

Final Environmental Impact Statement

Illinois 336 (FAP 315) Proposed Macomb Bypass to I-474



McDonough, Fulton, and Peoria Counties, Illinois

February 2011

**FEDERAL AID PRIMARY ROUTE 315
ILLINOIS ROUTE 336 FROM THE PROPOSED MACOMB BYPASS TO I-474
MCDONOUGH, FULTON, AND PEORIA COUNTIES**

FINAL ENVIRONMENTAL IMPACT STATEMENT

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

U.S. Department of Transportation, Federal Highway Administration (FHWA)

and the

Illinois Department of Transportation (IDOT)

2/25/11
Date of Approval


For IDOT

3/3/2011
Date of Approval


For FHWA

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The Illinois Department of Transportation, in consultation with the Federal Highway Administration, studied alternatives to complete system linkage, facility continuity, and improve travel efficiency in the IL 336 project corridor from the proposed Macomb Bypass in McDonough County to I-474 west of Peoria in Peoria County. Alternatives considered in the Draft EIS included (1) the No-Build Alternative and (2) several four-lane highway alignments, including the Build Alternative. IDOT and FHWA have identified the Build Alternative as the Preferred Alternative based on review of impacts presented in the Draft EIS and comments received as result of the public hearing and availability of the Draft EIS for agency and public review. The Build Alternative will complete system linkage, allow facility continuity, improve travel efficiency and enhance economic stability and development in the region. The Build Alternative will affect 4.11 acres of wetlands, 157 acres of forested land, and 2,015 acres of cropland. It will also displace 26 residences and 4 businesses.

Executive Summary

Introduction

This Final Environmental Impact Statement (EIS) for the Illinois Route 336 (IL 336) corridor from the proposed Macomb Bypass in McDonough County to I-474 west of Peoria in Peoria County has been prepared to identify the potential environmental affects associated with the proposed action in accordance with the National Environmental Policy Act (NEPA), the 1978 Council on Environmental Quality (CEQ) regulations, and the Federal Highway Administration and Illinois Department of Transportation guidelines.

The Notice of Intent to prepare an EIS for the project appeared in the Federal Register on February 5, 2003. A Draft EIS for the IL 336 corridor was approved by the Illinois Department of Transportation (IDOT) on May 22, 2009 and by the Federal Highway Administration (FHWA) on June 6, 2009, for distribution to state and federal review agencies and public availability. The Draft EIS discussed social/economic and environmental resource impacts for a range of alternative improvements. The IDOT held a public hearing on August 11, 12 and 13, 2009. The alternatives under consideration included both the Build and No-Build Alternatives. The Build Alternative is shown on the Location Map and is generally described along with the No-Build Alternative as follows:

- The Build Alternative begins at the proposed Macomb Bypass in McDonough County and extends for about 60 miles to I-474 at the west side of Peoria in Peoria County. The Build Alternative will be built as an expressway, except at the east end of the project where approximately six miles will be constructed as freeway. Within the freeway section, access will be allowed only at grade-separated interchanges. Within the expressway section at-grade intersections will be permitted at crossroads, and access will be permitted from residential and agricultural properties.
- The No-Build Alternative consists of not constructing the project. The No-Build Alternative would not meet the project purpose and need. The No-Build alternative provides a benchmark, enabling decision makers to compare the magnitude of environmental effects of the action alternative. The No-Build Alternative incorporates all existing and planned roadway improvements in west-central Illinois, including the proposed Macomb Bypass.

Information About this Final EIS

This Final EIS includes information presented in the Draft EIS. It also responds to comments on the Draft EIS, summarizes input received as a result of the public hearing and availability of the Draft EIS for review, and identifies the IDOT's and FHWA's Preferred Alternative and the basis for its selection. Following is an overview of the changes between the Draft and Final EIS, and revisions or additions based on Draft EIS comments or public hearing input.

- Executive Summary—Updated the section to include the identification of the Preferred Alternative and updated the impact summary table to reflect design changes since distribution of the Draft EIS.
- Section 1—Purpose and Need for the Proposed Action. Made minor changes in response to agency comments.
- Section 2—Alternatives/Preferred Alternative. Identified the Preferred Alternative and described minor design changes since distribution of the Draft EIS.
- Section 3—Affected Environment, Environmental Consequences, and Measures to Minimize Harm. Updated the environmental consequences and measures to minimize harm as appropriate to reflect minor design changes since distribution of the Draft EIS and identification of the Preferred Alternative.
- Section 5—Agency Coordination and Public Involvement. Updated the section to include a description of the Public Hearing and input received during the comment period, as well as information related to agency coordination and agency input on the Draft EIS. This section also includes the list of agencies, organizations and persons to whom copies of the Draft EIS were sent.
- Section 6—References. Added one additional reference.

Location

The proposed IL 336 project extends about 60 miles from the proposed Macomb Bypass located just east of Macomb east to Interstate 474 (I-474) in Peoria County (see Location Map). The project study area involves three counties—McDonough, Fulton and Peoria—and encompasses a number of communities. The principal communities in and near the study area are Macomb, Canton, and Peoria. Smaller communities include Bardolph, New Philadelphia, Marietta, Smithfield, Cuba, Norris, Farmington, Trivoli, Hanna City, Norwood and Bellevue.

Proposed Action

The proposed action will provide a modern high-type highway between Macomb and Peoria (see location map on next page). The proposed highway will enhance continuity and provide a safe and efficient transportation facility from the eastern side of Macomb, Illinois to Interstate 474 (I-474) west of Peoria, Illinois.

The proposed action is one of a series of actions providing western Illinois and the communities of Jacksonville, Quincy, Monmouth, Macomb, Canton, and Peoria greater access to each other and to various east/west and north/south Interstate and expressway highways. The transportation

objective for this project was identified in legislation passed by the Illinois General Assembly in 1969. The need for the proposed action is based on a combination of factors related to:

- System linkage and facility continuity
- Travel efficiency, which includes existing and future traffic, highway operations, and existing highway characteristics
- Economic stability

These factors are discussed in detail in Section 1.

Preferred Alternative

The IDOT and FHWA selected the Build Alternative as the Preferred Alternative after evaluating the public and agency comments received at the August 2009 public hearing and during the public comment period. Table ES-1 summarizes the impacts of the Preferred Alternative. The IDOT received approximately 100 written and oral comments from citizens, businesses and local governments during the Draft EIS comment period. Four agencies also provided written comments:

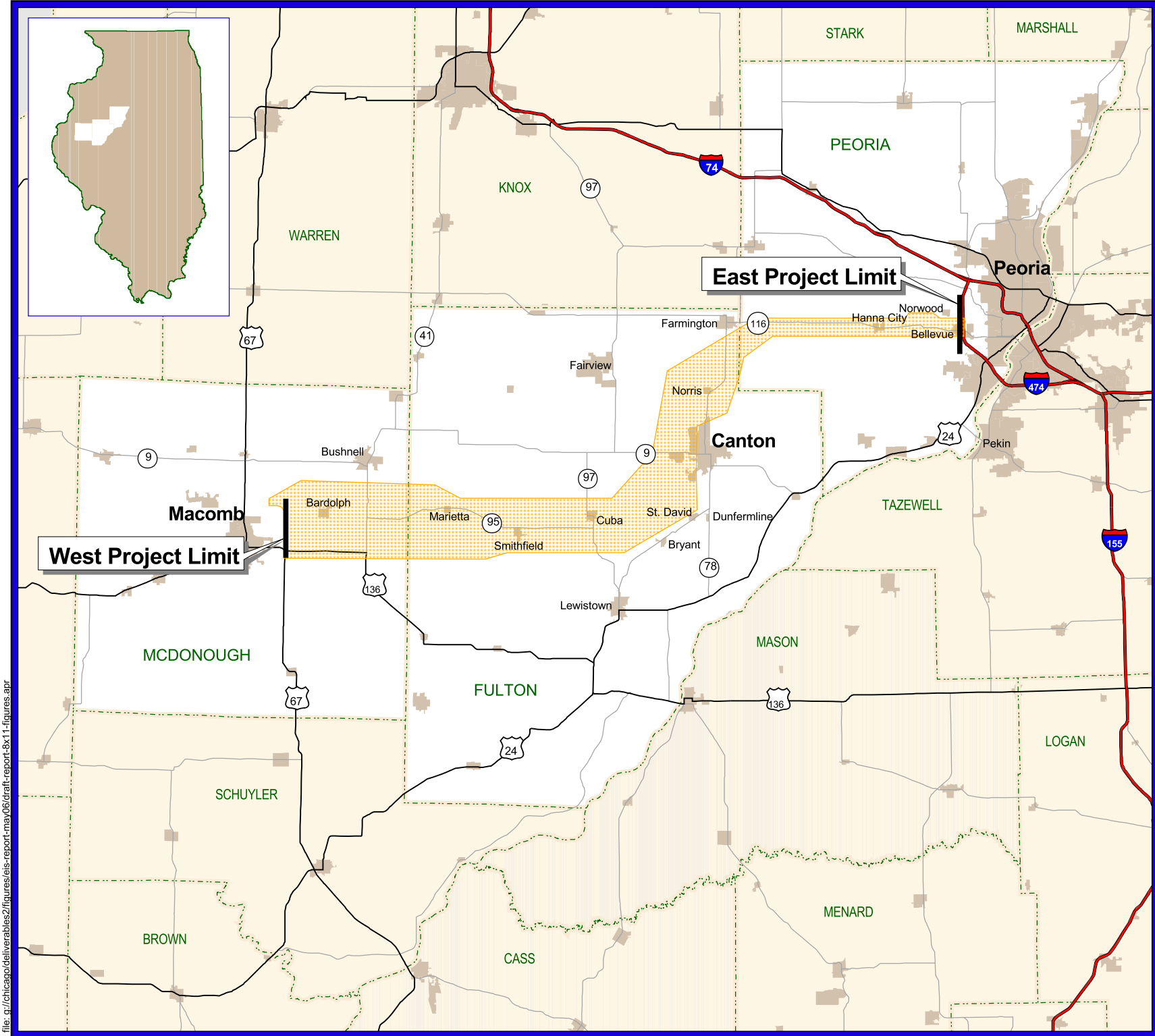
- Illinois Department of Agriculture
- Illinois Department of Natural Resources—Division of Ecosystems and Environment
- Illinois Department of Transportation – Division of Aeronautics
- U.S. Environmental Protection Agency, Office of Enforcement and Compliance Assurance

Throughout the study process, regular opportunities were provided for project area residents and local government officials to learn about and provide input to the IL 336 project. Five sets of public information meetings were held (August 5, 6, and 7, 2003; February 24, 25 and 26, 2004; December 7, 8, and 9, 2004; March 21, 22, and 23, 2006; and February 20, 21, and 22, 2007): one in Peoria, one in Canton and one in Macomb. Small group meetings were held with residents and officials of local communities and schools, the Canton Airport/Park District, the Peoria Airport, the Illinois River Correction Center, the 336 Coalition, the group Citizens Against 336, and area railroad companies. An Advisory Council of stakeholders was formed. IDOT met with the Advisory Council six times. Six newsletters were produced and distributed throughout the study area. Return-mail comment forms were included in each newsletter and were available at public meetings. More than 1,300 written or oral comments have been received and considered throughout the course of the study.

Three identical public hearings were held in Peoria, Canton and Macomb on August 11, 12, and 13, 2009, respectively. Approximately 580 persons attended the three hearings combined. Approximately 100 written and oral comments were received during the course of, and following, the hearings. Comments focused on such topics as impacts to farmland and other environmental impacts, project cost, and effects on rural lifestyle and property values. See Section 4.3.5.6 for more details on comments received at the Public Hearings.







Environmental Impacts

The proposed project was developed to provide safe and efficient travel within and through the project area through the construction of a continuous east-west route. Beneficial impacts resulting from the project would be transportation continuity, enhanced economic stability, and improved safety and travel efficiency. These and other natural resource and social/economic impacts are discussed in detail in Section 3—Affected Environment, Environmental Consequences, and Measures to Minimize Harm. Table ES-1 summarizes the potential environmental impacts of the Preferred Alternative.



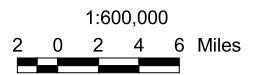
West Project Limit

East Project Limit

- Legend**
-  Approved Project Corridor
 -  Municipality
 -  Interstate
 -  U.S. Highway
 -  State Highway
 -  County Boundary



Source(s): Illinois Department of Natural Resources and URS Corporation



**Peoria to Macomb Study
FAP 315 (IL 336)**

Section: Various
Peoria, Fulton, and
McDonough Counties
Job No. P94-025-00
Catalog No. 032258-00P

Location Map

Table ES-1
Impact Summary

Resource	No-Build Alternative	Preferred Alternative
New Right-of-Way Needed to Construct the Roadway	0 acres	2,651 acres
Environmental Mitigation Parcels	0 acres	46 acres
Total New Right-of-Way	0 acres	2,697 acres
Existing Right-of-Way	513 acres	513 acres
Farm Operations Affected	0	335
Farmland Impacted (all land on farms)	0 acres	2,461 acres
All Cropland (row crops, hay, orchards and pasture)	0 acres	2,015 acres
Forest	0 acres	157 acres
Wetland	0 acres	4.11 acres
Stream Crossings	0	12
Floodplain	0 acres	14 acres
Threatened and Endangered Species Impacted	0	0
IDNR Properties	0 acres	0 acres
Natural Areas	0 acres	0 acres
Residential Displacements	0	26
Commercial Displacements	0	4
Outbuilding Displacements	0	67
Noise Receptors Affected	Not analyzed	7
Historic Structures	0	0
Special Waste Sites	0	3

Time Period for Proposed Action

No timetable for real estate acquisition or construction has been established. Neither has a timetable for the completion of roadway design plans, real estate acquisition, or construction for the rest of the project corridor been established.

Other Activities Required

Implementation of the Build Alternative will require the following regulatory permits or certification:

- Section 404 of the Clean Water Act from the US Army Corps of Engineers (USACE).

- Section 401 of the Clean Water Act Water Quality Certification from the Illinois Environmental Protection Agency (IEPA).
- Section 402 of the Clean Water Act National Pollutant Discharge Elimination System (NPDES) Construction Permit from the IEPA.
- A public body of water permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources, for the Spoon River crossing.
- Floodway construction permit from IDNR, Office of Water Resources.
- A floodplain construction permit from IDNR, Office of Water Resources at all locations where base floods will be impacted.
- Notification of Demolition and Renovation permit from IEPA.

Limitation on Claims Notice, 23 USC §139(1)

A federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(1), indicating that one or more federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 180 days after the date of publication of the notice, or within such shorter time period as specified in the federal laws pursuant to which judicial review of the federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the federal laws governing such claims will apply.

Unresolved Issues and Local Concerns

There are no known unresolved issues regarding the range of alternatives and impacts considered in this EIS, and no known local concerns other than those addressed in this EIS. Known issues have been evaluated to the extent practicable based on the level of engineering detail and environmental information available at this stage of the project.

Technical Reports

The EIS summarizes and references several technical reports for the IL 336 study, including reports on wetlands, biological, and natural resources. These reports are available for review at the IDOT District 4 office in Peoria, Illinois. Contact Greg Larson at Illinois Department of Transportation, District 4, 401 Main Street, Peoria, IL 61602-1111; Phone (309) 671-3479.