



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

September 24, 2008

Refer To: HPER-IL

Christine Reed, P.E.
Director of Highways
Chief Engineer
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Attention: Ms. Barbara Stevens
Bureau of Design & Environment

Dear Ms. Reed:

On September 22, 2008, the Illinois Department of Transportation (IDOT) sent by email a request to the Federal Highway Administration (FHWA) to issue a Finding of No Significant Impact (FONSI) for the Illinois Route 13 (FAP 331) project from east of Division Street in Carterville, to west of Halfway Road in Marion, Williamson County, Illinois. The FHWA approved the Environmental Assessment (EA) for public review on July 2, 2008. The IDOT made the EA available to the public on July 9, 2008, and a Public Hearing was held on July 24, 2008. The public comment period ended on August 11, 2008. Following the conclusion of the comment period, IDOT provided FHWA errata to the EA, copies of comments received during the public comment period, and IDOT responses to those comments.

The FHWA has reviewed the EA, the errata to the EA, the comments submitted during the public comment period and IDOT responses. Based on this information, FHWA agrees that the project will not result in a significant impact to the human environment. Enclosed with this letter are two signed original FONSI documents for this project.

Please contact Chris Fraley at (217) 492-4619 or me at (217) 492-4625 if you have any questions regarding this determination.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

Enclosures

**MOVING THE
AMERICAN
ECONOMY**



Federal Highway Administration
FINDING OF NO SIGNIFICANT IMPACT

Illinois Route 13 (F.A.P. 331)
Carterville to Marion
Williamson County, Illinois

The proposed action is to reconstruct Illinois Route 13 to provide a six-lane roadway section (three lanes in each direction) separated by an open, grass median from Division Street in Carterville, Illinois to Halfway Road in Marion, Illinois. Intersection improvements and signal modernizations are also proposed throughout. A railroad overpass is proposed for the Burlington Northern/Santa Fe railroad crossing just east of Skyline Drive in Marion. A frontage road is also proposed on the south side of IL 13 from Walton Way to Skyline Drive as well as a frontage road system (comprised of existing and proposed pavement) on both the north and south sides of IL 13 from IL 148 near Herrin to Division Street in Carterville. Included is a bicycle/pedestrian trail separated from the adjacent frontage road system to safely and effectively accommodate the bicycle and pedestrian traffic. In addition, an interchange is proposed near Wolf Creek Road near Crainville to provide access to IL 13 and the frontage road system.

The proposed action will provide an adequate transportation system to support the traffic volumes associated with the existing and future economic growth in the corridor. In addition, an adequate transportation system would enhance the economic potential for the area by providing a safe and efficient means to transfer goods and services. This highway is part of the National Highway System linking major population centers in southern Illinois and the St. Louis metropolitan area.

Property acquisition required for this project includes 51 acres of new right of way from 261 total parcels. Approximately 4.2 acres of farmland will be converted to highway use. There will be six residential relocations and one business relocation as a result of implementing the proposed action.

No 4(f) resources or properties of historical or archaeological significance will be impacted with this proposed alternative.

Traffic noise abatement was considered at nine impacted receptors adjacent to the proposed project. The most feasible solution to abating the traffic noise is the construction of noise barriers. Noise abatement was found not to be feasible for eight of the nine locations because the barrier was not economically reasonable (cost-effective), resulting in a cost greater than \$24,000 per benefited receptor. Noise abatement measures are likely at Receptor #11 (apartment complex in northeast quadrant of IL 13 with Samuel Rd.) A final decision on the installation of abatement measures will be made upon completion of the project design.

The potential exists for the federally-listed endangered Indiana bat (*Myotis sodalis*) to occur in the vicinity of the project corridor. During the summer, the Indiana bat frequents the corridors of small streams with well-developed riparian woods, as well as mature lowland and upland forests. Tree clearing will be prohibited from April 1 to September 30 to avoid impacting this species. The U.S. Fish and Wildlife Service (USFWS) concurred with the findings and protection plan proposed by the Illinois Department of Transportation (IDOT). The Illinois Department of

Natural Resources (IDNR) also concurred with the findings outlined above and with the protection plan proposed by IDOT.

Water quality in the streams along the proposed project may be temporarily affected by construction activities. Increased total suspended solids would be expected from construction activity in and near the streams. These impacts would be temporary and are not expected to alter the existing aquatic communities. No long-term impacts are anticipated for any of the streams. To help reduce the release of total dissolved solids into the project area streams during construction, the IDOT Joint Design/Construction Procedure Memorandum on Erosion and Sediment Control will be implemented. Compliance with Section 280 of the IDOT *Standard Specification for Road and Bridge Construction*, adopted January 1, 2007, shall be met. No appreciable quantity of stream habitat will be permanently lost. Disturbance of streamside vegetation will be kept to a minimum. Disturbed areas will be seeded or sodded as soon as practical upon completion of construction.

No portion of the project is within a regulatory floodway. However, the preferred alternative will require fill to be placed in the floodplain for the construction of the additional lanes, expanding the transverse crossing of the Westernairre Creek floodplain. Accordingly, coordination with the IDNR Office of Water Resource Management was initiated. The drainage area for this stream is less than one square mile. Based on these initial site review criteria, a floodplain permit was not required and the consultation with the IDNR Office of Water Resource Management was terminated on May 20, 2004.

It is estimated that 6.6 acres of trees will be removed by construction of the proposed project. Trees which are required to be removed will be replaced according to IDOT's Departmental Policy D&E-18 (Preservation and Replacement of Trees). For trees removed from forest areas or from wooded riparian corridors, the intent of replacement planting will be to provide comparable functional replacement. Where comparable functional replacement cannot be achieved within the right of way, consideration will be given to replacement off the right of way. For replacement of isolated trees or small groups of trees (i.e., not in forests or riparian corridors) replacement plantings will be provided within the right of way, to the extent practicable.

The implementation of the proposed project will directly impact a total of 1.85 acres from seven wetlands. The project is in compliance with Executive Order 11990 (Protection of Wetlands) and the Illinois Interagency Wetland Policy Act of 1989. The need for the proposed action received concurrence from the U.S. Army Corps of Engineers, USEPA, USFWS, IDOA and IDNR. Wetland areas to remain will be protected from construction activities using perimeter barrier fencing and appropriate erosion control measures as specified by IDOT's Joint Design/Construction Procedure Memorandum on Erosion and Sediment Control. Wetland mitigation will be done at the proposed IDOT Sugar Camp Creek Mitigation Bank in Franklin County. Both the proposed Bank and the project area occur within the Big Muddy River Basin. Under IDNR implementing procedures, the following mitigation ratios are required for a project whose impacts will be mitigated off-site and in-basin. Impacts to wetlands under a half acre in size are mitigated at a 2:1 ratio. Impacts to wetlands equal to or greater than one half acre in size are mitigated at a 4:1 ratio. Wetland Sites 9 and 28 are mitigated at a ratio of 5.5:1 because of their Floristic Quality Index exceeding 20, indicating good value. The wetland mitigation will utilize 8.55 acres of wetland bank credits. The wetland impacts have been coordinated with

IDNR and USFWS and they have determined that IDOT has minimized wetland impacts through the design process and concurs with IDOT's mitigation strategies. Based on the above considerations, it is determined that there is no practicable alternate to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands.

There are no hazardous waste (CERCLIS) sites present within the project limits. Two special waste sites will be impacted by the proposed project. The first site involves petroleum contamination from a leaking underground storage tank registered with the Illinois Environmental Protection Agency. Contamination at the second site involves volatile organic compounds (VOC) associated with petroleum contamination. The Office of the State Fire Marshall reports that three underground storage tanks (UST) were removed from this site in 1990. The nature and extent of the involvement at both sites are known and the areas of contamination will be managed and disposed of in accordance with applicable Federal and State laws and regulations and in a manner that will protect human health and the environment. The quantities to be disposed are not expected to have a significant effect on landfill capacity.

An open-house public hearing was held on July 24, 2008 from 3:00 p.m. to 7:00 p.m. at the Williamson County Pavilion in Marion, Illinois. Approximately 125 individuals were in attendance and signed the attendance sheets. All comments were considered, addressed, and responded to by IDOT. Modifications made to the proposed project design based on comments and suggestions received include the following:

- Design the interchange overpass structure at the proposed Wolf Creek Road interchange to be of sufficient width to accommodate a bicycle/pedestrian lane. This will allow for the completion of the bikeway link planned for the northernmost boundary of the Crab Orchard National Wildlife Refuge, allowing a safer method for bicyclists and pedestrians to cross Illinois Route 13.
- Include an additional frontage road to link Airway Drive to Meadowland Pkwy.
- Allow residential right in/right out access at south leg of Terminal Dr. intersection.
- Provide signage at Terminal Drive for the Airport Business Park.

The FHWA has determined that the Preferred Alternative, Build Alternative #4, as identified in the Environmental Assessment will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment and Environmental Assessment Errata which have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment and Environmental Assessment Errata.

September 23, 2008

Date

Max Tuttle

For Federal Highway Administration