EAST SIDE HIGHWAY

ENVIRONMENTAL ASSESSMENT




FINAL

AUGUST 2016

EAST SIDE HIGHWAY
Access Mobility Safety
PLANNING TODAY FOR TOMORROW

East Side Highway
I-74 to approximately 800 feet east of the existing intersection of Ziebarth and Pipeline Roads northwest of I-55
McLean County, Illinois

ENVIRONMENTAL ASSESSMENT

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

U. S. Department of Transportation
Federal Highway Administration

and

Illinois Department of Transportation

and

McLean County

August 19, 2016
Date of Approval

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For IDOT

August 22, 2016
Date of Approval

For FHWA

August 19 2016
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The purpose of the proposed action is to improve local and regional mobility and access to accommodate the managed growth forecasted on the east side of Bloomington-Normal. The need for this project is based on the inability of the current transportation system to accommodate projected traffic volumes and provide access for the future growth on the east side of the Bloomington-Normal area. Traffic growth in this area is directly related to the projected 2035 population and employment forecasts. The study area is located in McLean County, Illinois. The proposed action includes the construction of a new freeway to provide four lanes in each direction with a center median between I-74 and approximately 800 feet east of the existing intersection of Ziebarth and Pipeline Roads northwest of I-55 a distance of approximately 13 miles. New interchanges will be constructed at I-74, Morrissey Drive/US 150, Cheneys Grove Road, Ireland Grove Road, Empire Street/IL 9, General Electric Road, Fort Jesse Road, Towanda-Barnes Road, and I-55.

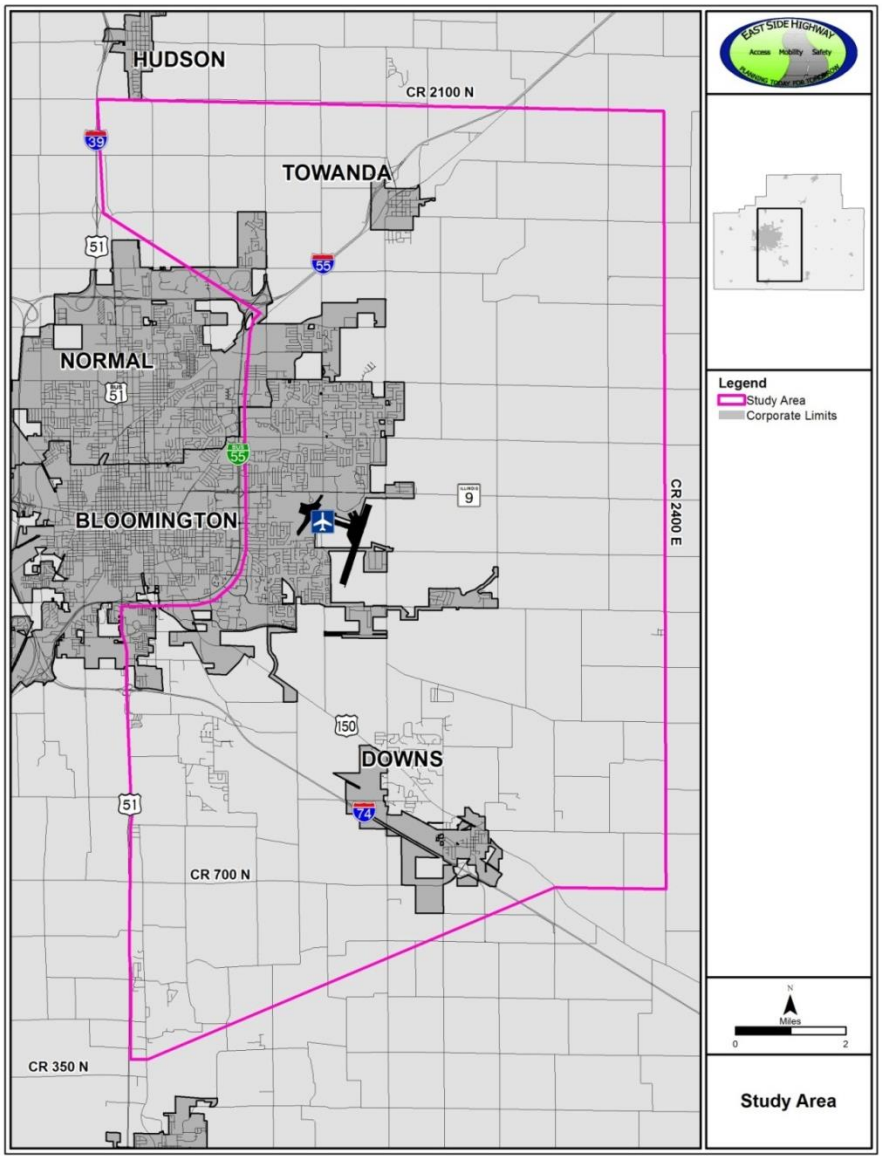
Construction of the proposed action will acquire 1,188 acres of right-of-way, involve conversion of 939 acres of agricultural lands to roadway use, and will have 14 residential displacements. There are no wetland or threatened and endangered species impacts within the project limits.

Executive Summary

The project study group prepared this East Side Highway Environmental Assessment (ESH EA) to examine the potential environmental effects of the proposed alternatives and identify measures to mitigate adverse effects. This report summarizes the alternatives analysis and the selection of the Preferred Alternative.

Where is the East Side Highway Project located?

The ESH study area is located on the east side of the City of Bloomington and the Town of Normal in McLean County, Illinois.



Why is the ESH needed?

The purpose of the project is to improve local and regional mobility and access to accommodate the managed growth forecasted on the east side of Bloomington-Normal. The need for this project is based on the inability of the current transportation system to accommodate projected traffic volumes and provide access for the future growth on the east side of the Bloomington-Normal area. Traffic growth in this area is directly related to the projected 2035 population and employment forecasts.

Chapter 1 discusses the project's Purpose and Need in detail.

What Alternatives were considered?

Several types of alternatives were considered.

- **Build Alternatives**
  Several Build Alternatives were developed through the public involvement process by working with various advisory groups. Additional alternatives were developed by the Project Study Group to ensure that a wide range of alternatives were considered.
- **No Build Alternative**
  The No Build Alternative includes all improvements from the Long Range Transportation Plan 2035 for the Bloomington-Normal Urbanized Area except for the construction of an ESH. While the No Build Alternative does not meet the project's Purpose and Need, it is carried through to the end of the study and serves as a basis for comparison.
- **Transportation Systems Management (TSM)**
  TSM strategies are small improvements to the existing transportation system, such as the installation of dedicated turn lanes, construction of spot geometric changes, or the adjustment of signal timing implemented to create a more efficient use of existing facilities and vehicle operation without adding capacity.
- **Travel Demand Management (TDM)**
  TDM strategies are policy changes implemented to influence travel behavior, spread travel demand across peak periods, and reduce the demand for single-occupancy vehicle trips. Examples include alternative work times, ride-sharing, or bicycle incentives.
- **Transit Alternative**
  The Transit Alternative consisted of dedicated transit corridors along the existing Union Pacific/Amtrak rail line, the Norfolk Southern rail lines, Towanda Barnes Road, US 150,

Empire Street/IL Rte. 9, General Electric Road, and Fort Jesse Road. These corridors would connect the east side to the various existing and future activity centers, existing bus routes, and the Uptown Amtrak/multi-modal center.

- **Multiple East-West Arterial Expansion Alternative**
  This alternative consisted of adding one lane in each direction to strategic east-west arterials between I-55 and I-74 on the east side of Bloomington-Normal.

How were the Alternatives created?

Community Working Group (CWG)

A group made up of local stakeholders who volunteered to be a part of the study, and advised the PSG during major project decisions.

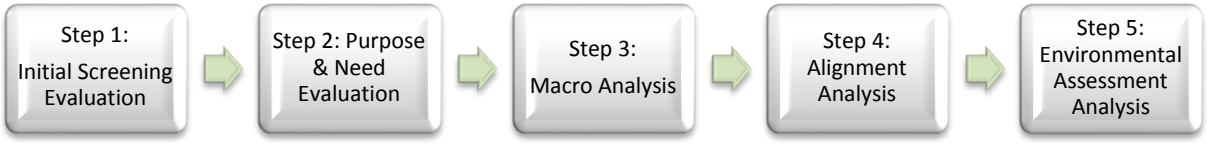
The initial range of Build Alternatives was developed using input from the Community Working Group (CWG) and the Project Study Group (PSG). The CWG consisted of local stakeholders who served as representatives of the general public.

The CWG developed the initial range of Build Alternatives during a series of meetings and workshops held in the winter of 2010 and spring of 2011. The CWG members were presented with aerial maps of the study area and asked to draw alternatives based upon their understanding of the study area. The CWG was instructed to ignore the constraints of adhering to the Purpose and Need, engineering feasibility, and community and environmental resource impacts since these criteria would be evaluated at future CWG meetings. Alternatives included those on new alignment and those that utilized existing roads, such as Towanda Barnes Road.

From this process, one hundred and twenty nine (129) north-south Build Alternatives that connect I-55 and I-74 on the east side of Bloomington-Normal were considered.

How was the initial range of alternatives narrowed down?

The initial range of alternatives was evaluated using a five-step process. Each step contained a set of evaluation criteria that allowed for the most feasible alternatives to be carried through to the next level of evaluation.



Step 1: Initial Screening Evaluation

This is the first step in the alternative evaluation process where the preliminary range of alternatives is reviewed. In this step non-feasible alternatives were eliminated. This evaluation consisted of three criteria relating to state or federally protected areas such as nature preserves or State parks; horizontal or vertical clear zone requirements for Central Illinois regional Airport (CIRA); and division or isolation of neighborhoods and communities. The measure for each was a Yes or No answer as to whether the criterion was met or not. If an alternative did not meet all of the criteria in this level of screening, it was eliminated from further analysis.

Through this step in the evaluation, the initial 129 preliminary alternatives were reduced to 93 alternatives.

Step 2: Purpose and Need Evaluation

In this step the alternatives were evaluated to assure compliance with the goals established in the project's Purpose and Need Statement.

The needs identified in the Purpose and Need Statement were broken down into specific goals, and measures were developed to determine how well the alternative met the goals. If an alternative performed poorly compared to the No Build Alternative and other Build Alternatives, it was considered to be "less consistent" with the Purpose and Need and was eliminated.

Even though the No Build Alternative does not meet the Purpose and Need of the project, it was carried forward as a basis for comparison with the alternatives.

Through this step in the evaluation, the 93 preliminary alternatives remaining after Step 1 were reduced to 85 alternatives.

Step 3: Macro Analysis

The Macro Analysis considered the environmental, community and economic, agricultural, cultural, design, and traffic impacts of each remaining alternative. Impacts to the resources were calculated for a 500 foot wide corridor for all the remaining north-south Build Alternatives. Alternatives with the

greatest resource impacts were eliminated in a stepwise fashion to avoid the resources or minimize the environmental effects.

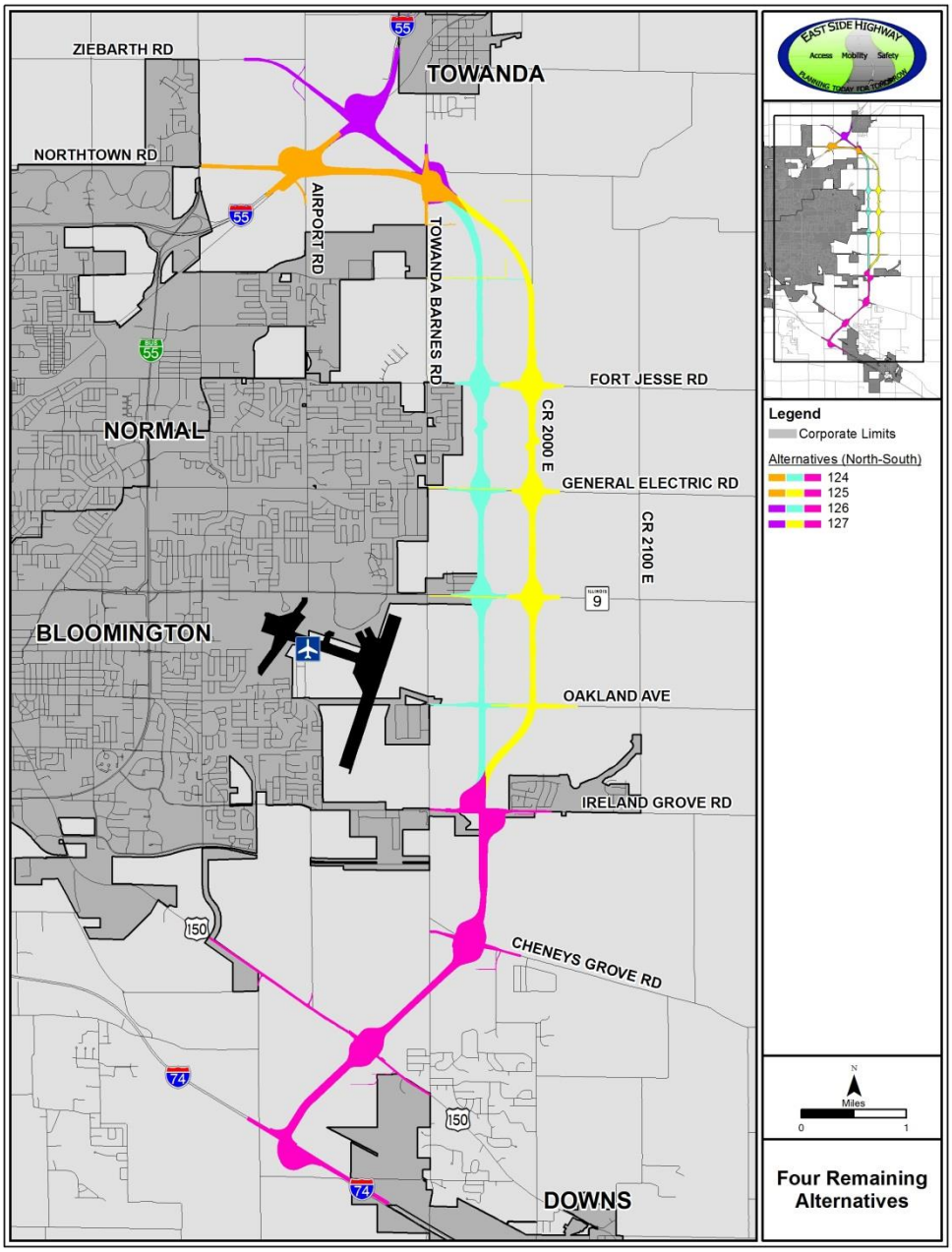
With this step in the analysis, the remaining 85 preliminary alternatives were narrowed down to 40 alternatives for further evaluation.

Step 4: Alignment Analysis

The fourth step of the analysis further refined the impacts to environmental, community and economic, agricultural, and cultural resources, in addition to design, sustainability and traffic. The alternatives with disproportionately high impacts were eliminated.

This step followed an identical process as Step 3, comparing impacts and eliminating alternatives based on these impacts. However, Step 4 used a refined right-of-way width of 250 feet, assuming a geometric standard for a four lane facility. Step 4 also added an additional resource category (Sustainability) to the evaluation. Overall, 44 criteria were used to evaluate environmental resources and potential impacts resulting from the 40 remaining alternatives.

Through this 4th step, the remaining 40 preliminary alternatives were reduced to 4 alternatives for evaluation in the Environmental Assessment. The figure below depicts the location of the remaining alternatives. Of note, some of these 4 alternatives share similar locations, particularly south of Ireland Grove Road.



Step 5: Environmental Assessment Analysis

Preferred Alternative

The Preferred Alternative is the final alternative that meets the Purpose and Need and minimizes impacts to resources.

The Environmental Assessment continues refinement of the impacts to environmental, community and economic, agricultural, and cultural resources. For this step, an engineered preliminary right-of-way was used instead of the 500' and 250' corridors used in the previous steps. With each subsequent step of the screening

process, the level of detail used in the analysis becomes greater.

The conclusion of the Environmental Assessment phase of analysis yields the Preferred Alternative. Generally, the Preferred Alternative is the alternative that best meets Purpose and Need and minimizes the impacts to environmental, cultural, agricultural, and community resources. Public input is considered when selecting the Preferred Alternative. However, the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) must comply with Federal and State laws. This means that the Preferred Alternative selection cannot be based entirely on public input. The Preferred Alternative must meet the Purpose and Need and generally results in the fewest impacts to environmental resources that are protected by Federal and State laws.

What environmental resources were considered in selecting the Preferred Alternative?

Numerous human and natural environmental resources were considered during the Environmental Assessment.

Human Resources

Community and Accessibility

This category includes land uses, public facilities, populations, neighborhoods, community cohesion, recreation, travel patterns, and access.

Many elements of the human environment fall in to the category of socioeconomics. The ESH's impact on socioeconomics is discussed in detail in **Chapter 3.1** and noise is discussed in **Chapter 3.5**.

Environmental Justice

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. Title VI of the Civil Rights Act of 1964 and Presidential Executive Order 12898 state that high or adverse impacts to low-income and/or minority populations as a result of Federal projects should be identified and addressed.

Economy and Business

The effect on industries, employment trends, the permanent and temporary loss of businesses and business access, and natural resources were considered.

Residential and Community Facilities

The number of households and community facilities that would be displaced by the study alternatives was calculated.

Businesses

The number and type of businesses to be displaced by the study alternatives and an estimation of the loss of employment was calculated. An analysis of impacts to remaining businesses due to proximity of the proposed project or changes in access is included.

Noise

Noise is unwanted sound. The FHWA developed general highway traffic noise assessment procedures, which were adopted by IDOT to regulate noise. Highway noise depends upon four main factors: the number of vehicles present, traffic speed, the number of large trucks present, and the distance from the highway. Traffic noise is predicted for existing, future No Build, and future Build conditions. When IDOT determines that traffic noise impacts will occur in the proposed project, methods to reduce noise at the receiver, called noise abatement, are considered.

Natural Environment Resources

Agricultural Resources

Conversion of agricultural land to highway right of way can lead to reductions in agricultural production. Minimizing these effects is required by the Federal Farmland Protection Policy Act and the Illinois Farmland Preservation Act. The agricultural resources evaluated include farmsteads displaced, farm outbuildings displaced, farm businesses displaced, acreage of prime and important farmland, severed farms, affected farm operations, severance management zones, landlocked parcels, uneconomical remnants, farms affected by adverse travel, total adverse travel, and average farm revenue lost.

The natural environment and the ESH's potential effects to it are described throughout **Chapter 3**.

Historic, Cultural, and Archaeological Resources

Historic resources include any prehistoric or historic district, site, building, structure, or object included or eligible for inclusion in the National Register of Historic Places (National Register). These resources are protected by Section 106 of the National Historic Preservation Act (NHPA), as amended (16 USC 470(f)).

The project team met with the Illinois Historic Preservation Agency (IHPA) to discuss cultural and historic resources, such as Duncan Manor (pictured) and US Route 66.

Air Quality

Air quality is important to protect public health from air pollutants. Air quality is protected by the Clean Air Act and air quality standards established by the U.S. Environmental Protection Agency (USEPA). If the standards are not met, air quality is required to be improved.

Energy

The energy use for the construction of the proposed ESH improvement was considered, including the energy required for processing materials, construction activities, and maintenance for the lane miles to be added within the project limits.

Natural Resources

Natural resources describe the plants and animals in the study area. Some of these resources are protected by state and federal laws and are important parts of the natural environment. Natural resources considered include vegetation and land cover, wildlife resources, threatened and endangered species, and natural areas.

Water Resources and Aquatic Habitats

Water resources are important for recreational purposes as well as for maintaining fish, mussels, and other species in streams. These resources are protected by the Clean Water Act and the Illinois Environmental Protection Act. Congress set a goal to "restore and maintain the physical, chemical, and biological components of the waters of the United States." The physical, biological, and the

water quality characteristics of the surface water resources (streams, creeks, rivers, drainage ditches, ponds, and lakes) are discussed.

Kickapoo Creek at CR 2100E Bridge

Groundwater Resources

Groundwater provides drinking water for communities and individual homeowners. The Illinois Groundwater Protection Act regulates the protection of groundwater and established factors that affect drinking water quality. Roadway projects must comply with both state and federal regulations protecting groundwater. Private wells and public water supplies are discussed.

Floodplains

Floodplains are flat areas along streams and water bodies that hold excess water after a storm. Executive Order 11988 requires that impacts to floodplains should be avoided when practicable.

Wetlands

Wetlands are transitional areas between aquatic and terrestrial habitats with specific parameters where water is found at or near the soil surface during the growing season. They provide diverse and sometimes specialized habitats for aquatic and terrestrial wildlife and plants. Wetlands are regulated under a number of federal and state laws and policies.

Special Waste

Special waste is a broad category that includes hazardous wastes and other types of wastes that are less toxic. Special waste sites have the potential to contaminate soil and groundwater. There are both state and federal regulations for investigating and cleaning up such sites. Any construction of a new roadway considers and avoids to the maximum extent possible sites where soil and groundwater may be contaminated by petroleum or chemicals.

Recreation and Special Lands

Recreational and special lands include state parks, local parks, recreational areas, trails and greenways, wildlife and waterfowl refuge, historic sites of national, state or local significance, and Land and Water Conservation Fund properties. Recreation lands have strict rules governing their properties and their boundaries since they are protected by federal and state laws.

What are the effects of the Preferred Alternative on the human and natural environment?

Chapter 3 summarizes the potential effects to the human and natural environment for the four remaining alternatives. The table on the following pages summarizes the potential effects to the human and natural environment for the Preferred Alternatives. These effects are described in detail in **Chapter 4**.

Preferred Alternative Analysis Summary

Criterion	Unit of Measure	Preferred Alternative Impacts
Environmental		
Water Quality/ Water Resources	Floodplain (acres affected)	0.008
	Floodway (acres affected)	0
	Streams (number of tributary crossings)	39
	Drinking Water Supplies - Private Wells within ROW (number affected)	1
	Drinking Water Supplies - Private Wells within 200 feet setback zone (number affected)	7
	Wellhead Protection Areas (number affected)	6
Wetlands	Wetland Areas (number affected)	0
	Wetland Areas (acres affected)	0
Special Waste	Recognized Environmental Conditions (RECs) (number affected)	19
T&E Species	State and Federal Threatened and Endangered Species (number affected)	0
Cover Type	Agricultural Land (acres)	939
	Urban/Built Up (Developed Land) (acres)	227
	Forest (acres)	0
	Prairie (acres)	4.4
	Riparian (acres)	15
	Wetlands (acres)	0
	Ponds (open water) (acres)	2.7
Community and Economic		
Residences	Homes, including homes on a farmstead (number displaced)	14
Environmental Justice	Minority and/or Low Income Population Impacted? (y/n)	N
Business	Businesses (number displaced)	0
	Parking (number of spaces lost)	0
Public Facilities & Services	Public Facilities (number displaced)	0
	Public Service Facilities with Access Change (number affected)	2
Utilities	Utilities Crossings (number of crossings)	15
Utility Infrastructure	Utility Infrastructure (number affected)	4
Noise	Representative Receptors with Predicted Noise Impacts	7
	Locations with Reasonable and Feasible Noise Barriers	0

Criterion	Unit of Measure	Preferred Alternative Impacts
Agricultural		
Prime and Important Farmland	Prime and Important Farmland (acres affected)	939
Landlocked Parcels	Landlocked Parcels (acres/number)	5.5/1
Farmsteads	Farm Residences (number affected)	11
	Farm Outbuildings (number affected)	30
Severances	Diagonally Severed Tracts (number affected)	12
	Laterally Severed Tracts (number affected)	1
	Severance Management Zones (acres)	57
Adverse Travel	Adverse Travel (miles)	16.4
	Tracts with Access Change (number affected)	9
Farms Otherwise Affected	Farms Otherwise Affected (tracts)	106
Number of Owners	Owners (number affected)	65
Uneconomical Remnants	Uneconomical Farm Remnants (number)	20
Centennial/ Sesquicentennial Farms	Centennial or Sesquicentennial Farms (number affected, by family)	5
Cultural		
Cultural	Historic Sites (number affected)	0
	Cemeteries (number affected)	0
Sustainability		
Farmland Preservation	Area of farmland between the alternative and the 2035 Land Use Plan (acres)	3,117
	Farm tracts located between the alternative and the 2035 Land Use Plan (number)	115
Watershed	Amount of ROW within each watershed (% watershed affected)	
	Six Mile Creek Watershed	0.18%
	Money Creek Watershed	0.63%
	Kickapoo Creek/Little Kickapoo Watershed	0.32%
Riparian Areas	Riparian Areas (acres affected)	19.7
Highly Erodible Soils	Highly Erodible Soils (acres affected)	30.1

How are the effects to the environment reduced or mitigated?

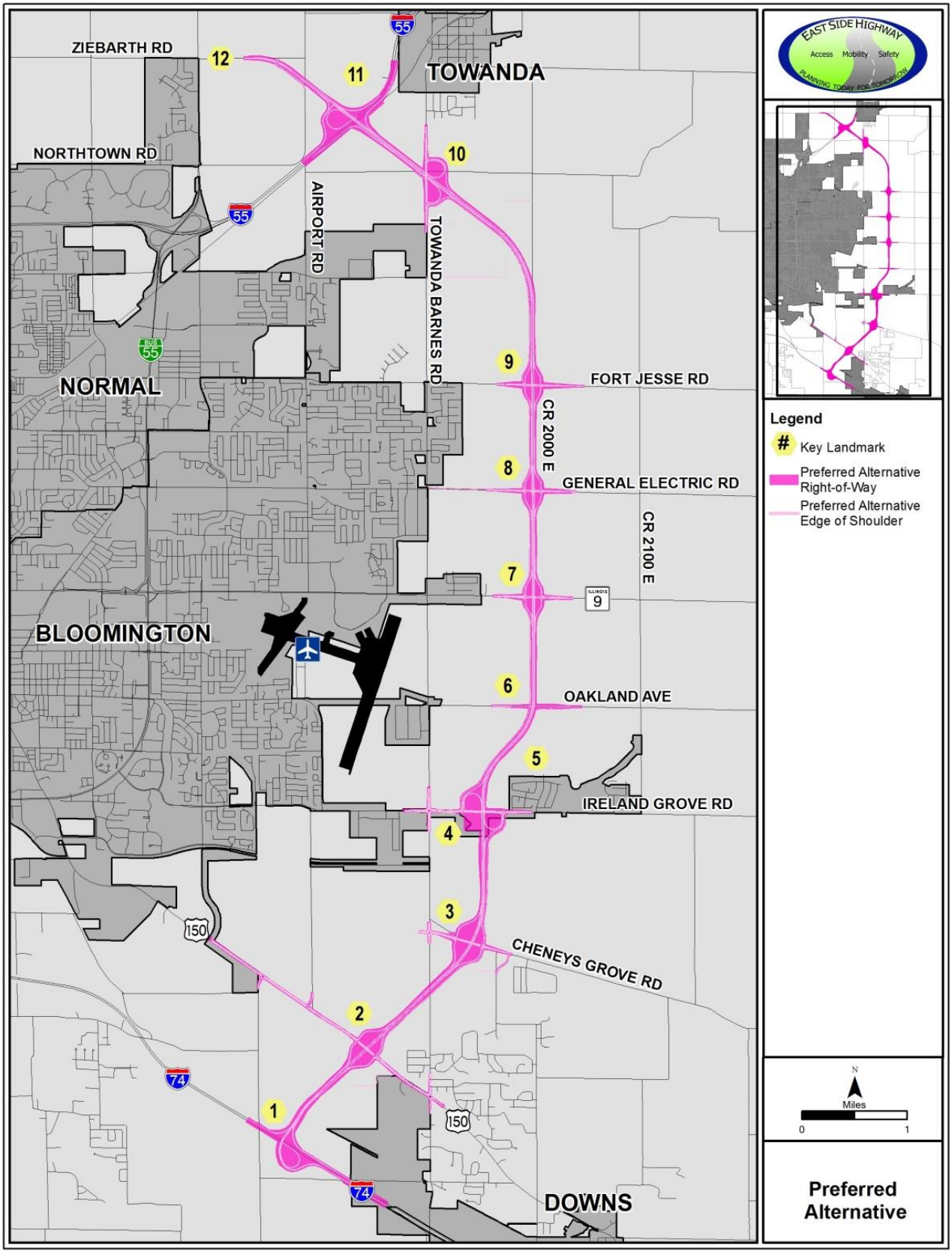
Effects to the human and natural environment were avoided and minimized where feasible. Where impacts cannot be avoided, they are mitigated where required. Mitigation can be accomplished through repairing, rehabilitating, or restoring the impacted environment. Sometimes impacts are compensated for by replacing or providing substitute resources. For example, for every wetland acre that is destroyed, at least one acre must be created.

What is the Preferred Alternative?

Of the one hundred and twenty-nine (129) preliminary alternatives considered, Alternative 127 was selected as the Preferred Alternative. It is described as follows:

The southern limit is a trumpet interchange at the intersection of I-74 and ESH **(1)**. From there, the alternative traverses to the northeast on new alignment providing local access to Morrissey Drive/U.S. Route 150 **(2)** and Cheneys Grove Road **(3)** via diamond interchanges. Continuing north, the Preferred Alternative intersects Ireland Grove Road via a partial cloverleaf interchange **(4)** and then veers northeast around The Grove subdivision **(5)** crossing under Oakland Avenue via a grade-separation **(6)**. The Preferred Alternative continues north along the alignment of the existing CR 2000 East Road intersecting Empire Street/Illinois Route 9 **(7)**, General Electric Road **(8)**, and Fort Jesse Road **(9)** via diamond interchanges at each location. The Preferred Alternative continues northwest connecting to Towanda Barnes Road **(10)** and I-55 **(11)** via partial cloverleaf interchanges at each with an interconnecting Collector-Distributor (C-D) roadway system between(See Figure 4.1-11 for explanation of C-D roadway). The northern limit of the alternative is along E. Ziebarth Road northwest of I-55 **(12)** approximately 800 feet east of the existing intersection of Ziebarth and Pipeline Roads.

Minor design enhancements were made to Alternative 127 after it was selected as the Preferred Alternative. Details of these changes are discussed in **Chapter 4**.


ZIEBARTH RD
NORTHTOWN RD
TOWANDA
NORMAL
BLOOMINGTON
DOWNS
AIRPORT RD
TOWANDA BARNES RD
CR 2000 E
CR 2100 E
FORT JESSE RD
GENERAL ELECTRIC RD
OAKLAND AVE
IRELAND GROVE RD
CHENEYS GROVE RD
12
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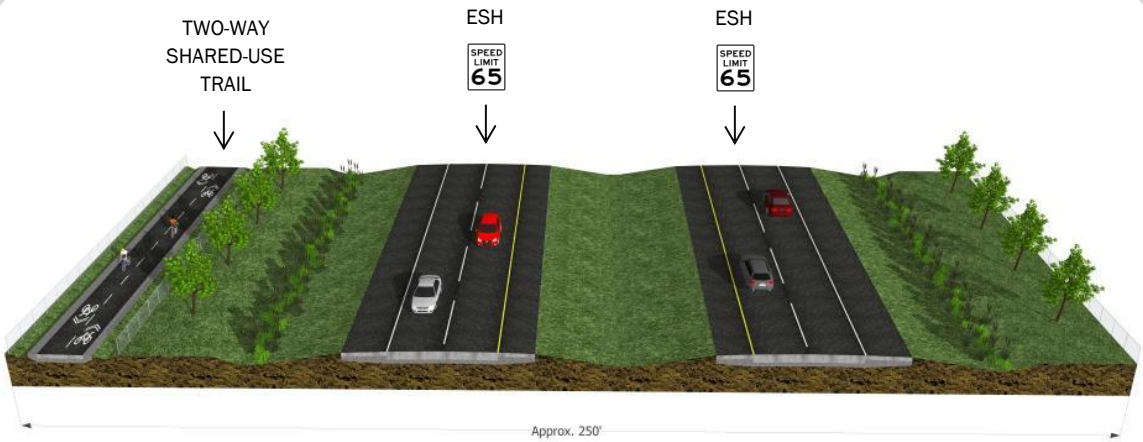
3
2
1
55
74
150
9
EAST SIDE HIGHWAY
Access Mobility Safety
PLANNING TODAY FOR TOMORROW
Legend
Key Landmark
Preferred Alternative Right-of-Way
Preferred Alternative Edge of Shoulder
N
Miles
0
1
Preferred Alternative

What will the Preferred Alternative look like?

The Preferred Alternative will be a full access controlled freeway providing four travel lanes (two in each direction) with a 39-foot grass median. Each of the travel lanes is 12 feet in width with a 10-foot paved shoulder along the outside lanes and a 6-foot paved shoulder on the inside (median) lanes. A 10-foot shared-use path is provided to accommodate pedestrian and bicyclist traffic along the east side of the Preferred Alternative between Morrissey Road/U.S. Route 150 and Ireland Grove Road and along the west side of the Preferred Alternative between Ireland Grove Road and the Towanda Barnes Road interchange. The figure below depicts the typical cross section of the Preferred Alternative.



The Preferred Alternative is a four-lane freeway with a 39-foot grass median and limited access.

How was the public involved in the ESH EA?

Context as it applies to roadway projects can be defined as "all elements related to the people and place where a project is located."

Stakeholder
Anyone who may be affected by the project and has an interest in its outcome.

The public was involved through the IDOT's Context Sensitive Solutions (CSS) approach to public involvement. CSS is an interactive process that engages the public, or stakeholders, throughout the course of the project. CSS involves working with stakeholders to develop roadways that fit into and reflect the project's surroundings – its "context."

Through the CSS process, a Community Working Group (CWG) was formed. Members of the working group served as representatives of the stakeholders and represent many

different areas and occupations of McLean County. The CWG met eight times over the duration of the study.

In addition to the CWG, three Focus Working Groups (FWGs) were assembled to review planning and design materials relating to their interest area and to advise the PSG at key milestones, before information is finalized. The three FWGs were:

1. Land Use and Access Management
2. Sustainability
3. Alternative Modes

Public Information Meetings (PIMs)

The ESH was presented to the public a total of 29 times since project start-up in mid-2010. These presentations consisted of PIMs at key project milestones and various presentations to civic group, councils, boards, and professional groups.

For the five PIMs, stakeholders were encouraged to fill out a comment form to provide input on the information presented at the meeting. All materials presented at the PIMs were placed on the project website immediately following each meeting. Stakeholders who did not attend the meeting could comment via the project email, website, comment form, and mail or by telephone. The project team responded to each comment received following the public meetings.

Dates and meeting content for the CWG and FWG meetings can be found in **Chapter 6**.

Project Website and Online Comment Form

A public website was established for the project (http://www.eastsidehighway.com). General project information including current project status and upcoming meetings was available in addition to an archive of all the past events, fact sheets/handouts, newsletters, presentations, and project reports.

An interactive map showing the alternatives on an aerial base map was included on the project webpage. The alternatives shown on the map were updated to show alternative refinements as the project progressed. A Frequently Asked Questions (FAQ) page that consisted of commonly asked questions and the project team responses was available on the website. The FAQs were updated throughout the project.

The website included an online comment form that provided the public with an opportunity to submit comments to the project team at any point during the project. The project team made every attempt to respond to each comment submitted.

Project Email and Telephone Line

Stakeholders were encouraged to send comments or ask questions through the project e-mail address (ESHEA@clark-dietz.com) and telephone line (217-373-8901). The email address and telephone number were included on the website, the PIM notices, comment forms, and in newsletters.

Table of Contents

Acronyms and Abbreviations

AADT Annual Average Daily Traffic

AASHTO American Association of State Highway and Transportation Officials

ACHP Advisory Council on Historic Preservation

ADT Average Daily Traffic

AST Above-ground Storage Tank

ASTM American Society for Testing and Materials

BDE Bureau of Design and Environment

BEA Bureau of Economic Analysis

BMPs Best Management Practices

BOL Bureau of Land

BPP Bicycle Pedestrian Plan

BSRS Biological Stream Rating System

CBD Center for Biological Diversity

CBD Central Business District

C-D Collector-Distributor

CDAP Community Development Assistance Program

CEQ Council on Environmental Quality

CERCLIS Comprehensive Environmental Response Compensation and Liability Information System

CFR Code of Federal Regulations

CH_4 Methane

CIPD Central Illinois Public Transit

CIRA Central Illinois Regional Airport

CNE Common Noise Environment

CO Carbon Monoxide

CO_2 Carbon Dioxide

CO_2e Carbon Dioxide Equivalent

CPL U.S. Census-American Community Survey Census Poverty Level

CR County Road

CRP Conservation Reserve Program

CSS Context Sensitive Solutions

CWA Clean Water Act

CWG Community Working Group

dB(A) A-Weighted Decibel

DO Dissolved Oxygen

EA Environmental Assessment

EIA Energy Information Administration

ESA Endangered Species Act

ESDA Emergency Services Disaster Agency

ESH East Side Highway

FAA Federal Aviation Administration

FAQ Frequently Asked Question

FEMA Federal Emergency Management Agency

FHWA Federal Highway Administration

FIRM Federal Insurance Rate Maps

FONSI Finding of No Significant Impact

FQI Floristic Quality Index

FSA Farm Service Agency

FTA Federal Transit Administration

FWGs Focus Working Groups

GHG Greenhouse Gas

HHS US Department of Health and Human Services

IDNR Illinois Department of Natural Resources

IDOA Illinois Department of Agriculture

IDOT Illinois Department of Transportation

IDPH Illinois Department of Public Health

IEMA Illinois Emergency Management Agency

IEPA Illinois Environmental Protection Agency

IHPA Illinois Historic Preservation Agency

ISTEA Intermodal Surface Transportation Efficiency Act

IHPA Illinois Historic Preservation Agency

IL Illinois

INAI Illinois Natural Area Inventory

INHS Illinois Natural History Survey

IPCB Illinois Pollution Control Board

ISAS Illinois State Archaeological Survey

ISGS Illinois State Geological Survey

IWPA Interagency Wetland Policy Act of 1989

L(eq) Noise Level

LESA Land Evaluation and Site Assessment

LOS Level of Service

LRTP Long Range Transportation Plan

LUST Leaking Underground Storage Tank

MCRCP McLean County Regional Comprehensive Plan

MCRPC McLean County Regional Planning Commission

mg/L Milligrams per Liter

MHP Mobile Home Park

MOVES Motor Vehicle Emission Simulator

mph Miles per Hour

MPO Metropolitan Planning Organization

National Register National Register of Historic Places

N_2O Nitrogen Dioxide

NAC Noise Abatement Criteria

NASS National Agricultural Statistics Service

NCHRP National Cooperative Highway Research Program

NEPA National Environmental Policy Act

NFR No Further Remediation

NHPA National Historic Preservation Act

NPDES National Pollutant Discharge Elimination System

NPS National Park Service

NRI Nationwide Rivers Inventory

NRCS Natural Resources Conservation Service

NS Not Sampled

NWI National Wetland Inventory

OWR Office of Water Resources

PCBs Polychlorinated Biphenyls

PESA Preliminary Environmental Site Assessment

PIM Public Information Meeting

ppm Parts per Million

PSG Project Study Group

PSI Preliminary Site Investigation

RCRA Resource Conservation and Recovery Act

REC Recognized Environmental Condition

ROW Right-of-Way

SAFETEA-LU Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users

SCIRPDC South Central Illinois Regional Planning and Development Commission

SDWA Safe Drinking Water Act

SHPO State Historic Preservation Office

SIP State Implementation Plan

TAZ Transportation Analysis Zone

TDM Travel Demand Management

TEA-21 Transportation Equity Act for the 21st Century

TIP Transportation Improvement Plan

TMDL Total Maximum Daily Load

TNM Traffic Noise Model

TSM Transportation System Management

U.S. United States

USACE United States Army Corps of Engineers

USC United States Code

USDA United States Department of Agriculture

USDOT United States Department of Transportation

USEPA United States Environmental Protection Agency

USFS United States Forest Service

USFWS United States Fish and Wildlife Service

USGS United States Geological Survey

UST Underground Storage Tank

V/C Volume to Capacity Ratio

VMT Vehicle Miles Traveled

VOC Volatile Organic Compound

vpd Vehicles per Day

WQC Water Quality Certification

WWTP Wastewater Treatment Plant

Yr Year