

APPENDICES



Appendix

A

CORRESPONDENCE



Applicant: Hanson Professional Services Inc.
Contact: Jeffrey L. Bushur
Address: 1525 South Sixth Street
Springfield, IL 62703

IDNR Project #: 1008349
Date: 04/13/2010

Project: Springfield Railroad Corridor Study
Address: Sixth Street, Springfield

Description: Determine how to accomodate rail traffic through Springfield.

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Peregrine Falcon (*Falco peregrinus*)

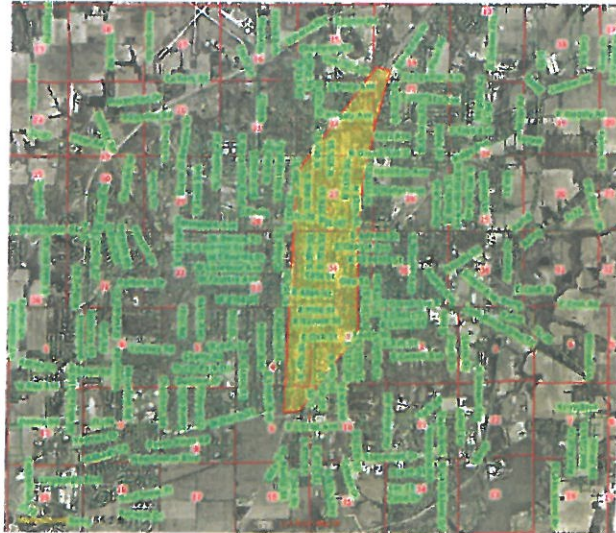
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Sangamon

Township, Range, Section:

15N, 5W, 3	15N, 5W, 4
15N, 5W, 9	15N, 5W, 10
16N, 5W, 14	16N, 5W, 15
16N, 5W, 22	16N, 5W, 23
16N, 5W, 27	16N, 5W, 28
16N, 5W, 33	16N, 5W, 34



IL Department of Natural Resources Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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September 3, 2010

Mike Stratton
Executive Director
Springfield Park District
Bunn Administrative Office
2500 South Eleventh Street
Springfield, IL 62703

Re: Springfield Railroad Corridor Study
Springfield, Sangamon County, Illinois
Hanson No. 09L0179A

Dear Mr. Stratton:

Hanson Professional Services Inc., on behalf of the City of Springfield and Sangamon County, Illinois, and in cooperation with the Illinois Department of Transportation (IDOT) and Federal Railroad Administration (FRA), is requesting any concerns or issues that should be addressed regarding the Springfield Railroad Corridor Study. This study will be incorporated into a Tier I Environmental Impact Statement for high-speed rail service from Chicago to St. Louis, which IDOT and FRA are currently initiating.

The Springfield Railroad Corridor Study is evaluating potential alternatives to improve rail capacity through Springfield to accommodate the proposed high-speed passenger trains from Chicago to St. Louis and the anticipated growth of freight traffic. Freight traffic through Springfield is expected to nearly double over the next ten years, and high-speed passenger train service between Chicago and St. Louis is planned to pass through Springfield in the near future. The study area extends from approximately Stanford Avenue on the south to Sangamon Avenue on the north within the City of Springfield, Sangamon County, Illinois (see Figure 1).

There are currently three north-south railroad corridors through Springfield. Generally, these corridors exist along Third Street (Union Pacific), Tenth Street (Norfolk Southern), and Nineteenth Street (Canadian National). There are 73 at-grade crossings along these three corridors in the study area, which create traffic congestion and safety issues when trains traverse the city (see Figure 2). The Union Pacific Railroad is constructing a new intermodal rail yard near Joliet, Illinois, which is anticipated to increase freight traffic on the Third Street corridor up to 22 freight trains per day. IDOT has received federal funding to construct a high-speed (110 mph) rail line from Chicago to St. Louis that will pass through Springfield. The combination of up to 18 passenger trains and 22 Union Pacific freight trains would require a second track on Third Street to accommodate a total of 40 trains per day.

A minimum of two build alternatives to accommodate this increase in rail traffic are being studied. The first build alternative involves adding a second track on the Third Street corridor to handle possibly 40 freight and passenger trains per day. The second build alternative considers moving the Third Street trains, and possibly the Nineteenth Street trains, to the Tenth Street corridor, which would consolidate the entire City's rail traffic into one railroad corridor. Consolidating all the trains along the Tenth Street corridor would require a total of three to five tracks to handle increased rail

traffic. Other reasonable alternatives will also be considered such as relocating rail traffic to a new corridor.

We look forward to your response to this request. If you have any questions regarding the preparation of the Springfield Railroad Corridor Study or would like to discuss the project in more detail, please contact Kevin Seals or me at (217) 788-2450 or kseals@hanson-inc.com.

Sincerely,

HANSON PROFESSIONAL SERVICES INC.

James W. Moll, P.E., S.E.
Assistant Vice President

Attachments

cc: George Weber – Illinois Department of Transportation
Wendy Messenger – Federal Railroad Administration
Chairman Andy Van Meter – Sangamon County
Mayor Timothy Davlin – City of Springfield

Kevin Seals

From: Hamer, Steve [Steve.Hamer@Illinois.gov]
Sent: Friday, September 10, 2010 3:07 PM
To: Kevin Seals
Subject: Springfield Railroad Corridor Study

Kevin: I received the above referenced project letter from Hason's this week. The best way to get a response is to submit it through our Eco-cat database review which is online at the IDNR website. It will give you a sign-off letter if nothing is present within a mile or I may have to review and provided answer later. I will keep an eye on the projects that come through to be sure you get response asap. Call if questions. Hope all is well!!!

Steve Hamer
Division of Ecosystems and Environment
One Natural Resources Way
Springfield, Illinois 62702-1271
Phone: 217-785-4862
Fax: 217-524-4177



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 • (217) 782-2829
James R. Thompson Center, 100 West Randolph, Suite 11-300, Chicago, IL 60601 • (312) 814-6026

PAT QUINN, GOVERNOR

DOUGLAS P. SCOTT, DIRECTOR

217-782-0547

September 16, 2010

Mr. James W. Moll, P. E., S. E.
Assistant Vice President
Hanson Professional Services, Inc.
1525 S. 6th Street
Springfield, Illinois 62703

Dear Mr. Moll:

The Agency has reviewed the proposed study for the Springfield Railroad Corridor Study for high-speed rail service from Chicago to St. Louis.

The Agency has no objections to the proposed project; however a construction site activity stormwater NPDES permit for more than one acre being disturbed during construction from the Division of Water Pollution Control will be required. For questions, you may contact Al Keller, 217-782-0610.

A permit from the Division of Public Water Supplies may also be required if any water mains are relocated due to the construction of rail. You may contact Jerry Kuhn, 217-782-9470, with questions relating to PWS permits.

Solid and hazardous waste must be properly disposed of or recycled.

Sincerely,

Lisa Bonnett
Acting Deputy Director

Cc: Steve McClarty
Freight Section Chief
Bureau of Railroads
100 West Randolph St., Ste 6-600
Chicago, IL 60601

Rockford • 4302 N. Main St., Rockford, IL 61103 • (815) 987-7760

Elgin • 595 S. State, Elgin, IL 60123 • (847) 608-3131

Bureau of Land – Peoria • 7620 N. University St., Peoria, IL 61614 • (309) 693-5462

Collinsville • 2009 Mall Street, Collinsville, IL 62234 • (618) 346-5120

Des Plaines • 9511 W. Harrison St., Des Plaines, IL 60016 • (847) 294-4000

Peoria • 5415 N. University St., Peoria, IL 61614 • (309) 693-5463

Champaign • 2125 S. First St., Champaign, IL 61820 • (217) 278-5800

Marion • 2309 W. Main St., Suite 116, Marion, IL 62959 • (618) 993-7200



Pat Quinn, Governor
Thomas E. Jennings, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

September 17, 2010

Mr. James W. Moll, P.E., S.E.
Hanson Professional Services Inc
1525 South Sixth Street
Springfield, Illinois 62703-2886

Re: Springfield Railroad Corridor Study
Springfield, Sangamon County, Illinois
Hanson No. 09L0179A

Dear Mr. Moll:

The Illinois Department of Agriculture (IDOA) appreciates the opportunity to submit concerns and issues regarding the Springfield Railroad Corridor Study for its consistency with IDOT's Agricultural Land Preservation Policy as well as its compliance with Illinois' Farmland Preservation Act (505 ILCS 75/1 et seq.).

The study area extends from approximately Stanford Avenue on the south to Sangamon Avenue on the north within the City of Springfield, Sangamon County, Illinois. Because the entire study area is within Springfield's corporate boundaries, the selection of a corridor will not result in any agricultural impacts.

Therefore, the IDOA has no comments to offer towards the evaluation and selection of a high-speed railroad corridor through Springfield, Illinois.

Sincerely,

A handwritten signature in cursive script that reads "Steven D. Chard".

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

SDC:TS

cc: Sangamon County SWCD
Agency project file

Kevin Seals

From: Steil, Russ [Russ.Steil@illinois.gov]
Sent: Friday, September 17, 2010 4:33 PM
To: Kevin Seals
Subject: RE: Springfield Railroad Corridor Study/Hanson No. 09L0179A

Thank ou for your reply, Mr. Seals. Russ Steil

From: Kevin Seals [mailto:KSeals@hanson-inc.com]
Sent: Friday, September 17, 2010 3:54 PM
To: Steil, Russ
Cc: Jim Moll; Rebecca Bennett; Atia Thurman
Subject: RE: Springfield Railroad Corridor Study/Hanson No. 09L0179A

Mr. Steil, thank you for your comments regarding the Springfield Railroad Corridor Study. We will take your comments into consideration during our analysis of various alternatives. We anticipate sharing our study alternatives with the public at an informational meeting later this fall. Please check our project website periodically for details. Feel free to contact us at any time for more information about this project.

www.springfieldrailroad.com



Engineering | Architecture | Planning | Allied Services

Kevin M. Seals
Partner/Senior Environmental Scientist
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Springfield, IL 62703-2886
Phone: (217) 747-9222 Cell: (309) 267-7205
www.hanson-inc.com
Hanson - Hands On.™ *It's how we work.*

From: Steil, Russ [mailto:Russ.Steil@illinois.gov]
Sent: Friday, September 17, 2010 2:53 PM
To: Kevin Seals
Subject: FW: Springfield Railroad Corridor Study/Hanson No. 09L0179A

From: Steil, Russ
Sent: Friday, September 17, 2010 2:35 PM
To: 'ksals@hanson-inc.com'
Subject: Springfield Railroad Corridor Study/Hanson No. 09L0179A

Dear Mr. Seals;

Thank you for the information regarding the Springfield Railroad Corridor Study and the request for my input. I submit the following observations:

The consolidation of 3rd Street and 19th Street corridors to the 10th Street Corridor streamlines the traffic but presents life safety and property issues.

Currently, I think there are only two existing underpasses which accommodate the 10th Street Corridor; Cook Street and So. Grand. What role does the underpass at 6th and Princeton play? What role does the underpass on Sangamon Ave support?

The waiting period, time delays, traffic stoppage on the 10th Street Corridor and the location of five tracks serving multiple freight trains carrying hazardous materials while sharing the proximity with high speed passenger trains sets the stage for certain disaster. The mercantile and residential areas along the 10th Street Corridor would suffer serious, long lasting adverse impact. Emergency Response vehicles would lose precious arrival times and the potential for vehicular accidents would increase.

Where would the new corridor be located? I respectfully submit that **RELOCATING RAIL TRAFFIC TO A NEW CORRIDOR** would be most reasonable.

Respectfully,
Russ Steil
Regional Coordinator, IEMA

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Mail delivered by Hanson Professional Services Inc. mail system.

UNIVERSITY OF ILLINOIS
AT URBANA - CHAMPAIGN

Institute of Natural Resource Sustainability

Illinois State Geological Survey
615 East Peabody Drive MC-650
Champaign, IL 61820



September 23, 2010

Mr. James W. Moll
Hanson Professional Services Inc.
1525 S. Sixth Street
Springfield, IL 62703

Re: Springfield Railroad Corridor Study
Hanson No. 09L0179A

Dear Mr. Moll:

There are several areas of concerns in the Springfield area for corridors for high speed rail construction that our staff have raised. The Springfield area has many abandoned underground coal mines as shown in: <http://www.isgs.illinois.edu/maps-data-pub/coal-maps/topo-mines/springfield.pdf> and <http://www.isgs.illinois.edu/maps-data-pub/coal-maps/counties/sangamon.shtml>. Coal mine subsidence has occurred and continues to occur over many of these mines in the Springfield area causing damage to buildings and roadways. During the last year, it was reported that suspected coal mine subsidence had derailed a freight train in southwestern Will County showing that subsidence can have an effect on rail traffic. This location had depressions develop under the railroad bed causing the derailment.

Other general concerns are the standard soil properties and their related issues: Attached is a USDA Web Soil Survey that was custom made for the area of interest in downtown Springfield. From a surface soil standpoint, there are only the usual issues with high water tables and clay rich, poorly drained loess soils (such as Sable Silt Loam). The attachment is for road construction and assumes laying a road directly on the A horizon of the soil without any removal of soil or addition of fill for the railroad. The red areas on the map are the normal type of poorly drained soils that are all around the state and can be easily remediated.

Also construction through an urban area will encounter contamination issues associated with past historical use of the properties or nearby properties.

If you have any questions or need clarification, please let me know.

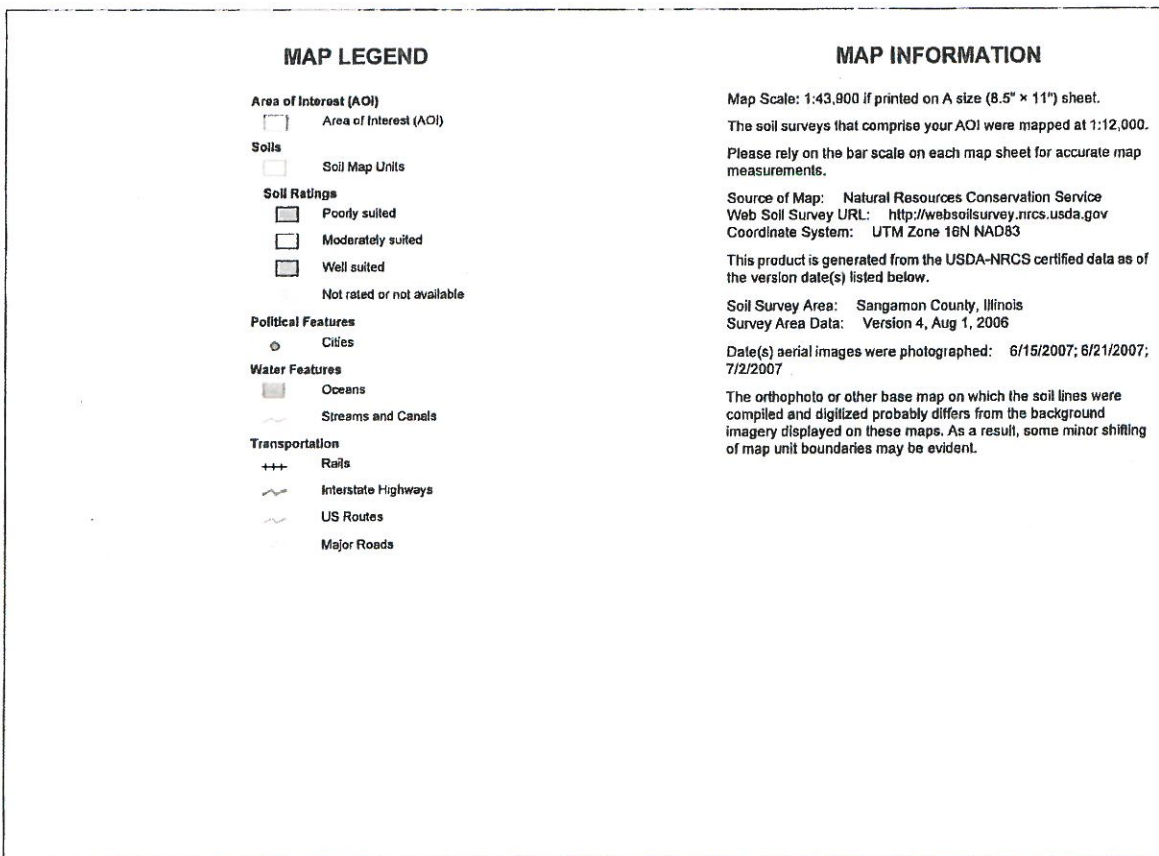
Sincerely,

E. Donald McKay III, PhD, RPG
Director and State Geologist

Suitability for Roads (Natural Surface)—Sangamon County, Illinois



Suitability for Roads (Natural Surface)-Sangamon County, Illinois



Suitability for Roads (Natural Surface)

Suitability for Roads (Natural Surface)— Summary by Map Unit — Sangamon County, Illinois						
Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AGI	Percent of AGI
8D2	Hickory loam, 10 to 18 percent slopes, eroded	Poorly suited	Hickory (91%)	Slope (1.00)	11.6	0.1%
				Low strength (0.50)		
			Marseilles (2%)	Slope (1.00)		
				Low strength (0.50)		
			Atlas (2%)	Slope (1.00)		
				Wetness (0.50)		
	Low strength (0.50)					
8F	Hickory silt loam, 18 to 35 percent slopes	Poorly suited	Hickory (91%)	Slope (1.00)	22.3	0.2%
				Low strength (0.50)		
17A	Keomah silt loam, 0 to 2 percent slopes	Moderately suited	Keomah (90%)	Wetness (0.50)	109.5	1.1%
				Low strength (0.50)		
43A	Ipava silt loam, 0 to 2 percent slopes	Moderately suited	Ipava (88%)	Low strength (0.50)	2,987.0	31.0%
				Wetness (0.50)		
45A	Denny silt loam, 0 to 2 percent slopes	Poorly suited	Denny (94%)	Ponding (1.00)	1.9	0.0%
				Wetness (1.00)		
				Low strength (0.50)		
68A	Sable silty clay loam, 0 to 2 percent slopes	Poorly suited	Sable (94%)	Ponding (1.00)	2,817.2	29.3%
				Wetness (1.00)		
				Low strength (0.50)		
86B	Osco silt loam, 2 to 5 percent slopes	Moderately suited	Osco (90%)	Low strength (0.50)	1,077.9	11.2%
86C2	Osco silt loam, 5 to 10 percent slopes, eroded	Moderately suited	Osco (90%)	Low strength (0.50)	32.4	0.3%
				Slope (0.50)		
118D	Elco silt loam, 10 to 18 percent slopes	Poorly suited	Elco (97%)	Slope (1.00)	3.2	0.0%
				Low strength (0.50)		
119D2	Elco silt loam, 10 to 18 percent slopes, eroded	Poorly suited	Elco (94%)	Slope (1.00)	98.2	1.0%
				Low strength (0.50)		

Suitability for Roads (Natural Surface)—Sangamon County, Illinois

Suitability for Roads (Natural Surface)— Summary by Map Unit — Sangamon County, Illinois						
Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
119D3	Elco silty clay loam, 10 to 18 percent slopes, severely eroded	Poorly suited	Elco (84%)	Slope (1.00)	49.1	0.5%
				Low strength (0.50)		
244A	Hartsburg silty clay loam, 0 to 2 percent slopes	Poorly suited	Hartsburg (95%)	Ponding (1.00)	67.7	0.7%
				Wetness (1.00)		
				Low strength (0.50)		
			Drummer (3%)	Ponding (1.00)		
				Wetness (1.00)		
				Low strength (0.50)		
			Harpster (1%)	Ponding (1.00)		
				Wetness (1.00)		
257A	Clarksdale silt loam, 0 to 2 percent slopes	Moderately suited	Clarksdale (93%)	Wetness (0.50)	22.4	0.2%
				Low strength (0.50)		
279B	Rozetta silt loam, 2 to 5 percent slopes	Moderately suited	Rozetta (91%)	Low strength (0.50)	642.1	6.7%
280C2	Fayette silt loam, 5 to 10 percent slopes, eroded	Moderately suited	Fayette (95%)	Low strength (0.50)	326.1	3.4%
				Slope (0.50)		
280D2	Fayette silt loam, 10 to 18 percent slopes, eroded	Poorly suited	Fayette (95%)	Slope (1.00)	0.7	0.0%
				Low strength (0.50)		
533	Urban land	Not rated	Urban land (100%)		1,033.6	10.7%
549G	Marseilles silt loam, 35 to 60 percent slopes	Poorly suited	Marseilles (97%)	Slope (1.00)	53.5	0.6%
				Low strength (0.50)		
567C2	Elkhart silt loam, 5 to 10 percent slopes, eroded	Moderately suited	Elkhart (97%)	Low strength (0.50)	9.5	0.1%
				Slope (0.50)		
			Ipava (3%)	Low strength (0.50)		
				Wetness (0.50)		

Suitability for Roads (Natural Surface)—Sangamon County, Illinois

Suitability for Roads (Natural Surface)— Summary by Map Unit — Sangamon County, Illinois											
Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in ACl	Percent of ACl					
630C2	Navlys silt loam, 5 to 10 percent slopes, eroded	Moderately suited	Navlys (93%)	Low strength (0.50)	14.2	0.1%					
				Slope (0.50)							
			Rozetta (3%)	Low strength (0.50)							
				Slope (0.50)							
			Bunkum (2%)	Low strength (0.50)							
				Slope (0.50)							
				Wetness (0.50)							
			Passport (2%)	Low strength (0.50)							
				Slope (0.50)							
				Wetness (0.50)							
			705B	Buckhart silt loam, 2 to 5 percent slopes			Moderately suited	Buckhart (93%)	Low strength (0.50)	82.4	0.6%
			801C	Orthents, silty, rolling			Moderately suited	Orthents, silty (88%)	Low strength (0.50)	16.4	0.2%
Slope (0.50)											
Rozetta (3%)	Low strength (0.50)										
Buckhart (3%)	Low strength (0.50)										
Ipava (3%)	Low strength (0.50)										
	Wetness (0.50)										
830	Landfills	Not rated			Orthents, landfill (90%)			15.7	0.2%		
3074A	Radford silt loam, 0 to 2 percent slopes, frequently flooded	Poorly suited			Radford (90%)	Flooding (1.00)		30.3	0.3%		
			Low strength (0.50)								
			Wetness (0.50)								
			Sawmill (8%)	Ponding (1.00)							
				Flooding (1.00)							
				Wetness (1.00)							
				Low strength (0.50)							

Suitability for Roads (Natural Surface)–Sangamon County, Illinois

Suitability for Roads (Natural Surface)– Summary by Map Unit – Sangamon County, Illinois											
Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI					
3284A	Tice silty clay loam, 0 to 2 percent slopes, frequently flooded	Poorly suited	Tice (91%)	Flooding (1.00)	35.0	0.4%					
				Low strength (0.50)							
				Wetness (0.50)							
			Beaucoup (3%)	Ponding (1.00)							
				Flooding (1.00)							
				Wetness (1.00)							
			Sawmill (3%)	Low strength (0.50)							
				Ponding (1.00)							
				Flooding (1.00)							
				Wetness (1.00)							
			3451A	Lawson silt loam, 0 to 2 percent slopes, frequently flooded			Poorly suited	Lawson (92%)	Flooding (1.00)	52.6	0.5%
									Low strength (0.50)		
Wetness (0.50)											
Comfrey (2%)	Ponding (1.00)										
	Flooding (1.00)										
	Wetness (1.00)										
	Low strength (0.50)										
Zook (1%)	Ponding (1.00)										
	Flooding (1.00)										
	Wetness (1.00)										
	Low strength (0.50)										
Otter (1%)	Ponding (1.00)										
	Flooding (1.00)										
	Wetness (1.00)										
	Low strength (0.50)										
Sawmill (1%)	Ponding (1.00)										
	Flooding (1.00)										
	Wetness (1.00)										
	Low strength (0.50)										
7242A	Kendall silt loam, 0 to 2 percent slopes, rarely flooded	Moderately suited	Kendall (88%)	Wetness (0.50)	14.5	0.2%					
				Low strength (0.50)							

Suitability for Roads (Natural Surface)—Sangamon County, Illinois

Suitability for Roads (Natural Surface)— Summary by Map Unit — Sangamon County, Illinois						
Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
W	Water	Not rated	Water (100%)		13.8	0.1%
Totals for Area of Interest					9,620.8	100.0%

Suitability for Roads (Natural Surface)— Summary by Rating Value		
Rating	Acres in AOI	Percent of AOI
Moderately suited	5,314.4	55.2%
Poorly suited	3,243.1	33.7%
Null or Not Rated	1,063.2	11.1%
Totals for Area of Interest	9,620.8	100.0%

Description

The ratings in this interpretation indicate the suitability for using the natural surface of the soil for roads. The ratings are based on slope, rock fragments on the surface, plasticity index, content of sand, the Unified classification of the soil, depth to a water table, ponding, flooding, and the hazard of soil slippage.

The ratings are both verbal and numerical. The soils are described as "well suited," "moderately suited," or "poorly suited" to this use. "Well suited" indicates that the soil has features that are favorable for the specified kind of roads and has no limitations. Good performance can be expected, and little or no maintenance is needed. "Moderately suited" indicates that the soil has features that are moderately favorable for the specified kind of roads. One or more soil properties are less than desirable, and fair performance can be expected. Some maintenance is needed. "Poorly suited" indicates that the soil has one or more properties that are unfavorable for the specified kind of roads. Overcoming the unfavorable properties requires special design, extra maintenance, and costly alteration.

Numerical ratings indicate the severity of individual limitations. The ratings are shown as decimal fractions ranging from 0.01 to 1.00. They indicate gradations between the point at which a soil feature has the greatest negative impact on the specified aspect of forestland management (1.00) and the point at which the soil feature is not a limitation (0.00).

The map unit components listed for each map unit in the accompanying Summary by Map Unit table in Web Soil Survey or the Aggregation Report in Soil Data Viewer are determined by the aggregation method chosen. An aggregated rating class is shown for each map unit. The components listed for each map unit are only those that have the same rating class as listed for the map unit. The percent composition of each component in a particular map unit is presented to help the user better understand the percentage of each map unit that has the rating presented.

Other components with different ratings may be present in each map unit. The ratings for all components, regardless of the map unit aggregated rating, can be viewed by generating the equivalent report from the Soil Reports tab in Web Soil Survey or from the Soil Data Mart site. Onsite investigation may be needed to validate these interpretations and to confirm the identity of the soil on a given site.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



**Illinois Historic
Preservation Agency**

FAX (217) 782-8161

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

Sangamon County
Springfield

Springfield Railroad Corridor Study
Third St., 10th St. and 19th St. Tracks between Stanford Avenue and Sangamon
Avenue
IHPA Log #017090710

October 4, 2010

James W. Moll
Hanson Engineers Incorporated
1525 South Sixth Street
Springfield, IL 62703

Dear Mr. Moll:

Thank you for your letter concerning the Springfield Railroad Corridor Study requesting our comments in accordance with section 106 of the National Historic Preservation Act of 1966, as amended.

This study should take into account effects of any corridor studied on resources of historic, architectural and archaeological significance, particularly those listed on the National Register of Historic Places. You should also be aware that there are several National Historic Landmarks within the study area. Should any possible adverse effects be proposed in proximity to these resources, the Advisory Council on Historic Preservation and the National Park Service will need to participate in the 106 consultation process.

We look forward to discussing this with you further as the study progresses.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

c: Blythe Semmer, Advisory Council on Historic Preservation



REPLY TO
ATTENTION OF

**DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT CORPS OF ENGINEERS
PO BOX 2004
ROCK ISLAND, IL: 61204-2004**

October 8, 2010

Planning, Programs, and
Project Management Division

Mr. James W. Moll, P.E., S.E.
Assistant Vice President
Hanson Professional Services Inc.
1525 S. Sixth St.
Springfield, Illinois 62703

Dear Mr. Moll:

I received your letter dated September 3, 2010, concerning the Springfield Railroad Corridor Study, Springfield, Illinois (Hanson No. 09L0179A). Rock Island District Corps of Engineers staff reviewed the information you provided and have the following comments:

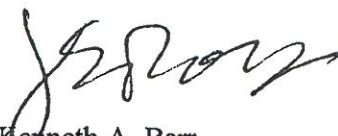
- a. Your proposal does not involve Rock Island District administered land; therefore, no further Rock Island District real estate coordination is necessary.
- b. Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. We require additional details of your project before we can make a final determination of permit requirements. When the boundaries of the proposed project area have been determined, please complete and submit an application packet to the Rock Island District for processing.
- c. The Responsible Federal Agency should coordinate with Ms. Anne Haaker the Illinois State Historic Preservation Officer, 1 Old State Capitol Plaza, Springfield, Illinois 62704 to determine impacts to historic properties.
- d. The Rock Island Field Office of the U.S. Fish and Wildlife Service should be contacted to determine if any federally-listed endangered species are being impacted and, if so, how to avoid or minimize impacts. The Rock Island (County) Field Office address is: 1511 - 47th Avenue, Moline, Illinois 61265. Mr. Rick Nelson is the Field Supervisor. You can reach him by calling 309/757-5800.

e. The Illinois Emergency Management Agency should be contacted to determine if the proposed project may impact areas designated as floodway. Mr. Ron Davis is the Illinois State Hazard Mitigation Officer. His address is: 1035 Outer Park, 1st Floor, Springfield, Illinois 62704. You can reach him by calling 217/782-8719.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Environmental and Economics Branch, telephone 309/794-5174.

You may find additional information about the Corps' Rock Island District on our website at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit: <http://www.usace.army.mil/about/Pages/Locations.aspx>.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Barr', written in a cursive style.

Kenneth A. Barr
Chief, Environmental and
Economics Branch



U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
CHICAGO REGIONAL OFFICE
111 N. CANAL ST., SUITE 855
CHICAGO, ILLINOIS 60606-7208

NOV 2 - 2010

Mr. James W. Moll, P.E., S.E.
Assistant Vice President
Hanson Professional Services, Inc.
1525 S. Sixth Street
Springfield, IL 62703

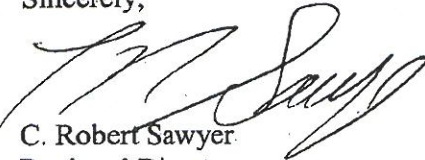
Dear Mr. Moll:

Thank you for your letter dated September 3, 2010 requesting Economic Development Administration (EDA) comments which regards to the Springfield Railroad Corridor Study. EDA's mission is to generate jobs, help retain existing jobs, and stimulate industrial and commercial growth in economically distressed areas. This is accomplished through grant programs that are available to rural and urban areas experiencing high unemployment, low income, or other severe economic distress.

At this point, EDA does not have any concerns or issues that need to be addressed regarding the high-speed rail service from Chicago to St. Louis. If you have any other concerns or questions, you may contact Robin D. Bush, Coordinator, Environmental & Strategic Analysis at 312-353-8143 ext. 146.

EDA encourages investments that will significantly benefit areas experiencing or threatened with substantial economic distress and has the potential to increase high wage jobs and private sector investment. We appreciate your recognition of EDA and its programs.

Sincerely,


C. Robert Sawyer
Regional Director



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Rock Island Field Office
1511 47th Avenue
Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807



IN REPLY REFER
TO:

FWS/RIFO

November 9, 2010

Mr. James W. Moll, P.E., S.E.
Hanson Professional Services, Inc.
1525 South Sixth Street
Springfield, Illinois 62703

Dear Mr. Moll:

This is in response to your letter of September 3, 2010, requesting our comments on the proposed Springfield Railroad Corridor Study. This study will be incorporated into a Tier I Environmental Impact Statement for high-speed rail service from Chicago to St. Louis. This study will evaluate alternatives to improve rail capacity through Springfield to accommodate the proposed high-speed passenger trains from Chicago to St. Louis and the anticipated growth of freight traffic. The study area extends from approximately Stanford Avenue on the south to Sangamon Avenue on the north within the City of Springfield, Sangamon County, Illinois. For the purposes of this letter we will provide information relative to the portion of the project described above.

Our data indicate that the species on the enclosed list may occur in Sangamon County. Descriptions of the habitat requirements are included with the list. You may use these descriptions to help you determine if there is suitable habitat within your project area.

In order to determine if your project "may affect" species on the enclosed list, we invite you to use a new tool the Service has designed to help with the consultation process – the Section 7(a)(2) Technical Assistance webpage (<http://www.fws.gov/midwest/endangered/section7/s7process/index.htm>). By following the instructions, you can determine what your action area is, whether listed species may be found within the action area, and if the project may affect listed species. You will find several products on the site that can streamline the consultation process for this and future projects. When determining if listed species may be located within a project area, you can download county specific species lists for all of the states in Region 3. Species specific best management practices will also eventually be available. Example letters and templates are available to assist

with documenting "no effect" determinations and preparing requests for "not likely to adversely affect" concurrence.

These comments are provided as technical assistance in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq).

National Wetland Inventory maps indicate that there may be wetlands within and adjacent to the project area. These areas may be affected by the proposed project. The Corps of Engineers is the Federal agency responsible for wetland regulation, and we recommend that you contact them for assistance in delineating the wetland types and acreage within the project boundary. Priority consideration should be given to avoid impacts to these wetland areas. Any future activities in the study area that would alter these wetlands may require a Section 404 permit. Unavoidable impacts will require a mitigation plan to compensate for any losses of wetland functions and values. The U.S. Army Corps of Engineers, Clock Tower Building, P.O. Box 2004, Rock Island, Illinois, 61201, should be contacted for information about the permit process.

If you have any questions regarding our comments, please contact Heidi Woerber of my staff at (309) 757-5800 extension 209.

Sincerely,



Richard C. Nelson
Field Supervisor

Enclosure

cc: ILDOT (Weber)
ILDNR (Hamer)

Habitat Descriptions for Federal Threatened and Endangered Species in Sangamon County, Illinois

Indiana bat - The endangered Indiana bat (*Myotis sodalis*) is known to occur in several Illinois counties. Potential habitat for this species occurs statewide. Therefore, Indiana bats are considered to potentially occur in any area with forested habitat in any county in Illinois.

Indiana bats migrate seasonally between winter hibernacula and summer roosting habitats. Winter hibernacula include caves and abandoned mines. Females form nursery colonies under the loose bark of trees (dead or alive) and/or cavities, where each female gives birth to a single young in June or early July. A single colony may utilize a number of roost trees during the summer, typically a primary roost tree and several alternates. The species or size of tree does not appear to influence whether Indiana bats utilize a tree for roosting provided the appropriate bark structure is present.

During the summer, the Indiana bat frequents the corridors of small streams with riparian woods as well as mature upland forests. It forages for insects along stream corridors, within the canopy of floodplain and upland forests, over clearings with early successional vegetation (old fields), along the borders of croplands, along wooded fencerows, over farm ponds, and in pastures.

Suitable summer habitat in Illinois is considered to have the following characteristics within a ½ mile radius of a project site:

- 1) forest cover of 15% or greater;
- 2) permanent water;
- 3) potential roost trees with 10% or more peeling or loose bark

If the project site contains any **habitat that fits the above description**, it may be necessary to conduct a survey to determine whether the bat is present. In addition, a search for this species should be made prior to any cave-impacting activities. If habitat is present or Indiana bats are known to be present, they must not be harmed, harassed, or disturbed when present, and this field office should be contacted for further assistance.

Eastern prairie fringed orchid - The eastern prairie fringed orchid (*Platanthera leucophaea*) is listed as threatened for Sangamon County, Illinois. It occupies wet grassland habitats. There is no critical habitat designated for this species. Federal regulations prohibit any commercial activity involving this species or the destruction, malicious damage, or removal of this species from Federal land or any other lands in knowing violation of State law or regulation, including State criminal trespass law. This species should be searched for whenever wet prairie remnants are encountered.

Sheepnose mussel - The project lies within the range of the freshwater sheepnose mussel (*Plethobasus cyphus*) that is declining throughout its national range and is currently a Federal Candidate species. Significant declines relative to its historical distribution and its small

isolated remaining populations continue to be threatened due to habitat loss and degradation. This species is currently going through the listing process and may be included in the list of threatened and endangered species in the near future.

The sheepsnose mussel is primarily a larger-stream species occurring mainly in shallow shoal habitats with moderate to swift currents over coarse sand and gravel but includes mud, cobble, and boulders as well. This includes larger rivers with deep runs, while those specimens found in streams occur mainly in stable flow refuges with little sediment turbidity.

At a minimum, project evaluations should contain delineations of whether or not sheepsnose mussel habitat occurs within project boundaries. In cases where the species is known to occur or potential habitat is rated moderate to high, surveys may be necessary. Please contact this office for further information should this species or their habitat be suspected. Habitat for the sheepsnose mussel can be found in Sangamon County.

Applicant: Hanson Professional Services Inc.
Contact: Greg Moushon
Address: 1525 South Sixth Street
Springfield, IL 62703

IDNR Project #: 1105479
Date: 12/02/2010

Project: Springfield Railroad Corridor Study
Address: South Sixth Street, Springfield

Description: Railroad Corridor Study

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Carpenter Park INAI Site
Carpenter Park Nature Preserve
Franklin'S Ground Squirrel (*Spermophilus franklinii*)
Peregrine Falcon (*Falco peregrinus*)

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Menard

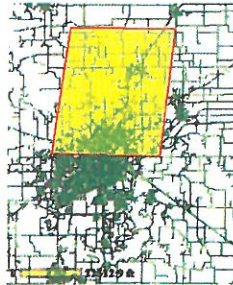
Township, Range, Section:

17N, 5W, 7 17N, 5W, 18

County: Sangamon

Township, Range, Section:

16N, 4W, 5	16N, 4W, 6
16N, 4W, 7	16N, 4W, 8
16N, 4W, 17	16N, 4W, 18
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16N, 5W, 7	16N, 5W, 8
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16N, 5W, 15	16N, 5W, 16
16N, 5W, 17	16N, 5W, 18



16N, 5W, 19	16N, 5W, 20
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16N, 5W, 25	16N, 5W, 26
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16N, 5W, 29	16N, 5W, 30
16N, 6W, 24	16N, 6W, 25
17N, 4W, 7	17N, 4W, 8
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17N, 4W, 17	17N, 4W, 18
17N, 4W, 19	17N, 4W, 20
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17N, 4W, 29	17N, 4W, 30
17N, 4W, 31	17N, 4W, 32
17N, 4W, 33	17N, 5W, 8
17N, 5W, 9	17N, 5W, 10
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17N, 5W, 13	17N, 5W, 14
17N, 5W, 15	17N, 5W, 16
17N, 5W, 17	17N, 5W, 19
17N, 5W, 20	17N, 5W, 21
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17N, 5W, 32	17N, 5W, 33
17N, 5W, 34	17N, 5W, 35
17N, 5W, 36	

IL Department of Natural Resources Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
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Applicant: Hanson Professional Services Inc.
Contact: Greg Moushon
Address: 1525 South Sixth Street
Springfield, IL 62703

IDNR Project #: 1105477
Date: 12/02/2010

Project: Springfield Railroad Corridor Study
Address: South Sixth Street, Springfield

Description: Railroad Corridor Study

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

- South Fork Sangamon River INAI Site
- Black-Crowned Night Heron (*Nycticorax nycticorax*)
- Franklin'S Ground Squirrel (*Spermophilus franklinii*)
- Kirtland'S Snake (*Clonophis kirtlandi*)
- Lined Snake (*Tropidoclonion lineatum*)
- Peregrine Falcon (*Falco peregrinus*)

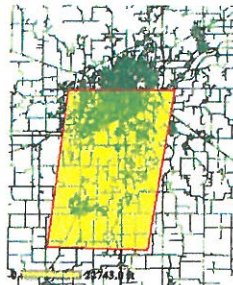
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Sangamon

Township, Range, Section:

- | | |
|-------------|-------------|
| 14N, 5W, 1 | 14N, 5W, 2 |
| 14N, 5W, 3 | 14N, 5W, 4 |
| 14N, 5W, 5 | 14N, 5W, 6 |
| 14N, 5W, 7 | 14N, 5W, 8 |
| 14N, 5W, 9 | 14N, 5W, 10 |
| 14N, 5W, 11 | 14N, 5W, 12 |
| 14N, 5W, 13 | 14N, 5W, 14 |
| 14N, 5W, 15 | 14N, 5W, 16 |
| 14N, 5W, 17 | 14N, 5W, 18 |
| 14N, 5W, 19 | 14N, 5W, 20 |
| 14N, 5W, 21 | 14N, 5W, 22 |
| 14N, 5W, 23 | 14N, 5W, 24 |
| 14N, 5W, 25 | 14N, 5W, 26 |
| 14N, 5W, 27 | 14N, 5W, 28 |
| 14N, 5W, 29 | 14N, 5W, 30 |



14N, 6W, 1	14N, 6W, 2
14N, 6W, 10	14N, 6W, 11
14N, 6W, 12	14N, 6W, 13
14N, 6W, 14	14N, 6W, 15
14N, 6W, 22	14N, 6W, 23
14N, 6W, 24	14N, 6W, 25
14N, 6W, 26	14N, 6W, 27
15N, 4W, 6	15N, 4W, 7
15N, 4W, 18	15N, 4W, 19
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15N, 5W, 6	15N, 5W, 7
15N, 5W, 8	15N, 5W, 9
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15N, 5W, 16	15N, 5W, 17
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15N, 5W, 22	15N, 5W, 23
15N, 5W, 24	15N, 5W, 25
15N, 5W, 26	15N, 5W, 27
15N, 5W, 28	15N, 5W, 29
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15N, 5W, 32	15N, 5W, 33
15N, 5W, 34	15N, 5W, 35
15N, 5W, 36	15N, 6W, 1
15N, 6W, 2	15N, 6W, 11
15N, 6W, 12	15N, 6W, 13
15N, 6W, 14	15N, 6W, 23
15N, 6W, 24	15N, 6W, 25
15N, 6W, 26	15N, 6W, 35
15N, 6W, 36	16N, 4W, 31
16N, 5W, 31	16N, 5W, 32
16N, 5W, 33	16N, 5W, 34
16N, 5W, 35	16N, 5W, 36
16N, 6W, 36	

IL Department of Natural Resources Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

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Illinois Historic
Preservation Agency

FAX (217) 782-8161

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

Various Counties

Chicago to St. Louis

High Speed Rail Project

Exact Route Not Yet Selected

IHPA Log #011091109

May 4, 2012

Kevin Seals

Hanson Professional Services Inc.

1525 S. Sixth St.

Springfield, IL 62703-2886

Dear Mr. Seals:

We have reviewed the April 24, 2012 letter report prepared by Fever River Research for the Springfield Rail Corridor Study, 10th Street Corridor. Despite the recommendation of the consultant, it is our decision that neither the Fireproof Storage House at 1000 E. Monroe nor the Peabody Coal Office Building at 2135 S. 9th Street retain sufficient integrity for listing on the National Register of Historic Places.

We look forward to consulting further as the project progresses.

Sincerely,

Anne E. Haaker

Deputy State Historic

Preservation Officer

c: Brad Koldehoff, Illinois Department of Transportation



GENERAL OFFICE
Bunn Park
2500 South Eleventh Street
Springfield, IL 62703
www.springfieldparks.org
phone: (217) 544-1751
fax: (217) 544-1811

September 24, 2012

Mr. Kevin Seals, Partner/Chief Environmental Scientist
Hanson Professional Services Inc.
1525 S. Sixth St.
Springfield, IL 62703-2886

ADMINISTRATION
Michael Stratton
Executive Director

Elliott McKinley
Director of Parks

Derek Harms, CPRP
Director of Recreation

Mark Bartolozzi
Director of Finance & HR

At the September 19, 2012 Park District Board meeting, the Park Board unanimously approved a motion to authorize its Executive Director to forward a letter of concurrence to your office noting its support of the Federal Railroad Administration's recommended alternative (2A) in the Tier 2 Draft Document for the Springfield Rail Improvements Project as a consequence of the "Revised Alternative" attached hereto. Our recommended modification of the proposed overpass along North Grand Avenue at Robin Robert's Stadium/Lanphier Park to provide better vehicular access to the existing entrances for stadium parking has been incorporated and the Board of Trustees concurs with the Revised Alternative.

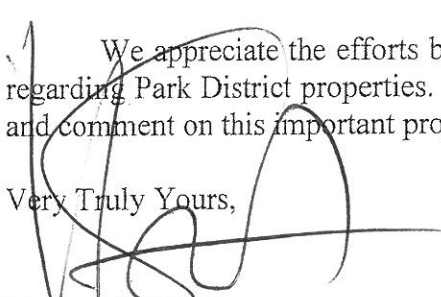
TRUSTEES
Leslie A. Sgro
President

Gray Herndon Noll
Vice President

Mark Beagles
Ted Flickinger
Tina Jannazzo
Brian Reardon
Sara Wojcicki Jimenez

We appreciate the efforts by the study team to resolve our concerns regarding Park District properties. Thank you for the opportunity to review and comment on this important project for our community.

Very Truly Yours,


Michael Stratton
Executive Director, Springfield Park District

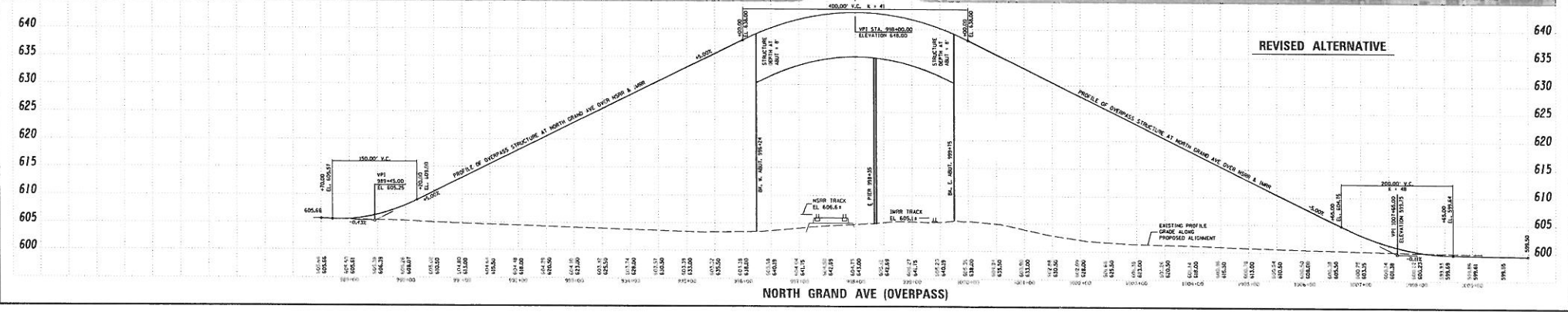
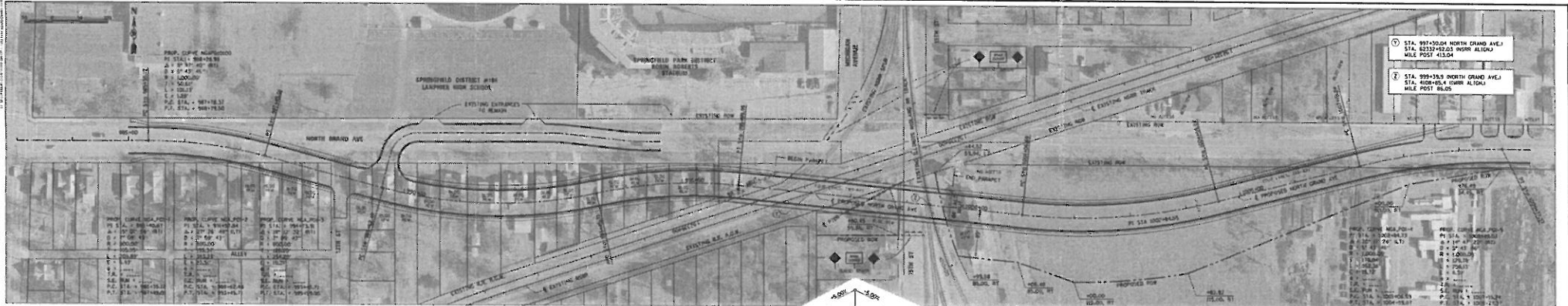
OFFICERS
Michael Stratton
Secretary

Daniel K. Wright
Attorney

Joseph W. Hills
Treasurer

Attachment





NORTH GRAND AVE (OVERPASS)



U.S. Department
of Transportation

**Federal Railroad
Administration**

OCT 26 2012

1200 New Jersey Avenue, SE
Washington, DC 20590

Anne Haaker
Deputy State Historic Preservation Officer
Historic Preservation Agency
Union Station Floor 1
Springfield, IL 62701

RE: Tier 2 Springfield Rail Improvements Project: *Conditional No Adverse Effect on Historic Properties* determination

Dear Ms. Haaker:

Since issuance of the Draft Environmental Impact Statement (DEIS) for the Tier 2: Springfield Rail Improvements Project, a Preferred Alternative has been identified in the Final EIS, to be published shortly. The Preferred Alternative for this project is the 10th Street Corridor (Alternative 2A).

The results of the cultural resources review for the Preferred Alternative are documented in both a Technical Report entitled: *Phase I Cultural Resources Evaluation: Springfield Rail Improvements Project, Springfield, Sangamon County, Illinois* (Fever River Research, 2011), herein referred to as the 'Cultural Resources Report', and the Tier 2: Springfield Rail Improvements Project EIS, which were previously provided to you for review and comment.

Three sites within the Area of Potential Effects (APE) of the 10th Street Corridor are currently listed on the National Register individually (See Table 1 within the attached letter from Fever River research dated April 24, 2012). One of these—the Abraham Lincoln Home—is also a National Historic landmark. The proposed undertaking will have *No Effect* on these properties due to their distance from the proposed undertaking.

Fourteen sites within the APE are considered contributing resources to an existing National Historic District (the Abraham Lincoln Home National Register District; See Table 2 within the attached April 24, 2012 letter). The proposed undertaking will have *No Effect* on these properties since they will not be impacted by any proposed construction activities.

Eight properties designated as City Landmarks are present within the APE (See Table 3 within the attached April 24, 2012 letter). The proposed construction will have *No Effect* on these properties due to their distance from the proposed undertaking.

Thirty-four properties inventoried as Lincoln-era structures (pre-1861) are located within the APE (See Table 4 within the attached April 24, 2012 letter). This includes the fourteen houses previously noted as contributing to the Abraham Lincoln Home National Register District. Thirty-two are potentially eligible for listing on the National Register under Criteria D. The proposed undertaking will have No Effect on these 32 properties due to their distance (over 400 feet) from the proposed undertaking.

The two Lincoln-era structures that will be impacted by the proposed undertaking: (1) the former Fireproof Storage House No. 3 and (2) the Peabody Coal Company Office building have been determined not eligible for the National Register of Historic Places (see attached letter from the Illinois SHPO dated May 4, 2012). Therefore the proposed undertaking will have *No Effect* on Historic Resources.

The assessment of the greater 10th Street project area did not evaluate the potential for archaeological resources. Areas containing potentially significant archaeological resources include the former coal-mining communities of Starne and Iles Junction, the rail yard and shops of the Great Western/Wabash Railroad, as well as pre-Civil War domestic neighborhoods of downtown Springfield. Given the potential for National Register eligible archaeological resources in the project area and the current inability to access these areas to conduct archaeological surveys, FRA is requesting the Illinois State Historic Preservation Officer (IL SHPO's) concurrence with an "Conditional No Adverse Effect" determination, provided that adequate archaeological surveys will be completed prior to construction and in coordination with the IL SHPO. If archaeological resources are identified that are determined eligible for the National Register and adverse effects cannot be avoided, an MOA will be developed and implemented in coordination with the IL SHPO. Section 4.5.2 of the FEIS states that archaeological surveys will be conducted, as necessary, per agreement with the IL SHPO (Springfield Rail Improvement FEIS Page 4-28).

In accordance with 36 CFR Part 800 Protection of Historic Properties; the FRA has determined that this project would have a Conditional No Adverse Effect on historic properties. With information known at present, FRA intends to make a conditional de minimis impact finding for effects to historic properties that are protected under Section 4(f) of the US DOT Act (49 USC 303) based on your written concurrence in the Section 106 determination. A final determination will be made upon the completion of archeological investigations.

Please respond to this office within 30 days of receipt of this request. In accordance with 36 CFR 800.4(d)(1)(i), if a response is not received within 30 days, the FRA will consider our responsibilities under Section 106 fulfilled.

Please contact Colleen Vaughn, FRA Federal Preservation Officer at 202-493-6096 or colleen.vaughn@dot.gov or Andrea Martin, regional environmental lead at 202-493-6201 or andrea.Martin@dot.gov if you would like to discuss the project further.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein
Division Chief, Environment and Systems Planning

cc: Louise Brodnitz ACHP; Brad Koldehoff, IDOT; Andr ea Martin, FRA

Enclosures



Illinois Historic
Preservation Agency

FAX (217) 782-8161

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

Various Counties

Chicago to St. Louis

High Speed Rail Project

Exact Route Not Yet Selected

IHPA Log #011091109

May 4, 2012

Kevin Seals

Hanson Professional Services Inc.

1525 S. Sixth St.

Springfield, IL 62703-2886

Dear Mr. Seals:

We have reviewed the April 24, 2012 letter report prepared by Fever River Research for the Springfield Rail Corridor Study, 10th Street Corridor. Despite the recommendation of the consultant, it is our decision that neither the Fireproof Storage House at 1000 E. Monroe nor the Peabody Coal Office Building at 2135 S. 9th Street retain sufficient integrity for listing on the National Register of Historic Places.

We look forward to consulting further as the project progresses.

Sincerely,

Anne E. Haaker

Deputy State Historic

Preservation Officer

c: Brad Koldehoff, Illinois Department of Transportation



Illinois Historic
Preservation Agency

FAX (217) 782-8161

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

Various Counties

Chicago to St. Louis

High Speed Rail Project

Tier 1 Draft Environmental Impact Statement

Tier 2 Evaluation of Springfield Rail Improvements Project

IHPA Log #011091109

August 20, 2012

Joseph Shacter

Illinois Department of Transportation

Division of Public and Intermodal

100 W. Randolph St., Suite 6-600

Chicago, IL 60601-3229

Dear Mr. Shacter:

We have reviewed the referenced documents in accordance with our responsibilities pursuant to section 106 of the National Historic Preservation Act of 1966, as amended. First, let me say that I really appreciate the time and effort that the Federal Railroad Administration, the Illinois Department of Transportation and the various consultants have devoted to this project to ensure cultural resources are fully considered during this planning process.

These documents adequately identify historic resources and possible effects that will occur as a result of project implementation.

We understand that for the Phase I for the project as a whole from Joliet to the Mississippi River, a literature search for historic properties was all that was performed but that a more in depth look at properties and affects to them will be completed as a part of the Phase II Environmental Impact Statement.

For the Springfield Tier 2 portion, we concur that the 10th Street Corridor will have minimal adverse effects to historic properties as compared to the 3rd Street corridor. We urge the 10th Street Corridor be adopted as the preferred alternative.

We look forward to continuing a more detailed consultation as the project moves into the next phase of planning.

Sincerely,

Anne E. Haaker

Deputy State Historic

Preservation Officer

c: Brad Koldehoff, Illinois Department of Transportation
Andrea Martin, U.S. Department of Transportation
Walter Zyzniwski, Illinois Department of Transportation

A teletypewriter for the speech hearing impaired is available at 217-524-7128. It is not a voice or fax line.

Floyd R. Mansberger

April 24, 2012

Kevin Seals
Hanson Professional Services, Inc.
1525 South Sixth Street
Springfield, Illinois 62708-3787

re: Springfield Rail Corridor Study
Springfield, Illinois
Revised Conclusions and/or Recommendations
Tenth Street Corridor

Dear Kevin:

As per your request, Chris and I have modified our tables summarizing the potential historic resources for the greater Tenth Street Corridor (and/or Alternative 2A). Additionally, we have added a sixth table showing potentially significant properties identified by the current survey (but not identified in previous studies). This information was added to better identify the potential historic significance of each property, and to offer comments as to the potential effect the proposed undertaking will have on the resource, as well as recommendations for potential mitigation effects.

As with all historical properties assessed within the context of cultural resources management, the value of the architectural and archaeological resources within the Tenth Street Corridor is determined by their eligibility for listing on the National Register of Historic Places. Eligibility to the National Register is based on four broad criteria that are defined by the National Park Service and used to guide the evaluation process. These criteria state that

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

A) that are associated with events that have made a significant contribution to the broad patterns of our history; or

B) that are associated with the lives of persons significant to our past; or

Floyd R. Mansberger

C) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D) that have yielded, or may be likely to yield, information important in prehistory or history (36CFR60.4 Criteria for Evaluation).

Three sites within the corridor are currently listed on the National Register individually (Table 1). One of these—the Abraham Lincoln Home—is also National Historic landmark. The proposed undertaking will have *No Effect* on these properties.

Fourteen sites within the corridor are considered contributing resources to an existing National Historic District (Table 2). All are located within the Abraham Lincoln Home National Historic Site (one of them being Lincoln Home itself). Similarly, the proposed undertaking will have *No Effect* on these properties also.

Eight properties designated as City Landmarks are present within the corridor (Table 3). Most are residences located in the Lincoln Home neighborhood (and hence also have National Register status). The proposed construction will have *No Effect* on any of the City Landmarks in question.

Thirty-four properties inventoried as Lincoln-era structures (pre-1861) are located within the corridor (Table 4). This number includes the fourteen houses previously noted as contributing to the Abraham Lincoln Home National Register District. Many of these houses, although they retain fairly poor architectural integrity, are potentially eligible for listing on the National Register because of their archaeological significance (and thus would be eligible due to Criteria A, C, and/or D). The proposed undertaking will have *No Effect* on these properties.

The Illinois Historic Structures Survey identified thirty-one structures within the corridor (Table 5). The majority of these structures, most of which would be eligible for listing on the National Register under Criterion A and C, will not be affected by the proposed undertaking (*No Effect*). Only two of these structures will be impacted by the proposed construction. These are: 1) the Fireproof Storage House at 1000 East Monroe; and 2) the Peabody Coal Company Office Building at 2135 South 9th Street. Both are considered potentially eligible for listing on the National Register of Historic Places under Criterion A (Social History) and C (Architecture). These two buildings lie within the proposed project right-of-way, and will be adversely effected by the proposed project. . Due to their size and location, remedial options to preserve the buildings in place (by avoidance) and/or marketing the properties to other individuals (for relocation) are not feasible. To mitigate this effect, we recommend that Illinois Historic American Buildings Survey Documentation packages (Level III) be prepared for both of these structures prior to their proposed demolition. Such an action would result in a No Adverse Effect.

Floyd R. Mansberger

Several properties not identified by the previous surveys were identified by the present study as being potentially eligible to the National Register of Historic Places (Table 6). The majority of these properties are potentially eligible as per Criterion C (Architecture), and some may be eligible under Criterion A as well. The list includes both individual properties and several potential historic districts (albeit very small districts). None of these additional resources identified by the present study will be affected by the proposed construction, however. As such, the proposed undertaking will have No Effect on these properties.

This assessment of historic resources within the greater Tenth Street (and/or Alternative 2A) project area has not considered the potential for archaeological resources (Criterion D of the National Register criteria). It is our opinion that areas of new right-of-way should be subjected to a Phase I archaeological survey to identify potentially significant archaeological resources. Several of these potentially significant archaeological resources discussed in the report include the former coal-mining communities of Starne and Iles Junction, the rail yard and shops of the Great Western/Wabash Railroad, as well as pre-Civil War domestic neighborhoods of downtown Springfield (ref. Figures 83-85 of report).

In summary, two standing structures considered of significance are located within the proposed corridor. They are the 1) Fireproof Storage Building at 1000 East Monroe, and 2) the Peabody Coal Company Office Building at 2135 South 9th Street, both of which are considered National Register eligible under Criterion A and C. As noted above, mitigation is recommended for these two structures.

Should you have any questions, please give me a call.

Thank you.

Sincerely,



Floyd Mansberger



Former Fireproof Storage House No. 3 (at left), 1000 E. Monroe Street



Peabody Coal Company Office, 2135 South 9th Street

Fireproof Storage House No. 3 at 1000 East Monroe Street is a three-story, brick commercial building, which appears to have been constructed in two episodes between 1896 and 1917. The northern two-third of the building is the original structure (dating to circa 1900) and features a pressed-metal cornice and segmental-arched window and door openings. The southern third of the existing building represents an addition; it follows the original stylistically, aside from having flat lintels as opposed to segmental arched ones. Based upon its designation (“No. 3”), the building would seem to be one of several such warehouses operated by the same firm offering fireproof storage to its clientele (the locations of these others being unknown at present). Fireproof Storage House No. 3 was inventoried by the Illinois Historic Landmark Survey and is considered potentially eligible to the National Register of Historic Places under Criteria A and C. Its significance under Criteria A relates to the area of commerce. Warehouses such as this played an essential role in Springfield’s economy up through the middle twentieth century, serving as intermediaries in the exchange of goods being transported by rail into and out of the city. They were located in close proximity to the railroad and often had their own siding, thus easing the transfer of goods between building and rail car. This connection between warehousing and rail ultimately was severed by the growth of the trucking industry. Warehouses were no longer bound to the railroads, and in the modern era were more likely located on the edge of the city than within its central core. Many older warehouses were rendered obsolete (due to age, size, or location) and were demolished. Fireproof Storage House No. 3 is one of the very few that still survives in Springfield today and represents an excellent early-twentieth-century example of this particular building type—thus making it potentially eligible to the National Register under Criterion C. The exterior integrity of Fireproof Storage House No. 3 is very good overall. The window and door configuration has not been altered (though several have been boarded over), and most of the original wood sashes remain in place. Rail (or truck) platforms still remain in place on the east side of the building. A modern, steel-frame warehouse presently is attached to the east of Fireproof Storage House No. 3, but this does not significantly detract from the original structure’s historic feeling and association. The interior integrity of the building is not known, however. Lack of interior integrity would compromise Fireproof Storage House No. 3’s eligibility under Criterion C.

The Peabody Mine Office at 2135 South Ninth Street is a one-story, flat-roofed, brick, Classical Revival/Moderne-style commercial building dating to circa 1930. It has a corbelled brick cornice and front entrance that set within a “clipped” corner and is framed with Bedford limestone. This property was inventoried by the Illinois Historic Landmark Survey and is considered potentially eligible under Criteria A and C. Its eligibility under Criterion A relates to industry—specifically coal mining. The building apparently was used as an office by the Peabody Coal Company at its “Woodside No. 53 Mine”, which extended beneath a large section of the southeastern corner of present-day Springfield. This mine was opened in 1887 and first operated by the Central Coal Company before passing in succession to the Woodside Coal Company (1891-1915), Springfield District Coal Company (1915-1924), and finally Peabody (1924-1944). Coal mining was a major industry in Sangamon County during the late nineteenth and early twentieth centuries and played a critical role in the growth of Springfield during this period. Multiple mines were

located within and on the fringes of the city, and they were a prominent element in the day-to-day life of its residents—in physical (in terms of their presence on the landscape) as well as both demographic and economic. Coal provided jobs to Springfield residents, fueled their factories and trains, heated their homes, and cooked their food. Yet, only a handful of coal-mine-related buildings are known to remain standing in the city today. One of these is the Mine Rescue Station at 609 East Princeton Avenue which has been listed on the National Register of Historic Places. Another is the Peabody Mine Office discussed here, which lies a short distance north of the rescue station. The Peabody Mine Office's potential eligibility under Criterion C relates to it being a representative example of a mine office. Offices at many coal mines in Illinois were quite diminutive and functional. Compared to these, the Peabody Mine office is high-style and likely architect designed. The construction of such an office—modest yet imposing in its own right—probably was driven by the mine's transfer from a locally owned company to one of national scope (i.e. Peabody). The exterior integrity of the office is relatively good, though it has been comprised by the addition of vinyl windows on the east and north elevations and the infilling with concrete block of window openings on the west elevation. The building's interior integrity is not known. The location, design, setting, materials, and workmanship on the building still remains readily evident, but the historic feeling and association of the building has been compromised by the fact that the remainder of the mine surface complex has been demolished. The absence of these additional structures impacts the building's ability to convey its historic use as a mine office, though the relative proximity of the Mine Rescue Station mitigates this to some degree. Indeed, one wonders whether the selection of the site for Springfield's mine rescue station (one of a few in the state) was determined in any way by the location of this particular mine.

APPENDIX V [REVISED]
LISTS OF SIGNIFICANT PROPERTIES:
TENTH STREET CORRIDOR

Table 1
National Register Properties (Individually Listed)

Property Name	Address			Effect	Recommendation**
Lincoln Colored Home	427	South	12th	No Effect	NFW
Lincoln, Abraham, Home*		South	8th	No Effect	NFW
Mine Rescue Station	609	East	Princeton Av.	No Effect	NFW

* Also a National Historic Landmark

**NFW=No Further Work need

Table 2
National Register Properties
(Contributing Resources to District)

Property Name	Address			Effect	Recommendation*
Beedle House	411	South	8th	No Effect	NFW
Lyons House	413	South	8th	No Effect	NFW
Dean House	421	South	8th	No Effect	NFW
Corneau House	501	South	8th	No Effect	NFW
Sprigg House	507	South	8th	No Effect	NFW
Cook House	508	South	8th	No Effect	NFW
Miller House	511	South	8th	No Effect	NFW
DuBois House	519	South	8th	No Effect	NFW
Shutt House	523	South	8th	No Effect	NFW
Robinson, Henson House	520	South	8th	No Effect	NFW
Allen, Solomon, Barn	530	South	8th	No Effect	NFW
Lincoln, Abraham, Home		South	8th	No Effect	NFW
Morse, James, House	818	East	Capitol	No Effect	NFW
Arnold, Charles House	810	East	Jackson	No Effect	NFW

*NFW=No Further Work need

Table 3
City Landmarks

Property Name	Address			Effect	Recommendation*
Claus Grocery Store	1700	South	11th	No Effect	NFW
Lincoln Colored Home	427	South	12th	No Effect	NFW
Robinson, Henson, House	520	South	8th	No Effect	NFW
Allen, Solomon, Barn	530	South	8th	No Effect	NFW
Lincoln, Abraham, Home		South	8th & Jackson	No Effect	NFW
Morse, James, House	818	East	Capitol	No Effect	NFW
Arnold, Charles, House	810	East	Jackson	No Effect	NFW
Old South Town Theater Marque	1110	East	South Grand	No Effect	NFW

*NFW=No Further Work need

Table 4
Pre-1861 Buildings Survey

Property Name	Address			NR Criterion	Effect	Recommendation*
	920	South	11th	A, C and/or D	No Effect	NFW
	1019	South	11th	A, C and/or D	No Effect	NFW
	1104	South	11th	A, C and/or D	No Effect	NFW
	1122	South	11th	A, C and/or D	No Effect	NFW
	1124	South	11th	A, C and/or D	No Effect	NFW
	519	South	12th	A, C and/or D	No Effect	NFW
	805	South	12th	A, C and/or D	No Effect	NFW
	809	South	12th	A, C and/or D	No Effect	NFW
	901	South	12th	A, C and/or D	No Effect	NFW
	902	South	12th	A, C and/or D	No Effect	NFW
	1209	South	12th	A, C and/or D	No Effect	NFW
	1219	South	12th	A, C and/or D	No Effect	NFW
	725	North	8th	A, C and/or D	No Effect	NFW
Beedle House	411	North	8th	A, C and/or D	No Effect	NFW
Lyons House	413	South	8th	A, C and/or D	No Effect	NFW
Dean House	421	South	8th	A, C and/or D	No Effect	NFW
Corneau House	501	South	8th	A, C and/or D	No Effect	NFW
Sprigg House	507	South	8th	A, C and/or D	No Effect	NFW
Cook House	508	South	8th	A, C and/or D	No Effect	NFW
Miller House	511	South	8th	A, C and/or D	No Effect	NFW
DuBois House	519	South	8th	A, C and/or D	No Effect	NFW
Shutt House	523	South	8th	A, C and/or D	No Effect	NFW
	612	South	8th	A, C and/or D	No Effect	NFW
	703	South	8th	A, C and/or D	No Effect	NFW
Abraham Lincoln Home		South	8th & Jackson	A, B, C, and D	No Effect	NFW
	913	South	9th	A, C and/or D	No Effect	NFW
Morse House	818	East	Capitol	A, C and/or D	No Effect	NFW
	810	East	Edwards	A, C and/or D	No Effect	NFW
	1201	East	Edwards	A, C and/or D	No Effect	NFW

Property Name	Address			NR	Effect	Recommendation*
				Criterion		
	801	East	Miller	A, C and/or D	No Effect	NFW
	1105	East	Miller	A, C and/or D	No Effect	NFW
	1106	East	Miller	A, C and/or D	No Effect	NFW
	1122	East	Miller	A, C and/or D	No Effect	NFW
	1121	East	Reynolds	A, C and/or D	No Effect	NFW

*NFW=No Further Work need

Table 5
Recommendations for Significant Properties Identified by the Illinois Historic Structures Survey (IHSS)
Tenth Street Corridor

Property Name [Description]	Address			Figure No.	NR Criterion	Effect	Recommendation *
Springfield Furniture Factory	819	North	11th	110-112	C	No Effect	NFW
Sacred Heart Rectory	722	South	12th	208	A and C	No Effect	NFW
Sacred Heart RC Church		South	12th & Lawrence	209-210	A and C	No Effect	NFW
Concordia Seminary		North	12th & Enos	116-118	A and C	No Effect	NFW
[Dutch Colonial Revival House]	823	North	8th		C	No Effect	NFW
[Italianate Frame House]	718	South	8th	162	C	No Effect	NFW
[Victorian Frame House]	1314	South	8th		C	No Effect	NFW
Abraham Lincoln Home		South	8th & Jackson	154	A, B, C, and D	No Effect	NFW
GIPS Co. General Warehouse	217	North	9th		C	No Effect	NFW
[Frame House]	809	North	9th	129	C	No Effect	NFW
[Frame House]	901	North	9th	129	C	No Effect	NFW
[Frame Queen Anne Cottage]	919	North	9th	129	C	No Effect	NFW
[Brick Italianate Commercial]	1001	North	9th	128	A and C	No Effect	NFW
Peabody Coal Company Office	2135	South	9th	251	C	Adverse Effect	Mitigation
Weaver Building	2150	South	9th	253	A and C	No Effect	NFW
Iles Park Shelter		East	Ash & 6th	183	A and C	No Effect	NFW
Lincoln School	1115	East	Capitol	186-187	A and C	No Effect	NFW
St. John's Hospital	800	East	Carpenter		A and C	No Effect	NFW
[Frame Queen Anne House]	802	East	Edwards		C	No Effect	NFW
[Frame Queen Anne House]	814	East	Edwards		C	No Effect	NFW
[Gabled Ell Frame House]	806	East	Enterprise		C	No Effect	NFW
[Gabled Ell Frame House]	1201	East	Jackson		C	No Effect	NFW
[Brick Greek Revival Church]	801	East	Miller	138	A and C	No Effect	NFW
Fireproof Storage House No. 3	1000	East	Monroe	150-152	A and C	Adverse Effect	Mitigation
Great Western RR Depot		East	Monroe & 3rd	147-149	A, B, and C	No Effect	NFW
Lanphier HS Gymnasium	1121	East	North Grand	63-64	A and C	No Effect	NFW

Property Name [Description]	Address			Figure No.	NR Criterion	Effect	Recommendation *
[Queen Anne Cottage]	1021	East	Phillips		C	No Effect	NFW
Ridgely Interlocking Tower	1501		Percy Ave.	52-55	A and C	No Effect	NFW
Mine Rescue Station	609		Princeton Ave.	261	A and C	No Effect	NFW
Municipal Substation	1013	East	Reynolds	127	Not Eligible	No Effect	NFW
First Brethren Church	2117	South	Yale	246-247	A and C	No Effect	NFW

*NFW=No Further Work need

Table 6
Recommendations for Potentially Significant Properties Identified by Current Survey
Greater Tenth Street Corridor and Alternative 2A

Property Name	Address	Figure No.	NR Criterion	Effect	Recommendation
[Queen Anne House]	1500 South	176	C	No Effect	NFW
Sangamo Electric	1200 blk. North	48	A and C	No Effect	NFW
[Brick Commercial Building]	1031 South	198	A and C	No Effect	NFW
Montgomery Roofing Co.	700 South	205	A and C	No Effect	NFW
[row of Q. Anne Cottages]	1100 blk. North	96	C	No Effect	NFW
[Con.-Blk. Q. Anne Cottage]	1219 East	68	C	No Effect	NFW
[Con.-Blk. Q. Anne Cottage]	1628 East	53	C	No Effect	NFW
Central Illinois Ice Company	918 East	157-158	A and C	No Effect	NFW
[Con.-Block Cottage]	1115 East	27-28	C	No Effect	NFW
N. Grand Interlocking Tower	N. Grand & 15th	71-72	A and C	No Effect	NFW
"South Town" District	S. Grand & 11th	219-211	A and C	No Effect	NFW