

# Draft Environmental Impact Statement

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



**McDonough, Fulton, and Peoria Counties, Illinois**

**June 2009**

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

**DRAFT ENVIRONMENTAL IMPACT STATEMENT**

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

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

and the

Illinois Department of Transportation (IDOT)

5-22-09

Date of Approval

Charles J. Ringwald

For IDOT

6-09-09

Date of Approval

Mark Fuller

For FHWA

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The Illinois Department of Transportation, in consultation with the Federal Highway Administration, is studying alternatives to complete system linkage, facility continuity, and improve travel efficiency in the IL 336 project corridor from the proposed Macomb Bypass in McDonough County to I-474 west of Peoria in Peoria County. Alternatives considered include (1) the No-Build Alternative and (2) several four-lane highway alignments, including the Build Alternative. The Build Alternative will complete system linkage, allow facility continuity, improve travel efficiency and enhance economic stability and development in the region. The Build Alternative will affect 4.86 acres of wetlands, 157 acres of forested land, and 2,015 acres of cropland. It will also displace 23 residences and 4 businesses.

Comments on this Draft Environmental Impact Statement are due by August 24, 2009 and should be sent to Joseph E. Crowe, P.E. at the address listed above.

# Executive Summary

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## Proposed Action

The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), is studying alternatives to enhance continuity and provide a safe and efficient transportation facility from the eastern side of Macomb, Illinois to Interstate 474 (I-474) west of Peoria, Illinois. The 60-mile-long project corridor includes parts of McDonough, Fulton, and Peoria counties (see location map on next page). The principal communities in and near the study area are Macomb, Canton, and Peoria. Smaller communities include Bardolph, New Philadelphia, Marietta, Smithfield, Cuba, Norris, Farmington, Trivoli, Hanna City, Norwood and Bellevue.

The proposed action is one of a series of actions providing western Illinois and the communities of Jacksonville, Quincy, Monmouth, Macomb, Canton, and Peoria greater access to each other and to various east/west and north/south Interstate and expressway highways. The transportation objective for this project was identified in legislation passed by the Illinois General Assembly in 1969. The need for the proposed action is based on a combination of factors related to:

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

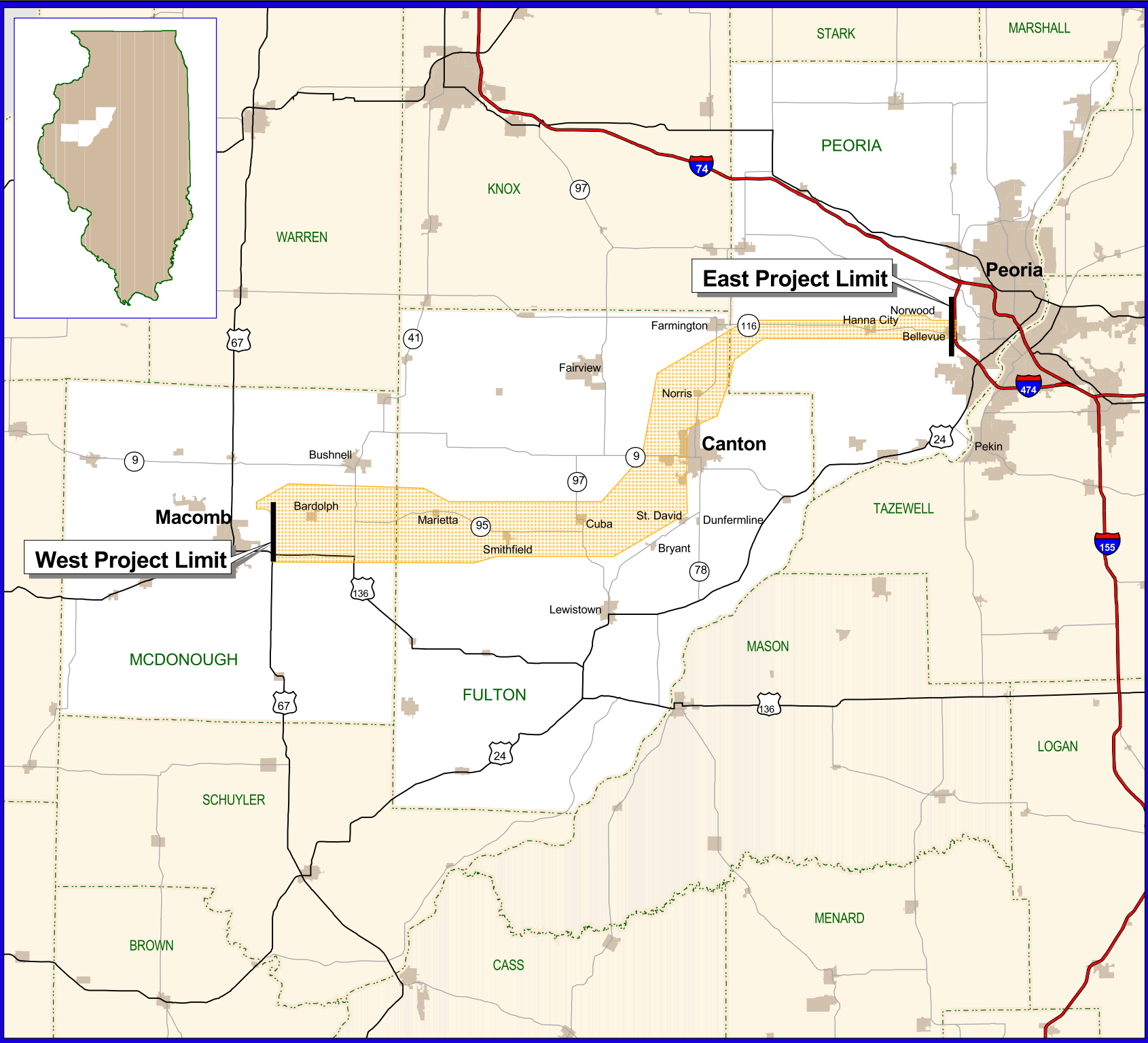
These factors are discussed in detail in Section 1.

## Alternatives Considered

Alternatives considered to meet the project's transportation needs included transportation control and transportation system management measures, the No-Build Alternative, and several different four-lane highway alignments.

Transportation control measures attempt to reduce the number of auto trips and to increase transit use and carpooling. Transportation control measures will not meet the project purpose and need of system linkage and facility continuity. Transportation control measures will also not address the need for improved efficiency for farm vehicles and trucks, which is an important consideration given the rural nature of the project area. Transit service is unavailable in the project area, and there are no known plans to begin such service.

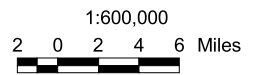
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- Legend**
-  Approved Project Corridor
  -  Municipality
  -  Interstate
  -  U.S. Highway
  -  State Highway
  -  County Boundary



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



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

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

**Location Map**

The goal of transportation system management is to maximize the efficiency and use of existing highways through the use of engineering design measures to improve traffic flow and safety. Such measures may include adding capacity at intersections, adding traffic signals, adding passing lanes at critical locations, widening shoulders, and flattening slopes. Although the transportation system management alternative might partially address some transportation deficiencies in the project area, it would not address the basic purpose and need of the project, specifically, the need for system linkage and facility continuity. It would also not address the travel efficiency concerns regarding use of farm equipment on the roadways, and reduced speed limits through towns and villages on the existing routes. It is not a feasible solution for improving transportation continuity across the entire project area, or improving travel efficiency between the proposed Macomb Bypass and I-474.

The No-Build Alternative consists of not constructing the project. The No-Build Alternative would not meet the project purpose and need. The No-Build alternative provides a benchmark, enabling decision makers to compare the magnitude of environmental effects of the action alternatives.<sup>1</sup> The No-Build Alternative incorporates all existing and planned roadway improvements in west-central Illinois (Exhibit 1-5), including the proposed Macomb Bypass.

The Build Alternative described in this Draft Environmental Impact Statement (EIS) evolved from a structured alternatives development and evaluation process conducted between 2003 and 2007. This process involved extensive coordination and input from resource agency officials, elected officials, and the public, as well as a rigorous evaluation of the Build Alternative's potential effects on social and natural resources in the project area. The goal was to develop an alternative that will minimize impacts while addressing the transportation deficiencies identified in the project area. Several alternative highway alignments were considered and presented for public and agency review. Through the evaluation process, alignments were eliminated and refined until only one alternative was retained for detailed study. This alternative, referred to herein as the Build Alternative begins at the proposed Macomb Bypass in McDonough County and extends for about 60 miles to I-474 at the west side of Peoria in Peoria County. The Build Alternative will be built as an expressway, except at the east end of the project where approximately six miles will be constructed as freeway. Within the freeway section, access will only be allowed at grade-separated interchanges. Within the expressway section at-grade intersections will be permitted at crossroads, and access will be permitted from residential and agricultural properties.

## **Summary of Environmental Impacts**

The Build Alternative was developed to provide safe and efficient travel within and through the project area through the construction of a continuous west to east route. Beneficial impacts resulting from the Build Alternative will be system linkage, transportation continuity, enhanced

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<sup>1</sup> CEQ 40 Frequently Asked Questions

economic stability, and improved travel efficiency. Table ES-1 summarizes the potential environmental impacts of the Build Alternative.

**Table ES-1**  
Impact Summary

| <b>Resource</b>                                     | <b>No-Build Alternative</b> | <b>Build Alternative</b> |
|---|-----------------------------|--------------------------|
| New Right-of-Way Needed to Construct the Roadway    | 0 acres                     | 2,651 acres              |
| Environmental Mitigation Parcels                    | 0 acres                     | 46 acres                 |
| Total New Right-of-Way                              | 0 acres                     | 2,697 acres              |
| Existing Right-of-Way                               | 513 acres                   | 513 acres                |
| Farm Operations Affected                            | 0                           | 335                      |
| Farmland Impacted (all land on farms)               | 0 acres                     | 2,461 acres              |
| All Cropland (row crops, hay, orchards and pasture) | 0 acres                     | 2,015 acres              |
| Forest  | 0 acres                     | 157 acres                |
| Wetland   | 0 acres                     | 4.86 acres               |
| Stream Crossings                                    | 0                           | 12                       |
| Floodplain  | 0 acres                     | 11 acres                 |
| Threatened and Endangered Species Impacted          | 0                           | 0                        |
| IDNR Properties                                     | 0 acres                     | 0 acres                  |
| Natural Areas                                       | 0 acres                     | 0 acres                  |
| Residential Displacements                           | 0                           | 23                       |
| Commercial Displacements                            | 0                           | 4                        |
| Outbuilding Displacements                           | 0                           | 67                       |
| Noise Receptors Affected                            | Not analyzed                | 7                        |
| Historic Structures                                 | 0                           | 0                        |
| Special Waste Sites                                 | 0                           | 3                        |

## **Other Federal and State Actions (Permits/Certification)**

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

- Section 404 of the Clean Water Act from the US Army Corps of Engineers (USACE).
- Section 401 of the Clean Water Act Water Quality Certification from the Illinois Environmental Protection Agency (IEPA).
- Section 402 of the Clean Water Act National Pollutant Discharge Elimination System (NPDES) Construction Permit from the IEPA.
- A public body of water permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources, for the Spoon River crossing.

- Floodway construction permit from IDNR, Office of Water Resources.
- A floodplain construction permit from IDNR, Office of Water Resources at all locations where base floods will be impacted.
- Notification of Demolition and Renovation permit from IEPA.

## **Unresolved Issues and Local Concerns**

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

## **Technical Reports**

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