



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

May 19, 2011

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Springfield, IL 62703
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Refer To: HPER-IL

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

Subject: I-57 at 6000 North Road Interchange, Kankakee County Finding of No Significant Impact

Dear Ms. Reed:

The Federal Highway Administration (FHWA) received the Illinois Department of Transportation's May 9, 2011, request to issue a Finding of No Significant Impact (FONSI) for the I-57 at 6000 North Road Interchange, Kankakee County, Illinois. The FHWA has reviewed the Environmental Assessment (EA), the errata to the EA, the comments submitted during the public comment period and the responses to comments. 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.

Please contact Jim Allen at (217) 492-4643 if you have any questions regarding this determination.

Sincerely,

Glenn D. Fulkerson
Assistant Division Administrator

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

Enclosures

cc: Mr. Erik Therkildsen, District 1, IDOT
Mr. Scott Stitt, IDOT BDE



Federal Highway Administration
FINDING OF NO SIGNIFICANT IMPACT
Interstate 57 (FAI 57) at 6000 North Road Interchange
Kankakee County, Illinois

The Illinois Department of Transportation (IDOT), in conjunction with Kankakee County, the Villages of Bradley and Bourbonnais and the Federal Highway Administration (FHWA), are proposing a new interchange on Interstate 57 at 6000 North Road located in Kankakee County, in Northeastern Illinois. 6000 North Road currently passes over I-57 and no interchange exists between these two routes. Currently, traffic accesses the interstate system at existing interchanges 3 miles north and 3 miles south of the project location, resulting in congestion on local arterials.

The purpose of the new interchange is to improve accessibility, improve the east-west roadway network access to a regional route, and improve the safety of vehicular movement throughout the region. The transportation network was discovered to be deficient in servicing the current and future regional travel demand in northern Kankakee County.

The proposed interchange on I-57 at 6000 North Road will consist of a standard 'diamond' type facility with ramp access to and from I-57, accommodating all of the potential traffic movements between the highway facilities. Work along I-57 will include the addition of ramp terminal auxiliary lanes to improve traffic levels of service. Other major components include the replacement of the 6000 North Road Bridge over I-57, the reconstruction and widening of 6000 North Road between US 45/52 and IL 50 from a two-lane to a four-lane facility with raised median, the reconstruction of the railroad crossing with the CN Railroad just west of IL 50, and the realignment of IL 50 north and south of 6000 North Road. In addition, new traffic signals will be installed at the 6000 North Road intersections with US 45/52, the two ramp terminals, and IL 50.

The proposed project appears in Kankakee's Metropolitan Long Range Plan and has been shown in the Kankakee Area Transportation Study (KATS) TIP since FY 10. The project has been assigned the KATS identification number HIL-10-003. In the presently active FY 11 TIP, the project appears in FY 2011 for PE II, Land Acquisition in FY 2012 & 2013, and Construction in FY 2014. For additional information, the KATS TIP is shown on the County's website at <http://planning.k3county.net>

The proposed project will require the acquisition of approximately 76 acres of right-of-way to accommodate the new ramps, 6000 North Road and intersection improvements. This includes acquisition of 2 residential properties, impacts to 5 agricultural/industrial properties, and acquisition of approximately 63 acres of farmland zoned for industrial development. All acquisition will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

There are no historic properties identified within the limits of the proposed project rights-of-way. The State Historic Preservation Office (SHPO) concurred, on March 17, April 7, and August 24, 2010, with the determination that no historic properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by the proposed action.

This project does not involve any lands using Land Water Conservation (LAWCON) Section 6(f) funds, any Open Space Lands Acquisition and Development (OSLAD) Act lands, or any publically

owned, publically used parks, recreation areas or wildlife/ waterfowl refuges (Section 4(f)). Hence there will be no impacts to any area designated as Special Lands.

No portion of this project is within a designated non-attainment or maintenance area for any of the air pollutants for which the USEPA has established standards. Accordingly, a conformity determination under 40 CRR Part 93 Determining Conformity to State or Federal implementation plans is not required.

There are no intersections within the project limits that contain sensitive receptors. Therefore no Microscale analysis is required, using the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM).

For construction-related particulate matter, IDOT's Standard Specifications for Road and Bridge Construction include provisions on dust control. With the application of these provisions and using appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

A total of four (4) sensitive receptor locations (representing 4 residences), were evaluated for noise impacts, all located within the project limits, along 6000 North Road. Noise barriers were analyzed for each location. Calculations based on projected traffic counts indicate that noise levels would exceed the 67 dBA threshold defined by FHWA Noise Abatement Criteria (NAC) for residences. The installation of noise barriers would reduce noise levels by 8 to 10 dBA for the affected sites, meeting IDOT's feasibility criteria. However, the four noise barriers were determined to not be cost effective and are therefore not proposed. In addition, the installation of noise barriers would cut off access for various properties in the study area without special consideration for driveways or offset barriers to allow access. Also, no new residential areas are planned or zoned for the project area.

The project was coordinated with the Illinois Department of Natural Resources (IDNR) and the U.S. Fish and Wildlife Service (USFWS). The USFWS Region 3 list of threatened or endangered species in Illinois lists the Indiana bat (*Myotis sodalis*), the eastern prairie fringed orchid (*Platanthaera leucophaea*), and the sheepsnose mussel (*Plethobasus cyphus*) (a candidate species) as occurring in Kankakee County. None have been identified in the project corridor. The Illinois Endangered Species Protection Board lists 42 species of plants and animals as occurring in Kankakee County, however, none of these species occur within the project area, either.

Two areas of prairie vegetation were found to exist in the project area along IL 50, north of 6000 North Road, off the western edge of pavement (between the aggregate shoulder and the Canadian National Railroad right-of-way), as stated in a report from Illinois Natural History Survey (INHS). These two areas were determined to be of average natural quality and were dominated by prairie grasses (big bluestem, switch grass), prairie forbs (blazing star, coneflower, compass plant, wild quinine) and non-native grasses (Kentucky bluegrass, tall fescue). Neither area will be adversely impacted by the proposed improvement. The southern-most site lies within the project limits but outside of the proposed construction zone and will be protected via temporary fence during the construction process. The northern-most site is outside of the project limits and will be unaffected by construction of the proposed project.

The Existing Land Use map and the Long Range Land Use Plan map presented in the 2030 Kankakee County Comprehensive Plan does not designate land within or adjacent to the project limits as open land, public land, or forest preserves.

The proposed improvement is expected to require the removal of 156 trees of six-inches or greater in size. Most are adjacent to or within proposed right-of way purchases, parallel to existing 6000 North Road and relocated IL 50.

Tree replacement based on the IDOT Departmental Policies (D&E No. 18) requires the replacement of isolated trees or small groups of trees within the project right-of-way involving the removal of trees, to the extent practical. If bare root or balled and burlapped trees are used for replacement plantings, a minimum ratio of 1:1 is recommended for the number of trees planted to the number of trees impacted. If seedlings are used, a minimum ratio of 3:1 is recommended for the number of trees planted to the number of trees impacted. Replacement trees will be planted in suitable locations as close as practical to the removal site. Replacement of trees providing visual screens must provide similar function as the trees removed.

Protection and care of existing trees and shrubs which remain within the project limits will be provided in accordance with Section 201 of the IDOT *Standard Specifications for Road and Bridge Construction*, which will be included in the construction contract documents.

The unnamed tributary to South Branch Rock Creek is an intermittent, drainage swale tributary, flowing through open land and agricultural land that has no known aquatic resources; therefore, impacts will be temporary for any existing aquatic resource in this tributary. This tributary originates in farm fields and all riparian vegetation consists of grasses and cropland. It currently receives storm water from agricultural lands and roadways (6000 North Road and I-57). The proposed improvement includes new culverts under the proposed I-57 ramps as well as the replacement of existing culverts under 6000 North Road. During installation of these culverts, temporary increases in turbidity and sedimentation will occur. Construction will include heavy equipment in the intermittent tributary; working in the intermittent tributary will result in temporary increases in sedimentation and turbidity downstream. Such construction impacts may temporarily affect the diversity of aquatic resources downstream; however, these resources will recover and no permanent effects will occur (Wellman et al., 2000). The IDOT BDE Manual Chapter 59, Landscape Design, will be implemented to minimize impacts to surface water resources.

Impacts to the unnamed tributary to South Branch Rock Creek will require a Section 404 nationwide permit #14 from the US Army Corps of Engineers.

No mapped flood plains or flood ways exist within the project area; hence there will be no impacts.

Two wetland sites were delineated by the INHS within or near the project limits, one southeast of the 6000 North Road bridge over I-57, adjacent to the proposed northbound I-57 exit ramp, and one west of 2000 East Road, north of 6000 North Road. There will be no impacts to either wetland site as a result of the preferred alternative. The wetland adjacent to the proposed I-57 interchange lies outside of the proposed construction zone and will be protected via temporary fence during the construction process. The wetland adjacent to 2000 East Road is well outside of the project limits.

There are no Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) hazardous waste sites identified within the project limits. A Preliminary Environmental Site Assessment (PESA) was conducted by the Illinois State Geological Survey (ISGS). It identified seven (7) sites likely to be affected by the proposed improvement that are potentially impacted with recognized environmental conditions (RECs). There is a high risk of

encountering contaminated soil within these sites and additional testing is required. The nature and extent of the involvement will not be known until additional investigation is completed. At that time the 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. The quantities to be disposed are not expected to have a significant effect on landfill capacity.

This project will disturb more than one (1) acre of total land area and therefore an NPDES permit for storm water discharge from construction sites will be required. Requirements applicable to such a permit include the preparation of a Storm Water Pollution Prevention Plan. This plan will identify the sources of pollution that may reasonably be expected to affect the quality of storm water discharges from the construction site, and describe the practices to be employed to reduce pollutants in discharges associated with construction site activity and to assure compliance with the permit.

An indirect and cumulative impact analysis indicated changes to adjacent land or land use as a result of the proposed project may occur. With regard to the proposed interchange, areas of farmland would be expected to change to industrial or commercial / retail land use, depending on local zoning laws, development trends in the Kankakee County area and the national economy. The interchange construction is expected to provide improved access to the area, potentially enhancing the likelihood of development in the area already planned for development. The proposed action would cause only minor impacts to air quality, natural resources and water quality. The indirect impacts hinge on construction of the proposed project and the associated developments which would not occur without the proposed improvement. The cumulative effects of actions taken will primarily be those associated with new development which will occur based on improved access of undeveloped properties in the vicinity of the proposed interchange. Where impacts to environmental resources cannot be avoided, the actions will follow the applicable federal, state and local laws and regulations.

The project was presented to the public for comment at a Public Hearing on March 3, 2011, from 4:00 p.m. to 7:00 p.m. at the Bourbonnais Village Hall in Bourbonnais, Illinois. A total of 102 people officially signed in. 17 written comments were received by the March 18, 2011 deadline. Of these, seven (7) were generally in favor of the project, two (2) were opposed, and eight (8) had no stated preference. All comments were considered, addressed, and responded to by IDOT.

FHWA has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA) which has 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 (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA and supporting documents.

5/19/11
Date


For Federal Highway Administration

**I-57 at 6000 North Road
Kankakee County**

ERRATA

This erratum includes comments to the Environmental Assessment (EA) for the proposed interchange at I-57 at 6000 North Road. A new diamond interchange will be constructed at the same location of the existing structure which carries 6000 North Road over I-57. Other work includes: the replacement of the 6000 North Road Bridge over I-57, the reconstruction and widening of 6000 North Road between US 45/52 and IL 50 from a two-lane to a four-lane facility with raised median, the reconstruction of the railroad crossing with the CN Railroad just west of IL 50, and the realignment of IL 50 north and south of 6000 North Road. In addition, new traffic signals will be installed at the 6000 North Road intersections with US 45/52, the two ramp terminals, and IL 50. A shared-use path and sidewalk is proposed along 6000 North Road. Right of way will be required throughout the project. The EA was signed by the Illinois Department of Transportation on December 22, 2010 and the Federal Highway Administration (FHWA) on January 7, 2011.

PUBLIC HEARING

An open house public hearing was held on March 3, 2011 from 4 p.m. to 7 p.m. at the Bourbonnais Village Hall. The hearing presented the pertinent engineering, environmental and socio-economic aspects of the proposed improvement, including the results of the Environmental Assessment, and provided an opportunity to obtain feedback from the public concerning these matters. The Environmental Assessment was available for review prior to the hearing beginning February 1, 2011 at the Kankakee County Regional Planning Department in Kankakee, the FHWA Division Office in Springfield, and the IDOT district office located in Ottawa. The hearing site was accessible to individuals with disabilities and special assistance was offered to anyone who provided advance notice.

The advertisements for the public hearing were published in the Kankakee Daily Journal on January 31 and February 28, 2011, the Herald on January 25 and February 22, 2011, and the City News on January 28 and February 25, 2011. These last two newspapers are located in Bourbonnais. Individual property owner letters were also mailed to all the property owners along the project. Additionally, invitations were sent to local officials.

An open house format was utilized for the public hearing. The open house format offered the public an opportunity to meet with representatives of IDOT at a time and place which is reasonably convenient to discuss the project. Handouts, which included a comment sheet, were provided to attendees as they entered the room reserved for the public hearing. Throughout the open house session, appropriate members of IDOT were available to discuss the project with the public and answer questions. Project staff was stationed at map displays and exhibits which depicted the proposed interchange and its impacts near I-57 at 6000 North Road, U.S. 45/52, the railroad crossing, and the section of realigned Illinois Route 50.

Approximately 102 individuals attended the public hearing plus an additional 12 IDOT representatives. An opportunity was provided for attendees to submit written and oral comments at the public hearing. No oral comments were offered by the public at the hearing. Seventeen comment sheets were received by the March 18, 2011 deadline. Comments and requests for information were responded to by IDOT.

A summary of comments received from the public hearing is as follows:

- Likes the improvement – thinks it will help traffic flow better 2
- Great project – Please construct as soon as possible 2
- Concerned about access to their property 2
- Will help with commercial development and truck traffic 1
- Stated that this project will ease the commute for travelers 1
- Likes the four lanes and thinks it is a good investment 1
- Concerned about the repair of drainage tiles 1
- Requested electronic copies of plans and cross sections 1
- Requested copies of the plans and drainage 1
- Would like to discuss future development of their parcel 1
- Notified the Department about active opposition to location* 1

(* The Department is unaware of any active or organized opposition to this improvement, as reflected in the comments from all of the public involvement activities and coordination with local officials.)

- Asked why U.S. 45/52 did not extend farther south 1
- Stated the project is not needed, wrong location, and IL can't afford 1
- Requested a curb cut be shown for existing field entrance 1
- Asked why four lanes is proposed for 6000 North Road 1
- Concerned about tree removal 1
- Asked why we can't shift the alignment towards the quarry 1