers while replacing the existing piers at their current locations;

- It would be impractical to widen the existing structure by more than twice its existing width to meet the required design of a new structure; and

- Rehabilitation of the structure would require closure of the existing bridge like the existing roadway alignment (closed during construction) alternative (see Section 3.4.1). The extensive traffic impacts during the three year construction period make this alternative not feasible to construct.

Due to the serious condition of the existing structure, the extensive rehabilitation needed on the majority of the structure and the impacts on traffic, this alternative was eliminated from further consideration.

Existing Alignment (Staged Construction)

While it is feasible to build half the bridge, switch traffic and construct the remaining half of the proposed bridge, this alternative was determined to be imprudent and was eliminated because:

- Construction staging required to keep the proposed bridge on the existing alignment would be complex because of the partial pier and structure construction required to maintain traffic. It is anticipated that some substructure construction would occur under the existing bridge, which is supported by deck truss units that would need to be partially removed for the construction of new pier structures (see Figure 3.11 for existing alignment layout);

- Traffic management would be difficult during the main span replacement as all traffic would need to be routed over the existing westbound structure or onto detour routes for at least one construction season (see Section 3.4.1);

- Construction between existing structures would be complex; and

- A higher cost would be associated with a longer construction duration and staging of construction (estimated at an additional 30 to 50 percent construction cost).

Northern Alignment

Although the northern alternative would avoid impacts to the Open Land Trust funded site (River Bluff Corridor), it has more impacts to floodplain, wetlands and forest habitat than the existing and southern alignments; would use land from Grand View Drive (an historic district and park), Peoria Waterworks (historic buildings), both Section 4(f) resources; would impact additional special wastes sites; would require relocating two major utilities and require the most ROW (see Table 3.4).

This alternative was eliminated because the required geometry at the western interchange creates additional environmental impacts over the other alternatives (see Figure 3.12).

3.6 What is the preferred alternative?

The preferred alternative is a new bridge on a southern alignment (see Figure 3.13). This involves construction of a new three-lane bridge south of the existing eastbound McClugage Bridge. This alternative best meets the purpose and need while having similar environmental impacts as compared to the existing staged construction alternative. The southern alignment alternative reduces traffic impacts during construction by allowing traffic to remain on the existing eastbound bridge while the new bridge is being constructed, moderate cost of constructing a new structure on the southern alignment, and has reduced construction staging complexity from the other alternatives presented.

The cross section of the new bridge would consist of three 12-foot travel lanes for eastbound traffic, 10-foot shoulders on either side of the travel lanes, and a barrier wall separating vehicular traffic from the 14-foot multi-use path (see Figure 3.14).

The navigation channel under the proposed bridge would match the existing horizontal and vertical clearance limits currently in place, which meet requirements. A bridge type study was completed and recommended a tied arch bridge type for the proposed structure.

The new bridge would tie into the western interchange and include the following improvements to the geometry and capacity of the interchange (see Figure 3.15):

- Dual right turn lanes for westbound US 150 to southbound IL 29 at the IL 29 intersection,
- Larger radius and an acceleration lane for IL 29 to westbound US 150,
- Longer deceleration lane for eastbound US 150 to IL 29,
- Larger radius and the addition of the third lane for southbound IL 29 to eastbound US 150, and
- Standard entrance terminal for northbound IL 29 to eastbound US 150.

The eastern interchange would be improved with a new ramp connection to SB IL 116 that drops the third lane carried over the bridge (see Figure 3.16).

With the inclusion of a multi-use path across the river on the proposed structure, existing bicycle and pedestrian facilities on either side of the river were reviewed. Figures 3.17 and 3.18 show existing and planned bicycle and pedestrian facilities on the western and eastern sides of the river respectively. Meetings have been held with the City of Peoria, the Fon du Lac Park District, and the SAG to discuss their preference with the connections. Any of the connection options under review are suitable for the preferred bridge alternative alignment selected.

Figure 3.11 Existing Roadway Alignment (Staged Construction) – Eliminated

Figure 3.12 Northern Roadway Alignment – Eliminated

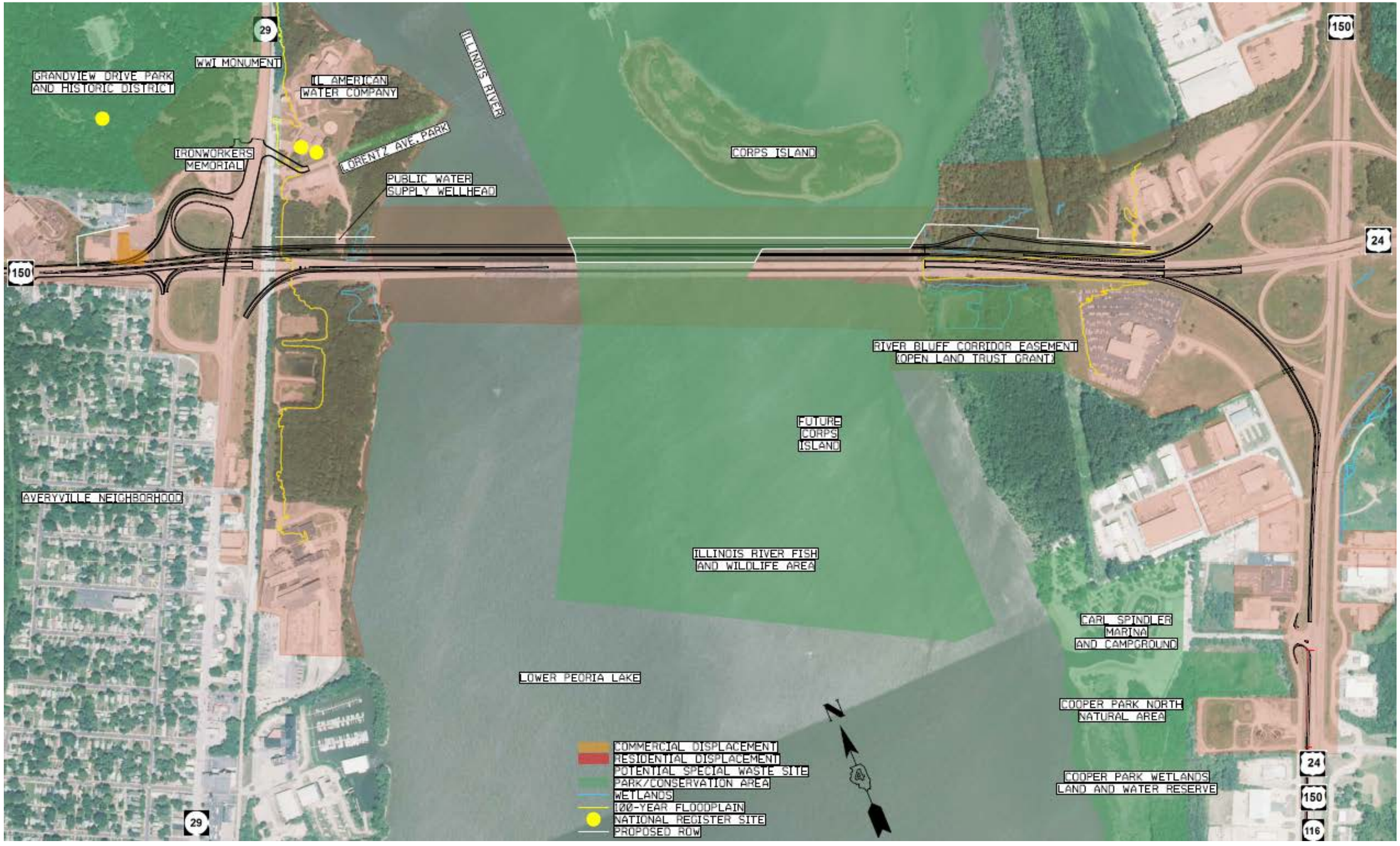
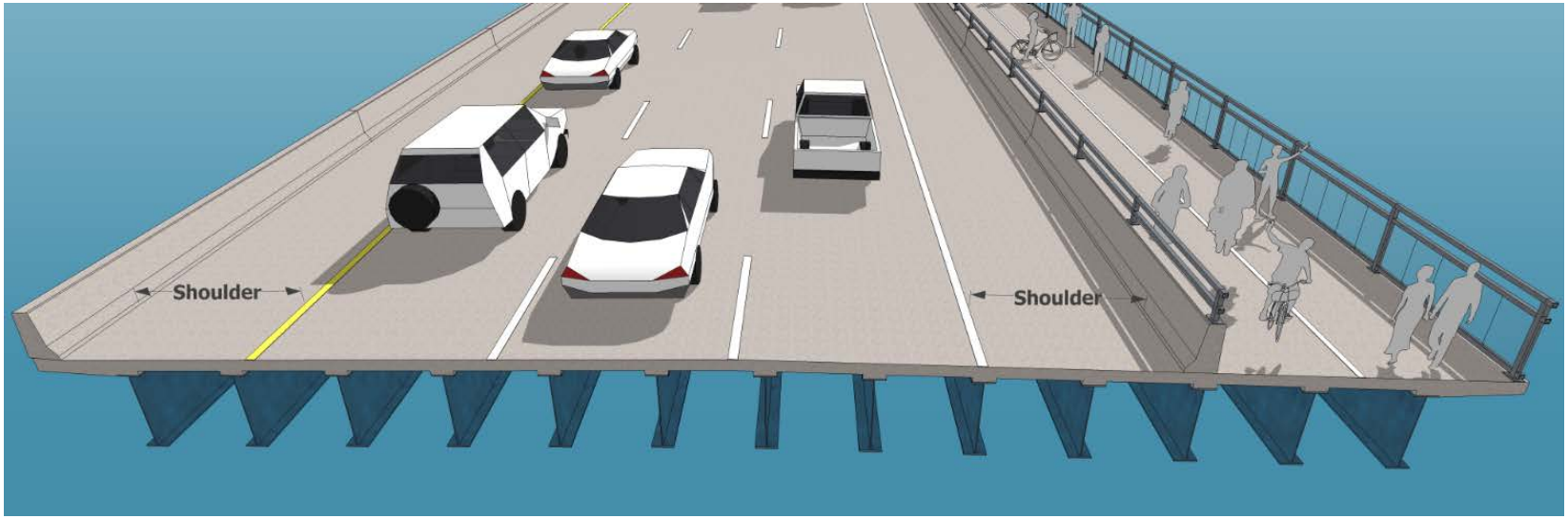


Figure 3.13 Southern Roadway Alignment – Preferred Alternative

Figure 3.14 Southern Roadway Alignment – Typical Section



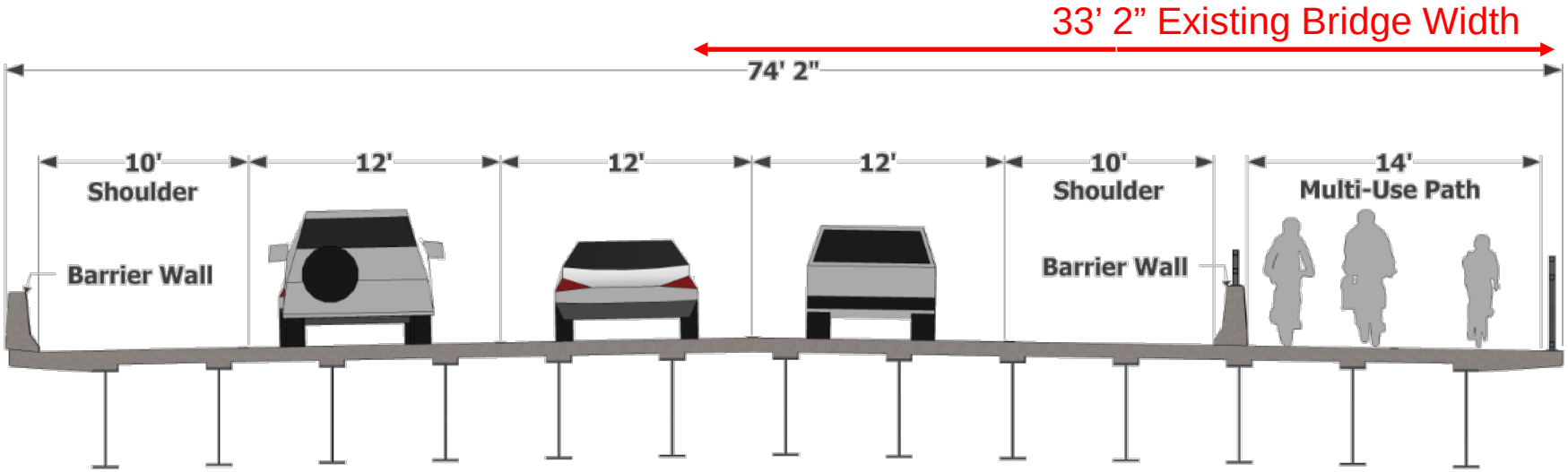


Figure 3.15 Western Interchange Improvements

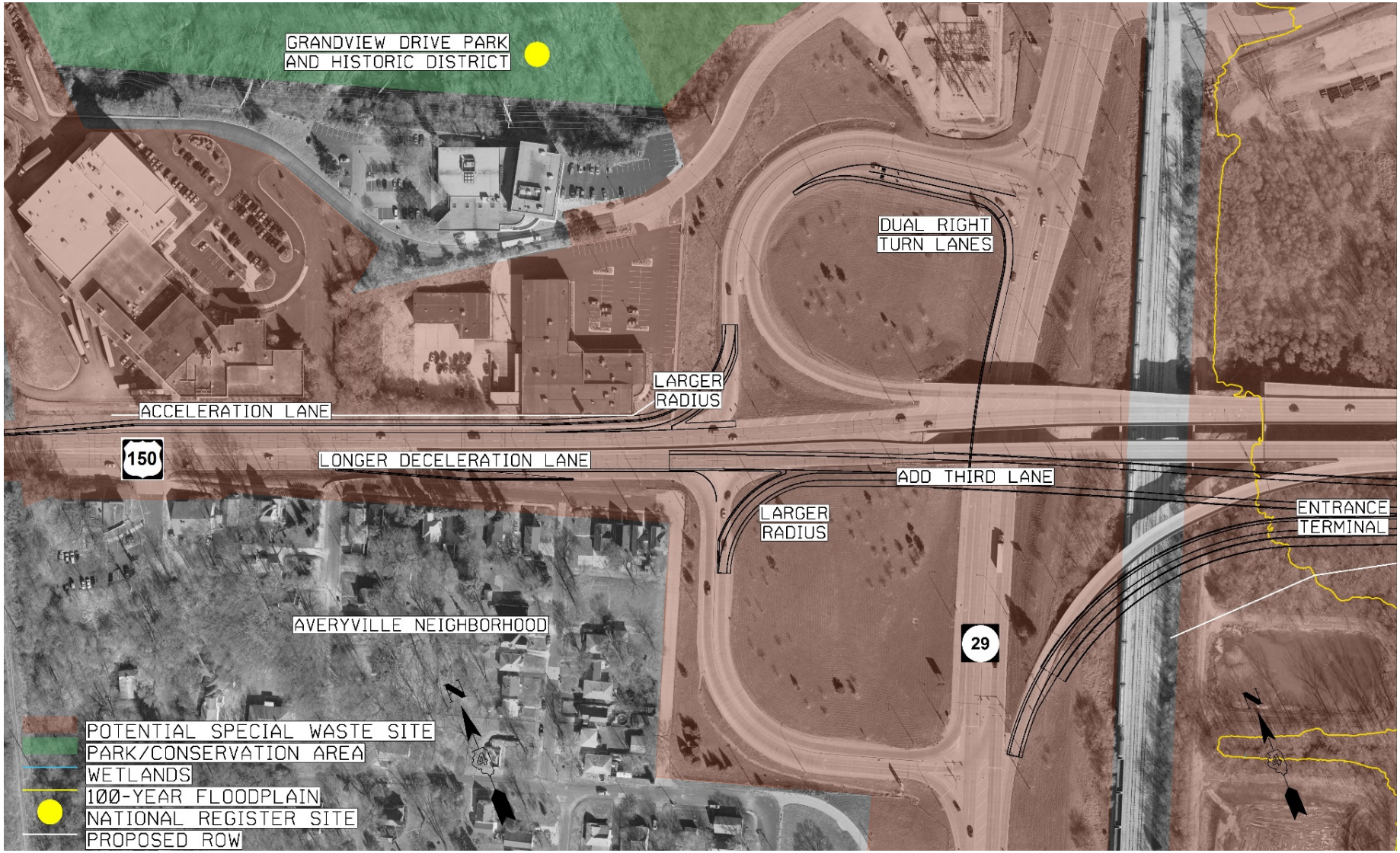


Figure 3.16a Eastern Interchange Improvements

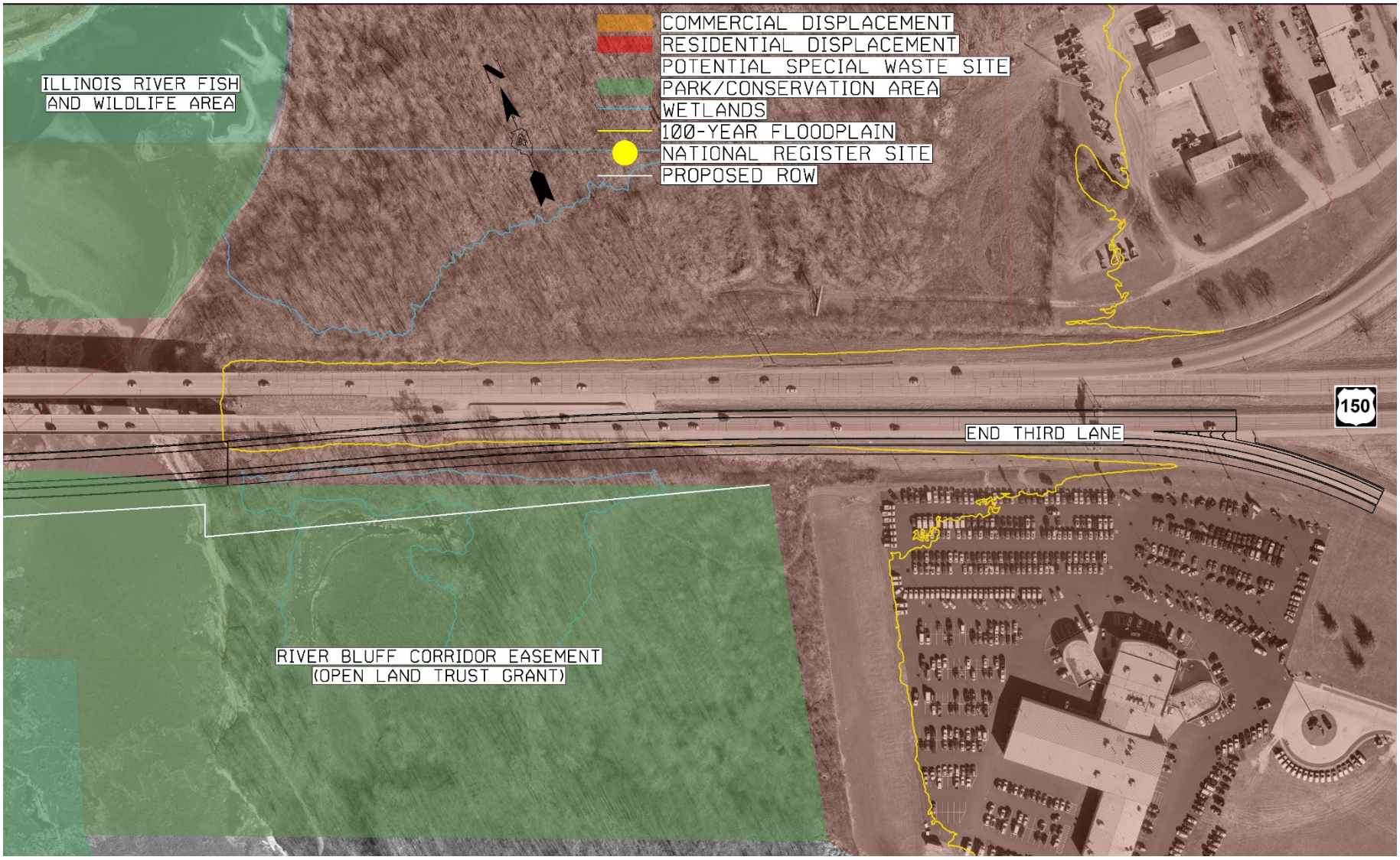


Figure 3.16b Eastern Interchange Improvements

Figure 3.17 Western Interchange Multi-Use Path Connection

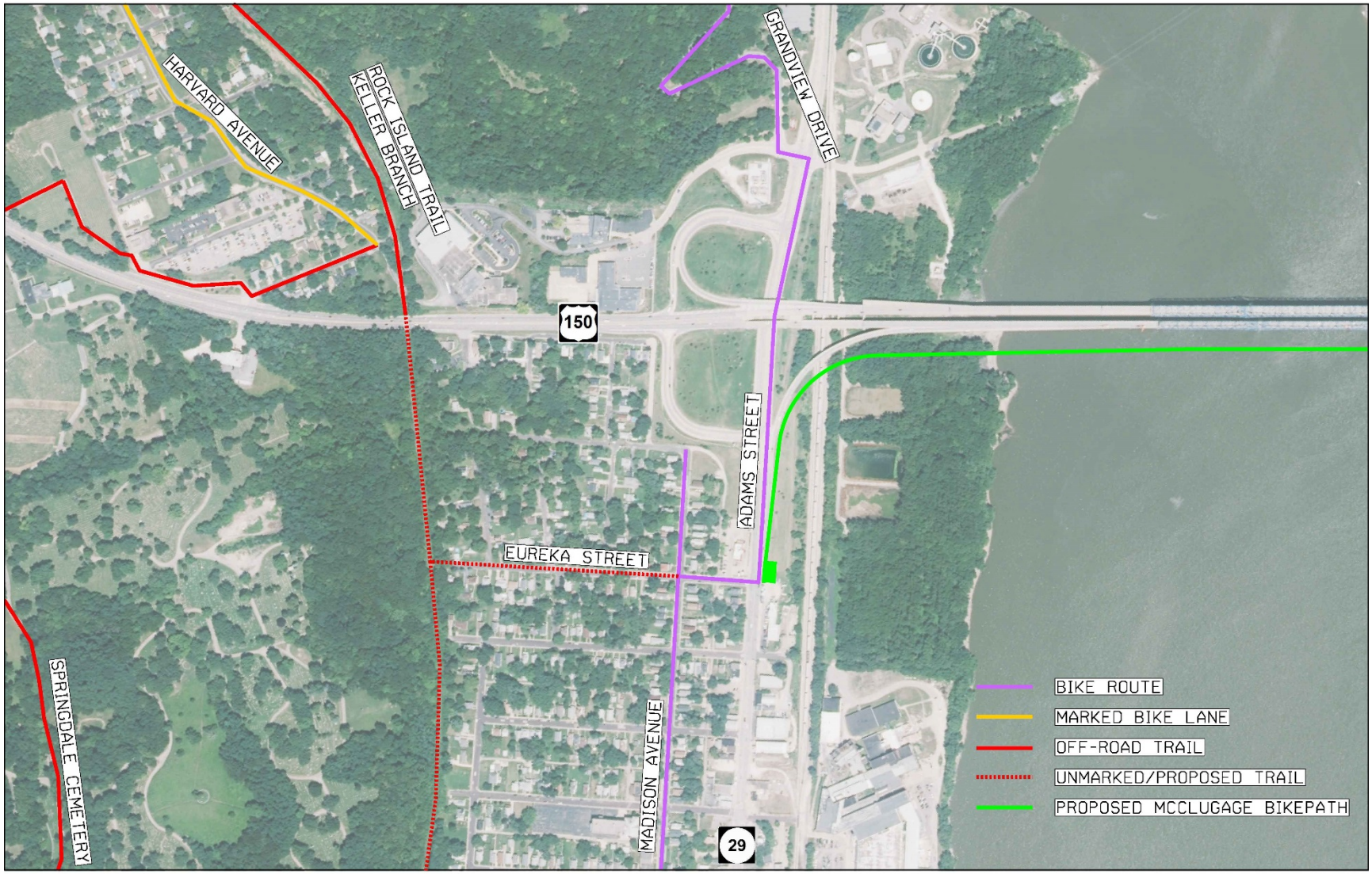
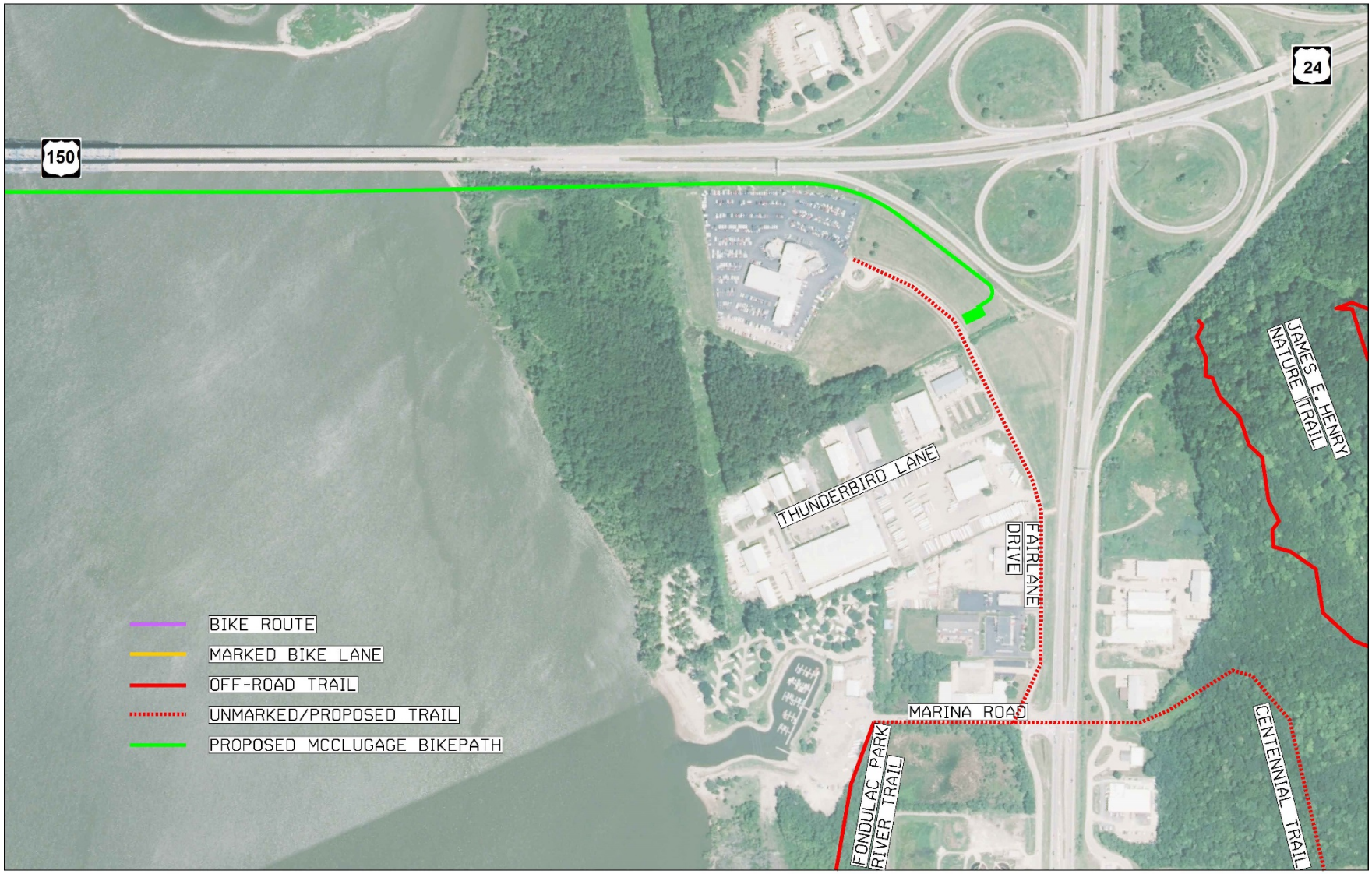


Figure 3.18 Eastern Interchange Multi-Use Path Connection



4. Environmental Resources, Impacts and Mitigation

The project study area was inventoried for environmental resources. The environmental inventory figures in Appendix A identify sensitive cultural, natural, physical and socio-economic resources, and special waste sites in the study area. Resources potentially impacted by the Preferred Alternative as described in Section 3.6 or that require discussion pursuant to applicable laws and regulations are addressed in this section.

4.1 What type of social and economic effects were reviewed?

4.1.1 What are the characteristics of the local communities and how will communities be affected?

Communities and demographic boundaries in the project study area are the cities of Peoria and East Peoria and the counties of Peoria and Tazewell (see Figure 1.1). The city of Peoria encompasses the entire project study area in Peoria County; whereas the city of East Peoria extends south from US 150 and US 24 in Tazewell County. The area north of US 150 and US 24 is the jurisdiction of Tazewell County. The Peoria County project study area is within Block Group 1 of Census Tract 15, and Block Groups 1 and 2 of Census Tract 26 (see Figure 4.1). The Tazewell County project study area is within Block Group 1 of Census Tract 212.01, and Block Group 3 of Census Tract 201 (see Figure 4.1).

Table 4.1 provides the populations of the project study area communities for Census years 2000 and 2010. Although Peoria and East Peoria have experienced population growth over the last decade, the individual block groups in the project study area have experienced a population decline, except for Block Group 1 of Census Tract 212.01 in Tazewell County. This block group encompasses a large geographical area and includes recently developed residential subdivisions of the City of Washington.

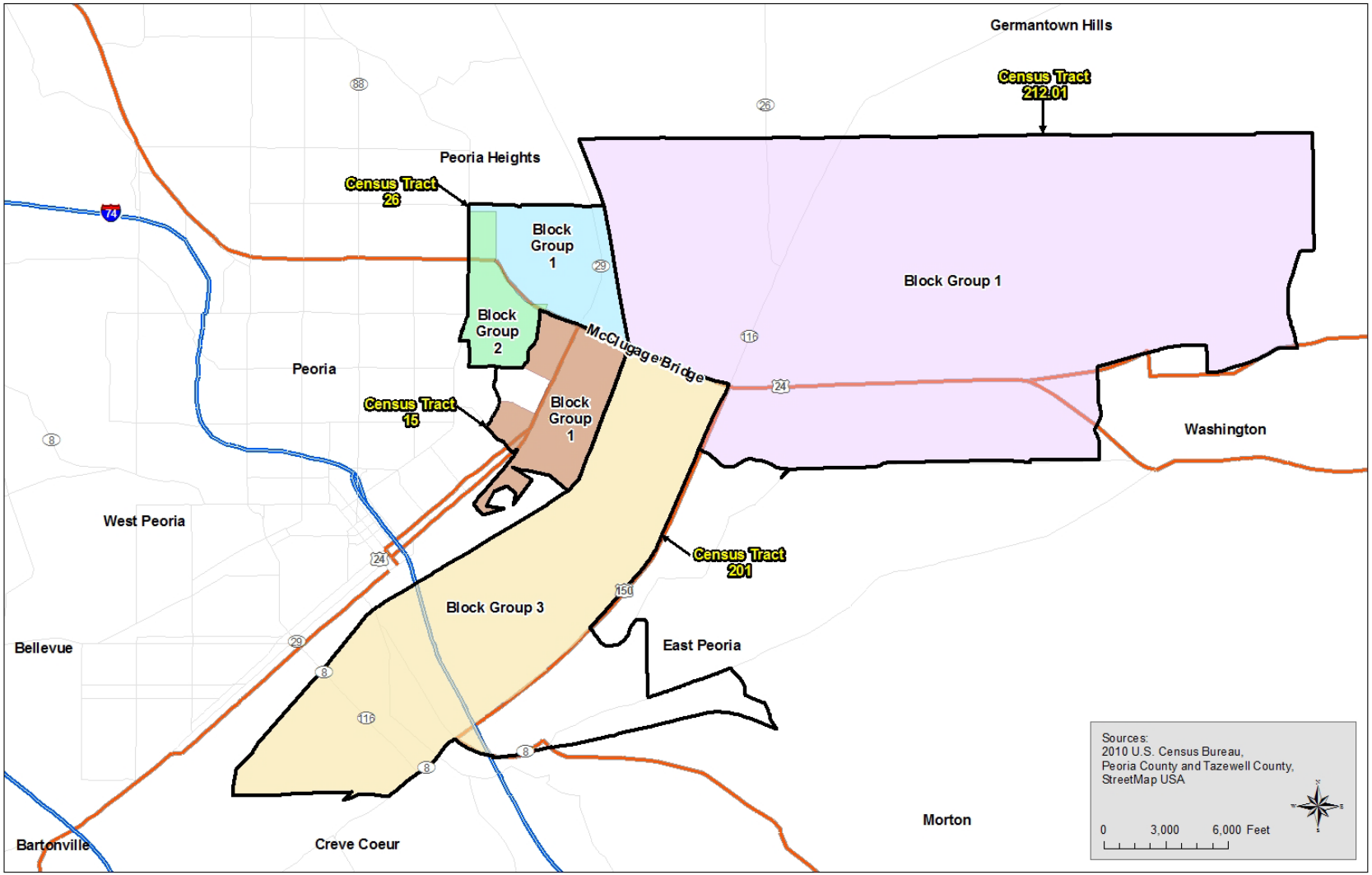
Table 4.1 Population Data

Demographic Boundary	2000	2010	Percent Change
Peoria County	183,433	186,494	+1.7
City of Peoria	112,936	115,007	+1.8
Block Group 1, Census Tract 15	1,393	1,276	-8.4
Block Group 1, Census Tract 26	842	765	-9.1
Block Group 2, Census Tract 26	1,109	1,070	-3.5
Tazewell County	128,485	135,394	+5.4
City of East Peoria	22,638	23,402	+3.4
Block Group 3, Census Tract 201	1,153	891	-22.7
Block Group 1, Census Tract 212.01	2,716	4,576	+68.5

Source: U.S. Census Bureau, 2000 and 2010 Census Summary File 1

The project study area has two neighborhoods: the North Valley and East Bluff neighborhoods, and both are in Peoria. These neighborhoods are independent of the Census boundaries described above. The North Valley Neighborhood is bounded by I-74 to the south, Glen Oak and Perry avenues to the west, US 150 to the north, and the Illinois River to the east. East Bluff Neighborhood is west and north of the North Valley Neighborhood and extends west and north of the project study area. It is bounded by the North Valley Neighborhood to the east, by Knoxville Avenue to the west, Armstrong Avenue to the south, and Lake Avenue to the north.

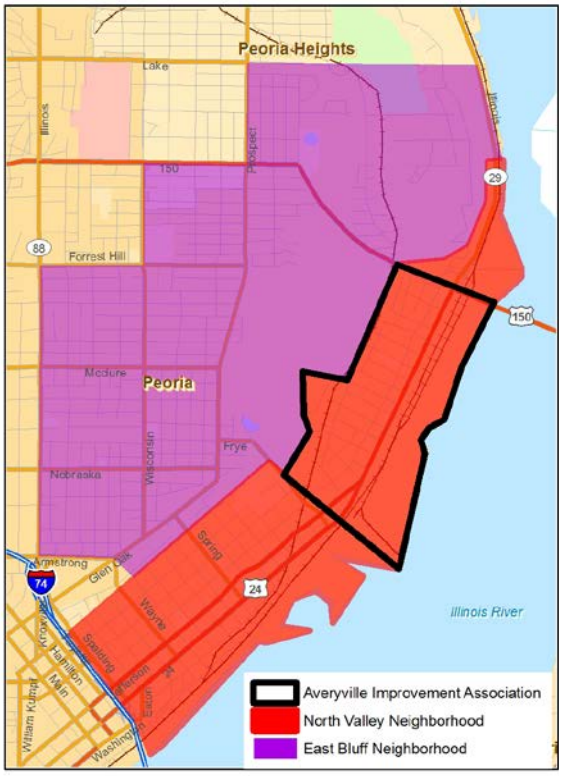
Figure 4.1 Census Tracts and Block Groups of the Project Study Area



A neighborhood association of Peoria, the Averyville Improvement Association, is within the North Valley Neighborhood and is bounded by the Illinois River, Abingdon Street, Springdale Cemetery and US 150 (see Figure 4.2). Averyville was an early settlement along the Illinois River near the original town of Peoria, but was eventually annexed by Peoria in 1926.

The cohesion of each of the local neighborhoods described above is not anticipated to change during or after the construction of the preferred alternative. No neighborhoods would be bisected or isolated, and access to local businesses, public facilities and services and transportation modes would not be restricted. Although the eastbound bridge would be reconstructed on a new adjacent southern alignment, the new bridge would essentially connect to the same interchanges on either side of the Illinois River and traffic would continue to use the existing bridge during construction. The proposed improvements to the interchanges (see Section 3.6) would improve traffic flow and safety. The preferred alternative will not adversely affect cohesion of the local communities.

Figure 4.2 Peoria Neighborhoods



4.1.2 Will the project affect any groups of ethnic, racial or religious minorities, or elderly or disabled people?

The project's potential for impacts to ethnic, racial or religious minorities, or elderly or disabled people were considered in accordance with Title VI of the Civil Rights Act of 1964. Based on the 2010 Census, the largest racial minority populations in the project study area are Black or African American and Hispanic or Latino in Block Group 1 in Census Tract 15 in the Averyville Neighborhood of Peoria County (see Table 4.2 and Figure 4.1). All other block groups in the project study area are predominantly white (more than 80 percent). The census data also indicate that Block Group 1 of Census Tract 26 in Peoria has a higher percentage of elderly (persons greater than 64) than the other populations in the project study area and city (see Table 4.3 and Figure 4.1). However, homes in this block group are not adjacent to the US 150 or western interchange project study area. The closest homes would be located on the river bluff along Grand View Drive or northwest of the project along North Harvard Avenue. Information is not available regarding the religious or disabled status of the local populations.

What is community cohesion?

Community cohesion refers to the quantity and quality of interactions among people in a community, as indicated by neighborly bonds and shared social activities. A transportation project can positively and negatively affect community cohesion by influencing the location of activities, splitting neighborhoods, or generating new development.

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 4.2 Racial and Ethnic Composition (Percent of Population) [1]

Demographic Boundary	White Alone	Black or African American Alone	Some Other Race Alone[2]	Hispanic or Latino[3]
Peoria County	74.4	17.7	5.0	3.8
City of Peoria	62.4	26.9	7.1	4.9
Block Group 1, Census Tract 15	56.4	31.3	6.9	13.6
Block Group 1, Census Tract 26	91.4	5.1	1.0	3.4
Block Group 2, Census Tract 26	84.6	10.7	2.6	4.4
Tazewell County	96.2	1.0	1.5	1.9
City of East Peoria	95.4	1.0	1.8	2.2
Block Group 3, Census Tract 201	92.9	1.9	1.6	3.1
Block Group 1, Census Tract 212.01	95.0	1.1	2.7	2.0

Source: U.S. Census Bureau, 2010 Census Summary File 1

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 4.3 Age Characteristics

Demographic Boundary	Under 18 (percent)	18-64 (percent)	Over 64 (percent)	Median Age (years)
Peoria County	24.1	62.0	13.9	36.8
City of Peoria	24.7	62.2	13.1	34.0
Block Group 1, Census Tract 15	31.6	60.4	8.0	30.4
Block Group 1, Census Tract 26	15.3	63.7	21.0	48.7
Block Group 2, Census Tract 26	20.7	66.4	12.9	38.0
Tazewell County	23.5	60.9	15.6	39.8
City of East Peoria	21.5	61.5	17.0	40.9
Block Group 3, Census Tract 201	24.2	64.9	10.9	38.5
Block Group 1, Census Tract 212.01	27.8	58.7	13.5	36.0

Source: U.S. Census Bureau, 2010 Census Summary File 1

Although the populations of Black/African American and Hispanic/Latino in the Averyville Neighborhood are greater than those of the city of Peoria, there are no known groups of ethnic, racial or religious minorities, or elderly or disabled people present within the area the project will affect. The project would not displace any homes or businesses. As stated in 4.1.1, the project would not disrupt community cohesion. The project is not expected to have adverse employment effects. The project would increase community cohesion due to better, improved and new sidewalks and pedestrian/bicycle facilities. The project also would positively impact employment opportunities by enabling better access to employment centers. A traffic noise analysis that was conducted for the project predicted that 11 homes along the south side of US 150 in Peoria would be impacted by traffic noise for the 2040 design build condition (see Section 4.5). The demographics of the inhabitants of these 11 homes are unknown; therefore, the

residents could be racial or ethnic minorities. However, the homes currently experience high traffic noise due to close proximity to US 150 and there would be only a 3 decibel increase (considered "barely perceptible" to the human ear) from the existing condition to the 2040 build condition. No groups of 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 race, color, age, sex, national origin, disability or religion.

4.1.3 Are there any disproportionate and adverse impacts to low-income or minority populations?

The project study 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. In addition to the racial and ethnic composition information above, census data was reviewed for income characteristics to identify potential low-income areas in the project study area (see Table 4.4). The Health and Human Services 2013 Poverty Guidelines indicate that the poverty level for a family of four is $23,550, and the 2013 Census Poverty Threshold for a family of four is $23,834.

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.

Based on the census income characteristics, Block Group 1 of Census Tract 15 in Peoria County and Block Group 3 of Census Tract 201 in Tazewell County have the potential for the presence of low-income populations. Block Group 1 of Census Tract 15 represents a portion of the Averyville Neighborhood, and has population percentages of Black/African American and Hispanic/Latino that are higher than city average, as discussed in Section 4.1.2. Block Group 3 of Census Tract 201 represents a geographically large area in Tazewell County and extends from the McClugage Bridge to south of I-74. No homes within this block group are within or near the project study area.

Table 4.4 Income Characteristics

Demographic Boundary	Median Family Income ($)	Median Household Income ($)	Percent Persons below Poverty Level
Peoria County	65,884	50,712	17.2
City of Peoria	61,573	45,270	22.5
Census Tract 15			48.4
Block Group 1	32,625	27,630	Not Available
Census Tract 26			9.6
Block Group 1	62,500	57,679	Not Available
Block Group 2	49,063	45,679	Not Available
Tazewell County	68,994	56,067	9.1
City of East Peoria	66,863	52,351	11.7
Census Tract 201			17.9
Block Group 3	35,934	26,741	Not Available
Census Tract 212.01			7.0
Block Group 1	96,984	85,938	Not Available

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates

Although racial and low-income populations are present in the Averyville Neighborhood, the only impacts to residents in this area would be traffic delays during construction, which would affect the local population in general, and the traffic noise impact to the 11 homes along the south side of US 150 previously discussed. The project would not result in disproportionately high and adverse impacts to minority or low-income populations.

4.1.4 How will public facilities and services be affected?

No public facilities and services are within the project study area. Several facilities within a half-mile of the project are depicted on the figures in Appendix A and listed below.

- *Parks and bicycle/pedestrian facilities*: Lorentz Avenue Park, Grand View Park, Springdale Cemetery, Rock Island Greenway, Illinois River Road Trail, James E. Henry Nature Trail

- *Schools and colleges:* Illinois Central College

- *Medical/assisted living facilities:* Heartland Health Care Center, Fresenius Medical Care East Peoria, Serenity Senior Living (proposed development)

The Greater Peoria Mass Transit District operates their CityLink buses on designated bus routes between Peoria downtown and destinations north of US 150 on IL 29 (Adams Street/Galena Road) in Peoria and between Peoria downtown and Illinois Central College on US 150/US 24/IL 116 in East Peoria. These bus routes would not be interrupted during construction of the preferred alternative nor be altered after construction. The project would improve flow of transit through the US 150/IL 29 interchange as a result of the proposed interchange improvements.

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. The existing eastbound bridge would remain open to traffic during construction of the new bridge. Emergency services, such as fire, police and ambulance, would continue to operate and serve the local community without transportation restrictions during and after construction.

4.1.5 Will there be any changes in travel patterns?

Three types of travel are located within the corridor: vehicles, bicycles/pedestrians and river traffic. Traffic patterns after completion of construction for both vehicles and river traffic will be the same as existing. New access across the river will be provided for bicycles/pedestrians on a separate multi-use path incorporated into the bridge design and interchanges on both sides of the river.

US 150/IL 29 Interchange
(Photo by IDOT, 2014 helicopter flight)

All adjacent local roads and streets will maintain access after construction and the existing access points to and from US 150 will remain the same, with the exception of the eastbound US 150 to southbound IL 116 connection, which will become an auxiliary merge lane rather than the existing stop condition it is today. Median turnarounds will be included on either end of the bridge to allow for emergency vehicle access, as requested during SAG meetings early in the process. Geometry and capacity improvements are included in the interchange upgrades, but these improvements will not change travel patterns. Detailed descriptions of the existing western and eastern interchanges are described in Section 3.6.

Barge traffic along the Illinois River in 2013 included nearly 2,500 vessels through the Peoria Lock, located approximately eight miles downstream from the McClugage Bridge. Ninety-one percent of those vessels were commercial carrying loads such as coal, corn, sand and gravel. The U.S. Coast Guard has requested that no false-work be used in the navigation channel during construction, which would limit the existing navigational clearances. They also have requested the width and height of the existing opening be maintained by the new structure. The proposed design of the McClugage Bridge will not use falsework for construction and the navigational clearances will be maintained. Depending on the construction technique used by the contractor, short closures of the navigational channel may be required for placement of the main span structure, but those closures would be coordinated with the U.S. Coast Guard, U.S. Army Corps of Engineers (USACE) and Illinois River Carriers Association.

Tugboat Pushing Barges Full of Coal

Concept View of Path on Bridge

Proposed parking lots on either side of the bridge would provide bicycle/pedestrian trailheads allowing these users to access the multi-use path created as part of the project. Access to the path will be along IL 29 and along Fairlane Drive, which can accommodate the expected numbers of users for the multi-use path.

The construction staging for the project eliminates the need for any detours that will affect daily travel patterns during construction. Lane reductions will be required for construction, but these will be allowed only during off-peak times so that the existing number of lanes is provided during peak travel times.

4.1.6 Will the project require acquisition of right-of-way or relocation of homes or businesses?

There are no residential, commercial or agricultural relocations required for this project. However, approximately 12 acres of right-of-way and easements would be required from several parcels adjacent to the bridge and interchange for the proposed improvements. 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.

4.1.7 How will the local economy be affected?

The Peoria County side of the river includes industrial and construction businesses and commercial office space adjacent to the project site. On the Tazewell County side of the river adjacent to the project, businesses include construction and construction support services, trucking companies, trucking support services and a car dealership.

There would be no access changes to any businesses located near the project, and due to the minimal traffic interruptions during construction, economic impacts to local business are not anticipated.

The construction of the multi-use path trailhead on the Peoria side of the river will require acquisition of a gravel parking area adjacent to a roofing company, which is used by employees for daily parking and for construction equipment. It is estimated that approximately 15 of the current 40 spaces and 0.22 acres will be required for the multi-use path trailhead. However, replacement parking is available on the same lot in unimproved areas to the east that will offset the loss of parking due to the trailhead construction.

What is a trailhead?

A trailhead is the beginning of a trail. For this project, trailheads would be the parking lots located on either side of the river allowing the public to access the multi-use path across the bridge.

4.1.8 Will this project affect land use?

The existing and proposed land use on both the Peoria and Tazewell County sides of the river will remain consistent, as development has already occurred on most infilled areas adjacent to the project site. Land use types around the project include commercial, medium density residential, industrial, riverfront industrial and parks/conservation areas. The cities of Peoria and East Peoria include these land use types in the future land use planning around the project site and the construction of the proposed McClugage Bridge project will continue to support those land uses.

What is a Comprehensive Plan?

A Comprehensive Plan is a formal document that establishes guidelines for future growth of a community. The document is adopted into law by some form of local government, and serves as a policy guide to decisions about community development.

As described in the *2011 Tazewell County Comprehensive Plan*: "Planning is a necessary activity completed by individuals to accomplish tasks and improve our future. Whether the task is simple, such as taking a family vacation, or more complex, like starting a business, developing a plan is the crucial first step to ensuring success.

The work of local government is no different. Planning is necessary to improve citizens' quality of life, provide beneficial services and foster conditions conducive to economic growth. And when the activity being addressed by local government is as complex as land development, a well thought-out plan that provides useful direction and an achievable set of actions is needed.

Tazewell County recognizes this need, and in response, it has developed their Comprehensive Land Use Plan. Simply put, the goal of this Plan is to guide land development to occur in an orderly fashion, but this is just one of the Plan's useful functions."

4.1.9 How will economic development be affected?

The Peoria County side of the river is mostly developed within a five-mile radius of the project. Smaller pockets of developable parcels are available,

but the City of Peoria constitutes most of the included area. Maintaining access across the river on a suitable transportation system will provide continued stability for the Peoria economic base already in place.

The Tazewell County side of the river has several hundred acres of potentially developable land both to the north and east of the project within a five-mile radius. The Tazewell County 2011 Comprehensive Plan identifies the largest area of future growth within the one and one-half mile planning boundaries of East Peoria, Morton, Pekin and Washington. This potential development could increase travel demands through the transportation system, and providing the McClugage Bridge improvements would only serve to support the planned economic development in the community. Bridge access is important for the regional economy to facilitate truck and freight movements across the river. Currently, greater than 400 trucks per day use the bridge to cross the Illinois River.

4.1.10 Will pedestrian and bicycle facilities be provided?

The existing McClugage Bridge does not provide pedestrian or bicycle accommodations across the Illinois River. Feedback received from the SAG meetings and from the public informational meeting indicated a desire for pedestrian and bicycle accommodations across the river. IDOT design policy also recognizes the importance of providing these accommodations across natural or man-made barriers, in this case the Illinois River and the Tazewell and Peoria Railroad. Figures 3.17 and 3.18 show the existing bicycle accommodations on both sides of the river, as well as future plans for these types of facilities. This project would provide a multi-use path connection across the river that will allow the local agencies to modify their plans to provide a continuous network from one community to another. This project also will provide parking lots (trailheads) near each interchange to provide access to the path after bridge construction.

4.2 Will the project impact agricultural land or farming operations?

There are no agricultural resources (i.e., farms and prime and important farmland) within the project study area. The closest farmland tracts are located about one-half mile north and east of the US 150/US 24/IL 116 interchange. The project would not impact any agricultural resources or interrupt local farming operations.

4.3 What cultural resources will be affected?

4.3.1 Were any archaeological sites found in the project study area?

The Illinois State Archaeological Survey conducted an archaeological survey of the project study area that resulted in the identification of no archaeological sites. However, the potential for buried archaeological resources still exists within the project study area because several areas needing investigation were restricted from access. Therefore, in coordination with the Illinois State Historic Preservation Officer (SHPO), additional investigation will be undertaken once project plans are refined and access to key parcels is secured (see the conditional no adverse effect letter from IDOT dated May 21, 2015 in Appendix B).

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.

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.

4.3.2 Is the eastbound US 150 bridge historic and how will it be affected?

The Preferred Alternative includes removal of the existing bridge. The bridge was determined eligible for listing on the National Register of Historic Places (NRHP) and is therefore subject to Section 106 of the National Historic Preservation Act of 1966, as amended. The historic bridge also is afforded protection under Section 4(f) of the U.S. Department of Transportation Act of 1966.

IDOT and FHWA, in consultation with the SHPO, have determined that the proposed demolition of the bridge will have an adverse effect on the historic structure under Section 106 and will constitute a "use" under Section 4(f). Mitigation measures to resolve the adverse effect to the bridge will be developed through consultation among IDOT, FHWA and SHPO. A Memorandum of Agreement (MOA) will be executed by these parties to stipulate the measures to mitigate the project's adverse effect on the historic structure. The Section 106/Programmatic Section 4(f) Evaluation in Appendix C includes documentation of the adverse effect to the bridge and the evaluation of alternatives to avoid or minimize the adverse effect and mitigation measures.

4.3.3 Will the project impact any historic districts or buildings?

Historic districts and buildings were identified using field reviews and historical records searches of previously-documented historical sites. Potentially historic buildings were identified by compiling a photo log of all structures older than 50 years, which was reviewed by IDOT's cultural resources staff to determine if any structures could be considered eligible for the NRHP. Based on these reviews historic districts and buildings within or adjacent to the project study area are:

- ***Peoria Waterworks*** – Historic buildings listed on the NRHP. The Peoria Waterworks is a potable water building complex designed in Romanesque Revival style and consisting of three buildings: Pumping Station #1 built in 1890, Pumping Station #2 built in 1913 and the Main Well House built in 1890. The buildings are located north of the McClugage Bridge on what is currently the Illinois American Water Company property at Lorentz Avenue.

Peoria Waterworks
(Photo by Jeff Bushur, 2014 site visit)

- ***Grand View Drive*** – Historic district listed on the NRHP. Grand View Drive is a meandering pleasure driveway park dating back to 1903. The area is known as Peoria's foremost scenic landscape overlooking the Illinois River Valley. Significant park features include a cement and stone bridge, a World War I monument and a park pavilion. Grand View Drive is located north of Lorentz Avenue and west of IL 29 along the Illinois River bluff.

Grand View Drive
(Photo by IDOT, 2014 helicopter flight)

- ***Springdale Cemetery*** – Historic district listed on the NRHP. Springdale Cemetery is a historic, non-sectarian cemetery and park located north and south of US 150 and west of the Averyville Neighborhood in Peoria. This 227-acre cemetery, founded in 1855, has more than six miles of roadways and contains a public mausoleum, several private mausoleums, gatehouse and other contributing properties.

There will be no effect to these three properties.

4.4 What air quality impacts were studied for the project?

4.4.1 Does the project study area meet current air quality standards set by the U.S. Environmental Protection Agency (USEPA)?

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.

4.4.2 Will carbon monoxide build-up from cars and trucks waiting at signalized intersections in the project study area be a health hazard?

Build-up of carbon monoxide from vehicle exhaust can be a potential health hazard at signalized intersections, especially in areas having high traffic volumes. Four signalized intersections within the project study area were reviewed for carbon monoxide using IDOT’s Carbon Monoxide Screening for Intersection Modeling (COSIM) 4.0. In accordance with the IDOT-IEPA 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 each intersection is less than 5,000 vehicles per hour or 62,500 average daily traffic. Thus, no health hazard due to carbon monoxide would be expected. See Appendix B for the COSIM Pre-Screen modeling results.

4.4.3 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. Examples of MSAT include acrolein, benzene, 1,3-butidiene, diesel particular matter, formaldehyde, polycyclic organic matter and naphthalene. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts from that of the No-build Alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travels are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as reduce the possibility of even minor MSAT emissions from this project.

4.4.4 How will construction activities affect air quality?

Demolition and construction activities can result in short-term increases in dust and equipment emissions in and around the project study area. The potential air quality impacts would be short-term, occurring only while demolition and construction work is in progress. Dust emissions are typically associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

IDOT’s Standard Specifications for Road and Bridge Construction include provisions on dust control. 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.

4.5 Will there be any traffic noise impacts?

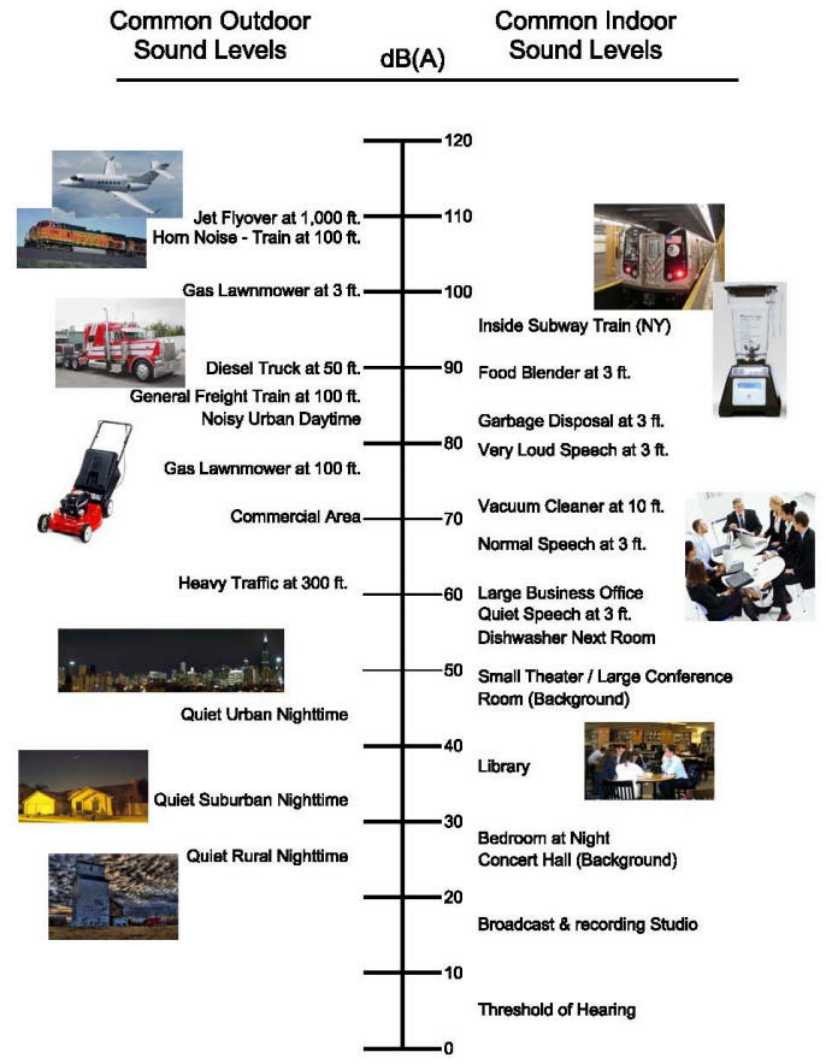
Traffic noise is considered unwanted sound from cars and trucks that may interfere with normal human activities. Noise levels are measured on a logarithmic scale using units of decibels (dB(A)). Figure 4.3 provides noise levels for common indoor and outdoor sources. Traffic noise can affect noise-sensitive land uses, called receptors, which typically are homes, parks, schools and other noise sensitive areas where frequent outdoor human use occurs. Similar receptors in an area are grouped into common noise environments (CNEs). One receptor within the CNE is selected as the representative worst-case receptor.

4.5.1 What are traffic noise impacts and how are they evaluated?

IDOT defines a receptor as a discrete or representative location of a CNE for any of seven land use activity categories that FHWA uses to assess potential noise impacts. For screening of receptors, land uses within 500 feet of the proposed roadway improvements were reviewed and identified. Activity Categories B (residential) and E (hotels, offices, restaurants/bars, etc.) were present and 17 CNEs were identified for traffic noise evaluation. One of these CNEs is presently undeveloped land, which is permitted for development as a senior living center. No other undeveloped land is present within the project study limits other than undevelopable floodplain areas along the Illinois River.

Noise modeling was conducted for each worst-case receptor within the CNE using FHWA Traffic Noise Model (TNM) software. The TNM estimates noise levels for the existing condition, the future no-build condition, and the future build condition. FHWA has established Noise Abatement Criteria (NAC) for various land use activity categories. The NAC threshold for homes, parks and schools is 67 dB(A), and the NAC threshold for hotels, restaurants and businesses is 72 dB(A). A traffic noise impact occurs on a project when predicted build noise levels approach (within 1 dB(A) from the NAC), meet or exceed the NAC criteria, or when the predicted noise levels are substantially higher (greater than 14 dB(A)) than the existing noise level.

Figure 4.3 Common Sound Levels



Source: IDOT Highway Traffic Noise Assessment Manual, 2011

4.5.2 How will the project affect noise levels?

Traffic noise modeling was conducted for 17 sensitive noise receptors/CNEs near the project study area (see Appendix A for the location of the receptors). These receptors represent homes, businesses, a restaurant/bar, a motel, a memorial, and a proposed senior care facility. Each receptor/CNE was analyzed for three noise level scenarios: 2014 existing conditions, 2040 no-action, and 2040 build. Table 4.5 summarizes the results of the noise analysis.

Table 4.5 Noise Analysis Results Summary

Receptor Number[1]	Type	Represents	NAC[2] dB(A)	2014 Existing Noise Level dB(A)	Predicted Year			Impacted
					2040 Build Noise Level dB(A)[3]	2040 No-Action Noise Level dB(A)	Build Increase over Existing dB(A)	
R1	Commercial	2 Businesses	72	68	71	69	3	Yes - NAC
R2	Commercial	2 Businesses	72	70	73	70	3	Yes - NAC
R3	Residential	11 Homes	67	67	70	67	3	Yes - NAC
R4	Residential	4 Homes	67	60	63	60	3	No Impact
R5	Residential	7 Homes	67	57	59	58	2	No Impact
R6	Residential	6 Homes	67	58	60	59	2	No Impact
R7	Memorial	1 Public Memorial	67	56	57	57	1	No Impact
R8	Commercial	1 Business	72	57	57	57	0	No Impact
R9	Commercial	1 Business	72	59	59	59	0	No Impact
R10	Commercial	6 Businesses	72	63	64	63	1	No Impact
R11	Commercial	6 Businesses	72	63	64	63	1	No Impact
R12	Commercial	4 Businesses	72	63	63	63	0	No Impact
R13	Residential	2 Homes	67	65	66	66	1	Yes - NAC
R14	Commercial	1 Business	72	65	66	66	1	No Impact
R15	Motel	1 Motel	72	65	66	66	1	No Impact
R16	Bar	1 Restaurant/Bar	72	62	63	63	1	No Impact
R17	Residential	1 Planned Dev.	67	60	61	61	1	No Impact

1) See Appendix A for receptor locations.

2) Noise Abatement Criterion

3) **Bold** value denotes a noise impact.

Noise levels for the existing condition (2014) ranged from 56 dB(A) to 70 dB(A) and include one sensitive receptor (R3) that approached, met or exceeded the NAC with a modeled design year noise level of 66 dB(A) or greater. This receptor represents 11 homes.

Noise levels for the no-action condition ranged from 57 dB(A) to 70 dB(A) and includes two sensitive receptors (R3 and R13) that approached, met or exceeded the NAC with a modeled design year noise level of 66 dB(A) or greater. The two receptors represent 13 homes. The increases in noise levels are due to an increase in traffic volumes.

Noise levels for the build condition ranged from 57 dB(A) to 73 dB(A). Four sensitive receptors approached, met or exceeded the NAC with a modeled design year noise level of 66 dB(A) for homes and 71 dB(A) for commercial properties. The four receptors (R1, R2, R3 and R13) represent 13 homes and four commercial properties. The change in noise levels from the existing condition to the build condition ranged from no change to an increase of 3 dB(A). No receptors had a substantial increase in noise (greater than 14 dB(A) increase from existing conditions to build conditions).

4.5.3 Is noise abatement proposed for this project?

Traffic noise abatement evaluation is used to identify potential noise abatement measures for impacted receptors. 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 reduce noise levels by impeding transmission of noise, absorbing noise or reflecting it back toward the noise source.

A noise barrier must be determined both feasible and reasonable to be considered for implementation. Noise barriers shall be feasible, meaning, they can physically be built and can reduce noise impacts by at least 5 dB(A) for at least one impacted receptor. To be implemented, a noise barrier also shall be reasonable, meaning, the barrier would reduce noise impacts by at least 8 dB(A) for at least one benefited receptor location, shall be cost effective (may not exceed the allowable noise abatement cost), and shall be deemed desired by a majority of the benefited receptors.

To determine the cost effectiveness of a noise barrier, the allowable cost per benefited receptor must be calculated. The noise abatement measure cost is adjustable per receptor, ranging from a base value of $24,000 to a potential maximum abatement cost of $37,000, based upon IDOT's adjustment factors. This is determined by counting all receptors (including owner-occupied, rental units, mobile homes and businesses) benefited by the noise abatement measure in any subdivision and/or given development, and dividing that number into the total cost of the noise abatement measure. A benefited receptor is defined as the recipient of an abatement measure that receives a noise reduction at or above the minimum threshold of 5 dB(A). Each unit in a multi-family building will be counted as a separate receptor. The abatement measure estimated cost is $25.00 per square foot. However, costs such as those associated with right-of-way acquisition or safety measures (i.e., Jersey barrier) for the purpose of noise barrier construction also should be included if acquisition or safety measures are needed solely for noise barrier construction.

IDOT recommends using adjustment factors to determine an acceptable threshold for a barrier to be considered reasonable. The three factors that affect the cost per benefited receptor are the absolute noise level of the benefited receptors in the design year build scenario before noise abatement; the incremental increase in noise level between the existing noise level at the benefited receptor and the predicted build noise level before noise abatement; and the date of development compared to the construction date of the highway. These three adjustment factors can increase the allowable cost per benefited receptor by as much as $13,000. See Table 4.6 for the adjusted allowable cost per benefited receptor calculations.

Table 4.6 Adjusted Allowable Cost per Benefited Receptor Calculation

Benefited Receptor Number within CNE	Build Noise Level, dB(A)	Increase in Noise, Existing to Build, dB(A)	Home Built Before Roadway, Yes/No	Traffic Noise Factor	Noise Increase Factor	Homes Built Before Roadway Factor	Sum of Reasonableness Factors Cost Adjustments	Total Adjusted Allowable Cost per Receptor
R2	73	3	Yes	$1,000	$0	$5,000	$6,000	$30,000
R3	70	3	Yes	$1,000	$0	$5,000	$6,000	$30,000
R13	66	1	Yes	$0	$0	$5,000	$5,000	$29,000

Of the four receptors/CNEs expected to have traffic noise impacts, noise abatement was not considered for Receptor/CNE R1. Receptor/CNE R1 represents two commercial properties located south of US 150 on the west edge of the project limits. The two commercial properties are separated by an access drive to their parking lots. A barrier analysis would not be feasible because a noise wall would block the parking lot entrance to customers. A barrier with a large opening would be ineffective to reduce noise and therefore is not feasible to construct at this location.

Three receptor/CNE locations (R2, R3 and R13) warranted noise barrier analyses (see Table 4.7). The noise barriers were first evaluated for feasibility according to the IDOT noise policy. All three noise barriers could be feasibly constructed with respect to construction, maintenance, safety, utility and drainage, and each could achieve a minimum 8 dB(A) reduction for at least one of the benefited receptors. A noise barrier for Receptor/CNE R3 is considered feasible only if the noise barrier would be protected on both of its sides by a Jersey barrier. The noise barrier would be located in the clear zone for both US 150 and Harvard Street and would need to be protected for the safety of the motoring public. In order to locate the barrier outside the clear zone, Harvard Street would need to be closed, requiring the acquisition of nine residential properties. However, this would subsequently displace the receptors for which the noise barrier would be constructed. Based on the noise abatement evaluation conducted, all three barriers (for Receptors/CNEs R2, R3 and R13) would not be economically reasonable because their cost per benefited receptor exceeds the allowable cost per benefited receptor, and therefore will not likely be implemented.

If constraints not foreseen in the preliminary design subsequently develop during final design, or public input substantially changes reasonableness, abatement measures may need to be reconsidered. A final decision on the installation of abatement measures will be made upon completion of the project's final design and the public involvement process.

Table 4.7 Noise Abatement Evaluation Summary

Receptor/ Wall [1]	Length of Proposed Barrier (ft.)	Height of Proposed Barrier (ft.)	Area of Noise Barrier ($ft.^2$)	Cost of Noise Barrier ($25.00/sq. ft.)	Number of Benefited Receptors	Estimated Build Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Likely to be Implemented	If No, Reasons Why
R2	780	8	6,240	$156,000	2	$78,000	$30,000	No	Does not achieve cost effectiveness criterion
R3	480	10 to 12	4,990	$239,950[2]	5	$47,990	$30,000	No	Does not achieve cost effectiveness criterion
R13	620	12 to 22	12,720	$318,000	4	$79,500	$29,000	No	Does not achieve cost effectiveness criterion

[1] See Appendix A for receptor locations.

[2] Estimated cost at this location includes additional cost for Jersey barrier for both sides of noise barrier.

4.5.4 How will construction activities affect noise levels?

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents, businesses and facilities near the construction will at some time experience perceptible construction noise. To minimize or eliminate the effect of construction noise to these receivers, mitigation measures have been incorporated into the IDOT's Standard Specifications for Road and Bridge Construction.

Floodplain Forest *(photo by Jeff Bushur, 2015 site visit)*

4.6 What natural resources will be affected?

4.6.1 What types and quality of plant communities would be impacted?

Non-native grass is present along the urban roadsides. Floodplain forest lies on each side of the Illinois River. The portions of the floodplain forests that are considered wetland are described in Section 4.10. Based on a botanical survey conducted by the Illinois Natural Historic Survey (INHS) in 2014, the remaining non-wetland floodplain forests were moderately to heavily degraded and possessed no rare or noteworthy features. A population of the state and federally threatened decurrent false aster is located near the west abutments of the McClugage Bridge. The decurrent false aster is discussed in Section 4.6.3.

Approximately 2.6 acres of non-wetland floodplain forest would be removed during construction of the new bridge. The impacted trees will be replaced on a 1:1 ratio in accordance with IDOT policy "D&E-18 Preservation and Replacement of Trees." IDOT proposes to replace removed trees by planting in the clear zones and backslopes of existing highway corridors (I-74, I-474, IL 6, etc.) and/or by donating trees to the Peoria Park District and the Fon du Lac Park District. A tree replacement plan will be developed during the design phase of the project.

4.6.2 How does the project affect wildlife and their habitat?

Wildlife resources refer to terrestrial insects, amphibians, reptiles, birds, mammals and their habitats. The forested areas along the bridge abutments make up a non-wetland floodplain forest and serve as shelter, nesting and foraging areas for various species of wildlife. In addition to the forested areas along the bridge abutments, four wetland sites consisting of floodplain forest, wetland pond and vegetated bar foraging habitats occur in the project study area, and may be considered important wildlife habitats and habitats suitable for migratory birds. See Section 4.10 for additional information on wetland habitat and impacts.

Based on the potential for the project to affect certain wildlife that may be present in the area, surveys were conducted for bald eagles and breeding birds.

A bird survey was conducted for the project by the INHS in 2014 and 2015. A total of 87 bird species were documented in or near the project study area. Twelve of these species are considered "Species of Greatest Need of Conservation" (SGNC) by the Illinois Department of Natural Resources' Wildlife Action Plan, three species are listed in Flight Watch List, and two species are considered Near Threatened by the International Union for Conservation of Nature (IUCN) Red List, which tracks the global conservation status of animals. Most of these species of conservation concern were found within upland and floodplain forest near, but outside of the project study area. The most common species of conservation of concern were red-headed woodpeckers and prothonotary warblers.

Migratory Bird Treaty Act of 1918

This act makes it illegal for anyone to hunt, kill, capture, possess, import, export, transport, sell or purchase any migratory bird, or the parts, nests or eggs of such a bird except under a valid permit.

The peregrine falcon was observed nesting on the eastbound bridge, and has been using the bridge for nesting during the past few years. The peregrine falcon was until recently listed as state threatened, but is still protected under the Migratory Bird Treaty Act. In order to prevent harm to the falcon and any nest on the bridge, netting or tarpaulins are proposed to be hung around potential nesting sites of the bridge to prevent the falcons from nesting during construction.

The surveys identified two active bald eagle nests both north of the bridge in the floodplain forest located on the east side of the Illinois River outside of the project study area. The closest nest was approximately 3,000 feet from the bridge and the second nest was approximately 3,800 feet from the bridge. Bald eagles typically prefer to nest in large, mature trees that border water in areas that are relatively free of or buffered from human disturbances. There was no evidence that bald eagles were roosting anywhere within one mile of the McClugage Bridge. Although the U.S. Fish and Wildlife Service (USFWS) removed the bald eagle from the list of threatened and endangered species under the Endangered Species Act, the bird is still protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Given the nature of the habitat immediately adjacent to the McClugage Bridge and that the project is more than 3,000 feet away from any eagle's nest, the project is not expected to impact the bald eagle.

Bald and Golden Eagle Protection Act of 1940

This act prohibits anyone, without a permit, from taking bald eagles, including their parts, nests or eggs. A "take" is defined as pursue, shoot, poison, wound, kill, capture, trap, collect, molest or disturb.

The existing US 150 route (McClugage Bridge) has created some fragmentation of habitat along the banks of the Illinois River. Due to this human influence, the species present within the project corridor are expected to be adapted to more urban conditions. During reconstruction and demolition of the eastbound bridge, there will be minor short-term direct negative impacts to wildlife associated with the disturbance of habitat for construction access and general construction-related 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 placement of new bridge piers in the Illinois River. Due to the minor amount of habitat being removed for this project, the impacts to wildlife and habitats are not expected to be adverse.

Based on an analysis of 675 crashes that occurred along the McClugage Bridge study area from 2008 to 2013, 71 crashes (11 percent of the total) were associated with animal collisions. The locations of these collisions are primarily east of IL 116, outside of the area affected by the preferred alternative.

Although this percent of total is almost twice that of the average in Illinois, the percent of total for the eastbound US 150 corridor only is less than half the state average. 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 new bridge is replacing an existing bridge and is not establishing a new barrier or source of mortality in the project study area.

Fibrous-rooted sedge
(photo by Michael Murphy, INHS Botanical Survey Report, 2014)

4.6.3 Will the project affect any threatened and endangered species?

In Illinois, threatened and endangered species are protected under the Federal Endangered Species Act and the Illinois Endangered Species Protection Act. The federally listed species for Peoria and Tazewell counties are the Indiana bat, northern long-eared bat, Lakeside daisy, eastern prairie fringed orchid and decurrent false aster. On September 22, 2016, the USFWS proposed listing the rusty patched bumble bee as an endangered species in Peoria County. IDNR's Natural Heritage Database shows records for the decurrent false aster, lake sturgeon (state endangered) and American eel (state threatened) in the project area. Bat, bird and plant surveys were conducted to determine the presence of state or federally listed threatened or endangered species within the project study area. Consultation with the USFWS and the IDNR continued for any species that were identified as being present or potentially present in the project study area.

Decurrent false aster
(photo by Matt Mangan, USFWS Fact Sheet)

A mist net survey of bats was conducted by the INHS in the vicinity of the project study area in 2014 and one evening bat was captured and released during the survey. The Natural Heritage Database shows no documented occurrences of either species within Peoria or Tazewell counties. This project will have no effect on the Indiana bat or northern long-eared bat.

During the INHS 2014 and 2015 bird surveys a Mississippi kite, which is listed as threatened in Illinois, was observed flying over the upland forest of the Grandview Drive woods during the bird survey and could have easily been a migrant. Therefore, the project will have no effect on the Mississippi kite.

The rusty patched bumble bee requires areas that support sufficient food sources of nectar and pollen from diverse and abundant flowers, undisturbed nesting sites (abandoned rodent nests or similar cavities below ground) in proximity to floral resources and overwintering sites for hibernating queens. Based on the lack of diverse and abundant floral resources and suitable nesting sites in the project study area, the project will not affect the rusty patched bumble bee.

Since the project crosses a pooled area of the Illinois River, the current is not swift and does not provide habitat for the spawning of the lake sturgeon. This project is unlikely to adversely affect the lake sturgeon.

The American eel inhabits rivers and adjacent backwaters. It tends to remain under logs or other cover during the day, and becomes active during the evening. The eel migrates from freshwater to spawn in the Sargasso Sea, located within the Atlantic Ocean. Migration to the sea occurs during late summer

and autumn. Since the eel does not spawn in freshwater this project is unlikely to adversely affect the American eel.

Habitat for the lakeside daisy includes dry, rocky prairies and limestone quarries. Habitat for Eastern prairie fringed orchid is found in wetlands and mesic prairies. Neither plant was found during the 2014 plant survey; therefore, this project will not affect the lakeside daisy or the Eastern prairie fringed orchid.

The 2014 botanical survey identified two listed species in or adjacent to the project study area. These are the fibrous-rooted sedge and the decurrent false aster.

The fibrous-rooted sedge is a grass-like clumped plant occurring in dry to moderately moist woodland habitat, frequently associated with steep to moderately steep slopes. It is state listed as threatened. The populations of fibrous-rooted sedge occurred east of IL 116 and will not be impacted by the project.

The decurrent false aster is a plant in the sunflower family found in moist, sandy floodplains and prairie wetlands along the Illinois River, and relies on periodic flooding to scour away other plants that compete for the same habitat. It is both state and federally listed as threatened. A population of decurrent false aster was found near the west abutment of the McClugage Bridge.

The project will potentially impact the decurrent false aster during construction of the new bridge and demolition of the existing eastbound bridge. Therefore, IDOT requested formal consultation with the USFWS in accordance with Section 7 of the Endangered Species Act of 1973. As a result of that coordination, the USFWS rendered a biological opinion on the effects of the project on the decurrent false aster (see the Biological Opinion from the USFWS dated December 15, 2015 in Appendix B).

Based on the 2014 aster population, three plants would be impacted during construction of the new bridge. Nineteen plants would potentially be impacted by the extension of an access road and installation of a fence along the road. Demolition of the existing eastbound bridge would potentially impact 28 individual plants occurring under the existing bridge. Based on the 2014 population there would be 0.29 acre of temporary impact due to the construction of the new bridge with 0.01 acre of permanent impact for a pier and 0.24 acre of temporary impact due to the demolition of the existing bridge.

The conservation measures to minimize and mitigate impacts to the decurrent false aster, as described in the biological opinion, will be incorporated into the project. These conservation measures consist of placing fencing to restrict construction equipment from disturbing aster habitat, collection and storage of decurrent false aster seeds, and dispersal of seeds following construction activities. After reviewing the current status of the decurrent false aster, the environmental baseline conditions of the action area, and the effects of the proposed action, the USFWS's biological opinion is that the proposed action is not likely to jeopardize the continued existence of the species. No critical habitat has been designated for this species, and therefore none will be affected.

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 federal 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.

4.6.4 Will any State Designated Lands be impacted?

State Designated Lands include Illinois Natural Areas, Land and Water Reserves, and Nature Preserves. Grandview Woods, Cooper Park North and the Springdale Cemetery Savanna are Illinois Natural Areas Inventory (INAI) sites that are considered areas of high quality habitat for endangered

species. The Cooper Park North on the southeast side of the bridge and the Springdale Cemetery Savanna area to the southwest of the bridge also are Illinois Nature Preserves (see Appendix A for the locations of the INAI and Illinois Nature Preserve sites). The project will not impact any of these state designated lands.

4.7 What water resources and aquatic habitats will be affected?

4.7.1 What water resources are in the project study area?

The only waterway within the project study area is the Illinois River. The Illinois River is an important navigation link between the Great Lakes and the Mississippi River and is used commercially for the transport of goods by local and regional businesses. Principal cargoes, carried chiefly by barges are coal, petroleum, and grain products. The open waterbody section of the Illinois River at the McClugage Bridge is called Peoria Lake. The river underneath the bridge is about three-quarters of a mile from bank-to-bank with forested habitat lining each side. The Illinois River/Peoria Lake provides water to the City of Peoria and the surrounding area, and supports a recreational fishery, marina and campground near the project study area. The Illinois American Water Company maintains a surface intake upstream and northwest of the McClugage Bridge on the Peoria side of the Illinois River.

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.

4.7.2 What is the water quality of the Illinois River at the McClugage Bridge?

Information on water quality was obtained from the *Illinois Integrated Water Quality Report and Section 303(d) List, 2016* by the Illinois Environmental Protection Agency (EPA). The Illinois EPA assessed this section of the Illinois River for several designated uses and identified causes of impairment. Table 4.8 summarizes the support level of each designated use of the river and the causes of any impairment. The Illinois EPA identifies atmospheric toxic deposition and unknown sources as the sources of impairment. Atmospheric deposition of toxins occurs when pollutants are transferred from the air to the earth's surface by way of rain and snow, falling particles, and absorption of the gas form of the pollutants into the water. This section of the Illinois River is on the 303(d) list of impaired waters for not supporting fish consumption.

There is a Total Maximum Daily Load (TMDL) for this section of the Illinois River, which was completed on August 9, 2012 (http://www.epa.state.il.us/water/tmdl/report/illinois-river/final-tmdl-report.pdf). The TMDL pollutants are fecal coliform, manganese and total dissolved solids (TDS). The sources of these

impairments are typically not attributed to roadways. Although road kill or bird droppings from roadways and waterfowl could be considered as sources of fecal coliform, primary sources are attributed to either National Pollutant Discharge Elimination System (NPDES) permitted (point) sources, such as wastewater discharges, or other nonpoint sources from the watershed. Typically, copper, zinc, cadmium and lead, not manganese, are the primary metals detected at elevated concentrations in most urban roadway runoff locations. Manganese is naturally occurring in soils of the Illinois River Basin and can be washed in the river. The TMDL report identified groundwater and natural soil conditions as likely sources of manganese. The report also identified stormwater and wastewater as likely sources of total dissolved solids for this section of the Illinois River, with elevated concentrations during high flow periods likely due to bank, channel and gully erosion.

Table 4.8 Assessed Uses of the Illinois River (Section D-30) and Causes of Impairment, if Applicable

Designated Use	Use Support Level	Causes of Impairment
Aquatic Life	Fully Supporting	N/A
Fish Consumption	Not Supporting	Mercury and Polychlorinated biphenyls (PCBs)
Public and Food Processing Water Supplies	Not Supporting	Total Dissolved Solids (TDS)
Primary Contact Recreation (Swimming)	Fully Supporting	N/A
Secondary Contact (Fishing and Boating)	Fully Supporting	N/A
Aesthetic Quality	Fully Supporting	N/A

4.7.3 Will the project affect the Illinois River?

Because the project primarily involves the replacement of an existing bridge on an adjacent alignment, the long-term impacts to water quality and aquatic habitats are expected to be negligible compared to baseline conditions. The new bridge will be wider than the existing bridge in order to accommodate the proposed three lanes, wider shoulders and multi-use path. Some permanent fill within the Illinois River would be required due to the placement of the new bridge piers. However, only 23 piers are proposed for the new bridge compared to existing 27 piers of the eastbound bridge. Existing bridge piers would be removed below the river bottom after demolition of the existing bridge.

The construction of the new bridge and demolition of the existing bridge would require work in and adjacent to the Illinois River. The construction of temporary causeways and cofferdams, drilled shaft construction or pile driving to construct the new bridge piers, and mobilization of barges will temporarily disturb the river bottom and water column of the river in the immediate vicinity of work. The navigational channel of the river would be open to commercial and recreational traffic during construction. Demolition of the existing bridge may also result in temporary disturbance of the river bottom and water quality. The method of demolition is anticipated to be piecemeal dismantling (no explosives) with hydraulic excavators and cranes. The construction and demolition impacts will be minimized by proper application of the IDOT Standard Specification for Road and Bridge Construction. A plan for sedimentation and erosion control will be prepared before construction so that contractors can minimize the effect of storm water runoff to the Illinois River. Impacts to water quality and biological components

of the water during construction and demolition are expected to be minor. The project is within the source water protection area of the Illinois American Water surface water intake. However, the project would not impact this public surface water supply because the intake is upstream of any proposed construction areas.

With regard to long-term operation and maintenance of the bridge, the project is not expected to result in substantial increases in pollutant loads from storm water runoff and maintenance chemicals/applications including deicing salts to treat icy roads and herbicides to control noxious/invasive weeds. Storm water would be managed the same as current methods. Storm water from the roadways and ramps at each interchange would flow to vegetated roadside ditches draining to the Illinois River, and storm water collected on the new bridge would discharge to the river below. Proper application of deicing salts to treat icy road conditions and herbicides for noxious/invasive weed control by IDOT maintenance personnel will minimize chloride and herbicide loading to the river. The project is not anticipated to contribute to the causes of the Illinois River's impairment.

4.7.4 What permits related to the project's effects on the Illinois River and water quality would be required?

Since the Illinois River is a navigable water, it is subject to Section 9 and Section 10 of the Rivers and Harbors Act of 1899. A Section 9 permit will be required from the U.S. Coast Guard for construction of a bridge over the Illinois River, and a Section 10 permit would be required by the USACE for activities in the river other than the bridge construction (fill, excavation and placement of other structures). 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 the Illinois River, including any necessary cofferdams, abutments, piers, temporary construction and access fills, and causeways and approach fills incidental to the construction of the bridge. The project also will require a NPDES permit from the Illinois EPA because more than one acre of land would be disturbed. This project was coordinated with these permitting agencies through the NEPA/404 Merger process. Additional coordination and application of permits will occur during the design phase of the project.

4.8 How would groundwater resources be affected?

Groundwater resources include wellhead protection recharge areas, groundwater recharge potential, public and private water wells, and aquifers. The project does not occur in an area of karst topography, an area designated as Class III Groundwater, or a watershed that has been designated by the Illinois EPA as vital for a sensitive ecological system.

Illinois State Geological Survey well records indicate that water in the project study area is obtained from sand and gravel (at depths ranging from 60 to 100 feet) below the surface. The project study area is located in Zone 1, 5 and 7 for groundwater recharge potential, where Zone 1 indicates the highest potential for groundwater recharge and Zone 7 indicates the lowest potential. Generally, Zone 1 occurs along the Illinois River floodplain, Zone 5 occurs in Tazewell County east of the floodplain, and Zone 7 occurs in Peoria west of the floodplain.

The project crosses two wellhead protection recharge areas for public wells at the Illinois American Water property, which serve the community of Peoria. These wellhead protection areas are crossed by US 150 and IL 29 and extend approximately 250 feet south and 1,500 feet north of US 150 along IL 29. Three public water wells serving the community of Peoria are located north of the westbound US 150 bridge on the Illinois American Water Company property.

The wells locations are not shown for security purposes. However, since the project is greater than 200 feet from the wells and would not create any new potential routes for groundwater pollution or any new potential sources of groundwater pollution, there should be no impact on the 1,000-foot setback zones around these wells. As stated in Section 4.7.3, the project is not expected to result in substantial increases in pollutant loads from roadway runoff and other nonpoint sources such as deicing salts. No adverse impacts from these nonpoint sources are anticipated to the wellhead protection areas of the Illinois American Water (see Section 4.7.3 for additional information).

Based on the Illinois State Water Survey's well database, three water wells in Tazewell County are within 200 feet of the project (see Figures A3 and A4 in Appendix A). The wells were not observed during site visits and may have been abandoned and capped or their database locations may be inaccurate. If any wells within 200 feet of the project remain, they will be properly capped and abandoned unless it is demonstrated that the wells are sufficiently deep, properly cased, and not hydraulically connected to the surface. If the well is still being used, the water well will be replaced or other suitable alternative will be provided to the owner.

USEPA has designated a portion of the Mahomet Aquifer system as a sole source aquifer for Illinois. The portion of the project in Tazewell County occurs at the northwest boundary of the Mahomet Sole Source Aquifer (see Figure 4.4). The estimated depth of the proposed steel H-pilings for the new bridge is 85 feet. The anticipated deepest excavation work on the Tazewell County side is the east pier of the proposed main span, which would be about 45 feet below ground level, which is approximately five feet below the water level. Excavations expected to be deeper than 10 feet include all bridge piers, overhead sign structures and light mast foundations. Proposed best management practices (BMPs) to be implemented for erosion control include steel sheet piling cofferdams for excavation in the river, temporary erosion control seeding, temporary ditch checks, perimeter erosion barrier, inlet and pipe protection, inlet filters, temporary erosion control blanket and riprap. 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. This designation authorizes USEPA to review federally funded projects to assess potential for contamination of the aquifer system. This project was coordinated with USEPA through the NEPA/404 Merger process on February 27, 2014, September 4, 2014, and September 9, 2015. USEPA expressed no concerns of the project potentially contaminating the Mahomet Sole Source Aquifer; however, they are being provided with this information to complete coordination for final review.

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 a sole source aquifer?

A sole source aquifer is an underground water supply designated by the USEPA as a sole or principal source of drinking water for an area. The Mahomet Aquifer is the only sole source aquifer in Illinois.

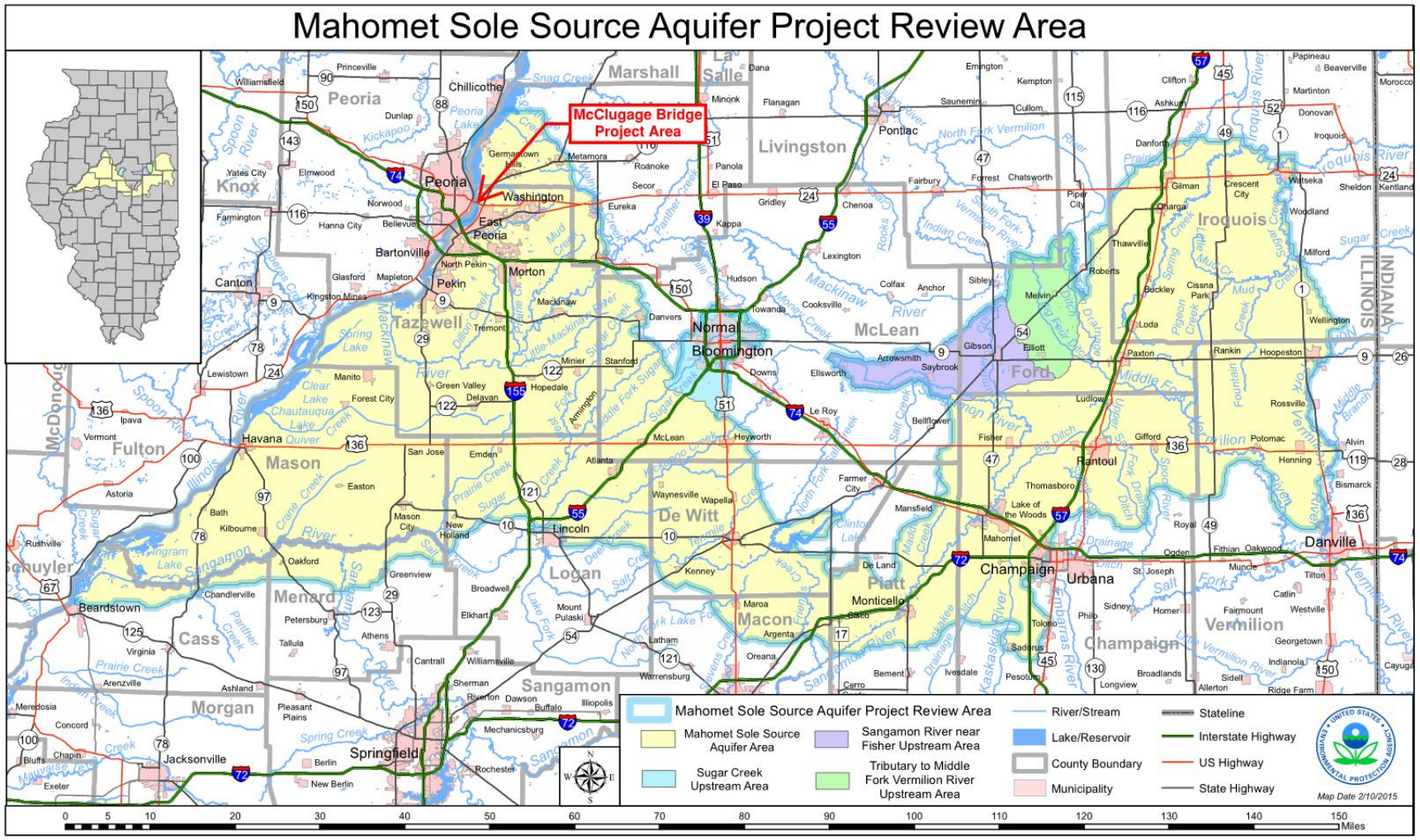
What is karst topography?

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.

What is Class III Groundwater designation?

Class III Groundwater areas refers to areas designated by Illinois that contribute groundwater that is particularly sensitive and ecologically vital, such as groundwater at a dedicated nature preserve.

Figure 4.4 Mahomet Sole Source Aquifer



Source: USEPA Region 5, 2015; http://www3.epa.gov/region5/water/gwdw/Mahomet/.

4.9 Would the project worsen flooding events of the Illinois River?

According to Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA), the 100-year floodplain of the Illinois River in the project study area spans from the Tazewell & Peoria Railroad on the west side of the river to the commercial development lining the west side of IL 116 on the east side of the river (see Appendix A). Flooding, standing water and saturated soils may be encountered in these areas, particularly during periods of high or extended rainfall or spring snowmelt. A regulatory floodway has not been officially designated by FEMA.

Replacement of the eastbound US 150 bridge is considered a transverse encroachment of the Illinois River floodplain, meaning an action within a floodplain that is perpendicular to the direction of river flow. The project would involve placing fill in the 100-year floodplain through the construction of piers and the approach roadway embankment for the new bridge. The piers and some roadway embankment of the existing eastbound bridge would be excavated and removed, thereby offsetting some of the additional fill in the floodplain of the new bridge.

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).

A preliminary hydraulics study was prepared to assess potential floodplain impacts of the new structure. Any proposed structure will require floodway construction and public waters permits from the IDNR Office of Water Resources (OWR). As the project is on leveed sections of the Illinois River, the proposed work will not be allowed to create any increases in water surface profiles when compared to the existing conditions, often termed a "no-rise" condition. The study modeled existing conditions of eastbound and westbound McClugage Bridge and the proposed tied-arch bridge type, which is the selected bridge type for the new eastbound bridge.

The existing conditions model indicates that the existing structures cause little to no increases in the river water level upstream of the structures as compared to natural conditions where no bridge is assumed at the crossing location. This is most likely due to the fact that they are located in the reach of the Illinois River known as Peoria Lake. The river profile is very flat along this reach and current speeds in the river are quite low.

The results of the proposed model show that the proposed tied-arch structure generally does not create substantial increases in water surface profile elevations. However, the peak increase over existing conditions was measured to be 0.1 foot in the two-year flood profile.

Additional 2-D modeling will be completed for the selected tied-arch bridge type as it is possible that the simplified 1-D model software equations are overestimating the impacts of the proposed piers. 2-D modeling of the proposed bridge piers also would assist with the design of the pier foundations and more accurate modeling of the complex flow patterns through the existing and proposed bridge will allow for more accurate estimation of local pier scour at the proposed piers.

4.10 Will the project affect any wetlands?

A wetland survey of the project study area identified 11 wetlands consisting of marsh, seep, wet shrubland, wet meadow, floodplain forest, wetland pond and vegetated bar habitat (see Appendix A). The wetland seep community (Site 2) located on the southeast side of the US 150/US 24/IL 116 interchange is considered a high quality wetland community, as reflected by its Floristic Quality Index (FQI) value of 28.8. This wetland community will not be impacted by the project. All other wetlands were considered lower vegetative quality communities (less than 20 FQI).

What is a wetland?

A wetland is an area where water covers the soil, or is either at or near the soil surface long enough to support vegetation that is adapted for saturated soil (hydric) conditions; wetlands generally include swamps, marshes, wet meadows and floodplain forests. Wetlands are protected under the Clean Water Act and impacts to wetlands should be avoided, if possible. In Illinois, wetlands also are protected by the Interagency Wetland Policy Act of 1989.

The preferred alternative would impact three of the 11 wetlands (see Table 4.9). The floodplain forest wetland Site 7 and wetland pond Site 8 would be impacted from the placement of fill material needed to create the embankment for the eastbound roadway and multi-use path tie-in on the east side of the river. Placement of the new bridge pier on the west side of the river would impact floodplain forest wetland Site 11. A total of 1.5 acres of wetlands would be impacted. Impact minimization measures will continue during the design and permitting process.

What is a Floristic Quality Index (FQI)?

An FQI is an indication 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 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 are considered high quality aquatic resources.

Adverse impacts to the wetlands cannot be avoided. Several other alternatives were considered: no-build, rehabilitation, a new bridge on a northern alignment, and a new bridge on existing alignment using staged construction (see Section 3 for the analysis of alternatives considered). No-build and rehabilitation would avoid and minimize impacts to wetlands, but would not meet the purpose and need of this project. The northern alignment would impact wetlands on the north side of the McClugage Bridge, and the required geometry at the western interchange would create additional adverse environmental impacts over the other build alternatives. The existing alignment (staged construction) alternative was determined to be imprudent due to complex construction, staging and traffic management. Therefore, there are no practicable alternatives for the avoidance of wetland Sites 7, 8 and 11.

Impacts to Sites 7 and 8 were minimized by locating the proposed multi-use path closer to the roadway profile at the edge of shoulder and using a steeper embankment slope, which reduced the amount of embankment fill in the wetlands. Most of the impact expected at Site 11 would be from the removal of trees, but one proposed pier would permanently impact the forested wetland. Efforts to minimize impacts to Site 11 will be further considered during the design stage, possibly through modifying the pier placement design and implementing construction area restrictions. In addition, construction activities will protect

Floodplain forest wetland
(photo by Jeff Bushur, 2014 site visit)

and preserve adjacent wetlands through best management practices (BMPs), such as silt fencing, storm water runoff management and identification of all wetlands on the construction plans.

The proposed method of mitigation for the project's impacts to wetlands is purchasing credits at the LaGrange Wetland Bank in Brown County, which is owned and managed by IDOT. The mitigation of wetland impacts is being coordinated with the USACE and IDNR and was initiated through the NEPA/404 Merger process. Impacts to Wetland Sites 7, 8 and 11 (in addition to the Illinois River) will require a Section 404 permit from the USACE and Section 401 Water Quality Certification from the Illinois EPA. Compensation of wetland impacts will be mitigated at a ratio of 2.0:1.0, in accordance with Section 404 of the Clean Water Act and the Illinois Interagency Wetlands Policy Act of 1989.

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.

Table 4.9 Wetland Impacts

Site	Type	Dominant Vegetation	FQI	Impacted Area (acres)
7	Floodplain forest	Canada wood nettle, eastern cottonwood, green ash, poison ivy, silver maple	15.3	0.88
8	Wetland pond	Buttonbush, false indigo bush, fog fruit, halberd-leaved rose mallow	14.5	0.22
11	Floodplain forest	Fog fruit, silver maple	7.3	0.40

4.11 Will the project involve any sites affected by special waste?

IDOT routinely acquires property for 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.

A PESA was conducted to identify sites in or adjacent to the project study area that are potentially impacted with releases of hazardous substances. The presence or likely presence of contamination to soil or water from petroleum or other toxic substance releases is called a Recognized Environmental Condition (REC). Of the sites that the PESA identified as containing RECs, 21 sites are within or adjacent to the proposed right-of-way and existing right-of-way where work is proposed. These RECs are found on commercial, utility and vacant properties throughout the project study area. RECs identified for the sites include evidence of chemical use, chemical storage, dumping, pipelines, transformers, potential asbestos containing material and lead paint, monitoring wells, underground storage tanks, above ground storage tanks and drums. Many of these RECs are known sites that are listed on regulatory databases.

IDOT will make an avoidance determination at a future date pertaining to the 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. Special waste 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 1903-11 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.

4.12 Will the project affect any parks, wildlife areas, recreational areas or other special lands?

Parks, wildlife areas and recreational areas in or near the project study area are Grand View Drive Park, Springdale Cemetery, Rock Island Trail, Lorentz Avenue Park, the Illinois River Fish and Wildlife Area, River Bluff Corridor, and the Cooper Park North Natural Area (see Appendix A). The proposed project would only impact the Illinois River Fish and Wildlife Area and the River Bluff Corridor due to the close proximity of each property. Both of these public areas are protected under Section 4(f) of the Department of Transportation Act of 1966. The project will positively improve access to the parks and recreational areas with new bicycle and pedestrian facilities.

Illinois River Fish and Wildlife Area (FWA)

The Illinois River FWA is IDNR-owned property on both sides of the McClugage Bridge in the open water areas of the Illinois River in Tazewell County (see Appendix A). It is managed by the Woodford State Fish and Wildlife Area as a wildlife refuge and public recreation area. The 536-acre property was given to IDNR; no special grants or funding types were involved. Based on discussion with IDNR, the area has not been officially designated as a fish and wildlife area, but the property has been called the Illinois River FWA. There is no management plan for the property. The USACE constructed an island on the property north of the bridge, and has plans to develop two additional islands on the IDNR property south of the bridge.

What is a de minimis Section 4(f) impact?

A *de minimis* impact involves the use of a Section 4(f) property that is generally minor in nature. 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 a park, recreation area, or refuge for protection under Section 4(f). A *de minimis* impact determination requires agency coordination with the officials having jurisdiction over the Section 4(f) property and opportunities for public involvement.

The project would require about a 10.2-acre strip of open water of the IDNR property for bridge construction, and 2.0 acres of temporary easement to facilitate construction in the river. IDNR has expressed no opposition to the project and has agreed to a jurisdictional transfer of the property to IDOT. The bridge construction would not adversely impact the Illinois FWA because open water area would be created after the existing bridge is removed, much of the new bridge area would remain open water, and the multi-use path adds recreational value.

Detailed descriptions of the intended use of the Illinois River FWA, efforts to avoid and minimize impacts to the resource, mitigation measures, and coordination with the IDNR, who is the official with jurisdiction (OWJ) for the Illinois River FWA, are provided in the *De Minimis* Section 4(f) Documentation in Appendix D. The FHWA intends to issue a *de minimis* impact finding following a public meeting and comment period regarding the use of the resource and written concurrence from the IDNR that the proposed use of the resource will not adversely affect the activities, features and attributes of the resource that qualify it for Section 4(f) protection.

River Bluff Corridor (RBC)

The River Bluff Corridor is a 19-acre parcel adjacent to the south side of McClugage Bridge in Tazewell County (see Appendix A). This permanent conservation easement was established in 2004 with funding assistance from an Open Land Trust (OLT) grant through the IDNR. The project sponsor and grantor of the conservation easement is the Fon du Lac Park District, and the grantee is the IDNR. The easement grants conservation rights and easement, in perpetuity, over the property. The property is predominantly floodplain forest, including forested and emergent wetland areas, and open water area of the Illinois River. Some limited walking paths have been cleared in the forest; however, these paths are rudimentary and not marked. The only ingress and egress to the property is a 50-foot easement strip off the frontage road. Periodically, hikers from the Spindler Marina area will wander to the RBC, but visitors are not common. There is no management plan for the RBC. Based on

What is the Open Lands Trust (OLT) Program?

The Open Lands Trust (OLT) Program was an Illinois grant program authorized for a four year period beginning in 2000 to provide grant funding assistance on a competitive basis to eligible local units of government for the acquisition of land for public conservation, open space and natural resource-related recreation purposes. Once acquired, a conservation easement was conveyed to IDNR for all property acquired with OLT assistance.

discussions with the Fon du Lac Park District and IDNR, the primary function of the RBC is conservation land.

Approximately 1.5 acres of adjacent land would be needed from the RBC to accommodate the wider cross section of the new eastbound bridge, which would include a 14-foot multi-use path. In addition, 0.5 acres of open water area would be needed for a temporary construction easement to maneuver a barge to the construction site; however, this easement would constitute a temporary occupancy. Impacts to the RBC were minimized by locating the proposed multi-use path closer to the roadway profile at the edge of shoulder and using a steeper embankment slope, which reduced the embankment footprint on the RBC property. The Fon du Lac Park District has expressed no opposition to the project and welcomes the proposed multi-use path as a crucial recreation link across the river.

OLT grant conversion requirements state that where a conversion cannot be avoided, the conversion must be approved by IDNR and suitable replacement land having comparable monetary value, size and recreational usefulness must be obtained. Comparable land in private ownership is located on the opposite (north) side of the bridge. IDOT is coordinating the proposed conversion with the Fon du Lac Park District and IDNR. A public meeting or hearing on the proposed conversion and replacement land will be held to provide the public the opportunity to review and comment.

Detailed descriptions of the intended use of the River Bluff Corridor, efforts to avoid and minimize impacts to the resource, mitigation measures, and coordination with the Fon du Lac Park District and IDNR, who are the officials with jurisdiction (OWJ) for the RBC, are provided in the *De Minimis* Section 4(f) Documentation in Appendix E. The FHWA intends to issue a *de minimis* impact finding following a public meeting and comment period regarding the use of the resource and written concurrence from the Fon du Lac Park District and IDNR that the proposed use of the resource will not adversely affect the activities, features and attributes of the resource that qualify it for Section 4(f) protection.

4.13 What permits and certifications will need to be obtained to construct the project?

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

- Section 9 Permit – U.S. Coast Guard
- 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

4.14 What are the project's environmental commitments and proposed mitigation measures?

- Archaeological Investigation – Additional archaeological investigation of areas within the project that were restricted from access will be undertaken once project plans are refined and access to key parcels are secured, in coordination with the SHPO.

- Historic Bridge Mitigation – Mitigation measures to resolve the adverse effect to the historic bridge will be developed through consultation among IDOT, FHWA and SHPO. A Memorandum of Agreement (MOA) will be executed by these parties to stipulate the measures to mitigate the project's adverse effect on the historic structure.

- Tree Replacement – The 2.6 acres of non-wetland floodplain forest that would be impacted will be replaced on a 1:1 ratio in accordance with IDOT policy "D&E-18 Preservation and Replacement of Trees". IDOT proposes to replace removed trees by planting in the clear zones and backslopes of existing highway corridors (I-74, I-474, IL 6, etc.) and/or by donating trees to the Peoria Park District and the Fon du Lac Park District. A tree replacement plan will be developed during the design phase of the project.

- Peregrine Falcon Protection – In order to prevent harm to the peregrine falcon and any nest on the bridge, netting or tarpaulins will be hung around potential nesting sites of the bridge to prevent them from nesting during construction.

- Decurrent False Aster Conservation Measures – The conservation measures to minimize and mitigate impacts to the decurrent false aster, as described in the USFWS's biological opinion dated December 15, 2015 (see Appendix B), will be incorporated into the project.

- Wetland Mitigation – The proposed method of mitigation for the project's impacts to about 1.5 acres of floodplain forest wetlands and a wetland pond is wetland banking. Therefore, wetland credits will be purchased from IDOT's LaGrange Wetland Bank in Brown County, Illinois for the project's impacts to about 1.5 acres of floodplain forest wetlands and a wetland pond. Compensation of wetland impacts will be mitigated at a ratio of 2.0:1.0, in accordance with Section 404 of the Clean Water Act and the Illinois Interagency Wetlands Policy Act of 1989. Impact minimization measures will continue during the design and permitting process.

- Water Wells - All water wells that are within the project footprint or within 200 feet of the project will be properly capped and abandoned unless it can be demonstrated that the well is sufficiently deep, properly cased, and not hydraulically connected to the surface. If the well will continue to be used, the water well will be replaced or other suitable alternative will be provided. The water well will be constructed such that susceptibility to surficial contamination is minimized, for example, by constructing the well in a deeper aquifer.

- Hazardous Materials/Wastes - Accidental spills of hazardous materials and wastes during construction or operation of the transportation system require special response measures. Occurrences will be handled in accordance with local government response procedures. Refueling, storage of fuels, or maintenance of construction equipment should not be allowed within 100 feet of wetlands or water bodies to avoid accidental spills impacting these resources. Additional protection measures for equipment and machinery operating on the river will be investigated and planned during the design phase.

- Special Waste Investigations – A 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, railroad right-of-way, 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.

- River Bluff Corridor Replacement Land – IDOT will replace 1.5 acres of impact to the River Bluff Corridor conservation easement area with suitable replacement land in coordination with the Fon du Lac Park District and IDNR.

- USEPA Recommendations – Measures recommended by the USEPA, including minimization/avoidance of construction debris and air/clean diesel strategies during construction, will be considered during the design phase (see the USEPA correspondence dated April 23, 2014 in Appendix B).

5. Agency Coordination and Public Involvement

5.1 What coordination has occurred with local, state and federal agencies?

Early Coordination Letters – Letters were sent in March 2014 to 115 individuals representing local, state, and federal agencies, elected officials, utility companies, schools and colleges, and interest groups who may have potential concerns or information regarding the project or resources in the project study area. Eighteen responses were received concerning support for bicycle and pedestrian accommodations across the river, utility information, permitting requirements, camera and lighting on the bridge, and environmental impact minimization measures. These responses were received and taken into consideration for alternatives development.

Project Study Group (PSG) – The PSG was formed to guide the project development process, make recommendations on the project, and make sure that the public was informed of the project progress. The PSG is a multidisciplinary team including representatives from FHWA, IDOT and the project consultant team. The PSG met in May 2014, June 2014 and June 2015.

Elected Officials Briefings – Two meetings were held in April 2014 and August 2014 to inform and educate local, state and federal officials about the project at key milestones before presenting to the general public. The first briefing was to introduce the project, and the second briefing discussed the alternatives considered for the project. Another briefing is anticipated to be held prior to the public hearing.

NEPA/404 Merger Process – The project was developed through the NEPA/404 merger process. 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 resource agencies involved were the USACE, the USEPA, the U.S. Coast Guard, the USFWS, the IDNR and the Illinois Department of Agriculture. The NEPA/404 merger meetings were held in February 2014, September 2014 and September 2015.

Individual Agency Meetings – Meetings were held individually with several different agencies to coordinate project issues pertaining to each agency. Several meeting with each agency were held to discuss the issues, during the development of the project. These agencies include the IDNR, the U.S. Coast Guard, the USACE, the Illinois River Carriers Association, the IDOT Bureau of Bridges and Structures, the Fon du Lac Park District and the City of Peoria.

5.2 How has the public been involved with the project?

Stakeholder Advisory Group (SAG) – 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. SAG members represent various project study area constituencies including residents, chambers of commerce, environmental groups, and other community stakeholders. They serve as liaisons between the communities they represent and IDOT. Meetings with the SAG were held in May 2014, June 2014 and June 2015. Valuable feedback has been received from the SAG members and incorporated into the project planning such as construction traffic management, emergency vehicle turnarounds, bridge design features, and bicycle/pedestrian accommodations.

SAG Meeting at IDOT District 4 –June 26, 2015
(photo by Mandi Voegele, Vector Communications)

Public Informational Meeting – A public informational meeting was held on August 26, 2014, from 5 to 7 p.m. at the Washington School Gymnasium in Peoria, Illinois. The meeting was an open house format with exhibits, drawings and aerial photos available for review at the meeting, as well as on the project website. The meeting addressed the need for the project, alternatives being considered, potential locations for a new bridge, possible bridge types if the existing bridge would be removed, environmental resources and potential impacts. The public was invited to discuss the project with IDOT staff and the project consultants. Sixty-nine people attended the meeting, and 47 comment forms were received. The majority of the meeting attendees resided in the project study area. Based on the results of the comments received, the majority of the respondents preferred the Southern Roadway Alignment alternative and the True Arch bridge type. Of respondents who wrote additional comments, 21 supported a bicycle and pedestrian multi-use path in the project plans and local connectivity for that path. Other topics frequently mentioned included the following:

Public Meeting – August 26, 2015
(photo by Mandi Voegele, Vector Communications)

- Cost Concerns (6)
- Traffic Management during Construction (6)
- Appreciation for Public Involvement (5)
- Recommendations for Potential Bridge Types (4)
- Environmental Concerns / Endangered Birds (3)
- Alignment Alternatives (2)

Six comments did not fall into a frequently mentioned category and were labeled as miscellaneous.

Public Hearing – A public hearing is anticipated to be held early 2017 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.

Outreach and Informational Materials – The following materials were developed and maintained during the project to support public involvement activities: project website (http://mcclugagebridgeproject.com), fact sheets, FAQ documents, postcard mailings, press advisories and releases, social media (IDOT's Facebook page, Twitter account and IDOT's mass email service), and the project mailing list.

Appendices

Appendix A – Environmental Inventory and Impacts Exhibits
Appendix B – Agency Coordination
Appendix C – Section 106/Programmatic Section 4(f) Evaluation for the Eastbound US 150 Bridge
Appendix D – Section 4(f) *De Minimis* Determination Documentation for Use of the Illinois River Fish and Wildlife Area
Appendix E – Section 4(f) *De Minimis* Determination Documentation for Use of the River Bluff Corridor

Appendix A

Environmental Inventory and Impacts Exhibits

Figure A. Environmental Inventory Key Map

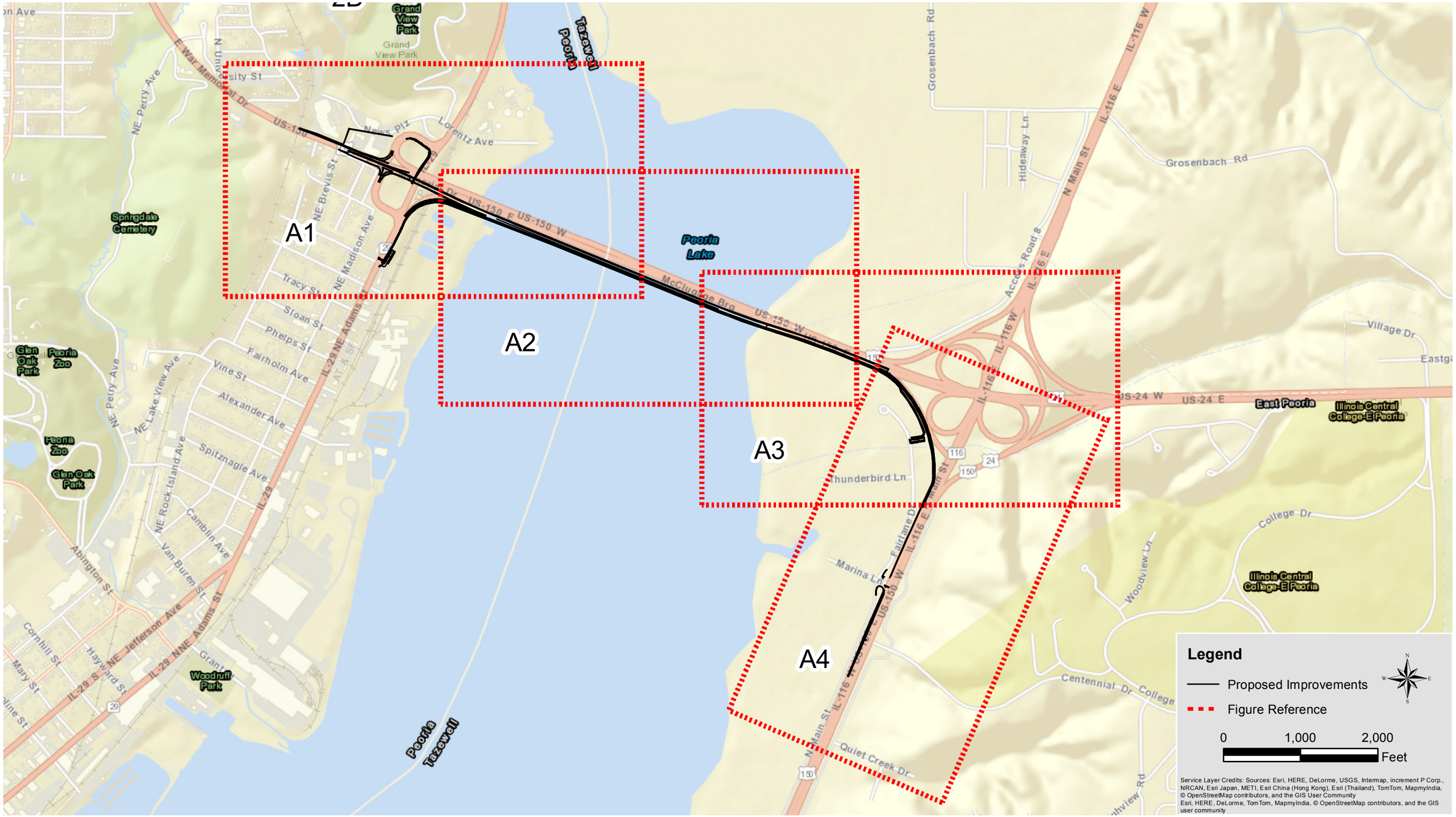


Figure A1. Environmental Inventory

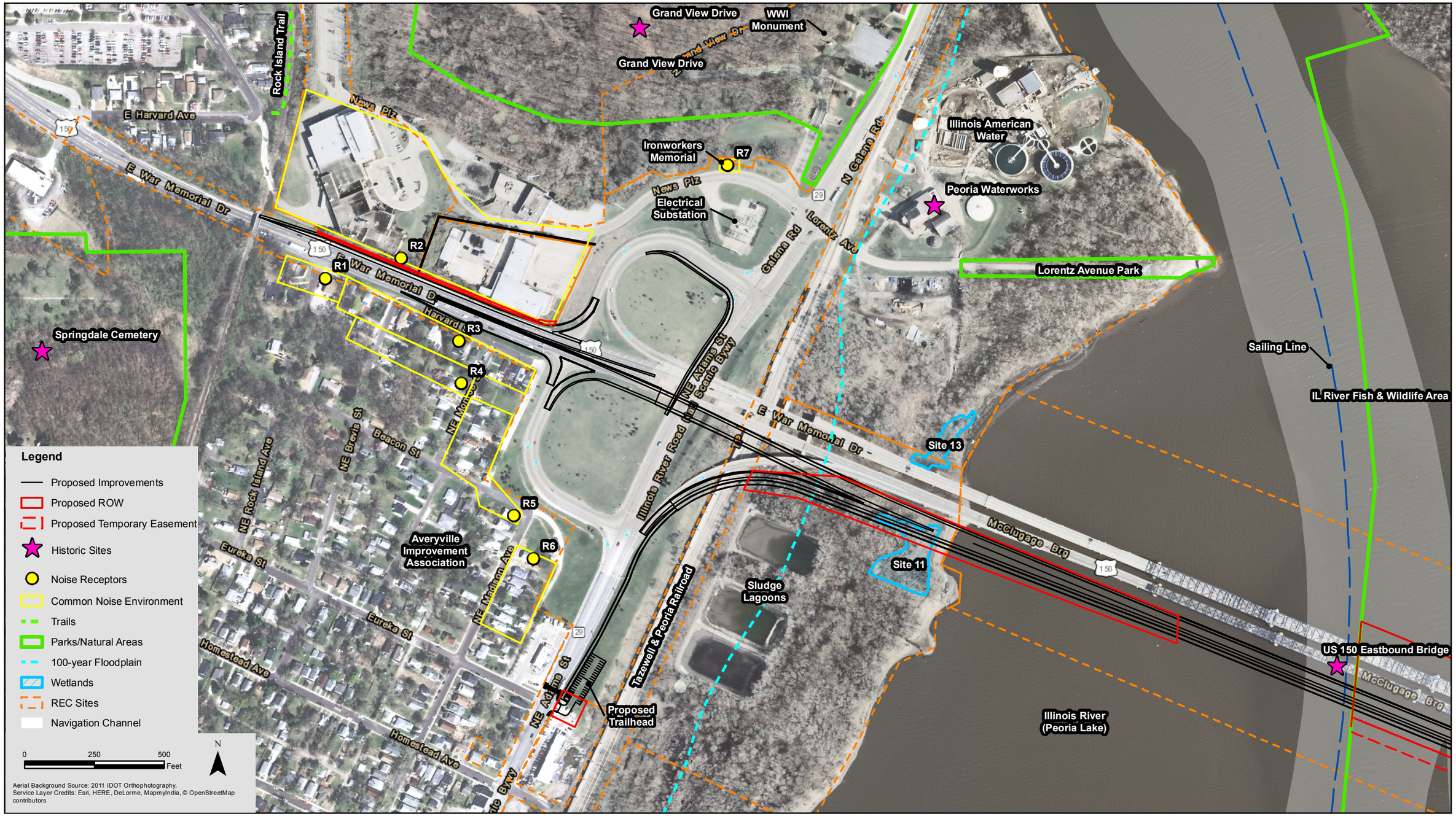


Figure A2. Environmental Inventory

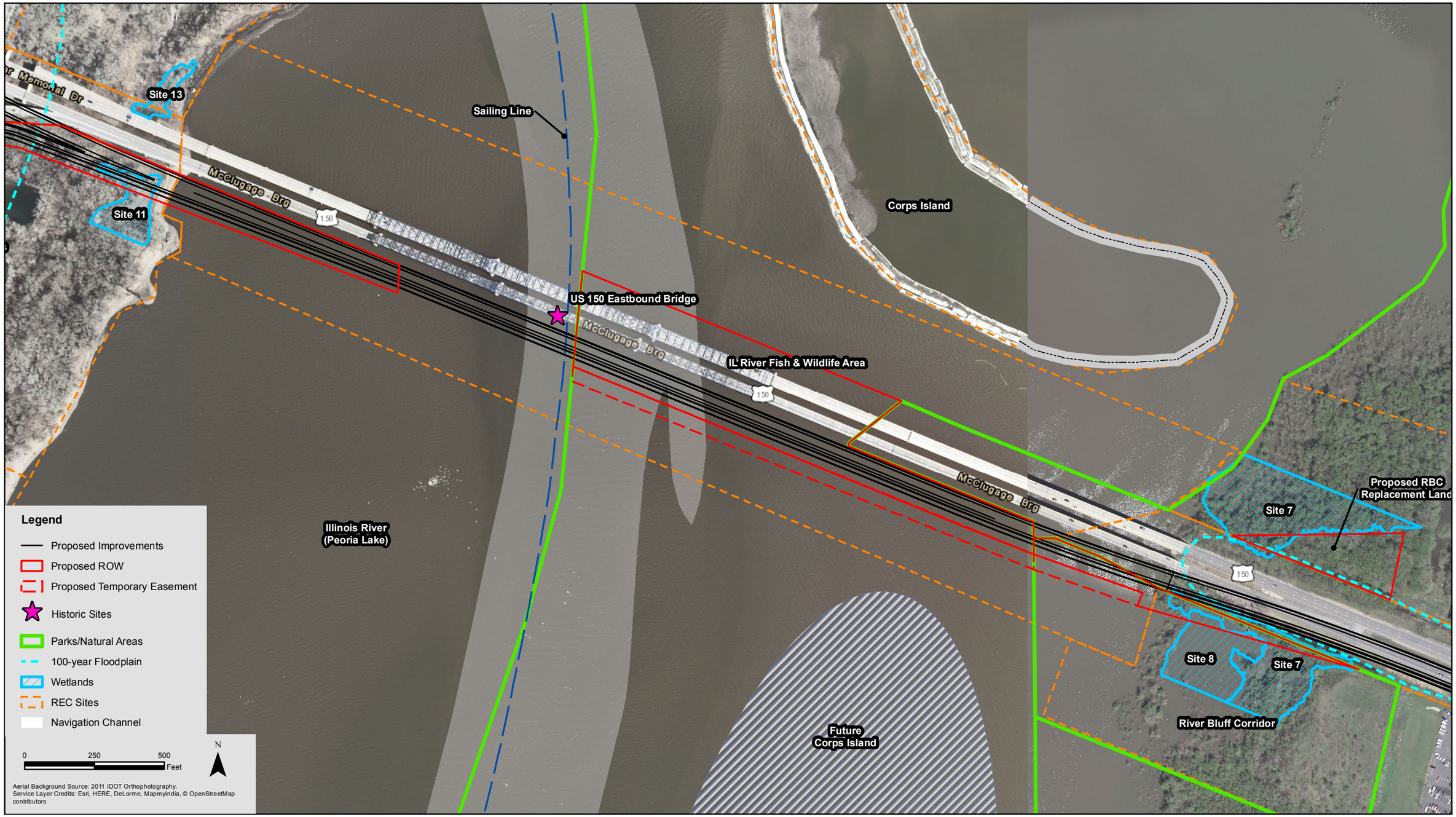


Figure A3. Environmental Inventory

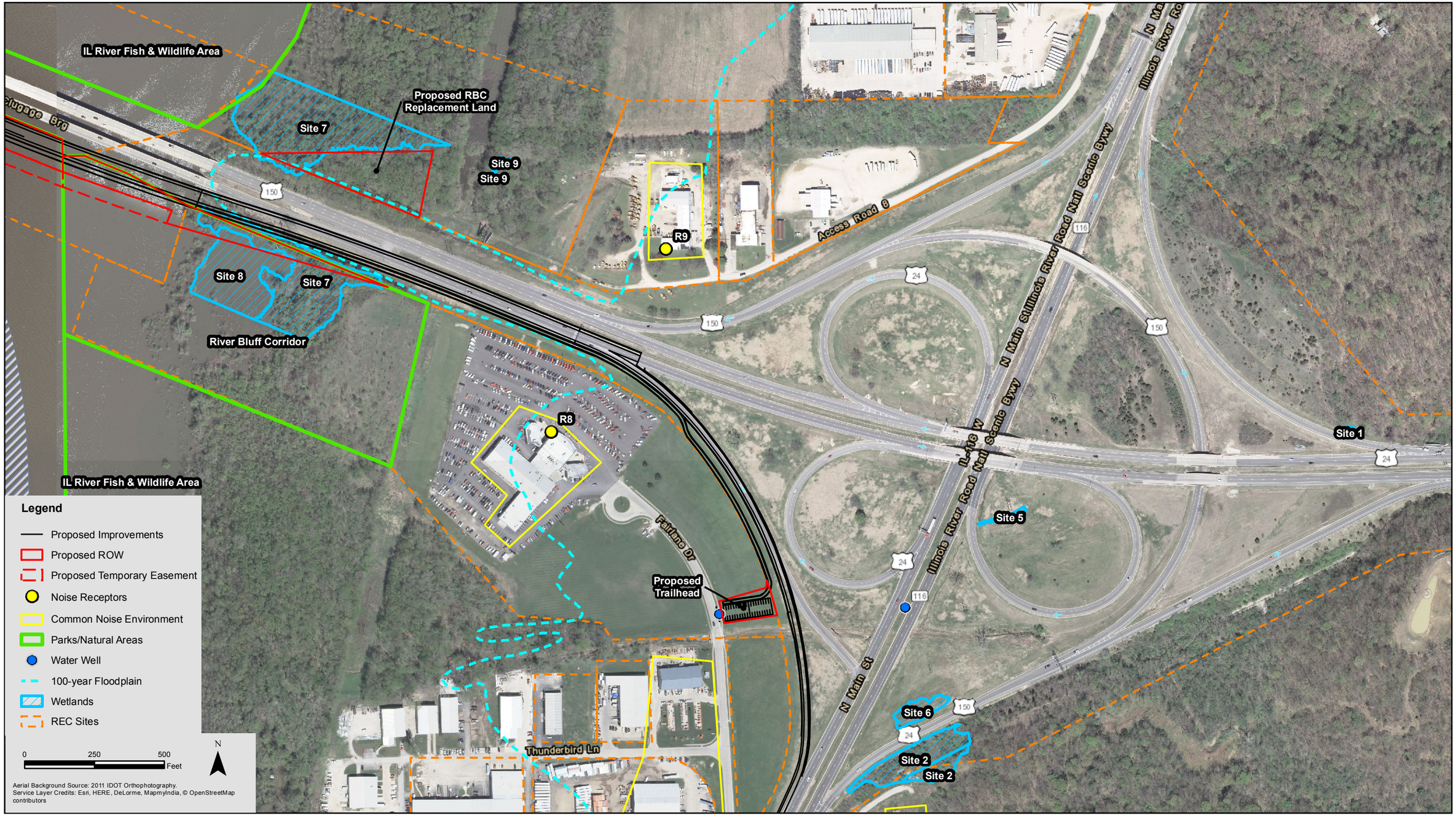
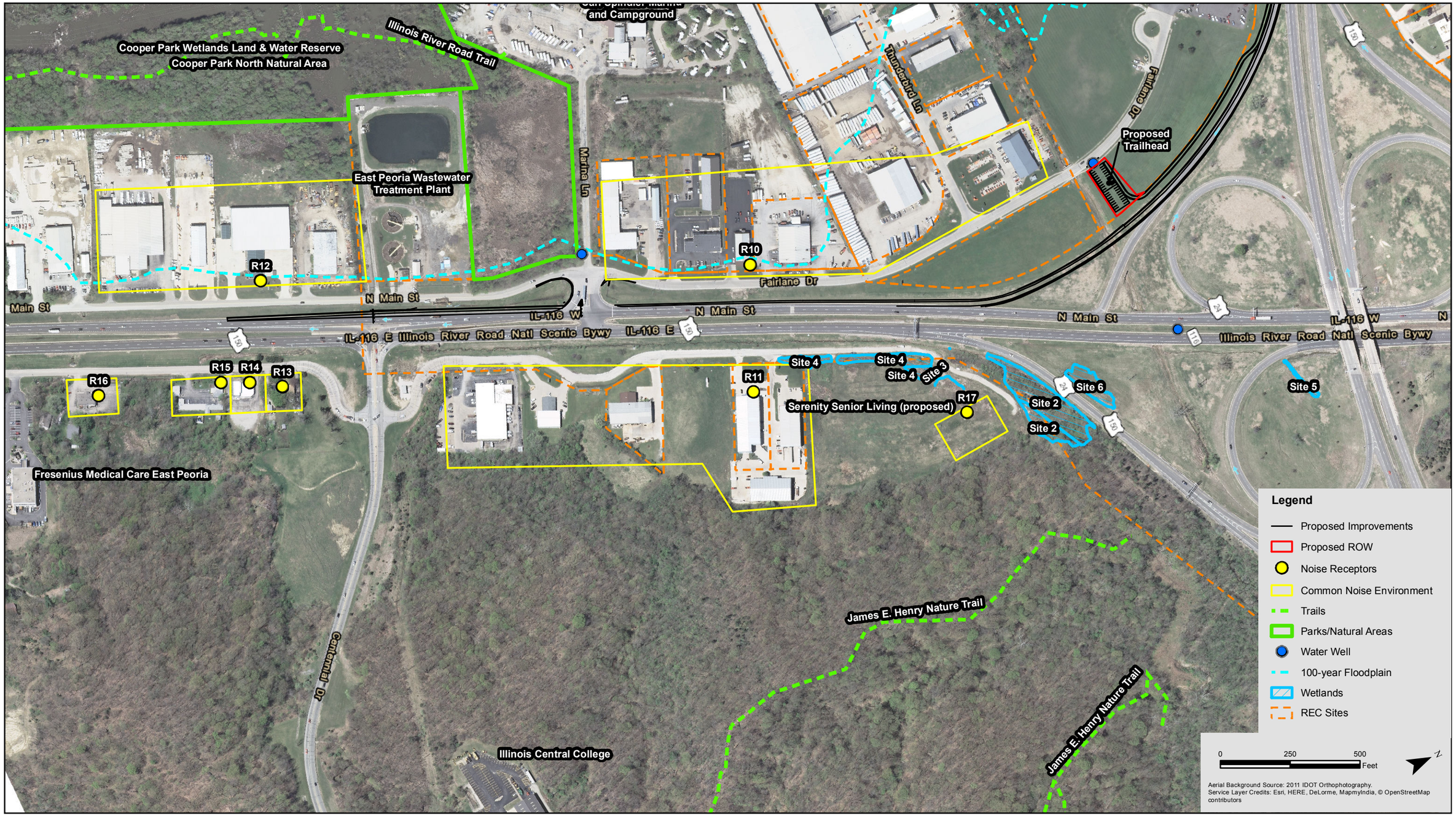


Figure A4. Environmental Inventory



Appendix B

Agency Coordination

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 • (217)782-2829

PAT QUINN, GOVERNOR LISA BONNETT, DIRECTOR

APR 0 4 2014

Mr. Chris Maushard, Project Engineer
Illinois Department of Transportation
Division of Highways/Region 3/District 4
401 Main Street
Peoria, Illinois 61602-1111

RE: McClugage Bridge Reconstruction/Peoria

Dear Mr. Maushard:

The Agency has no objections to the project: however, a construction site activity stormwater NPDES permit is for this project. You may contact Al Keller with any questions at 217-782-0610. You should also contact the US Army Corps of Engineers for any jurisdiction on this project.

In addition, demolition, asbestos and lead paint should be addressed before actual repairs are performed to ensure proper abatement is done if needed. If demolition and/or abatement is needed, notification will be required 10 working days prior to the project start date. Please contact Ron Robeen with any questions at 217-524-0229.

Solid and hazardous waste must be properly disposed of or recycled.

Sincerely,

Lisa Bonnett

Lisa Bonnett
Director

DEPARTMENT OF TRANSPORTATION RECEIVED APR 07 2014 REGION 3 / DISTRICT 4 PEORIA, ILLINOIS

DEPARTMENT OF TRANSPORTATION RECEIVED APR 07 2014 PROGRAM DEVELOPMENT

4302 N. Main St., Rockford, IL 61103 (815)987-7760
595 S. State, Elgin, IL 60123 (847)608-3131
2125 S. First St., Champaign, IL 61820 (217)278-5800
2009 Mall St., Collinsville, IL 62234 (618)346-5120

9511 Harrison St., Des Plaines, IL 60016 (847)294-4000
5407 N. University St., Arbor 113, Peoria, IL 61614 (309)693-5462
2309 W. Main St., Suite 116, Marion, IL 62959 (618)993-7200
100 W. Randolph, Suite 10-300, Chicago, IL 60601 (312)814-6026

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION
TRANSPORTATION BUREAU / RAIL SAFETY SECTION

Michael E. Stead — *Rail Safety Program Administrator*

April 9, 2014

Joseph E. Crowe, P.E.
Deputy Director of Highways
Region Three Engineer
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602-1111
ATTN: Chris Maushard

Dear Mr. Crowe:

This letter is in response to your letter dated March 27, 2014, with which you indicated that the Illinois Department of Transportation is conducting a study for the proposed reconstruction of eastbound US 150 (McClugage Bridge) over the Illinois River in Peoria and Tazewell Counties. You requested the Commission's input to help identify issues that need to be addressed during the course of the study. Thank you for the opportunity to provide IDOT with comments from the Commission's Transportation Bureau.

Following a review of information this office has on file for the project location, I offer the following comments:

- Our records show a vertical clearance dimension of 26' (top of rail to low steel) under one structure (#0900115), and a 23' vertical clearance dimension under the other structure (#0900070) at this location. Design of the new span for eastbound US 150 must provide a minimum of 23' vertical clearance over the existing tracks below.
- Projects involving the reconstruction or maintenance of existing highway-rail bridges on the state highway system do not require Commission approval as long as the bridge is not fundamentally altered. However, if the roadway will be realigned and the location of the new structure will be different than the existing structure or the bridge "footprint" will be altered (i.e., the structure will be lengthened or widened, or the substructure will be altered), then the Department will need to file a petition seeking permission to construct the new bridge.

I trust this information will be helpful. If you have any questions, or need additional information, please contact me at (217) 557-1285 or mstead@icc.illinois.gov.

Very truly yours,

Michael E. Stead
Rail Safety Program Administrator

527 E. Capitol Avenue, Springfield, IL 62701
Telephone [217] 782-7660 Fax [217] 524-4637
www.icc.illinois.gov

Jeff Bushur

From: O'Brien, Robert <obrien.robert@epa.gov>
Sent: Wednesday, April 23, 2014 12:28 PM
To: Christopher.Maushard@illinois.gov; Illinois.FHWA@dot.gov
Cc: Janis.Piland@fhwa.dot.gov
Subject: U.S. EPA's comments re: U.S. 150 McClugage Bridge Reconstruction scoping document
Attachments: McClugage Bridge scoping.docx

Dear Ms. Batey and Mr. Maushard:

Enclosed is EPA's comment letter regarding the scoping document for the U.S. 150 McClugage Bridge Reconstruction project. Please feel free to contact me either by phone at (312)886-3283 or via e-mail at Obrien.robert@epa.gov if you have any questions about this letter. Thank you for your consideration.

Sincerely,

Bob O'Brien
Environmental Engineer
U.S. EPA-Region 5
NEPA Implementation Section
77 W. Jackson Blvd.
Chicago, Illinois 60604
Ph: (312)886-3283
Obrien.robert@epa.gov

E-19J

Ms. Catherine Batey
Division Administrator
Federal Highway Administration, Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Mr. Christopher Maushard
Illinois Department of Transportation
401 N. Main Street
Peoria, Illinois 61602

RE: Scoping Document: U.S. 150 McClugage Bridge Reconstruction, Peoria and Tazewell Counties, Illinois

Dear Ms. Batey and Mr. Maushard:

The United States Environmental Protection Agency (EPA) has reviewed the referenced scoping document prepared by the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. This letter provides our comments on the scoping document for the planned Environmental Assessment (EA).

The proposed project involves the reconstruction of eastbound U.S. Route 150 (McClugage Bridge) over the Illinois River in Peoria and Tazewell Counties, Illinois. FHWA and IDOT are considering alternatives for the removal and replacement or rehabilitation of the eastbound McClugage Bridge. Three or more lanes with full-width shoulders may be required for the proposed structure. EPA recommends the following measures be committed to so as to ensure environmental impacts will be minimized.

Minimization/Avoidance of Construction Debris

- Use easily-removed materials for construction of access roads that are sited adjacent to the River (e.g., swamp/timber mats) in lieu of materials that sink (e.g., stone, rip-rap, wood chips).

- Use swamp/timber mats or alternative matting to distribute the weight of construction equipment. This will minimize soil rutting and compaction.

- Use vehicles and construction equipment with wider-tired or rubberized tracks or use of low-ground-pressure equipment to further minimize impacts during construction access and staging.

- Use long-reach excavators, where appropriate, to avoid driving, traversing, or staging in the Illinois River.

Minimization/Avoidance of Construction Debris (cont.)

- Place mats under construction equipment, where appropriate, to contain any spills or leak.

- During reconstruction, ensure action to minimize the number of smaller pieces that may drop into the Illinois River. Commit to removing all concrete pieces or debris larger than 5 inches in any dimension that may fall into the Illinois River. Reconstruction and/or demolition practices should be discussed in the Draft EA.

National Historic Preservation Act (NHPA) and NHPA Section 106 Compliance

EPA recommends early coordination with the State Historic Preservation Officer (SHPO) and any applicable Tribal Historic Preservation Officer (THPO). EPA recommends the future NEPA document for this proposal include documentation of FHWA's compliance with Section 106 of NHPA.

Aquatic Resources

The Draft EA should evaluate the project's potential to impact wetlands and other waters of the United States. Correspondence regarding coordination with the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act should be included. Because this project spans a navigable waterway, the Draft EA should also document coordination with the U.S. Coast Guard Bridge Program.

Threatened and Endangered Species

EPA recommends FHWA and IDOT identify threatened and endangered species that might be adversely impacted during the project's reconstruction, particularly those aquatic species that can be found in the Illinois River. Furthermore, EPA recommends FHWA and IDOT include agency coordination with the U.S. Fish and Wildlife Service (U.S. FWS) in future NEPA documents regarding this matter.

Air and Clean Diesel Strategies during Construction

EPA recommends IDOT consider the following clean diesel strategies during construction activities.

- Using ultra-low sulfur diesel fuel (less than 15 parts per million sulfur).

- Retrofitting engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction sites.

- Positioning the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, thereby reducing the fume concentration to which personnel are exposed.

- Using catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes (these devices must be used with low sulfur fuels).

Clean Air and Diesel Strategies during Construction (cont.)

- Using enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce operator's exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.

- Regularly maintaining diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.

- Reducing exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel equipment operators to perform routine inspection, and maintaining filtration devices.

- Purchasing new vehicles that are equipped with the most advanced emissions control systems available.

- Using electric starting aids, such as block heaters, to warm the engines of older equipment and vehicles, thereby reducing diesel emissions.

- Using respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, a N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the work being conducted and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a National Institute of Occupational Safety and Health (NIOSH) approval number. Do not use paper or surgical masks without NIOSH approval number.

Thank you for the opportunity to review and comment on this scoping document. We are available to discuss our comments with you in further detail if requested. If you have any further questions about this letter, please contact Robert O'Brien of my staff at (312)886-3283 or via e-mail at obrien.robert@epa.gov.

Sincerely,

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: Janis Piland, FHWA (Illinois Division)

U.S. Department of Homeland Security

United States Coast Guard

Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269--2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil
www.uscg.mil/d8/westerriversbridges

16591.1/165.81 ILW
April 24, 2014

Mr. Joseph Crowe
Illinois Department of Transportation
Division of Highways
401 Main Street
Peoria, IL 61602-1111

Subj: MCCLUGAGE BRIDGE PROJECT, MILE 165.81, ILLINOIS WATERWAY

Dear Mr. Crowe:

Please refer to your correspondence of March 27, 2014, regarding the potential rehabilitation or replacement of the subject bridge located over the Illinois Waterway near Peoria Illinois.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction. The Illinois Waterway is considered to be a navigable waterway of the United States for bridge administration purposes at the bridge site.

Applications for bridge permits should be addressed to Commander (dwb), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832, Attention: Bridge Branch. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridge and its immediate approaches on the environment. We recommend that the impacts of procedures for constructing cofferdams, sand islands, and falsework bents, etc., that will be employed to build the bridge and demolish the old bridge be discussed. The Environmental Assessment (EA) should also contain data on the number, size and types of vessels currently using the waterway. This information should be compared with past and projected future trends on the use of the waterway.

We agree to serve as a Cooperating Agency for the project from a navigation standpoint. We should be given the opportunity to review the EA and be consulted before a decision is made to prepare a FONSI in lieu of an EIS. Our review and recommendations on the vertical and horizontal clearance requirements for river traffic will be coordinated with the Illinois Department of Transportation, Bridge and Structure Division office.

Subj: MCCLUGAGE BRIDGE PROJECT, MILE 165.81, ILLINOIS WATERWAY

16591.1/165.81 ILW
April 24, 2014

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. Peter Sambor at the above telephone number if you have questions regarding our comments or requirements.

Sincerely,

William F. Knutson

for ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

Copy: Mr. Chris Maushard, FHWA

U.S. Department of Homeland Security

United States Coast Guard

Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269--2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil
www.uscg.mil/d8/westerriversbridges

16591.1/165.81 ILW
January 23, 2015

Mr. Joseph Crowe
Illinois Department of Transportation
Division of Highways
401 Main Street
Peoria, IL 61602-1111

Subj: MCCLUGAGE BRIDGE REPLACEMENT PROJECT, MILE 165.81, ILLINOIS WATERWAY

Dear Mr. Crowe:

Recently your environmental contractor requested input regarding the potential retention of the existing McClugage Bridge in conjunction with construction of a new adjacent bridge (possibly upstream or downstream of the existing dual structures). We have reviewed their proposal and consulted with the local commercial marine industry as to the viability and impact to navigational safety the proposed retention/construction scenarios may have on the waterway.

Presently the Coast Guard has no objection to the retention of the old bridge in conjunction with construction of a new bridge. A new bridge constructed within 50 feet upstream of the existing upstream structure would require placement of the left descending (LD) navigation channel pier to match the existing LD pier placement and the right descending (RD) navigation channel pier to be at least 25 feet more towards the right descending bank than the existing RD channel pier. A new bridge constructed within 50 feet downstream of the existing downstream structure would require at least matching that bridge's channel pier placement and horizontal clearance. In both of these described situations the vertical navigational clearance of a new bridge would have to meet or exceed the higher of the two existing dual bridge's low steel elevations.

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. Peter Sambor at the above telephone number if you have questions regarding our comments or requirements.

Sincerely,

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

Copy: Mr. Matt Heyen, Hanson Engineering

Illinois Department of Transportation
Division of Highways / Region 3 / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

March 11, 2015

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS – PHASE I
FAP Route 317 (US 150)
Section (15B)BR
Location: US 150 (Eastbound McClugage Bridge) over the Illinois River
Peoria and Tazewell Counties
Job No. P-94-018-13
Catalog No. 034923-00P

Mr. Peter J. Sambor
Bridge Management Specialist
United States Coast Guard Bridge Administration
Eighth Coast Guard District
1222 Spruce Street, Suite 2. 102D
St. Louis, Missouri 63103-2832

Dear Mr. Sambor:

The Illinois Department of Transportation (IDOT), along with the consultant team of T.Y. Lin/Hanson, is continuing with the study for the rehabilitation or replacement of the eastbound US Route 150 structure over the Illinois River (McClugage Bridge) at Peoria. Our analysis is currently focused on the evaluation of the alternative alignments for the location of the new eastbound McClugage Bridge structure, as well as, the bridge type analysis of the structure to be selected. Enclosed is a schematic that shows the approximate locations of the north alignment option, existing alignment option and south alignment option for the location of the new structure, as well as, the Tied-Arch and True-Arch concepts that are being considered for the structure.

The structure types noted are being evaluated on several screening criteria that will be scored for each structure type and compared to determine the preferred. As we work into that process, the question of what should be maintained for the navigational channel width with corresponding height from normal pool elevation to the bottom of steel on the structure comes into question. In previous coordination with you, it was determined to maintain the existing width of navigational channel measured along the sailing line (411') with the corresponding vertical height from normal pool elevation to bottom of steel (66').

The Tied-Arch concept is able to maintain the noted clearance dimensions within an approximate pier center-to-center width of 650'. In applying that pier width to the True-Arch concept, a reduced navigational channel width of maintaining the 66' vertical clearance is realized. The reduction of the navigational channel width is attributed to the True-Arch configuration where the arch extends beneath the bridge deck and terminates into the piers. In order for the True-Arch concept to maintain the full 66' vertical clearance for the full 411' navigational channel width, the pier-to-pier width would have to be increased to approximately 760', which is an additional structure length of 105'. Several sheets noted as Exhibit 1 are provided that outline the dimensional features of the True-Arch concept for each alternative alignment of the new structure.

To ensure that we are considering all options for the structure type analysis, we are requesting an opinion from you on the possibility of maintaining the 650' pier-to-pier width for both the Tied-Arch and True Arch concepts. The Tied Arch concept would realize the full 66' vertical clearance throughout the entire navigational channel width. The True-Arch concept would realize the full 66' vertical clearance through approximately 361' of the original 411' navigational channel width. This would represent a varying height reduction in the vertical clearance height for approximately 50' of the remaining navigational channel width.

We are not seeking approval of the modification of the vertical height clearance for the navigational channel presented by the True-Arch concept. Rather, we are looking for input on your needs in navigation beneath the structure to add to the comparative analysis of the structure types in order to make an informed decision on the preferred structure type.

If you have any questions or wish to discuss in more detail, please contact Mr. Chris Maushard of our office at (309) 671-3453.

Sincerely,

Kensil A. Garnett, P.E.
Acting Deputy Director of Highways,
Region Three Engineer

CEM:tdp
Enclosure
cc: Project File (C. Maushard)
Studies & Plans Engineer (T. Lacy)
Program Development Engineer (M. Addis)
T.Y. Lin International Great Lakes, Inc. (Attn. Mr. Doug Jakalski)
Hanson Professional Services, Inc. (Attn. Mr. Matt Heyen)

U.S. Department of Homeland Security

United States Coast Guard

Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269--2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil
www.uscg.mil/d8/westerriversbridges

16591.1/165.81 ILW
May 7, 2015

Mr. Kensil Garnett
Illinois Department of Transportation
Division of Highways
401 Main Street
Peoria, IL 61602-1111

Subj: MCCLUGAGE BRIDGE REPLACEMENT PROJECT, MILE 165.81, ILLINOIS WATERWAY

Dear Mr. Garnett:

Please refer to your recent request for input regarding the potential types of replacement structure for the subject bridge. We have reviewed the proposed Tied-Arch and True-Arch conceptual designs and consulted with the local commercial marine industry as to the viability and impact to navigational safety the proposed types may have on the waterway.

The Tied-Arch design would be acceptable for either an upstream or downstream alignment, so long as channel pier placement corresponds to provisions discussed in our January 22, 2015 letter to your office. The True-Arch design would be acceptable as a downstream alignment choice provided channel pier placement matches the existing downstream structure's placement. A True-Arch located in an upstream alignment is tentatively acceptable if the pier placement complies with our January 22, 2015 letter to your office.

In each of these described situations the vertical navigational clearance of a new bridge would have to meet or exceed the higher of the two existing dual bridge's low steel elevations.

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. Peter Sambor at the above telephone number if you have questions regarding our comments or requirements.

Sincerely,

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

Copy: Mr. Matt Heyen, Hanson Engineering

U.S. Department of Homeland Security
United States Coast Guard

Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269--2380
Fax: (314)269-2737
Email: peter.j.sambor@uscg.mil
www.uscg.mil/d8/westerriversbridges

16591.1/165.81 ILW
July 28, 2015

Ms. Janis Piland
Federal Highway Administration
Environmental Design
3250 Executive Park Drive
Springfield, IL 62703

Subj: MCCLUGAGE BRIDGE PROJECT, MILE 165.81, ILLINOIS WATERWAY

Dear Ms. Piland:

Please refer to your correspondence of July 8, 2015, regarding the replacement of the subject bridge located over the Illinois Waterway near Peoria Illinois.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction. The Illinois Waterway is considered to be a navigable waterway of the United States for bridge administration purposes at the bridge site.

Applications for bridge permits should be addressed to Commander (dwb), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832, Attention: Bridge Branch. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridge and its immediate approaches on the environment. We recommend that the impacts of procedures for constructing cofferdams, sand islands, and falsework bents, etc., that will be employed to build the bridge and demolish the old bridge be discussed. The Environmental Assessment (EA) should also contain data on the number, size and types of vessels currently using the waterway. This information should be compared with past and projected future trends on the use of the waterway.

We agree to serve as a Cooperating Agency for the project from a navigation standpoint. We should be given the opportunity to review the EA and be consulted before a decision is made to prepare a FONSI in lieu of an EIS. Our review and recommendations on the vertical and horizontal clearance requirements for river traffic will be coordinated with Illinois Department of Transportation, Bridge and Structure Division office.

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. Peter Sambor at the above telephone number if you have questions.

Sincerely,

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

Copy: Mr. John Baranzelli, Illinois DOT

Illinois Department of Transportation

Memorandum

To:	Kensil Garnet	Attn:	Greg Larson
From:	John Baranzelli	By:	Brad Koldehoff
Subject:	Historic Bridge Coordination		
Date:	May 21, 2014		

Peoria & Tazewell County
Peoria/East Peoria
FAP 317/US 150/War Memorial Drive
Bridge over Illinois River
Structure # 090-0070
Job # P-94-018-13
IDOT Sequence # 18513

We have received an Environmental Survey Request for the above-referenced project involving McCluggage Bridge, a Steel Continuous Cantilever Thru Truss bridge (S.N. 090-0070), which is not included on the current Historical Bridge List; however, this bridge has been determined eligible for listing on the National Register of Historic Places (NRHP) by the Illinois State Historic Preservation Officer (SHPO), and therefore, is accorded protection under Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

Based on the submitted information, the current plans are to replace this bridge and its replacement would therefore constitute an adverse effect. FHWA policy requires that all reasonable measures be taken to avoid the demolition of this bridge. Rehabilitation of the existing structure must be considered. If rehabilitation is not feasible, an attempt must be made to avoid the structure by construction of the replacement bridge on a new alignment. If there is no feasible or prudent alternative to demolition, a Section 106/4(f) report will be required in order to begin coordination with the SHPO.

Please submit information regarding on the chosen course of action (i.e. plans of the repairs/rehabilitation, new alignment, or the Section 106/4(f) report) to our office in order to initiate SHPO consultation.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:ee

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Peoria & Tazewell Counties **May 21, 2015**
Peoria/East Peoria
FAP 317, US 150 (War Memorial Drive)
Bridge Replacement
SN: 090-0070 (McCluggage Bridge)
IDOT Sequence #18513
ISAS Log #14033

Federal - Section 106 Project

CONDITIONAL NO ADVERSE EFFECT – *Archaeological Properties*

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
1 Old State Capitol
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Dr. Leibowitz:

Enclosed are copies the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning historical and archaeological resources potentially impacted by the above referenced project. Survey of the 5-acre project area resulted in the identification no archaeological sites. However, the potential for buried archaeological resources does exist within the project area. Therefore, in coordination with your office, further investigations will be undertaken once project plans have been refined and access to key parcels has been secured.

In coordination with your office, the McCluggage Bridge (SN: 090-0070) has been determined eligible for the National Register. Currently, an analysis of alternatives is being developed and will be documented within a draft Section 106/4(f) report that will be submitted to your office for review and comment.

In coordination with the Federal Highway Administration (FHWA), IDOT requests the concurrence of the State Historic Preservation Officer in our determination that no archaeological properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be affected by the proposed project provided that further investigations are conducted in coordination with your office. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

Illinois Historic
Preservation Agency

1 Old State Capitol Plaza, Springfield, IL 62701-1512

FAX (217) 524-7525
www.illinoishistory.gov

Various County
Peoria & East Peoria
Bridge Replacement (SN 090-0070, McCluggage Bridge)
Peoria & Tazewell Counties - War Memorial Drive/US 150 over the Illinois River
Section:26-Township:9N-Range:8E, Section:35-Township:9N-Range:8E, Section:11-Township:26N-Range:4W, Section:14-Township:26N-Range:4W, Section:13-Township:26N-Range:4W
IDOT Seq #-18513, IDOT/ISAS#-14033,

IHPA Log #023052115

July 17, 2015

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 concerning the possible effects of the project referenced above on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

We look forward to working with you on this upcoming project.

If you have any further questions, please contact Joe Phillippe at 217/785-1279.

Sincerely,

Rachel Leibowitz, Ph.D.
Deputy State Historic
Preservation Officer

c: Brad Koldehoff, Illinois Department of Transportation

COSIM 4.0 PRE-SCREEN MODELING RESULTS

02-02-16
02:11 PM
US 150 McClugage Bridge

Performed by:	**Greg V. Larson**
Intersection Location:	**Peoria County**
Intersection Name:	**WB US 150 ramp - IL 29**
Highest Approach Volume:	**1241 vph**
Closest Receptor:	**750 feet**

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest design-year approach volume on the busiest leg of the intersection
is less than 5,000 vph or 62,500 ADT.

Please include the following statement in the project report or NEPA document:

In accordance with the IDOT-IEPA 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 vph or 62,500 ADT.

COSIM 4.0 PRE-SCREEN MODELING RESULTS

02-02-16
02:14 PM
US 150 McClugage Bridge

Performed by:	**Greg V. Larson**
Intersection Location:	**Peoria County**
Intersection Name:	**EB US 150 ramp - IL 29**
Highest Approach Volume:	**1486 vph**
Closest Receptor:	**250 feet**

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest design-year approach volume on the busiest leg of the intersection
is less than 5,000 vph or 62,500 ADT.

Please include the following statement in the project report or NEPA document:

In accordance with the IDOT-IEPA 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 vph or 62,500 ADT.

COSIM 4.0 PRE-SCREEN MODELING RESULTS

02-02-16
02:15 PM
US 150 McClugage Bridge

Performed by:	**Greg V. Larson**
Intersection Location:	**Peoria County**
Intersection Name:	**Eureka Street - IL 29**
Highest Approach Volume:	**1659 vph**
Closest Receptor:	**33 feet**

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest design-year approach volume on the busiest leg of the intersection
is less than 5,000 vph or 62,500 ADT.

Please include the following statement in the project report or NEPA document:

In accordance with the IDOT-IEPA 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 vph or 62,500 ADT.

COSIM 4.0 PRE-SCREEN MODELING RESULTS

02-02-16
02:17 PM
US 150 McClugage Bridge

Performed by:	**Greg V. Larson**
Intersection Location:	**Tazewell County**
Intersection Name:	**Marina Lane - IL 116**
Highest Approach Volume:	**1593 vph**
Closest Receptor:	**850 feet**

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest design-year approach volume on the busiest leg of the intersection
is less than 5,000 vph or 62,500 ADT.

Please include the following statement in the project report or NEPA document:

In accordance with the IDOT-IEPA 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 vph or 62,500 ADT.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Rock Island Field Office
1511 47th Avenue
Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807

IN REPLY REFER TO

FWS/RIFO

December 15, 2015

Mr. John D. Baranzelli
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

Dear Mr. Baranzelli:

This document transmits the Fish and Wildlife Service's (Service) biological opinion for the proposed Illinois Department of Transportation, (IDOT) U.S. Route 150 Bridge (McClugage Bridge) removal and replacement project over the Illinois River, Peoria and Tazewell Counties, Illinois. Formal consultation under Section 7 of the Endangered Species Act (Act) was initiated by your office on November 20, 2015, following receipt of the final biological assessment.

The enclosed biological opinion addresses effects of the project on the federally threatened decurrent false aster (*Boltonia decurrens*). If you have any questions or concerns regarding this consultation, please contact Heidi Woeber of this office 309/757-5800, ext. 209.

This letter provides comments under the authority of and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.); and the Endangered Species Act of 1973, as amended.

Sincerely,

Kraig McPeek
Field Supervisor

s:\office users\heidi\ildot\ba's bo's tech asst and ea's and eis's\boltonia - mccluggage bridge, us 150, peoria and tazewell county, ildot - cover letter.docx

Final Biological Opinion
U.S. Route 150 Bridge (McClugage Bridge)
Peoria and Tazewell Counties, Illinois.

Prepared by,

Heidi Woeber
US Fish and Wildlife Service
Rock Island Field Office
Moline, IL

November, 2015

Table of Contents

Introduction

This document provides the Fish and Wildlife Service's (Service) biological opinion for the proposed removal and replacement of U.S. Route 150 (McClugage Bridge) over the Illinois River, Peoria and Tazewell Counties, Illinois, and its effects on the threatened decurrent false aster (*Boltonia decurrens*) in accordance with Section 7 of the Endangered Species Act of 1973 as amended (16 U.S.C 1531 et seq) (Act). The project is proposed by the Illinois Department of Transportation. The Federal Highway Administration is the lead Federal agency for endangered species consultation and has designated ILDOT, the project sponsor, as the lead for endangered species consultation. A request for formal consultation and biological assessment was received on November 20, 2015, from the Illinois Department of Transportation (ILDOT).

This biological opinion is based on information provided in the biological assessment, dated November 20, 2015, Illinois Natural History Surveys dated May 13, and September 27, 2014, and coordination meetings and telephone conversations with ILDOT held in October, November, and December of 2015.

Species Covered in this Consultation

This biological opinion covers the threatened decurrent false aster (*B. decurrens*). In preparation for the proposed project, the ILDOT conducted habitat assessment surveys, conducted by Illinois Natural History Survey (ILNHS), in 2014 and identified one population of the aster containing 53 individuals within the project area (Figure 2A of Appendix A in Biological Assessment). The population was found beneath the bridge near the western abutments and along the shoreline of the Illinois River. The population is also adjacent to an Illinois American Water Company access road. This *B. decurrens* population has been documented at this site since 1991. In 2014 there were thirteen individuals located underneath the eastbound structure, 34 underneath the westbound structure, three individuals to the north of both bridges, and two individuals just south of the structures. The botanical survey reports noted that only five of the 53 plants occurred in native habitat. The rest of the plants occurred in highly altered soils. Also noted in the survey were that many of the plants were located underneath the bridge which is a shaded area. Appendix A of the Biological Assessment contains the full survey report including photographs of the population.

In October of 2015, ILNHS visited the site and no *B. decurrens* was found. The site was under water until mid-July and it appears that, according to Michael Murphy of ILNHS, the timing and duration of spring floods was not conducive to the blooming of *B. decurrens*.

Consultation History

The Service began informal consultation with the ILDOT in March 27, 2014, following receipt of project information and a request for review of the project under Section 7 of

the Act from Mr. Joseph E. Crowe. The Rock Island Field Office of the U.S. Fish and Wildlife Service (USFWS) notified ILDOT on September 24, 2015, that a biological assessment was required. A telephone conference regarding the project and development of the biological assessment was held in October of 2015. The USFWS received the biological assessment for the project on November 20, 2015 and responded by email dated November 23, 2015 acknowledging ILDOT's request to initiate formal consultation.

BIOLOGICAL OPINION

I. Description of Project

Proposed Project – The ILDOT proposes to remove and replace the eastbound U.S. 150 (McClugage Bridge) which carries traffic over the Illinois River in Peoria and Tazewell Counties. Although McClugage Bridge also contains a westbound portion, this project only involves removal and replacement of the eastbound structure. There will be roadwork associated with the interchange approaches on both the east and west sides of the river, as well as instream work. The proposed project extends from Harvard Avenue in the City of Peoria to east of College Drive on U.S. 24 in Tazewell County. To the north, the study area in Peoria follows IL 29 and ends just past of the Lorentz Avenue intersection. In Tazewell County, the study area follows IL 116 and ends just north of the US 150/US 24/IL 116 interchange. The southern limits of the project study area are IL 29 (Adams Street) to Homestead Avenue in Peoria and IL 116 to Centennial Drive in Tazewell County. The condition of the eastbound bridge is deteriorating and does not meet current standards for deck geometry, approaches, clearances, and will not be able to accommodate the capacity of future predicted traffic for the year 2040. The bridge received a sufficiency rating of 22.0/100, indicating that improvements are necessary in order for it to remain in service.

Construction of a new three-lane bridge south of the existing eastbound McClugage Bridge is the preferred alternative for this project. Due to potential construction access issues there are two roads which may be utilized to access the construction site. Both access roads are owned by the Illinois American Water Company. One access route will be via the service road off of Lorentz Road adjacent to the railroad. The second access route is located off of Lorentz Road and travels directly south. Of the two access roads, construction access road 2 is closest to the Illinois River. This access road runs adjacent to the population of *B. decurrens*. This access road will require a 250' extension. Demolition of the existing bridge structure will occur once the new bridge is completed. At this time the method of demolition is unknown. After construction and demolition embankments will be seeded with a grass cover type to prevent. Maintenance and repair of the existing bridge occurs via snoopers from the top of the bridge deck and via the Illinois American Water Company access road that travels directly south off of Lorentz Road. Maintenance and repair of the new bridge is expected to stay the same as the no build conditions.

Project timeline – The proposed improvement is scheduled for a January 2018 letting. The project would be awarded within 45 days of the letting. Construction of the new bridge will be completed within three years. During the fourth year the existing bridge will be taken down.

Action Area – The legal description of the proposed improvement is the 3rd Principal Meridian, Township 26N, Range 4W, Sections 10, 11, 13, 14, 15 and 4th Principal Meridian, Township 9 North, Range 8 East, Section 26 and 35 in Peoria and Tazewell Counties. The proposed improvement crosses the Illinois River. Land cover within the right-of-way is a mix of urban, wetlands, riverine, and mowed embankment.

Conservation Measures – The following measures are described in the biological assessment and are proposed as part of the project:

1. Fencing shall be placed alongside any access road on the western side of the Illinois River to prevent equipment from entering the *B. decurrens* habitat. Where an access road enters the construction limits, the fencing shall run alongside the construction limits to prevent construction equipment from driving around the fence and thus driving over *B. decurrens* habitat or any flowering plants. This fence must come down during the demolition of the existing structure for safety purposes. This area is likely to flood, so the type of fencing used should be designed to withstand flooding.

2. Seeds of *B. decurrens* would be collected in late September or October (depending on bloom time, weather, and rainfall) two years and one year preceding initial construction activities. For example, if construction activities were scheduled to begin during the spring of 2018, seed collection would occur during the autumn of 2016 and/or 2017 depending on population numbers. Allowing two years for seed collection would increase the likelihood of obtaining enough seed in the event that blooming individuals within the population were extremely low or absent for a given year.

3. The flowering/fruiting heads within the population would be collected during the years described in mitigation measure two. A small portion of the fruiting inflorescence of each individual (or numerous individuals, depending on population size) would be clipped and seeds shaken into a clean bucket. Collecting seeds from individual plants spanning the entire population would increase the likelihood of obtaining genetic variation (i.e., seed from plants growing in full sun, partial shade, river sediment, gravelly soil, etc.).

4. After the *B. decurrens* seeds are collected they would then be allowed to dry 5 to 7 days in a climate-controlled lab (approximately 67° F [19.4° C] and relative humidity 45%). Seeds would then be divided into lots (depending on the volume of seed obtained), placed in Ziploc bags and stored in a freezer at a constant temperature of approximately 20° F (-6.7° C). This storage method would allow the seeds to be stored for several years (3 to 7 years, possibly longer). The project

will take approximately four years to complete from the time the project is let to after the existing bridge is removed. If seeds were collected two years prior to letting they would be stored for six years which is within the safe limits of this storage method.

5. Seed dispersal would optimally be at the original site where seeds were collected. When all construction activities have been completed at the McClugage Bridge site, seeds can then be removed from cold storage and hand broadcast at the site sometime between late April and June. Broadcasting of seed would depend on weather and flood conditions, and optimally would take place at the end of the last major flood event.

6. If unforeseen circumstances arise and the seed has been held for seven growing years ILDOT will consider whether the seed should continue to be held or dispersed at another location. Alternate areas where dispersal could occur are Detweiller Marina or Spring Bay Fen Nature Preserve. Detweiller Marina is an approximately 6 acre floodplain prairie/shrub prairie habitat in Peoria County, five miles north of the project site, on the west side of the river, and is owned and ecologically managed by the Peoria Park District. Spring Bay Fen Nature Preserve includes floodplain habitats approximately 4.5 miles north of the McClugage Bridge Site, on the east side of the Illinois River in Woodford County. Both of these areas have existing populations of *B. decurrens*. ILDOT will coordinate with USFWS if this circumstance arises.

II. Status of the Species

Background and Status - This section presents the biological and ecological information relevant to formulating this biological opinion. Appropriate information on the species life history, its habitat and distribution, and other data regarding factors necessary to its survival is included to provide background for analysis in later sections. This information is also presented in the listing documents, the Recovery Plan (Service 1990), the Final Biological Opinion for the Operation and Maintenance of the 9-foot Navigation Channel on the Upper Mississippi River System (USFWS 2000), the Biological Assessment of the Upper Mississippi River-Illinois Waterway System Navigation Study (USACE 2004), and the Service's Biological Opinion for the Upper Mississippi River-Illinois Waterway System Navigation Study (USFWS 2004).

B. decurrens was listed as a threatened species by the Service on November 14, 1988 (53 FR 45861). It is a floodplain species that is endemic to the Illinois Waterway and parts of the Upper Mississippi River near St. Louis, Missouri (Schwegman and Nyboer 1985, USFWS 1990). Herbarium records indicate that its historical range and habitat were the shores of lakes and streams in the Illinois River floodplain and the Mississippi River floodplain at its confluence with the Illinois River (Schwegman and Nyboer 1985).

B. decurrens is an early successional annual or biennial plant species that requires open areas for population establishment, and its natural habitat has been described as wet

prairies, shallow marshes, and shores of open rivers, creeks, and lakes (Schwegman and Nyboer 1985). In the past, the annual flood/drought cycle of the Illinois River provided the natural disturbance required by this species. Annual spring flooding created the requisite open, bare-soil habitat and reduced competition by eliminating less-flood tolerant competitors. Field observations indicate that in areas without disturbance, the species is eliminated by competition within three to five years. While suitable habitat has been described as stated above, no critical habitat is currently designated for the species.

The Service's five year review has determined that the species population status was generally stable (USFWS 2010). The Recovery Plan states that the species will be considered recovered after 12 stable populations have been protected by purchase, easement, or cooperative management agreement (USFWS 1990). Recent surveys have identified as many as 26 populations (USFWS 2010), but numbers of individual plants have periodically decreased (Smith 2002). Given the fecundity of the species and the long-term viability of achenes (Baskin and Baskin 2002), it is likely that numbers of individual plants within each known population will vary widely with changing hydraulic conditions. Overall, the rangewide population of the species is believed to be stable to date. However, habitat destruction and modification continue to have detrimental effects on the species.

Analysis of the Species Likely to be Affected – Based on the May and September 2014 site surveys, the project action area contains suitable habitat and 53 individual plants of *B. decurrens* have been found in the project vicinity. The habitat, while not ideal, may be suitable because the area floods and woody vegetation is kept out of the roadside areas due to shade cover provided by the bridge structures and right-of-way maintenance. Only 5 individuals occurred in native habitat. The rest of the plants occurred in highly altered soils. A site survey performed in 2015 identified no individual plants in the project area. Of the 53 plants found in 2014, fifty will potentially be impacted by the project. Three plants will be impacted during construction of the new bridge. Nineteen plants will potentially be impacted by extending the access road 250' directly south of Lorentz Road and installing a fence along the access road. Demolition of the existing eastbound bridge will potentially impact 28 individuals with twelve individuals occurring under the existing bridge. The remaining individuals will potentially be impacted by trucks maneuvering during demolition of the existing bridge. Based on the 2014 *B. decurrens* population there will be 0.29 acre of temporary impact due to the construction of the new bridge with 0.01 acre of permanent impact for the pier and 0.24 acre of temporary impact due to the demolition of the existing bridge. After construction of the new bridge is complete the embankment will be seeded with a grass cover type.

III. Environmental Baseline

Status of the Species in Project Area – The Natural Heritage Database (NHD) depicts two *B. decurrens* colonies on the east side of the Illinois River just south of the existing McClugage Bridge. The first colony is located 0.18 miles south of the existing McClugage Bridge. The second colony starts 0.62 mile south of the existing McClugage Bridge and extends for 0.78 mile. Additionally, the NHD depicts eight colonies of

B. decurrens (one record of occurrence) 4.5 miles north of the existing McClugage Bridge and extending 2.75 miles to the north, with colonies on both sides of the Illinois River. The closest colony to the north, on the west side of the River, occurs on land owned and ecologically managed by the Peoria Park District. The colony to the north, on the east side of the River, exists within the Spring Bay Fen Nature Preserve. The NHD contains 31 Element of Occurrence Representations of *B. decurrens* statewide.

Factors Affecting Species Environment within the Action Area – No other proposed Federal actions that may affect *B. decurrens* in the project action area are known at this time.

IV. Effects of the Proposed Action

Direct effects are defined as the direct or immediate effects of the action on the species or its habitat. Direct effects result from the project action, including the effects of interrelated and interdependent actions. Indirect effects are defined as the effects that are caused by the proposed action that may occur later in time, but are reasonably certain to occur.

Direct impacts to *B. decurrens* would arise from construction of the proposed new eastbound bridge. During construction of the new bridge, the land will be cleared and graded where three individual plants are located. The new bridge will be 74'2" wide and will require an additional approximately 125 feet of right of way to the south of the existing structure in the area where *B. decurrens* was found. Piers for the new structure will be the only permanent addition at ground level in the area. Based on the 2014 *B. decurrens* population there will be 0.29 acre of temporary impact due to the construction of the new bridge with 0.01 acre of permanent impact for the pier.

During construction the use and 250' extension of construction access road 2 and installing a fence along the access road are activities that are located in the area of the 2014 survey population and will cause direct impacts to 19 individual plants if they are present. Direct impacts to 28 individual plants and temporary impacts to 0.24 acre would also arise from the demolition of the existing bridge. Any individuals located directly under the existing bridge structure at the time of demolition would incur a direct impact. At this time the method of demolition is unknown.

Potential indirect impacts to *B. decurrens* may occur due to future repairs on the new eastbound bridge. Access may be required via the road travelling directly south of Lorentz Avenue. If repairs are necessary when plants are blooming and if the plant occurs where the repairs are necessary, direct impacts may result. It is, however, difficult to predict when and where these events will occur and if *B. decurrens* will be present when repairs are necessary.

V. Cumulative Effects

Cumulative effects are effects of future State, local, or private actions, not involving Federal action that are reasonably certain to occur in the action area. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to Section 7 of the Act. No actions are anticipated to occur in the project action area that will not be subject to future Section 7 consultation.

VI. Conclusion

After reviewing the current status of *B. decurrens*, the environmental baseline conditions for the action area, and the effects of the proposed action, it is the Service's biological opinion that the proposed action is not likely to jeopardize the continued existence of the species. No critical habitat has been designated for this species, and therefore none will be affected.

VII. Reinitiation and Closing Statement

This concludes formal consultation for the potential effects of the project on listed species. As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been maintained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded, (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion, (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this opinion, or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation.

Literature Cited

Baskin, C.C. and J.M. Baskin. 2002. Achene germination ecology of the federally threatened floodplain endemic Boltonia decurrens. American Midland Naturalist 147:16-24.

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USFWS. 2010. Decurrent false aster 5-year review: Summary and Evaluation. 20pp.

Illinois Department of
Natural Resources

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

Bruce Rauner, Governor
Wayne Rosenthal, Director

April 18, 2016

Felecia Hurley
IDOT-CO
2300 S. Dirksen Parkway
Springfield , IL 62704

RE: McClugage Bridge
Project Number(s): 1609389 [18513]
County: Peoria, Tazewell

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

The Department has received and reviewed the IDOT correspondence dated December 14, 2015 and April 18, 2016, and concurs with the conclusions and commitments for this project location. Additionally, strict adherence to best management practices for erosion and sedimentation control should be used to minimize the possibility of any adverse impacts to the listed species in the river.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project 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 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, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Sheldon Fairfield
Division of Ecosystems and Environment
217-785-5500

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois 62764

CONCUR
By [signature] 04/18/16
Impact Assessment Section
IDNR

April 18, 2016

Mr. Sheldon R. Fairfield
Impact Assessment Section
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

RE: US 150 (McCluggage Bridge) EA
Peoria and Tazewell Counties, Illinois

Dear Mr. Fairfield:

A letter was coordinated with the Illinois Department of Natural Resources on December 14, 2015, regarding the removal and replacement of US 150 (McCluggage Bridge) over the Mississippi River. The letter detailed the no effect determination for the Mississippi kite (*Ictinia mississippiensis*) and fibrous-rooted sedge (*Carex communis*), states that no threatened and endangered species of bats were found during the mist netting surveys, and details mitigation measures for the Decurrent false aster (*Boltonia decurrens*). This letter addresses the state endangered Lake sturgeon (*Acipenser fulvescens*) and state threatened American eel (*Anguilla rostrate*) which also occur in the project area.

The Lake sturgeon is a large bodied, highly mobile fish known for traveling over 200 miles. The Lake sturgeon spawns in swift flowing waters. US 150 crosses the Illinois River in an area where the river is pooled called Lake Peoria. Since the project crosses a pooled area of the river the current is not swift and does not provide habitat for the spawning of the Lake sturgeon. This project is unlikely to adversely affect the Lake sturgeon.

The American eel inhabits rivers and adjacent backwaters. It tends to remain under logs or other cover during the day, and becomes active during the evening. The eel migrates from freshwater to spawn in the Sargasso Sea, located within the Atlantic Ocean. Migration to the sea occurs during late summer and autumn. This project is unlikely to adversely affect the American eel.

We request your concurrence on the effect determinations for the Mississippie kite, Fibrous-rooted sedge, Lake sturgeon, and American eel plus mitigation measures for the Decurrent false aster. If you have questions or require additional information, please contact Felecia Hurley at (217) 785-2130 or at felecia.hurley@illinois.gov.

Sincerely,

Scott E. Stitt
Acting Section Chief of Location and Environment

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois 62764

December 14, 2015

Mr. Sheldon R. Fairfield
Impact Assessment Section
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

CONCUR
By _____ 04/18/16
Impact Assessment Section
IDNR

RE: US 150 (McClugage Bridge) EA
Peoria and Tazewell Counties, Illinois

Dear Mr. Fairfield:

The Illinois Department of Transportation (IDOT) has prepared this letter and the attached Biological Assessment for the proposed removal and replacement of eastbound US 150 (McClugage Bridge) in Peoria and Tazewell Counties, Illinois. Although McClugage Bridge also contains a westbound portion, this project only involves removal and replacement of the eastbound structure. There will be roadwork associated with the interchange approaches on both the east and west sides of the river, as well as in stream work. The proposed project extends from Harvard Avenue in the City of Peoria to the east of College Drive on US 24 in Tazewell County. To the north, the study area in Peoria follows IL 29 and ends just past the Lorentz Avenue intersection. In Tazewell County, the study area follows IL 116 and ends just north of the US 150/US 24/IL 116 interchange. The southern limits of the project study area are IL 29 (Adams Street) to Homestead Avenue in Peoria and IL 116 to Centennial Drive in Tazewell County.

As part of the NEPA process, alternatives were developed. Each alternative was evaluated based on the purpose and need and environmental impacts. Under the no build alternative, the structural deterioration of the bridge would cause weight limits and eventually closure to traffic. At the September 9, 2015 NEPA 404 Merger Meeting, US Fish and Wildlife Service (USFWS) and the Illinois Department of Natural Resources (IDNR) concurred with the Preferred Alternative which is the Southern alignment (See Figure 1). The preferred alternative involves construction of a new three-lane bridge south of the existing eastbound McClugage Bridge. The southern alignment best meets the purpose and need while having similar environmental impacts as compared to the other alternatives that were studied in detail. Under the preferred alternative, the new bridge will be 74'2" wide. This measurement includes the 10' shoulders and the barrier wall (See Figure 2). The eastern interchange will be improved with a new ramp connecting eastbound US 150 to southbound IL 116. Refer to Figure 4 for a visual representation of the interchange improvements.

Review for Endangered Species Protection and Illinois Natural areas Presevation-Part1075

In 2014, the Illinois Natural History Survey (INHS) conducted a series of surveys in the project study area which included botanical, avian, and mist netting surveys. Threatened and endangered species that were identified by INHS within or in the vicinity of the alternatives carried forward were the Mississippi kite (*Ictinia mississippiensis*), fibrous-rooted sedge (*Carex communis*) and decurrent false aster (*Boltonia decurrens*). No threatened and endangered species of bats were found during the mist netting surveys.

Habitat for the Mississippi kite (*Ictinia mississippiensis*) historically included old-growth forest but in recent decades they have nested in urban/residential areas, golf courses and parks. Only one Mississippi kite was observed flying over the upland forest in Grandview Woods INAI site which is to the north of the project study area. No nests were observed within the project study area or in the project vicinity. This project will not affect the Mississippi kite.

In Illinois, habitat for the Fibrous-rooted sedge (Illinois threatened) includes dry-mesic woodlands. Six populations were found during the INHS botanical surveys. INHS estimated 957 individuals total for all six populations, of which only 101 occurred within the study area. This project will not impact the fibrous-rooted sedge, as it is located east of the northbound IL 116 to eastbound US 24 ramp.

Habitat for the Decurrent false aster includes disturbed alluvial soils and wetland prairies along the Mississippi and Illinois Rivers. In 2014, fifty three Decurrent false aster plants were found in the project area on the western side of the Illinois River. The proposed project will impact the Decurrent false aster due to their location under the western approach to the bridge. In order to conserve the Decurrent false aster, IDOT proposes the following mitigation measures as documented in the attached Biological Assessment.

1) Fencing shall be placed alongside any access road on the western side of the Illinois River to prevent equipment from entering the Decurrent false aster habitat. Where an access road enters the construction limits, the fencing shall run alongside the construction limits to prevent construction equipment from driving around the fence and thus driving over Decurrent false aster habitat or any flowering plants. This fence must come down during the demolition of the existing structure for safety purposes. This area is likely to flood, so the type of fencing used should be designed to withstand such incidents.

2) Decurrent false aster seeds would be collected in late September or October (depending on bloom time, weather, and rainfall) two years and one year preceding initial construction activities. For example, if construction activities were scheduled to begin during the spring of 2018, seed collection would occur during the autumn of 2016 and/or 2017 depending on population numbers. Allowing two years for seed collection would increase the likelihood of obtaining enough seed in the event that blooming individuals within the population were extremely low or absent for a given year.

3) The flowering/fruiting heads within the population would be collected during the years described in mitigation measure two. A small portion of the fruiting inflorescence of each individual (or numerous individuals, depending on population size) would be clipped and seeds shaken into a clean bucket. Collecting seeds from individual plants spanning the entire population would increase the likelihood of obtaining genetic variation (i.e., seed from plants growing in full sun, partial shade, river sediment, gravelly soil, etc.).

4) After the Decurrent false aster seeds are collected they would then be allowed to dry for 5 to 7 days in a climate-controlled lab (approximately 67° F [19.4° C] and relative humidity 45%). Seeds would then be divided into lots (depending on the volume of seed obtained) and placed in Ziploc bags and stored in a freezer at a constant temperature of approximately 20° F (-6.7° C). This storage method would allow the seeds to be stored for several years (3 to 7 years, possibly longer). The project will take approximately four years to complete from the time the project is let to after the existing bridge is removed. If seeds were collected two years prior to letting they would be stored for six years which is within the safe limits of this storage method.

5) Seed dispersal would optimally be at the original site where seeds were collected. When all construction activities have been completed at the McClugage Bridge site, seeds can then be removed from cold storage and hand broadcast at the site sometime between late April and June. Broadcasting of seed would depend on weather and flood conditions, and optimally would take place at the end of the last major flood event.

6) If unforeseen circumstances arise and the seed has been held for seven growing years IDOT will consider whether the seed should continue to be held or dispersed at another location. One area where dispersal could occur is an approximately 6 acre floodplain prairie/shrub prairie habitat occurring at Detweiller Marina, in Peoria County, which is 5 miles north of the project site, on the west side of the river, and is owned and ecologically managed by the Peoria Park District. Another area where dispersal could occur is the floodplain habitats within Spring Bay Fen Nature Preserve, approximately 4.5 miles north of the McClugage Bridge Site, on the east side of the Illinois River in Woodford County. Both of these areas have existing populations of Decurrent false aster. IDOT will coordinate with USFWS if this circumstance arises.

By copy of this memorandum, we request written concurrence from the IDNR on compliance with 17 Ill. Adm. Code Part 1075.

Review for additional natural resources listed in IDNR-IDOT Memorandum of Understanding

Per the January 10, 2013 Memorandum of Understanding between IDNR and IDOT, actions that could have an adverse effect to prairie/savanna areas and/or forest equal to or greater than 20 acres that will be bisected or fragmented shall be coordinated. No such areas will be impacted from this project.

Review for Illinois Interagency Wetland Policy Act-Part 1090

The preferred alternative will impact a total of 1.13 acres of wetland. The impacts will occur to wetland sites 7, 8, and 11. One seep was identified in the study area. The seep wetland areas are located east of IL 116 and will not be impacted. Mitigation is proposed to occur at LaGrange Wetland Mitigation Bank which is considered in-basin, off-site.

If you have any questions or seek additional information please contact Felecia Hurley at (217) 785-2130 or at felecia.hurley@illinois.gov.

Sincerely,

Scott E. Stitt
Acting Section Chief of Location and Environment

Attachment – Biological Assessment

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

July 8, 2015

In Reply Refer To:
HPER-IL

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

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Invitation for Cooperating Agency Status

Dear Ms. Brown

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the U.S. Route 150 (US 150) Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). 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 August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, Bureau of Design and Environment, IDOT

Figure 1. Study Area

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

July 8, 2015

In Reply Refer To:
HPER-IL

Mr. Kraig McPeek
U.S. Fish & Wildlife Services
Rock Island Field Office
1511 47th Avenue
Rock Island, IL 61265

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Invitation for Cooperating Agency Status

Dear Mr. McPeek::

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the U.S. Route 150 (US 150) Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). 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 August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, 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

July 8, 2015

In Reply Refer To:
HPER-IL

Mr. Eric A. Washburn
Eighth Coast Guard District Bridge Branch
1222 Spruce Street
Room 2.102D
St. Louis, MO 63103-2832

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Invitation for Cooperating Agency Status

Dear Mr. Washburn:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the U.S Route 150 (US 150) Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). 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 August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, 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

July 8, 2015

In Reply Refer To:
HPER-IL

Mr. Kenneth Westlake
U.S. Environmental Protection Agency
77 W. Jackson Boulevard
Chicago, IL 60604

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Invitation for Cooperating Agency Status

Dear Mr. Westlake:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the U.S Route 150 (US 150) Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). 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 August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, 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

July 8, 2015

In Reply Refer To:
HPER-IL

Mr. Sheldon Fairfield
Illinois Department of Natural Resources
1 Natural Resource Way
Springfield, IL 62702-1271

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Invitation for Cooperating Agency Status

Dear Mr. Fairfield:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the U.S. Route (US 150) 150 Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating agency prior to August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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
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To consider your agency as a cooperating agency, FHWA and IDOT must receive a 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, 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

July 8, 2015

In Reply Refer To:
HPER-IL

Mr. Dan Heacock
Illinois Environmental Protection Agency
1021 North Grand Avenue East
P.O. Box 19276
Springfield, IL 62794-9276

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Invitation for Cooperating Agency Status

Dear Mr. Heacock:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the U.S. Route (US 150) 150 Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating agency prior to August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, 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

July 8, 2015

In Reply Refer To:
HPER-IL

Ms. Terry Savko
Illinois Department of Agriculture
State Fairgrounds
P.O. Box 19281
Springfield, IL 62794-9281

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Invitation for Cooperating Agency Status

Dear Ms. Savko:

The Federal Highway Administration (FHWA) is requesting your agency to become a cooperating agency for the U.S. Route (US 150) 150 Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating agency prior to August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, 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

July 8, 2015

In Reply Refer To:
HPER-IL

Ms. Rachel Leibowitz
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Initiation of Section 106 Process and Invitation for Cooperating Agency Status

Dear Ms. Leibowitz:

The Federal Highway Administration (FHWA) is initiating the Section 106 process and inviting your agency to become a cooperating agency for the U.S. Route 150 (US 150) Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). If you would like to engage as a cooperating agency, please send FHWA a response prior to August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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). Attached is a list of potential consulting parties identified by IDOT and FHWA to whom we have sent invitations to become consulting parties for this project. Please review the list and notify FHWA or IDOT if you are aware of other potential consulting parties.

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 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, Bureau of Design and Environment, IDOT

Jeff Bushur

From: Maushard, Christopher E <Christopher.Maushard@illinois.gov>
Sent: Tuesday, August 04, 2015 11:02 AM
To: Matt Heyen; Jeff Bushur
Cc: 'Douglas Jakalski'
Subject: FW: US 150 McClugage Bridge 106 consulting parties
Attachments: 2015-07-08-LEIBOWITZ-US 150_Eastbound McClugage Bridge-C2 EA - CA-106 lt....pdf

FYI

From: Addis, Maureen M
Sent: Tuesday, August 04, 2015 10:54 AM
To: Lacy, Thomas A; Maushard, Christopher E
Subject: FW: US 150 McClugage Bridge 106 consulting parties

From: Garnett, Kensil A
Sent: Tuesday, August 04, 2015 10:53 AM
To: Addis, Maureen M
Subject: FW: US 150 McClugage Bridge 106 consulting parties

Fyi.

K. A. Garnett

From: Janis.Piland@dot.gov [mailto:Janis.Piland@dot.gov]
Sent: Tuesday, August 04, 2015 10:49 AM
To: Leibowitz, Rachel
Cc: Baranzelli, John D; Garnett, Kensil A; Koldehoff, Brad H.; Hurley, Felecia A
Subject: US 150 McClugage Bridge 106 consulting parties

Dr. Leibowitz,

In our July 8, 2015 letter initiating the Section 106 process and inviting you to be a Cooperating and Participating Agency in the subject project, we referred to an attached list of potential consulting parties to whom invitations were sent. However, the list inadvertently was not attached.

We apologize for this error and have included the list below. Please review this list and let us know if you are aware of other potential consulting parties for this project.

106 Consulting Parties				
The Honorable	Dave	Ilingus	Mayor	City of East Peoria
The Honorable	James	Ardis	Mayor	City of Peoria
The Honorable	Andrew	Rand	Chairman	Peoria County Board
The Honorable	David	Zimmerman	Chairman	Tazewell County Board
	Stephen	Pierz	Commissioner	Peoria Historic Preservation Commission
	Walter	Ruppman	Executive Director	Peoria Historical Society
	Frank	Rimmr	President	East Peoria Historical Society
	John	Durdle	President	Tazewell County Genealogical & Historical Society

Please let us know if you have any questions.

Thank you,

Jan

Janis P. Piland, P.E.
Environmental Engineer
FHWA Illinois Division Office
3250 Executive Park Drive
Springfield, Illinois 62703
217-492-4989

"We make a living by what we get; we make a life by what we give."
"Believe that life is worth living and your belief will help create the fact."

Think before you print

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

July 8, 2015

In Reply Refer To:
HPER-IL

To Tribes That Have Expressed Interest in Illinois

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
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 U.S. Route 150 (US 150) Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). If you would like to engage in this role, please send FHWA a response prior to August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/U.S. 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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 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 the county(ies) that the project is located in, we are inviting you to be a consulting party. Consulting parties may be asked to provide information on historic properties in the project area, 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 (217) 492-4989 or at janis.piland@dot.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Catherine A. Batey
Division Administrator

Enclosure

Identical letters were sent to:

Ho-Chunk Nation
Iowa Tribe of Kansas and Nebraska
Iowa Tribe of Oklahoma
Kickapoo Traditional Tribe of Texas
Kickapoo Tribe in Kansas
Kickapoo Tribe of Oklahoma
Miami Tribe of Oklahoma
The Peoria Tribe of Indians of Oklahoma
Citizen Potawatomi Nation
Forest County Potawatomi
Hannahville Indian Community
Pokagon Band of Potawatomi Indians
Prairie Band Potawatomi Nation
Sac and Fox Tribe of Mississippi in Iowa

Sac and Fox Nation of Missouri
Sac and Fox Nation of Oklahoma

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, Bureau of Design and Environment, IDOT

Figure 1. Study Area

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
Matt Fuller	FHWA-IL	217-492-4625	matt.fuller@dot.gov
Zubair Haider	DOT-BLRS.	847-705-4206	zubair.haider@illinois.gov
MIKE MATKOVIC	CBBEL	847-823-0500	MMATKOVIC@CBBEL.COM
JOHN BACZEK	IDOT	847 705 4104	john.baczek@illinois.gov
SOREN HALL	USACE	312-846-5532	Soren.g.hall@usace.army.mil
Mark Morse	IDOT	847-705-4107	Mitchell.Morse@Illinois.gov
Bob Andres	Civiltech	630-735-3354	randres@civiltechinc.com
Mike Folkening	Civiltech	312-564-2491	mfolkening@civiltechinc.com
Steve Schilke	IDOT	847 705-4125	Steven.Schilke@illinois.gov
Mary Young	CivilTech	630.735.3943	MYoung@civiltechinc.com
Bridget Stalla	CDOT-ENG.	312-742-1259	bridget.stalla@cityofchicago.org
Jeffrey Srivo	CDOT-Proj Devel	312 744 7080	jeffrey.srivo@cityofchicago.org
SAM MEAD	IDOT-ENV.	847-705-4101	SAM.MEAD@ILLINOIS.GOV
Brian Smith	AECOM	312-373-4654	brian.smith@aecom.com
Kirsten Mawhinney	AECOM	312-373-6792	kirsten.mawhinney@aecom.com
Cary Lewis	IDOT-PBES	847-705-4724	cary.lewis@illinois.gov

Mark Peterson	IDOT - PMC	847-705-4569	mark.peterson@illinois.gov
Ron Shimizu	Parsons Brinckerhoff	312-803-6638	shimizu@pbworld.com
Bryan KAPALA	PARSONS BRINCKERHOFF	312-803-6522	Kapala@PBWORLD.com

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
John Sherrill	IDOT - DBE	217-785-4181	John.Sherrill@illinois.gov
Felecia Hurley	IDOT - BDE	217-785-2130	felecia.hurley@illinois.gov
Stefanie Fitzsimons	IDNR	217-524-0501	stefanie.fitzsimons@illinois.gov
Rustin Keys	IDOT - Dist. 5	217 466-7225	rustin.keys@illinois.gov
Scott Neihart	IDOT D-5	217-466-7316	Scott.Neihart@ill.nois.gov
Jason Stults	IDOT D-5	217-466-7364	Jason.stults@illinois.gov
Bart Sherer	IDOT D-5	217-466-7305	bart.sherer@illinois.gov
Jeff Bushur	Hanson	217-747-9231	jbushur@hanson-inc.com
Jim Moss	Hanson	217-788-2450	jmoss@hanson-inc.com
Susan McCormick	Hanson	217-788-2450	smccormick@hanson-inc.com
John Negangard	IDOT D #6	217-782-6990	John.Negangard@illinois.gov
Steve Hamer	IDNR	217 785-4862	Steve.Hamer@illinois.gov
Denny O'Connell	IDOT D6	217 785-9727	Dennis.OConnell@Illinois.gov
Jeff Myers	IDOT D6	217-782-4761	Jeffrey.Myers@illinois.gov
Ed Kern	IDOT D6	217-524-7547	Earl.Kern@Illinois.gov
Heidi Woeber	USFWS	309 757-5800	heidi_woeber@fws.gov

Lou Haasis	FHWA	217-492-4682	Lou.haasis@dot.gov
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
LAURA SAKACH	CRAWFORD MURPHY & TILLY	217-787-8050	lsakach@cmtengr.com
Brad Downen	crawford, Murphy & Tilly	217-787-8050	bdownen@cmtengr.com
STAN HANSEN	CRAWFORD, MURPHY & TILLY, INC.	217-787-8050	SHANSEN@CMTENGR.COM
Susan Hargrove	IDOT BDE	217-785-0150	Susan.Hargrove@illinois.gov
Vince Hamer	IDOT BDE	217-529-9129	Vincent.Hamer@Illinois.gov
Jon-Paul Kobler	FHWA	217-492-4988	jon-paul.kobler@dot.gov
Jan Piland	FHWA	217-492-4989	Janis.Piland@dot.gov
Jeff Bushur	Hanson	217-747-9231	jbushur@hanson-inc.com
Matt Heyen	Hanson	217-747-9260	mheyen@hanson-inc.com.
Tom Lacy	IDOT-D4	309-671-3493	Thomas.Lacy@illinois.gov
Greg Larson	IDOT-D4	309-671-3479	Greg.Larson@illinois.gov
Heidi Woeber	USFWS	309 757 5800	heidi_woeber@fws.gov
Anne Haaker	IHPA	2177855027	anne.haaker@illinois.gov
Michael Hine	FHWA	217-492-4634	Mike.Hine@dot.gov

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

IDOT District 4, Peoria County
Reconstruction of the structure carrying eastbound US 150 over the Illinois River
Environmental Assessment
Information – Project Introduction

DECISIONS:
No decisions requested or made.

NEXT STEPS:
Next steps were not noted.

DISCUSSION:

This was the first NEPA/404 merger meeting for the reconstruction of eastbound U.S. Route 150 (McClugage Bridge) *over* the Illinois River. The purpose of the meeting was to introduce the project to the regulatory and resource agencies. In advance of the meeting, a copy of the PowerPoint presentation was distributed to meeting participants.

The project team, consisting of IDOT District 4, T.Y. Lin International and Hanson Professional Services Inc., presented a PowerPoint presentation. The presentation consisted of a project area *overview,* bridge characteristics and condition, environmental resources, the proposed environmental process and key items.

The project consists of engineering work related to the removal and replacement or rehabilitation of the eastbound McClugage Bridge (U.S. Route 150) *over* the Illinois River in Peoria and Tazewell counties. It is expected that a total of three or more lanes with full width shoulders will be required for the proposed structure. Roadway work at the interchanges at both the east and west approaches may be required to accommodate the additional bridge width and possible realignment if the proposed structure is built on a new alignment from the existing structure.

This bridge is a vital connection for the communities east of the Illinois River such as Washington and Eureka with the greater urban area of Peoria west of the Illinois River. On the west side of the bridge (Peoria) is an urban interchange with Adams Street/IL Route 29/U.S. Route 24. Additionally, a rail line runs under the structure parallel to the Illinois River on the west side. On the east side (Tazewell County) is the IL Route 116/U.S. Route 150/U.S. Route 24 interchange. The existing average daily traffic (ADT) using this eastbound bridge is 20,000 vehicles.

The eastbound structure was constructed in 1940 actually completed in 1946. The bridge was repaired in 1964, 1971, 1974, 1976, 1977, 1986, 1990 and 1999. The existing structure is approximately 4,745 feet in length, and is composed of 30 spans supported by concrete abutments and 28 concrete piers. The main span of the existing southern (EB) structure is approximately 530 feet in length and the span of the northern (WB) structure is approximately 630 feet. The superstructure consists of multiple steel plate girders, wide flange beam, thru truss and deck truss spans. The existing roadway deck includes two 12- foot lanes and three-

foot shoulders for a total deck width of 30 feet.

Construction is programmed for Fiscal Year 2017.

The current condition of the bridge was discussed. The bridge has been assessed a Sufficiency Rating of 22 out of 100, meaning it is in poor condition and the bridge is classified as a Fracture Critical Structure. Based on the sufficiency rating, IDOT annually inspects this structure. Pictures of the substructure show significant signs of deterioration.

Several environmental resources are present in the vicinity of the project area based on preliminary database checks, mapping and a site visit. The following resources were discussed:

- The U.S. Army Corps of Engineers (USAGE) has created a habitat sediment island just north of McClugage Bridge and plans to construct two additional islands south of the bridge. This project is the Peoria Illinois, Riverfront Development Environmental Restoration project, which is sponsored by the Illinois Department of Natural Resources (IDNR). The project involves the dredging of 200 acres of the Peoria Lake to create deepwater habitat and construction of 75 acres total of island habitat.
- The River Bluff Corridor is a 47-acre conservation easement area located on the east side of the river and immediately south of the McClugage Bridge. This conservation area involved an Open Lands Trust grant. The IDNR is the easement holder and the project sponsor is the Fon du Lac Park District.
- Both sides of the Illinois River are areas of potential forested wetlands, as depicted by the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory.
- The Illinois Natural History Survey conducted a survey underneath and adjacent to the west end of the McClugage Bridge for the decurrent false aster *(Boltonia decurrens)* in 2006. They found an estimated 350 to 630 plants of this aster in the area. The decurrent false aster is a federally and state threatened plant found in the floodplains of the Illinois and Mississippi rivers. It is a disturbance-adapted species that exploits regular and seasonal flooding within the Illinois River system.
- In addition to the decurrent false aster, an EcoCAT (Ecological Compliance Assessment Tool) database review reported the lake sturgeon *(Acipenser fulvescens)* and the river chub *(Nocomis micropogon)* in the vicinity of the project area. These two fish species are state endangered.
- The bridge crosses the surface water of the Illinois River and associated floodplain.
- The Grand View Drive Park and Historic District is a 2 *Y,* mile scenic road and adjacent park areas north of the west side of the bridge in Peoria. This park and historic district is listed on the National Register of Historic Places and includes historic houses, scenic overlooks, picnic benches, a ball diamond, hiking trail access, playground areas and picnic shelter.
- The Peoria Park District owns and maintains a linear strip of land on the west side of the Illinois River just south of the American Water Works Company and north of U.S. Route 150. This land provides access to the Illinois River shoreline, which was the site of a previous river crossing.

- The Peoria Water Works Complex is located between the Peoria Park District parcel and Grand View Drive Park and includes historic structures listed on the National Register. These structures consist of two pumping stations and the Main Well House.
- Urban development (residential, commercial and utility) occurs adjacent to both the west and east U.S. Route 150 interchanges.
- Several leaking underground storage tank (LUST) sites are reported along Adams Street and Main Street. Special waste investigations will likely be needed.

The study will be processed and documented as an Environmental Assessment (EA) and follow the standard key steps for an EA (purpose and need, preliminary alternatives, alternatives analysis, preferred alternative and public hearing) and result in a Finding of No Significant Impact (FONSI) by the FHWA if there are no significant impacts.

Specific elements to be conducted during the EA were discussed. These elements include formation of a Stakeholder Advisory Group (SAG) to assist in the development of the Purpose and Need, Alternatives and Preferred Alternative; coordination with the NEPA/404 merger agencies for the three concurrence points; and engagement and involvement with the public throughout the process. It was recommended that the Purpose and Need along with the Alternatives to be Considered to be included in one NEPA/404 Agency Concurrence Meeting with a second meeting for the Preferred Alternative.

Several items that are anticipated to be key in completing the EA are:

- Ongoing individual coordination with cooperating agencies,
- Early coordination with U.S. Coast Guard (USCG) and USACE on the navigation channel width requirements of the proposed structure,
- Early evaluation of the traffic impacts of closing the existing structure versus building and adjacent structure,
- Early coordination of environmental impacts and mitigation,
- Targeted participation from the SAG and public, and
- Keeping mindful of the programmed construction funding for Fiscal Year 2017.

Questions and discussion followed the presentation.

The U.S. Environmental Protection Agency (USEPA) asked if the piers would be removed. Hanson responded that based on the age of the existing piers and the new seismic requirements, the existing piers would need to be replaced.

The USACE asked if ice jams would be an issue and will the new piers be in the shadow of the westbound bridge. Hanson responded that the USCG may require additional horizontal clearance, and staggering of the piers may increase the potential for ice jamming.

The USACE and USFWS were not sure if the Peoria Riverfront project (island habitat creation) was an EMP (Environmental Management Program) or HREP (Habitat Rehabilitation and Enhancement Project). The USACE stated that they believe the island

habitat project is sponsored by the IDNR but constructed by the USACE. The USACE may have bathymetry information from the island project that may be useful for the McClugage project.

Hanson asked the USACE if they were aware of any Section 408 issues (USACE projects such as dikes and levees) in the project area. The USACE were not aware of any Section 408 involvement in this area; although impact to the proposed south islands or modifications to the design of the island may be an involvement related to Section 408.

The USFWS asked if there were any developing mussel beds in this area of the Illinois River. None of the agencies were aware of any sensitive areas for mussels in this area. In addition, there could be potential roosting areas for the bald eagle.

Hanson asked the USFWS if they had additional information on the decurrent false aster at this location. The USFWS did not think that the presence of the aster would limit the project. In fact, soil disturbance is often beneficial to this species.

IDOT BDE stated that there have been reports of the peregrine falcon *(Falco peregrinus)* at a bridge to the south of this location.

The USEPA asked if the original 1890s alignment across the narrows north of the existing bridge be included as an alternative. Hanson responded that this alignment will be reviewed as an alternative. FHWA commented that the development of the Purpose and Need may influence the possible alignment of the bridge.

The USCG stated that their office can determine the required horizontal and vertical clearances early and will coordinate with the project team regarding spans outside of the navigation clearance envelope. The horizontal clearance of the existing bridge is not an issue since the bridge has not been hit many times. The USCG will need to consult with the boat industry regarding clearance. Larger vessels now use the river more than when the bridges were originally built. There may be possible issues with boats turning to get under the bridge. A pier impact study will be required for the proposed bridge based on stouter piers that will be needed. The USCG will start reviewing these issues.

Illinois NEPA/404 Merger Meeting
September 4, 2014

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

8:30 am – 12 noon

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

- McClugage Bridge (District 4, Peoria and Tazewell Counties) (60 min)
  - Concurrence – Purpose and Need
  - Concurrence – Alternatives to Be Carried Forward

- Mississippi River Crossing (MODOT Lead +District 6, Pike counties in Missouri and Illinois) (60 min)
  - Concurrence – Preferred Alternative

12 noon – 1 pm

Lunch Break

1 pm – 3 pm

- US 51 from Pana to Centralia, IL (District 7, Multiple Counties) (60 min)
  - Concurrence – Preferred Alt

- IL Route 3 Connector (District 8, St. Clair County) (60 min)
  - Concurrence –Purpose and Need

Printed: August 4, 2014

NEPA/404 Merger Meeting
September 4, 2014
Springfield, IL

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Joe Summerlin	USEPA-R7		

Phone participants

IDOT District 4, Peoria and Tazewell counties
McClugage Bridge
Environmental Assessment
Concurrence – Purpose and Need
Concurrence – Alternatives to be Carried Forward

DECISIONS:
IL Department of Natural Resources, IL Department of Agriculture, IL Historic Preservation, US Environmental Protection Agency, US Fish & Wildlife Service, US Army Corps of Engineers – (Rock Island), and US Coast Guard all concurred with the Purpose and Need and the Alternatives to be Carried Forward.

NEXT STEPS:
None noted.

DISCUSSION:
This was the second NEPA/404 merger meeting for the reconstruction of eastbound US 150 (McClugage Bridge) over the Illinois River. The purpose of the meeting was to present the project's purpose and need and alternatives to be carried forward to the regulatory and resource agencies.

IDOT District 4 and their project team consultant presented a PowerPoint presentation. Copies of the PowerPoint presentation and the Environmental Assessment (EA) timeline were distributed to meeting participants. The presentation consisted of a project area overview, project purpose, needs and other considerations of the project, environmental resources, preliminary alternative alignments to be carried forward and those not carried forward, bridge types, and coordination meetings.

The project consists of the removal and replacement or rehabilitation of the eastbound McClugage Bridge (US 150) over the Illinois River in Peoria and Tazewell counties. It is expected that a total of three or more lanes with full width shoulders will be required for the proposed structure. Roadway work at the interchanges at both the east and west approaches may be required to accommodate the additional bridge width and possible realignment if the proposed structure is built on a new alignment from the existing structure.

This bridge is a vital connection for the communities east of the Illinois River such as Washington and Eureka with the greater urban area of Peoria west of the Illinois River. On the west side of the bridge (Peoria) is an urban interchange with Adams Street/IL Route 29/U.S. Route 24. Additionally, a rail line runs under the structure parallel to the Illinois River on the west side. On the east side (Tazewell County) is the IL Route 116/U.S. Route 150/U.S. Route 24 interchange. The existing average daily traffic (ADT) using this eastbound bridge is 20,000 vehicles.

The purpose of the project is to accommodate eastbound US 150 traffic across the Illinois River

on a transportation system that is structurally sound, meets current design standards, is designed for future traffic, and provides a safe crossing for the public. The project is needed because the bridge is approaching the end of its serviceable life, it is structurally deficient and functionally obsolete, and more than two lanes are anticipated to be needed for future traffic. The eastbound structure was completed in 1948. Over a half dozen repair projects have been completed for the eastbound structure, with the most substantial rehabilitation in 1999. The existing roadway deck includes two 12-foot lanes and three-foot shoulders for a total deck width of 30 feet.

In addition to the primary needs of the project, IDOT is considering other improvements, which are improving traffic flow at the west and east interchanges, maintaining or improving navigational clearance under the bridge, and providing bicycle and pedestrian accommodations across the river.

IDOT submitted the Environmental Survey Request (ESR) for biological, wetland and cultural resources and special waste in spring of 2014, and the results of the surveys are forthcoming. Several environmental resources are present in the vicinity of the project area. The following resources were discussed:

- The Illinois Department of Natural Resources (IDNR) and the U.S. Army Corps of Engineers (USACE) has created a habitat sediment island just north of McClugage Bridge and plans to construct two additional islands south of the bridge.
- The River Bluff Corridor is a 47-acre conservation easement area located on the east side of the river and immediately south of the McClugage Bridge. This conservation area involved an Open Lands Trust grant. The IDNR is the easement holder and the project sponsor is the Fon du Lac Park District.
- Both sides of the Illinois River are areas of potential forested wetlands, as depicted by the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory. A wetland delineation survey is being conducted by the Illinois Natural History Survey (INHS).
- The INHS identified the decurrent false aster (Boltonia decurrens) underneath and adjacent to the west end of the McClugage Bridge in 2006. The decurrent false aster is a federally and state threatened plant found in the floodplains of the Illinois and Mississippi rivers.
- In addition to the decurrent false aster, occurrences of the state endangered lake sturgeon (Acipenser fulvescens) and the river chub (Nocomis micropogon) have been reported in the vicinity of the project area. IDOT Bureau of Design & Environment (BDE) stated that no surveys will be required for both fish species due to false occurrence reports, and in consultation with the INHS, no mussel survey will be required as well.
- The federally and state threatened peregrine falcon (Falco peregrinus) has been reported as nesting on the eastbound bridge, and is being reviewed through the ESR process.
- The bridge crosses the surface water of the Illinois River and associated floodplain.
- The Grand View Drive Park and Historic District is a scenic road and park area north of the west side of the bridge in Peoria. This park and historic district is listed on the National Register of Historic Places.
- The Peoria Park District owns and maintains a linear strip of land on the west side of the Illinois River just south of the Illinois American Water Company and north of U.S. Route

150. This land provides access to the Illinois River shoreline, which was the site of a previous river crossing.

- The Illinois American Water Company Complex is located between the Peoria Park District parcel and Grand View Drive Park and includes historic structures listed on the National Register. These structures consist of two pumping stations and the Main Well House.
- Urban development (residential, commercial and industrial) occurs adjacent to both the west and east U.S. Route 150 interchanges.

The Illinois Historic Preservation Agency (IHPA) determined that the eastbound bridge is eligible for listing on the National Register of Historic Places. Therefore, the study must consider the following measures: do nothing, build on a new location and leave the old bridge, rehabilitate without affecting the historic integrity of the bridge, and offer the existing bridge to a third party for preservation in perpetuity if bridge replacement is proposed.

Preliminary alternatives that are not being carried forward were described. The Upper Free Bridge Alignment Alternative would relocate eastbound and westbound US 150 or westbound only to the old Upper Free Bridge alignment north of existing McClugage Bridge. This alternative would require a new partial or full interchange at IL 116. This alternative is not being carried forward because it would impact the Lorentz Avenue Park, the Spring Creek Preserve, forested wetlands, floodplain, buried utilities, and residential and commercial areas, and would involve extensive changes in system connectivity. The Dual Deck Structure Alternative would stack westbound and eastbound US 150 on the same structure across the Illinois River. This alternative is not being carried forward because it would unnecessarily replace the existing westbound structure, which is not in need of replacement, and would involve vertical profile changes at the interchanges.

The preliminary alternative alignments were described next. The North Alignment Alternative would involve constructing a new bridge (for westbound traffic) north of the existing westbound bridge (which would then carry eastbound traffic). The South Alignment Alternative would involve constructing a new bridge for eastbound traffic south of the existing eastbound bridge. The Existing Alignment Alternative would involve constructing a new bridge in the same location as the existing eastbound bridge. This alignment alternative has two alternatives for placing the bridge on the existing alignment: Closed during Construction and Staged Construction. The Closed during Construction Alternative would involve closing and removing the existing bridge, then building the new bridge in its place. The Stage Construction Alternative involves building portions of the new bridge adjacent to the eastbound structure, allowing traffic on the eastbound bridge to be maintained during most of the construction period.

The project alignment alternatives were screened according to several criteria: purpose and need, traffic during construction, river navigation, environmental impacts, and public engagement input. Only one alternative, the Existing Alignment Alternative (Closed during Construction), is not being carried forward. The alternatives to be carried forward are the No-build, Rehabilitation, Existing Alignment (Staged Construction), the Northern Alignment and the Southern Alignment.

In addition to the project alternatives screening, IDOT, FHWA and their consultants are reviewing several bridge types for the build alternatives and screening them against several criteria.

Numerous coordination meetings have been conducted to date for the project. Meetings have been conducted with the IDNR Office of Water Resources, U.S. Coast Guard, USACE, Illinois River Carriers Association, the Project Study Group, elected officials, the Stakeholder Advisory Group, IDOT Bureau of Bridges and Structures, the Fon du Lac Park District and the general public at a public informational meeting.

Questions and discussion followed the presentation.

The U.S. Environmental Protection Agency (USEPA) asked for further explanation of the Existing Alignment Alternative (Staged Construction). IDOT responded that this alternative would construct as much of the new bridge as possible adjacent to the existing eastbound bridge in order to reduce the amount of time that traffic would need to be routed to the westbound bridge.

FHWA asked if it is common to build a bridge using the staged construction method. The U.S. Coast Guard responded that they have three current projects over major rivers using this construction method. This method is more common recently and has been working very well.

The IHPA asked if keeping the existing eastbound bridge as a pedestrian and bike path has been suggested. IDOT responded that the study team has considered this. There are issues associated with this option including costs, maintenance and connectivity to other trails on each side of the bridge.

FHWA asked what is the distance to the closest bridge crossing to the McClugage Bridge. IDOT responded that the closest crossing is about five miles to the south at I-74.

FHWA requested concurrence on the Purpose and Need from the USEPA, IDNR, the Illinois Department of Agriculture, U.S. Coast Guard, USACE, USFWS and the IHPA. Each agency verbally concurred with the Purpose and Need.

FHWA then requested concurrence on the Alternatives to be Carried Forward from the agencies. Each agency verbally concurred with the Alternatives to be Carried Forward.

Illinois NEPA/404 Merger Meeting
September 9, 2015

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

1:00 pm – 4:00 pm

- McClugage Bridge (District 4, Peoria and Tazewell counties) (60 min)
  - Concurrence – preferred alternative

- Lebanon Bypass (District 8, St. Clair County) (30 min)
  - Information – project overview

- Shawnee Parkway (District 9, south-west Illinois) (30 min)
  - Information – project introduction

- ~~Alton Godfrey Connector (District 8, Madison County) (60 min)~~
  - ~~Information – preferred alternative~~

Printed: September 4, 2015

Sign-in Sheet
NEPA-404 Merger Meeting
September 9, 2015

District 4 - McClugage Bridge (Peoria and Tazewell Counties)
Concurrence: Preferred Alternative

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NEPA/404 Merger Meeting Summary
September 9, 2015

IDOT District 4, Peoria and Tazewell counties
McClugage Bridge
Environmental Assessment
Concurrence – Preferred Alternative

DECISIONS:

The following agencies concurred with the preferred alternative as presented: USEPA, USFWS (via e-mail), USACE, USCG, IDNR, IDOA, and IHPA.

NEXT STEPS:

Complete EA and make it publicly available.

DISCUSSION:

This was the third NEPA/404 merger meeting for the reconstruction of eastbound US 150 (McClugage Bridge) over the Illinois River. The purpose of the meeting was to present the project's preferred alternative to the regulatory and resource agencies.

IDOT District 4 and their project team consultant presented a PowerPoint presentation. The presentation consisted of a review of previous concurrence points, environmental resources and studies, interchange connection options and screening, multi-use path connection options, alternative alignment evaluations, preferred alternative, bridge types, and coordination meetings.

The project consists of the removal and replacement or rehabilitation of the eastbound McClugage Bridge (US 150) over the Illinois River in Peoria and Tazewell counties. The purpose of the project is to accommodate eastbound US 150 traffic across the Illinois River on a transportation system that is structurally sound, meets current design standards, is designed for future traffic, and provides a safe crossing for the public.

Updates on the environmental studies were summarized:

- Wetlands were delineated by the Illinois Natural History Survey (INHS). Forested and emergent wetlands are located on both sides of the Illinois River and would be impacted by all build alternatives. The seep wetland areas located east of IL 116 would not be impacted by any alternative. IDOT proposes to mitigate the preferred alternative's 1.2 acres of wetland impacts via wetland banking.

- Threatened and endangered species that were identified by the INHS in the vicinity of the alternatives carried forward were the decurrent false aster (*Boltonia decurrens*), fibrous-rooted sedge (*Carex communis*) and Mississippi kite (*Ictinia mississippiensis*). All build alternatives would impact the decurrent false aster due to their location under the western

approach to the bridge. No alternative would impact the fibrous-rooted sedge, as it is located east of IL 116. In addition, the Mississippi kite was likely a migrant not nesting in the area and would not be impacted. Also, two bald eagle (*Haliaeetus leucocephalus*) nests were identified approximately 3000 feet north of the bridge, but were outside the vicinity of the alternatives.

- The peregrine falcon (Falco peregrinus) was observed nesting on the eastbound McClugage Bridge, which is protected by the Migratory Bird Treaty Act. Suggested measures to avoid impact to the falcon include netting the bridge to prevent nesting and date restriction on bridge removal.

- No threatened or endangered bat species were captured during a bat mist net survey.

- No surveys were required for fish and mussels for lack of previous occurrences in this segment of the Illinois River.

- Several recognized environmental conditions (RECs) were identified throughout the study area. Further special waste investigation to determine the potential for involvement with contaminated areas will be required for the preferred alternative.

- The Illinois Historic Preservation Agency (IHPA) determined that the eastbound bridge is eligible for listing on the National Register of Historic Places. The preferred alternative would adversely affect the bridge due to removal. The bridge was marketed to solicit any responsible third party to preserve the bridge in perpetuity. No letters of interest were received. A Section 106/Programmatic Section 4(f) Evaluation was prepared and submitted to IDOT and FHWA for review. The document will be revised and submitted to IDOT and FHWA for further continued coordination with IHPA.

- Archaeological surveys to date have not resulted in any identified resources; however, some areas that were access restricted will need to be surveyed.

- The River Bluff Corridor is a conservation easement area located on the east side of the river and immediately south of the McClugage Bridge. This conservation area involved an Open Lands Trust grant. The Illinois Department of Natural Resources (IDNR) is the easement holder and the project sponsor is the Fon du Lac Park District. Conversion of 1.5 acres of this property will require replacement land and approval from IDNR. IDNR also owns open water area in the Illinois River named the Illinois River Fish and Wildlife Area. Coordination with IDNR is ongoing to determine the exact property boundaries. The FHWA intends to process use of these two Section 4(f) resources as de minimis impacts.

The Peoria interchange connection options were described next. These options are: upgrades to the existing interchange, modified jug handle, single point urban interchange, and dogbone roundabout. The latter three options were eliminated from consideration because of vertical alignment constraints, impacts to a historic district and major utilities, and anticipated increases in crashes. Upgrading the existing interchange is the preferred option.

The Tazewell interchange options that were reviewed for the project are: move Marina Road intersection across from Centennial Drive, add auxiliary lane to southbound IL 116, add a stoplight at the existing ramp intersection, and provide merge ramp prior to Marina Road intersection. Adding an auxiliary lane to southbound IL 116 would accommodate future traffic and increase safety while minimizing impacts to adjacent resources, and is the preferred Tazewell interchange option.

Several bike path options to connect on each side of the river are currently being evaluated. All of the options would work with any of the alternative alignments and interchange options.

The alternative alignment evaluation process was summarized. These alignment alternatives are: no-build, rehabilitation, existing alignment (staged construction), north alignment, and south alignment. Based on the screening criteria, the south alignment alternative best meets the purpose and need while minimizing environmental impacts.

In addition to the project alternatives screening, IDOT, FHWA and their consultants are reviewing several bridge types for the build alternatives and screening them against several criteria. The proposed bridge type has been narrowed down to two possible types: deck tied arch and true arch.

Numerous coordination meetings have been conducted to date for the project. Meetings have been conducted with the IDNR Office of Water Resources, U.S. Coast Guard, USACE, Illinois River Carriers Association, the Project Study Group, elected officials, the Stakeholder Advisory Group, IDOT Bureau of Bridges and Structures, the Fon du Lac Park District, the City of Peoria, and the general public at a public informational meeting.

Questions and discussion during and after the presentation included the following.

The U.S. Environmental Protection Agency (USEPA) asked if there would be a weaving movement on IL 116 with the preferred Tazewell Interchange option. Hanson responded yes, but that it would meet weaving criteria.

FHWA asked what the cost difference would be for the cantilevered multi-use path versus a multi-use path constructed alongside the bridge roadway. Hanson responded that the costs difference is not currently known, but the study team will be determining that.

The USACE asked how much difference in footprint each bridge type would have. Hanson responded that the deck tied arch would have a much smaller footprint. The true arch would require a much more substantial base to support the bridge span tension.

The Illinois Department of Agriculture (IDOA) asked what the difference in height would be for the two bridge types. Hanson responded that the overall structure height for the two options is similar.

The U.S. Army Corps of Engineers (USACE) wanted clarification that the preferred option for the Tazewell interchange is the final option chosen. IDOT responded that adding an auxiliary lane to southbound IL 116 is the final interchange option chosen, which will be clarified in the

environmental assessment (EA).

The USACE asked if additional tree impacts would be required for construction access and staged construction. IDOT responded that a staging concept plan had been developed and most areas can be accessed from existing roadways and right-of-way. Access along the west bank is also available from Lorentz Avenue and an access road through Illinois American Water property.

The USACE asked if construction access, staging needs, and temporary construction impacts have been identified, which should be addressed in the EA. Hanson responded that these items have not been addressed yet, but proposed to schedule a meeting with the USACE and U.S. Coast Guard to discuss these items as soon as the study team develops additional hydraulics information.

The USACE stated that all efforts to minimize impacts to wetlands should be discussed in the EA, including those resulting from coordination with the Fon du Lac Park District regarding impacts to their River Bluff Corridor conservation easement.

The USACE asked if mitigation for impacts to the decurrent false aster have been determined. Hanson responded that final mitigation measures will need to be coordinated between IDOT and USFWS and IDNR, but it was anticipated that construction disturbance minimization and seedbank removal/replacement are being considered. The USACE stated that the final mitigation should be discussed in the EA.

FHWA requested concurrence on the Preferred Alternative from the USEPA, USACE, U.S. Coast Guard, IDNR, IDOA and the IHPA. Each agency verbally concurred with the Preferred Alternative. The Illinois Environmental Protection Agency was not present, and the U.S. Fish and Wildlife concurred with the Preferred Alternative prior to the meeting.

Appendix C

Section 106/Programmatic Section 4(f) Evaluation for the Eastbound US 150 Bridge

mcclugage BRIDGE project
Eastbound US 150

Section 106 / Programmatic
Section 4(f) Evaluation

US 150 Eastbound (McClugage Bridge) Over the Illinois River

Structure No. 090-0070
FAP Route 317 (US 150)

Peoria and Tazewell Counties, Illinois

January 2016

Illinois Department of Transportation

Region 3 / District 4

SECTION 106/PROGRAMMATIC SECTION 4(F) EVALUATION

Replacement of the US 150 Eastbound (McClugage Bridge) over the Illinois River
Peoria and Tazewell Counties
Existing Structure No. 090-0070

U.S. Department of Transportation
Federal Highway Administration

The Federal Highway Administration (FHWA) has determined that this project meets all requirements for processing under the Nationwide Programmatic Section 4(f) evaluation for historic bridges approved on July 5, 1983. This determination is based on the attached documentation, which has been independently evaluated by FHWA and determined to adequately and accurately discuss the Section 4(f) considerations of this project. Accordingly, FHWA gives Section 4(f) approval under the Nationwide Programmatic Section 4(f) Evaluation for the proposed replacement of the eastbound U.S. Route 150 Bridge over the Illinois River (Structure No. 090-0070), which is eligible for listing on the National Register of Historic Places. This documentation also satisfies the requirements of 36 CFR 800.11(e).

Date

For Federal Highway Administration

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1. Introduction

The Illinois Department of Transportation (IDOT) proposes to replace the existing eastbound U.S. Route 150 (US 150) bridge over the Illinois River between Peoria and East Peoria, Illinois (see Figure 1.1). The US 150 crossing over the Illinois River between Peoria and Tazewell counties, Illinois, is accommodated by dual bridges, eastbound on the south and westbound on the north. Collectively, the westbound and eastbound bridges are called "McClugage Bridge." A determination has been made that the eastbound McClugage Bridge structure is eligible for listing on the National Register of Historic Places (NRHP), and this report documents the effects that the proposed replacement would have on the bridge.

The eligibility of the eastbound US 150 bridge for listing on the NRHP provides it protection under Section 106 of the National Historic Preservation Act of 1966, as amended. IDOT and the Federal Highway Administration (FHWA), in consultation with the Illinois State Historic Preservation Officer (SHPO), have determined that the proposed action for the eastbound bridge would have an adverse effect on the existing eastbound US 150 bridge pursuant to 36 CFR 800.5. Coordination and consultation among IDOT, FHWA, SHPO and the Advisory Council on Historic Preservation (ACHP) will occur to develop measures to mitigate the project's adverse effects on the historic resource. The mitigation measures will be incorporated into a Memorandum of Agreement (MOA) for this undertaking.

The eastbound US 150 bridge is also afforded protection under Section 4(f) of the Department of Transportation Act of 1966 because the proposed replacement of the bridge would constitute an adverse effect to a bridge listed on or eligible for inclusion in the NRHP. The Nationwide Programmatic 4(f) Evaluation is applicable to this project because it meets the following criteria:

- The bridge is to be replaced with Federal funds.
- The bridge will require the use of a historic bridge structure that is eligible for inclusion on the NRHP.
- The bridge is not a National Historic Landmark.
- The FHWA Division Administrator determined that the facts of the project match those set forth in the Alternatives, Finding, and Mitigation sections of the National Programmatic 4(f) Evaluation.
- Agreement among FHWA, SHPO and ACHP has been reached through procedures pursuant to Section 106 of the National Historic Preservation Act of 1966 as amended in 2006.

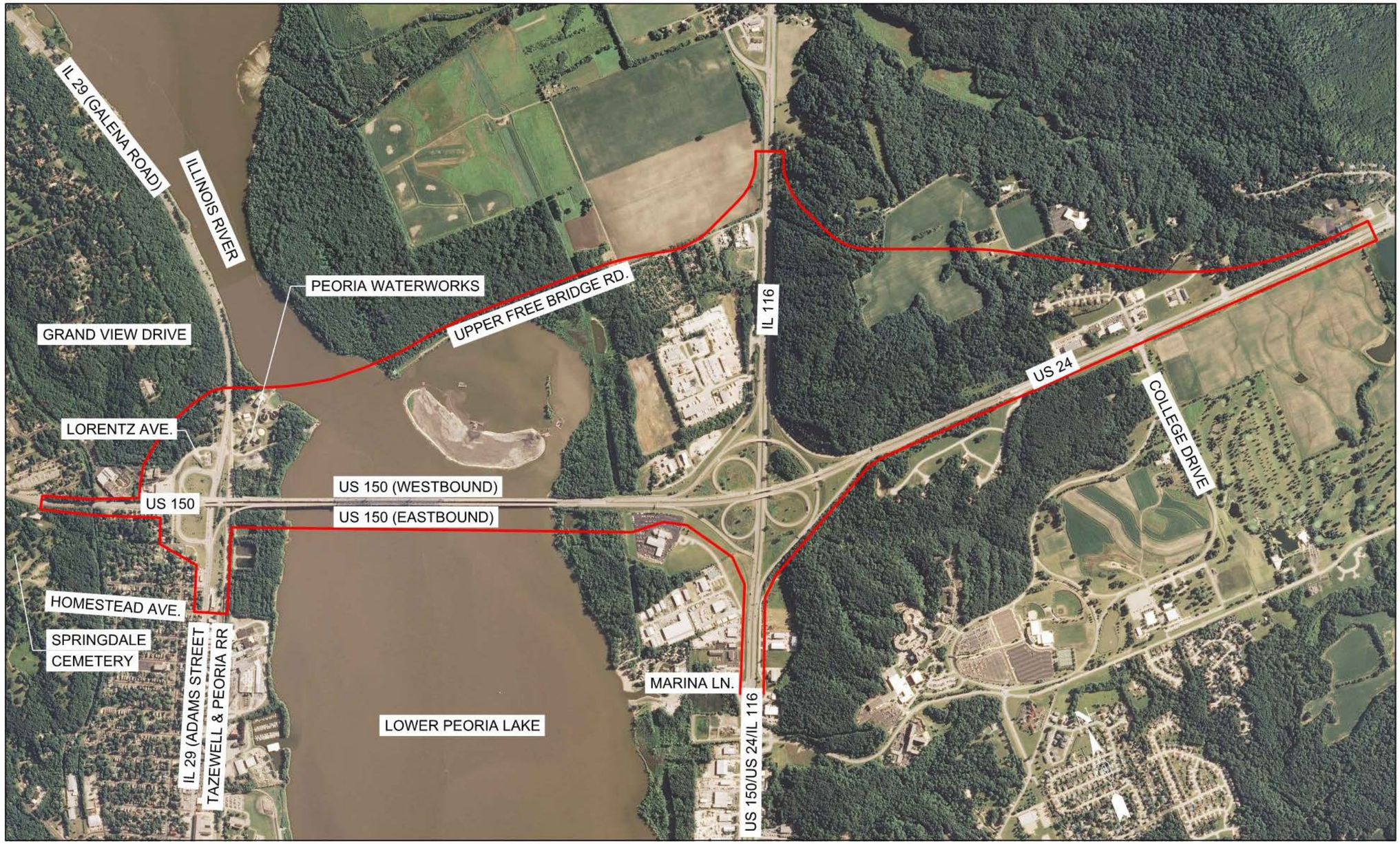
2. Description of the Proposed Project

2.1 Project Background

US 150 serves as the Greater Peoria Area's northern crossing of the Illinois River and is a vital connection between businesses, industry and communities on both sides of the Illinois River. It is classified as a Principal Arterial Roadway, is part of the National Highway System (NHS) and carries over 40,000 vehicles daily. It provides a major transportation connection between the Tazewell and Woodford County communities of East Peoria, Washington, Germantown Hills, Metamora, Eureka and

Figure 1.1 Project Location

Figure 1.2 Area of Potential Effect



others, and the greater urban area of Peoria and Peoria Heights in Peoria County. US 150 and the McClugage Bridge are under the jurisdiction of IDOT.

The McClugage Bridge consists of twin, parallel steel cantilever thru truss spans. The southern span, which was completed in 1948, carries the eastbound traffic of US 150. Adjacent to the eastbound structure is the westbound structure (northern span), which was constructed in 1982 and is not in need of improvement based on the 2013 structure inspection and evaluation completed by IDOT. On the west side of the McClugage Bridge in Peoria County is an urban interchange between Adams Street/IL 29 and US 150. Additionally, the Tazewell & Peoria Railroad runs under the bridge structures between IL 29 and the Illinois River. On the east is the IL 116, US 150, and U.S. Route 24 (US 24) interchange. See Figure 1.1.

The Area of Potential Effect (APE) is the geographic area or areas within which an undertaking may cause changes in character or use of historic properties. The APE includes all locations for the alternatives that were considered for the project. Figure 1.2 depicts the APE for the eastbound US 150 bridge project. This area includes not only the historic eastbound US 150 bridge, but other adjacent NRHP-listed properties as well, such as the Peoria Waterworks (historic buildings of the Illinois American Water Company), Springdale Cemetery and Grand View Drive (park and historic district).

2.2 Purpose and Need

The purpose of the project is to accommodate eastbound US 150 traffic across the Illinois River on a transportation system that is structurally sound, meets current design standards, is designed for future traffic, and provides a safe crossing for the public.

The existing eastbound US 150 bridge is structurally deficient and functionally obsolete, will not be able to accommodate future 2040 traffic projections, and is nearing the end of its expected service life. “Structurally deficient” describes bridges that have deteriorated conditions of structural bridge elements and potentially reduced load-carrying capacity. This designation does not imply that the bridge is unsafe. Although the bridge is nearing the end of its serviceable life, its deteriorated condition is currently not advanced enough to warrant closure to traffic based on the National Bridge Inspection Standards (NBIS) bridge inspection. However, major rehabilitation or replacement would be required to address its aging condition and underlying deficiencies. See Section 2.2.1.

“Functionally obsolete” describes a bridge that no longer meets current standards in deck geometry, clearances or approach roadway alignment, either because the traffic volume exceeds the designed capacity and/or the relevant design standards have been changed. The existing eastbound bridge carries approximately 19,866 vehicles daily. The 2040 Average Daily Traffic (ADT) is expected to be 19,926 vehicles daily. Both the existing and future traffic require a three-lane facility according to IDOT design standards. See Section 2.2.2.

The bridge was last inspected in accordance with the NBIS in July 2013, and it was assigned a sufficiency rating of 22.0. A bridge sufficiency rating is a numerical value from 0.0 to 100.0 which indicates a bridge’s overall ability to remain in service. A lower rating implies a higher priority need for improvement.

2.2.1 Structural Integrity

The eastbound US 150 bridge was completed in 1948, and over the last 67 years, vehicular use, weather, and salt usage have caused deterioration to the structural steel and concrete that forms the

piers and deck. The bridge was repaired in 1964, 1971, 1974, 1976, 1977, 1986 and 1990. A major rehabilitation took place in 1999 and 2000 that included replacement of the entire deck, repair to a majority of the piers, strengthening and replacement of deteriorated truss elements, and cleaning and painting. This rehabilitation extended the bridge's service life for about 20 years. Although the bridge has undergone extensive repairs, it is approaching the end of its serviceable life. The theoretical design life of a bridge built when this bridge was constructed (1948) was 50 years, and the eastbound structure's life has almost reached 70 years.

During the 2013 NBIS bridge inspection, the condition of the superstructure was rated as "Serious" because of its section (material) loss of some of the structural steel members. The bridge superstructure consists of the structural elements that support the bridge deck. A "Serious" rating means advanced deterioration has affected primary structural elements, such as holes, heavy rusting, and fatigue cracks. The overall structural evaluation of the bridge, which includes a rating of the superstructure, substructure and deck, was also rated as "Serious."

The eastbound structure is a fracture critical structure. It contains fracture critical members, which are steel tension members or components of members whose failure would be expected to result in a partial or full collapse of the bridge. Fracture critical conditions noted during the 2013 inspection were major section loss and holes in the deck truss members.

2.2.2 Functional Adequacy

The existing bridge has a roadway width that is 24 feet wide and a total bridge deck width of 30 feet. With two 12-foot wide lanes and 3-foot shoulders for eastbound traffic, the bridge cannot accommodate wide or disabled vehicles and is insufficient for snow storage. A minimum deck width of 56 feet having three 12-foot lanes and 10-foot shoulders is required according to the current IDOT design standards for the volume of traffic on this bridge. The existing bridge does not meet the current standards for roadway width and number of lanes; therefore, it is rated as functionally obsolete.

2.2.3 Other Considerations

Although structural integrity and functional adequacy are the primary needs of this highway bridge project, interchange operations, bridge navigational clearances, and pedestrian and bicycle accommodations are also being considered for this project. Roadway work at the interchanges at both the east and west approaches will be required to accommodate any changes in bridge width or alignment. In addition to reviewing roadway geometry and traffic operations at the interchanges, the vertical and horizontal navigational clearances will be reviewed for adequate operations of barge and other river traffic. Finally, there is currently no accommodation for pedestrians or bicyclists to cross the Illinois River on US 150. As part of IDOT's Complete Streets policy, bicycle and pedestrian accommodations are being considered for this project.

3. Identification and Description of the Historic Bridge Affected by the Project

IDOT has established the Illinois Historic Bridge Inventory as a list of historic bridges in Illinois. The database was developed in consultation with the SHPO to establish a list of structures with historic significance. The identification and categorization of bridges with historic significance is based upon a Programmatic Agreement for the Rehabilitation and Replacement of Illinois Historic Bridges, ratified by the FHWA, the ACHP and the Illinois SHPO on April 30, 2004 (extended on May 14, 2009). The agreement expired June 9, 2011. The agreement and the associated Historic Bridge Inventory are currently being updated.

IDOT reviewed the project for cultural resources through its Environmental Survey Request (ESR) process, and coordinated with the Illinois SHPO. Although the eastbound US 150 structure is not included on the current Historic Bridge Inventory, the bridge was determined eligible for listing on the NRHP by the Illinois SHPO (see the IDOT memorandum dated May 21, 2014 in Appendix C).

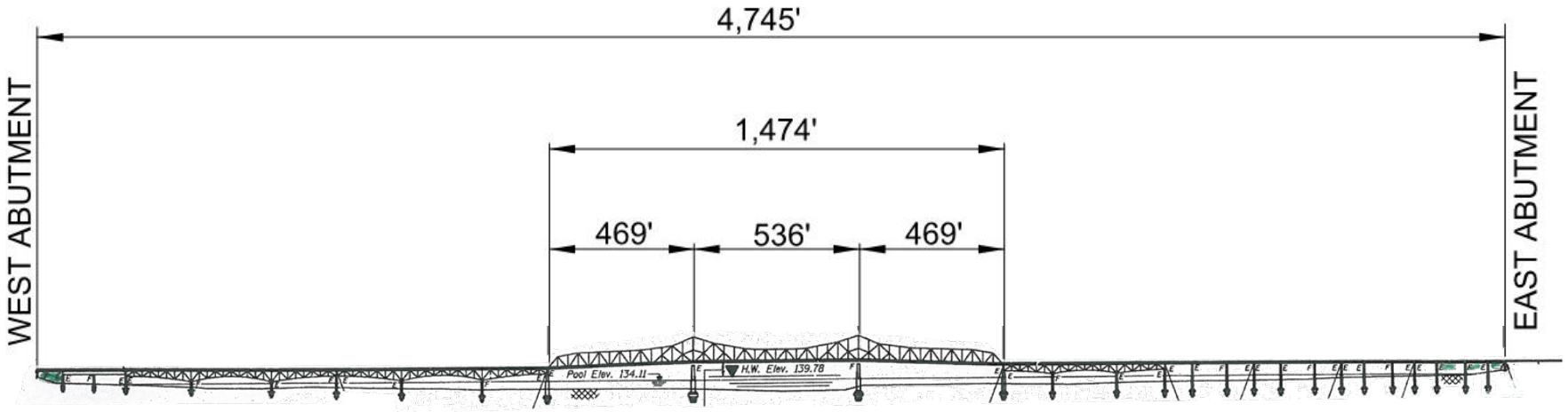
The existing eastbound structure is a steel continuous cantilever thru truss bridge (Structure #090-0070) (see Figure 3.1). The Illinois SHPO determined that the bridge is eligible for the NRHP due to the bridge type and its age, and the increasing rarity of this bridge type in Illinois. Currently, five bridges of the same bridge type as the eastbound US 150 bridge that are not interstate bridges, which are exempt from historic status, remain in Illinois. Two of these five are on the existing Illinois Historic Bridge Inventory (though incorrectly categorized). The eastbound McClugage Bridge is the second oldest of the five bridges.

The bridge is approximately 4,745 feet in length and is composed of 27 spans supported by concrete abutments at each end and 28 concrete piers. The main span of the eastbound structure is approximately 530 feet in length. The bridge superstructure consists of a variety of span types including steel plate girders, wide flange beams, thru truss, and deck truss spans. The existing roadway deck includes two 12-foot lanes and three-foot shoulders for a total deck width of 30 feet.

The original span of the eastbound McClugage Bridge was designed as a steel cantilever bridge in 1939 to replace the Upper Free Bridge, an existing bridge across a narrow stretch of Upper Peoria Lake. The McClugage Bridge's official name honors David H. McClugage, mayor of Peoria from 1937 to 1941. Due to World War II, the bridge was not completed until 1948. An additional two-lane span of similar style was constructed immediately north of the existing bridge in 1982, at which time the southern span began carrying eastbound traffic and the new northbound span carried westbound traffic. After repairs to the eastbound structure in 2000, the westbound structure was re-striped to provide three lanes westbound.

The southern span underwent a major rehabilitation in 2000. During the rehabilitation, an accident killed three iron workers when scaffolding on the bridge collapsed 62 feet into the river. The iron workers were memorialized by a monument near the bridge that was dedicated in April 2001.

Figure 3.1 Existing Bridge Characteristics



Year Built: 1948
Length: 4,745 (back-back abutments)
Spans: 3 Main and 24 Approach
Navigation Span: 536.0'
Navigation Horizontal Clearance: 411'
Navigation Vertical Clearance: 66'

Superstructure: Steel Continuous Cantilever Thru Truss
Substructures: Concrete Piers and Abutments
Deck Width: 30'
Traffic Lanes: Two 12' Lanes with 3' Shoulders
Approach Slopes: 2.04%

4. Alternatives Evaluated

Various alternatives were studied to determine how to improve the existing eastbound US 150 bridge crossing over the Illinois River while minimizing impacts to the human and natural environment of the project area.

Two initial alternatives that were not carried forward into the preliminary alternatives are:

- Providing a dual deck bridge to replace both eastbound and westbound structures of the McClugage Bridge.
- Constructing a new river crossing at the old Upper Free Bridge alignment to accommodate westbound US 150, or eastbound and westbound US 150.

Providing a dual deck structure would mean stacking eastbound and westbound roadways on top of each other on a bridge across the Illinois River. This alternative would abandon the westbound US 150 structure, which is currently structurally sound and fully functional. A stacked structure would also impact area outside the existing interchanges to transition the separate bridge vertical profile to existing. Because improvements are not needed to the westbound structure and the purpose of this project is to address the structural and functional deficiencies of the eastbound structure only, this alternative was not considered as a reasonable alternative.

The Upper Free Bridge alternative would relocate either both eastbound and westbound US 150 or only westbound US 150 to the former roadway and bridge known as the Upper Free Bridge, which was constructed before the original 1940s eastbound bridge (see Figure 4.1 and Figure 4.2). If only westbound US 150 were relocated to the Upper Free Bridge alignment, then eastbound US 150 would be relocated to the existing westbound bridge. There is currently no roadway on either side of the river at the Upper Free Bridge location, so this alternative would require a relocation of the existing roadway network, especially the interchange of US 150, US 24 and IL 116 located east of the existing bridge. This alternative would also cause visual impacts to the Peoria Waterworks located on Lorentz Avenue, which is listed on the NRHP, which would require additional mitigation with the SHPO. Because this alternative would impact several natural and socio-economic resources, and would require extensive roadway and interchange reconfigurations, the Upper Free Bridge alignment was not considered as a reasonable alternative.

Figure 4.1 Upper Free Bridge Roadway Alignment (Eastbound and Westbound US 150 Relocated)

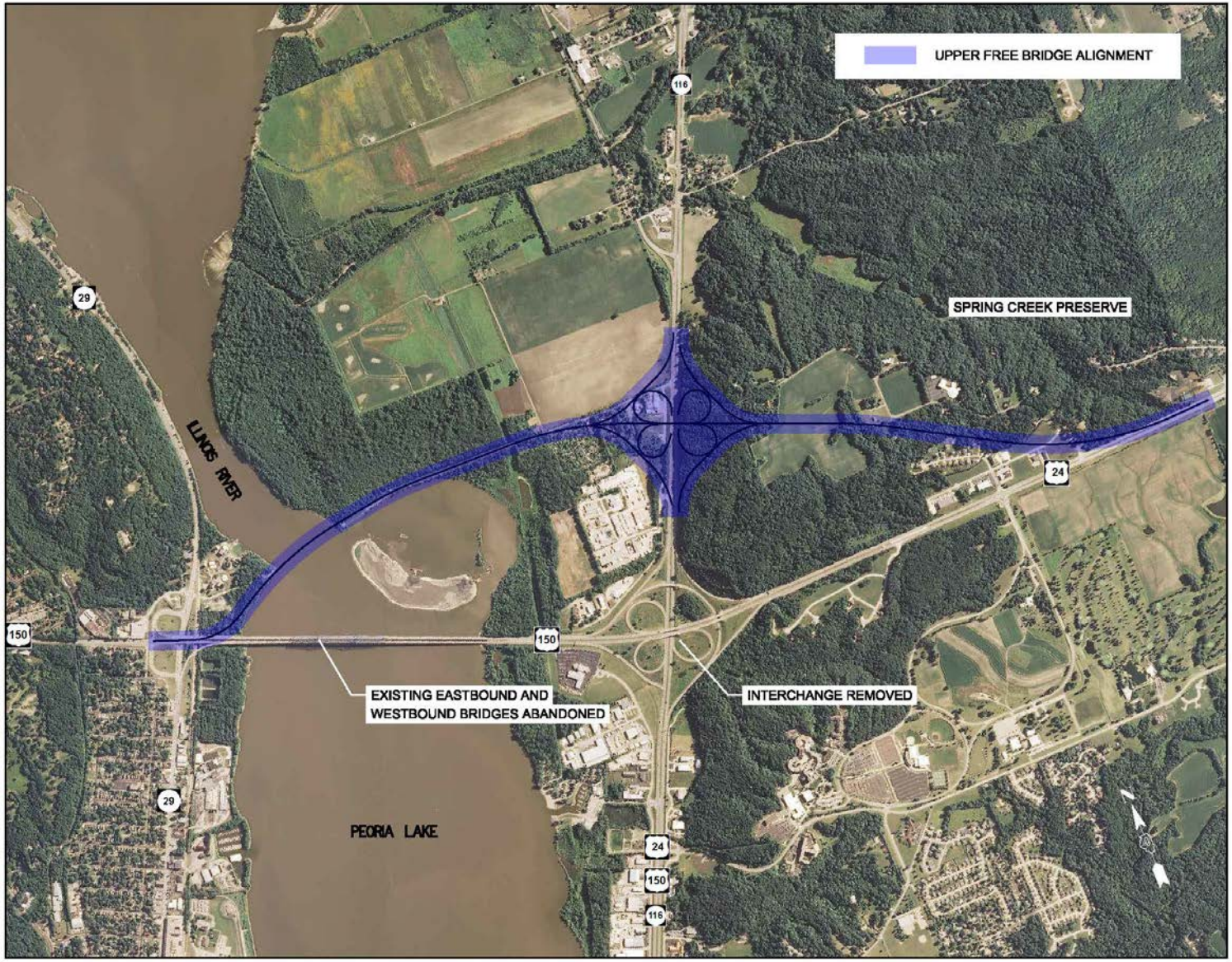
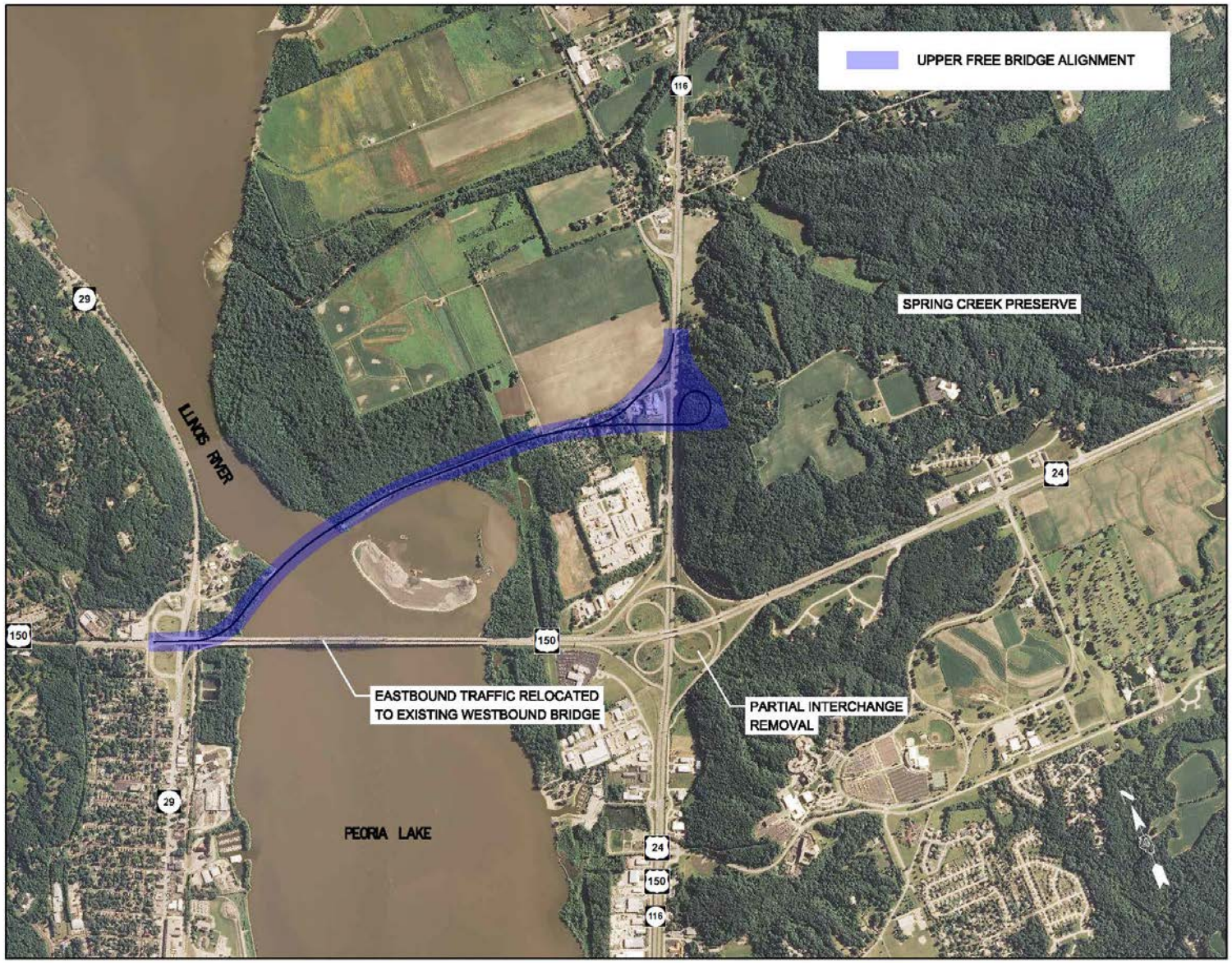


Figure 4.2 Upper Free Bridge Roadway Alignment (Westbound US 150 Relocated)



In addition to these two initial alternatives that were not carried forward for further consideration, six alternatives were developed and evaluated to determine how to improve the existing deteriorated eastbound crossing over the Illinois River while minimizing impacts to the human and natural environment of the project area. Figures 4.3, 4.4 and 4.5 depict the alignments of the build alternatives. The alternatives are:

- Do Nothing
- Rehabilitation without Affecting the Historic Integrity of the Bridge
- Build on New Location without Affecting the Historic Integrity of the Bridge
    - Northern Roadway Alignment
    - Southern Roadway Alignment
- Build on Existing Alignment and Remove Existing Historic Bridge
    - Closed during Construction
    - Staged Construction

4.1 Do Nothing

This alternative means that no improvements to the existing bridge would be completed and the bridge would remain as it is today. Annual IDOT inspections would continue to ensure the safety of the bridge and maintenance would continue to occur to keep it open to traffic. In time, the structural deterioration of the bridge would require weight limits and ultimately closure of the bridge to traffic. This would force local and regional motorists to travel south and cross the Illinois River on I-74, causing adverse travel in excess of eight miles and a minimum adverse travel time of 15 minutes. In addition, the existing eastbound bridge does not have adequate capacity for current or future traffic. The no-build alternative would not meet the purpose and need of the project and is not a feasible and prudent alternative. It would not accommodate eastbound US 150 traffic across the Illinois River on a structurally sound transportation system, meet current design standards, be designed for future traffic, or provide a safe crossing of the Illinois River for the public.

4.2 Rehabilitation without Affecting the Historic Integrity of the Bridge

Rehabilitation includes repairing the damaged or deteriorated portions of the existing bridge to increase the length of time it would be able to remain open to traffic. In order to avoid adversely impacting the historic bridge, rehabilitation would need to occur without affecting its historic integrity. Rehabilitation is estimated to extend the life of the bridge for another 10 to 15 years. Some rehabilitation projects on steel truss bridges have widened those structures to accommodate more width. However, widening of the existing thru truss bridge would require replacement of the entire deck and deck framing system, and substantial reinforcement or replacement of the trusses.

While rehabilitation would temporarily alleviate the structural deficiencies of the bridge, this alternative would not address the geometric and functional deficiencies of the bridge, or the long-term need of a structurally sound transportation system. Widening of this structure as part of rehabilitation is not practical due to the severe condition of the structure. Therefore, a rehabilitated bridge with its current width would not meet the current design standards nor accommodate future traffic.

Figure 4.3 Northern Roadway Alignment

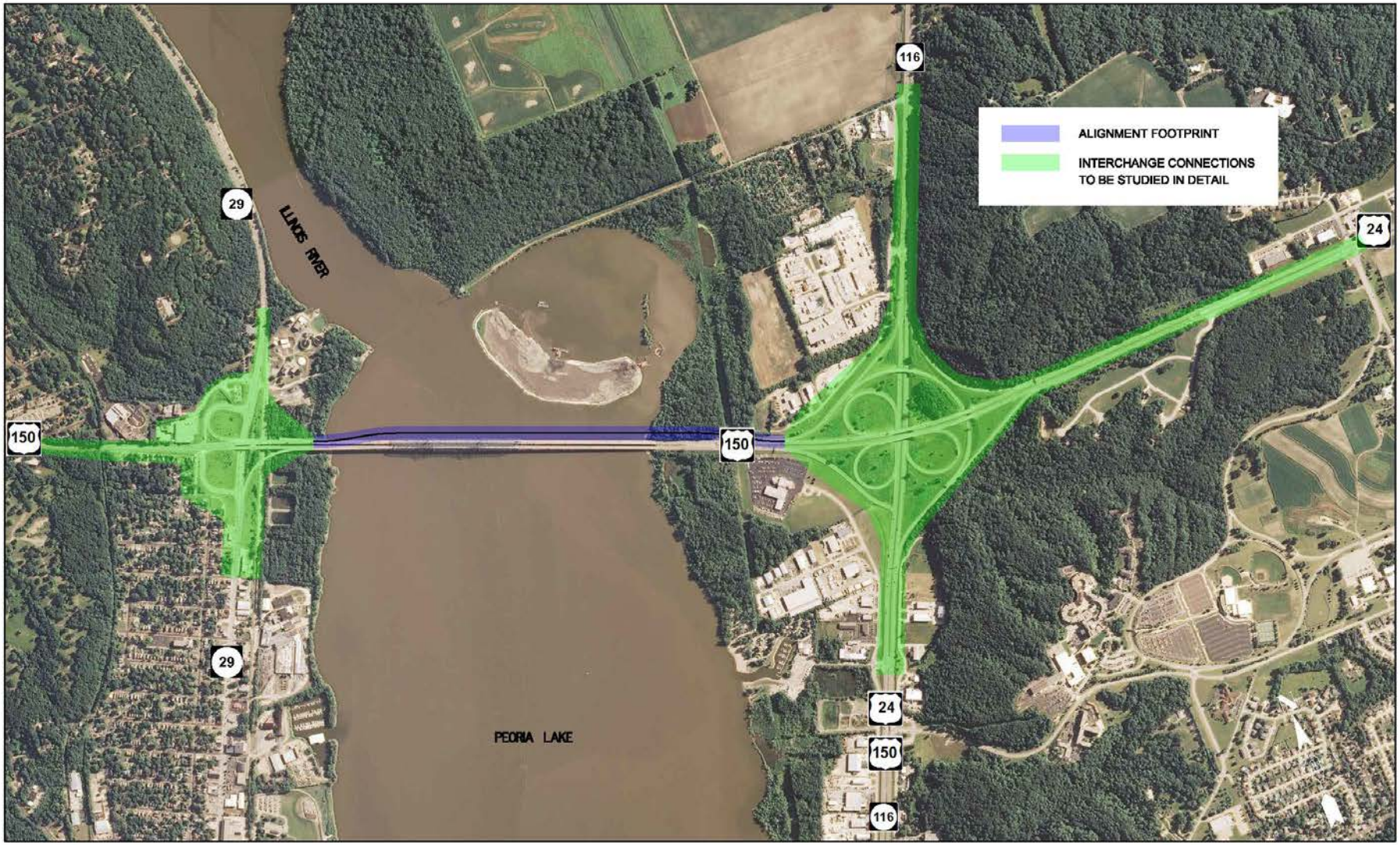


Figure 4.4 Southern Roadway Alignment

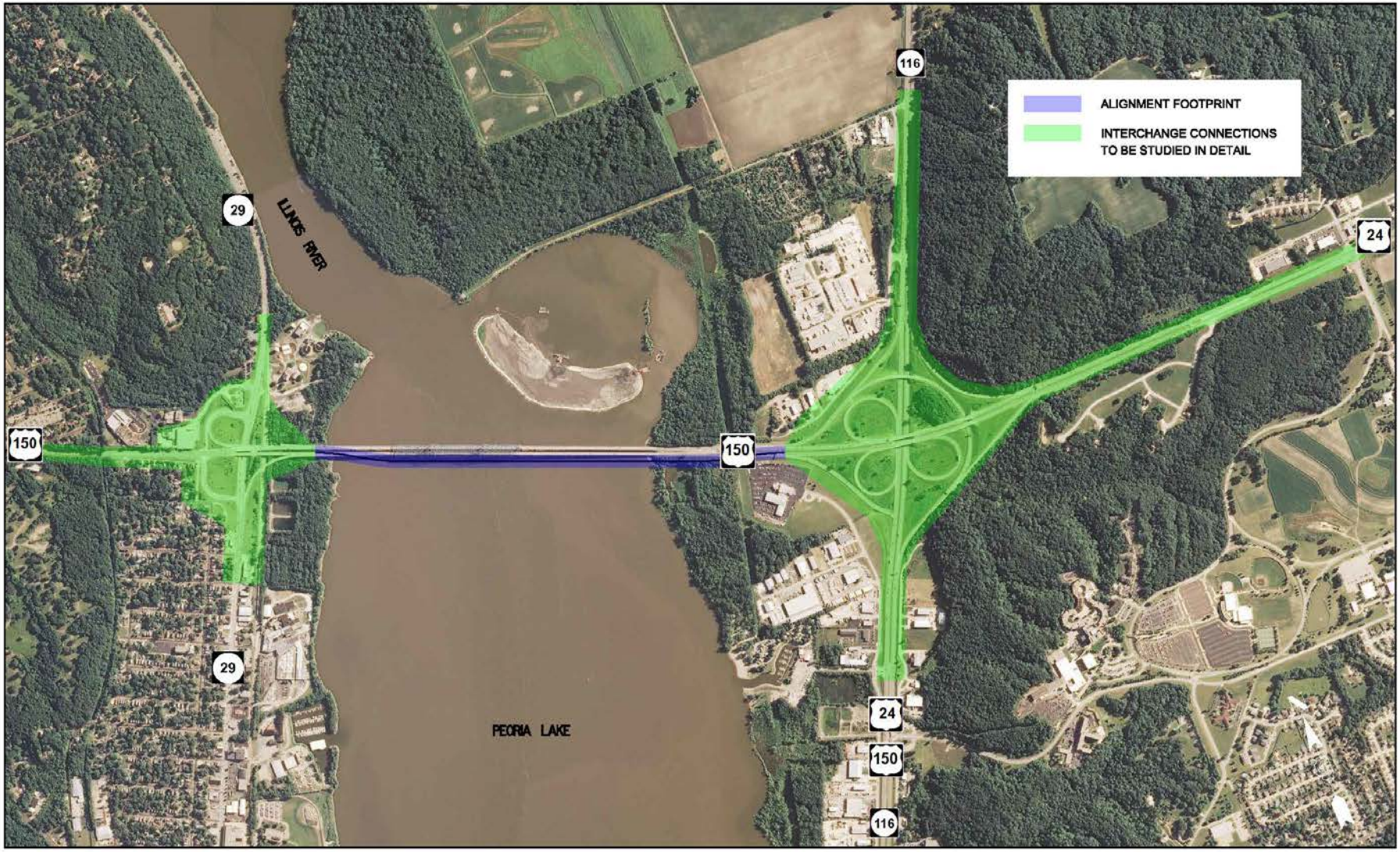
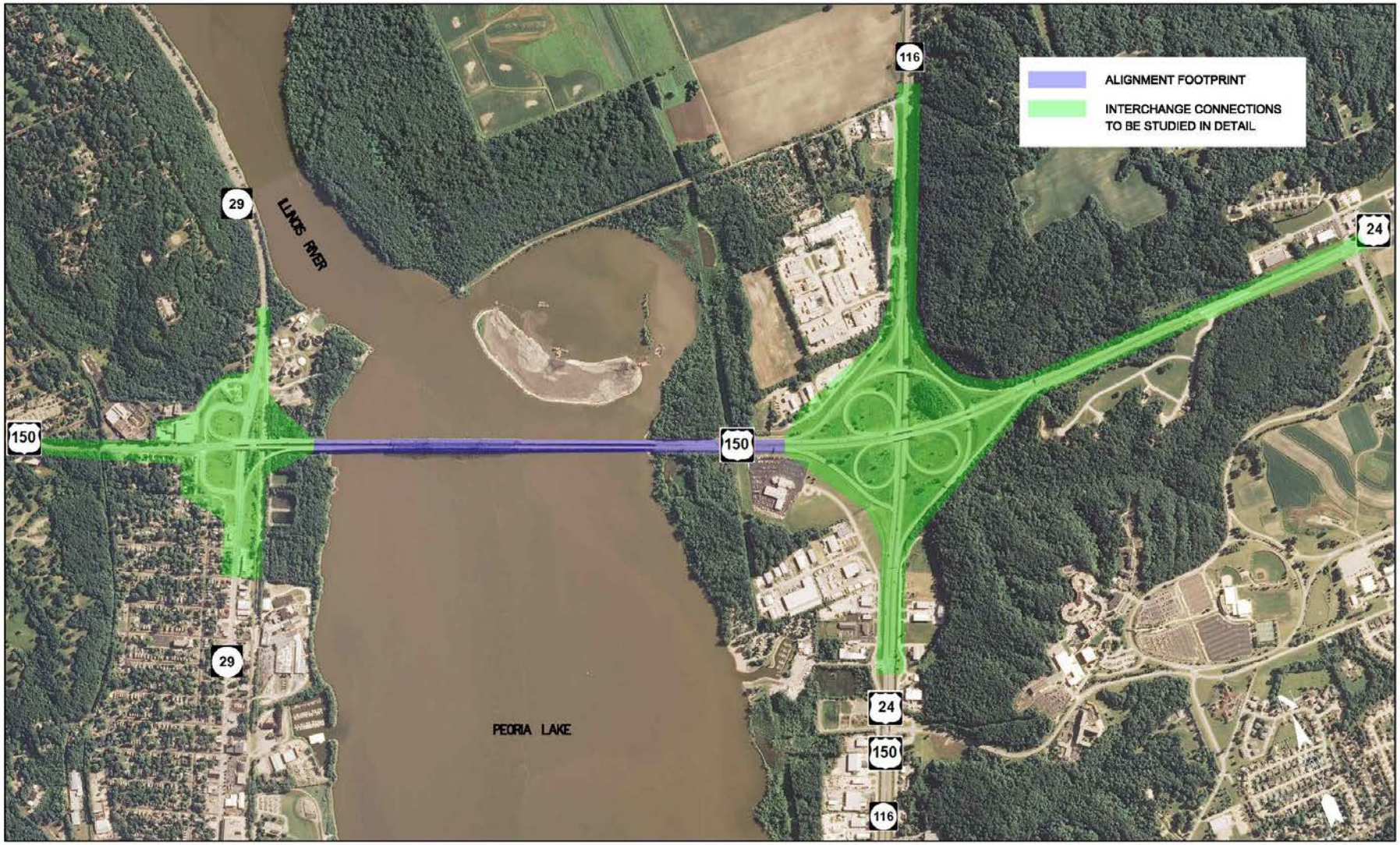


Figure 4.5 Existing Roadway Alignment



4.3 Build on New Location without Affecting the Historic Integrity of the Bridge

This alternative involves construction of a bridge to current standards on a new location and includes two sub-alternatives that vary by the location of the roadway alignment. A new bridge on a northern roadway alignment or a southern roadway alignment achieves the purpose and need by providing a new structure with sufficient capacity for future growth that meets current design standards. It also would minimize the time that traffic would be restricted due to construction because the existing eastbound bridge would remain open during construction.

Related project improvements would include improving connections to the existing interchanges on both the east and west side of the river, allowing a wider navigation channel and providing pedestrian and bicycle accommodations across the river.

The eastbound US 150 bridge was made available to a willing responsible entity on May 31, 2015 and July 19, 2015 via a public notice in the *Peoria Journal Star* (see Appendix D). No responsible entity expressed an interest in accepting this bridge for preservation. Therefore, under this alternative the bridge would continue to deteriorate and eventually collapse into the river, leading to other environmental concerns, potential injury or loss of life. Therefore, this alternative is not considered feasible and prudent.

4.3.1 Northern Roadway Alignment

The northern roadway alignment (see Figure 4.3) would involve constructing a new bridge north of the existing westbound bridge. This new bridge would carry the westbound traffic into Peoria and the existing westbound bridge would have the traffic direction reversed, carrying the eastbound traffic into Tazewell County. New connections to the west and east interchanges would be necessary for both directions of travel.

4.3.2 Southern Roadway Alignment (Preferred Alternative)

The southern roadway alignment (see Figure 4.4) would involve constructing a new bridge south of the existing eastbound bridge. This new bridge would carry eastbound traffic into Tazewell County. New connections to the west and east interchanges would be necessary for the eastbound direction of travel.

4.4 Build on Existing Alignment and Remove Existing Historic Bridge

The existing roadway alignment (see Figure 4.5) involves constructing a new bridge in the same location as the existing eastbound bridge. Two sub-alternatives for placing the bridge on the existing alignment have been developed: Closed during Construction and Staged Construction. These two sub-alternatives would not allow for the possibility of leaving the existing eastbound bridge in place for historic preservation unlike the Northern and Southern Alignment alternatives, and would result in the demolition of the bridge, which would adversely affect the historic structure.

4.4.1 Closed During Construction

This alternative would involve closing and removing the existing bridge, then building the new bridge in its place. The existing eastbound bridge would be closed during an estimated three-year construction period. Traffic would need to be detoured to share the westbound structure or to the I-74 river crossing.

As discussed above, detouring traffic to the nearest river crossing to the south across I-74 would cause adverse travel in excess of eight miles over the expected construction period. Detouring eastbound traffic to the westbound structure during construction would likely involve a moveable barrier system on the existing westbound structure that would allow for two travel lanes in the direction of primary traffic movement and one lane in the opposing direction. In the morning, westbound traffic would be afforded two lanes, and eastbound traffic would be afforded two lanes in the evening.

Feedback from the public engagement process expressed a high priority for adequate traffic flow during any proposed construction. A traffic analysis was completed to review a variety of options for construction staging. The traffic analysis determined that the expressway design policy level of service (LOS) of C or better could not be maintained in the McClugage Bridge study area for this alternative. Traffic jams, delays and slow response time for emergency responders would be expected for an estimated three-year construction period. In addition, the maintenance of a moveable barrier system for more than one construction season would not be reasonable to provide through winter freezing and snow removal conditions. Therefore, detouring traffic to I-74 or to the westbound structure using a moveable barrier system for the three-year construction timeline are not viable traffic maintenance solutions.

While this alternative would meet the purpose and need of the project, this roadway alignment alternative was eliminated from further consideration primarily because it is not feasible to construct based on traffic maintenance, but also because it would adversely affect the historic bridge and it was not favorable to the public.

4.4.2 Staged Construction

Portions of the new bridge would be built adjacent to the eastbound structure (Stage 1). This would allow traffic on the eastbound bridge to be maintained during most of the construction period, except when the eastbound traffic would need to be shifted from the old bridge to the new bridge. Once traffic is relocated to the new bridge, the old bridge would be removed and the other half of the new bridge would be built in its place (Stage 2).

A new bridge on the existing roadway alignment using staged construction achieves the purpose and need by providing a new structure with sufficient capacity for future growth that meets current design standards. It would be built on the existing alignment (using staged construction) and would minimize the time that traffic would be restricted due to construction.

Related project improvements would include improving connections to the existing interchanges on both the east and west side of the river, allowing a wider navigation channel and providing pedestrian and bicycle accommodations across the river.

4.5 Other Alternatives Considered to Minimize Harm

4.5.1 Maintain Bridge for Bicycle and Pedestrian Use

In conjunction with either the North Roadway Alignment Alternative or South Roadway Alignment Alternative, this alternative would re-use the existing eastbound bridge for bicycle and pedestrian use. This alternative was determined not to be a prudent or feasible alternative. The combined cost of rehabilitating and maintaining the existing structure solely for bicycle and pedestrian use, and the ongoing future maintenance costs, is beyond the financial and operational capabilities of the state.

The eastbound US 150 bridge was made available to a willing responsible entity on May 31, 2015 and July 19, 2015 via a public notice in the *Peoria Journal Star* (see Appendix D). No responsible entity expressed an interest in accepting this bridge for preservation. Therefore, under this alternative the bridge would continue to deteriorate and eventually collapse into the river, leading to other environmental concerns, potential injury or loss of life. Therefore, this alternative is not considered feasible and prudent.

4.5.2 Relocation and Preservation of the Bridge

This alternative would preserve the bridge by relocating the existing eastbound bridge to a new location. The truss spans of the bridge total 1,474 feet with the largest span being 536 feet in length. The sheer size of the bridge and its location over the Illinois River make its relocation cost prohibitive. Relocation of the bridge would require complete disassembly of the bridge for transport. The cost, effort and difficulty to relocate the bridge and to rehabilitate and maintain the deteriorated structural members would be substantial. Therefore, this alternative is not considered a prudent and feasible alternative.

4.6 Impact of the Remaining Alternatives on the Historic Bridge

The three alternatives that were carried forward for further consideration are the Northern Roadway Alignment, Southern Roadway Alignment, and the Existing Roadway Alignment using Staged Construction. Each of these build alternatives would achieve the purpose and need of the project by providing a new structure with sufficient capacity for future growth that meets current design standards. All three alternatives would also minimize the time that traffic would be restricted due to construction. Related project improvements would include improving connectors to the existing interchanges on both the east and west sides of the river, allowing a wider navigation channel and providing pedestrian and bicycle accommodations across the river.

Each of the three remaining alternatives would have an adverse effect to the existing eastbound bridge due to demolition of the bridge. The existing roadway alignment using the Stage Construction Alternative would require the complete demolition of the bridge in order to rebuild at the same location. The Northern and Southern Roadway Alignment Alternatives would also involve demolition of the bridge. No state, locality or responsible private entity expressed interest in maintaining and assuming all future legal and financial responsibility for the bridge (see Section 5.1). Therefore, the project would have an adverse effect on the historic bridge.

4.7 Selection of a Preferred Alternative (Southern Alignment)

The preferred alternative is a new bridge on a southern alignment (see Figure 4.4). This involves construction of a new three-lane bridge south of the existing eastbound McClugage Bridge, with the existing eastbound structure removed upon completion of the new structure. The southern alignment alternative best meets the purpose and need while having similar environmental impacts as compared to the existing staged construction alternative. The southern alignment alternative reduces traffic impacts during construction by allowing traffic to remain on the existing eastbound bridge while the new bridge is being constructed, moderate cost of constructing a new structure on the southern alignment, and has reduced construction staging complexity from the other alternatives presented.

5. Mitigation Measures

5.1 Bridge Marketing

In accordance with the Programmatic 4(f) Measures to Minimize Harm #3, and 23 USC 144(g), the existing bridge was made available for donation to a state, locality or responsible private entity that agrees to maintain the bridge and the features that give the historic bridge its historic significance and to assume all future legal and financial responsibility for the historic bridge. Public notices were published in the *Peoria Journal Star* on May 31, 2015 and July 19, 2015 soliciting for interested entities to assume ownership of the bridge. IDOT gave until August 31, 2015 for interested entities to send a letter of interest along with funding means, location of bridge placement, means of moving the structure and timetable for the move. IDOT did not receive any letters of interest for the bridge, and none have been received as of the date of this report.

5.2 Memorandum of Agreement

Mitigation measures of this project will be developed through consultation among IDOT, FHWA and SHPO. A Memorandum of Agreement (MOA) will be executed by FHWA, SHPO and IDOT and will stipulate measures to mitigate the project's adverse effects on the historic structure.

6. Summary of Public Views

An initial public involvement meeting, which introduced the project and presented preliminary alternatives, was conducted on August 26, 2014. An exhibit that described the eligibility of the eastbound bridge for the NRHP and alternatives to avoid adverse effects to the bridge was displayed at the meeting. No comments related to the historic nature of the bridge were received from the public.

A public hearing to present a preferred alternative to the public is anticipated to be held in 2016.

Appendices

Appendix A – Bridge Photos
Appendix B – Bridge Structure Summary Report
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Appendix A

Bridge Photos

Aerial view east of the Illinois River facing northwest (eastbound bridge in front)

Aerial view above the Illinois River facing northwest (eastbound bridge in front)

Aerial view above the Illinois River facing north (eastbound bridge in front)

At east shore of the Illinois River under US 150 (eastbound bridge on left) facing west

West side of the Illinois River facing east (eastbound structure on right)

West abutment (eastbound bridge on left) facing west

Approaching main bridge span of eastbound US 150 facing east

On main bridge span of eastbound US 150 facing east

Appendix B

Bridge Structure Summary Report

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 090-0070 **District:** 4

Inventory Data

Facility Carried:	EB US24,150	**Bridge Name:**	MCCLUGGAGE	**Sufficiency Rating:**	22.0
Feature Crossed:	ILLINOIS RIVER	**Location:**	NE END OF PEORIA	**HBP Eligible:**	Yes
Bridge Remarks:				**Replaced By:**	-
Bridge Status:	1 OPEN - NO RESTRICT	**Status Date:**	11/2000	**Replaces:**	-
Status Remarks:				**Last Update Date:**	03/07/2013
Maint County:	090 TAZEWELL	**Maint Township:**	07 FONDULAC	**Parallel Structure:**	Right
Maint Responsibility:	01 I.D.O.T.			**Multi-Level Structure Nbr:**	
Service On/Under:	1 HIGHWAY	7 /	RAILROAD-WATERWAY	**Skew Direction:**	N None
Reporting Agency:	1 I.D.O.T. - BUREAU OF MAINTENANCE			**Skew Angle:**	0 **D**
Main Span Matl/Type:	4 STEEL CONTINUOUS	/	59 CANTILEVER THRU TRUSS	**Structure Flared:**	No
Nbr Of Main Spans:	3 **Nbr Of Approach Spans:** 25			**Historical Significance:**	No
*****Approaches*****				**Border Bridge State:**	
Near #1 Matl/Type:	3 STEEL	/	03 GIRDER AND FLOORBEAM SYSTEM	**Bdr State SN:**	
Near #2 Matl/Type:		/		**Bdr State % Responsibility:**	0
Far #1 Matl/Type:	3 STEEL	/	02 STRINGER/MULTI-BEAM/GIRDER	**Structural Steel Wt**	9442000
Far #2 Matl/Type:		/		**Substructure Material:**	
Median Width/Type:	0 Ft. / 0 None			**Rated By:** 2 IDOT	**Rate Method:** 6
Guardrail Type L/R:	0None / 0 None		**Inventory Rating:**	0.720(25)	**Load Rating Date:** 08/17/2012
Toll Facility Indicator:	0 No Toll		**Operating Rating:**	1.190(42)	

Structure Length:	4745.0	**Railroad Crossing Info**			
AASHTO Bridge Length:	99.9	**Crossing 1 Nbr:**	604022 V		
Length of Long Span:	536.0				
Bridge Roadway Width:	29.0				
Appr Roadway Width:	42.0				
Deck Width:	30.0				
Sidewalk Width Right:	0.0				
Sidewalk Width Left:	0.0				
Navigation Control:	1 Yes				
Navigation Horiz Clear:	411				
Navigation Vert Clear:	49				
Culvert Fill Depth:	0.0				
Number Culvert Cells:	0				
Culvert Opening Area:	0.0				
Culvert Cell Height:	0.00				
Culvert Cell Width:	0.00				

Latitude: 40.72258145 **S** **Longitude:** 89.55402005 **S** **Design Load:** 04 H20 **Crossing 1 Nbr:**

Deck Structure Type: H CON FILL STEEL GRAT **Deck Structure Thickness:** 7 **SD:** Y **FO:** Y **RR Lateral Underclear:** 14.9

Sidewalks Under Structure: 0 None **RR Vertical Underclear:** 23 **Ft** 00 **In**

Key Route On Data

Key Route Nbr:	FEDERAL-AID PRIMARY 0317	**Station:**	7.7300
Appurtenances	Main Route 00000	**Segment:**	
Inventory County:	072 PEORIA	**Linked:**	Y
Township/Road Dist	64 PEORIA CITY (PEORIA)	**Natl. Hwy System:**	On NHS
Municipality	4590 PEORIA	**Inventory Direction:**	
Urban Area:	4590 4590	**Curr AADT Yr/Count:**	2013 / 20700
Functional Class:	3 OTHER PRINCIPAL ARTERIAL	**Est Truck Percentage:**	2
**** CLEARANCES ****	**South/East** **North/West**	**Number Of Lanes:**	2
Max Rdwy Width:	30.0	**One Or Two Way:**	1 One-Way
Horizontal:	30.0 0.0	**Bypass Length:**	1
		Future AADT Yr/Cnt:	2032 / 22355
		Designated Truck Rte:	CLASS II
Lateral:		**Special Systems:**	No

Key Route Under Data

		Station:	
		Segment:	
		Linked:	
		Natl. Hwy System:	
		Inventory Direction:	
		Curr AADT Yr/Count:	/
		Est Truck Percentage:	
South/East	**North/West**	**Number Of Lanes:**	
		One Or Two Way:	
		Bypass Length:	
		Future AADT Yr/Cnt:	/
		Designated Truck Rte:	
		Special Systems:	

*** Marked Route On Data ***

		Designation		**Kind**	**Number**
Route #1:	1	Mainline	2	U.S. Highways	150
Route #2:	1	Mainline			
Route #3:	1	Mainline			

*** Marked Route Under Data ***

Designation	**Kind**	**Number**

Structure Number: 090-0070 **District: 4**

Data Related to Inspection Information

*** Inspection Intervals ***				*** Maximum Allowable Posting Limits ***				Bridge Posting Level:	
Routine NBIS:	12 MOS	**Underwater:**	60 MOS	**One Truck At A Time:**	0	**Combination Type 3S-1:**	Tons	5	No Posting Required
		Special:	N	**Single Unit Vehicles:**	Tons	**Combination Type 3S-2**	Tons		

Inspection/Appraisal Information

Inspection Date: 07/21/2014 **Inspection Temperature:** 71Deg. F

Deck:	6	SATISFACTORY CONDITION - MINOR DETERIORATION				**Single Unit Vehicles:**	Tons
Superstructure:	3	SERIOUS CONDITION - SIGNIFICANT SECTION LOSS				**Combination Type 3S-1:**	Tons
Substructure:	5	FAIR CONDITION - MINOR SECTION LOSS, CRACKS				**Combination Type 3S-2:**	Tons
Culvert:	N	NOT APPLICABLE				**One Truck At A Time:**	0
Channel and Protection:	8	VERY GOOD CONDITION - NO PROBLEMS NOTED	**Deck Wearing Surf:**	A	BARE DECK NO OVRLAY	**Last Paint Type:**	I
Structural Evaluation:	3	INTOLERABLE - HIGH PRIORITY FOR CORRECTION	**Deck Membrane:**	F	NONE	ALUM EPOXY MASTIC	
Deck Geometry:	3	INTOLERABLE - HIGH PRIORITY FOR CORRECTION	**Deck Protection:**	A	EPOXY COATED REINF		
Underclearance-Vert/Lat.:	6	EQUAL TO PRESENT MINIMUM CRITERIA	**Total Deck Thick:**	7.5			
Waterway Adequacy:	9	SUPERIOR TO PRESENT DESIRABLE CRITERIA	**Last Paint Date:**	05/2001			
Approach Roadway Align:	6	EQUAL TO PRESENT MINIMUM CRITERIA					
Bridge Railing Appraisal:	3	Meets Standards					
Approach Guardrail:	333	Acceptable Acceptable Acceptable					
Pier Navig Protection:	5	NONE PRESENT BUT REEVALUATION SUGGESTED					

**** Actual Posted Limits ****

Underwater Inspection/Appraisal Information

Inspection Date: 07/21/2014
Temperature: 71 **Inspection Method:** DPSV Diver Probe Sonar Visual
Appraisal Rating: 6 SATISFACTORY - MODERATE DETERIORATION IN UNDERWATER UNITS

Scour Critical Information

Rating: 5 CALCULATED SCOUR ACCEPTABLE **Evaluation Method:** A Computer Calculation
Analysis Date: 10/19/1994

Miscellaneous

Microfilm Data Recorded: Yes

Construction Information

Year:	1948	Original		2000	Reconstructed
Route:	FA 31	**Sta:** 222+81		FAP 317	**Sta:** 222+81
Section Nbr:	15B			15B-I-8(15B-1)P-1	
Contract Nbr:				88504	
Fed Aid Pr#:	00000000000000			00000000000000	
Built By:	1	I.D.O.T.		1	I.D.O.T.

Appendix C

Correspondence

Illinois Department of Transportation

Memorandum

To:	Kensil Garnet	Attn:	Greg Larson
From:	John Baranzelli	By:	Brad Koldehoff
Subject:	Historic Bridge Coordination		
Date:	May 21, 2014		

Peoria & Tazewell County
Peoria/East Peoria
FAP 317/US 150/War Memorial Drive
Bridge over Illinois River
Structure # 090-0070
Job # P-94-018-13
IDOT Sequence # 18513

We have received an Environmental Survey Request for the above-referenced project involving McCluggage Bridge, a Steel Continuous Cantilever Thru Truss bridge (S.N. 090-0070), which is not included on the current Historical Bridge List; however, this bridge has been determined eligible for listing on the National Register of Historic Places (NRHP) by the Illinois State Historic Preservation Officer (SHPO), and therefore, is accorded protection under Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

Based on the submitted information, the current plans are to replace this bridge and its replacement would therefore constitute an adverse effect. FHWA policy requires that all reasonable measures be taken to avoid the demolition of this bridge. Rehabilitation of the existing structure must be considered. If rehabilitation is not feasible, an attempt must be made to avoid the structure by construction of the replacement bridge on a new alignment. If there is no feasible or prudent alternative to demolition, a Section 106/4(f) report will be required in order to begin coordination with the SHPO.

Please submit information regarding on the chosen course of action (i.e. plans of the repairs/rehabilitation, new alignment, or the Section 106/4(f) report) to our office in order to initiate SHPO consultation.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:ee

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

July 8, 2015

In Reply Refer To:
HPER-IL

To Tribes That Have Expressed Interest in Illinois

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
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 U.S. Route 150 (US 150) Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). If you would like to engage in this role, please send FHWA a response prior to August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an EA for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/U.S. 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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 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 the county(ies) that the project is located in, we are inviting you to be a consulting party. Consulting parties may be asked to provide information on historic properties in the project area, 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 (217) 492-4989 or at janis.piland@dot.gov.

Thank you for your cooperation and interest in this project.

Sincerely,

Catherine A. Batey
Division Administrator

Enclosure

Identical letters were sent to:

Ho-Chunk Nation
Iowa Tribe of Kansas and Nebraska
Iowa Tribe of Oklahoma
Kickapoo Traditional Tribe of Texas
Kickapoo Tribe in Kansas
Kickapoo Tribe of Oklahoma
Miami Tribe of Oklahoma
The Peoria Tribe of Indians of Oklahoma
Citizen Potawatomi Nation
Forest County Potawatomi
Hannahville Indian Community
Pokagon Band of Potawatomi Indians
Prairie Band Potawatomi Nation
Sac and Fox Tribe of Mississippi in Iowa

Sac and Fox Nation of Missouri
Sac and Fox Nation of Oklahoma

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, Bureau of Design and Environment, IDOT

Figure 1. Study Area

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

July 8, 2015

In Reply Refer To:
HPER-IL

Ms. Rachel Leibowitz
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701

Subject: U.S. Route 150 Eastbound McClugage Bridge over the Illinois River
Initiation of Section 106 Process and Invitation for Cooperating Agency Status

Dear Ms. Leibowitz:

The Federal Highway Administration (FHWA) is initiating the Section 106 process and inviting your agency to become a cooperating agency for the U.S. Route 150 (US 150) Eastbound McClugage Bridge over the Illinois River Environmental Assessment (EA). If you would like to engage as a cooperating agency, please send FHWA a response prior to August 10, 2015.

THE PROJECT

The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Assessment (EA) for US 150 eastbound McClugage Bridge over the Illinois River. The study area is located in Peoria and Tazewell Counties, Illinois and includes portions of the cities of Peoria and East Peoria. In addition to the US 150 corridor across the Illinois River, the study area includes the IL 29/US 150 urban interchange on the west side of the bridge in Peoria County and the IL 116/US 24/US 150 interchange on the east side of the bridge in Tazewell County, Illinois.

The study area covers approximately 1.5 square miles and encompasses the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, commercial, residential, utility and industrial properties, forested areas, and a railroad. It contains environmentally sensitive resources, including Grand View Drive (an historic district and park), Peoria Waterworks (historic structures), threatened and endangered species (decurrent false aster, fibrous-rooted sedge, peregrine falcon and Mississippi kite), and an island in the Illinois River created by the U.S. Army Corps of Engineers for habitat, the River Bluff Corridor Conservation Easement, wetlands and floodplain. Additionally, the eastbound US 150 Bridge is considered eligible for the National Register of Historic Places.

The EA will include an evaluation of transportation system needs across the entire study area. Technical tools that will be used to identify transportation systems 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). Attached is a list of potential consulting parties identified by IDOT and FHWA to whom we have sent invitations to become consulting parties for this project. Please review the list and notify FHWA or IDOT if you are aware of other potential consulting parties.

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 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 Liske, FHWA Transportation Engineer, at (217) 492-4637 or Mr. John Baranzelli, IDOT Bureau of Design and Environment at (217) 782-7526.

Thank you for your cooperation and interest in this project.

Sincerely,

Janis P. Piland

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Mr. Kensil Garnett, Region 3 Engineer, IDOT
Mr. John Baranzelli, Bureau of Design and Environment, IDOT

Figure 1. Study Area

Illinois Historic
Preservation Agency

1 Old State Capitol Plaza, Springfield, IL 62701-1512

FAX (217) 524-7525
www.illinoishistory.gov

Various County
Peoria & East Peoria
Bridge Replacement (SN 090-0070, McCluggage Bridge)
Peoria & Tazewell Counties - War Memorial Drive/US 150 over the Illinois River
Section:26-Township:9N-Range:8E, Section:35-Township:9N-Range:8E, Section:11-Township:26N-Range:4W, Section:14-Township:26N-Range:4W, Section:13-Township:26N-Range:4W
IDOT Seq #-18513, IDOT/ISAS#-14033,

IHPA Log #023052115

July 17, 2015

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 concerning the possible effects of the project referenced above on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

We look forward to working with you on this upcoming project.

If you have any further questions, please contact Joe Phillippe at 217/785-1279.

Sincerely,

Rachel Leibowitz, Ph.D.
Deputy State Historic
Preservation Officer

c: Brad Koldehoff, Illinois Department of Transportation

Appendix D

Bridge Marketing Public Notices

Illinois Department of Transportation

mcclugage BRIDGE project

Eastbound US 150

PUBLIC NOTICE

The Illinois Department of Transportation is proposing to remove and replace the bridge that carries eastbound U.S. Route 150 (US 150) over the Illinois River, located between Peoria and East Peoria in Peoria and Tazewell counties. US 150 crosses the Illinois River on dual bridges, eastbound on the south bridge and westbound on the north bridge, which are collectively called "McClugage Bridge". The eastbound US 150 bridge (south bridge) is determined eligible for listing on the National Register of Historic Places (NRHP).

The eastbound US 150 (McClugage Bridge) replacement project is funded in part by the Federal Highway Administration (FHWA). Pursuant to Title 23, United States Code, section 144, paragraph g (23 U.S.C 144(g)) "Historic Bridge Program", any state which proposes to demolish a NRHP eligible listed bridge and is asking for federal participation in funding the project shall first make the bridge available for donation to a state, local or responsible private entity.

Therefore, the Illinois Department of Transportation is offering the eastbound US 150 bridge over the Illinois River to any interested qualifying state, local or responsible private entity. The entity will need to enter into an agreement with the Illinois Department of Transportation under the following conditions:

1. Maintain in perpetuity the bridge and the features that give it its historic significance, and
2. Assume all future legal and financial responsibility for the bridge, which will include an agreement to hold the Illinois Department of Transportation harmless in any liability action.

It is noted that the bridge will be required to be moved in coordination with the bridge replacement project schedule.

The Illinois Department of Transportation will cover costs associated with moving this bridge, not to exceed the would-be cost of demolition of this bridge. All remaining cost shall be the responsibility of the entity requesting to move the structure.

Interested parties should send a letter of interest, stating the funding means, location of bridge placement, means of moving structure and timetable for move. Letters of interest should be sent to:

Illinois Department of Transportation
Region 3/District 4
401 Main Street
Peoria, IL 6102-1111

Attention Mr. Tom Lacy, Studies and Plans Engineer

Or contact Mr. Christopher Maushard, Project Engineer, at 309-671-3453 or Christopher.Maushard@illinois.gov. Normal business hours are 8:00 a.m. to 4:30 p.m. Monday through Friday.

Please respond by August 31, 2015 to be considered for transfer of bridge ownership.

www.McClugageBridgeProject.com May 31, 2015

Illinois Department of Transportation

mcclugage BRIDGE project
Eastbound US 150

PUBLIC NOTICE

The Illinois Department of Transportation is proposing to remove and replace the bridge that carries eastbound U.S. Route 150 (US 150) over the Illinois River, located between Peoria and East Peoria in Peoria and Tazewell counties. US 150 crosses the Illinois River on dual bridges, eastbound on the south bridge and westbound on the north bridge, which are collectively called "McClugage Bridge". The eastbound US 150 bridge (south bridge) is determined eligible for listing on the National Register of Historic Places (NRHP).

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Attention Mr. Tom Lacy, Studies and Plans Engineer

Or contact Mr. Christopher Maushard, Project Engineer, at 309-671-3453 or Christopher.Maushard@illinois.gov. Normal business hours are 8:00 a.m. to 4:30 p.m. Monday through Friday.

Please respond by August 31, 2015 to be considered for transfer of bridge ownership.

www.McClugageBridgeProject.com July 19, 2015

Appendix E

Memorandum of Agreement

Appendix D

Section 4(f) *De Minimis* Determination Documentation for Use of the Illinois River Fish and Wildlife Area

Section 4(f) *De Minimis* Impact Determination Documentation for Use of the Illinois River Fish and Wildlife Area

US 150 Eastbound (McClugage Bridge) over the Illinois River Peoria and Tazewell Counties, Illinois

1. Project Description

Project Number: Section No. (15B)BR

Official Project Name: US 150 Eastbound (McClugage Bridge) over the Illinois River

Project Location: The US 150 corridor from the US 150/IL 29 interchange in Peoria to the US 150/US 24/IL 116 interchange in Tazewell County, and along US 150/US 24/IL 116 to Centennial Drive in East Peoria (see Figure 1).

Project Type: Bridge reconstruction and interchange improvements

Project Size: 2.5 miles

NEPA Class of Action: Environmental Assessment

NEPA Purpose and Need Summary: The purpose of the project is to accommodate eastbound US 150 traffic across the Illinois River on a transportation system that is structurally sound, meets current design standards, is designed for future traffic, and provides a safe crossing for the public. The existing eastbound US 150 bridge is structurally deficient and functionally obsolete, will not be able to accommodate future 2040 traffic projections, and is nearing the end of its expected service life.

Project Status: This Section 4(f) *de minimis* impact determination documentation is being submitted with the Environmental Assessment for review by IDOT and FHWA. Design approval for the Phase I planning study is anticipated in the spring of 2017.

2. Section 4(f) Resource

Resource Type: Wildlife/waterfowl refuge

Resource Name: Illinois River Fish and Wildlife Area (FWA)

Officials with Jurisdiction (OWJ): Illinois Department of Natural Resources (IDNR)

Description of Role/Significance in the Community: The Illinois River FWA is 536 acres, consisting of open water in the Illinois River on both sides of the McClugage Bridge and floodplain forest north of Peoria Lake (see Figure 1). It is managed by and part of the greater Woodford State Fish and Wildlife Area. The area has not been officially designated as a fish and wildlife area, but does offer riverine habitat and areas for public boating/fishing. The U.S. Army Corps of Engineers constructed an island on the property north of the bridge, and has plans to develop two additional islands on the Illinois River FWA property south of the bridge.

3. Description of Intended Section 4(f) Resource Use

Acres to Be Taken and/or Impacted: 10.2 acres of ROW to be jurisdictionally transferred from IDNR to IDOT and 2.0 acres of temporary easement to facilitate construction of the new bridge (see Figure 2 and the attached ROW and easement plats).

Type of Impact: Jurisdictional ROW transfer and temporary construction easement for the construction of the new eastbound bridge, which would include a 14-foot multi-use path.

Existing Function of Impacted Areas: The impacted areas currently function as open water for boating/fishing and provide riverine habitat.

Relationship of Impacted Areas to Section 4(f) Function and Significance to Resource: The deed to the entire property, which includes the impacted areas, states that the property is being held as a wildlife refuge and public recreation area. The deed also states that in the event the property shall cease to be used by the State for recreational or other park or conservation purposes, title to the land shall revert to the grantor. Although a new bridge is proposed for the impacted area, the property will remain functioning as a public recreation area (boating and multiuse trail) and a natural lake area for wildlife.

Resulting Function of Impacted Areas: The open water areas to be impacted will accommodate the proposed eastbound bridge and bike path. Except for the new proposed piers, the impacted areas will remain as open water and continue to function as riverine habitat and as a public recreation area for boating and fishing. Access to the lake for boating and fishing would not differ substantially from existing conditions because the proposed number of piers for the new bridge (23) is similar to the number of piers to be removed (27).

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance Resource

Avoidance and Minimization Efforts Made and Benefits to the Resource:

Several alternatives were considered and evaluated for the project. These include the no-build, rehabilitation, and new bridge build alternatives. The alternatives that would avoid the Illinois River FWA are the no-build and rehabilitation alternatives.

Avoiding use of the Illinois River FWA was not feasible because the no-build and rehabilitation alternatives were eliminated because of the following reasons. The no-build alternative was eliminated because it would not address the structural deficiencies of the existing structure, would not meet current design standards, and would not accommodate future traffic. The rehabilitation alternative was eliminated because the structural deficiencies of the existing structure would be difficult to address, extensive rehabilitation would be needed on the majority of the structure, and traffic impacts during the three year construction period would be considerable due to the necessity of closing the bridge.

Each of the three new bridge build alternatives (existing roadway alignment, northern roadway alignment, and southern roadway alignment) would require similar amounts of lake area from the Illinois River FWA.

Proposed mitigation and enhancement efforts are a multi-use path and maintaining the river areas under the new bridge and where the existing bridge will be removed as public recreational

waters and riverine habitat. The 14-foot wide multi-use path will enhance the recreational function of the Illinois River FWA by providing a new crossing of the Illinois River for bicyclists and pedestrians. The IDNR welcome the proposed multi-use path as a crucial recreation link for bicyclists and pedestrians to cross the river at this location. Trail users would be able to enjoy the panoramic vistas of the Illinois River FWA, including bird and nature watching.

The piers of the existing eastbound bridge will be removed after the completion of the new bridge. Although leaving the piers in place to provide possible fish habitat was discussed with IDNR, the piers would pose a safety threat to boaters. The open water area following the removal of the existing bridge will remain open for public recreational use. This open water area also will replace some of the lost function of the Illinois River FWA as open water and riverine habitat.

Commitments for Mitigation or Enhancement:

The project will include a 14-foot wide multi-use path as part of the proposed new bridge and provide trailheads on each side of the river for trail users.

The piers of the existing eastbound bridge will be removed after the new bridge is built to provide access to boaters and for boater safety.

5. Evidence of Opportunity for Public Review and Comment

Type of Public Availability: A public meeting is tentatively scheduled for early 2017 to allow the public to review and comment on the proposed use of the Illinois River FWA.

Date of Action: To be determined.

Summary of Comments: Any comments received from the public will be summarized.

Notification of Officials of Public Availability and Summary of Comments: Copies of the public meeting advertisements and comments received from the public will be provided to the IDNR.

6. Evidence of Coordination with Officials with Jurisdiction

Meeting Minutes and Agendas: See attached.

OWJ Written Concurrence with a "No Adverse Effect" Determination: The IDNR will be asked for written concurrence that the proposed improvements will not adversely affect the activities, features and attributes of the resource that qualify it for Section 4(f) protection.

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 Illinois River Fish and Wildlife Area, the efforts made to avoid, minimize and mitigate these impacts, the public comments, and the concurrence from the IDNR of no adverse effect, IDOT has determined that the project will result in no adverse effect to the Illinois River Fish and Wildlife Area, and requests an FHWA finding of a Section 4(f) *de minimis* impact determination.

Illinois Department of Transportation
Deputy Director of Highways
Region Three Engineer

Date

Section 4(f) *De Minimis* Impact Determination

The US 150 Eastbound (McClugage Bridge) over the Illinois River project will result in the use of the Illinois River Fish and Wildlife Area, 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

Figure 1 Project Location and Illinois River Fish & Wildlife Area Boundaries

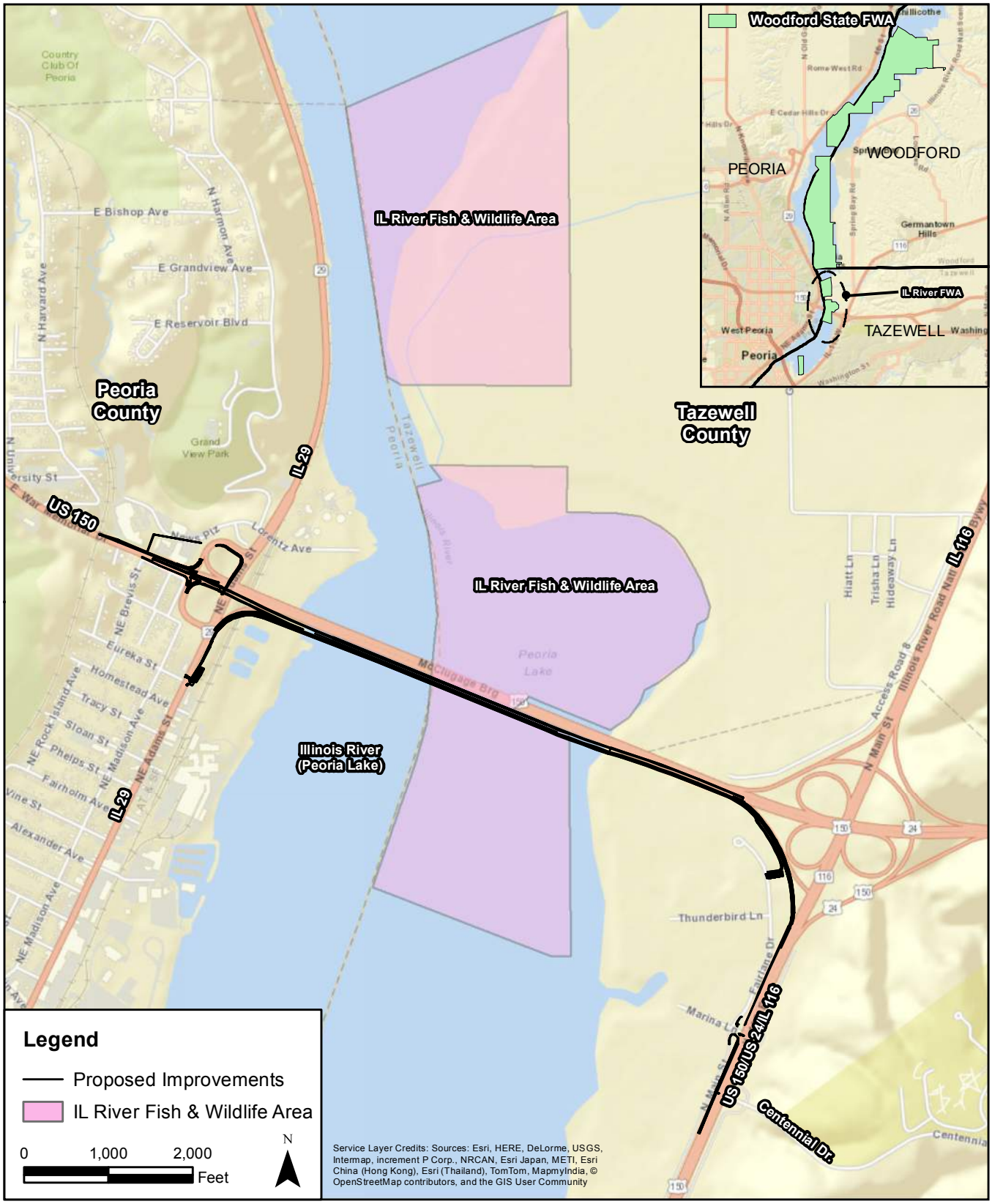
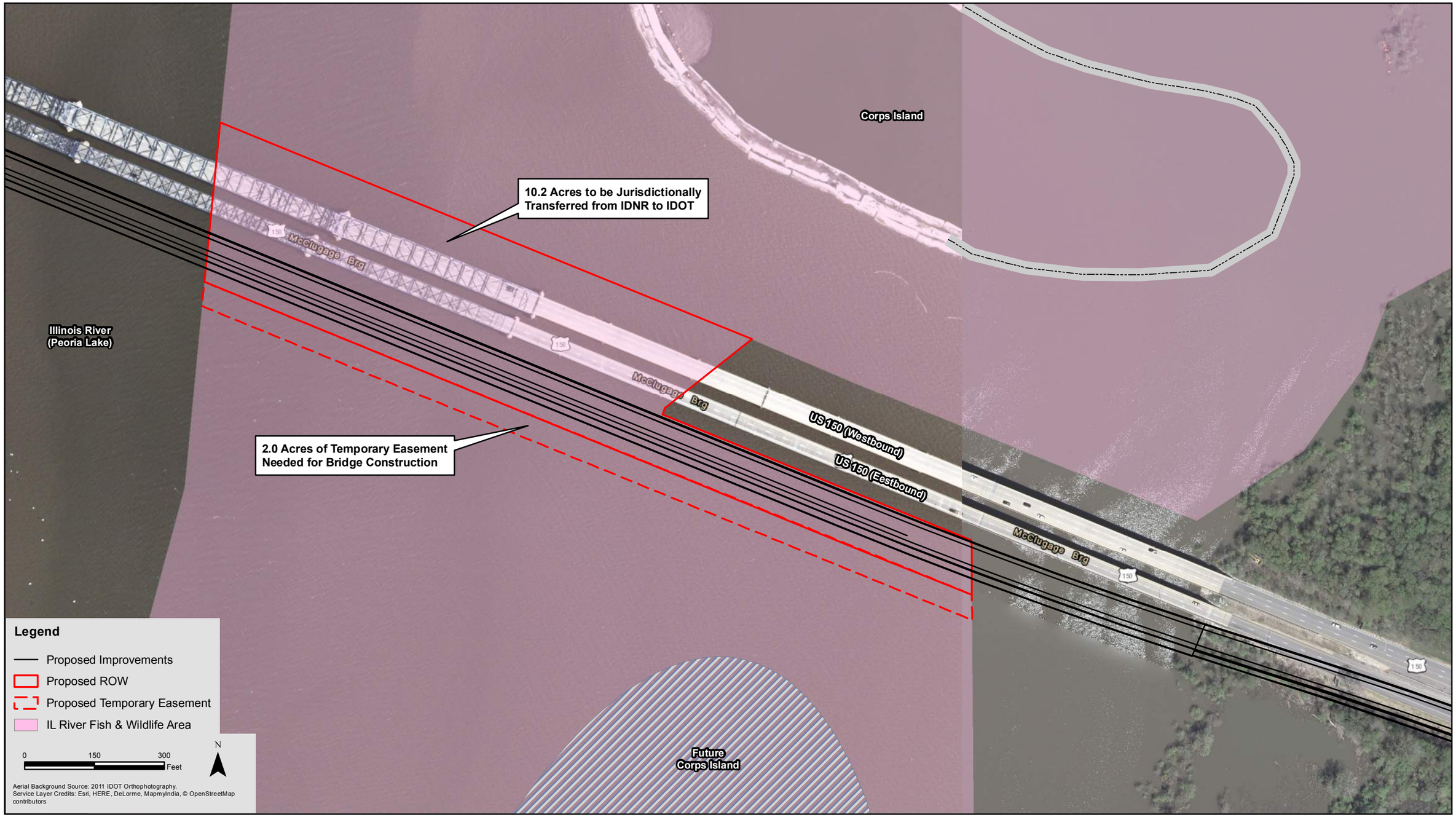
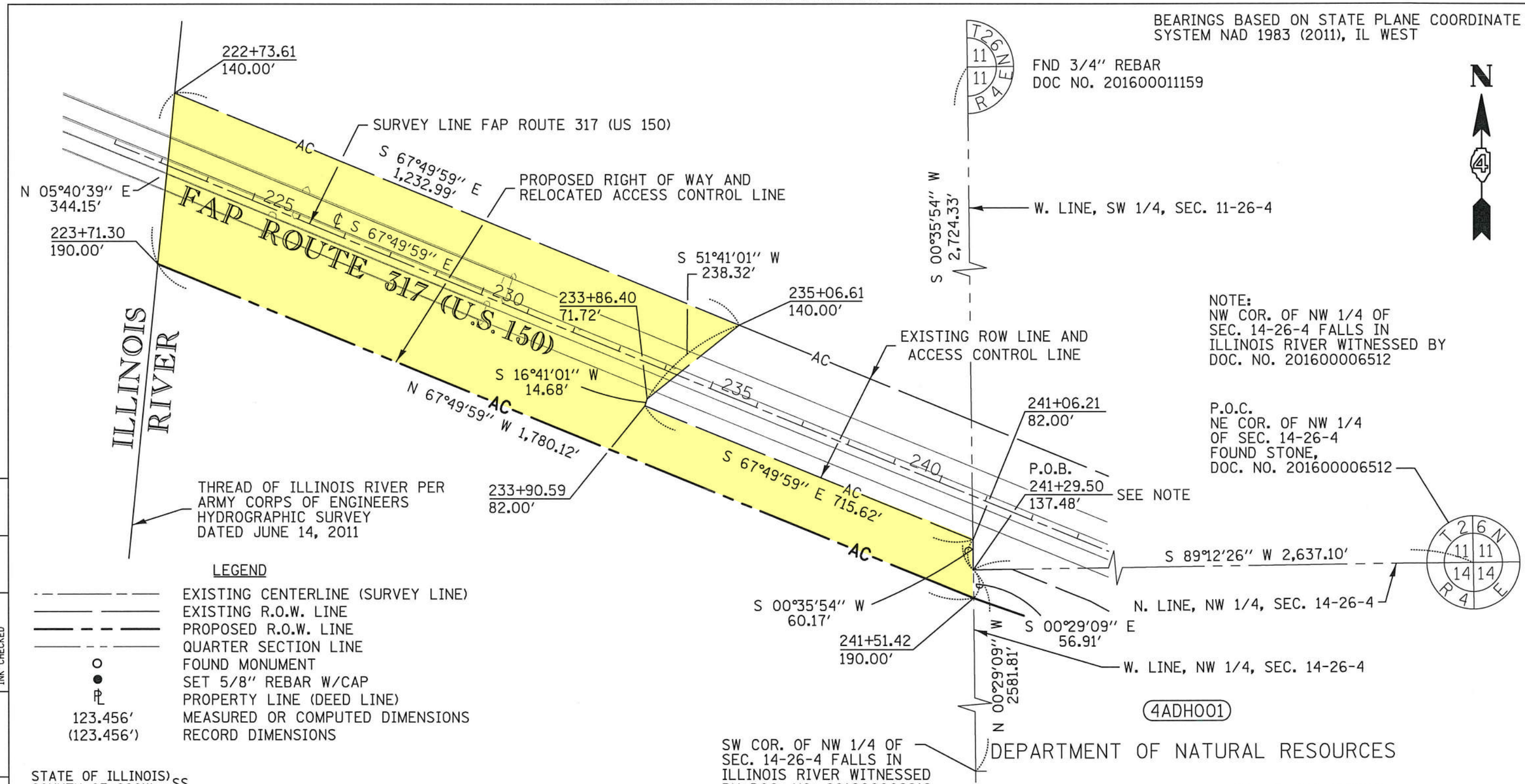


Figure 2. Proposed Use of the Illinois River Fish and Wildlife Area



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



4ADH001

DEPARTMENT OF NATURAL RESOURCES

AREA = 444,092 SQ. FT±, OR 10.195 ACRES ±

PART OF UNDIVIDED LANDS IN,
TOWNSHIP 26 NORTH, RANGE 4 WEST, 3RD PRINCIPAL MERIDIAN

TAZEWELL COUNTY

RIGHT OF WAY PLAT

FAP ROUTE 317 (U.S. 150) CONSTRUCTION SECTION (15B)BR

SCALE: 1" = 200 8/26/2016 JOB NO. R-94-003-16

LEGEND

———	EXISTING CENTERLINE (SURVEY LINE)
———	EXISTING R.O.W. LINE
— — —	PROPOSED R.O.W. LINE
———	QUARTER SECTION LINE
o	FOUND MONUMENT
●	SET 5/8" REBAR W/CAP
℄	PROPERTY LINE (DEED LINE)
123.456'	MEASURED OR COMPUTED DIMENSIONS
(123.456')	RECORD DIMENSIONS

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT PLAT OF SURVEY MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION, AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

8/29/16

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2159 DATE
LICENSE EXPIRATION DATE 11/30/2016

AMERICAN SURVEYING & ENGINEERING, P.C.
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

STATE OF ILLINOIS
COVENTINE FIDIS
35-2159
CHICAGO, ILL.
PROFESSIONAL LAND SURVEYOR

Signed Recorded BOOK DOCUMENT NO. PAGE

4ADH001

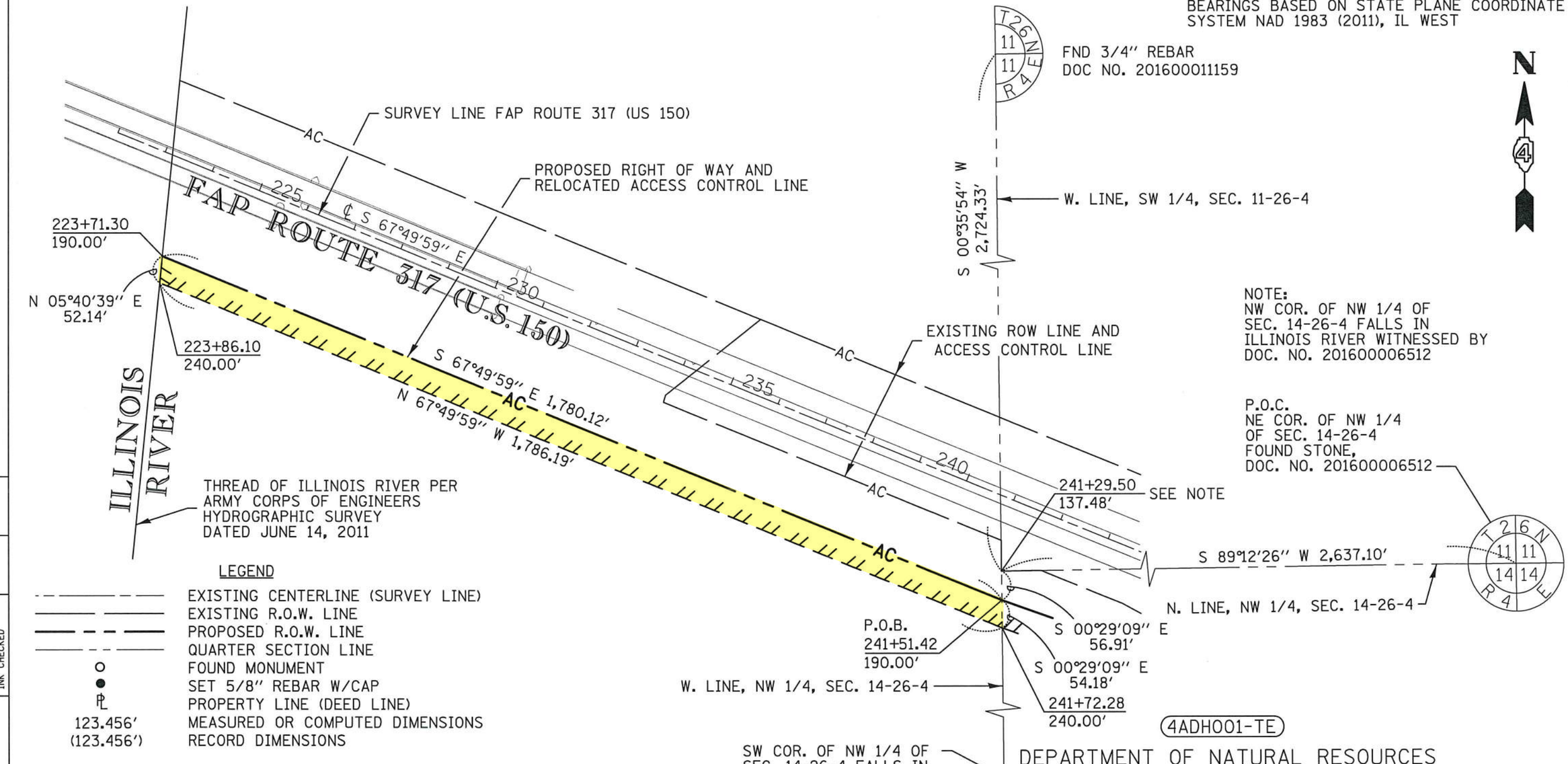
R. O. W. PLAT	NOTE BOOK	COMPUTED	CHECKED	INKED	INK CHECKED	BY	DATE
						EJS	3-2016

CATALOG NO: 034923-00
CONTRACT NO: 68B46

CADD DRAWING
PROJECT: 213103
FILE: 213103-4ADH001.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARINGS BASED ON STATE PLANE COORDINATE SYSTEM NAD 1983 (2011), IL WEST



LEGEND

- - — - - —	EXISTING CENTERLINE (SURVEY LINE)
——— ———	EXISTING R.O.W. LINE
— - - —	PROPOSED R.O.W. LINE
——— - - ———	QUARTER SECTION LINE
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STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT PLAT OF SURVEY MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION, AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

8/29/16

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2159 DATE
LICENSE EXPIRATION DATE 11/30/2016

AMERICAN SURVEYING & ENGINEERING, P.C.
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

STATE OF ILLINOIS
COVENTINE FIDIS
35-2159
CHICAGO, ILL.
PROFESSIONAL LAND SURVEYOR

4ADH001-TE

DEPARTMENT OF NATURAL RESOURCES

AREA = 89,158 SQ. FT±, OR 2.047 ACRES ±

PART OF UNDIVIDED LANDS IN,
TOWNSHIP 26 NORTH, RANGE 4 WEST, 3RD PRINCIPAL MERIDIAN

TAZEWELL COUNTY

TEMPORARY EASEMENT PLAT

FAP ROUTE 317 (U.S. 150) CONSTRUCTION SECTION (15B)BR

SCALE: 1" = 200 8/29/2016 JOB NO. R-94-003-16

Signed Recorded BOOK DOCUMENT NO. PAGE

4ADH001TE

CATALOG NO: 034923-00
CONTRACT NO: 68B46

R. O. W. PLAT	NOTE BOOK	COMPUTED	CHECKED	INKED	INK CHECKED	BY	DATE
		EJS					3-2016

CADD DRAWING
PROJECT: 213103
FILE: 213103-4ADH001TE.dgn

Photo 1 Aerial view of the Illinois River Fish and Wildlife Area, viewing northwest (4/21/2015)

Photo 2 Aerial view of the Illinois River Fish and Wildlife Area, viewing west (4/21/2015)

MEETING MINUTES

DATE: July 4, 2015	BY: Hanson
PROJECT NO.: 13H0106	
PROJECT NAME: Reconstruction of U.S. Route 150 Eastbound (McClugage Bridge) over the Illinois River	
PROJECT MEETING LOCATION: IDNR Springfield Headquarters	
MEETING DATE: July 2, 2015	
PARTICIPANTS: Christopher Maushard, Tom Lacy, Greg Larson – IDOT Connie Waggoner, Nale Brockamp, Sheldon Fairfield, Todd Rettig, Katie Rebbe, Don Moles, Rick Gosch, Pat Brannon – IDNR Mike Diedrichsen – IDNR/OWR Jim Herkert, Debbie Bruce – IDNR/ORC Jeff Bushur - Hanson	
DISTRIBUTION: Christopher Maushard - IDOT Pat Brannon – IDNR	
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. ***Action items noted in bold italics (including persons responsible for taking actions):***	

US 150 Eastbound (McClugage Bridge) over the Illinois River

Route FAP 317 (US 150)

Section (15B)BR

Peoria and Tazewell Counties, Illinois

A meeting was held with representatives from the Illinois Department of Natural Resources (IDNR) to introduce the US 150 Eastbound McClugage Bridge over the Illinois River project and to discuss IDNR property adjacent to the bridge and possible involvement with the project.

IDOT discussed the project background and current status. The eastbound US 150 structure (southern structure) was constructed in the 1940s and is at the end of its serviceable life. The westbound US 150 structure (northern structure) was constructed in the 1980s and is not in need of repair or replacement. This Phase 1 planning study was initiated at the beginning of 2014. Several alternatives were considered during the last year. Three build alternatives were carried forward for further consideration and include:

- Northern Alignment Alternative - Building a new bridge north of the existing westbound structure,
- Existing Alignment Alternative (Staged Construction) – Building a new bridge at the existing eastbound structure, but staging construction to maintain traffic on the current structure as much as possible, and
- Southern Alignment Alternative – Building a new bridge south of the existing eastbound structure.

The study team is proposing the Southern Alignment Alternative as the preferred alternative. It would allow the existing eastbound structure to remain open to traffic during the anticipated three-year construction period. The Northern Alignment Alternative would have additional impacts to Grand View Drive Historic District and Park and the Illinois American Water facility, and be difficult to tie in geometrically to the Peoria-side interchange. The Existing Alignment Alternative, while feasible to construct, would involve complex construction staging and considerably more disruption to traffic during the construction period.

IDOT intends to present the preferred alternative at the September 10, 2015 NEPA/404 merger meeting and request concurrence from the resource agencies. Sheldon Fairfield invited the other IDNR staff to attend with him if they are interested.

The project is being processed as an environmental assessment by the Federal Highway Administration (FHWA) and IDOT. Several surveys have been completed in the last year:

- Wetland survey – forested and emergent wetlands were identified on both sides of the river,
- Bird survey – peregrine falcon was identified nesting on the eastbound structure and two bald eagle roosts were identified north of the McClugage Bridge,
- Archaeological survey – no sites have been identified to date, and
- Bat survey – no threatened or endangered bat species were mist netted during the survey.

IDNR asked if mussel surveys were conducted. IDOT responded that none were conducted because no occurrences were reported for this section of river. IDNR stated that the American eel could possibly be in this area, as well as the lake sturgeon. ***IDNR will check their databases for any records of these species.*** The IDOT Biological Resources Unit is also coordinating threatened and endangered species with IDNR.

The participants discussed the IDNR property adjacent to the McClugage Bridge. Recently, the study team discovered a website identifying IDNR property adjacent to the bridge. The property is an open water area on both sides of the bridge that was given to IDNR by the Forest Park Foundation in 1969 (462 acres) and the Tri-County Riverfront Action Forum, Inc. in the 2000s (74 acres). The Forest Park Foundation deed states that the area is to be held in perpetuity as a wildlife refuge and public recreation area. No special grants or funding types were involved. IDNR stated that the area has not been officially designated as a fish and wildlife area, but the property has been called the Illinois River Fish and Wildlife Area. IDNR stated that it is under Woodford State Fish and Wildlife Area management, but there is no management plan for the property. IDNR stated that they have not had much time to spend on the IDNR property since receiving the land.

Hanson stated that there is some discrepancies in the IDNR property boundaries between the Tazewell County parcel GIS and the deeds. Hanson is having their surveyors verify the IDNR property boundaries. Don Moles will check IDNR's property information as well. ***Hanson and IDNR will share their property boundary findings with the participants.***

The U.S. Army Corps of Engineers (USACE) constructed an island north of the bridge on the IDNR property, and has plans to develop two additional islands on the IDNR property south of the bridge when funding becomes available. IDNR stated that the goal of the island project was to dredge portions of the lake for deep water habitat. The study team stated that the project would not impact the constructed island or planned islands.

The area of IDNR property that would be needed for construction of the bridge is essentially open-water of the Illinois River. IDNR asked what type of construction would be involved. IDOT responded that piers would need to be placed in the river, but the number would not be as much as the current eastbound bridge. The width of the new bridge will be about twice the width of the existing bridge to accommodate the additional third lane, 10-foot shoulders and 14-foot multi-use path. The bridge main span would need to maintain the horizontal and vertical navigational clearances of the existing eastbound bridge, as directed by the U.S. Coast Guard. IDNR stated that piers are beneficial for fish. The existing eastbound structure would be removed, likely by dismantling and not by explosives, and be open water area. IDOT asked IDNR if leaving some of the piers in place for habitat would be desirable. IDNR replied that there could be some ecological measures to consider for the open water area of the removed bridge.

IDOT is proposing a 14-foot multi-use path for bicyclists and pedestrians. There are no accommodations for bicyclists and pedestrians currently. IDOT received much support and request for accommodating bike and pedestrian traffic across the river during the public information meeting held in August 2014 and from

the stakeholders at advisory group meetings.

The project would require a strip of the River Bluff Corridor, which is a rectangular property east of the IDNR property and is owned by the Fon du Lac Park District. The park district received an Open Land Trust (OLT) grant from IDNR and granted a conservation easement to IDNR. The study team has been coordinating with the Fon du Lac Park District, who have been fully cooperative, and with Jan Nation of IDNR for OLT conversion requirements. IDOT is looking at functionally comparable private property on the north side of the bridge for possible replacement land, and the park district desires a multi-use path across the river.

Hanson stated that the IDNR property has the potential to be a Section 4(f) resource. Section 4(f) of the U.S. Department of Transportation Act of 1966 affords protection to public recreation areas, public waterfowl and wildlife refuges, and historic properties. ***IDOT and Hanson will forward information to FHWA for a determination of 4(f) status.*** If the IDNR property is determined to be a Section 4(f) resource, there are three levels of impact evaluation: de minimis, programmatic, and individual. Hanson stated that a de minimis impact determination would be the easiest to process. IDNR would need to verbally concur that the use of its property, taking into account measures to minimize harm, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. Then a public hearing on the use of the land would need to be held. And finally, IDNR would need to concur in writing of FHWA's intent to process the impact as a de minimis finding.

Hanson asked if any of the participants opposed the bridge project. There was no opposition stated. The Forest Park Foundation deed states that in the event that the property shall cease to be used by the State for recreational or other park or conservation purposes, title to the land shall revert immediately to Grantor. IDNR thought it possible that since a multi-use trail is proposed along the IDNR property, that reverting the property to the grantor may not be necessary.

The participants agreed that further review should be done on the IDNR property and how it could be used in the bridge project. Christopher Maushard will be the point of contact for the study team.

MEETING MINUTES

DATE: January 8, 2016	BY: Hanson
PROJECT NO.: 13H0106	
PROJECT NAME: Reconstruction of U.S. Route 150 Eastbound (McClugage Bridge) over the Illinois River	
PROJECT MEETING LOCATION: IDOT District 4 8th Floor Conference Room	
MEETING DATE: January 7, 2016	
PARTICIPANTS: Christopher Maushard, Randy Hopper, Jim Miller – IDOT Pat Brannon, George Bellovics – IDNR Cindy Loos, Jeff Bushur - Hanson	
DISTRIBUTION: Christopher Maushard - IDOT Pat Brannon – IDNR	
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. ***Action items noted in bold italics (including persons responsible for taking actions):***	

US 150 Eastbound (McClugage Bridge) over the Illinois River
Route FAP 317 (US 150)
Section (15B)BR
Peoria and Tazewell Counties, Illinois

A meeting was held with representatives from the Illinois Department of Natural Resources (IDNR) to discuss the proposed jurisdictional transfer of IDNR property to the Illinois Department of Transportation (IDOT) for the US 150 Eastbound McClugage Bridge over the Illinois River project.

IDOT summarized the project background and current status with a PowerPoint presentation. The eastbound US 150 structure (southern structure) was constructed in the 1940s and is at the end of its serviceable life. The westbound US 150 structure (northern structure) was constructed in the 1980s and is not in need of repair or replacement. This Phase 1 planning study was initiated at the beginning of 2014. Several alternatives were considered. Three build alternatives were carried forward for further consideration and included:

- Northern Alignment Alternative - Building a new bridge north of the existing westbound structure,
- Existing Alignment Alternative (Staged Construction) – Building a new bridge at the existing eastbound structure, but staging construction to maintain traffic on the current structure as much as possible, and
- Southern Alignment Alternative – Building a new bridge south of the existing eastbound structure.

The study team is proposing the Southern Alignment Alternative as the preferred alternative. It would allow the existing eastbound structure to remain open to traffic during the anticipated three-year construction period. The Northern Alignment Alternative would have additional impacts to Grand View Drive Historic District and Park and the Illinois American Water facility, and would be difficult to tie in geometrically to the Peoria-side interchange. The Existing Alignment Alternative, while feasible to construct, would involve complex construction staging and considerably more disruption to traffic during the construction period.

Hanson summarized the environmental studies and resources that have been identified. The project is

being processed as an environmental assessment by the Federal Highway Administration (FHWA) and IDOT. Several surveys have been completed:

- Wetland survey – forested and emergent wetlands were identified on both sides of the river,
- Bird survey – peregrine falcon was identified nesting on the eastbound structure and two bald eagle roosts were identified north of the McClugage Bridge,
- Archaeological survey – no sites have been identified to date, and
- Bat survey – no threatened or endangered bat species were mist netted during the survey.

IDNR asked if mussel surveys were conducted. Hanson responded that none were conducted because no occurrences were reported for this section of river. The IDOT Biological Resources Unit has been coordinating threatened and endangered species with IDNR's Sheldon Fairfield and Heidi Woeber with the U.S. Fish and Wildlife Service.

The participants discussed the IDNR property located in the Illinois River. The property was not identified by the EcoCAT review, but the study team discovered a website identifying the IDNR property later in the study. The property is an open water area under and on both sides of the bridge in Tazewell County. IDNR stated that it is under Woodford State Fish and Wildlife Area management, and was likely obtained for the development of the Corps islands to the north and south of the bridge.

The area of IDNR property that would be needed for construction of the bridge is essentially open-water of the Illinois River. The width of the new bridge will be about twice the width of the existing bridge to accommodate the additional third lane, 10-foot shoulders and 14-foot multi-use path. The existing eastbound structure would be removed after construction of the new eastbound structure. IDOT is proposing a 14-foot multi-use path for bicyclists and pedestrians across the Illinois River. IDOT received much support and request for accommodating bike and pedestrian traffic across the river during the public information meeting held in August 2014 and from the stakeholders at advisory group meetings. A trailhead is proposed on each side of the river. Handouts of the proposed bridge, multi-use path, and existing bike trail accommodations were distributed to IDNR.

The project would also require a strip of the River Bluff Corridor, which is a rectangular property east of the IDNR property and is owned by the Fon du Lac Park District. The park district received an Open Land Trust (OLT) grant from IDNR to purchase this property as conservation land. The study team has been coordinating with the Fon du Lac Park District, who have been fully cooperative, and with Jan Nation of IDNR for OLT conversion requirements. IDOT is looking at functionally comparable private property on the north side of the bridge for possible replacement land, and the park district desires a multi-use path across the river.

IDNR stated that lands obtained using OLT funds typically involved the sponsor granting a conservation easement back to IDNR. The participants agreed that this is probably the case with this property. ***George Bellovics will verify if IDNR has an easement for the OLT property***, which may help streamline the conversion process.

George Bellovics stated that he did not see any issues with the jurisdictional transfer request at this time. ***He will email his biologist counterparts to obtain their input, then notify Pat Brannan to proceed with the jurisdictional transfer.***

Hanson stated that FHWA intends to process the jurisdictional transfer of the IDNR property and the OLT conversion of the River Bluff Corridor as Section 4(f) de minimis impacts as long as IDNR and the Fon du Lac Park District are on board. Section 4(f) of the U.S. Department of Transportation Act of 1966 affords protection to public recreation areas, public waterfowl and wildlife refuges, and historic properties. Hanson asked IDNR if they verbally concur that the transportation use of its property, taking into account measures to minimize harm, and mitigation and enhancement measures, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. IDNR verbally concurred with the de minimis impact processing.

Following the future public hearing, which would describe the de minimis impacts to the two resources, and taking into account any public comments received during the comment period, IDNR will be requested to concur in writing of FHWA's intent to process the impact as a de minimis finding. The Section 4(f) de minimis impact findings will be documented in the appendices of the Environmental Assessment.

Appendix E

Section 4(f) *De Minimis* Determination Documentation for Use of the River Bluff Corridor

Section 4(f) *De Minimis* Impact Determination Documentation for Use of the River Bluff Corridor

US 150 Eastbound (McClugage Bridge) over the Illinois River Peoria and Tazewell Counties, Illinois

1. Project Description

Project Number: Section No. (15B)BR

Official Project Name: US 150 Eastbound (McClugage Bridge) over the Illinois River

Project Location: The US 150 corridor from the US 150/IL 29 interchange in Peoria to the US 150/US 24/IL 116 interchange in Tazewell County, and along US 150/US 24/IL 116 to Centennial Drive in East Peoria (see Figure 1).

Project Type: Bridge reconstruction and interchange improvements

Project Size: 2.5 miles

NEPA Class of Action: Environmental Assessment

NEPA Purpose and Need Summary: The purpose of the project is to accommodate eastbound US 150 traffic across the Illinois River on a transportation system that is structurally sound, meets current design standards, is designed for future traffic, and provides a safe crossing for the public. The existing eastbound US 150 bridge is structurally deficient and functionally obsolete, will not be able to accommodate future 2040 traffic projections, and is nearing the end of its expected service life.

Project Status: This Section 4(f) *de minimis* impact determination documentation is being submitted with the Environmental Assessment for review by IDOT and FHWA. Design approval for the Phase I planning study is anticipated in the spring of 2017.

2. Section 4(f) Resource

Resource Type: Wildlife/waterfowl refuge

Resource Name: River Bluff Corridor (RBC)

Official with Jurisdiction (OWJ): Fon du Lac Park District

Description of Role/Significance in the Community: The RBC is a 19.0-acre parcel of predominantly bottomland forest, including forested and emergent wetland areas, and open water (see Figure 2). Some limited walking paths have been cleared in the forest; however, these paths are rudimentary and not marked. Periodically, hikers from the Spindler Marina wander to the RBC, but visitors are not common. According to the Fon du Lac Park District and IDNR, the primary function of the RBC is conservation land. In 2004, a grant from the Open Land Trust (OLT) program was used to establish the conservation easement in perpetuity.

3. Description of Intended Section 4(f) Resource Use

Acres to Be Taken and/or Impacted: 1.5 acres of ROW and 0.5 acre of temporary easement

Type of Impact: ROW acquisition to accommodate the wider cross section of the new eastbound bridge, which would include a 14-foot multi-use path. Temporary easement for construction of the new bridge in the river.

Existing Function of Impacted Areas: The impacted areas currently function as open river water, bottomland forested wetland and emergent wetland.

Relationship of Impacted Areas to Section 4(f) Function and Significance to Resource: The impacted areas function as natural areas within the RBC conservation easement.

Resulting Function of Impacted Areas: The areas to be impacted will accommodate the proposed eastbound bridge, bike path, and roadway embankment.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance Resource

Avoidance and Minimization Efforts Made and Benefits to the Resource:

Several alternatives were considered and evaluated for the project. These include the no-build, rehabilitation, and new bridge build alternatives. The alternatives that would avoid the RBC are the no-build, rehabilitation, and the northern roadway alignment.

Avoiding use of the RBC was not feasible because the no-build, rehabilitation and northern roadway alignment alternatives were eliminated for the following reasons. The no-build alternative was eliminated because it would not address the structural deficiencies of the existing structure, would not meet current design standards, and would not accommodate future traffic. The rehabilitation alternative was eliminated because the structural deficiencies of the existing structure would be difficult to address, extensive rehabilitation would be needed on the majority of the structure, and traffic impacts during the three year construction period would be considerable due to the necessity of closing the bridge. The northern roadway alignment alternative was eliminated because it would impact more floodplain, wetlands and forest habitat than the existing and southern alignments, would use land from two historic resources (Grand View Drive and Peoria Waterworks), would require relocating two major utilities, and requires the most right-of-way of all the alternatives.

Impacts to the RBC were minimized by locating the proposed multi-use path closer to the roadway profile at the edge of shoulder and using a steeper embankment slope, which reduced the embankment footprint on the RBC property. This would minimize impacts to adjacent wetland and floodplain areas and keep the multi-use path above flood levels, which were concerns of the Fon du Lac Park District.

Proposed mitigation and enhancement efforts are a multi-use path and replacement land. The 14-foot wide multi-use path will enhance the recreational value of the RBC by providing a new crossing of the Illinois River for bicyclists and pedestrians. The Fon du Lac Park District and IDNR welcome the proposed multi-use path as a crucial recreation link for bicyclists and pedestrians coming from other trails on the west and east sides of the river to cross the river at this location. Trail users would be able to enjoy the panoramic vistas of the RBC and Illinois River, including bird, wildlife and nature watching.

In addition to providing a multi-use path, replacement land is proposed as mitigation for the use of the RBC land. The proposed replacement property is a 1.7-acre parcel of bottomland forest on the opposite (north) side of US 150 (see Figure 2). This land will provide equivalent acreage and function as the RBC land being impacted. IDOT will grant a permanent easement under the McClugage Bridge along the shoreline to the Fon du Lac Park District for pedestrian access to the replacement land. The replacement land will also need to be approved by the IDNR through the Open Land Trust (OLT) conversion process.

Commitments for Mitigation or Enhancement:

The project will include a 14-foot wide multi-use path as part of the proposed new bridge and provide trailheads on each side of the river for trail users.

IDOT will acquire land on the north side of US 150 from a private property owner and transfer it to the Fon du Lac Park District for replacement of the impacted RBC land. IDOT will grant a permanent easement under the McClugage Bridge to the Park District for pedestrian access to the replacement land.

5. Evidence of Opportunity for Public Review and Comment

Type of Public Availability: A public meeting is tentatively scheduled for early 2017 to allow the public to review and comment on the proposed use of the RBC.

Date of Action: To be determined.

Summary of Comments: Any comments received from the public will be summarized.

Notification of Officials of Public Availability and Summary of Comments: Copies of the public meeting advertisements and comments received from the public will be provided to the Fon du Lac Park District and IDNR.

6. Evidence of Coordination with Officials with Jurisdiction

Meeting Minutes and Agendas: See attached.

Correspondence: See attached.

OWJ Written Concurrence with a "No Adverse Effect" Determination: The Fon du Lac Park District and the IDNR will be asked for written concurrence that the proposed improvements will not adversely affect the activities, features and attributes of the resource that qualify it for Section 4(f) protection.

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 River Bluff Corridor, the efforts made to avoid, minimize and mitigate these impacts, the public comments, and the concurrence from the Fon du Lac Park District of no adverse effect, IDOT has determined that the project will result in no adverse effect to the River Bluff Corridor, and requests an FHWA finding of a Section 4(f) *de minimis* impact determination.

Illinois Department of Transportation
Deputy Director of Highways
Region Three Engineer

Date

Section 4(f) *De Minimis* Impact Determination

The US 150 Eastbound (McClugage Bridge) over the Illinois River project will result in the use of the River Bluff Corridor, 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

Figure 1 Project Location and River Bluff Corridor Boundaries

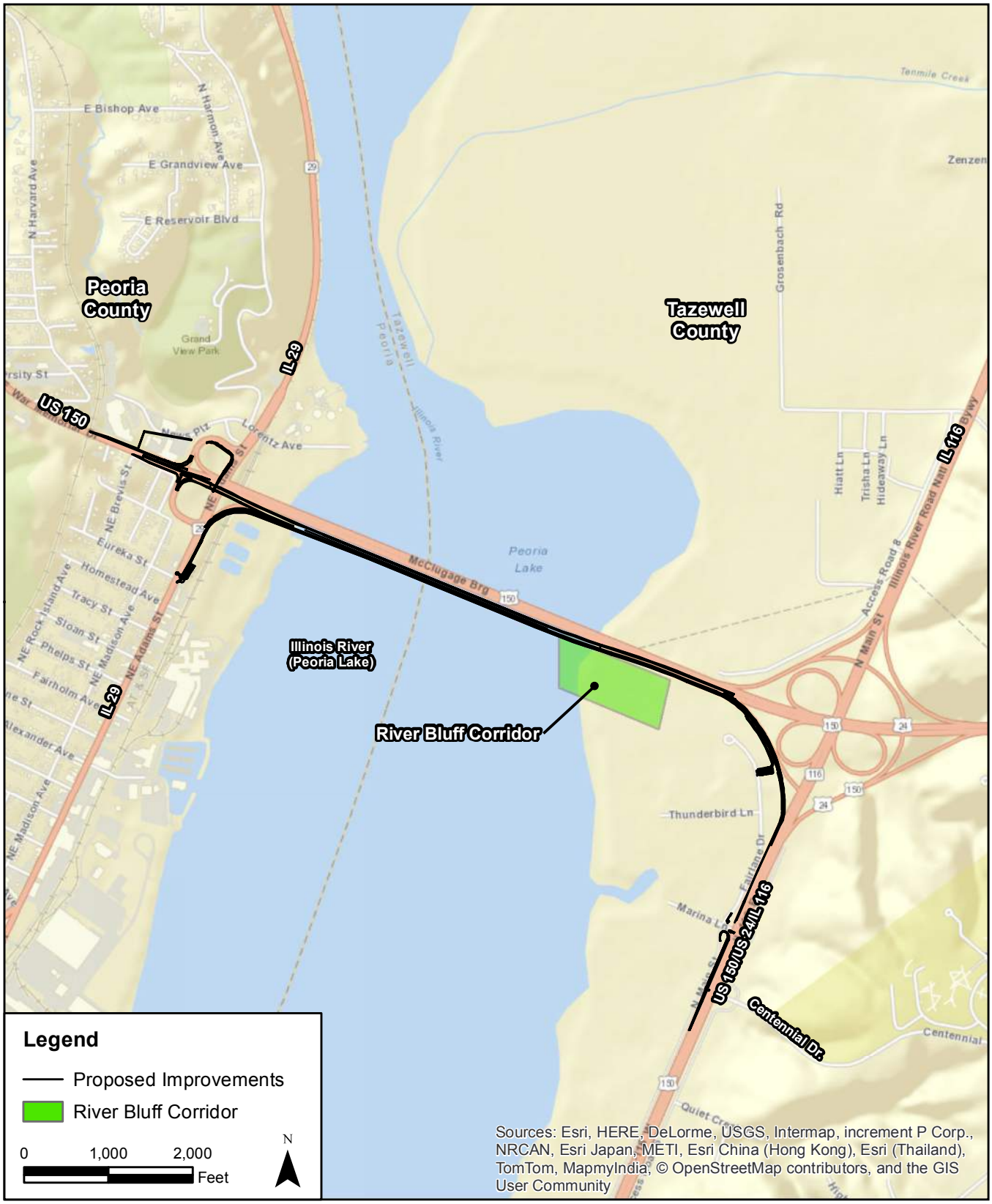
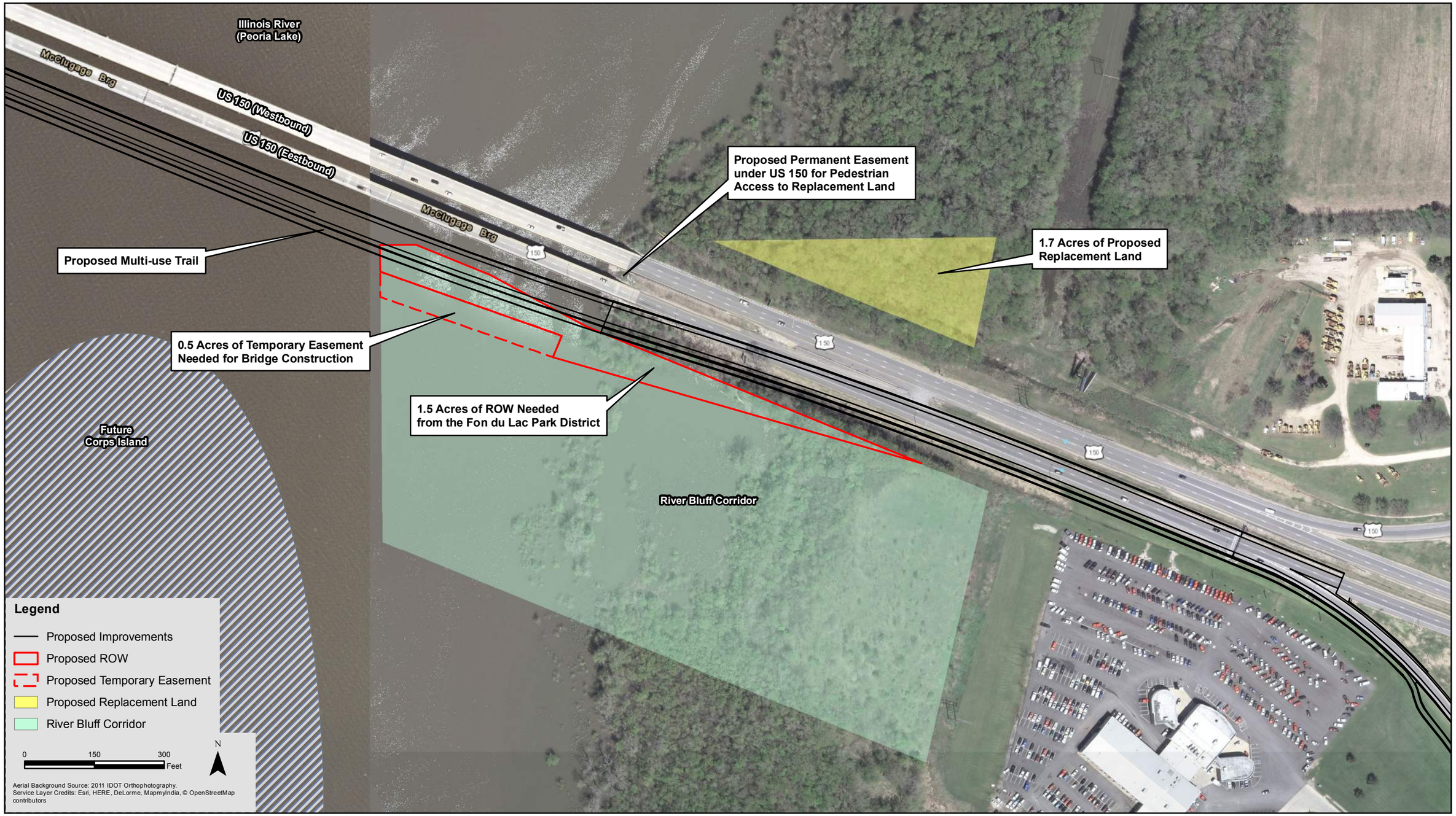
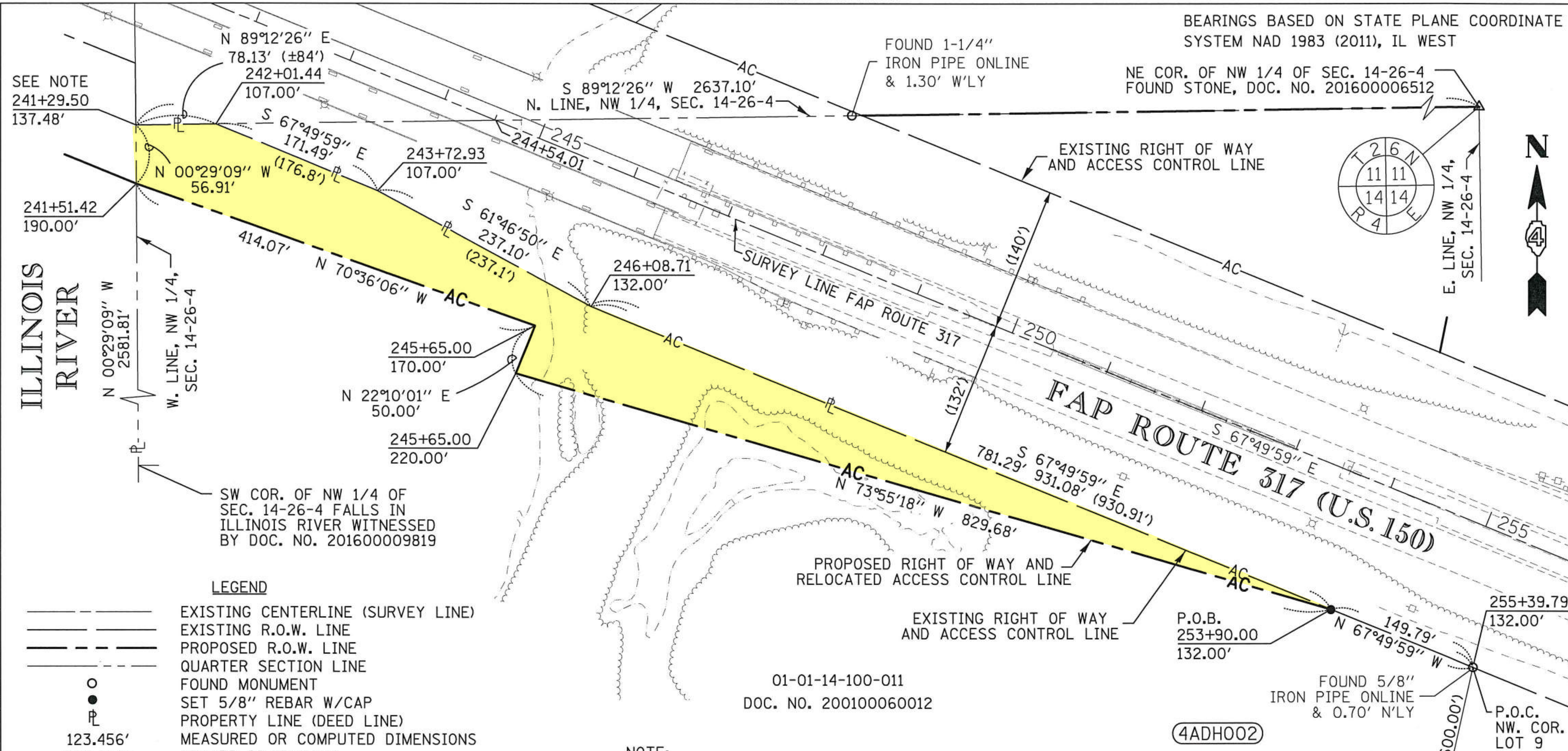


Figure 2. Proposed Use of the River Bluff Corridor





LEGEND

— — —	EXISTING CENTERLINE (SURVEY LINE)
———	EXISTING R.O.W. LINE
— — —	PROPOSED R.O.W. LINE
— - —	QUARTER SECTION LINE
○	FOUND MONUMENT
●	SET 5/8" REBAR W/CAP
ℙ	PROPERTY LINE (DEED LINE)
123.456'	MEASURED OR COMPUTED DIMENSIONS
(123.456')	RECORD DIMENSIONS

4ADH002

FON DU LAC PARK DISTRICT,
AN ILLINOIS MUNICIPAL CORPORATION

AREA = 64,784 SQ. FT±, OR 1.487 ACRES ±

RIVERVIEW COMMERCIAL PARK
REC. 11/18/1993
DOC. NO. 879204
BK. KK, PG. 211

NOTE:
NW COR. OF NW 1/4 OF SEC. 14-26-4 FALLS IN ILLINOIS RIVER WITNESSED BY DOC. NO. 201600006512

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT PLAT OF SURVEY MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION, AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

[signature] 8/29/16

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2159 DATE
LICENSE EXPIRATION DATE 11/30/2016

AMERICAN SURVEYING & ENGINEERING, P.C.
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

STATE OF ILLINOIS
COVENTINE FIDIS
35-2159
CHICAGO, ILL.
PROFESSIONAL LAND SURVEYOR

PART OF THE NORTHWEST QUARTER
SECTION 14 TOWNSHIP 26 NORTH, RANGE 4 WEST, 3RD PRINCIPAL MERIDIAN
TAZEWELL COUNTY

RIGHT OF WAY PLAT

FAP ROUTE 317 (U.S. 150) CONSTRUCTION SECTION (15B)BR
SCALE: 1" = 100 8/26/2016 JOB NO. R-94-003-16

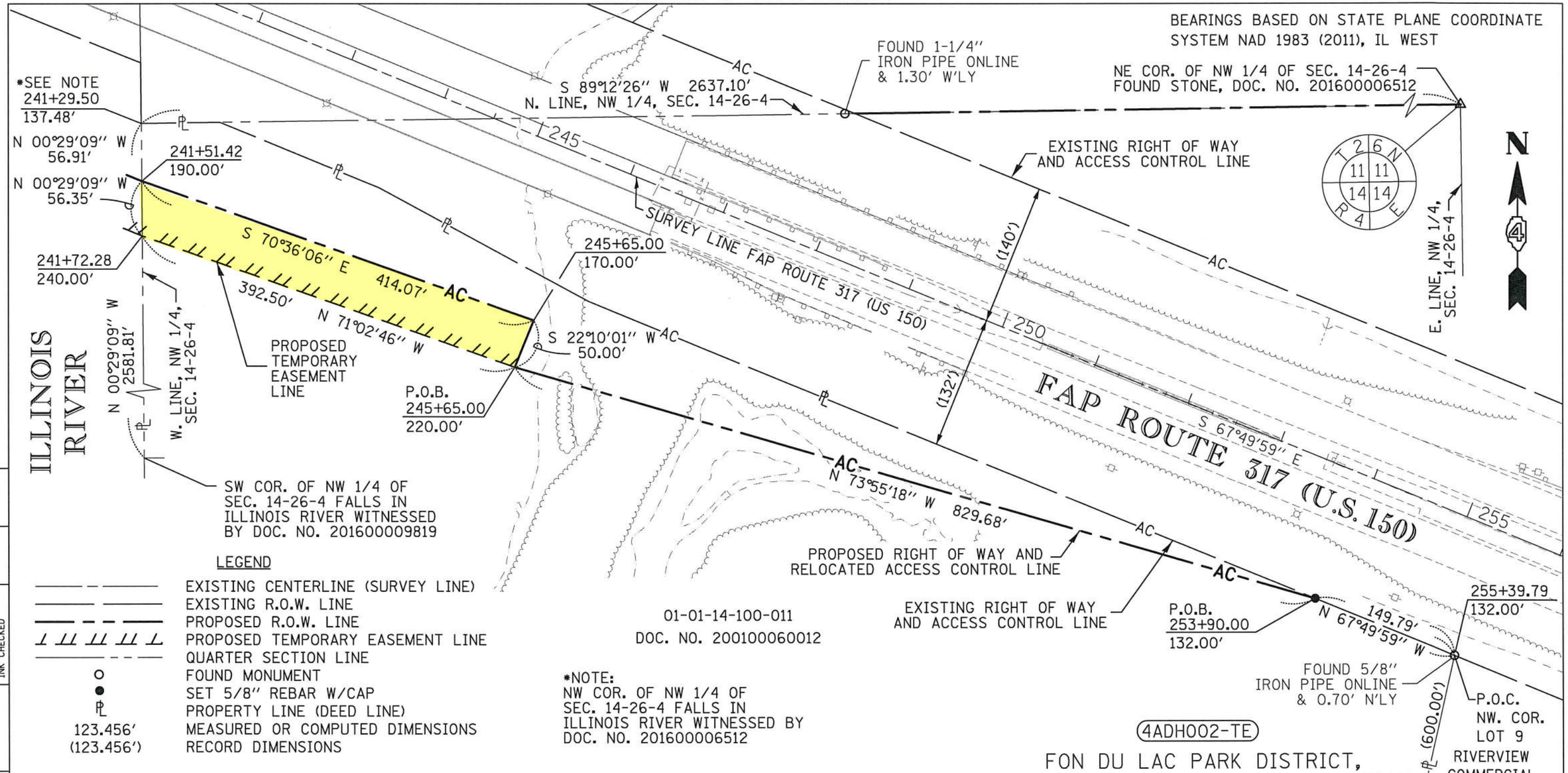
R. O. W. PLAT	COMPUTED	BY EJS	DATE 3-2016
NOTE BOOK	CHECKED		
	INKED		
	INK CHECKED		

CATALOG NO: 034923-00
CONTRACT NO: 68846

CADD DRAWING
PROJECT: 213103
FILE: 213103-4ADH002.dgn

Signed Recorded BOOK DOCUMENT NO. PAGE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SW COR. OF NW 1/4 OF SEC. 14-26-4 FALLS IN ILLINOIS RIVER WITNESSED BY DOC. NO. 201600009819

01-01-14-100-011
DOC. NO. 200100060012

LEGEND

——— – ———	EXISTING CENTERLINE (SURVEY LINE)
——— ———	EXISTING R.O.W. LINE
——— – – ———	PROPOSED R.O.W. LINE
/ /// /// /// /	PROPOSED TEMPORARY EASEMENT LINE
——— – – ———	QUARTER SECTION LINE
○	FOUND MONUMENT
●	SET 5/8" REBAR W/CAP
PL	PROPERTY LINE (DEED LINE)
123.456'	MEASURED OR COMPUTED DIMENSIONS
(123.456')	RECORD DIMENSIONS

*NOTE:
NW COR. OF NW 1/4 OF SEC. 14-26-4 FALLS IN ILLINOIS RIVER WITNESSED BY DOC. NO. 201600006512

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, COVENTINE FIDIS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT PLAT OF SURVEY MADE FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION, AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

8/29/16

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2159 DATE
LICENSE EXPIRATION DATE 11/30/2016

AMERICAN SURVEYING & ENGINEERING, P.C.
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

STATE OF ILLINOIS
COVENTINE FIDIS
35-2159
CHICAGO, ILL.
PROFESSIONAL LAND SURVEYOR

4ADH002-TE

FON DU LAC PARK DISTRICT,
AN ILLINOIS MUNICIPAL CORPORATION

AREA = 20,767 SQ. FT±, OR 0.477 ACRES ±

PART OF THE NORTHWEST QUARTER

SECTION 14 TOWNSHIP 26 NORTH, RANGE 4 WEST, 3RD PRINCIPAL MERIDIAN
TAZEWELL COUNTY

TEMPORARY EASEMENT PLAT

FAP ROUTE 317 (U.S. 150) CONSTRUCTION SECTION (15B)BR
SCALE: 1" = 100 8/26/2016 JOB NO. R-94-003-16

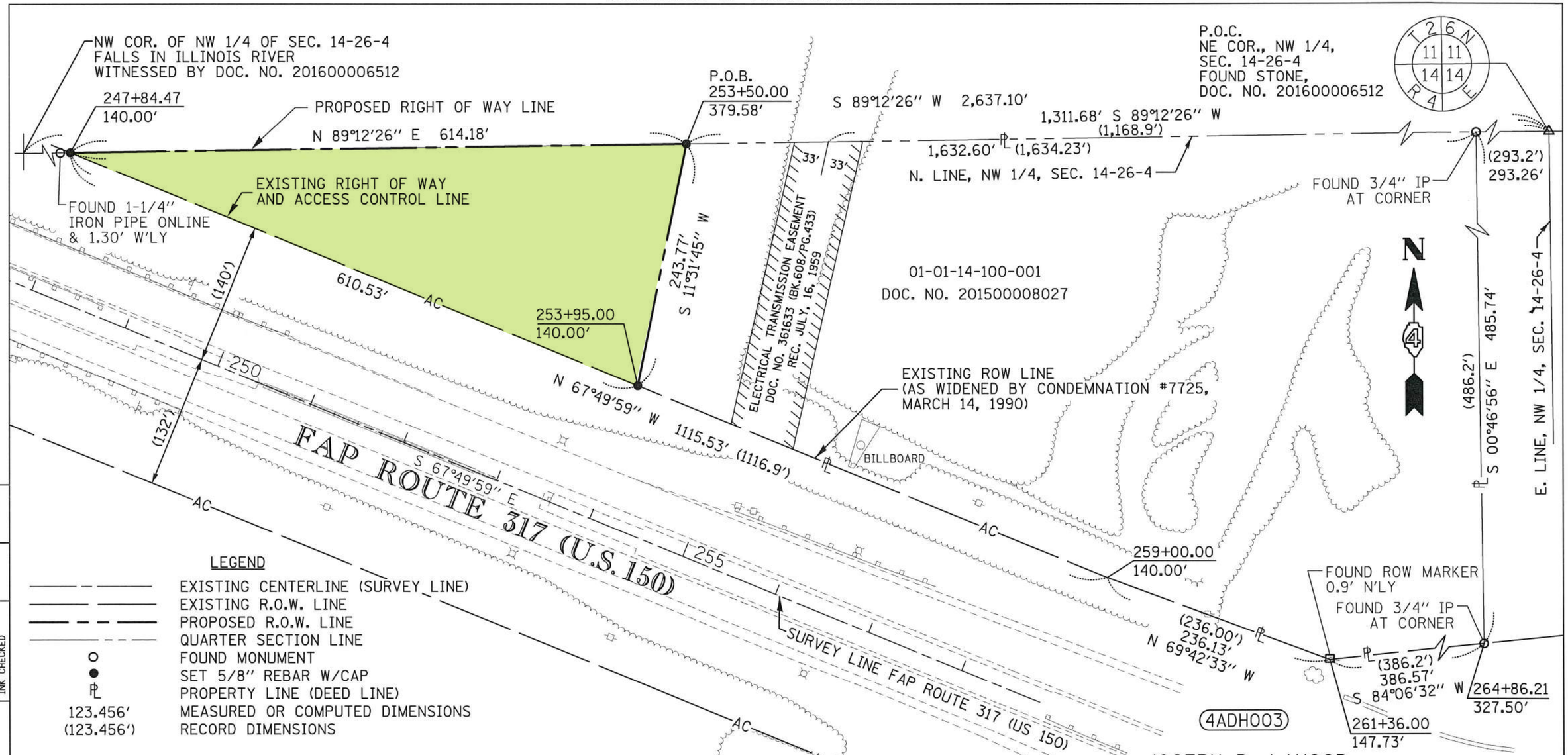
R. O. W. PLAT	DATE	CATALOG NO: 034923-00
	3-2016	
NOTE BOOK	BY	CONTRACT NO: 68B46
	EJS	
	COMPUTED	
	CHECKED	
	INKED	
	INK CHECKED	

CADD DRAWING
PROJECT: 213103
FILE: 213103-4ADH002TE.dgn

Signed Recorded BOOK DOCUMENT NO. PAGE

4ADH002TE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



LEGEND

——— – ———	EXISTING CENTERLINE (SURVEY LINE)
——— ———	EXISTING R.O.W. LINE
— – – – —	PROPOSED R.O.W. LINE
——— – – ———	QUARTER SECTION LINE
o	FOUND MONUMENT
●	SET 5/8" REBAR W/CAP
℄	PROPERTY LINE (DEED LINE)
123.456'	MEASURED OR COMPUTED DIMENSIONS
(123.456')	RECORD DIMENSIONS

STATE OF ILLINOIS)
COUNTY OF COOK) SS

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STATE OF ILLINOIS
COVENTINE FIDIS
35-2159
CHICAGO, ILL.
PROFESSIONAL LAND SURVEYOR

6/29/16

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2159 DATE
LICENSE EXPIRATION DATE 11/30/2016

AMERICAN SURVEYING & ENGINEERING, P.C.
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003192

BEARINGS BASED ON STATE PLANE COORDINATE SYSTEM NAD 1983 (2011), IL WEST

EXISTING RIGHT OF WAY AND ACCESS CONTROL LINE

JOSEPH D. LAHOOD,
AND DAVID J. LAHOOD,

AREA = 73,136 SQ. FT±, OR 1.679 ACRES ±

PART OF THE NORTHWEST QUARTER OF

SECTION 14 TOWNSHIP 26 NORTH, RANGE 4 WEST, 3RD. PRINCIPAL MERIDIAN
TAZEWELL COUNTY

RIGHT OF WAY PLAT

FAP ROUTE 317 (U.S. 150) CONSTRUCTION SECTION (15B)BR
SCALE: 1" = 100 8/26/2016 JOB NO. R-94-003-16

Signed Recorded BOOK DOCUMENT NO. PAGE

4ADH003

R. O. W. PLAT	NOTE BOOK	COMPUTED	CHECKED	INKED	INK CHECKED	BY	DATE
						EJS	3-2016

CATALOG NO: 034923-00
CONTRACT NO: 68B46

CADD DRAWING
PROJECT: 213103
FILE: 213103-4ADH003.dgn

Photo 1 River Bluff Corridor at shoreline, viewing southeast (6/12/2014)

Photo 2 River Bluff Corridor, viewing west (6/12/2014)

Photo 3 Proposed replacement land (LaHood property), viewing northwest (8/4/2015)

Photo 4 Proposed replacement land (LaHood property), viewing north (8/4/2015)

Photo 5 Aerial view of River Bluff Corridor (left) and replacement land (right), viewing north (4/21/2015)

HANSON

MEETING MINUTES

DATE: June 12, 2014	BY: Hanson
PROJECT NO.: 13H0106	
PROJECT NAME: Reconstruction of US 150 Eastbound (McClugage Bridge) over the Illinois River	
PROJECT MEETING LOCATION: Fon du Lac Park District Administration Center	
MEETING DATE: June 12, 2014	
PARTICIPANTS: Brad Smith, Fon du Lac Park District Tom Lacy, IDOT District 4 Christopher Maushard, IDOT District 4 Greg Larson, IDOT District 4 Matt Heyen, Hanson Professional Services Inc. Jeff Bushur, Hanson Professional Services Inc.	
DISTRIBUTION: Christopher Maushard, Douglas Jakalski	
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. ***Action items noted in bold italics (including persons responsible for taking actions):***	

US 150 Eastbound (McClugage Bridge) over the Illinois River
Route FAP 317 (US 150)
Section (15B)BR
Peoria and Tazewell Counties, Illinois

The Illinois Department of Transportation (IDOT) District 4 and Hanson Professional Services Inc. (Hanson) met Brad Smith, Director of the Fon du Lac Park District, to discuss the River Bluff Corridor Conservation Easement.

The River Bluff Corridor is a 19-acre parcel located adjacent to the south side of eastbound McClugage Bridge on the east side of the Illinois River. In 2004, a grant from the Open Land Trust (OLT) program was used to establish the conservation easement in perpetuity. The Fon du Lac Park District is the owner of the land and granted the easement to the Illinois Department of Natural Resources (IDNR). All of the meeting attendees had a copy of the easement.

In addition, Brad Smith provided Hanson a copy of an easement for electric transmission and distribution lines, which was granted by the previous owners (Cone) to Central Illinois Light Company. The linear easement runs along the east side of the conservation easement parcel.

IDOT and Hanson provided a brief overview of the proposed bridge replacement project. A multi-use trail is also being considered as part of the new bridge. Two of the project alternatives, the Existing and South Alignments, would require using some of the conservation easement land.

Brad Smith stated that he and the Fon du Lac Park District Board would fully cooperate with IDOT if land from the conservation easement would be needed for the project.

Hanson provided Brad Smith a copy of the OLT conversion requirements, which Jan Nation with IDNR

had provided.

Conversion of OLT grant-assisted lands would require replacement land (not publicly owned) of equal value and use. The attendees discussed using the forested land on the opposite side of the McClugage Bridge to mitigate for any proposed use of the conservation easement land. Brad Smith expressed no objection to this mitigation.

Brad Smith said that either he or the East Peoria police chief would attend the upcoming Stakeholder Advisory Group (SAG) meeting. Brad Smith will be retiring in two years, and the police chief will be assuming his position.

Brad Smith said that he will discuss the project with the park board at their next meeting within the next week. He also suggested that we contact Tom Lerczak with the Illinois Nature Preserves Commission to determine if the commission has any plans for the conservation easement as a preserve.

HANSON

MEETING MINUTES

DATE: October 14, 2014	BY: Hanson
PROJECT NO.: 13H0106	
PROJECT NAME: Reconstruction of US 150 Eastbound (McClugage Bridge) over the Illinois River	
PROJECT MEETING LOCATION: Fon du Lac Park District Administration Center	
MEETING DATE: October 14, 2014	
PARTICIPANTS: Brad Smith, Fon du Lac Park District Mike Johnson, Fon du Lac Park District Craig Weigle, Fon du Lac Park District Christopher Maushard, IDOT District 4 Greg Larson, IDOT District 4 Jeff Bushur, Hanson Professional Services Inc.	
DISTRIBUTION: Christopher Maushard, Douglas Jakalski	

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. ***Action items noted in bold italics (including persons responsible for taking actions):***

US 150 Eastbound (McClugage Bridge) over the Illinois River
Route FAP 317 (US 150)
Section (15B)BR
Peoria and Tazewell Counties, Illinois

The Illinois Department of Transportation (IDOT) District 4 and Hanson Professional Services Inc. (Hanson) met with representatives from the Fon du Lac Park District to update them on the project. Brad Smith is the current director of the park district. Mike Johnson will be the new director when Brad retires, and Craig Weigle will assist Mike.

IDOT and Hanson provided several handouts to the park district including concept layouts of the existing, north and south alternative alignments; proposed bridge section schematic; an aerial map with the River Bluff Corridor (RBC) conservation easement boundaries and delineated wetlands; and sheets of the public informational meeting boards.

IDOT discussed the following updates and events that have occurred since the initial meeting with the park district on June 12, 2014:

- A public informational meeting on August 26, 2014,
- NEPA/404 merger meeting on September 4, 2014 to present the purpose and need and alternatives to be carried forward,
- Historic status of the eastbound bridge structure, and
- Delineated wetland areas within the RBC and elsewhere in the project study area.

IDOT stated that there are three alternative alignments that are currently being considered: existing – staged construction, north alignment, and south alignment. The north alignment would likely avoid the RBC, whereas the existing and south alignment alternatives would likely impact some of the easement area. IDOT also briefly described the bridge types being considered.

Brad Smith reiterated that he and the Fon du Lac Park District Board would fully cooperate with IDOT if land from the RBC would be needed for the project. ***IDOT requested written correspondence of the Fon du Lac Park District Board's general willingness to cooperate with IDOT on the McClugage Bridge project.***

The attendees discussed using the forested land on the opposite side of the McClugage Bridge to mitigate for any proposed use of the RBC. Hanson stated that the forested area north of the bridge was delineated as wetland also, and would likely be functionally comparable to the forested wetland of the RBC. ***IDOT and Hanson requested that the park district continue to suggest to IDOT any potential areas of land exchange.***

Brad Smith said that he will update the park district board on the project at their next meeting.

Illinois Department of Transportation
Division of Highways / Region 3 / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

December 8, 2014

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS – PHASE I
FAP Route 317 (US 150)
Section (15B)BR
Location: US 150 (Eastbound McClugage Bridge) over the Illinois River
Peoria and Tazewell Counties
Job No. P-94-018-13
Catalog No. 034923-00P

Mr. Brad Smith, Director
Fon du Lac Park District
201 Veterans Drive
East Peoria, Illinois 61611

Dear Mr. Smith:

Thank you and your staff for taking time to meet with us on October 14, 2014 to provide an update on the progress of the eastbound McClugage Bridge project and to discuss the possible conversion of the Fon du Lac Park District's parcel known as the River Bluff Corridor Easement (RBCE). Please find enclosed a copy of the minutes from that meeting.

One item that we discussed was your desire to coordinate with IDOT on possible conversion of the RBCE for the McClugage Bridge project in exchange for land of equal or greater size and quality to be provided by IDOT. You had noted the need to keep the Fon du Lac Park District Board apprised of coordination with IDOT an obtain concurrence by the Fon du Lac Park District Board for possible conversion of the RBCE.

As a follow-up to the meeting, we are requesting any information you have from the Fon du Lac Park District Board concerning their assessment of the possible RBCE conversion and their position on coordinating with IDOT for possible conversion. A consensus in agreement to the IDOT proposal from the Fon du Lac Park District Board which was documented in meeting minutes would be documentation we would need to help in knowing if the conversion is possible and also to make it possible for IDOT to pursue this path. It will also be helpful in documenting the public involvement process for the project.

Please feel free to contact Mr. Chris Maushard at (309) 671-3453 or at Christopher.Maushard@Illinois.gov with any information you have, or if you have any questions regarding the project. Thank you again for your support of this needed project.

Sincerely,

Kensil A. Garnett, P.E.
Acting Deputy Director of Highways,
Region Three Engineer

CEM:tdp//cem026_us 150-mcclugage bridge_101414 update_fon du lac park dist_brad smith-director.docx

Enclosure

cc: Project File (C. Maushard)
T.Y. Lin International Great Lakes, Inc. (Attn. Mr. Doug Jakalski)
Hanson Professional Services, Inc. (Attn. Mr. Matt Heyen)

Minutes of the Regular Board Meeting of the Board of Commissioners
Of the Fon du Lac Park District – Tazewell County, Illinois
Held Monday December 15, 2014

President Steve Deatherage called the Regular Meeting of the Fon du Lac Park District Board of Commissioners to order at 4:30 pm. on Monday, December 15, 2014. Upon roll call, the following members answered present: President Steve Deatherage, Vice President Mike Kumer, Rick Schwab, Carl "Bud" Schmitt and Jan Swan. Also present, Attorney Rick Joseph, Park Director Brad Smith, Chief Mike Johnson and Secretary Ginny Friedrich.

Chief Johnson welcomed James Frost as the new Lieutenant of the District in a pinning ceremony.

Public Hearing - Bonds
President Steve Deatherage called the Public Hearing concerning the intent to sell General Obligation Limited Tax Park Bonds to order. Upon roll call, the following members answered present: President Steve Deatherage, Vice President Mike Kumer, Rick Schwab, Carl "Bud" Schmitt and Jan Swan.

No one from the public was present for questions or comments.

Motion to adjourn the Public Hearing by Schmitt, seconded by Schwab. Motion carried upon roll call: 5 ayes.

Public Hearing - Budget
President Steve Deatherage called the Public Hearing concerning the 2015 Budget to order. Upon roll call, the following members answered present: President Steve Deatherage, Vice President Mike Kumer, Rick Schwab, Carl "Bud" Schmitt and Jan Swan.

No one from the public was present for questions or comments.

Motion to adjourn the Public Hearing by Schmitt, seconded by Schwab. Motion carried upon roll call: 5 ayes.

Regular Session
Upon roll call for the Regular Session, the following members answered present: President Steve Deatherage, Vice President Mike Kumer, Rick Schwab, Carl "Bud" Schmitt and Jan Swan.

Minutes of Meetings
Motion to approve the Minutes of the Regular Board Meeting and the Executive Session held on Monday November 17, 2014 by Deatherage, seconded by Swan. Motion carried upon roll call: 5 ayes

Correspondence
Nothing to review.

Recognition of Visitors
Staff from the local Channel 22 was present, recording the Meeting.

Finance
Motion to approve the Treasurer's Report and place on file by Kumer, seconded by Swan. Motion carried upon roll call: 5 ayes

Friedrich explained the reason Jon Williams payments appear in the board report twice each month, stating since Williams is paid between meetings, the previous month's payment appears in the Checks between Meetings report and the current month's payment appears in the Board Report.

Motion to approve the Bills between Meetings and the Bills to be paid by Kumer, seconded by Schmitt. Motion carried upon roll call: 5 ayes

Motion to approve the Financial Report and place on file subject to audit by Kumer, seconded by Swan. Motion carried upon roll call: 5 ayes

Motion to approve the Helping Hands Reports by Kumer, seconded by Schwab. Motion carried upon roll call: 5 ayes

Motion to approve the amendments of the 2014 Budget as listed by Kumer, seconded by Deatherage. Motion carried upon roll call: 5 ayes

Motion to approve the Annual Combined Budget and Appropriation Ordinance # 121514-B of the Fon du Lac Park District for the Fiscal Year Commencing January 1, 2015 and Ending December 31, 2015 by Kumer, seconded by Swan. Motion carried upon roll call: 5 ayes

Motion to approve the Annual Levy Ordinance # 121514-L by Kumer, seconded by Schwab. Motion carried upon roll call: 5 ayes

Building and Grounds

Director Smith reviewed the meeting he and Attorney Joseph had with representatives of Tazewell County Highway Department and Groveland Township regarding Terminal Road and possible future improvements. Smith stated they would like a poll of the Board in order to move forward with the improvements and to be assured of the District's co-operation and approval of this project.

President Deatherage requested a poll of the Board for agreement of the Terminal Road Project subject to Attorney Joseph's Legal Approval of the agreement. Upon roll call, 5 ayes were heard.

Director Smith stated Representatives of the Illinois Department of Transportation and their engineering firm for the future improvements and replacement of the South structure of the McCluggage Bridge, would like a poll of the Board regarding the District's willingness to work with IDOT for land owned by the District south of the bridge that could be affected by the changes of the bridge and it's structure. Smith stated impact to the property would require mitigation, which could include the State purchasing property in a greater acreage amount to off-set damage to the existing property.

President Deatherage requested a poll of the Board for agreement to work with IDOT concerning land that could be affected by the improvements and replacement of the McCluggage Bridge. Upon roll call, 5 ayes were heard

Director Smith reviewed the Parking Agreement with Jonah's Seafood House & 2601 Oyster Bar, stating the only changes to the agreement were the dates.

Motion to approve the Parking Agreement with Jonah's Seafood House & 2601 Oyster Bar by Deatherage, seconded by Kumer. Motion carried upon roll call: 5 ayes

Personnel
Motion to approve the January 1, 2015 Wage Adjustments as listed on the 2015 Wage Scale by Swan, seconded by Kumer. Motion carried upon roll call: 5 ayes

Motion to approve Ordinance #121514-J of the Fon du Lac Park District, Tazewell County, Illinois, amending Title 5, Chapter 1 of the Fon du Lac Park District Policy Manual pertaining to Job Descriptions for Police Lieutenant and Ordinance #121514-JD pertaining to the Job descriptions for Park District Director and Assistant Park District Director by Swan, seconded by Kumer. Motion carried upon roll call: 5 ayes

Land Development
Nothing to review

Programs, Facilities and Policy
Commissioner Schmitt briefly reviewed the program reports.

Rentals
Nothing to review.

Old Business
Nothing to review

New Business
A Working Session was scheduled for Friday January 23rd at 11:00 am to be held at Quail Meadows.

Executive Session
No Executive Session

Motion to adjourn at 5:09 pm by Schmitt, seconded by Schwab. Motion carried upon roll call: 5 ayes.

Meeting adjourned at 5:09 pm.

_____
Virginia Friedrich, Secretary

Reviewed and approved by: _____
Steve Deatherage, President

Reviewed and approved by:_____
Mike Kumer, Vice President

HANSON

MEETING MINUTES

DATE: June 9, 2015	BY: Hanson
PROJECT NO.: 13H0106	
PROJECT NAME: Reconstruction of US 150 Eastbound (McClugage Bridge) over the Illinois River	
PROJECT MEETING LOCATION: Fon du Lac Park District Administration Center	
MEETING DATE: June 9, 2015	
PARTICIPANTS: Brad Smith, Fon du Lac Park District Mike Johnson, Fon du Lac Park District Christopher Maushard, IDOT District 4 Jeff Bushur, Hanson Professional Services Inc. Matt Heyen, Hanson Professional Services Inc.	
DISTRIBUTION: Christopher Maushard, Douglas Jakalski	

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. ***Action items noted in bold italics (including persons responsible for taking actions):***

US 150 Eastbound (McClugage Bridge) over the Illinois River

Route FAP 317 (US 150)

Section (15B)BR

Peoria and Tazewell Counties, Illinois

The Illinois Department of Transportation (IDOT) District 4 and Hanson Professional Services Inc. (Hanson) met with representatives from the Fon du Lac Park District to update them on the project.

IDOT and Hanson provided an exhibit of the southern alignment alternative for EB US150 showing a proposed concept of the impacts to the Open Land Trust (OLT) conservation area, called the River Bluff Corridor, which is owned by the Fon du Lac Park District. The southern alignment is currently preferred, which includes a bikepath along the southern side of the bridge and roadway. The concept layout showed impacts to the existing wetland areas south of the embankment. The park district was concerned with impacts to the wetland area as well as the floodplain and requested the bikepath be designed to minimize the impacts shown on the concept and be out of the floodplain so the bikepath can remain open during river flooding. ***Hanson will develop alternatives that minimize the impact for review by IDOT and the park district.***

Replacement land for the OLT impacts may be located to the north of the bridge depending upon land owner willingness to sell. Conversion requirements for impacts are typically based on equal appraised value and equal area of similar conservation qualities. IDOT and Hanson will provide the park district the information required to request the conversion from IDNR.

Another exhibit was presented that showed options for bike path connections on the east side of the river. The park districts current trail along the river is an off-road trail used primarily by walkers and is not intended for bikes. The park district suggested that the bike paths should be a part of the access roads or follow the access road so that flooding does not limit the use during the year. The Marina parking lot was suggested as a location for bikepath access. IDOT would construct the path to a connection point along Fairline Drive, with the rest of the path responsibility being left to the park district.

The park district suggested that IDOT investigate the merge and yield between SB IL 116 to WB US 150 and NB IL 116 to WB US 150 to improve safety.

Jeff Bushur

From: Maushard, Christopher E <Christopher.Maushard@illinois.gov>
Sent: Tuesday, September 22, 2015 10:52 AM
To: Nation, Jan
Cc: Douglas Jakalski; Matt Heyen; Jeff Bushur; Lacy, Thomas A
Subject: OLT Land Conversion for the Reconstruction of the Eastbound McClugage Bridge In Peoria
Attachments: River_Bluff_Negotiaion_Exhibit_Estimated_Area.pdf

Jan –

As part of the reconstruction of the eastbound McClugage Bridge project that spans the Illinois River in Peoria and Tazewell Counties, we are in need of converting approximately 1.5 acres of land acquired through an Open Lands Trust Grant and deeded to the Fon du Lac Park District. The official name of the parcel is the River Bluff Corridor Conservation Easement (RBCCE). The project sponsor and grantor of the conservation easement is the Fon du Lac Park District, and the grantee is the IDNR.

This acreage is required because the proposed alignment of the new structure will track onto the RBCCE, thereby making the impact unavoidable. Alternatives to the proposed conversion have been evaluated and documented. The amount of land needed from the RBCCE was reduced by designing the proposed multi-use path closer to the roadway and using a steeper embankment foreslope. Per the OLT guidelines, we have obtained concurrence from the Fon du Lac Park District (owner) in conveying a similar type of property to them in exchange for the acreage from their land. We have also contacted a property owner of similar land and received his concurrence on purchasing his land for the conveyance.

Shown attached is a schematic that shows the RBCCE to the south of the existing eastbound structure along with the proposed alignment of the new bridge extending through a portion of the parcel. Also shown is the proposed conveyance land shown to the north of the westbound bridge. It is represented as a red triangular section of land. Access from the RBCCE to the property is obtained beneath the bridge via a footpath. The proposed conveyance property is of similar value, size, quality and recreational usefulness. Using this triangular piece of land would substitute forested wetland and upland forest for open river habitat, forested wetland and a small amount of upland forest. The triangular piece of land would remain in its current state in perpetuity.

Before we get too far in the process, we are requesting your review and input on the selected land for conveyance as well as the process we are using for the conveyance. With the time constraint for completion of this project. We don't want to get too far with this process without your input on our direction and method.

Please review and provide any comments you may have in order for us to continue with this process.

Thanks.

Christopher Maushard, P.E.
-Project Engineer-
Region 3 District 4
Program Development
309-671-3453
Christopher.Maushard@illinois.gov

Fon du Lac Park District
201 VETERANS DRIVE • East Peoria, IL 61611
(309) 699-3923 • (309) 699-3419 FAX

Ms. Jan Nation
Illinois Department of Natural Resources
One National Resources Way
Springfield, Illinois 62702-1271

October 5, 2015

Dear Ms. Nation:

The Illinois Department of Transportation is in the process of planning the removal and replacement of the U.S. Rt. 150 East Bound McClugage Bridge which spans the Illinois River. Approximately 1.5 acres of Fon du Lac Park District property will be impacted by this project. The property was acquired with the assistance of the IDNR through an OLT grant in the early 2000's. (River Bluff Corridor, OLT 02-036.) This property is protected with a Conservation Easement.

The Illinois Department of Transportation is proposing a conversion of the 1.5 acres of property to State Right of Way and the purchase of 1.5 acres of like property directly adjacent to the State Right of Way to the north of the McClugage Bridge. The park district has no problem with the conversion and purchase of additional property to the north. The new bridge structure will include a divided bike and pedestrian lane, creating non-vehicular access across the river in addition to pedestrian and bike access to Carl Spindler Marina and Campground and the Phase II River Trail of Illinois. In addition, access will be permitted under the new bridge structure to the property purchased to the north.

Please let me know if this conversion is possible and, if so, what information you need me to produce to start the process. Thank you for your time and consideration in this matter. Please feel free to contact me at 309-699-3923 or brad@fondulacpark.com with any concerns or questions you may have.

Sincerely,

Brad Smith

Brad Smith
Executive Director

ILLINOIS
DEPARTMENT OF
NATURAL
RESOURCES

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

October 8, 2015

Mr. Brad Smith
Director
Fon du Lac Park District
201 Veterans Drive
East Peoria, IL 61611

Re: Open Lands Trust Grant Program
Project OLT 02-036
River Bluff Corridor /Cone Property

Dear Director Smith:

Per your recent letter about the partial conversion within the project boundary of the above referenced site, the following comments are provided concerning requirements on land acquired with funding assistance from the state Open Lands Trust (OLT) grant program. Such land may not, in whole or part, be converted to something other than public outdoor recreation use unless such action is approved by the state Department of Natural Resources (IDNR).

In situations where a conversion of OLT-assisted land cannot be avoided, the only manner by which such action can be approved is by the local project sponsor (Fon du Lac Park District) obtaining suitable replacement land having comparable monetary value, size and recreational usefulness as mitigation for the conversion. Repayment of grant funds cannot be made to mitigate/resolve a conversion.

In order for the Department to consider and approve a proposed OLT land conversion, the following steps must be taken:

1. All practical alternatives to the proposed conversion must have been evaluated and rejected on a sound basis. Documentation of such an evaluation must be provided to the IDNR for review. Additionally, a public meeting must be held specific to the proposed conversion. Such a meeting is required to ensure adequate public input on the proposal and to address potential concerns from your constituents. A copy of the minutes from that public meeting must be provided to IDNR.

2. An Environmental Assessment Statement (EAS) (instructions enclosed) must be prepared to assess the impact of the proposed conversion on the property being converted, including all associated sign-offs noted in the enclosed EAS instructions.

3. Suitable replacement land must be proposed (identified) by the local agency. Pursuant to the OLT program guidelines, property already in public ownership typically is not eligible as replacement land. A plat map of both the replacement site(s) and land to be converted must be submitted to the Department for review, along with a location map (street map) showing both sites. All parcel plat maps need to certified by the Director of the Fon du Lac Park District.

4. An EAS (instructions enclosed) must be prepared on the replacement land. The EAS must describe the physical characteristics and development potential of the proposed replacement site as well as what impact planned recreation development will have on the site. This includes a Comprehensive Environmental Review (CERP) by IDNR staff to look for wetlands, cultural resources and endangered species. The CERP form and attachments must be submitted.

5. After the above information is reviewed, the Department will arrange for an on-site inspection of the properties to assess whether the proposed replacement land provides at least equal recreational values. Photos of the replacement property may be submitted.

6. If the proposed replacement site is tentatively approved, appraisals must be prepared according to Department guidelines (instructions enclosed) to determine the market value of both the park land being converted and the proposed replacement land to ensure the proposed replacement land is of at least equal market value. The replacement land must have a value that is equal to or higher than the value of the converted land.

7. Once it has been determined at the state level that the replacement land is of comparable value, size and recreational usefulness, a recommendation for conversion approval will be forthcoming.

I hope this adequately outlines requirements for handling a conversion of OLT-assisted land. Should you have any further questions, please feel free to contact me at 217/782-7607 or jan.nation@illinois.gov. Thank you.

Sincerely,

Jan Nation
Senior Grant Administrator
Division of Grant Administration

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Enclosures
- EAS/CERP Forms
- Appraisal Documents