

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
ILLINOIS STATE HISTORIC PRESERVATION OFFICER,
ILLINOIS DEPARTMENT OF TRANSPORTATION,
AND
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING
COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT,
FOR THE PROPOSED CHICAGO TO ST. LOUIS HIGH-SPEED RAIL PROJECT,
COOK, WILL, GRUNDY, LIVINGSTON, MCLEAN, LOGAN, SANGAMON, MACOUPIN, JERSEY, MADISON,
AND ST. CLAIR COUNTIES, ILLINOIS**

WHEREAS, the Federal Railroad Administration (FRA) has entered into certain grant agreements (Grant/Cooperative Agreement Nos. FR-HSR-0015-11-01-00, FR-HSR-0015-11-01-01, FR-HSR-0015-11-01-02, and FR-HSR-0113-12-01-00) with the Illinois Department of Transportation (IDOT) to fund railway improvements between Chicago, Illinois and St. Louis, Missouri (Project) through the High-Speed Intercity Passenger Rail Program and funded in part through the American Recovery and Reinvestment Act (ARRA); and

WHEREAS, the Project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), 16 USC Section 470f, and its implementing regulations, 36 CFR Part 800; and

WHEREAS, the Project requires construction within a long-established surface transportation corridor with important links to the transportation history of Illinois and the nation; therefore, the Project has the potential to cause adverse effects to historic properties within the corridor; and

WHEREAS, the FRA in coordination with IDOT and Illinois State Historic Preservation Officer (SHPO) proposes to develop this Programmatic Agreement (PA) pursuant to 36 CFR § 800.14(b) to provide for the ongoing review of the Project and the resolution of adverse effects where appropriate; and

WHEREAS, the FRA, as the federal agency responsible for Section 106, has partnered with the IDOT for the implementation of the Section 106 process for the Project and proposes to delegate to the IDOT certain tasks pertaining to consultation, identification of historic properties, assessing effects to historic properties, and mitigating adverse effects to historic properties through this PA; and

WHEREAS, the FRA and IDOT, in consultation with the SHPO, have defined the Project's Area of Potential Effect (APE) as the proposed Project corridor from Union Station in Chicago to the Mississippi River in East St. Louis (see Exhibit A); and

WHEREAS, the APE in large part falls within and adjacent to the alignments of Route 66, and in 1995 the IDOT completed a survey of Route 66 and contributing properties resulting in seven roadway sections being listed on the National Register of Historic Places (NRHP) (see Exhibit B) ; and

WHEREAS, the IDOT, in coordination with the FRA and SHPO, is concurrently conducting two levels of cultural resource survey: (1) resource-specific surveys along the entire APE focused on identifying and evaluating railroad resources, highway resources, rural and urban architectural resources, and archaeological resources, and (2) surveys of individual constructible elements of the Project in a staged manner in coordination with proposed stages of construction; and

WHEREAS, the Project will be constructed within the alignment of existing and earlier rail lines, and the FRA and IDOT, in consultation with the SHPO, have determined that the existing and earlier railroad beds and alignments are not eligible for listing on the NRHP (see Exhibit C); and

WHEREAS, the FRA and IDOT, in consultation with the SHPO, have determined that the Project will have an adverse effect on two sections of Route 66 that are listed on the NRHP: Cayuga to Chenoa and Girard to Nilwood (see Exhibit D); and

WHEREAS, the FRA and IDOT, in consultation with the SHPO, have determined that the Project is likely to cause adverse effects to additional NRHP-listed sections of Route 66 within the APE; and

WHEREAS, the FRA and IDOT, in consultation with the SHPO, have determined that the Project may cause an adverse effect to the Dana-Thomas House, a National Historic Landmark and NRHP-listed property, in addition to yet to be identified architectural properties within the APE; and

WHEREAS, the FRA and IDOT, in consultation with the SHPO, have determined that the Project may cause adverse effects to yet to be identified archaeological properties within the APE; and

WHEREAS, the FRA and IDOT have incorporated Section 106 consultation into public outreach activities undertaken for the National Environmental Policy Act (NEPA) for the Project; and

WHEREAS, the FRA and IDOT have, in addition to NEPA coordination, incorporated Section 106 tribal consultation for the Project into the existing web-based Project Notification System developed and implemented by the IDOT and Federal Highway Administration (FHWA) in coordination with federally recognized tribes and the SHPO as part of a tribal consultation memorandum of understanding ratified September 19, 2011; and

WHEREAS, the Project is likely to cause impacts to multiple Route 66 properties, the IDOT, in coordination with FRA and SHPO, undertook early consultation with the Route 66 Association of Illinois, Illinois Route 66 Scenic Byways, and Landmarks Illinois; FRA and IDOT have considered their comments in developing measures for the identification and evaluation of Route 66 resources and the mitigation of adverse effects to those resources; and

WHEREAS, the FRA and IDOT have invited fifty-nine (59) different agencies, tribes, organizations, and communities to enter consultation (see Exhibit E) and nineteen (19) have expressed an interest in the Project: Osage Nation, Miami Tribe of Oklahoma, Iowa Tribe of Kansas and Nebraska, National Park Service, National Trust for Historic Preservation, Illinois Historic Preservation Agency, Landmarks Illinois, Illinois Route 66 Scenic Byways, Route 66 Association of Illinois, Dana Thomas House Foundation, City of Alton, Alton Historical Commission, Alton Area Landmarks Association, Village of Chatham, Village of Sherman, Village of Williamsville, Williamsville Historical Society and Museum, Main Street Lincoln, Village of Dwight; and

WHEREAS, the Union Pacific Railroad (UPRR) is the host railroad, the FRA has notified and invited the UPRR to participate in the consultation for the Project; and

WHEREAS, on January 12, 2012 the FRA notified the Advisory Council on Historic Preservation (ACHP) and invited them to participate in the consultation for the Project, and they agreed on February 9, 2012; and

NOW, THEREFORE, the FRA, IDOT, SHPO, and ACHP 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 FRA and IDOT shall ensure that the following measures are undertaken for the Project:

I. IDENTIFICATION AND EVALUATION OF HISTORIC PROPERTIES

The IDOT, in coordination with the FRA, shall ensure surveys are undertaken that adequately identify cultural resources. Surveys are currently being conducted within the limits of individual constructible elements of the Project in a staged manner in advance of proposed construction stages. The results of these surveys are being used by the IDOT, in coordination with the FRA, to make determinations of eligibility and effect, and the survey results are submitted to the SHPO by the IDOT with requests for concurrence in these determinations. In addition to these surveys, the IDOT is conducting resource-specific surveys that develop historical context and inventory resources within the entire APE. The resource-specific surveys are outlined below and will be utilized to evaluate the NRHP eligibility of individual properties, and upon completion, will be submitted by the IDOT to the SHPO for approval.

- A. Route 66 Resources.** The IDOT shall ensure that the 1995 survey of Route 66 resources is updated and used to identify and evaluate Route 66 properties potentially impacted by the Project. The survey is underway and will be completed by December 31, 2013.

- B. Railroad Architectural Resources.** The IDOT shall ensure that a survey of architectural properties directly associated with earlier rail lines (for example, stations, freight buildings, and bridges) within the APE is completed and used to identify and evaluate properties potentially impacted by the Project. The survey is currently underway and will be completed by December 31, 2014.
- C. Rural and Urban Architectural Resources.** The IDOT shall ensure that a survey of both rural and urban architectural properties within the APE is completed and used to identify and evaluate properties potentially impacted by the Project. The survey is currently underway and will be completed by December 31, 2014.
- D. Archaeological Resources.** The IDOT shall ensure that a review of archaeological databases and archival sources is completed for the APE and is used to identify and evaluate archaeological properties (prehistoric and historic) potentially impacted by the Project. The review is underway and will be completed by December 31, 2013.

II. ASSESSING EFFECTS TO HISTORIC PROPERTIES

The IDOT, in coordination with the FRA and SHPO, shall make every reasonable effort to avoid or minimize adverse effects to historic properties when proposing each constructible element of the Project.

- A.** As each individual constructible element of the Project is identified, the IDOT, in coordination with the FRA, shall utilize survey results to review the construction proposal, identify historic properties, and make a finding of “No Historic Properties Affected” and “No Adverse Effect.”
 - 1. The IDOT will provide a description of historic properties and an effect finding to the SHPO for a thirty (30) day review. Upon SHPO concurrence with the identification of historic properties and either a “No Historic Properties Affected” or “No Adverse Effect” finding, no further consultation for that construction proposal is required and the project may move forward.
 - 2. Where the IDOT proposes a finding of “Conditional No Adverse Effect,” the IDOT shall include in its submittal to SHPO those measures that would avoid adverse effects to historic properties. The SHPO shall have thirty (30) days to review the finding and proposed measures. Upon SHPO concurrence with this finding and the proposed measures, no further consultation for that construction proposal is required and the project may move forward with the proposed measures in place.
 - 3. Should the IDOT and SHPO not agree on the identification of historic properties, a proposed effect finding, or measures to avoid adverse effects to historic properties, they shall consult with the FRA. If the dispute cannot be resolved, the parties shall follow the Dispute Resolution process set forth in Stipulation VIII below.
 - 4. When the IDOT cannot avoid adverse effects to historic properties for a particular constructible element, they shall continue consultation as set forth in Stipulation III below.

III. MITIGATING ADVERSE EFFECTS TO HISTORIC PROPERTIES

When historic properties are identified and adverse impacts to those historic properties cannot be avoided, IDOT, in coordination with the FRA, shall apply the Criteria of Adverse Effect in accordance with 36 CFR § 800.5. The IDOT, in coordination with the FRA, will seek SHPO concurrence in the identification of historic properties, the finding of “Adverse Effect,” and in the selection of treatment plans. The IDOT, in coordination with the FRA, shall submit to the SHPO descriptions of the historic properties affected, finding of effect, and proposed treatment plans. The SHPO will have thirty (30) days from time of receipt to review and respond to the request for concurrence, and concurrently, consulting parties (hereinafter meaning the signatories, invited signatories, and concurring parties to this PA) will have thirty (30) days to provide comments. The IDOT shall consider any comments provided by the SHPO and consulting parties in finalizing and implementing the treatment plans to resolve the adverse effects. The following resource-specific treatments were developed in consultation with the SHPO and consulting parties. The proposed treatments represent a menu of mitigation options to which additional treatments can be added or substituted in coordination the SHPO and consulting parties.

- A. Route 66 Mitigation Measures.** Route 66 properties include sections of the roadway, associated bridges, and facilities for travelers, such as gas stations, restaurants, and motels.
- 1. Route 66 Roadway.** The roadway includes the pavement, shoulders, and alignment. Required safety improvements to railroad crossings will cause multiple adverse impacts to roadway elements.
 - a. Removal of Pavement.** When pavement is removed, in-kind replacement is the preferred treatment. When the preferred treatment is not feasible, as determined by the IDOT in consultation with the SHPO, an alternative treatment will be agreed upon by the IDOT and SHPO. For the preferred treatment, the IDOT shall ensure that in-kind replacements match the width of the existing pavement, but in-kind replacements are not required to match the profile of the existing roadway. The in-kind replacement of historic concrete will follow IDOT specifications (Exhibit F) developed in collaboration with the Illinois Historic Preservation Agency (IHPA). The IDOT, in coordination with the SHPO, shall ensure that samples of historic (or existing) concrete and asphalt pavement are collected from impacted areas and made available for interpretive purposes (see below Section II.A.3).
 - b. Shoulder Work.** Impacts to existing roadway shoulders shall be replaced with in-kind materials, but asphalt can be used to replace crushed stone or gravel when determined by the IDOT on a case by case basis.
 - c. Realignment and Abandonment.** When the IDOT determines that realignment of the roadway is essential and an original lane is located nearby (for example, two-lane sections), a reasonable effort will be made by the IDOT in consultation with the SHPO to shift the alignment to the adjacent lane. The IDOT shall ensure that the

new pavement connecting the roadway sections will be installed following the previously referenced IDOT historic concrete specifications. When realignment involves the abandonment of historic concrete pavement, the IDOT shall make a reasonable effort in consultation with the SHPO to preserve the abandoned section, and when feasible, develop the abandoned section into an interpretative venue (see below Section III.A.3).

2. Route 66 Buildings and Bridges.

- a. The IDOT shall make every reasonable effort in consultation with the SHPO to construct improvements in accordance with the Secretary of the Interior's Standards (36 CFR Part 68), when the improvements affect historic properties. This includes but is not limited to rehabilitation of existing structures and adjacent new construction, such as fencing.
- b. The IDOT shall make every reasonable effort in consultation with the SHPO to rehabilitate historic properties in accordance with the Secretary of the Interior's Standards, when the historic properties are impacted by the project. In consultation with the SHPO, when demolition is required and feasible alternatives are not available, the IDOT shall ensure the building or bridge is recorded prior to its demolition. The IDOT shall ensure that the recordation of buildings will follow Illinois Historic American Building Survey (HABS) standards, and the recordation of bridges will follow Illinois Historic American Engineering Record (HAER) standards. The IDOT shall ensure that these documents are submitted to the SHPO for approval, and the SHPO will file the documents at the Abraham Lincoln Presidential Library.

3. **Route 66 Corridor Interpretation.** Because the Project may cause disruptions to the public travelling along the Route 66 corridor and may hinder opportunities to experience and interpret Route 66, the IDOT and FRA, to the extent feasible, shall develop, in consultation with the SHPO and consulting parties, interpretative treatment plans. The following treatments represent a menu of options to which additional treatments can be added or substituted in coordination the SHPO and consulting parties: (1) increased signage to enhance travel and interpretation, (2) coordinate construction schedules with communities and organizations to avoid or minimize disruptions to tours and festivals, (3) develop a cell phone application for enhancing travel and interpretation, (4) nominate well-preserved sections of Route 66 to the NRHP, (5) develop new interpretative venues, such as informational kiosks and roadside pull-offs (for example, the proposed Cambridge Road crossing interpretative area near Girard, see Exhibit G), and (6) provide interpretative venues samples of historic (or existing) concrete and asphalt pavement collected from impacted sections of Route 66.

- B. **Railroad Architecture Mitigation Measures.** The IDOT shall make every reasonable effort in consultation with the SHPO to construct improvements in accordance with the Secretary of Interior's Standards, when the improvements affect historic properties. This includes but is not limited to rehabilitation of existing structures and adjacent new construction, such as fencing. When historic properties cannot be reasonably rehabilitated in accordance with the Secretary of Interior's Standards, the IDOT shall ensure the historic properties are recorded prior to demolition. The IDOT shall ensure that the recordation of buildings will follow HABS standards, and the recordation of bridges will follow HAER standards. The IDOT shall ensure that these

documents are submitted to the SHPO for approval, and the SHPO will file the documents at the Abraham Lincoln Presidential Library.

- C. Rural and Urban Architecture Mitigation Measures.** The IDOT shall make every reasonable effort in consultation with the SHPO to construct improvements in accordance with the Secretary of Interior's Standards, when the improvements affect historic properties. This includes but is not limited to rehabilitation of existing structures and adjacent new construction, such as fencing. When historic properties cannot be reasonably rehabilitated in accordance with the Secretary of Interior's Standards, the IDOT shall ensure that the historic properties are recorded prior to demolition. The IDOT will ensure that the recordation of buildings will follow HABS standards, and the recordation of bridges will follow HAER standards. The IDOT shall ensure that these documents are submitted to the SHPO for approval, and the SHPO will file the documents at the Abraham Lincoln Presidential Library.
- D. Relocation of Architectural Resources.** The IDOT, in coordination with the FRA, shall consider the relocation of architectural historic properties (buildings and bridges) as a mitigation treatment on a case by case basis when requested by the SHPO and another consulting party. If relocation is feasible and agreed upon by all parties as the preferred treatment, the IDOT, in coordination with the FRA and SHPO, will develop a marketing plan and proposal.
- E. Archaeological Mitigation Measures.** The IDOT shall make every reasonable effort in consultation with the SHPO to avoid and minimize impacts to archaeological properties. If adverse impacts cannot be avoided, the IDOT, in consultation with the SHPO and consulting parties shall consider data-recovery excavations as the standard treatment. The IDOT shall ensure that data-recovery excavations are completed prior to construction. The excavations will be conducted by the Illinois State Archaeological Survey (ISAS) pursuant to an existing intergovernmental agreement with the IDOT and will follow standard IDOT/ISAS data-recovery plans (see Exhibit H). If the IDOT, in consultation with the SHPO and consulting parties, agrees that the nature of the resource requires the development and implementation of a specialized data-recovery plan, this plan shall follow state and federal guidelines and will be developed in consultation with the SHPO. While no human remains are expected to be found during archaeological site investigations covered by this PA; if encountered, the provisions of the Illinois Human Remains Protection Act (20ILCS 3440, 17 IAC 4170) will be followed.

IV. RESOLUTION OF ADVERSE EFFECTS TO HISTORIC PROPERTIES

When adverse effects to historic properties within individual constructible elements of the Project have been resolved through the implementation of a treatment plan, the IDOT, in coordination with the FRA, shall submit to the SHPO documentation that the treatment plan has been fully implemented. Along with this documentation, the IDOT, in coordination with the FRA, shall submit to the SHPO a request for concurrence that the adverse effects have been resolved. The SHPO's concurrence will signify that the adverse effect has been mitigated in accordance with the treatment plan and the Section 106 process has been completed for this particular constructible element of the Project.

V. PROFESSIONAL STANDARDS

The IDOT shall ensure that all historic preservation work carried out pursuant to this PA is completed by or under the supervision of a person or persons meeting, at a minimum, the *Secretary of the Interior's Professional Qualification Standards* in the fields of archaeology and architectural history, as published in 36 CFR Part 61.

VI. DURATION

This PA will expire if its stipulations are not implemented within ten (10) years from the date of its execution. In such an event, the FRA shall notify the signatories to this PA and, if it chooses to continue with the Project, will reinitiate review of the Project in accordance with 36 CFR Part 800, or the signatories may extend this PA with an amendment prior to its expiration pursuant to Stipulation IX below.

VII. POST REVIEW DISCOVERIES

- A. **Human Remains.** In the case of an unanticipated discovery of human remains or burials during construction activities, the IDOT shall halt construction, secure the area, and follow the provisions of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440, 17 IAC 4170).
- B. **Historic Properties.** In the event of an unanticipated discovery of historic properties during construction activities, the IDOT shall halt construction, secure the area, and consult with the FRA, SHPO and ACHP for the purposes of Section 106 pursuant to 36 CFR§ 800.13(b).

VIII. DISPUTE RESOLUTION

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

- A. Forward all documentation relevant to the dispute, including the FRA's proposed resolution, to the ACHP. The ACHP shall provide the FRA with its advice on the resolution of the objections within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FRA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and provide them with a copy of this written response. The FRA 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 FRA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FRA shall prepare a written

response that takes into account any timely comments regarding the dispute from the signatories to this PA and provide them and the ACHP with a copy of such written response.

- C. The FRA's responsibilities to carry out all other actions subject to the terms of this PA that are not the subject of the dispute remain unchanged.

IX. AMENDMENTS

This PA 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 PA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment. If within thirty (30) days an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories. Once the PA is terminated and prior to work continuing on the undertaking, the FRA must follow 36 CFR Part 800 for each individual undertaking, or initiate consultation to develop a new PA pursuant to 36 CFR § 800.14(b). The FRA shall notify the signatories as to the course of action it will pursue.

Execution of this PA by the FRA, SHPO, IDOT, and ACHP and the implementation of its terms evidence that FRA has taken into account the effects of the Project on historic properties and has afforded the ACHP an opportunity to comment.

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FEDERAL RAILROAD ADMINISTRATION

By:  Date: Jan 24, 2014

Printed Name: DAVID VALENSTEIN

SIGNATURES FOLLOW ON SEPARATE PAGES

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ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By:  Date: 12/18/13

Printed Name: Amy Martin

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ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: John M. Fowler Date: 1/24/13

Printed Name: JOHN M. FOWLER

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INVITED SIGNATORY

ILLINOIS DEPARTMENT OF TRANSPORTATION

By: Ann G. Schneider Date: 1/15/14

Printed Name: Ann G. Schneider

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CONCURRING PARTY

ILLINOIS ROUTE 66 SCENIC BYWAYS

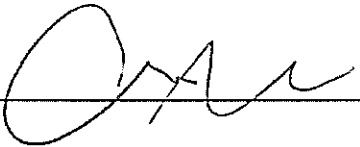
By: William D. Kelly Date: 12/20/2013

Printed Name: William D Kelly

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CONCURRING PARTY

Concurring Party Name: NATIONAL PARK SERVICE, ROUTE 66 CORRIDOR PRESERVATION PROGRAM

By:  Date: 01-18-2014

Printed Name: AARON MAHR

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CONCURRING PARTY

UNION PACIFIC RAILROAD

By: David Orrell Date: 1/20/14

Printed Name: David Orrell

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CONCURRING PARTY

Concurring Party Name: Landmarks Illinois

By: Bonnie McDonald Date: January 14, 2014

Printed Name: Bonnie McDonald

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CONCURRING PARTY

Concurring Party Name: City of Lincoln, IL

By: Keith Snyder Date: 12/19/13

Printed Name: Keith Snyder

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CONCURRING PARTY

Concurring Party Name: Village of Chatham

By: Thomas S Gray Date: December 19, 2013

Printed Name: Thomas S. Gray

Exhibit A



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 31, 2013

High-Speed Rail Corridor
Chicago to East St. Louis

Federal Section 106 Project

AREA OF POTENTIAL (APE)

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

Dear Ms. Haaker:

In coordination with the Federal Railroad Administration (FRA) the Illinois Department of Transportation (IDOT) is seeking concurrence from the State Historic Preservation Officer in the delineation of the **Area of Potential Effect** (APE) for the entire High Speed Rail (HSR) project corridor from Union Station in Chicago to the Mississippi River in East St. Louis.

On behalf of FRA, it is IDOT's determination that the APE will be 250 feet either side the railroad alignment centerline in rural areas and will be 125 feet either side of the railroad alignment centerline in urban areas. Currently two urban areas have been identified: (A) from Joliet through Chicago to Union Station and (B) from Granite City through East St. Louis to the Mississippi River (see attached). However, further coordination is recommended in terms of delineating additional urban areas and adjusting APE limits within urban areas.

Pursuant Section 106 of the National Historic Preservation Act of 1966, as amended, and in accordance with the established procedure for coordination of proposed IDOT projects, we request the concurrence of the State Historic Preservation Officer in this determination.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Brad H. Koldehoff'.

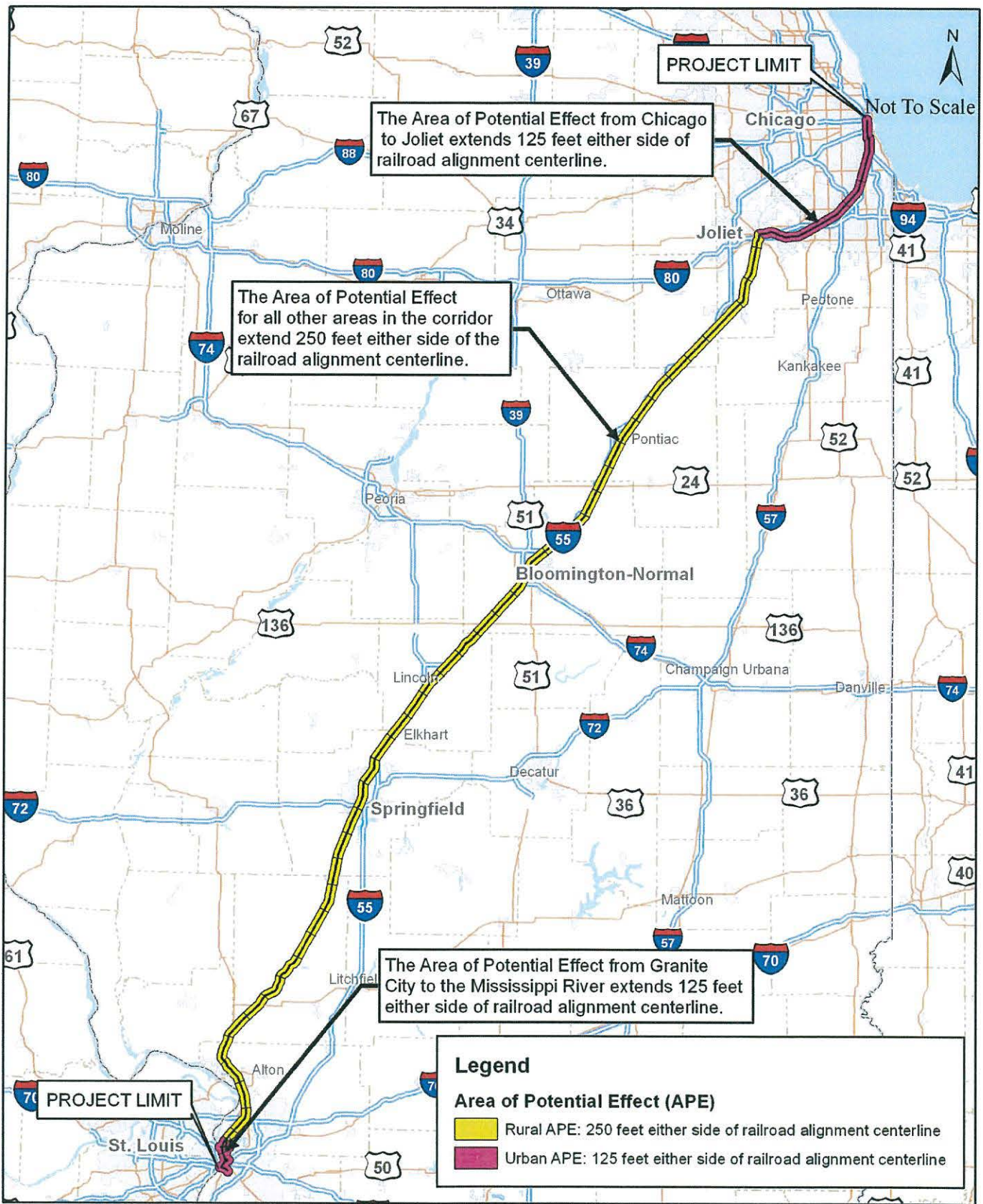
Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date 5-31-13

RECEIVED
MAY 31 2013
Preservation Services



Chicago to St. Louis High-Speed Rail
 Area of Potential Effect (APE) General Location Map

Date: 05/30/2013

Evolving Definition of the Study Area, Area of Potential Effect and Scope of Work

Objective:

The goal of HRL's effort, which will be directed by this Study Area/Area of Potential Effect/Scope of Work statement, is to identify and evaluate for National Register (NR) eligibility the historical and architectural resources that may be affected by the High Speed Rail endeavour. Three final reports will be prepared at the culmination of this work that develop an appropriate historical context, outline identification and evaluation methods and conclude with recommendations about which resources and properties may be eligible for the NR. One report will deal with Route 66 resources, another will deal with railroad related structures and features in the corridor, and the third will deal with unrelated, yet complimentary resources that fall within the APE.

Brief Statement of Historic Context:

The historic Chicago & Alton Railroad line between Chicago and St. Louis was in place by the mid-1860s. The route carried such prominent, regularly-scheduled passenger trains as the *Alton Limited*, which began service in the late 1890s, and the *Abraham Lincoln* and *Ann Rutledge*, both of which began operation in rail's high-speed era of the 1930s—a period in which many passenger trains in the midwest ran at speeds in excess of 100 mph. Passenger traffic operated by individual railroads largely ceased in 1971 with the advent of Amtrak, which continues to carry the nation's passenger trains today, including those on the subject line, at speeds up to 79 mph. Where double track was used, it is important to note that those tracks were set on 13.5-foot centers.

Historical Considerations Related to the Definition of the Study Area and Area of Potential Effect:

1. The subject St. Louis to Chicago rail line was in place by the mid-1860s
2. The route historically carried passenger trains, the maximum speeds of which in the 1930s and 1940s may have exceeded 100 mph
3. Passenger traffic is carried by Amtrak on the route today, which is presently owned and maintained by the Union Pacific Railroad
4. The route was historically double-tracked, the tracks being constructed on 13.5-foot centers
5. A number of historic-period structures exist and remain along the line, including depots, industrial buildings, trestles and bridges
6. Crossings were historically identified for motorists by cross bucks, flashers or flashers and dual gates
7. In the more substantial cities along the corridor (i.e., Chicago, suburban Chicago and suburban St. Louis), the density of the built environment will minimize the greater geographic impact of the sights and sounds of rail traffic

Contemporary Considerations Related to the Definition of the Study Area and Area of Potential Effect:

1. One set of the historic double tracks was removed in the (insert decade [2000s?]), although passing tracks set on 13.5-foot centers periodically remain along the route
2. Many crossing-related warning systems along the line have been upgraded to quad gates
3. The route is being upgraded for rail travel up to 110 mph
4. Tracks have been reconstructed using concrete ties (instead of wood)
5. Where future double tracking will be used, the tracks will be constructed on 20-foot centers, which is 6.5 feet wider than the historical standard
6. Maintenance access roads will be constructed along the route
7. The increased width will necessitate the removal and replacement of historic-period trestles or bridges, or the substantial rehabilitation/reconstruction of extant structures
8. The increased width will also require some right-of-way acquisition, as well as the removal of some adjacent structures
9. Fencing will be installed at various locations along the route in order to deter unwarranted or illegal pedestrian encroachment in the high speed, transportation corridor
10. Crossings will be reconfigured in various locations to better accommodate traffic retention (this may have a significant impact on National Register-listed segments of historic Route 66)
11. New stations may be constructed in communities along the corridor

Statement of the Study Area, Area of Potential Effect and Scope of Work:

Given these various considerations, it is clear that a completely new component is not being introduced into the landscape. But much has changed and been added to the vicinity in the approximately 60 years since the corridor's hey day. New tracks will also be built on 20-foot centers and maintenance/access roads constructed, thus will there will be the need to acquire right-of-way. As a result, it was determined by IHPA that the High Speed Rail Study Corridor will extend the entire length of the project. Between Joliet and Granite City, the APE will be a consistent width of 250 feet to either side of the present corridor's centerline. In the metropolitan Chicago area, where the line will follow the historic Rock Island right-of-way from Union Station to Joliet, and in that area between Granite City and the Mississippi River, (through East S. Louis) it was determined that the APE will be a consistent 125-foot (\pm) width in those urban areas where the building density shields the surrounding neighborhoods from the project impacts.

Identifying all potentially significant historical resources in the corridor will facilitate the making of judicious decisions as it relates to the refinement of the Area of Potential Effect and the further evaluation of resources that may be adversely affected and, thus, require

**Chicago to St. Louis
High Speed Rail Corridor
Evolving Study Area, Area of Potential Effect & Scope of Work
Page 3**

DRAFT #4

mitigation.

Additional Items:

1. The review of all trestles, culverts and bridges along the line would incur substantial time and effort. Accordingly, an initial study of those resources can be made by reviewing structure inventories and photographs submitted to the project team by the Union Pacific Railroad. Fieldwork will only be completed for those structures that, in conference with IHPA, are believed to have the potential for National Register eligibility. It is expected that the resulting number of structures will be significantly less than the total number that exist along the line
2. The inventory of structures within 250 feet of the present rail alignment's centerline has already been completed for the City of Springfield, although it is likely possible that previous work will need to be reviewed and updated in order to accommodate the evolving railroad plans. It is also possible, in consultation with IHPA, that some of the previously surveyed properties in Springfield will need to be evaluated for National Register eligibility

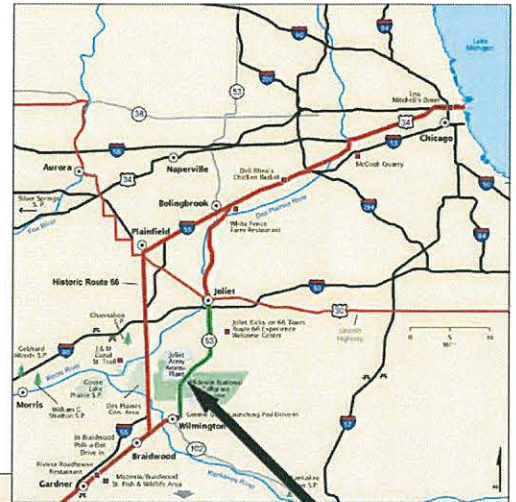
Prepared by:

John N. Vogel, Ph.D.
Senior Historian
Heritage Research, Ltd.
Menomonee Falls, WI 53051
262.251.7792
jnvogel@hrltd.org

Historic Route 66 in Illinois

Segments Listed on the
National Register of Historic Places
Last Updated: 5/10/2013

- Segments in **blue** nominated by IDOT/IHPA
- Segments in **green** nominated by private organizations



**Wilmington to Joliet
(Alternate Route 66)**

Cayuga to Chenoa

Wilmington to Joliet
County: Will
Date Listed: 5/5/2006
Nominated by Thomason & Associates

Cayuga to Chenoa
Counties: Livingston & McLean
Date Listed: 7/23/2003
Nominated by IDOT/IHPA

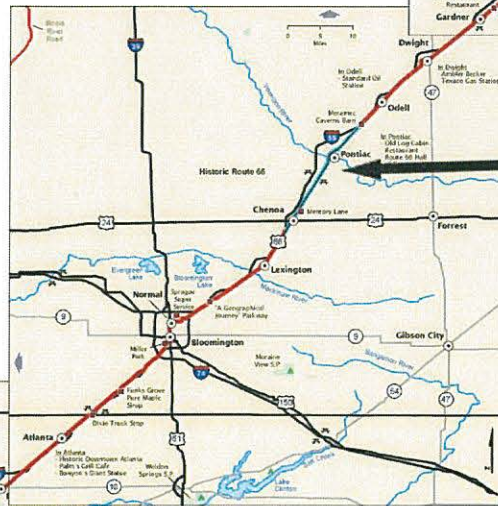
By Carpenter Park
County: Sangamon
Date Listed: 5/9/2002
Nominated by Friends of Sangamon Valley

South of Lake Springfield
County: Sangamon
Date Listed: 3/25/2002
Nominated by Route 66 Association of Illinois

Illinois Route 4, North of Auburn
County: Sangamon
Date Listed: 8/6/1998
Nominated by Route 66 Association of Illinois

Girard to Nilwood
County: Macoupin
Date Listed: 5/23/2002
Nominated by IDOT/IHPA

Litchfield to Mount Olive
Counties: Montgomery & Macoupin
Date Listed: 11/29/2001
Nominated by IDOT/IHPA



**North of Auburn
(Brick Segment)**

Girard to Nilwood

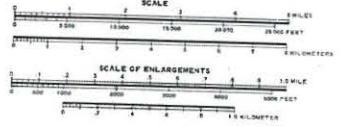
Litchfield to Mount Olive



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

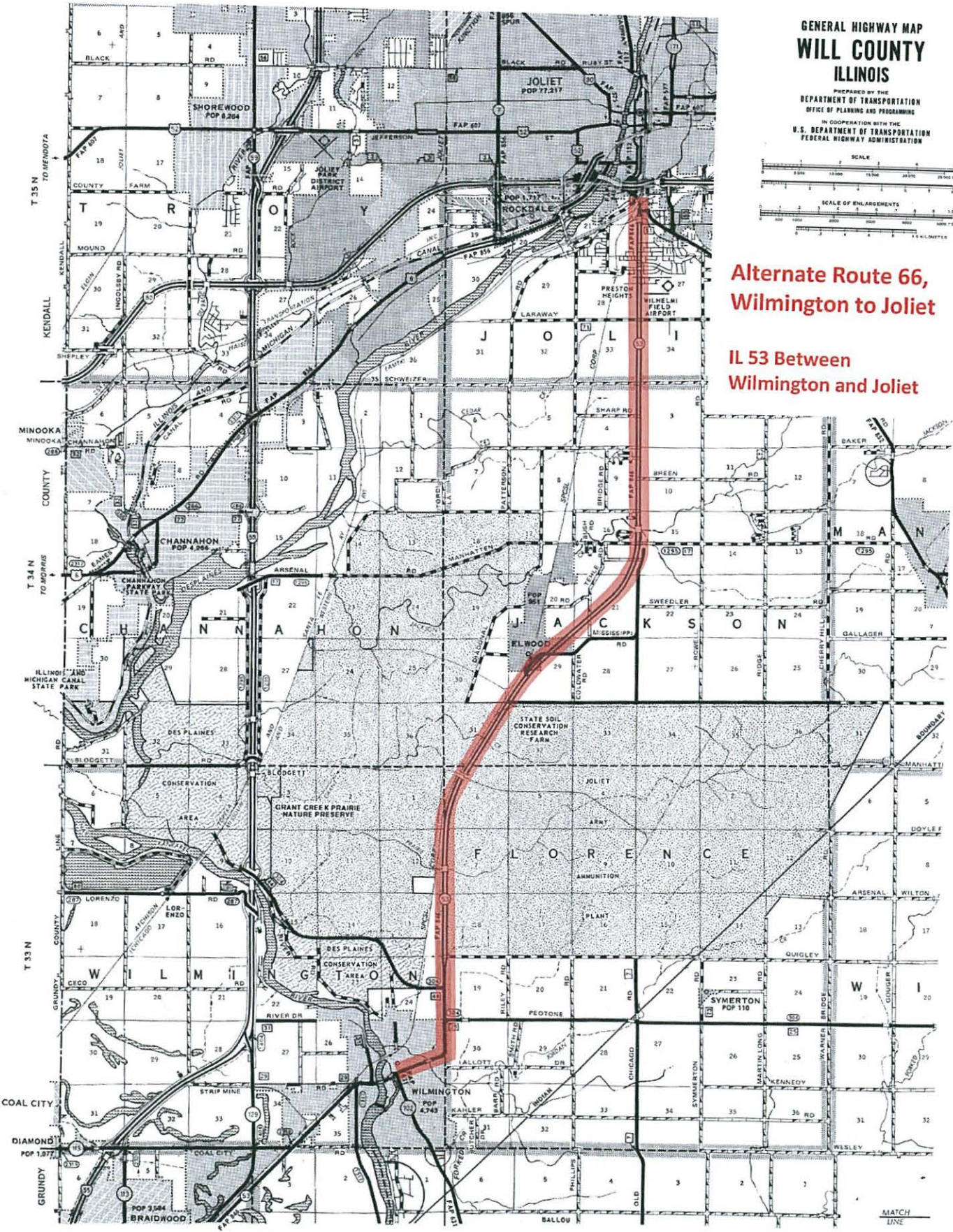
**GENERAL HIGHWAY MAP
WILL COUNTY
ILLINOIS**

PREPARED BY THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



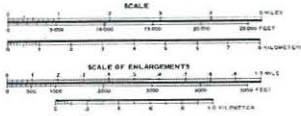
**Alternate Route 66,
Wilmington to Joliet**

**IL 53 Between
Wilmington and Joliet**



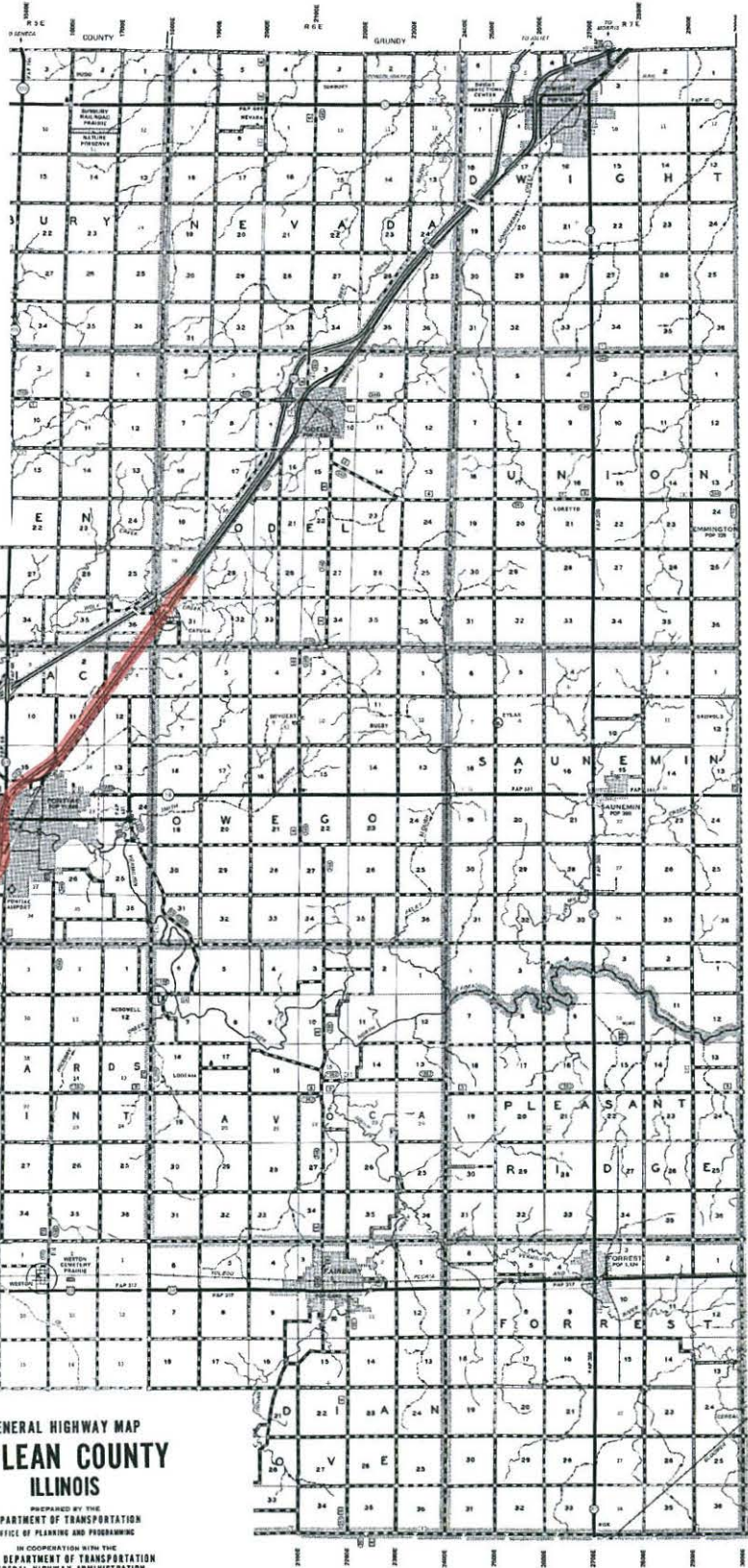
**GENERAL HIGHWAY MAP
LIVINGSTON COUNTY
ILLINOIS**

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OFFICE OF PLANNING AND PROGRAMMING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



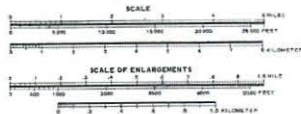
Route 66, Cayuga to Chenoa

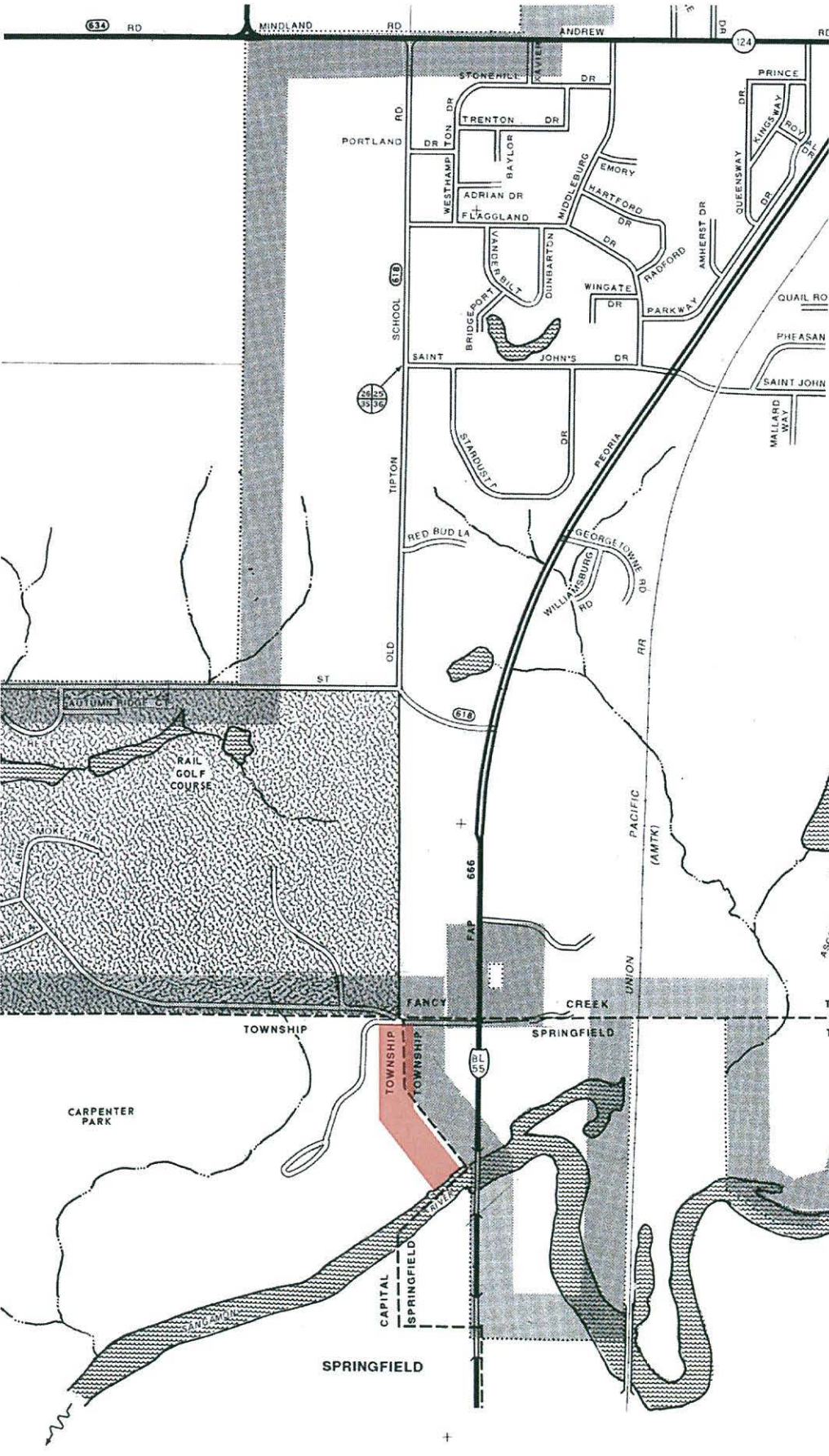
**Route 66, Between just north of
Township Road 2200 N
and just south of
Township Road 3000 N**



**GENERAL HIGHWAY MAP
MCLEAN COUNTY
ILLINOIS**

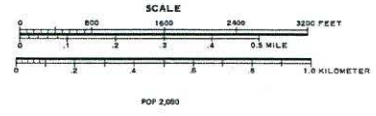
PREPARED BY THE
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IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION





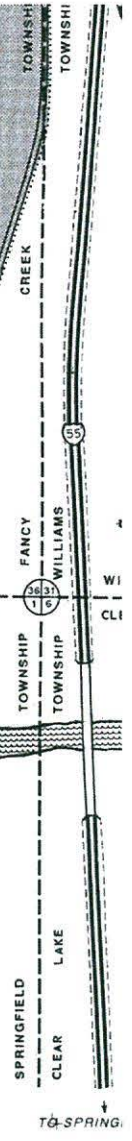
GENERAL HIGHWAY MAP
 VILLAGE OF
SHERMAN
 SANGAMON COUNTY
 ILLINOIS

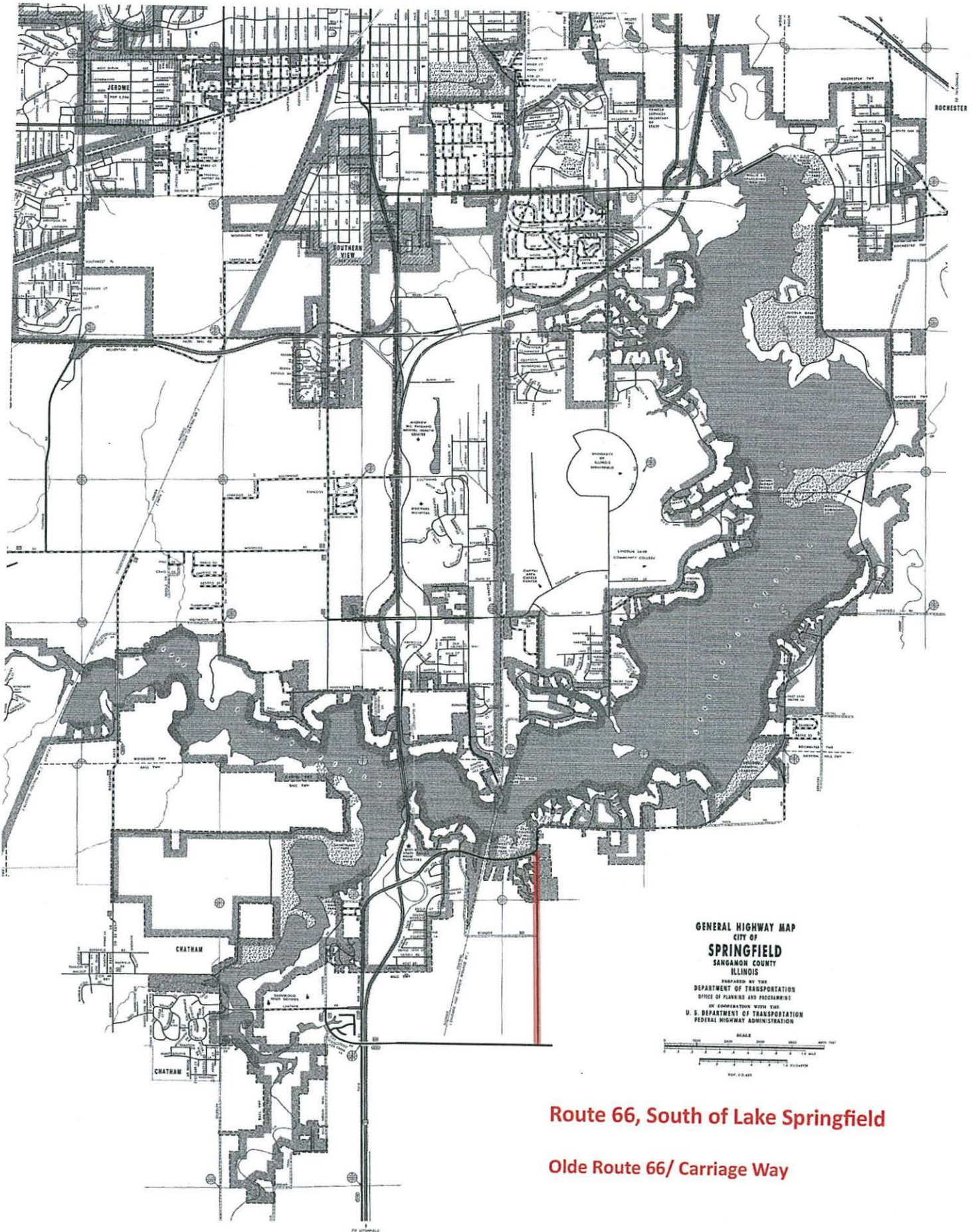
PREPARED BY THE
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 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



Route 66 by Carpenter Park

**Old Route 66 between Cabin
 Smoke Trail and the north
 bank of the Sangamon River**





GENERAL HIGHWAY MAP
 CITY OF
SPRINGFIELD
 SANGAMON COUNTY
 ILLINOIS

PREPARED BY THE
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 FEDERAL HIGHWAY ADMINISTRATION

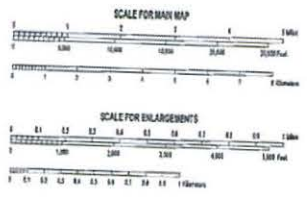


Route 66, South of Lake Springfield

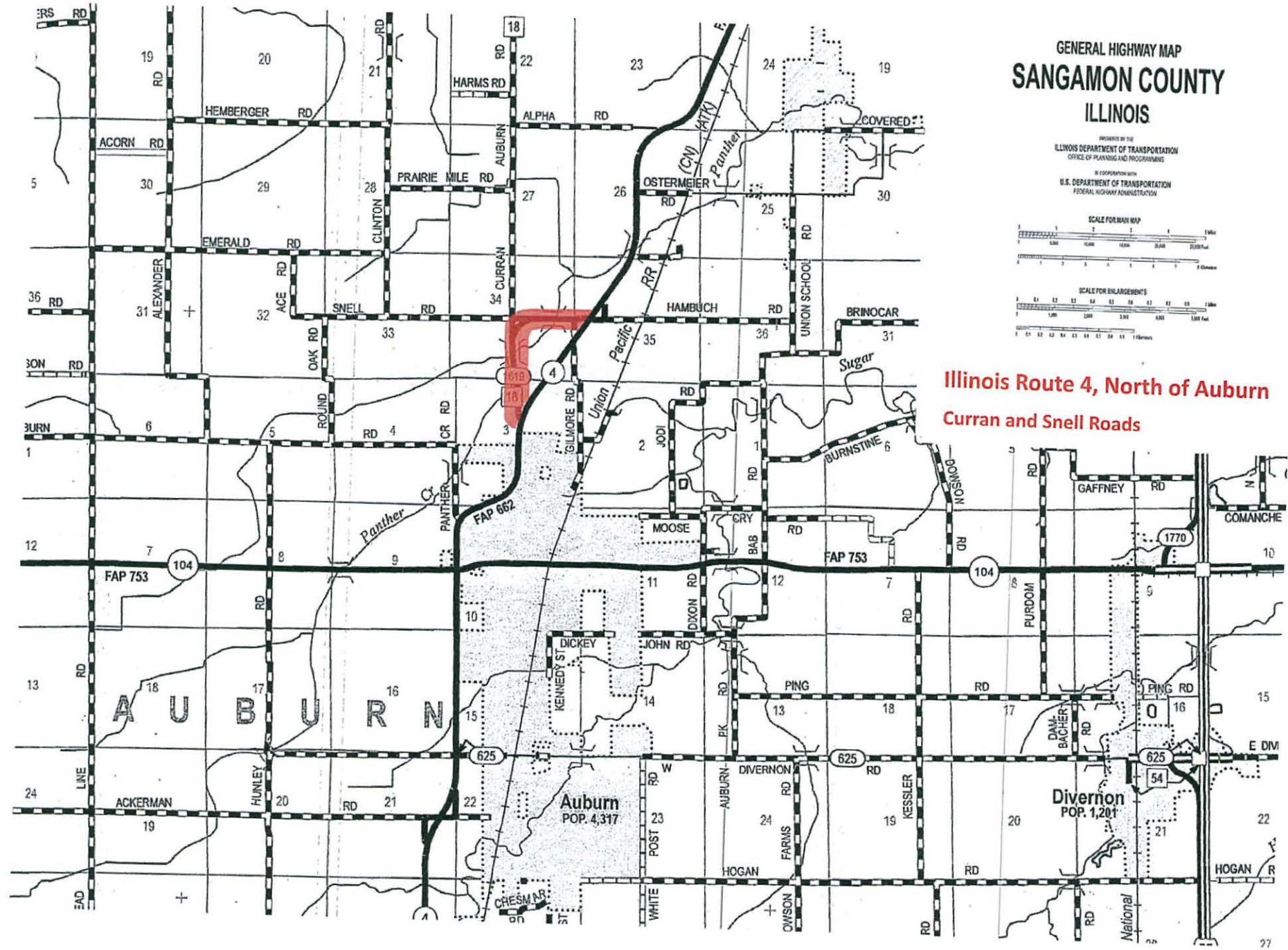
Olde Route 66/ Carriage Way

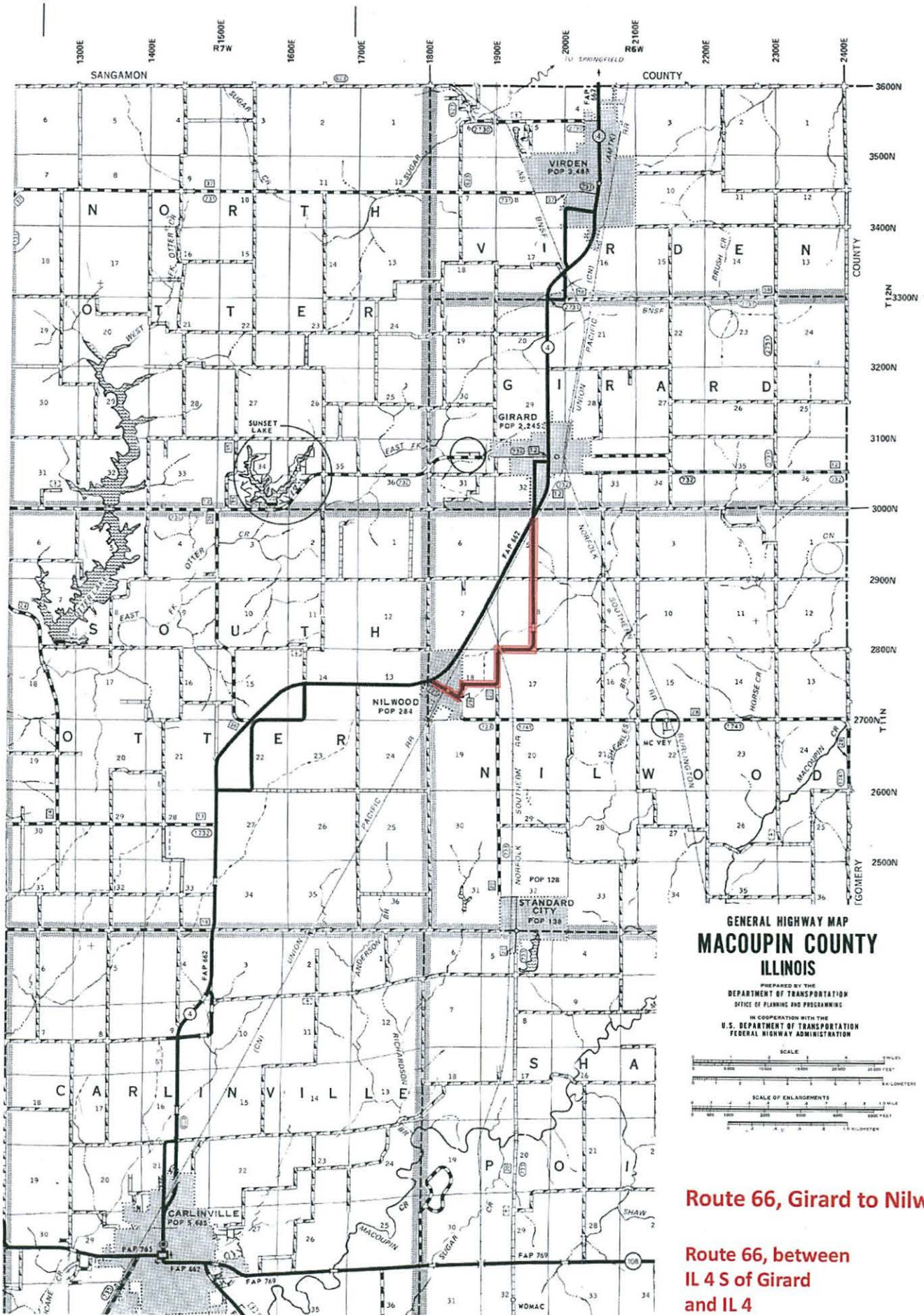
GENERAL HIGHWAY MAP SANGAMON COUNTY ILLINOIS

ISSUED BY THE
ILLINOIS DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



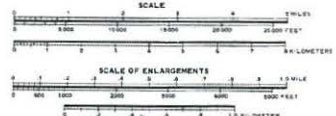
**Illinois Route 4, North of Auburn
Curran and Snell Roads**





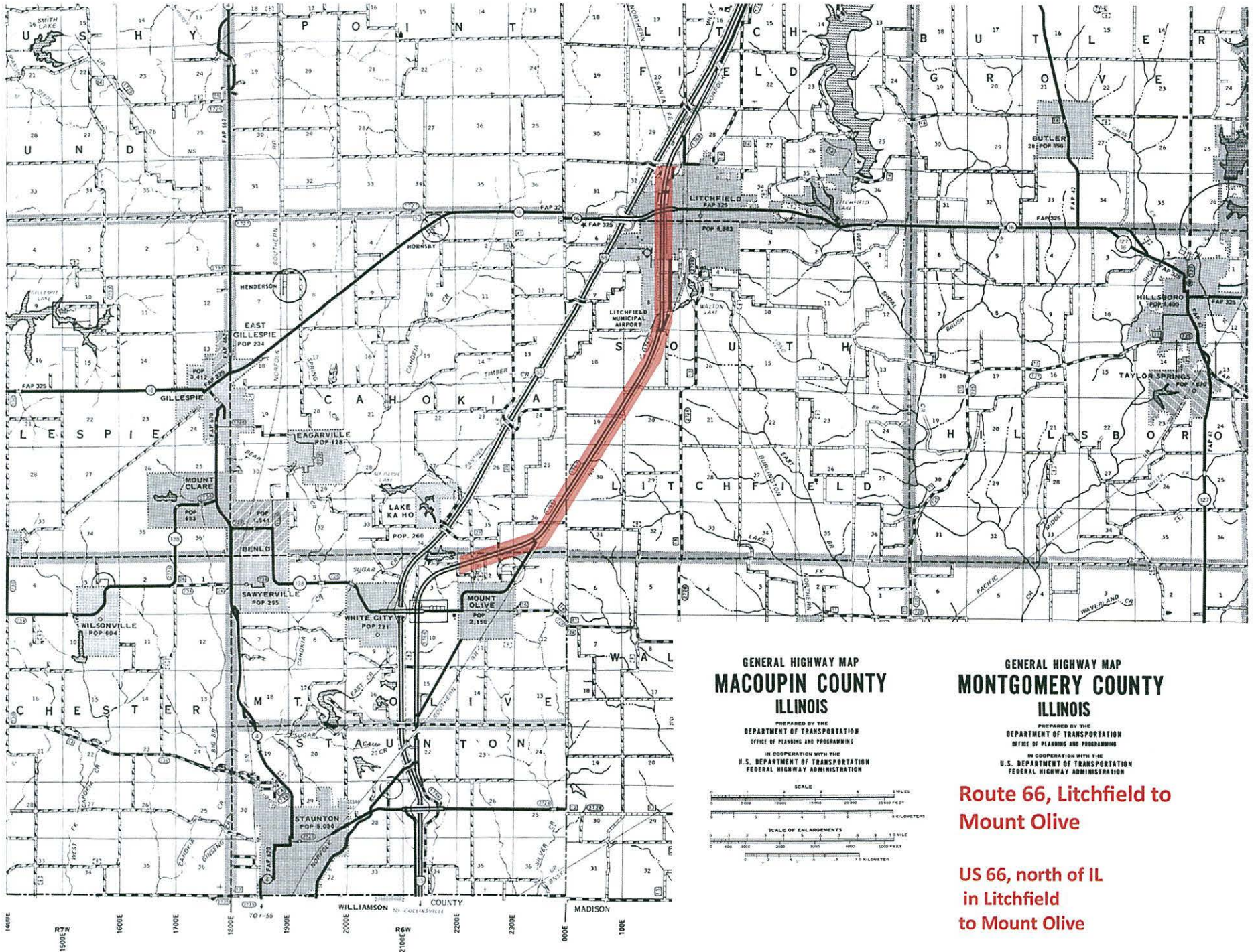
**GENERAL HIGHWAY MAP
MACOUPIN COUNTY
ILLINOIS**

PREPARED BY THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



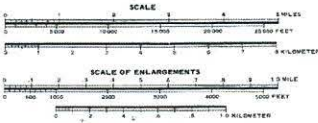
Route 66, Girard to Nilwood

**Route 66, between
IL 4 S of Girard
and IL 4**



**GENERAL HIGHWAY MAP
MACOUPIN COUNTY
ILLINOIS**

PREPARED BY THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



**GENERAL HIGHWAY MAP
MONTGOMERY COUNTY
ILLINOIS**

PREPARED BY THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**Route 66, Litchfield to
Mount Olive**

**US 66, north of IL
in Litchfield
to Mount Olive**

Exhibit C



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 31, 2013

High-Speed Rail Corridor
Chicago to East St. Louis

Federal Section 106 Project

RECEIVED
MAY 31 2013
Preservation Services

DETERMINATION OF ELIGIBILITY

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

Dear Ms. Haaker:

In coordination with the Federal Railroad Administration (FRA) the Illinois Department of Transportation (IDOT) has completed a National Register evaluation of the existing railroad bed and overall rail alignment within the High Speed Rail (HSR) project corridor from Union Station in Chicago to the Mississippi River in East St. Louis (see attached).

On behalf of FRA, it is IDOT's recommendation that the rail bed and overall rail alignment lack integrity and are not eligible for the National Register of Historic Places. Railroad structures, buildings, and related resources will be evaluated separately. This determination is limited to the rail bed and overall rail alignment.

Pursuant Section 106 of the National Historic Preservation Act of 1966, as amended, and in accordance with the established procedure for coordination of proposed IDOT projects, we request the concurrence of the State Historic Preservation Officer in this determination.

Very truly yours,

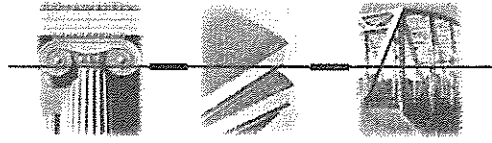
Handwritten signature of Brad H. Koldehoff in black ink.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 5-31-13



HERITAGE RESEARCH, LTD.

31 May 2013

Mr. Brad H. Koldehoff, RPA
Cultural Resources Unit Chief
Bureau of Design & Environment
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

RE: High Speed Rail
St. Louis to Chicago
Various Counties

Dear Brad,

The consideration of thematically related railroad properties for eligibility in the National Register of Historic Places is an evolving practice. A brief review of readily available materials reveals some examples, for instance the *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, prepared in 2000, and the *Point of Rocks Historic Transportation Corridor*, which deals with transportation resources in Mineral County, Montana, prepared in 2009. Each has commendable assets. But neither document attempts to establish a statewide approach for evaluating the historical significance of railroads in general, or railroad-related resources in particular, and then proscribing how they should or should not be considered for National Register eligibility.

The State of Minnesota appears to have made some significant progress in such matters. Its Department of Transportation (MNDOT) commissioned a study that culminated in the June 2007 study titled *Minnesota Statewide Historic Railroads Study Project Report*. Two months later the study's authors produced a Thematic Property National Register nomination for the *Railroads in Minnesota, 1862-1956*. That nomination appears to be a very useful document prepared for a Midwestern state. Given the methodical and deliberate approach to the data presented, as well as the generalities with which it deals, in addition to the fact that both Illinois and Minnesota are Midwestern states and that Illinois appears to have no such comparable study, the Minnesota nomination provided much of the structure for this evaluation.

It must be acknowledged that several buildings associated with the historic Chicago & Alton (C&A) railroad line are already listed on, or have been determined eligible for, the

HISTORICAL/ENVIRONMENTAL CONSULTANTS

National Register, including the depots in Dwight, Lincoln and Alton. There are also other individual structures along the line, depots and, perhaps, some bridges, that may well be potentially eligible for the Register. This analysis, however, focuses on the rail corridor itself.

The primary feature of a rail corridor is the rail bed and the track thereon, as well as the bridges, trestles and culverts that help to carry the tracks over various obstacles (i.e., other tracks, roads, streams and rivers). Supplemental, but complimentary, features in a corridor might include stations and depots, freight houses, section houses, water tanks, coaling towers, rail yards and shop complexes. Utilizing these various assets, railroads helped to settle regions by delivering settlers and then helped those settlers prosper by delivering to them supplies and moving to market the goods (i.e., farm produce or manufactured goods) they subsequently generated. Railroads opened whole regions for development and extraction. They hauled raw materials directly to manufacturing centers, or to transfer points that enabled the materials to get to such production facilities. Railroads were also important conveyances that carried people from city to city, or from city to tourist destinations. Thus did railroads have the ability to significantly affect a region.

The Minnesota study reasonably and generally submits that National Register Criterion B (association with prominent individuals) and C (architectural or engineering significance) do not come into play when considering corridors for eligibility. Regarding Criterion B, it was argued that corridors were not the work of any one particular individual. They were, rather, products of large groups of people. As for Criterion C, recognizing that “a railroad corridor would need to be a significant and distinguishable entity that embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master,” the evolutionary nature of a corridor largely precludes that possibility.¹

Thus does the eligibility of a railroad corridor largely fall on Criterion A. The Minnesota document suggests four situations that might apply, which are identified as follows:

1. “A railroad corridor historic district opened to settlement a region of the state with no, or virtually no, regional roads or navigable rivers by providing the only long-distance transportation option, and construction of the railroad was followed by a significant increase in the rate of settlement.”
2. “A railroad corridor historic district provided transportation between a significant class of resource or a significant manufacturing or commerce node and an important transfer point or terminal for commodities, products or services.”

¹ Section F – Associated Property Types, Railroads in Minnesota, 1862-1956 (National Register Nomination), p.196, viewed on 29 May 2013 at www.dot.state.mn.us/culturalresources/pdf_files/rail/sectionftext.pdf.

3. "A railroad corridor historic district was an influential component of the state's railroad network, or it made important early connections within the network or with other modes of transportation."
4. "A railroad corridor historic district provided a critical link or junction between two or more important railroad corridors, and the connection led to significant expansion of operations in the transportation network or in commerce or industry."²

Given these possibilities, the C&A railroad's St. Louis to Chicago corridor does have some potential for Register eligibility. While the northeast to west central portion of the state did have a contemporary travel route in the I&M canal/Illinois River corridor, it could be argued that the C&A helped to develop and accommodate the coal mining industry along the line in general, and that in the Braidwood area in particular. It also promoted agricultural growth across the state and connected two major Midwestern cities, Chicago and St. Louis, each a prominent destination and market, as well as a prominent transportation transfer point—Chicago for rail and Great Lakes ship traffic to the east and St. Louis for rail traffic to the trans-Mississippi west and boat traffic up and down the Mississippi River. The potential for eligibility notwithstanding, the integrity of the corridor is a matter of additional consideration.

The integrity of historic resources that might be eligible for the National Register of Historic Places focuses on seven components: 1) location; 2) design; 3) materials; 4) setting; 5) feeling; 6) association; and 7) workmanship. The really key points here, I think, are location, design, materials, setting and feeling.

Regarding location, a concept that is largely self-explanatory, the Minnesota document refers to both the horizontal and vertical alignment.³ The horizontal alignment of the historic corridor generally appears to be good. There was a significant change made in the 20th century to the horizontal alignment between Lawndale and Atlanta, which was necessitated by a difficult grade. But that change occurred in the historic period and would be attributable to the corridor's evolution. The vertical alignment is more problematical. The track in the corridor between Chicago and St. Louis has undergone a complete rebuilding in the last several years. And as part of that reconstruction, the grade of the mainline, especially between Joliet and Springfield was elevated by perhaps 1 to 1.5 feet. That height difference is quite evident when comparing the mainline to immediately adjacent tracks.

The concept of design looks at the plan for the railroad corridor and all of the amenities

² Ibid., Section F, p.196-197.

³ Ibid., Section F, p. 199.

that evolved in it. The Minnesota document further observes that “physical changes to the railroad roadway undertaken after the close of the period of significance will affect its integrity of design.”⁴ While other issues could be considered here, the most consequential design issue pertains to the track itself. The historic C&A route was originally constructed as a single track, although it evolved into a double track route thereafter and maintained that configuration through the twentieth century. When recently reconstructed, however, a single track was laid, with occasional passing tracks. That means that the vast majority of the route no longer retains its historical, double track character.

Materials associated with a historically significant rail corridor must also be retained. The rails themselves have evolved over time, as necessitated over time by heavier and heavier trains. But that is an inconsequential change, from the visual perspective of integrity. The impact of replacing ballast and ties can be more consequential.⁵ As noted in the discussion about location, it was observed that the vertical alignment of the C&A mainline had been increased by the placement of additional ballast. And along with that, the timber ties for virtually the entire corridor were replaced by larger and more visually distinct concrete ties.

The agricultural and rural character of much of Illinois through which the C&A passed, and which represents the railroad’s setting, has changed nominally over the years. More significantly, the urban areas around Chicago and St. Louis have expanded, as have the intermediate communities of Springfield and Bloomington/Normal. Nevertheless, issues regarding setting do not weigh heavily in this matter.

More significant is the matter of feeling. The Minnesota document explains that “feeling is conveyed by a railroad corridor historic district’s ability to illustrate its historic function and feel from its period of significance. It is the cumulative presence of a railroad corridor historic district’s character defining features, such as a linear railroad roadway, railroad yards, depots and compatible setting, that conveys the feeling of traveling on a railroad corridor during the late nineteenth or early twentieth centuries.”⁶ Or, put another way, a historic district must be able to evoke a sense of time and place—a historic time and place. Over the years many of the depots on the C&A between St. Louis and Chicago have been lost, as has the C&A’s primary shop complex in Bloomington. Yet much of rural Illinois, through which the route historically passed, remains. That notwithstanding, the former C&A line retains little, if any, ability at all to evoke that sense of time and place.

⁴ Ibid., Section F, p. 200.

⁵ Ibid.

⁶ Ibid., Section F, p. 201.

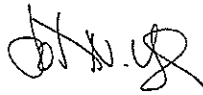
Mr. Brad H. Koldehoff, RPA
31 May 2013
Page 5

The remaining components of integrity are association and workmanship, neither of which factors heavily into this consideration.

Thus may it be concluded that there was some potential under Criterion A for the National Register eligibility of the Chicago & Alton Railroad's line from St. Louis to Chicago. That potential notwithstanding, it may be unequivocally stated that the line retains none of the integrity necessary to support the potential significance. In summary, the vertical alignment for much of the Joliet to Springfield portion of the route has been increased, the historically double tracked line has been reconstructed as a single track, consequential amounts of ballast have been added and the wooden ties removed and replaced by larger, more visibly dominant concrete ties, and the corridor retains no ability to evoke a sense of a historic time and place.

It is my opinion and recommendation that the St. Louis to Chicago corridor of the historic period Chicago & Alton Railroad is not eligible for the National Register of Historic Places.

Yours truly,

A handwritten signature in black ink, appearing to read "J.N. Vogel". The signature is stylized and cursive.

John N. Vogel, Ph.D.

Exhibit D



Illinois Department of Transportation

Memorandum

To: John E. Oimoen Attn: Miriam Gutierrez
From: John D. Baranzelli By: Brad H. Koldehoff
Subject: Adverse Effect – Cultural Resources
Date: January 10, 2013

**High Speed Rail – Chicago to St. Louis
Girard to Nilwood, Macoupin County
Grade Crossing Improvements
Seq. 17553**

The attached letter documents the concurrence of the State Historic Preservation Officer in the following determination by the Federal Railroad Administration of an "Adverse Effect" on historic resources for the above referenced project.

The attached letter serves as notification that further Section 106 and Section 4(f) coordination is required.

A handwritten signature in black ink, appearing to read "Brad Koldehoff".

Attachment

BK:km



U.S. Department
of Transportation

Federal Railroad
Administration

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

RE: Macoupin County
High-Speed Rail - Chicago to St. Louis
Girard to Nilwood
Grade Crossing Improvements
IDOT Sequence #17553

RECEIVED

JAN - 8 2013

Preservation Services

1200 New Jersey Avenue, SE
Washington, DC 20590

DEC 28 2012

CONCUR

By: Jane E. Haaker
Deputy State Historic Preservation Officer

Date: 1-8-13

Dear Ms. Haaker:

Enclosed is the Illinois Department of Transportation (IDOT) Environmental Survey Request form and accompanying plan sheets and photographic documentation for proposed improvements to two existing grade crossings (UPRR MP 214.48 and 211.82) between Girard and Nilwood along the Chicago to St. Louis High-Speed Rail corridor.

Two grade crossing are proposed for improvement between Auburn and Shipman, Illinois where the Girard to Nilwood NRHP listed section of Route 66 intersects the Union Pacific Railroad. The listed NRHP section starts at Cambridge Road/IL Route 4 south of Girard and ends at Morean Street in Nilwood. Both Cambridge Road and Morean Street are proposed for improvements, however, only Cambridge Road was determined to be an adverse impact.

The proposed work includes improvement of the roadway approaches to the railroad crossing and ties into the existing curb and/or shoulder returns. Cambridge Road currently crosses the railroad at a skewed angle. The proposed improvement will re-align Cambridge Road so that it intersects the railroad and IL Route 4 at a 90 degree angle. Some of the roadway improvements will require right-of-way acquisition or temporary easements for construction. Recent improvements completed at the crossing locations, as a separate project, included widening and construction of the railroad crossing as well as the installation of updated crossing protection devices.

The IDOT Cultural Resources Unit has identified the potential for the planned improvements to cause an Adverse Effect to the National Register listed, Girard to Nilwood section, of Historic Route 66. The impacts will be at the Cambridge Road crossing (MP 211.82) near Girard and at the Morean Street crossing (MP 214.48) in Nilwood. The IDOT has coordinated redesign efforts with your office in an attempt to minimize potential impacts to Historic Route 66. While design modifications at Morean Street will reduce the potential impact to Historic Route 66, the impacts at Cambridge Road, given the complexity of the improvements cannot be minimized, owing to significant safety concerns. Planned improvements at both crossings will require physical alterations to Historic Route 66. The elevation and alignment of Historic Route 66 at Cambridge Road will be modified to accommodate current safety standards.

A review of the project has been completed by IDOT's Cultural Resources Unit, and no other cultural resources listed or eligible for listing on the National Register were identified within the project area.

In accordance with Section 106, FRA is providing for your review and comments the following draft documents (which include determinations of effect on historic resources).

Enclosed is the IDOT Environmental Survey Request (Addendum) form and accompanying plan sheets and photographic documentation for proposed improvements to four existing grade crossings (UPRR MP 86.92, 88.90, 93.59, and 94.71) between Dwight and Pontiac along the Chicago to St. Louis High-Speed Rail corridor. A review of the project has been completed by IDOT's Cultural Resources Unit, and no other cultural resources listed or eligible for listing on the National Register were identified within the area of potential effect.

FRA has determined that the project will have an adverse effect on historic resources in accordance with 36 CFR 800.5(a)(2)(i), and is providing a copy of this letter to the Advisory Council on Historic Preservation (ACHP) in order to provide the required notice. The project will also be subject to Section 4(f) of the U.S. Department of Transportation (DOT) Act and Section 106 of the National Historic Preservation Act (NHPA) of 1966.

With this letter FRA requests concurrence with its findings relative to Section 106 and requests comments on the proposed actions to mitigate the effects of the project. The actions consist of the development of a Programmatic Agreement (PA) for the Chicago to St. Louis High Speed rail Corridor. This PA will be completed in consultation with your office, IDOT, the ACHP, and other identified consulting parties.

If you have any questions or require additional information in regards to this undertaking, please contact the FRA Federal Preservation Officer, Colleen Vaughn at 202-493-6096, or by email at colleen.vaughn@dot.gov or Brad Koldehoff, Cultural Resource Specialist with the Illinois Department of Transportation at 217-785-7833, or by email at Brad.Koldehoff@illinois.gov.

Sincerely,



David Valenstein
Division Chief, Environment and Systems Planning

cc. Andrea Martin, FRA w/o encl.
Brad Koldehoff, IDOT w/o encl.
Louise Brodnitz, ACHP

Enclosure: March 3, 2012 IDOT Letter
IDOT Environmental Survey Request



Illinois Department of Transportation

Memorandum

To: John E. Oimoen Attn: Miriam Gutierrez
From: John D. Baranzelli By: Brad H. Koldehoff
Subject: Adverse Effect – Cultural Resources
Date: January 10, 2013

**High Speed Rail – Chicago to St. Louis
Dwight to Pontiac, Livingston County
Staged Grade Crossing Improvements (Stage 2)
Seq. 17105A**

The attached letter documents the concurrence of the State Historic Preservation Officer in the following determination by the Federal Railroad Administration of an “Adverse Effect” on historic resources for the above referenced project.

The attached letter serves as notification that further Section 106 and Section 4(f) coordination is required.

A handwritten signature in cursive script, reading "Brad Koldehoff".

Attachment

BK:km

RECEIVED

JAN - 8 2013



U.S. Department
of Transportation

Preservation Services

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

DEC 28 2012

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

RE: High-Speed Rail - Chicago to St. Louis
Dwight to Pontiac; Livingston County
Staged Grade Crossing Improvements (Stage 2)
IDOT Sequence #17105A

CONCUR

By: Jan E. Haaker
Deputy State Historic Preservation Officer

Date: 1-8-13

Dear Ms. Haaker:

The Illinois Department of Transportation (IDOT) with Funding from the Federal Railroad Administration (FRA) is proposing a series of safety improvements at various railroad crossings along the federally designated high-speed rail corridor between Chicago, IL and St. Louis, Mo.

There are four grade crossing proposed for improvement between Dwight and Pontiac, Illinois that are adjacent to the Cayuga to Chenoa NRHP listed section of Route 66. One of the grade crossings, Main Street/E 2160 N Road, is located in Cayuga. Further south, the Bunge Road/E 2000 N Road grade crossing is located between Cayuga and Pontiac. The remaining two grade crossings, E 1600 N Road and E 1500 N Road are located south of Pontiac. All four grade crossings are located in Livingston County.

The proposed work includes improvement of the roadway approaches to the railroad crossings and the tie into the existing curb and/or shoulder returns. The E 2000 N, E 1600 N, and E 1200 N grade crossings will be re-aligned shifting traffic from the existing U.S. Route 66 to what was once the south bound lanes of Route 66 to meet geometric and safety improvements. Some of the roadway improvements will require right-of-way acquisition or temporary easements for construction. Recent improvements completed at the crossing locations, as a separate project, included widening and construction of the railroad crossing as well as the installation of updated crossing protection devices.

The IDOT Cultural Resources Unit, in coordination with your office, previously identified the potential for the planned improvements to cause an Adverse Effect to the National Register listed, Cayuga to Chenoa section, of Historic Route 66 (see attached IDOT letter dated March 3, 2012). The IDOT has coordinated redesign efforts with your office in an attempt to minimize potential impacts to Historic Route 66. However, given the complexity of the improvements, owing to significant safety concerns, the planned improvements will require physical alterations to a section of Historic Route 66. The improvements consist of modifications to the existing elevation and alignment of Historic Route 66 to accommodate current safety standards.

In accordance with Section 106, FRA is providing for your review and comments the following draft documents (which include determinations of effect on historic resources)
The project will also be subject to Section 4(f) of the U.S. Department of Transportation (DOT) Act and Section 106 of the National Historic Preservation Act (NHPA) of 1966.

Enclosed is the IDOT Environmental Survey Request (Addendum) form and accompanying plan sheets and photographic documentation for proposed improvements to four existing grade crossings (UPRR MP 86.92, 88.90, 93.59, and 94.71) between Dwight and Pontiac along the Chicago to St. Louis High-Speed Rail corridor. A review of the project has been completed by IDOT's Cultural Resources Unit, and no other cultural resources listed or eligible for listing on the National Register were identified within the area of potential effect.

FRA has determined that the project will have an adverse effect on historic resources in accordance with 36 CRF 800.5(a)(2)(i), and is providing a copy of this letter to the Advisory Council on Historic Preservation (ACHP) in order to provide the required notice.

With this letter FRA requests concurrence with its findings relative to Section 106 and requests comments on the proposed actions to mitigate the effects of the project. The actions consist of the development of a Programmatic Agreement (PA) for the Chicago to St. Louis High Speed rail Corridor. This PA will be completed in consultation with your office, IDOT, the ACHP, and other identified consulting parties.

If you have any questions or require additional information in regards to this undertaking, please contact the FRA Federal Preservation Officer, Colleen Vaughn at 202-493-6096, or by email at colleen.vaughn@dot.gov or Brad Koldehoff, Cultural resource Specialist with the Illinois Department of Transportation at 217-785-7833, or by email at Brad.Koldehoff@illinois.gov.

Sincerely,



David Valenstein
Division Chief, Environment and Systems Planning

cc. Andrea Martin, FRA w/o encl.
Brad Koldehoff, IDOT w/o encl.
Louise Brodnitz, ACHP

Enclosure: March 3, 2012 IDOT Letter
IDOT Environmental Survey Request

Exhibit F

HISTORIC CONCRETE PAVEMENT RESTORATION SPECIAL

Effective: June 14, 2013

Description. This work shall be portland cement concrete pavement or concrete pavement patching for the restoration or repair of historic concrete pavement according to Sections 420, 421, or 442 of the Standard Specifications, except as modified herein.

Materials. Revise Article 420.02(a) of the Standard Specifications to read:

"Item	Article/Section
(a) Portland Cement Concrete (Note 1)	1020

Note 1. The mixture composition and mix design proportions of the concrete used shall be such that its color and aggregate components match the existing adjacent pavement as approved by the Engineer. A minimum of two cores will be available for inspection at (insert location) during normal business hours which will be provided to the Contractor. The aggregate components shall match the aggregate in the existing pavement such that a gravel (rounded or partial crush) or crushed gravel shall be used where the existing pavement consists of like gravel, and a crushed stone shall be used where the existing pavement consists of crushed stone. Manufactured sand shall not be used. The proposed mixture shall be matched to the interior coloration of the existing pavement hardened paste, preferably using a core taken from within the restoration area, using a minimum of one trial batch verified by the Engineer according to the "Portland Cement Concrete Level III Technician" course material. Color of the final cured concrete shall be modified by usage of materials found in Article 1020.05(c). The use of dyes or colorants will not be allowed. The concrete from the trial batch used to assess the color match of the proposed mixture and existing pavement shall be cured according to Article 1020.13, except that membrane curing will not be permitted and the curing period shall be a minimum of 21 days. The curing method used for color matching shall be used during construction. The trial batch shall also be used to demonstrate final texturing according to Article 420.09(e) to be used during construction. If more than two trial batches are required by the Engineer to satisfactorily assess color match and final texture, the additional trial batches will be paid for under Article 109.04."

Add the following paragraph after the first paragraph to Note 1 of Article 442.02 of the Standard Specifications:

"The mixture composition and mix design proportions of the Class PP concrete used shall be such that its color and aggregate components match the existing adjacent pavement as approved by the Engineer. A minimum of two cores will be available for inspection at (insert location) during normal business hours which will be provided to the Contractor. The aggregate components shall match the aggregate in the existing pavement such that a gravel (rounded or partial crush) or crushed gravel shall be used where the existing pavement consists of like gravel, and a crushed stone shall be used where the existing pavement consists of crushed stone. Manufactured sand shall not be used. The proposed mixture shall be matched to the interior coloration of the existing pavement hardened paste, preferably using a core taken from within the restoration area, using a minimum of one trial batch verified by the Engineer according to the "Portland Cement Concrete Level III Technician" course material. Color of the final cured concrete shall be modified by usage of materials found in Article 1020.05(c). The

use of dyes or colorants will not be allowed. The concrete from the trial batch used to assess the color match of the proposed mixture and existing pavement shall be cured according to Article 1020.13, except that membrane curing will not be permitted and the curing period shall be a minimum of 21 days. The curing method used for color matching shall be used during construction. The trial batch shall also be used to demonstrate final texturing according to Article 442.06(f) to be used during construction. If more than two trial batches are required by the Engineer to satisfactorily assess color match and final texture, the additional trial batches will be paid for under Article 109.04."

CONSTRUCTION REQUIREMENTS

Final Finish. Revise Article 420.09(e) of the Standard Specifications to read:

"(e)Final Finish. The final finish shall be comprised of texturing the pavement surface to match in appearance the existing adjacent pavement non-wheel path areas, including the removal of surface mortar using a concrete surface retarder, sponge float, water washing, or other methods as approved by the Engineer to expose coarse aggregate for a weathered look. If traces of a drag finish are present, this feature shall be included in the work prior to applying weathering while the concrete is plastic."

Surface Tests. For new portland cement concrete pavement, delete Article 420.10 of the Standard Specifications.

Pavement Replacement. Revise the fifth paragraph of Article 442.06(e) of the Standard Specifications to read:

"Surface variations which exceed the above tolerances shall require removing and replacing the entire repair, except where the pavement is no longer in service."

Replace the second sentence of the first paragraph of Article 442.06(f) of the Standard Specifications with the following:

"The texturing operation shall be executed so that the surface matches in appearance the existing adjacent pavement non-wheel path areas, including the removal of surface mortar using a concrete surface retarder, sponge float, water washing, or other methods as approved by the Engineer to expose coarse aggregate for a weathered look. If traces of a drag finish are present, this feature shall be included in the work prior while the concrete is plastic."

Basis of Payment. Revise the first paragraph of Article 420.20 of the Standard Specifications to read:

"This work will be paid for at the contract unit price per square yard (square meter) for PORTLAND CEMENT CONCRETE PAVEMENT (HISTORIC), of the thickness specified."

Replace the first, second, and third paragraphs of Article 442.11 of the Standard Specifications with the following:

"This work will be paid for at the contract unit price per square yard (square meter) for CLASS B PATCHES (HISTORIC), OR CLASS C PATCHES (HISTORIC), of the type and thickness specified."

Old Route 4 (294371W)

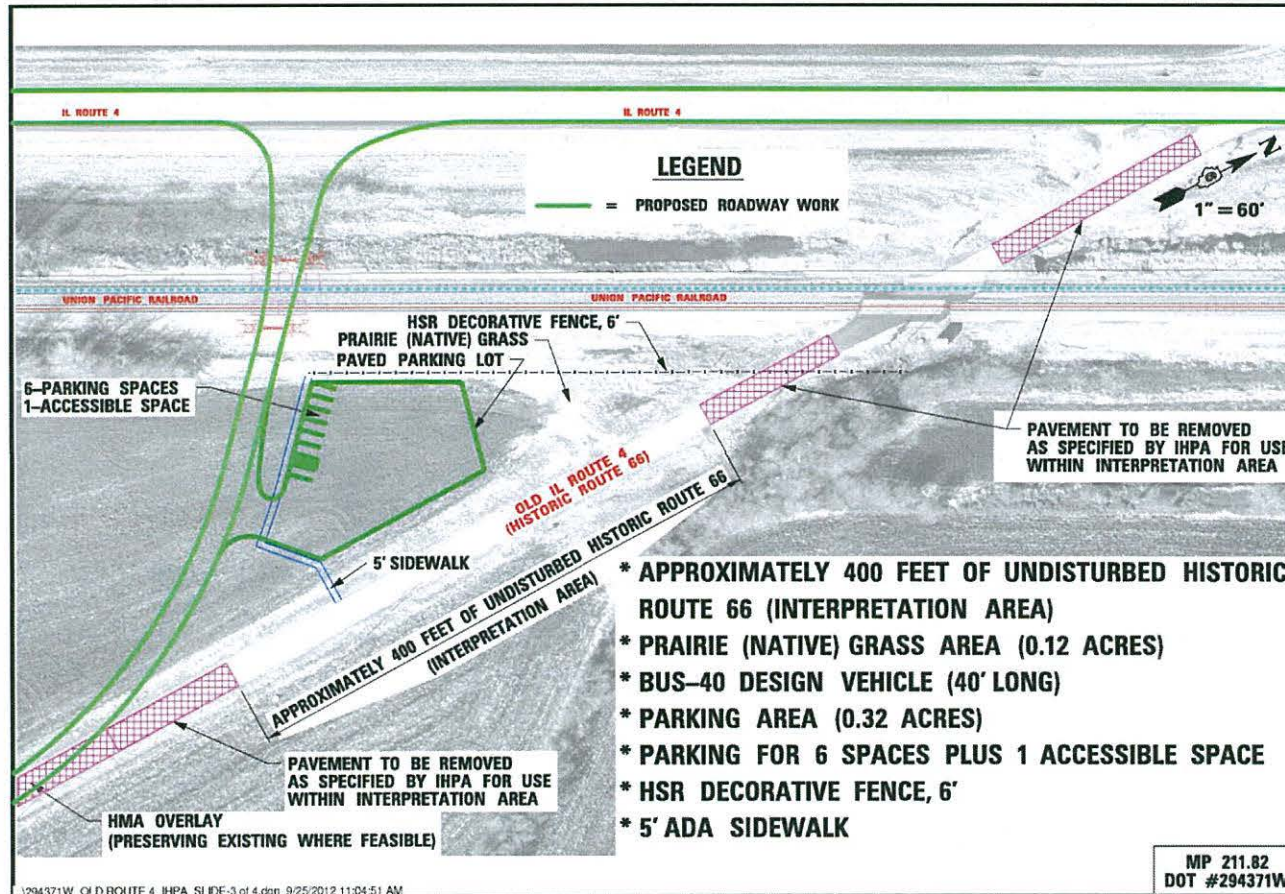


Exhibit G

Old Route 4 (294371W)



Note: Preliminary conceptual layout. Design and land acquisition still needs to be approved.



www.idot.hsr.org

www.connectthemidwest.com

Exhibit H

PART A: STANDARD DATA-RECOVERY PLAN FOR PREHISTORIC SITES

Introduction

The Illinois State Archaeological Survey (ISAS), 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 prehistoric habitation 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 ISAS techniques, which are outlined in ISAS 2013 Field Manual: *Standard ISAS Field Procedures for Phase I, II and III Archaeological Investigations*.

The IDOT and the Illinois State Historic Preservation Officer (SHPO) have jointly determined that the prehistoric sites to be investigated with this recovery plan are eligible for the National Register of Historic Places under Criterion D and that impacts to these sites cannot be avoided.

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 (such as the Geological Survey Soil Survey) and in the field. A verbal description of the natural setting will accompany maps and photographs in the final reporting of the site.

Summary of Previous Investigations

In general, sites to be investigated under this data recovery plan were recorded by ISAS 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 our understanding of the prehistory of this area in order to warrant additional investigation.

Research Design

The data generated by excavations at the prehistoric site(s) will be used to examine at least three topics: (1) chronology; (2) technology; and (3) subsistence practices. Insights into changing patterns of community organization may also be granted, as may insights into changes in social organization. The data recovered will then be compared to data from other regional sites.

1. Chronology. It is expected that the recovered artifact assemblage at the prehistoric site(s) will suggest the presence of at least one cultural component (such as the

Mississippian or Late Woodland). Insights into more precise time spans at both sites can be gained through analysis of point and ceramic styles, as well as the acquisition of charcoal samples for radiocarbon analysis.

2. **Technology.** The lithic artifacts recovered from the prehistoric site(s) are expected to reflect the inhabitant's use of this material for a variety of tasks involved in procuring and processing resources. Analysis of the lithic assemblage will identify raw materials, heating stage, overall stages of tool manufacture, and lithic reduction strategies. Analysis of the ceramics, if ceramics are recovered, may also aid in the identification of pottery manufacturing processes.
3. **Subsistence.** If plant and animal remains are recovered at the prehistoric site(s), standardized flotation samples will be collected and analyzed from excavated feature fills to identify patterns of plant and animal use by the site inhabitants. These data will be used in the interpretation of seasonality and site function.

Mitigation Plan

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

Standard ISAS methods (as outlined in the ISAS Field Manual 2013) will be employed in all aspects of the data recovery. Portions of the plow zone at the site(s) will be removed; if warranted, a backhoe with a smooth-bladed bucket will likewise be utilized to carefully remove the plow zone at the site(s) in test trenches to recover artifacts, reveal features, and more fully investigate site stratigraphy.

If features are encountered, the archaeological studies will be conducted following the standard ISAS excavation techniques described in the ISAS Field Manual 2013. Any features encountered will be mapped by hand and tied into the site maps with an electronic transit. After plan mapping, features will be bisected along their long axis with hand tools (shovels and trowels). The subsequent profile will be mapped and photographed. Generally, the first half of each pit feature will be excavated as a single unit, with all artifacts bagged together; flotation samples generally will not be collected from the first halves of features. The second half of each pit will be excavated by fill zones identified in profile, with artifacts and flotation samples collected accordingly and screened with ¼-inch hardware cloth as appropriate. At least one 10-liter flotation sample will be collected from each zone. Charcoal-rich zones will be more intensively sampled.

Human remains are not expected to be found during the excavations; however, if encountered, the remains will be mapped and removed in accordance with all procedures and guidelines associated with the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440, 17 IAC 4170). Disposition of the human remains and any burial artifacts will be accomplished under the provisions of the Act.

In the laboratory, all lithic artifacts will be washed, labeled and analyzed by ISAS personnel at the appropriate Survey Division office. Botanical, zoological and human remains will be analyzed by specialists at ISAS's main office 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 ISAS will also ensure that all final archaeological reports are presented in a format acceptable to the SHPO following Illinois 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. Reports will be submitted to the IDOT and SHPO in a timely manner after the completion of all field and laboratory investigations.

Curation

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

PART B: STANDARD DATA-RECOVERY PLAN FOR HISTORIC SITES

Introduction

The Illinois State Archaeological Survey (ISAS), 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 ISAS techniques, which are outlined in ISAS 2013 Field Manual: *Standard ISAS 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 impacts to these sites cannot be avoided.

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 ISAS 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 ISAS archaeologists who meet the Secretary of the Interior's professional qualifications standards (48-FR-447838-9). In designing and carrying out the work, ISAS staff will also take into account the Advisory Council on Historic Preservation's publication on the "Treatment of Archeological Properties."

Standard ISAS methods (as outlined in the ISAS Field Manual 2013) will be employed in all aspects of the data recovery. 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 ISAS 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 ISAS excavation manual (ISAS 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 ISAS personnel at the appropriate Survey Division office, following standard ISAS procedures (ISAS 2013). Botanical, zoological, and historical materials will then be analyzed by ISAS 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 ISAS will also ensure that all final archeological reports are presented in a format acceptable to the SHPO following Illinois 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. Reports will be submitted to the IDOT and SHPO in a timely manner after the completion of all field and laboratory investigations.

Curation

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