



U.S. Department
of Transportation

Federal Highway
Administration

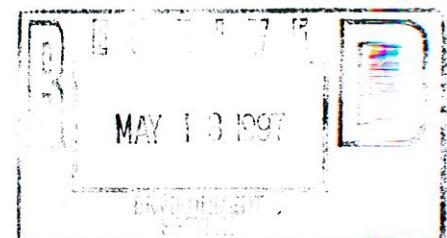
Region 5
Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

May 8, 1997

HB-IL

Mr. James C. Slifer, Director of Highways
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764



Attention: Mr. William T. Sunley, Chief
Bureau of Design and Environment

Dear Mr. Slifer:

Subject: FHWA-IL-EA-01-95
Environmental Assessment (EA) and
Finding of No Significant Impact (FONSI)
Illinois Route 97
From Illinois Route 125 to Illinois Route 4
Sangamon County

Your letter of March 31, 1997 requested our concurrence in the FONSI for the subject project.

Based on the information in the EA, we concur that there will be no significant environmental impacts resulting from construction of this project.

Enclosed is our FONSI for the subject project. A Notice of Availability of the FONSI shall be sent to the affected units of Federal, State and local government, and the document shall be available upon request by the public. Notice shall also be sent to the State intergovernmental review contacts established under Executive Order 12372.

Sincerely yours,

Keith Hoernschemeyer
Transportation Engineer

For: Ronald C. Marshall, P.E.
Division Administrator

Enclosure

Federal Highway Administration

FINDING OF NO SIGNIFICANT IMPACT
FOR

Federal Aid Primary Route 67 (Illinois Route 97)
From Illinois Route 125 to Illinois Route 4
Sangamon County, Illinois

The Illinois Department of Transportation (IDOT) is proposing to upgrade a section of Illinois Route 97 northwest of Springfield, Illinois. The proposed improvements are for the section of IL 97 between the intersections of IL 125 and IL 4, a distance of approximately five (5) miles. The facility is currently a two-lane rural highway that primarily serves commuters that live in the surrounding communities, but work in the Springfield Metropolitan Area. The primary purpose in upgrading the IL 97 facility is to reduce accident rates, increase capacity to meet both current and projected traffic demands, and avert flooding at the Prairie Creek crossing.

The proposed action involves the construction of a four (4) lane, divided, partial access controlled highway utilizing sixty percent of the existing right-of-way. The Build Alternative includes the construction of a westbound to northbound right-turn, free-flow, single land ramp at the IL 125 junction and a northern bypass around the town of Bradfordton. The intersections of IL 125/IL 97 and IL 97/Bradfordton Road will be signalized. Bradfordton Road will be extended north across proposed IL 97 to tie into severed Moore Road. The proposed action will also require replacement of the Prairie Creek bridge and the Chicago & Northwestern Railroad bridge. Other alternatives studied for this project were eliminated because of greater impacts and are contained in the Environmental Assessment (FHWA-IL-EA-01-95), approved for circulation on April 25, 1995.

The No-Build Alternative was also examined and determined to be unacceptable because it did not meet the Project's Purpose and Need of traffic operation and congestion improvement, reducing accidents that continue to increase with growth in traffic volume, and ending the flooding problem at Prairie Creek.

The project was presented to the public for comment at a public hearing on August 23, 1995. Relatively no opposition was met and comments from the hearing were utilized in the design of the alignment. Relevant correspondence received is contained in the Environmental Assessment.

The impacts associated with the Build Alternative are the conversion of 86.4 acres of prime farmland soils and 19.4 acres of statewide important farmland soils to right-of-way. Nine (9) farm

FAP 67 Illinois Route 97
From Illinois Route 125
To Illinois Route 4
In Sangamon County

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

Date

4/25/95


For FHWA

The following persons may be contacted for additional information concerning this document:

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Division Administration
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Illinois Department of Transportation
District 6
126 East Ash Street
Springfield, Illinois 62701-4792
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The Illinois Department of Transportation (IDOT) is proposing to upgrade a section of Illinois Route 97 (IL 97) northwest of Springfield, Illinois in Sangamon County. The proposed upgrades are for the portions of IL 97 between the intersections of IL 125 and IL 4, a distance of approximately 5 miles. The proposed action will involve the construction of a four-lane, divided, partial access controlled highway with a signalized "T" intersection at the IL 125 junction. This intersection will include a westbound to northbound right turn, free flow, single-lane ramp. The proposed action will also include a northern bypass around the town of Bradfordton. Except for the proposed bypass, all other sections of the alternative will utilize all or part of the existing IL 97 right-of-way. The proposed action will require replacing the existing Chicago and Northwestern Railroad bridge that overpasses IL 97 with a new bridge at the same location. This will involve the construction of temporary railroad runaround.

The proposed action will result in the following impacts:

- The displacement of 1 residential building and the acquisition of approximately 113 acres of right-of-way. Four acres will be required for temporary easements.
- The direct and indirect conversion of 86.4 acres of prime farmland soils and 19.4 acres of statewide important farmland soils.
- Prairie Creek and three unnamed intermittent streams will be crossed. Prairie Creek will be crossed using a 120' single span bridge while the three intermittent streams will be crossed using 4'x4' box culverts. A U.S. Army Corps of Engineers Nationwide Permit # 14 and a National Pollutant Discharge Elimination System (NPDES) permit are anticipated.
- One transverse crossing of a 100-year floodplain associated with Prairie Creek. With the implementation of a 120' single span bridge, the floodplain encroachment is considered not significant.
- Two acres of upland forest will be impacted and approximately 907 trees removed. A tree replacement plan will be developed in accordance with LEN-14.
- For the year 2018, there are 3 predicted exceedences of the FHWA Noise Abatement Criteria for Category B receptors (e.g., residences). It was determined that no reasonable and/or feasible noise abatement solutions are available for these receptors.