



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

BDE PROCEDURE MEMORANDUM

NUMBER: 19-05

SUBJECT: BDE Manual Revision – Chapter 27

DATE: June 7, 2019

Chapter 27 of the BDE Manual has been revised due to the approval of a Programmatic Agreement regarding Section 106 of the *National Historic Preservation Act* of 1966 and a Memorandum of Understanding for the Mahomet Sole Source Aquifer and revision of preliminary determination authority by Central Office Project Coordinators for Environmental Survey Request (ESR) submittals. Please see Chapter 27 of the BDE Manual on-line to view the revisions.

Background

Section 27-1.02 has been updated for the following reasons:

- Due to the approval of the Programmatic Agreement Among the Federal Highway Administration, the Illinois Department of Transportation, the Illinois State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Illinois, bridges or culverts that are 40 years or older must be evaluated for a historic properties effect determination. Previously, this threshold was bridges 50 years or older from a prior approved programmatic agreement.
- Due to the approval of the Memorandum of Understanding Among the Federal Highway Administration, the U.S. Environmental Protection Agency (Region 5), and the Illinois Department of Transportation Regarding Sole Source Aquifers in the State of Illinois, Environmental Survey Request (ESR) procedures have been revised so that projects that occur in the Mahomet Sole Source Aquifer project review area do not automatically trigger submitting an ESR. Section 26-22 and Appendix D Guidance on EA/EIS Preparation discuss the procedures for complying with of the MOU for EAs and EIS.

Section 27-1.03 has been revised to remove the ability of a Central Office Project Coordinator to make a preliminary determination that an ESR need not be submitted for projects that may have limited adverse environmental impacts.

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The authority is rarely needed and does not allow for the documentation of compliance with all of the environmental laws covered by the ESR process, which could be a potential risk to the Department.



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