

Environmental Assessment

Kellogg-Seminary Street Grade Separation

Knox County
Galesburg, Illinois

December 2011

Kellogg/Seminary Street between Main Street and Losey Street
Galesburg, 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

Date of Approval

For IDOT

Date of Approval

For FHWA

Date of Approval

For City of Galesburg

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The recommended action is to construct a grade separation of Kellogg Street/Seminary Street over the BNSF Chillicothe Subdivision. The grade separation would extend from the intersection of Seminary and Grove Streets on the north to the intersection of Kellogg and Water Streets on the south, crossing mid-block, with additional roadway improvements between Water Street and Main Street. The project occurs entirely within the Galesburg Historic District. Impacts to the Galesburg Historic District include the displacement of sixteen contributing structures, right-of-way acquisition from three properties with contributing structures, and temporary easements from five properties with contributing structures. Sixteen residential properties and three commercial properties will be displaced. Two of the three commercial properties are currently vacant. A total of 4.097 acres will be taken from the historic district, 2.781 of which are from contributing properties.

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LIST OF ACRONYMS

ACHP	Advisory Council on Historic Places
ACM	Asbestos Containing Material
ADT	Average Daily Traffic
APE	Area of Potential Effect
AST	Aboveground Storage Tank
AWSC	All-Way Stop Controlled
BDE	Bureau of Design & Environment
BNSF	Burlington Northern - Santa Fe Railway Company
CAA	Clean Air Act
CAG	Citizen's Advisory Group
CFR	Code of Federal Regulations
CNE	Common Noise Environment
CO	Carbon Monoxide
COSIM	Carbon Monoxide Screen for Intersection Modeling
CSS	Context Sensitive Solutions
CWA	Clean Water Act
dB(A)	A-weighted decibels
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GHS	Galesburg Historical Society
GLC	Galesburg Landmark Commission
HAARGIS	Historic Architectural and Archaeology Resources Geographic Information Service
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
IHPA	Illinois Historic Preservation Agency
IL HABS	Illinois Historic Buildings Survey
IL SHPO	Illinois State Historic Preservation Officer
ISGS	Illinois State Geological Survey
LBP	Lead Based Paint
MOA	Memorandum of Agreement
MSAT	Mobile Source Air Toxics
MSE	Mechanically Stabilized Earth
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System

NRHP	National Register of Historic Places
PCBs	Polychlorinated Biphenyls
PESA	Preliminary Environmental Site Assessment
PM	Particulate Matter
ppm	Parts Per Million
PSI	Preliminary Site Investigation
RCRA	Resource Conservation & Recovery Act
REC	Recognized Environmental Condition
ROW	Right-Of-Way
SHPA	State Historic Preservation Agency
SIP	State Implementation Plan
TNM	Traffic Noise Model
TWSC	Two-Way Stop Controlled
U.S. ACE	United States Army Corps of Engineers
U.S. EPA	United States Environmental Protection Agency
UST	Underground Storage Tank

SECTION 1

Introduction / Purpose and Need

Before the arrival of the first rail line in the mid-1800s, Galesburg, Illinois, located in Knox County (**Figure 1.1**), was a quiet town of about 400 residents. By 1887, the population of Galesburg had grown to 20,000. The City's population now approaches 33,800, and the railroad continues to be an important presence within the City of Galesburg. The rail lines provide both freight and passenger services and the Burlington Northern-Santa Fe Railway Company (BNSF) is the City's largest employer with over 1,100 employees.

The BNSF Railroad uses the word "subdivision" to identify individual rail lines.

The BNSF currently operates freight trains through commercial and residential neighborhoods on an east-west double-track mainline that transects the City. This high-speed transcontinental route connecting the Ports of Los Angeles and Long Beach, California, to Chicago, Illinois is referred to as the Chillicothe Subdivision. In 2004, as many as 72 trains per day moved through Galesburg on the Chillicothe Subdivision. At the time, BNSF projected that number to increase to about 120 trains per day by 2015. As of 2008, the number of trains moving through the City on the Chillicothe Subdivision had already risen to 96 trains per day.

Emergency service providers experience delays in response times when trains are occupying the tracks. Also, businesses and nearby residents along the rail corridor are affected by noise and vehicle delays at railroad crossings. In response to these conditions, the City of Galesburg commissioned a rail corridor relocation study in 2003 to explore options for redirecting train traffic on the Chillicothe Subdivision to routes outside the City.

Because the estimated costs of the rail corridor relocation alternatives were much higher than originally anticipated (\$207-\$329 million) and great concerns over the potential loss of prime farmland were expressed, a scaled-down alternative was developed that would focus on evaluating grade separations and institutional measures within the city limits. These measures included the construction of rail-street grade separations at strategic, in-town locations which would alleviate emergency response delays and would also bring the City closer to implementing a Quiet Zone addressing quality-of-life issues caused by train horns blowing at each at-grade crossing.

A Quiet Zone is a segment of a rail line, within which is situated one or a number of consecutive public highway-rail crossings at which locomotive horns are not routinely sounded in order to decrease the noise level for nearby communities.

In order to implement a Quiet Zone, at-grade crossings must be equipped with adequate safety measures to overcome the decrease in safety created by silencing the train horns.

At the recommendation of the rail corridor study, further studies were conducted to evaluate several candidate grade separation locations and investigate the development of a citywide Quiet Zone. Additional candidate grade separation locations were developed with the input from the Citizen's Advisory Group (CAG) during the Context Sensitive Solutions (CSS) process. The full range of alternatives considered throughout the life of this project is described in Section 2.

What is the proposed project?

The rail corridor study indicated that a grade separation structure would be the most reasonable approach to meeting the need and purpose defined below. The proposed project is to build a grade separation structure at North Kellogg Street / North Seminary Street. See Section 2 of this report for selection of preferred alternative.

What is the need for the proposed project?

The BNSF currently operates five rail subdivisions (**Table 1.1, Figure 1.2**) through the city limits of Galesburg.

Table 1.1: BNSF Subdivision Rail Crossings and Volumes		
Subdivision	Number of At-Grade Crossings	Trains per Day
Chillicothe	15	96
Barstow	1	19
Mendota	3	72 (including Amtrak trains)
Ottumwa	3	59
Peoria	10	2

Source: 2008 Galesburg Quiet Zone Study

The Chillicothe Subdivision has the greatest number of at-grade crossings (**Table 1.1, Figure 1.3**). Further, there are only two existing grade separations on the Chillicothe Subdivision, both of which are located on the outskirts of the City, leaving the central part of the City difficult to access while trains are passing. As shown in **Figure 1.3**, a grade separation structure is under construction at the West Main Street crossing of the Chillicothe Subdivision, with construction scheduled for completion in September 2012. A grade separation at West Main Street is expected to improve east-west travel through the City but a grade separation on a north-south route is still needed to further improve emergency response and general travel. As a major transcontinental rail line, the number of trains and number of cars per train on the Chillicothe Subdivision continues to increase. In 2004, the Chillicothe Subdivision carried 72 trains per day through Galesburg. The 2008 volume was 96 trains per day. BNSF projects that the number of trains on this subdivision will increase to 120 trains per day by 2015, a 67% increase over 2004

A Citizen's Advisory Group (CAG) consists of stakeholders that provide information and feedback to IDOT /City throughout the life of the project. A CAG is tailored to each project to obtain a full range of representation of community interests.

A formation of a CAG is a requirement of the Illinois Department of Transportation's Context Sensitive Solutions (CSS) process that takes a collaborative, interdisciplinary approach to involve all stakeholders early and continuously to flexibly develop a cost-effective facility that fits its surroundings by balancing community needs and preserving scenic, aesthetic, historic and environmental resources while keeping safety paramount.

More information about public involvement is available in Section 4.

and a 25% increase over 2008. BNSF also predicts that train lengths will increase over this time span.

The location of the Chillicothe Subdivision essentially divides the City of Galesburg into north and south “halves”. The OSF St. Mary Medical Center, the Galesburg Hospitals’ Ambulance Service, and Cottage Hospital are all north of the Chillicothe Subdivision, while the police station and two of the three fire stations are located south of the Chillicothe Subdivision (**Figure 1.4**). The high volume of trains on the Chillicothe Subdivision results in frequently blocked railroad crossings which delay ambulance service and police and fire response throughout the City by up to eight minutes, in some cases tripling the City’s four minute emergency response goal.

Another concern identified by the CAG is the frequent levels of noise from train horns, as a result of the high volume of trains and location of the Subdivision relative to residential and commercial areas.

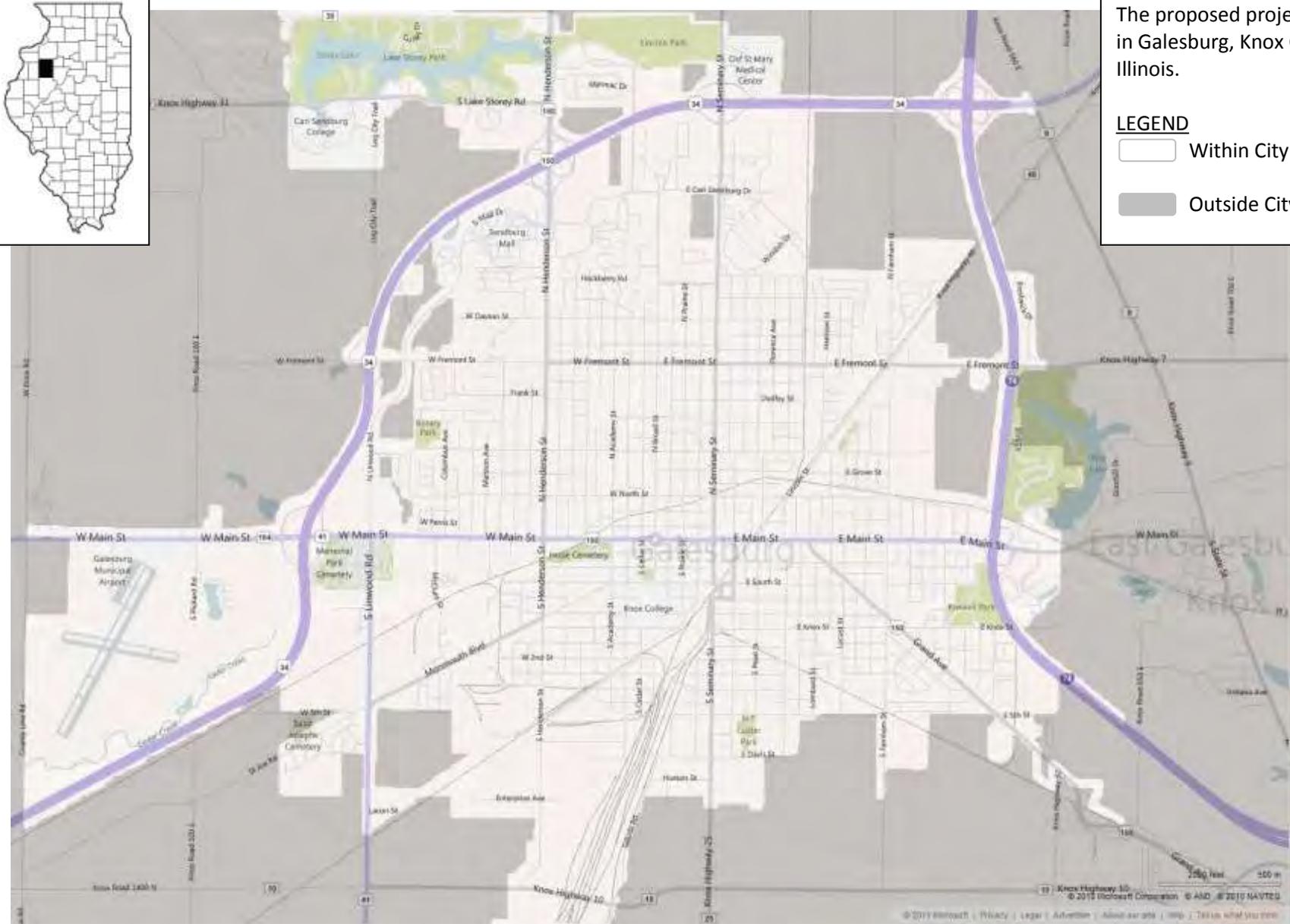
What is the purpose of the proposed project?

The primary purpose of the proposed project is to improve public safety and emergency vehicle response in the City of Galesburg by enabling emergency vehicles to access the other side of the Chillicothe Subdivision while it is occupied by a train. Secondary benefits, such as reduced delays and congestion for general traffic and noise reduction, may also be realized through the proposed project. This proposed project will also contribute to the City’s overall Quiet Zone strategy by eliminating some at-grade crossings.

The following project statement was developed by the CAG early in the CSS process and was presented to the general public for concurrence at a public meeting:

“Enhance neighborhood safety, emergency response, and capacity needs of the infrastructure by providing separated access which will reduce delays and congestion in the downtown area resulting from increased train traffic on the BNSF Chillicothe Subdivision (Former Santa Fe line), while preserving the historic and aesthetic nature of the community.”

This statement was used as input to the development of the project purpose and need.



The proposed project is located in Galesburg, Knox County, Illinois.

LEGEND

- Within City Limits
- Outside City Limits



Figure 1.1

Project Location
Kellogg/Seminary Street Grade Separation
Galesburg, Knox County, Illinois
Project # 08-0091

This map shows the five BNSF rail subdivisions and the Galesburg Yard. The Chillicothe Subdivision bisects the City of Galesburg.



Figure 1.2

**BNSF Rail Subdivisions
Kellogg/Seminary Street Grade Separation
Galesburg, Knox County, Illinois
Project # 08-0091**

With 15 at-grade crossings, the Chillicothe Subdivision has more crossings than any other subdivision in Galesburg. Only two grade separations currently exist on the Chillicothe Subdivision within the Galesburg city limits; and they are both located on the outskirts of the City, leaving the central part of the City difficult to access while trains are passing. Just outside of the city limits, the U.S. 34/Interstate 74 bypass has a grade separation over the Chillicothe Subdivision.

The overpass at the West Main Street crossing has undergone environmental review and is under construction. Construction is scheduled for completion in September 2012.

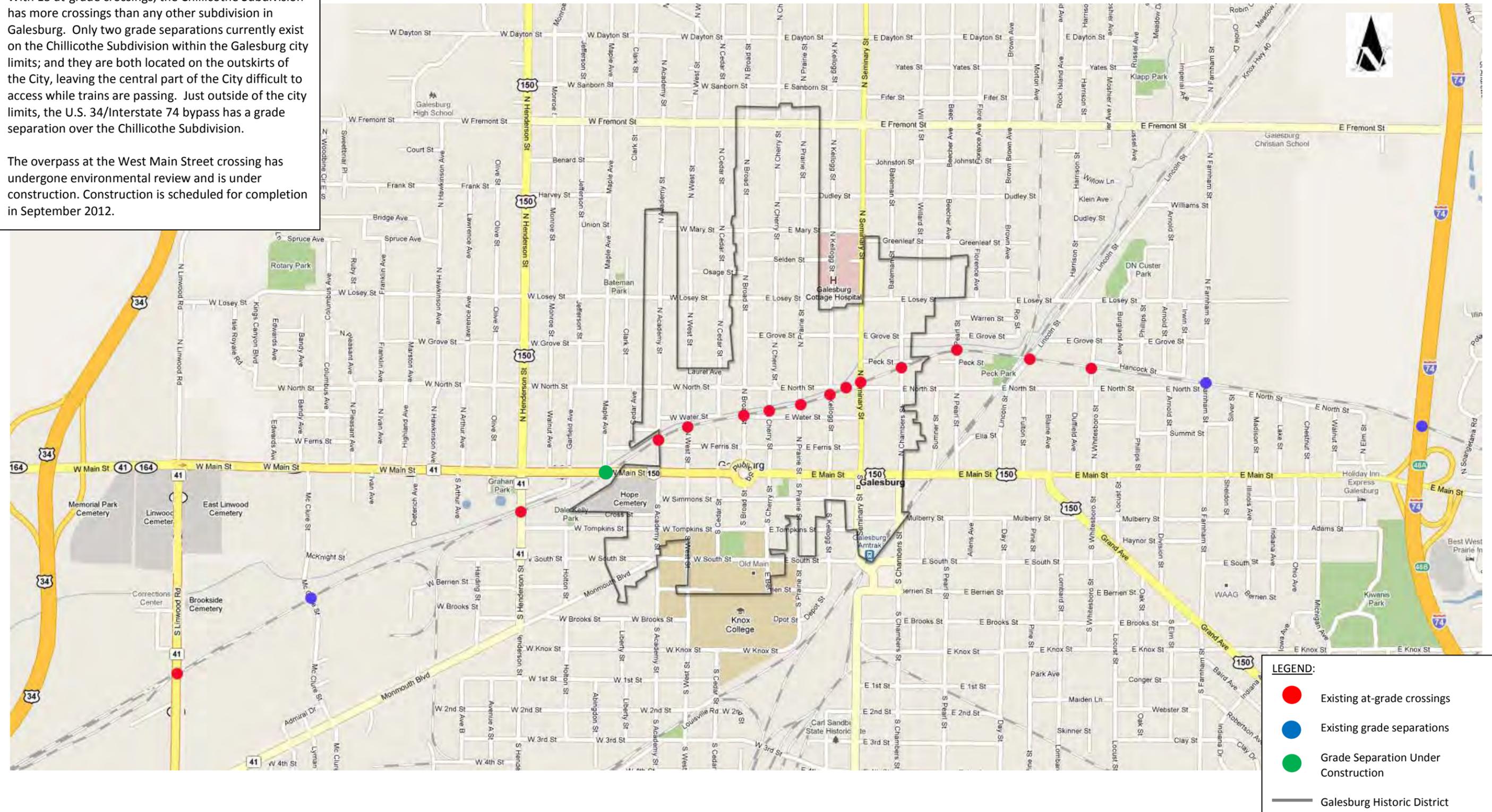
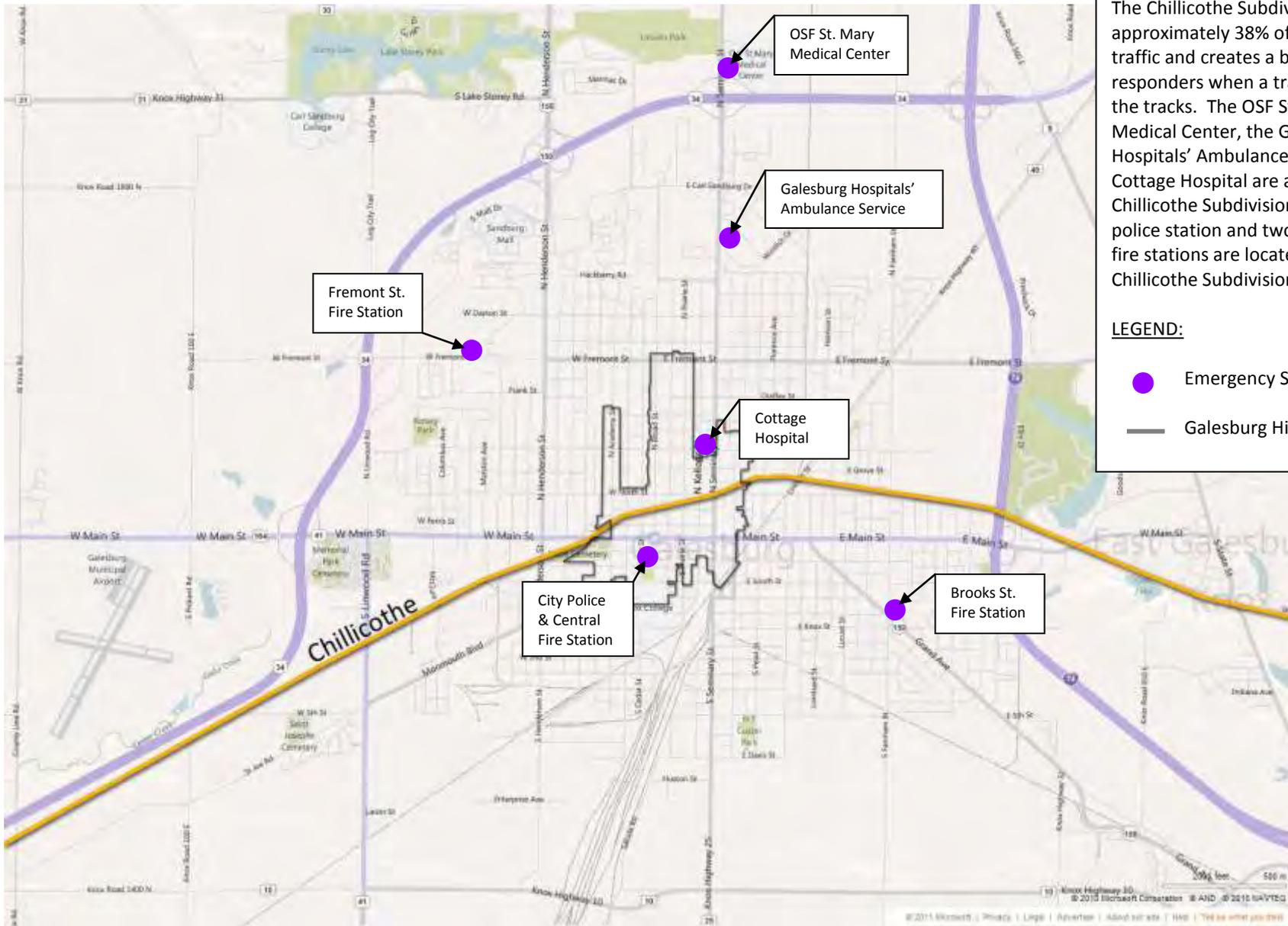


Figure 1.3

Crossings on the Chillicothe Subdivision
Kellogg/Seminary Street Grade Separation
Galesburg, Knox County, Illinois
Project # 08-0091





The Chillicothe Subdivision carries approximately 38% of the City's rail traffic and creates a barrier to first responders when a train is occupying the tracks. The OSF St. Mary Medical Center, the Galesburg Hospitals' Ambulance Service, and Cottage Hospital are all north of the Chillicothe Subdivision, while the police station and two of the three fire stations are located south of the Chillicothe Subdivision.

LEGEND:

- Emergency Services
- Galesburg Historic District

Figure 1.4

**Emergency Service Locations
Kellogg/Seminary Street Grade Separation
Galesburg, Knox County, Illinois
Project # 08-0091**



SECTION 2

Project Alternatives

What alternatives were considered?

2003 Rail Corridor Study

The alternatives analysis process began with a 2003 rail corridor study which aimed to resolve the issues of delayed emergency response, congestion during train passage, and excessive noise caused by the large number of trains on the Chillicothe Subdivision. During this study, it was believed that a comprehensive rail corridor relocation would be the only feasible solution for the residents and businesses impacted by rail operations along the Chillicothe Subdivision. Given that assumption, the study identified three potential rail corridor relocation alternatives (Relocation Alternatives A-C) and analyzed their potential benefits and impacts to the community, the environment, and to BNSF. The three conceptual relocation alternatives are shown in **(Figure 2.1)**. Two other railroad construction alternatives were considered including the depression of the Chillicothe Subdivision through the City and the relocation of the Mendota Subdivision.

Based on a comprehensive analysis of the railroad construction alternatives, none of the alternatives were deemed feasible, so none were recommended for further project development. This finding was based on estimated cost, rail maintenance and operations issues, impacts to prime farmland, and concerns about lack of potential benefits due to phased corridor development.

Because the estimated costs of the rail corridor relocation alternatives were much higher than originally anticipated (\$207-\$329 million; 2003 dollars) and great concerns over the potential loss of prime farmland that were expressed, a scaled-down alternative was developed during the study that would focus on evaluating grade separations and institutional measures within Galesburg. These measures included the construction of rail-street grade separations at strategic, in-town locations which would alleviate emergency response delays and would also bring the City closer to implementing a Quiet Zone addressing quality-of-life issues caused by train horns blowing at each at-grade crossing.

Based on local field visits and an analysis of future traffic and rail operations, the rail corridor study identified three promising locations for in-town grade separations: the Chillicothe Subdivision crossings at West Main Street and Seminary Street, and the Mendota Subdivision crossing at East Main Street. Additional

The overpass at the West Main Street crossing has undergone environmental review and has been approved for construction. Construction began July 18, 2011 and is anticipated to be completed September 25, 2012. A grade-separation at the East Main Street crossing of the Mendota Subdivision is expected to go through environmental review in 2012.

Construction of either or both of these grade separations does not satisfy the need for this project. Therefore, these candidate locations are considered independent projects and are not discussed in this Environmental Assessment.

candidate grade separation locations and institutional measures were developed by the City with the input from the CAG.

Environmental Assessment (EA)

While identifying grade separation candidates as part of this EA, it was determined that many of the proposed in-town grade separations would result in impacts to the Galesburg Historic District. In an effort to avoid these impacts, two additional crossings of the Chillicothe Subdivision that are located outside of the historic district were considered, one on Henderson Street and one on Lincoln Street. These are the only north-south arterial roadways outside of the historic district. During the evaluation process, the City recognized that the Seminary Street-South Street underpass could likely be closed within the next ten years due to downtown redevelopment, prompting the inclusion of a curved alignment between Seminary Street and Kellogg Street.

To summarize, each of the following alternatives was considered as part of this EA as an option to address the issues associated with the high rail traffic volume on the Chillicothe Subdivision in the City of Galesburg.

Railroad Construction Alternatives:

- Chillicothe Subdivision Relocation Alternative A
- Chillicothe Subdivision Relocation Alternative B
- Chillicothe Subdivision Relocation Alternative C
- Depression of the Chillicothe Subdivision through the City of Galesburg
- Mendota Subdivision Relocation Alternative

Roadway Construction Alternatives:

- Overpasses of the Chillicothe Subdivision on:
 - Seminary Street
 - Kellogg Street
 - Kellogg Street-Seminary Street
 - Broad Street
 - Cedar Street to Broad Street (which would connect East Water Street and West Water Street)
 - Henderson Street
 - Lincoln Street
- Underpass of the Chillicothe Subdivision at Seminary Street

The locations of these alternatives are shown in **Figure 2.2**.

Institutional Alternatives:

- Duplicate emergency facilities at strategic locations
- Implement a Quiet Zone

What if no-action is selected?

If the no-action alternative is selected, no action will be taken to alleviate the delays in emergency response, congestion caused by passing trains, or excessive noise due to train horn blowing. The existing roadway and rail system within the project corridor will continue to serve the project area. Since no action would be taken to improve public safety or emergency response, this alternative does not address the project purpose and need. However, this alternative will be carried through the impact analysis process, as required by the National Environmental Policy Act (NEPA), to provide a baseline against which the other alternatives can be compared. The No-Action alternative would not impact any historic resources. Emergency response times will worsen as traffic and train volumes increase.

How were these alternatives evaluated in this EA?

The alternatives from this EA were first evaluated on whether each meets or does not meet the defined purpose and need statement. If an alternative did not meet the defined purpose and need, it was eliminated from further study. Next, each of the remaining alternatives was evaluated based on engineering and environmental considerations. Engineering factors considered included constructability, maintenance, and cost. Environmental factors considered included the impacts that would occur to biological resources, historic and cultural resources, as well as socioeconomic impacts, changes in noise levels, conversion of prime farmland, and impacts to wetlands and streams. These alternatives were presented to the public for comment and input. In addition, the CAG provided comments and its own system for evaluating the alternatives based on weighted criteria (**Appendix A**).

Which alternatives were eliminated?

It was determined that several of the alternatives did not fully address the purpose and need and were, therefore, eliminated from further consideration. Several alternatives were also eliminated due to engineering constraints and environmental impacts.

Alternatives eliminated due to failure to meet purpose and need:

Alternatives not impacting the Historic District

- Henderson Street, located 1 mile west of Seminary Street, is the only arterial route outside of the historic district that does not have an existing grade separation at the Chillicothe Subdivision. This route intersects the Chillicothe Subdivision south of Main Street, outside of the historic district. Due to its distance from the medical facilities and central part of the City, a grade separation at this location will not improve emergency response times to the medical facilities and, therefore, does not meet the purpose and need for the project. This alternative is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.
- Lincoln Street, located 0.5 miles east of Seminary Street, runs parallel to the Mendota Subdivision at a northeasterly angle and connects to U.S. Highway 34 via Knox County Highway 9 on the northeast side of Galesburg. This roadway carries a relatively low volume of traffic compared to Henderson Street or Seminary Street. Lincoln Street intersects the Chillicothe Subdivision just south of Grove Street, outside of the historic

district. This alternative does not provide improved access from the medical facilities on Seminary Street because it still requires emergency vehicles to make an at-grade crossing of the Mendota Subdivision at East Main Street while imposing up to a mile detour. Additionally, the street network near Lincoln Street is somewhat disjointed due to the parallel running rail line terminating roads before they intersect with Lincoln Street. This alternative does not adequately address the purpose and need for the project. Further, since Lincoln Street is adjacent and parallel to the Mendota Subdivision, the construction of an overpass at this location would require the closure of two existing underpasses at Losey Street and North Street which would increase emergency vehicle response and congestion in this area.

Other Alternatives

- The relocation of the Mendota Subdivision does not meet the purpose and need of the project because it would not address emergency vehicle access, public safety, or the delays and congestion created by the Chillicothe Subdivision.
- The estimated construction cost of the North Broad Street overpass alternative was comparable to other road construction alternatives, but impacts to a greater number of commercial properties in the blocks north and south of the crossing would be higher than other crossings. Traffic migration to Broad Street could result in an unacceptable level of service for this roadway. An overpass in a north-south orientation on Broad Street would improve the response time from the Central Fire Station and the Knox County / Galesburg Public Safety Building, but other emergency services may see limited improvement. This alternative would not result in meaningful changes in emergency response times from the Seminary Street medical facilities and, therefore, does not meet the purpose and need.
- The North Cedar Street to North Broad Street overpass would result in negative impacts to commercial, residential and historic properties and would reduce existing parking lot capacity. As constructed, Cedar Street and Broad Street do not carry large volumes of traffic within the City of Galesburg, so a grade separation at this location would also require future roadway capacity upgrades. Additionally, this crossing would not provide meaningful improvements in emergency response times, as noted in the North Broad Street overpass alternative. Therefore, this alternative does not meet the purpose and need.
- Duplication of fire and ambulance facilities at strategic locations throughout the City of Galesburg was eliminated because it does not address the purpose and need. The duplication of emergency services on the opposite side of the Chillicothe Subdivision from which they currently exist would potentially improve response times to an emergency, but responding from the south would still require a crossing of the Chillicothe Subdivision while transporting patients to either of the two hospitals in the City of Galesburg. Another factor contributing to this alternative's elimination was the combined cost of the initial construction and equipping of the facilities and the on-going maintenance and staffing costs.
- Implementation of a Quiet Zone was eliminated from further consideration as a resolution to the purpose and need because it does not address the public safety

component. While this alternative would clearly alleviate the excessive noise caused by train horn blowing, it would not improve emergency response times. Conversely, any grade separation would contribute to the implementation of a Quiet Zone.

Alternatives eliminated due to engineering constraints and/or environmental impacts:

- Railroad Relocation Alternative A from the 2003 Relocation Study was considered the most favorable railroad relocation alternative. Alternative A would have the highest level of benefits for rail operations and for general traffic flow and safety; however, at nearly \$329 million (2003 dollars), it is the most costly alternative and would consume the most acres of prime farmland. In addition, this alternative raises questions about how implementation of such a large, independently functioning corridor could be phased. For these reasons, this alternative was eliminated from further consideration.
- While Railroad Relocation Alternative B from the 2003 Relocation Study would have improved through-corridor running times for trains by nearly five minutes per train and was less costly than Railroad Relocation Alternative A at \$284 million (2003 dollars), this alternative would require several long cut sections 45 to 60 feet deep with some challenging construction and rail maintenance issues, including winter snow removal. In addition, this alternative would consume a wide swath of land through the City's proposed industrial park along U.S. Highway 150 at the southeast side of the City. For these reasons, this alternative was eliminated from further consideration.
- Railroad Relocation Alternative C from the 2003 Relocation Study was the least costly railroad relocation alternative at \$207 million (2003 dollars). However, Alternative C would potentially impact Galesburg neighborhoods along the Mendota Subdivision with noise and diesel emissions and would impact BNSF operations with a net loss in through-corridor running times for trains. Alternative C would have the same challenging construction and rail maintenance issues as Alternative B relating to a required 2.5-mile cut section 45 to 60 feet deep. For these reasons, this alternative was eliminated from further consideration.
- Depressing the Chillicothe Subdivision through the City of Galesburg would eliminate train/traffic conflicts and delays in emergency services caused by train-occupied railroad crossings; however, this alternative would result in greater impacts to the historic district than any of the roadway construction alternatives due to the land that would have to be acquired adjacent to the existing tracks. It would also have an extraordinarily high construction cost (due to the need for bridges at every roadway crossing), even under the assumption that some roadways would be closed to reduce the cost of crossings. Under this assumption, the closure of roadways would create further emergency response issues by causing emergency responders to avoid closed roads. Depressing the Chillicothe Subdivision would also present engineering challenges that would add to the cost of this alternative. The Chillicothe Subdivision would be depressed below the grade of Cedar Creek, creating the need for pump stations to prevent drainage problems. For these reasons, the depression of the Chillicothe Subdivision was eliminated from further consideration.
- A Seminary Street underpass would be located on the same road as the medical services, however, it is expected to be the most costly roadway construction alternative

due to the extensive construction issues from the drainage implications of going underground, intersecting Cedar Creek and its location within the Cedar Creek floodplain. The Seminary Street crossing is the low point of the existing roadway and the proposed grade for the underpass roadway would be approximately ten feet lower than Cedar Creek and therefore would require substantial continuous dewatering pumps in order for the roadway to be passible. Further this option would require construction of a short section of temporary track (shoo-fly) in order to keep two railroad tracks in service at this location at all times which is a requirement from the BNSF Railroad. Construction of the shoo-fly would require acquisition of properties adjacent to the railroad track for two blocks east and west of the Seminary Street crossing. For these reasons, a Seminary Street underpass was eliminated from further consideration.

Which alternatives were carried forward?

One roadway construction alternative recommended by the 2003 Relocation Study and two alternatives developed during the EA process were carried forward. Due to their location near the central part of the City, these alternatives had a high likelihood of satisfying the purpose and need and would improve public safety and improve emergency response (with the added benefit of improving traffic flow) at lower relative costs. These alternatives have both fewer maintenance requirements and impacts to commercial and historic properties than the other alternatives considered.

Roadway Construction Alternatives:

- Overpasses of the Chillicothe Subdivision on:
 - Kellogg Street
 - Seminary Street
 - Kellogg Street-Seminary Street

No-Action Alternative:

- No action is taken.

Since these streets are within one city block of each other, the project area was scaled down. The new study limits were reduced to the area extending from Losey Street on the north to Main Street (U.S. Highway 150) on the south and Kellogg Street on the west to Seminary Street on the east (**Figure 2.3**). The remaining alternatives considered included three roadway construction alternatives and the No-Action alternative.

How do the alternatives carried forward compare?

The roadway construction alternatives are similar in that they will all improve public safety and emergency service response times to some extent. They will each have impacts to residential/commercial properties, each will have similar long-term maintenance costs, and each will have impacts to the Galesburg Historic District. They all must consider impacts to the Galesburg Historic District, since the alternatives carried forward lie within its boundaries. The Area of Potential Effect (APE) is defined as the boundaries of the Galesburg Historic District (**Figure 2.3**).

Kellogg Street and Seminary Street are north-south roadways, located three and four blocks (respectively) east of the Galesburg Public Square at the intersection of Broad Street and Main Street. Each of the overpass alternatives has similar structural features. With any of the overpass alternatives, the structure would begin at Water Street and end at Grove Street. The

overpass would start and end as a three-lane roadway with 13-foot outer lanes and a 12-foot center lane. As the roadway rises to form the overpass, it transitions to a two-lane road with 14-foot lanes. Eight-foot-wide sidewalks are provided on both sides of the overpass. At the beginning and end of the overpass, the sidewalks taper to a width of 5 feet with variable width greenway between the back of the curb and sidewalk.

The roadway construction alternatives are similar in that they will all improve public safety and emergency service response times to some extent. They will all have impacts to residential/commercial properties and have similar long-term maintenance costs. Each of the alternatives carried forward will impact properties that contribute to the Galesburg Historic District. These impacts are reviewed in the following alternative descriptions and are depicted in **Figure 2.4**.

Kellogg Street

North Kellogg Street is a north-south, two-lane, urban collector between Main Street and Ferris Street. North of Ferris Street, Kellogg Street is classified as a local street. The existing Average Daily Traffic (ADT) volume varies from 1,500 vehicles per day (near Main Street) to 1,200 vehicles per day north of Ferris Street (**Figure 2.5**). Street-side parking serving primarily local, residential traffic is available on both sides of Kellogg Street from Losey Street to Main Street. Motorists on this roadway are generally residents living along Kellogg Street or elsewhere in the surrounding neighborhood.

A signal controls traffic at Kellogg's intersection with Main Street. The existing at-grade crossing at the Chillicothe Subdivision is located approximately 100 feet south of the intersection of North Street and Kellogg Street. The road-rail crossing is equipped with gates and flashers to indicate the approach/presence of a train.

The Kellogg Street alternative runs directly up Kellogg Street from Water Street to Grove Street and is located entirely within the Galesburg Historic District. Kellogg Street carries approximately 20 percent of the traffic volume that Seminary Street carries and runs primarily through a residential neighborhood with several structures contributing to the Galesburg Historic District.

Route continuity would not be preserved with this alternative. Kellogg Street terminates 1.5 miles north of U.S. Highway 150 at Park Lane Avenue. In order for northbound traffic to connect with U.S. Highway 34, motorists would have to travel one block east to Seminary Street, which provides direct access to the highway. Similarly, southbound traffic on Seminary Street would likely utilize Losey Street in order to access a grade separation located on Kellogg Street.

If a grade separation is built on Kellogg Street, traffic is expected to double, which would require a change to the functional classification of the roadway and additional roadway and intersection improvements north of the project area. Since this corridor is mostly residential, the increase in traffic on Kellogg Street would result in unsafe access to these properties and traffic controls at nearby intersections will likely change. Driver migration from nearby north-south streets is less likely as compared to the Seminary Street alignment because arterial route continuity would not be preserved. By constructing this alternative, increases in traffic volumes would be encouraged on a collector road (Kellogg Street) rather than an arterial road (Seminary Street).

This alternative would make Kellogg Street inaccessible from North Street. Water Street would also be closed at the east and west legs of its intersection with Kellogg Street. By eliminating thru-access, residences near the Kellogg Street/Water Street intersection would have to use other nearby roadways to gain access to arterial routes. No businesses would be adversely impacted by this street closure.

Construction of the Kellogg Street overpass would require emergency services to deviate from the arterial roadways in order to cross the Chillicothe Subdivision. This may result in more turning movements and overall reduced efficiency in responding to emergencies.

The project team performed an initial screening for potential special waste sites along the Kellogg Street alignment. According to the U.S. Environmental Protection Agency (U.S. EPA), there are five state-regulated locations near this alignment.

Permanent impacts associated with the Kellogg Street alternative include the removal of 11 residential living units made up by five single-family homes and three double-unit homes. It should be noted that an additional residential structure, the Allen Apartments, is included on the property impact table but this structure has been condemned by the City of Galesburg. Therefore, the units in this building are not included in the residential displacements. Three commercial properties would be displaced. Two of the commercial properties are occupied by the Salvation Army Community Center and the dental office of Donald E. Bortz, D.D.S. The remaining commercial property is currently vacant.

Temporary impacts are expected to occur to two residential properties, both of which contribute to the historic district. Temporary impacts would include the use of land during construction activities and may result in the alteration of landscaping features. Such features would be replaced after construction activities are complete.

Both permanent and temporary impacts would affect five residential properties, also historically contributing. The permanent impacts would be in the form of right-of-way (ROW) acquisition. ROW acquisition is expected to range from 0.015 to 0.200 acres for each of these properties. Temporary impacts would be as described above.

Ten structures (nine buildings and one bridge) contributing to the historic district would be taken, ROW and temporary easements would be required from five properties with contributing structures, and temporary easements would be required from two properties with contributing structures (**Table 2.1**).

Kellogg Street has the fewest impacts to structures contributing to the historic district, but impacts five structures with local or state importance, more than any other alternative. The Kellogg Street alternative would also convert the most land, 3.568 acres, from contributing properties to transportation use. The bridge crossing Cedar Creek is also considered to be a contributing structure, although it is not listed on Illinois Department of

A temporary easement grants the right to a specific entity to conduct its activities for a specific period of time on a property owner's land. Once the temporary easement expires, the rights granted return to the property owner. The temporary use of land may require removal of landscaping features to accommodate construction activities. These features are typically replaced after construction activities are completed.

Transportation's (IDOT's) Historic Bridge List. This bridge would be replaced as part of this alternative.

The portion of Kellogg Street north of the railroad tracks in the 300 and 400 blocks is a residential neighborhood. This block has three local landmarks at 435, 450, and 483 North Kellogg Street and three other structures (325, 382, and 486 North Kellogg Street), which were homes of persons who played significant roles in the development of the City of Galesburg. The structures on this section of Kellogg Street represent a diversity of architectural styles, including examples of Victorian, Queen Anne, Gothic Revival, Georgian, Federalist, and Bungalow styles. Despite the wide range of design, or perhaps because of it, the area has a strong feeling of neighborhood. Unifying architectural features, such as repeated use of brackets under eaves and multi-paned windows, help to tie architectural styles together. Physical features, such as the canopy of trees, uniform setback, and the brick street surface, strengthen the cohesive quality of the neighborhood. Perhaps one of the strongest elements which set this area apart is the quality of housing stock. Building techniques in masonry, wood, leaded windows, and pressed metal trim will probably never be equaled again in domestic architecture. To a very real extent, these houses represent the last vestiges of lost arts. An overpass structure on Kellogg Street would disrupt the neighborhood and reduce the quality of living space, in addition to displacing the craftsmanship exhibited by the structures on this street segment. In looking at the condition of structures on Kellogg Street and Seminary Street, it is apparent the structures on Kellogg Street display more architectural features, maintained to a higher level.

The William Browning Mansion at 325 North Kellogg Street needs to be addressed, in particular, as an anchor structure on the Galesburg Historic District Nomination Form and a featured property in *Historic Galesburg: Eight Self-Guided Walking Tours*. This was one of the first large homes built in Galesburg and was originally located across the street. After the original owners passed away, the Salvation Army acquired the property. When the Salvation Army proposed expansion of their facility next door, they considered demolishing it. The Galesburg Historical Society (GHS) spearheaded an effort to save the house and move it to a new site, where it currently sits. The GHS restored the house and used it



*William Browning Mansion at
325 North Kellogg Street.*

as a museum. In 2003, the house was sold to private owners, and the new owners continued to restore the structure.



Duplex at 234-236 North Kellogg Street.

The duplex at 234-236 North Kellogg Street is also regarded as a structure contributing to the district. Although the structure has been sided, there may still be features underneath the siding that are worthy of protection.

Table 2.1 summarizes the impacts to structures considered historic resources within the Kellogg Street alternative.

The 300 and 400 blocks have brick street paving, considered a key element to the historic character of the Galesburg Historic District in part

because they were manufactured by the Purington Brick Co., formerly located in East Galesburg. The City of Galesburg has a Statement of Policy Regarding Brick Streets created through the joint efforts of the City Engineering Department and the Galesburg Landmark Commission (GLC), and ultimately approved by the City Council. This policy contains a list of brick streets with ratings based upon visual surveys. The section of Kellogg Street between North Street and Grove Street has a priority rating of 1, which is the highest of three ratings meaning that all parties involved in establishing and approving the policy agreed this section of street shall remain brick.

Other features that would be removed under the Kellogg Street alternative would include:

- 156.6 linear feet of original sandstone slab sidewalk located at 382 North Kellogg Street,
- 467.7 linear feet of brick sidewalk, and
- 1,436.2 linear feet of stone curbing.

The City of Galesburg's arborist performed tree surveys along the Kellogg Street alignment to evaluate the quality of the 17 street trees within the alignment. Maple species dominate, many of which have large diameters (>20 inches) contributing to the historic feeling of the neighborhood. In the opinion of the city arborist, 8 of the 17 trees contribute to the landscape value of the historic district while the other 9 trees detract from the landscape value largely due to storm damage or cutting to resolve conflicts with overhead utility lines.

Increasing traffic and modifications made to construct a Kellogg Street overpass would have an impact upon this now quiet, residential block which retains its historic feeling and would result in the loss of historic material. The intersection one block north of this area (Losey Street and Kellogg Street) is also near one of the entrances to Cottage Hospital; increasing traffic due to an overpass directed only on Kellogg may also have an impact on those services.

Indirect impacts may include changes in landscaping due to construction activities. Existing landscaping in the project area is minimal, consisting mostly of turf yards with occasional trees and ornamental shrubs. Changes in landscaping would be minimized to the extent practical. The appearance of the neighborhood would change due to the presence of an overpass structure; however, the structure will be designed and constructed in such a way as to minimize the visual encroachment of the overpass. Landscaping surrounding the overpass structure would include sidewalks, lighting, fencing, and trees. Properties which lose access would be taken. All other impacted properties would maintain existing access.

Table 2.1: Property Impacts - Kellogg Street Overpass

Address	Survey No. [†]	Property Type	Contributing?	Local or State Importance?	Acres Converted
Full Purchase					
287-289 E. Water	6	Residential, double	Yes	No	0.114
311 E. Water	7	Commercial, vacant	No	No	0.401
234-236 N. Kellogg	10	Residential, double	Yes	No	0.114
246 N. Kellogg	11	Residential, single	Yes	No	0.095
259 N. Kellogg	12	Residential, Allen Apartments, condemned	Yes	No	0.545
290 N. Kellogg	14	Residential, single	Yes	No	0.134
320 N. Kellogg	17	Commercial, Salvation Army Community Center	No	No	0.746
325 N. Kellogg	18	Residential, single – William Browning Mansion	Yes	<ul style="list-style-type: none"> • State Survey of Architecturally Significant Structures • Galesburg Historic Walking Tour • Home to person of local historic importance 	0.639
369 N. Kellogg	19	Commercial, dental office, Donald Bortz, D.D.S.	No	No	0.476
382 N. Kellogg	20	Residential, double	Yes	<ul style="list-style-type: none"> • Home to person of local historic importance 	0.700
387 N. Kellogg	21	Residential, single	Yes	No	0.660
401 N. Kellogg	22	Residential, single	Yes	No	0.302
N. Kellogg	--	2 Vacant Lots	No	No	0.219
N. Kellogg	13	Slab Bridge, 1932	Yes	No	--
ROW & Temporary Easement					
120 N. Kellogg	2	First Methodist Church	Yes	<ul style="list-style-type: none"> • State Survey of Architecturally Significant Structures 	0.020
167-169 N. Kellogg	3	Residential, double	Yes	No	0.200
418 N. Kellogg	23	Residential, single	Yes	No	0.015
423 N. Kellogg	24	Residential, Richard's Manor apartments, ~9 units	No	No	0.015
435 N. Kellogg	25	Residential, single – Patch-Sisson House	Yes	<ul style="list-style-type: none"> • State Survey of Architecturally Significant Structures • Local Landmark • Galesburg Historic Walking Tour 	0.015
438 N. Kellogg	26	Residential, single	Yes	No	0.015
Temporary Easement					
450 N. Kellogg	27	Residential, single – Dr. W.S. Williamson House	Yes	<ul style="list-style-type: none"> • State Survey of Architecturally Significant Structures • Local Landmark 	0
453 N. Kellogg	28	Residential, single	Yes	No	0
N. Kellogg	--	4 Vacant Lots and 1 Parking Lot	No	No	0
TOTALS					
From Historic District					5.425
From Contributing Properties					3.568

[†] Survey numbers taken from "An Architectural and Historical Assessment of the North Seminary/Kellogg Street Grade Separation Project" which is included in the Section 106/4(f) report found in Appendix C.

Seminary Street

Seminary Street is a north-south, two-lane, urban arterial that approximately divides the City into east and west “halves”. Seminary Street serves as the primary corridor running between the central business district surrounding the Public Square and one of Galesburg’s retail centers on the north side of town, where it connects to U.S. Highway 34. The existing ADT volume varies from 5,700 between Main Street and North Street to 8,100 north of Losey Street (**Figure 2.5**). If a grade separation is built on Seminary Street, traffic would likely increase in the section of Seminary Street between Main Street and North Street. A slight migration of traffic from nearby north-south streets to Seminary Street would occur. Construction of a grade separation along Seminary Street is logical because route continuity is preserved, and capacity and safety on an existing arterial street is improved.

This alternative would result in a road closure at the east leg of the Peck/Seminary Street T-intersection. Chambers Street, one block east of Seminary Street, would provide access to Peck Street. Residences on Peck Street between Seminary Street and Chambers Street would lose direct access to the Seminary Street arterial.

Street-side parking is available on both sides of Seminary Street from Losey Street to Main Street.

The existing at-grade railroad crossing is located approximately 100 feet north of the intersection of North Street and Seminary Street. The existing railroad crossing is equipped with gates and flashers to indicate the approach/presence of a train. In 2007, the City estimated that the Seminary Street crossing was blocked by trains 5.5 hours/day, or 23 percent of the time. By 2015, the period of blockage is expected to increase to 6.65 hours/day, or 28 percent of the time.

The Seminary Street overpass alternative would improve access from the three medical service providers in Galesburg (**Figure 1.4**), each of which is located on Seminary Street, to the currently underserved areas south of the Chillicothe Subdivision. Galesburg Cottage Hospital lies one block north of the proposed grade separation. The Galesburg Hospital’s Ambulance Service is located just off of Seminary Street on the north side of the City (1.75 miles north of U.S. Highway 150). A third medical service provider, the OSF St. Mary Medical Center, is located just north of the Seminary Street/U.S. Highway 34 interchange. The Seminary Street alternative would also preserve route continuity by keeping traffic on an existing arterial route. Emergency response teams would not have to negotiate as many turns or traffic controls by keeping the overpass on an arterial roadway.

An Illinois State Geological Survey (ISGS) Preliminary Environmental Site Assessment (PESA) lists three recognized environmental conditions (RECs) along the Seminary Street alternative. Contamination from volatile organic compounds is likely at two locations where underground storage tanks may be present: 275 N. Seminary (Sew What) and 344 N. Seminary (Courson Public Accountants). Courson Public Accountants (344 North Seminary Street) was a former location for underground storage tanks (USTs) and aboveground storage tanks (ASTs). This site also has the potential for lead paint and asbestos containing material (ACM). The ISGS recommended that additional soil borings and sample analysis be performed to quantify the nature and extent of contamination, if excavation or additional ROW is required at these locations. Additional testing may not be necessary if the stipulations set forth in the report can

be met. The third location, Cedar Creek, is contaminated with polychlorinated biphenyls (PCBs). Contamination is recorded for the entire length of the stream as it runs through Galesburg. Conversations with IEPA staff confirmed that PCBs are known to persist in the sediments of Cedar Creek. The results of the Seminary Street PESA are summarized in **Appendix F**.

Permanent impacts associated with the Seminary Street alternative include the removal of 19 residential living units made up of 15 single-family homes and two double-unit homes. Three commercial properties would be displaced. One of these commercial properties is currently vacant, while the others are occupied by Courson Public Accountants and Sew What.

Ten residential properties, one commercial property and one church would have ROW acquisition and temporary easements. ROW acquisition ranges between 0.008 acres to 0.03 acres for these properties.

Temporary impacts are expected to occur to two residential properties, both of which contribute to the historic district. Temporary impacts would include the use of land during construction activities and may result in the alteration of landscaping features. Such features would be replaced after construction activities are complete.

In contrast to Kellogg Street, the 300 and 400 block section of Seminary Street has lost the cohesive feel due to mixed-land uses and the arterial nature of the roadway itself. Seminary Street already has a higher traffic volume and, hence, higher noise levels than the same section of Kellogg Street. The structures in these two blocks of Seminary display a lesser degree of maintenance and fewer intact architectural features than the same two blocks on Kellogg. Residential and commercial areas south of the Chillicothe Subdivision are more densely built up on Seminary Street than on Kellogg Street. Nineteen contributing structures would be taken and temporary easements would be required from 11 properties with contributing structures (**Table 2.2**). This alternative has the greatest number of impacts to structures contributing to the historic district, but only one structure that is of state or local importance, and would take 3.346 acres from contributing properties.

No sandstone sidewalks or brick paved streets would be impacted along the Seminary Street alignment, but features that would be impacted by the Seminary Street alternative contributing to the character of the historic district include:

- 1,168.0 linear feet of brick sidewalk concentrated on the 200 and 300 blocks of Seminary Street, and
- 939.2 linear feet of sandstone curbing concentrated on the 200 and 400 blocks of Seminary Street.

The City of Galesburg's arborist performed a survey of the 14 trees were recorded within the construction limits of the Seminary Street alignment. Various maple species dominate the impacted trees, but a few locust and elm trees occur along Cedar Creek. The trees along Seminary Street are generally small in size with only a few that have diameters greater than 20 inches. In the opinion of the City arborist, six of the 14 trees contribute to the landscape value of the historic district, while the other eight trees actually detract from the appearance of the neighborhood due to storm damage, decay, conflicts with overhead utility lines, or because they are growing in unwanted areas such as at the edge of Cedar Creek.

Table 2.2: Property Impacts - Seminary Street Overpass

Address	Survey No. [†]	Property Type	Contributing?	Local or State Importance?	Acres Converted
Full Purchase					
234 N. Seminary	5	Residential, single	Yes	No	0.227
248 N. Seminary	6	Residential, single	Yes	No	0.227
256 N. Seminary	7	Residential, double	Yes	No	0.142
268 N. Seminary	8	Residential, single	Yes	No	0.142
290 N. Seminary	9	Residential, single	Yes	No	0.176
328 N. Seminary	16	Residential, single	Yes	No	0.162
344 N. Seminary	17	Commercial, Courson Public Accountants	No	No	0.322
364 N. Seminary	18	Residential, single	Yes	No	0.086
400 N. Seminary	20	Residential, single	Yes	No	0.217
410 N. Seminary	21	Residential, single	Yes	No	0.157
443 N. Seminary	35	Residential, single	Yes	No	0.305
427 N. Seminary	36	Residential, single	Yes	No	0.231
413 N. Seminary	37	Commercial, vacant	Yes	No	0.117
383 N. Seminary	38	Residential, single	Yes	No	0.086
357 N. Seminary	39	Residential, single	Yes	No	0.181
343 N. Seminary	40	Residential, single	Yes	No	0.200
414 E. North	47	Residential, single	Yes	No	0.151
275 N. Seminary	48	Commercial, Sew What	Yes	No	0.069
269 N. Seminary	49	Residential, single	Yes	No	0.176
259-261 N. Seminary	50	Residential, double	Yes	No	0.159
N. Seminary	--	2 Vacant Lots	No	No	0.213
ROW & Temporary Easement					
186 N. Seminary	2	First Lutheran Church	Yes	• State Survey of Architecturally Significant Structures	0.010
216 N. Seminary	3	Residential, single	Yes	No	0.011
222-224 N. Seminary	4	Residential, double	Yes	No	0.011
420 N. Seminary	22	Commercial, Action Income Tax Service, Inc.	Yes	No	0.026
464 N. Seminary	23	Residential, single	Yes	No	0.015
487-491 N. Seminary	31	Residential, double	Yes	No	0.008
475 N. Seminary	32	Residential, single	Yes	No	0.010
463 N. Seminary	33	Residential, single	Yes	No	0.010
459 N. Seminary	34	Residential, single	Yes	No	0.010
209-221 N. Seminary	52	Residential, double	No	No	0.030
195-197 N. Seminary	53	Residential, double	Yes	No	0.015
181 N. Seminary	54	Residential, single	Yes	No	0.009
N. Seminary	--	2 Vacant Lot and 1 Parking Lot	No	No	0.030
TOTALS					
From Historic District					3.941
From Contributing Properties					3.346

[†]Survey numbers taken from "An Architectural and Historical Assessment of the North Seminary Street Grade Separation Project" which is included in the Section 106/4(f) report found in Appendix C.

Kellogg/Seminary Street

The Kellogg/Seminary Street overpass alternative was suggested as a hybrid of the previous two alternatives. Under this alternative, a connector would be constructed from Kellogg Street south of the Chillicothe Subdivision to Seminary Street north of the Chillicothe Subdivision. The railroad would be bridged mid-block between Kellogg Street and Seminary Street.

The estimated ADT for the Kellogg/Seminary alternative will be very similar to the Seminary Street alternative since traffic from Seminary Street is directed onto the overpass. This alternative would preserve the route continuity of Seminary Street by connecting the downtown business district with the retail center near the north side of the City and the U.S. Highway 34 bypass, but would require improvements to all legs of the Kellogg Street/Main Street intersection to facilitate the larger trucks and additional traffic that would be placed on the two block segment of Kellogg Street between Main Street and Water Street.

If this alternative is constructed, traffic migration, operations and route continuity would be similar to that of the Seminary Street grade separation option. This alternative would result in road closures at the east side of the Peck Street/Seminary Street intersection, the north side of the North Street/Seminary Street intersection and the south side of the North Street/Kellogg Street intersection. No alternative access would be available for four residences (234-236 North Kellogg Street, 246 North Kellogg Street, 343 North Seminary Street and 357 North Seminary Street) and a vacant lot. These properties are included in the residential property acquisitions.

Because any of the proposed grade separations would provide a free-moving roadway, unobstructed by the trains that frequently block the at-grade crossings throughout the City, many motorists would likely change their travel patterns to avoid nearby at-grade crossings.

The traffic signals at Kellogg Street and Main Street, Seminary Street and Main Street and Seminary Street and Losey Street would remain in place with construction of the proposed grade separation. However, at the intersection of Seminary Street with North Street, the latter would become the major through-road with a TWSC preferring North Street.

Response times for the Kellogg/Seminary Street alignment are expected to be similar to those shown in the Seminary Street analysis. Kellogg Street would connect to Seminary Street north of the railroad tracks, effectively becoming part of the arterial roadway, and would provide direct access to the area south of the Chillicothe Subdivision. The section of Kellogg Street south of the overpass to Main Street would be widened to include a center turn lane to accommodate the increased use.

The ISGS PESA report states that three sites along the project have recognized environmental conditions (RECs). Courson Public Accountants (344 North Seminary Street) was a former location for USTs and ASTs. This site also has the potential for lead paint and ACM. A vacant commercial building located at 311 East Water Street is noted as having the potential for former chemical use, transformers, lead based paint, and ACM. The third location, Cedar Creek, is contaminated with PCBs. Contamination is recorded for the entire length of the stream as it runs through Galesburg. Conversations with IEPA staff confirmed that PCBs are known to persist in the sediments of Cedar Creek.

Permanent impacts associated with the Kellogg/Seminary Street alternative include the removal of 16 residential units made up of 14 single-family homes and one double-family home. It should

be noted that an additional residential structure, the Allen Apartments, is included on the property impact table but this structure has been condemned by the City of Galesburg. The building is included in the residential property count but the units in this building are not included in the residential displacements. An inspection of the apartment building revealed that the electrical and plumbing systems were not up to code, making it unsuitable for inhabitation. Three commercial properties would be displaced by the Kellogg/Seminary Street alternative. Two of these commercial properties are currently vacant, while the other is occupied by Courson Public Accountants.

Temporary impacts are expected to occur to five residential properties. Temporary impacts would include the use of land during construction activities and may result in the alternation of landscaping features. Such features would be replaced after construction activities are complete. Four additional properties would have both temporary and permanent impacts in the form of ROW acquisition expected to range from 0.015 to 0.045 acres for each of these properties.

Sixteen contributing structures would be taken, permanent ROW acquisition would be required from three properties with contributing structures, and temporary easements would be required from five properties with contributing structures. The Kellogg/Seminary Street alternative would convert 2.781 acres of land from contributing structures to transportation use, the least amount of any alternative. This alternative impacts one structure of state or local importance. **Table 2.3** summarizes the property impacts from this alternative.

No sandstone sidewalk or brick paved streets would be impacted along the Kellogg/Seminary Street alignment. Other features that would be removed under the Kellogg/Seminary Street alternative include:

- 620.8 linear feet of brick sidewalk concentrated on the 300 block of North Seminary Street and the 300 block of North Street, and
- 817.7 linear feet of sandstone curbing concentrated on the 100 block of North Kellogg Street and the 400 block of Seminary Street.

A total of 45 trees were recorded within the construction limits of the Kellogg/Seminary Street alignment consisting of a mix of maple, locust, mulberry, fruit trees, cedar, and tree of heaven. In the opinion of the city arborist, eight of the 45 trees contribute to the landscape value of the historic district while the other 37 detract from it due to damage, decay, conflicts with overhead utility lines, or because they are growing in unwanted areas such as at the edge of Cedar Creek.

This alternative is located entirely within the Galesburg Historic District. The architectural and historical assessment reports (2008), included in the Section 106/4(f) report (**Appendix C**), acknowledges that the Kellogg/Seminary Street alternative is the preferable option since it would avoid directly impacting the most significant architectural resources in the study area located on the 300-400 blocks of North Kellogg Street and would avoid the more densely built up area on the southern end of the North Seminary Street overpass.

Table 2.3: Property Impacts - Kellogg / Seminary Street Overpass

Address	Survey No.†	Figure No.	Property Type	Contributing?	Local or State Importance?	Acres Converted
Total Takes						
311 E. Water	7	NA	Commercial, vacant	No	No	0.401
234-236 N. Kellogg	10	7	Residential, double	Yes	No	0.114
246 N. Kellogg	11	8	Residential, single	Yes	No	0.095
259 N. Kellogg	12	9	Residential, Allen Apartments, condemned	Yes	No	0.545
427 N. Seminary	40	10	Residential, single	Yes	No	0.231
413 N. Seminary	42	11	Commercial, vacant	Yes	No	0.117
410 N. Seminary	43	12	Residential, single	Yes	No	0.157
400 N. Seminary	44	13	Residential, single	Yes	No	0.217
383 N. Seminary	46	14	Residential, single	Yes	No	0.086
364 N. Seminary	47	15	Residential, single	Yes	No	0.086
357 N. Seminary	48	16	Residential, single	Yes	No	0.181
343 N. Seminary	49	17	Residential, single	Yes	No	0.200
344 N. Seminary	50	NA	Commercial, Courson Public Accountants	No	No	0.322
328 N. Seminary	51	18	Residential, single	Yes	No	0.161
367 E. North	52	19	Residential, single	Yes	No	0.085
357 E. North	53	20	Residential, single	Yes	No	0.113
354 E. North	54	21	Residential, single	Yes	No	0.181
360 E. North	55	NA	Residential, single	No	No	0.127
370 E. North	56	22	Residential, single	Yes	No	0.132
E. Water	--	NA	Vacant Lot	No	No	0.227
N. Kellogg	--	NA	Vacant Lot	No	No	0.219
ROW & Temporary Easement						
443 N. Seminary	39	23	Residential, single	Yes	No	0.015
420 N. Seminary	41	24	Commercial, Action Income Tax Service	Yes	No	0.045
120 N. Kellogg	2	25	First Methodist Church	Yes	• State Survey of Architecturally Significant Structures	0.020
177 N. Kellogg	--	NA	Vacant	No	No	0.020
Temporary Easement						
277-279 E. Water	5	26	Residential, double	Yes	No	0
287-289 E. Water	6	27	Residential, double	Yes	No	0
463 N. Seminary	36	28	Residential, single	Yes	No	0
464 N. Seminary	37	29	Residential, single	Yes	No	0
459 N. Seminary	38	30	Residential, single	Yes	No	0
N. Kellogg	--	NA	4 Vacant Lots and 5 Parking Lots	No	No	0
N. Seminary	--	NA	1 Vacant Lot and 1 Parking Lot	No	No	0
TOTALS						
From Historic District						4.097
From Contributing Properties						2.781

NA = Not Applicable; Properties that are not contributing to the historic district do not have individual figure sheets. †Survey numbers taken from "An Architectural and Historical Assessment of the North Seminary/Kellogg Street Grade Separation Project" which is included in the Section 106/4(f) report found in Appendix C.

Has a preferred alternative been identified?

During the impact analysis of the alternatives, the Kellogg/Seminary Street Overpass alternative was identified as the preferred alternative. This selection was made largely due to the historic impacts that would result from the other two overpass alternatives as summarized in **Table 2.4**, but with an estimated cost of \$16 million, is considerably more affordable than the proposed railroad relocation alternatives.

Table 2.4: Alternatives Impact Analysis - Section 106/4(f) Resources			
	Kellogg Street	Seminary Street	Kellogg/Seminary Street
Historic Districts	Galesburg Historic District	Galesburg Historic District	Galesburg Historic District
Full Purchase	14	22	21
Contributing to Historic District	9	19	16
Local or State Importance*	2	0	0
ROW Acquisition & Temporary Easement	6	15	4
Contributing to Historic District	5	11	3
Local or State Importance	2	1	1
Temporary Easement Only	7	0	16
Contributing to Historic District	2	0	5
Local or State Importance	1	0	0
Acres Converted to Transportation Use from Historic District	5.425	3.941	4.097
Acres Converted to Transportation Use from Contributing Structures	3.568	3.346	2.781
Trees Removed from Historic District	17	14	45
Bridges Contributing to Historic District**	1	1	0
Other Elements of the Historic District Affected (to be removed and replaced with similar materials)	<ul style="list-style-type: none"> • Brick street between North Street and Grove Street; • 467.7 ft brick sidewalk • 156.6 ft sandstone sidewalk • 1,436.2 ft sandstone curb 	<ul style="list-style-type: none"> • No brick street • 1,168.0 ft brick sidewalk • No sandstone sidewalk • 939.2 ft sandstone curb 	<ul style="list-style-type: none"> • No brick street • 620.8 ft brick sidewalk • No sandstone sidewalk • 817.7 ft sandstone curb

*Structures with "Local or State Importance" are those that were included in the Galesburg Historic District nomination form for inclusion on the National Register of Historic Places, noted as a Local Landmark, considered of local importance for other reasons, or included on the State Survey of Architecturally Significant Structures. Details about structures of local or state importance are included in Tables 2.1, 2.2, and 2.3. There are no individual structures in the project area that are listed on or eligible for inclusion in the National Register of Historic Places.

**Considered contributing to historic district, but not listed on IDOT's historic bridge list.

The rail corridor study evaluated three potential routes for relocation of the Chillicothe Subdivision. Ultimately, these routes were eliminated from further consideration due to their large costs of \$207-\$329 million (2003 dollars) and impacts to prime farmland.

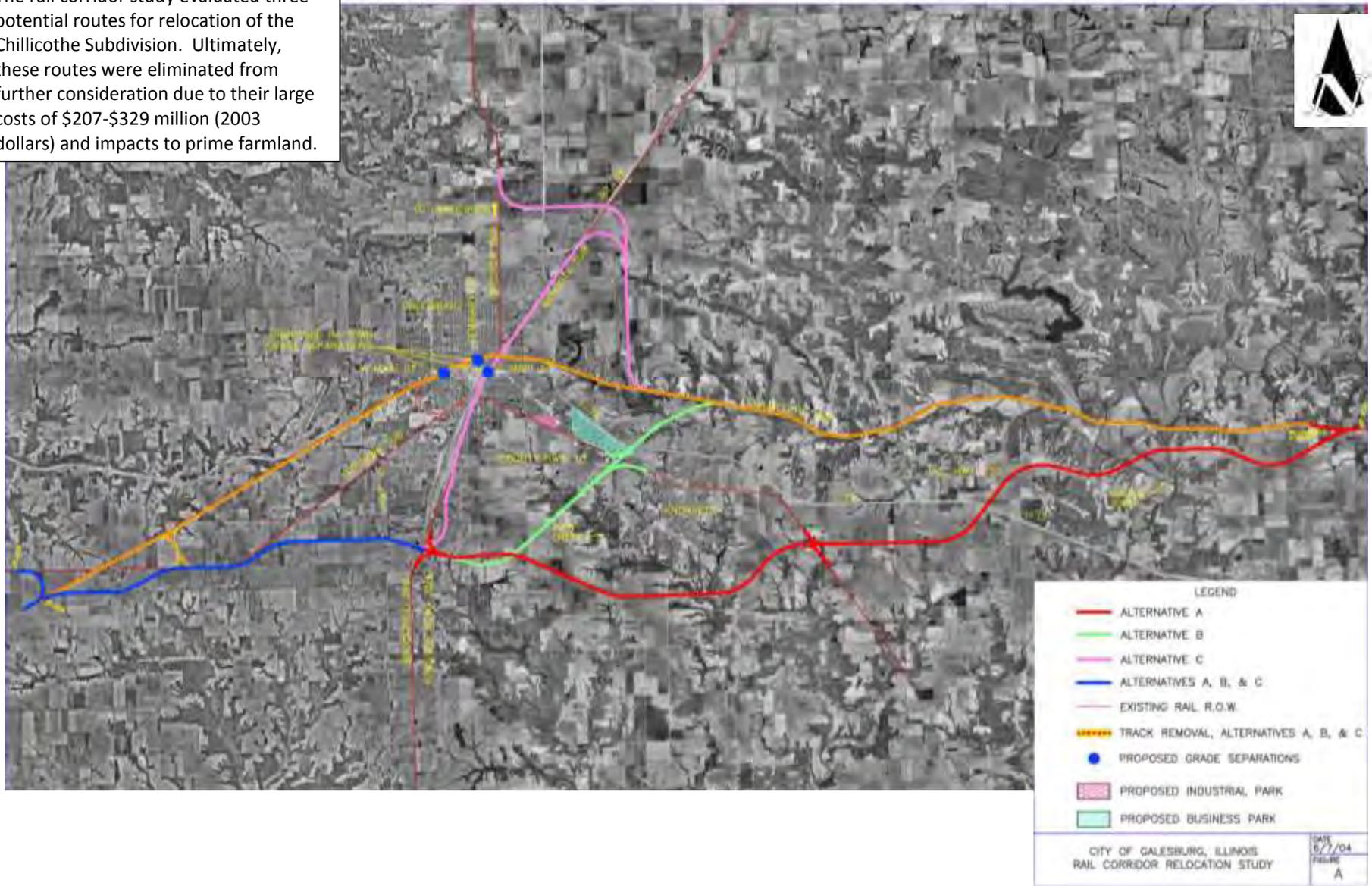


Figure 2.1

**Chillicothe Subdivision Relocation Alternatives
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**

Eight roadway construction alternatives were considered along the Chillicothe Subdivision.

LEGEND:

— Galesburg Historic District

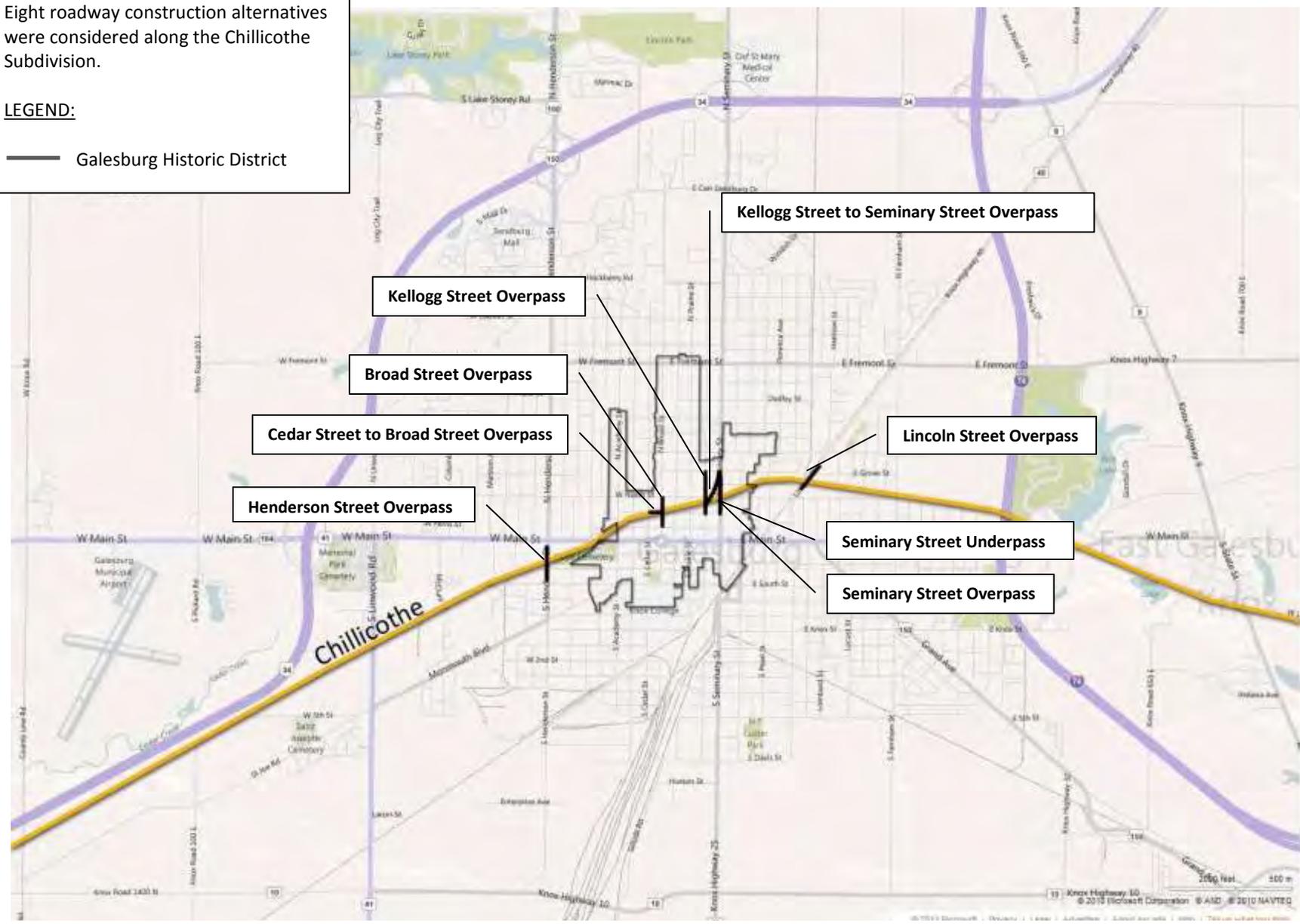


Figure 2.2

**Roadway Construction Alternatives
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**

The study area was reduced after the other alternatives were eliminated from the study. The area of potential effect (APE) is defined as the boundaries of the Galesburg Historic District. Three roadway construction alternatives were considered in further detail.

LEGEND:

- Reduced study area
- Galesburg Historic District (APE)



Kellogg Street Overpass

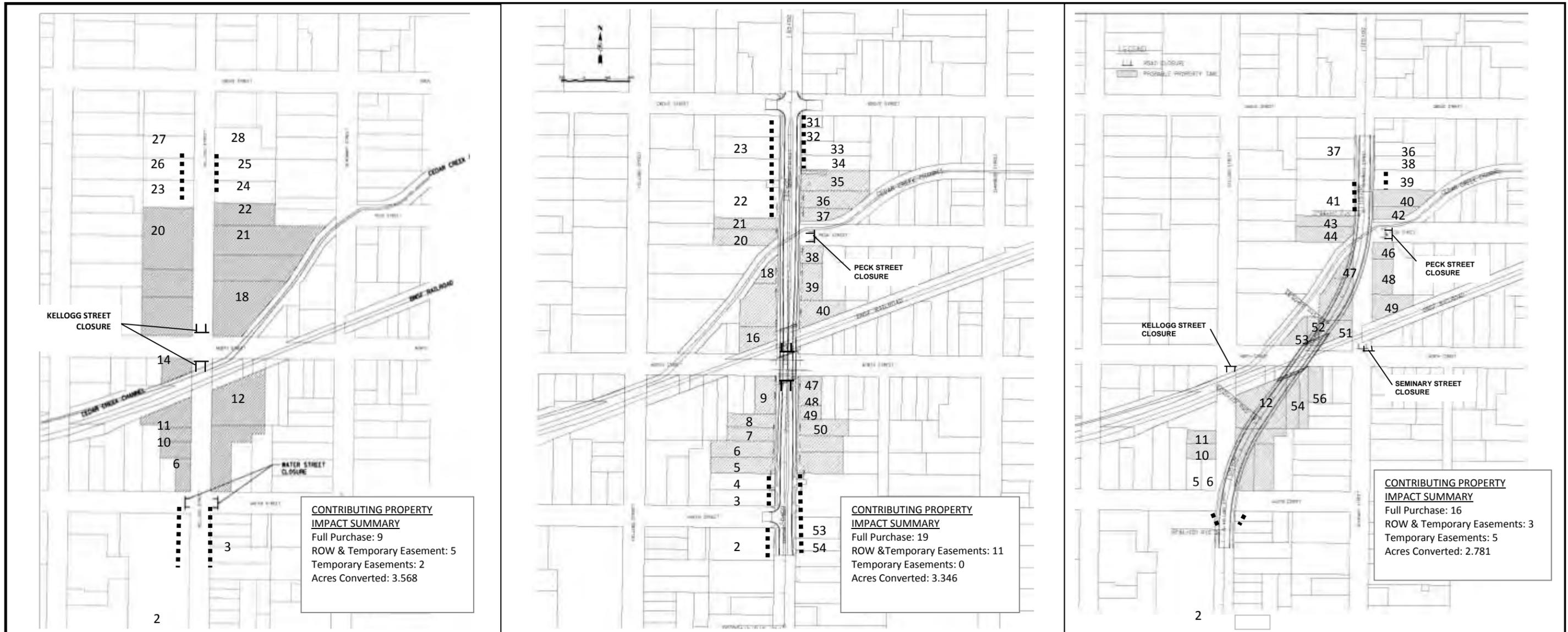
Kellogg/Seminary Street Overpass

Seminary Street Overpass



Figure 2.3

**Reduced Study Area & Alternatives Carried Forward
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**



Kellogg Street

Seminary Street

Kellogg Street / Seminary Street

The above diagrams show the three alternatives that were considered in greatest detail and the potential impacts to Section 106/4(f) resources under each alternative. The numbers in the diagrams show the location of each of the properties that are considered to contribute to the Galesburg Historic District. Numbers are taken from the two historical surveys conducted for this project. Survey numbers for the Kellogg Street alternative and the Kellogg/Seminary Street alternative are taken from "An Architectural and Historical Assessment of the North Seminary/Kellogg Street Grade Separation Project". Survey numbers for the Seminary Street alternative are taken from "An Architectural and Historical Assessment of the North Seminary Street Grade Separation Project". These reports are included in the Section 106/4(f) report found in Appendix C.

CONTRIBUTING PROPERTY IMPACT SUMMARY

- # = Full Purchase of Contributing Property
- = Full Purchase of Non-Contributing Property
- # ■ = ROW & Temporary Easement
- # = Temporary Easement Only

Figure 2.4

**Alternative Comparisons of Section 106/4(f) Resource Impacts
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091**



SECTION 3

The Environment: Existing Conditions, Potential Impacts, and Mitigation

This section of the EA describes the existing conditions in the project area and the potential impacts and mitigation that will result if the preferred alternative is implemented. Information was gathered from various sources including site observations, maps, aerial photography, and local, state, and federal agency data.

What does “environment” mean when used in an environmental assessment?

The word “environment” refers to all the components of a project’s surroundings, including the natural and physical environment and the relationship of people with that environment.

What does “existing conditions” mean?

The extent of the environmental factors in a project area is known as the “existing conditions”. Quantitative and/or qualitative descriptions are made for each of the environmental factors occurring within the project area and have been discussed in depth in Section 2.

What does “potential impacts” mean?

Potential impacts refer to the effects that each alternative may or will have on the existing conditions. Impacts can be described as direct (impacts caused by the project and occurring at the same time and place) or indirect (those caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable), or cumulative (the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions).

What does “mitigation” mean?

Mitigation describes any action taken to reduce the adverse effects of potential impacts. This can include:

- avoiding the impact altogether by not taking a certain action or parts of an action;
- minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- compensating for adverse impacts by replacing or providing substitute resources or environments.

As stated at the end of Section 2, the Kellogg/Seminary Street Overpass is the preferred alternative. This alternative was selected after the potential impacts were evaluated and the ability to mitigate impacts was considered for each of the alternatives. Mitigation for the preferred alternative is discussed in this section and in Section 6.

What environmental resources were analyzed for this proposed project?

The following environmental factors were analyzed for three roadway construction alternatives and the No-Action alternative in order to identify the preferred alternative:

- Historic and cultural resources
- Special lands
- Socioeconomics
- Residences and commercial businesses
- Emergency service response
- Travel patterns
- Water resources
- Air quality
- Energy consumption
- Noise
- Special waste

A summary table of potential impacts is included in **Appendix B**.

Historic Resources

How were historic resources evaluated for the proposed project?

Historic resources are sites that are on or eligible for listing in the National Register of Historic Places. Historic sites were identified using online databases, such as the National Register of Historic Places, Historic Architectural and Archaeology Resources Geographic Information Service (HAARGIS) maintained by Illinois Historic Preservation Agency (IHPA), and local information. Two cultural/historic surveys were performed as part of this project. Detailed information about each of the properties located along the alternative alignments can be found in **Appendix C**. There is one historic site listed in the National Register of Historic Places in the project area, the Galesburg Historic District. The “Galesburg Historic District” is the only historic site listed in the National Register of Historic Places in the project area.

What are the existing conditions for historic resources in the project area?

The project area lies entirely within the Galesburg Historic District (refer to **Figure 2.3**). Many of the properties along the alternative alignments are contributing to the historic district, and several have been designated as local landmarks.

A contributing structure is any building, structure, or object which adds to the historical integrity or architectural qualities that make a historic district.

What laws protect historic sites?

Section 106 of the National Historic Preservation Act of 1966 (NHPA) and Section 4(f) of the U.S. Department of Transportation Act of 1966 both protect historic properties. Section 106 requires federal agencies to take into account the effect of their undertakings on historic properties and provide the Advisory Council on Historic Places (ACHP) an opportunity to comment. Section 4(f) applies only to U.S. DOT agencies and states that the agency may not approve the use of Section 4(f) property unless a determination is made that (1) there is no feasible and prudent alternative to the use of the property; and (2) the action includes all possible planning to minimize harm to the property resulting from such use.

For this project, the Federal Highway Administration (FHWA) completed a Section 106/4(f) report to examine avoidance alternatives and determined that there were no feasible and prudent avoidance alternatives for the use of the Galesburg Historic District. FHWA also determined that the Kellogg/Seminary Street alternative causes the least harm to the Galesburg Historic District and it was selected as the preferred alternative. The Section 106/4(f) report was coordinated with the Department of Interior, the ACHP and the Illinois State Historic Preservation Officer (IL SHPO). The public was also given an opportunity to comment through a public notice published on March 31, 2011. No comments were received during the public comment period. A Section 106 Memorandum of Agreement (MOA) was executed among the FHWA, IDOT, IL SHPO, and the City of Galesburg. The GLC was invited to be a concurring party to the MOA.

The Section 106/4(f) report and MOA can be found in **Appendix C**.

How will the Galesburg Historic District be impacted by the project?

The preferred alternative will extend from the intersection of Seminary and Grove Street on the north to the intersection of Kellogg and Water Streets on the south, crossing mid-block, with additional roadway improvements between Water Street and Main Street.

Contributing structures to the Galesburg Historic District will be directly and indirectly impacted by the proposed project. The historic survey report identifies 52 properties contributing to the historic district within the study area. Twenty-four contributing properties will be affected along the preferred alternative. Sixteen contributing structures will be taken, permanent ROW acquisition would be required from three properties with contributing structures, and temporary easements would be required from five properties with contributing structures. The preferred alternative will convert 2.781 acres of the historic district to transportation use.

How will the impacts to the Galesburg Historic District be mitigated?

Since there are no feasible avoidance alternatives, minimization measures were sought. Many of the minimization measures outlined below were developed through coordination with the IHPA, the Galesburg Historical Society (GHS), and the GLC.

- The overpass structure will be placed on mechanically stabilized earth (MSE) walls, rather than conventional embankments. The use of MSE technology reduces the project

footprint by over 50 percent, reducing the need for additional ROW and the need to remove additional structures within the historic district.

- Brick sidewalks and stone curbing will be replaced where appropriate. Any removed materials will be stored for use in the City's ongoing brick street maintenance program.
- Removed landscaping on properties with temporary easements will be replaced after construction activities are completed. Impacted trees will be replaced by the City of Galesburg in accordance with IDOT Policy D&E 18. The locations and species mix of replacement trees will be coordinated with property owners and the GLC.

The MOA among the IHPA, FHWA, IDOT, and City of Galesburg is included in Attachment 8 of the Section 106/4(f) report (**Appendix C**). The following mitigation commitments are discussed in the MOA and are expanded upon in Section 6 of this document:

- The City will make the structure at 234-236 North Kellogg Street available for purchase and relocation. The purchaser would be required to execute a restrictive preservation covenant and rehabilitate the building in accordance with the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings". If the structure is not purchased under these terms, the City may sell without restrictions or demolish the structure.
- Prior to sale without a covenant or demolition of the structure at 234-236 North Kellogg Street, the City shall document the property in accordance with Level III of the Illinois Historic Buildings Survey (IL HABS).
- The City, in consultation with the GLC, shall ensure that a plan for salvage and reuse of architectural elements from the buildings within the Galesburg Historic District is agreed upon, submitted to IHPA for approval and then implemented. The purpose of the plan shall be to provide residents of the Historic District with appropriate salvaged materials for use in restoring historic buildings throughout the district.
- The City shall ensure that the comments of the GLC are taken into account during project design and shall incorporate historic design elements into the overpass and associated landscape features. These features shall include, but not be limited to, the overpass itself, sidewalks, trees, lighting, and fencing.
- The City shall undertake a building-by-building resurvey of structures within a portion of the Galesburg Historic District delineated as agreed to with the GLC. The survey will include the unsurveyed portions of the historic district generally located west of West Street, east of Grove Street, and a few properties at the northern edge of the district. This survey shall be completed within two years of the completion of the NEPA process and will be performed by a person familiar with state survey standards and guidelines who meets the professional qualifications outlined by the National Park Service in 36 CFR Part 61.

- The potential for archaeological deposits will be investigated by IDOT and IHPA, and a plan will be developed for the recovery of any affected significant archaeological deposits following land acquisition.

Socioeconomics

What is considered when evaluating social and economic factors?

Analysis of the social and economic environment includes assessment of the analysis of community characteristics and cohesion, protected groups of people, environmental justice, public facilities and services, changes in travel patterns, relocations of residences or businesses, economic impacts, land use, growth and economic development, and changes to pedestrian or bicycle facilities.

What are the existing community characteristics and cohesion?

The preferred Kellogg/Seminary Street alignment passes through a mixed commercial and residential area. Modern office and commercial buildings are interspersed with homes. The north portion of the alignment ties into Seminary Street which is an arterial roadway. The south portion of the alignment ties into Kellogg Street which has a lower volume of traffic but is still part of the commercial downtown area. Some of the landscaping features, such as brick streets or large, old landscaping trees associated with other areas in the historic district have been replaced by more modern materials, such as asphalt and young trees representing a variety of species. There are stretches of brick sidewalk and sandstone curbing that have remained intact over time on both ends of the preferred alignment.

How would an overpass structure affect the community characteristics and cohesion?

No unique community groups were identified during the project analysis, but construction of the overpass will result in a loss of community cohesion. However, the presence of the Chillicothe Subdivision and Cedar Creek already fragment the neighborhood to some degree both visually and spatially. Since the Kellogg/Seminary Street overpass stretches between the two streets, the support structure would lie in between Cedar Creek and the Chillicothe Subdivision and, therefore, would not further compound the fragmentation of the neighborhood. In terms of mobility, community cohesion remains much the same. Sidewalks will be provided on each side of the overpass structure for pedestrians. These new sidewalks will provide a safer travel route since conflicts with trains will be avoided. The overpass will create a visual barrier to the remaining residences in the neighborhood (**Figure 3.1**). The overpass will be designed to minimize visual impacts to the extent possible by incorporating elements that complement the surrounding historic district, such as period lighting and fencing, and by providing landscaping around the structure.

What are the existing conditions for protected groups of people and environmental justice?

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Information about the demographics of the project area was obtained from the U.S. Census Bureau from the 2000 and 2010 decennial census. Due to the relatively small size of the project area, data were reviewed at the block group level, the smallest statistical area for which data are available. These data were compared to demographic data for the entire City for the same year. The U.S. Census Bureau is in the process of releasing data from the 2010 decennial census. The 2010 data set describing low-income populations was not available during the environmental analysis. Therefore, data from the 2000 census is presented for low-income populations.

A block group is a subdivision of a census tract and yields more accurate information than larger statistical boundaries when working with small project areas.

According to the 2010 census, minority groups make up 18.9% of Galesburg's population. Block Group 1 of Census Tract 8 and Block Group 6 of Census Tract 3 have a higher minority population than the City of Galesburg at 23.2% and 20.3%, respectively (**Figure 3.2**). Additionally, the 2000 census records show that 10.7% of the population of Galesburg was living below the poverty level. Block Group 4 of Census Tract 6, Block Group 1 of Census Tract 8, and Block Group 5 of Census Tract 3 have a higher percentage of low-income families than the City of Galesburg at, 24.7%, 15.7%, and 11.3%, respectively (**Figure 3.3**).

What are the potential impacts with regard to Environmental Justice?

The Executive Order 12898 on Environmental Justice addresses disproportionately high and adverse impacts to minority or low-income populations from federally funded projects. The project area is racially mixed, and household income and poverty level vary between the census blocks that make up the study area. Any of the build alternatives will potentially result in displacement of low income or minority individuals. However, no disproportionate impacts to identified low income or minority populations will result from any of the build alternatives as non-minority, non-low-income residents will also be affected by the project.

What are the existing conditions for public facilities and services?

As discussed in the Purpose and Need, the Chillicothe Subdivision divides the City of Galesburg into north and south sections. The OSF St. Mary Medical Center, the Galesburg Hospitals' Ambulance Service, and Cottage Hospital are all located along Seminary Street and are all north of the Chillicothe Subdivision. The City police station and two of the three fire stations are located on the south side of the Chillicothe Subdivision. **Figure 3.4** shows the locations of emergency service providers in relation to the Chillicothe Subdivision.

In the central area of the city, there are currently no grade separated streets that would allow access for emergency equipment from one side of the Chillicothe Subdivision to the other while the track is blocked by a train. Frequently blocked railroad crossings delay ambulance, police, and fire response throughout the City.

In 2007, the City analyzed response times for the Galesburg Hospitals' Ambulance Service and the Central Fire Station. Response time is defined as the time it takes emergency services to reach the scene of an incident after being notified. During passage of a train, the Chillicothe Subdivision creates a clear barrier to emergency response, with emergency response times across the tracks increasing by 3 to 4 minutes based on a single train passing through the City. At times, trains going opposite directions will pass through the City one right after the other creating twice the delay. **Table 3.1**, **Figure 3.5**, and **Figure 3.6** illustrate estimated current ambulance and fire department response times as well as estimated response times with grade separations at both Seminary Street and Main Street.

At the time of the emergency response study, it was unknown whether the West Main Street overpass would become a reality. Therefore, emergency service response was analyzed as though either overpass location was constructed or neither overpass was constructed. As discussed in Section 2, it is now known that the West Main Street overpass will be constructed. Construction began July 18, 2011 and will be completed by Sept. 2012.

Table 3.1: Emergency Response Times		
	<u>Fire Response</u> To the North Side of the tracks	<u>Ambulance Response</u> To the South Side of the tracks
Without Overpasses	5-6 minutes	7-8 minutes
With Overpasses	2-3 minutes	3-4 minutes
Average Response Time Improvement	3 minutes	4 minutes

As the number and length of trains increase, response times to incidents across the tracks and the need to provide a grade separation for emergency vehicles will also continue to increase.

Because the hospitals and ambulance service are located on Seminary Street, any overpass location that does not provide a direct connection to Seminary Street would be less direct and less effective in improving public safety and emergency vehicle response times.

What are the potential impacts to emergency service response?

Adverse impacts are not expected to occur to emergency service response as a result of this project. In fact, the primary goal of the proposed project is to improve emergency response times. In particular, the project seeks to facilitate ambulance response times south of the Chillicothe Subdivision and police and fire response times north of the Chillicothe Subdivision. The preferred alternative would improve emergency response times. Kellogg Street would connect to Seminary Street, effectively becoming part of the arterial roadway and providing direct access from the medical facilities to the area south of the Chillicothe Subdivision.

Will mitigation be needed for emergency services?

Since no adverse impacts to emergency services are expected to occur as a result of this project, no mitigation is necessary.

How were travel patterns determined?

Projected traffic patterns were estimated based on growth rates and estimated redistribution of traffic adjacent to the project area. Traffic studies were performed during peak travel periods, 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., to capture the maximum traffic volumes utilizing streets in the project area and the movement of the traffic.

What are the existing conditions for traffic patterns and how will they change in the future?

Within the study area, traffic signals are located at Seminary Street's intersections with Losey Street and Main Street. The intersections of Seminary Street with Ferris Street, Water Street, North Street, Peck Street and Grove Street are stop-controlled, with preference given to Seminary Street. A traffic signal is located at Kellogg Street's intersection with Main Street. The intersections of Kellogg Street with Ferris Street, Water Street, and Grove Street are two-way stop controlled (TWSC), with preference given to Kellogg Street. The intersection of Kellogg Street with North Street is an all-way stop controlled (AWSC) intersection. The intersection of Kellogg Street with Losey Street is a TWSC intersection with preference given to Losey.

Due to the angled design of the preferred alternative, Seminary Street and Kellogg Street will no longer be through streets (**Figure 3.1**). Kellogg Street will be closed between North Street and Water Street. Seminary Street will be closed between Peck Street and North Street. These closures will eliminate two at-grade railroad crossings on the Chillicothe Subdivision. All other portions of Kellogg Street and Seminary Street will remain open. The segment of Seminary Street between Main Street and North Street will be accessible via Main Street, Ferris Street, Water Street and North Street (**Figure 3.1** and **Figure 2.5**). The intersection of Peck Street and Seminary Street will be closed. Access from Peck Street to Seminary Street can be achieved via Chambers Street and Grove Street or via Chambers Street and North Street.

As part of a separate project, it is proposed to close a section of South Seminary Street at its intersection with South Street within the next ten years. Kellogg Street will become the arterial roadway between Main Street and South Street.

What are the existing and future conditions of pedestrian and bicyclist facilities?

Sidewalks are currently provided on all streets within the project area. Sidewalks on Kellogg Street, Seminary Street and North Street cross the Chillicothe Subdivision. After construction of the overpass, the crossings on Kellogg Street and Seminary Street would be closed. The North Street crossing will remain open. Eight foot wide sidewalks will be provided on each side of the overpass. These new sidewalks will provide a safer travel route for pedestrians since conflicts with trains will be avoided. All open segments of roadway will maintain sidewalks on both sides of the road. All sidewalks will be built in accordance with the Americans with Disabilities Act.

There are no existing bicycle facilities within the project area. No bicycle facilities are planned as part of the proposed project.

What indirect and cumulative traffic impacts are expected?

Construction of the grade separation may result in heavier usage of Kellogg Street (between Water Street and Main Street) and Seminary Street (north of Grove Street). Traffic volumes will likely increase as motorists utilize the grade separation to avoid other nearby at-grade crossings. Collector roads may also experience heavier traffic volumes. It is also anticipated that traffic on Seminary Street south of the railroad tracks will be lighter after the grade separation is constructed. The businesses located on Seminary Street south of the tracks will have less drive-by traffic, but they are more destination-type businesses and are not expected to be negatively impacted by the reduction in traffic on the street. The functional classification of these roads will not change as a result of this project, but the visual and atmospheric character of the historic district will be impacted.

What are the characteristics of the residences and commercial businesses in the project area?

The project area is primarily residential north of Water Street. Both Kellogg Street and Seminary Street have a mix of single-family and multi-family homes. Kellogg Street has two small apartment complexes: the Allen Apartments and the Richard's Manor Apartments. The Allen Apartments building has been condemned by the City. The Richard's Manor Apartments have approximately nine living units.

Commercial businesses are scattered along Kellogg Street and Seminary Street between Water Street and Grove Street. All but one of the commercial businesses along this segment of Kellogg Street are contributing structures and, therefore, blend into the surroundings of the historic district. One of the commercial buildings is currently unoccupied. Other commercial properties include the Salvation Army Community Center and a dental office. On Seminary Street, office and commercial buildings in modern structures are interspersed with homes. One commercial property is currently vacant. Businesses include a public accountant office, an income tax service, and a sewing craft store. The southern end of the project area, between Water Street and Main Street, lies within the City's Central Business District. Many of the shops along this segment of Seminary Street are small, family-run businesses. Businesses along Kellogg Street include an insurance company (facing Main Street), a discount retail store (facing Main Street), an automotive repair shop, a bookstore, and a computer retail store. Businesses along Seminary Street are more diverse and include an antique store (facing Main Street), a pack and ship store (facing Main Street), a flooring specialist, a pet supply store, a diner, a coffee shop, a barber shop, a tattoo parlor, and a paint retail store.

The largest employers in the City of Galesburg are shown in **Table 3.2**. As described in the Purpose and Need, all three medical providers are located along Seminary Street. Two of these facilities are also listed in the top three employers for the City of Galesburg, making Seminary Street a heavily traveled roadway for local commuters and for medical services.

Table 3.2: Major Employers		
Employer	Type	# of Employees
BNSF	Railroad Yards	1,115
OSF St. Mary Medical Center	Health Care	1,025
Galesburg Cottage Hospital	Health Care	730
Dick Blick	Art Supplies	550
Galesburg Public Schools	Education	542
Carl Sandburg College	Education	454
County of Knox	Government	420
Knox College	Education	390
Wal-Mart	Retail	366
Henry C. Hill Correctional Facility	Prison	303
City of Galesburg	Government	237

Source: City of Galesburg website; http://www.galesburg.org/city_galesburg.html

What are the potential impacts to residential and commercial properties in the project area?

Any of the build alternatives would involve relocation of residential and commercial properties. The project area contains a mix of single and double unit homes and two apartment buildings. One of the apartment buildings has been condemned and is therefore not included in the counts provided in the following narrative. Commercial buildings are interspersed among the residential properties on both Kellogg Street and Seminary Street. A summary of the potential impacts to residential and commercial properties for each of the alternatives carried forward can be found in Tables 2.1, 2.2, and 2.3. These tables provide the amount of land that will be converted through ROW acquisition.

The Kellogg/Seminary Street alternative would impact 21 residential properties representing 24 living units. Of these, 15 residential properties (16 living units) would be displaced. The remaining residential properties would have impacts in the form of street-side ROW acquisition and temporary easements. Four commercial properties would be impacted by the Kellogg/Seminary Street alternative. Three of the commercial properties would be displaced. Of these, one is occupied by a public accountant's office and the other two are vacant. The fourth commercial property occupied by a different public accountant's office will have impacts in the form of street-side ROW acquisition and a temporary easement.

How will residential and commercial impacts be mitigated?

Provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the *IDOT Land Acquisition Procedures Manual* will be followed for all displacements. Comparable housing is available in the Galesburg area for displaced residents. The City will provide housing of last resort, if necessary. Housing resources are available to all relocatees, without discrimination. Commercial properties are available within the City for displaced commercial businesses. Temporary impacts will be limited to landscaping disturbance. After completion of construction activities, landscaping features will be returned to match their prior condition.

Water Resources

What are the existing conditions for water resources in the project area?

The project area contains the following water resources:

Surface Waters

Surficial drainage in the project area is generally toward the south, in the direction of Cedar Creek. Cedar Creek is a concrete-lined channel flowing through Galesburg. It runs parallel to the Chillicothe and Mendota Subdivisions of the BNSF railroad through most of the City. The channel is approximately 3 feet wide at the base and 15 feet wide at the top with concrete-lined, 3:1 slopes. This channel provides very limited aquatic habitat. According to the IEPA's 2008 303(d) List, the segment of Cedar Creek that flows through the project area is designated for fish consumption. This use is not being met due to contamination by polychlorinated biphenyl, which is a probable carcinogen (cancer-causing agent). No wetlands were identified independent of or in association with this stream.



Cedar Creek

Groundwater

The City of Galesburg's public water supply is pumped from an aquifer near Oquawka, Illinois located 32 miles west, near the Mississippi River. There are no sole-source aquifers, as designated under Section 142(e) of the Safe Drinking Water Act, within the project area. The project area is located in Zone A4, according to the map "Potential for contamination of shallow aquifers from land burial of municipal wastes" (Berg et al., 1984). Zone A4 is described as cemented sandstone within 6 meters (20 feet) of the surface with variable, relatively impermeable overlying of materials. Zones A indicate the highest potential for contamination and Zone G the lowest.

According to the ISGS PESA, the project area is located in Zone 3 for groundwater recharge potential, where Zone 1 indicates the highest potential for groundwater recharge and Zone 7 indicates the lowest potential. According to the Illinois State Water Survey (ISWS) Private user Wells database and the ISGS Online Well Database, there are no private wells within the project area. There are no known groundwater protection areas within 1,000 feet of the project area (ISGS 2004).

Floodplains

Flood insurance rate maps from the Federal Emergency Management Agency (FEMA) indicate that the project area includes areas within the 100-year floodplain. In this segment of Cedar Creek, the floodplain extends approximately 60 feet beyond the banks of Cedar Creek on both the north and south (**Figure 3.7**).

What are the potential impacts to water resources?

The proposed overpass would not result in permanent impacts to Cedar Creek. However, it would require construction within Cedar Creek including removal of an existing bridge structure. The existing concrete lining within Cedar Creek will be removed and replaced during the installation of the double box culvert within the proposed overpass. Construction activities may lead to temporary water quality impacts. Construction activities disturb soil, making it susceptible to erosion. Storm events can remove soil and deposit it into surface waters, a process known as sedimentation. Sediment is the primary pollutant associated with construction sites. Additionally, stormwater can carry trash, debris, oil, grease, pesticides, and other contaminants, depositing them directly into surface waters. Sediment and pollutants can be detrimental to water quality, wildlife habitat and human health. However, since the project area is urbanized and storm drains and sewers are present, most surficial runoff will be controlled by the storm sewer system.

This project will not create any new potential routes for groundwater pollution or any new potential sources of groundwater pollution as defined in the Illinois Environmental Protection Act (415 ILCS 5/3, et seq.). Accordingly, the project is not subject to compliance with the minimum setback requirements for community water supply wells or other potable water supply wells as set forth in 415 ILCS 5/14, et seq.).

How will water resource impacts be mitigated and will permits be required?

During the construction process, susceptibility to erosion will be increased due to the temporary reduction in vegetation due to excavation and embankment operations. The IDOT's Standard Specifications for Road and Bridge Construction include provisions on erosion control. To reduce erosion of soils and subsequent sedimentation within Cedar Creek caused by construction activities, multiple erosion control strategies will likely be utilized. Perimeter erosion barrier and erosion control blanket installation is expected to reduce erosion of exposed soils. Temporary ditch checks and ditch linings may also be present to intercept eroded material prior to entrance into streams. The locations and specifications for erosion control measures for construction of the project improvements will be included in the project construction plans and specifications.

As outlined in Section 5, permits will be required from numerous Federal agencies including a National Pollutant Discharge Elimination System (NPDES) permit, a U.S. Army Corps of Engineers (U.S. ACE) permit under Section 404 of the Clean Water Act (CWA) and a Construction in Floodways, Rivers, Lakes and Streams permit from the Illinois Department of Natural Resources (IDNR).

Air Quality

What are the existing conditions for air quality in the project area?

The National Ambient Air Quality Standards (NAAQS), established by the U.S. EPA, set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as “non-attainment”. States in which a non-attainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS. All areas of Illinois are currently in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead.

Particles less than 10 micrometers in diameter (PM₁₀) pose a health concern because they can be inhaled into and accumulate in the respiratory system. PM₁₀ are considered coarse particles. Sources of coarse particles include crushing or grinding operations and dust from paved or unpaved roads.

No portion of this project is located within a designated non-attainment area. Accordingly, a conformity determination under 40 CFR Part 93 (“Determining Conformity of Federal Actions to State and Federal Implementation Plans”) is not required.

In addition to the criteria air pollutants for which there are NAAQS, U.S. EPA also regulates air toxics. Mobile Source Air Toxics (MSATs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects.

Many air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (such as airplanes or locomotives), and stationary sources (such as factories or refineries).

Carbon monoxide (CO) is a colorless, odorless gas emitted from combustion processes. Nationally, and particularly in urban areas, the majority of CO emissions to ambient air come from mobile sources. CO can cause harmful health effects by reducing oxygen delivery to the body's organs.

ppm = 1 part in 1,000,000

What are the potential impacts to air quality as a result of the proposed project?

The IDOT completed a Pre-Screen carbon monoxide (CO) analysis for the proposed project at the intersection of U.S. Highway 150 (West Main Street) and Kellogg Street. The results from this proposed roadway improvement indicate that a Carbon Monoxide Screen for Intersection Modeling (COSIM) air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average NAAQS for CO of 9.0 parts per million (ppm) which is necessary to protect the public health and welfare.

No permanent air quality impacts are expected to occur as a result of this project. However, temporary impacts are likely to occur with any of the three construction alternatives.

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. Equipment-related particulate emissions can be minimized if the equipment is well maintained. The potential air

quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

Dust and particulate emissions can occur during building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential for particulate emissions is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

This project is of a type qualifying as a categorical exclusion (CE II) under 23 CFR 771.117(c) or exempt under the Clean Air Act Conformity rule under 40 CFR 93.126, and, as such, a Mobile Source Air Toxics analysis is not required.

What will be done to mitigate the temporary impacts to air quality?

The IDOT Standard Specifications for Road and Bridge Construction include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any short-term particulate matter air quality impacts.

Noise Levels

How were noise levels evaluated for the project?

Federal and state regulations and policy establish procedures for highway traffic noise studies, noise abatement measures, and abatement criteria used for planning and design of highways. 23 CFR 772 presents the “Procedures for Abatement of Highway Traffic Noise and Construction Noise”. These regulations include the Noise Abatement Criteria (NAC) which establishes thresholds for noise impacts. The NAC are noise impact thresholds and are not attenuation design criteria. The NAC are shown in **Table 3.3**.

A noise impact occurs when future build noise levels either approach, meet, or exceed the NAC, or have a substantial increase over existing noise levels. If there is a noise impact, noise abatement must be considered. For reference, 65 dB(A) is approximately the sound level at which normal speech occurs, a vacuum cleaner three feet away is about 70 dB(A), and a food blender at three feet away is about 90 dB(A).
(http://environment.transportation.org/environmental_issues/noise/).

Table 3.3: FHWA Noise Abatement Criteria (NAC) Hourly “A-Weighted” Sound Level-Decibels (dB(A))		
Activity Category	dB(A)	Description of Activity
A	57 dB(A) (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of these qualities is essential if the area is to continue to serve its intended purpose.
B	67 dB(A) (Exterior)	Residential.
C	67 dB(A) (Exterior)	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52 dB(A) (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 dB(A) (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	Undeveloped lands that are not permitted.

Source: IDOT BDE Manual, Section 26-6.

Noise studies were conducted in accordance with the IDOT Highway Traffic Noise Assessment Manual, which is based on FHWA guidelines and provides the standards for roadway noise studies in Illinois. IDOT, per Bureau of Design and Environment (BDE) Manual Section 26-6, considers “within 1 decibel of” as approaching the noise level, and a “substantial increase” as greater than 14 dB(A). Thus the “approach” numerical values used for Activity Categories A, B, C, D, and E are 56, 66, 66, 51, and 71 dB(A), respectively. The noise analysis considers only noise from highway traffic. The contribution from train noise, including train horns, is not included.

Noise studies conducted in this manner include both models and real-world measurement of sound levels. The modeled portions are designed to represent three test cases: “existing,” “no build,” and “build” cases. Each case includes the roadway geometry, receptors, and traffic that best represent the modeled scenario. Additionally, some projects may require modeled elements such as elevated roadway structures, building rows, or ground surface contours: each of which may potentially affect the distance and intensity of roadway noise. Once the “existing” model has been created, traffic volumes and speeds measured at the project site can be used in the model. The noise levels calculated by the model for those traffic data are then compared to the noise levels measured on site at the time the traffic counts were conducted. In this way,

the model can be tested for its effectiveness at representing real-world conditions. If the model output and the on-site measurements agree within a margin of 3 decibels, the model is considered to accurately represent the noise conditions on site.

Once the validity of the model is established, traffic noise levels were predicted for the “no build” and “build” cases. The “no build” case predicts the noise levels of not altering the roadway geometry in the project area. The only change is that traffic volumes are projected 20 years forward so as to compare to the preferred alternative or “build” case. The “build” case represents the geometry changes proposed for the project and includes the traffic volumes projected to exist 20 years after the proposed changes were designed. Once the model data have been entered, the software (Traffic Noise Model 2.5, or TNM 2.5) uses the data to calculate the noise levels at receptors within Common Noise Environments (CNEs) in the project area. Results from the noise modeling are summarized in **Table 3.4**. As indicated by the shaded cells in the table, there are two existing receptors above the NAC and eight receptors are above the NAC for the no-build scenario. No receptors will be impacted by the preferred alternative.

Table 3.4: Existing and Predicted Noise Levels for the Preferred Alternative (Kellogg/Seminary Street Overpass)

Receptor	Common Noise Environment	L _{Aeq} 1h		Build Alternative Case, No Barrier				Comments
		Existing	No Build	L _{Aeq} 1h		Increase Over Existing		
				Calculated	Criterion for impact	Calculated	Criterion for impact	
				<i>dB(A)</i>	<i>dB(A)</i>	<i>dB(A)</i>	<i>dB(A)</i>	
1	A	61	62	56	66	-5	14	131-2 N Seminary Street
2	A	61	62	55	66	-6	14	131/133 N Seminary Street
3	A	61	62	55	66	-6	14	151 N Seminary Street
4	A	60	61	55	66	-5	14	163/165 N Seminary Street
5	A	60	61	55	66	-5	14	175/177 N Seminary Street
6	A	61	61	55	66	-6	14	181 N Seminary Street
7	A	61	61	55	66	-6	14	197 N Seminary Street
8	A	61	62	55	66	-6	14	209 N Seminary Street
9	A	61	61	55	66	-6	14	221 N Seminary Street
10	A	61	62	55	66	-6	14	251 N Seminary Street
11	A	61	62	56	66	-5	14	259 N Seminary Street
12	A	62	63	56	66	-6	14	261 N Seminary Street
13	A	63	64	57	66	-6	14	269 N Seminary Street
14	A	64	65	58	66	-6	14	275 N Seminary Street
15	A	66	67	58	66	-8	14	414 E North Street
16	A	65	67	58	66	-7	14	422 E North Street
17	A	65	67	58	66	-7	14	428 E North Street
18	A	65	67	58	66	-7	14	436/438 E North Street
19	A	56	57	50	66	-6	14	200 Linneus Avenue
20	B	66	68	59	66	-7	14	427 E North Street
21	B	64	66	58	66	-6	14	431 E North Street
22	B	64	66	57	66	-7	14	439 E North Street
23	B	65	66	58	66	-7	14	451 E North Street

Table 3.4: Existing and Predicted Noise Levels for the Preferred Alternative (Kellogg/Seminary Street Overpass)

Receptor	Common Noise Environment	L _{Aeq} 1h		Build Alternative Case, No Barrier				Comments
		Existing	No Build	L _{Aeq} 1h		Increase Over Existing		
				Calculated	Criterion for impact	Calculated	Criterion for impact	
				<i>dB(A)</i>	<i>dB(A)</i>	<i>dB(A)</i>	<i>dB(A)</i>	
24	C	54	55	55	66	1	14	436 E Peck Street
25	C	52	53	55	66	3	14	448 E Peck Street
26	D	51	52	53	66	2	14	453 E Peck Street
27 ¹	E	61	62	61	66	0	14	443 N Seminary Street
28	E	62	63	62	66	0	14	459 N Seminary Street
29	E	63	64	62	66	-1	14	463 N Seminary Street
30	E	63	64	63	66	0	14	475 N Seminary Street
31	E	64	65	62	66	-2	14	487 N Seminary Street
32	E	65	65	63	66	-2	14	491 N Seminary Street
33	E	61	62	58	66	-3	14	420 E Grove Street
34	E	59	60	55	66	-4	14	436 E Grove Street
35	F	64	64	62	66	-2	14	511/513 N Seminary Street
36	F	61	62	61	66	0	14	523 N Seminary Street
37	F	61	61	61	66	0	14	525 N Seminary Street
38	F	60	60	60	66	0	14	533 N Seminary Street
39	F	59	59	59	66	0	14	549 N Seminary Street
40	F	59	60	60	66	1	14	559 N Seminary Street
41	F	59	60	60	66	1	14	559+1 N Seminary Street
42	F	59	60	60	66	1	14	559+2 N Seminary Street
43	F	61	61	57	66	-4	14	425 E Grove Street
44	F	59	59	55	66	-4	14	433 E Grove Street
45	F	59	59	55	66	-4	14	441/443 E Grove Street
46	G	61	62	62	66	1	14	550 N Seminary Street
47	G	60	60	60	66	0	14	556 N Seminary Street

Table 3.4: Existing and Predicted Noise Levels for the Preferred Alternative (Kellogg/Seminary Street Overpass)

Receptor	Common Noise Environment	L _{Aeq} 1h		Build Alternative Case, No Barrier				Comments
		Existing	No Build	L _{Aeq} 1h		Increase Over Existing		
				Calculated	Criterion for impact	Calculated	Criterion for impact	
				<i>dB(A)</i>	<i>dB(A)</i>	<i>dB(A)</i>	<i>dB(A)</i>	
48	G	60	60	60	66	0	14	556+ N Seminary Street
49	G	58	58	55	66	-3	14	500+1 N Kellogg Street
50	G	57	57	55	66	-2	14	500+3 N Kellogg Street
51	G	56	55	54	66	-2	14	500+5 N Kellogg Street
52	G	59	59	55	66	-4	14	343 E Grove Street
53	G	59	59	55	66	-4	14	357/359 E Grove Street
54	G	60	60	58	66	-2	14	375 E Grove Street
55 ¹	H	60	61	60	66	0	14	420 N Seminary Street
56	H	59	60	59	66	0	14	464 N Seminary Street
58	H	57	58	54	66	-3	14	325 N Kellogg Street
61	H	54	55	52	66	-2	14	387 N Kellogg Street
62	H	54	55	52	66	-2	14	401 N Kellogg Street
96	H	55	56	52	66	-3	14	423 N Kellogg Street 1 st floor
97	H	55	56	53	66	-2	14	423 N Kellogg Street 2 nd floor
63	H	55	56	52	66	-3	14	423+2 N Kellogg Street
64	H	55	56	52	66	-3	14	423+4 N Kellogg Street
65	H	60	60	55	66	-5	14	423+6 N Kellogg Street
66	H	61	61	56	66	-5	14	346/348 E Grove Street
67	I	62	63	57	66	-5	14	216 N Seminary Street
68	I	61	62	56	66	-5	14	222/224 N Seminary Street
69	I	62	62	56	66	-6	14	234 N Seminary Street
70	I	62	63	56	66	-6	14	248 N Seminary Street
71	I	62	63	56	66	-6	14	256 N Seminary Street
72	I	62	63	57	66	-5	14	268 N Seminary Street

Table 3.4: Existing and Predicted Noise Levels for the Preferred Alternative (Kellogg/Seminary Street Overpass)

Receptor	Common Noise Environment	L _{Aeq} 1h		Build Alternative Case, No Barrier				Comments
		Existing	No Build	L _{Aeq} 1h		Increase Over Existing		
				Calculated	Criterion for impact	Calculated	Criterion for impact	
				<i>dB(A)</i>	<i>dB(A)</i>	<i>dB(A)</i>	<i>dB(A)</i>	
73	I	59	59	56	66	-3	14	343 E Water Street
74	I	60	61	56	66	-4	14	357 E Water Street
75	I	63	64	58	66	-5	14	290 N Seminary Street
76	I	62	63	59	66	-3	14	372 E North Street
77	J	60	61	62	66	2	14	1st Lutheran Church
78	K	59	60	61	66	2	14	167/169 N Kellogg Street
79	L	63	64	65	66	2	14	Trinity Lutheran Church
80	M	55	56	56	66	1	14	First United Methodist Church
81	N	60	60	61	66	1	14	188/190 N Kellogg Street
82	O	59	60	60	66	1	14	287 E Water Street
83	O	57	57	58	66	1	14	277/279 E Water Street
84	O	55	56	56	66	1	14	257 E Water Street
85	O	55	55	55	66	0	14	257-2 E Water Street
86	O	54	55	54	66	0	14	257-4 E Water Street
87	P	58	59	55	66	-3	14	290 E North Street
88	P	57	57	56	66	-1	14	266 E North Street
89	Q	54	55	51	66	-3	14	382 N Kellogg Street
90	Q	54	55	51	66	-3	14	418 N Kellogg Street
91	Q	55	56	52	66	-3	14	418+2 N Kellogg Street
92	Q	56	57	52	66	-4	14	418+4 N Kellogg Street
94	Q	56	57	53	66	-3	14	418+6 N Kellogg Street
95	Q	58	58	55	66	-3	14	418+8 N Kellogg Street

¹Added to list of proposed takes after TNM analysis; locations can be treated strictly as informational.

The receptor locations included in the models generally represent only those locations considered “noise sensitive” by FHWA: residences, hotels/motels, hospitals, retirement communities, schools, parks, cemeteries and other similar land use areas. **Figures 3.8a-b** show the location of common noise environments (CNEs) considered for this project.

How will traffic noise levels change as a result of the proposed project?

The proposed project is considered a Type I Project by the IDOT and the FHWA because it substantially alters the vertical alignment of the roadway. Due to the rerouting and elevation of traffic under the preferred alternative, noise levels decrease between the no-build and preferred alternative at many locations. Even with the increased traffic expected in the 20-year projection, the noise levels generated by the “build” do not approach or exceed the NAC at any locations and do not exceed the existing levels by greater than 14 dBA. Therefore, there are no noise impacts and noise abatement does not need to be considered.

Coordination with local officials for undeveloped lands.

For the undeveloped lands along the project, the existing zoning and comprehensive plans of these lands were reviewed to determine the future goals of the lands. The City of Galesburg was provided a copy (see **Appendix E**) of the Noise Report to inform them of the predicted build noise levels for undeveloped land (lands that are not permitted) in the project area.

How will construction noise be mitigated?

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will, at some time, experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction as Article 107.35.

What indirect and cumulative noise impacts are expected?

Under the preferred alternative, noise levels are predicted to be lower than without the grade separation. The presence of the grade separation will allow the City to petition the Interstate Commerce Commission for a Quiet Zone, which would eliminate the requirement for train horn blowing where trains previously intersected Kellogg and Seminary Streets. No adverse noise impacts are predicted to occur as a result of the proposed project. The reduction in train and traffic noise is expected to benefit the desirability of historic properties in this area for residential use and lead to long-term benefits to the historic district.

Special Waste

What is special waste?

Special waste as defined by the IEPA (415 ILCS 5/3.45) and used by IDOT means any of the following:

- potentially infectious medical waste;
- hazardous waste, as determined in conformance with Resource Conservation and Recovery Act (RCRA) hazardous waste determination requirements set forth in 35 Ill. Admin. Code 722.111; and
- industrial process waste or pollution control waste, subject to certain exceptions.

How was special waste evaluated for the project?

Two PESAs were conducted by the ISGS for the project area. ISGS PESA #1721 was completed May 22, 2008. ISGS PESA #1721A was completed November 19, 2009. Each assessment included a review of the past uses of the properties adjacent to Seminary and Kellogg Streets, review of databases maintained by U.S. EPA and IEPA for regulated sites, and site observations. The 2008 PESA included the advancement of subsurface soil borings.

What are the existing conditions for special waste in the project area?

The PESA reports identified four sites within the project area containing a recognized environmental condition (REC). The property at 275 N. Seminary Street (Sew What) is a former location for underground storage tanks (USTs) and aboveground storage tanks (ASTs) and soil borings indicated the presence of volatile organic compounds (VOCs). The property at 344 N. Seminary Street (Courson Public Accountants) is a former location for USTs and aboveground storage tanks (ASTs). The building on this property also has the potential for lead-based paint (LBP) and asbestos containing material (ACM). A vacant commercial building located at 311 E. Water Street is noted as having the potential for chemical use associated with a former commercial printing business, electric transformers, LBP, and ACM. Cedar Creek is contaminated with polychlorinated biphenyls (PCBs). Contamination is recorded for the entire length of the stream as it runs through Galesburg. Conversations with IEPA staff revealed that PCBs are known to persist in the sediments of Cedar Creek. IEPA recognizes the presence of PCBs in Cedar Creek as an environmental concern and must be handled as such. RECs identified in the PESAs are provided in **Table 3.5. Appendix F** provides the location of properties that were inspected during the two PESAs.

The PESA also identified numerous other sites that may contain or formerly may have contained LBP, ACM, and/or electrical transformers. Electrical transformers may contain dielectric fluid for cooling, and oil-containing transformers often historically contained PCBs.

Table 3.5: RECs identified in ISGS PESAs					
PESA #1721 May 22, 2008 ISGS Site #	PESA #1721A Nov. 19, 2009 ISGS Site #	RECs	Alignment		
			Kellogg St.	Seminary St.	Kellogg / Seminary St.
275 N. Seminary St. Sew What #1721-3		Former USTs and VOCs		X	
344 N. Seminary Center for Therapeutic Massage (aka Courson Public Accountants) #1721-2	344 N. Seminary Center for Therapeutic Massage #1721A-6	Former USTs and ASTs, VOCs, potential lead paint and ACM		X	X
	311 E. Water St. Vacant commercial building #1721A-13	Potential chemical use associated with former commercial printing business, transformers, potential lead paint and ACM	X		X*
Cedar Creek #1721-A	Cedar Creek #1721A-4	Non-attainment of water quality (PCBs)	X	X	X
<p><u>Notes</u></p> <ul style="list-style-type: none"> • REC = Recognized Environmental Condition • The Center for Therapeutic Massage is currently known as Courson Public Accountants. • The Kellogg/Seminary Street Overpass is the preferred alternative. <p>* Please note that 311 E. Water Street property appears to adjoin the preferred Kellogg/Seminary alignment. Thus, there should be an "X" in this cell indicating this parcel is affected by the preferred alignment.</p>					

What are the potential impacts of special waste sites?

Potential impacts of special waste would be similar for all of the roadway construction alternatives analyzed. All three of the alternatives would create disturbance within Cedar Creek and, therefore, the PCBs within the sediment. Each of the RECs listed are total takes under at least one of the alternatives. Many other properties that will be impacted along the alternatives have the potential to contain special waste as well as electrical transformers, LBP, and/or ACM.

How will special waste be handled during the construction of the proposed project?

Special waste issues will be managed in accordance with IDOT Standard Specifications for Road and Bridge Construction and Supplemental Specifications and Recurring Special Provisions. Each of the affected properties containing the RECs are total takes, and therefore, ineligible to be risk managed, according to IDOT BDE Chapter 27, Section 2.05(a). In accordance with IDOT Departmental Policy LEN-13 (D&E-11) Identifying and Responding to Regulated Substances in Highway Project Development, a Preliminary Site Investigation (PSI)

will be performed at each property containing a REC to determine the nature and extent of the waste present, prior to the purchase of property and construction activities, The City will manage and dispose of contaminated materials in accordance with applicable federal and state regulations and in a manner that will protect human health and the environment.

Post-Construction Conditions

LEGEND:

- Road & Sidewalk Closures
- Open Sidewalks
- ROW acquisition
- Chillicothe Subdivision
- Cedar Creek



In terms of mobility, community cohesion remains much the same. Sidewalks will be provided on each side of the overpass structure for pedestrians. These new sidewalks will provide a safer travel route since conflicts with trains will be avoided. The overpass will create a visual barrier to the remaining residences in the neighborhood. The overpass will be designed to minimize visual impacts to the extent possible.



Figure 3.1

**Post-Construction Community Cohesion
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**

The project study area is outlined by the red box. According to the 2010 census data, minority populations make up about 18.9% of the City of Galesburg. Block Group 1 of Census Tract 8 has a minority population rate of about 23.2%. Block Group 6 of Census Tract 3 has a minority population of about 20.3%

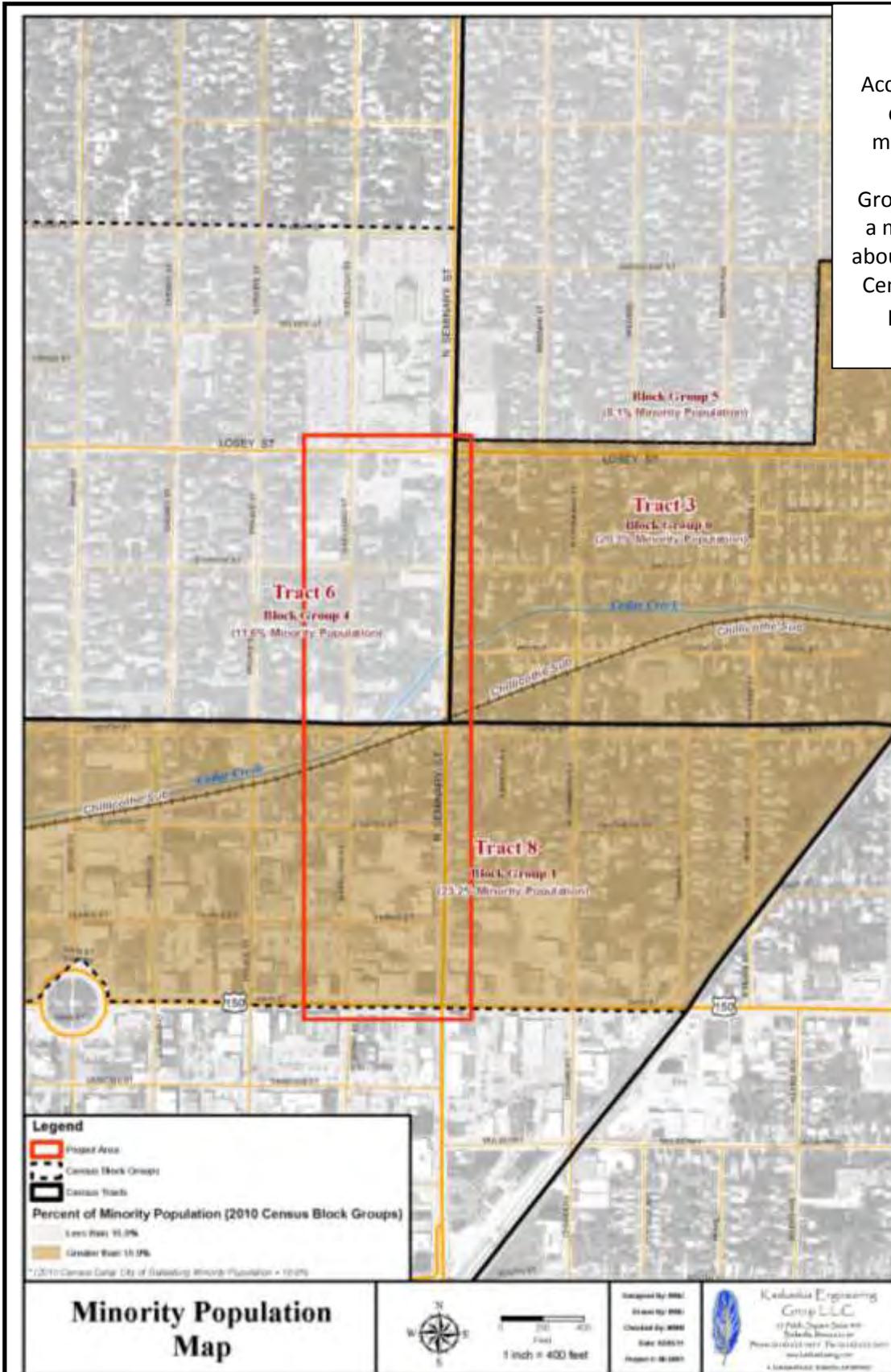


Figure 3.2



**Percent Minority Population
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**

The project study area is outlined by the red box. Approximately 10.7% of the Galesburg population was living below the poverty level in 2000. Approximately 24.7% of the population living in Block Group 4 of Census Tract 6 and 25.7% of the population living in Block Group 1 of Census Tract 8 have a higher percentage of people living below the poverty level than the City of Galesburg as a whole.

Note: Block Group 5 of Census Tract 3 will not be impacted.

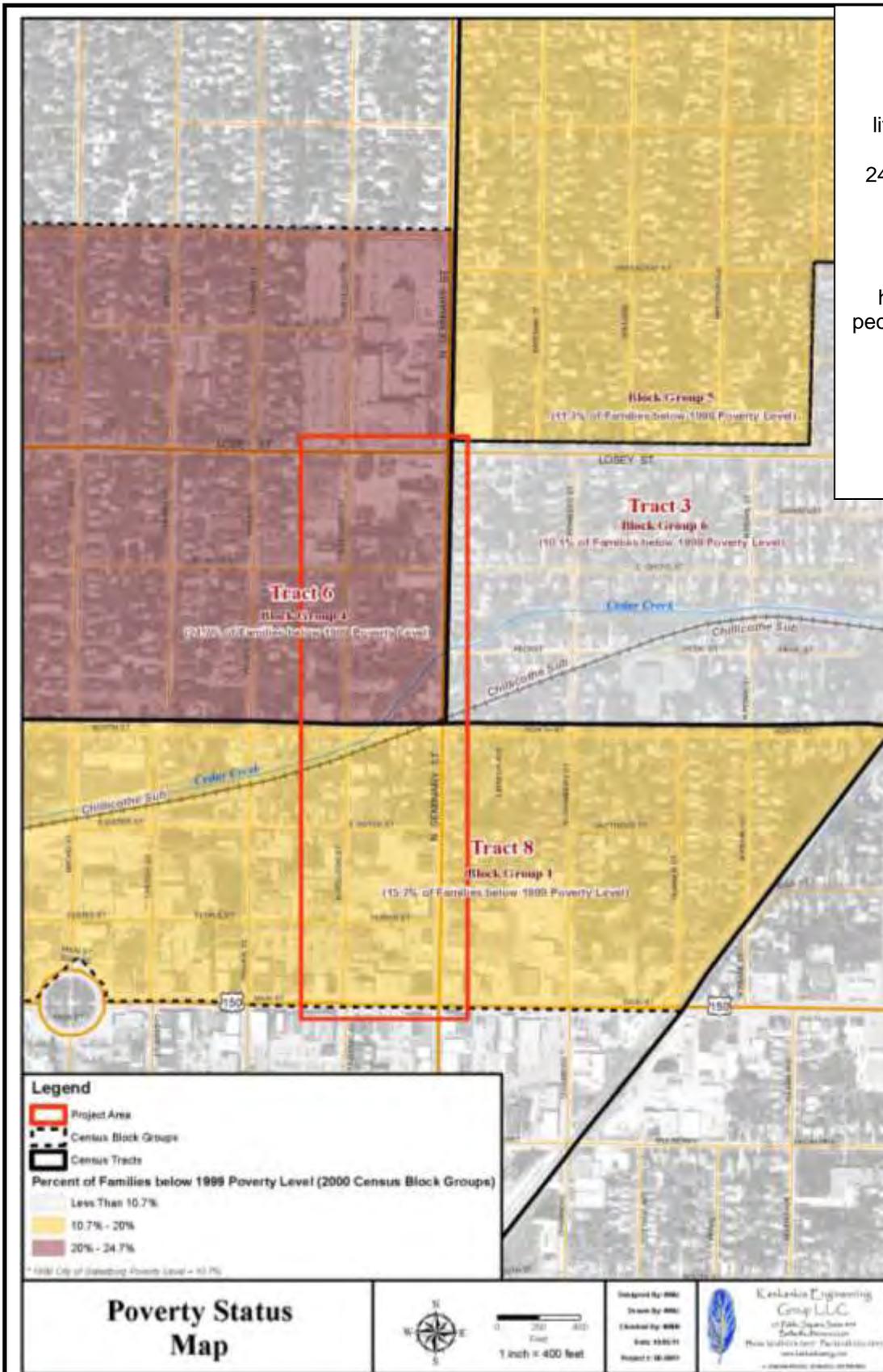


Figure 3.3

Percent Population Living Below Poverty Level
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091



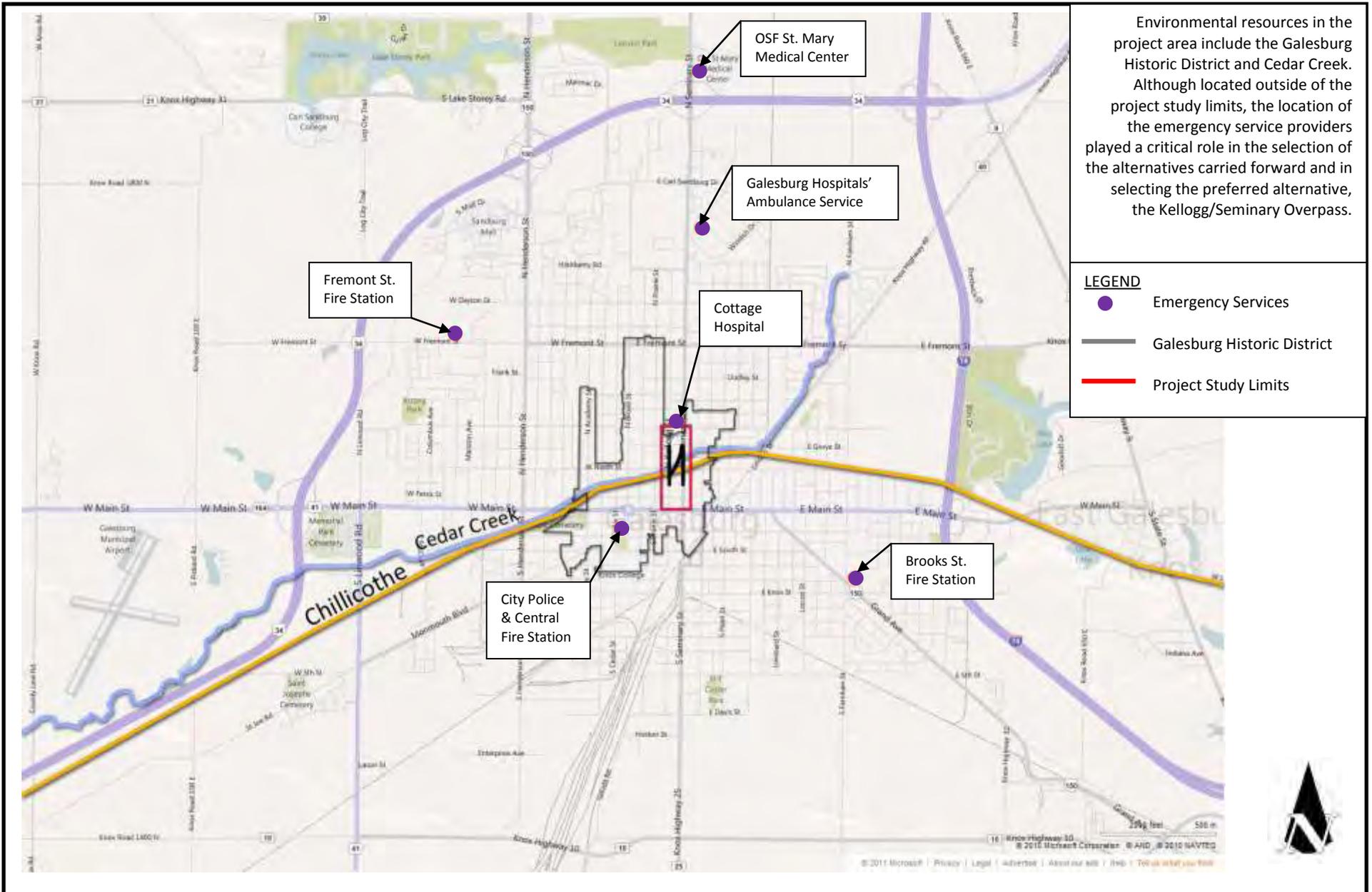
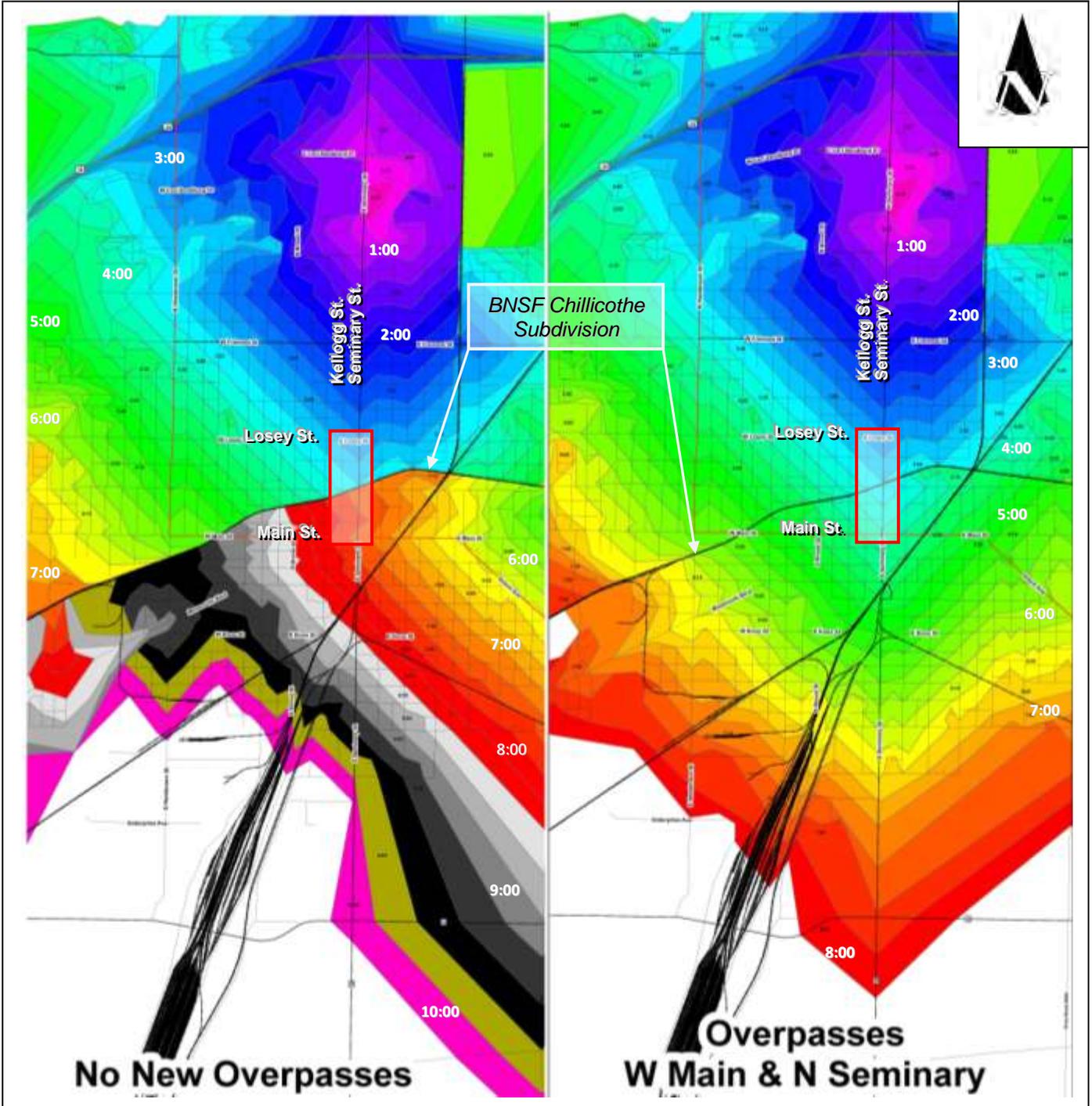


Figure 3.4

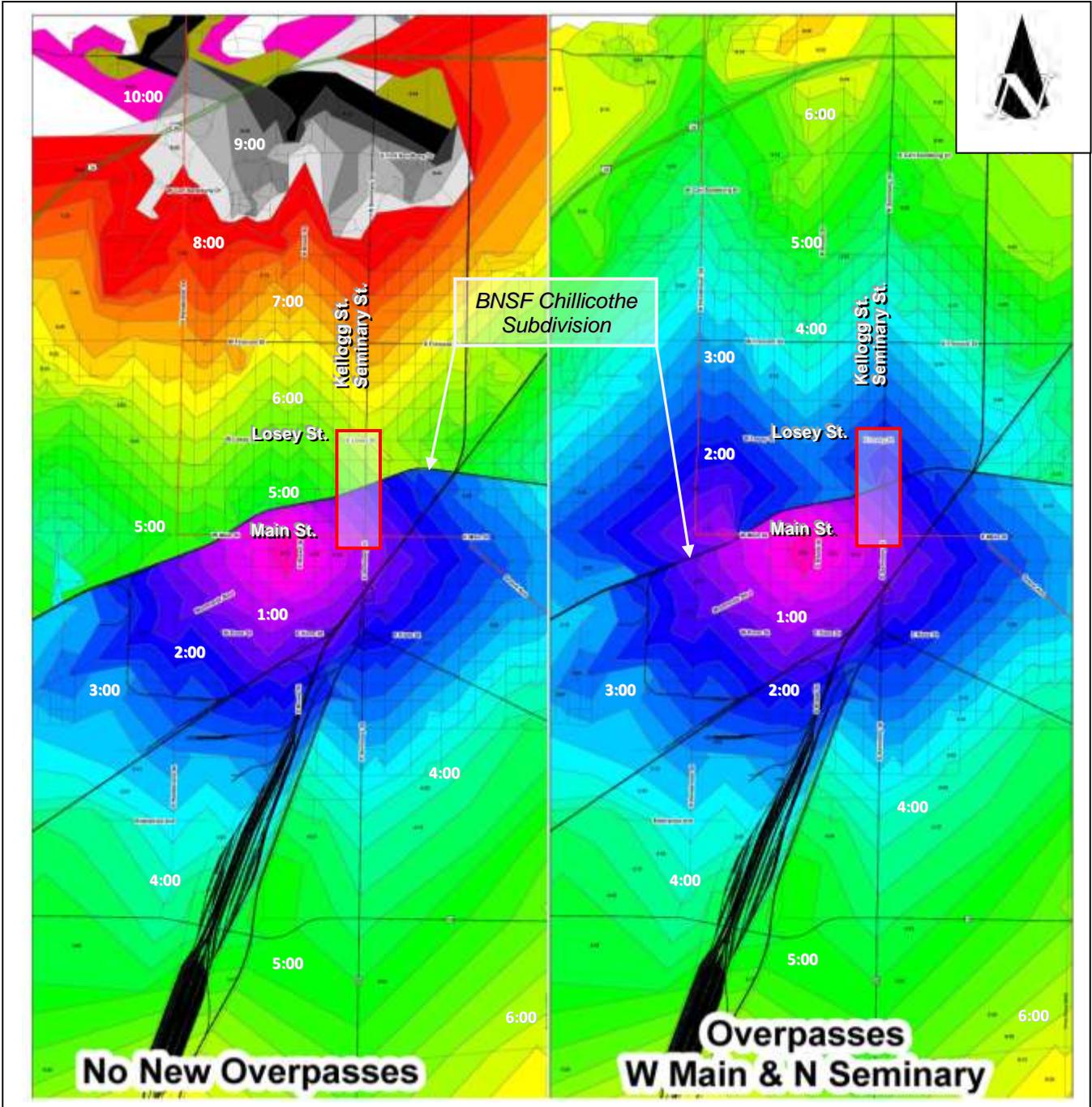


The project area is highlighted with a red box. This study was conducted before the Kellogg/Seminary Street Overpass alternative had been developed, so the figure shows results for the West Main Street Overpass and the Seminary Street Overpass. It is assumed that the Kellogg/Seminary Street Overpass alternative will yield similar improvements to the response times of the Galesburg Hospitals' Ambulance Service located in the pink center (2175 Windish Drive). Response time increases by 15 seconds for every contour interval. Average response times are expected to improve by 2 to 4 minutes with the construction of both overpass structures.



Figure 3.5

**Galesburg Hospitals' Ambulance Service Response Times
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**



The project area is highlighted with a red box. This study was conducted before the Kellogg/Seminary Street Overpass alternative had been developed, so the figure shows results for the West Main Street Overpass and the Seminary Street Overpass. It is assumed that the Kellogg/Seminary Street Overpass alternative will yield similar improvements to the response times of the Central Fire Station. Response time increases by 15 seconds for every contour interval. Average response times are expected to improve by 3 to 4 minutes with the construction of both overpass structures.



Figure 3.6

Central Fire Station Response Times
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091

FEMA



Cedar Creek is a concrete-lined channel flowing through Galesburg. No wetlands were identified on the NWI map associated with this stream in the project area. The FEMA flood map identifies two flood zones. Zone A4 is the 100-year floodplain meaning that this area floods on average once every 100 years. Zone B is 500-year floodplain meaning that this area floods on average once every 500 years.



Cedar Creek

NWI



Figure 3.7

**Wetlands and Floodplains
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**





Common Noise Environments (CNEs) were defined and existing noise levels were monitored at each receptor (green dots). Existing and projected noise levels for the build and no-build scenarios are summarized in **Table 3.4**.

Figure 3.8a



Common Noise Environments (CNEs) were defined and existing noise levels were monitored at each receptor (green dots). Existing and projected noise levels for the build and no-build scenarios are summarized in **Table 3.4**.

Figure 3.8b

SECTION 4

Public Involvement

How was the public involved with this project?

As a CSS project, public involvement was started early in the decision making process. A CAG was formed to represent stakeholders and to provide public input throughout the study process.

The GLC is a local commission within the City of Galesburg and was established to designate specific landmarks and historic districts within the community. A member of the GLC was included in the CAG to provide views on the impacts to the historic district. The GLC requested to be named as a consulting party in the Memorandum of Agreement between the City, IDOT, FHWA, and the IHPA. This letter of request is included in the Section 106/4(f) report (**Appendix C**).

The GHS, GLC, and IHPA were consulted during the development of alternatives. On October 6, 2009, the GLC met with the City and the IHPA to review the proposed project and to discuss mitigation options for potential impacts. At this meeting, the members of the GLC recommended that the Kellogg Street alternative be removed from consideration due to its impacts to historic structures of local and state importance and due to impacts to brick streets.

On October 27, 2009, the GLC walked the project area with City staff to gain a better understanding of which properties would be impacted under the remaining alternatives. Members of the GLC asked that the structure at 234-236 N. Kellogg Street be saved, if possible.

On November 3, 2009, the GLC met to further discuss the impacted properties and mitigation options. The President of the GHS, also a member of the GLC, reported that the GHS had met the previous week to discuss the project, and all 13 members present voted in favor of the Kellogg Street to Seminary Street alternative. The GHS sent a letter to the City stating their support of the Kellogg/Seminary Street alternative (which also appears in the Section 106/4f report, **Appendix C**). One member of the GLC voiced a preference for the Seminary Street alternative, while others favored the curved alignment. The GLC requested that a representative of the GLC and the GHS be appointed to serve on the CAG during the design of this project. It was also proposed that demolished contributing structures, particularly the duplex at 234-236 N. Kellogg Street, could be offered for salvage.

To date, four public meetings have been offered to discuss the need for the project and the project alternatives. No comments specific to impacts on historic resources were received. Several comments have been received noting concerns about the safety of a curved alignment and the potential confusion of using Kellogg Street to access Seminary Street. The curve radii in the preferred alternative are wider than the minimum standards; therefore safety is not an issue. The potential confusion created by using Kellogg Street to access Seminary Street is out-weighted by several factors including the benefit of improved access for emergency service providers and fewer impacts to contributing structures than the other proposed alternatives. Other comments voiced concern about the ability of large vehicles to turn onto to Kellogg Street off of Main Street. The curve radii in the preferred alternative are wider to accommodate larger

vehicles. Comments received by the City are provided in **Appendix G**. After the EA is approved for public release, a public hearing will be held.

SECTION 5

Permits

Will any permits be required for this project?

Permits will be required for construction of the preferred alternative.

It is anticipated this project will result in the disturbance of one or more acres of total land area. Therefore, a Section 402 NPDES permit will be required for stormwater discharges from the construction site. Permit coverage for the project will be obtained either under the IEPA General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit Number ILR10) or under an individual NPDES permit.

Permits will be required from State and Federal agencies for impacts to Cedar Creek. The U.S. ACE regulates Waters of the United States under Section 404 of the CWA. This project will be processed under Nationwide Permit 14 (NWP 14) for Linear Transportation projects. The IEPA has pre-certified NWP 14 for Section 401 water quality certification, with special conditions.

A Construction in Floodways, Rivers, Lakes, and Streams Permit will be required from the IDNR, Office of Water Resources, for the in-stream work.

SECTION 6

Commitments

What commitments have been made to ensure negative impacts are minimized to the extent possible?

The City of Galesburg has made commitments regarding the mitigation of impacts from the preferred alternative. These commitments include:

- The overpass structure will be placed on MSE walls, rather than conventional embankments to reduce the footprint of the overpass structure.
- The City shall ensure that the comments of the GLC are taken into account during project design by incorporating historic design elements into the overpass and associated landscape features. These features include, but are not to be limited to, the overpass itself, sidewalks, trees, lighting, and fencing.
- Brick sidewalks and stone curbing will be replaced where appropriate. Any removed materials will be stored for use in the City's ongoing brick street maintenance program.
- Landscaping removed from properties with temporary easements including trees, sidewalks, and turf will be replaced after construction activities are completed.
- The City will make the structure at 234-236 North Kellogg Street available for purchase and relocation. The purchaser would be required to execute a restrictive preservation covenant and rehabilitate the building in accordance with the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings". If the structure is not purchased under these terms, the City may sell without restrictions or demolish the structure.
- Prior to sale without a covenant or demolition of the structure at 234-236 North Kellogg Street, the City shall document the property in accordance with Level III of the IL HABS.
- The City, in consultation with the GLC, shall ensure that a plan for salvage and reuse of architectural elements from the buildings within the Galesburg Historic District is agreed upon, submitted to IHPA for approval, and then implemented. The purpose of the plan shall be to provide residents of the Galesburg Historic District with appropriate salvaged materials for use in restoring historic buildings throughout the District.
- A representative of the GLC and the GHS shall be appointed to serve on the CAG during the design of this project.
- The City shall undertake a building-by-building resurvey of structures within a portion of the Galesburg Historic District as agreed to with the GLC. The survey will include the unsurveyed portions of the Galesburg Historic District generally located west of West

Street, east of Grove Street, and a few properties at the northern edge of the district. This survey shall be completed within two years of the completion of the NEPA process and will be performed by a person familiar with state survey standards and guidelines who meets the professional qualifications outlined by the National Park Service in 36 CFR Part 61.

- The potential for archaeological deposits will be investigated by IDOT, in consultation with IHPA, and a plan will be developed for the recovery of any affected significant archaeological deposits following land acquisition.
- Comparable housing is available in the Galesburg area for displaced residents. The City will provide housing of last resort, if necessary. Housing resources are available to all relocatees, without discrimination. Commercial properties are available for displaced commercial businesses within the City. Landscaping features impacted during installation of the proposed project will be replaced after completion of construction activities.
- Dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted.
- All engines and equipment used for hauling or construction shall be equipped with an adequate muffler in constant operation and properly maintained to prevent excessive or unusual noise. Construction within 1,000 feet (300 meters) of an occupied residence, motel, hospital, or similar receptor shall be limited to the period beginning at 7 a.m. and ending at 10 p.m..
- To reduce erosion of soils and subsequent sedimentation within Cedar Creek caused by construction activities, multiple erosion control strategies will likely be utilized. Perimeter erosion barrier and erosion control blanket installation is expected to reduce erosion of exposed soils. Temporary ditch checks and ditch linings may also be present to intercept eroded material prior to entrance into streams. The locations and specifications for erosion control measures for construction of the project improvements will be included in the project construction plans and specifications.
- Prior to the purchase of property and prior to construction, a PSI will be performed at each affected property containing a REC to determine the nature and extent of the waste present. The PSI will include assessment for lead-based paint and asbestos containing materials. The City will manage and dispose of contaminated materials in accordance with applicable federal and state regulations and in a manner that will protect human health and the environment. Affected properties containing the RECs are total takes, therefore the properties are ineligible to be risk managed, according to IDOT BDE Chapter 27, Section 2.05(a).

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APPENDICES

APPENDIX A

Citizen's Advisory Group Alternatives Evaluation Matrix



**GALESBURG GRADE SEPARATIONS
ALTERNATIVE ANALYSIS MATRIX
(REVISED NOVEMBER 11, 2008)**

Alternative	Neighborhood Safety	Emergency Response	Street System Capacity	Impact to Street District	Cost	Conductability	Maintenance	Loss of Existing Parking Lot Capacity	Agriculture / Residential Property Impact	Commercial Property Impact	Total Ranking
Weighting Factorage	8.0%	8.0%	8.8%	8.0%	42.0%	5.0%	3.0%	2.0%	8.0%	8.0%	100.0%
Citywide Subdivision Relocation	1	1	1	1	10	16	3	1	10	1	60
Merceda Subdivision Relocation	Does not directly address the approved Purpose and Need Statement										
Quiet Zone Implementation	Does not directly address the approved Purpose and Need Statement										
Depression of Citywide Subdivisions Through Galesburg	4	5	5	5	10	10	9	5	7	7	79
Duplicate Emergency Facility	5	5	7	1	5	6	9	5	5	5	47
Cedar Street to Walnut Street Overpass	2	2	3	3	3	2	3	3	6	7	36
West Main Street Overpass	Does not directly address the approved Purpose and Need Statement										
West Main Street Overpass	2	3	2	2	2	1	3	2	5	3	26
Secondary Street Overpass	3	3	2	3	2	1	3	3	6	4	36
Secondary Street Underpass	3	3	3	3	5	7	3	2	6	4	44
Broad Street Overpass	3	3	2	3	2	1	3	3	5	7	32
Highway Street Overpass	4	3	3	4	2	2	3	3	6	3	38
Secondary Street/Highway Street Overpass	3	2	3	3	2	1	3	3	5	4	28

Column Ranked From 1 to 10

- 1 - Most Favorable Project Impact
- 2 - Favorable Project Impact
- 3 - Neutral Project Impact
- 4 - Negative Project Impact
- 10 - Most Negative Project Impact

Appendix B: Alternatives Impact Analysis

	Kellogg Street	Seminary Street	Kellogg/Seminary Street
Displacements			
Residential	9	17	16
Commercial	1 vacant, 2 occupied	1 vacant, 2 occupied	2 vacant, 1 occupied
Travel Patterns	improved	improved	improved
Community Cohesion	altered	altered	altered
Public Services	improved	improved	improved
Title VI & Protected Groups	no adverse impact	no adverse impact	no adverse impact
Environmental Justice	no adverse impact	no adverse impact	no adverse impact
Pedestrian & Bike Facilities	improved	improved	improved
Agricultural	NI	NI	NI
Archaeological Sites	NI	NI	NI
Historic Districts	Galesburg Historic District	Galesburg Historic District	Galesburg Historic District
Historic Bridges	1	NI	NI
Air Quality	NI	NI	NI
Noise	NA	NA	Noise levels reduced
Energy	NI	NI	NI
Natural Resources	NI	NI	NI
Surface Water/Quality	temporary impacts	temporary impacts	temporary impacts
Permits	CWA Section 401, 402, 404	CWA Section 401, 402, 404	CWA Section 401, 402, 404
Groundwater/Quality	NI	NI	NI
100-year Flood Plain	Cedar Creek	Cedar Creek	Cedar Creek
Regulatory Floodway	NI	NI	NI
Wetlands	NI	NI	NI
Special Waste	potential sites	3 REC sites, PESA complete	3 REC sites, PESA complete
4(f)	historic resources	historic resources	historic resources
6(f)	NI	NI	NI
OSLAD Act Lands	NI	NI	NI
Other	NI	NI	NI

NI = No Impact, NA = Not Available

APPENDIX C

Section 106/4(f) Report & Memorandum of Agreement (Includes Archaeological and Historic Reports on CD)

Final Joint Section 106 / Section 4(f) Report

Kellogg/Seminary Street Grade Separation Over the Burlington Northern-Santa Fe Railroad

Knox County
Galesburg, Illinois
Section No. 05-00501-21-GS

December 2011

Kellogg/Seminary Street between Main Street and Losey Street
Galesburg, Illinois

FINAL SECTION 4(f) EVALUATION
Submitted Pursuant to 49 USC 303
by the

U.S. Department of Transportation
Federal Highway Administration
and
Illinois Department of Transportation

Date of Approval

For FHWA

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The recommended action is to construct a grade separation of Seminary Street/Kellogg Street over the BNSF Chillicothe Subdivision. The grade separation would extend from the intersection of Seminary and Grove Streets on the north to the intersection of Kellogg and Water Streets on the south, crossing mid-block, with additional roadway improvements between Water Street and Main Street. The project occurs entirely within the Galesburg Historic District. Primary impacts include demolition of sixteen contributing structures, right-of-way acquisition from two properties with contributing structures, and temporary easements from six properties with structures contributing to the historic district. A total of four acres would be permanently taken from the historic district. There are no feasible and prudent alternatives to the use of this Section 4(f) resource, and the proposed action has included all reasonable measures to minimize harm.

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ATTACHMENTS

- 1 An Architectural and Historical Assessment of the North Seminary/Kellogg Street Grade Separation Project in Galesburg, Knox County, Illinois
- 2 An Architectural and Historical Assessment of the North Seminary Street Grade Separation Project in Galesburg, Knox County, Illinois.
- 3 Galesburg National Historic District 1976 Nomination Form
- 4 Finding of Adverse Effect Concurrence Letter from IHPA
- 5 Galesburg Landmark Commission Letter of Request
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- 8 Certificate of Publication for Notice of Availability
- 9 Memorandum of Agreement
- 10 Illinois Historic Preservation Agency Review Letter
- 11 Advisory Council on Historic Preservation Letter declining to participate
- 12 Advisory Council on Historic Preservation Letter, receipt of Memorandum of Agreement
- 13 United States Department of the Interior Review Letter

1.0 INTRODUCTION

The proposed project is to improve emergency service response times from one side of the Chillicothe Subdivision of the Burlington Northern Santa Fe (BNSF) railroad to the other. Through the alternatives analysis, a grade separation structure was determined to be the most reasonable approach to meeting the purpose and need. The proposed project is construction of a grade separation over the Chillicothe Subdivision of the BNSF railroad in the area of North Seminary Street in the City of Galesburg, Knox County, Illinois. **Figure 1** shows the location of the proposed grade separation. The project lies entirely within the Galesburg Historic District, which is listed on the National Register of Historic Places (NRHP). The limits of the historic district are shown in **Figure 2**.

1.1 APPLICABILITY OF SECTION 106

Properties that are listed or are eligible for listing on the NRHP are protected under Section 106 of the National Historic Preservation Act (NHPA) of 1966 and the Advisory Council Regulations for Protection of Historic Properties (36 CFR Part 800), which state that federal agencies must take into account the effects of their undertakings on historic properties and afford the Council a reasonable opportunity to comment on such undertakings.

1.2 APPLICABILITY OF SECTION 4(f)

Section 4(f) of the U.S. Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. 303 [c]) states that FHWA cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges or public and private historic sites unless the following conditions apply: (1) There is no feasible and prudent alternative to the use of the land (2) the action includes all possible planning to minimize harm to the property resulting from use. Evaluation of the project has determined that the build alternatives may result in the “use” of Section 4(f) resources. The historic resources within the project area are the only 4(f) resources impacted by the proposed action.

2.0 DESCRIPTION OF UNDERTAKING

2.1 PURPOSE AND NEED

The primary purpose of the proposed project is to improve public safety and emergency vehicle response in the City of Galesburg by enabling emergency vehicles to access the other side of the Chillicothe Subdivision while the existing at-grade crossing is occupied by a train.

The need for the proposed project arises from the heavy rail traffic on the BNSF Chillicothe Subdivision. The Chillicothe Subdivision carries over 25% of Galesburg’s railroad traffic and the number of trains on the Chillicothe Subdivision continues to increase. The BNSF forecasts that the traffic on this subdivision will increase to 120 trains per day by 2015, an increase of 68% since 2004 and 25% since 2008. The length of these trains is also expected to increase. Roadways are often blocked as a result of the frequency and duration of the train movements. Seminary Street is one of two main north-south roadways within the city. In 2007, this roadway was blocked by a train for an average of 5.5 hours/day,

or 23% of the time. Blockage is expected to increase to an average of 6.65 hours/day, or 28% of the time by 2015.

The frequently blocked railroad intersections impede emergency response. Both city hospitals and the city's ambulance service are located north of the Chillicothe Subdivision. The police department and two of the three fire stations are located south of the Chillicothe Subdivision. The City of Galesburg has analyzed response times for ambulance and fire services. Results indicate that average ambulance response time increases by 5-6 minutes from the north side of the railroad to the south (**Figure 3**), and average fire response time increases by 3-4 minutes from the south side of the tracks to the north (**Figure 4**) when the tracks are blocked. There are no options to avoid at-grade crossings in downtown Galesburg. Waiting for trains to pass through the at-grade crossing adds significantly to average response times and makes the goal of a four-minute response difficult to attain.

The nearest north/south arterial routes from the intersection of Main Street and Seminary Street to Cottage Hospital are Henderson Street, located one mile west of Seminary Street and Farnham Street, located one mile east of Seminary Street. An emergency vehicle positioned at the intersection of Main Street and Seminary Street intending to reach Cottage Hospital via Henderson Street, would have to cross the Chillicothe Subdivision on Main Street. This at-grade crossing will be replaced by an overpass with construction anticipated to begin in 2011 and be completed in 2012, at which point the hypothetical emergency vehicle would have no at-grade crossings to negotiate but would have at least two miles of adverse travel through the city to reach Cottage Hospital (**Figure 5**).

If the same hypothetical emergency vehicle intended to reach Cottage Hospital via Farnham Street, it too would travel at least two miles out of its way and cross the at-grade crossing at the Mendota Subdivision on Main Street. These at-grade crossings are also frequently blocked by trains (**Figure 5**).

All grade separation structures will improve public safety because of the reduction in traffic queuing. Therefore, the main factors in evaluating the alternatives are the benefits to emergency service response times and minimizing impacts to the historic district.

2.2 ALTERNATIVES CONSIDERED

Three overpass alternatives were evaluated that meet the purpose and need (**Figure 6**). Historic resources that may be impacted by these alternatives have been identified based on the Galesburg Historic District National Register Nomination Form, the City of Galesburg’s inventory of local landmarks, the Illinois State Survey of Architecturally Significant Structures, a detailed inventory of historic resources conducted specifically for this project (Fever River Research, 2007 and 2008), and input from the Galesburg Landmark Commission and Historic Preservation Commission. There are no individual structures in the project area that are listed in or are eligible for inclusion in the National Register of Historic Places. Section 106/4(f) impacts are expected for any of the three alternatives. Impacts to Section 106/4(f) resources are summarized in **Table 1** and discussed in the following subsections.

Table 1: Alternatives Impact Analysis			
Section 106/4(f) Resources			
	Kellogg Street	Seminary Street	Kellogg/Seminary Street
Historic Districts	Galesburg National	Galesburg National	Galesburg National
Full Purchase	14	22	21
Contributing to Historic District	9	19	16
Local or State Importance*	2	0	0
ROW Acquisition & Temporary Easement	6	11	4
Contributing to Historic District	5	11	3
Local or State Importance	2	1	1
Temporary Easement Only	7	0	16
Contributing to Historic District	2	0	5
Local or State Importance	1	0	0
Acres Converted to Transportation Use from Historic District	5.425	3.941	4.097
Acres Converted to Transportation Use from Contributing Structures	3.568	3.346	2.761
Trees Removed from Historic District	17	14	45
Bridges Contributing to Historic District**	1	0	0
Other Elements of the Historic District Affected (to be removed and replaced with similar materials)	<ul style="list-style-type: none"> •Brick street between North Street and Grove Street; •467.7 ft brick sidewalk •156.6 ft sandstone sidewalk •1,436.2 ft sandstone curb 	<ul style="list-style-type: none"> •No brick street •1,168.0 ft brick sidewalk •No sandstone sidewalk •939.2 sandstone curb 	<ul style="list-style-type: none"> •No brick street •620.8 ft brick sidewalk •No sandstone sidewalk •817.7 ft sandstone curb

*Structures with “Local or State Importance” are those that were included in the Galesburg National Register Historic District nomination form, noted as a Local Landmark, considered of local importance for other reasons, or included on the State Survey of Architecturally Significant Structures. Details about structures of local or state importance are included in Tables 2, 4, and 6. There are no individual structures in the project area that are listed on or eligible for inclusion in the National Register of Historic Places.

**Considered contributing to historic district but not listed on IDOT’s historic bridge list.

2.2.1 KELLOGG STREET

The Kellogg Street grade separation would extend from Grove Street on the north to Water Street on the south, with additional roadway improvements between Water Street and Main Street. Kellogg Street is a residential street which has retained much of its historic character, including brick street paving between Grove Street and North Street and the original stone slab sidewalk running the length of the property at 382 N. Kellogg Street. Ten structures (nine buildings and one bridge) contributing to the historic district would be taken, right-of-way¹ and temporary easements² would be required from five properties with contributing structures and temporary easements would be required from two properties with contributing structures. Kellogg Street has the fewest impacts to structures contributing to the historic district but impacts five structures with local or state importance, more than any other alternative. The Kellogg Street alternative would convert the most land, 3.568 acres, from contributing properties to transportation use. The bridge crossing Cedar Creek is also considered to be a contributing structure, although it is not listed on IDOT's Historic Bridge List (**Table 2**). This bridge would be replaced as part of this alternative.

The portion of Kellogg Street north of the railroad tracks in the 300 and 400 blocks is a residential neighborhood. This block has three Local Landmarks at 435, 450 and 483 Kellogg Street and three other structures (325, 382 and 486 Kellogg Street) which were homes of persons who played significant roles in the development of the City of Galesburg. The structures on this section of Kellogg Street represent a diversity of architectural styles, including examples of Victorian, Queen Anne, Gothic Revival, Georgian, Federalist and Bungalow styles. Despite the wide range of design, or perhaps because of it, the area has a strong feeling of neighborhood. Unifying architectural features such as repeated use of brackets under eaves, and multi-paned windows, help to tie architectural styles together. Physical features such as the canopy of trees, uniform setback and the brick street surface strengthen the cohesive quality of the neighborhood. Perhaps one of the strongest elements which set this area apart is the quality of housing stock. Building techniques in masonry, wood, leaded windows and pressed metal trim will probably never be equaled again in domestic architecture. To a very real extent, these houses represent the last vestiges of lost arts. An overpass structure on Kellogg Street would disrupt the neighborhood and reduce the quality of living space, in addition to displacing the craftsmanship exhibited by the structures on this street segment. In looking at the condition of structures on Kellogg Street and Seminary Street, it is apparent the structures on Kellogg Street display a higher degree of maintenance and more architectural features.

The 300 and 400 blocks also have brick street paving and at least one property still has the original stone slab sidewalk. The City of Galesburg has a Statement of Policy Regarding Brick Streets in Galesburg. This policy was created through the joint efforts of the City Engineering Department and the Galesburg Landmark Commission, and ultimately approved by the City Council. This policy contains a list of brick streets and has rated those streets based upon visual surveys. The section of Kellogg Street between North Street and Grove Street has a priority rating of 1, which is the highest rating and means all parties

¹ Right-of-way is a strip of land that is dedicated for transportation purposes, such as for a trail, driveway, rail line or highway. When right-of-way is required, the acquiring entity must purchase the land from the existing

² A temporary easement grants the right to a specific entity to conduct its activities for a specific period of time on a property owner's land. Once the temporary easement expires, the rights granted return to the property owner. The temporary use of land may require removal of landscaping features to accommodate construction activities. These features are typically replaced after construction activities are completed.

involved in establishing and approving the policy agreed this section of street shall remain brick. Other features include brick sidewalks and sandstone curbing along segments of Kellogg Street. Trees along Kellogg Street are dominated by maple species, many of which have large diameters (>20 inches) (**Table 3**) and which contribute to the historic feeling of the neighborhood.

Increasing traffic and modifications made to construct a Kellogg Street overpass would have an impact upon this now quiet, residential block which retains its historic feeling and would result in the loss of historic material. The intersection one block north of this area (Losey Street and Kellogg Street) is also near the emergency entrance for Cottage Hospital, increasing traffic due to an overpass directed only on Kellogg may also have an impact on those services.

The duplex at 234-236 North Kellogg Street is a contributing structure to the district. The Landmark Commission views this as the only structure proposed for displacement by the Kellogg/Seminary overpass that may have historic significance. Members stated the opinion that the architectural style of this duplex is probably not found in any other duplex within Galesburg. Although the structure has been sided, there may still be historic features underneath the siding.

Table 2: Property Impacts
Kellogg Street Overpass

Address	Survey No. [†]	Property Type	Contributing?	Local or State Importance?	Acres Converted
Full Purchase					
287-289 E. Water	6	Residential, double	Yes	No	0.114
311 E. Water	7	Commercial, vacant	No	No	0.401
234-236 N. Kellogg	10	Residential, double	Yes	No	0.114
246 N. Kellogg	11	Residential, single	Yes	No	0.095
259 N. Kellogg	12	Residential, Allen Apartments, condemned	Yes	No	0.545
290 N. Kellogg	14	Residential, single	Yes	No	0.134
320 N. Kellogg	17	Commercial, Salvation Army Community Center	No	No	0.746
325 N. Kellogg	18	Residential, single – William Browning Mansion	Yes	<ul style="list-style-type: none"> • State Survey of Architecturally Significant Structures • Galesburg Historic Walking Tour • Home to person of local historic importance 	0.639
369 N. Kellogg	19	Commercial, dental office, Donald Bortz, D.D.S.	No	No	0.476
382 N. Kellogg	20	Residential, double	Yes	<ul style="list-style-type: none"> • Home to person of local historic importance 	0.700
387 N. Kellogg	21	Residential, single	Yes	No	0.660
401 N. Kellogg	22	Residential, single	Yes	No	0.302
N. Kellogg	--	2 Vacant Lots	No	No	0.219
N. Kellogg	13	Slab Bridge, 1932	Yes	No	--
ROW & Temporary Easement					
120 N. Kellogg	2	First Methodist Church	Yes	<ul style="list-style-type: none"> • State Survey of Architecturally Significant Structures 	0.020
167-169 N. Kellogg	3	Residential, double	Yes	No	0.200
418 N. Kellogg	23	Residential, single	Yes	No	0.015
423 N. Kellogg	24	Residential, Richard's Manor apartments, ~9 units	No	No	0.015
435 N. Kellogg	25	Residential, single – Patch-Sisson House	Yes	<ul style="list-style-type: none"> • State Survey of Architecturally Significant Structures • Local Landmark • Galesburg Historic Walking Tour 	0.015
438 N. Kellogg	26	Residential, single	Yes	No	0.015
Temporary Easement					
450 N. Kellogg	27	Residential, single – Dr. W.S. Williamson House	Yes	<ul style="list-style-type: none"> • State Survey of Architecturally Significant Structures • Local Landmark 	0
453 N. Kellogg	28	Residential, single	Yes	No	0
N. Kellogg	--	4 Vacant Lots and 1 Parking Lot	No	No	0
TOTALS					
From Historic District					5.425
From Contributing Properties					3.568

[†] Survey numbers taken from "An Architectural and Historical Assessment of the North Seminary/Kellogg Street Grade Separation Project" (Attachment 1).

Table 3. Kellogg Street - Impacted Trees						
Property	Survey No.	Common Name	Scientific Name	DBH (inches)	Condition	Contributes to Landscape Value of Neighborhood?
167 N. Kellogg	3	Pin Oak	<i>Quercus palustris</i>	26.47	Unbalanced utility trimming	No
246 N. Kellogg	11	Silver Maple	<i>Acer saccharinum</i>	25.89	Storm damage	Yes
		Silver Maple	<i>Acer saccharinum</i>	16.08	Storm damage	No
		Silver Maple	<i>Acer saccharinum</i>	27.04	Storm damage; poor location	No
287 E. Water	6	Silver Maple	<i>Acer saccharinum</i>	33.68	Included crotch	Yes
311 E. Water	7	Magnolia	<i>Magnolia sp.</i>	8.94	Girdling root	Yes
		Magnolia	<i>Magnolia sp.</i>	13.21	Trunk damage	Yes
325 N. Kellogg	18	Hard Maple	<i>Acer sp.</i>	23.07	Storm damage	Yes
387 N. Kellogg	21	Sugar Maple	<i>Acer saccharum</i>	12.07	Young	Yes
		Sugar Maple	<i>Acer saccharum</i>	15.13	Included crotch	No
401 N. Kellogg	22	Hard Maple	<i>Acer sp.</i>	20.17	Storm damage; girdling root; dying	No
423 N. Kellogg	24	Hard Maple	<i>Acer sp.</i>	30.70	Storm damage; holes in trunk	No
		Hard Maple	<i>Acer sp.</i>	24.86	Girdling trunk; cavity in trunk; confined roots	Yes
438 N. Kellogg	26	Sugar Maple	<i>Acer saccharum</i>	28.76	Cavity in trunk; above-ground roots; utility trimmed	No
		Sugar Maple	<i>Acer saccharum</i>	25.70	Cavity in trunk; storm damage	No
Vacant Lot on N. Kellogg	--	Hard Maple	<i>Acer sp.</i>	35.02	Healthy	Yes
		Hard Maple	<i>Acer sp.</i>	28.92	Storm damage; holes in trunk	No

2.2.2 SEMINARY STREET

The Seminary Street alternative would extend from Grove Street on the north to Water Street on the south with additional roadway improvements between Water Street and Main Street. Seminary Street is an arterial roadway and, in contrast to Kellogg Street, the 300 and 400 block section of Seminary Street has lost the cohesive feel due to mixed land uses and the arterial nature of the roadway itself. Seminary Street already has a higher traffic volume, and hence higher noise levels, than the same section of Kellogg Street. The structures in these two blocks of Seminary display a lesser degree of maintenance and fewer intact architectural features than the same two blocks on Kellogg. Residential and commercial areas south of the Chillicothe Subdivision are more densely built up on Seminary Street than on Kellogg Street. Nineteen contributing structures would be taken and temporary easements would be required from 11 properties with contributing structures. This alternative has the greatest number of impacts to structures contributing to the historic district and would take 3.346 acres from contributing properties (**Table 4**).

Remaining historic features of note include brick sidewalks concentrated on the 200 and 300 blocks of Seminary Street and sandstone curbing concentrated on the 200 and 400 blocks of Seminary Street. There are no brick paved streets and no sandstone sidewalks on Seminary Street. The trees along Seminary Street consist mostly of maple species except for a few locust and elm trees that occur along the Cedar Creek channel. These trees occurring along the channel are considered weedy tree species and actually detract from the appearance of the neighborhood. The trees along Seminary Street are generally small in size with only a few that have diameters greater than 20 inches (**Table 5**).

Table 4: Property Impacts
Seminary Street Overpass

Address	Survey No. [†]	Property Type	Contributing?	Local or State Importance?	Acres Converted
Full Purchase					
234 N. Seminary	5	Residential, single	Yes	No	0.227
248 N. Seminary	6	Residential, single	Yes	No	0.227
256 N. Seminary	7	Residential, double	Yes	No	0.142
268 N. Seminary	8	Residential, single	Yes	No	0.142
290 N. Seminary	9	Residential, single	Yes	No	0.176
328 N. Seminary	16	Residential, single	Yes	No	0.162
344 N. Seminary	17	Commercial, Courson Public Accountants	No	No	0.322
364 N. Seminary	18	Residential, single	Yes	No	0.086
400 N. Seminary	20	Residential, single	Yes	No	0.217
410 N. Seminary	21	Residential, single	Yes	No	0.157
443 N. Seminary	35	Residential, single	Yes	No	0.305
427 N. Seminary	36	Residential, single	Yes	No	0.231
413 N. Seminary	37	Commercial, vacant	Yes	No	0.117
383 N. Seminary	38	Residential, single	Yes	No	0.086
357 N. Seminary	39	Residential, single	Yes	No	0.181
343 N. Seminary	40	Residential, single	Yes	No	0.200
414 E. North	47	Residential, single	Yes	No	0.151
275 N. Seminary	48	Commercial, Sew What	Yes	No	0.069
269 N. Seminary	49	Residential, single	Yes	No	0.176
259-261 N. Seminary	50	Residential, double	Yes	No	0.159
N. Seminary	--	2 Vacant Lots	No	No	0.213
ROW & Temporary Easement					
186 N. Seminary	2	First Lutheran Church	Yes	• State Survey of Architecturally Significant Structures	0.010
216 N. Seminary	3	Residential, single	Yes	No	0.011
222-224 N. Seminary	4	Residential, double	Yes	No	0.011
420 N. Seminary	22	Commercial, Action Income Tax Service, Inc.	Yes	No	0.026
464 N. Seminary	23	Residential, single	Yes	No	0.015
487-491 N. Seminary	31	Residential, double	Yes	No	0.008
475 N. Seminary	32	Residential, single	Yes	No	0.010
463 N. Seminary	33	Residential, single	Yes	No	0.010
459 N. Seminary	34	Residential, single	Yes	No	0.010
209-221 N. Seminary	52	Residential, double	No	No	0.030
195-197 N. Seminary	53	Residential, double	Yes	No	0.015
181 N. Seminary	54	Residential, single	Yes	No	0.009
N. Seminary	--	2 Vacant Lot and 1 Parking Lot	No	No	0.030
TOTALS					
From Historic District					3.941
From Contributing Properties					3.346

[†]Survey numbers taken from "An Architectural and Historical Assessment of the North Seminary Street Grade Separation Project (Attachment 2).

Table 5: Seminary Street – Impacted Trees						
Property	Survey No.	Common Name	Scientific Name	DBH (inches)	Condition	Contributing to Landscape Value of Neighborhood?
216 N. Seminary	3	Crimson King Maple	<i>Acer platanoides</i>	14.52	Some decay; utility conflict	No
224 N. Seminary	4	Red Maple	<i>Acer rubrum</i>	9.36	Trunk injury; girdling root	Yes
248 N. Seminary	6	Sugar Maple	<i>Acer saccharum</i>	27.57	Trunk decay; dead top; dying	No
		Sugar Maple	<i>Acer saccharum</i>	22.18	Decay in trunk; planted too deep; conk on trunk	No
256 N. Seminary	7	Hard Maple	<i>Acer sp.</i>	27.80	Storm damage; exposed roots	Yes
290 N. Seminary	9	Sugar Maple	<i>Acer saccharum</i>	13.56	Healthy	Yes
		Sugar Maple	<i>Acer saccharum</i>	18.44	Included crotch	Yes
		Sugar Maple	<i>Acer saccharum</i>	9.78	Included crotch, girdling root	Yes
364 N. Seminary	18	Sugar Maple	<i>Acer saccharum</i>	19.86	Utility conflict	No
443 N. Seminary	35	Hard Maple	<i>Acer sp.</i>	28.26	Healthy	Yes
Cedar Creek	--	Locust	<i>Robinia sp.</i>	10.30	Scrub along Cedar Creek	No
		Locust	<i>Robinia sp.</i>	12.42	Scrub along Cedar Creek; roots washing out; storm damaged	No
		Elm	<i>Ulmus sp.</i>	6.04	Scrub along Cedar Creek; roots washing out	No
		Locust	<i>Robinia sp.</i>	18.33	Scrub along Cedar Creek; stress split in trunk	No

2.2.3 KELLOGG/SEMINARY STREET

The Kellogg/Seminary Street alternative would extend from the intersection of Seminary and Grove Streets on the north to the intersection of Kellogg and Water Streets on the south, crossing mid-block, with additional roadway improvements between Water Street and Main Street. Sixteen contributing structures would be taken, permanent right-of-way acquisition would be required from three properties with contributing structures, and temporary easements would be required from five properties with contributing structures. The Kellogg/Seminary Street alternative would convert the least amount of land from contributing structures, 2.761 acres, to transportation use (**Table 6**). This alternative has been identified as the **preferred alternative** and will be discussed in greater detail below.

Other features, including stone curbing concentrated on the 100 block of Kellogg Street and the 400 block of Seminary Street. Brick sidewalk concentrated on the 300 block of Seminary Street and the 300 block of North Street would be impacted. The trees along the Kellogg/Seminary Street alignment represent a variety of species including maples, fruit trees, evergreens, locusts and exotic tree-of-heaven. Almost half of the trees impacted by this alignment are weedy trees growing along the Cedar Creek channel (**Table 7**).

The architectural and historical assessment report (2008) acknowledges that the Kellogg/Seminary Street alternative is the preferable option since it will avoid directly impacting the most significant architectural resources in the study area located on the 300-400 blocks of Kellogg Street and would avoid the more densely built up area on the southern end of the Seminary Street overpass.

Table 6: Property Impacts
North Kellogg / Seminary Street Overpass

Address	Survey No.†	Figure No.	Property Type	Contributing?	Local or State Importance?	Acres Converted
Total Takes						
311 E. Water	7	NA	Commercial, vacant	No	No	0.401
234-236 N. Kellogg	10	7	Residential, double	Yes	No	0.114
246 N. Kellogg	11	8	Residential, single	Yes	No	0.095
259 N. Kellogg	12	9	Residential, Allen Apartments, condemned	Yes	No	0.545
427 N. Seminary	40	10	Residential, single	Yes	No	0.231
413 N. Seminary	42	11	Commercial, vacant	Yes	No	0.117
410 N. Seminary	43	12	Residential, single	Yes	No	0.157
400 N. Seminary	44	13	Residential, single	Yes	No	0.217
383 N. Seminary	46	14	Residential, single	Yes	No	0.086
364 N. Seminary	47	15	Residential, single	Yes	No	0.086
357 N. Seminary	48	16	Residential, single	Yes	No	0.181
343 N. Seminary	49	17	Residential, single	Yes	No	0.200
344 N. Seminary	50	NA	Commercial, Courson Public Accountants	No	No	0.322
328 N. Seminary	51	18	Residential, single	Yes	No	0.161
367 E. North	52	19	Residential, single	Yes	No	0.085
357 E. North	53	20	Residential, single	Yes	No	0.113
354 E. North	54	21	Residential, single	Yes	No	0.181
360 E. North	55	NA	Residential, single	No	No	0.127
370 E. North	56	22	Residential, single	Yes	No	0.132
E. Water	--	NA	Vacant Lot	No	No	0.227
N. Kellogg	--	NA	Vacant Lot	No	No	0.219
ROW & Temporary Easement						
443 N. Seminary	39	23	Residential, single	Yes	No	0.015
420 N. Seminary	41	24	Commercial, Action Income Tax Service	Yes	No	0.045
120 N. Kellogg	2	25	First Methodist Church	Yes	• State Survey of Architecturally Significant Structures	0.020
177 N. Kellogg	--	NA	Vacant	No	No	0.020
Temporary Easement						
277-279 E. Water	5	26	Residential, double	Yes	No	0
287-289 E. Water	6	27	Residential, double	Yes	No	0
463 N. Seminary	36	28	Residential, single	Yes	No	0
464 N. Seminary	37	29	Residential, single	Yes	No	0
459 N. Seminary	38	30	Residential, single	Yes	No	0
N. Kellogg	--	NA	4 Vacant Lots and 5 Parking Lots	No	No	0
N. Seminary	--	NA	1 Vacant Lot and 1 Parking Lot	No	No	0
TOTALS						
From Historic District						4.097
From Contributing Properties						2.761

NA = Not Applicable; Properties that are not contributing to the historic district do not have individual figure sheets. †Survey numbers taken from "An Architectural and Historical Assessment of the North Seminary/Kellogg Street Grade Separation Project" (Attachment 1).

Table 7. Kellogg/Seminary Street – Impacted Trees						
Property	Survey No.	Common Name	Scientific Name	DBH (inches)	Condition	Contributes to Landscape Value of Neighborhood?
259 N. Kellogg	12	Mulberry	<i>Morus sp.</i>	15.73	Cavity in trunk	No
		Red Cedar	<i>Juniperus virginicus</i>	16.34	Healthy	Yes
		Tree of Heaven	<i>Ailanthus altissima</i>	32.89	Scrub	No
		Silver Maple	<i>Acer saccharinum</i>	27.96	Old	Yes
287 E. Water	6	Silver Maple	<i>Acer saccharinum</i>	33.68	Included crotch	Yes
311 E. Water	7	Magnolia	<i>Magnolia sp.</i>	8.94	Girdling root	Yes
		Magnolia	<i>Magnolia sp.</i>	13.21	Trunk damage	Yes
328 N. Seminary	51	Green Spruce	<i>Picea sp.</i>	6.492	Bag worms	No
		Silver Maple	<i>Acer saccharinum</i>	19.89	Too close to house; included crotch	No
		Elm	<i>Ulmus sp.</i>	32.24	Total trunk decay; storm damage	No
		Apple	<i>Malus sp.</i>	6.64 and 6.61	Split into leaders; two trunks; held together with wire;	No
		Fruit Tree	--	6.30	Sucker growth at base	No
		Silver Maple	<i>Acer saccharinum</i>	17.37	Utility conflict	No
354 E. North	54	Arborvitae	<i>Thuja sp.</i>	--	Brush; old	No
357 E. North	53	Red Cedar	<i>Juniperus virginicus</i>	6.49	Healthy	Yes
364 N. Seminary	47	Sugar Maple	<i>Acer saccharum</i>	19.86	Utility conflict	No
		Siberian Elm	<i>Ulmus pumila</i>	20.43	Included crotch	No
		Mulberry	<i>Morus sp.</i>	11.04	Split trunk; included crotch; decay	No
		Locust	<i>Robinia sp.</i>	33.42	Included crotch	No
		Locust	<i>Robinia sp.</i>	33.12	Too close to other tree; dying	No
		Mulberry	<i>Morus sp.</i>	22.95	Included crotch; Half dead	No
		Mulberry	<i>Morus sp.</i>	9.93	Split trunk; decay	No
367 E. North	52	Apple	<i>Malus sp.</i>	11.68 and 8.59	Trunk decay; severely topped out; two trunks	No
443 N. Seminary	39	Hard Maple	<i>Acer sp.</i>	28.26	Healthy	Yes
Cedar Creek	--	Tree of Heaven	<i>Ailanthus altissima</i>	8.10	Scrub along Cedar Creek	No
		Tree of Heaven	<i>Ailanthus altissima</i>	6.03	Scrub along Cedar Creek	No
		Tree of Heaven	<i>Ailanthus altissima</i>	6.91	Scrub along Cedar Creek	No
		Mulberry	<i>Morus sp.</i>	7.26	Scrub along Cedar Creek	No
		Locust	<i>Robinia sp.</i>	6.38	Scrub along Cedar Creek	No
		Locust	<i>Robinia sp.</i>	10.88	Scrub along Cedar Creek	No
		Locust	<i>Robinia sp.</i>	42.96	Scrub along Cedar Creek	No
		Locust	<i>Robinia sp.</i>	7.59	Scrub along Cedar Creek	No
		Locust	<i>Robinia sp.</i>	17.98	Scrub along Cedar Creek	No
		Locust	<i>Robinia sp.</i>	7.33	Grown into fence; dead top; scrub	No
		Mulberry	<i>Morus sp.</i>	8.01	Scrub along Cedar Creek	No
		Locust	<i>Robinia sp.</i>	8.67	Scrub along Cedar Creek	No
		Mulberry	<i>Morus sp.</i>	11.49	Scrub along Cedar Creek; roots washed out	No
		Locust	<i>Robinia sp.</i>	10.30	Scrub along Cedar Creek; roots washed out	No
		Locust	<i>Robinia sp.</i>	12.42	Scrub along Cedar Creek; roots washed out	No
		Elm	<i>Ulmus sp.</i>	6.80	Scrub along Cedar Creek; too close to neighboring tree	No
		Locust	<i>Robinia sp.</i>	18.33	Scrub along Cedar Creek; stress split in trunk	No

		Locust	<i>Robinia sp.</i>	10.69	Scrub along Cedar Creek	No
SE Corner Kellogg & Water	--	Green Spruce	<i>Picea sp.</i>	8.40 and 6.10	Healthy; two trunks	Yes
Vacant Lot N of 120 N. Kellogg	--	Hard Maple	<i>Acer sp.</i>	35.02	Healthy	Yes
		Hard Maple	<i>Acer sp.</i>	28.92	Storm damage; holes in trunk	No

2.3 PROPOSED ACTION

The proposed action is to improve emergency service response times from one side of the Chillicothe Subdivision to the other. Through the alternatives analysis, a grade separation structure was determined to be the most reasonable approach to meeting the purpose and need. Construction of a grade separation that crosses mid-block between the intersection of Seminary and Grove Street on the north and the intersection of Kellogg and Water Street on the south was selected as the preferred alternative. Additional roadway improvements within the existing right-of-way will be made on Kellogg Street between Water Street and Main Street. Seminary Street is currently a two lane urban arterial with parking on both sides from Losey Street to Main Street. The existing at-grade crossing is located approximately 100 feet north of the Seminary/North Street intersection. There are traffic signals at Seminary's intersection with Losey Street and Main Street. All other intersections between these signals are two-way stop controlled with preference given to Seminary Street.

Kellogg is a two lane urban collector with parking on both sides from Losey Street to Main Street. The existing at-grade crossing is located approximately 100 feet south of the Kellogg/North Street intersection. As part of this project, intersection improvements to all legs of the Kellogg/Main Street intersection will be necessary to facilitate the larger trucks and additional traffic that will be placed on Kellogg Street. Traffic controls would remain unchanged except at the intersection of Seminary and North Streets, which would become a two-way stop controlled intersection with North Street having the right-of-way.

3.0 HISTORIC PROPERTIES THAT MAY BE AFFECTED BY THE UNDERTAKING

3.1 EFFORTS USED TO IDENTIFY HISTORIC PROPERTIES

Photographs and general architectural notes were taken for each of the properties within the study area. Documentary research was conducted at the Galesburg Public Library, the Knox College Special Collections and Archives, and the Illinois State Library. Information about individual properties and the historic context of the neighborhood was obtained from city directories, historic photographs, and Sanborn fire insurance maps. The results of the historic surveys are documented in the reports titled, *"An Architectural and Historical Assessment of the North Seminary/Kellogg Street Grade Separation Project in Galesburg, Knox County, Illinois"* and *"An Architectural and Historical Assessment of the North Seminary Street Grade Separation Project in Galesburg, Knox County, Illinois"* (**Attachments 1 and 2**).

3.2 HISTORIC PROPERTIES

3.2.1 NATIONAL REGISTER DISTRICT

The project is proposed to be constructed through the Galesburg Historic District, which was listed on the NRHP in 1976. No individually National Register listed or eligible structures will be impacted by the proposed project, however, contributing properties will be impacted. The Historic District is roughly bounded by Berrien Street on the south, Clark Street on the west, Sanborn Street on the north and Pearl Street on the east. According to the NRHP 1976 nomination form (**Attachment 3**), the Galesburg Historic District includes “most of the original town, a substantial portion of the Knox College campus, and a number of older residential neighborhoods, mainly north of North [Street].”

3.3 CONTRIBUTING STRUCTURES

Contributing structures to the Galesburg Historic District will be directly and indirectly impacted by the proposed project. The historic survey report identifies 52 properties contributing to the historic district within the study area. Twenty-four contributing properties will be affected along the preferred alternative. Sixteen of the contributing properties would be demolished, two properties will have right-of-way acquisition only and six properties will have temporary easements. The impacts to the contributing structures of the Galesburg Historic District will have an adverse effect on historic properties and the conversion of these historic resources to transportation use results in a Section 4(f) impact.

4.0 IMPACTS

4.1 DIRECT IMPACTS

Direct impacts include the demolition of structures contributing to the Galesburg Historic District, the conversion of land to transportation use and the use of temporary easements on some properties that contribute to the Galesburg Historic District. Per FHWA’s Section 4(f) Policy Paper, Section 4(f) applies to the use of those properties that are considered contributing to the eligibility of the historic district as well as any individually eligible property within the district (Question 3C). Therefore, a discussion of each of the impacted properties which contribute to the historic district is included on **Figures 7 thru 30** and discussed below.

Properties that will lose access as a result of this project will be demolished. Residents living in these homes will be compensated under provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the IDOT Land Acquisition Procedures Manual. Comparable housing is currently available in the Galesburg area. Efforts will be made to provide housing of last resort, if necessary, and housing resources are available to all relocatees without discrimination. Properties with temporary easements will retain access to their properties during and after construction and the property will be restored to a condition similar or better than that condition it was in prior to construction. Temporary easements are needed to facilitate the movement of large equipment and/or to perform minor grading along the roadway.

Total Takes

234-236 N. Kellogg Street (Survey No. 10) – This Double House was built between 1911 and 1918. It exhibits influences from the Queen Anne architectural style. The Galesburg Landmark Commission believes that the architectural style of this duplex is probably not found in any other duplex within Galesburg. Although the structure has been sided, there may still be historic features underneath the siding. The City of Galesburg will make the structure at 234-236 North Kellogg Street available for purchase and relocation. The purchaser would be required to execute a restrictive preservation covenant and rehabilitate the building in accordance with the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings". If the structure is not purchased under these terms, the City may sell without restrictions or demolish the structure. No trees would be removed from this property. Kellogg Street will be closed south of North Street after construction of the grade separation resulting in a loss of access for this property (**Figure 7**).

246 N. Kellogg Street (Survey No. 11) – This residence was likely built between 1850 and 1898, but may have been built earlier. The garage was constructed after 1927. This property will be demolished. No trees will be removed. Kellogg Street will be closed south of North Street after construction of the grade separation resulting in a loss of access for this property (**Figure 8**).

259 N. Kellogg Street (Survey No. 12) – This building was constructed between 1910 and 1918. The walls are made of rock-faced concrete blocks. A second building, a two-story “flat” used to stand to the south of the apartment building. Together, these buildings were known as the Allen Apartments. The remaining structure has approximately 15 units. This property will be demolished. The structure lies within the footprint of the proposed grade separation. Two contributing trees will also be removed (**Figure 9**).

427 N. Seminary Street (Survey No. 40) – This L-shaped Cottage was built between 1889 and 1898. The structure’s footprint has changed over time with the enclosure of the front and side porches. This property will be demolished. No trees will be removed from this property (**Figure 10**).

413 N. Seminary Street (Survey No. 42) – This building was constructed in two phases. The southern half was constructed first, between 1910 and 1918. The northern half was built between 1919 and 1924. It was operated as a grocery store under different owners. It was last used by “Universal Sporting Goods” but presently sits vacant. This property will be demolished but no trees will be removed (**Figure 11**).

410 N. Seminary Street (Survey No. 43) – Assuming this property retains its basic historic configuration, it may represent a Queen Anne interpretation of the traditional I-Cottage. It was built between 1885 and 1905. This property will be demolished and have no trees removed (**Figure 12**).

400 N. Seminary Street (Survey No. 44) – This L-shaped Cottage was built between 1885 and 1905. Sanborn maps from 1918 show the existing footprint has not changed since then. This property will be demolished. No trees will be removed (**Figure 13**).

383 N. Seminary Street (Survey No. 46) – This residence was built between 1889 and 1898. It features front and side gables. A rear wing was added around 1918. This property will be demolished due to the closure of Seminary Street north of North Street. No trees will be removed from this property (**Figure 14**).

364 N. Seminary Street (Survey No. 47) – This Queen Anne cottage was built between 1895 and 1905. It features a full-length front porch with turned posts and a frieze of spindlework. This property is within the footprint of the proposed grade separation and will be demolished. No contributing trees will be removed from this property (**Figure 15**).

357 N. Seminary Street (Survey No. 48) – This Front-Gabled House was built between 1989 and 1910. A small detached garage was constructed between 1918 and 1927. Seminary Street will be closed north of North Street after construction of the grade separation resulting in a loss of access for this property. This property will be demolished but no trees will be removed (**Figure 16**).

343 N. Seminary Street (Survey No. 49) – This Front-Gabled House was likely constructed between 1898 and 1910. It features a full-length front porch. Asbestos siding covers the exterior walls. Seminary Street will be closed north of North Street after construction of the grade separation resulting in a loss of access for this property. This property will be demolished but no trees will be removed (**Figure 17**).

328 N. Seminary Street (Survey No. 51) – This small I-Cottage was constructed between 1870 and 1880, if not earlier. A small modern deck has been added to the front of the house. This property is within the footprint of the proposed grade separation and will be demolished. No trees will be removed from the property (**Figure 18**).

367 E. North Street (Survey No. 52) – This L-shaped Cottage was built between 1918 and 1927 and closely resembles Survey No. 53 to the west but its porch has been enclosed. This property is within the footprint of the proposed grade separation and will be demolished. No contributing tree will be removed from the property (**Figure 19**).

357 E. North Street (Survey No. 53) – This L-shaped Cottage was built between 1918 and 1927. It closely resembles Survey No. 52 to the immediate east. This property will be demolished and one contributing tree will be removed (**Figure 20**).

354 E. North Street (Survey No. 54) – This Queen Anne-style residence was built between 1898 and 1906. The original front porch has been removed but the house's footprint has not changed since 1927. This structure lies within the footprint of the proposed grade separation and will be demolished. No contributing trees will be removed from this property (**Figure 21**).

370 E. North Street (Survey No. 56) – This residence was built between 1870 and 1880. The basic form is that of an I-Cottage, although multiple additions have been made. Proposed right-of-way will run through the northwest corner of this property. This structure will be demolished but no trees will be removed (**Figure 22**).

Right-of-Way Acquisition and Temporary Easement

443 N. Seminary Street (Survey No. 39) – This Side-Hall House was built between 1889 and 1898. It features a full-length, gable-roofed, brick front porch. The porch and rear wing appear to be later additions (pre-1918). This property will require right-of-way acquisition (0.015 acres) but it will maintain access and will not be demolished. A temporary easement will be needed to facilitate movement of large equipment and to make minor grading adjustments. One tree will be removed from the property (**Figure 23**).

420 N. Seminary Street (Survey No. 41) – This International-style building was built between 1951 and 1960. It was first used as a dental office but is now occupied by Action Income Tax Service, Inc. This property will require right-of-way acquisition (0.045 acres), but will maintain access and will not be demolished. A temporary easement will be needed to facilitate movement of large equipment and to make minor grading adjustments. No trees will be removed from the property (**Figure 24**).

120 N. Kellogg Street (Survey No. 2) – The First Methodist Church in Galesburg was organized in 1847. The original church was destroyed in a fire in 1909. A new church was constructed between 1911 and 1913 to replace the original structure. This church remains standing today and is an example of Gothic-inspired architecture. It was included in the 1973 Illinois Survey of Architecturally Significant Structures. Right-of-way (0.020 acres) and a temporary easement will be needed to facilitate movement of large equipment and to make minor grading adjustments. No trees will be removed from this property (**Figure 25**). Access to this facility will be maintained throughout construction.

Temporary Easements

277-279 E. Water Street (Survey No. 5) – This residence was built between 1898 and 1906. It is vernacular in character but does have modest late Queen Anne detailing seen in features of the front porch and cross gable. A temporary construction easement will be required from the south side of the property. A temporary easement will be needed to facilitate movement of large equipment and to make minor grading adjustments. No trees will be removed (**Figure 26**).

287-289 E. Water Street (Survey No. 6) – This Double House was built between 1906 and 1911 with vernacular Prairie-style detailing. A small garage was added between 1918 and 1927. A temporary construction easement will be required from the south side of the property. A temporary easement will be needed to facilitate movement of large equipment and to make minor grading adjustments. One tree will be removed (**Figure 27**).

463 N. Seminary Street (Survey No. 36) – This Bungalow is identical to the house to the immediate north and was likely built during the same time and by the same builder/developer. It was constructed between 1924 and 1927. A temporary easement will be needed to facilitate movement of large equipment and to make minor grading adjustments, but no trees will be removed (**Figure 28**).

464 N. Seminary Street (Survey No. 37) – This Italianate home was built between 1870 and 1880. The original weatherboard siding still covers the exterior walls. In 1918, Sanborn maps showed a rear wing which is no longer present. A temporary easement will be needed to facilitate movement of large equipment and to make minor grading adjustments but no trees will be removed (**Figure 29**).

459 N. Seminary Street (Survey No. 38) – This Bungalow-like residence was constructed between 1930 and 1940. A brick porch extends across half of the front elevation. This property will have a temporary easement but no trees will be removed (**Figure 30**).

4.2 INDIRECT IMPACTS

The historic district and its contributing properties may also be indirectly impacted by the proposed project. Indirect impacts may include changes in landscaping due to construction activities. Changes in landscaping will be minimized to the extent practicable. Existing landscaping in the project area is minimal, consisting mostly of turf yards with occasional trees and ornamental shrubs. The appearance of the neighborhood will change due to the presence of an overpass structure; however the structure will be designed and constructed in such a way as to minimize the visual encroachment of the overpass. Landscaping surrounding the overpass structure will include sidewalks, lighting, fencing and trees. All other impacted properties will maintain existing access.

Under the preferred alternative, noise levels are expected to be lower than without the grade separation. The presence of the grade separation will allow the City to petition the Interstate Commerce Commission for a quiet zone, which would eliminate the requirement for train horn blowing where trains previously intersected Kellogg and Seminary Streets. A quiet zone is a railroad at-grade crossing at which trains are prohibited from sounding their horns in order to decrease the noise level for nearby residential communities. A highway traffic noise analysis was conducted for this project. Existing and projected future build and no-build noise levels were calculated using the Federal Highway Administration's TNM 2.5 Traffic Noise Model. This analysis indicated that future traffic noise levels will be lower than existing noise levels in the project area. No noise impacts are predicted to occur as a result of the proposed project. The reduction in train and traffic noise is expected to benefit the desirability of historic properties in this area for residential use and lead to long-term benefits to the historic district.

Construction of the grade separation may result in heavier usage of Kellogg Street between Water Street and Main Street but traffic volumes will remain similar to existing conditions north of North Street. Traffic on Seminary Street is expected to increase north of Grove Street. Traffic volumes will likely increase on these street segments as motorists use the grade separation to avoid other nearby at-grade crossings. Main Street, Losey Street, and North Street may experience localized increases in traffic volumes. The functional classification of these roads will not change as a result of this project. The residential roadways within the historic district are not expected to see a noticeable increase in traffic since many of them do not provide through-access to an arterial roadway. **Table 5** shows existing traffic volumes, and projected traffic volumes for the build and no build scenarios along segments of Kellogg Street and Seminary Street. The visual and atmospheric character of the neighborhood will be impacted by the presence of an overpass structure and will reduce the line of sight from properties adjacent to the structure. Mature trees will be removed from properties and removed sidewalks will be incorporated into the design of the overpass structure. The presence of the overpass structure will positively impact the adjacent neighborhoods by reducing the number of crossings at which trains must blow their horns and by bringing the City closer to implementing a city-wide quiet zone rule.

Table 8: Existing and Projected Traffic Volumes

	Existing (Yr of Construction)	No Build, 20 Yr	Build, 20 Yr
Roadway Segment	N Seminary St, North of E Grove St		
	NB/SB (veh/hr)*	NB/SB (veh/hr)	NB/SB (veh/hr)
Automobiles	284/299	330/346	347/366
Medium Trucks	3/3	4/4	4/4
Heavy Trucks	3/3	3/3	3/3
Buses	0/0	0/0	0/0
Motorcycles	0/0	0/0	0/0
Roadway Segment	S Kellogg St, E Simmons St to Main St		
	NB/SB (veh/hr)	NB/SB (veh/hr)	NB/SB (veh/hr)
Automobiles	73/95	85/111	163/284
Medium Trucks	1/1	1/1	2/3
Heavy Trucks	0/1	1/1	1/3
Buses	0/0	0/0	0/0
Motorcycles	0/0	0/0	0/0
Roadway Segment	N Kellogg St, E Main St to E Ferris St		
	NB/SB (veh/hr)	NB/SB (veh/hr)	NB/SB (veh/hr)
Automobiles	66/80	77/34	336/487
Medium Trucks	1/1	1/1	4/5
Heavy Trucks	0/1	1/1	3/5
Buses	0/0	0/0	0/0
Motorcycles	0/0	0/0	0/0
Roadway Segment	N Kellogg St, E Ferris St to E Water St		
	NB/SB (veh/hr)	NB/SB (veh/hr)	NB/SB (veh/hr)
Automobiles	66/80	77/34	336/487
Medium Trucks	1/1	1/1	4/5
Heavy Trucks	0/1	1/1	3/5
Buses	0/0	0/0	0/0
Motorcycles	0/0	0/0	0/0

*Denotes northbound and southbound traffic in vehicles per hour.

5.0 AVOIDANCE AND MINIMIZATION ALTERNATIVES

5.1 ROADWAY CONSTRUCTION ALTERNATIVES

Two roadway construction alternatives were considered on arterial routes outside of the historic district to avoid impacts to the district and its contributing structures. Henderson Street, located one mile west of Seminary Street, is the best existing route outside of the historic district that already carries a large amount of traffic. However, this route intersects the Chillicothe Subdivision south of Main Street. Due to its distance from the medical facilities, a grade separation at this location will not improve emergency response times to the medical facilities and therefore does not meet the purpose and need for the project (**Figure 31**). This alternative is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.

Lincoln Street, located 0.5 miles east of Seminary Street, runs parallel to the Mendota Subdivision at a north-easterly angle and connects to the Route 34 bypass on the east side of Galesburg. This roadway carries a relatively low volume of traffic compared to Henderson Street. Lincoln Street intersects the Chillicothe Subdivision just south of Grove Street. This alternative does not provide improved access to the medical facilities on Seminary Street because it requires emergency vehicles to cross the Chillicothe Subdivision on East Main Street (**Figure 31**). Additionally, the street network surrounding Lincoln Street is somewhat disjointed due to the rail line running parallel to it and roads that terminate before they connect to Lincoln Street. Therefore, this alternative is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need. No roadway construction alternatives are available that would avoid impacts to the historic district while satisfying the project purpose and need.

5.2 RAILROAD CONSTRUCTION ALTERNATIVES

Railroad construction alternatives were considered as a way to avoid impacts to the historic district. These alternatives included the relocation of the Mendota and Chillicothe Subdivisions and the depression of the Chillicothe Subdivision through the City of Galesburg. Relocation of the Mendota Subdivision does not address the purpose and need of the project because it would not address the access issues created by the Chillicothe Subdivision. This alternative is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.

The relocation of the Chillicothe Subdivision would eliminate train/traffic conflicts and delays in emergency services caused by blocked railroad crossings; however, this alternative has an extraordinarily high construction cost of approximately \$329 million (Galesburg Rail Corridor Relocation Study, 2004). Construction of this alternative would result in high impacts to prime farmland, streams, floodplains, wetlands, and would potentially impact several "high potential" archeological sites. This alternative is not prudent because after reasonable mitigation it still causes severe economic and environmental impacts, including resources protected under other Federal statutes, and additional construction costs of extraordinary magnitude.

Depressing the Chillicothe Subdivision through the City of Galesburg would eliminate train/traffic conflicts and delays in emergency services caused by train-occupied railroad crossings; however, this alternative would require acquisition and right-of-way from more historic properties than any of the

roadway construction alternatives. It would also have an extraordinarily high construction cost (due to the need for bridges at every roadway crossing), even under the assumption that some roadways would be closed to reduce the cost of crossings. In turn, this would create further emergency response issues by causing emergency responders to avoid closed roads. Depressing the Chillicothe Subdivision would also present engineering challenges that would add to the cost of this alternative. The Chillicothe Subdivision would be depressed below the grade of the Cedar Creek channel, creating the need for pump stations to prevent drainage problems. The depression of the Chillicothe Subdivision was determined to be neither feasible nor prudent because after reasonable mitigation it still causes severe disruption to established communities and results in additional construction, maintenance, and operational costs of an extraordinary magnitude.

5.3 NON-TRANSPORTATION SYSTEM IMPROVEMENTS

The duplication of fire and ambulance facilities at strategic locations throughout the City of Galesburg and the implementation of a quiet zone were considered as non-transportation system improvements that could avoid impacts to the historic resources of the city. A quiet zone is a railroad at-grade crossing at which trains are prohibited from sounding their horns in order to decrease the noise level for nearby residential communities. In order to implement a quiet zone rule, at-grade crossings must be equipped with adequate safety measures to overcome the decrease in safety created by silencing the train horns. The cost of equipping at-grade crossings with sufficient warning devices would be approximately \$3.74 million. While this alternative would clearly improve the quality of life for residents living adjacent to the Chillicothe Subdivision, it would not improve emergency response times. This alternative is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.

The facility duplication alternative was eliminated due to the combined cost of the initial construction/outfitting of the facilities and the on-going maintenance and staffing costs. Additionally, it did not address the project purpose and need. The duplication of emergency services on the opposite side of the Chillicothe Subdivision from which they currently exist would potentially improve emergency response to the scene of an accident, but responders would still have to cross the Chillicothe Subdivision while transporting patients to either of the two hospitals in the City of Galesburg. This alternative is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.

5.4 NO-ACTION ALTERNATIVE

The no-action alternative is defined as no new overpass of the Chillicothe Subdivision in the area of North Seminary Street. Under the no-action alternative, no properties contributing to the historic district would be impacted, but this alternative would not meet the project purpose and need because emergency vehicle response time would not be improved. This alternative is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.

6.0 NO FEASIBLE AND PRUDENT ALTERNATIVES AND LEAST HARMS ANALYSIS

A variety of alternatives were evaluated in an attempt to meet the purpose and need of the proposed project and to minimize Section 4(f) impacts. Four alternatives (No-Action, Mendota Subdivision relocation, emergency facility duplication, and implementation of a quiet zone) were dismissed as they did not meet the purpose and need of the project. Four alternatives (Henderson Street overpass, Lincoln Street overpass, relocation of Chillicothe Subdivision, and depression of Chillicothe Subdivision) were found to serve the project's purpose and need but are not feasible and prudent alternatives. The remaining three alternatives meet the purpose and need for the project, but each has impacts to Section 4(f) resources. Therefore, there is no feasible and prudent alternative that avoids the use of the Section 4(f) resource.

When there is no feasible and prudent avoidance alternative, FHWA "may approve only the alternative that causes the least overall harm in light of the statute's preservation purpose." Therefore, these three alternatives were carried forward to the least harms analysis:

- Kellogg Street Overpass
- Seminary Street Overpass
- Kellogg/Seminary Street Overpass

The "least overall harm" is determined by balancing the following factors (23 CFR 774.3(c)):

- a) The relative significance of each 4(f) property;
- b) The ability to mitigate adverse impacts to each Section 4(f) resource, including any measures that result in benefits to the property;
- c) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- d) The views of the official(s) with jurisdiction over each Section 4(f) property;
- e) The degree to which each alternative meets the purpose and need for the project;
- f) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- g) Substantial differences in costs among the alternatives.

Based upon the environmental review process, the Kellogg/Seminary Street alignment would result in the least harm to Section 4(f) resources. The criteria for this determination are explained below.

- a) The relative significance of each 4(f) property:

The only 4(f) resource impacted by this project is the Galesburg Historic District and the contributing properties within it. The Kellogg/Seminary Street alternative, while impacting the most contributing properties converts the least amount of acreage of contributing properties to transportation use. Additionally, the quality of the contributing properties on the Kellogg/Seminary Street alternative is considered to be lower than the quality of the contributing properties that would be impacted by either the Kellogg Street alternative or the Seminary Street alternative.

- b) The ability to mitigate adverse impacts to each Section 4(f) resource, including any measures that result in benefits to the property:

The Kellogg Street alternative would impact the cohesive quality of the neighborhood, including the loss of the canopy of mature trees, uniform setback of the houses and the replacement of the brick street. Additionally, improvement to Kellogg Street would route additional traffic through a now quieter residential street with local traffic only. It would be possible to mitigate from some of these effects by planting additional trees and replacing the brick surface, however some of the historic material and character would be lost. It would not be possible to mitigate for the additional traffic that would be traveling through the quiet neighborhood.

For the Seminary Street alternative and the Kellogg/Seminary Street alternative, each alternative would be constructed using mechanically stabilized earth rather than embankments to reduce the overall footprint of the grade separation structure, thereby reducing the impacts to properties contributing to the historic district to the extent possible. Both of these alternatives would be mitigated similarly, although the Seminary Street alternative has greater impacts to contributing properties.

Additional mitigation will include a historic survey of the portions of the historic district that have not been surveyed, recordation of some contributing structures that will be demolished and the use of materials consistent with the historic district setting were considered as part of each alternative.

The Kellogg Street alternative would result in impacts that could not be mitigated or result in the loss of historic feeling in the neighborhood.

- c) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection:

After mitigation is complete, each of the alternatives would alter the visual space of the historic district due to the presence of the overpass structure.

After mitigation is complete, the Kellogg Street alternative would result in 9 fewer contributing structures within the historic district, no properties with only right-of-way acquisition, five properties with right-of-way and temporary easements, and two properties with only temporary easements for a total of 3.568 acres of land converted to transportation use from contributing structures. Although Kellogg Street impacts fewer contributing properties than the other alternatives, it impacts more structures that are considered of higher quality and of greater local and state importance. Structures located at 120, 325, 382, 435, and 450 Kellogg Street each have at least one designation as a structure of local or state importance. Two structures located at 483 and 486 North Kellogg Street, just north of the Kellogg Street alternative, are local landmarks.

The following narrative further highlights the importance of one structure in particular, the William Browning Mansion at 325 Kellogg Street. This building was originally located across the street. After the original owners passed away, the Salvation Army acquired the property. When the Salvation Army proposed expansion of their facility next door, they considered demolishing it. The Galesburg Historical Society (GHS) spearheaded an effort to save the house and move it to a new site, where it currently sits. The GHS restored the house and used it as a museum. In 2003, the house was sold to private owners and the new owners continued to restore the structure. The William Browning Mansion is noted as an anchor structure on the Galesburg Historic District Nomination Form and is a featured property in *Historic Galesburg: Seven Self-Guided Walking Tours*.

Also, the Kellogg Street alternative would impact the brick paved streets located from the 300-400 blocks of Kellogg Street. Brick streets are considered a key element to the historic character of the Galesburg Historic District, in part because they were manufactured by the now closed, Purington Brick Co. which was located in East Galesburg. The Kellogg Street alternative would introduce additional traffic on a now quiet residential street and the existing tree canopy which contributes to the historic feeling of the neighborhood would be lost until the replacement trees became mature.

Other features that would be removed under the Kellogg Street alternative would include:

- 156.6 linear feet of the original sandstone slab sidewalk located at 382 Kellogg Street,
- 467.7 linear feet of brick sidewalk, and
- 1,436.2 linear feet of stone curbing.

After mitigation is complete, the Seminary Street alternative would result in 19 fewer contributing structures within the historic district, no properties with only right-of-way acquisition, 11 properties with right-of-way acquisition and temporary easements, and no properties with only temporary easements for a total of 3.346 acres of land converted to transportation use. The Seminary Street alternative would require approximately 0.01 acres from one property that is of state importance and would impact the more densely built up residential and commercial area south of the Chillicothe Subdivision. The Seminary Street alternative would not impact any brick paved streets.

Other features that would be removed under the Seminary Street alternative include:

- 1,168.0 linear feet of brick sidewalk, and
- 939.2 linear feet of sand stone curbing.
- There is no sandstone sidewalk impacted along the Seminary Street alignment.

After mitigation is complete, the Kellogg/Seminary Street alternative would result in 16 fewer contributing structures within the historic district, no properties with only right-of-way acquisition, two properties with right-of-way acquisition and temporary easements, and six properties with only temporary easements for a total of 2.761 acres of land converted to transportation use. The Kellogg-Seminary Street alternative would require approximately 0.02 acres from one property that is of state importance. Although the Kellogg/Seminary Street alternative impacts more contributing structures than Kellogg Street, there is less acreage converted to transportation use and the quality and significance of the resources are less than those impacted by the Kellogg Street alternative. The Kellogg/Seminary Street alternative would not impact any brick paved streets.

Other features that would be removed under the Kellogg/Seminary Street alternative include:

- 620.8 linear feet of brick sidewalk, and
- 817.7 linear feet of sandstone curbing.
- There is no sandstone sidewalk impacted along the Seminary Street alignment.

d) The view of the official(s) with jurisdiction over each Section 4(f) property:

On March 31, 2011, a Notice of Availability was published in the local newspaper making the public aware that the 106/4(f) Report was available for review and comment at the Galesburg Public Library as well as the City Clerk's office. No public comments were received on the report during the 30 day comment period. In a letter dated June 20, 2011 (**Attachment 10**), the State Historic Preservation Officer (SHPO) states that the IHPA has reviewed the Draft Joint Section 106/Section 4(f) report for this project

and has determined that the report adequately discusses the proposed effects to historic properties within the area of potential effect. Further, the SHPO states that the IHPA supports the Memorandum of Agreement (MOA) prepared for purposes of Section 106 of the National Historic Preservation Act of 1966, as amended.

- e) The degree to which each alternative meets the purpose and need for the project:

Each of the alternatives would improve the response times of emergency services. However, the Seminary and Kellogg/Seminary Street alternatives would put emergency vehicles on Seminary Street, a direct route to the two medical facilities and the ambulance service, which better improves response time of emergency vehicles than the Kellogg Street alternative. Under this criterion, the Seminary Street and Kellogg/Seminary Street perform better than the Kellogg Street alternative.

- f) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f):

The Kellogg Street alternative would displace 11 residential living units and three commercial properties (one currently vacant). The Seminary Street alternative would displace 19 residential living units and three commercial properties (one currently vacant). The Kellogg/Seminary Street alternative would displace 16 residential living units and three commercial properties (two currently vacant).

The Seminary Street alternative would keep all traffic on the existing arterial route. Constructing an overpass on Kellogg Street would essentially move traffic off an arterial³ route to a residential⁴ route. This would necessitate further upgrades to Kellogg Street, both north and south of the project area. The Kellogg Street alternative would result in harm to the character of the residential neighborhoods north of the project area due to increased traffic. The Kellogg/Seminary Street alternative would require upgrades to the two blocks of Kellogg Street south of the overpass, but traffic would remain on the arterial route (Seminary Street) north of the project. The upgrades occurring south of the overpass and associated increase in traffic are viewed as positive impacts because it will increase exposure to the commercial district lining this segment.

The City of Galesburg's arborist performed tree surveys along the Kellogg Street, Seminary Street and Kellogg/Seminary Street alignments. A total of 17 trees were recorded within the construction limits of the Kellogg Street alignment. Impacted trees are dominated by various maple species. In the opinion of the city arborist, eight of the 17 trees are contributing to the landscape value of the historic district while the other nine trees are detracting from the landscape value largely due to storm damage or conflicts with overhead utility lines. The eight trees contributing to the landscape value of the historic district have an average diameter of 22.09 inches indicating that these trees are about twenty-five percent larger than the trees impacted by the other alternatives.

A total of 14 trees were recorded within the construction limits of the Seminary Street alignment. Impacted trees are dominated by various maple trees. In the opinion of the city arborist, six of the 14 trees are contributing to the landscape value of the historic district while the other eight trees are

³ An arterial roadway is a road that serves traffic at higher volumes and speeds than neighboring roadways and connects major destination points within a city.

⁴ Residential roadways are those that serve primarily residential neighborhoods. Traffic volumes and speeds are generally much lower than found on arterial roadways.

detracting from it due to storm damage, decay, conflicts with overhead utility lines or because they are growing in unwanted areas such as at the edge of the Cedar Creek channel. The six trees contributing to the landscape value of the historic district have an average diameter of 17.86 inches.

A total of 45 trees were recorded within the construction limits of the Kellogg/Seminary Street alignment. Impacted trees consist of a mix of maple, locust, mulberry, fruit trees, cedar, and tree of heaven. In the opinion of the city arborist, eight of the 45 trees are contributing to the landscape value of the historic district while the other 37 are detracting from it due to damage, decay, conflicts with overhead utility lines or because they are growing in unwanted areas such as at the edge of the Cedar Creek channel. The eight trees contributing to the landscape value of the historic district have an average diameter of 17.76 inches, similar to the Seminary Street alternative.

Trees removed due to implementation of the project will be replaced by the City in accordance with the Illinois Department of Transportation's tree replacement policy (LEN-14) and with input from the GLC regarding the type of trees.

- g) Substantial differences in costs among the alternatives.

Each of the alternatives has similar construction and maintenance costs.

The three overpass alternatives will result in impacts to contributing properties within the historic district. In conducting the least harms analysis, each alternative has similar costs, and thus cost was not a factor in the analysis. FHWA considers the Kellogg/Seminary Street alternative to cause the least harm to the Galesburg Historic District for the following reasons:

1. It converts the least amount of Section 4(f) property to transportation use (2.761 acres).
2. It impacts contributing structures that are generally of lower quality, in terms of historic value, than the contributing structures that would be impacted by the other two alternatives within the historic district.
3. It would avoid impacts to the tree canopy, the brick street and avoid routing traffic through a residential neighborhood that would occur if the Kellogg Street alternative was selected.
4. The Kellogg/Seminary Street alternative performs better than the Kellogg Street alternative and similar to the Seminary Street alternative because it provides a direct route between the two medical facilities.
5. The number of trees impacted on Kellogg/Seminary Street is the greatest; however, the quality of those trees is less than the quality of the trees impacted by the Kellogg Street and Seminary Street alternatives.
6. The Kellogg/Seminary Street alternative impacts fewer feet of stone curbing and brick sidewalks than the Seminary Street Alternative, both elements contributing to the historic character of the district.

7.0 MEASURES TO MINIMIZE HARM AND MITIGATION

All possible planning to minimize harm to the Section 4(f) resource has been incorporated into the following commitments. Impacts to historic resources have been minimized to the extent possible by placing the proposed overpass on mechanically stabilized earth (MSE) walls, rather than conventional embankment. The use of MSE technology reduces the project footprint by over 50 percent, reducing

the need for additional right-of-way and the need to remove additional structures within the historic district.

Removed landscaping on properties with temporary easements will be replaced after construction activities are completed. Impacted trees will be replaced by the City of Galesburg in accordance with IDOT policy LEN-14. The locations and species mix of replacement trees will be coordinated with property owners and the GLC.

Traffic volumes are expected to increase on Kellogg Street between Water Street and South Street. Existing Kellogg is classified as a Collector between Ferris and Simmons and is classified as a Local Street from Simmons to South and from Ferris to Water. The section of Kellogg Street from Water Street to South Street would probably be reclassified as a Minor Arterial. Commercial land uses surround this segment of Kellogg Street. Businesses would have increased exposure to potential customers.

Brick sidewalks and stone curbing will be replaced where appropriate. Any remaining materials will be stored for use in the City's ongoing brick street maintenance program.

Intersections will be improved to handle the additional traffic and enhance traffic flow. These are seen as positive benefits to the community and the historic district; therefore, no mitigation measures are warranted.

Attachment 9 includes the Memorandum of Agreement (MOA) between the Illinois State Historic Preservation Officer (SHPO), Federal Highway Administration (FHWA), Illinois Department of Transportation (IDOT), and City of Galesburg. The following mitigation commitments are discussed in the MOA:

The City will make the structure at 234-236 North Kellogg Street available for purchase and relocation. The purchaser would be required to execute a restrictive preservation covenant and rehabilitate the building in accordance with the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings". If the structure is not purchased under these terms, the City may sell without restrictions or demolish the structure.

Prior to sale without a covenant or demolition of the structure at 234-236 North Kellogg Street, the City shall document the property in accordance with Level III of the Illinois Historic Buildings Survey (IL HABS).

The City, in consultation with the GLC, shall ensure that a plan for salvage and reuse of architectural elements from the buildings within the Galesburg Historic District is agreed upon, submitted to IHPA for approval and then implemented. The purpose of the plan shall be to provide residents of the Historic District with appropriate salvaged materials for use in restoring historic buildings throughout the district.

The City shall consider the comments of the GLC during project design and shall incorporate historic design elements into the overpass and associated landscape features. These features shall include but not be limited to the overpass itself, sidewalks, trees, lighting and fencing. To reduce the footprint of the overpass, the structure will be placed on mechanically stabilized earth (MSE) walls, rather than conventional embankments.

The City shall undertake a building-by-building resurvey of structures within a portion of the Galesburg National Register Historic District delineated as agreed to with the Commission. The survey will include the unsurveyed portions of the historic district generally located west of West Street, east of Grove Street, and a few properties at the northern edge of the district. This survey shall be completed within two years of the approved environmental document and will be performed by a person familiar with state survey standards and guidelines who meets the professional qualifications outlined by the National Park Service in 36 CFR Part 61.

The potential for archaeological deposits will be investigated by IDOT and IHPA and a plan will be developed for the recovery of any affected significant archaeological deposits following land acquisition.

8.0 HOW AND WHY THE CRITERIA OF ADVERSE EFFECT WERE FOUND TO BE APPLICABLE

A total of 24 properties that contribute to the Galesburg Historic District will be affected by the construction of the preferred alternative. Sixteen of these impacts include the demolition of a structure contributing to the historic district. Two properties will have right-of-way acquisition and six other properties will have temporary easements. The IHPA has concurred that these permanent and temporary impacts will result in an adverse effect, as defined in 36 CFR 800.5(a)(1), the Criteria of Adverse Effect (See **Attachment 4**). The project will change the character of the property's physical features within the property's setting that contribute to its historic significance by removing contributing structures to the district. The project will introduce visual, atmospheric or audible elements that diminish the integrity of contributing elements of the historic district.

9.0 PUBLIC INVOLVEMENT AND COORDINATION

9.1 GALESBURG LANDMARK COMMISSION AND HISTORICAL SOCIETY

The Galesburg Landmark Commission (GLC) is a local commission within the City of Galesburg and was established to designate specific landmarks and historic districts within the community. The GLC requested to be named as a consulting party in the Memorandum of Agreement between FHWA, IDOT, IHPA, and the City. This letter of request is included in this report as **Attachment 5**.

The Galesburg Historic Society (GHS), GLC, and IHPA were consulted during the development of alternatives. On October 6, 2009, the GLC met with the City and the IHPA to review the proposed project and to discuss mitigation options for potential impacts. At this meeting, the members of the GLC recommended that the Kellogg Street alternative be removed from consideration due to its impacts to historic structures of local and state importance and due to impacts to brick streets.

On October 27, 2009, the GLC walked the project area with City staff to gain a better understanding of which properties would be impacted under the remaining alternatives. Members of the GLC asked that the structure at 234-236 N. Kellogg Street be saved, if possible.

On November 3, 2009, the GLC met to further discuss the impacted properties and mitigation options. The President of the GHS, also a member of the GLC, reported that the GHS had met the previous week

to discuss the project and all 13 members present voted in favor of the Kellogg Street to Seminary Street alternative. The GHS sent a letter to the City stating their support of the Kellogg/Seminary Street alternative (**Attachment 6**). One member of the GLC voiced a preference for the Seminary Street alternative while others favored the curved alignment. The GLC requested that a representative of the GLC and the GHS be appointed to serve on the Citizens' Advisory Group (CAG) during the design of this project (**Attachment 7**). It was also proposed that demolished contributing structures, particularly the duplex at 234-236 N. Kellogg Street, could be offered for salvage.

9.2 CITIZEN ADVISORY GROUP (CAG)

The CAG is a group of community volunteers who work with the Project Study Group (PSG) to develop and implement the Stakeholder Involvement Plan. The CAG assisted the PSG in conducting a context audit with the stakeholders to determine characteristics contributing to the context of the project and was consulted in the development and evaluation of alternatives. The CAG met three times with the PSG during the course of the project.

9.3 PUBLIC MEETINGS

To date, four public meetings have been offered to discuss the need for the project and the project alternatives. No comments specific to impacts on historic resources were received.

On March 31, 2011, a Notice of Availability was published in the local newspaper making the public aware that the 106/4(f) Report was available for review and comment at the Galesburg Public Library as well as the City Clerk's office. No public comments were received on the report during the 30 day comment period. See **Attachment 8** for a certificate of publication for Notice of Availability.

9.4 LETTERS OF SUPPORT FOR THE PROJECT

Letters stating the support for the purpose of the project and need for an overpass in the vicinity of Seminary Street were received from the following entities:

- Galesburg Fire Department
- Galesburg Police Department
- Galesburg Hospitals' Ambulance Service
- OSF St. Mary Medical Center and OSF St. Mary Medical Center Emergency Management System
- Galesburg Area Chamber of Commerce
- Galesburg Landmark Commission
- Galesburg Historical Society

These letters of support are included in **Attachment 6**.

9.5 PUBLIC HEARING

A public hearing will be held following approval of the Environmental Assessment for the project.

9.6 COORDINATION WITH OFFICIAL WITH JURISDICTION OVER THE SECTION 106 AND SECTION 4(F) RESOURCES

In Illinois, the IHPA houses the Illinois State Historic Preservation Officer and is the official with jurisdiction consulted. The FHWA, IDOT, and the IHPA have coordinated with the City of Galesburg and the GLC to develop mitigation commitments for impacts to historic resources. Section 7.0 describes these commitments as developed in the Memorandum of Agreement.

In a letter dated June 20, 2011 (**Attachment 10**), the State Historic Preservation Officer (SHPO) states that the IHPA has reviewed the Draft Joint Section 106/Section 4(f) report for this project and has determined that the report adequately discusses the proposed effects to historic properties within the area of potential effect. Further, the SHPO states that the IHPA supports the Memorandum of Agreement (MOA) prepared for purposes of Section 106 of the National Historic Preservation Act of 1966, as amended, and that they will continue to work with the Illinois Department of Transportation and the Federal Highway Administration as the project moves forward in order to ratify a MOA that satisfies the intent and purpose of Sections 106 and 4 (f).

In a letter dated August 18, 2011 (**Attachment 11**), the Advisory Council on Historic Preservation (ACHP) stated that their participation in the consultation to resolve adverse effects associated with this project is not needed. In a letter dated December 2, 2011, (**Attachment 12**) the ACHP states that they have received the MOA and it has been filed and this completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

In a letter dated September 19, 2011 (**Attachment 13**), the United States Department of the Interior (DOI), states that they have reviewed the Draft Section 4(f) Evaluation for the Kellogg Street/Seminary Street Grade separation over the Burlington Northern Santa Fe Railroad (BNSF), Knox County, Galesburg, Illinois. This letter states that the DOI concurs with the FHWA and the IDOT on a determination there are no feasible or prudent avoidance alternatives to the preferred action, if built as proposed, which would result in impacts to eligible properties.

FIGURES

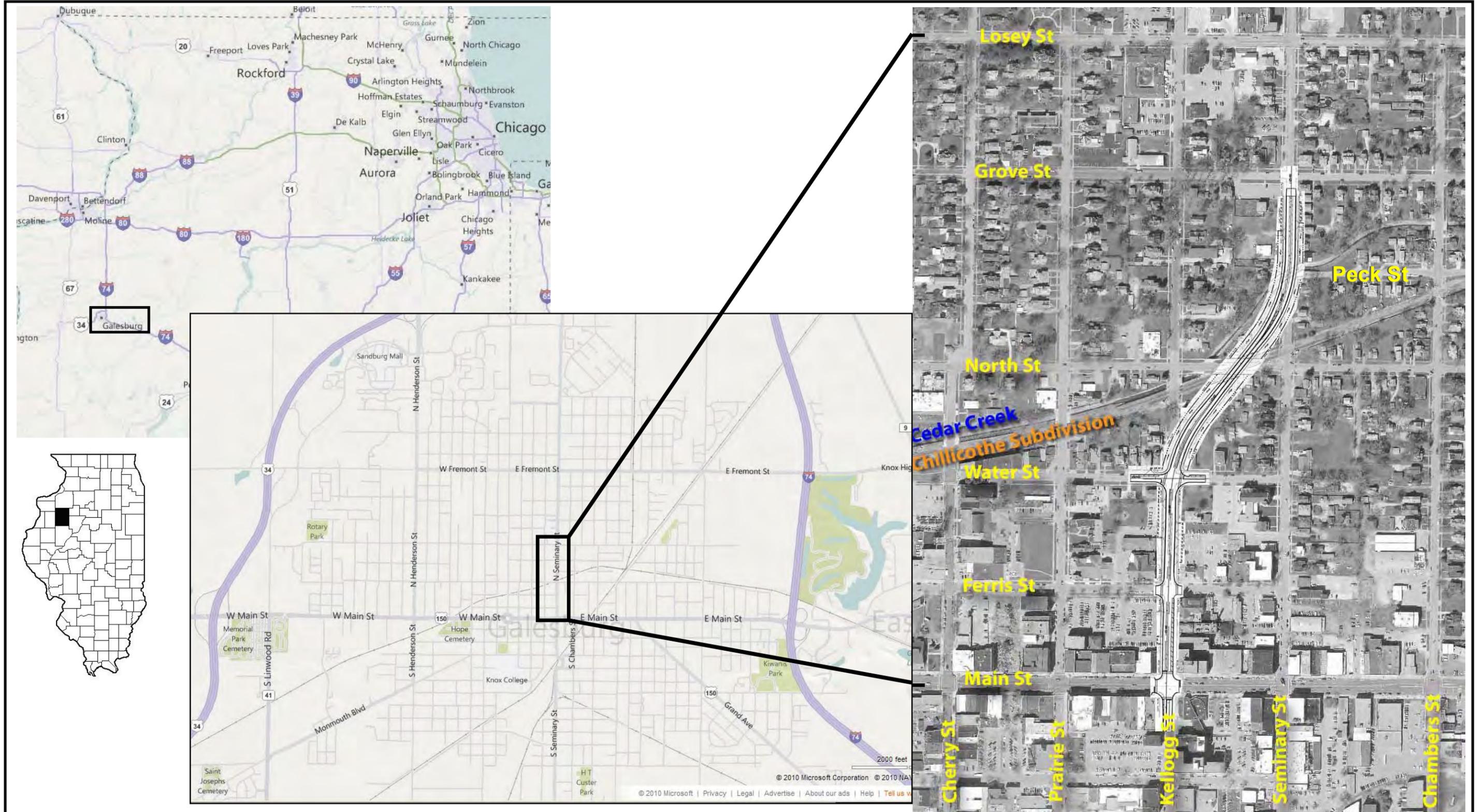
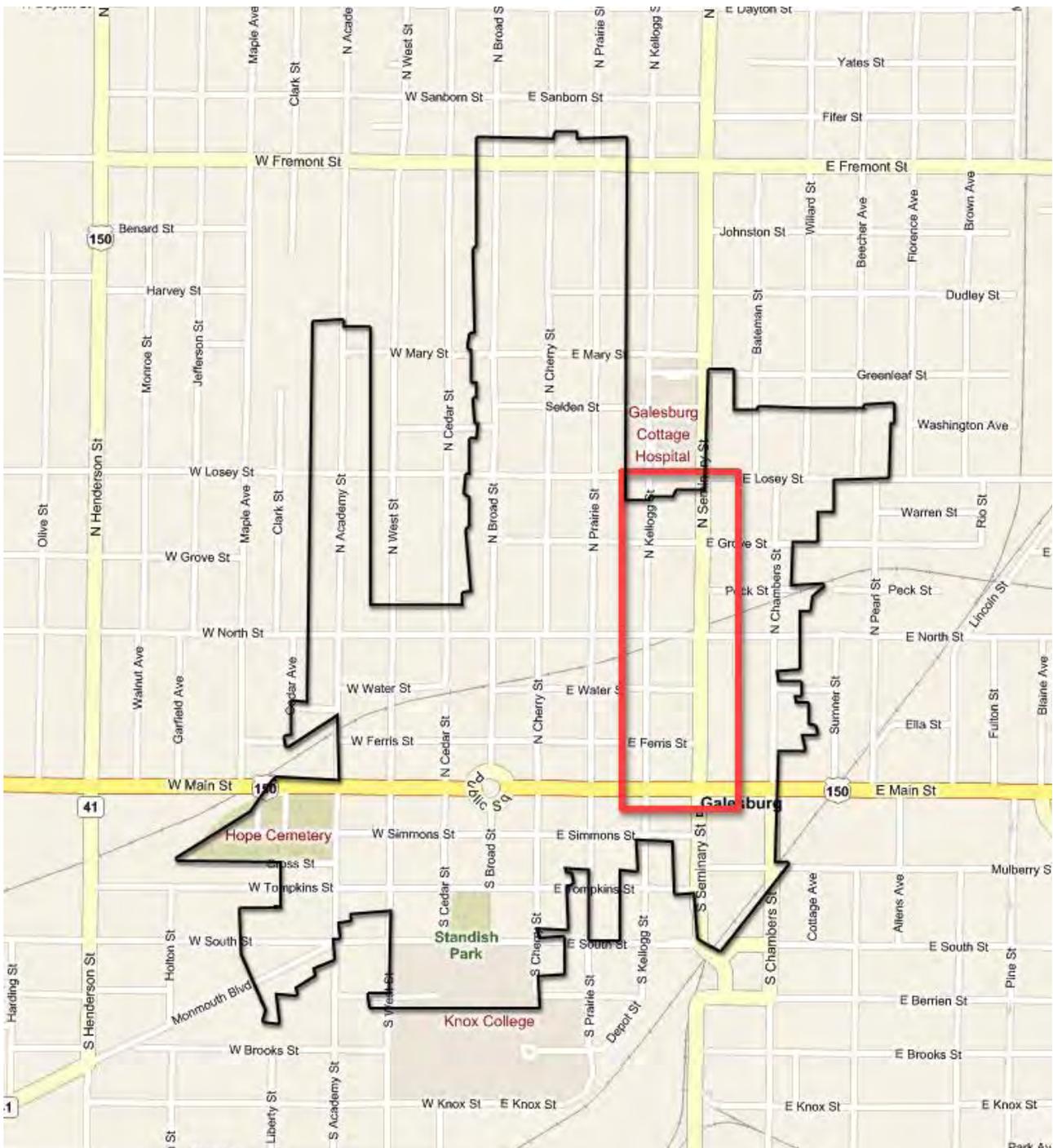


Figure 1



Location
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091



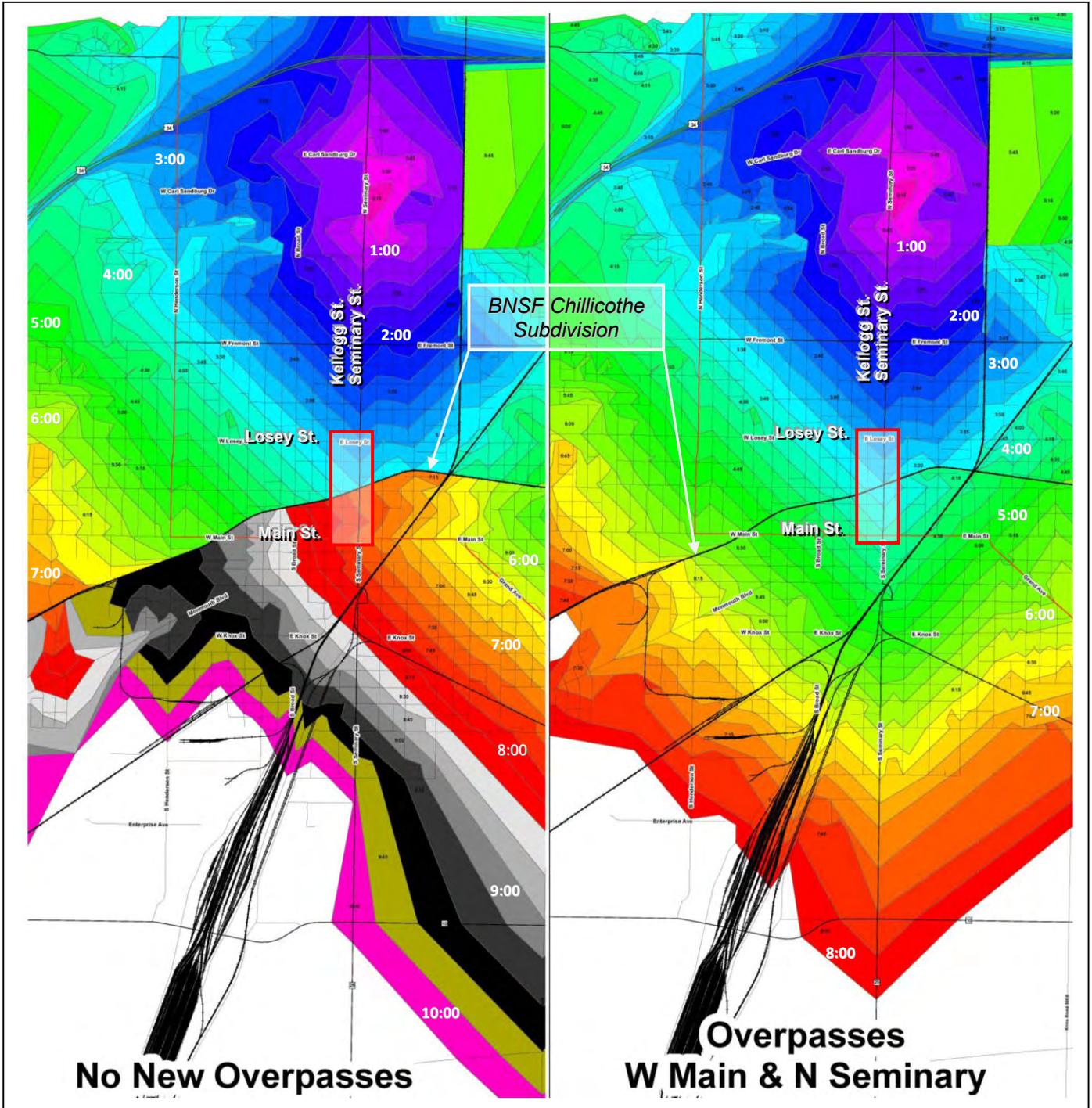
The Galesburg National Register Historic District is outlined by black. The general project area is enclosed by the red box.



Kaskaskia
Engineering
Group, LLC

Figure 2

**Galesburg Historic District
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**

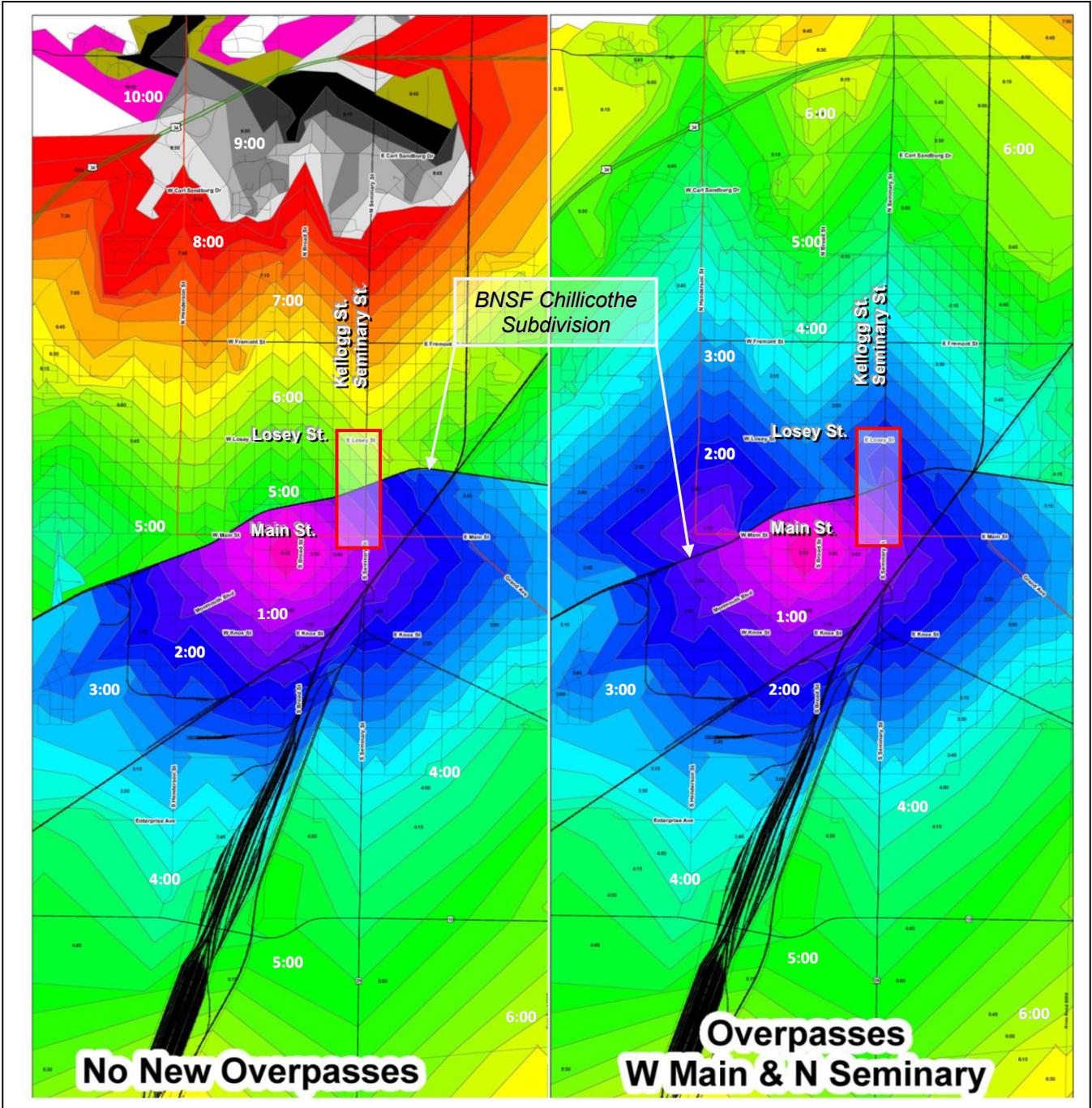


The project area is highlighted with a red box.
 Galesburg Hospitals' Ambulance Service is located in the pink center (2175 Windish Drive).
 Response time increases by 15 seconds for every contour interval.



Figure 3

Galesburg Hospitals' Ambulance Service Response Times
 North Kellogg/Seminary Street
 Galesburg, Knox County, Illinois
 Project # 08-0091

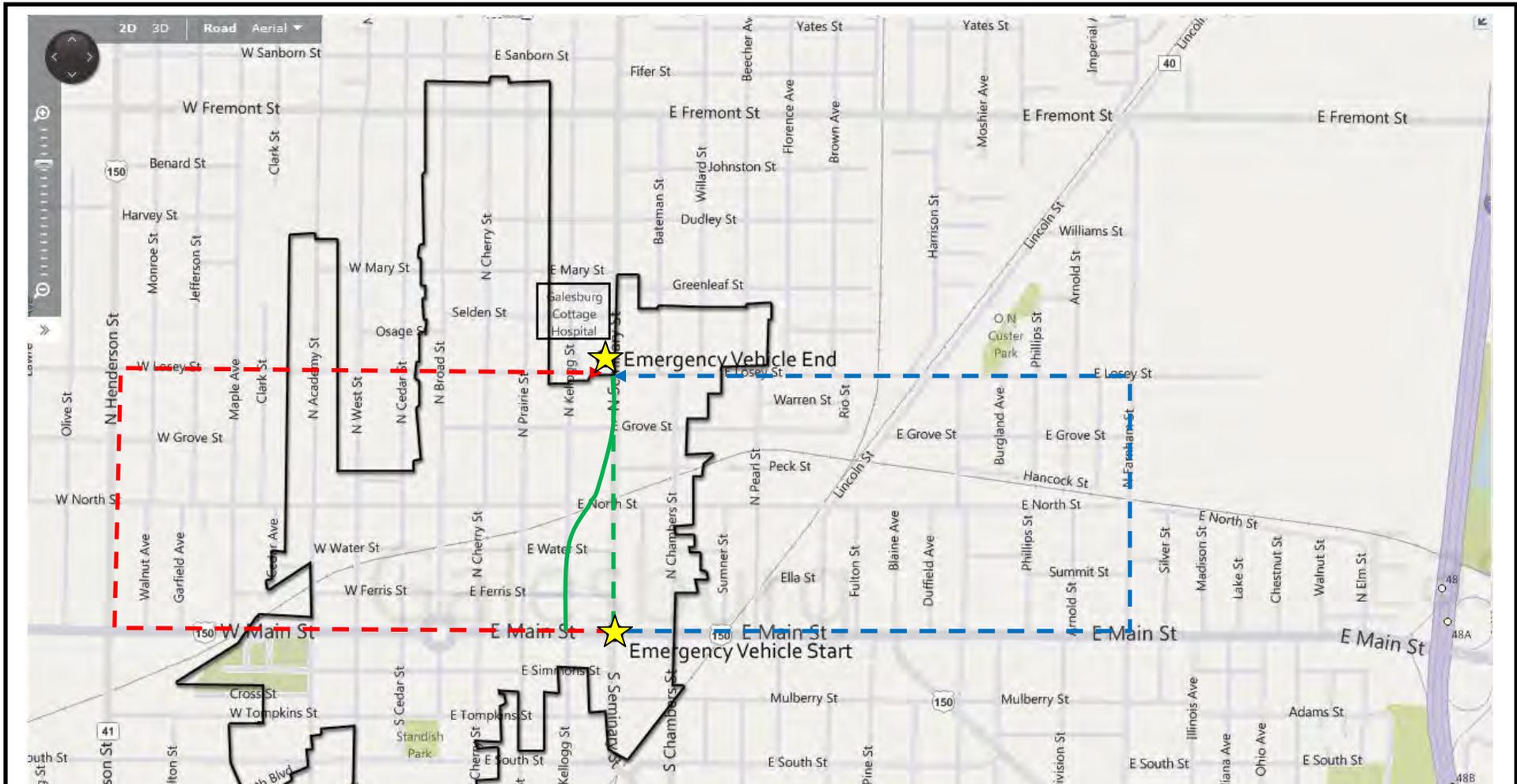


The project area is highlighted with a red box.
 The Central Fire Station is the largest of the three fire stations in Galesburg and is located in the pink center (150 S. Broad Street). Response times increase by 15 seconds for every contour interval.



Figure 4

Central Fire Station Response Times
 North Kellogg/Seminary St.
 Galesburg, Knox County, Illinois
 Project # 08-0091

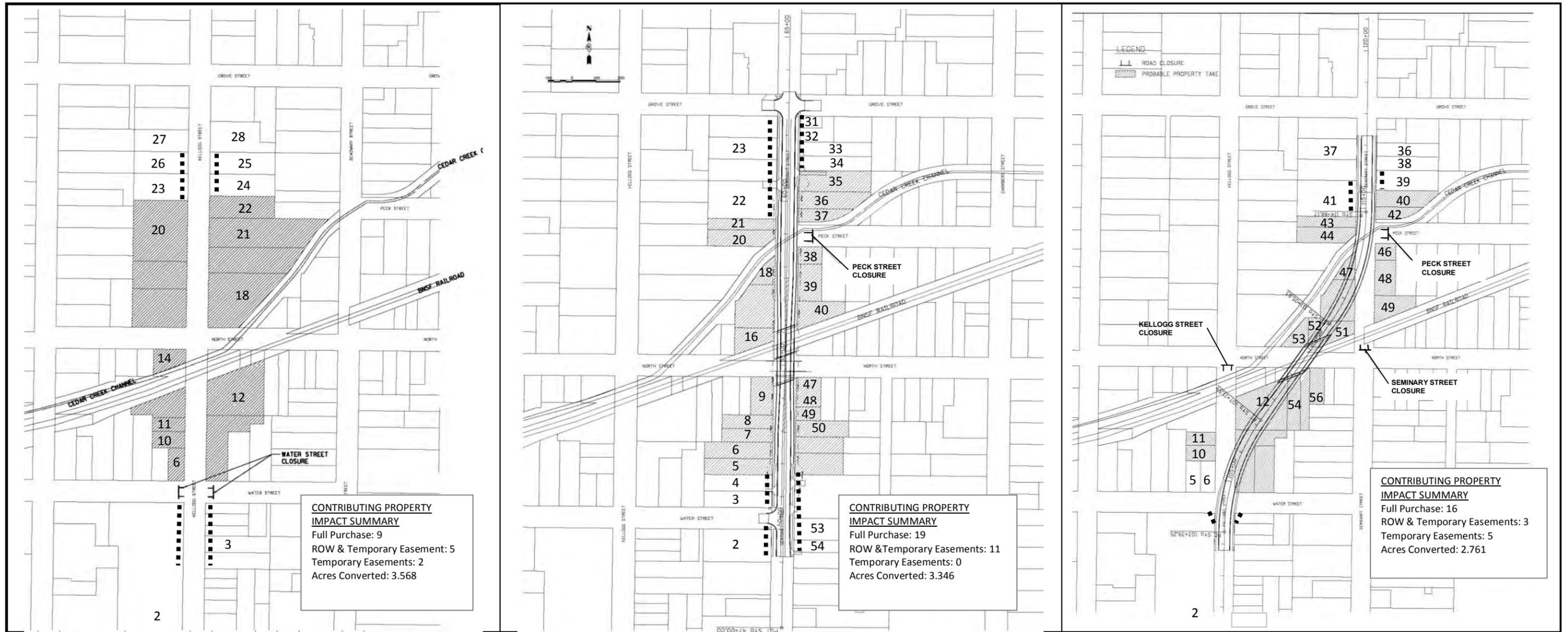


Emergency responders have a limited number of alternative roadways to take when Seminary Street is blocked by a train on the Chillicothe Subdivision. The nearest existing arterial routes from the intersection of Main Street and Seminary Street to Cottage Hospital are Henderson Street, located one mile west of Seminary Street and Farnham Street, located one mile east of Seminary Street. The three dashed lines show hypothetical routes a responder might take when responding to or from an emergency in the downtown area of Galesburg. The Henderson Street (red) and Seminary Street (green) alternatives each cross the Chillicothe Subdivision, although an overpass on West Main Street (pink) is planned for completion in 2012. The Farnham Street alternative (blue) has a grade separation over the Chillicothe Subdivision but crosses the Mendota Subdivision on East Main Street. The proposed Kellogg/Seminary Street overpass (solid green) would provide a much quicker and more direct route to emergencies occurring south of the Chillicothe Subdivision.



Figure 5

**Existing Emergency Response Route Alternatives
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**



CONTRIBUTING PROPERTY IMPACT SUMMARY
 Full Purchase: 9
 ROW & Temporary Easement: 5
 Temporary Easements: 2
 Acres Converted: 3.568

CONTRIBUTING PROPERTY IMPACT SUMMARY
 Full Purchase: 19
 ROW & Temporary Easements: 11
 Temporary Easements: 0
 Acres Converted: 3.346

CONTRIBUTING PROPERTY IMPACT SUMMARY
 Full Purchase: 16
 ROW & Temporary Easements: 3
 Temporary Easements: 5
 Acres Converted: 2.761

Seminary Street

Kellogg Street / Seminary Street

greatest detail and the potential
 ers in the diagrams show the
 e Galesburg Historic District.
 oject. Survey numbers for the
 e taken from "An Architectural and
 ition Project" (Attachment 1).
 rchitectural and Historical
 chment 2).

- # = Full Purchase of Contributing Property
- # = Full Purchase of Non-Contributing Property
- # = ROW & Temporary Easement
- # = Temporary Easement Only

Figure 6

Figure 6
 Alternative Comparisons of Section 106/4(f) Resource Impacts
 Galesburg, Knox County, Illinois
 Project # 08-0091



Survey No. 10

This Double House was built between 1911 and 1918. It exhibits influences from the Queen Anne architectural style.

This structure is contributing to the Galesburg historic district. Kellogg Street will be closed south of North Street after construction of the grade separation resulting in a loss of access for this property. This property will be demolished unless it can be relocated as outlined in the MOA. No trees will be taken from this property.



Residential duplex – 234-236 N. Kellogg Street





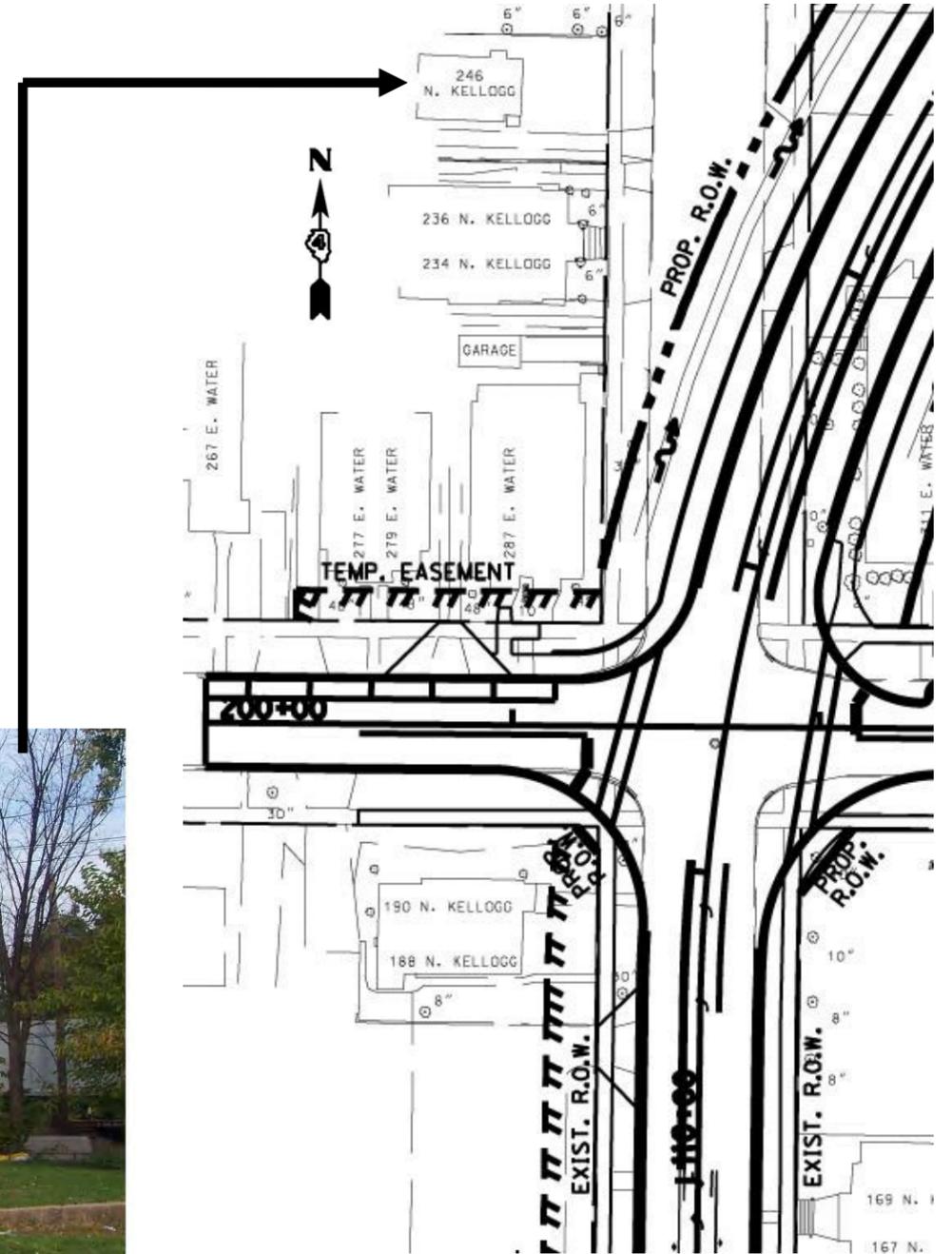
Survey No. 11

This residence is thought to have been built between 1850 and 1898, but may have been constructed earlier. The garage was constructed after 1927.

This structure is contributing to the Galesburg historic district. Kellogg Street will be closed south of North Street after construction of the grade separation resulting in a loss of access for this property. This property will be demolished and one tree will be removed.



Single family residence – 246 N. Kellogg Street

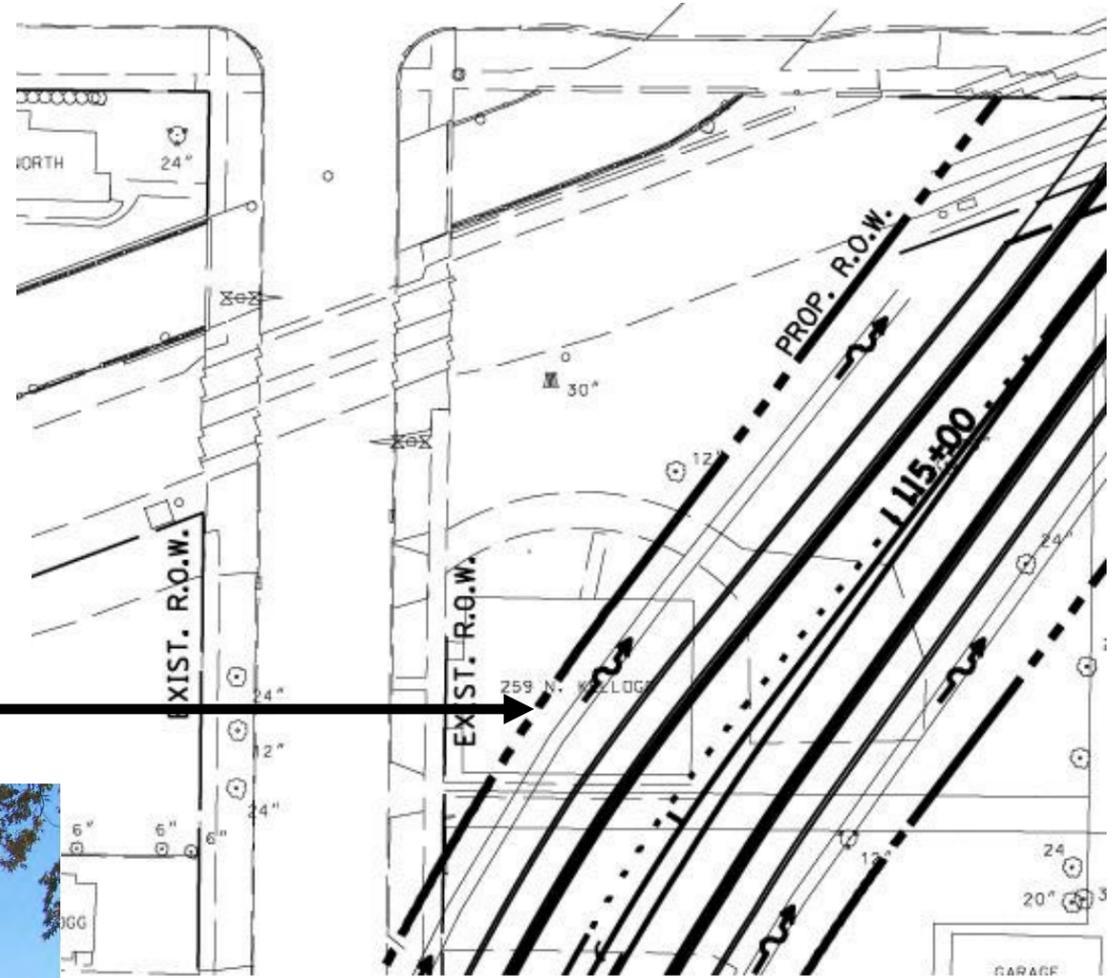




Survey No. 12

This building was constructed between 1910 and 1918. The walls are made of rock-faced concrete blocks. A second building, a two-story “flat” used to stand to the south of the apartment building. Together, these were known as the Allen Apartments. The remaining structure has approximately 15 units.

This structure is contributing to the Galesburg historic district. This property is within the footprint of the proposed grade separation and will be demolished and three trees will be removed.



Allen Apartments – 259 N. Kellogg Street

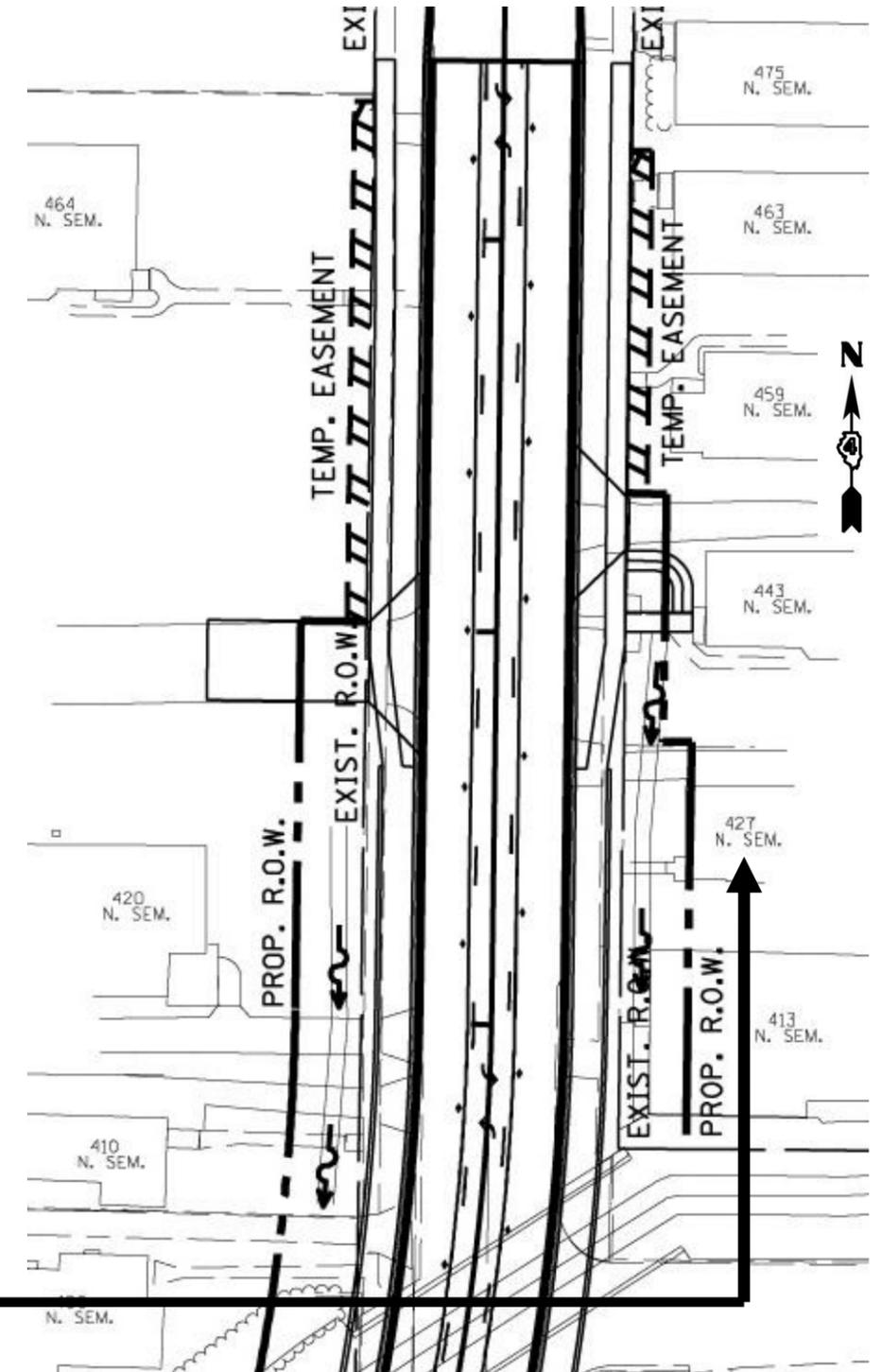


Survey No. 40
 This L-shaped Cottage was built between 1889 and 1898. The structure's footprint has changed overtime with the enclosure of the front and side porches.

This structure is contributing to the Galesburg historic district. Proposed right-of-way will be required from this property. This property will be demolished. No trees will be removed.



Single family residence – 427 N. Seminary Street



Kaskaskia
 Engineering
 Group, LLC

Figure 10
Total Takes
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091



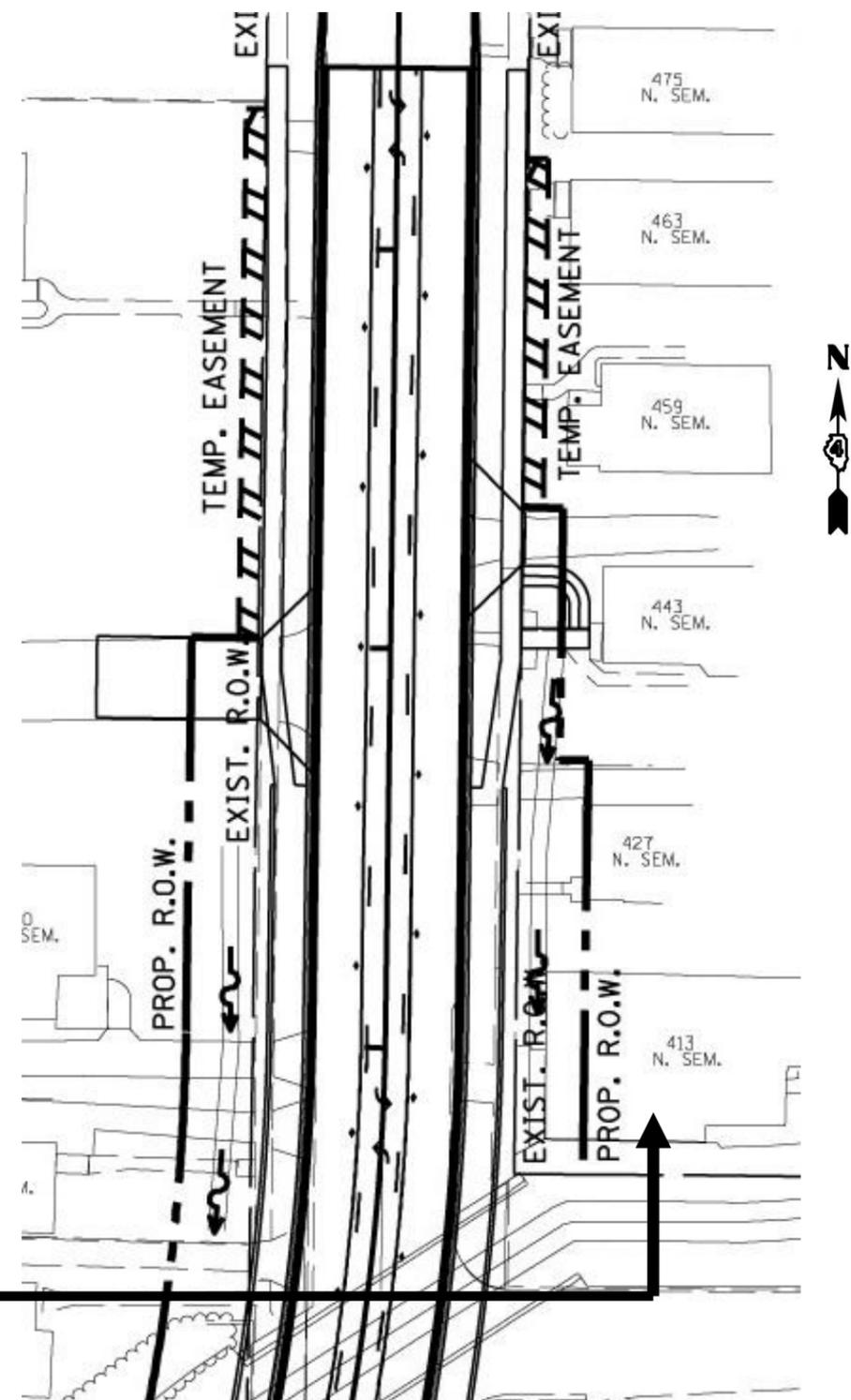
Survey No. 42

This building was constructed in two phases. The southern half was constructed first, between 1910 and 1918. The northern half was built between 1919 and 1924. It was operated as a grocery store under different owners. It was last used by “Universal Sporting Goods” but presently sits vacant.

This structure is contributing to the Galesburg historic district. Proposed right-of-way will be required from this property. This property will be demolished and two trees will be removed.



Vacant commercial building – 413 N. Seminary Street



Kaskaskia
Engineering
Group, LLC

Figure 11
Total Takes
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091



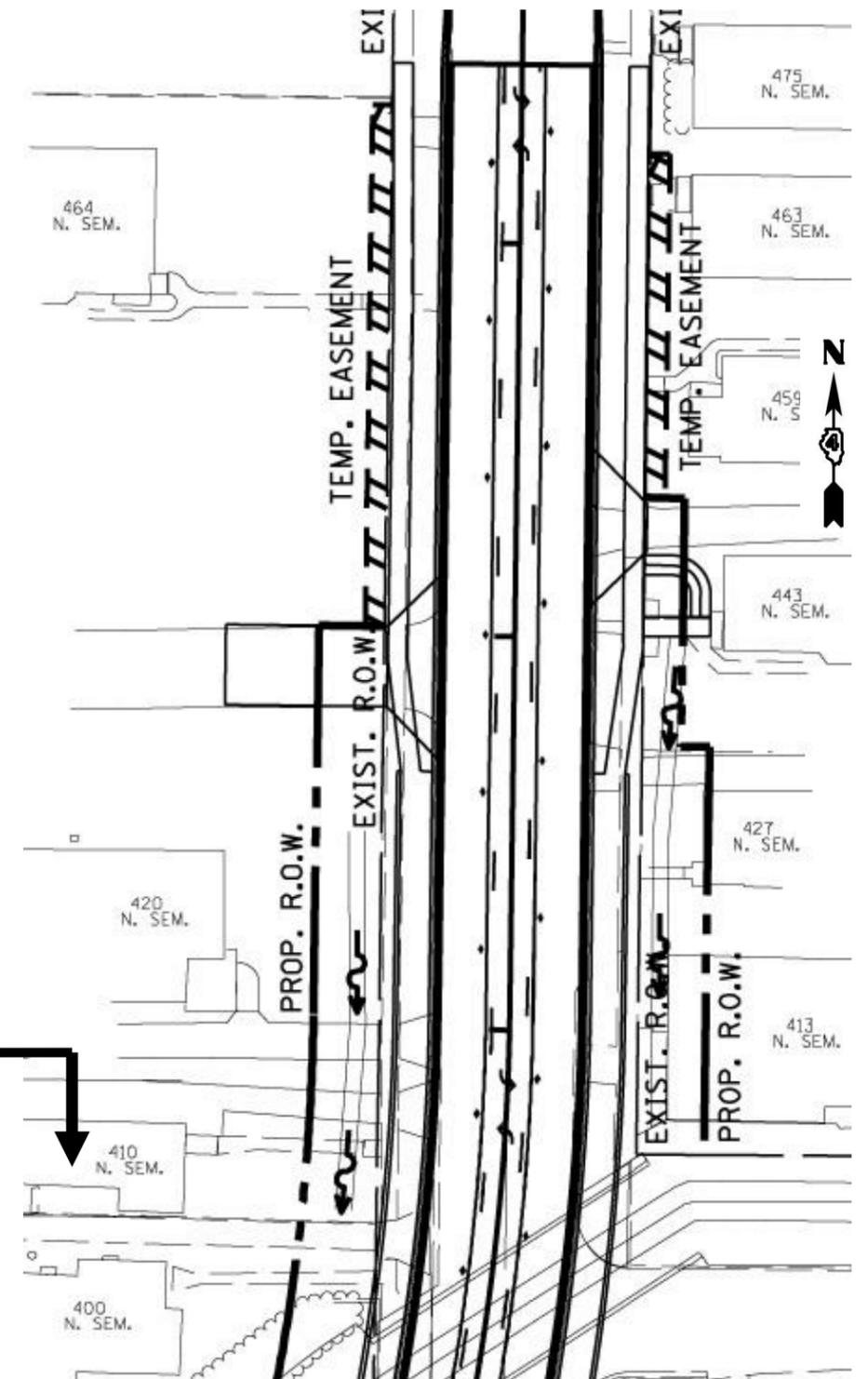
Survey No. 43

Assuming this property retains its basic historic configuration, it may represent a Queen Anne interpretation of the traditional I-Cottage. It was built between 1885 and 1905

This structure is contributing to the Galesburg historic district. This property will be demolished due to right-of-way acquisition. No trees will be removed.



Single family residence – 410 N. Seminary Street





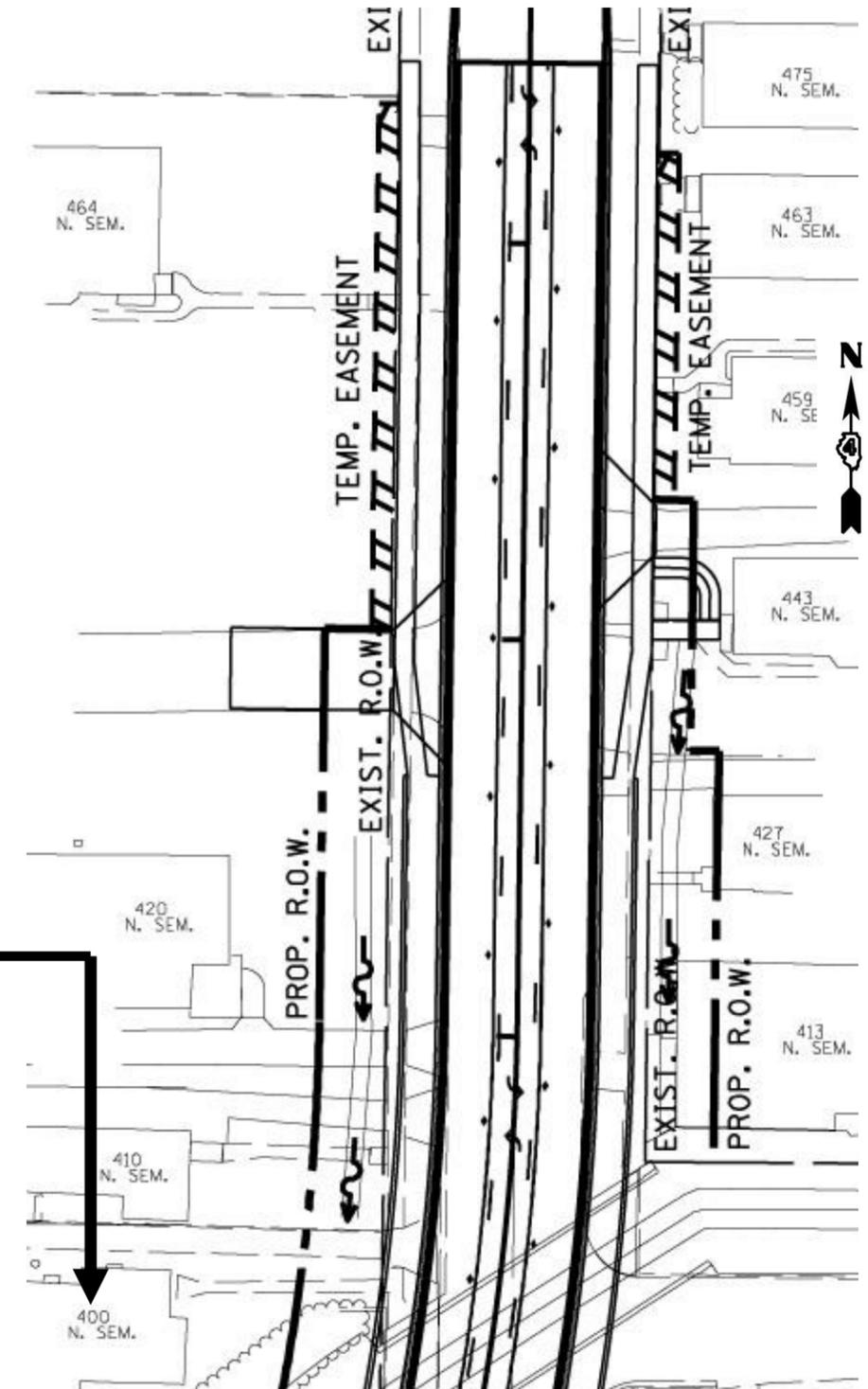
Survey No. 44

This L-shaped Cottage was built between 1885 and 1905. Sanborn maps from 1918 show the existing footprint has not changed since then.

This structure is contributing to the Galesburg historic district. This property will be demolished due to right-of-way acquisition and will have two trees removed.



Single family residence – 400 N. Seminary Street





Survey No. 46

This residence was built between 1889 and 1898. It features front and side gables. A rear wing was added around 1918.

This property will be demolished and have two trees removed. Seminary Street will be closed north of North Street after construction of the grade separation resulting in a loss of access for this property. Although access could be maintained from the north (Peck Street), the proposed right-of-way is so near the property that it would still be considered a take.



Single family residence – 383 N. Seminary Street

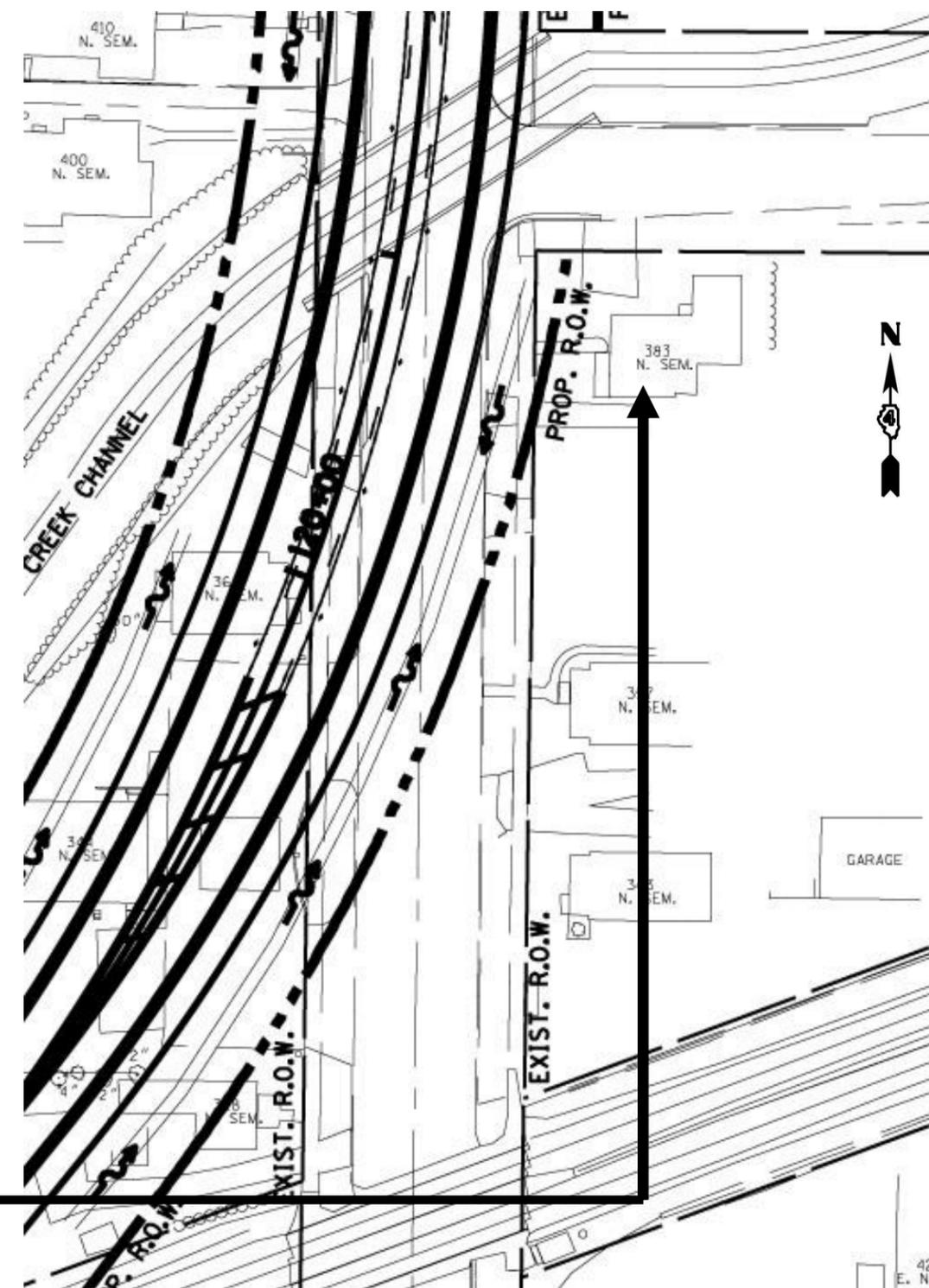


Figure 14
Total Takes
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091



Survey No. 47
 This Queen Anne cottage was built between 1895 and 1905. It features a full-length front porch with turned posts and a frieze of spindlework.

This structure is contributing to the Galesburg historic district. This property is within the footprint of the proposed grade separation and will be demolished. Two trees will be removed from this property.



Single family residence – 364 N. Seminary Street





Survey No. 48
 This Front-Gabled House was built between 1898 and 1910. A small detached garage was constructed between 1918 and 1927.

This structure is contributing to the Galesburg historic district. Seminary Street will be closed north of North Street after construction of the grade separation resulting in a loss of access for this property. This property will be demolished and will have two trees removed.



Single family residence – 357 N. Seminary Street

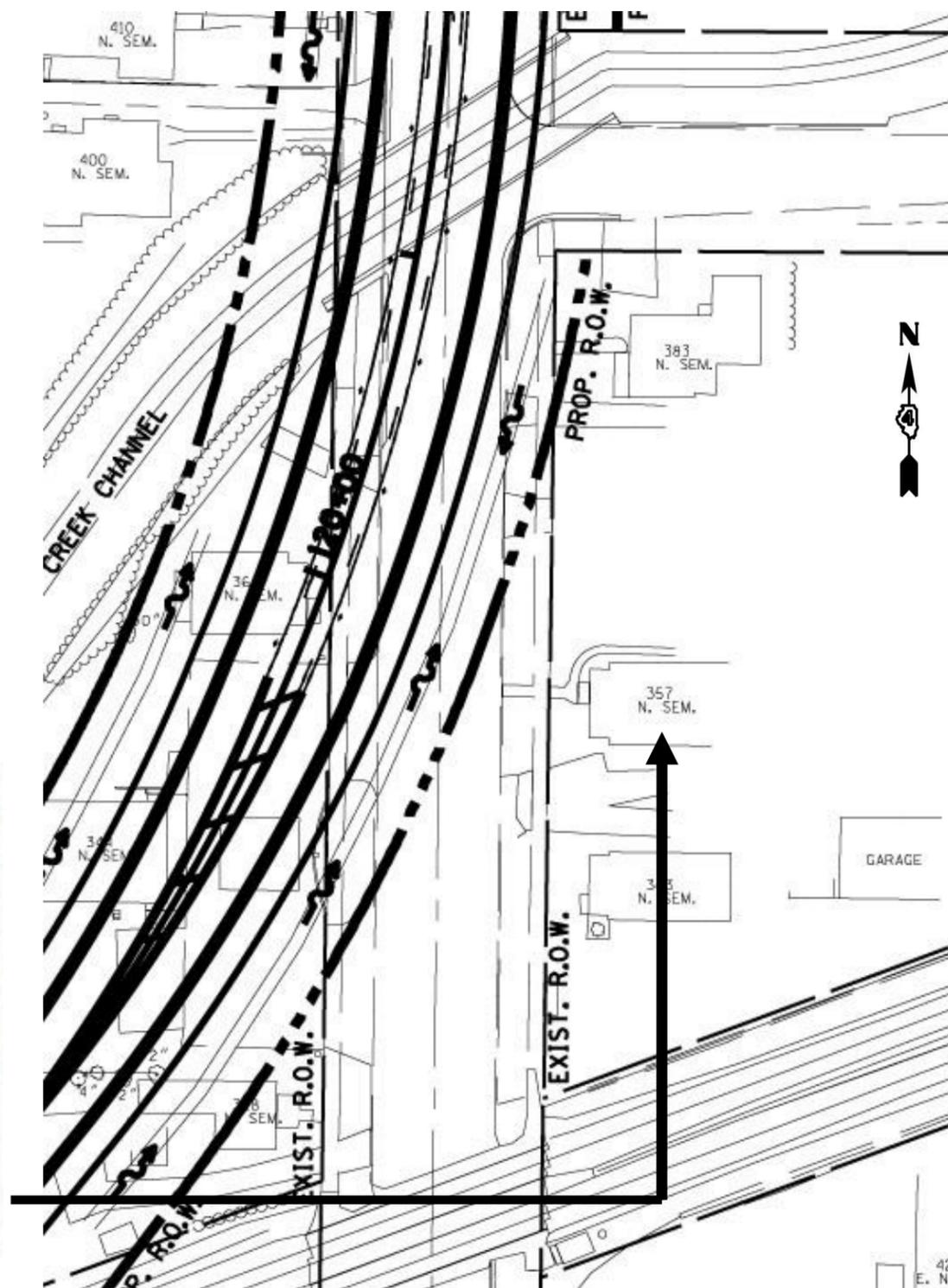


Figure 16
 Total Takes
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091



Survey No. 49
 This Front-Gabled House was likely constructed between 1898 and 1910. It features a full-length front porch. Asbestos siding covers the exterior walls.

This structure is contributing to the Galesburg historic district. Seminary Street will be closed north of North Street after construction of the grade separation resulting in a loss of access for this property. This property will be demolished and will have three trees removed.



Single family residence – 343 N. Seminary Street

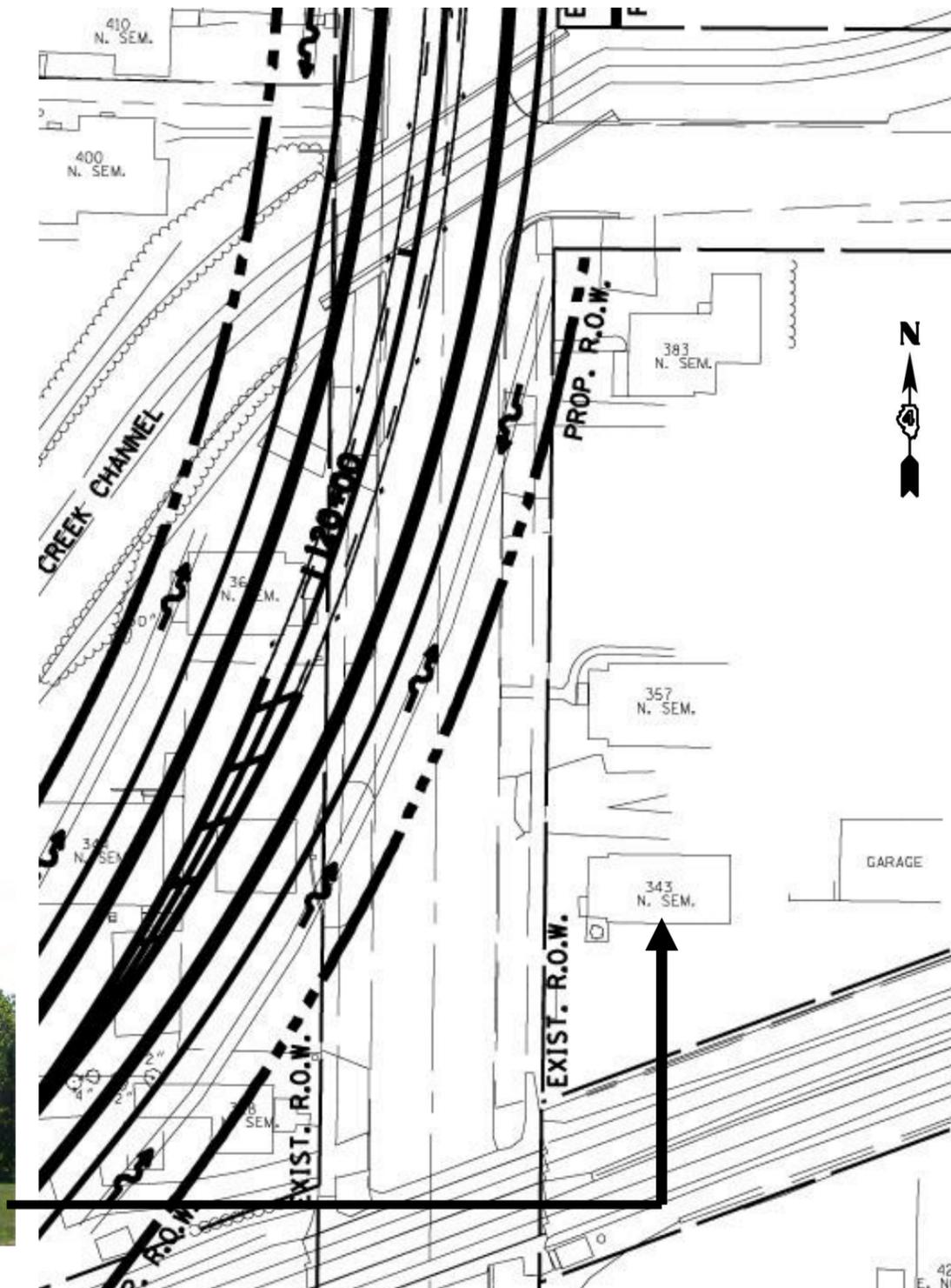


Figure 17
 Total Takes
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091



Survey No. 51
 This small I-Cottage was constructed between 1870 and 1880, if not earlier. A small modern deck has been added to the front of the house.

This structure is contributing to the Galesburg historic district. This property is within the footprint of the proposed grade separation and will be demolished. Four trees and landscaping shrubs will be removed.



Single family residence – 328 N. Seminary Street



Kaskaskia
 Engineering
 Group, LLC

Figure 18
 Total Takes
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091



Single family residence – 367 E. North Street

Survey No. 52

This L-shaped Cottage was built between 1918 and 1927. It closely resembles Survey No. 53 to the west but its porch has been enclosed. Aluminum siding has been replaced with vinyl and double-hung sash windows have been replaced with vinyl ones.

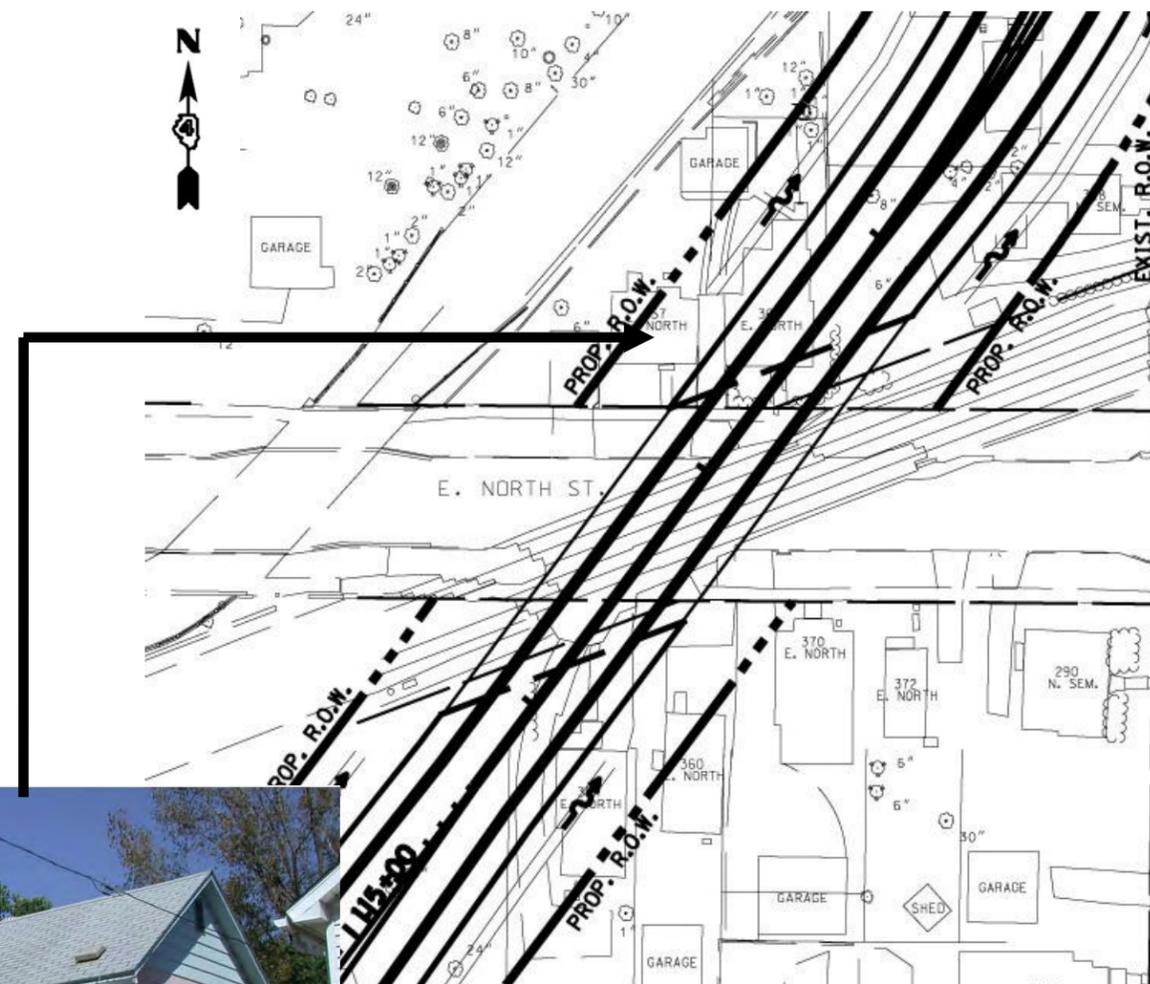
This structure is contributing to the Galesburg historic district. This property is within the footprint of the proposed grade separation and will be demolished. Two trees and landscaping shrubs will be removed.





Survey No. 53
 This L-shaped Cottage was built between 1918 and 1927. It closely resembles Survey No. 52 to the immediate east.

This structure is contributing to the Galesburg historic district. This property will be demolished due to right-of-way acquisition and three trees will be taken.



Single family residence – 357 E. North Street



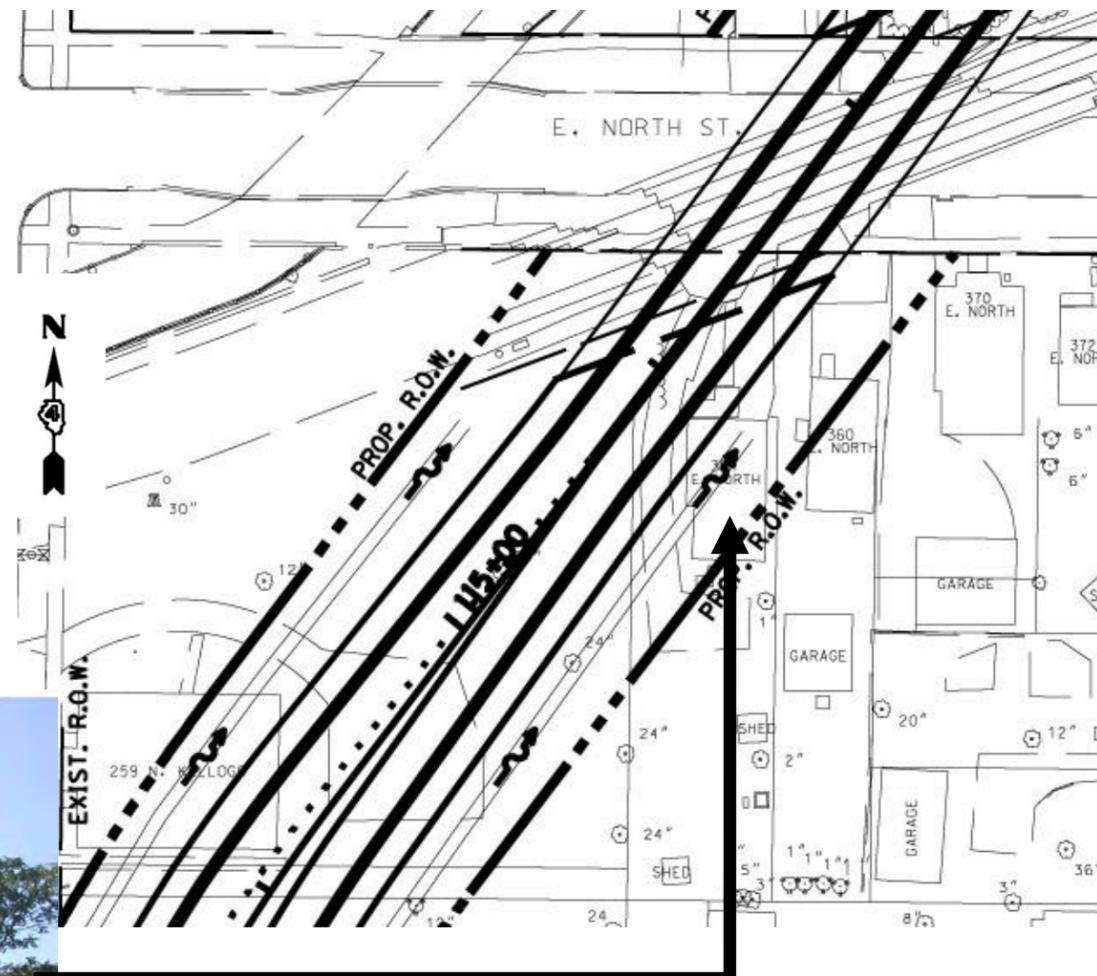
Figure 20
 Total Takes
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091



Survey No. 54

The Queen Anne-style residence was built between 1898 and 1906. The original front porch has been removed. The house's footprint has not changed since 1927.

This structure is contributing to the Galesburg historic district. This property is within the footprint of the proposed grade separation and will be demolished. Three trees will be removed.



Single family residence – 354 E. North Street



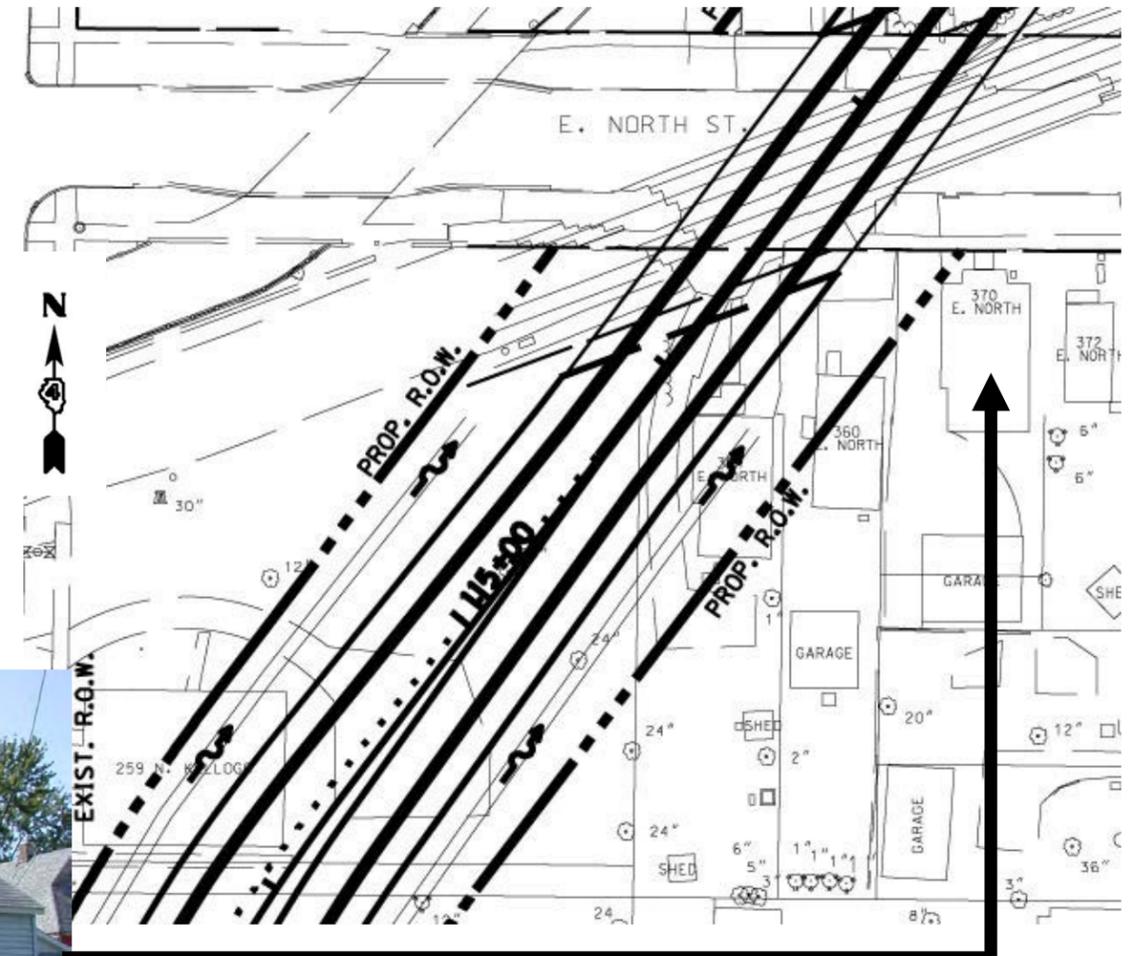
Survey No. 56

This residence is suspected to have been built between 1870 and 1880. The basic form is that of an I-Cottage, although multiple additions have been made.

This structure is contributing to the Galesburg historic district. This property will be demolished due to the proximity of the required right-of-way acquisition and two trees will be removed.



Single family residence – 370 E. North Street





Survey No. 39
 This Side-Hall House was built between 1889 and 1898. It features a full-length, gable-roofed, brick front porch. The porch and rear wing appear to be later additions (pre-1918).

This structure is contributing to the Galesburg historic district. This property will require right-of-way acquisition but it will maintain access and will not be demolished. One tree will be removed from this property.



Single family residence – 443 N. Seminary Street

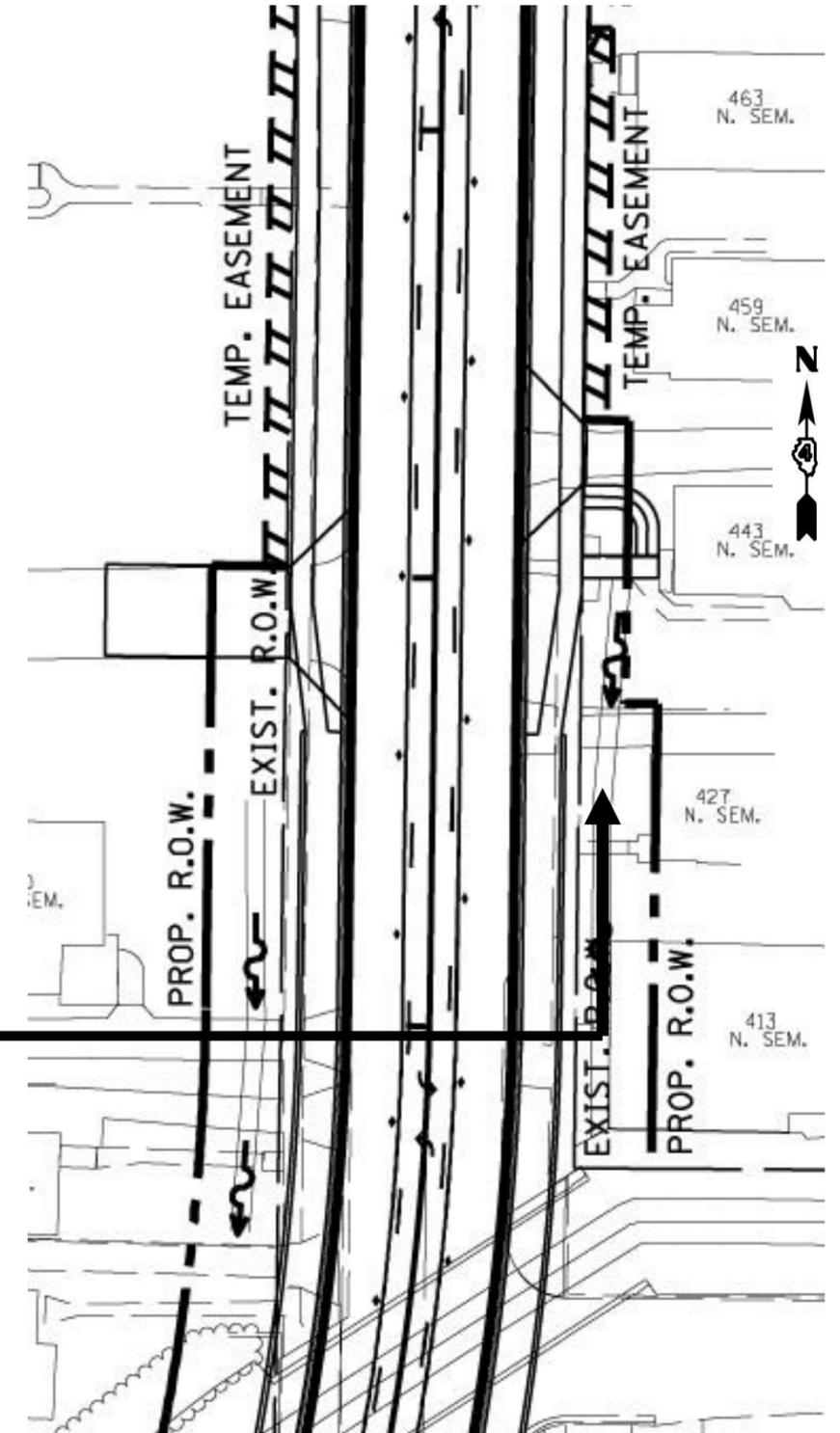


Figure 23
 ROW Acquisition Only
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091



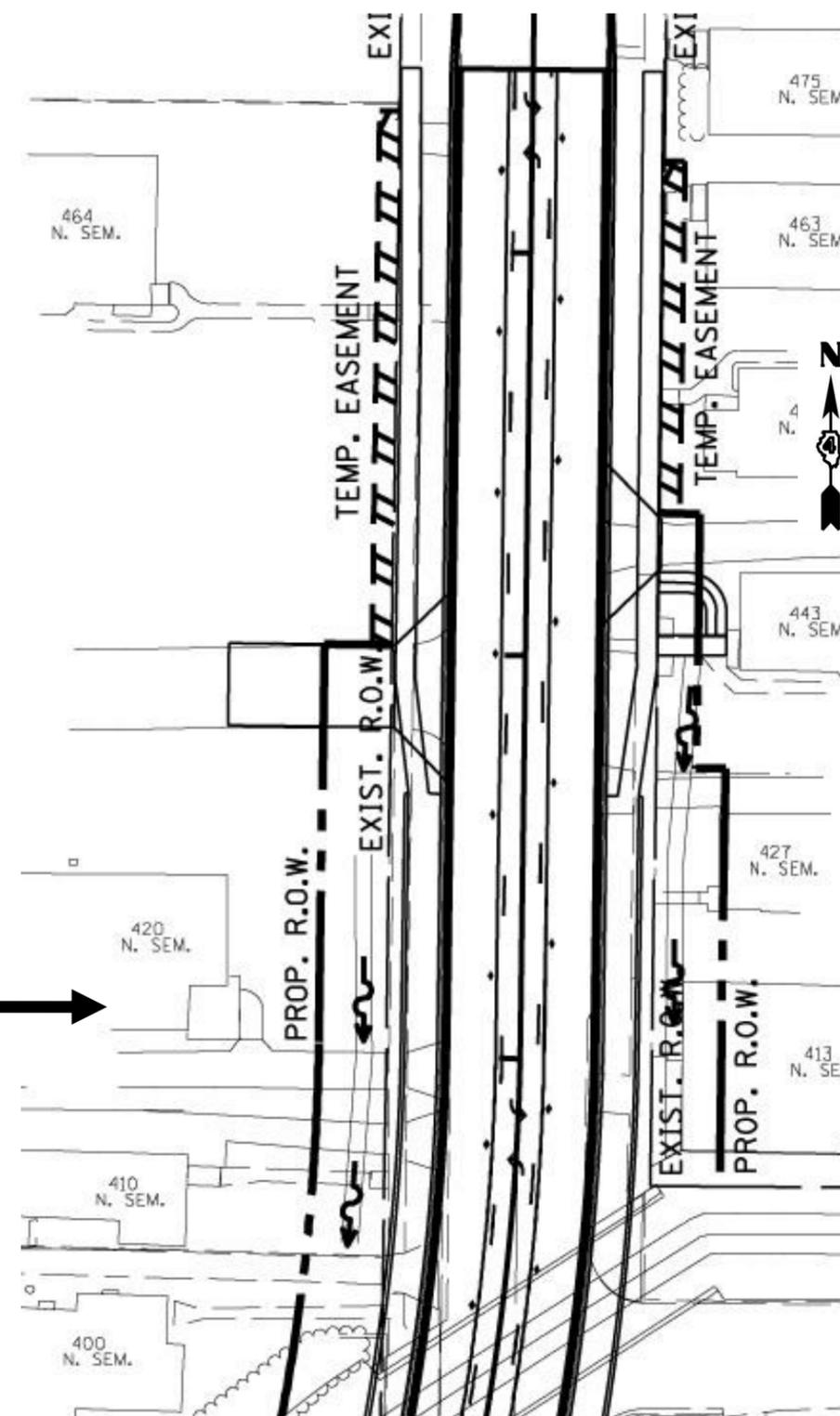
Survey No. 41

This International-style building was built between 1951 and 1960. It was first used as a dental office but is now occupied by Action Income Tax Service, Inc.

This structure is contributing to the Galesburg historic district. This property will require right-of-way acquisition but will maintain access and will not be demolished. No trees will be removed.



Action Income Tax Service – 420 N. Seminary Street





Survey No. 2

The First Methodist Church in Galesburg was organized in 1847. The pictured structure was constructed in 1911-1913 to replace the original church that occupied the corner of Kellogg and Tompkins Streets and was destroyed by fire in 1909. The existing church is a Gothic-inspired structure.

A temporary easement will be required from the First United Methodist Church's parking lot and the small parking lot to the north. There will be no permanent loss of parking and permanent impact to the church property. One tree may be removed from the southeast corner of the parking lot.



First United Methodist Church parking lot- 120 N. Kellogg Street

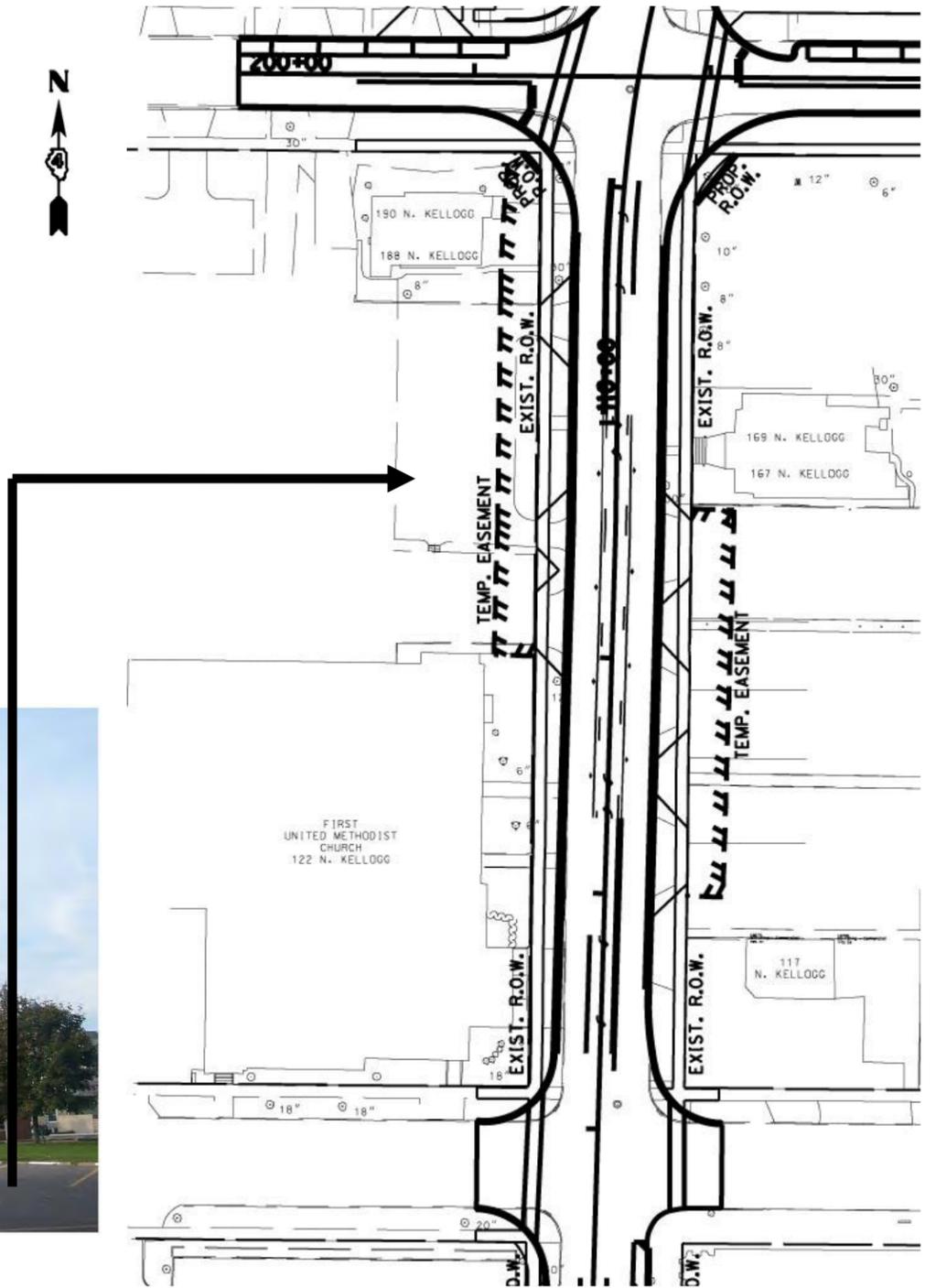


Figure 25
Temporary Easements
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091



Survey No. 5

This residence was built between 1898 and 1906. It is vernacular in character but does have modest late Queen Anne detailing as seen in features of the front porch and cross gable.

This property is contributing to the Galesburg historic district. A temporary construction easement will be required from the south side of the property and one tree may be removed.



Residential duplex – 277-279 E. Water Street

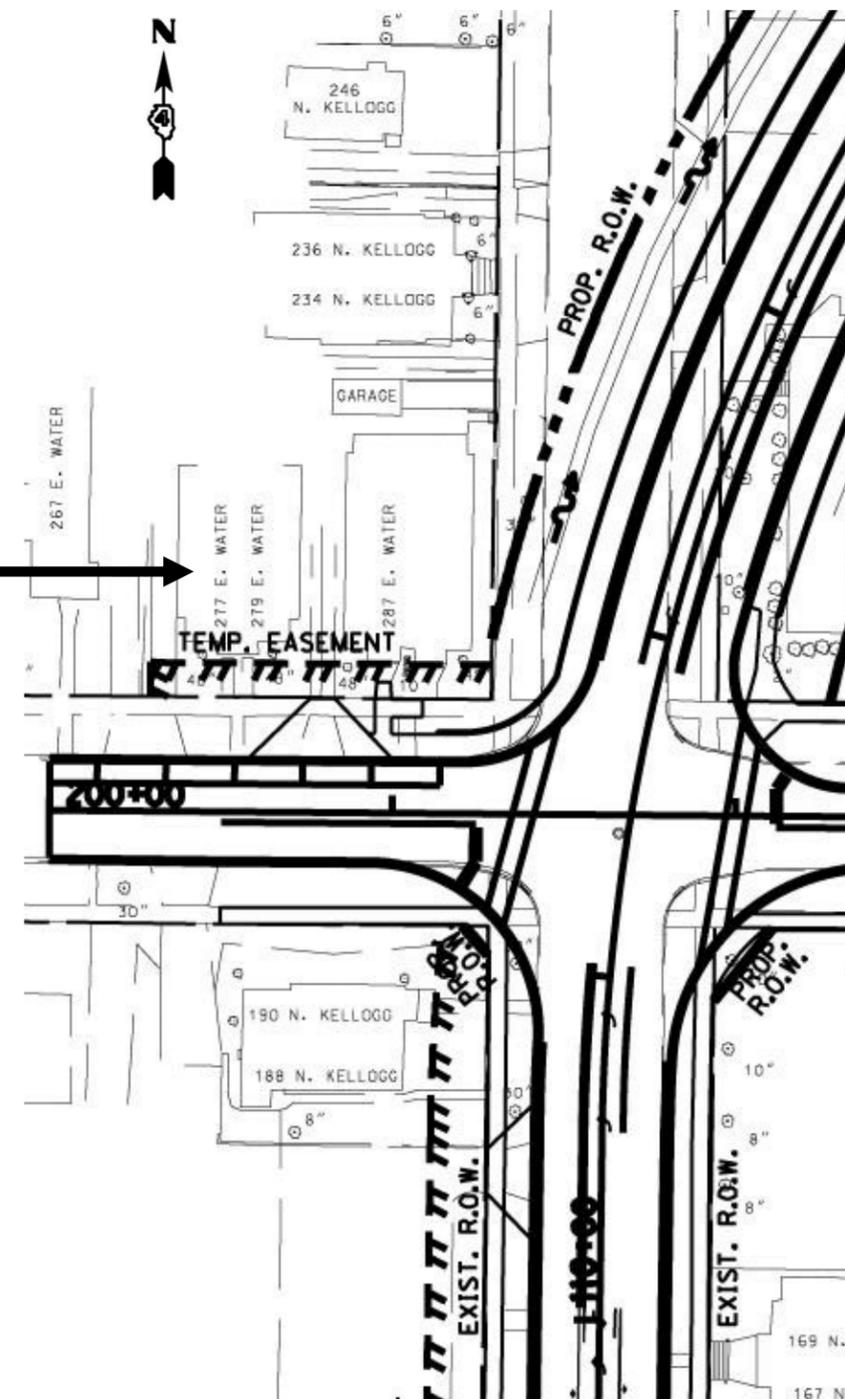


Figure 26
 Temporary Easements
 Kellogg/Seminary Street Overpass
 Galesburg, Knox County, Illinois
 Project # 08-0091



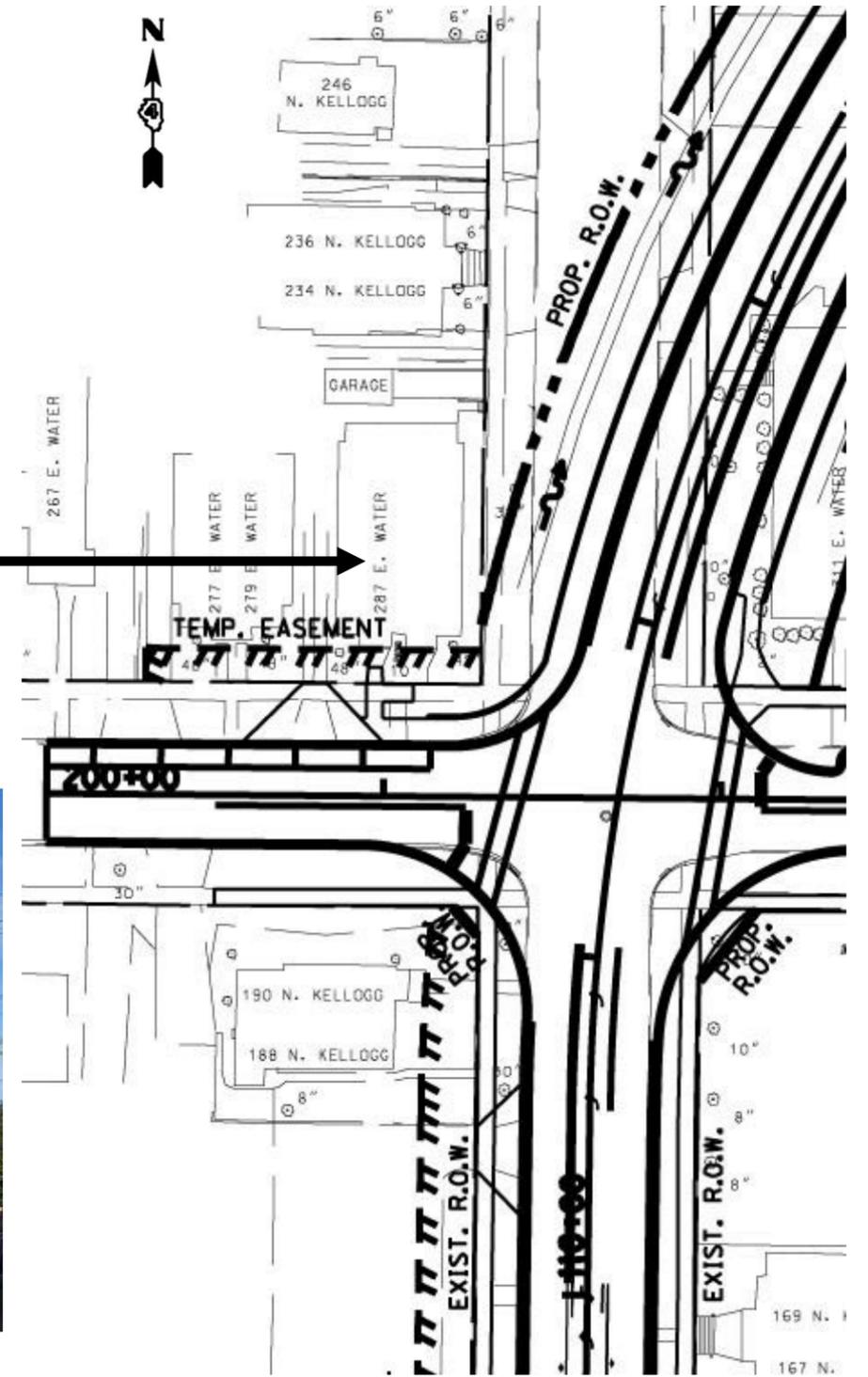
Survey No. 6

This Double House was built between 1906 and 1911 with vernacular Prairie-style detailing. The small garage was added between 1918 and 1927.

This property is contributing to the Galesburg historic district. A temporary construction easement will be required from the south side of the property and one tree may be removed.



Residential duplex – 287-289 E. Water Street





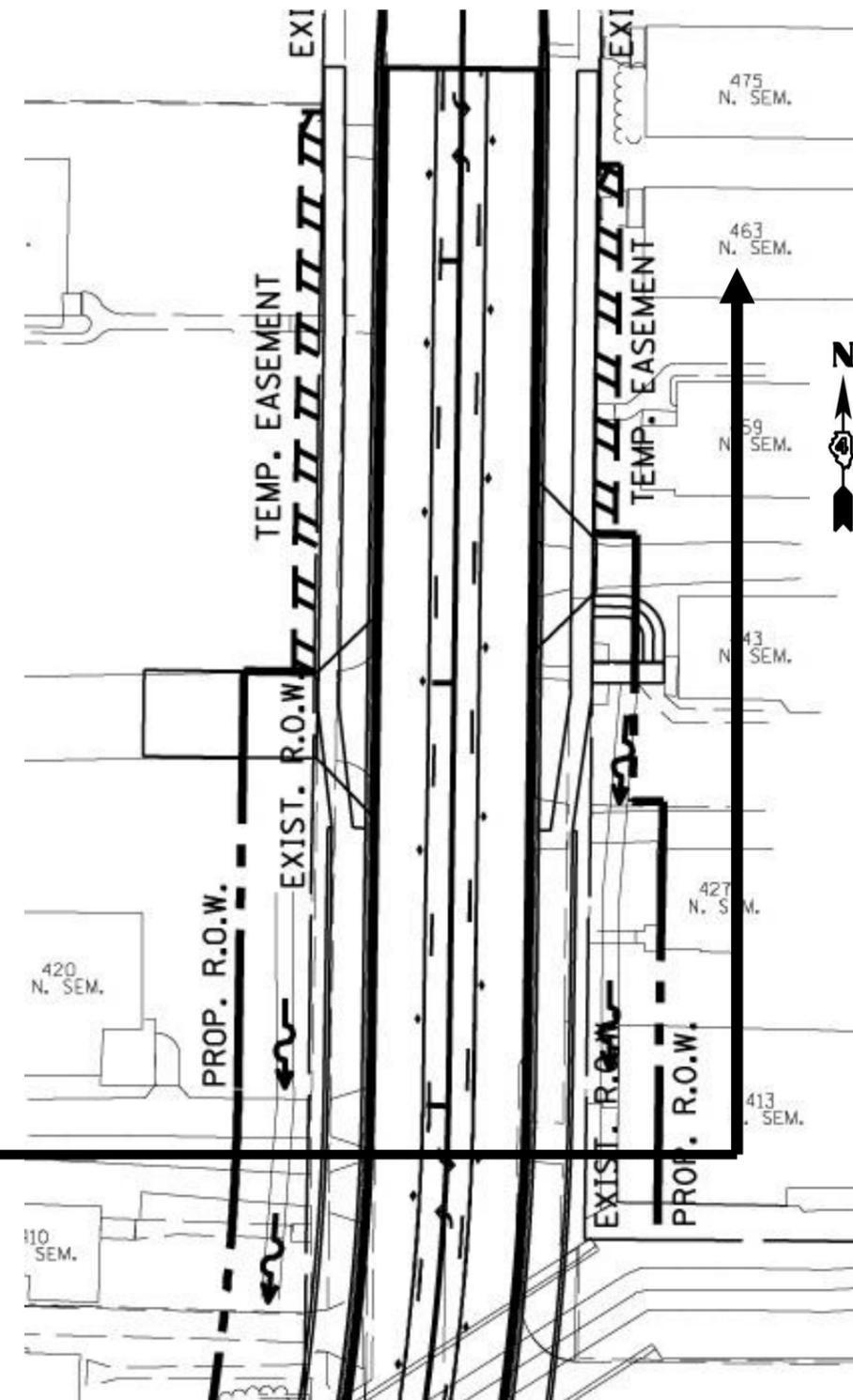
Survey No. 36

This Bungalow is identical to house to the immediate north and were likely built during the same time and by the same builder/developer. It was constructed between 1924 and 1927.

This structure is contributing to the Galesburg historic district. This property will have a temporary construction easement. No trees will be removed.



Single family residence – 463 N. Seminary Street





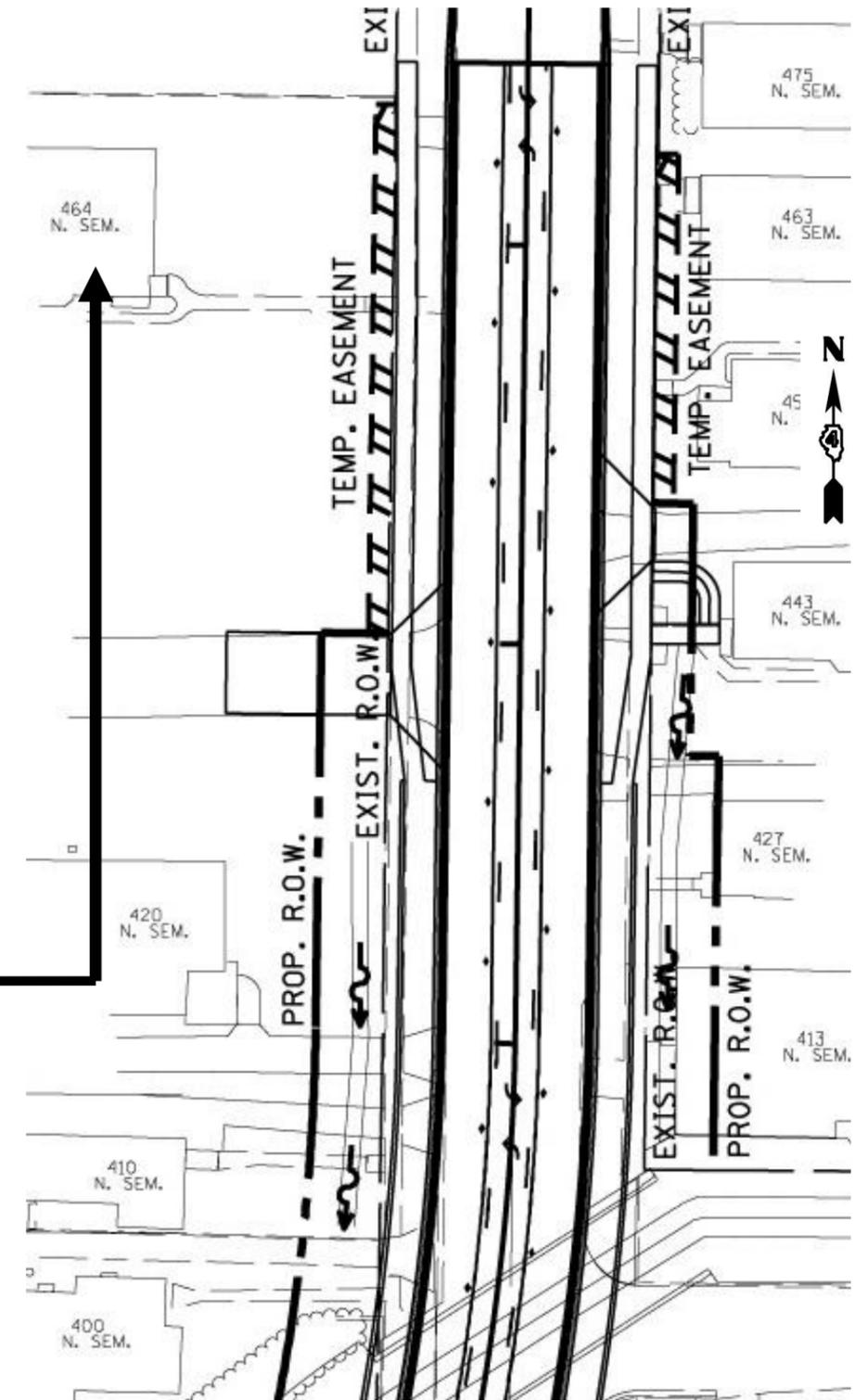
Survey No. 37

This Italianate home was built between 1870 and 1880. The original weatherboard siding still covers the exterior walls. In 1918, Sanborn maps showed a rear wing which is no longer present.

This structure is contributing to the Galesburg historic district. This property will have a temporary construction easement. Two trees and landscaping shrubs may be removed.



Single family residence – 464 N. Seminary Street



Kaskaskia
Engineering
Group, LLC

Figure 29
Temporary Easements
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091



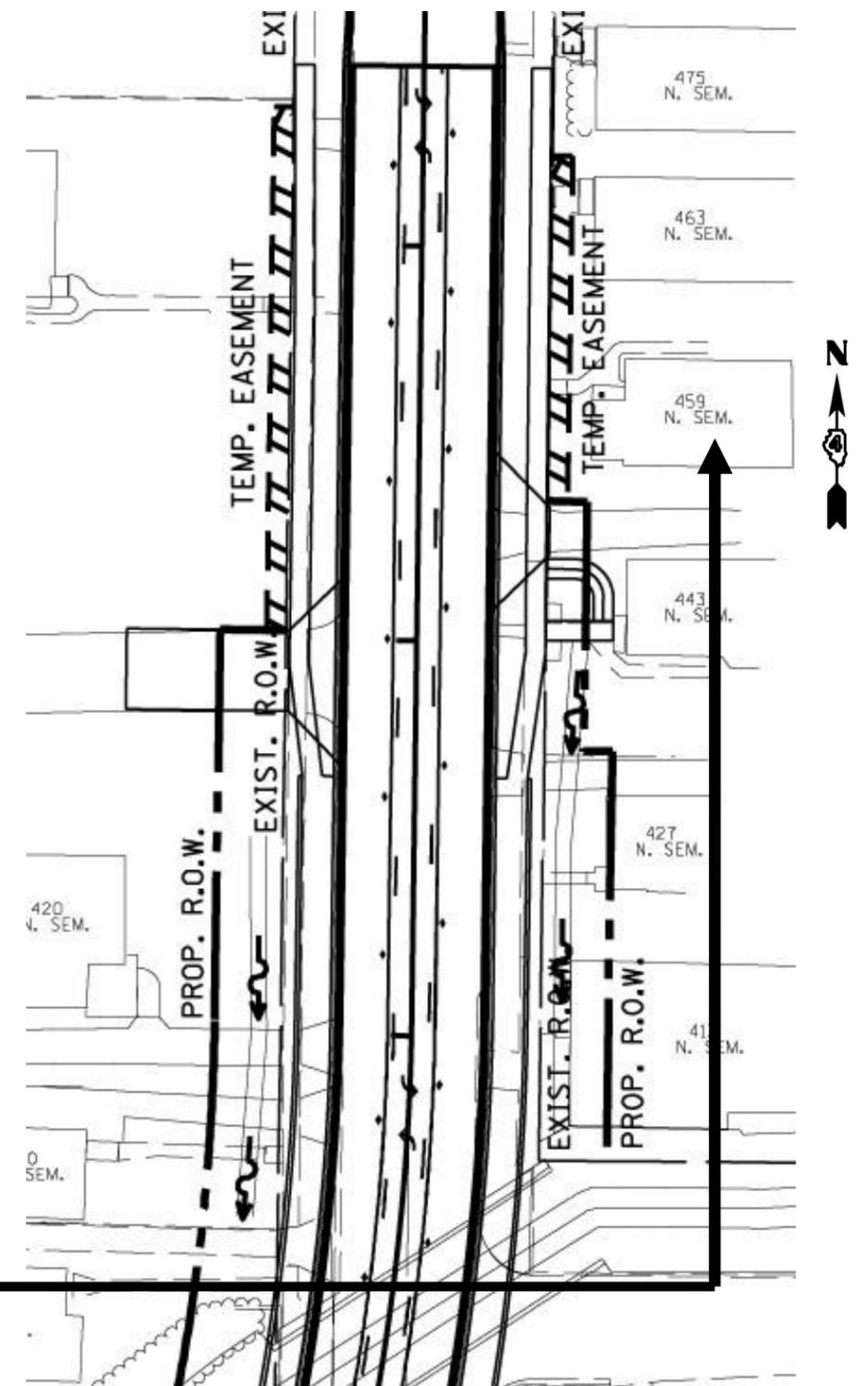
Survey No. 38

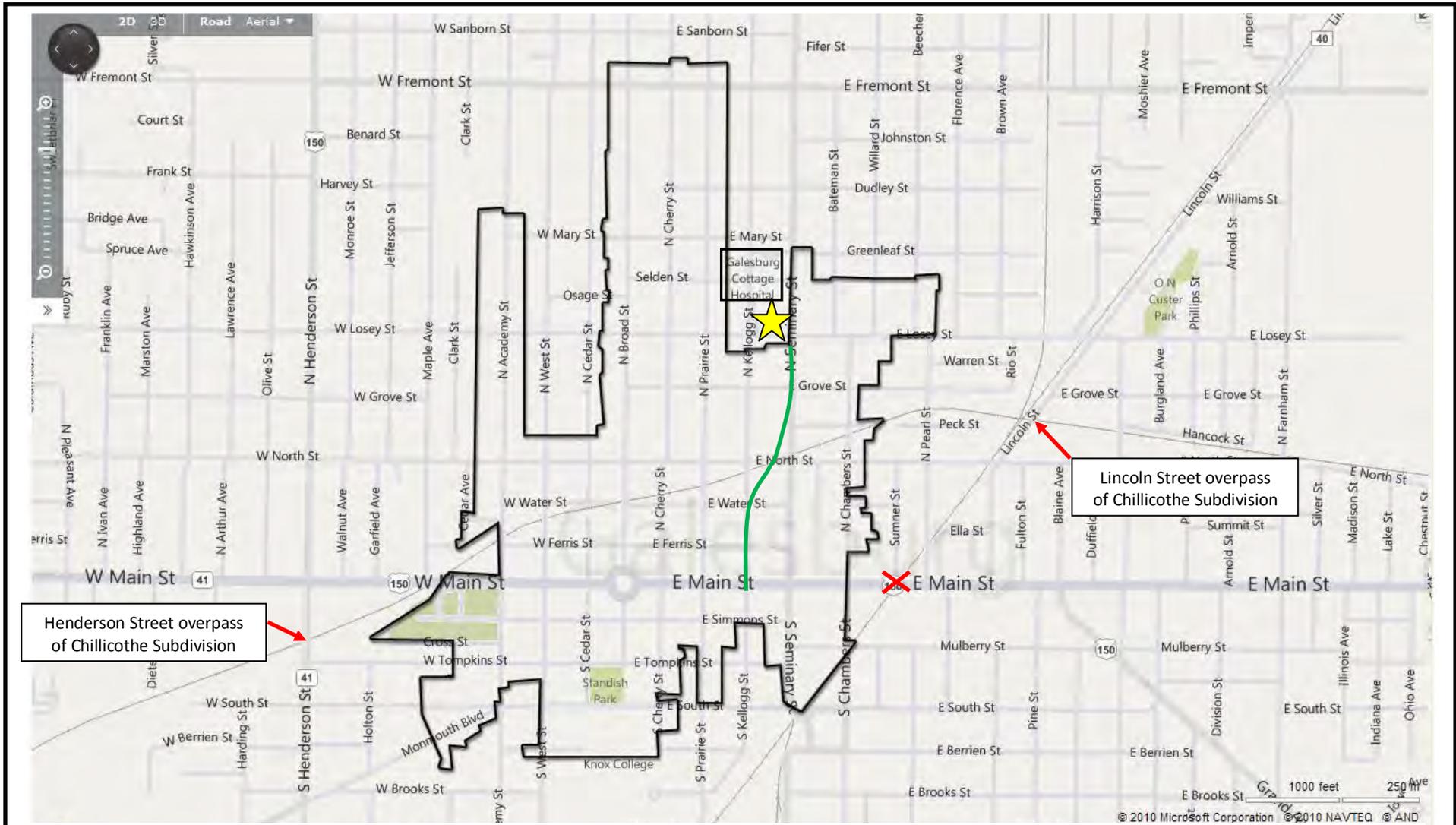
This Bungalow-like residence was constructed between 1930 and 1940. A brick porch extends across half of the front elevation.

This structure is contributing to the Galesburg historic district. This property will have a temporary construction easement. No trees will be removed.



Single family residence – 459 N. Seminary Street





Two roadway construction alternatives were considered on routes outside of the historic district to avoid impacts to historic resources. An overpass of the Chillicothe Subdivision on Henderson Street would not improve emergency response times due to its distance from the medical facilities. An overpass of the Chillicothe Subdivision on Lincoln Street would not improve times because an emergency responder would still have to cross the Mendota Subdivision on East Main Street. An overpass on Lincoln Street would not provide a direct route to the medical facilities located on Seminary Street.



Figure 31

**Avoidance Alternatives: Roadway Construction Alternatives
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091**

ATTACHMENT 1

To be included on CD with final submittal.

ATTACHMENT 2

To be included on CD with final submittal.

ATTACHMENT 3

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC **Galesburg Historic District**

AND/OR COMMON

2 LOCATION Much of the central part of Galesburg bounded by Berrien, Clark, Pearl, and Sanborn

STREET & NUMBER

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN **Galesburg**

VICINITY OF

STATE **Illinois**

CODE

COUNTY

CODE

Knox

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input checked="" type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. **Knox County Courthouse**

STREET & NUMBER

Galesburg

Illinois

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE **1. Illinois Historic Structures Survey
2. Illinois Historic Landmarks Survey**

DATE

Oct. 1973 (1) & Oct. 1974 (2)

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

Department of Conservation

CITY, TOWN

Springfield,

STATE

Illinois

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The City of Galesburg (1970 population: 36,290) is located in west-central Knox County, of which it is the seat, in western Illinois about 165 miles from Chicago, 53 from Peoria and 43 from Burlington, Iowa. The town-site is situated on high prairie at the height of the divide between the Mississippi and Illinois River watersheds and may best be described as flat with some slight undulation. There are no prominent topographical features.

The Galesburg Historic District includes most of the original town plat bounded by Academy, Seminary, North & South streets, a substantial part of the Knox College campus, and a number of older residential neighborhoods, mainly north of North. The primary criterion for establishing the boundary (v. Item 10) was that of visual cohesion. This was applied most thoroughly in the northern part of the district, where areas of a generally homogeneous and substantial residential quality were developed along the corridor of Academy, the broader band of Broad, Cherry and Prairie, and an area centered on Losey and Chambers, all three tied together by North and/or Grove. The southern part of the district (generally south of the Santa Fe railroad) is less unified, partially due to the variety of uses present, but equally to the larger size of individual structures and resulting lower density: though roughly 50% of the district's area, the southern part contains only 30% of the structures. Consequently, the boundary here has also been affected by the extent of area dominated by significant sites. Included in these are some of the district's most outstanding.

Land use within the district is diverse, encompassing the full range of urban uses. The only extensive area of uniform use is that north of North, almost exclusively residential. Industrial and utility functions are limited to the proximity of the railroads, while commercial, social, governmental, medical, religious and cultural uses are intermixed in the area of the original plat south of North, long the city's center. The major educational/institutional facility is, of course, Knox College, dominating the southwest part of the district. The only Federal property seems to be the U.S. Post Office on East Main.

Residential density in the district is generally moderate, with most homes situated on 66-foot lots with generous and largely uniform street setbacks. Most residential structures are detached and single-family and about equally divided between frame and masonry construction. Their proportions range from quite substantial to nearly luxurious with mostly two or 2½ stories, thus producing a streetscape of considerable solidity. In non-residential areas, the relationships between structures are somewhat looser, except on Main street from Cherry to Chambers with its virtually closed front of commercial buildings. With numerous buildings over two stories, Main and the immediately adjacent blocks of intersecting streets present a decidedly urban aspect. East-west streets south of Main are characterized by widely-spaced buildings of generally great substance, thus offering a series of impressive views.

Galesburg's street pattern is based on a rectangular grid, somewhat imperfectly expressed because of the Santa Fe and Burlington railroad

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tracks. The major traffic carriers are Main, Losey, Fremont, Seminary and Academy and transportation is mainly dependent on the private automobile.

Of 1128 structures encompassed within the Galesburg Historic District, excluding garages and other minor buildings, 111 have been evaluated as possessing special significance and an additional 49 were photographed by the Illinois Historic Structures Survey. Recent construction accounts for 46 and intrusions for 33 buildings or about 7% of those extant. Among the remaining structures there are a great many fine residences only slightly below the quality of those selected as significant, several of which should have been photographed by the Structures Survey. Their contribution to the district is distinct and far more important than that of mere background.

Stylistically, the historic district is distinguished by a number of large residences transitional between Queen Anne and Classical Revival dating from the 1890's (Nos.4-5,10,15,26, 29-30,33). Purer expressions of both Queen Anne (Nos.2,9,19,25, 28,41,43) and Neo-Classical modes (Nos.6,8,24,38) also play an important part. Some early Gothics (Nos.11,18), one of outstanding importance (no.11), are augmented by later expressions of the same original inspiration (Nos.22,31,35). Second Empire (No.7), Romanesque (Nos.12,20,27,46), and Italianate (Nos.14,23,34) are also significantly present. A number of other styles, including Tudor, Georgian and Spanish Revivals, Bungalowid and Early Modern, are also represented. Despite these many styles, however, the main fabric is created by those dominant from ca.1890-1905.

Intrusions in the Galesburg Historic District are relatively few and largely limited to the proximity of the central business district. By far the most disruptive are a new Howard Johnson motel and restaurant on the northwest corner of the Public Square and a shopping complex at Broad and North. A new Knox College residence hall in the block bounded by West, Academy, Simmons and Tompkins comes in a close third. All three of these structures are unsympathetic in their scale and make no reference whatsoever to the surrounding historic fabric. Remaining intrusions are mostly of small scale -- mainly insensitive new apartment buildings and stores and inapt modernizations -- and have relatively little effect on the district.

SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input checked="" type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Galesburg is a city rich in historical associations many of which are still highly visible. The city's foundation as a religious-educational colony is still very much in evidence, not only in the home of the city's founder, G.W.Gale, but in the presence of Knox College, particularly the school's Old Main and Willard Hall, as well. In Old Main and its environs, the city further possesses a truly major site: the only Lincoln-Douglas debate location unaltered since 1858. The changes wrought by the coming of railroads, transforming a quiet college town into a major commercial center, are also obvious: directly in the industrial and transportation complexes near the tracks and indirectly in the wealth that engendered the city's prominent residential areas.

Architecturally, Galesburg presents two distinct faces. The one, formed by a series of striking individual structures is encountered in the south of the district: Main Street, the Knox College campus, and the areas of the Burlington Depot and County Courthouse. The other, to the north, results from an ensemble of fine residences, many of unusual and outstanding excellence. Dating from ca.1890-1905, the unity of style, scale and material is most impressive.

HISTORY

The earliest history of Galesburg cannot be separated from that of Knox College and George Washington Gale, whose vision of a Christian college on the prairie was the germ from which both sprouted. Having been engaged in establishing a Manual Labor College at Whitesboro, N.Y., G.W.Gale conceived the idea of founding a similar institution in the west, situated in a town specifically colonized for that purpose. His plan, as circulated during the summer of 1834 was, in the main, the following: subscription books to be opened for the purpose of raising \$40,000 to purchase a Township of land in one of the western states; a village plat to be laid out on the purchase; six hundred and forty acres to be reserved for a College Farm; the remainder to be laid out into farms, and appraised at an average of \$5 per acre and sold to the subscribers or to settlers. The proceeds of the sales, after defraying expenses and re-imbursing subscribers, to go into the fund for a college, academy, and female seminary.

By May of 1835, sufficient subscribers and funds (\$21,000) had been secured to begin serious steps towards implementation. An exploring

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committee was sent to Illinois and Indiana during the summer and, in September, a purchasing committee (consisting of Sylvanus Ferris, Nehemiah West, Thomas Simmons, and Mr. Gale) departed, entering 10,746.81 acres in Knox County, Illinois, on or about 1 November. On 7 January, 1836, the subscribers met at Whitesboro, platting the purchase into village and farms, naming the village and streets, appointing trustees, and formulating final plans for the colonization project in general. That same spring, the colonists began leaving for the west, the first company of settlers arriving 2 June 1836. These, and the other original settlers, did not, however, locate immediately in Galesburg, but erected a temporary encampment known as Log City until suitable frame residences could be erected in the town proper. The first of these was finished that November by one Phlegmon Phelps. By the fall of 1837, most of the colonists had established themselves either in town or on farms and Galesburg, with 232 inhabitants, had become a reality.

Knox College, the *raison d'etre* of Galesburg, received its charter under the title of Knox Manual Labor College in 1837, making it the fourth oldest in the state. By the fall of 1838, the academy building was ready and formally opened, but it was not until 1841 that the college was fully organized. Signal events in the college's further history include the completion of Old Main and the Female Seminary (both 1857, v. Nos. 11, 34) and the admission of women to the full college course (1870). Beyond question the single most significant moment, however, was the fifth Lincoln-Douglas Debate, held 7 October 1858 at the east end of Old Main and usually described as "a great day for Galesburg and the college, and one of the most spectacular events in their history."

The growth of Galesburg, meanwhile, proceeded steadily albeit slowly. It was incorporated as a village in 1841 and, by the end of its first decade (1846), had a population of about 800. The town was strongly Abolitionist, one of the state's earliest Anti-Slavery societies having been established there in 1837, and went on to become a major depot on the Underground Railroad. Hand in hand with Abolition - at least in Galesburg - went Temperance and, when Galesburg incorporated as a city in 1857, prohibition of the sale of liquor was voted into the city charter as a fundamental clause. Nor so fundamental, though, as to prevent the repeal of prohibition when the city was re-incorporated in 1876.

The most important economic event occurring to Galesburg after its foundation was the completion of the Chicago, Burlington and Quincy Railroad through the town. The history of the road's location through Galesburg is long and complex, but,

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aided by a \$250,000 citizen's subsidy, the railroad was eventually captured for the city, the first train entering 7 Dec. 1854. The effects were immediate and generally salutary, the town of 882 (in 1850) exploding to over 4,000 by 1856 and 9,230 in 1867. The railroad brought substantial industry in its wake and other lines locating through the city, particularly the Santa Fe in 1887 assured Galesburg's future as a major railroad center. Railroads, because of the growth they occasioned also secured the county seat for the city, removal from Knoxville being decided by the Illinois Supreme Court in 1873 after the hotly-contested election of 1869.

A second factor in Galesburg's growth, though intimately related to the first, was the ever-increasing tide of Swedish immigration inaugurated by the Bishop Hill Colony (1846) 30 miles to the northeast. By 1847, Galesburg itself already had a Swedish population of 20; in 1854 the stream became quite active, continuing steadily until 1880: there were 1,650 Swedish settlers in 1867, an estimated 3,500-4,000 in 1880, and in 1912 at least 8,000 of either Swedish birth or descent -- more than one-third the total population. The most famous son of this sizeable community was, of course, Carl Sandburg.

Civic improvements to the city began in 1866 with the authorization of the Galesburg Gas Light and Coke Co. Paving of the streets with brick was begun in 1877, with many of these early streets greatly in evidence in the residential sections of the city included in the historic district. Electric street lighting was introduced beginning in 1883 and public transportation in 1885. The City Hall, Fire Station (v.Nos.24,36) and other public buildings were authorized in 1905, Galesburg having survived without such municipal amenities until then.

Residential areas of Galesburg at first developed along modest lines, quite in keeping with the straight thinking of the original settlers. But the growth induced by the railroads also led to the accumulation of considerable wealth, particularly following the Civil War. Expansion of the city's commercial district also contributed to the new residential development. This occurred mainly north of North street along the wide corridor of Broad, Cherry and Prairie and along Academy and reached its peak shortly before 1900. Certainly, all residential areas in the historic district had reached their maturity at or shortly after the turn of the century.

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SITES AND STRUCTURES OF SPECIAL SIGNIFICANCE

Numbers refer to the corresponding map. When more than one area of significance applies, these are listed in descending order.

1. SANBORN TERRACE APARTMENTS
Northwest corner of Broad and North
ARCHITECTURAL SIGNIFICANCE
2. RESIDENCE
343 North Prairie
Built in 1896
ARCHITECTURAL SIGNIFICANCE
3. JAMES L.SHORT (WILLIAM BROWNING) HOUSE
342 North Kellogg
Built in 1868; addition by Browning in 1880
Little is known about Mr.Short. His house, though, was perhaps the first large home built in Galesburg to reflect the growing prosperity and accumulation of wealth in the 1860's. William Browning was a leading merchant and banker.
HISTORICAL AND ARCHITECTURAL SIGNIFICANCE
4. CLARK E.CARR HOUSE
560 North Prairie
Built in 1894
M.Carr was an extremely prominent Galesburgian who served as U.S.Ambassador to Denmark. The first known presidential cabinet meeting outside out Washington since the War of 1812 was held in the house following the Lincoln-Douglas Debate anniversary celebration of 7 October 1899.
ARCHITECTURAL AND HISTORICAL SIGNIFICANCE
5. RESIDENCE
545 North Prairie
Built in 1896
ARCHITECTURAL SIGNIFICANCE
6. RESIDENCE
464 North Prairie
Built in 1896
ARCHITECTURAL SIGNIFICANCE

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7. MRS. MARY SMITH (G.W. GALE III) HOUSE
455 North Prairie
Built in 1896
ARCHITECTURAL SIGNIFICANCE
8. CYRUS M. AVERY HOUSE
640 North Prairie
Built in 1902
Cyrus Avery and his brother Robert designed and manufactured cultivators. Though from Galesburg, their factory was in Peoria. Cyrus Avery built this house upon his retirement and return to the city of his birth.
ARCHITECTURAL SIGNIFICANCE
9. JOHN C. FAHNESTOCK (BIRMINGHAM-WEINBERG) HOUSE
591 North Prairie
Built in 1896
ARCHITECTURAL SIGNIFICANCE
10. GEORGE LAURENCE HOUSE
590 North Prairie
Built in 1891
Mr. Laurence was a wealthy attorney, farmer, financier and politician.
ARCHITECTURAL SIGNIFICANCE
11. KNOX COLLEGE OLD MAIN
South side of South, foot of Broad
Completed in 1857
The Fifth Lincoln-Douglas Debate was held at the east end of Old Main 7 October 1858. The site has changed little in appearance from that time, though the building was restored and stabilized by Thomas Eddy Talmadge during the 1930's.
HISTORICAL AND ARCHITECTURAL SIGNIFICANCE (EQUALLY SO)
12. ARLINGTON HOTEL
Northwest Corner of South & Seminary
Built in 1896 by Crocker & Robbins
ARCHITECTURAL SIGNIFICANCE
13. RESIDENCE
57 East Seldon
ARCHITECTURAL SIGNIFICANCE

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14. DR. POLLOCK HOUSE
148 West Tompkins
The house originally stood at 218 S. Cedar and was moved to its present location several years ago.
ARCHITECTURAL SIGNIFICANCE
15. RESIDENCE
319 West North
ARCHITECTURAL SIGNIFICANCE
16. CORPUS CHRISTI ROMAN CATHOLIC CHURCH
Northeast corner of Prairie and South
Built in 1883
ARCHITECTURAL SIGNIFICANCE
17. JOHN C. STEWART HOUSE
483 North Kellogg
Built in 1857
J.C. Stewart served three separate terms as Mayor of Galesburg. He was actively engaged in banking and was also a director of the Pressed Brick & Tile Co., one of the city's largest early industries.
ARCHITECTURAL AND HISTORICAL SIGNIFICANCE
18. WILLIAM PATCH (HENRY SISSON) HOUSE
435 North Kellogg
Built in 1855
Little is known of Mr. Patch. In 1895, the house was purchased by Henry Sisson, one of Galesburg's early settlers and vice-president of the Galesburg National Bank.
ARCHITECTURAL SIGNIFICANCE
19. APARTMENT BUILDING
166-76 North Kellogg
ARCHITECTURAL SIGNIFICANCE
20. FIRST PRESBYTERIAN CHURCH
Northeast Corner Ferris and Prairie
Built in 1893
ARCHITECTURAL SIGNIFICANCE
21. RESIDENCE
1220 North Prairie
ARCHITECTURAL SIGNIFICANCE

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22. COMMERCIAL
Northeast Corner Kellogg & Main
ARCHITECTURAL SIGNIFICANCE
23. KNOX COUNTY JAIL
E.Side Cherry, S.of South
Built in 1874 by William Quagle, architect
Still in use as a jail, this was the first new county
building erected after the removal of the county seat
from Knoxville in 1873.
ARCHITECTURAL AND HISTORIC AL SIGNIFICANCE
24. GALESBURG CITY HALL
E.Side Cherry, N.of Tompkins
Built in 1905 by architect William Wolfe
ARCHITECTURAL SIGNIFICANCE
25. RESIDENCE
559 North Chambers
ARCHITECTURAL SIGNIFICANCE
26. J.W.LESCHER HOUSE
534 North Broad
Built in 1895
John Lescher founded the Lescher Drug Co. in 1877 and
was one of the city's most prominent men.
ARCHITECTURAL AND HISTORICAL SIGNIFICANCE
27. CENTRAL CONGREGATIONAL CHURCH
Southwest corner Broad and Public Square
Built in 1897 by architects Gottschalk and Beadle
ARCHITECTURAL SIGNIFICANCE
28. ALBERT FELT HOUSE
738 North Broad
Built ca.1894
Mr.Felt was engaged in the real estate and livestock
businesses.
ARCHITECTURAL SIGNIFICANCE
29. DR.JAMES VERNON LUSTER HOUSE
756 North Broad
ARCHITECTURAL SIGNIFICANCE
30. RESIDENCE
774 North Broad
ARCHITECTURAL SIGNIFICANCE

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31. RESIDENCE

246 South Academy
ARCHITECTURAL SIGNIFICANCE

32. APARTMENT BUILDING

Southeast corner Academy and Tompkins
ARCHITECTURAL SIGNIFICANCE

33. EDWARD J.KING HOUSE

537 North Academy
Built in 1898

Mr.King was prominent in politics. He served in the State Assembly, as Ambassador to Denmark, and as a member of Congress (1915-24).

ARCHITECTURAL AND HISTORICAL SIGNIFICANCE

34. KNOX COLLEGE WHITING HALL

North Side Tompkins, Cherry to Broad.

Built in 1854-57; east wing added 1885; west wing 1892

Originally this was the Female Seminary as envisioned in the founding plan. It has been known as Whiting Hall since 1892.

ARCHITECTURAL SIGNIFICANCE

35. KNOX COUNTY COURTHOUSE

West side Cherry, Tompkins to South

Built in 1884-86 by architect E.F.Myers

The courthouse sits on land stricken from an early park that was donated by th city to the county as an inducement for locating the county seat in Galesburg.

ARCHITECTURAL SIGNIFICANCE

36. CENTRAL FIRE STATION

South side Simmons, East of Cherry

Built in 1905-6 by architect J.Grant Beadle

ARCHITECTURAL SIGNIFICANCE

37. STANDISH PARK

Directly west of No.35

The plot was planned as a park in the original plat of 1836 and seems to have been used as some kind of public commons until 1859 when it was planted as a private park by the college. It was leased by the city in 1869 and acquired outright in 1872 when the eastern one-third was donated to the county for the courthouse site.

HISTORICAL SIGNIFICANCE

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38. ORPHEUM THEATER
East side Kellogg, North of Simmons
ARCHITECTURAL SIGNIFICANCE
39. BURLINGTON PASSENGER DEPOT
East Side Seminary at Tompkins
Built in 1912
ARCHITECTURAL SIGNIFICANCE
40. SALVATION ARMY (NOW:COMMERCIAL)
Directly north of No.24
ARCHITECTURAL SIGNIFICANCE
41. RESIDENCE
537 North Cham bers
ARCHITECTURAL SIGNIFICANCE
42. GEORGE WASHINGTON GALE HOUSE
127 East North
Built ca.1840; alterations since
G.W.Gale was Galesburg's founder and moving spirit. See
History above.
HISTORICAL SIGNIFICANCE
43. GEORGE PRINCE HOUSE
546 North Academy
Built ca.1874
Mr.Prince was very active in politics, serving as City
Attorney, in the State General Assembly and in Congress.
HISTORICAL SIGNIFICANCE
44. MARCUS PERRIN (G.W.G.FERRIS) HOUSE
444 North Academy
Built before 1889
Mr.Perrin was a capitalist. G.W.G.Ferris, a later
resident of the house, is the generally accepted
inventor of the Ferris Wheel.
HISTORICAL AND ARCHITECTURAL SIGNIFICANCE
45. SILAS WILLARD HOUSE
501 East Losey
Built before 1860; porch added later
Silas Willard was a prominent citizen and one of the
first merchants in the city. He was also instrumental
in bringing the Burlington RR through Galesburg.
HISTORICAL AND ARCHITECTURAL SIGNIFICANCE

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46. KNOX COLLEGE ALUMNI BUILDING

South Side South, East of Cedar

Built in 1890 by architect E.E.Myers

The cornerstone was laid by President Benjamin Harrison.

ARCHITECTURAL SIGNIFICANCE

47. ALFRED M.CRAIG HOUSE

153 East North

A.M.Craig was a distinguished lawyer. He opened his law office in Knoxville in 1853, later removing to Galesburg.

He was a judge on the Illinois Supreme Court from

1872-1900. He also served at the 1870 Illinois Constitutional Convention and was president of five area banks.

HISTORICAL SIGNIFICANCE

48. JOHN HUSTON FINLEY HOUSE

437 North Prairie

Built ca.1892

Finley was the 7th president of Knox College and the first who was not an ordained minister. His tenure

(1892-99) has been described as "the beginning of a new era at Knox College."

HISTORICAL SIGNIFICANCE

MAJOR BIBLIOGRAPHICAL REFERENCES

Chapman & Co., History of Knox County, Chicago 1878.
 J.L.Dewey, Dewey's County Directory, Galesburg 1868.
 Elmo Calkins, They Broke the Prairie, New York 1937.
 Albert S.Perry, History of Knox County, Illinois, Chicago 1912.
Portrait and Biographical Album of Knox County, Ill., Chgo.1886.

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. 496

UTM REFERENCES

A				B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Commencing at the intersection of Main and Academy, the boundary extends N on Academy to the N line of the A.T.&S.F.RR r.o.w., SW on this line to the E line of Cedar, N on this to Ferris Place, E on Ferris Place to the interior property lines W of Academy, N on these & the W lines of 338 & 337 West North to the south line

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

FORM PREPARED BY

NAME / TITLE

Robert Wagner, Staff Researcher

ORGANIZATION

Historic Preservation Services (Paul Sprague)

DATE

May 31, 1976

STREET & NUMBER

1808 West 103rd Street

TELEPHONE

312-881-1870

CITY OR TOWN

Chicago

STATE

Illinois

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 10 - GEOGRAPHICAL DATA (BOUNDARY) - PAGE 2

of Mary, E on this and the line of 951 North Academy to the interior property lines E of Academy, S on these to the interior property lines N of North, E on these to the interior property lines W of Broad, N on these to the N line of 1248 North Broad, E on this and the N lines of 1247 North Broad, 1248 & 1255 North Cherry, and 1238 & 1259 North Prairie to the interior property lines E of Prairie, S on these to the N line of 540 North Kellogg, E on this, the N line of 537 North Kellogg and then the 1st lot line S of Losey to Seminary, N on Seminary to Greenleaf, E on Greenleaf to the interior property lines E of Seminary, S on these to the N line of 766 North Bateman, E on this and the N lines of 763 North Bateman, 768 & 765 North Willard and 784 & 765 North Beecher to the interior property lines E of Beecher, S on these & the E line of 711 East Losey to Losey, W on Losey to the E line of 564 East Losey, S on this & the line of the E line of Willard to Grove, W on Grove to the first property lines E of Chambers, S on these to the N line of 215 North Chambers, W on this to Chambers, S on Chambers to Matthews, E on Matthews to the 1st lot lines E of Chambers, S on these to the N line of 71 North Chambers, W on this to Chambers, S on Chambers to the S line of the Burlington Northern RR r.o.w., SW on this to South, W on South to the first property lines W of Seminary, N on these and the W lines of Lot 32 Block 42 and Lots 15,18 & 23 Block 29 to the S line of Lot 22 Block 29, W on this and its extension to the extension of the W line of Lot 6 Block 30, S on this and the W lines of Lots 2,1,8 & 11 Block 41 to South, W on South to Prairie, N on Prairie to the S line of Lot 17 Block 34, W on this to the W line of the same lot, S on the extension of this line to Tompkins, W on Tompkins to the interior property lines W of Prairie, S on these to the N line of Lot 7 Block 40, W on this to Cherry, S on Cherry to South, E on South to the interior property lines W of Prairie, S on these to the N line of Lot 10 Block 45, W on this to Prairie, S on Prairie to the extension of the S line of Lot 4 Block 48, W on this to the W line of the same lot, N on this to Berrien, E on Berrien to West, N on West to the interior property lines N of South, W on these to Academy, S on Academy to South, SW on Monmouth to the 1st lot line W of Academy, SSE on this to the interior property lines SE of Monmouth, SW on these to the W line of 452 West Monmouth, NW on this & the W lines of 445 West Monmouth and Lot 6 of the same Block to South, E on South to the W line of 505 West South, N on this and the W lines of 398 & 399 West Tompkins to Cross, W on Cross to the W line of Hope Cemetery, NE on this to Main, and E on Main to the point of commencement.
(N.B. Boundary segments on streets follow the mid-line of said streets unless otherwise specified.)

ATTACHMENT 4



Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED

MAR 24 2010

Preservation Services

March 24, 2010

Knox County
Kellogg/Seminary Street
City of Galesburg
Section: 05-00501-21-GS

IDOT Seq. # 14061
FEDERAL 106 PROJECT

HISTORIC PROPERTY ADVERSELY AFFECTED

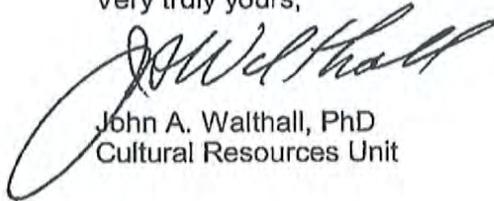
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

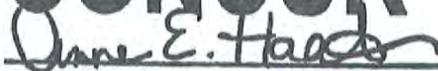
FHWA in consultation with your office has determined that standing structures which contribute to the historical significance of the Galesburg National Register Historic District are located within the project's proposed construction area. Measures to minimize this impact have been made which has reduced the size of the area and the number of residential structures within the historic district to be disturbed by proposed construction. Even so, all adverse effects to the historic district cannot be avoided.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that the proposed Kellogg/Seminary Street improvement will adversely impact the Galesburg Historic District, a historic property subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended. FHWA and IL DOT will draft a Memorandum of Agreement to mitigate these adverse impacts which we will send to your office for review and eventual ratification.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: 3.25.10

ATTACHMENT 5



RECEIVED

OCT 22 2009

Preservation Services

October 7, 2009

Ms. Anne Haaker, DSHPO
IHPA
1 Old State Capitol Plaza
Springfield, IL 62701

re: Kellogg/Seminary St.
Overpass Project
Galesburg Knox Co.

RE: Consulting Party

Dear Ms. Haaker:

The Galesburg Landmark Commission would like to be a consulting party in accordance with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR part 800.

Sincerely,

Paul Stewart

Chairperson - Galesburg Landmark Commission

GLC Members: Bob Johnson, Cynthia Kitchen, Ron Peck and Greta Woolsey.

Staff Contact: Stephen Gugliotta, AICP steveg@ci.galesburg.il.us

PS: sjg

cc: File Copy

Community Development Department

55 W. Tompkins St. P.O. Box 1387 Galesburg, IL 61401 (309) 345-3637 Fax (309) 345-5704

Visit us on the web: www.ci.galesburg.il.us

ATTACHMENT 6

Mr. Wayne Carl
City Engineer
City of Galesburg II.

Nov 2nd 2009

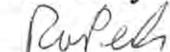
The Galesburg Historical Society met on Oct 28th 2009 at their monthly meeting. The subject of the Seminary St. overpass was discussed by 13 members present. President Peck presented the different overpass options and impact each option would have on the houses and businesses in the Historic District.

It was determined that the Kellogg St/ Seminary St. overpass option would have the least negative impact on the Historic District. A motion was made and a second was recorded to present a letter of support for the Kellogg St./Seminary St. overpass option to the Galesburg Landmark Commission.

The motion passed with a unanimous vote by all Society members present.

The Society understands this is a very important issue taken on by the Landmark Commission. We hope our letter of support will help in this very historic decision that will effect the entire community for many years to come.

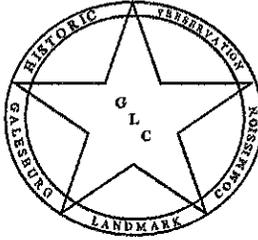
Sincerely



Ron Peck

President

Galesburg Historic Society



City of Galesburg

Operating Under Council - Manager Government Since 1957

September 15, 2010

To Whom it May Concern:

At the November 3, 2009 meeting of the Galesburg Landmark Commission, the majority of Commission members voted in favor of the construction of a Kellogg/Seminary Street Grade Separation over the BNSF Chillicothe Subdivision railroad. The completion of this project will reduce congestion; improve transportation safety and emergency response on the North-South network in the City of Galesburg. The Landmark Commission members felt that this overpass choice was the least disruptive to the historic fabric of our National Historic District.

If you have any questions, please feel free to contact me.

Sincerely,

Paul H. Stewart
Chairperson, Galesburg Landmark Commission
309/341-2095

PS:sjg

cc: File Copy

GALESBURG AREA CHAMBER OF COMMERCE

P.O. Box 749 ♦ Galesburg, Illinois 61402-0749 ♦ 309-343-1194 ♦ FAX 309-343-1195 ♦ chamber@galesburg.org

September 14, 2010

To Whom It May Concern,

Please accept this letter of support for construction of the North Seminary Street Grade Separation project.

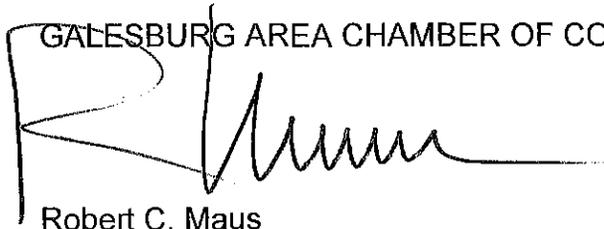
This overpass will enhance emergency response times for fire, ambulance and police personnel, and reduce delays and congestion in the downtown area. Additionally, it will enable the BNSF Railway to continue to increase rail traffic on the Chillicothe Subdivision line without tying up traffic through the center of our community.

The design of the project creates new opportunities to improve the quality of life in Galesburg while preserving the historic and aesthetic nature of the community.

Thank you for your consideration.

Sincerely,

GALESBURG AREA CHAMBER OF COMMERCE



Robert C. Maus
President



City of Galesburg

Operating Under Council – Manager Government Since 1957

September 9, 2010

To Whom It May Concern:

The Galesburg Fire Department enthusiastically supports the City of Galesburg's project to construct an overpass on the Chillicothe Subdivision over North Seminary Street in Galesburg. This long-needed and much anticipated project will greatly enhance emergency response by fire, police, and ambulance units by reducing response times, thereby insuring quick access to those citizens in need of our critical life-saving services.

The current geography of our fire stations and rail lines forces us to assign units to fire and medical calls that are on the same side of the rail line but, in many cases, a greater distance from the emergency to insure we have a crew arriving at the scene. This challenges us to meet the 4-minute response time set by the National Fire Protection Association for first arriving fire units. On a daily basis, responding units are forced to wait several minutes at the tracks in congested traffic caused by what seems to be an ever-increasing rail volume on this east-west line through our city. There are two grade separations currently in use on this line, but they are on the far east and west ends of the city at Farnham and McClure Streets. The overpass at Seminary Street will allow direct access by Central Fire Station into the heart of our historic district north of the tracks, greatly improving our ability to protect the architecture that is so valuable to our community. This will also improve ambulance response to the two hospitals north of the tracks on Seminary Street for the many time-sensitive trips from the elderly high-rises in the downtown area.

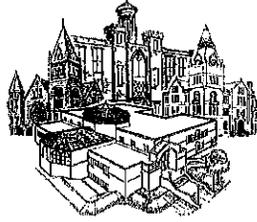
We look forward to the day when we must no longer factor in the challenge of dodging the trains in our community. This project will greatly improve the safety and quality of living for our citizens and visitors.

Sincerely,

Thomas E. Simkins, Fire Chief
City of Galesburg

Smoke detectors save lives.

Have you tested yours this month?



City of Galesburg

Operating Under Council – Manager Government Since 1957

September 13, 2010

To Whom It May Concern:

Re: North Seminary Street Overpass

The Galesburg Police Department supports the North Seminary Street Overpass Project.

The North Seminary Street Overpass Project would reduce response time for emergency services. Police officers often find themselves on the wrong side of the tracks as they respond to emergency calls. An overpass on North Seminary Street would ensure an open north/south corridor for first responders in the City of Galesburg. An above-grade crossing would also provide a safer route across the tracks for the motoring public.

Sincerely,

DAVID S. CHRISTENSEN
CHIEF OF POLICE

DC/md



OSF[®]

ST. MARY MEDICAL CENTER



September 14, 2010

To Whom It May Concern:

OSF St. Mary Medical Center and the OSF St. Mary Medical Center EMS System strongly support the City of Galesburg's request for right-of-way and construction of the North Seminary St. Grade Separation. The completion of this project would provide better response times for all emergency services. EMS response is greatly hampered by the BNSF tracks that cut through the center of Galesburg. Completion of this project would provide faster access to the hospital for all residents of the community.

Sincerely,

John Juergens
EMS System Coordinator
OSF St. Mary Medical Center



Galesburg Hospitals' Ambulance Service

2175 Windish Drive, Galesburg, IL 61401 * Phone: 309-342-5144 Fax: 309-342-4834

September 13, 2010

To Whom It May Concern,

Galesburg Hospitals' Ambulance Service supports the city of Galesburg's proposed construction project for the North Seminary Street overpass. The completion of this project will provide us with better response times for a medical or traumatic emergency. Currently we have many instances where our response time is delayed due to the train traffic at the North Seminary Street BNSF railroad crossing.

Regards,

Mike Howard, CCEMTP
Director of Operations

“Quality Patient Care”

ATTACHMENT 7

MINUTES

GALESBURG LANDMARK COMMISSION CURTIS ERICKSON CONFERENCE ROOM OF GALESBURG CITY HALL REGULAR MEETING

Tuesday, November 3, 2009 at 7:00 p.m.

MEMBERS PRESENT: Bob Johnson, Cynthia Kitchen, Ron Peck, Paul Stewart and Greta Woolsey, 5.
MEMBERS ABSENT: None.
OTHERS PRESENT: Wayne Carl - City Engineer, Mary Lou Goodpaster - Kaskaski Engineering, Mike Breitbach - Hanson Professional Services, Ken Park - IDOT, Dick Lindstrom - Business owner and Stephen Gugliotta - Associate Planner.

Chairperson Stewart declared a quorum was present.

Approve Minutes of October 27, 2009

Member Woolsey made a motion to approve the minutes, seconded by Member Johnson.

Roll Call #1

Ayes: Members Johnson, Kitchen, Peck, Stewart and Woolsey, 5.

Nays: None.

Abstentions: None.

Chairperson declared the motion approved.

Updates Below are some updates of past/future items

1. Chairperson Stewart stated that he had a conversation with Mayor Garza regarding the need for designated funding allocated to the Commission. He explained to the Mayor that when he was on a preservation commission in Aurora they allotted funds to their commission to sponsor preservation activities such as plaques and a nice reception for property owners being recognized for their efforts. The Galesburg Landmark Commission has no such funds and for years members have had to bring their own drinks and snacks to receptions and have handed out unframed certificates. Mayor Garza suggested a letter be written making a formal request and Chairperson Stewart wrote and submitted that letter to Mayor Garza and copied City Manager Dane Bragg. The letter was read to the Commission and the request was for a nominal amount of \$500 to \$1,000 to be included in the 2010 budget.
2. Chairperson Stewart asked Member Kitchen to provide an update on the Façade Advisory Committee. Member Kitchen stated she attended the last meeting which reviewed the proposed Music Makers façade project. The building owners and Jay Bullis did a lot of research on the historic look of the façade and provided a number of pictures to show what the façade used to look like. Member Kitchen stated the Façade Program provides property owners an organized and supportive resource that assists owners through the process of making historic renovation choices.

Consider **Mitigation options for the proposed North Seminary Street /
North Kellogg Street overpass project**

Chairperson Stewart stated that at our last meeting a walking tour was conducted of the project area to review which structures were proposed for displacement. He then asked if members that were not able to attend that meeting had a chance to look at the area on their own. Member Peck stated he did review the area with Debby Sugai, who is a member of the Galesburg Historical Society and was in attendance on the day of our tour. Member Kitchen stated she had also taken a look at the area.

Chairperson Stewart stated that there are a number of structures being removed, which may not be landmarks, but are still a part of Galesburg's history. That being said, he does understand the overpass is needed to increase emergency response. Both alignment options will have deleterious affects and it is difficult to choose between the options. He also mentioned he feels the Kellogg Street to Seminary Street alignment would be closer to historic structures on North Kellogg Street. Another concern mentioned was the potential loss of some existing herringbone sidewalks.

Member Johnson stated he feels the Seminary Street to Kellogg Street alignment would be less intrusive from a historic perspective, which is what the Commission was charged to review. The duplex at 234-236 North Kellogg Street is the only structure proposed for displacement that may have historic significance. Even though this structure has been sided, there may still be features underneath that siding. Member Johnson did mention that, from a practical standpoint, the Seminary Street alignment may be the choice, but that is not from a historic viewpoint.

Wayne Carl mentioned there is a new sidewalk policy that states if more than 60% of sidewalks in an area are brick, they would remain brick. Also, if a property owner wants to maintain a brick sidewalk in front of their property they have the option to choose brick.

Chairperson Stewart asked whether there could be brick enhancements on one or both overpasses to keep the historic nature of Purington bricks alive within the community. Mike Breitbach stated they have an architect who will take design considerations of the Citizen Advisory Board under advisement. When the Citizen Advisory Board is created, it will include a member of the Landmark Commission. Member Stewart stated a letter was submitted to IHPA expressing his interest to be the person involved and if he is not able to attend he will appoint an alternative.

Member Johnson also mentioned there might be a lot of salvage value in these buildings and wanted to know if it would be possible to advertise for insured salvage companies to bid on the option. Wayne Carl asked if Member Johnson knew of any such companies and Member Johnson stated he does know of a few and can provide a list.

Member Peck asked if it would be possible to utilize a piece of each structure slated for displacement, such as a brick from the foundation, and incorporate it into the project as a memorial to the lost structures.

Member Stewart commented that there will be a number of trees will be removed from the project area and believes they need to be replaced where possible.

Member Peck stated he is President of the Galesburg Historical Society and 13 members of their group met last week to discuss the project. After discussion all members present voted in favor of supporting the Seminary Street to Kellogg Street alignment option. Member Peck read a letter of support from their group to the Commission stating their belief that this option would be less intrusive from a historic perspective.

Member Kitchen stated it is hard to think about displacing neighbors, but also believes the Seminary Street to Kellogg Street alignment option would affect the least amount of historic buildings. Member Woolsey also agrees with that alignment option.

Member Stewart stated he prefers the Seminary Street alignment option because of his earlier statement that it would be located further away from North Kellogg Street.

Member Peck made a motion to support the Seminary Street to Kellogg Street alignment option, seconded by Member Woolsey.

Roll Call #2

Ayes: Members Johnson, Kitchen, Peck and Woolsey, 4.

Nays: Stewart, 1.

Abstentions: None.

Chairperson declared the motion approved.

The Commission next began to discuss possible mitigation options.

The idea of potentially conducting additional surveys in the National Historic District was brought up. There have been two surveys done in the past twenty years that covered a large portion of the district, but there are still two areas that have not been surveyed yet.

Two years ago City staff reviewed those areas that were not previously surveyed and determined the area located north east of the Local Chambers Street Historic District contains about 13.9 acres with 42 primary buildings and 29 accessory structures. The other area that was not surveyed is on the west end of the National Historic District and contains about 87.74 acres with 174 primary buildings and 73 accessory structures. A question arose as to what it may cost to conduct such surveys and Wayne Carl stated from his discussions with IHPA it may be about \$60 per structure.

Chairperson Stewart asked how much the bridge project may cost. Wayne Carl

stated it is estimated at about 8 to 8.5 million, with 60% funding from the Illinois Commerce Commission, 5% from BNSF and the State is covering most of the difference with the City providing some additional dollars.

The option of recordation of properties proposed for displacement was also discussed. The estimated cost to conduct recordation would be about \$6,000 to \$7,000 per property. Member Johnson explained that Historic American Building Surveys (HABS) typically include interior floor plans, photographs, exterior elevations, detailed architectural descriptions and archival research of information. Members stated the only structure that they may want recordation of is the duplex at 234-236 North Kellogg Street.

A question arose as to what was meant by Conservation Easement Requirements for the potential sale of displaced structure(s). Mary Lou Goodpaster explained that if someone moves a structure they will be required to sign the Conservation Easement Requirements agreement that requires them to maintain the historic structure and never tear it down. Wayne Carl stated he will check with the Illinois Historic Preservation Agency (IHPA) to verify that it is a requirement to sign the agreement.

It was also mentioned that when the Citizen Advisory Group is formed, that not only will a member of the Commission be involved, but the Galesburg Historic Society may also have a member involved.

The topic of historic lighting was also mentioned. Chairperson Stewart stated that Galesburg has many areas that utilize historic lighting and a review of those types of lights should be conducted to determine what style should be incorporated into both overpass projects.

Mary Lou Goodpaster reviewed some of the next steps in the process.

- Next would be a meeting with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) in Springfield to finalize mitigation options. Chairperson Stewart would be invited to attend.
- Then the 106/4f report would be completed and distributed to the Commission and to the public for review.
- IHPA and the Commission would then sign a Memorandum of Agreement (MOA) with IDOT and the City.
- The FHWA would then forward the documents to Washington, DC for concurrence.
- The Environmental Assessment would then be completed
- A public hearing would then be completed.
- At this point the bridge design could begin.

There being no further business, Member Johnson made a motion to adjourn, seconded by Member Woolsey, the meeting adjourned at 7:55 P.M.



Stephen Gugliotta, AICP
Executive Secretary

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ATTACHMENT 8

CERTIFICATE OF PUBLICATION

I, Agent of THE GALESBURG PRINTING AND PUBLISHING Co., a corporation, publishers of the **GALESBURG REGISTER-MAIL**, and do hereby further certify that a notice, of which the annexed printed slip is a true copy, was published 3 time(s) each week for 3 successive week(s) in the said GALESBURG REGISTER-MAIL, a secular newspaper of general circulation regularly published for at least six months prior to the first publication of said notice, in the City of Galesburg, County of Knox, and State of Illinois, and that the date of the first publication of the same in said paper was on the 31ST day of March and that the day of the last publication of the same in said paper was on the 2nd day of April 2011

Dated at Galesburg, IL., this 2nd day of April 2011
Galesburg Printing and Publishing Company



Printers fee for same.....

NOTICE OF AVAILABILITY KELLOGG/SEMINARY STREET GRADE SEPARATION STUDY SECTION 106/4 (F) REPORT (HISTORIC RESOURCE IMPACTS)

The City of Galesburg is conducting studies to provide a grade separation over the Chillicothe Subdivision of the Burlington-Northern Santa Fe Railroad north of downtown Galesburg. The Kellogg/Seminary Street alignment has been identified as the preferred alternative. Construction of the grade separation structure will impact historic resources within the Galesburg National Register Historic District. Impacts to these historic resources are regulated under Section 106 of the National Historic Preservation Act (NHPA) of 1966, the Advisory Council for Historic Preservation's (ACHP's) Regulations for Protection of Historic Properties (36 CFR Part 800), and Section 4(f) of the U.S. Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. 303 [c]). A Joint Section 106/4(f) Report has been prepared to document impacts to historic resources, coordination with responsible and interested agencies, and mitigation. Copies of this report are available for review from 9:00 a.m. to 5:00 p.m. at the City Clerk's office at 55 W. Tompkins St. Galesburg, IL 61401 and from 9:00 a.m. to 5:00 p.m. at the Galesburg Public Library at 40 East Simmons Street, Galesburg, IL. Written comments will be accepted until May 1, 2011 and should be submitted to:

City of Galesburg
Attn: Wayne Carl, P.E.
55 W. Tompkins St.
Galesburg, IL 61401

ATTACHMENT 9

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE CITY OF GALESBURG,
THE ILLINOIS DEPARTMENT OF TRANSPORTATION,
AND THE ILLINOIS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE
KELLOGG/SEMINARY STREET GRADE SEPARATION, CITY OF GALESBURG, KNOX COUNTY,
ILLINOIS**

WHEREAS, the City of Galesburg (the City) in coordination with the Illinois Department of Transportation (IDOT), plans to construct a grade separation and overpass on Seminary and Kellogg Streets (Project) in Knox County, Illinois, (Section 05-00501-21-GS);

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

WHEREAS, the FHWA has defined the undertaking's area of potential effect (APE) as the Galesburg Historic District boundaries as shown in Appendix A; and

WHEREAS, FHWA in consultation with the Illinois State Historic Preservation Officer (SHPO) has determined that standing structures which contribute to the historical significance of the Galesburg Historic District, even without necessarily being eligible for the National Register of Historic Places (NRHP) individually, are located within the project's APE;

WHEREAS, FHWA and IDOT, in consultation with SHPO, have determined that archaeological deposits associated with these historic properties may contain scientific data contributing to their eligibility for the NRHP; and

WHEREAS, in accordance with 36 CFR Part 800, the FHWA acknowledges and accepts the advice and conditions outlined in the Council's "Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites," published in the Federal Register on June 17, 1999; and

WHEREAS, FHWA has invited the City and the IDOT to participate in consultation and to become a signatory to this Memorandum of Agreement (MOA). The Galesburg Landmark Commission (the Commission) has been invited to participate in consultation and become a concurring party to the MOA;

WHEREAS, the following Tribes were notified of the undertaking on May 23, 2009: Ho-Chunk Nation, Peoria Tribe of Indians of Oklahoma, Citizen Potawatomi Nation, Forest County Potawatomi, Hannahville Indian Community, Pokagon Band of Potawatomi Indians, Prairie Band Potawatomi Nation, Sac and Fox Nation of Mississippi in Iowa, Sac and Fox Nation of Missouri, Sac and Fox Nation of Oklahoma. No concerns have been expressed from any of the Tribes;

WHEREAS, FHWA notified the Advisory Council on Historic Preservation (ACHP) of the preparation of this MOA, and in a letter dated August 18, 2011, the ACHP declined to participate in the consultation for the Project;

WHEREAS, execution and implementation of this MOA evidences that FHWA has satisfied its Section 106 responsibilities for the Project; and

NOW, THEREFORE, FHWA, the City, IDOT, and SHPO agree that the Project shall be implemented in accordance with the following stipulations to ensure that potential effects on historic properties are taken into account.

STIPULATIONS

The FHWA shall ensure that the following measures are carried out.

I. MARKETING

A. The consulting parties agree that 234-236 North Kellogg Street cannot remain its existing location for the Project to be built. The City, in consultation with the SHPO, shall offer 234-236 North Kellogg (the Building) for sale for a period of three (3) months, with an additional three (3) months to be moved from its current location. The marketing period shall commence on the first day of advertisement of the Building for sale. For the sale, the City shall prepare a marketing plan for the Building which shall include the following elements:

1. An advertising plan and schedule.
2. A process for receiving and reviewing offers.
3. Information on the property's cost.
4. An information package about the Building including:
 - a. Photographs and site plan of the Building.
 - b. A parcel map.
 - c. Information on financial incentives available in conjunction with the purchase and rehabilitation of the Building.
 - d. Notification of the requirement for a restrictive preservation covenant in the deed transfer document (attached as Appendix B).
 - e. Notification that the purchaser must rehabilitate the Building in accordance with the recommended approaches of the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings"

B. Upon the SHPO's agreement with the marketing plan, the City shall implement the plan and review all offers received in consultation with the SHPO prior to acceptance. The City shall ensure that transfer of the property incorporates a preservation covenant on the property with the SHPO. An acceptable offer shall include the offer or provide an acceptable plan for rehabilitation and maintenance and evidence of financial capability and expertise.

C. Should the property not sell within the agreed upon marketing period, the City, shall notify the SHPO that no offers were received and the City may sell the Building without a covenant or may demolish the Building.

II. RECORDATION

If the Building will be sold without a covenant or if it is planned for demolition, the City shall document the property in accordance with Level III of the Illinois Historic American Buildings Survey (IL HABS). The SHPO will review the 95% and completed IL HABS documentation and accept or reject the final submittal in writing in accordance with IL HABS Standards. Acceptance of the 95% documentation by the SHPO in writing shall occur prior to disposition of the historic property.

III. ARCHITECTURAL SALVAGE

The City, in consultation with the Commission, shall ensure that a plan for salvage and reuse of architectural elements from the buildings within the Galesburg Historic District is agreed upon, submitted to SHPO for approval and then implemented. The purpose of the plan shall be to provide residents of the Galesburg Historic District with appropriate salvaged materials for use in restoring historic buildings throughout the district.

IV. BRIDGE DESIGN AND LANDSCAPE FEATURES

The City shall consider the comments of the Commission during project design and shall incorporate historic design elements into the overpass and associated landscape features. These features shall include but not be limited to the overpass itself, sidewalks, trees, lighting and fencing. To reduce the footprint of the overpass, the structure will be placed on mechanically stabilized earth (MSE) walls, rather than conventional embankments. Brick sidewalks and stone curbing will be replaced where requested by the Commission and SHPO. Any remaining materials will be stored for use in the City's ongoing brick street maintenance program. Removed landscape trees, sidewalks, and turf will be replaced after construction activities are completed on properties with temporary easements or land acquisitions in consultation with the Commission and SHPO.

V. RESURVEY OF GALESBURG HISTORIC DISTRICT

The City shall undertake a building by building resurvey of structures within the boundaries of the portion of the Galesburg Historic District delineated on the attached map (Appendix A). This survey shall be completed within two years of the approved environmental document and shall be undertaken by the firm of the City's choice as long as it is completed by a person familiar with state survey standards and guidelines and that meets the professional qualifications outlined by the National Park Service in 36 CFR Part 61. The City will provide the SHPO with a copy of the survey upon completion for SHPO review and approval.

VI. ARCHAEOLOGICAL DATA RECOVERY

In consultation with the SHPO, IDOT will prepare a data recovery plan with a research design for any affected significant archaeological deposits associated with impacted historic properties that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation, and the Advisory Council on Historic Preservation's Treatment of Archaeological Properties: A Handbook. A generalized data recovery plan (DRP), attached in Appendix C to this agreement, designed for data recovery from historic period Euro-American archeological properties will be used.

VII. DURATION

This MOA will be null and void if its terms are not carried out within ten (10) years from the date of its execution. Prior to such time, the City may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VIII below.

VIII. DISPUTE RESOLUTION

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

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the Advisory Council on Historic Preservation. The ACHP shall provide the FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the City shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

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

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

IX. AMENDMENTS

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

X. TERMINATION

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

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

Execution of this Memorandum of Agreement by the FHWA and the SHPO, evidences that the FHWA has complied with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations 36 CFR 800 and that the FHWA has taken into account the effects of this project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By: Max Tuto

Date: November 29, 2011

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By: Anne E. Haas

Date: 11.29.11

INVITED SIGNATORIES

ILLINOIS DEPARTMENT OF TRANSPORTATION

By: Donell Lewis

Date: 11/17/11

CITY OF GALESBURG

By: John Hay

Date: 11/7/2011

CONCURRING PARTY

GALESBURG LANDMARK COMMISSION

By: Paul H. Stewart, Chairman

Date: Nov. 01, 2011

APPENDIX B

PRESERVATION COVENANT

In consideration of the conveyance of certain real property, 234-236 N. Kellogg Street in the city of Galesburg of the County Knox, State of Illinois and legally defined as Section 1 of Township 11 North, Range 1 East:

- (1) The grantee hereby covenants on behalf of itself, its heirs, successors and assigns at all time to restore, maintain and preserve this property in accordance with the recommended approaches of the "Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic buildings" (National Park Service, 1989) in order to preserve those qualities that make this property eligible for listing on the National Register of Historic Places.
- (2) No construction, alteration or rehabilitation shall be undertaken or permitted to be undertaken that would affect the historic features of the property without consultation with and the express permission of the Illinois Historic Preservation Agency (IHPA) or a fully authorized representative thereof.
- (3) The IHPA shall be permitted at all reasonable times to inspect the property in order to ascertain if the above conditions are being met.
- (4) In the event of a violation of this covenant, and in addition to any remedy now or hereafter provided by law, the IHPA may, following reasonable notice to the grantee, institute suit to enjoin said violation or to require the restoration of the property.
- (5) This covenant is binding on the grantee, its heirs, successors and assigns in perpetuity. All stipulations and covenants contained herein shall be inserted by the grantee verbatim or by express reference in any deed or other legal instrument by which the grantee divests itself of any interest in the property or any part thereof.
- (6) The failure of the IHPA to exercise any right or remedy granted under this instrument shall not have the effect of waiving or limiting the exercise of any other right or remedy or use of such right or remedy at any other time.
- (7) This covenant shall be a binding servitude upon the property and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that the grantee agrees to be bound by the foregoing conditions and restrictions and to perform to obligations herein set forth.
- (8) The IHPA may, for good cause, modify or cancel any or all of the foregoing restrictions upon application of the grantee, its heirs, successors or assigns.

Signatures required:

IHPA

Date

Purchaser

Date

APPENDIX C: STANDARD DATA RECOVERY PLAN FOR HISTORIC SITES

Introduction

The Illinois Transportation Archaeological Research Program (ITARP), a joint program of the University of Illinois at Urbana-Champaign (UIUC) and the Illinois Department of Transportation (IDOT), prepared this data recovery plan for the archaeological mitigation of historic sites. This plan was developed in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716), and "The Treatment of Archaeological Properties" published in 1980 by the Advisory Council on Historic Preservation. All procedures outlined in this plan are implemented using standard ITARP techniques, which are outlined in *ITARP Field Manual 2005: Standard ITARP Field Procedures for Phase I, II, and III Archaeological Investigations*.

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

Natural Setting

The natural setting for archaeological sites excavated under this data recovery plan will be examined (prior to conducting further excavation) in the appropriate existing documentation and in the field. A verbal description of the natural setting will accompany maps and photographs in the final reporting of the site. Midwestern archaeological studies have noted a preference among early Euro-American pioneers to build their first homes along timber-prairie borders. Environmental factors, such as protection from the elements and proximity to timber, water, and wild animal resources, and cultural factors, such as origin of the settler and proximity to roads, both affect the placement of early settlement homes and farms. General Land Office survey and plat maps, coupled with native vegetation information from county soil surveys, assist in the reconstruction of local environments during the early settlement era. In much of the State, survey maps were created prior to and immediately following the initial Euro-American settlement. Government land transfer and original land entries/patents provide information about locations of early settlements. Further information from county history books, census data, and assorted primary source documents such as letters and diaries can also assist in reconstruction of the environmental and cultural factors affecting individual and group settlement. Aerial photographs and modern maps (US Geological Survey, USDA soil survey, etc.) provide documentation of more recent environmental conditions.

Summary of Previous Investigations

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

Research Design

The data generated by excavations at the historic site(s) will be used to examine at least three broad topics: (1) settlement patterns and land distribution; (2) architecture; and (3) subsistence practices. Insights into changing patterns of community organization may also be gained, as may insights into

changes in social organization and subscription to mass-produced goods. The data recovered will then be compared with that from other regional sites.

1. **Settlement Patterns and Land Distribution.** The mitigation of historic sites requires the study of patterns of settlement by the pioneers who came to Illinois. The types of sites, their location, number and distribution, all provide important information on early settlement patterns and how they influenced later land development and settlement. In order to understand these settlement patterns, detailed artifact and archival information is required to determine the age, type, and function of specific sites. In addition, data indicating when specific features originated and any transformations in function through time is also needed. Inter- and intra-spatial orientation of structures and features must also be studied.
2. **Architecture.** Building techniques and architectural forms can reflect ethnic identity, stylistic concerns, economic status, and the relative availability of local and imported construction materials. Intact structures dating from the era of earliest Euro-American settlement are comparatively scarce, as many buildings have been abandoned, dismantled, or otherwise destroyed and/or replaced by more recent construction. Early structures are generally poorly documented and specific details regarding their construction are not available. Intact subsurface remains provide information on dwelling size and shape and details of cellar and footing construction. The distribution of hardware, wood, glass, and other structural items within and around the foundation fill offers clues to the appearance of the superstructure. Exposure and detailed mapping of complete foundations is necessary to document the size, orientation, and shape of the dwelling. The construction materials employed need to be identified along with their likely places of origin. Measured plan views, profiles, and photographs of structural features will provide details on construction techniques. Horizontal and vertical provenience data on other structural remains will aid in the interpretation of aspects of the building superstructure.
3. **Subsistence.** Subsistence in early Euro-American farmsteads was based largely on foods produced directly for household consumption. With limited transportation systems and access to processed flour, wheat was an important crop. Water-powered gristmills were among the earliest important industries. Hogs were important sources of meat, cattle provided milk and butter, and chickens were commonly kept for eggs. Fruit trees and vegetable gardens were also important sources of food on many nineteenth century farms. In addition to these homegrown foods, wild plants and animals supplemented the diet. Deer, various small game mammals, fish, waterfowl, and wild turkey were common, along with wild nuts and fruits, which were seasonally available. Flotation samples taken from feature contexts should provide abundant evidence of subsistence. Identification of carbonized and uncarbonized plant remains will document the range of wild, domestic, and exotic plant species present. Wild, domesticated, and imported animal resources will be identified through the analysis of faunal remains recovered from flotation samples, as well as larger specimens recovered through standard excavation procedures.

Mitigation Plan

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

Standard ITARP methods (as outlined in the *ITARP Field Manual 2005*) will be employed in all aspects of the data recovery. The investigation of previously identified historic Euro-American sites will generally parallel that outlined for the prehistoric resources, with the following exceptions. A

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

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

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

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

In the laboratory, all artifacts will be washed, cleaned, labeled, and sorted by ITARP personnel at the appropriate Survey Division office, following standard ITARP procedures (ITARP 2005). Botanical, zoological, and historical materials will then be analyzed by ITARP specialists at the University of Illinois or by qualified consultants.

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

Curation

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

ATTACHMENT 10



Illinois Historic
Preservation Agency

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

Knox County
Galesburg

Grade Separation and Overpass

Kellogg St. between Grove St. and Main St., Seminary St. between Grove St. and Main St.

IDOT-05-00501-21-GS, IDOT Seq #-14061

IHPA Log #008032410

June 20, 2011

John Walthall
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Mr. Walthall:

We have reviewed the Draft Joint Section 106/Section 4(f) report dated September 2009 for the above referenced project. In our opinion, this report adequately discusses proposed effects to historic properties within the area of potential effect.

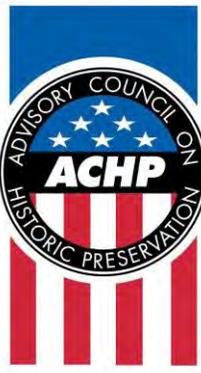
At this time, we support the draft Memorandum of Agreement (MOA) prepared for purposes of section 106 of the National Historic Preservation Act of 1966, as amended, and we will continue to work with the Illinois Department of Transportation and the Federal Highway Administration as the project moves forward to ratify a MOA that satisfies the intent and purpose of sections 106 and 4(f).

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

c: Matt Fuller, FHWA

ATTACHMENT 11



Preserving America's Heritage

August 18, 2011

Matt Fuller
Environmental Programs Engineer
FHWA – Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Ref: *Proposed Kellogg/Seminary Street Grade Separation Project over BNSF Railroad
Galesburg, Knox County, Illinois*

Dear Mr. Fuller:

On August 8, 2011, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Illinois State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah Duvall-Gabriel at 202 606-8585 or at ngabriel@achp.gov.

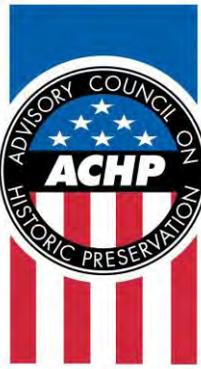
Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

ATTACHMENT 12



Preserving America's Heritage

December 2, 2011

Heidi Liske, P.E.
Transportation Engineer
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Ref: *Filing of Executed Memorandum of Agreement regarding the Kellogg/Seminary
Street Grade Separation in the City of Galesburg, Knox County, Illinois*

Dear Ms. Liske:

The Advisory Council on Historic Preservation (ACHP) has received the Memorandum of Agreement (MOA) for the above referenced project. In accordance with Section 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the MOA. The filing of the MOA, and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

We appreciate your providing us with a copy of the MOA and will retain it for inclusion in our records regarding this project. Should you have any questions or require additional assistance, please contact me at (202) 606-8509 or by e-mail at ljohnson@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

ATTACHMENT 13



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904



September 19, 2011

9043.1
ER 11/726

Mr. Norman Stoner
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

The Department of the Interior (Department) has reviewed the Draft Section 4(f) Evaluation for the Kellogg Street/Seminary Street Grade Separation over the Burlington Northern Santa Fe Railroad (BNSF), Knox County, Galesburg, Illinois. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Evaluation Comments

This document considers effects to identified properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)) associated with the proposed construction of an overpass over the BNSF Chillicothe Subdivision along the Kellogg Street/Seminary Street alignment, Knox County, Illinois. The proposed project intends to improve public safety and emergency vehicle response in the City of Galesburg due to the heavy rail traffic on the BNSF Chillicothe Subdivision. The Chillicothe Subdivision carries over 25 percent of Galesburg's railroad traffic and its traffic has increased 68 percent since 2004 and 25 percent again since 2008. The BNSF forecasts that the traffic on this subdivision and the length of these trains is expected to increase. Roadways are often blocked as a result of the frequency and duration of the train movements. This creates a significant problem for medical emergency vehicles attempting to service areas opposite the railroad tracks from the hospital.

This evaluation, prepared by the Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA), considered the impacts to cultural resource sites eligible for consideration as 4(f) resources. There are no individually eligible properties, but the Galesburg Historic District is described as including "...most of the original town, a substantial portion of the Knox College campus, and a number of older residential neighborhoods, mainly north of North (Street)." Three overpass alternatives were explored; each action alternative would have impacts to the historic district. Several structures within the historic district would be taken,

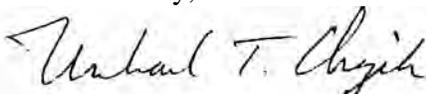
either directly by the project, or through acquisition of right-of-way or easements. Two avoidance alternatives were considered but dismissed since they did not result in improved access to the medical facilities. Alternatives for the rail lines themselves were considered but were deemed not feasible by the extremely high cost of relocation of the lines or depressing the lines through Galesburg. In addition, other non-transportation alternatives were considered but deemed not feasible. The Department would concur with the FHWA and the IDOT on a determination there are no feasible or prudent avoidance alternatives to the preferred action, if built as proposed, which would result in impacts to eligible properties.

Various mitigation measures have been proposed to offset some of the impacts to the historic district, including the use of mechanically stabilized earth (MSE) walls, rather than conventional embankment. This reduces the project footprint, reduces the need for additional right-of-way, and lessens the need to remove additional structures within the historic district. The FHWA and IDOT have proposed a memorandum of agreement to detail the impacts and mitigation for the historic district and the State Historic Preservation Officer appears in agreement with use of that agreement to reach consensus on mitigation. However, the agreement is not yet fully negotiated nor signed. Therefore, the Department cannot concur with the measures to minimize harm to the property until the parties come to an agreement on the mitigation measures and an executed agreement appears in the final evaluation.

The Department has a continuing interest in working with the FHWA and the IDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,



Michael T. Chezik
Regional Environmental Officer

cc:
SHPO – IL (Anne Haaker)

Environmental Survey Request Addendum

A. Project Information Bio Cultural Wetlands Special Waste

Submittal Date: 04/20/2009 Sequence No: 14061 A

District: 4 Requesting Agency: Local City of Galesburg Project No: _____

Contract #: _____ Job No.: P-94-023-06

Counties: Knox

Route: Seminary St. Marked: _____

Street: N. Kellogg/N. Seminary Section: 05-00501-21-GS

Municipality(ies): Galesburg Project Length: 0.8047 km 0.5 miles

From To (At): Water St. on Kellogg to Grove St. on Seminary

Quadrangle: Galesburg East Township-Range-Section: 11N-1E-10, 11

Anticipated Design Approval: 01/30/2010

B. Reason for Submittal: (Check all that apply)

Acquisition of additional ROW or easement Addendum: 10 acres Total Project: 13.750 acres

In-Stream Work Stream Name: Cedar Creek

Other: _____

Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Change in alignment: impacts to residential and commercial properties. Proposed overpass still crosses Cedar Cr. and Chillicothe Subdivision

D. Tree Removal?: Yes Number?: 10 ha/ _____ acres

Existing Bridge(s) Structure Number: 048-6001 On Historic Bridge List: No

Wetland delineation performed by: _____ End. Species Consultation performed by: _____

E. Contact Person: Derek Parish Local Contact Person: Wayne Carl

Telephone #: (309) 671-3690 ext. Telephone #: (309) 345-3625 ext.

Env. Contact: Ken Park E-Mail: wcarl@ci.galesburg.il.us

Telephone #: 3096713693 Title/Company: _____

F. Update Entire Project

Addendum Only

Field Sign Off (Bio & Cultural Only) Received in CO 05/20/2009

BIOLOGICAL & WETLAND RESOURCES

NO SURVEY OR FURTHER COORDINATION REQUIRED

Thomas C. Brook 5-20-09

SIGNED _____ DATE _____



Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED

MAR 24 2010

Preservation Services

March 24, 2010

Knox County
Kellogg/Seminary Street
City of Galesburg
Section: 05-00501-21-GS

IDOT Seq. # 14061
FEDERAL 106 PROJECT

HISTORIC PROPERTY ADVERSELY AFFECTED

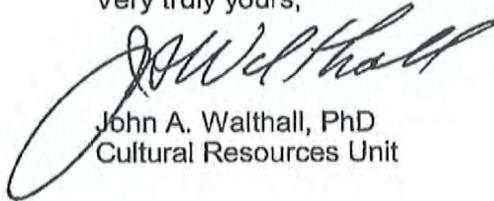
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

FHWA in consultation with your office has determined that standing structures which contribute to the historical significance of the Galesburg National Register Historic District are located within the project's proposed construction area. Measures to minimize this impact have been made which has reduced the size of the area and the number of residential structures within the historic district to be disturbed by proposed construction. Even so, all adverse effects to the historic district cannot be avoided.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that the proposed Kellogg/Seminary Street improvement will adversely impact the Galesburg Historic District, a historic property subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended. FHWA and IL DOT will draft a Memorandum of Agreement to mitigate these adverse impacts which we will send to your office for review and eventual ratification.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: 3.25.10

Seminary Street Grade Separation
Main Street to Grove Street
Galesburg, Knox County, Illinois

HIGHWAY TRAFFIC NOISE STUDY

Prepared For:

Hanson Professional Services, Inc.
2900 W. Willow Knolls Road
Peoria, IL 61614

Prepared By:

Kaskaskia Engineering Group
913 W. Spresser Street
Taylorville, IL 62568

July 2009

EXECUTIVE SUMMARY

North Seminary Street and North Kellogg Street are two-lane, north-south roadways that extend north from U.S. 150 and intersect four two-lane east-west roadways within the project area: East Ferris Street, East Water Street, East North Street, and East Grove Street. The Chillicothe Subdivision of the Burlington Northern Santa Fe (BNSF) Railroad crosses North Seminary Street, East North Street, and North Kellogg Street. The land surrounding the project area is a mix of residential and commercial bisected by heavily traveled railways. Being heavily developed and containing some historically important structures, future land use is likely to remain urban and consist of a mix of residential, commercial, and railroad uses.

The purpose of the North Seminary Street grade separation project is to reduce congestion and improve safety on North Seminary Street between East Grove Street and East Water Street in downtown Galesburg, Illinois by providing a grade separated crossing of the BNSF Chillicothe Subdivision railroad. Alternatives were considered to address the project needs. This noise report documents existing noise levels and predicted noise impacts of the no-build and recommended build alternative.

Federal and state regulations and policy establish procedures for highway traffic noise studies, and for the noise abatement measures and abatement criteria used for planning and design of highways. 40 CFR 772 presents the "Procedures for Abatement of Highway Traffic Noise and Construction Noise". These regulations include the Noise Abatement Criteria (NAC) which define highway traffic noise conditions (sound levels) that represent a traffic noise impact and therefore warrant consideration of abatement measures. Regulations require consideration of abatement when the levels approach the NAC. The NAC are noise impact thresholds, not attenuation design criteria.

Executive Summary continued

Areas of potential noise impact related to the proposed improvements were identified based on the current and future land uses in proximity to the project. The NAC and regulations described previously were used to focus the assessment. These requirements were coupled with field observations in the corridor area to identify land use. As a result, noise study areas or noise sensitive areas (NSAs) were identified that comprise groupings of receivers that are of similar land use, represent a common general location, or might be considered as a group if abatement appeared to be warranted. Residential land uses were the primary basis for selection of NSAs and subsequent assignment of receiver locations for use in predictive modeling.

Specific locations must be selected for use in predictions of existing and projected noise levels. The locations are positioned to represent the conditions expected in the NSA, and were positioned to represent a single receptor. Several of the receiver locations were specifically selected to match the locations where field noise monitoring was conducted (do not represent actual human receptors).

The assessment of noise impacts requires the use of predictive models to quantify the likely noise levels for a variety of scenarios. The model is designed to represent highway noise conditions. Therefore, the use of the traffic noise model is appropriate if the primary source of noise is from highways. Evaluations of the proposed project in relation to the NSAs, and reconnaissance of the area conditions for likely noise sources, indicate that highway traffic noise is the dominant source of existing noise at most receiver locations.

To use numerical modeling to predict traffic noise levels, it must first be demonstrated that the use of approved noise prediction methods satisfactorily estimate the noise levels. This is accomplished by comparing field measured values to predicted values at locations near highway traffic noise sources. The measure of satisfactory comparison is if the measured and predicted values differ

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by no more than 3 dBA. Comparisons of measured values to predicted levels showed favorable agreement, indicating that it is appropriate to use the model as a predictive tool for future sound levels.

Three cases must be analyzed in the noise modeling. These represent existing, no-build, and the build alternative under consideration. The existing condition represents current geometries, features, and traffic along the project area. The no-build case, also known as no-action, is meant to represent the traffic noise conditions likely to exist in the future if no highway modifications are instituted. The final scenario is the prediction of traffic noise levels if the proposed action is constructed.

Noise level predictions at receiver locations for the existing traffic case indicate that at two locations, the existing sound levels currently exceed the NAC. For the no-build scenario, the predicted noise level increases are very small (only one to two dBA, which are imperceptible differences), but large enough to cause noise levels at six additional locations to exceed the NAC. Due to the elevated structure and road closures proposed under the build scenario, traffic noise is rerouted away from existing higher traffic areas located at the intersection of East North Street and North Seminary Street. The effect of the corresponding traffic noise reduction is expected to reduce the number of locations that exceed the NAC. For the proposed build scenario, the predicted sound levels do not approach or exceed the NAC at any location.

In addition to potential noise impacts from traffic noise, noise levels during construction require consideration. Trucks, heavy machinery and other equipment used during construction will produce noise which may affect some land uses and activities. Specifications in Article 107.35 of the IDOT Standard Specifications for Road and Bridge Construction require all construction machinery to be equipped with adequate, properly maintained mufflers in constant use and limit all construction within 300 m (1,000 ft) of an occupied

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residence, motel, hospital or similar receptor to the period between 7:00 a.m. and 10:00 p.m. These provisions will be implemented during periods of conventional work hours.

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SECTION 1- INTRODUCTION

1.1 PROJECT DESCRIPTION

The project is located in downtown Galesburg, Illinois as shown by Figure 1.1. The project corridor extends from East Main Street to East Grove Street along North Seminary Street and North Kellogg Street. The project plan is shown on aerial background in Figure 1.2.

U.S. 150 (East Main Street) is a five-lane urban arterial with a two-way left turn lane. Within the project area, North Seminary Street and North Kellogg Street are two-lane, north-south roadways that extend north from U.S. 150. Four two-lane east-west roadways cross the project area: East Ferris Street, East Water Street, East North Street, and East Grove Street. The Chillicothe Subdivision of the Burlington Northern Santa Fe (BNSF) Railroad crosses North Seminary Street, East North Street, and North Kellogg Street.

The purpose of the North Seminary Street grade separation project is to reduce congestion and improve safety on North Seminary Street between East Grove Street and East Water Street in downtown Galesburg, Illinois by providing a grade separated crossing of the BNSF Chillicothe Subdivision railroad.

1.2 ALTERNATIVES

1.2.1 No-Build Alternative

The no-build (no-action) alternative includes maintaining the existing highways and interchanges within the study corridor. If the no-build alternative is selected, the existing road system will remain, receiving only routine maintenance and minor improvements.

1.2.2 Build Alternative

The recommended alternative (Build Alternative) is to build an overpass over the BNSF Chillicothe Subdivision railroad. This grade separated crossing will reduce congestion and increase safety on North Seminary Street between E. Grove Street and Water Street. The preferred alternative will require the closing of portions East Peck Street, North Seminary Street, and North Kellogg Street. The proposed overpass will join North Kellogg Street to North Seminary Street.

The profile and typical cross sections for the proposed improvement are provided in Appendix 1-1.

All information related to existing roadway configurations and the proposed alternative was provided by Hanson Professional Services, Peoria, IL.

SECTION 2- NOISE REGULATIONS AND POLICY

2.1 INTRODUCTION

Federal and state regulations and policy address noise abatement measures to help protect the public health and welfare. Specific procedures related to highway traffic noise have been established for noise studies, and for the noise abatement measures and abatement criteria used for planning and design of highways.

2.2 FEDERAL

40 CFR 772 presents the “Procedures for Abatement of Highway Traffic Noise and Construction Noise”. Included in these regulations are the Noise Abatement Criteria (NAC) used to define highway traffic noise conditions (sound levels) that represent a traffic noise impact, and therefore warrant consideration of abatement measures. The NAC include several activity categories for various land use activities. Traffic noise impacts include conditions where the predicted traffic noise levels approach, meet, or exceed the NAC.

The Federal Highway Administration (FHWA) is the implementing agency for the regulations, and provides technical and administrative guidance related to procedures for measuring and predicting traffic noise levels, elements to be considered in evaluating abatement measures (particularly barriers), cost participation criteria, etc.

2.3 STATE

Illinois has promulgated noise abatement policies that implement Federal requirements. Consideration of noise is one element of environmental analyses required for project approval. The IDOT requirements for noise analyses are presented in their Bureau of Design and Environment Manual, 2002 Edition,

paragraph 26-6, Noise Analyses. This document includes detailed discussions of policy and procedures. Within the procedures are sections addressing definitions, applicability, analysis and reporting, and noise abatement.

Traffic noise analysis requires identification of activities which may be affected by noise from the highway section, predictions of noise levels for the alternatives being considered (including the “no-action” or “no-build” alternative), measurement or prediction of existing noise levels, comparisons of predicted noise levels to Illinois’ NAC, and evaluation of abatement measures.

The Illinois summary of NAC is reproduced in Table 2-1, which is consistent with the Federal CFR. Both the Federal and State regulations require consideration of abatement when the levels approach the stated noise levels. IDOT considers “within 1 decibel of” as approaching the noise level, thus the numerical values used for the hourly value of the equivalent, steady-state sound level [Leq(h)] for Land Use Categories A, B, C, and E are 56, 66, 71, and 51 dBA, respectively. It should be noted that the NAC are noise impact thresholds, and are not attenuation design criteria. Consideration of abatement measures includes benefits, cost, resident preference, absolute and changes in noise levels, existing and planned development, and environmental impacts of constructing abatement measures.

Noise abatement considerations are focused on impacts primarily to residents. For a measure to be considered effective, a reduction in noise level of at least 8 dBA must be demonstrated. For consideration of barriers, the total cost of the noise barrier may not exceed \$24,000 per benefited receptor unit. (A benefited receiver is one with a predicted noise level reduction of at least 5 dBA.) IDOT policy states that noise barriers shall be designed to address noise impacts to the exterior ground floor activities of buildings abutting the highway project.

SECTION 3- RECEIVER LOCATIONS

3.1 LAND USE

3.1.1 Existing Land Use

Land use of the area abutting the highway project must be evaluated to determine where it is appropriate to assume locations for existing or future noise receptors, i.e., where potential highway related traffic noise impacts may exist. (For purposes of this report, the term receiver and receptor as they relate to noise impacts are used interchangeably. However, preference is generally given to using the term receiver since that terminology is used in the approved FHWA noise prediction model. Further, some points selected as receivers may be informational, and may not represent a human receptor location.)

Figure 3.1 shows the project area/corridor and serves as a primary reference in this report for locations of receivers, noise study areas (NSAs), roadways and landmarks, and potential barriers. (“Noise study areas,” as used in this report, are also referred to as “noise sensitive areas.”)

Existing land use adjoining the project corridor is entirely urban with some historical areas. The urban areas are dominated by residential uses with a few commercial properties, including a Salvation Army. Other prominent features of the adjoining area include the BNSF Chillicothe Subdivision railroad and the Cedar Creek channel which both cross the project area. There are two historic churches (2 of 3 churches in the project area) along with eight other historic properties within the project area. There are 88 single- and multi-family residences (duplexes and apartment buildings) included in the study area.

3.1.2 Future Land Use

Being heavily developed and containing some historically important structures, future land use is likely to remain urban and consist of a mix of residential, commercial, and railroad uses.

3.2 NOISE STUDY AREAS

Areas of potential noise impact related to the proposed improvements were identified based on the current and future land uses in proximity to the project. The NAC and regulations described previously were used to focus the assessment. These requirements were coupled with field observations in the corridor area to identify land use. As a result, noise study areas or noise sensitive areas (NSAs) were identified that comprise groupings of receivers that are of similar land use, represent a common general location, and might be considered as a group if abatement appeared to be warranted. Residential land uses were the primary basis for selection of NSAs and subsequent assignment of receiver locations for use in predictive modeling.

For this project, five NSAs have been identified, as shown on Figure 3.1. All of the receivers used in the noise analyses are included in these NSAs. A brief description of the general location and character of each NSA follows:

- **NSA-A:** Sensitive receivers located east of North Seminary Street and between East North Street and East Main Street; 19 modeled receivers.
- **NSA-B:** Sensitive receivers located east of North Seminary Street, north of East North Street and south of the BNSF Railroad; 4 modeled receivers.
- **NSA-C:** Sensitive receivers located east of North Seminary Street, south of East Peck Street and north of the BNSF Railroad; 2 modeled receivers.
- **NSA-D:** Sensitive receivers located east of North Seminary Street, north of East Peck Street, and south of the Cedar Creek channel; 1 modeled receiver.

- **NSA-E:** Sensitive receivers located east of North Seminary Street, south of East Grove Street and north of the Cedar Creek channel; 8 modeled receivers.
- **NSA-F:** Sensitive receivers located east of North Seminary Street and north of East Grove Street; 11 modeled receivers.
- **NSA-G:** Sensitive receivers located west of North Seminary Street, east of East Kellogg Street, and north of East Grove Street; 9 modeled receivers.
- **NSA-H:** Sensitive receivers located west of North Seminary Street, east of East Kellogg Street, south of East Grove Street, and north of East North Street; 9 modeled receivers.
- **NSA-I:** Sensitive receivers located west of North Seminary Street, east of East Kellogg Street, south of East North Street, and north of East Water Street; 10 receivers.
- **NSA-J:** Sensitive receivers located west of North Seminary Street, east of East Kellogg Street, south of East Water Street, and north of East Ferris Street; 2 modeled receivers.
- **NSA-K:** Sensitive receivers located west of North Seminary Street, east of East Kellogg Street, south of East Ferris Street and north of East Main Street; 1 modeled receiver.
- **NSA-L:** Sensitive receivers located west of East Kellogg Street, north of East Ferris Street and south of East Water Street: 2 modeled receivers.
- **NSA-M:** Sensitive receivers located west of East Kellogg Street, north of East Water Street and south of the BNSF Railroad; 3 modeled receivers.
- **NSA-N:** Sensitive receivers located west of East Kellogg Street, north of BNSF Railroad and south of East North Street; 2 modeled receivers.
- **NSA-O:** Sensitive receivers located west of East Kellogg Street, north of East North Street and south East Grove Street; 6 modeled receivers.

3.3 RECEIVERS

Specific locations must be selected for use in predictions of existing and projected noise levels. The locations are positioned to represent the conditions expected in the NSA, and were positioned to represent a single receptor. Some of the receiver locations were specifically selected to match the locations where field noise monitoring was conducted for the purpose of model calibration and do not represent actual human receptors. In some cases, a single receiver location is designated to represent multiple receptors in a non-residential setting, such as at a church or recreational area.

Several receivers were assigned to the analyses for this project. A total of 91 locations were used in the predictive models (excluding receivers placed for calibration monitoring). The receiver locations are shown in Figure 3.1.

Table 3-1 presents a listing of the receiver identification number, the NSA, the receiver type, the number of represented dwelling units, and an abbreviated description of location. The receiver types consisted of single-family residences, duplexes, apartment buildings, and churches. The column labeled “Represented Dwelling Units” generally indicates the number of residential units assigned to that receiver for later use in evaluating the extent of those benefited by consideration of abatement measures.

The aerial photo base used in Figure 3.1 and topographic mapping used in the study were provided by Hanson Professional Services (see Appendix 1-1). These documents, along with field reconnaissance, served as a basis for receiver selection.

SECTION 4- NOISE MONITORING AND MODEL COMPARISONS

4.1 PURPOSE

The assessment of noise impacts requires the use of predictive models to quantify the likely noise levels for a variety of scenarios. The model is designed to represent highway noise conditions. Therefore, the use of the traffic noise model is appropriate if the primary source of noise is from highways. Besides reconnaissance of the area conditions for likely noise sources, it is also necessary to compare the results of actual noise measurements to predicted levels using traffic conditions representative of the period when the field measurements were conducted. A favorable comparison indicates that the noise source is likely to be predominantly from highways (at least at the time of the measurements), and that the model results represent valid predictions suitable for use in assessing impacts. This section describes the field monitoring and model calibration conducted for the project.

4.2 MONITORING

4.2.1 References

The monitoring methods used were based on guidance presented in FHWA's "Measurement of Highway-Related Noise", and on IDOT's "Traffic Noise and Vibration Manual".

4.2.2 Equipment and Methods

A sound level meter was used to measure and record sound levels at the microphone location at closely spaced (one second) intervals over a period of 15 minutes. A Quest 2900 sound level meter was used. The meter was calibrated with the manufacturer-supplied standard before use, and was also checked

before each sound level measurement session. No adjustments to the calibration were required during any of the monitoring.

The microphone was protected by a wind screen, and was fixed to a tripod to assure a stationary location free of disturbance during the recording period. Determinations were also made of representative speeds, and the mix of vehicle types.

Primary reliance for weather information was based a hand held anemometer, used to check the temperature, humidity, and wind speed at the monitoring site to verify that the maximum wind velocity recommended for monitoring had not been exceeded. No precipitation occurred during or immediately prior to the monitoring (pavements were dry). In four of eight monitoring events, abnormal traffic conditions (roadway traffic delayed by train passage) were observed during the monitoring. In addition to abnormal traffic, train passage created substantial noise (horn and railcar noise) that invalidated the use of those monitoring events for calibration. They have been included (Appendix 4-1) only to illustrate the effect of railway traffic on observed noise in the project area. The remaining monitoring events were devoid of abnormal traffic and non-traffic noise and were used for calibration. The period of monitoring was selected to represent normal, high volumes.

4.2.3 Monitoring Locations

The selected locations for field measurement of sound levels are represented in Figure 3.1 and in Table 3-1 as receivers (Cal 4a, Cal 5a, Cal 6ab, Cal 7ab, Cal 8ab) which are located in or adjacent to NSAs H, I, and J. These locations were initially selected from mapping information, but later adjusted based on field conditions. Receiver points in the model calibration runs coincided with the location of the field monitoring positions.

4.2.4 Results

Table 4-1 provides a summary of monitoring events; each record shows location (NSA), date, time, and measured Leq. Appendix 4-1 presents a tabulated summary of traffic and weather data, and sound level meter characteristics. These tables are followed by a summary of the sound data as recorded by the meter, including the overall Leq for comparison to the modeled results.

Table 4-2 lists the NSA and the measured sound levels for each calibration event compared to predicted values provided by models of the roadways and traffic conditions as observed. The measured noise level is the Leq value expressed in dBA, and is the overall value reported by the instrument based on all of the individual one-second interval readings to an equivalent one hour period. No calculations or adjustments to the measured data have been performed.

4.3 MODELING

4.3.1 Objective

To use numerical modeling to predict traffic noise levels, it must first be demonstrated that the use of approved noise prediction methods satisfactorily estimate the noise levels. This is accomplished by comparing field measured values to predicted values. The measure of satisfactory comparison is for the measured and predicted values to differ by no more than 3 dBA.

4.3.2 Standard Model

The current approved model for prediction of traffic noise, FHWA's Traffic Noise Model version 2.5 (TNM 2.5), was used for the comparison to the measured calibration data, and for all other modeling in the noise study. The software serial number for all analyses was 66790. Prior to using the model, the official TNM test case was run and compared to the FHWA certified output. The results

duplicated the published output. All analyses were performed or supervised by users formally trained in the use of the TNM model.

4.3.3 Input

Input to the model includes representations of the roadway geometry, traffic volumes, speeds and controls, and receiver locations. Elevation controls representing topography, ground surface conditions, pavement type, and other factors are also used to represent the physical conditions.

Geometric parameters, including receivers, require assignment of coordinates to represent position. The coordinates used in the model were obtained from the geometric model of the project used by the design consultant, thus assuring that the coordinate values used in the noise modeling are consistent with other project uses. Points of interest were selected in the geometric model, and then coordinate values were transcribed (copied) into the model using a digitizing board. General notes were also included with the roadway input to identify the roadway segments, including estimated stationing numbers. The same methods were used for other coordinate input, including receivers, ground lines, barriers, etc.

The geometry used for the modeling of the calibration data was the existing condition. Traffic was based on observations during the monitoring activities. The input used in each of the individual comparative modeling calculations is presented in Appendix 4-2. These tabulations are reproduced directly from TNM, and are unique to each monitoring location. The input tables include roadways, traffic, and receivers.

4.3.4 Output

Also included in Appendix 4-2 are the TNM output tables indicating the calculated sound levels at the receiver locations. The parameter of interest is the Leq one-hour value (dBA). These tables follow the input information tables for each of the TNM runs. The predicted noise levels, as modeled by TNM, are also shown in Table 4-2.

4.4 COMPARISON OF RESULTS

Table 4-2, previously discussed, includes both the measured and predicted noise levels for comparison. The difference in the values ranges 0 to +2 dBA. All four of the calibration model Leq's fell within 3 dBA of Leq's measured with the sound level monitor (not including the four additional measurements that captured the influence of train passage on traffic flow and ambient noise levels). The monitored values for Calibrations events C-5a, C-7a, C-8b, and C-3b were substantially higher than modeled values due to the tremendous influence of railway traffic in the project area. This additional noise source is not included in the modeled scenario and should account for the large discrepancy observed between modeled and measured values. Since the model cannot be used to predict these observed conditions, these comparisons are not considered valid. All other comparisons are within a 3 dBA difference. Based on these comparisons, the TNM 2.5 model is a valid method for predicting highway traffic noise at this project.

SECTION 5- NOISE ANALYSIS METHODOLOGY

5.1 CASES

Three cases must be analyzed in the noise modeling. These represent existing, no-build, and the build alternative under consideration. The existing condition represents current geometries, features, and traffic along the project area. The no-build case, also known as no-action, is meant to represent the traffic noise conditions likely to exist in the future if no highway modifications are instituted. The final scenario is the prediction of traffic noise levels if the proposed action is constructed.

5.2 INPUT DATA

5.2.1 Geometrics

The geometry of the roadways, the topography, and ground surface conditions, are used to represent the physical site conditions. All of the locations of these features are described with coordinates. The coordinate information was obtained from the project plan and profile drawings. Roadway geometry was input by selecting appropriate features and the points that describe their position. Vertical coordinates were assigned from the topographic mapping and the project profile and cross section drawings. Roadways deemed to be a significant source of highway traffic noise were included in the model. Representations of elevation contours, building rows, ground surface conditions, and vegetation zones, if any, were created by identifying the appropriate features on the topographic mapping, and then digitizing the coordinates that define the limits of the features. Coordinate information from the project plan and profile drawings was digitized directly into the TNM model.

The roadways used in the TNM models include:

- U.S. 150 (E Main Street)

- N Seminary Street
- N Kellogg Street
- E Ferris Street
- E Water Street
- E North Street
- E Peck Street
- E Grove Street

A plan view generated by the TNM model is provided to help visualize roadways and other elements.

5.2.2 Traffic and Speeds

Traffic information includes vehicle type, volume of flow, and control devices such as signals and speed limits. The bases for all of the traffic volumes and vehicle types were a combination of 15-min intersection counts conducted by Hanson Professional Services, Inc. and information originating with IDOT. The most recent, current traffic data were provided to represent 2007 traffic (existing scenario). Traffic for the no-build and build cases are based on predictions of traffic growth to the year 2030. Hanson Professional Services provided traffic volumes (including flow controls) by vehicle type for all roadways in each scenario for input directly into the TNM model.

Assignments of traffic control conditions were made after review of the existing and proposed conditions. Traffic control devices generally consist of signalization, stop signals, speed limits, etc. Traffic speeds were input as the posted speed limit. Tabulations of the assumptions for traffic are presented in the TNM input tables for each roadway segment.

5.2.3 Receivers

Receiver locations are locations where the model will calculate the noise levels. Receivers are generally used to represent one or more receptors, such as individual dwelling units, but may also be used to provide other information useful to design of barriers, for comparisons to measured values, etc. The assignment of receivers used to represent receptors was based on review of the aerial photography, the topographic mapping, and field observations. Receiver locations for dwelling units were chosen to represent a likely location of outdoor activity, since the criterion for abatement barrier design is to address noise impacts to the exterior ground floor activities of buildings. In order to generate conservative values and be more protective of the noise sensitive receivers, receiver locations were placed at street-facing outdoor locations (e.g. front porch), rather than backyard areas where most outdoor activity is usually assumed to occur.

Receiver position is defined by coordinates. The coordinates used in the model were obtained from the plan sheets for the project, thus assuring that the coordinate values used in the noise modeling are consistent with other project uses. To accomplish this, points of interest were selected, and the coordinate values were digitized directly into the model. Receivers are also assigned a height above the ground surface. Table 3-1 lists all of the receivers used in the models for this project. The tabulation includes the NSA, the receiver type, the number of dwelling units represented, and general location information. A more precise description of location is included in the input table for the TNM models as x, y, and z coordinates.

5.2.4 Tabulation of Input

All of the input data used in the TNM analyses are presented in the respective models on the input tables. These are presented in the appendices, and precede

the output information for each scenario. The location of the various analyses in the appendices is discussed in the next section.

5.3 MODEL USED

TNM 2.5, the currently approved FHWA model for highway traffic noise, was used for all analyses.

SECTION 6- NOISE MODEL RESULTS

6.1 EXISTING CONDITION

Existing noise levels for sensitive receivers were determined by modeling. These values will be used for comparison to models of proposed changes to determine if predicted noise levels created by the proposed alternative would approach, meet, or exceed the NAC. The TNM 2.5 model input and output, as printed directly from the model, are presented in Appendix 6-1. Table 6-1 includes the monitored or modeled Leq for each receiver point for the existing conditions, and other predicted noise levels discussed below. It is noted that two of the receivers are subjected to noise levels above the sound level NAC under existing conditions.

6.2 NO-BUILD CONDITIONS

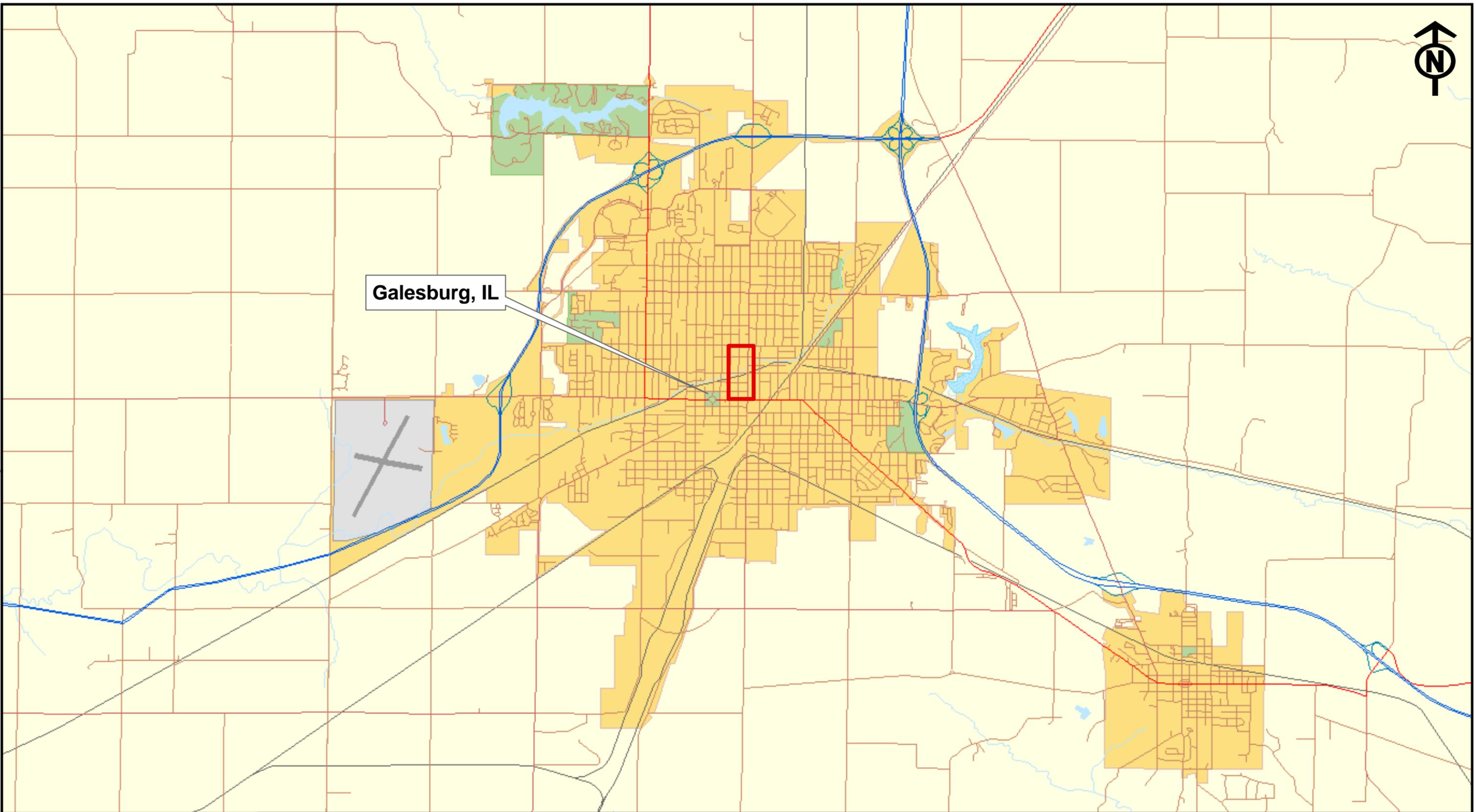
The no-build, or no-action, scenario must be considered and was modeled. This case uses existing roadway geometry with projected traffic increases (20-yr projection). There is no numerical NAC for this scenario, but it is an important consideration factor in evaluating the need for noise abatement measures, such as barriers. The TNM model input (except for duplicate input pages from the existing case) and output for the no-build condition are presented in Appendix 6-1 following the existing case. (Repetitious input from the existing case is not reproduced for the no-build case.) The Leq values for this scenario are also presented in Table 6-1. Due to the projected increase in traffic in the no build scenario, the number of receiver locations that are predicted to approach or exceed the NAC increases to eight. Comparison of the existing to the no-build conditions indicates that the predicted noise levels generally increase between 0-2 dBA.

6.3 BUILD ALTERNATIVE CONDITION

The TNM model input and output for this condition are also presented in Appendix 6-1. (Repetitious input is not reproduced for the build case.) The Leq values for this scenario are also presented in Table 6-1. These are important values because they represent the overall expected total highway traffic noise levels. They also serve as the basis for comparing the build alternative to existing conditions, to quantify noise level increases. These are compared to the NACs presented in Table 2-1. No receiver is predicted to approach or exceed the sound level NAC, nor are any expected to increase by 14 dBA or more.

6.4 DISCUSSION

Based on the modeling results summarized in Table 6-1, the noise levels for the build scenario are not predicted to increase perceptibly. Due to the traffic that will be redirected away from the East North Street-North Seminary Street intersection by the proposed construction, locations whose noise levels approached or exceeded the NAC under existing or no build conditions are expected to be reduced below abatement criteria levels under the build condition (shown in Figure 3.1 with red/green symbol). In fact, a number of locations are expected to experience roadway noise level decreases between 5 and 8 dBA in the build scenario. Abatement considerations are not necessary, as no traffic noise impacts are predicted to occur.



Galesburg, IL

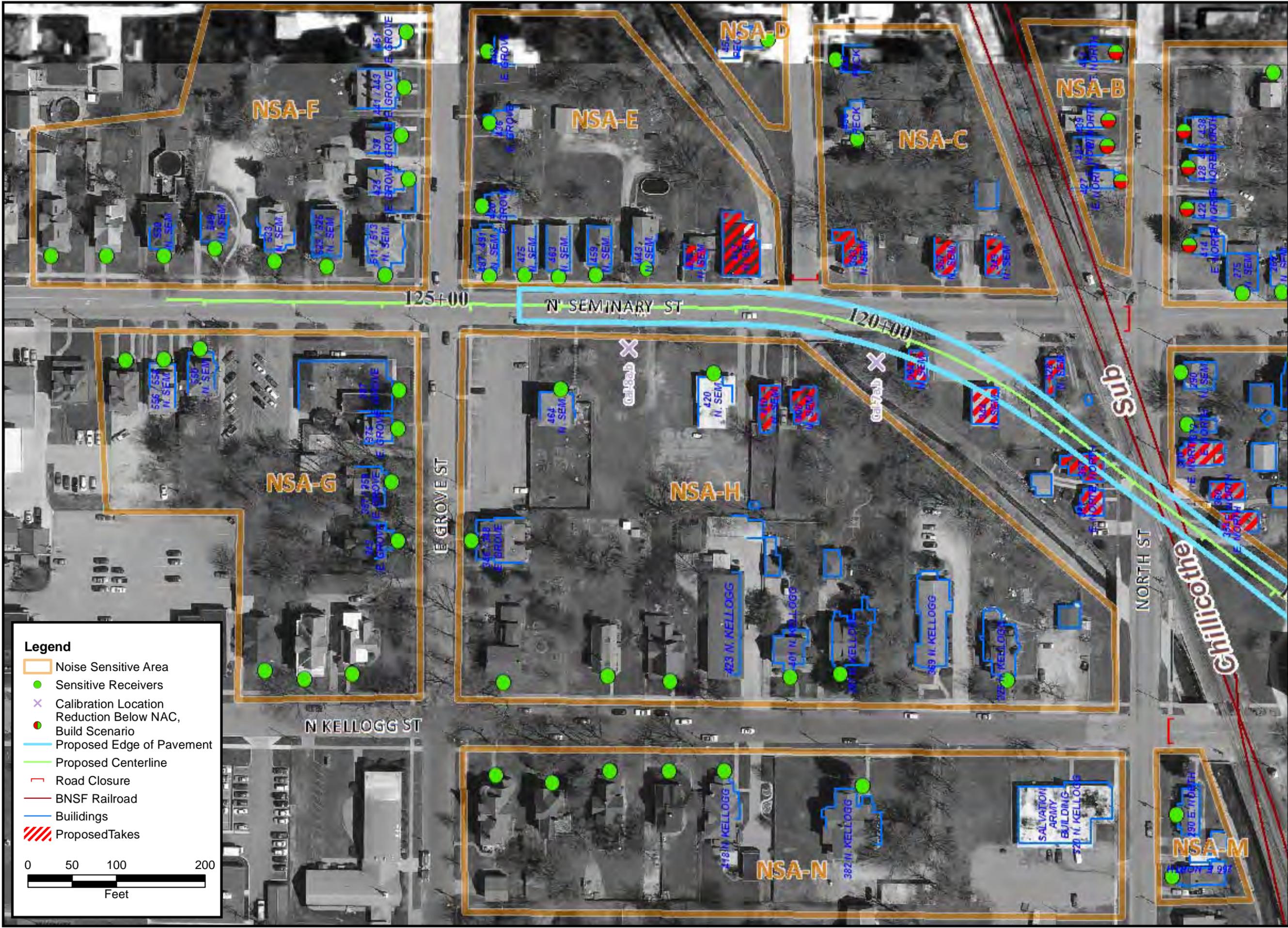


Project area outlined in red

Figure 1.1



Figure 1.2



Legend

- Noise Sensitive Area
- Sensitive Receivers
- × Calibration Location
- Reduction Below NAC, Build Scenario
- Proposed Edge of Pavement
- Proposed Centerline
- Road Closure
- BNSF Railroad
- Buildings
- Proposed Takes

0 50 100 200

Feet

Noise Study Features
Seminary Grade Separation
Galesburg, Knox County, Illinois
Project# 08-0091

Figure 3.1A



Noise Study Features
Seminary Grade Separation
Galesburg, Knox County, Illinois
Project# 08-0091

Figure 3.1B

Table 2-1

**Table 2-1
NOISE ABATEMENT CRITERIA
(Hourly A-Weighted Sound Level - decibels (dBA))**

Land Use Category	Leq(h)* (dBA)	<i>Description of Land Use Category</i>
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreational areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E**	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

* "Leq(h)" The hourly value of Leq. Leq is the equivalent, steady-state sound level, which in a stated period of time contains the same acoustical energy as the time-varying sound level during the same period. For purposes of measuring or predicting noise levels, a receptor is assumed to be at ear height, located 5 ft (1.5 m) above ground surface.

** Use of interior noise levels shall be limited to situations where exterior noise levels are not applicable; i.e., where there are no exterior activities to be affected by traffic noise, or where exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities.

Note: The Noise Abatement Criteria are noise impact thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., are within 1 decibel of] or exceed the noise abatement criteria, or when the predicted traffic noise levels are substantially higher [i.e., are more than 14 decibels greater] than the existing noise level.) The Noise Abatement Criteria are not attenuation design criteria or targets. The goal of noise abatement measures is to achieve a substantial reduction in future noise levels. The reductions may or may not result in future noise levels at or below the Noise Abatement Criteria.

Table 3-1

**Table 3-1
Receiver Location Information
Seminary Street Grade Separation
Galesburg, Illinois**

Receiver¹	NSA²	Receiver Type⁴	Represented Dwelling Units⁵	Location⁶
1	A	R	1	131-2 N Seminary Street
2	A	MU	2	131/133 N Seminary Street
3	A	R	1	151 N Seminary Street
4	A	MU	2	163/165 N Seminary Street
5	A	MU	2	175/177 N Seminary Street
6	A	R	1	181 N Seminary Street
7	A	R	1	197 N Seminary Street
8	A	R	1	209 N Seminary Street
9	A	R	1	221 N Seminary Street
10	A	R	1	251 N Seminary Street
11	A	R	1	259 N Seminary Street
12	A	R	1	261 N Seminary Street
13	A	R	1	269 N Seminary Street
14	A	R	1	275 N Seminary Street
15	A	R	1	414 E North Street
16	A	R	1	422 E North Street
17	A	R	1	428 E North Street
18	A	MU	2	436/438 E North Street
19	A	R	1	200 Linneus Avenue
20	B	R	1	427 E North Street
21	B	R	1	431 E North Street
22	B	R	1	439 E North Street
23	B	R	1	451 E North Street
24	C	R	1	436 E Peck Street
25	C	R	1	448 E Peck Street
26	D	R	1	453 E Peck Street
27	E	R	1	443 N Seminary Street
28	E	R	1	459 N Seminary Street
29	E	R	1	463 N Seminary Street
30	E	R	1	475 N Seminary Street
31	E	R	1	487 N Seminary Street
32	E	R	1	491 N Seminary Street
33	E	R	1	420 E Grove Street
34	E	R	1	436 E Grove Street
35	F	MU	2	511/513 N Seminary Street

Receiver ¹	NSA ²	Receiver Type ⁴	Represented Dwelling Units ⁵	Location ⁶
36	F	R	1	523 N Seminary Street
37	F	R	1	525 N Seminary Street
38	F	R	1	533 N Seminary Street
39	F	R	1	549 N Seminary Street
40	F	R	1	559 N Seminary Street
41	F	R	1	559+1 N Seminary Street
42	F	R	1	559+2 N Seminary Street
43	F	R	1	425 E Grove Street
44	F	R	1	433 E Grove Street
45	F	MU	2	441/443 E Grove Street
46	G	R	1	550 N Seminary Street
47	G	R	1	556 N Seminary Street
48	G	R	1	556+ N Seminary Street
49	G	R	1	500+1 N Kellogg Street
50	G	R	1	500+3 N Kellogg Street
51	G	R	1	500+5 N Kellogg Street
52	G	R	1	343 E Grove Street
53	G	MU	2	357/359 E Grove Street
54	G	R	1	375 E Grove Street
55	H	R	1	420 N Seminary Street
56	H	R	1	464 N Seminary Street
58	H	R	1	325 N Kellogg Street
61	H	R	1	387 N Kellogg Street
62	H	R	2	401 N Kellogg Street
63	H	R	1	423+2 N Kellogg Street
64	H	R	1	423+4 N Kellogg Street
65	H	R	1	423+6 N Kellogg Street
66	H	MU	2	346/348 E Grove Street
Cal 7a,b	H ³	CA	---	North of residence, on property at 364 N Seminary
Cal 8a,b	H ³	CA	---	Across street from 443 N Seminary St, empty lot
67	I	R	1	216 N Seminary Street
68	I	MU	2	222/224 N Seminary Street
69	I	R	1	234 N Seminary Street
70	I	R	1	248 N Seminary Street
71	I	R	1	256 N Seminary Street
72	I	R	1	268 N Seminary Street
73	I	R	1	343 E Water Street
74	I	R	1	357 E Water Street
75	I	R	1	290 N Seminary Street

Table 3-1 Receiver Location Information_071009

Receiver ¹	NSA ²	Receiver Type ⁴	Represented Dwelling Units ⁵	Location ⁶
76	I	R	1	372 E North Street
Cal 4a	I ³	CA	---	Across street from 234-236 N Kellogg St, S of Apts.
77	J	CH	1	1st Lutheran Church
78	J	MU	2	167/169 N Kellogg Street
Cal 5a	J ³	CA	---	E of N Kellogg, empty lot W of 1 st Lutheran Church
Cal 6a,b	J ³	CA	---	Center lawn of 1 st Lutheran Church, facing N Sem.
79	K	CH	1	Trinity Lutheran Church
80	L	CH	1	First United Methodist Church
81	L	MU	2	188/190 N Kellogg Street
82	M	R	1	287 E Water Street
83	M	MU	2	277/279 E Water Street
84	M	R	1	257 E Water Street
85	M	R	1	257-2 E Water Street
86	M	R	1	257-4 E Water Street
87	N	R	1	290 E North Street
88	N	R	1	266 E North Street
89	O	R	1	382 N Kellogg Street
90	O	R	1	418 N Kellogg Street
91	O	R	1	418+2 N Kellogg Street
92	O	R	1	418+4 N Kellogg Street
94	O	R	1	418+6 N Kellogg Street
95	O	R	1	418+8 N Kellogg Street
¹ See Figure 3.1 for Monitoring Locations				
² NSA = Noise Study Area				
³ Calibration Location (See Appendix 4)				
⁴ R = Single Family Residence; MU = Multi-family Residence; NH = Nursing Home; CH = Church; CA = Calibration Location; RA = Recreational Area				
⁵ Same as Number of Residences or Receptors Represented by Receiver				

Table 3-1 Receiver Location Information_071009

Table 4-1

**Table 4-1
Monitoring Information Summary
Seminary Street Grade Separation
Galesburg, Illinois**

Location ¹	NSA ²	Date	Start Time	Stop Time	Measured Sound Level, dBA ³
C-4a	I	08-14-2008	3:15 PM	3:30 PM	56.6
C-6a	J	08-14-2008	4:00 PM	4:15 PM	61.8
C-6b	J	08-14-2008	4:17 PM	4:32 PM	63.0
C-7b	H	08-14-2008	5:01 PM	5:16 PM	62.0
C-8a	H	08-14-2008	5:26 PM	5:41 PM	63.6
¹ See Figure 3.1 for Locations C- prefixes represent Calibration locations					
² NSA = Noise Study Area					
³ Overall Leq during 15 minute monitoring event (see Appendix 4-1)					

**Table 4-2
Calibration Summary
Seminary Street Grade Separation
Galesburg, Illinois**

Location	Modeled Levels	Monitored levels	Difference	Hourly Volume¹	Posted Speed Limit	Notes
C-4a	55	57	-2	84	35	
C-6a	61	62	-1	460	35	
C-6b	62	63	-1	468	35	
C-7b	62	62	0	600	35	
C-8a	62	64	-2	540	35	
¹ Total, both directions						
² Traffic for model split as observed on site						

Table 6-1

**Table 6-1
Receiver Location Information
Seminary Street Grade Separation
Galesburg, Illinois**

Receiver	Noise Study Area	L _{Aeq} 1h		Build Alternative Case, No Barrier				Type Impact	Comments
		Existing ¹	No Build ¹	L _{Aeq} 1h		Increase Over Existing			
				Calculated ¹	Criterion	Calculated	Criterion		
		dBA	dBA	dBA	dBA	dBA	dBA		
1	A	61	62	56	66	-5	14		
2	A	61	62	55	66	-6	14		
3	A	61	62	55	66	-6	14		
4	A	60	61	55	66	-5	14		
5	A	60	61	55	66	-5	14		
6	A	61	61	55	66	-6	14		
7	A	61	61	55	66	-6	14		
8	A	61	62	55	66	-6	14		
9	A	61	61	55	66	-6	14		
10	A	61	62	55	66	-6	14		
11	A	61	62	56	66	-5	14		
12	A	62	63	56	66	-6	14		
13	A	63	64	57	66	-6	14		
14	A	64	65	58	66	-6	14		
15	A	66	67	58	66	-8	14		
16	A	65	67	58	66	-7	14		
17	A	65	67	58	66	-7	14		
18	A	65	67	58	66	-7	14		
19	A	56	57	50	66	-6	14		
20	B	66	68	59	66	-7	14		
21	B	64	66	58	66	-6	14		
22	B	64	66	57	66	-7	14		
23	B	65	66	58	66	-7	14		
24	C	54	55	55	66	1	14		
25	C	52	53	55	66	3	14		
26	D	51	52	53	66	2	14		
27	E	61	62	61	66	0	14		
28	E	62	63	62	66	0	14		

Table 6-1 Summary of Noise Modeling Results_071009

Receiver	Noise Study Area	LAeq1h		Build Alternative Case, No Barrier				Type Impact	Comments
				LAeq1h		Increase Over Existing			
		Existing ¹	No Build ¹	Calculated ¹	Criterion	Calculated	Criterion		
		dBA	dBA	dBA	dBA	dBA	dBA		
29	E	63	64	62	66	-1	14		
30	E	63	64	63	66	0	14		
31	E	64	65	62	66	-2	14		
32	E	65	65	63	66	-2	14		
33	E	61	62	58	66	-3	14		
34	E	59	60	55	66	-4	14		
35	F	64	64	62	66	-2	14		
36	F	61	62	61	66	0	14		
37	F	61	61	61	66	0	14		
38	F	60	60	60	66	0	14		
39	F	59	59	59	66	0	14		
40	F	59	60	60	66	1	14		
41	F	59	60	60	66	1	14		
42	F	59	60	60	66	1	14		
43	F	61	61	57	66	-4	14		
44	F	59	59	55	66	-4	14		
45	F	59	59	55	66	-4	14		
46	G	61	62	62	66	1	14		
47	G	60	60	60	66	0	14		
48	G	60	60	60	66	0	14		
49	G	58	58	55	66	-3	14		
50	G	57	57	55	66	-2	14		
51	G	56	55	54	66	-2	14		
52	G	59	59	55	66	-4	14		
53	G	59	59	55	66	-4	14		
54	G	60	60	58	66	-2	14		
55	H	60	61	60	66	0	14		
56	H	59	60	59	66	0	14		
58	H	57	58	54	66	-3	14		
61	H	54	55	52	66	-2	14		
62	H	54	55	52	66	-2	14		
63	H	55	56	52	66	-3	14		
64	H	55	56	52	66	-3	14		

Table 6-1 Summary of Noise Modeling Results_071009

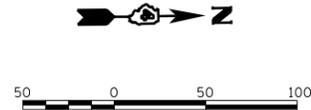
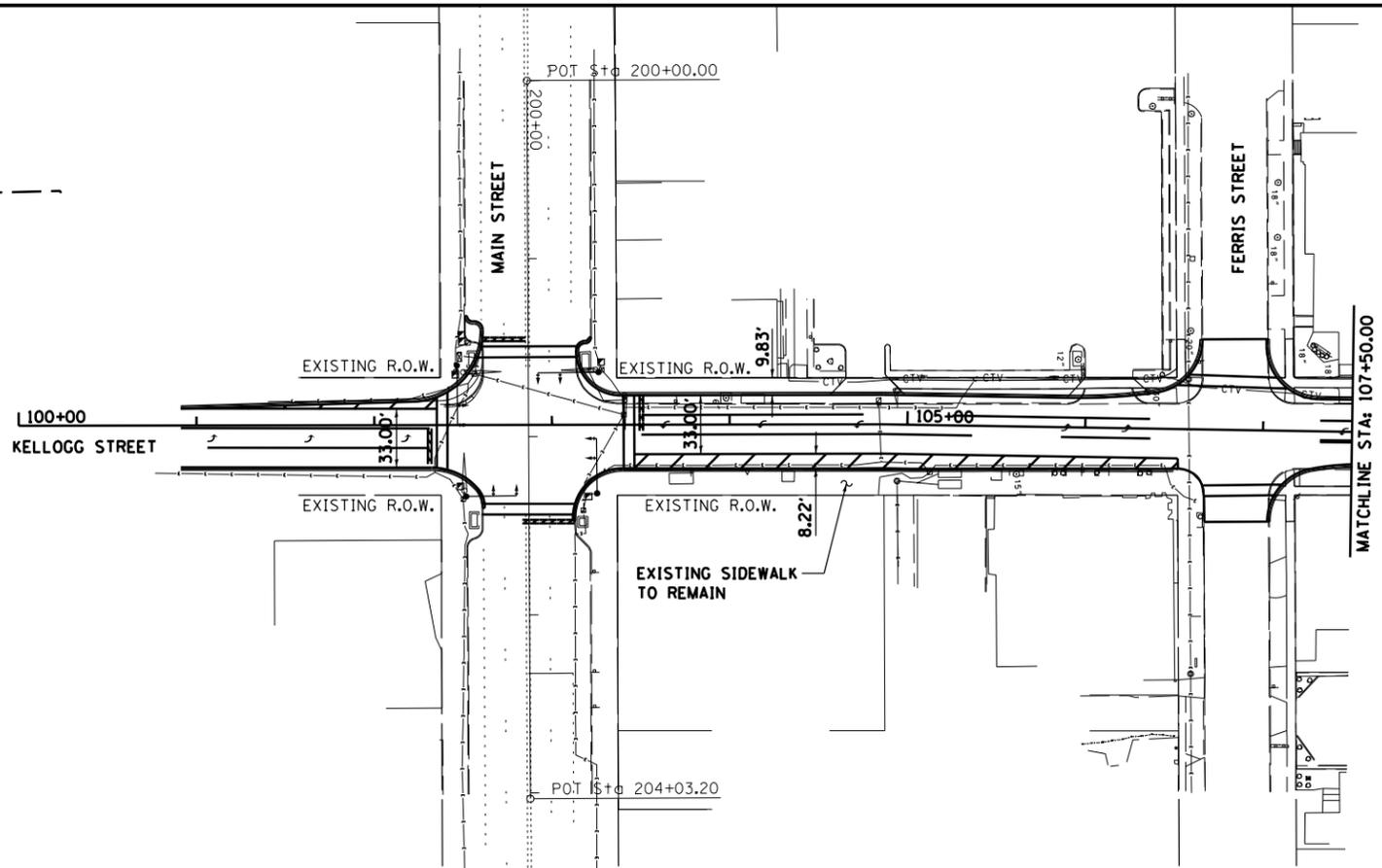
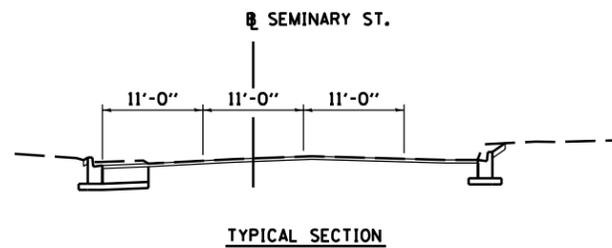
Receiver	Noise Study Area	L _{Aeq} 1h		Build Alternative Case, No Barrier				Type Impact	Comments
				L _{Aeq} 1h		Increase Over Existing			
		Existing ¹	No Build ¹	Calculated ¹	Criterion	Calculated	Criterion		
		dBA	dBA	dBA	dBA	dBA	dBA		
65	H	60	60	55	66	-5	14		
66	H	61	61	56	66	-5	14		
67	I	62	63	57	66	-5	14		
68	I	61	62	56	66	-5	14		
69	I	62	62	56	66	-6	14		
70	I	62	63	56	66	-6	14		
71	I	62	63	56	66	-6	14		
72	I	62	63	57	66	-5	14		
73	I	59	59	56	66	-3	14		
74	I	60	61	56	66	-4	14		
75	I	63	64	58	66	-5	14		
76	I	62	63	59	66	-3	14		
77	J	61	62	55	66	-6	14		
78	J	59	60	61	66	2	14		
79	K	63	64	65	66	2	14		
80	L	60	61	62	66	2	14		
81	L	60	60	61	66	1	14		
82	M	59	60	60	66	1	14		
83	M	57	57	58	66	1	14		
84	M	55	56	56	66	1	14		
85	M	55	55	55	66	0	14		
86	M	54	55	54	66	0	14		
87	N	58	59	55	66	-3	14		
88	N	57	57	56	66	-1	14		
89	O	54	55	51	66	-3	14		
90	O	54	55	51	66	-3	14		
91	O	55	56	52	66	-3	14		
92	O	56	57	52	66	-4	14		
94	O	56	57	53	66	-3	14		
95	O	58	58	55	66	-3	14		

Table 6-1 Summary of Noise Modeling Results_071009

Appendix 1-1

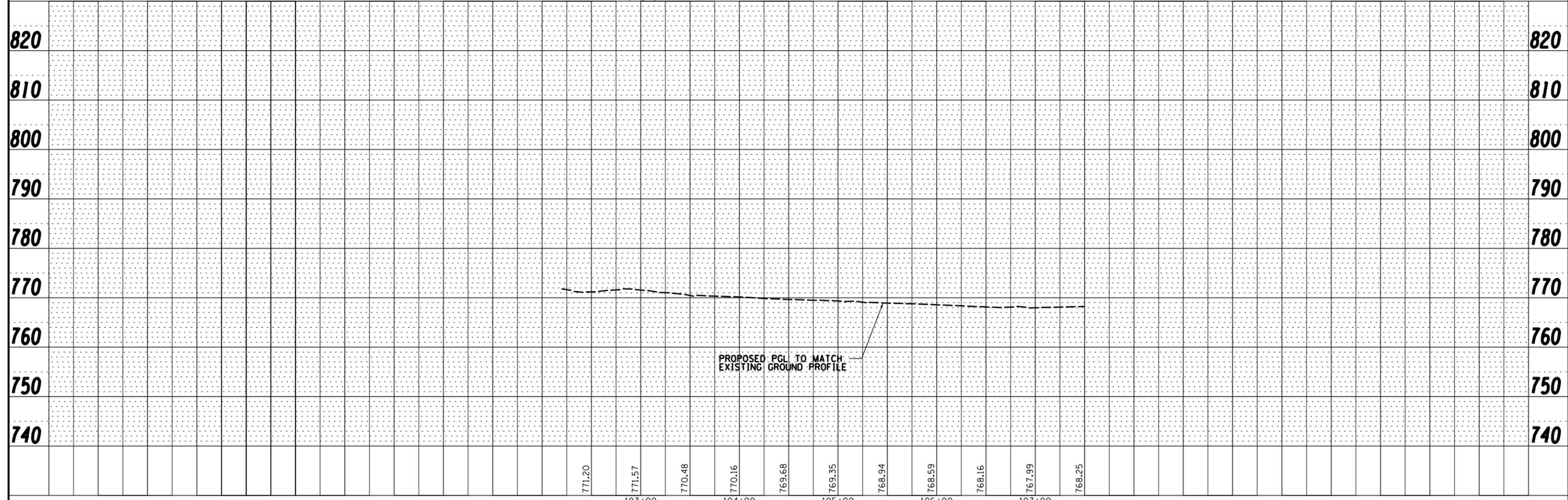
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NOTE

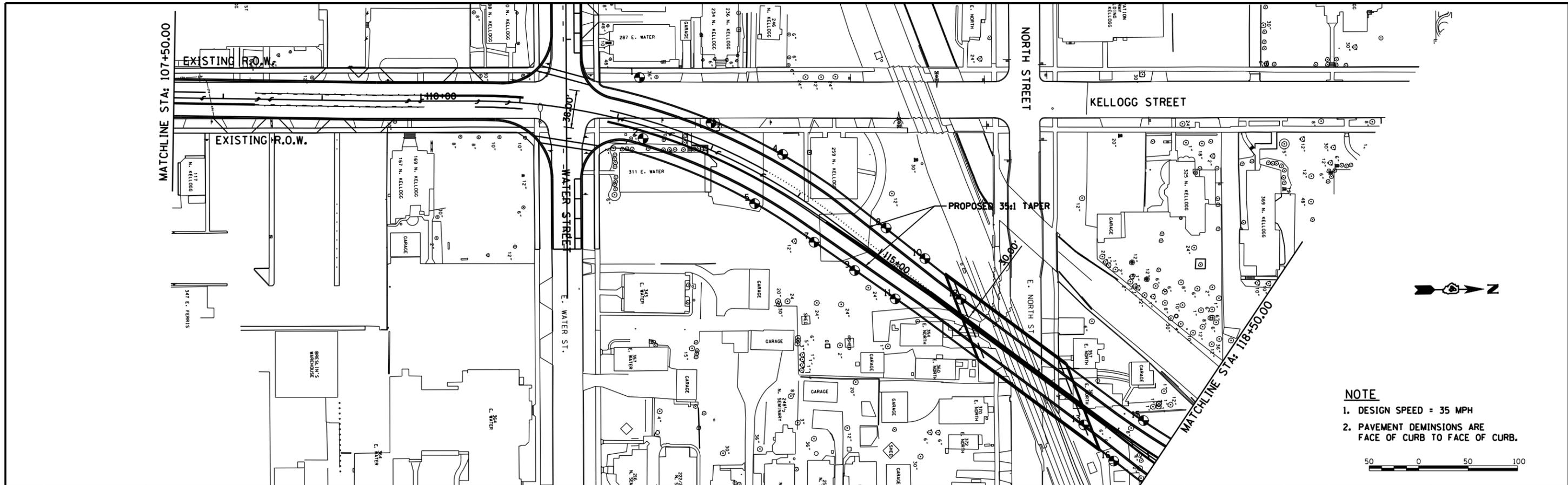
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- PAVEMENT DEMINIONS ARE FACE OF CURB TO FACE OF CURB.



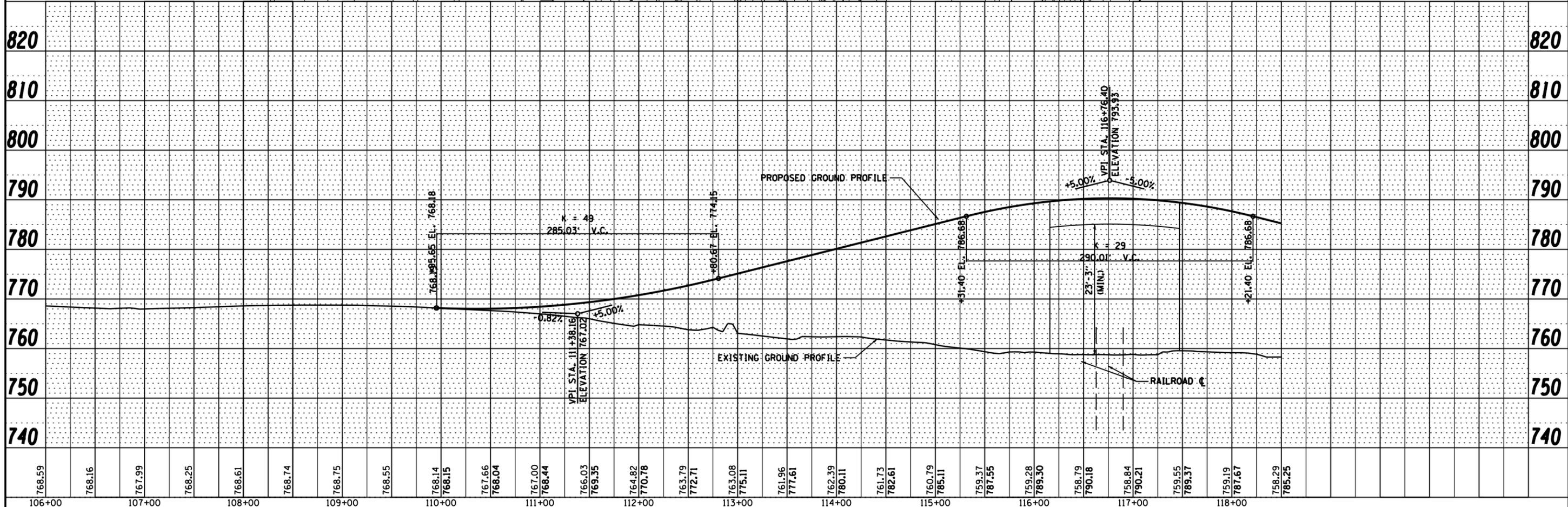
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PLOT SCALE = 100.0000' / in.	CHECKED - MPB	REVISED -	SCALE:			SHEET NO. 1 OF 3 SHEETS	STA. 100+00.00 TO STA. 107+50.00	CONTRACT NO.				
PLOT DATE = 04\16\2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	STRUCTURE		
	NOTATION		
	NO.		



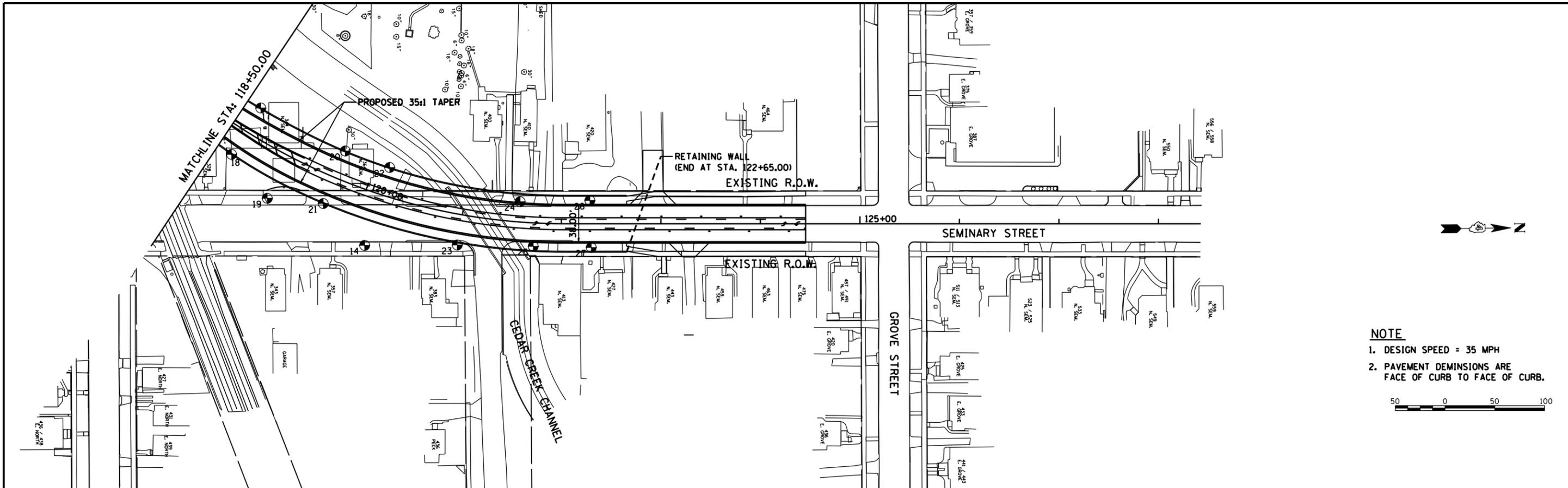
NOTE
 1. DESIGN SPEED = 35 MPH
 2. PAVEMENT DIMENSIONS ARE FACE OF CURB TO FACE OF CURB.



FILE NAME =	USER NAME = Brest00993	DESIGNED - MAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SEMINARY ST/KELLOGG ST.OVERPASS PLAN AND PROFILE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 100.0000' / in.		CHECKED - MPB	REVISED -			CONTRACT NO.					
PLOT DATE = 01/27/2009		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	AT		
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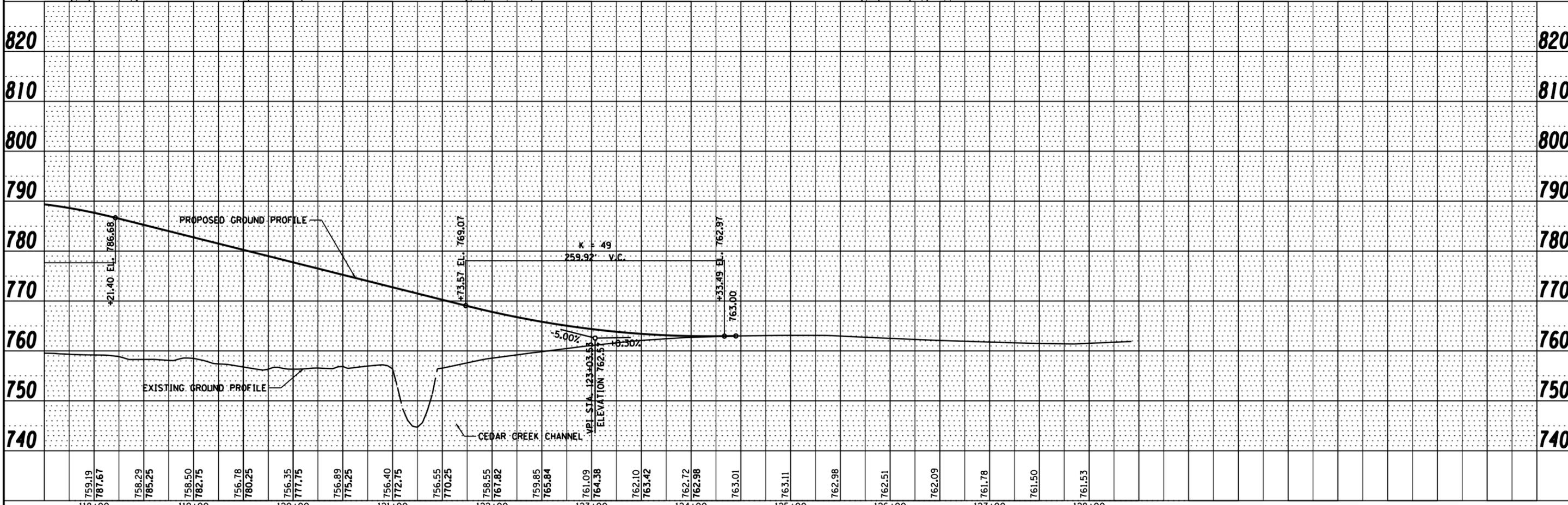
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIONS		
	CHFD		
	NO.		



NOTE

- DESIGN SPEED = 35 MPH
- PAVEMENT DIMENSIONS ARE FACE OF CURB TO FACE OF CURB.

50 0 50 100



FILE NAME = I:\05Jobs\05P20338\CAADD\Sh1c-702_realign.dgn	USER NAME = Brest00993	DESIGNED - MAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SEMINARY ST/KELLOGG ST. OVERPASS PLAN AND PROFILE	F.A. RTE. = 6801	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
PLOT SCALE = 100.0000' / in.	CHECKED - MPB	REVISED -	REVISED -			SCALE:	SHEET NO. 3 OF 3 SHEETS	STA. 118+50.00 TO STA. 128+42.54	CONTRACT NO.			
PLOT DATE = 01/27/2009	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

Appendix 4-1

**Sound Level Data Collection Sheet
Calibration Point**

Date: 08-15-2008	Time: 3:15 P.M.	Location: <i>Galesburg, Knox County, Illinois</i>	
Project No: <i>GJI# 07-003</i>		Persons: <i>Chad Jennison and Bryan Cross</i>	
Site: C-4a 25' East of Edge of Pavement of Kellogg, across street from 234-236 Kellogg, 10' N of unpaved lot		Wind Speed: 2-4 mph	Wind Direction: from NW
		Temperature: 86°F	Relative Humidity: 47 %

Equipment Model: Quest Model 2900	Serial No.: CD8060098
Calibration Date: 08-14-2008	Logging Time: 15 minutes
Descriptor: LEQ	Integration Rate: 3 dB
Weighting: dbA	Sample Rate: 1 second

Notes:

Train horn (intermittent) 3:21-3:24, 3:28-3:29 PM
Train did not pass by on nearby tracks

Plane flyover @ 3:30 PM

**Sound Level Data Collection Sheet
Calibration Point**

Date: 08-15-2008	Time: 4:00 P.M.	Location: <i>Galesburg, Knox County, Illinois</i>	
Project No: <i>GJI# 07-003</i>		Persons: <i>Chad Jennison and Bryan Cross</i>	
Site: C-6a 25' West of Edge of Pavement of Seminary on property of 1 st Lutheran Church		Wind Speed: 1-2 mph	Wind Direction: from NE
		Temperature: 84 °F	Relative Humidity: 45 %

Equipment Model: Quest Model 2900	Serial No.: CD8060098
Calibration Date: 08-14-2008	Logging Time: 15 minutes
Descriptor: LEQ	Integration Rate: 3 dB
Weighting: dbA	Sample Rate: 1 second

Notes:

Train horn at 4:02 PM
Car horn at 4:09 PM

**Sound Level Data Collection Sheet
Calibration Point**

Date: 08-15-2008	Time: 4:17 P.M.	Location: <i>Galesburg, Knox County, Illinois</i>	
Project No: <i>GJI# 07-003</i>		Persons: <i>Chad Jennison and Bryan Cross</i>	
Site: C-6b 25' West of Edge of Pavement of Seminary on property of 1 st Lutheran Church		Wind Speed: 1-2 mph	Wind Direction: from NE
		Temperature: 84 °F	Relative Humidity: 45 %

Equipment Model: Quest Model 2900	Serial No.: CD8060098
Calibration Date: 08-14-2008	Logging Time: 15 minutes
Descriptor: LEQ	Integration Rate: 3 dB
Weighting: dbA	Sample Rate: 1 second

Notes:

Train horn, multiple: 4:29-4:31 PM

Train passage: 4:30-4:33 PM (though not very audible after horn passes)

**Sound Level Data Collection Sheet
Calibration Point**

Date: 08-15-2008	Time: 5:01 P.M.	Location: <i>Galesburg, Knox County, Illinois</i>	
Project No: <i>GJI# 07-003</i>		Persons: <i>Chad Jennison and Bryan Cross</i>	
Site: C-7b 25' West of Edge of Pavement of Seminary on property at 364 N Seminary (South of bridge @ Peck St)		Wind Speed: 0 mph	Wind Direction: N/A
		Temperature: 84 °F	Relative Humidity: 43 %

Equipment Model: Quest Model 2900	Serial No.: CD8060098
Calibration Date: 08-14-2008	Logging Time: 15 minutes
Descriptor: LEQ	Integration Rate: 3 dB
Weighting: dbA	Sample Rate: 1 second

Notes:

Train horn, multiple: 5:04-5:06 PM and 5:09-5:10 PM
Drummer in house across street: 5:02-5:03 PM (not too noticeable)

**Sound Level Data Collection Sheet
Calibration Point**

Date: 08-15-2008	Time: 5:26 P.M.	Location: <i>Galesburg, Knox County, Illinois</i>	
Project No: <i>GJI# 07-003</i>		Persons: <i>Chad Jennison and Bryan Cross</i>	
Site: C-8a 25' West of Edge of Pavement of Seminary on City property across Seminary from driveway of 443 N Seminary. 28' N of southern property boundary		Wind Speed: 1-2 mph	Wind Direction: NE
		Temperature: 83 °F	Relative Humidity: 44 %

Equipment Model: Quest Model 2900	Serial No.: CD8060098
Calibration Date: 08-14-2008	Logging Time: 15 minutes
Descriptor: LEQ	Integration Rate: 3 dB
Weighting: dbA	Sample Rate: 1 second

Notes:

No Train noise
Kids yelling at 5:29 PM

**Appendix 4-1, Table 1
Traffic Data—Model Calibration Locations
Seminary Street Grade Separation
Galesburg, Illinois**

Calibration Location	Start Time	Stop Time	Date	Roadway	Traffic Direction	Cars¹	Medium Trucks¹	Heavy Trucks¹	Total¹
C-4a	3:15 PM	3:30 PM	8-14-2008	Kellogg Street	NB	13	0	0	13
					SB	7	0	0	7
C-5a	3:38 PM	3:53 PM	8-14-2008	Kellogg Street	NB	7	0	0	7
					SB	10	0	0	10
C-6a	4:00 PM	4:15 PM	8-14-2008	Seminary Street	NB	55	2	1	58
					SB	56	1	0	57
C-6b	4:17 PM	4:32 PM	8-14-2008	Seminary Street	NB	55	0	2	57
					SB	58	1	1	60
C-7a	4:45 PM	5:00 PM	8-14-2008	Seminary Street	NB	50	0	0	50
					SB	57	1	0	58
C-7b	5:01 PM	5:16 PM	8-14-2008	Seminary Street	NB	69	0	0	69
					SB	81	0	0	81
C-8a	5:26 PM	5:41 PM	8-14-2008	Seminary Street	NB	68	1	0	69
					SB	65	1	0	67
C-8b	5:42 PM	5:57 PM	8-14-2008	Seminary Street	NB	42	0	0	42
					SB	40	0	0	40

¹ Vehicle numbers from 15-minute observation intervals; for use in calibration, extrapolated to hourly value

Session 4 Test 1

Test Started: 8/14/2008 3:15:49 PM
Test Ended: 8/14/2008 3:30:49 PM
Run Time: 00:15:00

Measuring Parameters

Range: 40 - 100 dB Weighting: A Time Constant: Fast
Threshold: Off Exchange Rate: 3 dB Peak Weighting: C

Summary

Peak Level: 99.0 dB, 8/14/2008 3:19:53PM
Max Level: 75.8 dB, 8/14/2008 3:19:52PM
Min Level: 44.7 dB, 8/14/2008 3:18:44PM
Overload: 0.00%

LEQ:	56.6 dB	SEL(3):	86.0 dB	TWA:	41.6 dB	TAKM5:	61.1 dB
LDN:	56.6 dB	CNEL:	56.6 dB	Pa2Sec:	0.2		
L5:	62.5 dB	L10:	59.6 dB	L50:	49.3 dB	L90:	46.2 dB

Session 4 Test 2

Test Started: 8/14/2008 3:37:25 PM
Test Ended: 8/14/2008 3:52:25 PM
Run Time: 00:15:00

Measuring Parameters

Range:	40 - 100 dB	Weighting:	A	Time Constant:	Fast
Threshold:	Off	Exchange Rate:	3 dB	Peak Weighting:	C

Summary

Peak Level: 105.5 dB, 8/14/2008 3:42:41PM
Max Level: 92.0 dB, 8/14/2008 3:42:39PM
Min Level: 43.2 dB, 8/14/2008 3:48:19PM
Overload: 0.00%

LEQ:	67.0 dB	SEL(3):	96.5 dB	TWA:	52.0 dB	TAKM5:	72.9 dB
LDN:	67.0 dB	CNEL:	67.0 dB	Pa2Sec:	1.8		
L5:	64.7 dB	L10:	61.3 dB	L50:	49.6 dB	L90:	45.9 dB

Session 5 Test 1

Test Started: 8/14/2008 4:00:53 PM
Test Ended: 8/14/2008 4:15:53 PM
Run Time: 00:15:00

Measuring Parameters

Range:	50 - 110 dB	Weighting:	A	Time Constant:	Fast
Threshold:	Off	Exchange Rate:	3 dB	Peak Weighting:	C

Summary

Peak Level: 95.7 dB, 8/14/2008 4:08:56PM
Max Level: 84.5 dB, 8/14/2008 4:08:55PM
Min Level: 43.8 dB, 8/14/2008 4:09:55PM
Overload: 0.00%

LEQ:	61.8 dB	SEL(3):	91.2 dB	TWA:	46.8 dB	TAKM5:	66.7 dB
LDN:	61.8 dB	CNEL:	61.8 dB	Pa2Sec:	0.5		
L5:	67.0 dB	L10:	65.7 dB	L50:	58.9 dB	L90:	47.6 dB

Session 5 Test 2

Test Started: 8/14/2008 4:17:28 PM
Test Ended: 8/14/2008 4:32:28 PM
Run Time: 00:15:00

Measuring Parameters

Range: 50 - 110 dB Weighting: A Time Constant: Fast
Threshold: Off Exchange Rate: 3 dB Peak Weighting: C

Summary

Peak Level: 98.5 dB, 8/14/2008 4:17:41PM
Max Level: 84.0 dB, 8/14/2008 4:29:37PM
Min Level: 44.0 dB, 8/14/2008 4:28:10PM
Overload: 0.00%

LEQ:	63.0 dB	SEL(3):	92.4 dB	TWA:	48.0 dB	TAKM5:	68.3 dB
LDN:	63.0 dB	CNEL:	63.0 dB	Pa2Sec:	0.7		
L5:	67.3 dB	L10:	66.0 dB	L50:	58.9 dB	L90:	48.6 dB

Session 6 Test 1

Test Started: 8/14/2008 4:45:19 PM
Test Ended: 8/14/2008 5:00:19 PM
Run Time: 00:15:00

Measuring Parameters

Range:	50 - 110 dB	Weighting:	A	Time Constant:	Fast
Threshold:	Off	Exchange Rate:	3 dB	Peak Weighting:	C

Summary

Peak Level: 112.4 dB, 8/14/2008 4:51:41PM
Max Level: 99.0 dB, 8/14/2008 4:51:40PM
Min Level: 43.1 dB, 8/14/2008 4:46:47PM
Overload: 0.00%

LEQ:	72.7 dB	SEL(3):	102.1 dB	TWA:	57.7 dB	TAKM5:	79.0 dB
LDN:	72.7 dB	CNEL:	72.7 dB	Pa2Sec:	6.5		
L5:	69.5 dB	L10:	67.6 dB	L50:	61.8 dB	L90:	49.9 dB

Session 6 Test 2

Test Started: 8/14/2008 5:01:42 PM
Test Ended: 8/14/2008 5:16:42 PM
Run Time: 00:15:00

Measuring Parameters

Range: 50 - 110 dB Weighting: A Time Constant: Fast
Threshold: Off Exchange Rate: 3 dB Peak Weighting: C

Summary

Peak Level: 97.0 dB, 8/14/2008 5:13:58PM
Max Level: 75.6 dB, 8/14/2008 5:08:08PM
Min Level: 43.7 dB, 8/14/2008 5:15:29PM
Overload: 0.00%

LEQ:	62.0 dB	SEL(3):	91.4 dB	TWA:	47.0 dB	TAKM5:	65.5 dB
LDN:	62.0 dB	CNEL:	62.0 dB	Pa2Sec:	0.6		
L5:	68.3 dB	L10:	66.9 dB	L50:	60.5 dB	L90:	48.8 dB

Session 7 Test 1

Test Started: 8/14/2008 5:26:10 PM
Test Ended: 8/14/2008 5:41:10 PM
Run Time: 00:15:00

Measuring Parameters

Range:	40 - 100 dB	Weighting:	A	Time Constant:	Fast
Threshold:	Off	Exchange Rate:	3 dB	Peak Weighting:	C

Summary

Peak Level: 96.1 dB, 8/14/2008 5:38:22PM
Max Level: 76.3 dB, 8/14/2008 5:28:03PM
Min Level: 43.0 dB, 8/14/2008 5:28:23PM
Overload: 0.00%

LEQ:	63.6 dB	SEL(3):	93.1 dB	TWA:	48.6 dB	TAKM5:	67.4 dB
LDN:	63.6 dB	CNEL:	63.6 dB	Pa2Sec:	0.8		
L5:	68.4 dB	L10:	67.3 dB	L50:	61.6 dB	L90:	51.6 dB

Session 7 Test 2

Test Started: 8/14/2008 5:42:02 PM
Test Ended: 8/14/2008 5:57:02 PM
Run Time: 00:15:00

Measuring Parameters

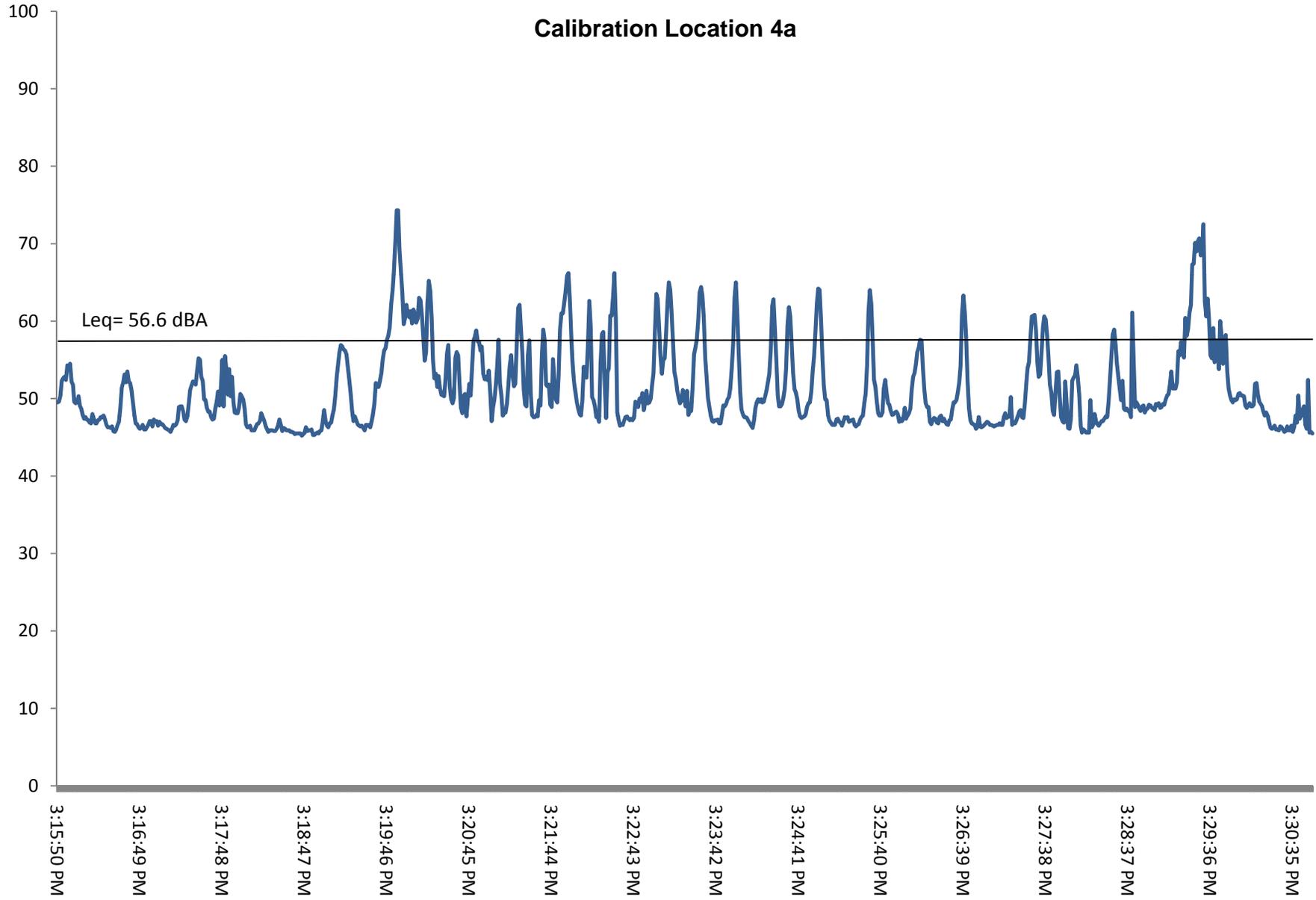
Range: 40 - 100 dB Weighting: A Time Constant: Fast
Threshold: Off Exchange Rate: 3 dB Peak Weighting: C

Summary

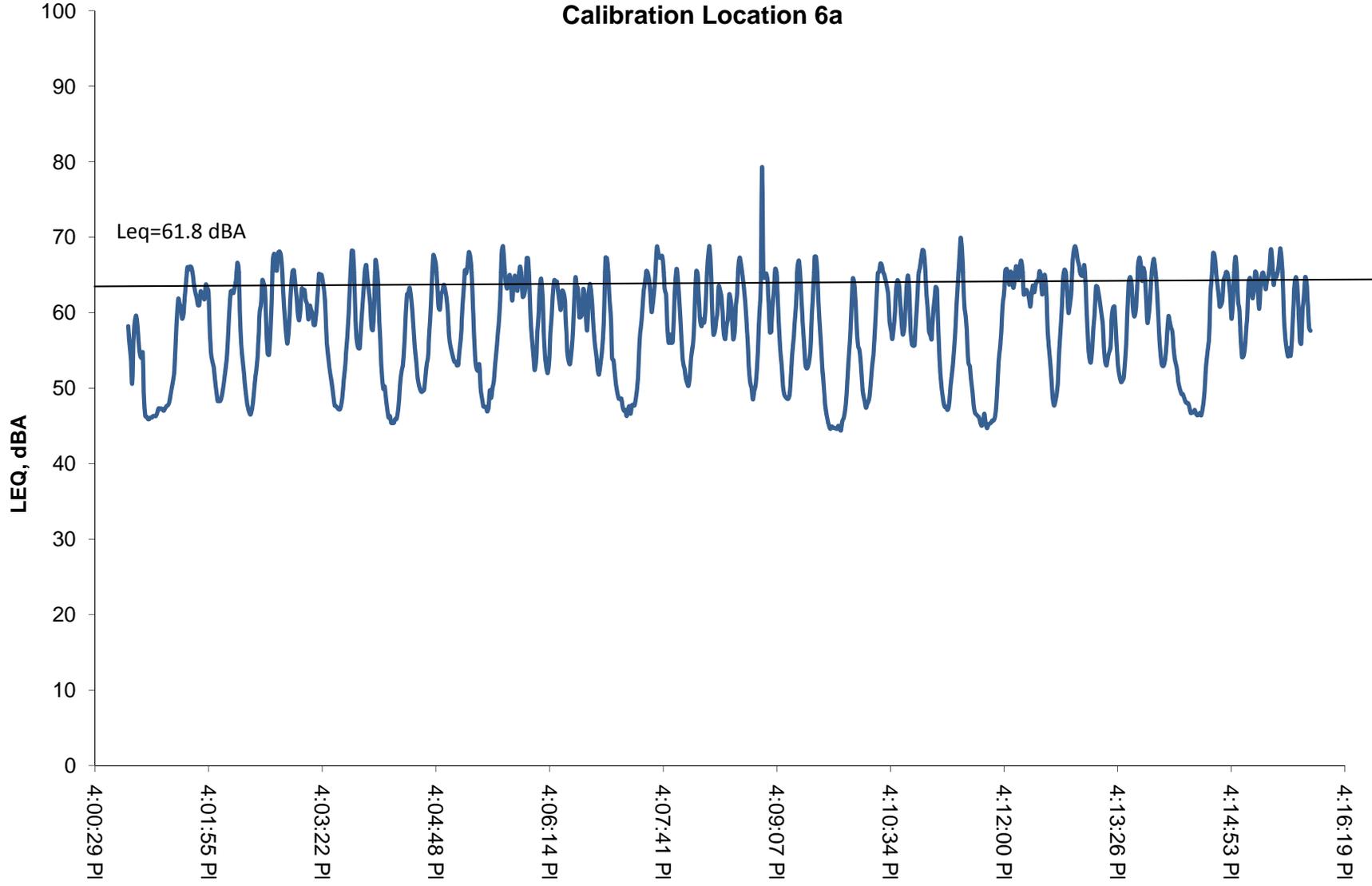
Peak Level: 102.9 dB, 8/14/2008 5:56:22PM
Max Level: 89.9 dB, 8/14/2008 5:56:21PM
Min Level: 41.3 dB, 8/14/2008 5:44:09PM
Overload: 0.00%

LEQ:	67.6 dB	SEL(3):	97.0 dB	TWA:	52.6 dB	TAKM5:	73.1 dB
LDN:	67.6 dB	CNEL:	67.6 dB	Pa2Sec:	2.0		
L5:	69.1 dB	L10:	67.3 dB	L50:	60.5 dB	L90:	48.9 dB

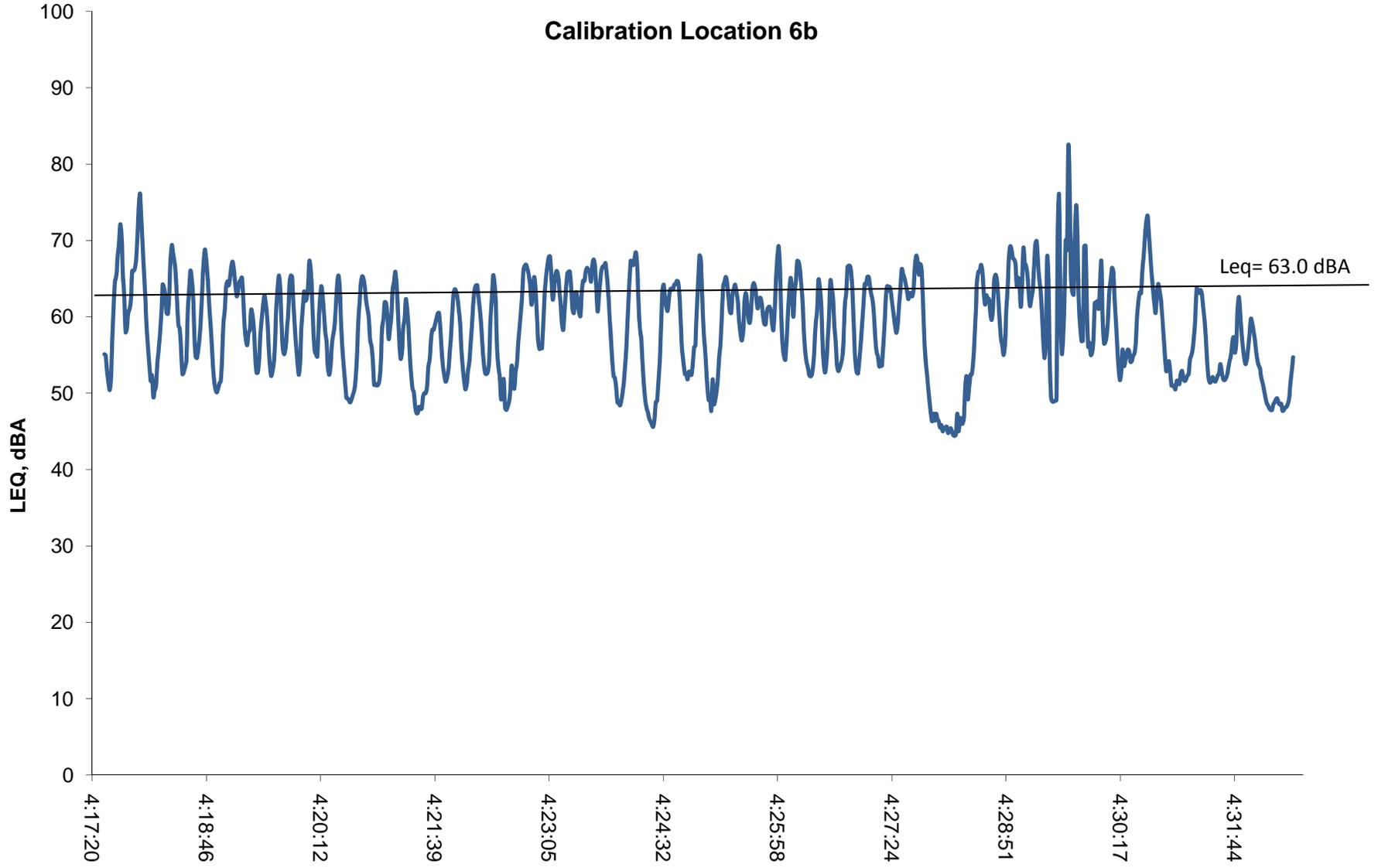
Calibration Location 4a



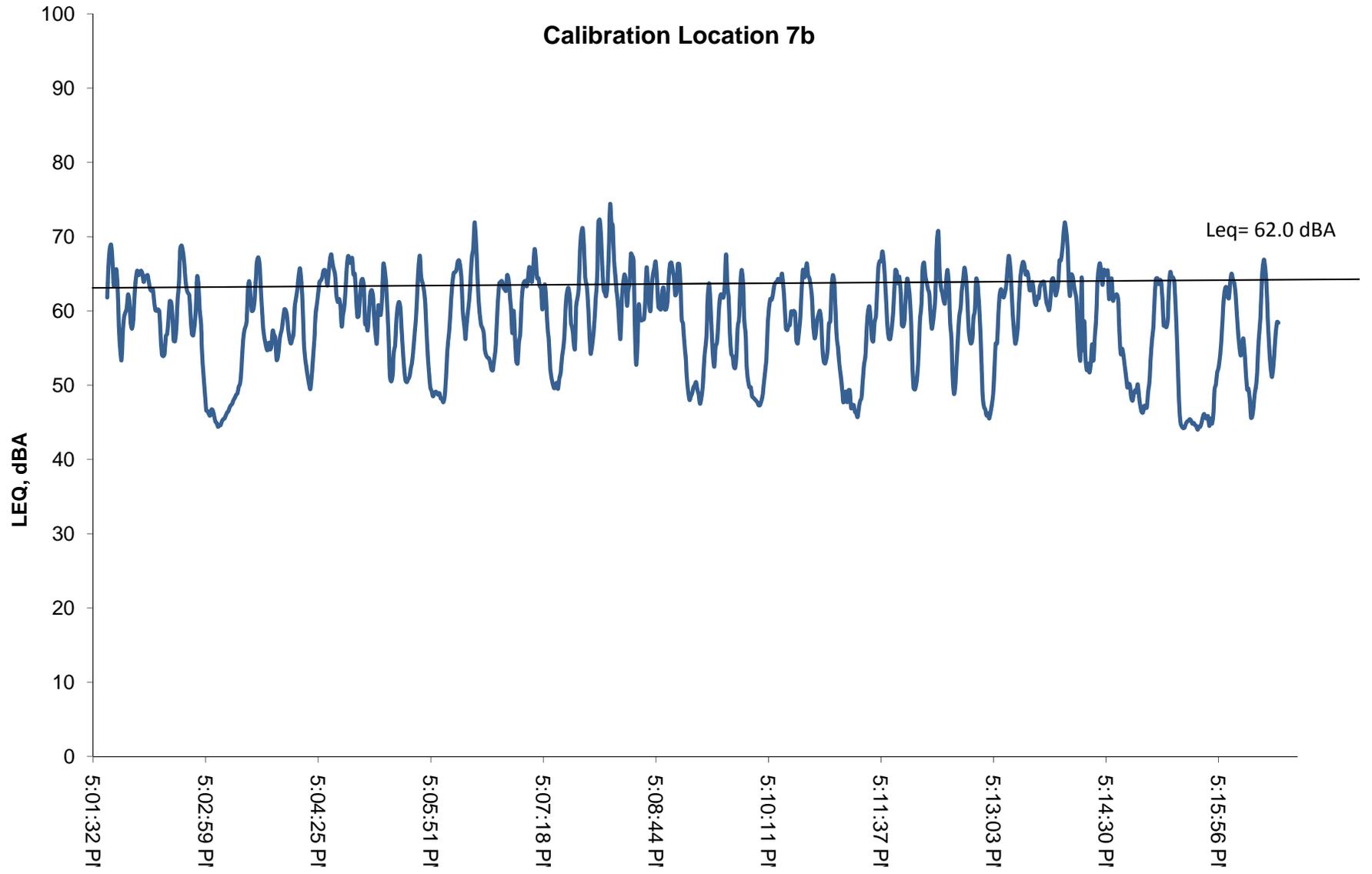
Calibration Location 6a



Calibration Location 6b

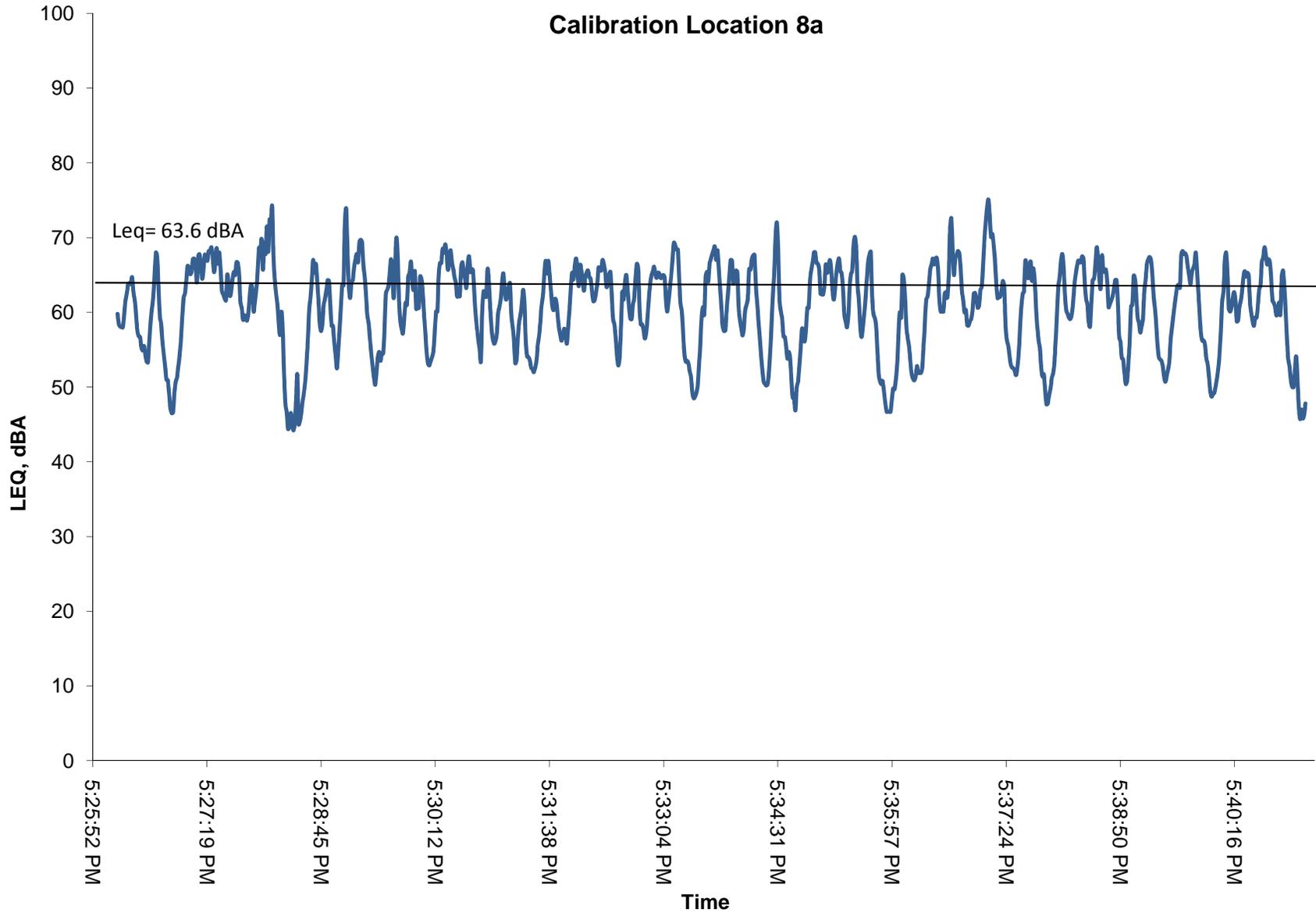


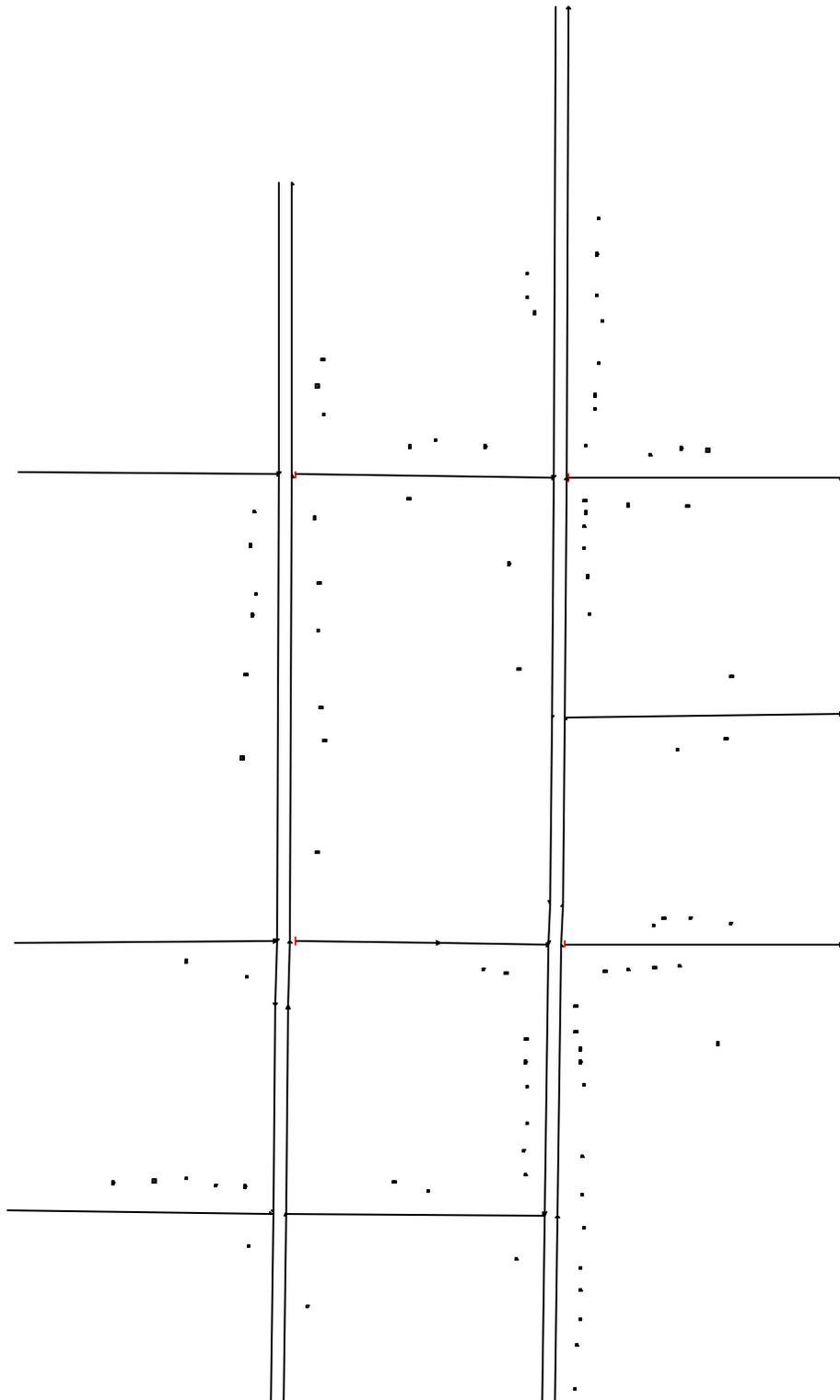
Calibration Location 7b

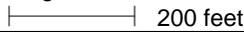


Leq= 62.0 dBA

Calibration Location 8a





Existing		Sheet 1 of 1	21 Jul 2009
Plan View		Kaskaskia Engineering Group	
Run name: 1--Existing		Project/Contract No. 08-0091	
Scale: 		TNM Version 2.5, Feb 2004	
Analysis By: CAJ			
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

2240800 2241000 2241200 2241400 2241600 2241800 2242000 2242200 2242400 2242600 2242800

INPUT: ROADWAYS

08-0091

Kaskaskia Engineering Group					21 July 2009					
CAJ					TNM 2.5					
INPUT: ROADWAYS										
PROJECT/CONTRACT:	08-0091								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA	
RUN:	Existing									

Roadway	Width	Points	Coordinates (pavement)			Flow Control			Segment		
Name		Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Ex Seminary SB 22'	22.0	point7	7	2,241,913.0	1,562,000.6	761.00				Average	
		point51	51	2,241,910.2	1,561,197.0	763.00				Average	
		point6	6	2,241,907.5	1,560,788.0	756.00				Average	
		point5	5	2,241,902.2	1,560,469.6	759.00				Average	
		point4	4	2,241,901.2	1,560,401.6	760.00				Average	
		point3	3	2,241,894.8	1,559,938.8	770.00				Average	
		point2	2	2,241,889.0	1,559,471.8	770.00				Average	
		point50	50	2,241,886.0	1,559,081.6	770.00				Average	
		point1	1	2,241,886.0	1,559,000.9	770.00					
Ex Kellogg SB 20'	20.0	point14	14	2,241,442.5	1,561,700.9	770.00				Average	
		point52	52	2,241,442.0	1,561,201.9	770.00				Average	
		point13	13	2,241,437.8	1,560,406.5	756.50				Average	
		point12	12	2,241,435.5	1,560,297.0	758.00				Average	
		point11	11	2,241,430.2	1,559,943.0	766.00				Average	
		point10	10	2,241,425.8	1,559,480.5	768.00				Average	
		point9	9	2,241,421.5	1,559,081.6	770.00				Average	
		point8	8	2,241,420.2	1,559,000.2	770.00					
Ex Main St EB	40.0	point15	15	2,240,969.5	1,559,071.0	770.00				Average	
		point16	16	2,241,420.8	1,559,067.0	770.00					
Ex Main St WB	40.0	point19	19	2,242,197.2	1,559,087.1	770.00				Average	
		point20	20	2,241,910.8	1,559,091.2	770.00					
Ex Ferris combined--2	36.0	point23	23	2,240,975.2	1,559,485.5	768.00				Average	
		point24	24	2,241,425.2	1,559,480.1	766.00					
Ex Water combined--2	30.0	point26	26	2,240,979.2	1,559,946.4	765.00				Average	
		point27	27	2,241,429.5	1,559,942.8	766.00					

INPUT: ROADWAYS

08-0091

Ex North combined--3	30.0	point29	29	2,240,990.0	1,560,402.4	755.50				Average
		point30	30	2,241,437.2	1,560,406.5	756.50				
Ex Grove combined-3 30'	30.0	point34	34	2,240,996.2	1,561,205.4	770.00				Average
		point35	35	2,241,441.8	1,561,201.9	770.00				
Ex Peck combined 24'	24.0	point38	38	2,241,931.8	1,560,788.0	756.00				Average
		point39	39	2,242,400.0	1,560,794.1	757.00				
Ex North combined	30.0	point40	40	2,241,927.0	1,560,401.1	760.00				Average
		point33	33	2,242,400.2	1,560,400.4	765.00				
Ex North combined-2	30.0	point41	41	2,241,468.2	1,560,406.5	755.60				Average
		point31	31	2,241,715.2	1,560,404.4	758.50				Average
		point32	32	2,241,900.0	1,560,401.1	760.00				
Ex Grove combined 30'	30.0	point42	42	2,241,934.0	1,561,197.0	763.00				Average
		point37	37	2,242,400.8	1,561,195.5	761.00				
Ex Grove combined-2 30'	30.0	point43	43	2,241,467.8	1,561,201.9	770.00				Average
		point36	36	2,241,910.0	1,561,197.0	763.00				
Ex Water combined	30.0	point44	44	2,241,452.5	1,559,942.8	766.00				Average
		point28	28	2,241,894.0	1,559,939.8	770.00				
Ex Ferris Combined	36.0	point45	45	2,241,447.2	1,559,480.1	768.00				Average
		point25	25	2,241,888.2	1,559,474.8	770.00				
Ex Main St WB-3	40.0	point46	46	2,241,421.0	1,559,096.5	770.00				Average
		point22	22	2,240,968.8	1,559,100.0	770.00				
Ex Main St WB-2	40.0	point47	47	2,241,880.8	1,559,091.2	770.00				Average
		point21	21	2,241,444.0	1,559,096.5	770.00				
Ex Main St EB-3	40.0	point48	48	2,241,910.5	1,559,067.0	770.00				Average
		point18	18	2,242,196.8	1,559,063.4	770.00				
Ex Main St EB-2	40.0	point49	49	2,241,444.8	1,559,067.0	770.00				Average
		point17	17	2,241,883.5	1,559,065.0	770.00				
Ex Seminary NB 22'	22.0	point53	53	2,241,908.0	1,559,000.9	770.00				Average
		point54	54	2,241,908.0	1,559,081.6	770.00				Average
		point55	55	2,241,911.0	1,559,471.8	770.00				Average
		point56	56	2,241,916.8	1,559,938.8	770.00				Average
		point57	57	2,241,923.2	1,560,401.6	760.00				Average
		point58	58	2,241,924.2	1,560,469.6	759.00				Average
		point59	59	2,241,929.5	1,560,788.0	756.00				Average
		point60	60	2,241,932.2	1,561,197.0	763.00				Average
		point61	61	2,241,935.0	1,562,000.6	761.00				
Ex Kellogg NB 20"	20.0	point62	62	2,241,442.2	1,559,000.2	770.00				Average
		point63	63	2,241,443.5	1,559,081.6	770.00				Average
		point64	64	2,241,446.8	1,559,480.5	768.00				Average

INPUT: ROADWAYS**08-0091**

		point65	65	2,241,452.2	1,559,943.0	766.00				Average	
		point66	66	2,241,457.5	1,560,297.0	758.00				Average	
		point67	67	2,241,459.8	1,560,406.5	756.50				Average	
		point68	68	2,241,464.0	1,561,201.9	770.00				Average	
		point69	69	2,241,464.5	1,561,700.9	770.00					

INPUT: RECEIVERS**08-0091**

525 N Sem	23	1	2,241,979.8	1,561,337.5	763.00	4.92	0.00	66	10.0	8.0
533 N Sem	24	1	2,241,985.8	1,561,391.4	761.00	4.92	0.00	66	10.0	8.0
549 N Sem	25	1	2,241,991.5	1,561,464.6	761.00	4.92	0.00	66	10.0	8.0
559 N Sem	26	1	2,241,982.8	1,561,507.6	761.00	4.92	0.00	66	10.0	8.0
559+1 N Sem	27	1	2,241,984.0	1,561,578.0	761.00	4.92	0.00	66	10.0	8.0
559+2 N Sem	28	1	2,241,985.5	1,561,639.1	761.00	4.92	0.00	66	10.0	8.0
425 Grove	29	1	2,242,074.2	1,561,235.9	763.00	4.92	0.00	66	10.0	8.0
433 Grove	30	1	2,242,126.8	1,561,247.0	763.00	4.92	0.00	66	10.0	8.0
441/443 Grove	31	2	2,242,171.5	1,561,244.1	763.00	4.92	0.00	66	10.0	8.0
420 Grove	32	1	2,242,035.0	1,561,150.4	762.00	4.92	0.00	66	10.0	8.0
436 Grove	33	1	2,242,137.5	1,561,148.0	761.00	4.92	0.00	66	10.0	8.0
453 Peck	34	1	2,242,212.5	1,560,858.8	757.00	4.92	0.00	66	10.0	8.0
436 Peck	35	1	2,242,119.8	1,560,733.1	757.00	4.92	0.00	66	10.0	8.0
448 Peck	36	1	2,242,202.8	1,560,751.8	757.00	4.92	0.00	66	10.0	8.0
427 North	37	1	2,242,078.8	1,560,434.0	765.50	4.92	0.00	66	10.0	8.0
431 North	38	1	2,242,097.0	1,560,446.8	766.00	4.92	0.00	66	10.0	8.0
439 North	39	1	2,242,143.0	1,560,446.6	766.00	4.92	0.00	66	10.0	8.0
451 North	40	1	2,242,211.5	1,560,437.5	766.00	4.92	0.00	66	10.0	8.0
414 North	41	1	2,241,997.2	1,560,355.4	763.00	4.92	0.00	66	10.0	8.0
422 North	42	1	2,242,036.5	1,560,358.1	766.00	4.92	0.00	66	10.0	8.0
428 North	43	1	2,242,081.8	1,560,360.8	767.50	4.92	0.00	66	10.0	8.0
436/438 North	44	2	2,242,124.0	1,560,364.5	768.00	4.92	0.00	66	10.0	8.0
200 Linneus	45	1	2,242,189.0	1,560,231.9	768.00	4.92	0.00	66	10.0	8.0
1st Lutheran Church	46	1	2,241,846.0	1,559,864.1	770.00	4.92	0.00	66	10.0	8.0
216 N Sem	47	1	2,241,861.8	1,560,007.6	770.00	4.92	0.00	66	10.0	8.0
222/224 N Sem	48	2	2,241,858.8	1,560,050.0	770.00	4.92	0.00	66	10.0	8.0
234 N Sem	49	1	2,241,863.5	1,560,095.2	770.00	4.92	0.00	66	10.0	8.0
248 N Sem	50	1	2,241,864.0	1,560,159.0	769.00	4.92	0.00	66	10.0	8.0
256 N Sem	51	1	2,241,861.5	1,560,200.8	768.00	4.92	0.00	66	10.0	8.0
268 N Sem	52	1	2,241,863.0	1,560,239.5	768.00	4.92	0.00	66	10.0	8.0
420 N Sem	53	1	2,241,850.5	1,560,871.1	766.50	4.92	0.00	66	10.0	8.0
464 N Sem	54	1	2,241,833.5	1,561,050.1	770.00	4.92	0.00	66	10.0	8.0
550 N Sem	55	1	2,241,876.5	1,561,478.0	761.00	4.92	0.00	66	10.0	8.0
556 N Sem	56	1	2,241,863.2	1,561,504.4	761.00	4.92	0.00	66	10.0	8.0
556+ N Sem	58	1	2,241,863.2	1,561,544.0	761.00	4.92	0.00	66	10.0	8.0
Trinity Lutheran Church	61	1	2,241,460.0	1,559,393.8	769.00	4.92	0.00	66	10.0	8.0

INPUT: RECEIVERS

08-0091

167/169 N Kel	62	2	2,241,490.2	1,559,783.8	770.00	4.92	0.00	66	10.0	8.0	
325 N Kel	63	1	2,241,506.8	1,560,557.5	761.00	4.92	0.00	66	10.0	8.0	
387 N Kel	64	1	2,241,519.2	1,560,749.0	768.00	4.92	0.00	66	10.0	8.0	
401 N Kel	65	1	2,241,512.8	1,560,805.9	769.00	4.92	0.00	66	10.0	8.0	
423+2 N Kel	66	1	2,241,507.5	1,560,936.9	770.00	4.92	0.00	66	10.0	8.0	
423+4 N Kel	67	1	2,241,510.0	1,561,017.2	770.00	4.92	0.00	66	10.0	8.0	
423+6 N Kel	68	1	2,241,502.0	1,561,128.5	770.00	4.92	0.00	66	10.0	8.0	
500+1 Kellogg	69	1	2,241,517.5	1,561,304.4	770.00	4.92	0.00	66	10.0	8.0	
500+3 Kellogg	70	1	2,241,506.5	1,561,352.8	770.00	4.92	0.00	66	10.0	8.0	
500+5 Kellogg	71	1	2,241,516.2	1,561,398.8	770.00	4.92	0.00	66	10.0	8.0	
343 Grove	72	1	2,241,664.0	1,561,249.9	770.00	4.92	0.00	66	10.0	8.0	
357/359 Grove	73	2	2,241,707.2	1,561,260.8	769.50	4.92	0.00	66	10.0	8.0	
375 Grove	74	1	2,241,793.2	1,561,250.2	769.00	4.92	0.00	66	10.0	8.0	
346/348 Grove	75	2	2,241,663.0	1,561,161.1	770.00	4.92	0.00	66	10.0	8.0	
343 Water	76	1	2,241,637.8	1,559,996.2	768.50	4.92	0.00	66	10.0	8.0	
357 Water	77	1	2,241,695.0	1,559,980.5	769.00	4.92	0.00	66	10.0	8.0	
First United Methodist Church	78	1	2,241,386.8	1,559,556.5	770.00	4.92	0.00	66	10.0	8.0	
188/190 N Kel	79	2	2,241,389.5	1,559,886.5	769.00	4.92	0.00	66	10.0	8.0	
287 Water	80	1	2,241,383.8	1,559,987.9	767.00	4.92	0.00	66	10.0	8.0	
290 North	81	1	2,241,385.8	1,560,345.0	757.00	4.92	0.00	66	10.0	8.0	
382 N Kel	82	1	2,241,378.5	1,560,718.9	770.00	4.92	0.00	66	10.0	8.0	
418 N Kel	83	1	2,241,385.0	1,560,862.2	770.00	4.92	0.00	66	10.0	8.0	
418+2 N Kel	84	1	2,241,396.2	1,560,962.5	770.00	4.92	0.00	66	10.0	8.0	
418+4 N Kel	85	1	2,241,402.0	1,560,997.8	770.00	4.92	0.00	66	10.0	8.0	
418+6 N Kel	86	1	2,241,392.5	1,561,081.5	770.00	4.92	0.00	66	10.0	8.0	
418+8 N Kel	87	1	2,241,399.2	1,561,138.0	770.00	4.92	0.00	66	10.0	8.0	
266 North	88	1	2,241,282.8	1,560,372.8	756.00	4.92	0.00	66	10.0	8.0	
277/279 Water	89	2	2,241,334.5	1,559,990.1	766.50	4.92	0.00	66	10.0	8.0	
257 Water	90	1	2,241,283.2	1,560,002.1	766.50	4.92	0.00	66	10.0	8.0	
257-2 Water	91	1	2,241,229.0	1,559,997.6	766.50	4.92	0.00	66	10.0	8.0	
257-4 Water	92	1	2,241,159.5	1,559,994.8	766.50	4.92	0.00	66	10.0	8.0	
290 N Sem	94	1	2,241,828.8	1,560,351.4	761.50	4.92	0.00	66	10.0	8.0	
372 North	95	1	2,241,790.2	1,560,358.5	762.00	4.92	0.00	66	10.0	8.0	
Cal 4a	97	1	2,241,486.0	1,560,156.5	766.00	4.92	0.00	66	10.0	8.0	Y
Cal 5a	98	1	2,241,487.8	1,559,903.2	766.00	4.92	0.00	66	10.0	8.0	
Cal 6ab	100	1	2,241,856.0	1,559,803.8	770.00	4.92	0.00	66	10.0	8.0	

INPUT: RECEIVERS**08-0091**

Cal 7ab	102	1	2,241,871.0	1,560,700.0	757.00	4.92	0.00	66	10.0	8.0	
Cal 8ab	104	1	2,241,873.0	1,560,996.2	767.00	4.92	0.00	66	10.0	8.0	

Kaskaskia Engineering Group		21 July 2009											
CAJ		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		08-0091											
RUN:		Existing											
Roadway	Points												
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles		
			Autos		V	S	V	S	V	S	V	S	
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Ex Seminary SB 22'	point7	7	0	0	0	0	0	0	0	0	0	0	
	point51	51	0	0	0	0	0	0	0	0	0	0	
	point6	6	0	0	0	0	0	0	0	0	0	0	
	point5	5	0	0	0	0	0	0	0	0	0	0	
	point4	4	0	0	0	0	0	0	0	0	0	0	
	point3	3	0	0	0	0	0	0	0	0	0	0	
	point2	2	0	0	0	0	0	0	0	0	0	0	
	point50	50	0	0	0	0	0	0	0	0	0	0	
	point1	1											
Ex Kellogg SB 20'	point14	14	28	35	0	0	0	0	0	0	0	0	
	point52	52	28	35	0	0	0	0	0	0	0	0	
	point13	13	28	35	0	0	0	0	0	0	0	0	
	point12	12	28	35	0	0	0	0	0	0	0	0	
	point11	11	28	35	0	0	0	0	0	0	0	0	
	point10	10	28	35	0	0	0	0	0	0	0	0	
	point9	9	28	35	0	0	0	0	0	0	0	0	
	point8	8											
Ex Main St EB	point15	15	0	0	0	0	0	0	0	0	0	0	
	point16	16											
Ex Main St WB	point19	19	0	0	0	0	0	0	0	0	0	0	
	point20	20											
Ex Ferris combined--2	point23	23	0	0	0	0	0	0	0	0	0	0	
	point24	24											

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Water combined--2	point26	26	0	0	0	0	0	0	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	0	0	0	0	0	0	0	0	0	0
	point30	30										
Ex Grove combined-3 30'	point34	34	0	0	0	0	0	0	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	0	0	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	0	0	0	0	0	0	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	0	0	0	0	0	0	0	0	0	0
	point31	31	0	0	0	0	0	0	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	0	0	0	0	0	0	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	0	0	0	0	0	0	0	0	0	0
	point36	36										
Ex Water combined	point44	44	0	0	0	0	0	0	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	0	0	0	0	0	0	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	0	0	0	0	0	0	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	0	0	0	0	0	0	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	0	0	0	0	0	0	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	0	0	0	0	0	0	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	0	0	0	0	0	0	0	0	0	0
	point54	54	0	0	0	0	0	0	0	0	0	0
	point55	55	0	0	0	0	0	0	0	0	0	0
	point56	56	0	0	0	0	0	0	0	0	0	0
	point57	57	0	0	0	0	0	0	0	0	0	0
	point58	58	0	0	0	0	0	0	0	0	0	0
	point59	59	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**08-0091**

	point60	60	0	0	0	0	0	0	0	0	0	0
	point61	61										
Ex Kellogg NB 20"	point62	62	52	35	0	0	0	0	0	0	4	35
	point63	63	52	35	0	0	0	0	0	0	4	35
	point64	64	52	35	0	0	0	0	0	0	4	35
	point65	65	52	35	0	0	0	0	0	0	4	35
	point66	66	52	35	0	0	0	0	0	0	4	35
	point67	67	52	35	0	0	0	0	0	0	4	35
	point68	68	52	35	0	0	0	0	0	0	4	35
	point69	69										

RESULTS: SOUND LEVELS

08-0091

549 N Sem	25	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559 N Sem	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+1 N Sem	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+2 N Sem	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
425 Grove	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
433 Grove	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
441/443 Grove	31	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 Grove	32	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Grove	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
453 Peck	34	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Peck	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
448 Peck	36	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
427 North	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
431 North	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
439 North	39	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
451 North	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
414 North	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
422 North	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
428 North	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436/438 North	44	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
200 Linneus	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
1st Lutheran Church	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
216 N Sem	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
222/224 N Sem	48	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
234 N Sem	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
248 N Sem	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
256 N Sem	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
268 N Sem	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 N Sem	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
464 N Sem	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
550 N Sem	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556 N Sem	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556+ N Sem	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Trinity Lutheran Church	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
167/169 N Kel	62	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
325 N Kel	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
387 N Kel	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
401 N Kel	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+2 N Kel	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+4 N Kel	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+6 N Kel	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

08-0091

500+1 Kellogg	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+3 Kellogg	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+5 Kellogg	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Grove	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357/359 Grove	73	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
375 Grove	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
346/348 Grove	75	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Water	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357 Water	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
First United Methodist Church	78	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
188/190 N Kel	79	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
287 Water	80	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 North	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
382 N Kel	82	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418 N Kel	83	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+2 N Kel	84	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+4 N Kel	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+6 N Kel	86	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+8 N Kel	87	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
266 North	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
277/279 Water	89	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257 Water	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-2 Water	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-4 Water	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 N Sem	94	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
372 North	95	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 4a	97	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Cal 5a	98	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 6ab	100	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 7ab	102	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 8ab	104	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		107	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

Kaskaskia Engineering Group		21 July 2009										
CAJ		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		08-0091										
RUN:		Existing										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Ex Seminary SB 22'	point7	7	0	0	0	0	0	0	0	0	0	0
	point51	51	0	0	0	0	0	0	0	0	0	0
	point6	6	0	0	0	0	0	0	0	0	0	0
	point5	5	0	0	0	0	0	0	0	0	0	0
	point4	4	0	0	0	0	0	0	0	0	0	0
	point3	3	0	0	0	0	0	0	0	0	0	0
	point2	2	0	0	0	0	0	0	0	0	0	0
	point50	50	0	0	0	0	0	0	0	0	0	0
	point1	1										
Ex Kellogg SB 20'	point14	14	40	35	0	0	0	0	0	0	0	0
	point52	52	40	35	0	0	0	0	0	0	0	0
	point13	13	40	35	0	0	0	0	0	0	0	0
	point12	12	40	35	0	0	0	0	0	0	0	0
	point11	11	40	35	0	0	0	0	0	0	0	0
	point10	10	40	35	0	0	0	0	0	0	0	0
	point9	9	40	35	0	0	0	0	0	0	0	0
	point8	8										
Ex Main St EB	point15	15	0	0	0	0	0	0	0	0	0	0
	point16	16										
Ex Main St WB	point19	19	0	0	0	0	0	0	0	0	0	0
	point20	20										
Ex Ferris combined--2	point23	23	0	0	0	0	0	0	0	0	0	0
	point24	24										

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Water combined--2	point26	26	0	0	0	0	0	0	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	0	0	0	0	0	0	0	0	0	0
	point30	30										
Ex Grove combined-3 30'	point34	34	0	0	0	0	0	0	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	0	0	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	0	0	0	0	0	0	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	0	0	0	0	0	0	0	0	0	0
	point31	31	0	0	0	0	0	0	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	0	0	0	0	0	0	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	0	0	0	0	0	0	0	0	0	0
	point36	36										
Ex Water combined	point44	44	0	0	0	0	0	0	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	0	0	0	0	0	0	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	0	0	0	0	0	0	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	0	0	0	0	0	0	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	0	0	0	0	0	0	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	0	0	0	0	0	0	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	0	0	0	0	0	0	0	0	0	0
	point54	54	0	0	0	0	0	0	0	0	0	0
	point55	55	0	0	0	0	0	0	0	0	0	0
	point56	56	0	0	0	0	0	0	0	0	0	0
	point57	57	0	0	0	0	0	0	0	0	0	0
	point58	58	0	0	0	0	0	0	0	0	0	0
	point59	59	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

	point60	60	0	0	0	0	0	0	0	0	0	0
	point61	61										
Ex Kellogg NB 20"	point62	62	28	35	0	0	0	0	0	0	4	35
	point63	63	28	35	0	0	0	0	0	0	4	35
	point64	64	28	35	0	0	0	0	0	0	4	35
	point65	65	28	35	0	0	0	0	0	0	4	35
	point66	66	28	35	0	0	0	0	0	0	4	35
	point67	67	28	35	0	0	0	0	0	0	4	35
	point68	68	28	35	0	0	0	0	0	0	4	35
	point69	69										

RESULTS: SOUND LEVELS

08-0091

549 N Sem	25	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559 N Sem	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+1 N Sem	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+2 N Sem	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
425 Grove	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
433 Grove	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
441/443 Grove	31	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 Grove	32	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Grove	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
453 Peck	34	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Peck	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
448 Peck	36	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
427 North	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
431 North	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
439 North	39	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
451 North	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
414 North	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
422 North	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
428 North	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436/438 North	44	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
200 Linneus	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
1st Lutheran Church	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
216 N Sem	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
222/224 N Sem	48	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
234 N Sem	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
248 N Sem	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
256 N Sem	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
268 N Sem	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 N Sem	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
464 N Sem	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
550 N Sem	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556 N Sem	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556+ N Sem	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Trinity Lutheran Church	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
167/169 N Kel	62	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
325 N Kel	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
387 N Kel	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
401 N Kel	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+2 N Kel	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+4 N Kel	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+6 N Kel	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

08-0091

500+1 Kellogg	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+3 Kellogg	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+5 Kellogg	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Grove	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357/359 Grove	73	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
375 Grove	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
346/348 Grove	75	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Water	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357 Water	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
First United Methodist Church	78	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
188/190 N Kel	79	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
287 Water	80	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 North	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
382 N Kel	82	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418 N Kel	83	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+2 N Kel	84	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+4 N Kel	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+6 N Kel	86	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+8 N Kel	87	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
266 North	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
277/279 Water	89	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257 Water	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-2 Water	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-4 Water	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 N Sem	94	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
372 North	95	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 4a	97	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 5a	98	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
Cal 6ab	100	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 7ab	102	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 8ab	104	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		107	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

Kaskaskia Engineering Group		21 July 2009											
CAJ		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		08-0091											
RUN:		Existing											
Roadway	Points												
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles		
			Autos		V	S	V	S	V	S	V	S	
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Ex Seminary SB 22'	point7	7	224	35	4	35	0	0	0	0	0	0	
	point51	51	224	35	4	35	0	0	0	0	0	0	
	point6	6	224	35	4	35	0	0	0	0	0	0	
	point5	5	224	35	4	35	0	0	0	0	0	0	
	point4	4	224	35	4	35	0	0	0	0	0	0	
	point3	3	224	35	4	35	0	0	0	0	0	0	
	point2	2	224	35	4	35	0	0	0	0	0	0	
	point50	50	224	35	4	35	0	0	0	0	0	0	
	point1	1											
Ex Kellogg SB 20'	point14	14	0	0	0	0	0	0	0	0	0	0	
	point52	52	0	0	0	0	0	0	0	0	0	0	
	point13	13	0	0	0	0	0	0	0	0	0	0	
	point12	12	0	0	0	0	0	0	0	0	0	0	
	point11	11	0	0	0	0	0	0	0	0	0	0	
	point10	10	0	0	0	0	0	0	0	0	0	0	
	point9	9	0	0	0	0	0	0	0	0	0	0	
	point8	8											
Ex Main St EB	point15	15	0	0	0	0	0	0	0	0	0	0	
	point16	16											
Ex Main St WB	point19	19	0	0	0	0	0	0	0	0	0	0	
	point20	20											
Ex Ferris combined--2	point23	23	0	0	0	0	0	0	0	0	0	0	
	point24	24											

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Water combined--2	point26	26	0	0	0	0	0	0	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	0	0	0	0	0	0	0	0	0	0
	point30	30										
Ex Grove combined-3 30'	point34	34	0	0	0	0	0	0	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	0	0	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	0	0	0	0	0	0	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	0	0	0	0	0	0	0	0	0	0
	point31	31	0	0	0	0	0	0	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	0	0	0	0	0	0	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	0	0	0	0	0	0	0	0	0	0
	point36	36										
Ex Water combined	point44	44	0	0	0	0	0	0	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	0	0	0	0	0	0	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	0	0	0	0	0	0	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	0	0	0	0	0	0	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	0	0	0	0	0	0	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	0	0	0	0	0	0	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	220	35	4	35	0	0	4	35	4	35
	point54	54	220	35	4	35	0	0	4	35	4	35
	point55	55	220	35	4	35	0	0	4	35	4	35
	point56	56	220	35	4	35	0	0	4	35	4	35
	point57	57	220	35	4	35	0	0	4	35	4	35
	point58	58	220	35	4	35	0	0	4	35	4	35
	point59	59	220	35	4	35	0	0	4	35	4	35

INPUT: TRAFFIC FOR LAeq1h Volumes**08-0091**

	point60	60	220	35	4	35	0	0	4	35	4	35
	point61	61										
Ex Kellogg NB 20"	point62	62	0	0	0	0	0	0	0	0	0	0
	point63	63	0	0	0	0	0	0	0	0	0	0
	point64	64	0	0	0	0	0	0	0	0	0	0
	point65	65	0	0	0	0	0	0	0	0	0	0
	point66	66	0	0	0	0	0	0	0	0	0	0
	point67	67	0	0	0	0	0	0	0	0	0	0
	point68	68	0	0	0	0	0	0	0	0	0	0
	point69	69										

RESULTS: SOUND LEVELS

08-0091

549 N Sem	25	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559 N Sem	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+1 N Sem	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+2 N Sem	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
425 Grove	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
433 Grove	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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451 North	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
414 North	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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401 N Kel	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+2 N Kel	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+4 N Kel	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+6 N Kel	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

08-0091

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Roadway	Points												
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles		
			Autos										
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Ex Seminary SB 22'	point7	7	232	35	4	35	4	35	0	0	0	0	
	point51	51	232	35	4	35	4	35	0	0	0	0	
	point6	6	232	35	4	35	4	35	0	0	0	0	
	point5	5	232	35	4	35	4	35	0	0	0	0	
	point4	4	232	35	4	35	4	35	0	0	0	0	
	point3	3	232	35	4	35	4	35	0	0	0	0	
	point2	2	232	35	4	35	4	35	0	0	0	0	
	point50	50	232	35	4	35	4	35	0	0	0	0	
	point1	1											
Ex Kellogg SB 20'	point14	14	0	0	0	0	0	0	0	0	0	0	
	point52	52	0	0	0	0	0	0	0	0	0	0	
	point13	13	0	0	0	0	0	0	0	0	0	0	
	point12	12	0	0	0	0	0	0	0	0	0	0	
	point11	11	0	0	0	0	0	0	0	0	0	0	
	point10	10	0	0	0	0	0	0	0	0	0	0	
	point9	9	0	0	0	0	0	0	0	0	0	0	
	point8	8											
Ex Main St EB	point15	15	0	0	0	0	0	0	0	0	0	0	
	point16	16											
Ex Main St WB	point19	19	0	0	0	0	0	0	0	0	0	0	
	point20	20											
Ex Ferris combined--2	point23	23	0	0	0	0	0	0	0	0	0	0	
	point24	24											

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Water combined--2	point26	26	0	0	0	0	0	0	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	0	0	0	0	0	0	0	0	0	0
	point30	30										
Ex Grove combined-3 30'	point34	34	0	0	0	0	0	0	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	0	0	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	0	0	0	0	0	0	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	0	0	0	0	0	0	0	0	0	0
	point31	31	0	0	0	0	0	0	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	0	0	0	0	0	0	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	0	0	0	0	0	0	0	0	0	0
	point36	36										
Ex Water combined	point44	44	0	0	0	0	0	0	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	0	0	0	0	0	0	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	0	0	0	0	0	0	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	0	0	0	0	0	0	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	0	0	0	0	0	0	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	0	0	0	0	0	0	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	220	35	0	0	4	35	4	35	0	0
	point54	54	220	35	0	0	4	35	4	35	0	0
	point55	55	220	35	0	0	4	35	4	35	0	0
	point56	56	220	35	0	0	4	35	4	35	0	0
	point57	57	220	35	0	0	4	35	4	35	0	0
	point58	58	220	35	0	0	4	35	4	35	0	0
	point59	59	220	35	0	0	4	35	4	35	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**08-0091**

	point60	60	220	35	0	0	4	35	4	35	0	0
	point61	61										
Ex Kellogg NB 20"	point62	62	0	0	0	0	0	0	0	0	0	0
	point63	63	0	0	0	0	0	0	0	0	0	0
	point64	64	0	0	0	0	0	0	0	0	0	0
	point65	65	0	0	0	0	0	0	0	0	0	0
	point66	66	0	0	0	0	0	0	0	0	0	0
	point67	67	0	0	0	0	0	0	0	0	0	0
	point68	68	0	0	0	0	0	0	0	0	0	0
	point69	69										

RESULTS: SOUND LEVELS

08-0091

549 N Sem	25	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559 N Sem	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+1 N Sem	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+2 N Sem	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
425 Grove	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
433 Grove	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
441/443 Grove	31	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 Grove	32	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Grove	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
453 Peck	34	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Peck	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
448 Peck	36	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
427 North	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
431 North	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
439 North	39	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
451 North	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
414 North	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
422 North	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
428 North	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436/438 North	44	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
200 Linneus	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
1st Lutheran Church	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
216 N Sem	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
222/224 N Sem	48	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
234 N Sem	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
248 N Sem	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
256 N Sem	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
268 N Sem	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 N Sem	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
464 N Sem	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
550 N Sem	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556 N Sem	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556+ N Sem	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Trinity Lutheran Church	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
167/169 N Kel	62	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
325 N Kel	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
387 N Kel	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
401 N Kel	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+2 N Kel	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+4 N Kel	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+6 N Kel	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

08-0091

500+1 Kellogg	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+3 Kellogg	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+5 Kellogg	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Grove	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357/359 Grove	73	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
375 Grove	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
346/348 Grove	75	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Water	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357 Water	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
First United Methodist Church	78	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
188/190 N Kel	79	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
287 Water	80	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 North	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
382 N Kel	82	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418 N Kel	83	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+2 N Kel	84	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+4 N Kel	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+6 N Kel	86	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+8 N Kel	87	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
266 North	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
277/279 Water	89	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257 Water	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-2 Water	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-4 Water	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 N Sem	94	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
372 North	95	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 4a	97	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 5a	98	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 6ab	100	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Cal 7ab	102	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 8ab	104	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg								
			dB	dB	Max							
					dB							
All Selected		107	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

Kaskaskia Engineering Group			21 July 2009										
CAJ			TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:			08-0091										
RUN:			Existing										
Roadway			Points										
Name			Name No. Segment										
			Autos MTrucks HTrucks Buses Motorcycles										
			V S V S V S V S V S V S										
			veh/hr mph veh/hr mph veh/hr mph veh/hr mph veh/hr mph veh/hr mph										
Ex Seminary SB 22'			point7 7 216 35 4 35 0 0 0 0 12 35										
			point51 51 216 35 4 35 0 0 0 0 12 35										
			point6 6 216 35 4 35 0 0 0 0 12 35										
			point5 5 216 35 4 35 0 0 0 0 12 35										
			point4 4 216 35 4 35 0 0 0 0 12 35										
			point3 3 216 35 4 35 0 0 0 0 12 35										
			point2 2 216 35 4 35 0 0 0 0 12 35										
			point50 50 216 35 4 35 0 0 0 0 12 35										
			point1 1										
Ex Kellogg SB 20'			point14 14 0 0 0 0 0 0 0 0 0 0										
			point52 52 0 0 0 0 0 0 0 0 0 0										
			point13 13 0 0 0 0 0 0 0 0 0 0										
			point12 12 0 0 0 0 0 0 0 0 0 0										
			point11 11 0 0 0 0 0 0 0 0 0 0										
			point10 10 0 0 0 0 0 0 0 0 0 0										
			point9 9 0 0 0 0 0 0 0 0 0 0										
			point8 8										
Ex Main St EB			point15 15 0 0 0 0 0 0 0 0 0 0										
			point16 16										
Ex Main St WB			point19 19 0 0 0 0 0 0 0 0 0 0										
			point20 20										
Ex Ferris combined--2			point23 23 0 0 0 0 0 0 0 0 0 0										
			point24 24										

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Water combined--2	point26	26	0	0	0	0	0	0	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	0	0	0	0	0	0	0	0	0	0
	point30	30										
Ex Grove combined-3 30'	point34	34	0	0	0	0	0	0	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	0	0	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	0	0	0	0	0	0	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	0	0	0	0	0	0	0	0	0	0
	point31	31	0	0	0	0	0	0	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	0	0	0	0	0	0	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	0	0	0	0	0	0	0	0	0	0
	point36	36										
Ex Water combined	point44	44	0	0	0	0	0	0	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	0	0	0	0	0	0	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	0	0	0	0	0	0	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	0	0	0	0	0	0	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	0	0	0	0	0	0	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	0	0	0	0	0	0	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	200	35	0	0	0	0	0	0	0	0
	point54	54	200	35	0	0	0	0	0	0	0	0
	point55	55	200	35	0	0	0	0	0	0	0	0
	point56	56	200	35	0	0	0	0	0	0	0	0
	point57	57	200	35	0	0	0	0	0	0	0	0
	point58	58	200	35	0	0	0	0	0	0	0	0
	point59	59	200	35	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**08-0091**

	point60	60	200	35	0	0	0	0	0	0	0	0
	point61	61										
Ex Kellogg NB 20"	point62	62	0	0	0	0	0	0	0	0	0	0
	point63	63	0	0	0	0	0	0	0	0	0	0
	point64	64	0	0	0	0	0	0	0	0	0	0
	point65	65	0	0	0	0	0	0	0	0	0	0
	point66	66	0	0	0	0	0	0	0	0	0	0
	point67	67	0	0	0	0	0	0	0	0	0	0
	point68	68	0	0	0	0	0	0	0	0	0	0
	point69	69										

RESULTS: SOUND LEVELS

08-0091

549 N Sem	25	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559 N Sem	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+1 N Sem	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+2 N Sem	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
425 Grove	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
433 Grove	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
441/443 Grove	31	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 Grove	32	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Grove	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
453 Peck	34	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Peck	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
448 Peck	36	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
427 North	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
431 North	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
439 North	39	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
451 North	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
414 North	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
422 North	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
428 North	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436/438 North	44	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
200 Linneus	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
1st Lutheran Church	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
216 N Sem	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
222/224 N Sem	48	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
234 N Sem	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
248 N Sem	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
256 N Sem	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
268 N Sem	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 N Sem	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
464 N Sem	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
550 N Sem	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556 N Sem	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556+ N Sem	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Trinity Lutheran Church	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
167/169 N Kel	62	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
325 N Kel	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
387 N Kel	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
401 N Kel	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+2 N Kel	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+4 N Kel	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+6 N Kel	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

08-0091

500+1 Kellogg	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+3 Kellogg	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+5 Kellogg	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Grove	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357/359 Grove	73	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
375 Grove	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
346/348 Grove	75	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Water	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357 Water	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
First United Methodist Church	78	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
188/190 N Kel	79	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
287 Water	80	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 North	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
382 N Kel	82	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418 N Kel	83	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+2 N Kel	84	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+4 N Kel	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+6 N Kel	86	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+8 N Kel	87	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
266 North	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
277/279 Water	89	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257 Water	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-2 Water	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-4 Water	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 N Sem	94	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
372 North	95	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 4a	97	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 5a	98	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 6ab	100	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 7ab	102	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Cal 8ab	104	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg								
			dB	dB	Max							
					dB							
All Selected		107	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

Kaskaskia Engineering Group		21 July 2009										
CAJ		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		08-0091										
RUN:		Existing										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Ex Seminary SB 22'	point7	7	320	35	0	0	0	0	0	0	4	35
	point51	51	320	35	0	0	0	0	0	0	4	35
	point6	6	320	35	0	0	0	0	0	0	4	35
	point5	5	320	35	0	0	0	0	0	0	4	35
	point4	4	320	35	0	0	0	0	0	0	4	35
	point3	3	320	35	0	0	0	0	0	0	4	35
	point2	2	320	35	0	0	0	0	0	0	4	35
	point50	50	320	35	0	0	0	0	0	0	4	35
	point1	1										
Ex Kellogg SB 20'	point14	14	0	0	0	0	0	0	0	0	0	0
	point52	52	0	0	0	0	0	0	0	0	0	0
	point13	13	0	0	0	0	0	0	0	0	0	0
	point12	12	0	0	0	0	0	0	0	0	0	0
	point11	11	0	0	0	0	0	0	0	0	0	0
	point10	10	0	0	0	0	0	0	0	0	0	0
	point9	9	0	0	0	0	0	0	0	0	0	0
	point8	8										
Ex Main St EB	point15	15	0	0	0	0	0	0	0	0	0	0
	point16	16										
Ex Main St WB	point19	19	0	0	0	0	0	0	0	0	0	0
	point20	20										
Ex Ferris combined--2	point23	23	0	0	0	0	0	0	0	0	0	0
	point24	24										

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Water combined--2	point26	26	0	0	0	0	0	0	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	0	0	0	0	0	0	0	0	0	0
	point30	30										
Ex Grove combined-3 30'	point34	34	0	0	0	0	0	0	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	0	0	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	0	0	0	0	0	0	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	0	0	0	0	0	0	0	0	0	0
	point31	31	0	0	0	0	0	0	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	0	0	0	0	0	0	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	0	0	0	0	0	0	0	0	0	0
	point36	36										
Ex Water combined	point44	44	0	0	0	0	0	0	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	0	0	0	0	0	0	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	0	0	0	0	0	0	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	0	0	0	0	0	0	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	0	0	0	0	0	0	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	0	0	0	0	0	0	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	276	35	0	0	0	0	0	0	0	0
	point54	54	276	35	0	0	0	0	0	0	0	0
	point55	55	276	35	0	0	0	0	0	0	0	0
	point56	56	276	35	0	0	0	0	0	0	0	0
	point57	57	276	35	0	0	0	0	0	0	0	0
	point58	58	276	35	0	0	0	0	0	0	0	0
	point59	59	276	35	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**08-0091**

	point60	60	276	35	0	0	0	0	0	0	0	0
	point61	61										
Ex Kellogg NB 20"	point62	62	0	0	0	0	0	0	0	0	0	0
	point63	63	0	0	0	0	0	0	0	0	0	0
	point64	64	0	0	0	0	0	0	0	0	0	0
	point65	65	0	0	0	0	0	0	0	0	0	0
	point66	66	0	0	0	0	0	0	0	0	0	0
	point67	67	0	0	0	0	0	0	0	0	0	0
	point68	68	0	0	0	0	0	0	0	0	0	0
	point69	69										

RESULTS: SOUND LEVELS

08-0091

549 N Sem	25	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559 N Sem	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+1 N Sem	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+2 N Sem	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
425 Grove	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
433 Grove	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
441/443 Grove	31	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 Grove	32	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Grove	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
453 Peck	34	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Peck	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
448 Peck	36	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
427 North	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
431 North	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
439 North	39	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
451 North	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
414 North	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
422 North	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
428 North	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436/438 North	44	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
200 Linneus	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
1st Lutheran Church	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
216 N Sem	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
222/224 N Sem	48	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
234 N Sem	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
248 N Sem	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
256 N Sem	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
268 N Sem	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 N Sem	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
464 N Sem	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
550 N Sem	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556 N Sem	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556+ N Sem	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Trinity Lutheran Church	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
167/169 N Kel	62	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
325 N Kel	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
387 N Kel	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
401 N Kel	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+2 N Kel	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+4 N Kel	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+6 N Kel	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

08-0091

500+1 Kellogg	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+3 Kellogg	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+5 Kellogg	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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357/359 Grove	73	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
375 Grove	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
346/348 Grove	75	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Water	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357 Water	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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188/190 N Kel	79	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
287 Water	80	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 North	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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418+4 N Kel	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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266 North	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
277/279 Water	89	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257 Water	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-2 Water	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-4 Water	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 N Sem	94	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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Cal 4a	97	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 5a	98	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 6ab	100	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 7ab	102	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
Cal 8ab	104	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg								
			dB	dB	Max							
					dB							
All Selected		107	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

Kaskaskia Engineering Group		21 July 2009											
CAJ		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		08-0091											
RUN:		Existing											
Roadway	Points												
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles		
			Autos		V	S	V	S	V	S	V	S	
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Ex Seminary SB 22'	point7	7	256	35	4	35	0	0	0	0	4	35	
	point51	51	256	35	4	35	0	0	0	0	4	35	
	point6	6	256	35	4	35	0	0	0	0	4	35	
	point5	5	256	35	4	35	0	0	0	0	4	35	
	point4	4	256	35	4	35	0	0	0	0	4	35	
	point3	3	256	35	4	35	0	0	0	0	4	35	
	point2	2	256	35	4	35	0	0	0	0	4	35	
	point50	50	256	35	4	35	0	0	0	0	4	35	
	point1	1											
Ex Kellogg SB 20'	point14	14	0	0	0	0	0	0	0	0	0	0	
	point52	52	0	0	0	0	0	0	0	0	0	0	
	point13	13	0	0	0	0	0	0	0	0	0	0	
	point12	12	0	0	0	0	0	0	0	0	0	0	
	point11	11	0	0	0	0	0	0	0	0	0	0	
	point10	10	0	0	0	0	0	0	0	0	0	0	
	point9	9	0	0	0	0	0	0	0	0	0	0	
	point8	8											
Ex Main St EB	point15	15	0	0	0	0	0	0	0	0	0	0	
	point16	16											
Ex Main St WB	point19	19	0	0	0	0	0	0	0	0	0	0	
	point20	20											
Ex Ferris combined--2	point23	23	0	0	0	0	0	0	0	0	0	0	
	point24	24											

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Water combined--2	point26	26	0	0	0	0	0	0	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	0	0	0	0	0	0	0	0	0	0
	point30	30										
Ex Grove combined-3 30'	point34	34	0	0	0	0	0	0	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	0	0	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	0	0	0	0	0	0	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	0	0	0	0	0	0	0	0	0	0
	point31	31	0	0	0	0	0	0	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	0	0	0	0	0	0	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	0	0	0	0	0	0	0	0	0	0
	point36	36										
Ex Water combined	point44	44	0	0	0	0	0	0	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	0	0	0	0	0	0	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	0	0	0	0	0	0	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	0	0	0	0	0	0	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	0	0	0	0	0	0	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	0	0	0	0	0	0	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	272	35	4	35	0	0	0	0	0	0
	point54	54	272	35	4	35	0	0	0	0	0	0
	point55	55	272	35	4	35	0	0	0	0	0	0
	point56	56	272	35	4	35	0	0	0	0	0	0
	point57	57	272	35	4	35	0	0	0	0	0	0
	point58	58	272	35	4	35	0	0	0	0	0	0
	point59	59	272	35	4	35	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**08-0091**

	point60	60	272	35	4	35	0	0	0	0	0	0
	point61	61										
Ex Kellogg NB 20"	point62	62	0	0	0	0	0	0	0	0	0	0
	point63	63	0	0	0	0	0	0	0	0	0	0
	point64	64	0	0	0	0	0	0	0	0	0	0
	point65	65	0	0	0	0	0	0	0	0	0	0
	point66	66	0	0	0	0	0	0	0	0	0	0
	point67	67	0	0	0	0	0	0	0	0	0	0
	point68	68	0	0	0	0	0	0	0	0	0	0
	point69	69										

RESULTS: SOUND LEVELS

08-0091

549 N Sem	25	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559 N Sem	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+1 N Sem	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+2 N Sem	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
425 Grove	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
433 Grove	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
441/443 Grove	31	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 Grove	32	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Grove	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
453 Peck	34	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Peck	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
448 Peck	36	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
427 North	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
431 North	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
439 North	39	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
451 North	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
414 North	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
422 North	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
428 North	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436/438 North	44	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
200 Linneus	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
1st Lutheran Church	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
216 N Sem	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
222/224 N Sem	48	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
234 N Sem	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
248 N Sem	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
256 N Sem	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
268 N Sem	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 N Sem	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
464 N Sem	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
550 N Sem	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556 N Sem	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556+ N Sem	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Trinity Lutheran Church	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
167/169 N Kel	62	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
325 N Kel	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
387 N Kel	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
401 N Kel	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+2 N Kel	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+4 N Kel	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+6 N Kel	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

08-0091

500+1 Kellogg	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+3 Kellogg	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+5 Kellogg	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Grove	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357/359 Grove	73	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
375 Grove	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
346/348 Grove	75	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Water	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357 Water	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
First United Methodist Church	78	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
188/190 N Kel	79	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
287 Water	80	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 North	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
382 N Kel	82	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418 N Kel	83	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+2 N Kel	84	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+4 N Kel	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+6 N Kel	86	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+8 N Kel	87	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
266 North	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
277/279 Water	89	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257 Water	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-2 Water	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-4 Water	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 N Sem	94	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
372 North	95	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 4a	97	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 5a	98	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 6ab	100	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 7ab	102	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 8ab	104	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg								
			dB	dB	Max							
					dB							
All Selected		107	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

Kaskaskia Engineering Group			21 July 2009										
CAJ			TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:			08-0091										
RUN:			Existing										
Roadway	Points												
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles		
			Autos		V	S	V	S	V	S	V	S	
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Ex Seminary SB 22'	point7	7	152	35	0	0	0	0	0	0	8	35	
	point51	51	152	35	0	0	0	0	0	0	8	35	
	point6	6	152	35	0	0	0	0	0	0	8	35	
	point5	5	152	35	0	0	0	0	0	0	8	35	
	point4	4	152	35	0	0	0	0	0	0	8	35	
	point3	3	152	35	0	0	0	0	0	0	8	35	
	point2	2	152	35	0	0	0	0	0	0	8	35	
	point50	50	152	35	0	0	0	0	0	0	8	35	
	point1	1											
Ex Kellogg SB 20'	point14	14	0	0	0	0	0	0	0	0	0	0	
	point52	52	0	0	0	0	0	0	0	0	0	0	
	point13	13	0	0	0	0	0	0	0	0	0	0	
	point12	12	0	0	0	0	0	0	0	0	0	0	
	point11	11	0	0	0	0	0	0	0	0	0	0	
	point10	10	0	0	0	0	0	0	0	0	0	0	
	point9	9	0	0	0	0	0	0	0	0	0	0	
	point8	8											
Ex Main St EB	point15	15	0	0	0	0	0	0	0	0	0	0	
	point16	16											
Ex Main St WB	point19	19	0	0	0	0	0	0	0	0	0	0	
	point20	20											
Ex Ferris combined--2	point23	23	0	0	0	0	0	0	0	0	0	0	
	point24	24											

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Water combined--2	point26	26	0	0	0	0	0	0	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	0	0	0	0	0	0	0	0	0	0
	point30	30										
Ex Grove combined-3 30'	point34	34	0	0	0	0	0	0	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	0	0	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	0	0	0	0	0	0	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	0	0	0	0	0	0	0	0	0	0
	point31	31	0	0	0	0	0	0	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	0	0	0	0	0	0	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	0	0	0	0	0	0	0	0	0	0
	point36	36										
Ex Water combined	point44	44	0	0	0	0	0	0	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	0	0	0	0	0	0	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	0	0	0	0	0	0	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	0	0	0	0	0	0	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	0	0	0	0	0	0	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	0	0	0	0	0	0	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	160	35	0	0	0	0	0	0	8	35
	point54	54	160	35	0	0	0	0	0	0	8	35
	point55	55	160	35	0	0	0	0	0	0	8	35
	point56	56	160	35	0	0	0	0	0	0	8	35
	point57	57	160	35	0	0	0	0	0	0	8	35
	point58	58	160	35	0	0	0	0	0	0	8	35
	point59	59	160	35	0	0	0	0	0	0	8	35

INPUT: TRAFFIC FOR LAeq1h Volumes**08-0091**

	point60	60	160	35	0	0	0	0	0	0	8	35
	point61	61										
Ex Kellogg NB 20"	point62	62	0	0	0	0	0	0	0	0	0	0
	point63	63	0	0	0	0	0	0	0	0	0	0
	point64	64	0	0	0	0	0	0	0	0	0	0
	point65	65	0	0	0	0	0	0	0	0	0	0
	point66	66	0	0	0	0	0	0	0	0	0	0
	point67	67	0	0	0	0	0	0	0	0	0	0
	point68	68	0	0	0	0	0	0	0	0	0	0
	point69	69										

RESULTS: SOUND LEVELS

08-0091

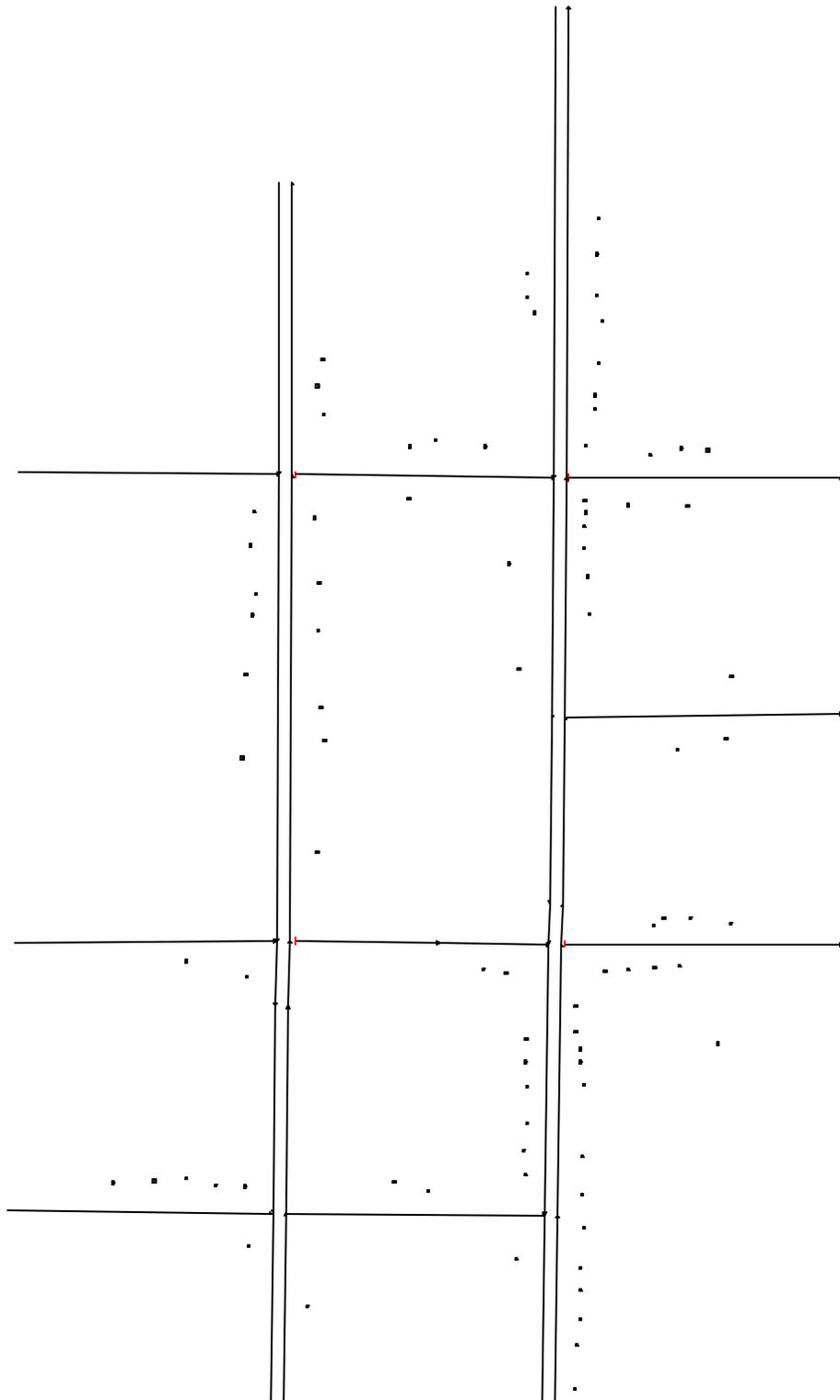
549 N Sem	25	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559 N Sem	26	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+1 N Sem	27	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
559+2 N Sem	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
425 Grove	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
433 Grove	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
441/443 Grove	31	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 Grove	32	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Grove	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
453 Peck	34	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436 Peck	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
448 Peck	36	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
427 North	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
431 North	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
439 North	39	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
451 North	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
414 North	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
422 North	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
428 North	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
436/438 North	44	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
200 Linneus	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
1st Lutheran Church	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
216 N Sem	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
222/224 N Sem	48	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
234 N Sem	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
248 N Sem	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
256 N Sem	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
268 N Sem	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
420 N Sem	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
464 N Sem	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
550 N Sem	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556 N Sem	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
556+ N Sem	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Trinity Lutheran Church	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
167/169 N Kel	62	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
325 N Kel	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
387 N Kel	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
401 N Kel	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+2 N Kel	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+4 N Kel	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
423+6 N Kel	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

08-0091

500+1 Kellogg	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+3 Kellogg	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
500+5 Kellogg	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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357/359 Grove	73	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
375 Grove	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
346/348 Grove	75	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
343 Water	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
357 Water	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
First United Methodist Church	78	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
188/190 N Kel	79	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
287 Water	80	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 North	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
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418 N Kel	83	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+2 N Kel	84	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+4 N Kel	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+6 N Kel	86	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
418+8 N Kel	87	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
266 North	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
277/279 Water	89	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257 Water	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-2 Water	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
257-4 Water	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
290 N Sem	94	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
372 North	95	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 4a	97	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 5a	98	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 6ab	100	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 7ab	102	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Cal 8ab	104	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg								
			dB	dB	Max							
					dB							
All Selected		107	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

Appendix 6-1



Existing	Sheet 1 of 1	21 Jul 2009
Plan View	Kaskaskia Engineering Group	
Run name: 1--Existing	Project/Contract No. 08-0091	
Scale: 	TNM Version 2.5, Feb 2004	
	Analysis By: CAJ	
Roadway: 	Ground Zone: polygon	
Receiver: 	Tree Zone: dashed polygon	
Barrier: 	Contour Zone: polygon	
Building Row: 	Parallel Barrier: 	
Terrain Line: 	Skew Section: 	

2240800 2241000 2241200 2241400 2241600 2241800 2242000 2242200 2242400 2242600 2242800

INPUT: ROADWAYS

08-0091

Kaskaskia Engineering Group		21 July 2009										
CAJ		TNM 2.5										
INPUT: ROADWAYS							Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA					
PROJECT/CONTRACT: 08-0091												
RUN: Existing												
Roadway		Points			Coordinates (pavement)			Flow Control			Segment	
Name	Width	Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?	
	ft			ft	ft	ft		mph	%			
Ex Seminary SB 22'	22.0	point7	7	2,241,913.0	1,562,000.6	761.00				Average		
		point51	51	2,241,910.2	1,561,197.0	763.00				Average		
		point6	6	2,241,907.5	1,560,788.0	756.00				Average		
		point5	5	2,241,902.2	1,560,469.6	759.00				Average		
		point4	4	2,241,901.2	1,560,401.6	760.00				Average		
		point3	3	2,241,894.8	1,559,938.8	770.00				Average		
		point2	2	2,241,889.0	1,559,471.8	770.00				Average		
		point50	50	2,241,886.0	1,559,081.6	770.00						
Ex Kellogg SB 20'	20.0	point14	14	2,241,442.5	1,561,700.9	770.00				Average		
		point52	52	2,241,442.0	1,561,201.9	770.00				Average		
		point13	13	2,241,437.8	1,560,406.5	756.50				Average		
		point12	12	2,241,435.5	1,560,297.0	758.00				Average		
		point11	11	2,241,430.2	1,559,943.0	766.00				Average		
		point10	10	2,241,425.8	1,559,480.5	768.00						
Ex Main St EB	40.0	point15	15	2,240,969.5	1,559,071.0	770.00				Average		
		point16	16	2,241,420.8	1,559,067.0	770.00						
Ex Main St WB	40.0	point19	19	2,242,197.2	1,559,087.1	770.00				Average		
		point20	20	2,241,910.8	1,559,091.2	770.00						
Ex Ferris combined--2	36.0	point23	23	2,240,975.2	1,559,485.5	768.00				Average		
		point24	24	2,241,425.2	1,559,480.1	766.00						
Ex Water combined--2	30.0	point26	26	2,240,979.2	1,559,946.4	765.00				Average		
		point27	27	2,241,429.5	1,559,942.8	766.00						
Ex North combined--3	30.0	point29	29	2,240,990.0	1,560,402.4	755.50				Average		
		point30	30	2,241,437.2	1,560,406.5	756.50						
Ex Grove combined-3 30'	30.0	point34	34	2,240,996.2	1,561,205.4	770.00				Average		

INPUT: ROADWAYS

08-0091

		point35	35	2,241,441.8	1,561,201.9	770.00					
Ex Peck combined 24'	24.0	point38	38	2,241,931.8	1,560,788.0	756.00					Average
		point39	39	2,242,400.0	1,560,794.1	757.00					
Ex North combined	30.0	point40	40	2,241,927.0	1,560,401.1	760.00	Stop	0.00	100		Average
		point33	33	2,242,400.2	1,560,400.4	765.00					
Ex North combined-2	30.0	point41	41	2,241,468.2	1,560,406.5	755.60	Stop	0.00	100		Average
		point31	31	2,241,715.2	1,560,404.4	758.50					Average
		point32	32	2,241,900.0	1,560,401.1	760.00					
Ex Grove combined 30'	30.0	point42	42	2,241,934.0	1,561,197.0	763.00	Stop	0.00	100		Average
		point37	37	2,242,400.8	1,561,195.5	761.00					
Ex Grove combined-2 30'	30.0	point43	43	2,241,467.8	1,561,201.9	770.00	Stop	0.00	100		Average
		point36	36	2,241,910.0	1,561,197.0	763.00					
Ex Water combined	30.0	point44	44	2,241,452.5	1,559,942.8	766.00	Stop	0.00	100		Average
		point28	28	2,241,894.0	1,559,939.8	770.00					
Ex Ferris Combined	36.0	point45	45	2,241,447.2	1,559,480.1	768.00	Stop	0.00	100		Average
		point25	25	2,241,888.2	1,559,474.8	770.00					
Ex Main St WB-3	40.0	point46	46	2,241,421.0	1,559,096.5	770.00					Average
		point22	22	2,240,968.8	1,559,100.0	770.00					
Ex Main St WB-2	40.0	point47	47	2,241,880.8	1,559,091.2	770.00					Average
		point21	21	2,241,444.0	1,559,096.5	770.00					
Ex Main St EB-3	40.0	point48	48	2,241,910.5	1,559,067.0	770.00					Average
		point18	18	2,242,196.8	1,559,063.4	770.00					
Ex Main St EB-2	40.0	point49	49	2,241,444.8	1,559,067.0	770.00					Average
		point17	17	2,241,883.5	1,559,065.0	770.00					
Ex Seminary NB 22'	22.0	point53	53	2,241,908.0	1,559,000.9	770.00					Average
		point54	54	2,241,908.0	1,559,081.6	770.00					
Ex Kellogg NB 20"	20.0	point62	62	2,241,442.2	1,559,000.2	770.00					Average
		point63	63	2,241,443.5	1,559,081.6	770.00					
Ex Kellogg NB 20"-2	20.0	point71	71	2,241,446.8	1,559,480.5	768.00	Stop	0.00	100		Average
		point65	65	2,241,452.2	1,559,943.0	766.00					Average
		point66	66	2,241,457.5	1,560,297.0	758.00					Average
		point67	67	2,241,459.8	1,560,406.5	756.50					Average
		point68	68	2,241,464.0	1,561,201.9	770.00					Average
		point69	69	2,241,464.5	1,561,700.9	770.00					
Ex Kellogg SB 20'-2	20.0	point72	72	2,241,425.8	1,559,480.5	768.00	Stop	0.00	100		Average
		point9	9	2,241,421.5	1,559,081.6	770.00					
Ex Seminary NB 22'-2	22.0	point73	73	2,241,908.0	1,559,081.6	770.00					Average
		point55	55	2,241,911.0	1,559,471.8	770.00					Average
		point56	56	2,241,916.8	1,559,938.8	770.00					Average

INPUT: ROADWAYS

08-0091

		point57	57	2,241,923.2	1,560,401.6	760.00				Average
		point58	58	2,241,924.2	1,560,469.6	759.00				Average
		point59	59	2,241,929.5	1,560,788.0	756.00				Average
		point60	60	2,241,932.2	1,561,197.0	763.00				Average
		point61	61	2,241,935.0	1,562,000.6	761.00				
Ex Seminary SB 22'-2	22.0	point74	74	2,241,886.0	1,559,081.6	770.00				Average
		point1	1	2,241,886.0	1,559,000.9	770.00				
Ex Kellogg NB 20"-2	20.0	point75	75	2,241,443.5	1,559,081.6	770.00				Average
		point64	64	2,241,446.8	1,559,480.5	768.00				
Ex Kellogg SB 20'-2-2	20.0	point76	76	2,241,421.5	1,559,081.6	770.00				Average
		point8	8	2,241,420.2	1,559,000.2	770.00				

INPUT: RECEIVERS

08-0091

451 North	23	1	2,242,211.5	1,560,437.5	766.00	4.92	0.00	66	14.0	8.0	Y
436 Peck	24	1	2,242,119.8	1,560,733.1	757.00	4.92	0.00	66	14.0	8.0	Y
448 Peck	25	1	2,242,202.8	1,560,751.8	757.00	4.92	0.00	66	14.0	8.0	Y
453 Peck	26	1	2,242,212.5	1,560,858.8	757.00	4.92	0.00	66	14.0	8.0	Y
443 N Sem	27	1	2,241,970.2	1,560,965.2	763.00	4.92	0.00	66	14.0	8.0	Y
459 N Sem	28	1	2,241,967.0	1,561,028.0	764.50	4.92	0.00	66	14.0	8.0	Y
463 N Sem	29	1	2,241,960.5	1,561,075.6	764.50	4.92	0.00	66	14.0	8.0	Y
475 N Sem	30	1	2,241,961.2	1,561,113.0	764.50	4.92	0.00	66	14.0	8.0	Y
487 N Sem	31	1	2,241,963.8	1,561,137.9	764.00	4.92	0.00	66	14.0	8.0	Y
491 N Sem	32	1	2,241,963.0	1,561,156.8	764.00	4.92	0.00	66	14.0	8.0	Y
420 Grove	33	1	2,242,035.0	1,561,150.4	762.00	4.92	0.00	66	14.0	8.0	Y
436 Grove	34	1	2,242,137.5	1,561,148.0	761.00	4.92	0.00	66	14.0	8.0	Y
511/513 N Sem	35	1	2,241,964.0	1,561,252.6	763.50	4.92	0.00	66	14.0	8.0	Y
523 N Sem	36	1	2,241,979.8	1,561,314.8	763.00	4.92	0.00	66	14.0	8.0	Y
525 N Sem	37	1	2,241,979.8	1,561,337.5	763.00	4.92	0.00	66	14.0	8.0	Y
533 N Sem	38	1	2,241,985.8	1,561,391.4	761.00	4.92	0.00	66	14.0	8.0	Y
549 N Sem	39	1	2,241,991.5	1,561,464.6	761.00	4.92	0.00	66	14.0	8.0	Y
559 N Sem	40	1	2,241,982.8	1,561,507.6	761.00	4.92	0.00	66	14.0	8.0	Y
559+1 N Sem	41	1	2,241,984.0	1,561,578.0	761.00	4.92	0.00	66	14.0	8.0	Y
559+2 N Sem	42	1	2,241,985.5	1,561,639.1	761.00	4.92	0.00	66	14.0	8.0	Y
425 Grove	43	1	2,242,074.2	1,561,235.9	763.00	4.92	0.00	66	14.0	8.0	Y
433 Grove	44	1	2,242,126.8	1,561,247.0	763.00	4.92	0.00	66	14.0	8.0	Y
441/443 Grove	45	2	2,242,171.5	1,561,244.1	763.00	4.92	0.00	66	14.0	8.0	Y
550 N Sem	46	1	2,241,876.5	1,561,478.0	761.00	4.92	0.00	66	14.0	8.0	Y
556 N Sem	47	1	2,241,863.2	1,561,504.4	761.00	4.92	0.00	66	14.0	8.0	Y
556+ N Sem	48	1	2,241,863.2	1,561,544.0	761.00	4.92	0.00	66	14.0	8.0	Y
500+1 Kellogg	49	1	2,241,517.5	1,561,304.4	770.00	4.92	0.00	66	14.0	8.0	Y
500+3 Kellogg	50	1	2,241,506.5	1,561,352.8	770.00	4.92	0.00	66	14.0	8.0	Y
500+5 Kellogg	51	1	2,241,516.2	1,561,398.8	770.00	4.92	0.00	66	14.0	8.0	Y
343 Grove	52	1	2,241,664.0	1,561,249.9	770.00	4.92	0.00	66	14.0	8.0	Y
357/359 Grove	53	2	2,241,707.2	1,561,260.8	769.50	4.92	0.00	66	14.0	8.0	Y
375 Grove	54	1	2,241,793.2	1,561,250.2	769.00	4.92	0.00	66	14.0	8.0	Y
420 N Sem	55	1	2,241,850.5	1,560,871.1	766.50	4.92	0.00	66	14.0	8.0	Y
464 N Sem	56	1	2,241,833.5	1,561,050.1	770.00	4.92	0.00	66	14.0	8.0	Y
325 N Kel	58	1	2,241,506.8	1,560,557.5	761.00	4.92	0.00	66	14.0	8.0	Y
387 N Kel	61	1	2,241,519.2	1,560,749.0	768.00	4.92	0.00	66	14.0	8.0	Y

INPUT: RECEIVERS

08-0091

401 N Kel	62	1	2,241,512.8	1,560,805.9	769.00	4.92	0.00	66	14.0	8.0	Y
423+2 N Kel	63	1	2,241,507.5	1,560,936.9	770.00	4.92	0.00	66	14.0	8.0	Y
423+4 N Kel	64	1	2,241,510.0	1,561,017.2	770.00	4.92	0.00	66	14.0	8.0	Y
423+6 N Kel	65	1	2,241,502.0	1,561,128.5	770.00	4.92	0.00	66	14.0	8.0	Y
346/348 Grove	66	2	2,241,663.0	1,561,161.1	770.00	4.92	0.00	66	14.0	8.0	Y
216 N Sem	67	1	2,241,861.8	1,560,007.6	770.00	4.92	0.00	66	14.0	8.0	Y
222/224 N Sem	68	2	2,241,858.8	1,560,050.0	770.00	4.92	0.00	66	14.0	8.0	Y
234 N Sem	69	1	2,241,863.5	1,560,095.2	770.00	4.92	0.00	66	14.0	8.0	Y
248 N Sem	70	1	2,241,864.0	1,560,159.0	769.00	4.92	0.00	66	14.0	8.0	Y
256 N Sem	71	1	2,241,861.5	1,560,200.8	768.00	4.92	0.00	66	14.0	8.0	Y
268 N Sem	72	1	2,241,863.0	1,560,239.5	768.00	4.92	0.00	66	14.0	8.0	Y
343 Water	73	1	2,241,637.8	1,559,996.2	768.50	4.92	0.00	66	14.0	8.0	Y
357 Water	74	1	2,241,695.0	1,559,980.5	769.00	4.92	0.00	66	14.0	8.0	Y
290 N Sem	75	1	2,241,828.8	1,560,351.4	761.50	4.92	0.00	66	14.0	8.0	Y
372 North	76	1	2,241,790.2	1,560,358.5	762.00	4.92	0.00	66	14.0	8.0	Y
1st Lutheran Church	77	1	2,241,846.0	1,559,864.1	770.00	4.92	0.00	66	14.0	8.0	Y
167/169 N Kel	78	2	2,241,490.2	1,559,783.8	770.00	4.92	0.00	66	14.0	8.0	Y
Trinity Lutheran Church	79	1	2,241,460.0	1,559,393.8	769.00	4.92	0.00	66	14.0	8.0	Y
First United Methodist Church	80	1	2,241,386.8	1,559,556.5	770.00	4.92	0.00	66	14.0	8.0	Y
188/190 N Kel	81	2	2,241,389.5	1,559,886.5	769.00	4.92	0.00	66	14.0	8.0	Y
287 Water	82	1	2,241,383.8	1,559,987.9	767.00	4.92	0.00	66	14.0	8.0	Y
277/279 Water	83	2	2,241,334.5	1,559,990.1	766.50	4.92	0.00	66	14.0	8.0	Y
257 Water	84	1	2,241,283.2	1,560,002.1	766.50	4.92	0.00	66	14.0	8.0	Y
257-2 Water	85	1	2,241,229.0	1,559,997.6	766.50	4.92	0.00	66	14.0	8.0	Y
257-4 Water	86	1	2,241,159.5	1,559,994.8	766.50	4.92	0.00	66	14.0	8.0	Y
290 North	87	1	2,241,385.8	1,560,345.0	757.00	4.92	0.00	66	14.0	8.0	Y
266 North	88	1	2,241,282.8	1,560,372.8	756.00	4.92	0.00	66	14.0	8.0	Y
382 N Kel	89	1	2,241,378.5	1,560,718.9	770.00	4.92	0.00	66	14.0	8.0	Y
418 N Kel	90	1	2,241,385.0	1,560,862.2	770.00	4.92	0.00	66	14.0	8.0	Y
418+2 N Kel	91	1	2,241,396.2	1,560,962.5	770.00	4.92	0.00	66	14.0	8.0	Y
418+4 N Kel	92	1	2,241,402.0	1,560,997.8	770.00	4.92	0.00	66	14.0	8.0	Y
418+6 N Kel	94	1	2,241,392.5	1,561,081.5	770.00	4.92	0.00	66	14.0	8.0	Y
418+8 N Kel	95	1	2,241,399.2	1,561,138.0	770.00	4.92	0.00	66	14.0	8.0	Y

Kaskaskia Engineering Group		21 July 2009										
CAJ		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		08-0091										
RUN:		Existing										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Ex Seminary SB 22'	point7	7	299	30	3	30	3	30	0	0	0	0
	point51	51	385	30	2	30	2	30	0	0	0	0
	point6	6	385	30	2	30	2	30	0	0	0	0
	point5	5	385	30	2	30	2	30	0	0	0	0
	point4	4	318	30	3	30	3	30	0	0	0	0
	point3	3	318	30	3	30	3	30	0	0	0	0
	point2	2	318	30	3	30	3	30	0	0	0	0
	point50	50										
Ex Kellogg SB 20'	point14	14	52	30	1	30	0	0	0	0	0	0
	point52	52	80	30	1	30	1	30	0	0	0	0
	point13	13	80	30	1	30	1	30	0	0	0	0
	point12	12	80	30	1	30	1	30	0	0	0	0
	point11	11	80	30	1	30	1	30	0	0	0	0
	point10	10										
Ex Main St EB	point15	15	395	30	4	30	4	30	0	0	0	0
	point16	16										
Ex Main St WB	point19	19	525	30	6	30	5	30	0	0	0	0
	point20	20										
Ex Ferris combined--2	point23	23	127	30	1	30	1	30	0	0	0	0
	point24	24										
Ex Water combined--2	point26	26	127	30	1	30	1	30	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	127	30	1	30	1	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

	point30	30										
Ex Grove combined-3 30'	point34	34	127	30	1	30	1	30	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	30	30	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	373	30	4	30	3	30	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	162	30	2	30	1	30	0	0	0	0
	point31	31	162	30	2	30	1	30	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	127	30	1	30	1	30	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	127	30	1	30	1	30	0	0	0	0
	point36	36										
Ex Water combined	point44	44	127	30	1	30	1	30	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	127	30	1	30	1	30	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	335	30	4	30	3	30	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	413	30	4	30	4	30	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	509	30	5	30	5	30	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	378	30	4	30	4	30	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	215	30	2	30	2	30	0	0	0	0
	point54	54										
Ex Kellogg NB 20"	point62	62	73	30	1	30	0	0	0	0	0	0
	point63	63										
Ex Kellogg NB 20"-2	point71	71	66	30	1	30	0	0	0	0	0	0
	point65	65	66	30	1	30	0	0	0	0	0	0
	point66	66	66	30	1	30	0	0	0	0	0	0
	point67	67	66	30	1	30	0	0	0	0	0	0
	point68	68	89	30	1	30	1	30	0	0	0	0
	point69	69										

INPUT: TRAFFIC FOR LAeq1h Volumes

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Ex Kellogg SB 20'-2	point72	72	80	30	1	30	1	30	0	0	0	0
	point9	9										
Ex Seminary NB 22'-2	point73	73	262	30	3	30	2	30	0	0	0	0
	point55	55	262	30	3	30	2	30	0	0	0	0
	point56	56	262	30	3	30	2	30	0	0	0	0
	point57	57	368	30	1	30	1	30	0	0	0	0
	point58	58	368	30	1	30	1	30	0	0	0	0
	point59	59	368	30	1	30	1	30	0	0	0	0
	point60	60	284	30	3	30	3	30	0	0	0	0
	point61	61										
Ex Seminary SB 22'-2	point74	74	253	30	3	30	2	30	0	0	0	0
	point1	1										
Ex Kellogg NB 20"-2	point75	75	66	30	1	30	0	0	0	0	0	0
	point64	64										
Ex Kellogg SB 20'-2-2	point76	76	95	30	1	30	1	30	0	0	0	0
	point8	8										

RESULTS: SOUND LEVELS

08-0091

448 Peck	25	1	0.0	52.3	66	52.3	14	----	52.3	0.0	8	-8.0
453 Peck	26	1	0.0	50.9	66	50.9	14	----	50.9	0.0	8	-8.0
443 N Sem	27	1	0.0	61.0	66	61.0	14	----	61.0	0.0	8	-8.0
459 N Sem	28	1	0.0	61.6	66	61.6	14	----	61.6	0.0	8	-8.0
463 N Sem	29	1	0.0	62.8	66	62.8	14	----	62.8	0.0	8	-8.0
475 N Sem	30	1	0.0	63.2	66	63.2	14	----	63.2	0.0	8	-8.0
487 N Sem	31	1	0.0	63.7	66	63.7	14	----	63.7	0.0	8	-8.0
491 N Sem	32	1	0.0	64.8	66	64.8	14	----	64.8	0.0	8	-8.0
420 Grove	33	1	0.0	61.2	66	61.2	14	----	61.2	0.0	8	-8.0
436 Grove	34	1	0.0	59.4	66	59.4	14	----	59.4	0.0	8	-8.0
511/513 N Sem	35	1	0.0	63.7	66	63.7	14	----	63.7	0.0	8	-8.0
523 N Sem	36	1	0.0	61.0	66	61.0	14	----	61.0	0.0	8	-8.0
525 N Sem	37	1	0.0	60.5	66	60.5	14	----	60.5	0.0	8	-8.0
533 N Sem	38	1	0.0	59.5	66	59.5	14	----	59.5	0.0	8	-8.0
549 N Sem	39	1	0.0	58.8	66	58.8	14	----	58.8	0.0	8	-8.0
559 N Sem	40	1	0.0	59.4	66	59.4	14	----	59.4	0.0	8	-8.0
559+1 N Sem	41	1	0.0	59.3	66	59.3	14	----	59.3	0.0	8	-8.0
559+2 N Sem	42	1	0.0	59.1	66	59.1	14	----	59.1	0.0	8	-8.0
425 Grove	43	1	0.0	61.1	66	61.1	14	----	61.1	0.0	8	-8.0
433 Grove	44	1	0.0	59.3	66	59.3	14	----	59.3	0.0	8	-8.0
441/443 Grove	45	2	0.0	59.2	66	59.2	14	----	59.2	0.0	8	-8.0
550 N Sem	46	1	0.0	61.0	66	61.0	14	----	61.0	0.0	8	-8.0
556 N Sem	47	1	0.0	59.6	66	59.6	14	----	59.6	0.0	8	-8.0
556+ N Sem	48	1	0.0	59.6	66	59.6	14	----	59.6	0.0	8	-8.0
500+1 Kellogg	49	1	0.0	58.3	66	58.3	14	----	58.3	0.0	8	-8.0
500+3 Kellogg	50	1	0.0	57.3	66	57.3	14	----	57.3	0.0	8	-8.0
500+5 Kellogg	51	1	0.0	55.7	66	55.7	14	----	55.7	0.0	8	-8.0
343 Grove	52	1	0.0	59.4	66	59.4	14	----	59.4	0.0	8	-8.0
357/359 Grove	53	2	0.0	58.5	66	58.5	14	----	58.5	0.0	8	-8.0
375 Grove	54	1	0.0	60.0	66	60.0	14	----	60.0	0.0	8	-8.0
420 N Sem	55	1	0.0	59.6	66	59.6	14	----	59.6	0.0	8	-8.0
464 N Sem	56	1	0.0	59.2	66	59.2	14	----	59.2	0.0	8	-8.0
325 N Kel	58	1	0.0	56.7	66	56.7	14	----	56.7	0.0	8	-8.0
387 N Kel	61	1	0.0	54.0	66	54.0	14	----	54.0	0.0	8	-8.0
401 N Kel	62	1	0.0	54.3	66	54.3	14	----	54.3	0.0	8	-8.0
423+2 N Kel	63	1	0.0	54.8	66	54.8	14	----	54.8	0.0	8	-8.0
423+4 N Kel	64	1	0.0	55.4	66	55.4	14	----	55.4	0.0	8	-8.0
423+6 N Kel	65	1	0.0	59.6	66	59.6	14	----	59.6	0.0	8	-8.0
346/348 Grove	66	2	0.0	60.5	66	60.5	14	----	60.5	0.0	8	-8.0
216 N Sem	67	1	0.0	62.1	66	62.1	14	----	62.1	0.0	8	-8.0
222/224 N Sem	68	2	0.0	61.4	66	61.4	14	----	61.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

08-0091

234 N Sem	69	1	0.0	61.6	66	61.6	14	----	61.6	0.0	8	-8.0
248 N Sem	70	1	0.0	61.6	66	61.6	14	----	61.6	0.0	8	-8.0
256 N Sem	71	1	0.0	61.6	66	61.6	14	----	61.6	0.0	8	-8.0
268 N Sem	72	1	0.0	62.1	66	62.1	14	----	62.1	0.0	8	-8.0
343 Water	73	1	0.0	59.1	66	59.1	14	----	59.1	0.0	8	-8.0
357 Water	74	1	0.0	60.4	66	60.4	14	----	60.4	0.0	8	-8.0
290 N Sem	75	1	0.0	62.7	66	62.7	14	----	62.7	0.0	8	-8.0
372 North	76	1	0.0	61.9	66	61.9	14	----	61.9	0.0	8	-8.0
1st Lutheran Church	77	1	0.0	60.9	66	60.9	14	----	60.9	0.0	8	-8.0
167/169 N Kel	78	2	0.0	58.8	66	58.8	14	----	58.8	0.0	8	-8.0
Trinity Lutheran Church	79	1	0.0	63.1	66	63.1	14	----	63.1	0.0	8	-8.0
First United Methodist Church	80	1	0.0	60.3	66	60.3	14	----	60.3	0.0	8	-8.0
188/190 N Kel	81	2	0.0	59.5	66	59.5	14	----	59.5	0.0	8	-8.0
287 Water	82	1	0.0	59.1	66	59.1	14	----	59.1	0.0	8	-8.0
277/279 Water	83	2	0.0	56.8	66	56.8	14	----	56.8	0.0	8	-8.0
257 Water	84	1	0.0	55.1	66	55.1	14	----	55.1	0.0	8	-8.0
257-2 Water	85	1	0.0	54.7	66	54.7	14	----	54.7	0.0	8	-8.0
257-4 Water	86	1	0.0	54.4	66	54.4	14	----	54.4	0.0	8	-8.0
290 North	87	1	0.0	58.1	66	58.1	14	----	58.1	0.0	8	-8.0
266 North	88	1	0.0	56.5	66	56.5	14	----	56.5	0.0	8	-8.0
382 N Kel	89	1	0.0	54.4	66	54.4	14	----	54.4	0.0	8	-8.0
418 N Kel	90	1	0.0	54.2	66	54.2	14	----	54.2	0.0	8	-8.0
418+2 N Kel	91	1	0.0	55.2	66	55.2	14	----	55.2	0.0	8	-8.0
418+4 N Kel	92	1	0.0	55.9	66	55.9	14	----	55.9	0.0	8	-8.0
418+6 N Kel	94	1	0.0	56.4	66	56.4	14	----	56.4	0.0	8	-8.0
418+8 N Kel	95	1	0.0	58.2	66	58.2	14	----	58.2	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		102	0.0	0.0	0.0							
All Impacted		1	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

Kaskaskia Engineering Group		21 July 2009										
CAJ		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		08-0091										
RUN:		Existing										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos									
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Ex Seminary SB 22'	point7	7	346	30	4	30	3	30	0	0	0	0
	point51	51	445	30	5	30	4	30	0	0	0	0
	point6	6	445	30	5	30	4	30	0	0	0	0
	point5	5	445	30	5	30	4	30	0	0	0	0
	point4	4	376	30	4	30	4	30	0	0	0	0
	point3	3	376	30	4	30	4	30	0	0	0	0
	point2	2	376	30	4	30	4	30	0	0	0	0
	point50	50										
Ex Kellogg SB 20'	point14	14	62	30	1	30	0	0	0	0	0	0
	point52	52	94	30	1	30	1	30	0	0	0	0
	point13	13	94	30	1	30	1	30	0	0	0	0
	point12	12	94	30	1	30	1	30	0	0	0	0
	point11	11	94	30	1	30	1	30	0	0	0	0
	point10	10										
Ex Main St EB	point15	15	460	30	5	30	4	30	0	0	0	0
	point16	16										
Ex Main St WB	point19	19	610	30	6	30	6	30	0	0	0	0
	point20	20										
Ex Ferris combined--2	point23	23	127	30	1	30	1	30	0	0	0	0
	point24	24										
Ex Water combined--2	point26	26	127	30	1	30	1	30	0	0	0	0
	point27	27										
Ex North combined--3	point29	29	127	30	1	30	1	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

	point30	30										
Ex Grove combined-3 30'	point34	34	127	30	1	30	1	30	0	0	0	0
	point35	35										
Ex Peck combined 24'	point38	38	30	30	0	0	0	0	0	0	0	0
	point39	39										
Ex North combined	point40	40	533	30	5	30	4	30	0	0	0	0
	point33	33										
Ex North combined-2	point41	41	189	30	2	30	2	30	0	0	0	0
	point31	31	189	30	2	30	2	30	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	127	30	1	30	1	30	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	127	30	1	30	1	30	0	0	0	0
	point36	36										
Ex Water combined	point44	44	127	30	1	30	1	30	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	127	30	1	30	1	30	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	389	30	4	30	4	30	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	424	30	5	30	4	30	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	591	30	6	30	6	30	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	486	30	5	30	5	30	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	250	30	3	30	2	30	0	0	0	0
	point54	54										
Ex Kellogg NB 20"	point62	62	85	30	1	30	1	30	0	0	0	0
	point63	63										
Ex Kellogg NB 20"-2	point71	71	77	30	1	30	1	30	0	0	0	0
	point65	65	77	30	1	30	1	30	0	0	0	0
	point66	66	77	30	1	30	1	30	0	0	0	0
	point67	67	77	30	1	30	1	30	0	0	0	0
	point68	68	104	30	1	30	1	30	0	0	0	0
	point69	69										

INPUT: TRAFFIC FOR LAeq1h Volumes

08-0091

Ex Kellogg SB 20'-2	point72	72	94	30	1	30	1	30	0	0	0	0
	point9	9										
Ex Seminary NB 22'-2	point73	73	305	30	3	30	3	30	0	0	0	0
	point55	55	305	30	3	30	3	30	0	0	0	0
	point56	56	305	30	3	30	3	30	0	0	0	0
	point57	57	421	30	5	30	4	30	0	0	0	0
	point58	58	421	30	5	30	4	30	0	0	0	0
	point59	59	421	30	5	30	4	30	0	0	0	0
	point60	60	330	30	4	30	3	30	0	0	0	0
	point61	61										
Ex Seminary SB 22'-2	point74	74	293	30	3	30	3	30	0	0	0	0
	point1	1										
Ex Kellogg NB 20"-2	point75	75	77	30	1	30	1	30	0	0	0	0
	point64	64										
Ex Kellogg SB 20'-2-2	point76	76	111	30	1	30	1	30	0	0	0	0
	point8	8										

RESULTS: SOUND LEVELS

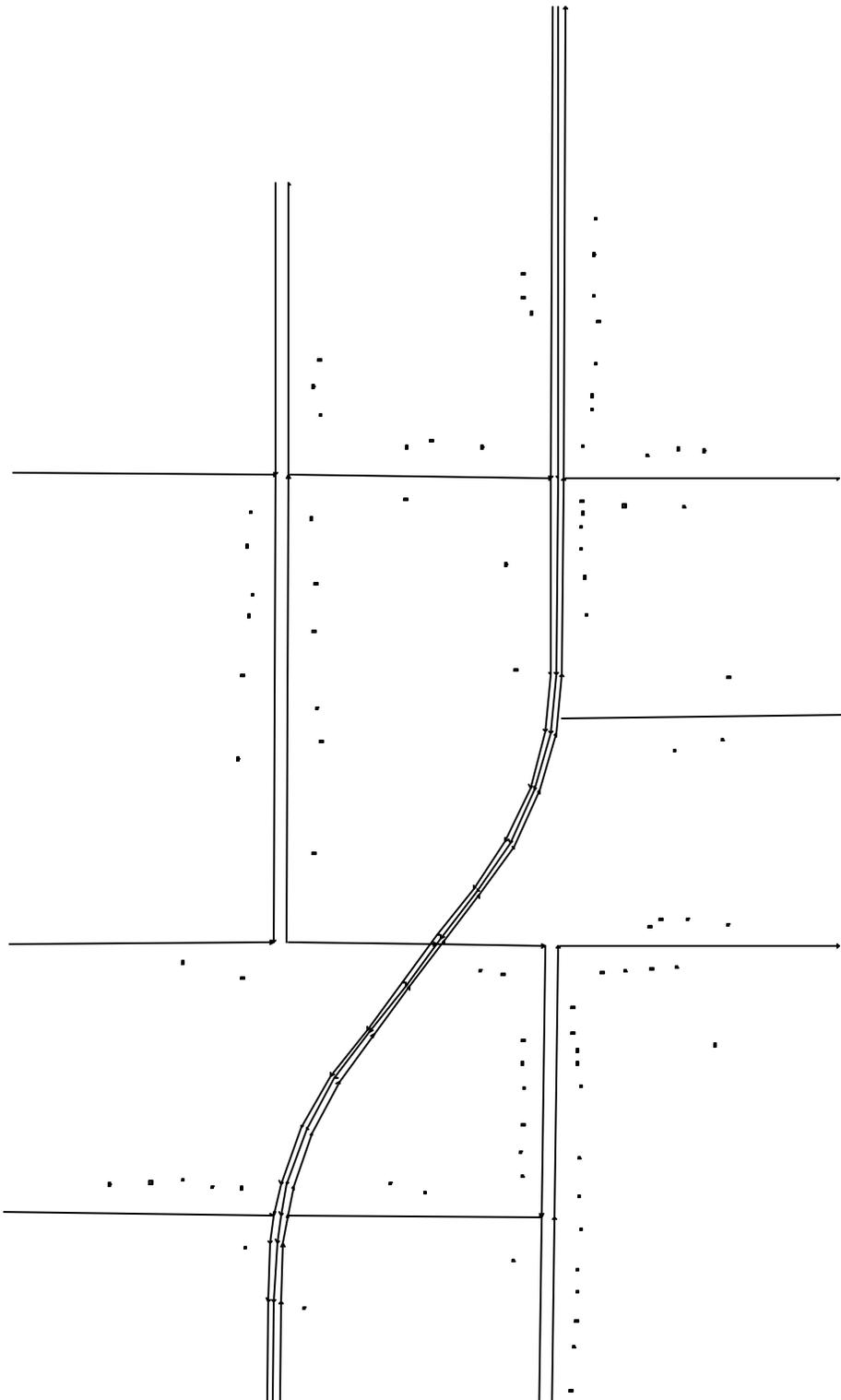
08-0091

448 Peck	25	1	52.3	53.2	66	0.9	14	----	53.2	0.0	8	-8.0
453 Peck	26	1	50.9	51.8	66	0.9	14	----	51.8	0.0	8	-8.0
443 N Sem	27	1	61.0	62.2	66	1.2	14	----	62.2	0.0	8	-8.0
459 N Sem	28	1	61.6	62.8	66	1.2	14	----	62.8	0.0	8	-8.0
463 N Sem	29	1	62.8	63.9	66	1.1	14	----	63.9	0.0	8	-8.0
475 N Sem	30	1	63.2	64.2	66	1.0	14	----	64.2	0.0	8	-8.0
487 N Sem	31	1	63.7	64.5	66	0.8	14	----	64.5	0.0	8	-8.0
491 N Sem	32	1	64.8	65.4	66	0.6	14	----	65.4	0.0	8	-8.0
420 Grove	33	1	61.2	61.6	66	0.4	14	----	61.6	0.0	8	-8.0
436 Grove	34	1	59.4	59.5	66	0.1	14	----	59.5	0.0	8	-8.0
511/513 N Sem	35	1	63.7	64.1	66	0.4	14	----	64.1	0.0	8	-8.0
523 N Sem	36	1	61.0	61.5	66	0.5	14	----	61.5	0.0	8	-8.0
525 N Sem	37	1	60.5	61.1	66	0.6	14	----	61.1	0.0	8	-8.0
533 N Sem	38	1	59.5	60.1	66	0.6	14	----	60.1	0.0	8	-8.0
549 N Sem	39	1	58.8	59.4	66	0.6	14	----	59.4	0.0	8	-8.0
559 N Sem	40	1	59.4	60.0	66	0.6	14	----	60.0	0.0	8	-8.0
559+1 N Sem	41	1	59.3	59.9	66	0.6	14	----	59.9	0.0	8	-8.0
559+2 N Sem	42	1	59.1	59.7	66	0.6	14	----	59.7	0.0	8	-8.0
425 Grove	43	1	61.1	61.2	66	0.1	14	----	61.2	0.0	8	-8.0
433 Grove	44	1	59.3	59.4	66	0.1	14	----	59.4	0.0	8	-8.0
441/443 Grove	45	2	59.2	59.3	66	0.1	14	----	59.3	0.0	8	-8.0
550 N Sem	46	1	61.0	61.6	66	0.6	14	----	61.6	0.0	8	-8.0
556 N Sem	47	1	59.6	60.2	66	0.6	14	----	60.2	0.0	8	-8.0
556+ N Sem	48	1	59.6	60.1	66	0.5	14	----	60.1	0.0	8	-8.0
500+1 Kellogg	49	1	58.3	57.9	66	-0.4	14	----	57.9	0.0	8	-8.0
500+3 Kellogg	50	1	57.3	56.7	66	-0.6	14	----	56.7	0.0	8	-8.0
500+5 Kellogg	51	1	55.7	55.2	66	-0.5	14	----	55.2	0.0	8	-8.0
343 Grove	52	1	59.4	59.4	66	0.0	14	----	59.4	0.0	8	-8.0
357/359 Grove	53	2	58.5	58.6	66	0.1	14	----	58.6	0.0	8	-8.0
375 Grove	54	1	60.0	60.3	66	0.3	14	----	60.3	0.0	8	-8.0
420 N Sem	55	1	59.6	60.7	66	1.1	14	----	60.7	0.0	8	-8.0
464 N Sem	56	1	59.2	60.1	66	0.9	14	----	60.1	0.0	8	-8.0
325 N Kel	58	1	56.7	57.8	66	1.1	14	----	57.8	0.0	8	-8.0
387 N Kel	61	1	54.0	55.0	66	1.0	14	----	55.0	0.0	8	-8.0
401 N Kel	62	1	54.3	55.3	66	1.0	14	----	55.3	0.0	8	-8.0
423+2 N Kel	63	1	54.8	55.7	66	0.9	14	----	55.7	0.0	8	-8.0
423+4 N Kel	64	1	55.4	56.1	66	0.7	14	----	56.1	0.0	8	-8.0
423+6 N Kel	65	1	59.6	59.8	66	0.2	14	----	59.8	0.0	8	-8.0
346/348 Grove	66	2	60.5	60.5	66	0.0	14	----	60.5	0.0	8	-8.0
216 N Sem	67	1	62.1	62.8	66	0.7	14	----	62.8	0.0	8	-8.0
222/224 N Sem	68	2	61.4	62.1	66	0.7	14	----	62.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

08-0091

234 N Sem	69	1	61.6	62.4	66	0.8	14	----	62.4	0.0	8	-8.0
248 N Sem	70	1	61.6	62.5	66	0.9	14	----	62.5	0.0	8	-8.0
256 N Sem	71	1	61.6	62.5	66	0.9	14	----	62.5	0.0	8	-8.0
268 N Sem	72	1	62.1	63.1	66	1.0	14	----	63.1	0.0	8	-8.0
343 Water	73	1	59.1	59.3	66	0.2	14	----	59.3	0.0	8	-8.0
357 Water	74	1	60.4	60.6	66	0.2	14	----	60.6	0.0	8	-8.0
290 N Sem	75	1	62.7	63.7	66	1.0	14	----	63.7	0.0	8	-8.0
372 North	76	1	61.9	62.9	66	1.0	14	----	62.9	0.0	8	-8.0
1st Lutheran Church	77	1	60.9	61.5	66	0.6	14	----	61.5	0.0	8	-8.0
167/169 N Kel	78	2	58.8	59.8	66	1.0	14	----	59.8	0.0	8	-8.0
Trinity Lutheran Church	79	1	63.1	63.7	66	0.6	14	----	63.7	0.0	8	-8.0
First United Methodist Church	80	1	60.3	61.1	66	0.8	14	----	61.1	0.0	8	-8.0
188/190 N Kel	81	2	59.5	60.1	66	0.6	14	----	60.1	0.0	8	-8.0
287 Water	82	1	59.1	59.6	66	0.5	14	----	59.6	0.0	8	-8.0
277/279 Water	83	2	56.8	57.3	66	0.5	14	----	57.3	0.0	8	-8.0
257 Water	84	1	55.1	55.5	66	0.4	14	----	55.5	0.0	8	-8.0
257-2 Water	85	1	54.7	55.1	66	0.4	14	----	55.1	0.0	8	-8.0
257-4 Water	86	1	54.4	54.7	66	0.3	14	----	54.7	0.0	8	-8.0
290 North	87	1	58.1	59.0	66	0.9	14	----	59.0	0.0	8	-8.0
266 North	88	1	56.5	56.9	66	0.4	14	----	56.9	0.0	8	-8.0
382 N Kel	89	1	54.4	55.3	66	0.9	14	----	55.3	0.0	8	-8.0
418 N Kel	90	1	54.2	55.0	66	0.8	14	----	55.0	0.0	8	-8.0
418+2 N Kel	91	1	55.2	55.9	66	0.7	14	----	55.9	0.0	8	-8.0
418+4 N Kel	92	1	55.9	56.5	66	0.6	14	----	56.5	0.0	8	-8.0
418+6 N Kel	94	1	56.4	56.8	66	0.4	14	----	56.8	0.0	8	-8.0
418+8 N Kel	95	1	58.2	58.3	66	0.1	14	----	58.3	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		102	0.0	0.0	0.0							
All Impacted		7	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							



Existing		Sheet 1 of 1	21 Jul 2009
Plan View		Kaskaskia Engineering Group	
Run name: 4--Build		Project/Contract No. 08-0091	
Scale: 		TNM Version 2.5, Feb 2004	
Analysis By: CAJ			
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

2240800 2241000 2241200 2241400 2241600 2241800 2242000 2242200 2242400 2242600 2242800

INPUT: ROADWAYS

08-0091

Kaskaskia Engineering Group					21 July 2009					
CAJ					TNM 2.5					
INPUT: ROADWAYS										
PROJECT/CONTRACT:	08-0091									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA
RUN:	Existing									

Roadway	Width	Points	Coordinates (pavement)	Flow Control	Segment						
Name		Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Ex Seminary SB 22'	22.0	point7	7	2,241,913.0	1,562,000.6	761.00				Average	
		point51	51	2,241,910.2	1,561,197.0	763.00				Average	
		point138	138	2,241,909.0	1,560,862.9	767.80					
Ex Kellogg SB 20'	20.0	point14	14	2,241,442.5	1,561,700.9	770.00				Average	
		point52	52	2,241,442.0	1,561,201.9	770.00				Average	
		point13	13	2,241,437.8	1,560,406.5	756.50					
Ex Main St EB	40.0	point15	15	2,240,969.5	1,559,071.0	770.00				Average	
		point16	16	2,241,420.8	1,559,067.0	770.00					
Ex Main St WB	40.0	point19	19	2,242,197.2	1,559,087.1	770.00				Average	
		point20	20	2,241,910.8	1,559,091.2	770.00					
Ex Ferris combined--2	36.0	point23	23	2,240,975.2	1,559,485.5	768.00				Average	
		point24	24	2,241,425.2	1,559,480.1	766.00					
Ex Water combined--2	30.0	point26	26	2,240,979.2	1,559,946.4	769.00				Average	
		point27	27	2,241,437.5	1,559,942.8	766.00					
Ex North combined--3	30.0	point29	29	2,240,990.0	1,560,402.4	755.50				Average	
		point30	30	2,241,437.2	1,560,406.5	756.50					
Ex Grove combined-3 30'	30.0	point34	34	2,240,996.2	1,561,205.4	770.00				Average	
		point35	35	2,241,441.8	1,561,201.9	770.00					
Ex Peck combined 24'	24.0	point38	38	2,241,928.8	1,560,788.0	756.00				Average	
		point39	39	2,242,414.0	1,560,794.1	757.00					
Ex North combined	30.0	point40	40	2,241,927.0	1,560,401.1	760.00				Average	
		point33	33	2,242,400.2	1,560,400.4	765.00					
Ex North combined-2	30.0	point41	41	2,241,462.2	1,560,406.5	755.60				Average	
		point31	31	2,241,715.2	1,560,404.4	758.50				Average	
		point32	32	2,241,900.0	1,560,401.1	760.00					

INPUT: ROADWAYS

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Ex Grove combined 30'	30.0	point42	42	2,241,934.0	1,561,197.0	763.00				Average	
		point37	37	2,242,400.8	1,561,195.5	761.00					
Ex Grove combined-2 30'	30.0	point43	43	2,241,467.8	1,561,201.9	770.00				Average	
		point36	36	2,241,910.0	1,561,197.0	763.00					
Ex Water combined	30.0	point44	44	2,241,463.5	1,559,942.8	769.00				Average	
		point28	28	2,241,894.0	1,559,939.8	770.00					
Ex Ferris Combined	36.0	point45	45	2,241,447.2	1,559,480.1	768.00				Average	
		point25	25	2,241,888.2	1,559,474.8	770.00					
Ex Main St WB-3	40.0	point46	46	2,241,421.0	1,559,096.5	770.00				Average	
		point22	22	2,240,968.8	1,559,100.0	770.00					
Ex Main St WB-2	40.0	point47	47	2,241,880.8	1,559,091.2	770.00				Average	
		point21	21	2,241,444.0	1,559,096.5	770.00					
Ex Main St EB-3	40.0	point48	48	2,241,910.5	1,559,067.0	770.00				Average	
		point18	18	2,242,196.8	1,559,063.4	770.00					
Ex Main St EB-2	40.0	point49	49	2,241,444.8	1,559,067.0	770.00				Average	
		point17	17	2,241,883.5	1,559,065.0	770.00					
Ex Seminary NB 22'	22.0	point53	53	2,241,908.0	1,559,000.9	770.00				Average	
		point54	54	2,241,908.0	1,559,081.6	770.00				Average	
		point55	55	2,241,911.0	1,559,471.8	770.00				Average	
		point56	56	2,241,916.8	1,559,938.8	770.00				Average	
		point57	57	2,241,923.2	1,560,401.6	760.00					
Ex Kellogg NB 20"	20.0	point62	62	2,241,442.2	1,559,000.2	770.00				Average	
		Sta 103+0	63	2,241,443.5	1,559,081.6	770.00					
Pr Kel-Sem Crossing SB	12.0	Sta 122+0	76	2,241,909.0	1,560,862.9	767.80				Average	Y
		Sta 121+0	77	2,241,899.8	1,560,765.8	772.80				Average	Y
		Sta 120+0	78	2,241,875.0	1,560,670.1	777.80				Average	Y
		Sta 119+0	79	2,241,832.8	1,560,579.9	782.80				Average	Y
		Sta 118+0	80	2,241,778.5	1,560,497.0	787.70				Average	Y
		Sta 117+0	81	2,241,717.8	1,560,418.2	790.20				Average	Y
		Sta 116+0	82	2,241,658.2	1,560,337.5	789.30				Average	Y
		Sta 115+0	83	2,241,596.5	1,560,257.9	785.10				Average	Y
		Sta 114+0	84	2,241,536.0	1,560,179.1	780.10				Average	Y
		Sta 113+0	85	2,241,484.8	1,560,091.0	775.10				Average	Y
		Sta 112+0	86	2,241,450.2	1,559,995.1	770.80				Average	Y
		Sta 111+5	87	2,241,438.8	1,559,942.6	769.30					
Pr Kel-Sem Bridge CL	12.0	Sta 128+	117	2,241,924.0	1,562,000.6	761.00				Average	
		Sta 125+3	118	2,241,921.2	1,561,197.0	763.00				Average	
		Sta 122+0	120	2,241,920.0	1,560,862.2	767.80				Average	Y
		Sta 121+0	121	2,241,909.5	1,560,762.5	772.80				Average	Y

INPUT: ROADWAYS

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		Sta 120+0	122	2,241,882.8	1,560,666.2	777.80				Average	Y
		Sta 119+0	137	2,241,840.0	1,560,575.2	782.80				Average	Y
		Sta 118+0	123	2,241,784.2	1,560,493.6	787.70				Average	Y
		Sta 117+0	124	2,241,723.2	1,560,413.4	790.20				Average	Y
		Sta 116+0	152	2,241,662.8	1,560,332.8	789.30				Average	Y
		Sta 115+0	125	2,241,602.2	1,560,254.0	785.10				Average	Y
		Sta 114+0	126	2,241,543.0	1,560,174.5	780.10				Average	Y
		Sta 113+0	127	2,241,494.2	1,560,087.1	775.10				Average	Y
		Sta 112+0	128	2,241,460.5	1,559,993.4	770.80				Average	Y
		Sta 111+5	129	2,241,450.2	1,559,942.1	769.30				Average	Y
		Sta 111+0	130	2,241,443.8	1,559,895.1	768.40				Average	Y
		Sta 110+0	131	2,241,438.2	1,559,794.6	768.20				Average	Y
		Sta 107+0	132	2,241,436.2	1,559,480.5	768.00				Average	
		Sta 103+0	133	2,241,432.0	1,559,081.6	770.00					
Ex Seminary NB 22'-2	22.0	point140	140	2,241,930.0	1,560,862.9	767.80				Average	
		point60	60	2,241,932.2	1,561,197.0	763.00				Average	
		point61	61	2,241,935.0	1,562,000.6	761.00					
Ex Seminary SB 22'-2	22.0	point4	4	2,241,901.2	1,560,401.6	760.00				Average	
		point3	3	2,241,894.8	1,559,938.8	770.00				Average	
		point2	2	2,241,889.0	1,559,471.8	770.00				Average	
		point50	50	2,241,886.0	1,559,081.6	770.00				Average	
		point1	1	2,241,886.0	1,559,000.9	770.00					
Ex Kellogg NB 20"-2	20.0	point148	148	2,241,459.8	1,560,406.5	756.50				Average	
		point68	68	2,241,464.0	1,561,201.9	770.00				Average	
		point69	69	2,241,464.5	1,561,700.9	770.00					
Pr Kel-Sem Crossing NB-2	12.0	point153	153	2,241,462.8	1,559,943.1	769.30				Average	Y
		Sta 112+0	102	2,241,471.5	1,559,991.4	770.80				Average	Y
		Sta 113+0	103	2,241,503.2	1,560,083.1	775.10				Average	Y
		Sta 114+0	104	2,241,550.0	1,560,170.0	780.10				Average	Y
		Sta 115+0	105	2,241,608.8	1,560,250.1	785.10				Average	Y
		Sta 116+0	106	2,241,670.5	1,560,331.9	789.30				Average	Y
		Sta 117+0	107	2,241,729.5	1,560,409.6	790.20				Average	Y
		Sta 118+0	108	2,241,789.0	1,560,488.0	787.70				Average	Y
		Sta 119+0	109	2,241,848.2	1,560,570.6	782.80				Average	Y
		Sta 120+0	110	2,241,892.0	1,560,664.6	777.80				Average	Y
		Sta 121+0	111	2,241,918.5	1,560,762.5	772.80				Average	Y
		Sta 122+0	139	2,241,930.0	1,560,862.9	767.80					
Ex Kellogg NB 20"-2	20.0	point154	154	2,241,443.5	1,559,081.6	770.00				Average	
		Sta 107+0	64	2,241,446.8	1,559,480.5	768.00				Average	

INPUT: ROADWAYS

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		Sta 110+0	99	2,241,450.5	1,559,795.4	768.20				Average	Y
		Sta 111+0	100	2,241,454.8	1,559,894.1	768.40				Average	Y
		Sta 111+5	101	2,241,462.8	1,559,943.1	769.30					
Ex Kellogg SB 20'-2	20.0	point155	155	2,241,438.8	1,559,942.6	769.30				Average	Y
		Sta 111+0	88	2,241,432.0	1,559,894.2	768.40				Average	Y
		Sta 110+0	146	2,241,428.0	1,559,795.0	768.20				Average	Y
		Sta 107+0	10	2,241,425.8	1,559,480.5	768.00				Average	
		Sta 103+0	9	2,241,421.5	1,559,081.6	770.00					
Ex Kellogg SB 20'-2-2	20.0	point156	156	2,241,421.5	1,559,081.6	770.00				Average	
		point8	8	2,241,420.2	1,559,000.2	770.00					

Kaskaskia Engineering Group			21 July 2009										
CAJ			TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:			08-0091										
RUN:			Existing										
Roadway			Points										
Name			Name No. Segment										
			Autos MTrucks HTrucks Buses Motorcycles										
			V S V S V S V S V S V S										
			veh/hr mph veh/hr mph veh/hr mph veh/hr mph veh/hr mph veh/hr mph										
Ex Seminary SB 22'			point7 7 368 30 4 30 3 30 0 0 0 0										
			point51 51 368 30 4 30 3 30 0 0 0 0										
			point138 138										
Ex Kellogg SB 20'			point14 14 42 30 1 30 0 0 0 0 0 0										
			point52 52 29 30 1 30 0 0 0 0 0 0										
			point13 13										
Ex Main St EB			point15 15 469 30 5 30 4 30 0 0 0 0										
			point16 16										
Ex Main St WB			point19 19 474 30 5 30 5 30 0 0 0 0										
			point20 20										
Ex Ferris combined--2			point23 23 127 30 1 30 1 30 0 0 0 0										
			point24 24										
Ex Water combined--2			point26 26 127 30 1 30 1 30 0 0 0 0										
			point27 27										
Ex North combined--3			point29 29 127 30 1 30 1 30 0 0 0 0										
			point30 30										
Ex Grove combined-3 30'			point34 34 127 30 1 30 1 30 0 0 0 0										
			point35 35										
Ex Peck combined 24'			point38 38 127 30 1 30 1 30 0 0 0 0										
			point39 39										
Ex North combined			point40 40 249 30 3 30 2 30 0 0 0 0										
			point33 33										
Ex North combined-2			point41 41 189 30 2 30 2 30 0 0 0 0										

INPUT: TRAFFIC FOR LAeq1h Volumes

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	point31	31	189	30	2	30	2	30	0	0	0	0
	point32	32										
Ex Grove combined 30'	point42	42	127	30	1	30	1	30	0	0	0	0
	point37	37										
Ex Grove combined-2 30'	point43	43	127	30	1	30	1	30	0	0	0	0
	point36	36										
Ex Water combined	point44	44	127	30	1	30	1	30	0	0	0	0
	point28	28										
Ex Ferris Combined	point45	45	127	30	1	30	1	30	0	0	0	0
	point25	25										
Ex Main St WB-3	point46	46	406	30	5	30	4	30	0	0	0	0
	point22	22										
Ex Main St WB-2	point47	47	532	30	6	30	5	30	0	0	0	0
	point21	21										
Ex Main St EB-3	point48	48	608	30	6	30	6	30	0	0	0	0
	point18	18										
Ex Main St EB-2	point49	49	539	30	6	30	5	30	0	0	0	0
	point17	17										
Ex Seminary NB 22'	point53	53	179	30	2	30	2	30	0	0	0	0
	point54	54	54	30	1	30	1	30	0	0	0	0
	point55	55	54	30	1	30	1	30	0	0	0	0
	point56	56	54	30	1	30	1	30	0	0	0	0
	point57	57										
Ex Kellogg NB 20"	point62	62	163	30	2	30	1	30	0	0	0	0
	Sta 103+00	63										
Pr Kel-Sem Crossing SB	Sta 122+00	76	368	30	4	30	3	30	0	0	0	0
	Sta 121+00	77	368	30	4	30	3	30	0	0	0	0
	Sta 120+00	78	368	30	4	30	3	30	0	0	0	0
	Sta 119+00	79	368	30	4	30	3	30	0	0	0	0
	Sta 118+00	80	368	30	4	30	3	30	0	0	0	0
	Sta 117+00	81	368	30	4	30	3	30	0	0	0	0
	Sta 116+00	82	368	30	4	30	3	30	0	0	0	0
	Sta 115+00	83	368	30	4	30	3	30	0	0	0	0
	Sta 114+00	84	368	30	4	30	3	30	0	0	0	0
	Sta 113+00	85	368	30	4	30	3	30	0	0	0	0
	Sta 112+00	86	368	30	4	30	3	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	Sta 111+50	87										
Pr Kel-Sem Bridge CL	Sta 128+	117	0	0	0	0	0	0	0	0	0	0
	Sta 125+35	118	0	0	0	0	0	0	0	0	0	0
	Sta 122+00	120	0	0	0	0	0	0	0	0	0	0
	Sta 121+00	121	0	0	0	0	0	0	0	0	0	0
	Sta 120+00	122	0	0	0	0	0	0	0	0	0	0
	Sta 119+00	137	0	0	0	0	0	0	0	0	0	0
	Sta 118+00	123	0	0	0	0	0	0	0	0	0	0
	Sta 117+00	124	0	0	0	0	0	0	0	0	0	0
	Sta 116+00	152	0	0	0	0	0	0	0	0	0	0
	Sta 115+00	125	0	0	0	0	0	0	0	0	0	0
	Sta 114+00	126	0	0	0	0	0	0	0	0	0	0
	Sta 113+00	127	0	0	0	0	0	0	0	0	0	0
	Sta 112+00	128	0	0	0	0	0	0	0	0	0	0
	Sta 111+50	129	0	0	0	0	0	0	0	0	0	0
	Sta 111+00	130	0	0	0	0	0	0	0	0	0	0
	Sta 110+00	131	0	0	0	0	0	0	0	0	0	0
	Sta 107+00	132	0	0	0	0	0	0	0	0	0	0
	Sta 103+00	133										
Ex Seminary NB 22'-2	point140	140	347	30	4	30	3	30	0	0	0	0
	point60	60	347	30	4	30	3	30	0	0	0	0
	point61	61										
Ex Seminary SB 22'-2	point4	4	50	30	1	30	1	30	0	0	0	0
	point3	3	50	30	1	30	1	30	0	0	0	0
	point2	2	50	30	1	30	1	30	0	0	0	0
	point50	50	157	30	2	30	1	30	0	0	0	0
	point1	1										
Ex Kellogg NB 20"-2	point148	148	29	30	1	30	0	0	0	0	0	0
	point68	68	106	30	2	30	0	0	0	0	0	0
	point69	69										
Pr Kel-Sem Crossing NB-2	point153	153	347	30	4	30	3	30	0	0	0	0
	Sta 112+00	102	347	30	4	30	3	30	0	0	0	0
	Sta 113+00	103	347	30	4	30	3	30	0	0	0	0
	Sta 114+00	104	347	30	4	30	3	30	0	0	0	0
	Sta 115+00	105	347	30	4	30	3	30	0	0	0	0
	Sta 116+00	106	347	30	4	30	3	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

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	Sta 117+00	107	347	30	4	30	3	30	0	0	0	0
	Sta 118+00	108	347	30	4	30	3	30	0	0	0	0
	Sta 119+00	109	347	30	4	30	3	30	0	0	0	0
	Sta 120+00	110	347	30	4	30	3	30	0	0	0	0
	Sta 121+00	111	347	30	4	30	3	30	0	0	0	0
	Sta 122+00	139										
Ex Kellogg NB 20"-2	point154	154	336	30	4	30	3	30	0	0	0	0
	Sta 107+00	64	336	30	4	30	3	30	0	0	0	0
	Sta 110+00	99	336	30	4	30	3	30	0	0	0	0
	Sta 111+00	100	336	30	4	30	3	30	0	0	0	0
	Sta 111+50	101										
Ex Kellogg SB 20'-2	point155	155	487	30	5	30	5	30	0	0	0	0
	Sta 111+00	88	487	30	5	30	5	30	0	0	0	0
	Sta 110+00	146	487	30	5	30	5	30	0	0	0	0
	Sta 107+00	10	487	30	5	30	5	30	0	0	0	0
	Sta 103+00	9										
Ex Kellogg SB 20'-2-2	point156	156	284	30	3	30	3	30	0	0	0	0
	point8	8										

RESULTS: SOUND LEVELS

08-0091

448 Peck	25	1	52.3	55.4	66	3.1	14	----	55.4	0.0	8	-8.0
453 Peck	26	1	50.9	53.1	66	2.2	14	----	53.1	0.0	8	-8.0
443 N Sem	27	1	61.0	61.0	66	0.0	14	----	61.0	0.0	8	-8.0
459 N Sem	28	1	61.6	61.5	66	-0.1	14	----	61.5	0.0	8	-8.0
463 N Sem	29	1	62.8	62.4	66	-0.4	14	----	62.4	0.0	8	-8.0
475 N Sem	30	1	63.2	62.5	66	-0.7	14	----	62.5	0.0	8	-8.0
487 N Sem	31	1	63.7	62.3	66	-1.4	14	----	62.3	0.0	8	-8.0
491 N Sem	32	1	64.8	62.7	66	-2.1	14	----	62.7	0.0	8	-8.0
420 Grove	33	1	61.2	58.1	66	-3.1	14	----	58.1	0.0	8	-8.0
436 Grove	34	1	59.4	54.9	66	-4.5	14	----	54.9	0.0	8	-8.0
511/513 N Sem	35	2	63.7	62.4	66	-1.3	14	----	62.4	0.0	8	-8.0
523 N Sem	36	1	61.0	60.6	66	-0.4	14	----	60.6	0.0	8	-8.0
525 N Sem	37	1	60.5	60.5	66	0.0	14	----	60.5	0.0	8	-8.0
533 N Sem	38	1	59.5	59.9	66	0.4	14	----	59.9	0.0	8	-8.0
549 N Sem	39	1	58.8	59.4	66	0.6	14	----	59.4	0.0	8	-8.0
559 N Sem	40	1	59.4	60.1	66	0.7	14	----	60.1	0.0	8	-8.0
559+1 N Sem	41	1	59.3	60.0	66	0.7	14	----	60.0	0.0	8	-8.0
559+2 N Sem	42	1	59.1	59.8	66	0.7	14	----	59.8	0.0	8	-8.0
425 Grove	43	1	61.1	57.0	66	-4.1	14	----	57.0	0.0	8	-8.0
433 Grove	44	1	59.3	55.0	66	-4.3	14	----	55.0	0.0	8	-8.0
441/443 Grove	45	2	59.2	54.6	66	-4.6	14	----	54.6	0.0	8	-8.0
550 N Sem	46	1	61.0	61.6	66	0.6	14	----	61.6	0.0	8	-8.0
556 N Sem	47	1	59.6	60.2	66	0.6	14	----	60.2	0.0	8	-8.0
556+ N Sem	48	1	59.6	60.2	66	0.6	14	----	60.2	0.0	8	-8.0
500+1 Kellogg	49	1	58.3	54.6	66	-3.7	14	----	54.6	0.0	8	-8.0
500+3 Kellogg	50	1	57.3	54.8	66	-2.5	14	----	54.8	0.0	8	-8.0
500+5 Kellogg	51	1	55.7	53.7	66	-2.0	14	----	53.7	0.0	8	-8.0
343 Grove	52	1	59.4	54.7	66	-4.7	14	----	54.7	0.0	8	-8.0
357/359 Grove	53	2	58.5	54.6	66	-3.9	14	----	54.6	0.0	8	-8.0
375 Grove	54	1	60.0	57.5	66	-2.5	14	----	57.5	0.0	8	-8.0
420 N Sem	55	1	59.6	59.8	66	0.2	14	----	59.8	0.0	8	-8.0
464 N Sem	56	1	59.2	58.6	66	-0.6	14	----	58.6	0.0	8	-8.0
325 N Kel	58	1	56.7	54.3	66	-2.4	14	----	54.3	0.0	8	-8.0
387 N Kel	61	1	54.0	52.0	66	-2.0	14	----	52.0	0.0	8	-8.0
401 N Kel	62	1	54.3	52.0	66	-2.3	14	----	52.0	0.0	8	-8.0
423+2 N Kel	63	1	54.8	52.0	66	-2.8	14	----	52.0	0.0	8	-8.0
423+4 N Kel	64	1	55.4	52.2	66	-3.2	14	----	52.2	0.0	8	-8.0
423+6 N Kel	65	1	59.6	54.6	66	-5.0	14	----	54.6	0.0	8	-8.0
346/348 Grove	66	2	60.5	55.8	66	-4.7	14	----	55.8	0.0	8	-8.0
216 N Sem	67	1	62.1	56.5	66	-5.6	14	----	56.5	0.0	8	-8.0
222/224 N Sem	68	2	61.4	55.8	66	-5.6	14	----	55.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

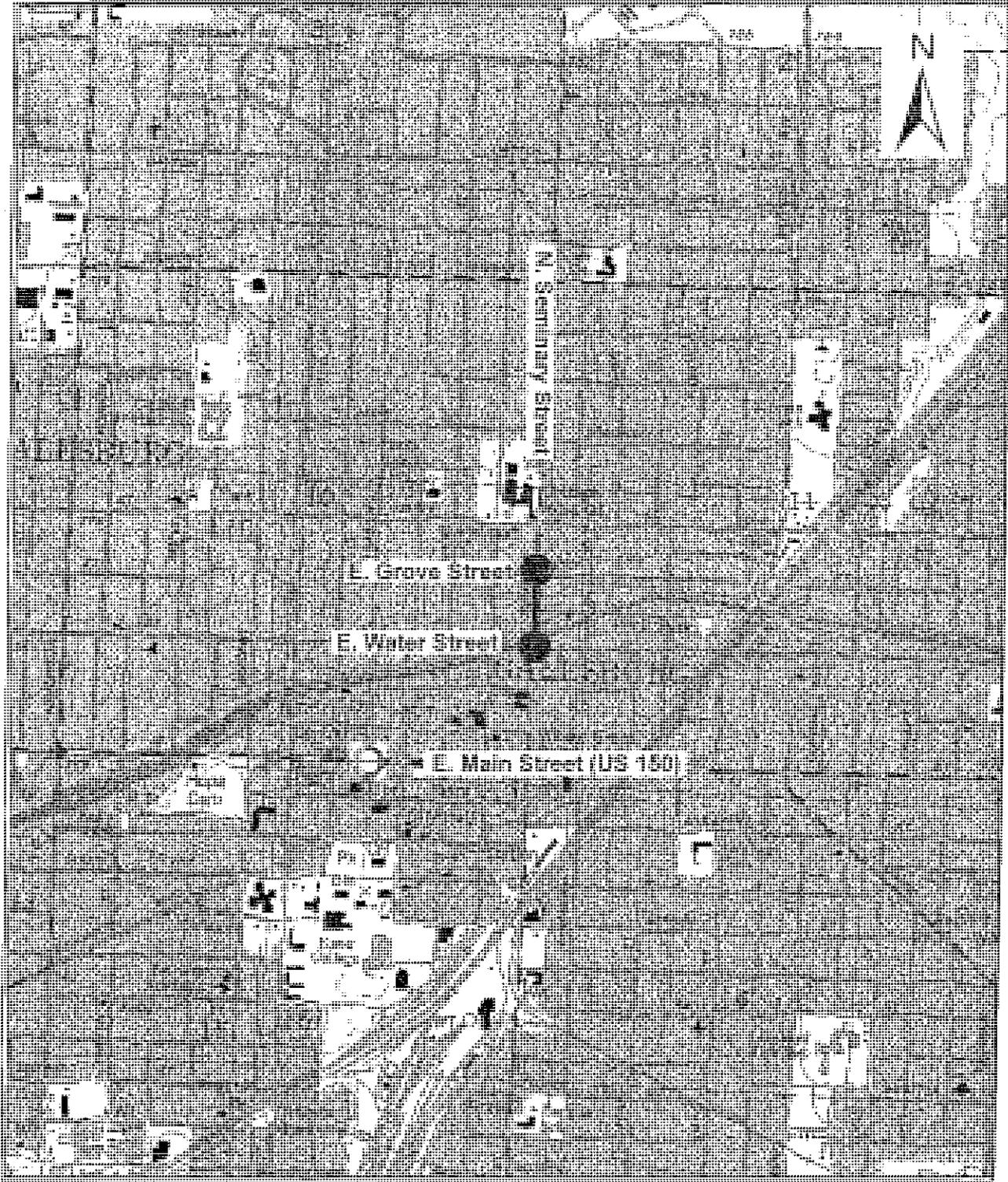
08-0091

234 N Sem	69	1	61.6	56.0	66	-5.6	14	----	56.0	0.0	8	-8.0
248 N Sem	70	1	61.6	56.2	66	-5.4	14	----	56.2	0.0	8	-8.0
256 N Sem	71	1	61.6	56.3	66	-5.3	14	----	56.3	0.0	8	-8.0
268 N Sem	72	1	62.1	56.7	66	-5.4	14	----	56.7	0.0	8	-8.0
343 Water	73	1	59.1	56.1	66	-3.0	14	----	56.1	0.0	8	-8.0
357 Water	74	1	60.4	56.4	66	-4.0	14	----	56.4	0.0	8	-8.0
290 N Sem	75	1	62.7	58.2	66	-4.5	14	----	58.2	0.0	8	-8.0
372 North	76	1	61.9	58.8	66	-3.1	14	----	58.8	0.0	8	-8.0
1st Lutheran Church	77	1	60.9	55.3	66	-5.6	14	----	55.3	0.0	8	-8.0
167/169 N Kel	78	2	58.8	61.4	66	2.6	14	----	61.4	0.0	8	-8.0
Trinity Lutheran Church	79	1	63.1	65.4	66	2.3	14	----	65.4	0.0	8	-8.0
First United Methodist Church	80	1	60.3	61.7	66	1.4	14	----	61.7	0.0	8	-8.0
188/190 N Kel	81	2	59.5	61.3	66	1.8	14	----	61.3	0.0	8	-8.0
287 Water	82	1	59.1	60.1	66	1.0	14	----	60.1	0.0	8	-8.0
277/279 Water	83	2	56.8	57.8	66	1.0	14	----	57.8	0.0	8	-8.0
257 Water	84	1	55.1	55.5	66	0.4	14	----	55.5	0.0	8	-8.0
257-2 Water	85	1	54.7	54.8	66	0.1	14	----	54.8	0.0	8	-8.0
257-4 Water	86	1	54.4	54.3	66	-0.1	14	----	54.3	0.0	8	-8.0
290 North	87	1	58.1	55.2	66	-2.9	14	----	55.2	0.0	8	-8.0
266 North	88	1	56.5	56.3	66	-0.2	14	----	56.3	0.0	8	-8.0
382 N Kel	89	1	54.4	51.3	66	-3.1	14	----	51.3	0.0	8	-8.0
418 N Kel	90	1	54.2	51.0	66	-3.2	14	----	51.0	0.0	8	-8.0
418+2 N Kel	91	1	55.2	51.6	66	-3.6	14	----	51.6	0.0	8	-8.0
418+4 N Kel	92	1	55.9	52.1	66	-3.8	14	----	52.1	0.0	8	-8.0
418+6 N Kel	94	1	56.4	52.8	66	-3.6	14	----	52.8	0.0	8	-8.0
418+8 N Kel	95	1	58.2	54.6	66	-3.6	14	----	54.6	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		103	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

APPENDIX F

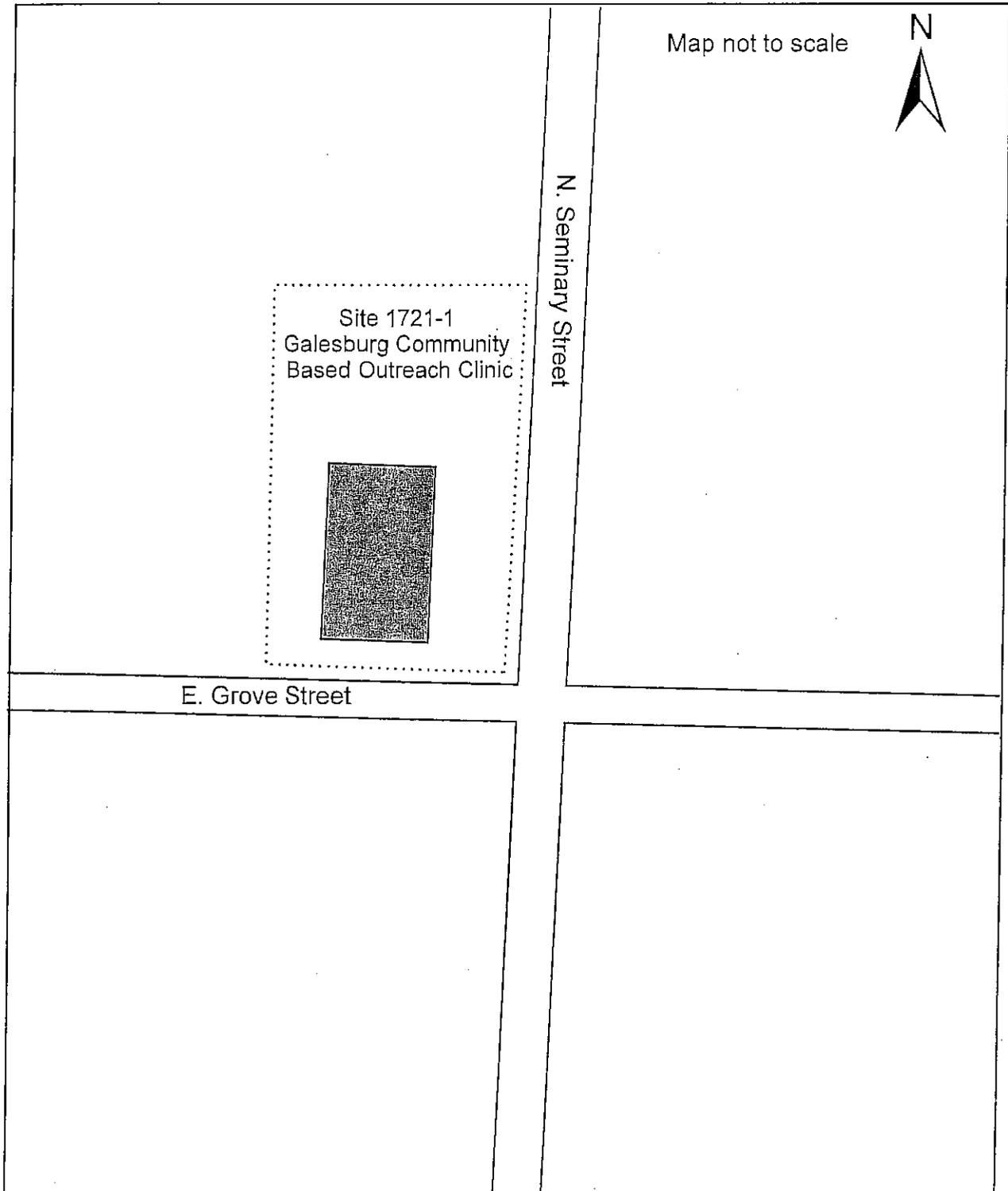
PESAs
PESA #1721
PESA #1721A

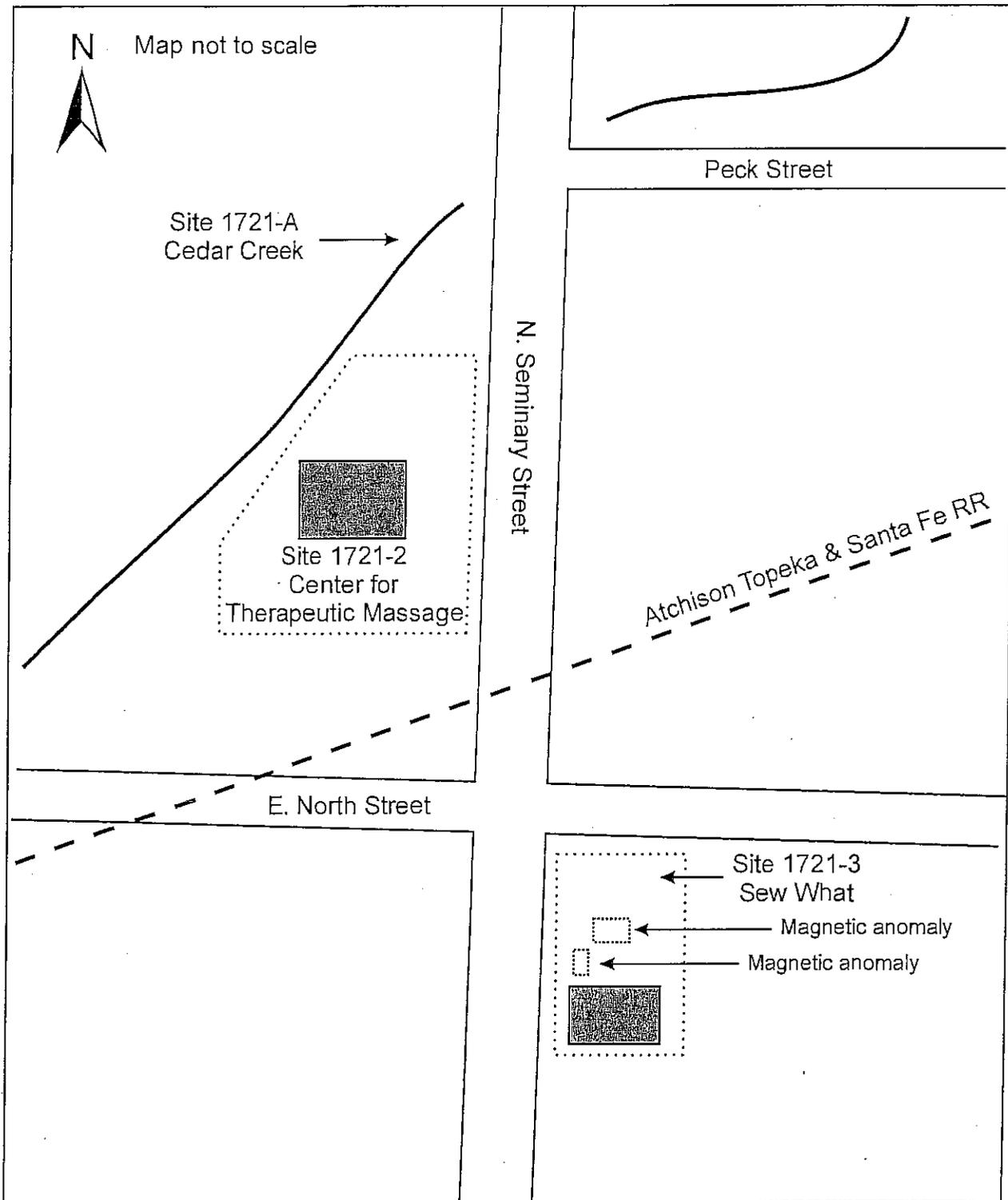
Project Site Map: ISGS #1721

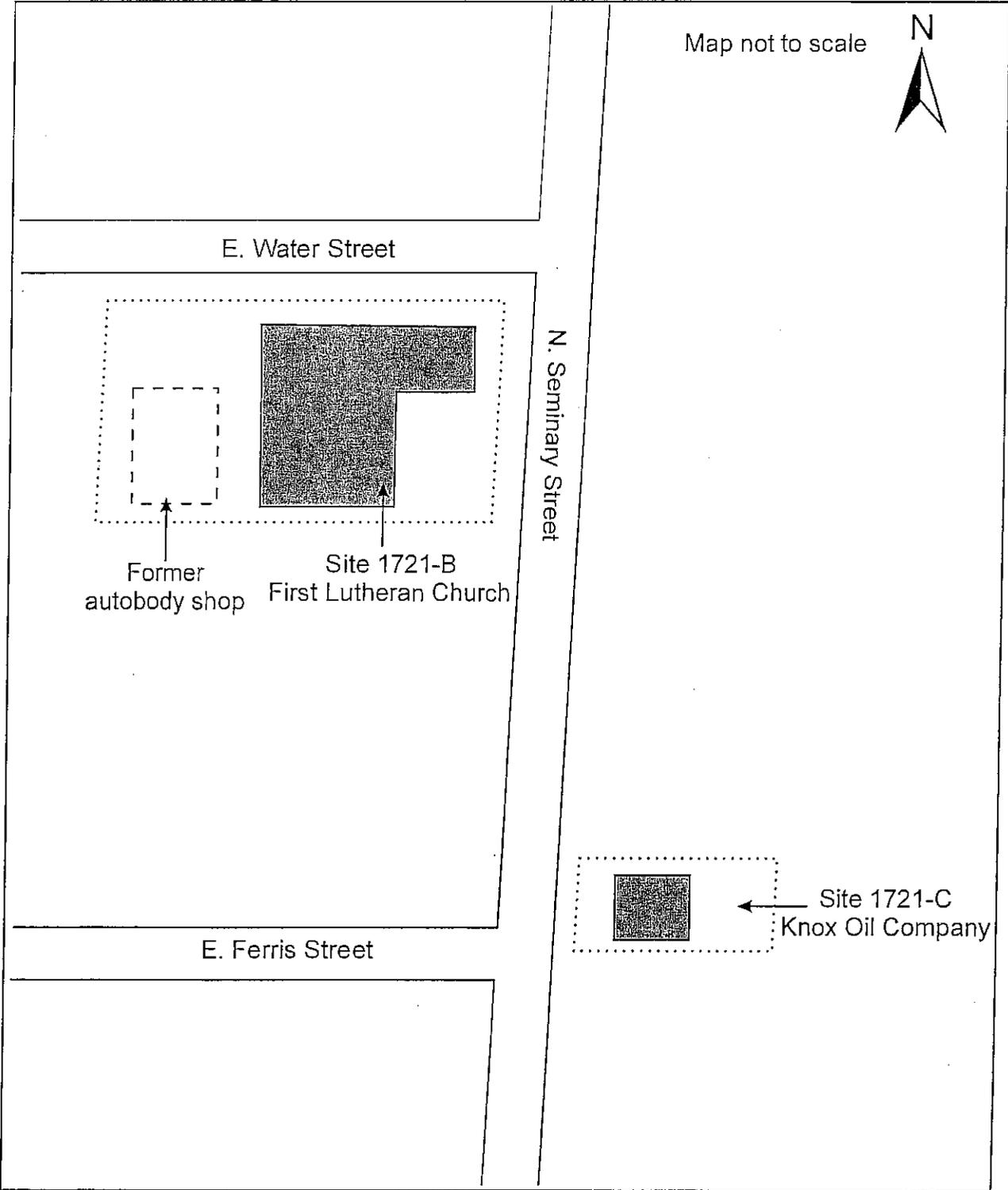


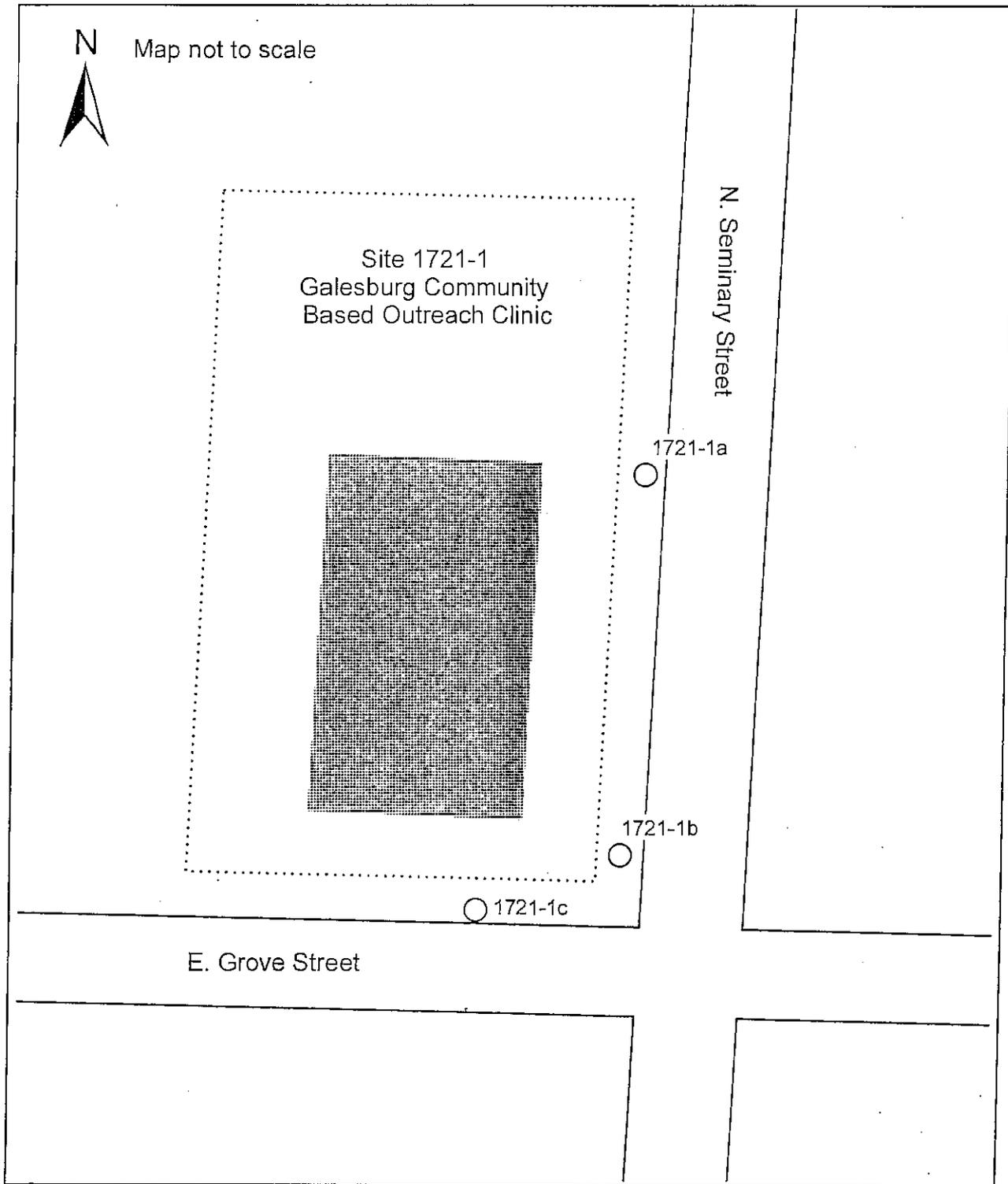

Project Limits

Scale 1:20,000



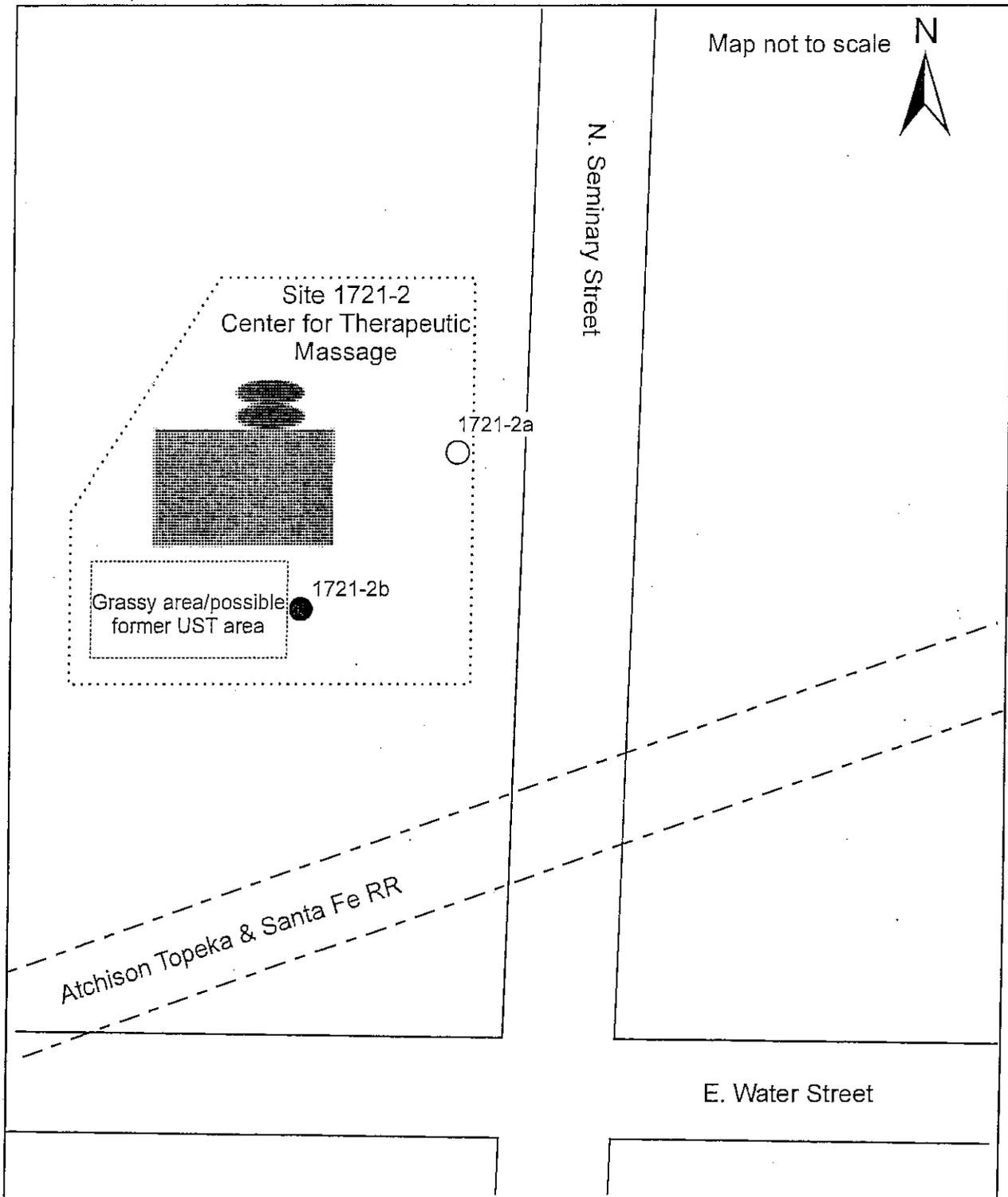






Legend

- Borehole with VOCs
- Borehole without VOCs

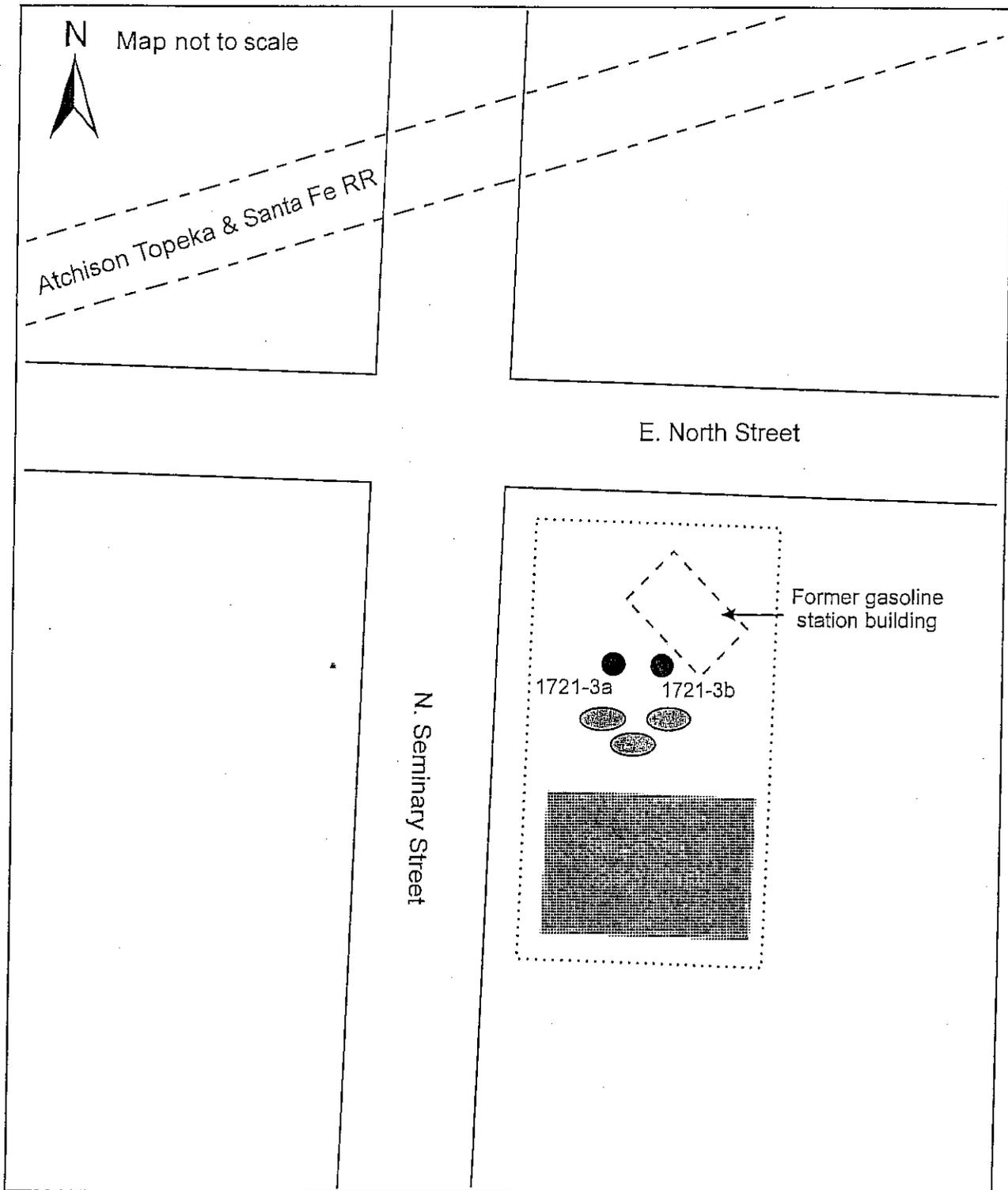


Legend

● Borehole with VOCs

○ Borehole without VOCs

● Former AST

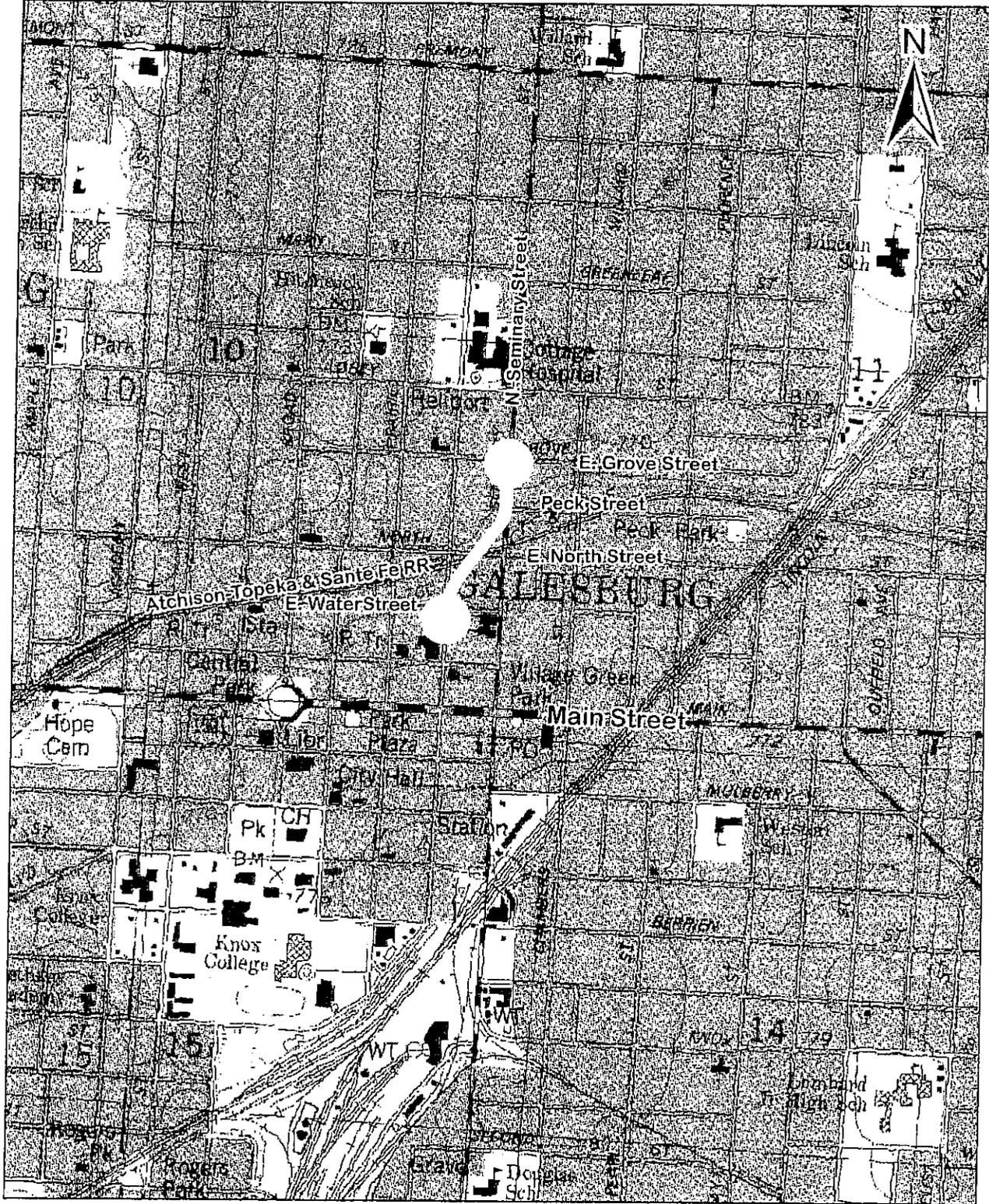


Legend

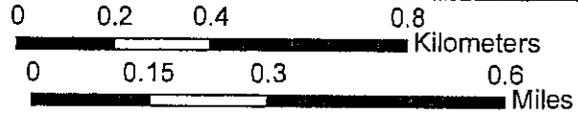
- Borehole with VOCs
- Borehole without VOCs

○ Sanborn UST

Attachment 1
Project Location Map: ISGS #1721A



●—●
Project Limits

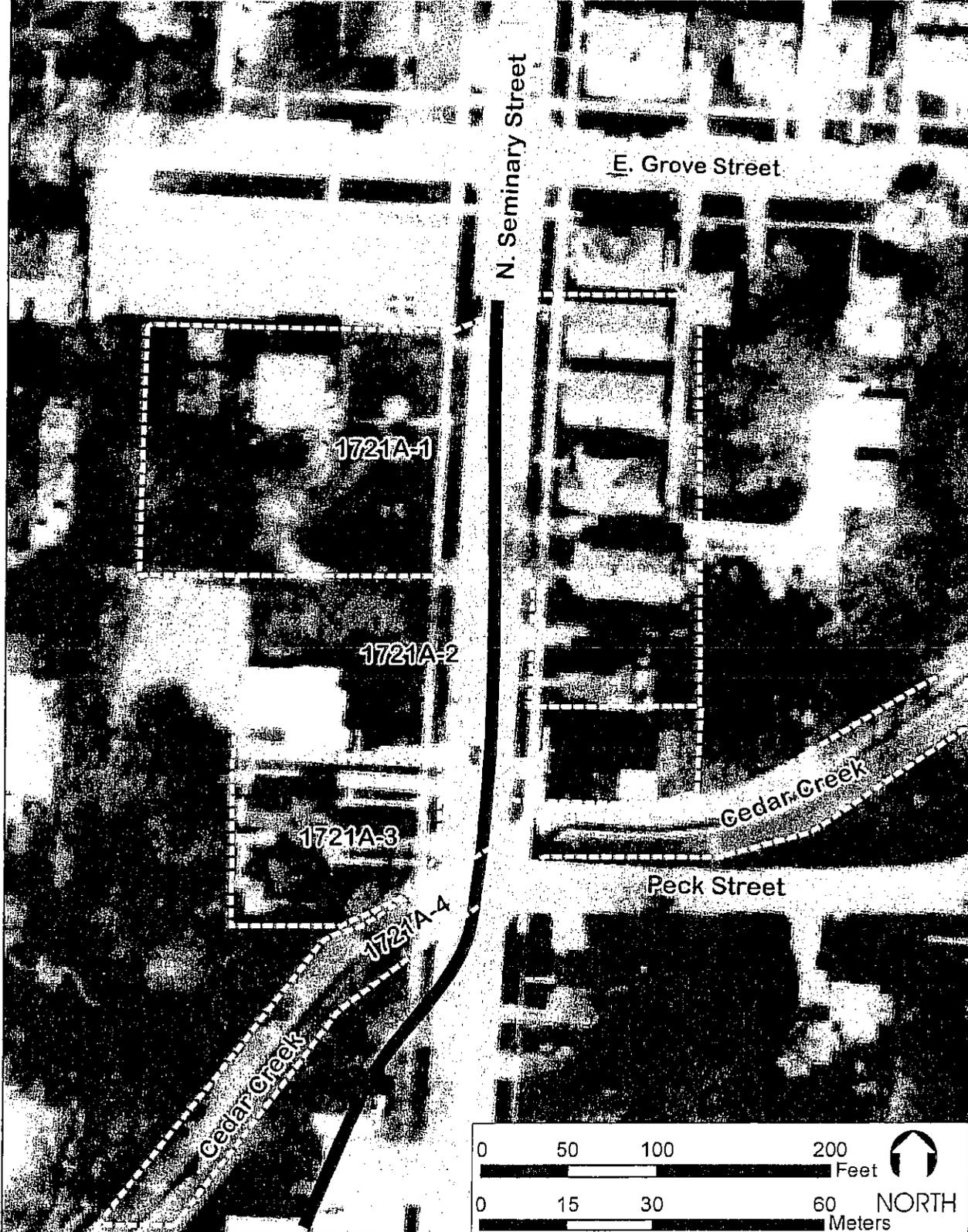


1721A: Attachment 2A

Site location map: N. Seminary Street northern limits

Project area indicated by heavy black line

All site boundaries are approximate and should not be used as actual parcel boundaries

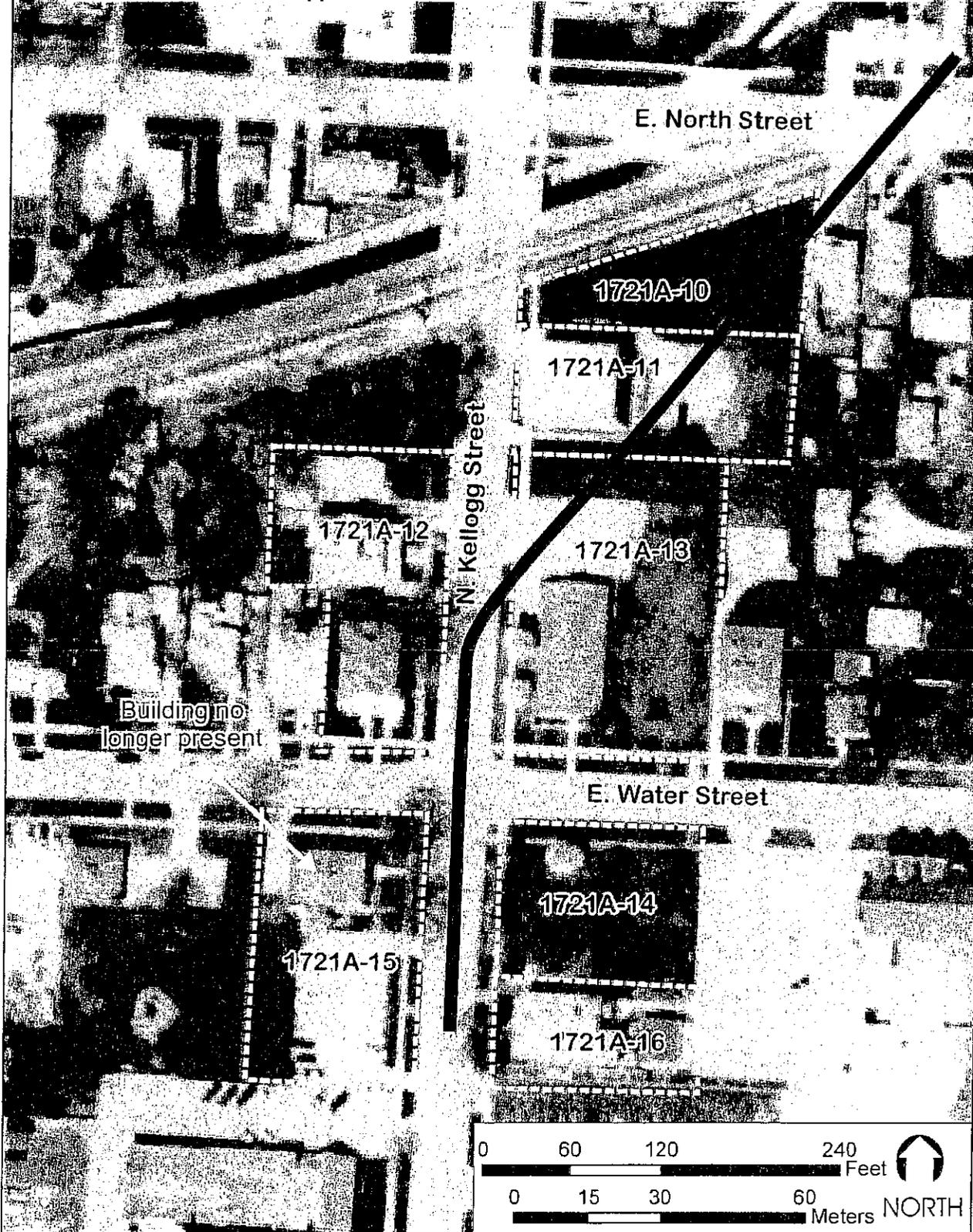


1721A: Attachment 2C

Site location map: N. Kellogg Street southern limits

Project area indicated by heavy black line

All site boundaries are approximate and should not be used as actual parcel boundaries





Mr. Joseph L. Cecil
255 N. Farnham St.
Galesburg, IL 61401

OCT 04 REC'D

10-3-11

TO GALESBURG City MANAGER, GALESBURG
City MAYOR, ALL City COUNCIL PEOPLE,

I REALLY DON'T KNOW WHY I'm
WRITING THIS LETTER TO ALL OF
YOU. SO MANY PEOPLE IN THIS CITY
SAY DON'T WASTE YOUR TIME.

THEY SAY EVERYTHING THIS CITY
GOVERNMENT COMES UP WITH IS
ETCHED STONE, AND IN A LOT OF
RESPECT I HAVE TO AGREE.

BUT, I'M GOING TO WRITE THIS ONE
LAST LETTER TO YOU PEOPLE IN HOPES
THAT JUST MAYBE I DID THE RIGHT
THING AND THAT IT WORKED.

I'M WRITING IN REGARD TO THE
PROPOSED SEMINARY-KELLOSS ST BRIDGE.

IN THE FIRST PLACE IT'S REALLY
A VERY STUPID WAY OF PUTTING A
BRIDGE FROM SEMINARY TO KELLOSS ST.

IT DOESN'T MAKE ANY SENSE AT
ALL TO DO THIS, AND IT MAKES
ONE WONDER WHAT IN THE WORLD

THIS CITY GOVERNMENT IS THWINKING.

I 100% AGREE WITH MR BIRK LINDSTROM. ~~AND~~ I AGREE WITH ALL HE SAY'S ABOUT IT. I'VE KNOWN MR LINDSTROM FOR A LONG TIME AND I CAN HONESTLY SAY THAT IF HE THINKS SOMETHING IS RIGHT, HE WILL HONESTLY SAY SO.

BUT AT THE SAME TIME IF HE THINKS SOMETHING IS WRONG HE'LL TELL YOU SO. I DO NOT BELONG TO ANY GROUP THATS AGAINST THIS PROPOSED BRIDGE, BUT IF A GROUP AGAINST THIS BRIDGE WAS FORMED I BE READY TO JOIN IT. THIS PROPOSED BRIDGE JUST DON'T MAKE SENSE. I DON'T BELIEVE I HAVE ENOUGH WRITING PAPER TO LIST ALL THE NEGATIVE THINGS THAT I'VE HEARD MANY OTHER PEOPLE SAY ABOUT THIS BRIDGE. SO I'M NOT GOING TO GO INTO DETAIL ABOUT THEM AS I'M EARLY SURE MOST OF YOU KNOW THEM.

I'M ONLY HOPING THAT ALL OF YOU WILL VOTE AGAINST THIS PROPOSED BRIDGE. YOU HAVE TO REMEMBER;

ONCE THE BRIDGE IS BUILT, THERE'S NO
TURNING BACK, ONCE IT'S THERE, THAT'S
IT. YOU CAN'T UNDO IT.

SO PLEASE DO THIS CITY A VERY
BIG FAVOR AND VOTE NO ON THE
PROPOSED SEMINARY - KELLOGG ST BRIDGE.
MAKE THE BRIDGE STRIGHT ACROSS
SEMINARY ST.

THANK YOU FOR YOUR TIME

Joseph L Cecil

Galesburg.com

Home of The Register-Mail

Galesburg city engineer reports quiet zone cost savings

Recommended changes cut estimate from \$1.5M to \$600K

By **GARY TOMLIN**

The Register-Mail

Posted Sep 12, 2011 @ 09:26 PM

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GALESBURG — The Galesburg City Council on Monday renewed discussion on establishing quiet zones and closing some railroad crossings within the city limits.

City engineer Wayne Carl made a presentation during the special work session that showed there are significant cost reductions gained from the original numbers, and pedestrian surveys indicate one crossing should remain open.

In May the council asked for a pedestrian and bike use survey of the crossings slated for closing and Carl presented those numbers.

They were low for all of the crossings. The high was 85 people per day at Chambers and Mulberry Streets to low of 37 per day at North Street. The survey was averaged over three days.

Whitesboro Street had 74 crossings a day, but the majority was children going to O.N. Custer Park.

The council was told Whitesboro should not be closed because of the high percentage of children going to the park. The alternate route (Lincoln Street crossing) is longer, in bad condition and has limited visibility due to the bridge abutment of the railroad line. There is a concern that children will try to use the Whitesboro crossing after it is closed.

"I was in favor of closing Whitesboro until a school bus driver told me they can't use Lincoln Street because of the visual issues at the crossing," said Alderman Ken Goad, Ward 1.

Carl said at the Chambers Street crossing, they are looking at keeping Mulberry open to cross east and west and the southbound lane of Chambers open for right turn onto Mulberry. This would close only the northbound lane of Chambers.

"We have eliminated Linwood Road closing because Smurfit-Stone wants the access both right and left," Carl said. "The Traffic Advisory Committee met and recommend leaving it open. We can exclude it because it is so distant from the other crossings and there are no residents in the severe impact area."

The prison is the only area that will be affected.

Additionally, some design changes at Cherry, North and Pearl Street crossings can save \$45,000.

The initial cost to the city was projected to be nearly \$1.5 million. With the changes to Linwood Road, Whitesboro and Chambers streets, the city's cost drops to \$600,000. They have a shortfall of about \$320,000 to fund the project now.

City Manger Todd Thompson said the incentive funding could be lost if action is taken soon. The railroad needs a one-year lead time for the circuitry upgrade design and construction.

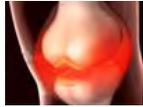
"We have to file a notice of intent with the Federal Railroad Commission, and we need to get it in. We can't do it until we definitely know what crossings we are going to close," Thompson said.

Downtown business owner Dick Lindstrom objected to the winding grade separation from Seminary Street to Kellogg Street.

"Seminary Street is the most heavily traveled. The winding of Seminary to Kellogg street bridge is unique to this town. The most effective way is to keep it straight," he said. "It doesn't make any sense to weave it to Kellogg. The bridge over the tracks on Highway 150 east going to Knoxville, and Carl Sandburg Drive both have wiggles and both are dangerous."

The council then took a bus tour to view all the crossings proposed for closure.

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Boston man tries to blow up his home



World Population Hits 7 Billion, Challenges Loom

Comments (1)

Lineman
1 month ago
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Report Abuse

This whole thing is crazy. Was the surveys done on the weekends, during the summer, at the first of the month? Why can't we have a straight bridge? Why do we need to close any crossing at all. Now were being pressured for a time line.

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Lindstrom questions 'curvy bridge'

Officials plan public meetings on environmental study

By **JOHN PULLIAM**

The Register-Mail

Posted Sep 25, 2011 @ 04:30 PM



GALESBURG — Dick Lindstrom of Lindstrom's TV & Appliances, 400 E. Main St., said there seems to be a misconception about his opposition to the Seminary Street overpass curving west to carry traffic onto Kellogg Street. He said some people have the mistaken impression he is part of an organized group.

"My group is me," Lindstrom laughed during a recent interview. "There are a lot of people who agree with me. I don't meet with people on a weekly or monthly basis to talk about this."

He said he talks informally with a wide variety of people on a daily basis. The biggest thing he tries to convince them to do is, if they agree with him, to contact the mayor or their alderman.

"You can't make a mistake on this," he said. "You put millions and millions of dollars on a bridge, you're stuck with it. That's the way it's going to be.

"And, it would seem to me, they (city officials) dispute this, I have a difficult time seeing how a curvy bridge can cost less than a straight bridge," Lindstrom said.

Lindstrom expressed concerns about the safety of a bridge that curves, especially during the winter.

"Obviously during a period of icy weather, any road will be slick," city engineer Wayne Carl said during an interview at City Hall on Thursday. "We will salt the bridges and the overpass as well."

City Public Works Director Larry Cox said the W.C. Jackson Bridge on the south side of the city is somewhat similar to the "recommended alternative" for the Seminary Street overpass.

"The W.C. Jackson Bridge goes from Third Street to Fourth Street," Cox said. "We don't have any more problems there than anywhere else in town."

"The W.C. Jackson is a steeper grade," Carl said.

He explained that the Seminary Street overpass will have a 5 percent grade, making it "a little bit flatter rise than on the W.C. Jackson" Bridge. "The curves are not as tight as they could be. We went with a little bit bigger radius, so it will be smoother driving over there."

An added benefit, Carl said, is the removal of a handful of houses whose driveways back onto the railroad tracks.

"The construction of this project is important because it ties into our quiet zone" plans, he said. "If we don't do this project, we're not going to be able to do the quiet zone."

Of course, the quiet zones would be possible with either bridge alignment. The challenge is coming up with a plan the various state and federal agencies will approve.

Carl said residents will have their say during public meetings on the environmental assessment study.

"The locals will have their say," he said. "But it has to be a case you can lay it out" and show the Seminary Street straight bridge makes more sense. Carl said people cannot be vague but have to be able to back up their assertions with facts and figures.

Lindstrom is serious about the issue, although he doesn't feel it will hurt his store's business. He has gone so far as to do some research on his own.

"I've done a little investigating and I can't find another city in the Midwest where one street turns into another, as influential as these streets are," Lindstrom said. "Intentionally running traffic over to another road is quite bizarre."

He feels that there are people who agree with him who have not made their feelings known. Lindstrom also thinks that despite this issue having been discussed over the past few years, there are still people who are not paying attention and will be surprised to wake up someday to see the Seminary Street overpass taking traffic to Kellogg Street.

"If people agree that this is, in fact, a very strange construction plan, I ask that they would contact the mayor and contact the City Council people and express their concern, as well," Lindstrom said. "I think a lot of people I've talked to on this have reservations but are reluctant to speak up."

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Why a curved bridge on Seminary?

City says historic, utility issues force change to Kellogg

By **JOHN PULLIAM**

The Register-Mail

Posted Sep 25, 2011 @ 04:31 PM

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GALESBURG — Dick Lindstrom of Lindstrom's TV & Appliance, 400 E. Main St., has been trying for three years to get an answer as to why the Seminary Street overpass will be built to curve over to Kellogg Street. He has voiced objections to the plan from the start, concerned more about traffic flow than any effect on his business.

City officials on Thursday were ready with answers during an interview at City Hall.

At a public meeting Aug. 14, 2008, city engineer Wayne Carl unveiled a plan for a single-span, 130-foot-long bridge to the southwest, moving southbound vehicles onto Kellogg Street. The original plan called for a two-span, 165-foot bridge over the railroad crossing on Seminary Street, with traffic remaining on Seminary. City officials have said both options will cost about the same, with 60 percent of the funding coming from the Illinois Commerce Commission.

At this point, Carl said the cost is estimated to be about \$15 million.

New environmental assessment report

Carl will have an environmental assessment report ready in about three months. He said there will be public meetings on the report. However, a change can't be made simply based upon the city's desire to use the Seminary Street route.

"It's not the city's call," he said. Much of the decision will be based upon the environmental impact, Carl said. "The city can't just say 'we'd like to go with this one.' There's way too many studies involved. On paper, it has to weigh out as the best alternative."

After public comment on the environmental assessment, the question goes to the Illinois Department of Transportation and the federal Highway Administration.

The curved bridge plan is the "recommended alternative" and is supported by the Galesburg City Council.

City Public Works Director Larry Cox said Thursday the plan to move traffic to Kellogg Street was first identified by the Downtown Strategic Plan in 2008. Carl said the decision was not made lightly. City officials talked with the Landmark Commission, the state Historic Preservation Agency and the Galesburg Historical Society. He said each of those bodies voted to support the Kellogg Street plan. Historical Society President Ron Peck is a member of the Landmark Commission, as well.

"The Department of the Interior has to approve this report," Carl said.

Much of the area in question is in a National Register Historic District. Carl said fewer homes in that district would be affected by running the bridge over to Kellogg Street. The plan is for the bridge to begin curving from Seminary Street at about Waters Street, then motorists will get off the bridge around Peck Street, which will be closed.

"If you look at this corridor on Kellogg Street, it's just a commercial area," Carl said.

He explained that an apartment building at Kellogg and Waters streets is not historically significant, while there is a modern printing plant farther south on Kellogg Street.

Carl said some residents in the area of Seminary Street who would be affected by a straight bridge told him of their concerns about the amount of traffic if that option was chosen.

Asked about moving traffic to Kellogg Street when the Seminary Street Historic Commercial District is one of the city's prime retail draws, Cox said that alignment should not have a negative effect on Seminary Street.

"As far as business on Seminary Street, it was thought that would be more of a pedestrian-oriented street," Cox said. "Since then, the owners of Innkeeper's have said it would help them by not having traffic bottlenecks in a highly retail area."

Both Cox and Carl said there are no plans to close the South Street underpass, nor has the city been approached about making the Seminary Street commercial district a pedestrian mall.

"They learned their lesson on that a long time ago," Carl said of failed pedestrian malls in downtowns across the country.

Carl said fewer utilities would have to be moved with the Kellogg Street option, as water, sanitary sewer and other utilities are buried under Seminary, which is not the case on Kellogg Street.

"Utility relocation will be much less with this (Kellogg Street) alignment, which also expedites construction," he said.

The Kellogg Street option moves traffic past a number of city parking lots and the Orpheum Theatre.

Business concerns

Lindstrom's is located at Main and Seminary streets, but its owner said the business is a destination and will do fine regardless of the route the bridge takes. But, Lindstrom said the curved bridge makes no sense to him, an opinion he voiced as recently as a city planning meeting around the middle of this month.

"It has a lot to do with the flow of traffic, a direct route between the north side of downtown to downtown south," Lindstrom said of what he sees as the importance of a Seminary Street route.

Steve Dennison of Dennison Paint & Wallpaper, 142 N. Seminary St., is pessimistic about how curving the bridge to Kellogg Street will affect his business.

"I think it's going to hurt my business tremendously," Dennison said. "All the trouble they went to build this (South Seminary Street area) up and then they want to bypass the main road."

He said he has had a similar lack of success in finding out the reason for the bridge to take traffic west to Kellogg Street.

"Nobody said anything to me," Dennison said.

At the meeting in 2008, Carl said the Kellogg Street option would mean improved visibility at the intersection with South Street, as opposed to the intersection nearer the South Street underpass of Seminary and South streets.

Lindstrom has no quarrel with that analysis. He said of the intersection near the underpass, "it's dangerous to stick your (vehicle's) nose out and try to turn left."

What he would prefer is to wait and divert traffic to Kellogg Street at Tompkins Street.

"Seminary Street would run into the railroad area," Lindstrom said. "If you divert the traffic westbound on Tompkins, I'm sure a stop light would be fine."

Carl said Thursday there are plans, in fact, to close Seminary Street at about the area of the Amtrak depot. Traffic would head west on Tompkins Street, to Kellogg Street. He noted the intersection of Tompkins and South streets is much safer than Seminary and South streets.

"I just think they're trying to invent something that is more difficult than it needs to be," Lindstrom said. "If there is something else I don't know about, I would be happy to listen to the discussion."

Carl said it's all about the future of the city.

"You want to put it where the future's going," he said, "to be trying to do long-term planning with this overpass."

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