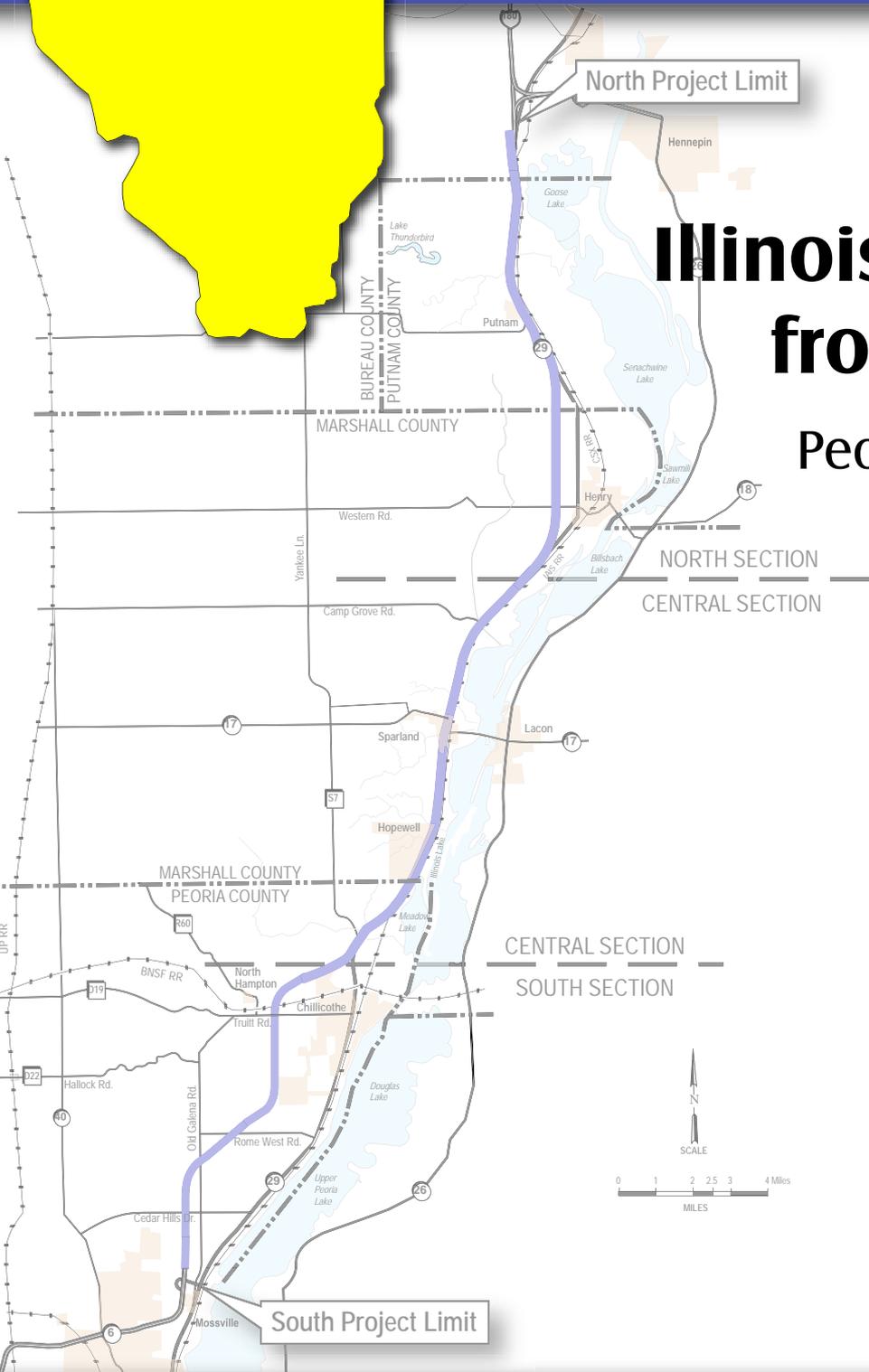
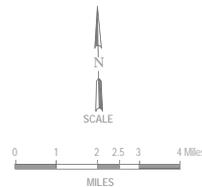


Draft Environmental Impact Statement



Illinois 29 (FAP 318) from IL6 to I-180

Peoria, Marshall, Putnam
and Bureau Counties,
Illinois



May 2006

**FEDERAL AID PRIMARY ROUTE 318
ILLINOIS ROUTE 29 FROM ILLINOIS 6 TO I-180
PEORIA, MARSHALL, PUTNAM AND BUREAU COUNTIES
DRAFT ENVIRONMENTAL IMPACT STATEMENT
AND SECTION 4(F) EVALUATION**

Submitted Pursuant to 42 USC 4332(2)(c)
and 49 USC 303 by the

U.S. Department of Transportation, Federal Highway Administration
and the
Illinois Department of Transportation

Cooperating Agencies

U.S. Environmental Protection Agency
Illinois Department of Agriculture
Illinois Department of Natural Resources

U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers

April 20, 2006
Date of Approval

APRIL 24, 2006
Date of Approval

Michael L. Fini
For IDOT
[Signature]
For FHWA

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

Mr. Norman Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703
Phone: 217-492-4600

Mr. Joseph E. Crowe, P.E.
Deputy Director, Region 3 Engineer
Illinois Department of Transportation
401 Main Street
Peoria, Illinois 61602-1111
Phone: 309-671-3333

Abstract: The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), is studying alternatives to enhance continuity and to improve the safety and travel efficiency in the Illinois Route 29 (IL 29) corridor from IL 6 near Mossville in Peoria County to the Interstate 180 (I-180) interchange north of Kentville Road in Bureau County. The project is located in Peoria, Marshall, Putnam and Bureau counties. Alternatives under consideration include: (1) the No-Build Alternative, (2) improvements to the existing highway, and (3) possible bypasses at Chillicothe, Sparland and Henry. The proposed project would improve north-south highway access west of the Illinois River between IL 6 and I-180, improve travel efficiency, and enhance economic stability and development in the region. The proposed project would affect 23.4 acres of wetlands, 142 acres of forested land, and 996.5 acres of cropland. It would also displace 40 residences and 4 businesses.

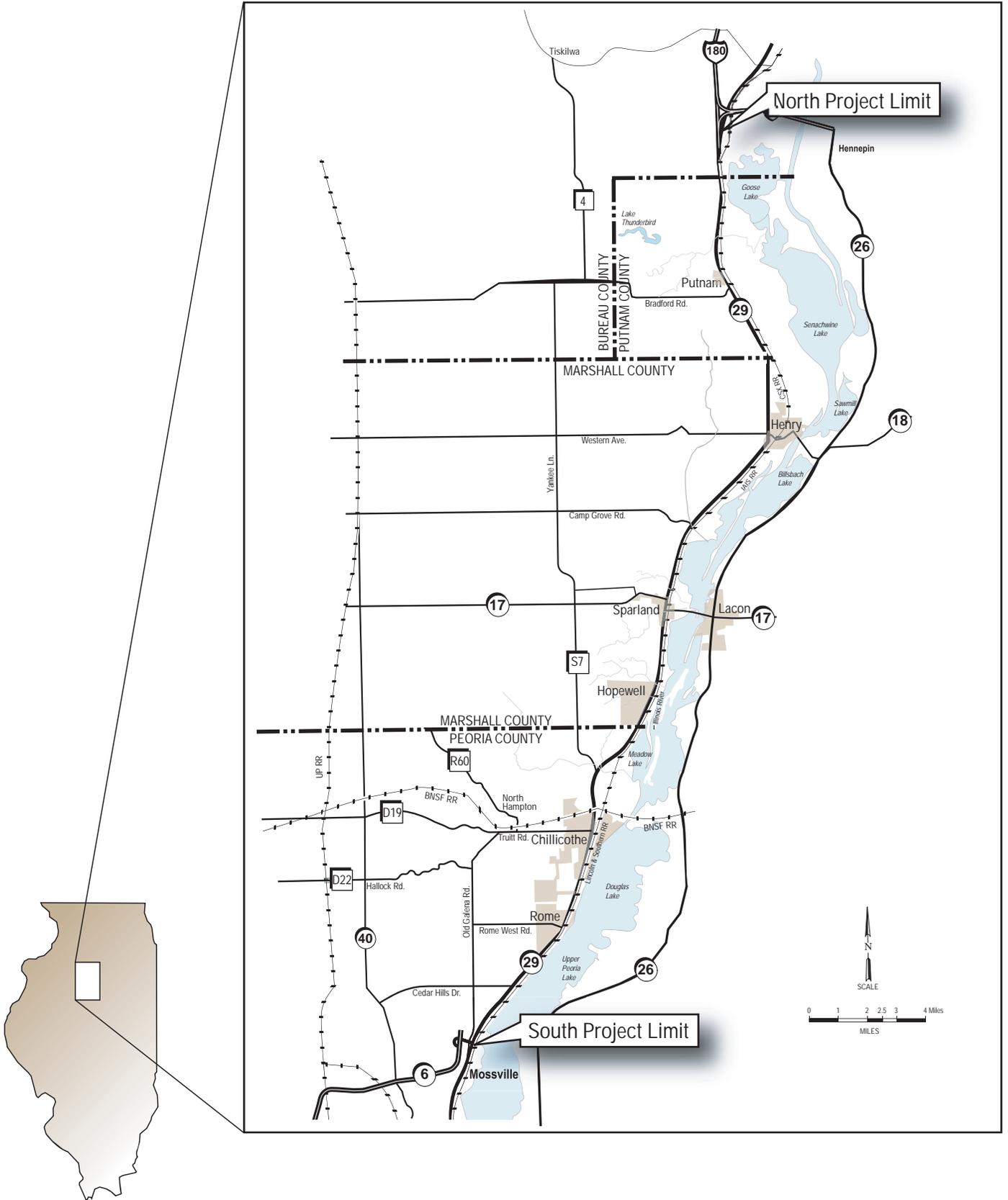
Comments on this Draft EIS are due by June 23, 2006, following review and should be sent to Joseph E. Crowe, P.E. at the address listed above.

Location Map

IL 29 Corridor Study

IL 6 to I-180

Peoria, Marshall, Putnam, Bureau Counties



Executive Summary

Proposed Action

The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), is studying alternatives to enhance continuity and improve safety and travel efficiency in the Illinois Route 29 (IL 29) corridor between IL 6 near Mossville in Peoria County and the Interstate 180 (I-180) interchange north of Kentville Road in Bureau County. From IL 6 to Hart Lane north of Chillicothe, proposed improvements would either follow existing IL 29 or proceed on a new alignment bypassing Chillicothe on the west. North of Chillicothe, the proposed improvements generally would follow existing IL 29. To minimize community impacts and impacts to natural areas, Department of Natural Resources property, and Section 4(f) resources, alternatives on new alignment must be evaluated west of Hopewell, Sparland, and Henry, and east of Putnam. The 35-mile-long study area includes parts of Peoria, Marshall, Putnam, and Bureau counties. (See Location Map on previous page.) The principal communities in the study area are Chillicothe, Sparland, Lacon, and Henry. Smaller communities include Mossville, Rome, Hopewell, and Putnam.

The purpose of the proposed action is to improve transportation continuity, facilitate modal interrelationships, improve travel efficiency, and enhance economic stability within the IL 29 corridor from IL 6 in Peoria County to I-180 in Bureau County. The proposed facility would provide a safe and efficient highway to serve existing and future travel demand for both regional and local travelers while minimizing disturbance to the natural and built environment.

The need for the proposed action is based on a combination of factors related to:

- Travel efficiency, which includes existing and future traffic, highway operations, safety and existing highway characteristics
- System linkage, facility continuity, and route importance
- Modal interrelationships
- Economic stability

These factors are discussed in detail in Section 1.

Alternatives Considered

Alternatives considered to meet the project's transportation needs include transportation demand management and transportation system management measures, the No-Build Alternative, and the Build Alternative.

Transportation demand management measures attempt to reduce the number of vehicle trips through increased transit ridership and carpooling. No public transportation system

exists within the corridor to provide an alternate mode of transportation. The rural nature of the project area makes it unlikely that there will ever be sufficient ridership to warrant or support a transit service, or to support carpooling in enough numbers to be considered a feasible means for improving transportation continuity, facilitating modal interrelationships, or improving travel efficiency between IL 6 and I-180.

Transportation system management measures maximize the efficiency and use of the existing highway system to help alleviate or postpone the need to expand capacity. Such measures include intersection capacity improvements, adding traffic signals, and access management. Although the transportation system management alternative could partially address some transportation deficiencies in the project area, it is not considered a feasible stand-alone solution for addressing future traffic demand, improving transportation continuity, or improving travel efficiency between IL 6 and I-180.

The No-Build Alternative consists of doing nothing to IL 29 other than continued routine maintenance. No capacity improvements would be made. Improvements would be limited to short-term maintenance improvements needed to ensure continued use of IL 29 between IL 6 and I-180. The No-Build Alternative would not address existing deficiencies along IL 29 and therefore would not meet the project's purpose and need.

The Build Alternative described in this EIS evolved from a structured alternatives development and evaluation process conducted between 2002 and 2005. This process involved extensive coordination and input from resource agency officials, elected officials, and the public, as well as a rigorous evaluation of the project's potential effects on social and natural resources in the project area. The goal was to develop an alternative that would minimize impacts while addressing the transportation deficiencies identified in the project area. The Build Alternative includes on- and off-alignment alternatives with various 4-lane typical sections.

The Build Alternative retained for detailed study, referred to herein as "the proposed project," begins at the IL 6 interchange and extends north to I-180 north of the Kentville Road intersection. Along the approximately 10-mile stretch from IL 6 to a point north of Chillicothe where the alignment rejoins existing IL 29, the type of highway design being considered for construction is a freeway on new alignment. From the proposed north Chillicothe interchange to the north project terminus, the type of highway design being considered for construction is a 4-lane, divided expressway generally following existing IL 29 except in Henry, where the proposed design is on new alignment west of the community. Within the freeway section, access would only be allowed at grade-separated interchanges. With the expressway typical section at-grade intersections would be permitted at crossroads and access would be permitted from residential and agricultural properties.

Summary of 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 north-south route. Beneficial impacts resulting from the project would be transportation continuity, enhanced economic stability, and improved safety and travel efficiency. Table 1 summarizes the potential environmental impacts of the proposed project.

TABLE 1
Impact Summary

Resource (Unit of Measurement)	No-Build Alternative	Build Alternative
New Right of Way Needed to Construct the Roadway	0 acres	1,006 acres
Landlocked/Environmental Mitigation Parcels	0 acres	744.5 acres
Total New Right of Way	0 acres	1,750.5 acres ^a
Existing Right of Way Used	637 acres	637 acres
Farms Affected	0	86
Farmland	0 acres	1,165.5 acres ^b
Cropland	0 acres	996.5 acres ^c
Forest	0 acres	142 acres
Wetland	0 acres	23.4 acres
Stream Crossings	NA	12
Floodplain	0 acres	211 acres
Threatened and Endangered Species	NA	4
IDNR Properties	0 acres	9.5 acres
Natural Areas	0 acres	1.2 acres ^d
Residential Displacements	0	40
Commercial Displacements	0	4
Outbuilding Displacements	0	83
Noise Receptors Affected	NA	4
Historic Structures	0	Barrville Bridge
Special Waste Sites	0	5

^aDoes not include 104 acres of farmland south of Cedar Hills Drive owned and leased by IDOT

^bIncludes wetlands, forested areas, 104 acres of farmland owned by IDOT and farmland on landlocked parcels.

^cIncludes cropland, pasture, hayland, orchards and vineyards. Also includes cropland on landlocked parcels and 104 acres are leased from IDOT for farmland

^dIncludes 1.1 acres of natural area within the IDOT right of way.

Other Federal and State Actions (Permits)

Implementation of the proposed project would require the following regulatory permits:

- Section 404 of the Clean Water Act from the USACE
- Section 401 of the Clean Water Act Water Quality Certification from the Illinois Environmental Protection Agency (IEPA)
- Section 402 National Pollutant Discharge Elimination System (NPDES) Construction Permit from the IEPA

- Construction in Floodways of Rivers, Lakes, and Streams from IDNR, Office of Water Resources
- Notification of Demolition and Renovation permit from IEPA
- Illinois Historic Preservation Agency approval under Section 106 of the National Historic Preservation Act, 1966
- UST Permit from the Office of the State Fire Marshall

The USACE issues Section 404 permits, thus fulfilling its regulatory function over “waters of the United States,” including wetlands. The IEPA provides water quality certification pursuant to Section 401 of the Clean Water Act. A Section 401 permit is mandatory for all projects requiring a Section 404 permit.

The IEPA issues a Section 402 NPDES permit for projects that would disturb more than 1 acre of land for stormwater discharges from the construction site.

The IDNR’s Office of Water Resources issues permits for work within regulatory floodways, public waters, and for the crossing of streams with more than 640 acres (259 hectares) of drainage area.

IEPA requires notification of demolition and renovation of structures.

Archeological and historical surveys were conducted as part of the project compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. Approval from the State Historic Preservation Office is required for project implementation.

If the project requires removal of underground storage tanks, a permit must be obtained from the Office of the State Fire Marshall.

Local Concerns and Unresolved Issues

There are no known unresolved issues with respect to the range of alternatives and impacts considered in this Draft EIS and to consideration of public and agency comments. Known issues have been developed and evaluated to the extent practicable based on the level of engineering detail and environmental information available at this stage of project development.

Technical Reports

The Draft EIS summarizes and references several technical reports for the IL 29 study, including reports on wetlands and on biological and natural resources. These reports are available for review at the IDOT District 4 office in Peoria. A combined location/design report and a drainage study report are being prepared and may be reviewed at the IDOT District 4 office.

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Acronyms and Abbreviations

AASTHO	American Association of State Highway and Transportation Officials
ADT	average daily traffic
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
COSIM	carbon monoxide screen for intersection modeling
dBA	A-weighted decibel unit
DEIS	draft environmental impact statement
EIS	environmental impact statement
F	Fahrenheit
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FQI	Floristic Quality Index
GIS	geographic information system
IDNR	Illinois Department of Natural Resources
IDOA	Illinois Department of Agriculture
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
IHPA	Illinois Historic Preservation Agency
INAI	Illinois Natural Areas Inventory
INHS	Illinois Natural History Survey
INPC	Illinois Nature Preserve Commission
ISGS	Illinois State Geological Survey
LOS	level of service
LUST	leaking underground storage tanks
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NWI	National Wetland Inventory
PESA	Preliminary Environmental Site Assessment
TNM	Traffic Noise Model
URA	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOI	U.S. Department of the Interior
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey