

APPENDIX A

**ENVIRONMENTAL CLASS OF ACTION
DETERMINATION DOCUMENT**

APPENDIX A
CLASS OF ACTION DETERMINATION DOCUMENT

Route: Olympian Drive Section: 95-00366-00-ES (Champaign County)
Location/Termini: Mattis Avenue east about 7.5 km to U.S. Route 45
City: 1) Champaign; 2) Urbana County: Champaign
Project Number: STPM-5181(28)

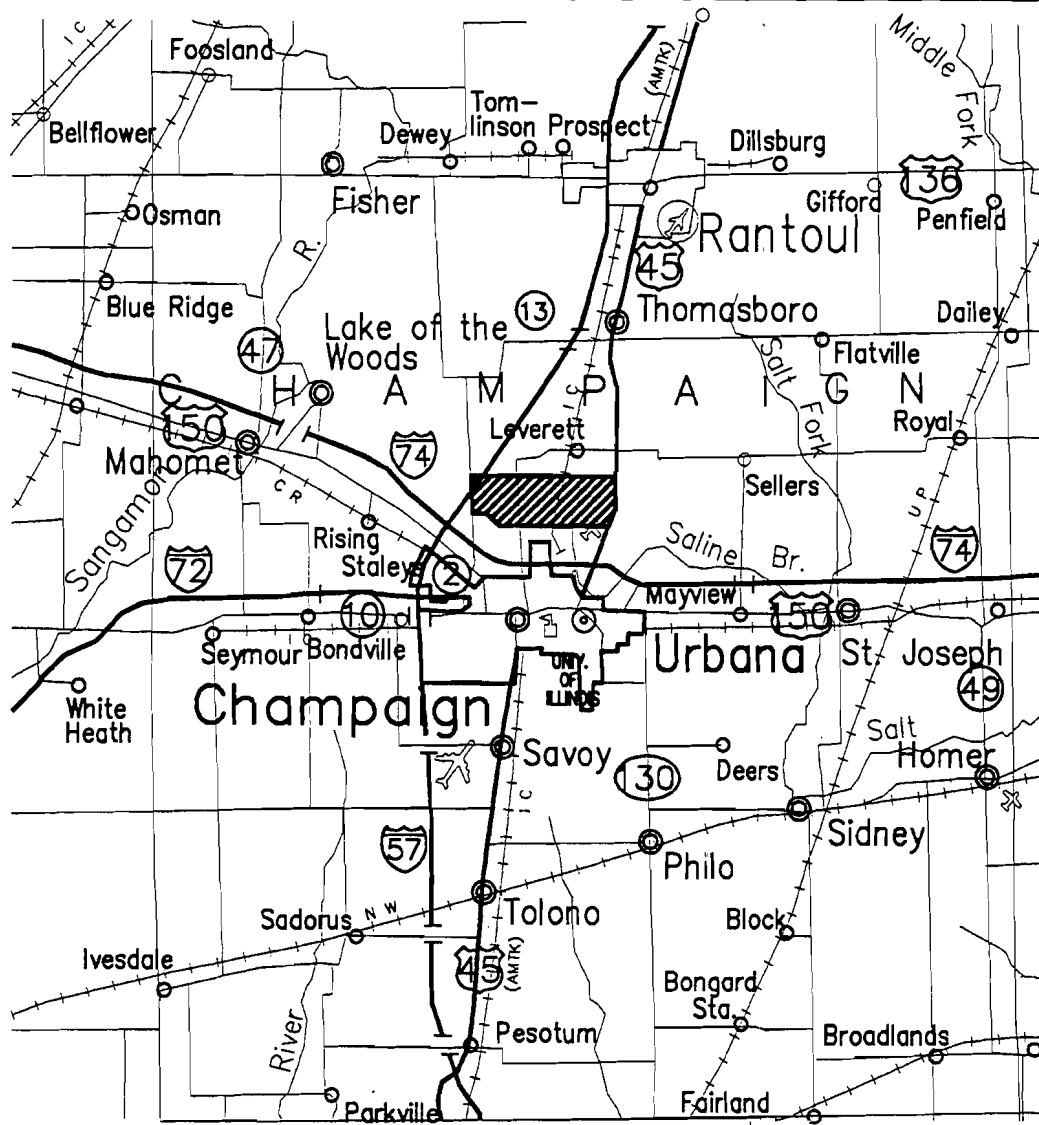
A.1 LOCATION

The proposed action is to construct a four-lane roadway north of the cities of Champaign and Urbana in Champaign County, Illinois. The proposed facility has been designated Olympian Drive. Its western terminus is at the interchange of existing Olympian Drive (Township Road 151) and Interstate 57. The facility extends approximately 8.0 kilometers to the east to its eastern terminus at U.S. 45. The study corridor is approximately 1.6 kilometers wide and is located between Oak Road (County Road 1850N) and Ford Harris Road (County Road 2000N). The project location is shown in Figure 1.

A.2 PURPOSE AND NEED

The purpose of the Olympian Drive project is to improve access to developing and undeveloped land in the area north of Champaign and Urbana, and also to relieve congestion on the existing roadway system, including Interstate 74. The proposed roadway would help to spur economic development within the corridor by providing system linkage between Interstate 57 and U.S. 45, both of which are four lane facilities. The roadway would also improve traffic circulation by providing an east-west connection across the Illinois Central Railroad tracks.

Intensive commercial and light industrial development is continuing to expand in Champaign County in the area north of Interstate 74, between Interstate 57 and the Illinois Central Railroad tracks. This area is developing into a regional retail center attracting traffic



 PROJECT CORRIDOR

PROJECT LOCATION

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ILLINOIS

HEI NO. 94S2055 FIGURE 1

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from communities outside the Champaign-Urbana urbanized area. This development is anticipated to continue to the north and east.

The new development, combined with limited access from the west, is creating traffic congestion problems on the existing system. With limited access from the west, traffic into the area is using Interstate 74 as an east-west arterial. The recent reconstruction of Interstate 74 has added some capacity to this facility. However, the interchanges and connecting roads are becoming more congested as traffic volumes increase. As development progresses, the increasing traffic will continue to overload the existing facilities. It is important that this facility be planned before the development of new commercial and industrial sites makes it cost prohibitive to purchase the right-of-way and access control necessary for the roadway.

A.3 PROJECT ALIGNMENTS

A.3.1 Alignments Considered

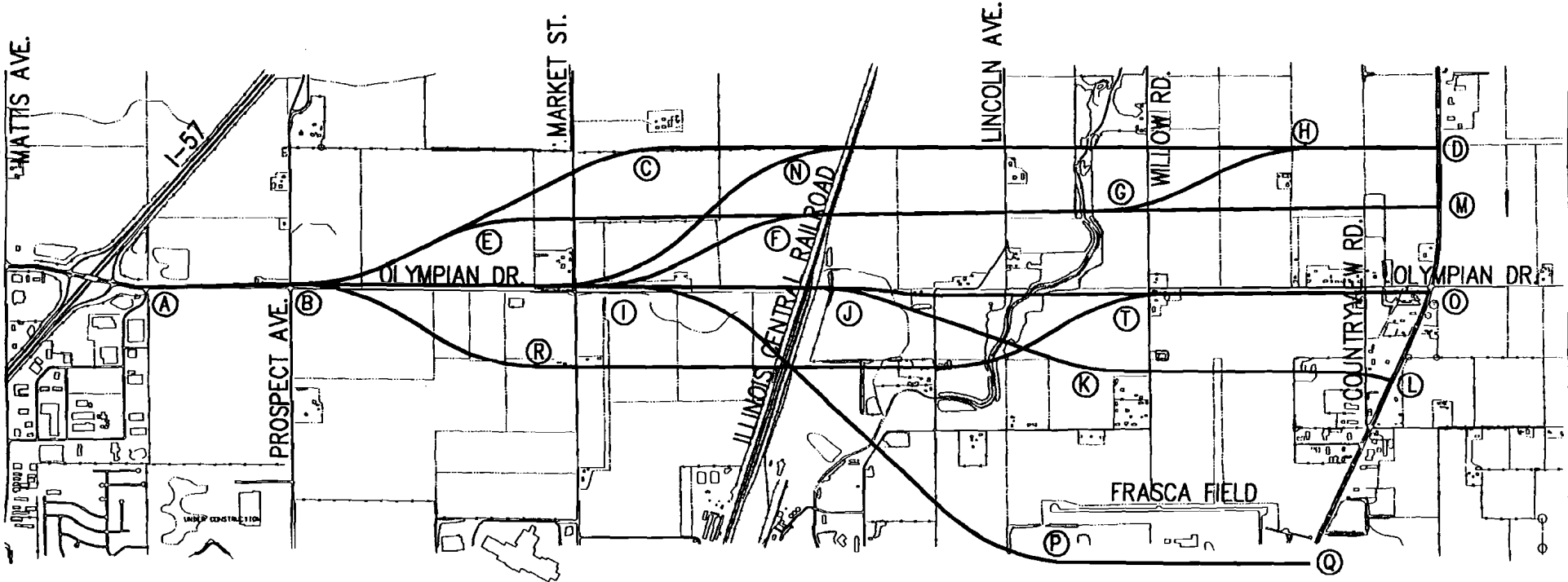
Ten build alignments were initially considered and reduced to four based on a comparative analysis of the advantages and disadvantages of each and discussions with officials from Champaign County, the City of Champaign, the City of Urbana, the Illinois Department of Transportation, and the Champaign Urbana Urbanized Area Transportation Study. These four alignments were then reduced to two for more detailed geometric study based upon a comparison of how they achieved the purpose and need for the project, the impacts of each alignment, a preliminary construction cost comparison, and public input. The no-action alternative was considered throughout the study process.

Potential environmental impacts were considered prior to the elimination of any alignment from further study. Based upon a review of existing data and site visits, it was determined that the potential for significant environmental impact was not a factor in eliminating any of the alignments. All of the alignments considered impact prime farmland and cross the Saline Branch.

A.3.2 Alternatives Eliminated From Further Study

The ten preliminary alignments were presented to officials of Champaign County, the City of Champaign, the City of Urbana, the Illinois Department of Transportation, and the Champaign Urbana Urbanized Area Traffic Study. These alignments are shown in Figure 2. During this meeting it was decided to further investigate alignments A-O and A-I-F-M. Two additional alignments were added to the study to address the City of Urbana's desire to consider connections near node L. The first would follow existing Olympian Drive to a point north of the proposed Frasca Field north-south runway extension and then turn to the southeast to intersect with U.S. 45 at node L. The second would pass through nodes A, I, and F and eventually connect with U.S. 45 at node L. Other alignment alternatives were eliminated for the following reasons:

- A-B-C-D: The City of Champaign expressed a preference for alternatives that follow existing Olympian Drive to Market Street. The City of Urbana prefers an alignment that connects no farther north than node M. This alignment does not offer any significant advantages over alignment A-I-F-M and would cross a wider portion of the Saline Branch 100 year floodplain. The geometrics would require the intersections with Market Street and Neil Street to be constructed on a curve.
- A-B-E-M: The City of Champaign prefers an alignment that follows existing Olympian Drive to Market Street. This alignment does not offer any significant advantages over alignment A-I-F-M and would produce diagonal farm severances. The geometrics would require the intersection with Neil Street to be constructed on a curve.
- A-B-E-G-H-D: The City of Champaign prefers an alignment that follows existing Olympian Drive to Market Street. The City of Urbana prefers an alignment that connects no farther north than node M. This alignment does not offer any significant advantages over alignment A-I-F-M. The geometrics would require the intersections with Willow Road and Neil Street to be constructed on a curve.



PRELIMINARY ALTERNATIVE ALIGNMENT
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ILLINOIS

94S2055

FIGURE NO. 2

- A-I-N-D: The City of Champaign prefers an alignment that follows existing Olympian Drive to Market Street. The City of Urbana prefers an alignment that connects no farther north than node M. This alignment does not offer any significant advantages over alignment A-I-F-M. It would cross a wider portion of the Saline Branch 100 year floodplain and would require that the bridge over the Illinois Central Railroad be on a curve.
- A-J-K-L: This alignment would limit future development of the proposed Frasca north-south runway.
- A-I-F-G-H-D: The City of Urbana prefers an alignment that connects no farther north than node M. This alignment does not offer any significant advantages over alignment A-I-F-M and would produce additional diagonal farm severances.
- A-B-R-S-T-O: The City of Champaign prefers an alignment that follows existing Olympian Drive to Market Street. This alignment does not offer any significant advantages over alignment A-O and would affect more property owners, and would produce diagonal farm severances. This alignment is also one of the farthest to the south, requiring additional structure length over the Illinois Central Railroad tracks.
- A-B-I-P-Q: This alignment was eliminated from further consideration due to the numerous impacts along Airport Road, the cost and impacts associated with rebuilding the substandard intersection with U.S. 45, its close proximity to the Interstate 74 interchange, and the fact that this alternative provides little opportunity to make a future connection to High Cross Road without numerous impacts. This alignment would cross the Illinois Central Railroad tracks at their widest point and at a skew, requiring the longest structure length of any of the alignments.

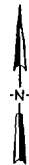
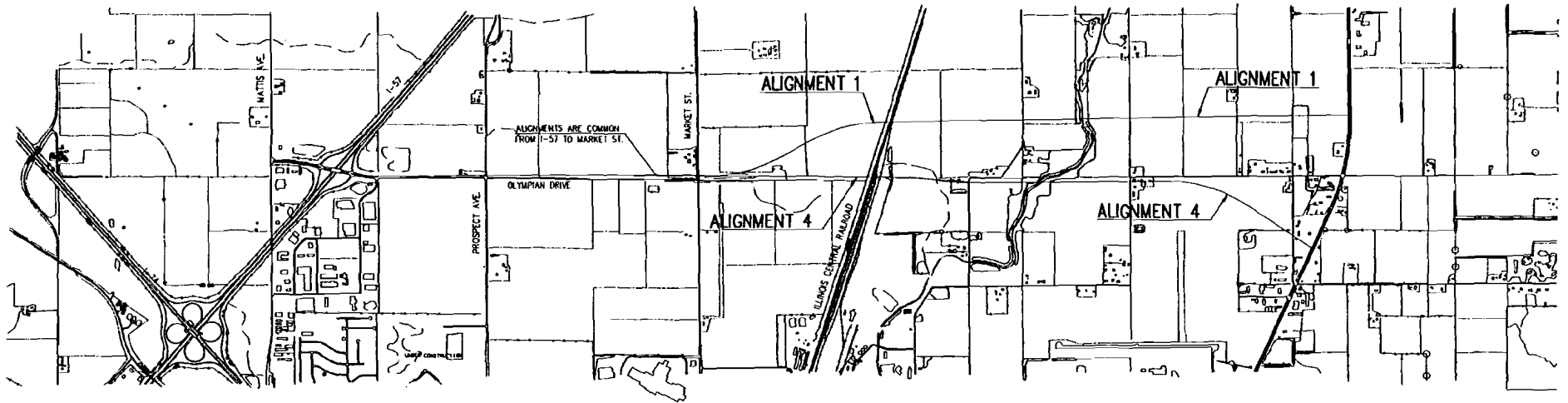
A.3.3 Alignments Retained for Detailed Study

Two alignments were retained for further study and are shown in Figure 3. Both of the alignments are the same from the interchange of Interstate 57 with Olympian Drive to Market Street. The center line of the proposed alignments would be approximately 30 m (98 ft) north of the existing Olympian Drive south right-of-way line in order to avoid relocation of the 138 KV aerial electric line south of existing Olympian Drive.

Alignment 1 curves to the northeast, east of the Olympian Drive and Market Street intersection. The alignment then turns east and crosses the Illinois Central Railroad tracks on a tangent. The alignment is parallel to and 30 m (98 ft) north of the quarter-quarter section line in an attempt to follow property lines and reduce impacts to property owners. The alignment crosses the Saline Branch and continues east to an intersection with U.S. 45 north of the existing curve.

Alignment 4 continues due east from the Olympian Drive and Market Street intersection across the Illinois Central Railroad tracks. East of the railroad the alignment jogs to the south approximately 30 m (98 ft) south of the north right-of-way line of existing Olympian Drive. This jog is to avoid crossing the Saline Branch at a point where it is almost parallel to the alignment. The alignment continues to the east and crosses a tributary to the Saline Branch and then the Saline Branch. The alignment turns to the southeast at a point north of the Frasca Field proposed north-south runway extension and intersects U.S. 45 about 400 m (1312 ft) south of existing Olympian Drive.

Both alignments would improve access to land in the corridor, thereby improving development potential. Both alignments would improve system continuity and would provide a grade separation over the Illinois Central Railroad tracks. Since both alignments are the same to the Market Street intersection, no significant difference between them exists west of the Illinois Central Railroad tracks with respect to their impact on development. East of the Illinois Central Railroad tracks, the alignments vary and have different effects on the development potential of the area. Alignment 1 is the farthest to the north and the farthest from the Urbana



ALTERNATIVE ALIGNMENTS

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HEI NO. 94S2055

FIGURE 3

corporate limits. However, by being 400 m (1312 ft) north of the Frasca Field property it offers the potential for development on both the north and south sides of the proposed alignment, in addition to the anticipated developments around Frasca Field. Alignment 1 also crosses the Saline Branch at a point farther upstream than Alignment 4.

Development along Alignment 4 would be limited since it abuts Frasca Field. It would be further limited as it turns to the southeast and crosses the Frasca Field property. Alignment 4 would also intersect U.S. 45 in an area that presently contains commercial development. The connection with U.S. 45 is closest to the Urbana corporate limits and may provide an attraction to motorists.

A.3.4 Environmental Impacts

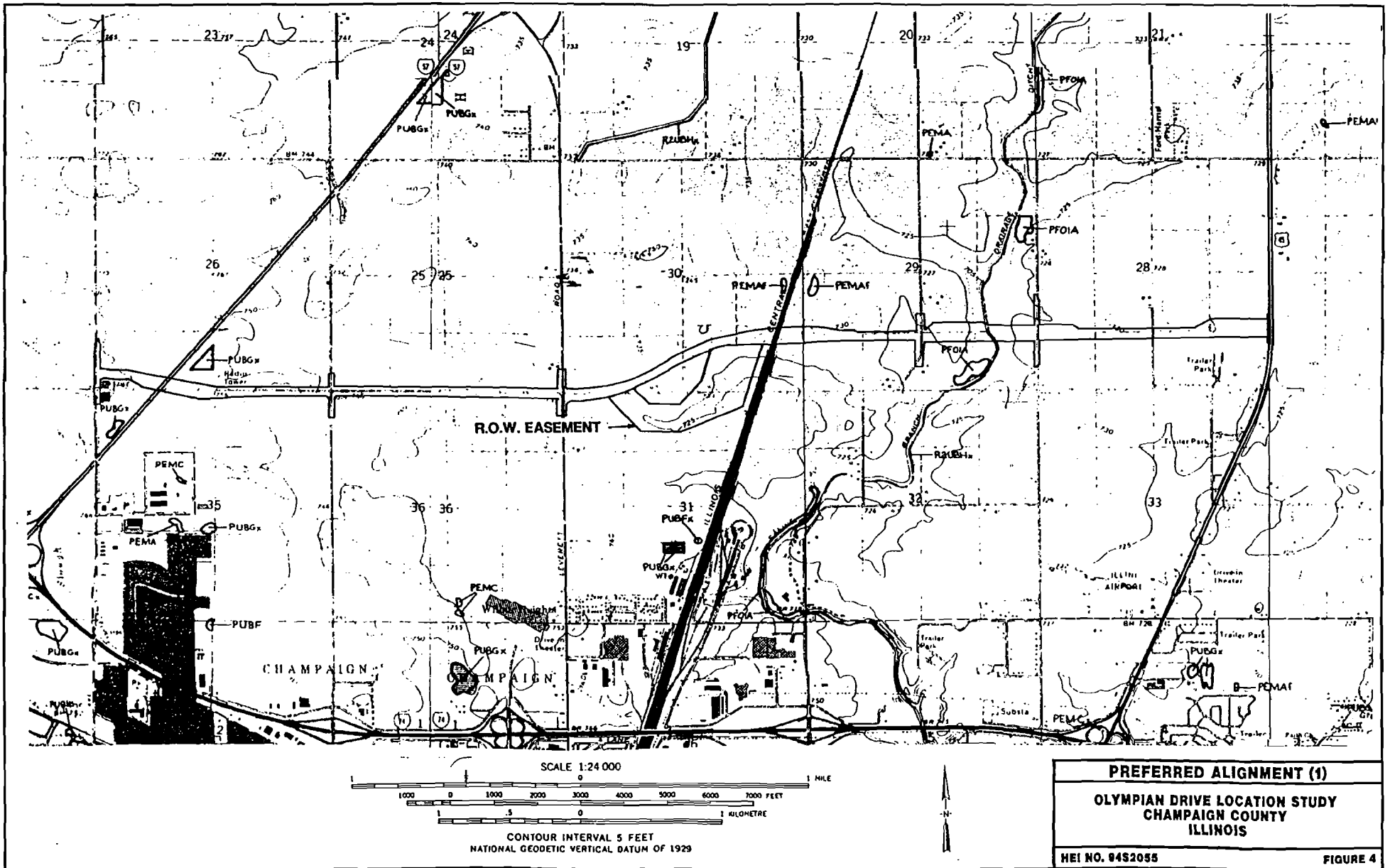
Based upon the information presented above, Alignment 1 was selected as the preferred alternative (see Figure 4).

A.4 DESIGN STANDARDS

Proposed Olympian Drive will consist of a four-lane partial access controlled facility with a 13.2 meter grass median and open ditch drainage. The proposed design speed is 100 kilometers per hour with a maximum elevation of 6 percent.

A.5 ENVIRONMENTAL CONSEQUENCES

The Environmental Class of Action Determination identified potential environmental impacts resulting from construction of the recommended Olympian Drive alignment. Potential negative impacts which have been identified include socioeconomic impacts, increased noise levels, and floodplain encroachment.



PREFERRED ALIGNMENT (1)
OLYMPIAN DRIVE LOCATION STUDY
CHAMPAIGN COUNTY
ILLINOIS
 HEI NO. 84S2055 FIGURE 4

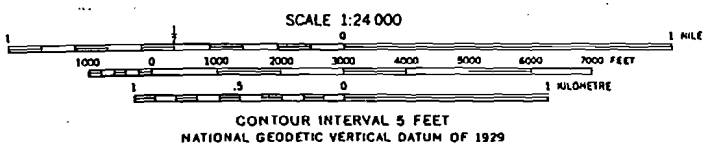
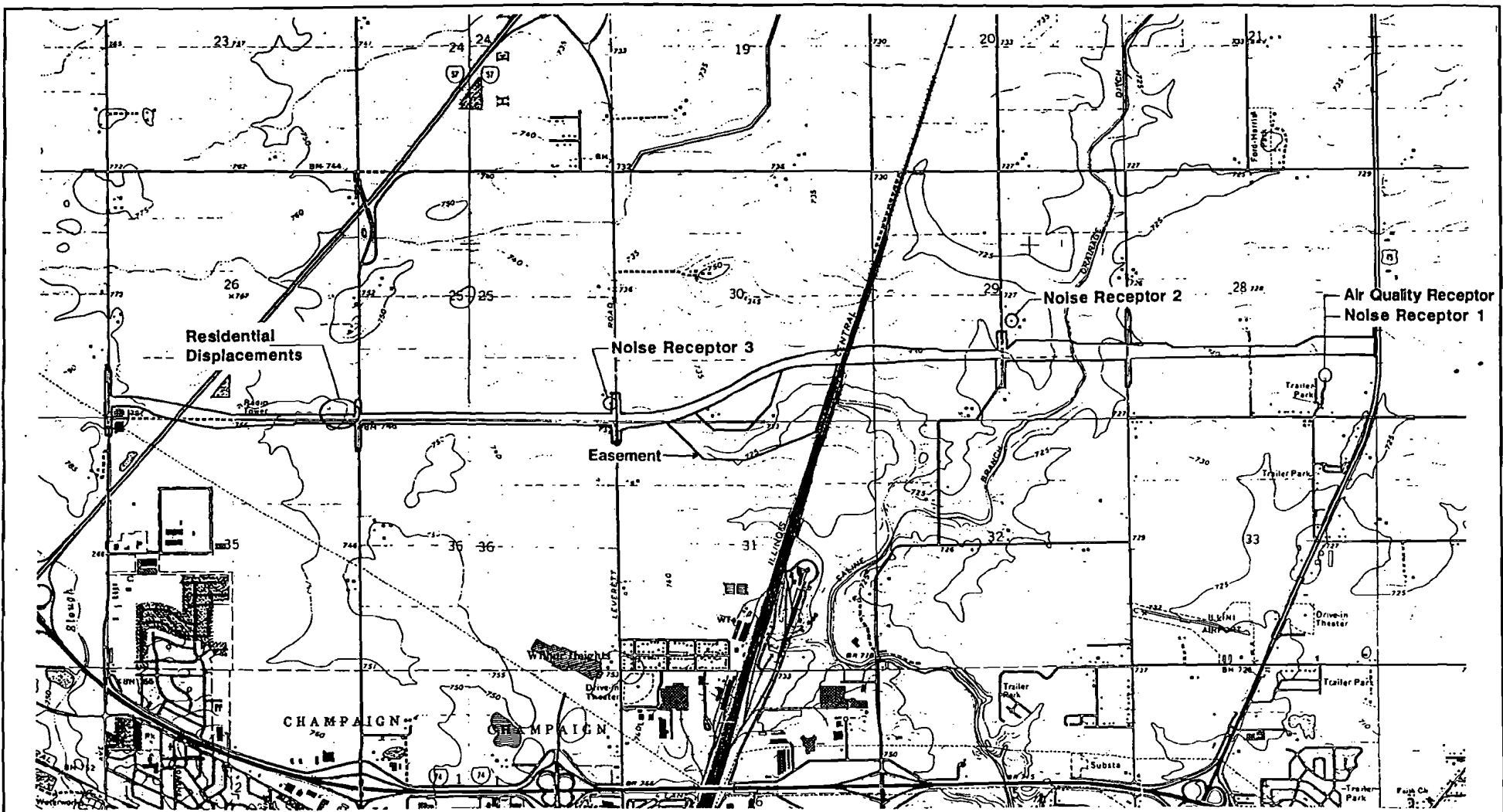
A.5.1 Relocation/Displacement

Construction of the recommended alignment will involve the displacement of two residences at the intersection of Prospect Road and Olympian Drive (see Figure 5). These residences are farm houses which are part of their adjoining agricultural parcels. These owners may choose to rebuild on their agricultural parcels, or they may choose to relocate to another area. Comparable housing is available in the Champaign-Urbana area. Relocation assistance will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

A.5.2 Noise

A small number of isolated receptors could be affected by traffic generated noise. As part of the ECAD Record, a noise analysis was conducted at three receptor locations along the recommended alignment (see Figure 5). Receptors 1, 2, and 3 represent 37, one, and one residential locations, respectively. The Noise Abatement Criteria (NAC) of a 15 dBA increase traffic noise levels for design year 2018 over existing conditions were met or exceeded at Receptors 1 and 2, respectively. Receptor 3 experienced an increase of 8 dBA to 71 dBA for design year 2018; this exceeds the exterior NAC of 67 dBA for a residence. Possible noise abatement measures were modelled for these receptors and did not result in a significant reduction in noise levels. There is also a potential that these receptors may not exist after the road is constructed due to proposed development in the area.

The projected noise levels are based on traffic volumes in the design year 2018. These volume estimates are based on the land uses shown in the City of Urbana's long range plan for this area. Land uses would be predominantly commercial and light industrial. Therefore, the current existing receptors would not be expected to experience the modelled noise levels, and abatement would not be necessary. For this reason and because barriers would not significantly reduce predicted noise levels, construction of noise abatement barriers is not considered cost effective and is not recommended.



PREFERRED ALIGNMENT (1)

**OLYMPIAN DRIVE LOCATION STUDY
CHAMPAIGN COUNTY
ILLINOIS**

HEI NO. 9452035 FIGURE 5

A.5.3 Agriculture

The majority of the project corridor is currently in agricultural use. However, the corridor is entirely within the 1.5 mile corporate planning area of the cities of Champaign and Urbana. Therefore, formal coordination with the National Resources Conservation Service and the Illinois Department of Agriculture is not required. A total of about 78.9 hectares (194.7 acres) of prime farmland would be converted to nonagricultural uses for the proposed project. The recommended alignment follows existing property lines as much as possible to minimize severance of farm fields and operational impacts. West of the Illinois Central (IC) Railroad tracks, about 9.7 meters (32 ft) of farmland will be taken from the southern edge of agricultural parcels currently abutting Olympian Drive. East of Market Street, a large diagonal severance will be created by the curvature to the north to minimize the crossing distance at the railroad yard. The parcels affected by this severance are currently owned by a property developer, and this area is expected to develop rapidly as soon as the roadway is constructed. Therefore, operational impacts from this severance are expected to be of short duration and are therefore not considered significant.

East of the IC Railroad tracks, the alignment would remove a narrow strip along the southern or northern edge of several parcels and would bisect three additional parcels. No diagonal severances or uneconomical remnants would be created.

A.5.4 Water Quality

Wells that are within the right-of-way will be closed in accordance with Illinois Department of Public Health regulations and an alternative water supply will be provided. Wells which are not within the right-of-way would not be expected to be impacted by the proposed roadway construction. As future development occurs, public utilities will be extended to serve the Olympian Drive corridor.

A Section 404 Nationwide permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the IEPA, and a IDNR-OWR permit will be required for the crossing of the Saline Branch.

A.5.5 Floodplains

The preferred alignment will cross the Saline Branch Drainage Ditch on new alignment; its 100 yr floodplain is depicted on the Champaign County FEMA map. About 152 m (500 ft) of transverse floodplain encroachment will occur. This portion of the Saline Branch is currently leveed, therefore minimizing the impacts from construction. No practicable alternative exists to construction within the floodplain.

The bridge span for crossing the Saline Branch was designed to avoid adverse impacts to the floodplain. The hydraulic analysis performed for this project indicates that no significant adverse impacts would occur as a result of construction. The modifications to the floodplain included in this project will result in a less than 0.1 ft increase to flood heights. This minimal increase will not result in any significant adverse impacts on the natural and beneficial floodplain values; it will not result in any significant change in flood risks or damage; and it does not have significant potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.

A.5.6 Cultural Resources

A Phase I cultural resource survey was performed for the preferred alignment in accordance with the requirements of the Illinois Historic Preservation Agency (IHPA). Twelve prehistoric and historic archaeological sites were located within the proposed right-of-way. One of these sites (11-Ch-333) is potentially eligible for listing on the NRHP. This site is situated to the east of Saline Branch, and is characterized by very high debris densities upon several low sand dunes that are above and surrounded by poorly drained, formerly marshy bottomland soils. A grab sample of materials from the site includes diagnostic projectile points, other stone tools, fire-cracked rock, chipping debris, and daub. Points included types diagnostic of the Early

Archaic, Late Archaic, Late Woodland, and Mississippian periods. Approximately ten prehistoric features were observed on eroded portions of the sand dunes from various parts of the site, and it is likely that they are present on other parts of the site as well. Because of its lateral extent, this site cannot be feasibly avoided.

Phase II testing of this site will be required. Permission to enter the property to conduct this testing cannot be obtained from the property owner. After right-of-way has been acquired the Phase II testing will be conducted and the results reported to the State Historic Preservation Office as required under the provisions of the Historic Preservation Act of 1966. If it is determined that this site is eligible for the National Register of Historic Places, this project will have a no adverse affect on the site since data recovery will take place before construction begins. This determination will be sent to the Advisory Council of Historic Preservation.

A.6 CONCLUSION

The attached Class of Action Determination Record documents the analyses conducted to determine the appropriate level of environmental documentation for this project.

Based on the analyses of environmental consequences as documented in the attached Class of Action Determination Record, this project has been determined to meet the Categorical Exclusion definition contained in 23 CFR 771.117. The project will not induce significant impacts to planned growth or land use for the area; will not require the relocation of significant numbers of people; will not have a significant impact on any natural, cultural, recreational,

historic or other resource; will not involve significant air, noise, or water quality impacts; will not have negative impacts on travel patterns; and will not otherwise have any significant environmental impact.

H L Forbes 9/17/96
IDOT District Engineer Date

Larry Pickle 9/17/96
IDOT Bureau of Local Roads and Streets Date

W P Jones 9/17/96
FHWA Design Engineer Date

THE ILLINOIS DEPARTMENT OF TRANSPORTATION

CLASS OF ACTION DETERMINATION RECORD

ROUTE: Olympian Drive

SECTION: 95-00366-00-ES

LOCATION/TERMINI: Mattis Avenue east about 7.5 km to U.S. Route 45

COUNTY: Champaign

JOB NUMBER: STPM-5181(28)

DATE OF FIELD REVIEW:

DATE OF INITIAL PRESENTATION:

DATE OF LAST REVISION: September 16, 1996

DATE OF LAST PRINTING: 09/16/96

RESOURCE & ISSUES	POTENTIAL INVOLVEMENT (MM,DD,YY)		ANALYSIS AND RESULTS		IMPACTS PRESENT (MM,DD,YY)		S T A T U S
	YES	NO	DATE	USE JOURNAL TYPE OF DESCRIPTION	YES	NO	
I. SOCIAL/ECONOMIC							
A. RELOCATIONS/DISPLACEMENTS	3/15/96		3/29/96	Two residential displacements will occur at the intersection of Prospect Road and Olympian Drive. The provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act" and the IDOT Land Acquisition Procedures Manual will be followed. Comparable housing is currently available in the Champaign-Urbana areas. Efforts will be made to provide housing of last resort, if necessary, and housing resources are available to all relocatees without discrimination. MLG	8/1/96		C
B. CHANGE IN TRAVEL PATTERNS	3/15/96		3/29/96	There will be a positive impact on travel patterns in the vicinity of the project area. This roadway will relieve congestion on the existing roadway system including Interstate 74. The roadway would also provide system linkage between Interstate 57 and U.S. Route 45. KMS	3/29/96		C
C. ECONOMIC IMPACTS		3/15/96	3/29/96	The proposed improvement is consistent with the approved comprehensive plans of Champaign and Urbana. There are no identified issues relative to the tax base, businesses, and/or major employers within the project area. KMS			C
D. CHANGE IN PLANNED GROWTH OR LAND USE & ECONOMIC DEVELOPMENT	3/15/96		3/29/96	The proposed improvement is consistent with the approved comprehensive plan for the area. Intensive commercial and light industrial development is continuing to expand in the area north of I-74. MLG		8/1/96	C
E. COMMUNITY COHESION		3/15/96	3/29/96	Residential areas or communities in the project area will not be isolated or divided as a result of this project. KMS			C
F. PUBLIC FACILITIES AND SERVICES	3/15/96		3/29/96	There are no public facilities or services (i.e., churches, schools, libraries, hospitals, fire, police, and/or ambulance service, etc.) located along the proposed roadway. However, access for emergency vehicles will be maintained and enhanced by this project. KMS		3/29/96	C

RESOURCE & ISSUES	POTENTIAL INVOLVEMENT (MM,DD,YY)		ANALYSIS AND RESULTS		IMPACTS PRESENT (MM,DD,YY)		STATUS
	YES	NO	DATE	USE JOURNAL TYPE OF DESCRIPTION	YES	NO	
G. TITLE VI AND OTHER PROTECTED GROUPS		3/15/96	3/15/96	No Title VI protected groups will be affected by construction of the preferred Olympian Drive alternative. The project will be designed to meet the goals of the Americans with Disabilities Act. KMS			C
H. PEDESTRIAN & BICYCLE FACILITIES	3/29/96		8/1/96	There are no existing or immediately planned pedestrian and/or bicycle facilities within the project area. The study included an evaluation of the need and feasibility of providing bicycle facilities as part of the project. After review of the warrants set forth in Section 3.00, Illinois Department of Transportation BDE Procedure Memorandum 95-21, <i>Policies and Procedures for Accommodating Bicycle Travel in Highway Improvements</i> , it was determined that a bicycle facility would not be included in this project. If it is decided at a future date to construct a bicycle facility, it is recommended that it be placed outside of the proposed right-of-way on a dedicated easement. The City of Champaign has a sanitary sewer easement west of the Illinois Central Railroad tracks and south of the proposed project. This easement could possibly provide enough area to accommodate a bicycle and/or pedestrian facility. MLG		8/1/96	C
2. AGRICULTURAL	3/15/96		8/1/96	A total of about 78.9 hectares (194.7 acres) of prime farmland will be converted to right-of-way for the proposed project. Although there is existing farmland within the project area, the project is within the one and one-half mile corporate planning boundaries of Champaign and Urbana. Therefore, no coordination with the U.S.N.R.C.S. or Illinois Departments of Agriculture is required. One diagonal severance would be created west of the IC Railroad tracks. This property is currently owned by a developer and will be developed for urban uses when the roadway is completed. East of the IC Railroad, a narrow strip right-of-way will be required from the edge of several parcels. Other parcels will be bisected by the improvement. No uneconomical remnants will be created. MLG	8/1/96		C

RESOURCE & ISSUES	POTENTIAL INVOLVEMENT (MM,DD,YY)		ANALYSIS AND RESULTS		IMPACTS PRESENT (MM,DD,YY)		STATUS
	YES	NO	DATE	USE JOURNAL TYPE OF DESCRIPTION	YES	NO	
3. CULTURAL A. ARCHAEOLOGICAL SITES	4/23/96		4/23/96	<p>Twelve prehistoric and historic archaeological sites were located within the proposed right-of-way. One of these sites (11-Ch-333) is potentially eligible for listing on the NRHP. This site is situated to the east of Saline Branch, and is characterized by very high debris densities upon several low sand dunes that are above and surrounded by poorly drained, formerly marshy bottomland soils. A grab sample of materials from the site includes diagnostic projectile points, other stone tools, fire-cracked rock, chipping debris, and daub. Points included types diagnostic of the Early Archaic, Late Archaic, Late Woodland, and Mississippian periods. Approximately ten prehistoric features were observed on eroded portions of the sand dunes from various parts of the site, and it is likely that they are present on other parts of the site as well. Because of its lateral extent, this site cannot be feasibly avoided.</p> <p>Permission to conduct Phase II testing of this site was requested from the property owner on August 21, 1996, and was refused. Phase II subsurface evaluations will be conducted after the right-of-way is purchased and results will be reported to the IHPA as required under the provisions of Section 106. IHPA comments and/or requirements for site mitigation will be resolved prior to the start of construction on this section. Data recovery, if required, will take place before construction begins.</p> <p style="text-align: right;">JMG</p>	4/23/96		C
B. HISTORIC BRIDGES		6/6/95	6/6/95	<p>According to the IDOT Historic Bridge Survey (June 6, 1995), no historic bridges are located within the project corridor.</p> <p style="text-align: right;">KMS</p>			C
C. HISTORIC DISTRICTS & BUILDINGS		3/15/96	3/15/96	<p>The National Register of Historic Places in Illinois indicated no historic districts or buildings within the proposed right-of-way of the preferred alignment.</p> <p style="text-align: right;">KMS</p>			C
4. AIR QUALITY A. NONATTAINMENT AREA		3/15/96	3/15/96	<p>The project is an area where the State Implementation Plan is not required to contain any transportation control measures. Therefore, the conformity procedures outlined in the U.S. Environmental Protection Agency (EPA)/U.S. Department of Transportation (DOT) Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase 1 of the Interim Period, dated June 7, 1991, do not apply to this project.</p> <p style="text-align: right;">KMS</p>			C

RESOURCE & ISSUES	POTENTIAL INVOLVEMENT (MM,DD,YY)		ANALYSIS AND RESULTS		IMPACTS PRESENT (MM,DD,YY)		STATUS												
	YES	NO	DATE	USE JOURNAL TYPE OF DESCRIPTION	YES	NO													
B. MICROSCALE ANALYSIS	3/15/96		3/25/96	The design year one-hour carbon monoxide level does not exceed the NAAQS of 9.0 ppm. The worst case receptor location is located at the existing intersection of Olympian Drive and U.S. 45. KMS		3/25/96	C												
5. NOISE	3/15/96		3/22/96	A noise analysis was conducted for three receptor locations (see Figure 5). The results of these analyses are shown below: <div style="text-align: center;"> <p>Noise Analysis</p> <table border="0"> <tr> <td></td> <td style="text-align: center;"><u>1996</u></td> <td style="text-align: center;"><u>2018 (Design Year)</u></td> </tr> <tr> <td>Receptor 1</td> <td style="text-align: center;">45 dBA</td> <td style="text-align: center;">60 dBA</td> </tr> <tr> <td>Receptor 2</td> <td style="text-align: center;">46 dBA</td> <td style="text-align: center;">62 dBA</td> </tr> <tr> <td>Receptor 3</td> <td style="text-align: center;">63 dBA</td> <td style="text-align: center;">71 dBA</td> </tr> </table> </div> <p>Noise Abatement Criteria (NAC) were exceeded at all of the receptor locations. Based on the land use planned for this area at the time that noise levels are expected to exceed the NAC and the relatively insignificant noise level reductions which could be achieved by constructing barriers, noise abatement is not considered to be cost effective and is not recommended. KMS</p>		<u>1996</u>	<u>2018 (Design Year)</u>	Receptor 1	45 dBA	60 dBA	Receptor 2	46 dBA	62 dBA	Receptor 3	63 dBA	71 dBA	3/22/96		C
	<u>1996</u>	<u>2018 (Design Year)</u>																	
Receptor 1	45 dBA	60 dBA																	
Receptor 2	46 dBA	62 dBA																	
Receptor 3	63 dBA	71 dBA																	
6. ENERGY	3/15/96		3/29/96	Construction of the proposed improvement will require indirect consumption of energy for processing materials, construction activities, and maintenance for the lane miles to be added within the project limits. Energy consumption by vehicles in the area may increase during construction due to possible traffic delays. Construction of the proposed improvement will reduce traffic congestion and turning conflicts in the corridor areas and, thereby, reduce vehicle stopping and slowing conditions. Additional benefits would be realized from increased capacity and smoother riding surfaces. This will result in less direct and indirect vehicle operational energy consumption for the Build Alternative than for the No-Build Alternative. Thus, in the long term, post construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage. KMS		3/29/96	C												

RESOURCE & ISSUES	POTENTIAL INVOLVEMENT (MM,DD,YY)		ANALYSIS AND RESULTS		IMPACTS PRESENT (MM,DD,YY)		STATUS
	YES	NO	DATE	USE JOURNAL TYPE OF DESCRIPTION	YES	NO	
7. WATER QUALITY/ RESOURCES A. WATER RESOURCES	3/15/96		3/29/96	The preferred alignment crosses the Saline Branch Drainage Ditch. This is a channelized perennial stream with a watershed area of about 44 square miles. A bridge has been proposed to span the stream, minimizing the potential for any in-stream work. KMS		3/29/96	C
B. SURFACE WATER QUALITY	3/15/96		3/29/96	The project's projected ADT is less than 30,000. Therefore, minimal or no impact on the aquatic components of the receiving waters is anticipated. Methods for controlling erosion including IDOT "Special Provision for Erosion Control" will be implemented during construction of the proposed project. An NPDES construction permit will be required as part of this proposed project since more than 5 acres of surface area will be modified. KMS		3/29/96	C
C. GROUNDWATER QUALITY	3/15/96		3/29/96	No sole-source aquifers are located in Champaign County. There are no public wells within 61 m (200 ft) of the proposed R.O.W. Illinois State Water Survey records indicated the potential for 18 private wells to be located within 61 m (200 ft) of the proposed R.O.W. Wells within the R.O.W. will be closed in accordance with Illinois Department of Public Health regulations and an alternative water supply will be provided, if necessary. KMS	8/1/96		C

RESOURCE & ISSUES	POTENTIAL INVOLVEMENT (MM,DD,YY)		ANALYSIS AND RESULTS		IMPACTS PRESENT (MM,DD,YY)		STATUS
	YES	NO	DATE	USE JOURNAL TYPE OF DESCRIPTION	YES	NO	
8. FLOODPLAINS	3/15/96		5/16/96	<p>About 152 m (500 ft) of transverse floodplain encroachment will be required for the proposed alignment. The floodplain is located at the Saline Branch Drainage Ditch and is indicated on the County of Champaign FEMA map dated March 1, 1984. This portion of the Saline Branch Drainage Ditch is currently leveed, therefore minimizing the impacts from floodplain encroachment. No practicable alternative exists to construction within the floodplain.</p> <p>The modifications to the floodplain included in this project will result in a minimal increase to flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values; they will not result in any significant change in flood risks or damage; and they do not have significant potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.</p> <p style="text-align: right;">KMS</p>	5/16/96		C
9. WETLANDS	3/15/96		3/29/96	<p>A wetlands survey was conducted for the project corridor in May of 1995. Potential wetland areas were determined in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual. The results of this survey indicate that no jurisdictional wetlands will be impacted by the preferred alignment.</p> <p style="text-align: right;">KMS</p>		3/29/96	C

DATE OF LAST PRINTING: 09/16/96

RESOURCE & ISSUES	POTENTIAL INVOLVEMENT (MM,DD,YY)		ANALYSIS AND RESULTS		IMPACTS PRESENT (MM,DD,YY)		STATUS
	YES	NO	DATE	USE JOURNAL TYPE OF DESCRIPTION	YES	NO	
10. NATURAL RESOURCES	5/26/96		6/13/96	<p>Neither the Illinois Department of Natural Resources nor the U.S. Fish and Wildlife Service reported the presence of critical habitat for any state or federally listed threatened or endangered species or natural areas within the right-of-way of the preferred alignment. The construction of the proposed roadway will require the removal of about 3.0 acres of trees. Tree replacement will be implemented in accordance with the LEN-14 Tree Replacement Policy.</p> <p>Since prairie remnants have been noted along the Illinois Central Gulf railroad tracks, the Illinois Natural History Survey (INHS) conducted a botanical survey of the project area. This survey found no threatened or endangered species in the project area. The Bureau of Design Environment has concluded that there is no suitable habitat for any listed species in the project area. The INHS study found that only poor quality remnants (Grade C-) were present within the proposed Olympian Drive right-of-way; however, better quality prairie remnants were present outside of the proposed right-of-way.</p> <p>The Bureau of Design Environment recommends that those parts of the proposed right-of-way outside of the construction limits be protected by temporary fencing during construction to keep workers and equipment out of the prairie remnants. Also, we recommend that prairie plants within the proposed construction limits be moved into an area where they would be protected, such as and to a prairie restoration area.</p> <p style="text-align: right;">KMS</p>	6/13/96		C
11. HAZARDOUS & NON-HAZARDOUS SPECIAL WASTE	3/15/96		3/29/96	<p>A Phase I Environmental Property Assessment was conducted in May of 1995 to determine the potential for hazardous and toxic substances within the project corridor. The results of the assessment indicated that no known areas of environmental impairment were located within the right-of-way of the preferred alignment.</p> <p style="text-align: right;">KMS</p>		3/29/96	C

RESOURCE & ISSUES	POTENTIAL INVOLVEMENT (MM,DD,YY)		ANALYSIS AND RESULTS			IMPACTS PRESENT (MM,DD,YY)		STATUS
	YES	NO	DATE	USE JOURNAL TYPE OF DESCRIPTION	YES	NO		
12. SPECIAL LANDS								
A. 4(f)		3/15/96	3/29/96	No 4(f) properties are located in the project area. KMS				C
B. 6(f)		3/15/96	3/29/96	No 6(f) properties are located in the project area. KMS				C
13. PERMITS REQUIRED								
(Check each that applies.)								
404 - NATIONWIDE	<input checked="" type="checkbox"/>		See Resource and Issues #8 for discussion.					
NPDES	<input checked="" type="checkbox"/>		See Resource and Issues #7 for discussion.					
OFFICE OF WATER RESOURCES	<input checked="" type="checkbox"/>		See Resource and Issues #8 for discussion.					
401 - IEPA WATER QUALITY CERT.	<input checked="" type="checkbox"/>		See Resource and Issues #8 for discussion.					

ATTACHMENTS

Surface Transportation Program Urban
Section 95-00366-00-ES
Project STPM-5181(28)
Champaign County

October 3, 1996

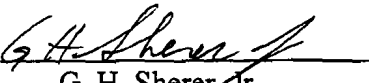
Mr. Dennis Unzicker, Acting
Champaign County Engineer
1905 East Main Street
Urbana, Illinois 61801

Dear Mr. Unzicker:

Enclosed is a copy of the Biological Resource Review for this section. This review has already been considered in the approval of the ECAD and it is for your file.

Sincerely,

H. L. Forbes
District Engineer

By 
G. H. Sherer, Jr.
District Local Roads
and Streets Engineer

GWC:sn
Attachments
cc: Hanson Engineers, Inc. ✓
0065N

OCT 7 1996

DISTRICT 5



Illinois Department of Transportation

Memorandum

To: H. L. Forbes Attn: G. Sherer
 From: Gary Gould By: Richard J. Nowack
 Subject: Biological Resources Review* *RJ Nowack (DRR)*
 Date: September 16, 1996

*Olympian Drive
 From Mattis Avenue to U.S. 45 Section No. 95-00366-00-ES
 Project No. STPM-518(28) Champaign County

Introduction

The proposed project involves a study corridor extending east from Mattis Avenue (CR 1000E) about 9.5 kilometers to the east to U.S. Route 45. Approximately 80 ha (197.8 acres) of additional right of way will be required.

The proposed project is being processed as an ECAD. Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided.

Endangered and Threatened Species

The U.S. Fish and Wildlife Service North Central Region "Red Book" lists the Indiana bat (*Myotis sodalis*) and eastern prairie fringed orchid (*Platanthera leucophaea*), as occurring in Champaign County. There is no suitable habitat for these species in the project area.

The Illinois Endangered Species Protection Board lists a number of species as occurring in Champaign and adjacent counties. The Illinois Department of Natural Resources Natural Heritage Database has no records of listed species within the project corridor (IDNR letter dated June 4, 1996). However, since there are prairie remnants along the ICG Railroad tracks, the Illinois Natural History Survey (INHS) was directed to conduct a botanical survey of the project area. The survey found no threatened or endangered species in the project area, and that the potential for them is extremely low. This office has, therefore, concluded that there is no suitable habitat for any of these species in the project area. The report on the results of the survey is attached.

56 SEP 19 AM 9:1
 DIST 5 PAFES
 158

Prairie Remnants

As stated above, prairie remnants are present along the railroad tracks. The INHS study found a Grade C prairie remnant, most of which is highly disturbed by soil removal and encroachment of exotic vegetation, in the proposed Olympian Drive right-of-way. Higher quality prairie remnants occur north and south of the proposed right-of-way.

This office recommends that those parts of the proposed ROW outside of the construction limits be protected by temporary fencing during construction, to keep workers and equipment out of the prairie remnants. Also, we recommend that prairie plants within the proposed construction limits be moved into an area where they would be protected, such as into a prairie restoration elsewhere.

Wetlands

The National Wetlands Inventory map (Rising and Thomasboro Quadrangles) do not depict wetlands in the projected area.

Streams

The project crosses the Saline Branch. Instream work involves that which is necessary to construct a bridge.

Because of the construction activity in and around the stream, short-term sedimentation will occur. With the proper application of the Standard Specifications for erosion and pollution control, no long-term adverse impacts to the water quality and biological components of the stream will occur.

Tree Removal

Project construction will involve the removal of approximately 3.0 acres of trees. A tree replacement plan should be incorporated into the project plans.

Coordination

By copy of this memorandum, IDNR and USF&WS are being notified of this project. Their mitigation recommendations and our recommendations for further coordination will be forwarded to your office upon our receiving their response.

H. L. Forbes - Attn: G. Sherer
Page 3
September 16, 1996

Conclusion

Project development may proceed with no additional Biological Resources Review unless (a) the scope of work is changed or otherwise different from that described to us, (b) IDNR coordination response requires further coordination, or (c) otherwise notified by this office.

GBR:sam\s:\wpdocs\memos\31387.doc

Attachments

cc: Joyce Collins (USF&WS)
Steve Hamer (IDNR)

Design & Environment File
Unit File

ENVIRONMENTAL SURVEY REQUEST FORM

PROJECT STUDIES

ILLINOIS DEPARTMENT OF TRANSPORTATION
Bureau of Location and Environment

Submittal Date <u>April 24, 1996</u>	Type of Job <input type="checkbox"/> State <input checked="" type="checkbox"/> Local
Previous Survey Request(s) Submitted For This Project?	<input type="checkbox"/> Yes Date(s) _____ <input checked="" type="checkbox"/> No
Route <u>Olympian Drive</u> Marked <u>Unknown</u> County <u>Champaign</u> District <u>5</u>	
Section No. <u>95-00366-00-ES</u> Project No. <u>STPM-5181(28)</u> Job No. <u>P95-084-95</u>	
Local Name <u>Olympian Drive</u> Municipality(ies) <u>Champaign/Urbana</u>	
From (at) <u>Mattis Avenue</u> to <u>U.S. Rte. 45</u> <u>4.6</u> Miles	
Project Description: <u>See Attachment A</u>	
Proposed Work (Underline one): <u>Highway</u> Bridge Highway & Bridge Other _____	
New ROW/Easement(s) Involved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No How Much? (approx. acres) <u>197.8</u>	
Borrow Required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No How Much? (cu. yds.) <u>523,200</u> Source Known? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Historic Bridge Involved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Coordination With IDOA Required? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No SCS? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Soil Survey Required? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Previous Coordination? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Previous Commitments? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Individual 404 Permit Required? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	
Section 4(f) Lands Involved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	
In-Stream Work Involved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	
Bridge/Culvert Runaround? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	
Tree Removal? <input checked="" type="checkbox"/> Yes (no. _____ or <u>3.0</u> acres) <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
IF "YES" OR "DON'T KNOW" TO ANY ITEM IN THIS BOX, SEE ATTACHED INFORMATION.	
Funding (Underline each which applies): <u>Federal</u> <u>State</u> <u>Local</u> Township Bridge Program	
Anticipated Design Approval Date <u>December 1, 1996</u> and Construction FY <u>unknown</u> Qtr. <u>N/A</u>	
Project Processing: <input type="checkbox"/> Cat. Excl. <input type="checkbox"/> EA <input type="checkbox"/> EIS <input type="checkbox"/> SIR <input type="checkbox"/> Reeval <input checked="" type="checkbox"/> ECAD	
District Contact Person <u>George Conklin</u>	Phone <u>(217) 465-4181</u>
Local Agency <u>Champaign County</u>	Contact Person <u>Mr. Terry Gardner</u>
Position <u>County Engineer</u>	Phone <u>(217) 328-5148</u>
Address <u>1905 East Main Street, Urbana, Illinois 61801</u>	

Note:
See instructions on
reverse side
ATTACHMENTS
REQUIRED

(LEAVE THIS SPACE BLANK)



ILLINOIS
NATURAL
HISTORY
SURVEY



September 13, 1996

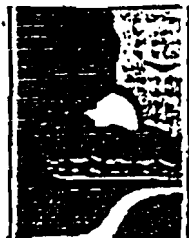
To: Rich Nowack
Illinois Department of Transportation
Department of Design and Environment
2300 South Dirksen Parkway
Springfield, Illinois 62764

From: William C. Handel

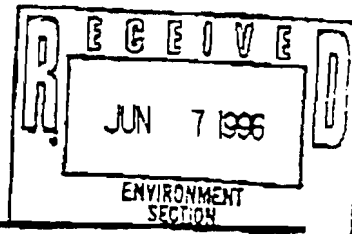
Associate Supportive Scientist

Re: Botanical survey
Name: Olympian Drive
Section: 95-00366-00 ES
Project Job Number: STPM-5181(28)
Job Number: P95-084-95
From (at): Mattis Avenue to US 45
County: Champaign County

The project was received on August, 27 1996. A study of this project area was conducted on September 13, 1996. A prairie remnant of Grade C Illinois Natural Areas inventory quality does occur along the railroad line in the existing corridor. The highest quality prairie occurs north and south of the proposed alignment. Within the project area the majority of the prairie is highly disturbed by soil removal and encroachment of exotic vegetation including *Bromus inermis* smooth brome grass, *Melilotus alba* white sweet clover, and a few disturbance tolerant prairie species including *Andropogon gerardii* big bluestem, *Helianthus grosserratus* tall sunflower, *Helianthus rigidus* prairie sunflower and *Solidago rigida* stiff goldenrod. It is my considered opinion that in the existing alignment corridor the potential for endangered and threatened prairie plants species is extremely low.



ILLINOIS DEPARTMENT OF NATURAL RESOURCES



524 South Second Street, Springfield 62701-1787

Jim Edgar, Governor • Brent Manning, Director

RECEIVED

JUN 03 1996

ENDANGERED SPECIES CONSULTATION PROGRAM AGENCY ACTION REPORT

Dept. of Natural Resources
Submitted: May 29 1996
Is this a Resubmittal? Yes No Please circle one
If 'Yes', enter PROJCODE: AW 20

PROJCODE: 28613
Date Due: 6/13/96

For Office Use Only

Agency Name: Illinois Department of Transportation
Contact Person: Susan Dees George Rasc 2830
Agency Address: Bureau of Design and Environment, Room 330 Phone: (217)785-0150
2300 South Dirksen Parkway, Springfield, IL 62764 E-mail:

DESCRIBE PRECISE LOCATION OF PROPOSED ACTION

Project Name: Olympian Drive, P-95-084-95, Section 95-00366-00-ES
County(ies): Champaign
City/Town: Champaign/Urbana
Township/Range/Section: T20N/R8E/Sections 25-27,34-36;R9E/Sections 28-31
U.S.G.S. Quad Map Name(s): Rising & Thomasboro
Brief Description of the Proposed Action: Olympian Drive Location Study. Additional R.O.W. 197.8 acres

Please enclose a map delineating the location of the proposed action, and return to Dr. Deanna Glosser at the SPRINGFIELD address above.

FOR NATURAL RESOURCE REVIEW & COORDINATION USE ONLY

QUADCODE(S): 4008822

Are there threatened/endangered species or natural areas located within the vicinity of the project? Yes No

Is the proposed project likely to adversely affect the threatened/endangered species or INAI sites? Yes No

The consultation process is terminated? Yes No

If 'No', complete the enclosed Detailed Agency Action Report to continue the consultation process.

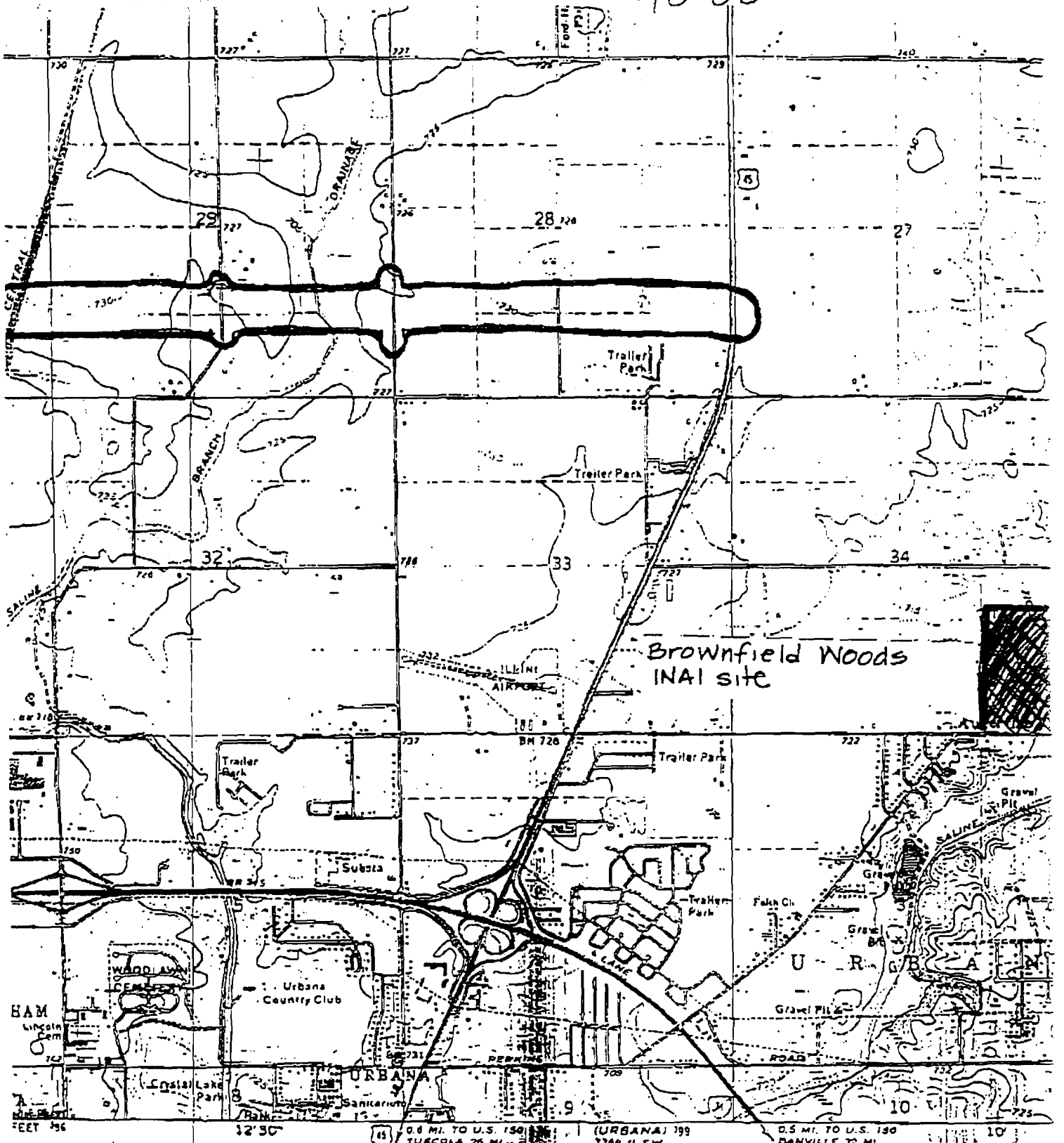
Comments: Brownfield Woods INAI site approx 1 mile SE of Eastern end of project route: SE45E4 sect 34 T020N R009E

Evaluation Approved by: Deanna Glosser 6-4-96

Deanna Glosser, Ph.D. Date
Chief, Div. of Natural Resource Review & Coordination

Effective July 1, 1995, the Illinois Department of Natural Resources was created through the consolidation of the Illinois Department of Conservation, Department of Mines and Minerals, Abandoned Mined Lands Reclamation Council, the Department of Transportation's Division of Water Resources, and the Illinois State Museum and Scientific Surveys from the Illinois Department of Energy and Natural Resources.

40 8822



Brownfield Woods
INA site



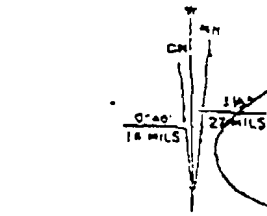
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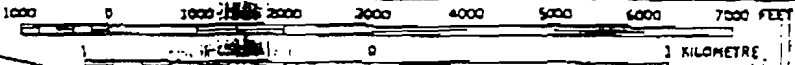
0.8 MI. TO U.S. 150
TUSCOLOA 26 MI.

(URBANA) 199
3364 11 SW
SCALE 1:24 000

0.5 MI. TO U.S. 150
DANVILLE 35 MI.



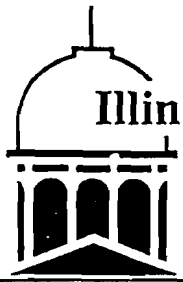
Thomasboro
Quad



CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

T20N/R18E/AE1/2

Thot



Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

CHAMPAIGN COUNTY
Champaign
HE JOB #94S2055-5020
Olympian Drive Improvements

PLEASE REFER TO:
IHPA LOG #960425013MCH
HE, 198 Acres, 12 Sites

June 14, 1996

Mr. Terry Gardner
Champaign County Highway Department
County Office Bldg
1905 E. Main Street
Urbana, IL 61801

Dear Sir:

Hanson Engineers has submitted the results of an archaeological reconnaissance on your behalf. The Illinois Historic Preservation Agency is required by the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420, as amended, 17 IAC 4180) to review all state funded, permitted or licensed undertakings for their effect on cultural resources.

According to the information provided by Hanson Engineers concerning your proposed project, apparently there is no federal involvement in your project. If your project will use federal loans or grants, need federal agency permits, use federal property, or involve the assistance of federal agencies then your project must be reviewed under the National Historic Preservation Act of 1966, as amended.

The Phase I survey and assessment of the archaeological resources appears to be adequate. Twelve archaeological sites were located during the Phase I survey. Eleven of the sites are not eligible for the National Register, your project may proceed at the locations of the eleven sites with no further consideration of them.

However, Site 11-Ch-333 is potentially significant and, consequently, may be eligible for listing on the National Register of Historic Places. If your project will not affect the specific site location, then an avoidance agreement (easement, covenant, or memorandum of agreement) may be worked out. If your project can not avoid the site, then Phase II archaeological test investigations to evaluate the significance of the site will be necessary prior to construction.

A COPY OF THIS LETTER SHOULD BE PROVIDED TO THE PROFESSIONAL ARCHAEOLOGICAL CONTRACTOR WHOSE SERVICES ARE OBTAINED TO CONDUCT THE INVESTIGATIONS TO ENSURE THAT THEIR REPORT IS CONNECTED WITH YOUR PROJECT PAPERWORK.

Please retain this letter in your files as evidence of compliance with the Illinois State Agency Historic Resources Preservation Act for the eleven non-eligible sites.

If you have any further questions, please contact Dr. Mark E. Esarey, Chief Archaeologist at 217/785-4999.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

AEH:MEE

cc: Mr. James W. Moll, Hanson Engineers
Mr. Joe Galloy, Hanson Engineers

JUN 18 1996



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
P.O. BOX 59
LOUISVILLE, KENTUCKY 40201-0059

August 13, 1996

Operations Division
Regulatory Branch (South)
ID No. 199500934-rck3

Ms. Mary L. Goodpaster
Hanson Engineers Incorporated
Associate Partner
1525 South Sixth Street
Springfield, Illinois 62703-2886

Dear Ms. Goodpaster:

This is in response to your letter dated August 2, 1996, regarding early project coordination for a proposed roadway referred to as Olympian Drive located in Champaign County, Illinois. The information supplied by you was reviewed to determine whether a Department of the Army (DA) permit will be required under the provisions of Section 404 of the Clean Water Act.

Your project would be considered a discharge of fill for a road crossing. Under our current regulations, the project would be authorized under the provisions of 33 CFR 330 Appendix A, Part B Nationwide Permit (NWP) No. 14, Road Crossing. Under the provisions of this authorization, you must comply with the enclosed:

1. Terms for Nationwide Permit No. 14;
2. Nationwide Permit Conditions; and
3. Water Quality Certification Conditions issued by the Illinois Environmental Protection Agency (ILEPA).

If you have any questions, please contact me by writing to the above address, ATTN: CEORL-OP-FS, or by calling (502) 582-5452. Any correspondence on this matter should refer to our ID No. 199500934-rck3.

Sincerely,

Bob Kanzinger

Bob Kanzinger
Project Manager
Regulatory Branch

Enclosures

AUG 15 1996

**WATER QUALITY CERTIFICATION CONDITIONS
NATIONWIDE PERMIT NO. 14
STATE OF ILLINOIS**

1. The affected area of the stream channel shall not exceed 100 linear feet, as measured along the stream corridor.
2. Temporary runarounds shall be constructed of clean coarse aggregate.
3. Any spoil material excavated, dredged or otherwise produced must not be returned to the waterway but must be deposited in a self-contained area in compliance with all State statutes, as determined by ILEPA.
4. Any back filling must be done with clean material and placed in a manner to prevent violation of applicable water quality standards.
5. The applicant shall ensure that the project not cause:
 - a. violation of applicable water quality standards of the Illinois Pollution Control Board, Title 35, Subtitle C; Water Pollution Rules and Regulations;
 - b. water pollution as defined and prohibited by the Illinois Environmental Protection Act; and,
 - c. interference with water use practices near public recreation areas or water supply intakes.
6. All areas affected by construction shall be mulched and seeded as soon after construction as possible. The applicant shall undertake necessary measures and procedures to reduce erosion during construction. Interim measures to prevent erosion during construction shall be taken and may include the installation of staked straw bales, sedimentation basins and temporary mulching. All conditions within the waterway shall be conducted during zero or low flow conditions.
7. The applicant shall implement erosion control measures consistent with "Standards and Specifications for Soil Erosion and Sediment Control."

For questions please contact:

Mr. Bruce Yurdin
Permits Section
Illinois Environmental Protection Agency
2200 Churchill Road
Springfield, Illinois 62706
Phone (217)782-0610
Fax (217)782-9891

TERMS FOR NATIONWIDE PERMIT NO. 14

Road Crossing. Fills for roads crossing waters of the United States (including wetlands and other special aquatic sites) provided:

- a. The width of the fill is limited to the minimum necessary for the actual crossing;
- b. The fill placed in waters of the United States is limited to a filled area of no more than 1/3 acre. Furthermore, no more than a total of 200 linear feet of the fill for the roadway can occur in special aquatic sites, including wetlands;
- c. The crossing is culverted, bridged or otherwise designed to prevent the restriction of, and to withstand, expected high flows and tidal flows, and to prevent the restriction of low flows and the movement of aquatic organisms;
- d. The crossing, including all attendant features, both temporary and permanent, is part of a single and complete project for crossing of a water of the United States; and,
- e. For fills in special aquatic sites, including wetlands, the permittee notifies the district engineer in accordance with the "Notification" general condition. The notification must also include a delineation of affected special aquatic sites, including wetlands.

Some road fills may be eligible for an exemption from the need for a Section 404 permit altogether (see 33 CFR 323.4). Also, where local circumstances indicate the need, district engineers will define the term "expected high flows" for the purpose of establishing applicability of this nationwide permit. (Sections 10 and 404)