
Federal Highway Administration
FINDING OF NO SIGNIFICANT IMPACT

Illinois 13/127 (F.A.P. 42)
Murphysboro to Pinckneyville
Jackson and Perry Counties, Illinois

The proposed project involves the upgrading of approximately 23 miles of existing Illinois Route 13/Illinois Route 127 from two lanes to four lanes beginning at the Ava Road intersection north of Murphysboro in Jackson County and ending on Illinois 127 just north of Pinckneyville in Perry County. Included in the project are an eastern bypass of the Village of Vergennes, an interchange at Illinois Route 152 and a western bypass of the City of Pinckneyville, with an interchange at Illinois 154.

The proposed action will provide a safe and efficient facility while addressing system continuity and regional access by working towards closing a gap in the National Highway System of four-lane highways between major population centers in southern Illinois and the St. Louis metropolitan area. This facility is consistent with the Greater Egypt Regional Planning and Development Commission's most current economic development plan, *1992-1993 Overall Economic Development Strategy*, which calls for improving Illinois Route 13 and 127 to four lanes north of Murphysboro to help enhance market access to the St. Louis metropolitan area.

Property acquisition required for this project includes 689 acres of new right of way from 219 parcels. Approximately 644 acres of farmland will be converted to highway use. There will be 53 residential relocations and 5 business relocations as a result of implementing the proposed action. Only the services provided by one business, the Manor at Mason Woods are considered unique. It is a 40-unit supportive-living facility and is the only one of its kind in the project area. The Illinois Department of Transportation (IDOT) is committed to relocating the residents of the supportive-living facility as soon as funding to construct the project becomes available. Coordination with the facility's owner has already begun. IDOT plans to participate in providing a new facility in the area prior to moving the residents. The supportive-living facility residents will not be housed in temporary facilities.

The proposed project will require alterations to the Pinckneyville-Du Quoin Airport entrance and runway. In order to maintain adequate spacing of County Highway 18 and the Airport entrance and to provide adequate access control at the Airport entrance, it is necessary to move the entrance to the Airport approximately ¼ mile to the north. This move requires some adjustments in the internal operations of the Airport and some revisions in the Airport's layout plan. The proposed action also calls for flattening the horizontal curve of Illinois 13/127 at the south end of the Airport resulting in the acquisition of approximately six acres of Airport property and encroaching approximately 200 feet into the south flight path approach surface to its runway. To mitigate for this encroachment, approximately 30 acres of farmland will be acquired at the north end of the Airport to extend the runway and protect the critical approach area to Runway 18. In conjunction with this project, the Pinckneyville-Du Quoin Airport has updated their Airport Layout Plan and Exhibit 'A' Property Line Map to reflect planned improvements at the Airport during the next 20 years, including the changes necessary to accommodate the proposed

adjustment of Illinois 13/127. These documents have been conditionally approved by IDOT-Division of Aeronautics and the Federal Aviation Administration.

The Illinois Department of Natural Resources (IDNR) maintains jurisdictional authority over Pyramid State Park, a Section 4(f) resource located just west of Illinois 13/127 and north of County Highway 4 in Perry County. Approximately 5.1 acres of land located on the eastern edge of the Park will be converted for highway use. The encroachment into the Park is limited to a narrow strip of land that is isolated by water from the remainder of the Park, and thus not useable for the Park's intended function. The proposed action minimizes impacts to the usable resources located within the Section 4(f) resource. The public was given the opportunity to review the impacts to the Park and provide comments at the open-house public hearing held on October 11, 2007 from 4:00 p.m. to 7:00 p.m. at the Pinckneyville Junior High School in Pinckneyville, Illinois. No comments regarding impacts to the Park were received during the comment period. IDNR concurred with the determination that there will be no adverse effect on the park in its letter dated January 7, 2008. IDOT will mitigate for the taking of Park land by assessing the value of the property and then providing improvements of equal value to the internal system of roads and trails at Pyramid State Park. As a result, the Federal Highway Administration (FHWA) hereby makes a de minimis finding for this use of the Pyramid State Park, as it will not adversely affect this resource's activities, features and attributes. The de minimis impact finding is based on the impact avoidance, minimization, and mitigation or enhancement measures detailed in the attached Environmental Assessment.

The State Historic Preservation Officer (SHPO) has reviewed the project. There is the potential to impact one archaeological site within the proposed right of way. If this site cannot be avoided, then further evaluation will be required and the site will be processed under the Programmatic Agreement for the Mitigation of Adverse Effects to Illinois Archaeological Habitation Sites. The SHPO concurred with this determination on April 17, 2007. It has been determined that the proposed project will not impact any historic bridges, historic districts or historic buildings listed on or eligible for the National Register of Historic Places (NRHP). The alignment was shifted to the west at Grange Hall Road to avoid impacting the NRHP listed Grange Hall and its grounds.

Traffic noise abatement was considered at 10 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 any of the 10 locations either because of the urban nature of the location, which would require frequent breaks or openings in the barrier to allow access thus reducing the effectiveness of the barrier, or because the barrier was not economically reasonable (cost-effective), resulting in a cost greater than \$24,000 per benefited receptor. Therefore, no noise barriers are proposed.

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. While none were collected during mist-net trapping conducted in August 2001 and June 2002, the Indiana bat has been previously caught in both Jackson and Perry Counties. Since the proposed project will require the removal of trees and since there is no information which

suggests the trees to be cleared would not provide potentially suitable habitat for Indiana bat summer roosting, tree clearing will be prohibited from April 1 to September 30 to avoid impacting this species. The U.S. Fish and Wildlife Service (USFWS) concurs with the findings and protection plan proposed by IDOT. A population of Illinois endangered Arkansas sedge (*Carex arkansana*) plants were noted at the eastern edge of the existing right of way at the Beaucoup Creek crossing in Jackson County. To avoid impacts to the sedge during the removal and reconstruction of the bridge over Beaucoup Creek, its location will be identified on the design plans. The area will be identified as a “no intrusion area” and will be fenced off during construction. An individual Illinois threatened rice rat (*Oryzomys palustris*) also was observed at the Beaucoup Creek crossing in Perry County. The construction of an additional bridge and the widening of the existing roadway would not impact the rice rat since the rice rat is considered a migrant individual utilizing Beaucoup creek as a migration corridor. Bridging the creek will allow the rice rats safe passage up and down stream. IDNR concurs 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. However, since the Beaucoup Creek and its tributaries are subject to Illinois Environmental Protection Agency Total Maximum Daily Loads (TMDL) for total dissolved solids, best management practices to reduce the release of total dissolved solids into the project area streams during construction will be undertaken. 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. The two crossings of the Beaucoup Creek are listed on the National Park Service’s National Rivers Inventory. Since the proposed project will replace and add structures over both Beaucoup Creek crossings, coordination with the National Park Service was undertaken and comments were received. IDOT will comply with the recommendations provided by the National Park Service and will incorporate them into the final design plans and specifications.

It is estimated that 90 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.

Transverse floodplain encroachments will occur on the Beaucoup Creek (two crossings), unnamed tributaries of Beaucoup Creek (two crossings), Youngs Creek (one crossing), Chicken

Creek (one crossing) and Opossum Creek (one crossing). The proposed structure associated with each of the encroached floodplains will have an effective waterway opening equal to or greater than their corresponding existing structures, where present. Backwater surface elevations are not expected to increase. It is anticipated that there will be no significant adverse impacts on natural and beneficial floodplain values, no significant change in flood risks, and no significant increase in potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that these encroachments are not significant.

The implementation of the proposed project will directly impact a total of 15.85 acres from 19 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 USFWS and IDNR. Minimization of wetland impacts was an important factor in the development and screening of alternates. A long relocation alignment southwest of "Buffalo Curve" and the eastern bypasses of Pinckneyville were eliminated from consideration in part because of potential wetland impacts. In the design phase, IDOT will investigate additional measures to minimize wetland impacts, such as keeping roadway side slopes as steep as practicable. 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. The 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 a half acre in size are mitigated at a 4:1 ratio. Wetland Site 30 is mitigated at a ratio of 5.5:1 because of the presence of the state-listed Arkansas sedge. The wetland mitigation will utilize 62.01 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 is one hazardous waste (CERCLIS) site and two special waste sites that will be impacted by the proposed project. Neither of the special waste sites involves petroleum contamination from leaking underground storage tanks. The nature and extent of the involvement with the CERCLIS site and the special waste sites is known, all areas of contamination will be managed and disposed of in accordance with applicable federal and state laws and regulations in a manner that will protect human health and the environment and all the risks and liabilities (costs, etc.) of the involvement area known and acceptable to IDOT. The quantities to be disposed are not expected to have a significant effect on any landfill's capacity.

An open-house public hearing was held on October 11, 2007 from 4:00 p.m. to 7:00 p.m. at the Pinckneyville Junior High School in Pinckneyville, Illinois. Approximately 342 individuals were in attendance and signed the attendance sheets. All comments were considered, addressed, and responded to by IDOT.

The FHWA has determined that the Build Alternative 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.

12/16/2008
Date

1/1/09 [Signature]
For Federal Highway Administration