

Joint Section 106 / Section 4(f) Report

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

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

December 2011

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

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

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

Date of Approval

For FHWA

The following persons may be contacted for additional information concerning this document:

Norman R. Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703
Telephone: 217-492-4640

Joseph E. Crowe, P.E.
Deputy Director of Highways
IDOT District 3 Engineer
401 Main Street
Peoria, Illinois 61602
Telephone: 309-671-2490

The recommended action is to construct a grade separation of Seminary Street/Kellogg Street over the BNSF Chillicothe Subdivision. The grade separation would extend from the intersection of Seminary and Grove Streets on the north to the intersection of Kellogg and Water Streets on the south, crossing mid-block, with additional roadway improvements between Water Street and Main Street. The project occurs entirely within the Galesburg Historic District. Primary impacts include demolition of sixteen contributing structures, right-of-way acquisition from two properties with contributing structures, and temporary easements from six properties with structures contributing to the historic district. A total of four acres would be permanently taken from the historic district.

TABLE OF CONTENTS

1.0	INTRODUCTION	5
1.1	APPLICABILITY OF SECTION 106	5
1.2	APPLICABILITY OF SECTION 4(f)	5
2.0	DESCRIPTION OF UNDERTAKING	5
2.1	PURPOSE AND NEED	5
2.2	ALTERNATIVES CONSIDERED	7
2.2.1	KELLOGG STREET	8
2.2.2	SEMINARY STREET	12
2.2.3	KELLOGG/SEMINARY STREET	15
2.3	PROPOSED ACTION	19
3.0	HISTORIC PROPERTIES THAT MAY BE AFFECTED BY THE UNDERTAKING	19
3.1	EFFORTS USED TO IDENTIFY HISTORIC PROPERTIES	19
3.2	HISTORIC PROPERTIES	20
3.2.1	NATIONAL REGISTER DISTRICT	20
3.3	CONTRIBUTING STRUCTURES	20
4.0	IMPACTS.....	20
4.1	DIRECT IMPACTS	20
4.2	INDIRECT IMPACTS.....	24
5.0	AVOIDANCE AND MINIMIZATION ALTERNATIVES.....	26
5.1	ROADWAY CONSTRUCTION ALTERNATIVES	26
5.2	RAILROAD CONSTRUCTION ALTERNATIVES.....	26
5.3	NON-TRANSPORTATION SYSTEM IMPROVEMENTS.....	27
5.4	NO-ACTION ALTERNATIVE	27
6.0	LEAST HARMS ANALYSIS.....	28
7.0	MITIGATION	32
8.0	HOW AND WHY THE CRITERIA OF ADVERSE EFFECT WERE FOUND TO BE APPLICABLE.....	34
9.0	PUBLIC INVOLVEMENT AND COORDINATION	34
9.1	GALESBURG LANDMARK COMMISSION AND HISTORICAL SOCIETY	34
9.2	CITIZEN ADVISORY GROUP (CAG)	34
9.3	PUBLIC MEETINGS.....	35
9.4	LETTERS OF SUPPORT FOR THE PROJECT	35
9.5	PUBLIC HEARING	35
9.6	COORDINATION WITH OFFICIAL WITH JURISDICTION OVER THE SECTION 106 AND SECTION 4(F) RESOURCES.....	35

LIST OF FIGURES

- 1 Location
- 2 Galesburg Historic District
- 3 Galesburg Hospitals' Ambulance Service Response Times
- 4 Central Fire Station Response Times
- 5 Existing Emergency Response Route Alternatives
- 6 Alternative Comparisons of Section 106/4(f) Resource Impacts
- 7-30 Property Impacts: Section 106/4(f) Resources
- 31 Avoidance Alternatives: Roadway Construction Alternatives

LIST OF TABLES

- 1 Alternatives Impact Analysis: Section 106/4(f) Resources
- 2 Kellogg Street Alternative Property Impacts
- 3 Kellogg Street – Impacted Trees
- 4 Seminary Street Alternative Property Impacts
- 5 Seminary Street – Impacted Trees
- 6 Kellogg/Seminary Street Alternative Property Impacts
- 7 Kellogg/Seminary Street – Impacted Trees
- 8 Existing and Projected Traffic Volumes

ATTACHMENTS

- 1 An Architectural and Historical Assessment of the North Seminary/Kellogg Street Grade Separation Project in Galesburg, Knox County, Illinois
- 2 An Architectural and Historical Assessment of the North Seminary Street Grade Separation Project in Galesburg, Knox County, Illinois.
- 3 Galesburg National Historic District 1976 Nomination Form
- 4 Finding of Adverse Effect Concurrence Letter from IHPA
- 5 Galesburg Landmark Commission Letter of Request
- 6 Letters of Support
- 7 Galesburg Landmark Commission November 3, 2009 Meeting Minutes
- 8 Certificate of Publication for Notice of Availability
- 9 Memorandum of Agreement
- 10 Illinois Historic Preservation Agency Review Letter
- 11 Advisory Council on Historic Preservation Letter declining to participate
- 12 Advisory Council on Historic Preservation Letter, receipt of Memorandum of Agreement
- 13 United States Department of the Interior Review Letter

1.0 INTRODUCTION

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

1.1 APPLICABILITY OF SECTION 106

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

1.2 APPLICABILITY OF SECTION 4(f)

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

2.0 DESCRIPTION OF UNDERTAKING

2.1 PURPOSE AND NEED

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

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

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

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

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

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

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

2.2 ALTERNATIVES CONSIDERED

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

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

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

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

2.2.1 KELLOGG STREET

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

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

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

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

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

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

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

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

Table 2: Property Impacts
Kellogg Street Overpass

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

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

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

2.2.2 SEMINARY STREET

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

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

Table 4: Property Impacts
Seminary Street Overpass

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

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

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

2.2.3 KELLOGG/SEMINARY STREET

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

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

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

Table 6: Property Impacts
North Kellogg / Seminary Street Overpass

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

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

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

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

2.3 PROPOSED ACTION

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

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

3.0 HISTORIC PROPERTIES THAT MAY BE AFFECTED BY THE UNDERTAKING

3.1 EFFORTS USED TO IDENTIFY HISTORIC PROPERTIES

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

3.2 HISTORIC PROPERTIES

3.2.1 NATIONAL REGISTER DISTRICT

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

3.3 CONTRIBUTING STRUCTURES

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

4.0 IMPACTS

4.1 DIRECT IMPACTS

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

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

Total Takes

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

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

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

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

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

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

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

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

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

357 N. Seminary Street (Survey No. 48) – This Front-Gabled House was built between 1889 and 1910. A small detached garage was constructed between 1918 and 1927. Seminary Street will be closed north of North Street after construction of the grade separation resulting in a loss of access for this property. This property will be demolished but no trees will be removed (**Figure 16**).

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

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

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

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

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

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

Right-of-Way Acquisition and Temporary Easement

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

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

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

Temporary Easements

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

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

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

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

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

4.2 INDIRECT IMPACTS

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

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

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

Table 8: Existing and Projected Traffic Volumes

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

*Denotes northbound and southbound traffic in vehicles per hour.

5.0 AVOIDANCE AND MINIMIZATION ALTERNATIVES

5.1 ROADWAY CONSTRUCTION ALTERNATIVES

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

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

5.2 RAILROAD CONSTRUCTION ALTERNATIVES

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

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

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

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

5.3 NON-TRANSPORTATION SYSTEM IMPROVEMENTS

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

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

5.4 NO-ACTION ALTERNATIVE

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

6.0 LEAST HARMS ANALYSIS

A variety of alternatives were evaluated in an attempt to meet the purpose and need of the proposed project and to minimize Section 4(f) impacts. Four alternatives (No-Action, Mendota Subdivision relocation, emergency facility duplication, and implementation of a quiet zone) were dismissed as they did not meet the purpose and need of the project. Four alternatives (Henderson Street overpass, Lincoln Street overpass, relocation of Chillicothe Subdivision, and depression of Chillicothe Subdivision) were found to serve the project's purpose and need but are not feasible and prudent alternatives. The remaining three alternatives meet the purpose and need for the project, but each has impacts to Section 4(f) resources. When there is no feasible and prudent avoidance alternative, FHWA "may approve only the alternative that causes the least overall harm in light of the statute's preservation purpose." Therefore, these three alternatives were carried forward to the least harms analysis:

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

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

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

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

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

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

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

The Kellogg Street alternative would impact the cohesive quality of the neighborhood, including the loss of the canopy of mature trees, uniform setback of the houses and the replacement of the brick street. Additionally, improvement to Kellogg Street would route additional traffic through a now quieter

residential street with local traffic only. It would be possible to mitigate from some of these effects by planting additional trees and replacing the brick surface, however some of the historic material and character would be lost. It would not be possible to mitigate for the additional traffic that would be traveling through the quiet neighborhood.

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

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

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

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

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

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

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

Also, the Kellogg Street alternative would impact the brick paved streets located from the 300-400 blocks of Kellogg Street. Brick streets are considered a key element to the historic character of the Galesburg Historic District, in part because they were manufactured by the now closed, Purington Brick Co. which was located in East Galesburg. The Kellogg Street alternative would introduce additional

traffic on a now quiet residential street and the existing tree canopy which contributes to the historic feeling of the neighborhood would be lost until the replacement trees became mature.

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

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

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

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

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

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

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

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

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

The views of the State Historic Preservation Officer will be sought after the public review of this Section 106/Section 4(f) document.

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

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

time of emergency vehicles than the Kellogg Street alternative. Under this criterion, the Seminary Street and Kellogg/Seminary Street perform better than the Kellogg Street alternative.

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

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

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

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

A total of 14 trees were recorded within the construction limits of the Seminary Street alignment. Impacted trees are dominated by various maple trees. In the opinion of the city arborist, six of the 14 trees are contributing to the landscape value of the historic district while the other eight trees are detracting from it due to storm damage, decay, conflicts with overhead utility lines or because they are growing in unwanted areas such as at the edge of the Cedar Creek channel. The six trees contributing to the landscape value of the historic district have an average diameter of 17.86 inches.

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

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

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

Creek channel. The eight trees contributing to the landscape value of the historic district have an average diameter of 17.76 inches, similar to the Seminary Street alternative.

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

- g) Substantial differences in costs among the alternatives.

Each of the alternatives has similar construction and maintenance costs.

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

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

7.0 MITIGATION

Impacts to historic resources have been minimized to the extent possible by placing the proposed overpass on mechanically stabilized earth (MSE) walls, rather than conventional embankment. The use of MSE technology reduces the project footprint by over 50 percent, reducing the need for additional right-of-way and the need to remove additional structures within the historic district.

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

Traffic volumes are expected to increase on Kellogg Street between Water Street and South Street. Existing Kellogg is classified as a Collector between Ferris and Simmons and is classified as a Local Street from Simmons to South and from Ferris to Water. The section of Kellogg Street from Water Street to

South Street would probably be reclassified as a Minor Arterial. Commercial land uses surround this segment of Kellogg Street. Businesses would have increased exposure to potential customers.

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

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

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

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

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

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

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

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

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

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

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

9.0 PUBLIC INVOLVEMENT AND COORDINATION

9.1 GALESBURG LANDMARK COMMISSION AND HISTORICAL SOCIETY

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

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

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

On November 3, 2009, the GLC met to further discuss the impacted properties and mitigation options. The President of the GHS, also a member of the GLC, reported that the GHS had met the previous week to discuss the project and all 13 members present voted in favor of the Kellogg Street to Seminary Street alternative. The GHS sent a letter to the City stating their support of the Kellogg/Seminary Street alternative (**Attachment 6**). One member of the GLC voiced a preference for the Seminary Street alternative while others favored the curved alignment. The GLC requested that a representative of the GLC and the GHS be appointed to serve on the Citizens' Advisory Group (CAG) during the design of this project (**Attachment 7**). It was also proposed that demolished contributing structures, particularly the duplex at 234-236 N. Kellogg Street, could be offered for salvage.

9.2 CITIZEN ADVISORY GROUP (CAG)

The CAG is a group of community volunteers who work with the Project Study Group (PSG) to develop and implement the Stakeholder Involvement Plan. The CAG assisted the PSG in conducting a context

audit with the stakeholders to determine characteristics contributing to the context of the project and was consulted in the development and evaluation of alternatives. The CAG met three times with the PSG during the course of the project.

9.3 PUBLIC MEETINGS

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

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

9.4 LETTERS OF SUPPORT FOR THE PROJECT

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

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

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

9.5 PUBLIC HEARING

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

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

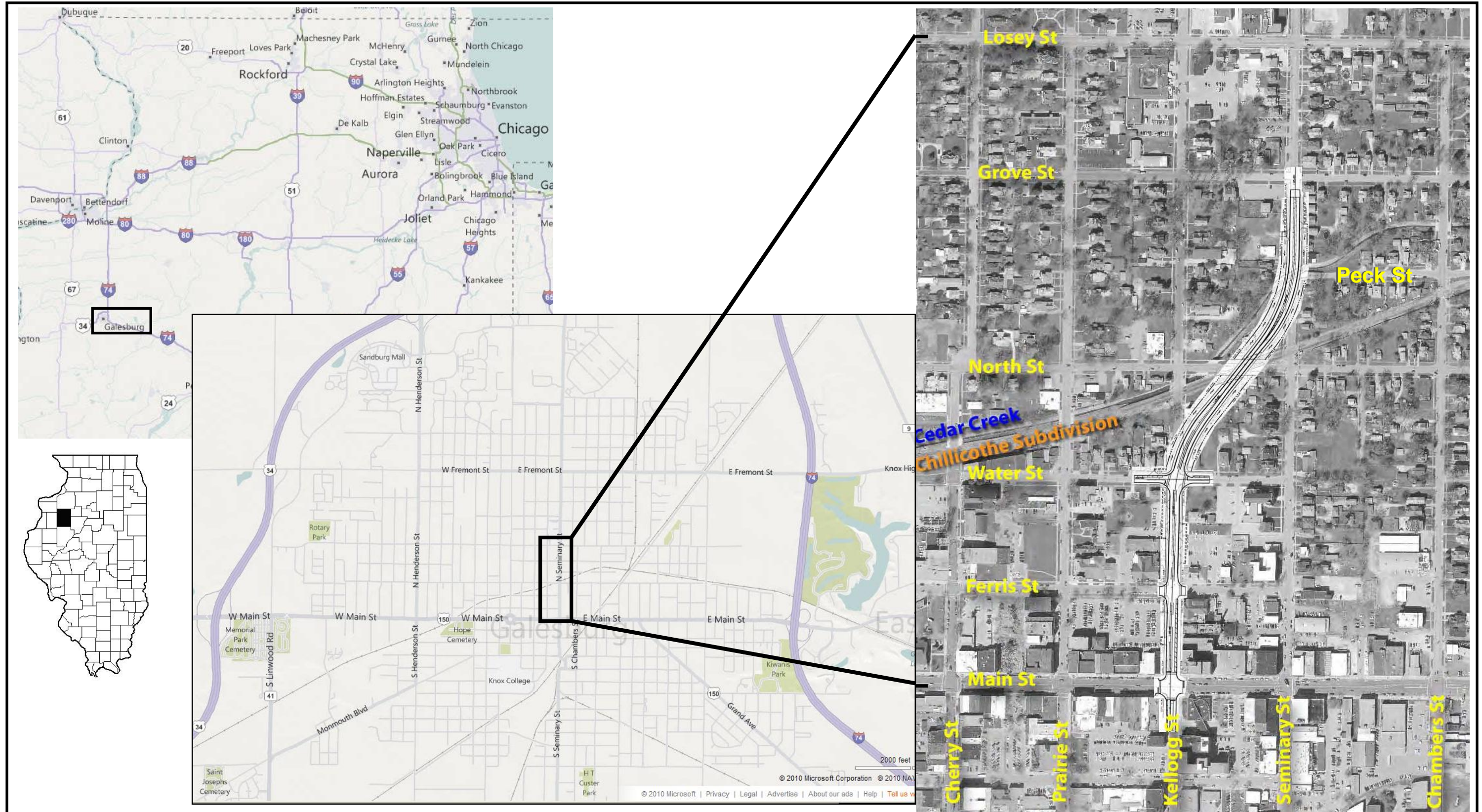
In Illinois, the IHPA houses the Illinois State Historic Preservation Officer and is the official with jurisdiction consulted. The FHWA, IDOT, and the IHPA have coordinated with the City of Galesburg and the GLC to develop mitigation commitments for impacts to historic resources. Section 7.0 describes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

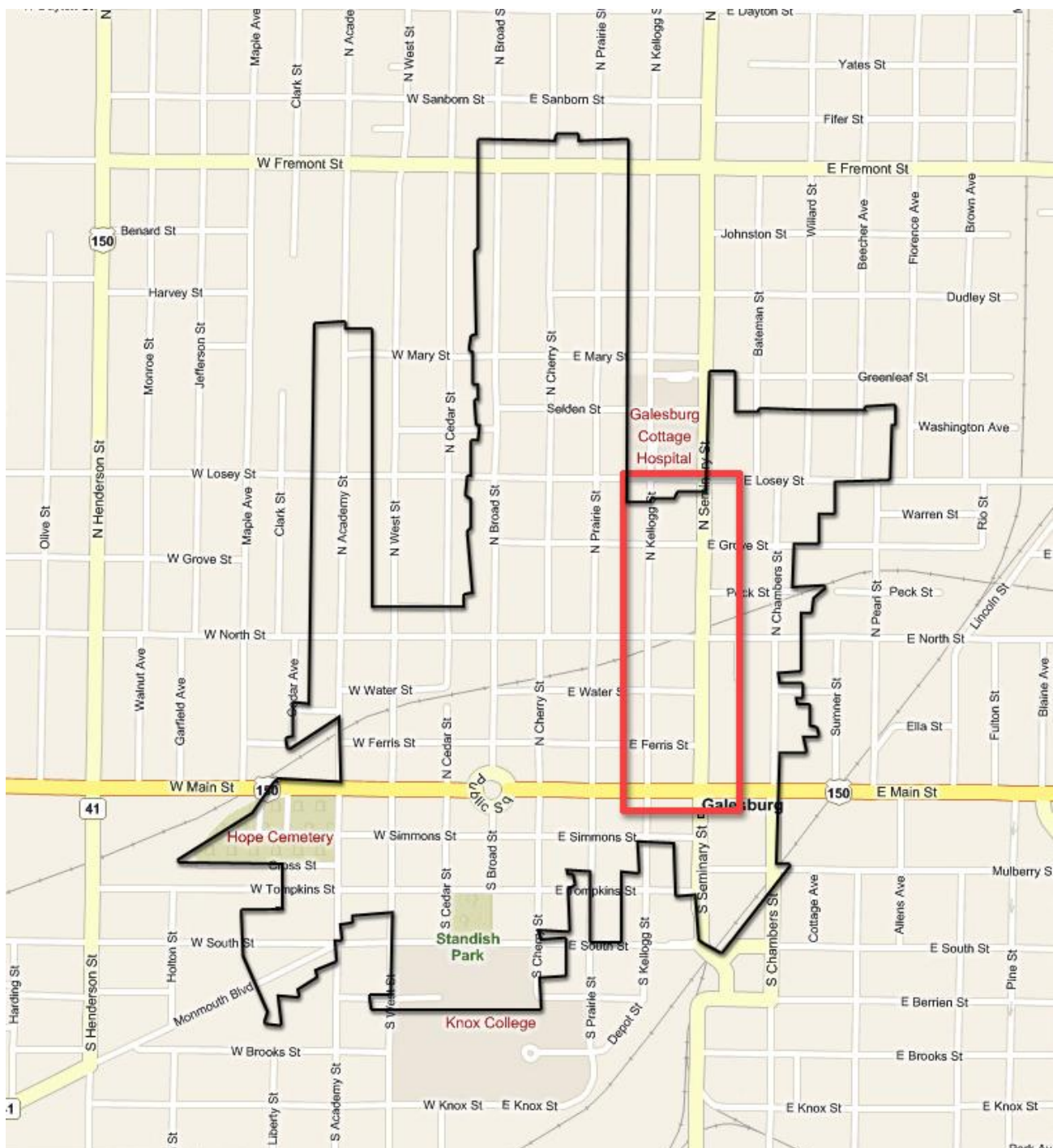
In a letter dated June 20, 2011 (**Attachment 10**), the State Historic Preservation Officer (SHPO) states that the IHPA has reviewed the Draft Joint Section 106/Section 4(F) report for this project and has determined that the report adequately discusses the proposed effects to historic properties within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

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

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

FIGURES





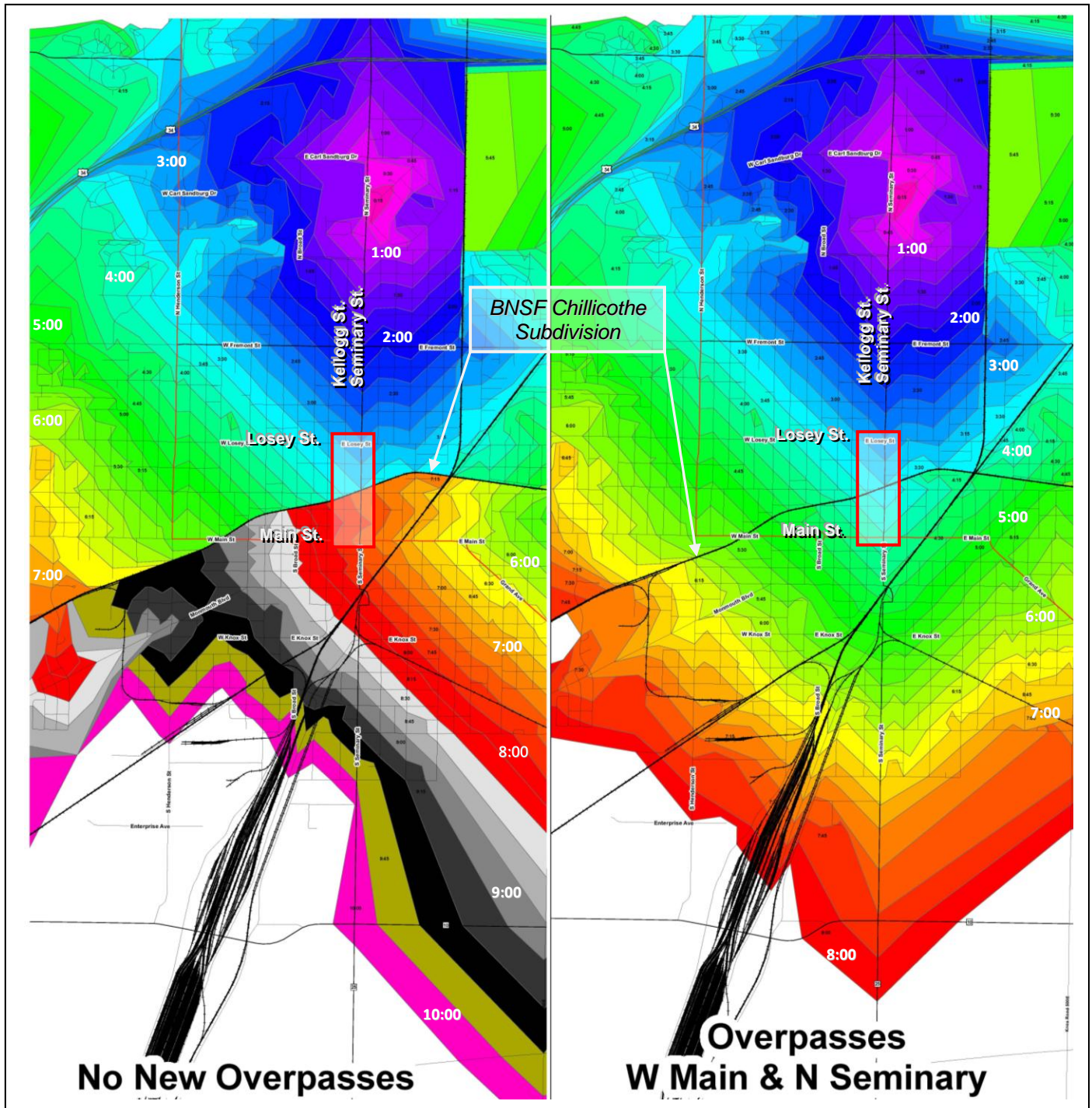
The Galesburg National Register Historic District is outlined by black. The general project area is enclosed by the red box.



Kaskaskia
Engineering
Group, LLC

Figure 2

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



The project area is highlighted with a red box.

Galesburg Hospitals' Ambulance Service is located in the pink center (2175 Windish Drive).

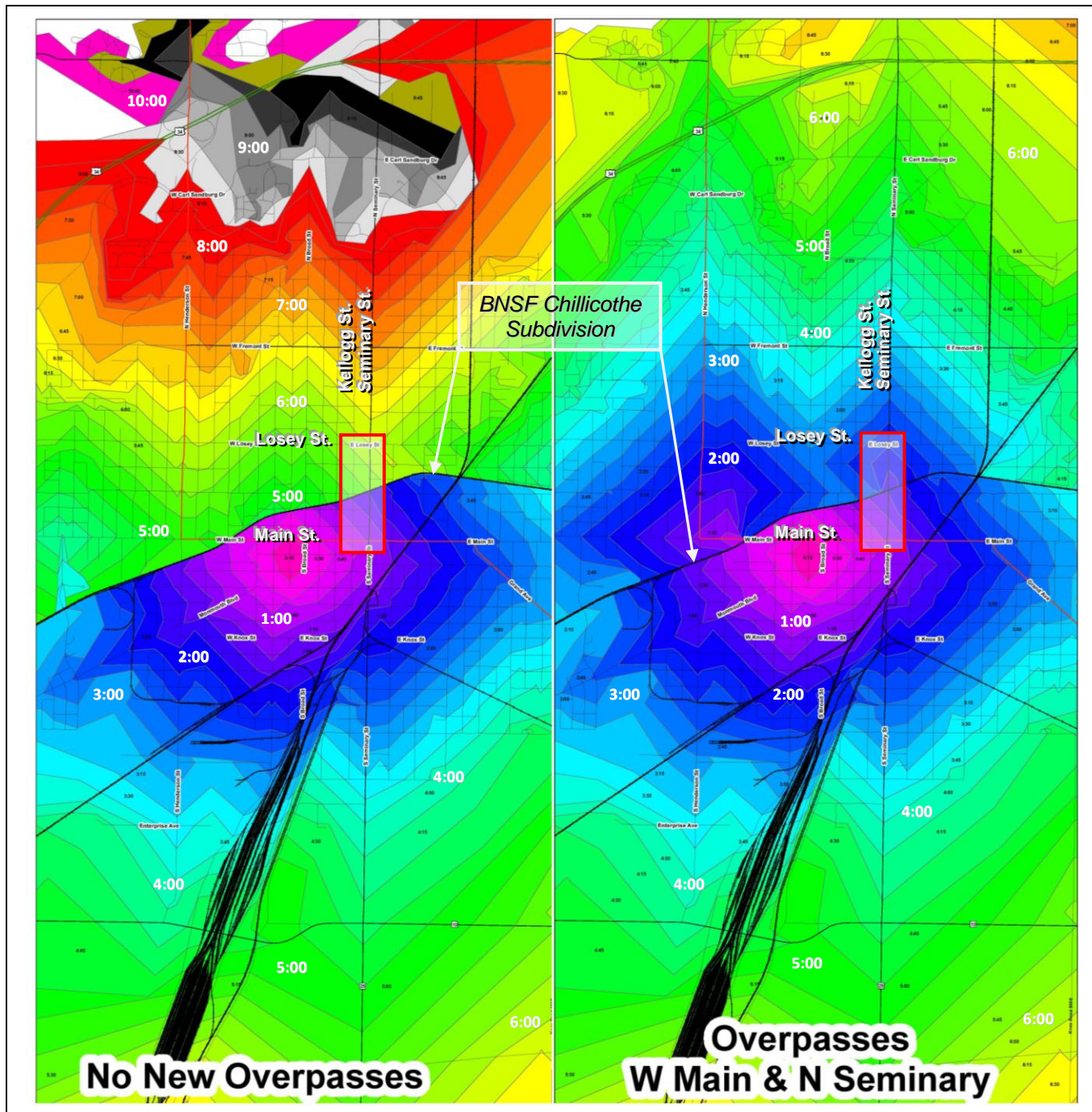
Response time increases by 15 seconds for every contour interval.



Kaskaskia
Engineering
Group, LLC

Figure 3

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



The project area is highlighted with a red box.

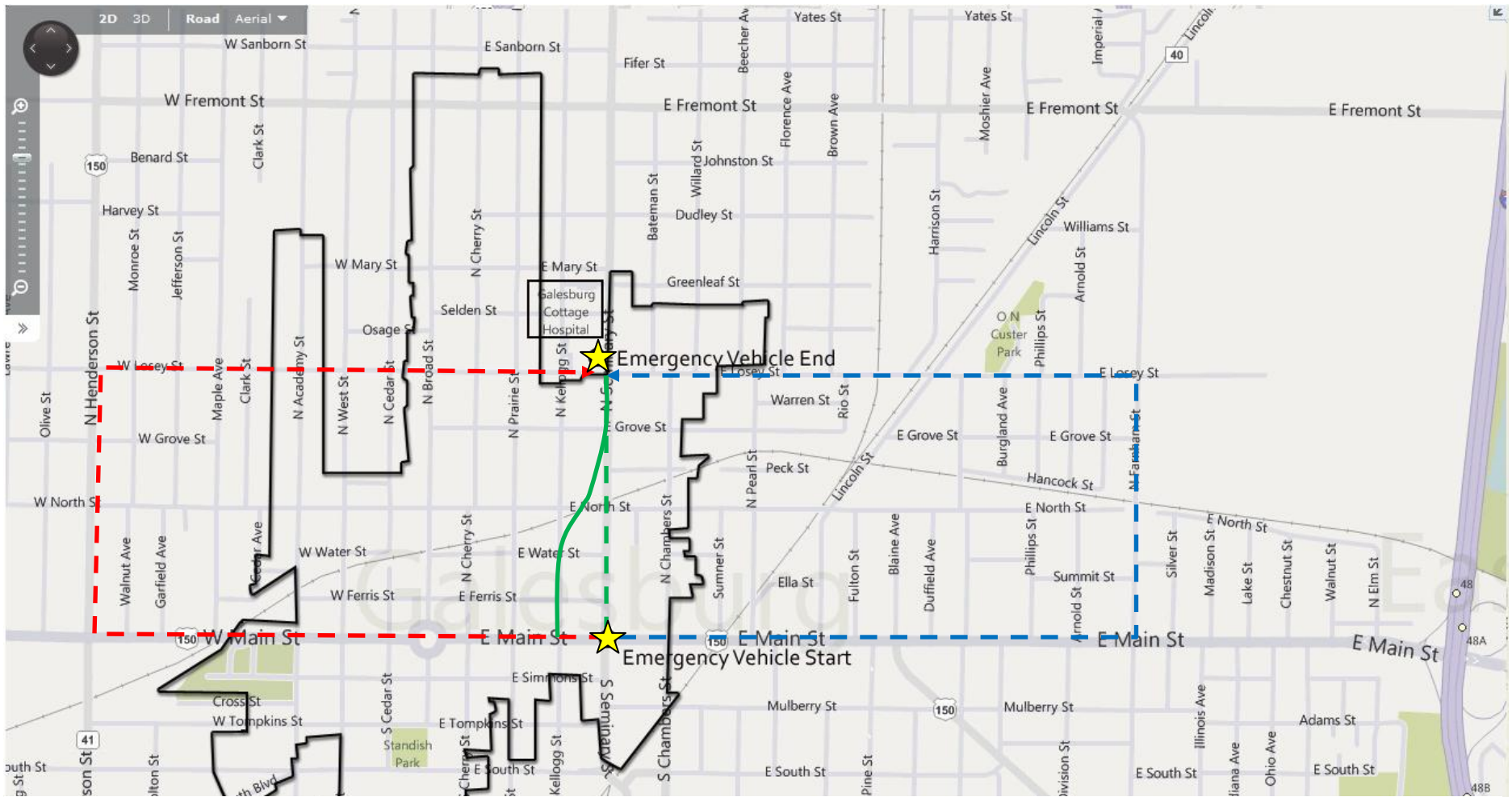
The Central Fire Station is the largest of the three fire stations in Galesburg and is located in the pink center (150 S. Broad Street). Response times increase by 15 seconds for every contour interval.



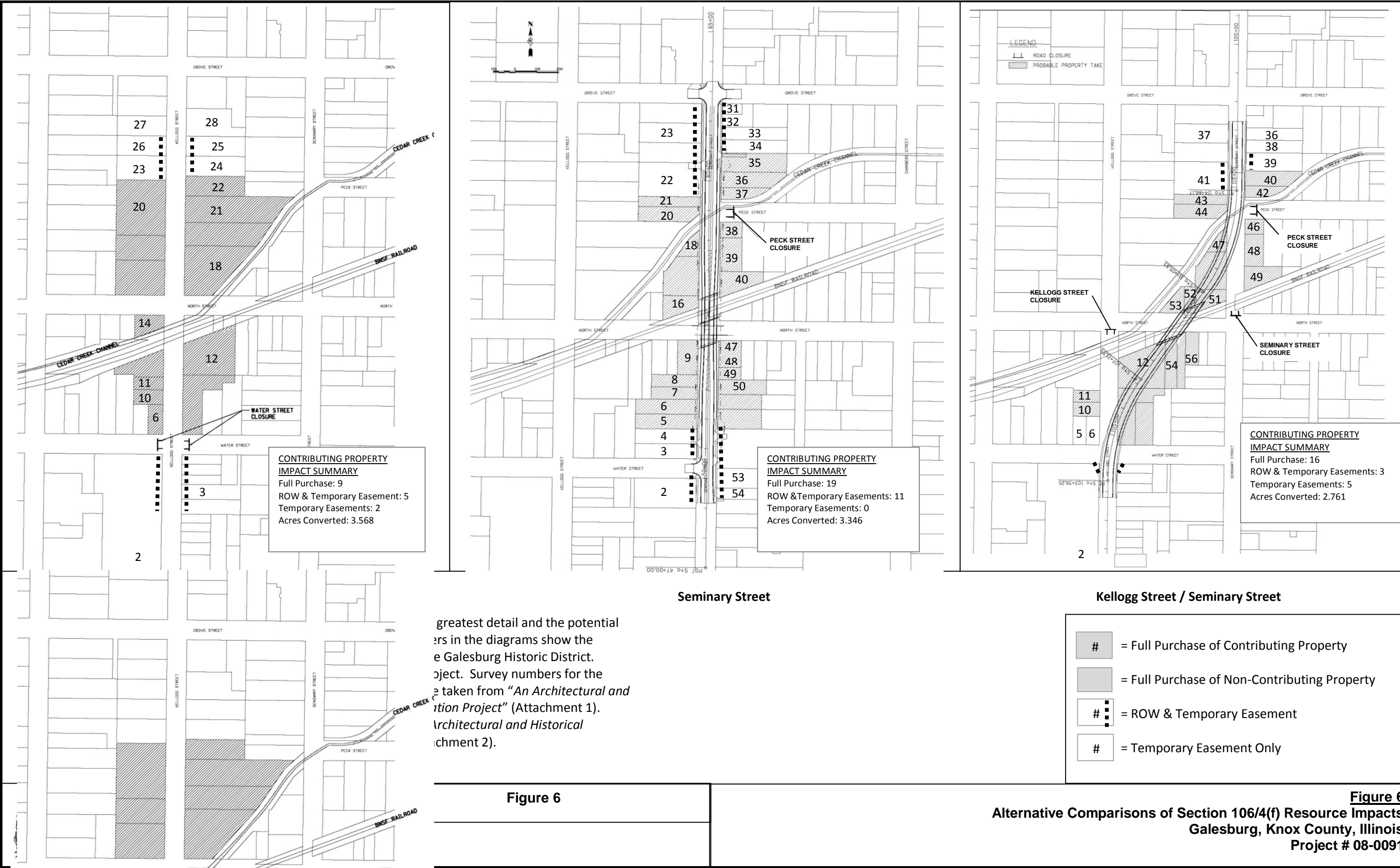
Kaskaskia
Engineering
Group, LLC

Figure 4

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



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





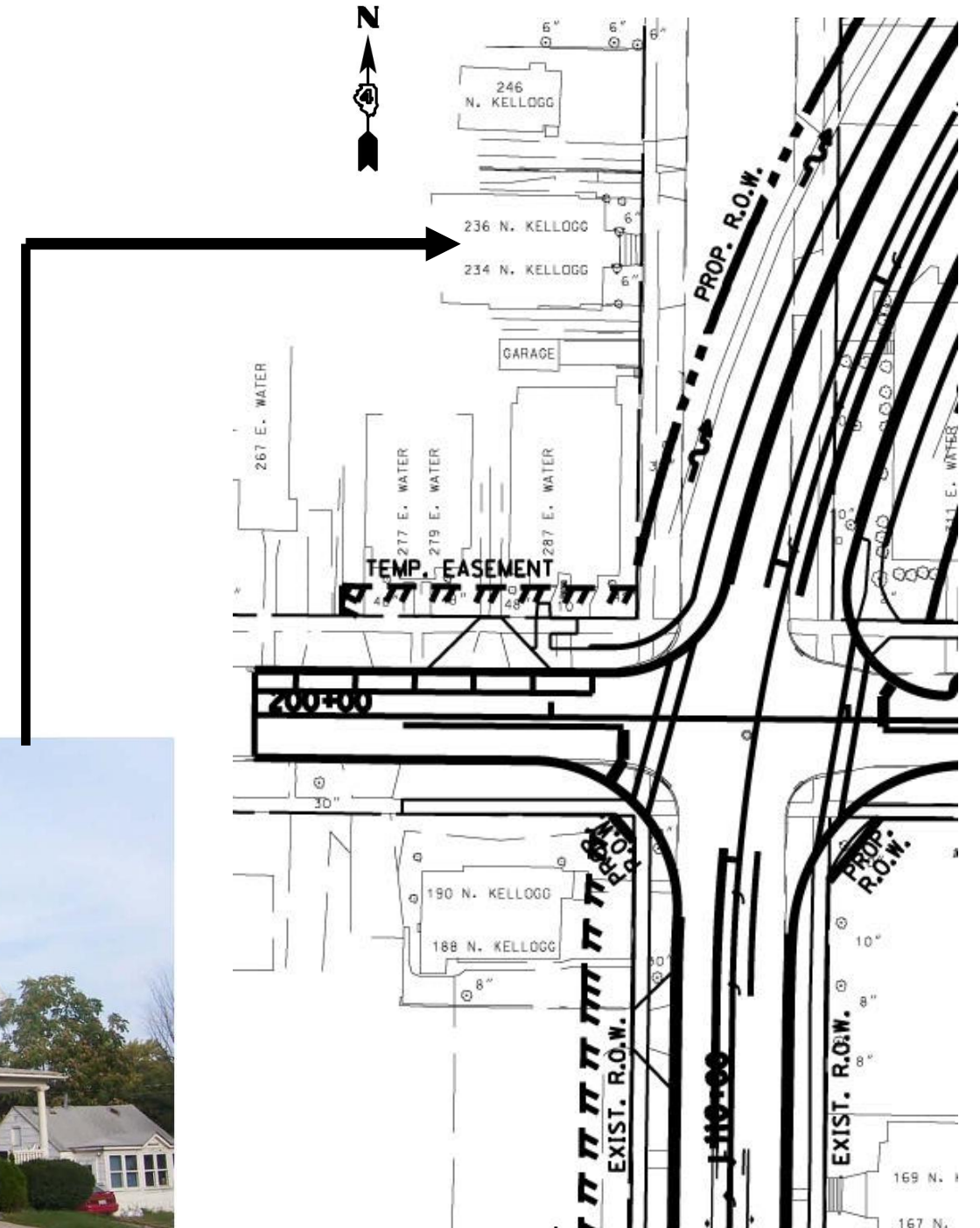
Survey No. 10

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

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



Residential duplex – 234-236 N. Kellogg Street





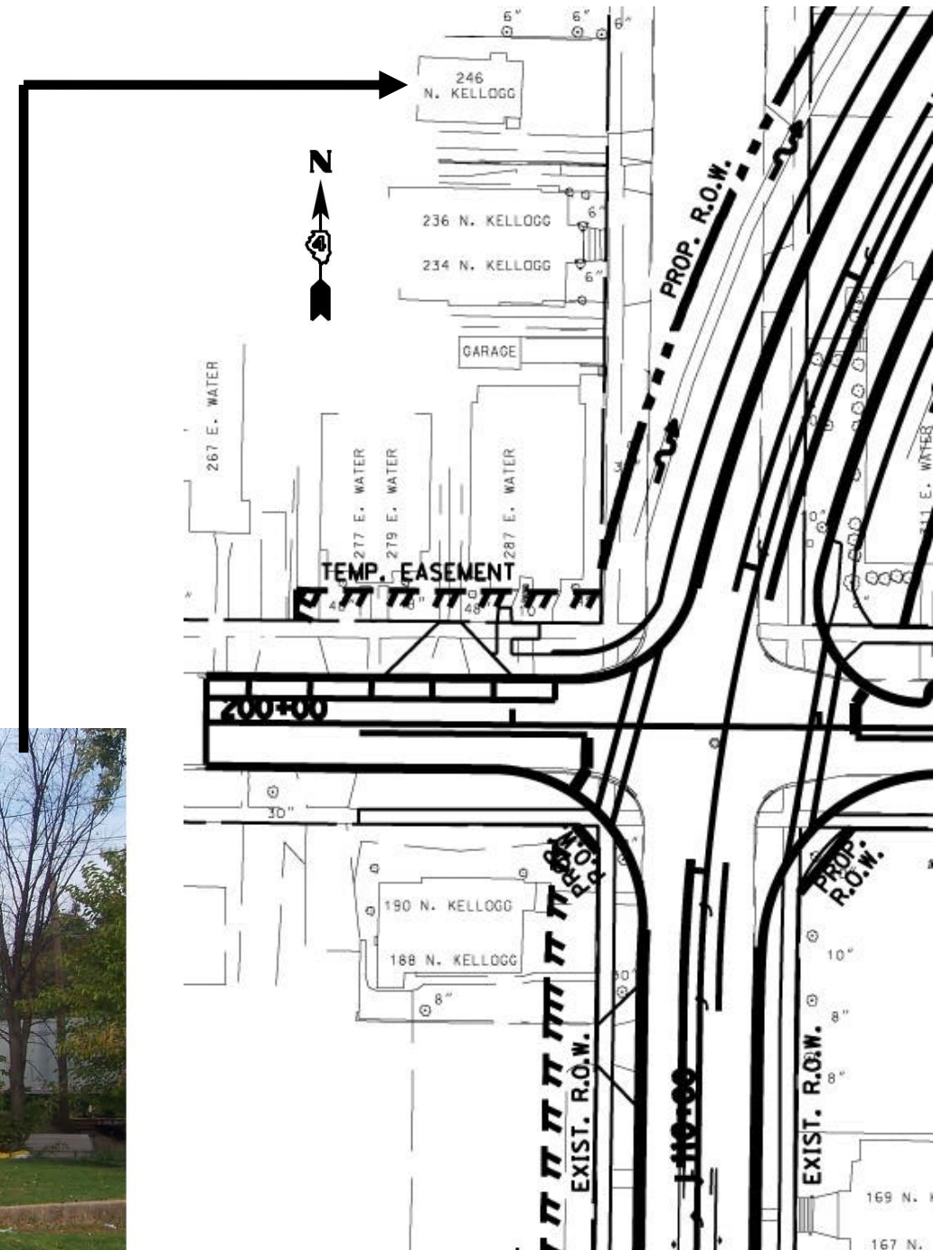
Survey No. 11

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

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



Single family residence – 246 N. Kellogg Street





Survey No. 12

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

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



Allen Apartments – 259 N. Kellogg Street



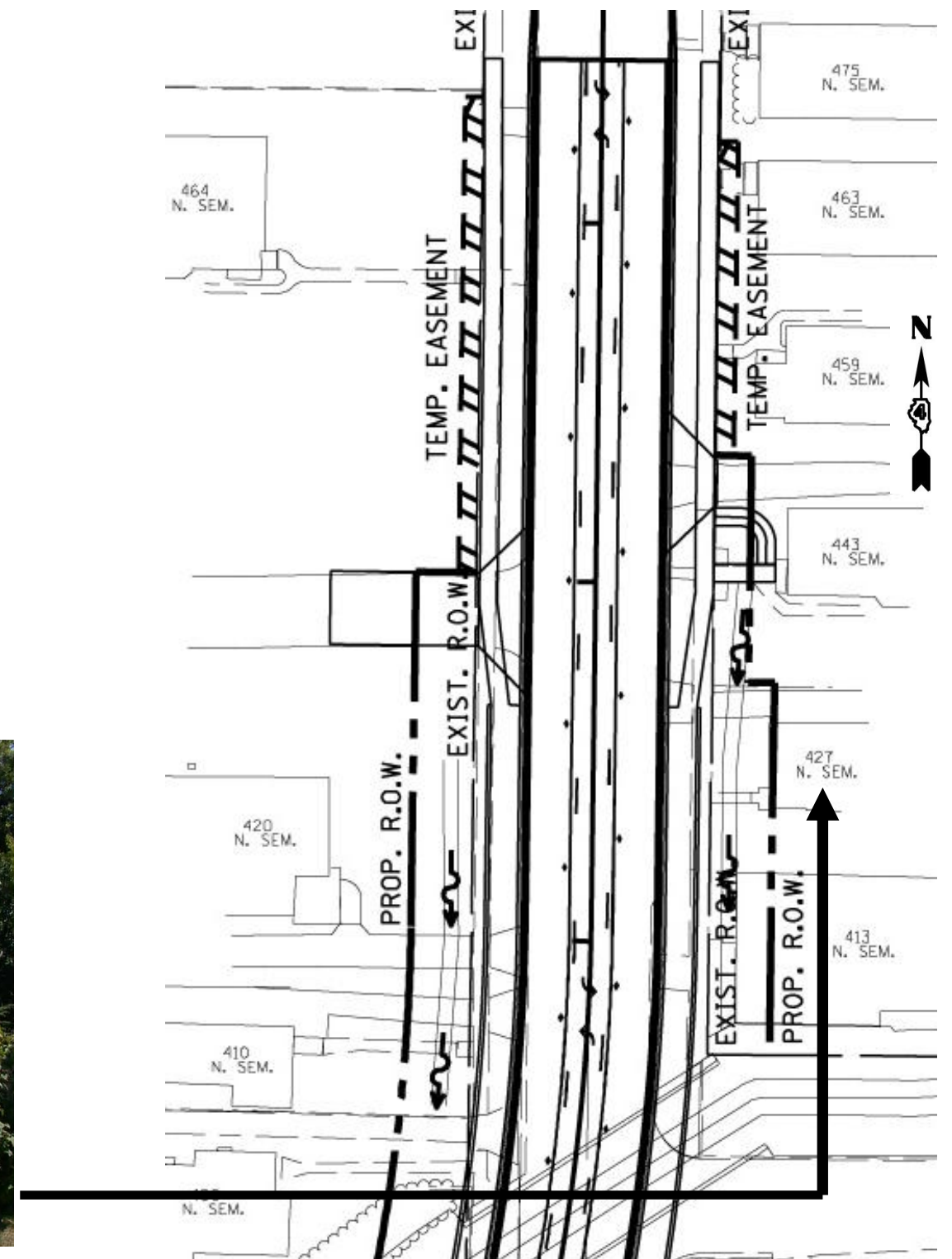
Survey No. 40

This L-shaped Cottage was built between 1889 and 1898. The structure's footprint has changed overtime with the enclosure of the front and side porches.

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



Single family residence – 427 N. Seminary Street





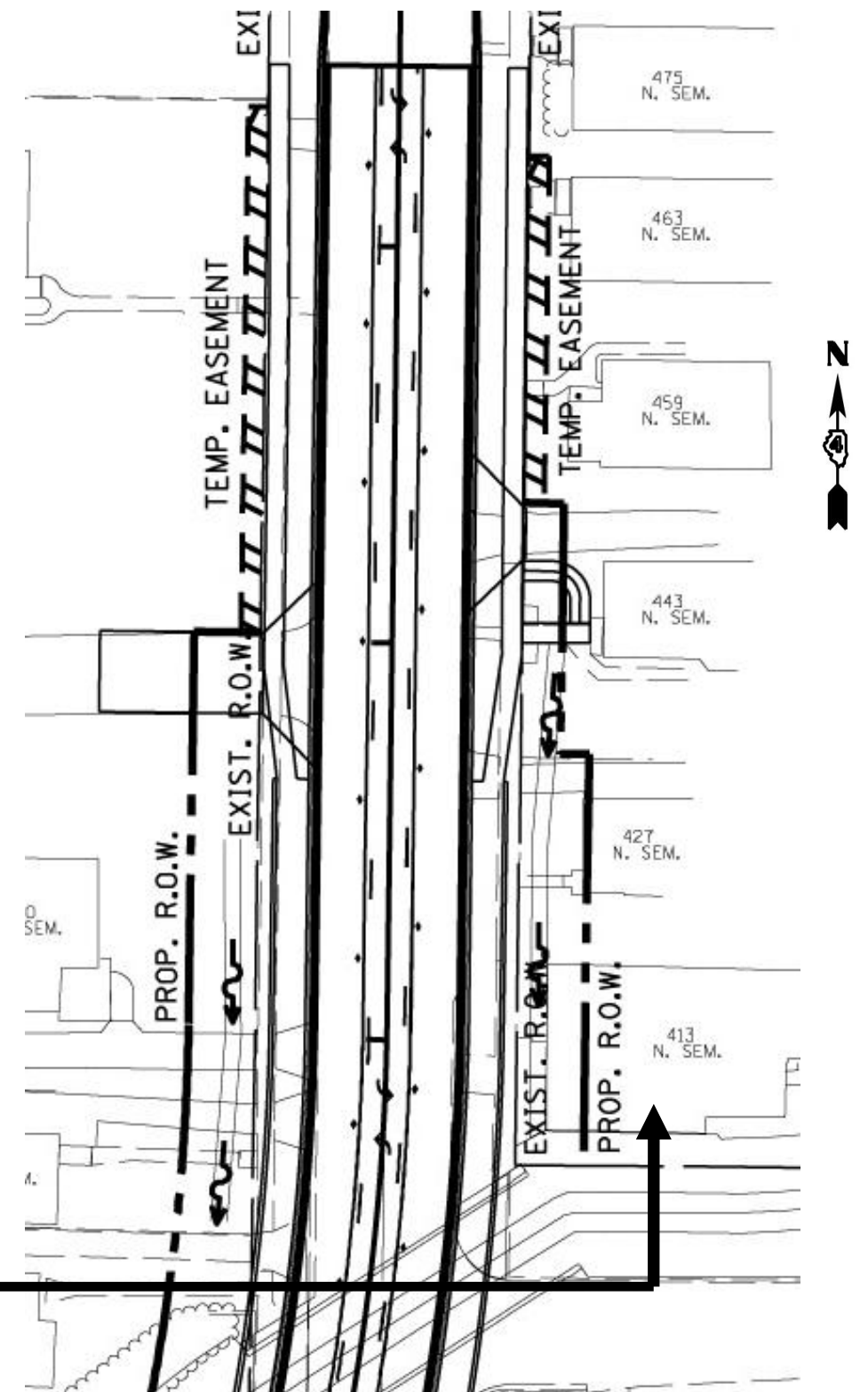
Survey No. 42

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

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



Vacant commercial building – 413 N. Seminary Street





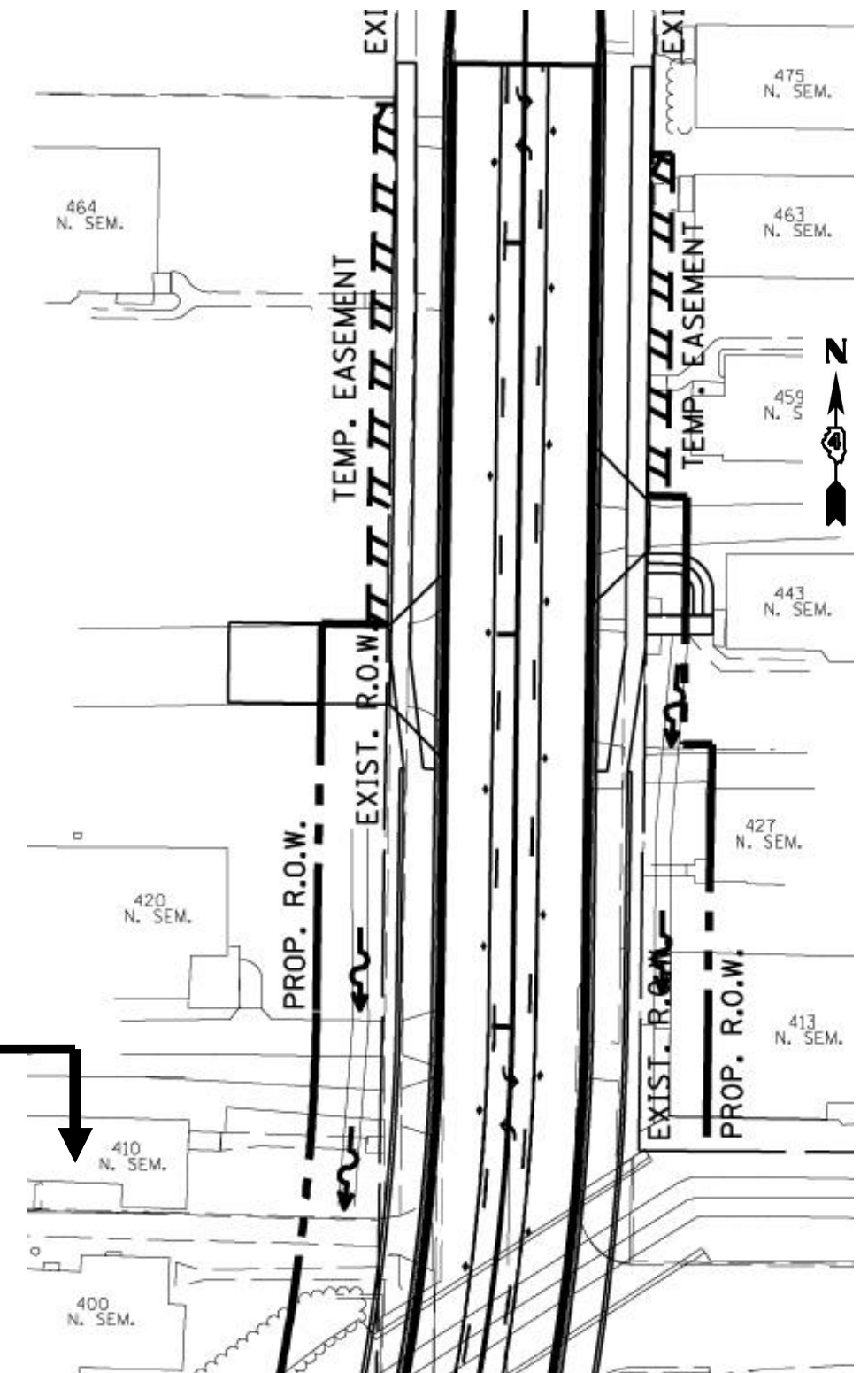
Survey No. 43

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

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



Single family residence – 410 N. Seminary Street





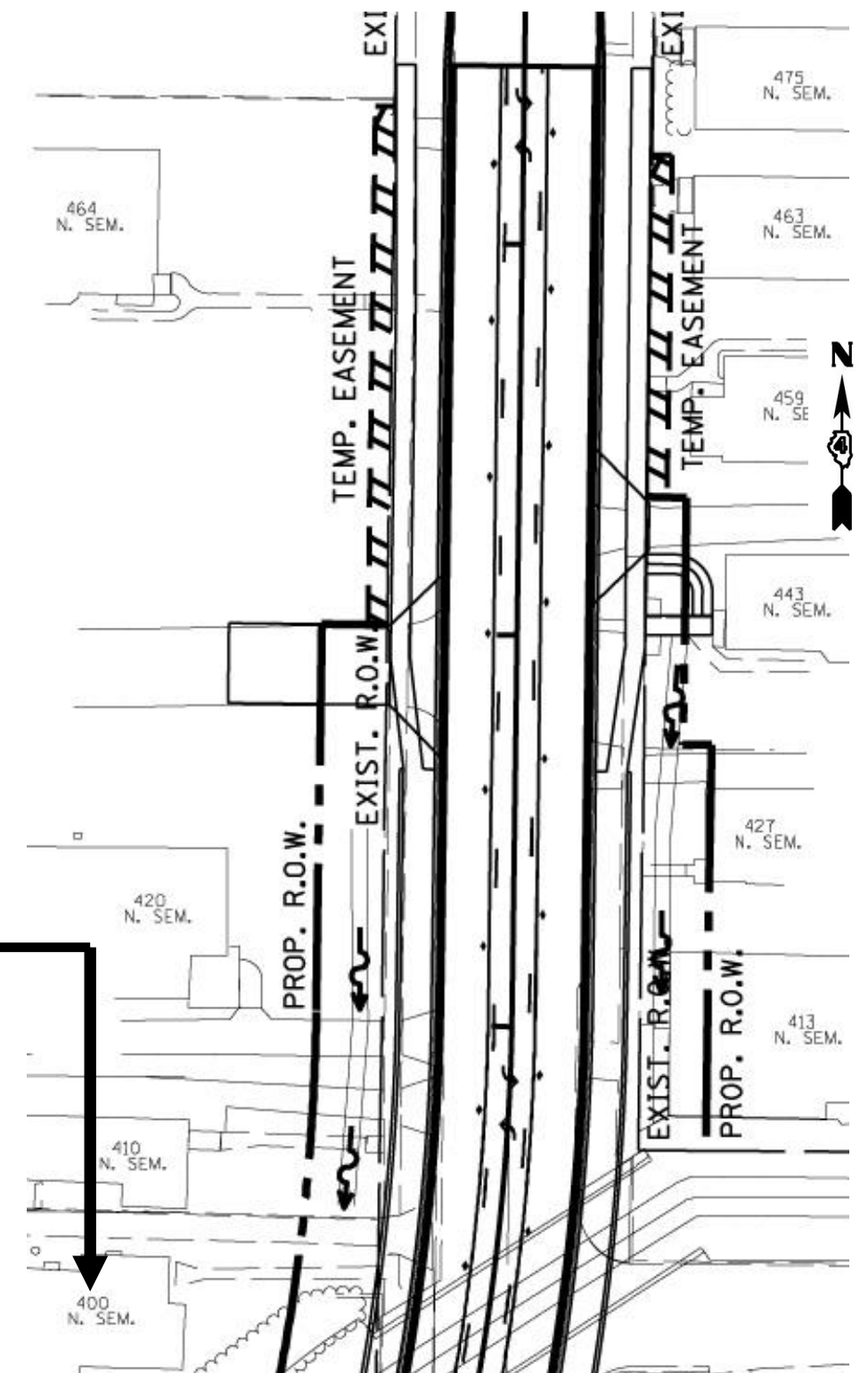
Survey No. 44

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

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



Single family residence – 400 N. Seminary Street





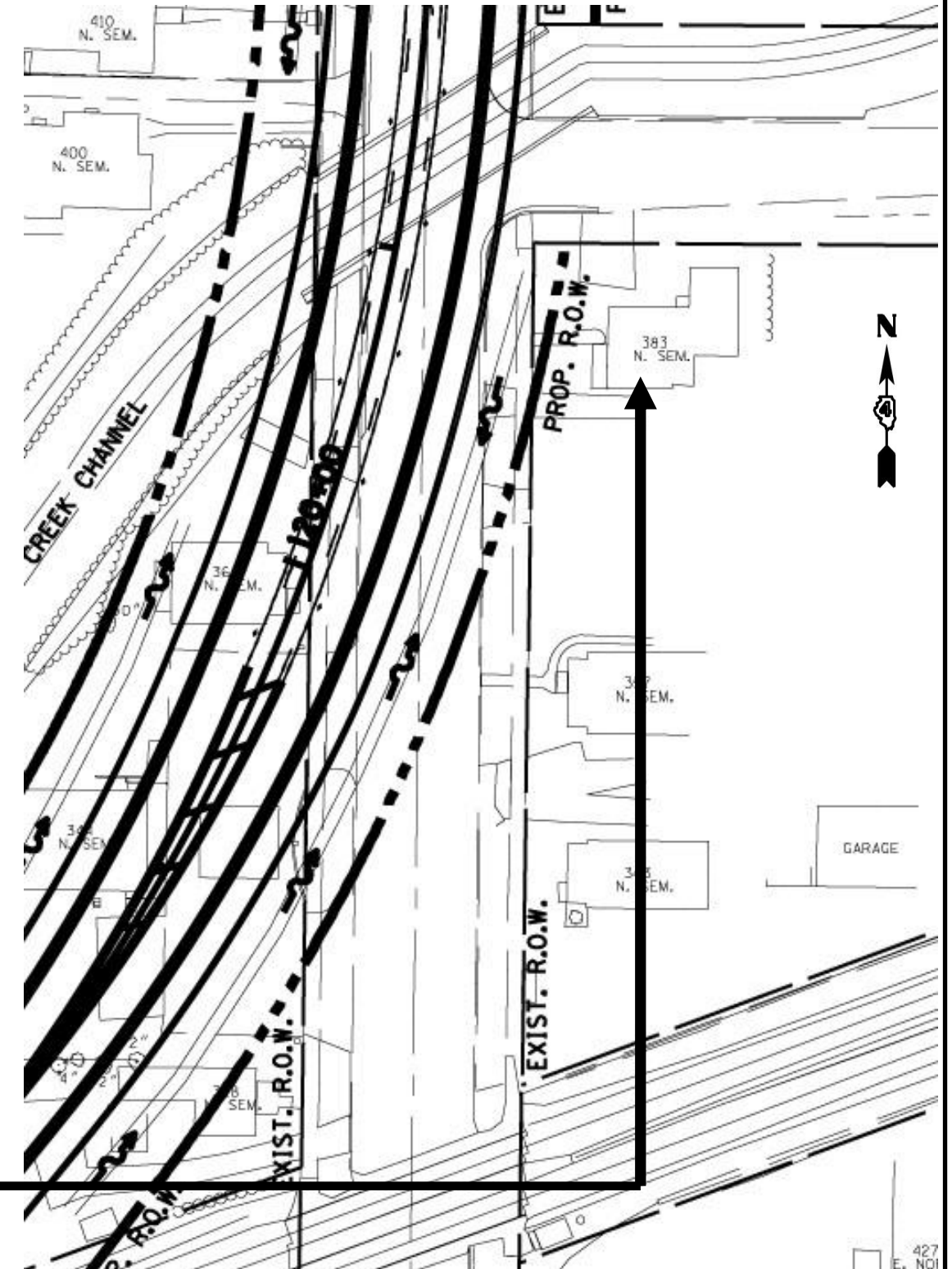
Survey No. 46

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

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



Single family residence – 383 N. Seminary Street





Survey No. 47

This Queen Anne cottage was built between 1895 and 1905. It features a full-length front porch with turned posts and a frieze of spindlework.

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



Single family residence – 364 N. Seminary Street





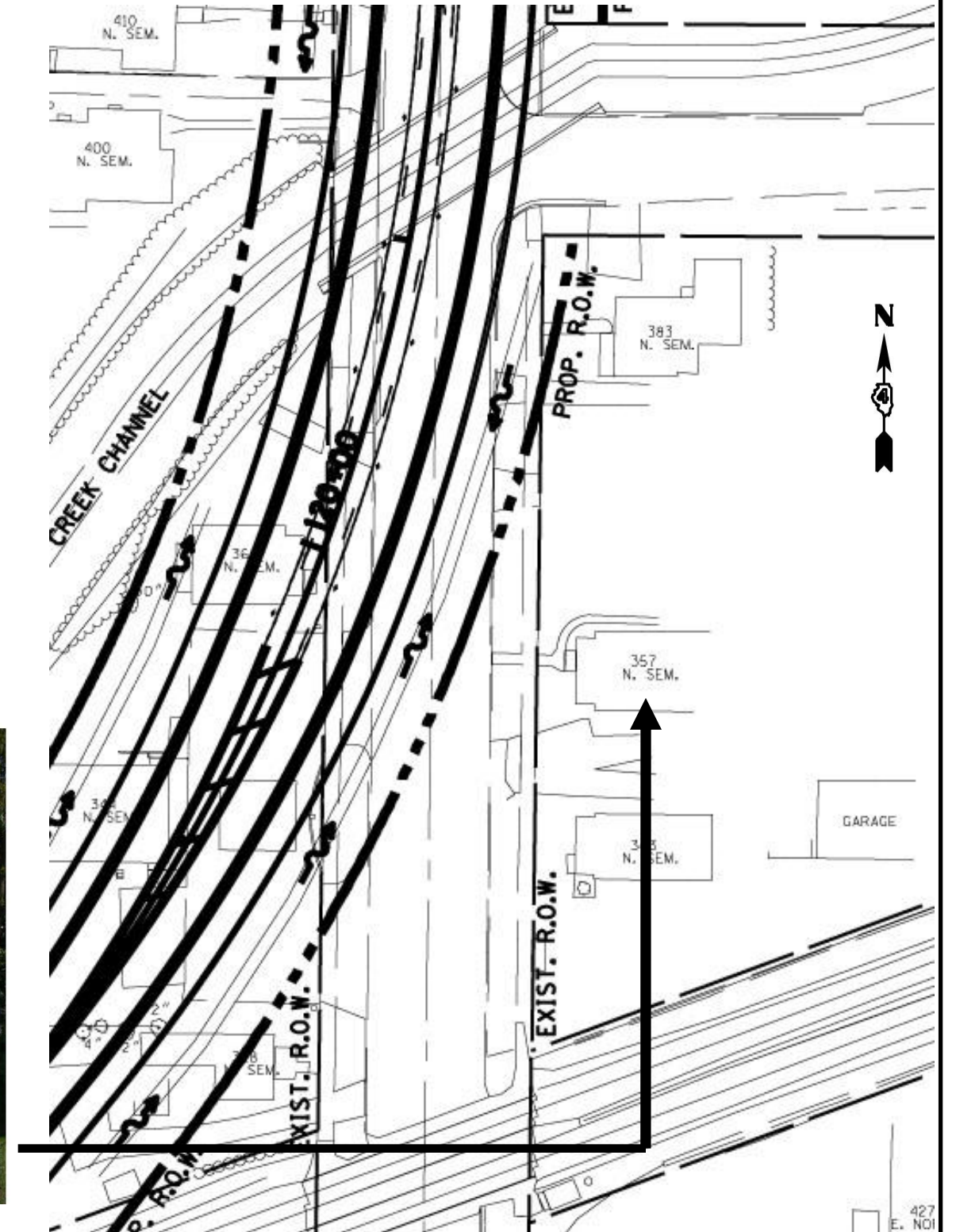
Survey No. 48

This Front-Gabled House was built between 1898 and 1910. A small detached garage was constructed between 1918 and 1927.

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



Single family residence – 357 N. Seminary Street





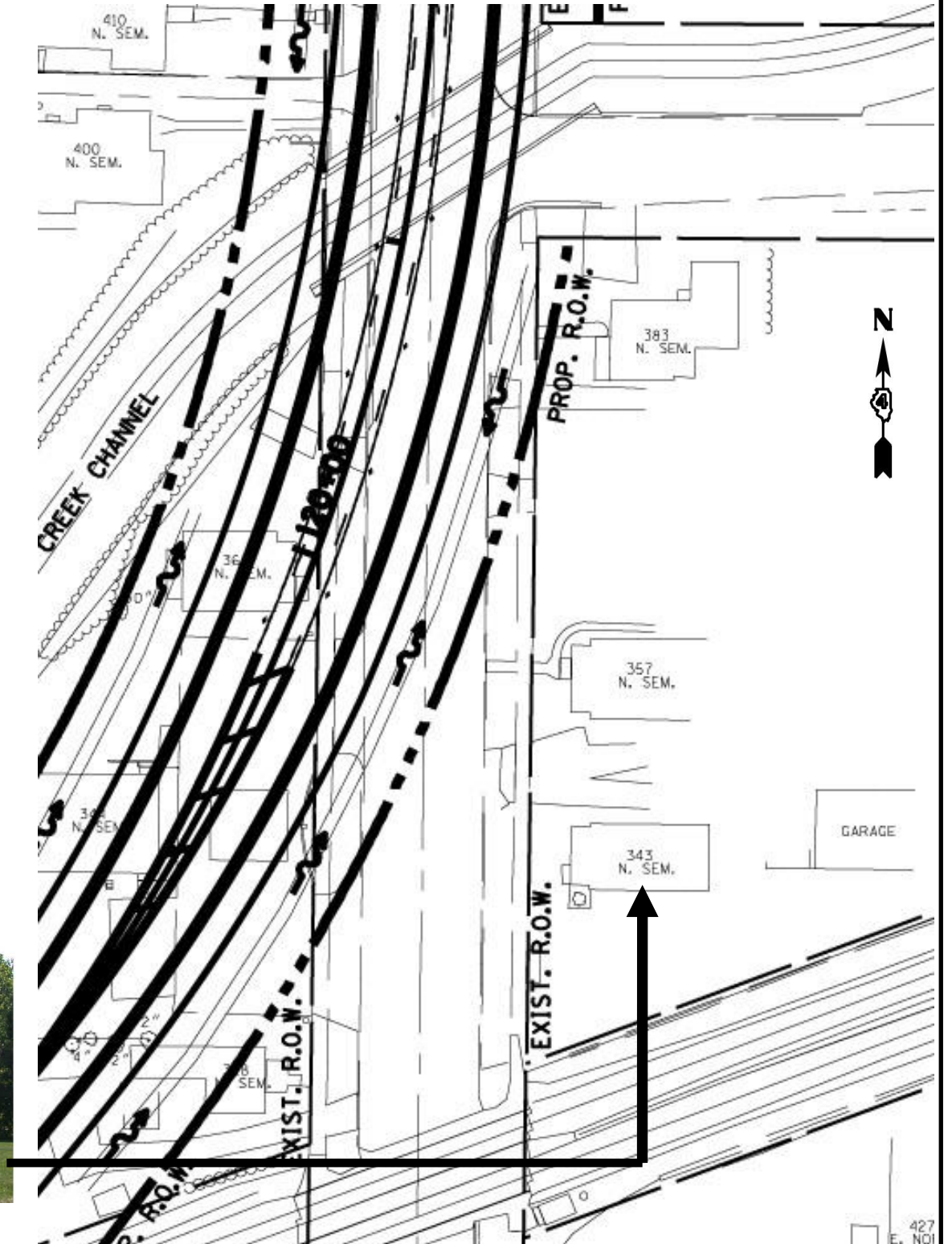
Survey No. 49

This Front-Gabled House was likely constructed between 1898 and 1910. It features a full-length front porch. Asbestos siding covers the exterior walls.

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



Single family residence – 343 N. Seminary Street





Survey No. 51

This small I-Cottage was constructed between 1870 and 1880, if not earlier. A small modern deck has been added to the front of the house.

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



Single family residence – 328 N. Seminary Street





Single family residence – 367 E. North Street

Survey No. 52

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

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



Kaskaskia
Engineering
Group, LLC

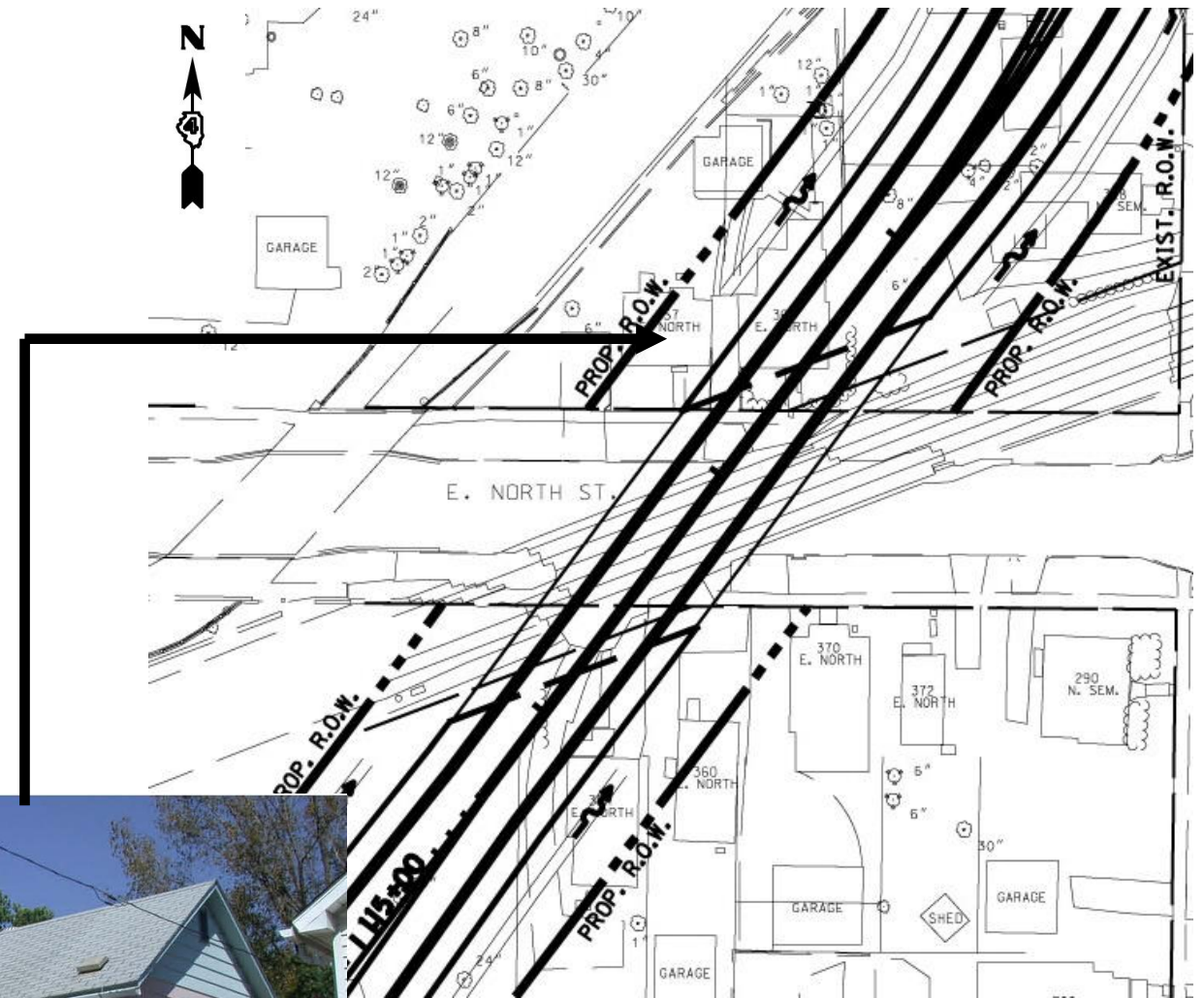
Figure 19
Total Takes
Kellogg/Seminary Street Overpass
Galesburg, Knox County, Illinois
Project # 08-0091



Survey No. 53

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

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



Single family residence – 357 E. North Street



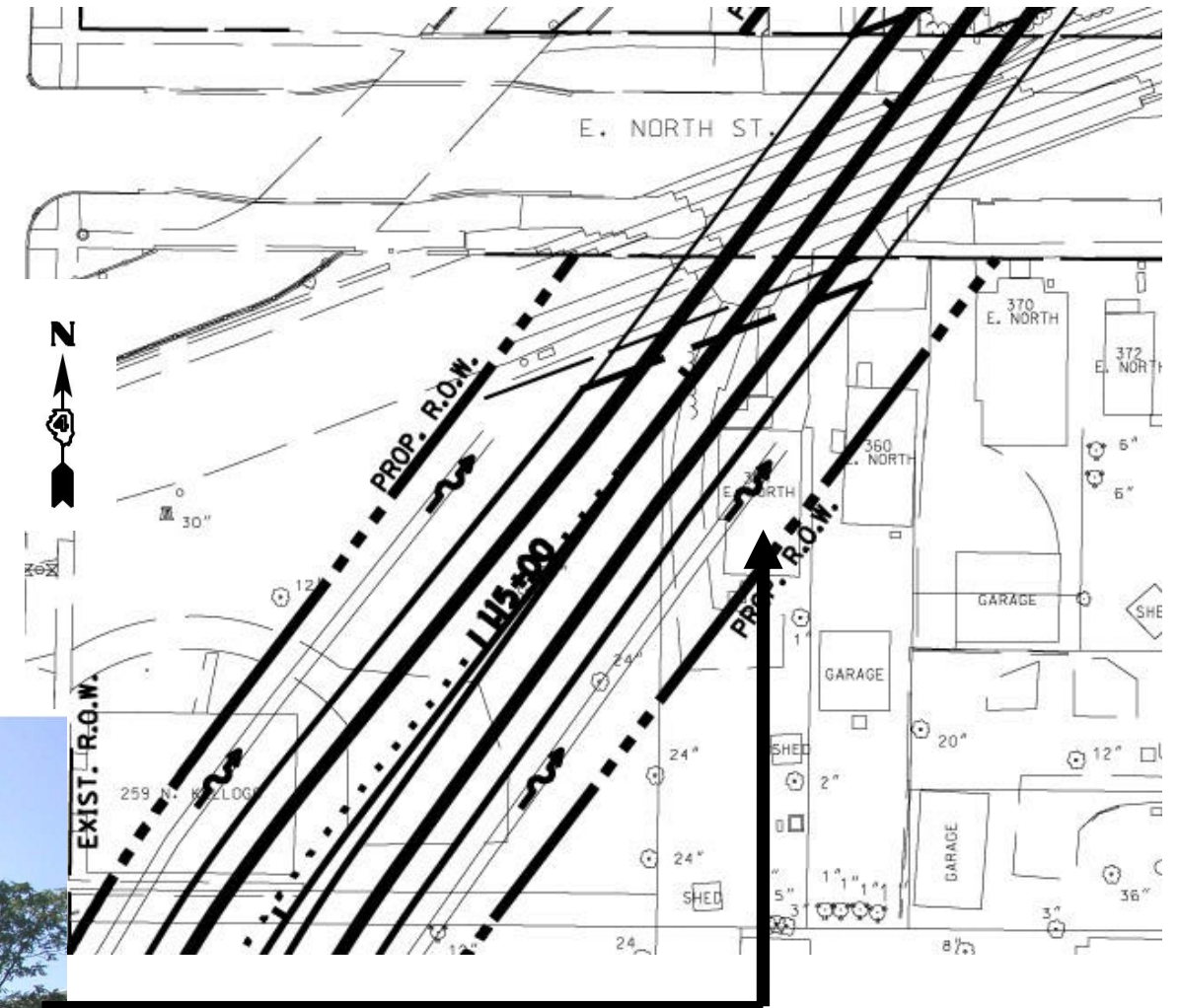
Survey No. 54

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

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



Single family residence – 354 E. North Street





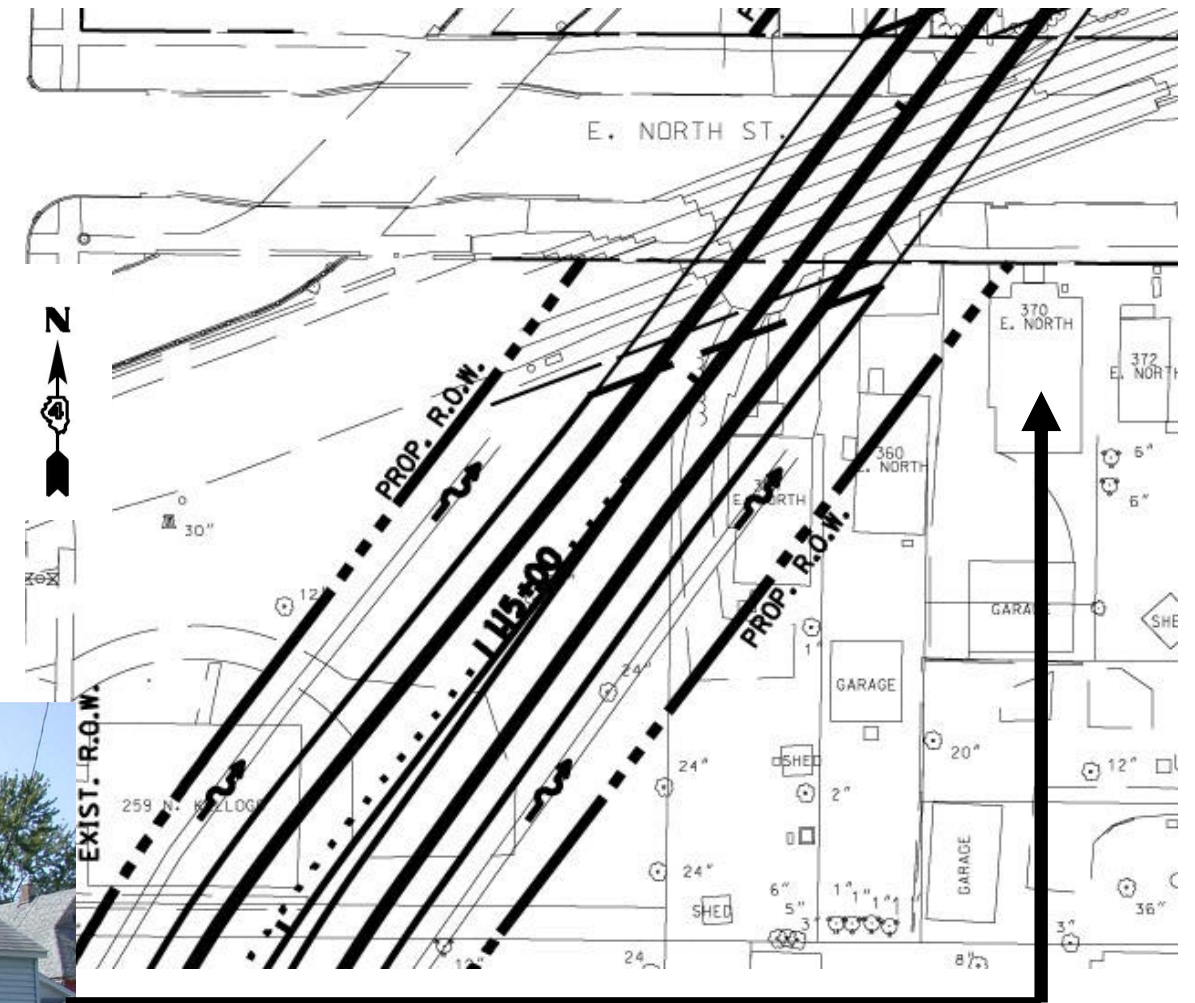
Survey No. 56

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

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



Single family residence – 370 E. North Street





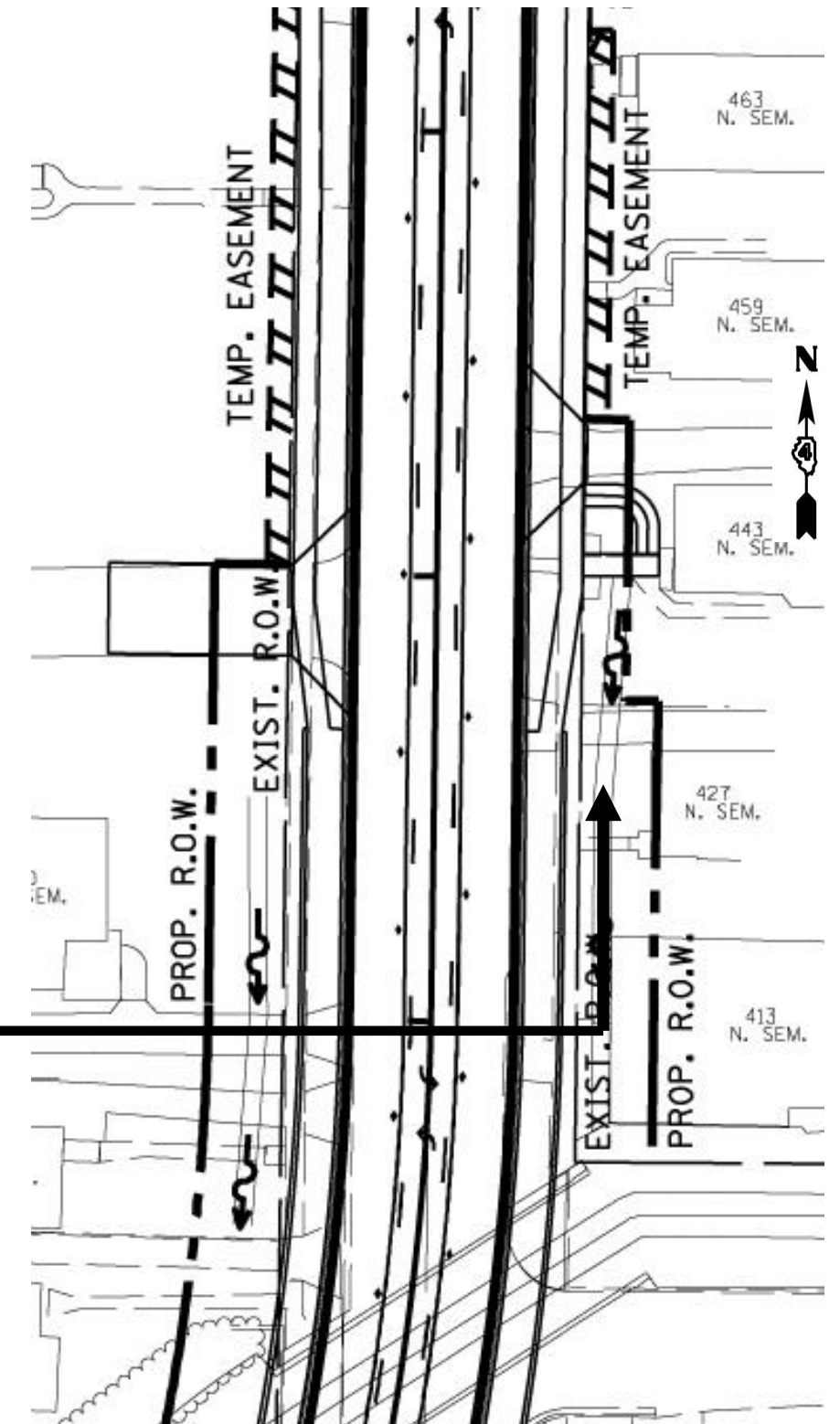
Survey No. 39

This Side-Hall House was built between 1889 and 1898. It features a full-length, gable-roofed, brick front porch. The porch and rear wing appear to be later additions (pre-1918).

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



Single family residence – 443 N. Seminary Street



Kaskaskia
Engineering
Group, LLC

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



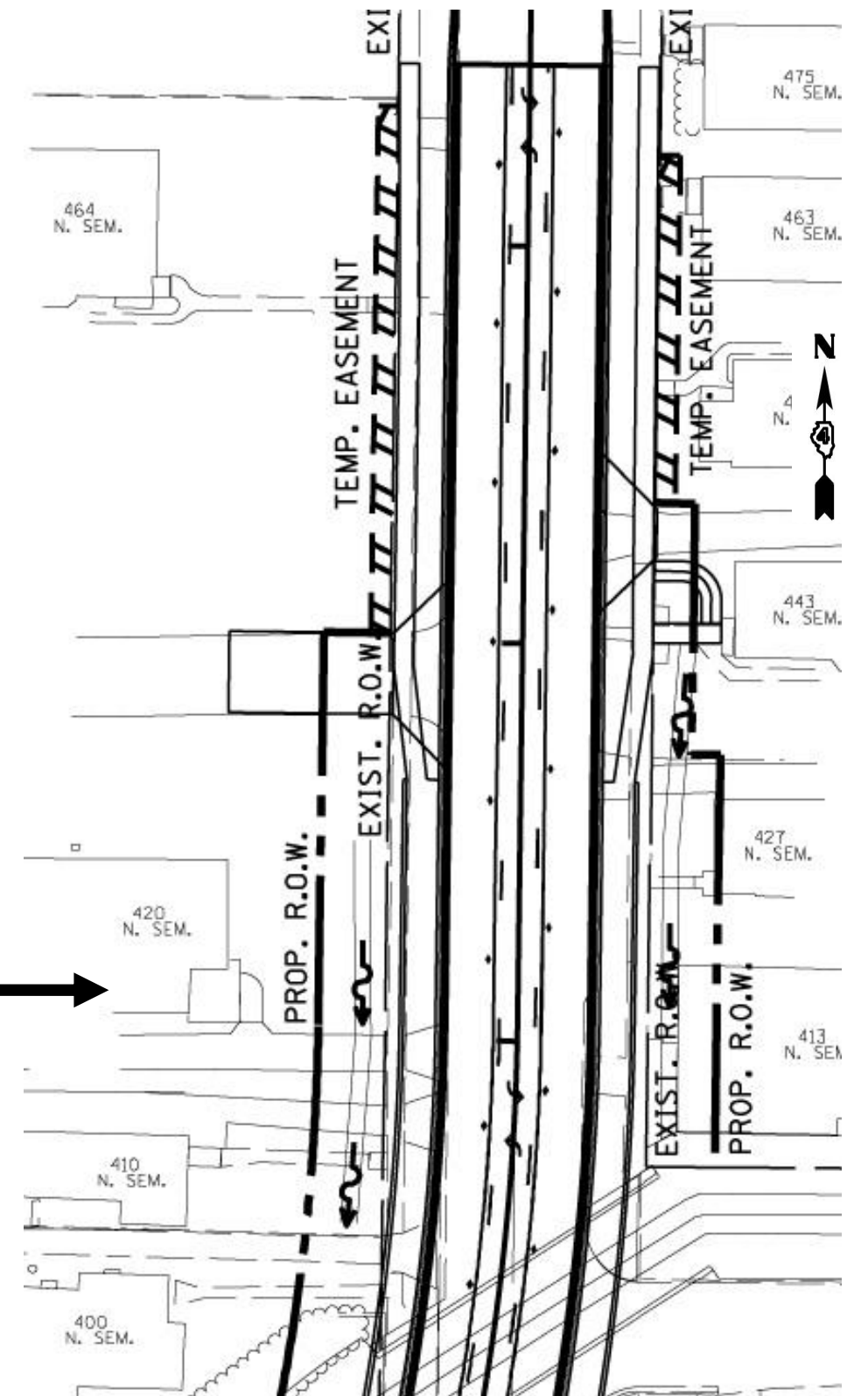
Survey No. 41

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

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



Action Income Tax Service – 420 N. Seminary Street





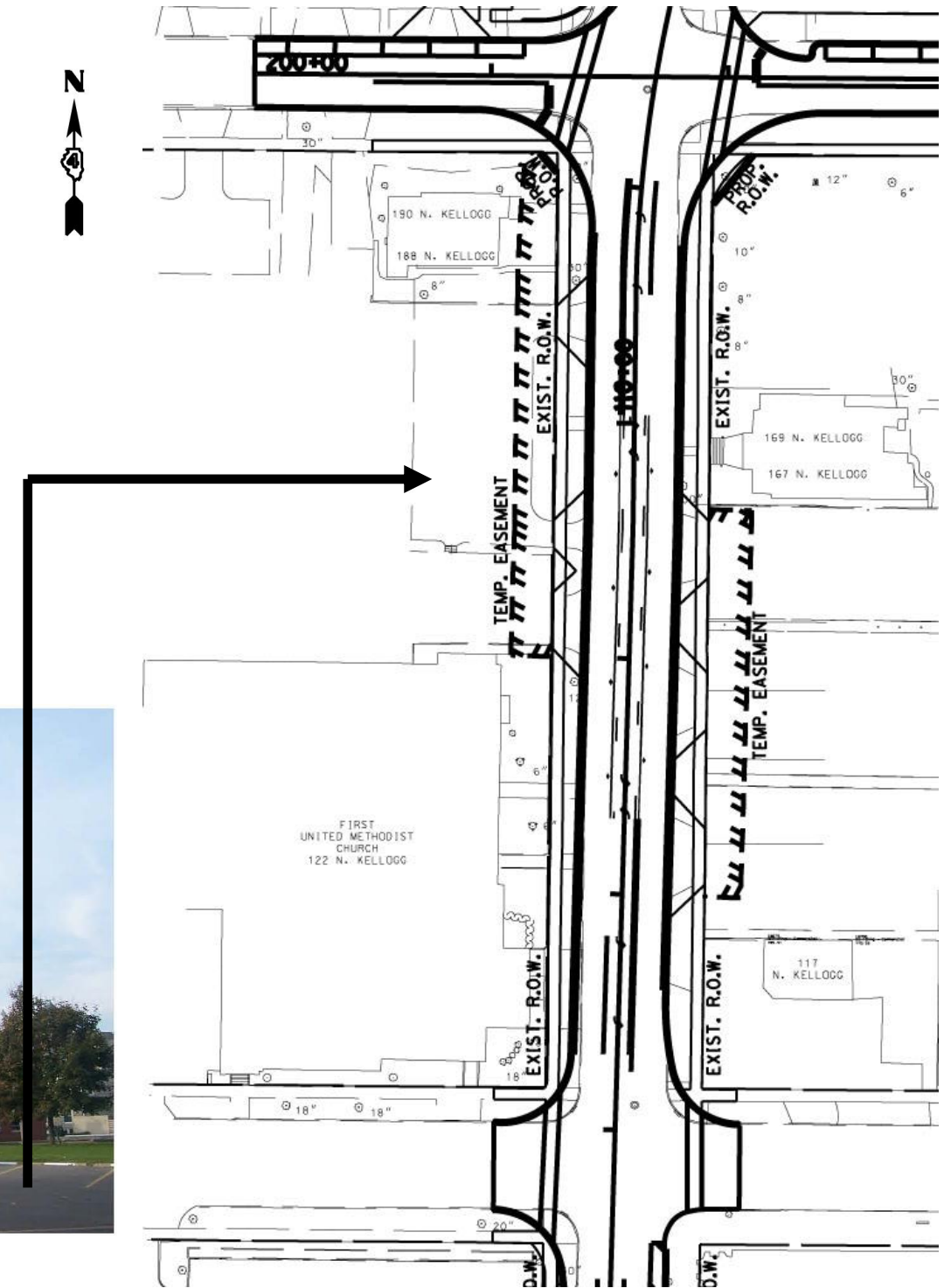
Survey No. 2

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

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



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





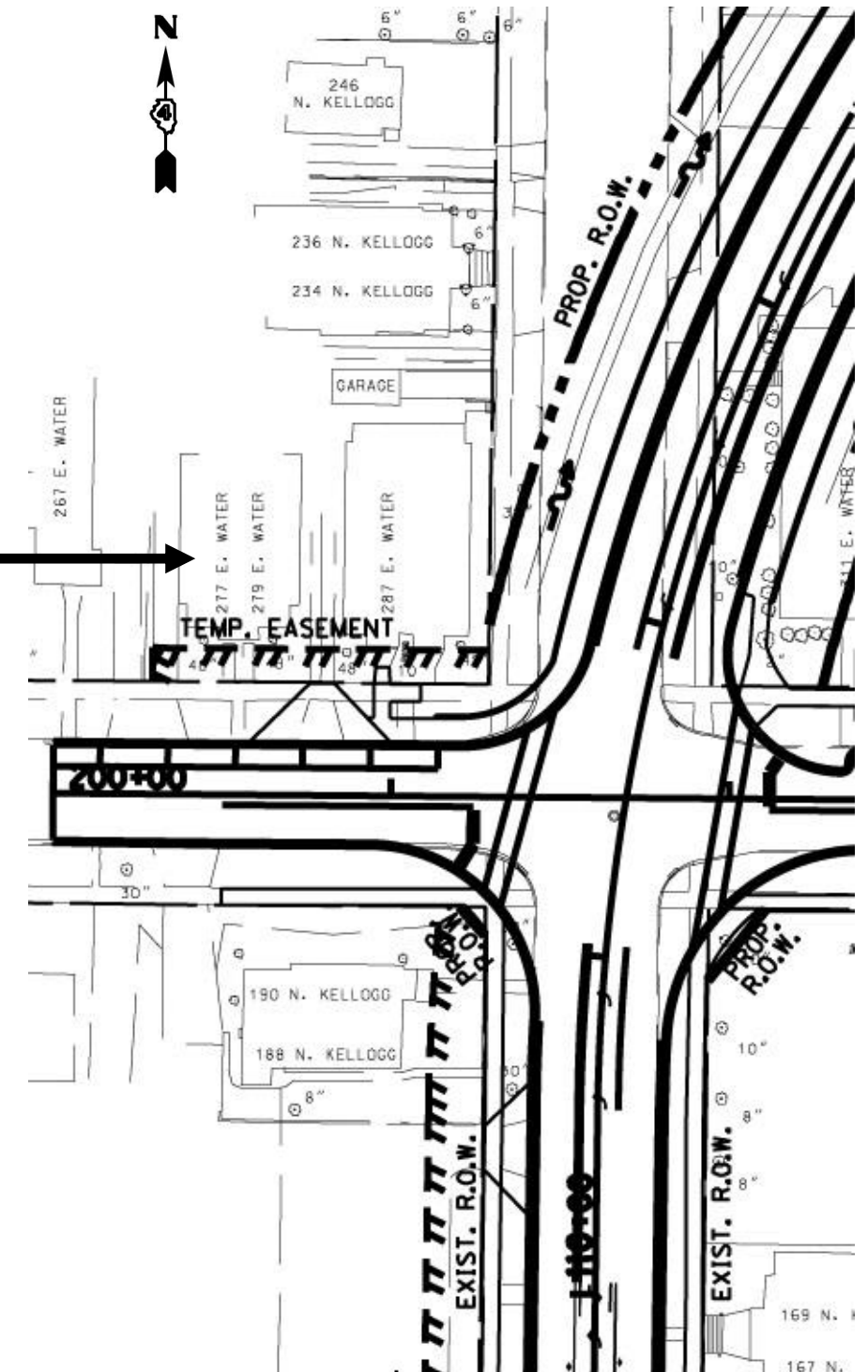
Survey No. 5

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

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



Residential duplex – 277-279 E. Water Street



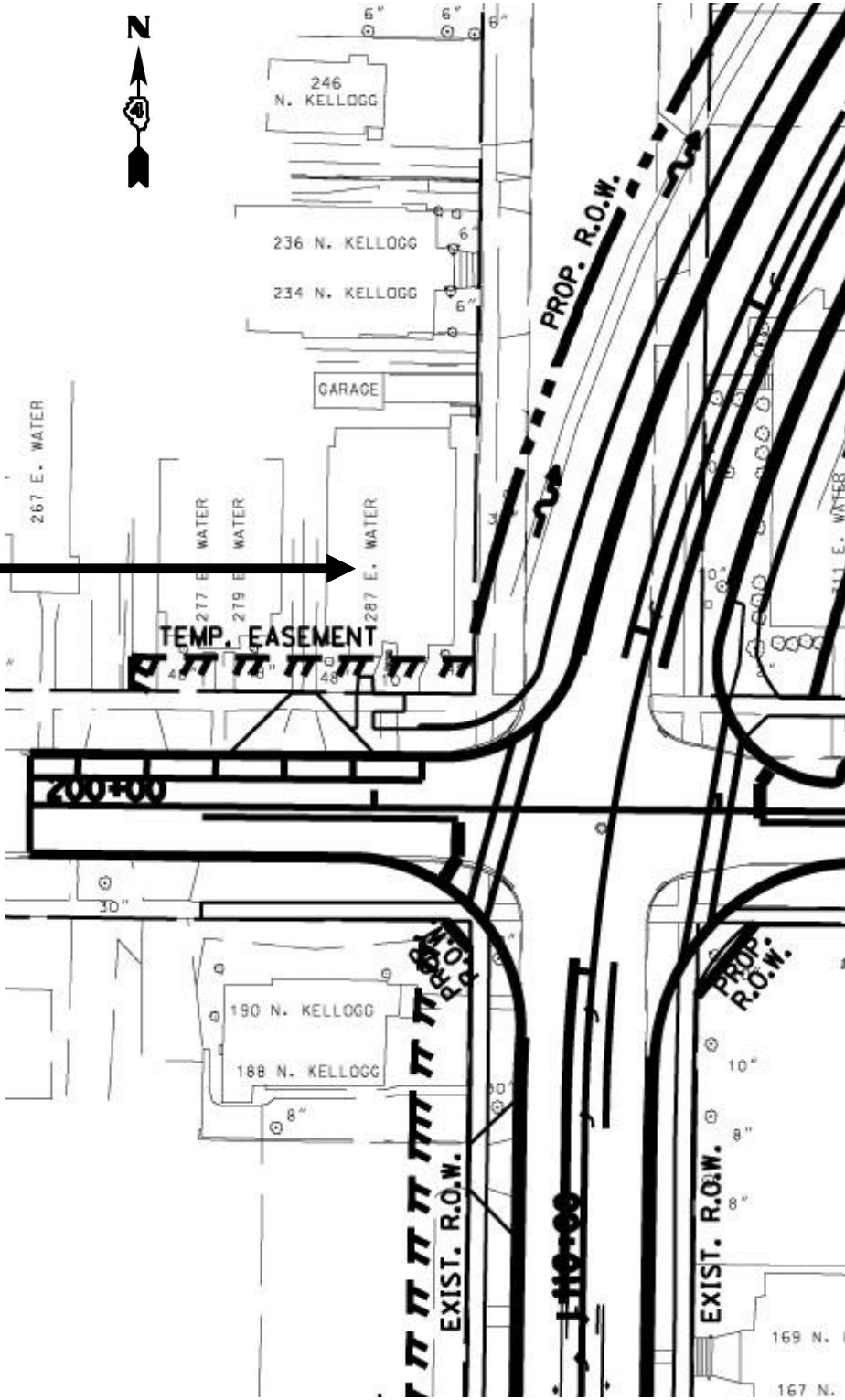


Survey No. 6
This Double House was built between 1906 and 1911 with vernacular Prairie-style detailing. The small garage was added between 1918 and 1927.

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



Residential duplex – 287-289 E. Water Street





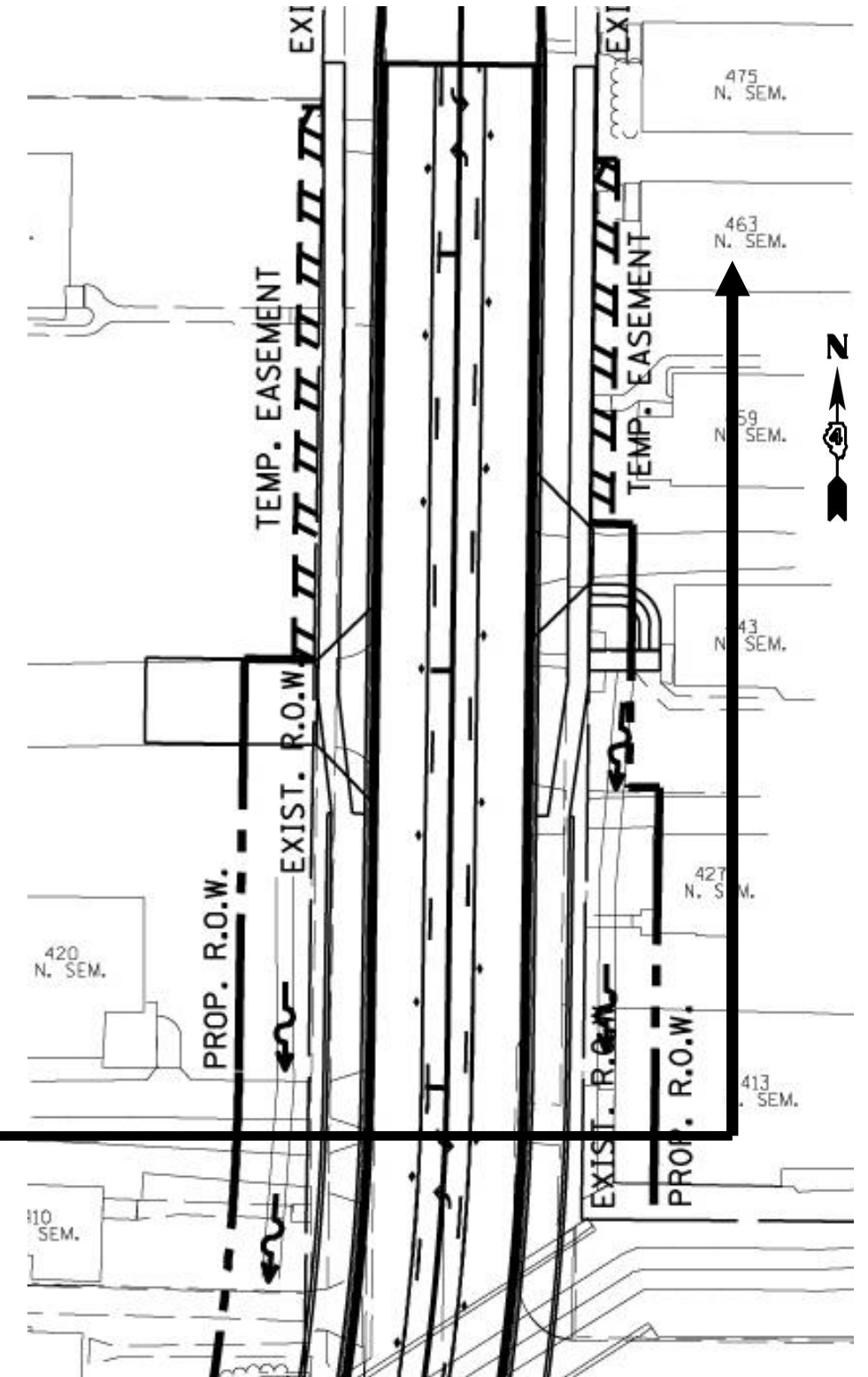
Survey No. 36

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

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



Single family residence – 463 N. Seminary Street





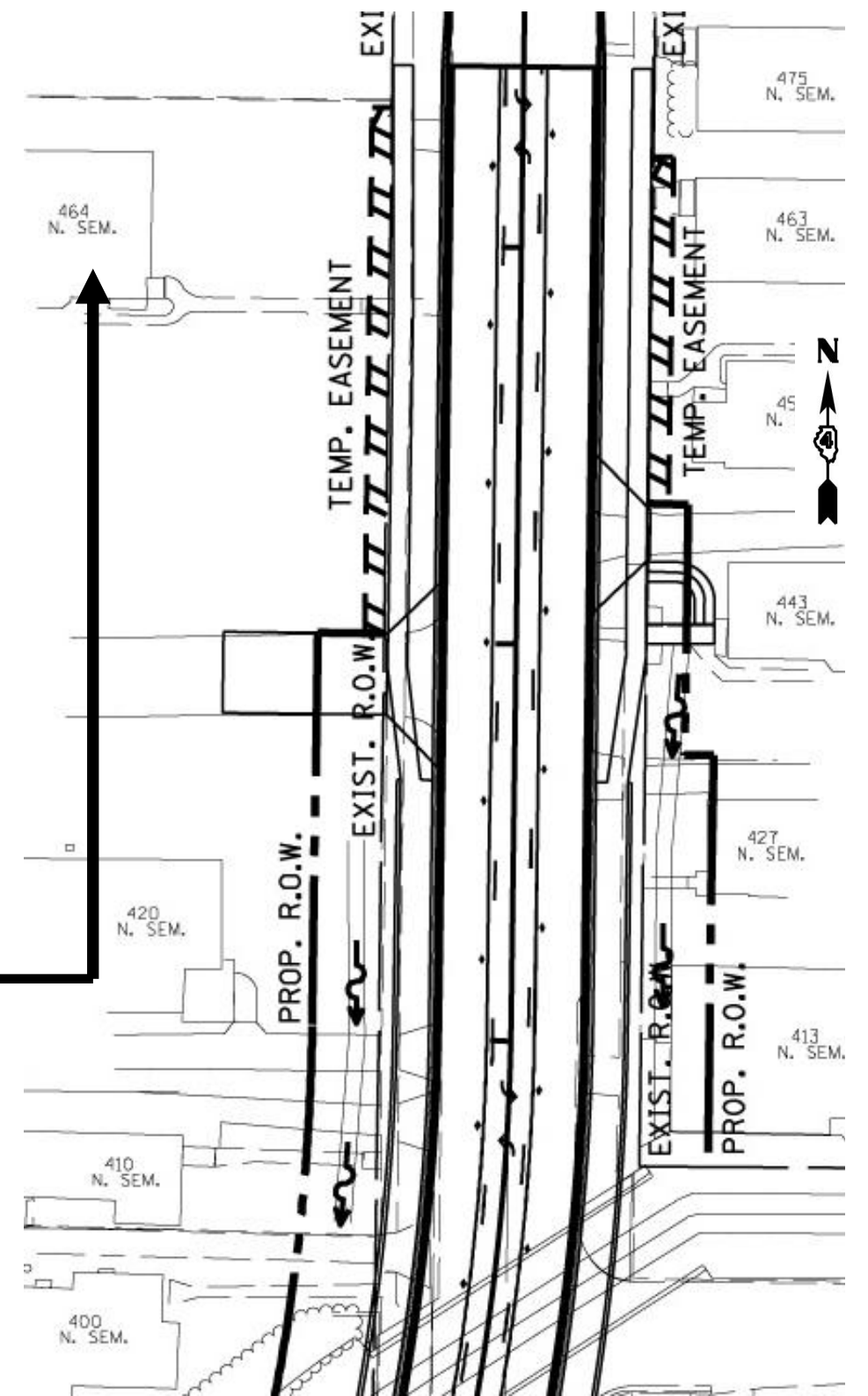
Survey No. 37

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

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



Single family residence – 464 N. Seminary Street





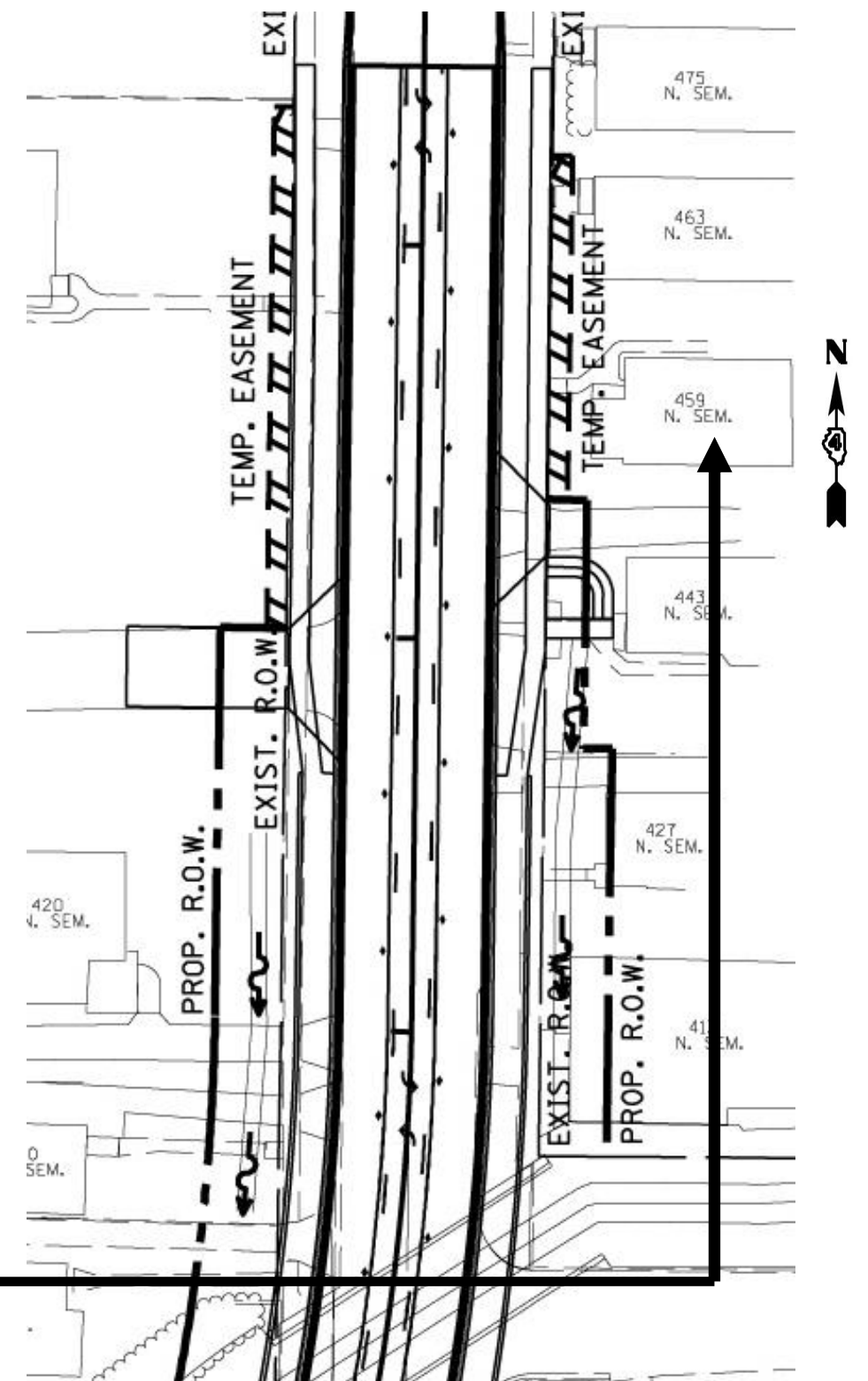
Survey No. 38

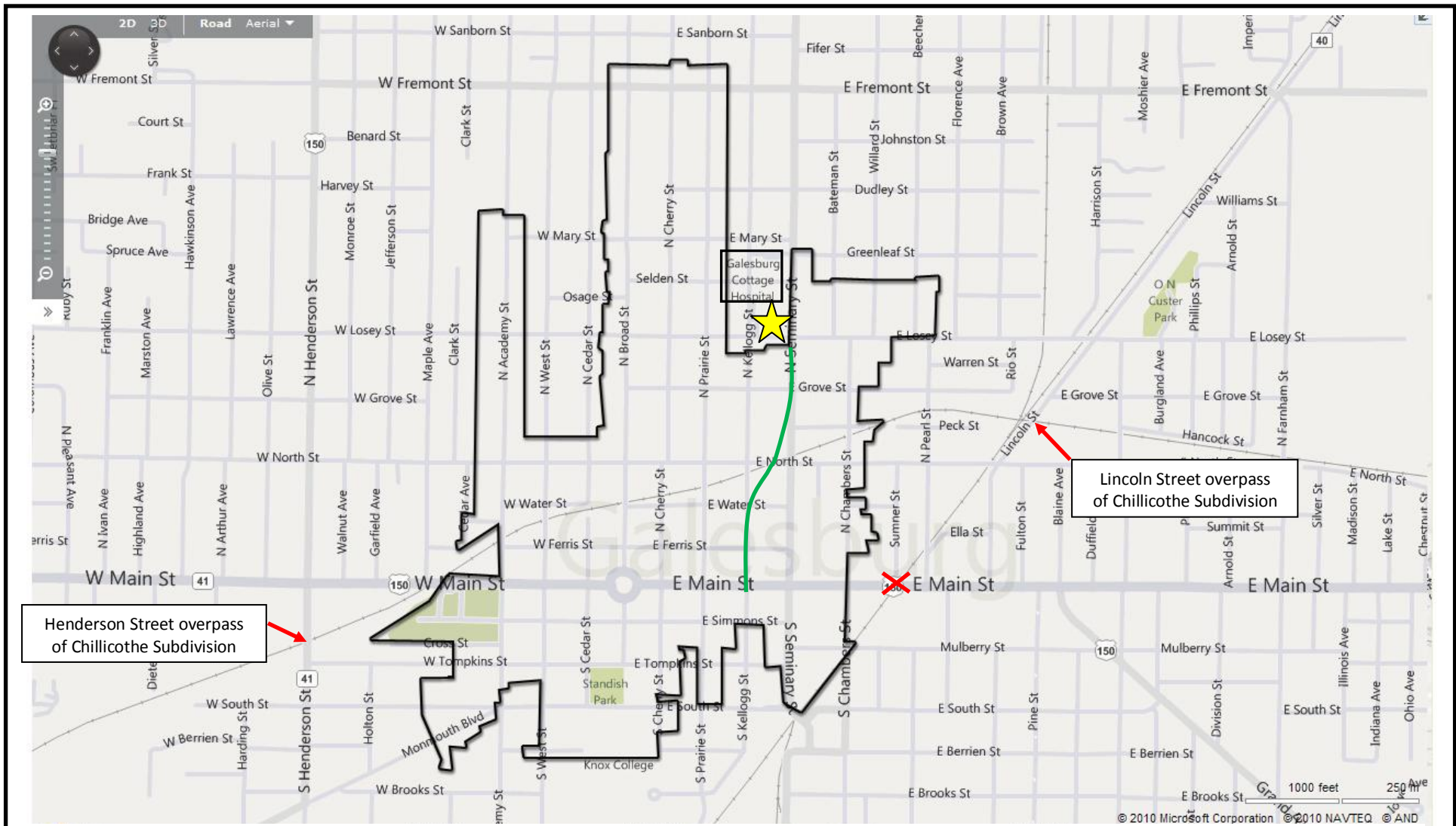
This Bungalow-like residence was constructed between 1930 and 1940. A brick porch extends across half of the front elevation.

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



Single family residence – 459 N. Seminary Street





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

ATTACHMENT 1

To be included on CD with final submittal.

ATTACHMENT 2

To be included on CD with final submittal.

ATTACHMENT 3

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

1 NAME

HISTORIC Galesburg Historic District

AND/OR COMMON

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

STREET & NUMBER

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

CITY, TOWN

Galesburg

VICINITY OF

STATE

Illinois

CODE

COUNTY

Knox

CODE

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Knox County Courthouse

STREET & NUMBER

Galesburg

Illinois

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

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

DATE

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

FEDERAL ☒ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR SURVEY RECORDS

Department of Conservation

CITY, TOWN

Springfield,

STATE

Illinois

DESCRIPTION

CONDITION

___EXCELLENT
☒GOOD
___FAIR

___DETERIORATED
___RUINS
___UNEXPOSED

CHECK ONE

___UNALTERED
___ALTERED

CHECK ONE

___ORIGINAL SITE
___MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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

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

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

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

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 7 - DESCRIPTION - PAGE 2

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

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

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

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

SIGNIFICANCE

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

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

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

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

HISTORY

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

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 2

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

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

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

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 3

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

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

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

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 4

SITES AND STRUCTURES OF SPECIAL SIGNIFICANCE

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

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 5

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 6

14. DR. POLLOCK HOUSE

148 West Tompkins

The house originally stood at 218 S. Cedar and was moved to its present location several years ago.

ARCHITECTURAL SIGNIFICANCE

15. RESIDENCE

319 West North

ARCHITECTURAL SIGNIFICANCE

16. CORPUS CHRISTI ROMAN CATHOLIC CHURCH

Northeast corner of Prairie and South

Built in 1883

ARCHITECTURAL SIGNIFICANCE

17. JOHN C. STEWART HOUSE

483 North Kellogg

Built in 1857

J.C. Stewart served three separate terms as Mayor of Galesburg. He was actively engaged in banking and was also a director of the Pressed Brick & Tile Co., one of the city's largest early industries.

ARCHITECTURAL AND HISTORICAL SIGNIFICANCE

18. WILLIAM PATCH (HENRY SISSON) HOUSE

435 North Kellogg

Built in 1855

Little is known of Mr. Patch. In 1895, the house was purchased by Henry Sisson, one of Galesburg's early settlers and vice-president of the Galesburg National Bank.

ARCHITECTURAL SIGNIFICANCE

19. APARTMENT BUILDING

166-76 North Kellogg

ARCHITECTURAL SIGNIFICANCE

20. FIRST PRESBYTERIAN CHURCH

Northeast Corner Ferris and Prairie

Built in 1893

ARCHITECTURAL SIGNIFICANCE

21. RESIDENCE

1220 North Prairie

ARCHITECTURAL SIGNIFICANCE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 7

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 8

31. RESIDENCE

246 South Academy
ARCHITECTURAL SIGNIFICANCE

32. APARTMENT BUILDING

Southeast corner Academy and Tompkins
ARCHITECTURAL SIGNIFICANCE

33. EDWARD J. KING HOUSE

537 North Academy
Built in 1898

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

ARCHITECTURAL AND HISTORICAL SIGNIFICANCE

34. KNOX COLLEGE WHITING HALL

North Side Tompkins, Cherry to Broad.

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

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

ARCHITECTURAL SIGNIFICANCE

35. KNOX COUNTY COURTHOUSE

West side Cherry, Tompkins to South

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

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

ARCHITECTURAL SIGNIFICANCE

36. CENTRAL FIRE STATION

South side Simmons, East of Cherry

Built in 1905-6 by architect J. Grant Beadle

ARCHITECTURAL SIGNIFICANCE

37. STANDISH PARK

Directly west of No. 35

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

HISTORICAL SIGNIFICANCE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 9

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 8 - SIGNIFICANCE - PAGE 10

46. KNOX COLLEGE ALUMNI BUILDING

South Side South, East of Cedar

Built in 1890 by architect E.E.Myers

The cornerstone was laid by President Benjamin Harrison.

ARCHITECTURAL SIGNIFICANCE

47. ALFRED M.CRAIG HOUSE

153 East North

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

He was a judge on the Illinois Supreme Court from

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

HISTORICAL SIGNIFICANCE

48. JOHN HUSTON FINLEY HOUSE

437 North Prairie

Built ca.1892

Finley was the 7th president of Knox College and the

first who was not an ordained minister. His tenure

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

HISTORICAL SIGNIFICANCE

MAJOR BIBLIOGRAPHICAL REFERENCES

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

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. 496

UTM REFERENCES

A

--	--	--	--	--	--	--	--	--	--

ZONE EASTING NORTHING

B

--	--	--	--	--	--	--	--	--	--

ZONE EASTING NORTHING

C

--	--	--	--	--	--	--	--	--	--

VERBAL BOUNDARY DESCRIPTION

D

--	--	--	--	--	--	--	--	--	--

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

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

FORM PREPARED BY

NAME / TITLE

Robert Wagner, Staff Researcher

ORGANIZATION

Historic Preservation Services (Paul Sprague)

DATE

May 31, 1976

STREET & NUMBER

1808 West 103rd Street

TELEPHONE

312-881-1870

CITY OR TOWN

Chicago

STATE

Illinois

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☐

STATE ☒

LOCAL ☐

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

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

ITEM 10 - GEOGRAPHICAL DATA (BOUNDARY) - PAGE 2

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

ATTACHMENT 4



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 24, 2010

RECEIVED

MAR 24 2010

Preservation Services

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

IDOT Seq. # 14061
FEDERAL 106 PROJECT

HISTORIC PROPERTY ADVERSELY AFFECTED

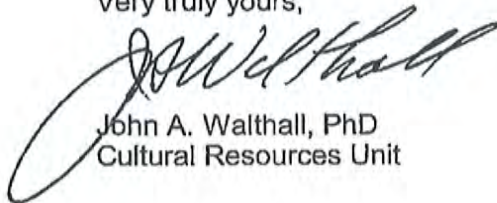
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

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

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

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: 3.25.10

ATTACHMENT 5



RECEIVED

OCT 22 2009

Preservation Services

October 7, 2009

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

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

RE: Consulting Party

Dear Ms. Haaker:

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

Sincerely,

Paul Stewart

Chairperson - Galesburg Landmark Commission

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

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

PS: sjg

cc: File Copy

Community Development Department

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

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

ATTACHMENT 6

Mr. Wayne Carl
City Engineer
City of Galesburg Il.

Nov 2nd 2009

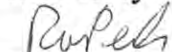
The Galesburg Historical Society met on Oct 28th 2009 at their monthly meeting. The subject of the Seminary St. overpass was discussed by 13 members present. President Peck presented the different overpass options and impact each option would have on the houses and businesses in the Historic District.

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

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

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

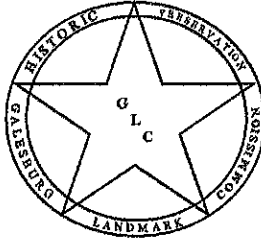
Sincerely



Ron Peck

President

Galesburg Historic Society



City of Galesburg

Operating Under Council - Manager Government Since 1957

September 15, 2010

To Whom it May Concern:

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

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

Sincerely,

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

PS:sjg

cc: File Copy



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

September 14, 2010

To Whom It May Concern,

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

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

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

Thank you for your consideration.

Sincerely,

GALESBURG AREA CHAMBER OF COMMERCE

A handwritten signature in black ink, appearing to read "R. Maus", written over the printed name of Robert C. Maus.

Robert C. Maus
President



City of Galesburg

Operating Under Council – Manager Government Since 1957

September 9, 2010

To Whom It May Concern:

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

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

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

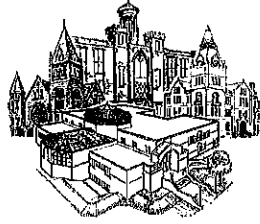
Sincerely,

Thomas E. Simkins, Fire Chief
City of Galesburg

Smoke detectors save lives.

Have you tested yours this month?

Galesburg Fire Department • 150 South Broad Street • Galesburg, IL 61401 • 309/345-3756



City of Galesburg

Operating Under Council – Manager Government Since 1957

September 13, 2010

To Whom It May Concern:

Re: North Seminary Street Overpass

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

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

Sincerely,

DAVID S. CHRISTENSEN
CHIEF OF POLICE

DC/md



OSF[®]
ST. MARY MEDICAL CENTER



September 14, 2010

To Whom It May Concern:

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

Sincerely,

John Juergens
EMS System Coordinator
OSF St. Mary Medical Center



Galesburg Hospitals' Ambulance Service

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

September 13, 2010

To Whom It May Concern,

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

Regards,

Mike Howard, CCEMTP
Director of Operations

"Quality Patient Care"

ATTACHMENT 7

MINUTES

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

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

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

Chairperson Stewart declared a quorum was present.

Approve Minutes of October 27, 2009

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

Roll Call #1

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

Nays: None.

Abstentions: None.

Chairperson declared the motion approved.

Updates Below are some updates of past/future items

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Roll Call #2

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

Nays: Stewart, 1.

Abstentions: None.

Chairperson declared the motion approved.

The Commission next began to discuss possible mitigation options.

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

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

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

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

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

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

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

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

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

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

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



Stephen Gugliotta, AICP
Executive Secretary

This page intentionally left blank

ATTACHMENT 8

CERTIFICATE OF PUBLICATION

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

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



Printers fee for same.....

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

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

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

ATTACHMENT 9

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

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

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

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

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

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

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

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

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

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

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

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

STIPULATIONS

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

I. MARKETING

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

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

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

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

II. RECORDATION

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

III. ARCHITECTURAL SALVAGE

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

IV. BRIDGE DESIGN AND LANDSCAPE FEATURES

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

V. RESURVEY OF GALESBURG HISTORIC DISTRICT

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

VI. ARCHAEOLOGICAL DATA RECOVERY

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

VII. DURATION

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

VIII. DISPUTE RESOLUTION

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

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

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

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

IX. AMENDMENTS

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

X. TERMINATION

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

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

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

FEDERAL HIGHWAY ADMINISTRATION

By: Max Tuto

Date: November 29, 2011

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By: Anne E. Haas

Date: 11.29.11

INVITED SIGNATORIES

ILLINOIS DEPARTMENT OF TRANSPORTATION

By: Donell Lewis

Date: 11/17/11

CITY OF GALESBURG

By: John Hay

Date: 11/7/2011

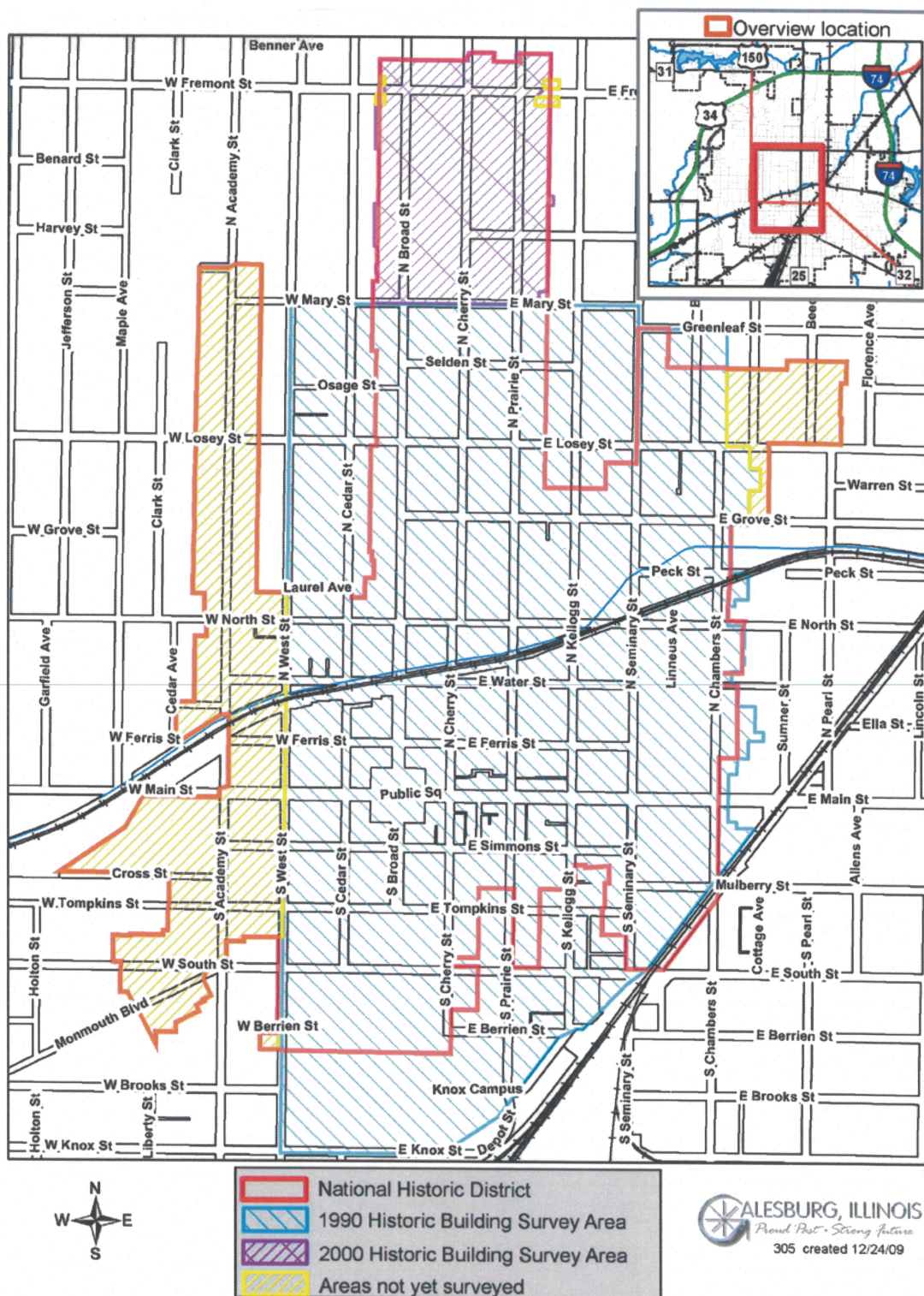
CONCURRING PARTY

GALESBURG LANDMARK COMMISSION

By: Paul H. Stewart, Chairman

Date: Nov. 01, 2011

APPENDIX A - GALESBURG HISTORIC DISTRICT BOUNDARY



The "Areas not yet surveyed" (shaded yellow) will be included in the building-by-building survey in partial fulfillment of the mitigation measures listed in the Memorandum of Agreement.

APPENDIX B

PRESERVATION COVENANT

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

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

Signatures required:

IHPA	Date
------	------

Purchaser	Date
-----------	------

APPENDIX C: STANDARD DATA RECOVERY PLAN FOR HISTORIC SITES

Introduction

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

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

Natural Setting

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

Summary of Previous Investigations

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

Research Design

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

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

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

Mitigation Plan

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

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

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

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

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

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

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

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

Curation

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

ATTACHMENT 10



Illinois Historic
Preservation Agency

FAX (217) 782-8161

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

Knox County
Galesburg

Grade Separation and Overpass

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

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

IHPA Log #008032410

June 20, 2011

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

Dear Mr. Walthall:

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

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

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

c: Matt Fuller, FHWA

ATTACHMENT 11



Preserving America's Heritage

August 18, 2011

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

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

Dear Mr. Fuller:

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

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

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

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

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

ATTACHMENT 12



Preserving America's Heritage

December 2, 2011

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

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

Dear Ms. Liske:

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

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

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

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

ATTACHMENT 13



IN REPLY REFER TO:

United States Department of the Interior

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



September 19, 2011

9043.1
ER 11/726

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

Dear Mr. Stoner:

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

Section 4(f) Evaluation Comments

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

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

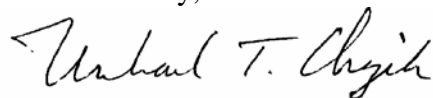
either directly by the project, or through acquisition of right-of-way or easements. Two avoidance alternatives were considered but dismissed since they did not result in improved access to the medical facilities. Alternatives for the rail lines themselves were considered but were deemed not feasible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

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

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

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael T. Chezik". The signature is fluid and cursive, with the first name "Michael" and last name "Chezik" clearly distinguishable.

Michael T. Chezik
Regional Environmental Officer

cc:
SHPO – IL (Anne Haaker)