



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

September 20, 2017

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

In Reply Refer To:
HB-IL

Mr. Aaron Weatherholt
Deputy Secretary for Project Development
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Subject: Finding of No Significant Impact
U.S. 150 Eastbound Structure (McClugage Bridge) Over the Illinois River
Peoria and Tazewell Counties, Illinois

Dear Mr. Weatherholt:

The Federal Highway Administration (FHWA) received the Illinois Department of Transportation's September 11, 2017, request to issue a Finding of No Significant Impact (FONSI) for the proposed U.S. 150 eastbound structure (McClugage Bridge) over the Illinois River. The FHWA approved the Environmental Assessment (EA) for public review on January 4, 2017, and a public hearing was held March 15, 2017.

The FHWA reviewed the EA, public comments and responses, and the Errata and agrees the project will not result in a significant impact to the human environment. Three copies of the FONSI and Errata are enclosed.

Please contact me at (217) 492-4637 with any questions.

Sincerely,

Heidi Thomas, P.E.
Transportation Engineer

Enclosure

ecc: Mr. Omer Osman, Deputy Secretary for Project Implementation, IDOT
Ms. Priscilla Tobias, Director, Office of Program Development, IDOT
Ms. Maureen Addis, Bureau of Design & Environment, IDOT
Ms. Felecia Hurley, Bureau of Design & Environment, IDOT
Mr. Paul Loete, Office of Highways Project Implementation, IDOT
Mr. Kensil Garnett, Region 3 Engineer, IDOT

Federal Highway Administration

FINDING OF NO SIGNIFICANT IMPACT

US 150 Eastbound (McClugage Bridge) over the Illinois River

**FAP Route 317 (US 150)
Section (15B)BR
Peoria and Tazewell Counties, Illinois**

August 28, 2017

Project Description

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to remove and replace the existing US Route 150 (US 150) eastbound bridge over the Illinois River between Peoria and Tazewell counties, Illinois. The US 150 crossing over the Illinois River is accommodated by dual bridges, eastbound on the south and westbound on the north. Collectively, these bridges are called "McClugage Bridge." On the west side of the McClugage Bridge in Peoria County is an urban interchange between Adams Street/IL 29 and US 150. On the east is the IL 116, US 150, and US 24 interchange. 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. This project is included in the Tri-County Regional Planning Commission's 2040 Envision Heart of Illinois Long Range Transportation Plan (adopted March 4, 2015) and is currently programmed in the IDOT Multi-Year Transportation Improvement Program (2018-2021).

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. The adjacent westbound structure (northern span), which was constructed in 1982, is not in need of improvement.

The proposed improvement is a new tied arch 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 navigational clearance requirements. Improvements also are proposed to the existing interchanges on both sides of the river.

Determinations and Findings

The proposed project would require approximately 18.4 acres of right-of-way from 10 parcels and 3.1 acres of temporary easements from five parcels adjacent to the bridge and

interchanges. All acquisitions will follow the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the IDOT Land Acquisition Procedures Manual. There are no residential or commercial relocations or farmland conversion required for this project.

No archaeological sites were identified within the project study area. However, several areas needing investigation were restricted from access. Additional investigation will be completed in a phased manner when the IDOT has secured access to these areas.

The project will remove the existing eastbound bridge over the Illinois River. The bridge was determined eligible for listing on the National Register of Historic Places 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. Mitigation measures to resolve the adverse effect to the bridge were developed through consultation among the IDOT, FHWA and the State Historic Preservation Officer (SHPO). A Memorandum of Agreement (MOA) was executed on April 4, 2017 by these parties to stipulate the measures to mitigate the project's adverse effect on the historic structure. This adverse effect will be mitigated by installing commemorative, interpretive displays of both the existing McClugage Bridge and the previously removed Upper Free Bridge. The FHWA approved the Section 4(f) impact on August 28, 2017 under a nationwide programmatic Section 4(f) evaluation for historic bridges.

Other historic properties adjacent to or near the project are the Peoria Waterworks, Grand View Drive and Springdale Cemetery. The project will have no effect on these three properties.

No portion of this project is within a designated nonattainment or maintenance area for any of the air pollutants for which the U.S. Environmental Protection Agency (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.

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 any signalized 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.

To address dust and airborne dirt generated by construction activities, the IDOT's Standard Specifications for Road and Bridge Construction includes provisions on dust control. With the application of these provisions and using appropriate measures to limit dust emissions during construction, this project would not cause any substantial, short-term particulate matter air quality impacts.

A traffic noise analysis was completed for 17 sensitive noise receptors near the project study area. Four sensitive receptors approached, met or exceeded the Noise Abatement Criteria (NAC) of 66 dB(A) for homes and 71 dB(A) for commercial properties. The four receptors represent 13 homes and four commercial properties. Noise abatement was not considered for

implementation for one receptor location because a noise barrier would block a parking lot entrance, making it infeasible to construct at that location. The remaining three receptor locations warranted noise barrier analyses. The analyses determined that the noise barriers at all three locations would not be reasonable to construct because they would not be cost effective. Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are not likely to be implemented for the project.

Approximately 2.6 acres of non-wetland floodplain forest would be removed during construction of the new bridge. The impacted trees would be replaced in accordance with the IDOT policy "D&E-18 Preservation and Replacement of Trees." The IDOT proposes to replace removed trees by planting in existing right-of-way (ROW) of highway corridors (I-74, I-474, IL 6, etc.) outside of the clear zones and/or by donating trees to the Peoria Park District and the Fon du Lac Park District.

The peregrine falcon (*Falco peregrinus*) has been using the eastbound McClugage bridge for nesting during the past few years. The peregrine falcon is protected under the Migratory Bird Treaty Act. In order to prevent harm to the falcon, netting or tarpaulins are proposed to be hung around potential nesting sites of the bridge outside of the falcon's nesting season to prevent the falcons from nesting during construction.

Based on the results of field investigations for state and federally listed threatened and endangered species and coordination with the Illinois Department of Natural Resources (IDNR) and the U.S. Fish and Wildlife Service (USFWS), the project will potentially impact the decurrent false (*Boltonia decurrens*) aster during construction of the new bridge and demolition of the existing eastbound bridge. Therefore, the 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 on December 15, 2015. 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.

State designated lands near the project area are Grandview Woods, Cooper Park North and the Springdale Cemetery Savanna. The project will not impact any of these state designated lands.

The only waterway within the project study area is the Illinois River, and the open waterbody section of the Illinois River at the McClugage Bridge is called Peoria Lake. 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 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 crosses two wellhead protection recharge areas for public wells at the Illinois American Water property, which serve the community of Peoria. 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, no impacts are anticipated to the 1,000-foot setback zones around these wells.

The 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. 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. This project was

coordinated with the USEPA, and they have expressed no concerns of the project potentially contaminating the Mahomet Sole Source Aquifer.

Replacement of the eastbound US 150 bridge is considered a transverse encroachment of the Illinois River floodplain. 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. Based on a hydraulics study to assess potential floodplain impacts of the new structure, the proposed tied-arch structure will not create increases in water surface profile elevations when compared to the existing condition. The project will result in no change in flood risks or damage. There are no practicable alternatives to construction in the floodplain.

A wetland survey of the project study area identified 11 wetlands. The project would impact three of the 11 wetlands. A floodplain forest wetland and wetland pond 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 another floodplain forest wetland. A total of 1.5 acres of wetlands would be impacted. Adverse impacts to the wetlands cannot be practicably avoided. Several other alternatives were considered. The No-build and rehabilitation alternatives would avoid and minimize impacts to wetlands, but would not meet the purpose and need of this project. The northern alignment alternative 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 the three wetlands. Impacts 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. Impact minimization measures will continue during the design and permitting process. The project's impacts to wetlands will be mitigated by purchasing credits at the LaGrange Wetland Bank in Brown County, which is owned and managed by the IDOT.

A Preliminary Environmental Site Assessment (PESA) was conducted to identify sites in or adjacent to the project study area that are potentially impacted with releases of hazardous substances. Of the sites that the PESA identified as containing recognized environmental conditions (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. The 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 Preliminary Site Investigation (PSI)

will 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 on or adjacent to a property identified with a REC. Areas of contamination will be managed and disposed of in accordance with applicable federal and state laws and regulations.

The Illinois River Fish and Wildlife Area (FWA) is IDNR-owned property on both sides of the McClugage Bridge in the open water areas of the Illinois River in Tazewell County. It is managed by the Woodford State Fish and Wildlife Area as a wildlife refuge and public recreation area. The project would require 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. 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. The IDNR provided written concurrence on May 11, 2017 that the project will not adversely affect the activities, features and attributes of the Illinois River FWA that qualify it for Section 4(f) protection, and agreed to a jurisdictional transfer of the property to the IDOT. Based upon the impact avoidance, minimization and mitigation or enhancement measures detailed in the Environmental Assessment (EA), the FHWA made a *de minimis* impact finding on August 28, 2017 for the use of the property as it will not adversely affect this resource's activities, features and attributes.

The River Bluff Corridor (RBC) is a 19-acre parcel of floodplain forest and open water adjacent to the south side of McClugage Bridge in Tazewell County. This permanent conservation easement was established with funding assistance from an Open Land Trust (OLT) grant through the IDNR. The owner with jurisdiction of the conservation easement is the Fon du Lac Park District. 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. 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 IDOT proposes to provide comparable replacement land, which is located on the opposite (north) side of the bridge, to the Fon du Lac Park District. The IDOT is coordinating the proposed conversion with the Fon du Lac Park District and the IDNR, in accordance with OLT grant conversion requirements. The Fon du Lac Park District provided written concurrence on April 27, 2017 that the project will not adversely affect the activities, features and attributes of the RBC that qualify it for Section 4(f) protection. Based upon the impact avoidance, minimization and mitigation or enhancement measures detailed in the EA, the FHWA made a *de minimis* impact finding on August 28, 2017 for the use of the property as it will not adversely affect this resource's activities, features and attributes.

The project will require several permits and certifications from various resource and regulatory agencies. 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 and removal of the existing bridge over the Illinois River, and a Section 10 permit will be required by the U.S. Army Corps of Engineers (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 wetlands and 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 Section 402 National Pollutant Discharge Elimination System permit from the Illinois EPA for stormwater discharges from construction activities that result in the disturbance of one acre or more of land. Floodway construction and public waters permits will be required from the IDNR Office of Water Resources for construction in the Illinois River floodway.

Commitments

- 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 the parcels are secured, in coordination with the SHPO and in accordance with the stipulations of the MOA executed on April 26, 2017 (see the MOA in the Errata to the EA).
- Historic Bridge Mitigation – The adverse effect to the historic bridge will be mitigated by commemorating and interpreting both the existing McClugage Bridge and the previously removed Upper Free Bridge, in accordance with the stipulations of the MOA executed on April 26, 2017 (see the MOA in the Errata to the EA). Interpretive memorials will be constructed at three locations along the proposed multi-use trail. The final locations and interpretive content of these memorials will be coordinated with the SHPO.
- 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 existing ROW of highway corridors (I-74, I-474, IL 6, etc.) outside of the clear zones 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, netting or tarpaulins will be hung around potential nesting sites of the bridge outside of the falcon’s nesting season 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 in the EA), 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 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, air/clean diesel strategies during construction, and creating pollinator habitat in the form of native forb and grass plots within the infields of the project interchanges will be considered during the design stage.

Public Hearing and Comment

The Environmental Assessment was made available for public review on January 19, 2017. Availability of public review of the EA was advertised in nine local newspapers, as well as on the project website, IDOT's website and Facebook page, and several other local websites. It also was advertised in newsletters that were mailed to stakeholders and members of the public that had signed up for notifications on the project website. The EA was available for review on the

project website and at the IDOT District Office, the FHWA Illinois Division Office, Hanson Professional Services' Peoria office, and five local libraries. Comments on the EA were accepted at the public hearing and from the date the EA was made available to the public through the comment closing period on April 15, 2017.

An open house public hearing was held on Wednesday, March 15, 2017 from 5 to 7 p.m. at the Washington Gifted School Gymnasium in Peoria, Illinois. One hundred and two people attended the meeting. The meeting presented the purpose and need for the project, preferred bridge alignment and interchange upgrades, preferred bridge type, environmental review results, and study process and project schedule. Thirty-two individuals provided input via comment forms or court reporter. The majority of respondents (94 percent) indicated that they feel the preferred alternative presented (Southern Roadway Alignment and Deck Tied Arch bridge type) best meets the project's needs. Of respondents who wrote additional comments, seven wrote in support of the preferred alternative presented, six were in support of the bicycle and pedestrian multi-use path, and six concerned safety for bicyclists and pedestrians at intersections and on the proposed shared-use path and safety for motorists at intersections. Other topics frequently mentioned included bridge type (3), appreciation of public involvement (3), trail connections (2) and interchange improvements (2). The IDOT considered all the comments and sent written responses to all commenters that provided contact information.

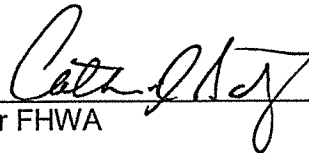
Conclusion

The FHWA has determined that the Preferred Alternative identified in the Environmental Assessment will not have any significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment and the Environmental Assessment Errata, which have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment and supporting documents.

Date

9/20/2017

For FHWA



Errata to the Environmental Assessment

US 150 Eastbound (McClugage Bridge) over the Illinois River

FAP Route 317 (US 150) Section (15B)BR Peoria and Tazewell Counties, Illinois

August 28, 2017

This errata document includes the following corrections, revisions and additions to the Environmental Assessment (EA) for a proposed removal and replacement of the existing US 150 eastbound bridge over the Illinois River between Peoria and Tazewell counties, Illinois. The EA was approved by the Illinois Department of Transportation (IDOT) on December 27, 2016 and the Federal Highway Administration (FHWA) on January 4, 2017.

Page 63, Section 4.3.1, Were any archaeological sites found in the project study area?, 1st paragraph, last sentence – Revise the sentence to: “Therefore, in coordination with the Illinois Historic 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 **and the Memorandum of Agreement (MOA) executed on April 4, 2017 in the Section 106/Programmatic Section 4(f) Evaluation in Appendix C). On April 27, 2017 the Miami Tribe of Oklahoma was invited to be a concurring party and was provided a copy of the executed MOA. No response was received.**”

Page 63, Section 4.3.2, Is the eastbound US 150 bridge historic and how will it be affected?, 2nd paragraph, last three sentences – Revise the sentences to: “Mitigation measures to resolve the adverse effect to the bridge **were** developed through consultation among IDOT, FHWA and SHPO. A Memorandum of Agreement (MOA) **was** executed **on April 4, 2017** by these parties to stipulate the measures to mitigate the project’s adverse effect on the historic structure. **This adverse effect will be mitigated by commemorating and interpreting both the existing McClugage Bridge and the previous removed Upper Free Bridge. Interpretive memorials will be constructed at three locations along the proposed multi-use trail. The final locations and interpretive content of these memorials will be coordinated with the SHPO.** The Section 106/Programmatic Section 4(f) Evaluation in Appendix C includes the documentation of the adverse effect to the bridge, the evaluation of alternatives to avoid or minimize the adverse effect, mitigation measures **and the executed MOA.**”

Page 73, Section 4.6.3, Will the project affect any threatened and endangered species?

- *1st paragraph, 2nd sentence* – Revise the sentence to: “The federally listed species for Peoria and Tazewell counties are the Indiana bat, northern long-eared bat, **rusty patched bumble bee**, Lakeside daisy, eastern prairie fringed orchid and decurrent false aster.”

- *1st paragraph, 3rd sentence* – Delete the sentence: “On September 22, 2016, the USFWS proposed listing the rusty patched bumble bee as an endangered species in Peoria County.”
- *4th paragraph* – Insert the following sentences at the end of the paragraph: **“The action area does not overlap with a high potential zone for the bumble bee. Based on ‘The Rusty Patched Bumble Bee Interagency Cooperation under Section 7(a)(2) of the Endangered Species Act Voluntary Implementation Guidance’, this project will not affect the rusty patched bumble bee.”**

Pages 85-87, Section 4.14, What are the project’s environmental commitments and proposed mitigation measures? – Revise the following commitments to:

- 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 **and in accordance with the stipulations of the Memorandum of Agreement (MOA) executed on April 26, 2017 (see the MOA in Appendix C).**
- Historic Bridge Mitigation – **The adverse effect to the historic bridge will be mitigated by commemorating and interpreting both the existing McClugage Bridge and the previously removed Upper Free Bridge, in accordance with the stipulations of the MOA executed on April 26, 2017 (see the MOA in Appendix C). Interpretive memorials will be constructed at three locations along the proposed multi-use trail. The final locations and interpretive content of these memorials will be coordinated with the SHPO.**
- USEPA Recommendations – Measures recommended by the USEPA, including minimization/avoidance of construction debris, **air/clean diesel strategies during construction, and creating pollinator habitat in the form of native forb and grass plots within the infields of the project interchanges will be considered during the design stage (see the USEPA correspondence dated April 23, 2014 and March 22, 2017 and the IDOT response letter dated June 22, 2017 in Appendix B).**

Page 88, Section 5.1, What coordination has occurred with local, state and federal agencies?

- *2nd paragraph, last sentence* – Revise the sentence to: “The PSG met in May 2014, June 2014, **June 2015 and February 2017.**”
- *3rd paragraph* – Revise the 1st sentence to: **“Three meetings were held in April 2014, August 2014 and March 2017 to inform and educate local, state and federal officials about the project at key milestones before presenting to the general public.”** Replace the last sentence with: **“The third briefing presented the preferred alternative to the elected officials prior to the public hearing.”**
- *4th paragraph* – Add the following sentences to the end of the paragraph: **“Copies of the approved EA were distributed to the agencies that participated in the NEPA/404 merger process on February 7, 2017 for their review and comment. The USEPA,**

Region 5 provided comments on the EA in a letter dated March 22, 2017. The IDOA issued a letter of no further comments on March 7, 2017, and the IDNR responded with no further comments on May 8, 2017 via email. The IDOT addressed USEPA's comments on June 22, 2017 (see the agency correspondence and IDOT's response letter in Appendix B)."

Page 89, Section 5.2, How has the public been involved with the project?, 3rd paragraph – Replace the paragraph with the following:

"Public Hearing – An open house public hearing was held on Wednesday, March 15, 2017 from 5 to 7 p.m. at the Washington Gifted School Gymnasium in Peoria, Illinois. The meeting was advertised in nine local newspapers in the three weeks prior to the public meeting, as well as on the project website, IDOT's website and Facebook page, and on several other local websites and in local newsletters. A postcard mailer was sent to 410 individuals who either attended the first public meeting, live or work near the project footprint, or subscribed to be part of the project master mailing list.

One hundred and two people attended the meeting. The meeting addressed the purpose and need for the project, preferred bridge alignment and interchange upgrades, preferred bridge type, environmental review results, and study process and project schedule. Exhibits, drawings and aerial photos were available for review throughout the meeting, as well as on the project website. The public was invited to discuss the project with IDOT staff and the project consultants, and were encouraged to provide their feedback.

A comment form was distributed at the public hearing and covered five questions about the preferred alternatives, demographic information, contact information, and how each attendee found out about the meeting. The majority of respondents (84 percent) indicated that they are area residents. The majority of respondents (94 percent) indicated that they feel the preferred alternative presented (Southern Roadway Alignment and Deck Tied Arch bridge type) best meets the project's needs. Thirty-two individuals provided input via comment forms or court reporter. Of respondents who wrote additional comments, seven wrote in support of the preferred alternative presented, six were in support of the bicycle and pedestrian multi-use path, and six concerned safety for bicyclists and pedestrians at intersections and on the proposed shared-use path and safety for motorists at intersections. Other topics frequently mentioned included bridge type (3), appreciation of public involvement (3), trail connections (2) and interchange improvements (2). The IDOT sent written responses to all commenters that provided contact information. Copies of the comments and response letters are included in the *Public Hearing Transcript* and are available at the IDOT District 4 office in Peoria."

Appendix B – Agency Coordination, add the following attached correspondence:

- Letter dated March 7, 2017 from the Illinois Department of Agriculture to the IDOT

- Letter dated March 22, 2017 from the U.S. Environmental Protection Agency, Region 5 to the FHWA
- E-mail dated May 8, 2017 from the Illinois Department of Natural Resources to the IDOT
- Letter dated June 22, 2017 from the IDOT to the USEPA

Appendix C – Section 106/Programmatic Section 4(f) Evaluation:

- *Cover Page* – Revise “January 2016” to “**August 2017**”.
- *Signature Page* – Replace unsigned page with the attached FHWA signature page.
- *Page 20, Section 5.2, Memorandum of Agreement* – Replace the paragraph with: **“Mitigation measures of this project were developed through consultation among IDOT, FHWA and SHPO. A Memorandum of Agreement (MOA) was executed on April 26, 2017 by FHWA, SHPO and IDOT and stipulates measures to mitigate the project’s adverse effect on the historic structure (see the MOA in Appendix E). This adverse effect will be mitigated by commemorating and interpreting both the existing McClugage Bridge and the previously removed Upper Free Bridge. Interpretive memorials will be constructed at three locations along the proposed multi-use trail. The final locations and interpretive content of these memorials will be coordinated with the SHPO.”**
- *Page 20, Section 6, Summary of Public Views* – Replace the last paragraph with: **“A public hearing to present the preferred alternative, the adverse effect to the existing bridge and proposed mitigation measures was held on March 15, 2017. One attendee commented that the historic bridge mitigation plans are an unnecessary expense. No other comments were received from the public related to the project’s adverse effect to the bridge or proposed mitigation measures.”**
- *Appendix C, Correspondence* – Add the following attached letters:
 - Letter dated December 22, 2016 from the IDOT to the IHPA
 - Letter dated January 10, 2017 from the IHPA to the IDOT
- *Appendix E, Memorandum of Agreement* – Add the attached executed MOA with exhibits and the letter from the FHWA to the Advisory Council on Historic Preservation, dated April 28, 2017.

Appendix D – Section 4(f) De Minimis Determination Documentation for Use of the Illinois River Fish and Wildlife Area:

- *Page D-3, Number 5 – Evidence of Opportunity for Public Review and Comment* – Revise the section to:
 - **“Type of Public Availability: An open house public hearing was held at the Washington Gifted School Gymnasium in Peoria, Illinois, to allow the public**

to review and comment on the proposed use of the Illinois River FWA. **The meeting was advertised in nine local newspapers in the three weeks prior to the public meeting, as well as on the project website, IDOT's website and Facebook page, and on several other local websites and in local newsletters (see the attached advertisement).**"

- **"Date of Action: March 15, 2017".**
- **"Summary of Comments" No comments regarding the proposed use of the Illinois River FWA were received from the public."**
- **"Notification of Officials of Public Availability and Summary of Comments: The IDNR was notified of the public hearing, and no comments regarding the proposed use of the Illinois River FWA were received from the public."**
- *Page D-3, Number 6 – Evidence of Coordination with Officials with Jurisdiction –* Revise the following:
 - **"OWJ Written Concurrence with a No Adverse Effect Determination: The IDOT requested IDNR concurrence that the project will result in *de minimis* impact to the Illinois River FWA. The IDNR concurred on May 11, 2017 that there will be no adverse effect to the Illinois River FWA (see the attached IDNR letter)."**
- *Page D-4, Signature Page –* Replace unsigned page with the attached IDOT and FHWA signature page.

Appendix E - Section 4(f) De Minimis Determination Documentation for Use of the River Bluff Corridor:

- *Page E-3, Number 5 – Evidence of Opportunity for Public Review and Comment –* Revise the section to:
 - **"Type of Public Availability: An open house public hearing was held at the Washington Gifted School Gymnasium in Peoria, Illinois, to allow the public to review and comment on the proposed use of the RBC. The meeting was advertised in nine local newspapers in the three weeks prior to the public meeting, as well as on the project website, IDOT's website and Facebook page, and on several other local websites and in local newsletters (see the attached advertisement)."**
 - **"Date of Action: March 15, 2017"**
 - **"Summary of Comments" No comments regarding the proposed use of the RBC were received from the public."**
 - **"Notification of Officials of Public Availability and Summary of Comments: The Fon du Lac Park District was notified of the public hearing, and no**

comments regarding the proposed use of the RBC were received from the public.”

- *Page E-3, Number 6 – Evidence of Coordination with Officials with Jurisdiction* – Revise the following:
 - **“OWJ Written Concurrence with a No Adverse Effect Determination: The IDOT requested Fon du Lac Park District concurrence that the project will result in *de minimis* impact to the RBC. The Fon du Lac Park District concurred on April 27, 2017 that there will be no adverse effect to the RBC (see the attached Fon du Lac Park District letter). The IDOT subsequently requested Fon du Lac Park District concurrence on IDOT granting a right of access agreement under the McClugage Bridge to the Park District for pedestrian access to the replacement land instead of a permanent easement. The Fon du Lac Park District agreed on August 9, 2017 with IDOT’s proposal to grant a right of access agreement in lieu of a permanent easement (see the attached email).”**
- *Page E-4, Signature Page* – Replace unsigned page with the attached IDOT and FHWA signature page.
- Add the attached email from the Fon du Lac Park District dated August 9, 2017.

Appendix B

Agency Coordination



Bruce Rauner, Governor
Raymond Poe, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 866/287-2999 • Fax 217/557-0993

March 7, 2017

Mr. Kensil A. Garnett, P.E.
Illinois Department of Transportation
Office of Highways Project Implementation
Region 3/District 4
401 Main Street
Peoria, Illinois 61602-1111



COPY	
DEPUTY DIRECTOR	MAG 03094
FILE	
ADMIN.	
IMPLEMENTATION	
LOC. RDS.	
OPERATIONS	
PROGRAM DEVELOPMENT	X
REPLY	
PREPARE REPLY FOR D.D. SIGN	
INVESTIGATE & REPORT	
RETURN	

Re: Environmental Assessment
US 150 Eastbound (McClugage Bridge) over the Illinois River
FAP Route 317 (US 150), Section (15B)BR
Peoria and Tazewell Counties, Illinois
FHWA Funds

Dear Mr. Garnett:

The Illinois Department of Agriculture (IDOA) has completed its review of the Environmental Assessment for the agricultural impacts associated with the reconstruction of the eastbound US 150 lanes (McClugage Bridge) over the Illinois River in Peoria and Tazewell Counties. The project was reviewed for its potential impacts to agricultural land in accordance with the rules governing the state's Farmland Preservation Act (505 ILCS 75/1 et seq.).

The preferred alternative is a new east bound bridge on an alignment that is south of and adjacent to the existing eastbound McClugage Bridge. The new bridge consists 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. Agricultural land is not involved in the project.

Because the affected area is in non-agricultural use, the IDOA would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Sincerely,

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:JL/TS

cc: Agency project file



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAR 22 2017

REPLY TO THE ATTENTION OF:

E-19J

Janis Piland
Federal Highway Administration – Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Re: Draft Environmental Assessment for the Reconstruction of the Eastbound U.S. 150 (McClugage Bridge) over the Illinois River Project, Peoria and Tazewell Counties, Illinois

Dear Ms. Piland:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced document dated February 7, 2017, which was produced by the Illinois Department of Transportation (IDOT), in coordination with the Federal Highway Administration (FHWA). We are providing comments pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, Section 404 of the Clean Water Act, and in accordance with EPA's role in the NEPA-CWA Section 404 Merger Process (NEPA/404 Process).

The proposed project involves reconstruction of eastbound U.S. Highway 150 (McClugage Bridge). Five alternatives are presented in the EA:

- No Build Alternative. Maintain the deteriorated bridge structure as is, with no changes;
- Rehabilitation Alternative. Repair or rehabilitate damaged parts of the existing bridge, to increase the bridge's lifespan an additional 10-15 years;
- Existing Alignment (staged construction) Alternative. Close and remove the existing eastbound bridge, then built the new bridge in the same location;
- Northern Alignment. Construct a new bridge north of the existing westbound U.S. 150 bridge; and
- Southern Alignment (preferred alternative). Construct a new bridge south of the existing eastbound U.S. 150 bridge.

EPA provided scoping comments for this project on April 23, 2014. We appreciate FHWA and IDOT addressing each of our comments, including:

- Minimization and avoidance of construction debris;
- National Historic Preservation Act (NHPA) and NHPA Section 106 Compliance;
- Aquatic resources;
- Threatened and endangered species; and
- Air emissions and clean diesel strategies during construction.

Based on our review of the EA, we have comments that we urge FHWA and IDOT to consider before producing a Final EA (FEA), as stated below.

Stormwater Management

We recommend the new bridge deck be designed to drain stormwater off the bridge into the local stormwater collection system, or into adjacent bioswales, rather than allowing stormwater to flow directly into the river.

Pollinator Habitat

The 2014 Presidential Memorandum entitled, *Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators*, responds to evidence of steep declines in certain pollinator populations. Pollinators are critical contributors to our nation's economy, food system, and environmental health. Vegetation within the project area can provide much needed habitat for pollinators, providing food, shelter, and connections to other patches of habitat. Maintenance staff and landscape designers can all take steps to improve the quality of vegetation to benefit pollinators, steps that can also reduce costs, maintain public safety, and improve public good will. The FEA and FONSI should include specific commitments by FHWA and IDOT to incorporate pollinator habitat into the project where practical.

We are available to discuss these comments at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov.

Sincerely,



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

Jeff Bushur

From: Hurley, Felecia A <Felecia.Hurley@illinois.gov>
Sent: Monday, May 08, 2017 10:06 AM
To: Maushard, Christopher E; Larson, Greg V
Subject: FW: McClugage Bridge

FYI – IDNR had no comments on the EA

From: Fairfield, Sheldon
Sent: Monday, May 08, 2017 9:02 AM
To: Hurley, Felecia A
Subject: RE: McClugage Bridge

Good morning, Felecia. The content in the McClugage Bridge EA (December 2016) appears to be consistent with the measures this Department concurred with in the April 2016 Memo under the signature of Scott Stitt.

Sheldon R. Fairfield
Impact Assessment Section
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
(217) 782-0031
sheldon.fairfield@illinois.gov

From: Hurley, Felecia A
Sent: Monday, May 01, 2017 2:12 PM
To: Fairfield, Sheldon <Sheldon.Fairfield@Illinois.gov>
Subject: McClugage Bridge

We did not receive a response from IDNR regarding the EA for McClugage Bridge. Could you please read through Section 4.6 (starts on page 72 of 275) and let me know if IDNR has any comments. Specifically, I want to make sure IDNR still agrees with how T&Es are being handled (Section 4.6.3).

The EA is located here http://mcclugagebridgeproject.com/wp-content/uploads/2014/06/McClugageBridgeEA-signed_20170104.pdf

Felecia Hurley
IDOT - BDE
Environment Section
217-785-2130
felecia.hurley@illinois.gov

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 3 / District 4
401 Main Street / Peoria, Illinois 61602-1111

June 22, 2017

BUREAU OF PROGRAM DEVELOPMENT

STUDIES & PLANS – PHASE I

FAP Route 317 (US 150)

Section: (15B)BR

Location: Eastbound US 150 (McClugage Bridge) structure over the Illinois River
Peoria and Tazewell Counties

Contract No. 68B46

Job No. P-94-018-13

Catalog No. 034923-00P

Mr. Kenneth A. Westlake
United States Environmental Protection Agency
Region 5
Office of Enforcement and Compliance Assurance
77 West Jackson Boulevard
Chicago, Illinois 60604-3590

Dear Mr. Westlake:

The Illinois Department of Transportation (IDOT), Region 3/District 4, received your letter dated March 22 2017 and has reviewed your comments made in the letter concerning the Environmental Assessment (EA) for the replacement of the eastbound US 150 (McClugage Bridge) structure. Thank you for providing your review of the EA. You have outlined two additional items for the IDOT to consider before producing an errata to the EA and recommended a Finding of No Significant Impact (FONSI) to the Federal Highway Administration (FHWA). A summary of those items and our response is provided as follows:

Stormwater Management

US EPA Comment: We recommend the new bridge deck be designed to drain stormwater off of the bridge into the local stormwater collection system, or into adjacent bioswales, rather than allowing stormwater to flow directly into the river.

Mr. Kenneth A. Westlake
United States Environmental Protection Agency
RE – FAP Route 317 (US 150) – Eastbound McClugage Bridge
June 22, 2017
Page Two

IDOT Response: The IDOT recognizes your concerns with discharge of stormwater runoff from the bridge directly into the river. The proposed bridge length is approximately 4,725 feet from abutment-to-abutment. In order to capture all of the stormwater runoff and convey it into a collection system or bioswale, the pipe network would require a comprehensive design which would produce large pipe sizes in order to convey the water collected along the system. The resulting discharge would be conveyed into an existing system that outlets directly into the river. A bioswale system currently doesn't exist at or near the site of the proposed bridge structure and would require a separate design and acquisition of additional right-of-way to construct at an additional cost to the project. The addition of a pipe network system to capture the stormwater would create additional maintenance concerns with clogging from debris, deterioration of the system, repairs to separated or leaking pipes and possible icing within the pipe system during the winter months that would block the flow of stormwater in the pipe. This would create a potential safety hazard on the bridge deck with icing on the deck from the stormwater that cannot drain off.

To address your concerns with the stormwater outletting into the river, IDOT proposes to utilize a pipe drainage network to prevent the free fall of stormwater directly from the scuppers. The pipe network would contain several shorter segments of pipe from scuppers to outlet and convey the stormwater to logical discharge locations such as the base of the piers. For the eastern end of the bridge, the IDOT proposes to outlet the stormwater into a vegetated area immediately adjacent to the proposed structure. This type of retention would allow for filtration and slow discharge of the stormwater into the river. On the western end of the bridge, the possibility exists to drain the stormwater into the local drainage system, however, that system will outlet directly into the river. Given the existing land use of the area, the construction of any retention or bioswale system is not practical on the western end of the proposed structure.

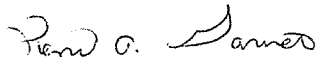
US EPA Comment: The 2014 Presidential Memorandum entitled, *Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators*, responds to evidence of steep declines in certain pollinator populations. Pollinators are critical contributors to our nation's economy, food system, and environmental health. Vegetation within the project area can provide much needed habitat for pollinators, providing food, shelter, and connections to other patches of habitat. Maintenance staff and landscape designers can all take steps to improve the quality of vegetation to benefit pollinators, steps that can also reduce costs, maintain public safety, and improve public good will. The FEA and FONSI should include commitments by FHWA and IDOT to incorporate pollinator habitat into the project where practical.

Mr. Kenneth A. Westlake
United States Environmental Protection Agency
RE – FAP Route 317 (US 150) – Eastbound McClugage Bridge
June 22, 2017
Page Three

IDOT Response: The IDOT recognizes the importance of all pollinators as a vital link in our nation's economy and food source and is in agreement with your concerns to establish pollinator habitat where possible on our projects. This project will provide for construction of a major river crossing over the Illinois River. The majority of the construction will be over open water with a small portion of it tying into an existing roadway system near each bank of the river. Each spring these locations are submerged from flood waters from the spring runoff. The flooding duration may be up to two months. We have also recently experienced flooding conditions from the river in the fall season of the year. Such conditions are not conducive for establishing sustained pollinator habitat vegetation. The IDOT is committed to securing a large section of the west bank of the river to restrict and contractor encroachment during construction with the intent of not disturbing the existing vegetation. That would allow for natural habitat that exists to continue to provide vegetation for pollinators. Upon completion of the project, the remaining bank area will revert back to its natural state and continue to provide the same habitat to pollinators that it currently does. Potential areas to establish pollinator habitat in the project area are the interchange infields at the IL 29 and IL 116 interchanges as well as other open areas outside of the floodplain. The IDOT commits to consider these potential areas for developing pollinator habitat during the design phase of the project.

If you have any questions or comments, we are available to discuss those at your earliest convenience. Please contact Mr. Chris Maushard of our office at (309) 671-3453 or by email at Christopher.Maushard@Illinois.gov.

Sincerely,



Kensil A. Garnett, P.E.
Region Three Engineer

CEM:tdp

cc: Project File (C. Maushard)
Project Engineer (C. Maushard)

Appendix C

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

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).

8/08/17

Date



For Federal Highway Administration



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Peoria & Tazewell County
Peoria & East Peoria
FAP 317, US 150/War Memorial Drive
Bridge Replacement over Illinois River
McClugage Bridge, SN: 090-0070
IDOT Sequence #18513
IHPA Log #023052115

December 22, 2016

FEDERAL - Section 106 Project

DRAFT MOA – Proposed Mitigation

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

Dear Dr. Leibowitz:

In ongoing coordination with your office and the Federal Highway Administration (FHWA), please find attached a draft Memorandum of Agreement (MOA) for the above referenced project. The Illinois Department of Transportation (IDOT) plans to replace the existing eastbound McClugage Bridge, which has been determined eligible for the National Register of Historic Places.

The IDOT in coordination with FHWA has determined that this action will cause an adverse effect to the McClugage Bridge and has coordinated this finding with your office (see attached letter dated May 27, 2016). To date, however, no reply has been received. The IDOT and FHWA propose to mitigate the adverse effect by installing interpretative displays on and near the new bridge along a multiuse path. The identification and evaluation of archaeological resources will be completed in a phased manner when IDOT has secured access to high-priority areas within the Area of Potential Effects (APE).

In coordination with FHWA, the attached draft MOA has been developed. Please provide comments on the MOA and proposed mitigation in 30 days if possible.

Sincerely,

A handwritten signature in black ink, reading 'Brad Koldehoff'.

Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment



Illinois Historic Preservation Agency

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

FAX (217) 524-7525

www.illinoishistory.gov

Various Counties

Peoria & East Peoria

Bridge Replacement (SN 090-0070, McClugage Bridge)

Peoria & Tazewell Counties - War Memorial Drive/US 150 over the Illinois River

IDOT Seq #-18513, IDOT/ISAS#-14033

IHPA Log #023052115

January 10, 2017

Brad Koldehoff

Illinois Department of Transportation

Bureau of Design and Environment

2300 S. Dirksen Parkway

Springfield, IL 62764

Dear Mr. Koldehoff:

Thank you for requesting comments from 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 are in receipt of a draft Memorandum of Agreement (MOA) that includes proposed measures that will mitigate the adverse effect of demolishing the Eastbound McClugage Bridge. We have reviewed the document and have found the proposed mitigation measures to be adequate. The commemoration of the bridge with interpretive memorials at the bridgeheads and at the scenic overlook will enhance the multipurpose trail and educate the public. Please send a final MOA for the Director's signature.

If you have questions please contact Cultural Resources Manager, David Halpin, at 217/785-4998 or at david.halpin@illinois.gov.

Sincerely,

Rachel Leibowitz, Ph.D.

Deputy State Historic

Preservation Officer

RL:djh

c: Janis P. Piland, Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

April 28, 2017

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

In Reply Refer To:
HPER-IL

Mr. Reid Nelson
Advisory Council on Historic Preservation
401 F Street NW, Suite 308
Washington, DC 20001-2637

Dear Mr. Nelson:

The Illinois Department of Transportation proposes to use Federal-aid funding to replace the eastbound McClugage Bridge (Structure #090-0070) that carries US 150 over the Illinois River in Peoria and Tazewell counties, Illinois. The Federal Highway Administration (FHWA) has determined the undertaking will have an adverse effect. We notified the Advisory Council on Historic Preservation of the adverse effect determination and the Council chose not to participate in the consultation.

This adverse effect will be mitigated through the stipulations as described in the enclosed Memorandum of Agreement (MOA). The FHWA notified the Tribes who have an interest in this project area and the Miami Nation of Oklahoma expressed an interest in the project. The FHWA has consulted with the Miami Nation in developing the MOA, provided them a revised MOA with their comments addressed, and has invited them to be a concurring party.

We are submitting this executed MOA Pursuant to 36 Code of Federal Regulations 800.6. If you have any questions, please call me at (217) 492-4989.

Sincerely,

Janis P. Piland, P.E.
Environmental Engineer

Enclosure

ecc: Ms. Priscilla Tobias, Office of Program Development, IDOT
Mr. Paul Loete, Office of Highways Project Implementation, IDOT
Ms. Maureen Addis, Bureau of Design and Environment, IDOT
Mr. Brad Koldehoff, Bureau of Design and Environment, IDOT
Mr. Kensil A. Garnett, Region 3 Engineer, IDOT
Dr. Rachel Leibowitz, Illinois Historic Preservation Agency

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
ILLINOIS STATE HISTORIC PRESERVATION OFFICER,
AND ILLINOIS DEPARTMENT OF TRANSPORTATION,
REGARDING THE REPLACEMENT OF THE EASTBOUND McCLUGAGE BRIDGE
OVER THE ILLINOIS RIVER
IN PEORIA AND TAZEWELL COUNTIES, ILLINOIS**

WHEREAS, the Illinois Department of Transportation (IDOT) plans to replace the eastbound McClugage Bridge (Structure #090-0070) that carries US 150 over the Illinois River, IDOT Sequence #18513 (Project) in the Counties of Peoria and Tazewell, Illinois; and

WHEREAS, the Federal Highway Administration (FHWA) plans to fund the Project, thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. Section 470f, and its implementing regulations, 36 CFR Part 800; and

WHEREAS, the FHWA has defined the Project's Area of Potential Effects (APE) as encompassing the existing McClugage Bridge (both eastbound and westbound structures), adjacent interchanges, the Illinois River, and adjacent parcels (Exhibit A); and

WHEREAS, the FHWA has determined that the Project will have an adverse effect on the eastbound McClugage Bridge, which has been determined eligible for the National Register of Historic Places (NRHP); and

WHEREAS, the Project may have effects upon as yet identified archaeological resources within the APE; and

WHEREAS, the FHWA has consulted with the Illinois State Historic Preservation Officer (SHPO) pursuant to 36 C.F.R. Part 800; and

WHEREAS, the FHWA has invited the IDOT to participate in consultation and to become signatory to this memorandum of agreement (MOA); and

WHEREAS, the public was given an opportunity to comment on the undertaking's adverse effect in a notice published on May 31, 2015 and July 19, 2015 in the *Peoria Journal Star*; and

WHEREAS, pursuant to 23 U.S.C. Section 144(o)(4), there were no responsible parties who expressed an interest in taking ownership of the bridge to maintain and preserve the bridge in perpetuity, and

WHEREAS, the FHWA notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect to the eastbound McClugage bridge on September 15, 2016, pursuant to 36 CFR Section 800.6(a)(1); and the ACHP declined to enter into consultation in a letter to FHWA dated October 14, 2016; and

WHEREAS, the FHWA has invited consultation of the following Tribes: 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

McClugage Bridge Memorandum of Agreement

IDOT Sequence #18513

Page 1 of 10

Nation, Sac and Fox Tribe of Mississippi in Iowa, Sac and Fox Nation of Missouri, and Sac and Fox Nation of Oklahoma; only the Miami Tribe of Oklahoma expressed an interest in the project and is invited to be a concurring party to this MOA; and

WHEREAS, the FHWA has invited consultation of the following historic preservation groups: Peoria Historic Preservation Commission, Peoria Historical Society, East Peoria Historical Society, and Tazewell County Genealogical & Historical Society; no groups expressed interest in the project; and

NOW, THEREFORE, the FHWA, IDOT, and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FHWA, in coordination with the IDOT, shall ensure that the following measures are carried out:

1. BRIDGE MITIGATION

The construction of the new eastbound McClugage Bridge will require the removal of the existing structure. This adverse effect will be mitigated by commemorating and interpreting both the existing McClugage Bridge and the previous (original) structure known as the Upper Free Bridge, an 1888 structure located north of the existing bridge. Interpretative memorials will be constructed at three locations along the proposed multi-use pedestrian path: one at the trail heads on either side of the river and one at a scenic overlook on a widened section of the path on the new McClugage Bridge (Exhibit B). The final locations and interpretative content of these memorials will be coordinated with the SHPO.

2. ARCHAEOLOGICAL INVESTIGATIONS

A. Identification and Evaluation of Resources. Current land use and landowner access has hindered efforts to conduct an archaeological survey within the APE. Test excavations will be conducted by IDOT in a staged fashion when access to high-priority parcels has been secured (Exhibit C). IDOT will make a good-faith effort to identify archaeological resources and to evaluate their NRHP eligibility in consultation with FHWA, SHPO, and the Miami Tribe of Oklahoma. The FHWA and IDOT will consult with the Miami Tribe of Oklahoma regarding properties to which the Tribe may attach cultural or religious importance in compliance with the provisions of 36 C.F.R. § 800.4.

B. Mitigation of Adverse Effects. If archaeological sites are discovered that are determined eligible for the NRHP in coordination with FHWA, SHPO, and the Miami Tribe of Oklahoma, IDOT will consult with FHWA, SHPO, and the Miami Tribe of Oklahoma in developing measures to avoid and minimize potential impacts to these historic properties. When impacts cannot be avoided, data-recovery excavations will be conducted by IDOT. These investigations will follow the generalized data-recovery plans for prehistoric and historic era habitation sites listed in Exhibit D.

C. Unanticipated Discoveries during Construction:

1. Objectives: The following procedures will be used in the event that previously unreported and unanticipated historic properties or human remains are found during IDOT construction activities. The procedures differ depending on whether unanticipated cultural materials (see Section C.2.) or human remains (see Section C.3.) are encountered. The plan is intended to ensure that the project is in compliance with all applicable Federal and State laws and regulations, including Section 106 of the NHPA of 1966 (36 CFR 800), the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420), the Illinois Archaeological and Paleontological Resources Protection Act (20 ILCS 3435), and the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).
2. *Procedures for an Unanticipated Discovery of Historic Properties:* In the event of an unanticipated discovery of historic properties during IDOT construction activities, IDOT will follow these procedures:
 - a. The construction contractor must immediately stop all construction activity within a 150 foot radius of the discovery, notify IDOT of the discovery, and implement interim measures to protect the discovery from looting and vandalism. Within 48 hours of receipt of this notification of the discovery, IDOT shall:
 - i. inspect the work site to determine the extent of the discovery and ensure that construction activities have halted;
 - ii. clearly mark the area of the discovery;
 - iii. implement additional measures, as appropriate, to protect the discovery from looting and vandalism; and
 - iv. notify the FHWA, the Illinois SHPO, and the Tribes who have identified the location as within their ancestral homelands, of the discovery.
 - b. The IDOT/FHWA will have seven business days following notification to determine the NRHP eligibility of the discovery after considering the filed comments of the Illinois SHPO, interested Tribes, and other consulting parties. The IDOT/FHWA may assume the newly discovered property to be eligible for the NRHP for the purposes of Section 106 pursuant to 36 CFR§ 800.13(c)
 - c. If the find is determined to be potentially significant, IDOT will consult with the Illinois SHPO, the Tribes, and other interested parties regarding appropriate measures for site treatment. For properties determined eligible for the NRHP, IDOT/FHWA will notify the Illinois SHPO, interested Tribes, and other consulting parties, of those actions for which it proposes to resolve adverse effects. Interested Tribes and other consulting parties will have seven business days to provide their views on the proposed actions. The IDOT/FHWA will ensure that the recommendations of interested Tribes and other consulting parties are taken into account prior to granting approval of the measures that will be implemented to resolve adverse effects. These measures may include:
 - i. formal archaeological evaluation of the site;
 - ii. visits to the site by the Illinois SHPO, the Tribes, and other interested parties;

- iii. exploration of potential alternatives to avoid the site;
 - iv. preparation of a mitigation plan by IDOT in consultation with the Tribes for approval by the Illinois SHPO;
 - v. implementation of a mitigation plan; and
 - vi. FHWA approval to resume construction following completion of the fieldwork component of the mitigation plan.
 - d. If the find is determined to be either isolated or completely disturbed by construction activities, IDOT will consult with the Illinois SHPO, the Tribes, and other interested parties prior to resuming construction.
 - e. Dispute Resolution: The FHWA will seek and take into account the recommendations of the ACHP in resolving any disagreements that may arise regarding determination of effects.
3. *Procedures for an Unanticipated Discovery of Human Remains and Burials:* In the case of an unanticipated discovery of human remains or burials on Federal land, IDOT will follow the procedures outlined by the Native American Graves Protection and Repatriation Act, as amended (43 CFR 10, Subpart B), and pursuant to the Archaeological Resources Protection Act of 1979 (43 CFR 7). In the event of an unanticipated discovery of human remains or burials on non-Federal lands during IDOT construction activities, the IDOT will comply with the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440) as administered by the Illinois Historic Preservation Agency (IHPA) and will follow these procedures:
- a. Upon encountering human remains or an unmarked human burial during ground disturbing construction activities, IDOT will ensure that the construction contractor immediately stops work within a 150 foot radius from the point of discovery. The IDOT will ensure that the construction contractor implements interim measures to protect the discovery from vandalism and looting, but must not remove or otherwise disturb and human remains or other items in the immediate vicinity of the discovery.
 - b. The IDOT will notify the County Coroner, IHPA, the Tribes, and other interested parties within 48 hours of the discovery. The IDOT/FHWA will contact by phone the point of contact for each interested Tribe of the discovery.
 - c. Within 72 hours after notification the County Coroner will determine jurisdiction. If the remains are older than 100 years, the County Coroner will transfer jurisdiction to IHPA.
 - d. In coordination with IHPA, IDOT will determine if the skeletal remains are human, the degree to which they were disturbed, and if possible, assess their potential age and cultural affiliation without any further disturbance.
 - e. The IDOT/FHWA is responsible for notifying the Tribes within 24 hours of IHPA's findings.
 - f. If it is determined by IHPA that intact or fragmented human remains are present and they are Native American, IDOT will consult with the IHPA,

Illinois SHPO, FHWA, the Tribes, and other interested parties regarding additional measures to avoid, and protect or mitigate, the adverse effect of the project on the human remains and burial site. These measures may include:

- i. formal archaeological evaluation of the site;
- ii. if the remains are determined to be Native American, consultation with the Tribes will be required;
- iii. visits to the site by the Illinois SHPO, the Tribes, and other interested parties; exploration of potential alternatives to avoid the human remains or burial;
- iv. for Native American remains, implementation of a mitigation plan by IDOT in consultation with IHPA and the Tribes, including procedures for disinterment and re-interment;
- v. implementation of the mitigation plan; and
- vi. IHPA and FHWA approval to resume construction following completion of the fieldwork component of the mitigation plan.

D. FHWA and IDOT shall comply with Section IV.C. of the Memorandum of Understanding regarding Tribal Consultation Requirements for the Illinois Federal Transportation Program to ensure the confidentiality of any sensitive materials or information identified by the Miami Tribe of Oklahoma.

3. DURATION

This MOA will be null and void if its stipulations are not carried out within ten (10) years from the date of its execution. At such time, and prior to work continuing on the undertaking, the FHWA shall either (a) execute a MOA pursuant to 36 C.F.R. § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 C.F.R. § 800.7. Prior to such time, the FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation 6 below. The FHWA shall notify the signatories as to the course of action it will pursue.

4. POST-REVIEW DISCOVERIES

If potential historic properties are discovered or unanticipated effects on historic properties found, IDOT and FHWA, in coordination with the SHPO, shall make reasonable efforts to avoid, minimize, or mitigate adverse effects to such properties and follow the requirements of 36 CFR Section 800.13(b).

5. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, the FHWA will:

A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments

regarding the dispute from the ACHP and signatories and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the MOA, and provide them and the ACHP with a copy of such written response.

C. The FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

6. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

7. TERMINATION

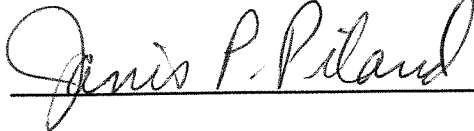
If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation 6 above. If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FHWA shall notify the signatories as to the course of action it will pursue.

EXECUTION of this MOA by the FHWA and SHPO and implementation of its terms are evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

McClugage Bridge Memorandum of Agreement Signatory

FEDERAL HIGHWAY ADMINISTRATION

By:  Date: 4-26-2017

McClugage Bridge Memorandum of Agreement Signatory

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By:  Date: 4.9.17

McClugage Bridge Memorandum of Agreement Invited Signatory

ILLINOIS DEPARTMENT OF TRANSPORTATION

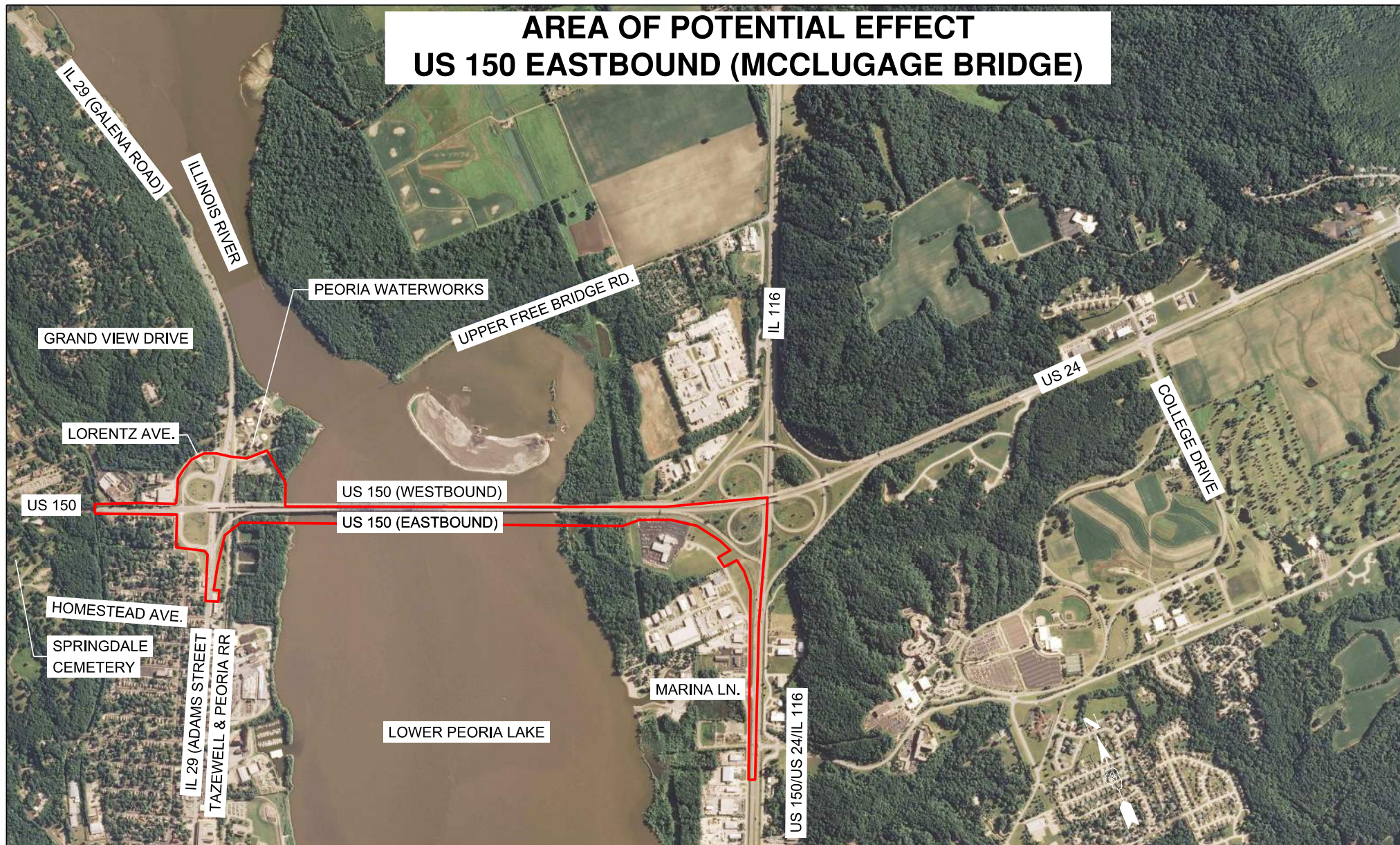
By: Paul A. Darned Date: 042017

McClugage Bridge Memorandum of Agreement Concurring Party

MIAMI TRIBE OF OKLAHOMA

By: _____ Date: _____

AREA OF POTENTIAL EFFECT US 150 EASTBOUND (MCCLUGAGE BRIDGE)





Illinois Department of Transportation

Memorandum

To: Maureen M. Addis, Design & Environment Attn. Brad Koldehoff
From: Kensil A. Garnett
Subject: **Proposal for the McClugage Bridge Memorial**
Date: September 9, 2016

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS – PHASE I
FAP Route 317 (US 150)
Section: (15B)BR
Peoria and Tazewell Counties
Contract No. 68B46
Job No. P-94-018-13
Catalog No. 034923-00P

Shown attached for your consideration is a revised proposal to commemorate both the existing US 150 eastbound (McClugage Bridge) structure and the original structure constructed near that location known as the Upper Free Bridge.

The reconstruction of the eastbound US 150 (McClugage Bridge) over the Illinois River will require the removal of the existing original McClugage Bridge structure to allow for the construction of the new eastbound structure. Constructing the new eastbound McClugage Bridge allows us the opportunity to commemorate both the old McClugage Bridge and the Upper Free Bridge. It is proposed to have memorials situated at locations along the multi-use pedestrian path trailheads on each side of the river or at a scenic overlook on a widened section of the path on the new McClugage Bridge.

The revised proposal outlines basic concepts for each option. The final location(s) and configuration would be determined through study and consultation with an approval from the Bureau of Design and Environment and the State Historic Preservation Office. This proposal supersedes the first proposal that was sent to your office on July 28, 2016. Per your direction, we have added structural members from the original bridge to the memorial locations to provide a hands-on experience for those using the multi-use path.

MEMO – Maureen M. Addis, Engineer of Design & Environment
Attention: Brad Koldehoff
RE – Proposal for McClugage Bridge Memorial
September 9, 2016
Page Two

Please review this proposal and provide guidance on its merit and if we should proceed. If you have any questions or wish to discuss, please contact Mr. Chris Maushard, Project Engineer, at (309) 671-3453.



Kensil A. Garnett, P.E.
Region Three Engineer

CEM:tdp

Attachment(s)

cc: Kensil A. Garnett
Project File (C. Maushard)
Acting Studies & Plans Engineer (M. Lewis)
Acting Program Development Engineer (J. Miller)

Proposal to Commemorate the Original McClugage Bridge and the Upper Free Bridge

History of the McClugage Bridge and the Upper Free Bridge over the Illinois River

The reconstruction of the eastbound US 150 (McClugage Bridge) over the Illinois River in Peoria and Tazewell County will require the removal of the existing original McClugage Bridge structure to allow for the construction of the new eastbound structure (see Location Map). Constructing the new eastbound McClugage Bridge allows us the opportunity to commemorate both the old McClugage Bridge and its predecessor, the Upper Free Bridge. A brief history of each is provided as follows:

The original McClugage Bridge structure saw the design work for it completed in 1939. Construction began shortly thereafter, but because of the war effort, was sporadic and ongoing until its completion in 1948. The structure provided for two lane two way traffic over its 4,745 foot span length from 1948 until 1982 when, at that time, a larger structure was built next to it to accommodate westbound traffic. The structure was converted to eastbound only traffic and serves that purpose to this day. A number of repair projects were performed beginning in 1964 and continuing in 1971, 1974, 1976, 1977, 1986, 1990 and 1999. These projects served to keep the structure in operation with the final major repair completed in 1999. With the current traffic count of 20,000 vehicles per day combined with the advanced deterioration, the structure has reached the end of its service life which has necessitated the current project to replace it.

Just like this project, which is being constructed to replace the current eastbound McClugage Bridge, the current McClugage Bridge was completed in 1948 to replace the original Upper Free Bridge. The Upper Free Bridge was located at the south terminus of what is referred to as "The Narrows", which is located just north of the current McClugage Bridge structures (see Location Map). *The Upper Free Bridge was constructed in 1888 as a 1,323 foot long wooden floored structure that had a 450 foot long swing span near the center. The swing span was operated by a man powered turnstile that swung the span parallel to the channel to allow barge passage along the river. The height of the deck above the normal pool water elevation was a mere 16 feet. Before construction of the Upper Free Bridge, people would cross the river by ferry at that location. It is believed that Abraham Lincoln crossed the river on that ferry during one of his first trips to Peoria and surrounding communities. On February 27, 1943, the Upper Free Bridge was struck by the towboat, "Sylvia T". It was repaired, but right before its reopening on May 17, 1944 the Sylvia T struck the bridge again and collapsed a section of it, thereby putting it out of operation for good. The bridge was demolished in 1947. The west pier is all that remains of the bridge and can be seen in the water.

Proposal

The reconstruction of the eastbound McClugage Bridge affords us the opportunity to commemorate both the rich history of travel across the river by ferry or bridge and the navigation of the river by commercial and recreational craft.

As part of the overall reconstruction of the original McClugage Bridge, a multi-use pedestrian and bicycle path attached to the new eastbound structure will be constructed. The path will terminate at a parkinglot trailhead on both the Peoria and Tazewell County sides of the river (see Location Map). The trailheads can serve as a memorial location to the bridges to inform the public of the history of the Upper Free Bridge and McClugage Bridge structures. It is envisioned that a small setting can be developed at the end of each parkinglot with the memorials to be viewed as bicyclists and pedestrians

enter the path. A brick paver gathering area that provides views in the direction of the locations of each bridge will contain pedestal type plaques and benches. These locations can also display sections of the original McClugage Bridge to give the public an opportunity to see and touch a piece of history that provided a vital link for the public over the river for many years. It is thought that two pedestal plaques, one for each bridge, with the pedestals constructed from sections of the old McClugage Bridge, would be displayed at each location and contain pictures and descriptions of each bridge along with interesting facts or remembrances of those who used the bridges (see Concept Plaque Schematics). The exact wording of each plaque along with pictures would be determined through consultation with the State Historic Preservation Office, Bureau of Design and Environment and possible local historians.

Another option in keeping with the observance of the bridges is to provide a similar memorial on the new bridge itself. At a location near the center of the bridge there will be constructed an enlarged width area on the multi-use path directly over the navigation channel. That area, referred to as a Belvedere, is designed for a stopping, resting and observation point along the path as it crosses the river. This location would contain similar memorial pedestal plaques along with benches to sit and view the river valley both upstream and downstream along with sections of the original McClugage Bridge similar to what is described at the trailhead memorials. An advantage to the memorial located on the Belvedere is that it gives the observer an expansive view of the entire river valley, which would include the locations of the Bridges. It also lessens the possibility of vandalism of the plaques and other items that would be located at the trailhead.

Concept schematics of each location are provided for your consideration. The appropriate location(s) of the memorials, layout of the memorial areas and plaques designs would be determined through a study during the new eastbound McClugage Bridge design process.

*Portions of this description were taken from the Metamora Association for Historic Preservation newsletter dated June 2015.

UPPER FREE BRIDGE ~ 1888-1947

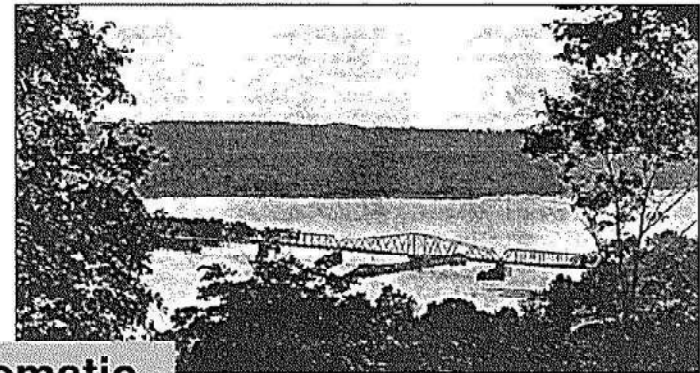
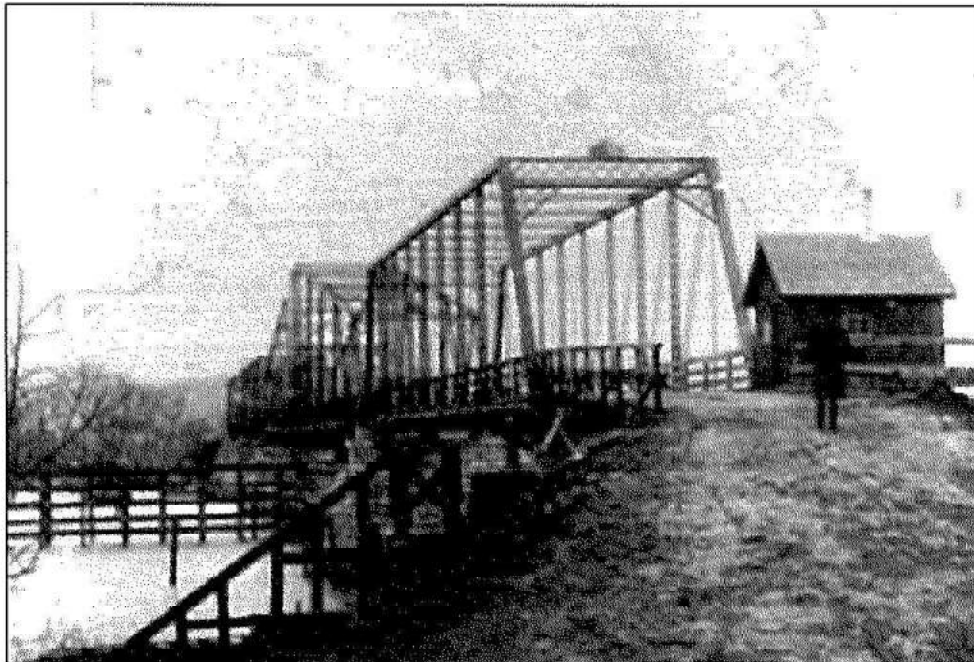
Below: 1888 picture of the Upper Free Bridge.

Right: 1930s era picture showing cars driving over the Upper Free Bridge.

Below Right: Postcard of the Upper Free Bridge.

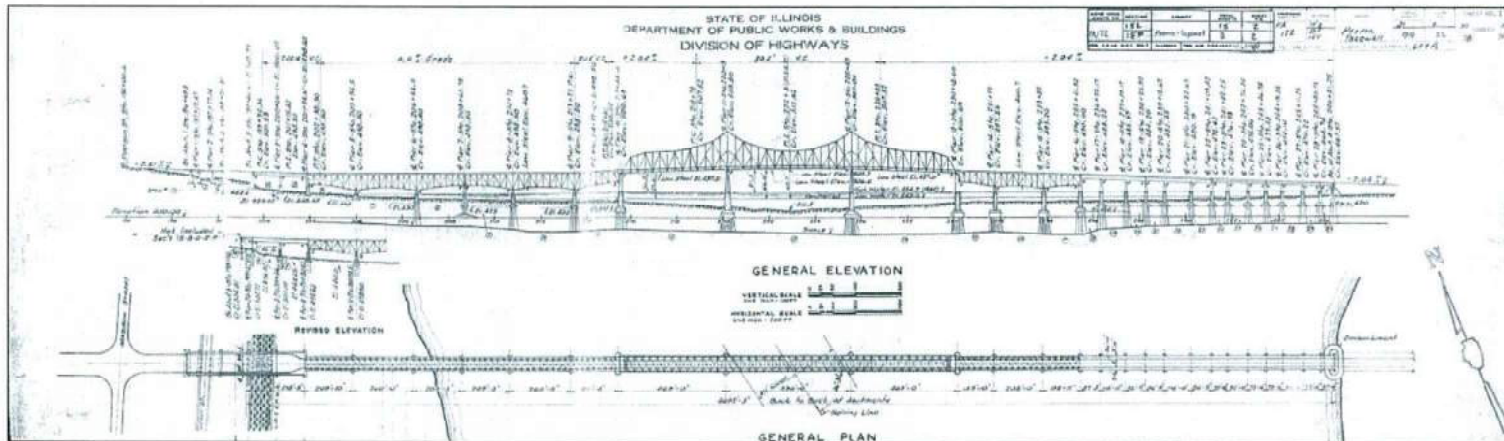


The Upper Free Bridge was located at the south terminus of what is referred to as "The Narrows", which is located just north of the current McClugage Bridge structures. The Upper Free Bridge was constructed in 1888 as a 1,323-foot-long wooden floored structure that had a 450-foot-long swing span near the center. The swing span was operated by a man powered turnstile that swung the span parallel to the channel to allow barge passage along the river. The height of the deck above the normal pool water elevation was a mere 16 feet. Before construction of the Upper Free Bridge, people would cross the river by ferry at that location. It is believed that Abraham Lincoln crossed the river on that ferry during one of his first trips to Peoria. On February 27, 1943, the Upper Free Bridge was struck by the towboat, "Sylvia T". It was repaired, but right before its reopening on May 17, 1944, the Sylvia T struck the bridge again and collapsed a section of it, thereby putting it out of operation for good. The bridge was demolished in 1947. The west side pier is all that remains of the bridge and can be seen in the water.



Concept Plaque Schematic

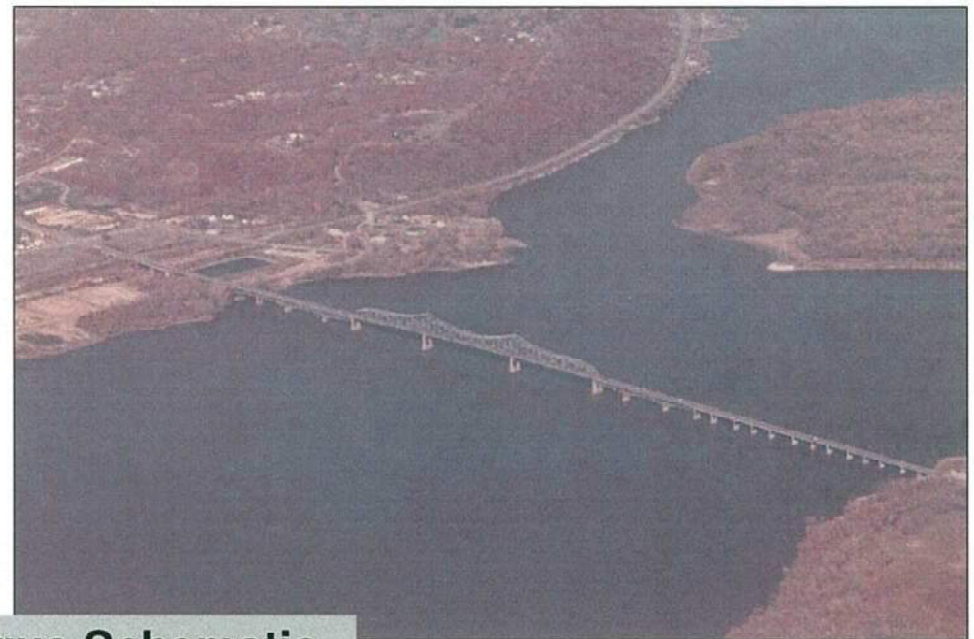
MCCLUGAGE BRIDGE ~ 1948-20xx



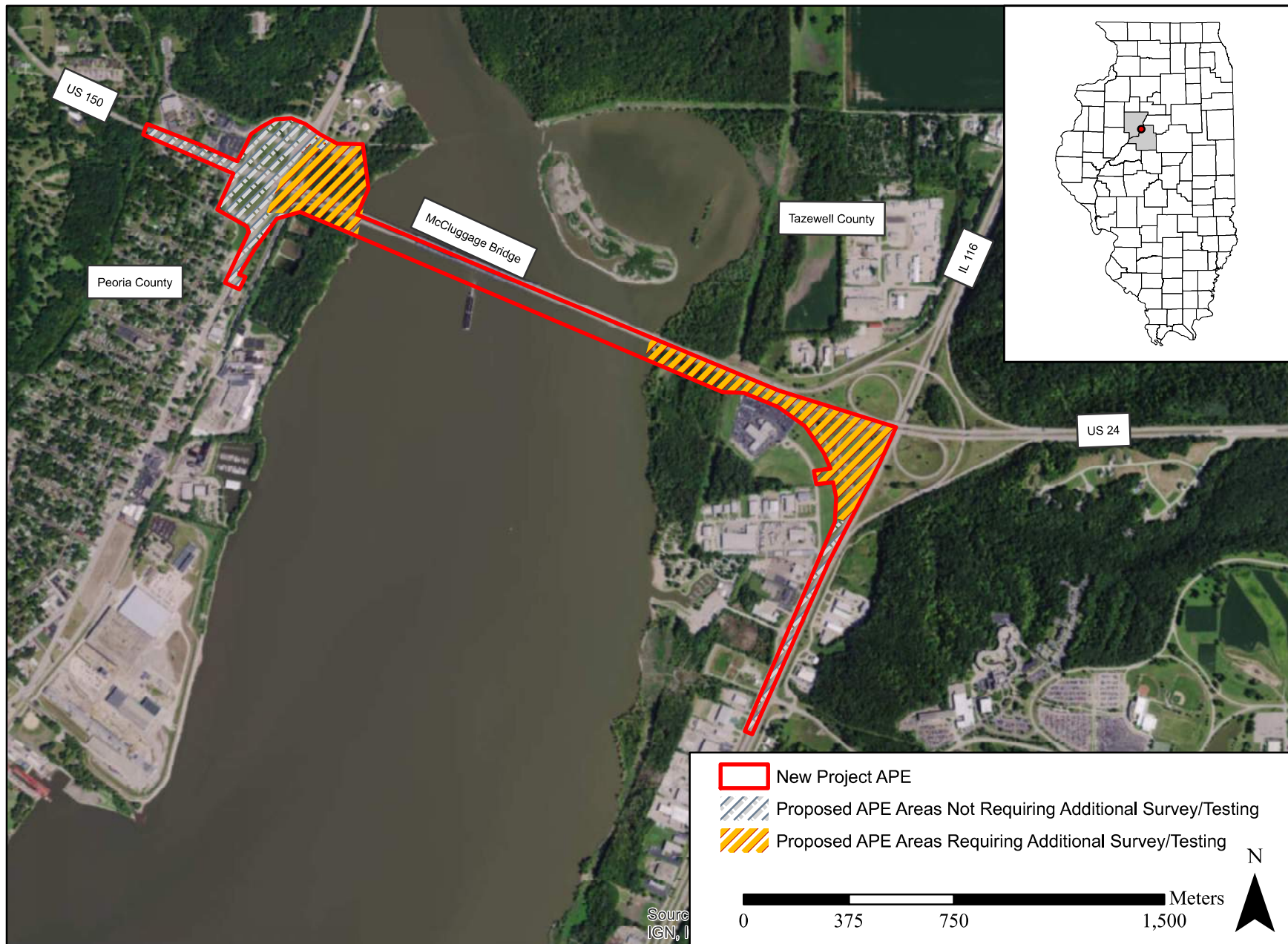
Left: A general plan and elevation view of the McClugage Bridge from the 1939 design.

Below: Aerial view looking north at the McClugage Bridge prior to the construction of the second structure.

The original structure saw the design work completed in 1939. Construction began shortly thereafter, but because of the war effort, was sporadic and ongoing until its completion in 1948. The structure provided for two-lane two-way traffic over its 4,745-foot span length from 1948 until 1982 when, at that time, a larger structure was built next to it to accommodate westbound traffic. The structure was converted to eastbound only traffic and served that purpose until its removal in 20XX. A number of repair projects were performed beginning in 1964 and continuing in 1971, 1974, 1976, 1977, 1986, 1990 and 1999. These projects served to keep the structure in operation with the final major repair completed in 1999. With a traffic count of 20,000 vehicles per day combined with the advanced deterioration, the structure had reached the end of its service life which necessitated a project to replace it.



Concept Plaque Schematic



ISAS Project 14033: US Route 150 (War Memorial Drive) over Illinois River (IDOT Sequence No. 18513) Areas Requiring Additional Archaeological Survey

EXHIBIT D

PART A: STANDARD DATA-RECOVERY PLAN FOR PREHISTORIC SITES

Introduction

The Illinois State Archaeological Survey (ISAS), a joint program of the University of Illinois at Urbana-Champaign (UIUC) and the Illinois Department of Transportation (IDOT), prepared this data-recovery plan for the archaeological mitigation of prehistoric habitation sites. This plan was developed in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716), and "The Treatment of Archaeological Properties" published in 1980 by the Advisory Council on Historic Preservation. All procedures outlined in this plan are implemented using standard ISAS techniques, which are outlined in ISAS 2013 Field Manual: *Standard ISAS Field Procedures for Phase I, II and III Archaeological Investigations*.

The IDOT and the Illinois State Historic Preservation Officer (SHPO) have jointly determined that the prehistoric sites to be investigated with this recovery plan are eligible for the National Register of Historic Places under Criterion D and that impacts to these sites cannot be avoided.

Natural Setting

The natural setting for archaeological sites excavated under this data-recovery plan will be examined (prior to conducting further excavation) in the appropriate existing documentation (such as the Geological Survey Soil Survey) and in the field. A verbal description of the natural setting will accompany maps and photographs in the final reporting of the site.

Summary of Previous Investigations

In general, sites to be investigated under this data recovery plan were recorded by ISAS personnel during the Phase I survey of the proposed project area. When necessary, existing archaeological and historical property lists will be consulted and oral histories conducted to fully develop a site's history and aid in locating possible features and an understanding of a site's stratigraphy and distribution across the landscape. Phase I testing at the site will have revealed the presence of intact cultural material and the site's potential to significantly contribute to our understanding of the prehistory of this area in order to warrant additional investigation.

Research Design

The data generated by excavations at the prehistoric site(s) will be used to examine at least three topics: (1) chronology; (2) technology; and (3) subsistence practices. Insights into changing patterns of community organization may also be granted, as may insights into changes in social organization. The data recovered will then be compared to data from other regional sites.

1. Chronology. It is expected that the recovered artifact assemblage at the prehistoric site(s) will suggest the presence of at least one cultural component (such as the Mississippian or Late Woodland). Insights into more precise time spans at both sites can be gained through analysis of point and ceramic styles, as well as the acquisition of charcoal samples for radiocarbon analysis.
2. Technology. The lithic artifacts recovered from the prehistoric site(s) are expected to reflect the inhabitant's use of this material for a variety of tasks involved in procuring and processing resources. Analysis of the lithic assemblage will identify raw materials, heating stage, overall stages of tool manufacture, and lithic reduction strategies. Analysis of the ceramics, if ceramics are recovered, may also aid in the identification of pottery manufacturing processes.
3. Subsistence. If plant and animal remains are recovered at the prehistoric site(s), standardized flotation samples will be collected and analyzed from excavated feature fills to identify patterns of plant and animal use by the site inhabitants. These data will be used in the interpretation of seasonality and site function.

Mitigation Plan

Investigations will be conducted in compliance with the National Historic Preservation Act of 1966, as amended, and will be carried out by ISAS archaeologists who meet the Secretary of the Interior's professional qualification standards (48 FR 447838-9). In designing and carrying out the work, ISAS staff will also take into account the Advisory Council on Historic Preservation's publication on the "Treatment of Archaeological Properties."

Standard ISAS methods (as outlined in the ISAS Field Manual 2013) will be employed in all aspects of the data recovery. Portions of the plow zone at the site(s) will be removed; if warranted, a backhoe with a smooth-bladed bucket will likewise be utilized to carefully remove the plow zone at the site(s) in test trenches to recover artifacts, reveal features, and more fully investigate site stratigraphy.

If features are encountered, the archaeological studies will be conducted following the standard ISAS excavation techniques described in the ISAS Field Manual 2013. Any features encountered will be mapped by hand and tied into the site maps with an electronic transit. After plan mapping, features will be bisected along their long axis with hand tools (shovels and trowels). The subsequent profile will be mapped and photographed. Generally, the first half of each pit feature will be excavated as a single unit, with all artifacts bagged together; flotation samples generally will not be collected from the first halves of features. The second half of each pit will be excavated by fill zones identified in profile, with artifacts and flotation samples collected accordingly and screened with ¼-inch hardware cloth as appropriate. At least one 10-liter flotation sample will be collected from each zone. Charcoal-rich zones will be more intensively sampled.

Human remains are not expected to be found during the excavations; however, if encountered, the remains will be mapped and removed in accordance with all procedures and guidelines associated with the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440, 17 IAC 4170). Disposition of the human remains and any burial artifacts will be accomplished under the provisions of the Act.

In the laboratory, all lithic artifacts will be washed, labeled and analyzed by ISAS personnel at the appropriate Survey Division office. Botanical, zoological and human remains

will be analyzed by specialists at ISAS's main office at the University of Illinois or by qualified consultants.

All archaeological reports resulting from the project will comply with contemporary standards, including the Secretary of the Interior's "Standards for Final Reports of Data-Recovery Programs" (42 FR 5377-79). The ISAS will also ensure that all final archaeological reports are presented in a format acceptable to the SHPO following Illinois guidelines on report preparation, and that all such reports are presented in a format acceptable to the National Park Service for possible peer review and submission to the National Technical Information Service. Reports will be submitted to the IDOT and SHPO in a timely manner after the completion of all field and laboratory investigations.

Curation

All artifacts, scientific samples, records, photographs, and other data associated with this project will be curated at the University of Illinois at Urbana-Champaign and managed by ISAS in accordance with federal standards as outlined in 36 CFR Part 79.

PART B: STANDARD DATA-RECOVERY PLAN FOR HISTORIC SITES

Introduction

The Illinois State Archaeological Survey (ISAS), a joint program of the University of Illinois at Urbana-Champaign (UIUC) and the Illinois Department of Transportation (IDOT), prepared this data recovery plan for the archaeological mitigation of historic sites. This plan was developed in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716), and "The Treatment of Archaeological Properties" published in 1980 by the Advisory Council on Historic Preservation. All procedures outlined in this plan are implemented using standard ISAS techniques, which are outlined in ISAS 2013 Field Manual: *Standard ISAS Field Procedures for Phase I, II, and III Archaeological Investigations*.

The IDOT and Illinois State Historic Preservation Officer have jointly determined that the historic sites to be investigated with this recovery plan are eligible for the National Register of Historic Places (NRHP) under Criterion D and that impacts to these sites cannot be avoided.

Natural Setting

The natural setting for archaeological sites excavated under this data-recovery plan will be examined (prior to conducting further excavation) in the appropriate existing documentation and in the field. A verbal description of the natural setting will accompany maps and photographs in the final reporting of the site. Midwestern archaeological studies have noted a preference among early Euro-American pioneers to build their first homes along timber-

prairie borders. Environmental factors, such as protection from the elements and proximity to timber, water, and wild animal resources, and cultural factors, such as origin of the settler and proximity to roads, both affect the placement of early settlement homes and farms. General Land Office survey and plat maps, coupled with native vegetation information from county soil surveys, assist in the reconstruction of local environments during the early settlement era. In much of the State, survey maps were created prior to and immediately following the initial Euro-American settlement. Government land transfer and original land entries/patents provide information about locations of early settlements. Further information from county history books, census data, and assorted primary source documents such as letters and diaries can also assist in reconstruction of the environmental and cultural factors affecting individual and group settlement. Aerial photographs and modern maps (US Geological Survey, USDA soil survey, etc.) provide documentation of more recent environmental conditions.

Summary of Previous Investigations

In general, sites to be investigated under this data recovery plan were recorded by ISAS personnel during the Phase I survey of the proposed project area. When necessary, existing archaeological and historical property lists will be consulted and oral histories conducted to fully develop a site's history and aid in locating possible features and an understanding of a site's stratigraphy and distribution across the landscape. Phase I testing at the site will have revealed the presence of intact cultural material and the site's potential to significantly contribute to the history of this area in order to warrant additional investigation.

Research Design

The data generated by excavations at the historic site(s) will be used to examine at least three broad topics: (1) settlement patterns and land distribution; (2) architecture; and (3) subsistence practices. Insights into changing patterns of community organization may also be gained, as may insights into changes in social organization and subscription to mass-produced goods. The data recovered will then be compared with that from other regional sites.

- 1. Settlement Patterns and Land Distribution.** The mitigation of historic sites requires the study of patterns of settlement by the pioneers who came to Illinois. The types of sites, their location, number and distribution, all provide important information on early settlement patterns and how they influenced later land development and settlement. In order to understand these settlement patterns, detailed artifact and archival information is required to determine the age, type, and function of specific sites. In addition, data indicating when specific features originated and any transformations in function through time is also needed. Inter- and intra-spatial orientation of structures and features must also be studied.
- 2. Architecture.** Building techniques and architectural forms can reflect ethnic identity, stylistic concerns, economic status, and the relative availability of local and imported construction materials. Intact structures dating from the era of earliest Euro-American settlement are comparatively scarce, as many buildings have been abandoned,

dismantled, or otherwise destroyed and/or replaced by more recent construction. Early structures are generally poorly documented and specific details regarding their construction are not available. Intact subsurface remains provide information on dwelling size and shape and details of cellar and footing construction. The distribution of hardware, wood, glass, and other structural items within and around the foundation fill offers clues to the appearance of the superstructure. Exposure and detailed mapping of complete foundations is necessary to document the size, orientation, and shape of the dwelling. The construction materials employed need to be identified along with their likely places of origin. Measured plan views, profiles, and photographs of structural features will provide details on construction techniques. Horizontal and vertical provenience data on other structural remains will aid in the interpretation of aspects of the building superstructure.

- 3. Subsistence.** Subsistence in early Euro-American farmsteads was based largely on foods produced directly for household consumption. With limited transportation systems and access to processed flour, wheat was an important crop. Water-powered gristmills were among the earliest important industries. Hogs were important sources of meat, cattle provided milk and butter, and chickens were commonly kept for eggs. Fruit trees and vegetable gardens were also important sources of food on many nineteenth century farms. In addition to these homegrown foods, wild plants and animals supplemented the diet. Deer, various small game mammals, fish, waterfowl, and wild turkey were common, along with wild nuts and fruits, which were seasonally available. Flotation samples taken from feature contexts should provide abundant evidence of subsistence. Identification of carbonized and uncarbonized plant remains will document the range of wild, domestic, and exotic plant species present. Wild, domesticated, and imported animal resources will be identified through the analysis of faunal remains recovered from flotation samples, as well as larger specimens recovered through standard excavation procedures.

Mitigation Plan

Investigations will be conducted in compliance with the National Historic Preservation Act of 1966, as amended, and will be carried out by ISAS archaeologists who meet the Secretary of the Interior's professional qualifications standards (48-FR-447838-9). In designing and carrying out the work, ISAS staff will also take into account the Advisory Council on Historic Preservation's publication on the "Treatment of Archeological Properties."

Standard ISAS methods (as outlined in the ISAS Field Manual 2013) will be employed in all aspects of the data recovery. A standard controlled surface collection grid (generally comprised of 10x10m collection units) will also be used, where possible, as the basis for a gridded metal detector survey to recover that class of artifacts. These individual grid cells will also form the parameters for subsequent machine-aided excavation units, which will be removed in an incremental fashion to increase the artifact sample from the site. Experience indicates that a significant percentage of the historic artifacts from a given site are located in the plow zone and this material, if collected systematically, can provide information about the location of activity loci that are generally not represented by subsurface features (i.e. barnyard activities).

Given this type of systematic plow zone sampling approach, hand excavated units will be used more sparingly on 19th century historic period sites, because intact subsurface deposits are generally rare outside the limits of subterranean facilities. Thus, adequate artifact samples can typically be derived from surface collection, metal surveys, feature excavation, and systematically collected, standard sized machine excavation blocks. However, more rigorous plow zone and A-Horizon sampling, including dry or water screening and bulk flotation sample collection, will be undertaken on sites believed to be attributable to historic Indian, French, and very early British/American period components to amass adequate samples and recover micro-artifacts, such as glass beads.

Due to the large size of many historic cellars and the extremely deep nature of some water collection facilities, standard ISAS excavation protocols allow these features to be sampled as opposed to completely excavated. The cellars will be excavated in quarters (similar to prehistoric structures) so that both the long and short axis profiles can be mapped and documented. Deeper features, such as wells and cisterns, will typically only be sampled to a reasonable depth (ca. one to two meters) because their absolute limits often cannot be established through hand excavation given personal safety considerations. The overall depths of these features may be assessed through additional hand probing or machine trenching once the hand-excavated samples have been removed. Such sampling strategies, however, must obtain an adequate artifact assemblage and other forms of information to determine the feature's temporal placement and construction techniques. In addition, historic posts will be mapped in plan view, but only a subset may be formally excavated depending upon the number encountered and their relationship to other site features. Any posts that are not excavated will be hand-probed to assess their overall depth.

While not expected, should historic mortuary sites or features be encountered, the remains will be mapped and removed in accordance with all procedures and guidelines associated with the Illinois Human Skeletal Remains Protection Act (HSRPA, 20 ILCS 3440, 17 IAC 4170) and detailed in the ISAS excavation manual (ISAS 2005). Disposition of the human remains and any burial artifacts will be accomplished under the provisions of the Act.

In the laboratory, all artifacts will be washed, cleaned, labeled, and sorted by ISAS personnel at the appropriate Survey Division office, following standard ISAS procedures (ISAS 2013). Botanical, zoological, and historical materials will then be analyzed by ISAS specialists at the University of Illinois or by qualified consultants.

All archaeological reports resulting from the project will comply with contemporary standards, including the Secretary of the Interior's "Standards for Final Reports of Data-Recovery Programs" (42-FR-5377-79). The ISAS will also ensure that all final archeological reports are presented in a format acceptable to the SHPO following Illinois guidelines on report preparation, and that all such reports are presented in a format acceptable to the National Park Service for possible peer review and submission to the National Technical Information Service. Reports will be submitted to the IDOT and SHPO in a timely manner after the completion of all field and laboratory investigations.

Curation

All artifacts, scientific samples, records, photographs, and other data associated with this project will be curated at the University of Illinois at Urbana-Champaign and managed by the ISAS in accordance with federal standards as outlined in 36 CFR, Part 79.

Appendix D

**Section 4(f) *De Minimis* Determination
Documentation for Use of the Illinois
River Fish and Wildlife Area**

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

062917

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

8/28/17

Date



PUBLIC HEARING



EASTBOUND McCLUGAGE BRIDGE (US 150) OVER THE ILLINOIS RIVER PEORIA AND TAZEWELL COUNTIES, ILLINOIS

DATE: Wednesday, March 15, 2017

TIME: 5:00 - 7:00 P.M.

**LOCATION: Washington Gifted School Gymnasium
3706 N. Grand Boulevard / Peoria, Illinois 61614**



The Illinois Department of Transportation (IDOT) has scheduled an open house public hearing to present the study for the removal and replacement of the eastbound McClugage Bridge (U.S. 150) over the Illinois River.

Interested citizens can attend at any time between 5-7 p.m. No formal presentation will be given.

Information about the proposed project will be available and the public is encouraged to submit comments. This meeting will address the need for the project, location of the new bridge, bridge type and potential impacts to the communities and cultural/environmental resources including wetlands and floodplains. The environmental assessment, engineering reports, exhibits, drawings and aerial photos will be available.

The proposed improvement includes the removal of the existing eastbound bridge, which is eligible for listing on the National Register of Historic Places. The public hearing will provide an opportunity to provide comments about potential impacts to cultural resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended and to assist in consultation with the Illinois State Historic Preservation Officer.

The project requires land from the Illinois River Fish and Wildlife Area and the River Bluff Corridor, both conservation areas. The public will be able to review and comment on the effects of the project on the activities, features and attributes that qualify these resources for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966, and the proposed conversion of land from the River Bluff Corridor, which was acquired with funding assistance from the Open Lands Trust grant program.

IDOT staff will be available to answer questions. Comments can be submitted in writing, orally to a court reporter or electronically. Written correspondence can be mailed to the address listed below.

The environmental assessment is available for review at the project website listed below and at the following locations:

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

Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Hanson Professional Services Inc.
7625 N. University Street, Suite 200
Peoria, Illinois 61614

Peoria Heights Public Library
816 E. Glen Avenue
Peoria Heights, Illinois 61616

Peoria Public Library
107 N.E. Monroe Street
Peoria, Illinois 61602

Washington District Library
380 N. Wilmor Road
Washington, Illinois 61571

Fondulac District Library
400 Richland Street
East Peoria, Illinois 61611

Morton Public Library
315 W. Pershing Street
Morton, Illinois 61550

Individuals with disabilities requiring special accommodations should contact Mr. Michael Lewis, IDOT Studies and Plans Engineer, by Friday, March 10, 2017 at 309-671-3333, by fax at 309-671-3498, by telecommunications device for the deaf (TTY), 309-671-3450 or in writing to the address listed below.

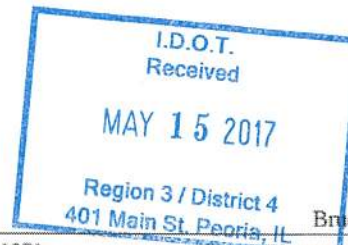
Mr. Christopher Maushard, Project Engineer | Re: Eastbound McClugage Bridge Project
Illinois Department of Transportation | 401 N. Main Street | Peoria, Illinois 61602

www.McClugageBridgeProject.com



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov



Bruce Rauner, Governor

Wayne A. Rosenthal, Director

COPY	
DEPUTY DIRECTOR	MAY 15 2017
FILE	
ADMIN.	
IMPLEMENTATION	
LOC. RDS.	
OPERATIONS	
PROGRAM DEVELOPMENT	X
REPLY	
PREPARE REPLY FOR D.D. SIGN	
INVESTIGATE & REPORT	
RETURN	

May 11, 2017

Mr. Kensil Garnett, Region 3 Engineer
Illinois Department of Transportation
401 N. Main Street
Peoria, Illinois 61602

Dear Mr. Garnett:

This letter is in response to your request for concurrence that the proposed US 150 Eastbound (McClugage Bridge) over the Illinois River project will not adversely affect the activities, features and attributes that qualify the Illinois River Fish and Wildlife Area for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. We understand that the project would require a jurisdictional transfer of approximately 10.2 acres from the Illinois Department of Natural Resources to the Illinois Department of Transportation and 2.0 acres of temporary easement for construction of the new bridge. 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 open water area will remain open for public recreational use following the construction of the new eastbound bridge and the removal of the existing bridge.

The Illinois Department of Natural Resources has reviewed the impacts, together with the avoidance, minimization, and mitigation and enhancement measures incorporated into the project and concur with a determination that there will be no adverse effect to the Illinois River Fish and Wildlife Area. The Illinois Department of Natural Resources acknowledges that the Federal Highway Administration will use this concurrence as the basis for making a *de minimis* impact determination for the use of the property described above.

Sincerely,

Connie Waggoner, Office Director
Office of Realty & Environmental Planning

cc: Pat Brannan
Sheldon Fairfield



Appendix E

**Section 4(f) *De Minimis* Determination
Documentation for Use of the
River Bluff Corridor**

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



PUBLIC HEARING



EASTBOUND McCLUGAGE BRIDGE (US 150) OVER THE ILLINOIS RIVER PEORIA AND TAZEWELL COUNTIES, ILLINOIS

DATE: Wednesday, March 15, 2017

TIME: 5:00 - 7:00 P.M.

**LOCATION: Washington Gifted School Gymnasium
3706 N. Grand Boulevard / Peoria, Illinois 61614**



The Illinois Department of Transportation (IDOT) has scheduled an open house public hearing to present the study for the removal and replacement of the eastbound McClugage Bridge (U.S. 150) over the Illinois River.

Interested citizens can attend at any time between 5-7 p.m. No formal presentation will be given.

Information about the proposed project will be available and the public is encouraged to submit comments. This meeting will address the need for the project, location of the new bridge, bridge type and potential impacts to the communities and cultural/environmental resources including wetlands and floodplains. The environmental assessment, engineering reports, exhibits, drawings and aerial photos will be available.

The proposed improvement includes the removal of the existing eastbound bridge, which is eligible for listing on the National Register of Historic Places. The public hearing will provide an opportunity to provide comments about potential impacts to cultural resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended and to assist in consultation with the Illinois State Historic Preservation Officer.

The project requires land from the Illinois River Fish and Wildlife Area and the River Bluff Corridor, both conservation areas. The public will be able to review and comment on the effects of the project on the activities, features and attributes that qualify these resources for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966, and the proposed conversion of land from the River Bluff Corridor, which was acquired with funding assistance from the Open Lands Trust grant program.

IDOT staff will be available to answer questions. Comments can be submitted in writing, orally to a court reporter or electronically. Written correspondence can be mailed to the address listed below.

The environmental assessment is available for review at the project website listed below and at the following locations:

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

Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Hanson Professional Services Inc.
7625 N. University Street, Suite 200
Peoria, Illinois 61614

Peoria Heights Public Library
816 E. Glen Avenue
Peoria Heights, Illinois 61616

Peoria Public Library
107 N.E. Monroe Street
Peoria, Illinois 61602

Washington District Library
380 N. Wilmor Road
Washington, Illinois 61571

Fondulac District Library
400 Richland Street
East Peoria, Illinois 61611

Morton Public Library
315 W. Pershing Street
Morton, Illinois 61550

Individuals with disabilities requiring special accommodations should contact Mr. Michael Lewis, IDOT Studies and Plans Engineer, by Friday, March 10, 2017 at 309-671-3333, by fax at 309-671-3498, by telecommunications device for the deaf (TTY), 309-671-3450 or in writing to the address listed below.

Mr. Christopher Maushard, Project Engineer | Re: Eastbound McClugage Bridge Project
Illinois Department of Transportation | 401 N. Main Street | Peoria, Illinois 61602

www.McClugageBridgeProject.com



Fon du Lac Park District

201 VETERANS DRIVE • EAST PEORIA, IL 61611
(309) 699-3923 • (309) 699-3419 FAX

April, 27th, 2017

Mr. Kensil Garnett, Region Three Engineer
Illinois Department of Transportation
401 N. Main Street
Peoria, Illinois 61602

Dear Mr. Garnett:

This letter is in response to your request for concurrence that the proposed US 150 Eastbound (McClugage Bridge) over the Illinois River Project will not adversely affect the activities, features and attributes that qualify the River Bluff Corridor for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966.

We understand that the project would require approximately 1.5 acres of right-of-way and 0.5 acre of temporary easement from the River Bluff Corridor for construction of the new bridge. 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. We understand that IDOT proposes to acquire approximately 1.7 acres 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 River Bluff Corridor land. IDOT also will grant a permanent easement under the McClugage Bridge to the Park District for pedestrian access to the replacement land.

The Fon du Lac Park District has reviewed the impacts, together with the avoidance, minimization, and mitigation and enhancement measures incorporated into the project and concur with a determination that there will be no adverse effect to the River Bluff Corridor. We acknowledge that the Federal Highway Administration will use this concurrence as the basis for making a *de minimis* impact determination for the use of the property described above.

If you have any questions, please feel free to contact me direct at 309-303-2969.

Michael D. Johnson
Director, Fon du Lac Park District

Cc: Rick Joseph-Miller, Hall & Triggs

Jeff Bushur

From: Maushard, Christopher E <Christopher.Maushard@illinois.gov>
Sent: Wednesday, August 9, 2017 3:21 PM
To: Chief Mike Johnson
Cc: Douglas Jakalski; Matt Heyen; Jeff Bushur; Larson, Greg V; Hurley, Felecia A; heidi.thomas@dot.gov
Subject: RE: [External] Re: US 150 McClugage Bridge River Bluff Corridor

Mike –

Note in my previous email that I referred to the wording in your letter dated April 27, 2017 as a “temporary easement”. That is incorrect. It should read as a “permanent easement” in that letter. Again, we will change that wording to read “right of access agreement”. Sorry for the confusion.

Christopher Maushard, P.E.
-Project Engineer-
Region 3 District 4
Program Development
309-671-3453
Christopher.Maushard@illinois.gov

Please consider the environment before printing this email.

From: Maushard, Christopher E
Sent: Wednesday, August 09, 2017 2:28 PM
To: 'Chief Mike Johnson'
Cc: 'Douglas Jakalski'; Matt Heyen; Jeff Bushur; Larson, Greg V; Hurley, Felecia A; heidi.thomas@dot.gov
Subject: RE: [External] Re: US 150 McClugage Bridge River Bluff Corridor

Mike –

Thank you for your concurrence. We will use this email as documentation that you are in agreement to changing the wording from a “temporary easement” to a “right of access agreement” for pedestrian access beneath our bridges in your letter dated April 27, 2017. Note that this change will be shown in the Errata to the Environmental Assessment Report for the McClugage Bridge project. If you have any questions please let me know.

Thanks again.

Christopher Maushard, P.E.
-Project Engineer-
Region 3 District 4
Program Development
309-671-3453
Christopher.Maushard@illinois.gov

Please consider the environment before printing this email.

From: Chief Mike Johnson [<mailto:police@fondulacpark.com>]
Sent: Wednesday, August 09, 2017 2:11 PM
To: Maushard, Christopher E
Subject: [External] Re: US 150 McClugage Bridge River Bluff Corridor

Chris,

I agree with the proposed changes in reference to IDOT retaining ownership of the property under the McClugage Bridge. If you need anything else, please let me know.

Michael D. Johnson
Director, Fon du Lac Park District
309-303-2969

From: Maushard, Christopher E
Sent: Tuesday, August 8, 2017 3:41 PM
To: Chief Mike Johnson
Subject: US 150 McClugage Bridge River Bluff Corridor

Mike –

We are in the process of wrapping up the Environmental Assessment for the McClugage Bridge project and the de minimus impact to the River Bluff Corridor parcel owned by the Fon du Lac Park District. One item that I was made aware of by our Land Acquisition department pertains to your letter dated April 27, 2017 that gives your concurrence to the determination of no adverse effects to the River Bluff Corridor parcel by the project. A copy of that letter is shown attached.

In the letter it is stated that, "IDOT also will grant a permanent easement under the McClugage Bridge to the Park District for pedestrian access to the replacement land". My Land Acquisition staff pointed out that the IDOT intends to provide the Park District access beneath the bridges but would wish to retain ownership rights beneath the bridge. By granting a permanent easement the IDOT relinquishes some of our ownership rights to the property based on what the wording of the permanent easement is. As such, I am asking if the wordage of providing the Park District with a "permanent easement" beneath the bridge be revised to IDOT providing a "right of access agreement" to the Park District for access beneath the bridges. This type of agreement would be valid for the Park Districts use in perpetuity and would allow the IDOT to retain ownership of the land beneath the bridges. We have similar agreements with other municipalities and entities for access beneath all of our bridges over the River through the Peoria area.

If you are in agreement you can respond affirmatively to this email, or you can issue a new letter that states that, "IDOT also will grant a right of access agreement under the McClugage Bridge to the Park District for pedestrian access to the replacement land". Either response will become part of the permanent document of the Environmental Assessment and de minimus determination for the River Bluff Corridor.

If you have any questions or wish to discuss please feel free to give me a call.

Thanks.

Christopher Maushard, P.E.
-Project Engineer-
Region 3 District 4
Program Development