

Federal Highway Administration

FINDING OF NO SIGNIFICANT IMPACT

for

Illinois Route 47 (FAP 326)
US Route 14 to Charles Road
McHenry County, Illinois

INTRODUCTION

The Illinois Department of Transportation (IDOT) proposes widening and reconstruction of Illinois Route 47. Illinois Route 47 is a Strategic Regional Arterial (SRA) and a Class II truck route running north-south through the City of Woodstock and unincorporated McHenry County, Illinois. The limits extend from US Route 14 approximately five miles north to Charles Road. These represent logical termini because US Route 14 is an arterial and a major source of traffic for the corridor. Charles Road, the northern terminus, also is a designated SRA route and represents the northern edge of the urban area beyond which corridor traffic volumes decrease substantially. The purpose of the Project is to address transportation safety, capacity, access management, pedestrian and bicycle needs, and geometric deficiencies.

The Preferred Alternative meets the purpose and need, while minimizing impacts where possible. The Preferred Alternative for the Illinois Route 47 Mainline from US Route 14 to Ware Road generally consists of an urban cross section with two 12-foot lanes in each direction and an 18-foot median with raised curb and gutter. This section also includes a 5-foot sidewalk on the west side and a 10-foot multi-use path on the east side. Illinois Route 47 Mainline from Ware Road to Charles Road generally consists of a rural cross section with two 12-foot lanes in each direction, a 22-foot wide median that includes 4-foot inside shoulders with rumble strips and mountable curb, and 10-foot outside shoulders. This section includes a 10-foot multi-use path on the east side.

This Project is included in the FY 2019-2024 Transportation Improvement Program (TIP) endorsed by the Metropolitan Planning Organization Policy Committee of Chicago Metropolitan Agency for Planning (CMAP) for the region in which the Project is located. Projects in the TIP are considered to be consistent with the ON TO 2050 Regional Transportation Plan endorsed by CMAP. The Project is within the fiscally constrained portion of the plan. The ON TO 2050 Regionally Significant Project number is 110 and the TIP number is 11-06-0018.

ENVIRONMENTAL IMPACTS

The direct result of implementing these improvements will result in the following impacts:

Right-of-Way: Construction of the proposed improvement will require approximately 33.088 acres of permanent right-of-way and approximately 16.428 acres of temporary and permanent easements.

Displacements: The proposed improvements will result in a total of 10 buildings to be displaced. These buildings include five individual businesses, three residential homes, and two business complexes containing four businesses. The proposed action will also require one commercial building modification.

Agricultural Lands: The proposed improvements would convert 17.90 acres of land currently used for farming. Because of the size of the existing farms within the project study area, it is not anticipated that impacting 17.90 acres of farmland will substantially affect farming operations or land use for any individual property. No farm residences or buildings will require relocation because of the Project. No centennial or sesquicentennial farms will be impacted as a part of this Project.

An e-mail was sent to National Resources Conservation Service (NRCS) on November 8, 2017, stating that farmland will be converted to non-agricultural use. The proposed Project was given a Land Evaluation and Site Assessment (LESA) score of 161, indicating a low rate of protection. Because the Project was designed to acquire the least possible amount of land to meet the safety needs of the public, the Illinois Department of Agriculture determined that the Project complies with IDOT's Agricultural Land Preservation Policy and Illinois' Farmland Preservation Act. No further coordination will be necessary with NRCS because the Project impacts less than 10 acres of farmland per linear mile.

Historic Properties: There are three archaeological sites within the study area that do not warrant National Register consideration. Six properties in the study area warrant National Register consideration. These sites were assessed for National Register eligibility. None were found to be eligible. The State Historic Preservation Officer concurred with a "no historic properties affected" finding on August 30, 2017.

Air Quality: All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. McHenry County is designated as a nonattainment area for the 2008 ozone standard and attainment for the 2015 standard. For the eight-hour ozone (PM)_{2.5} standard, McHenry County is designated as an attainment area.

This Project is included in the FY 2019-2024 TIP endorsed by the Metropolitan Planning Organization Policy Committee of the CMAP for the region in which the Project is located. Projects in the TIP are considered to be consistent with the 2050 regional transportation plan endorsed by CMAP. The Project is within the fiscally-constrained portion of the plan.

On October 24, 2018, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the 2050 regional transportation plan conforms with the SIP and the transportation-related requirements of the 1990 Clean Air Act Amendments. On October 24, 2018, the FHWA and the FTA determined that the TIP also conforms with the SIP and the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, *Determining Conformity of Federal Actions to State or Federal Implementation Plans*.

The Project's design concept and scope are consistent with the Project information used for the TIP conformity analysis. Therefore, this Project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

Noise: The traffic noise study evaluated a total of 32 representative receptors located within 32 Common Noise Environments (CNE). A CNE is a group of receptors within the same noise category that are exposed to similar noise sources and traffic noise levels. For developed land use categories, a representative receptor was chosen for each CNE. The selected representative receptor was generally chosen as the closest receptor to Illinois Route 47, and therefore the worst-case traffic noise condition.

Nine receptor locations approach, meet, or exceed the FHWA Noise Abatement Criteria (NAC), and therefore warrant a noise abatement analysis. In addition to traffic noise levels approaching the NAC, a noise abatement analysis is warranted if traffic noise levels increase more than 14 dB(A) between the existing and build scenarios at a receptor, regardless if the NAC is approached. Nowhere in the project study area is there an increase of more than 14 dB(A). The largest increase is 5 dB(A). Noise walls were considered feasible noise abatement measures at two of the nine locations since they would provide at least a 5 dB(A) traffic noise reduction at two impacted receptors.

With regard to reasonableness, noise walls would provide at least an 8 dB(A) traffic noise reduction for at least one benefited receptor. However, based on the evaluations, the noise walls would not be economically reasonable since the estimated cost per benefited receptor, \$30,000, exceeds the average adjusted allowable cost per benefited receptor, \$24,000, the threshold in place based on the 2011 IDOT Highway Traffic Noise Assessment Manual.

Based on this noise analysis, no noise walls would be feasible **and** reasonable for this Project. Therefore, highway traffic noise abatement measures are not likely for the proposed Illinois Route 47 Project based on preliminary design. If the Project's final design is different from the preliminary design, IDOT will determine if revisions to the traffic noise analysis are necessary.

A final decision on noise abatement will not be made until the Project's final design is approved and the public involvement process is complete.

Threatened and Endangered Species: According to the U.S. Fish and Wildlife Service, four federally-protected species are known to occur within McHenry County; the Eastern Prairie Fringed Orchid (*Platanthaera leucophaea*) (EPFO), Prairie Bush-clover (*Lespedeza leptostachya*), Northern Long-eared Bat (*Myotis septentrionalis*), and the Rusty Patched Bumble Bee (*Bombus affinis*).

Wetland No. 18 within the project study area had an FQI above 20 and a mean C over 3.5, thus providing potential habitat for the EPFO. A botanical survey was conducted in August 2011 and a survey specific to EPFO was conducted in 2012, and no EPFO were found. Therefore, it was concluded EPFO is not within the project study area and there is no effect on EPFO.

A botanical survey conducted in August 2011 identified four prairie sites near the project study area. None of these prairie sites will be impacted as a part of this Project and therefore, there is no effect on the Prairie Bush-clover.

It was determined that there may be suitable habitat for the northern long-eared bat. Since the trees in the project study area are mostly urban residential landscape trees, the suitability of habitat for this species is low and there are no records of the northern long-eared bat in the vicinity of the project study area. Therefore, it was concluded there is no effect on the northern long-eared bat.

The project is located outside the High Potential Zone of the Rusty Patched Bumble Bee (*Bombus affinis*). Therefore, the project will not affect the Rusty Patched Bumble Bee.

Correspondence from the U.S. Fish and Wildlife, dated September 21, 2017 states "There are no critical habitats within your project area under this office's jurisdiction."

Four state protected species were identified in the project study area: The Giant Sunflower (*Helianthus giganteus*), Blanding's Turtle (*Emydoidea blandingii*), Least Bittern (*Ixobrychus exilis*), and the Iowa Darter.

A botanical survey for the Giant Sunflower was conducted due to proximity of nearby records. No Giant Sunflowers were found at the time of the botanical survey and it was determined the Giant Sunflower is not present and there is no effect.

A survey was conducted for Blanding's Turtle within the project study area in September 2017 due to the proximity of nearby records. A marsh with suitable habitat for the Blanding's Turtle is located along Charles Road approximately 0.65 mile west of Illinois Route 47. This suitable habitat is approximately 0.44 mile outside the Project limits. Therefore, there is no effect on Blanding's Turtle.

Because there are no impacts to the marsh areas identified in the Project botanical survey, it is concluded that there is no effect on nesting of the Least Bittern.

This Project has no effect on the Iowa Darter.

No state-listed species are anticipated to be impacted by the proposed improvements.

Wetlands: The proposed improvements will impact a total of 0.310 acre of wetlands. Impacts were calculated based on proposed construction limits. The proposed improvements were designed to minimize the amount of wetland impacts to the greatest extent practicable. Once the alternatives were selected, they were further refined to minimize impacts.

For those wetland impacts that cannot be avoided, compensatory mitigation must be provided. IDOT will provide compensatory mitigation through coordination with and approval from USACE during the Clean Water Act Section 404 Permitting process. Wetland mitigation will also be in compliance under the Interagency Wetland Policy Act.

Federal Executive Order 11990 requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. The proposed improvements were designed to avoid and minimize wetland impacts to the greatest extent possible. There are no practicable alternatives that could avoid wetland impacts entirely. All impacts have been avoided and minimized to the greatest extent practicable, as discussed above. Based upon these considerations, there is no practicable alternative to the proposed construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use.

Floodplains: The proposed improvements will impact two regulatory floodplains.

The East Branch Silver Creek crosses Illinois Route 47 through an existing 7-foot-wide by 8-foot-tall box culvert between Cherry Court and Birch Street. The floodway for this section of the creek extends up to 50 feet beyond the channel limits during the 100-year storm event. The floodplain for this section of the creek extends beyond the north side of the channel east of Illinois Route 47 during the 100-year storm event. The existing culvert is being replaced with a proposed 16-foot wide by 9-foot tall box culvert. Proposed within the floodway and floodplain at this location are 0.13 acre of temporary easement and permanent right-of-way impacts longitudinal to the floodplain. Impacts are necessary to widen the roadway to the proposed cross section, remove the existing box culvert, construct a new, longer, 16-foot-wide by 9-foot tall box culvert, provide right-of-way for maintenance of the new culvert, and complete necessary grading. The area beyond the roadway typical section will be restored similar to existing conditions to minimize floodway/floodplain impacts.

An unnamed tributary to the East Branch of Silver Creek starts at an unnamed residential detention pond approximately 100 feet south of Cooney Drive along the Illinois Route 47 corridor. The 100-year floodplain extends along ditches on the west side of Illinois Route 47 for approximately 1,000 feet and continues west of the project study area. The preferred alternative impacts 1.21 acres of existing floodplain longitudinally along Illinois Route 47. The impacts are necessary to construct the roadway cross section and develop proposed drainage ditches. Of the 1.21 acres of floodplain impacts, 0.52 acre is within existing Illinois Route 47 right-of-way and 0.69 acre is outside the existing Illinois Route 47 right-of-way. The compensatory storage will be provided within the proposed ditch/basin.

Water Resources: The project area contains five streams or creeks identified as Waters of the US (WOUS). There are no wild or scenic rivers located within the project study area.

The East Branch of Silver Creek crosses under Illinois Route 47 approximately 200 feet south of Birch Road through a 7-foot-wide by 8-foot-tall box culvert. The East Branch of Silver Creek is a permanent body of water that has an approximate 4.36-square-mile watershed and is 62 linear feet wide. The Illinois Department of Natural Resources (IDNR) does not classify the stream as a biologically significant stream, nor did it receive an integrity or diversity rating. The East Branch of Silver Creek is a portion of the West Nippersink Creek Watershed area and there are neither riffles nor pools present. Approximately 0.02 acre of the site will be impacted as part of this Project. Impacts are necessary to widen the roadway to the proposed cross section, remove the existing box culvert, construct a new, longer, 16-foot-wide by 9-foot tall box culvert, and complete necessary grading.

An unnamed tributary to Silver Creek crosses Illinois Route 47, approximately 100 feet south of Cooney Drive. The tributary is approximately 58 feet wide. The IDNR does not classify it as a biologically significant stream and it has neither a stream integrity nor a diversity rating. In addition, no riffles or pools exist in the tributary. The tributary is a High Quality Aquatic Resource (HQAR) and Advanced Identification (ADID) site. It is a portion of the West Nippersink Creek Watershed area. The culvert carrying the unnamed tributary underneath Illinois Route 47 has a drainage area of 6.48 square miles. Approximately 0.006 acre of the unnamed tributary will be impacted as part of this Project. Impacts are necessary to widen the roadway to the proposed cross section, remove the existing box culvert, construct a new, longer culvert with an overflow structure, and complete necessary grading.

Silver Creek is primarily located along either side of Charles Road, approximately 3,300 feet west of Illinois Route 47. It is approximately 107 feet wide and is a portion of the West Nippersink Creek Watershed area. The culvert carrying Silver Creek underneath Charles Road has a drainage area of 15.4 square miles. Silver Creek is classified as a permanent body of water with a stream integrity and diversity rating of D. IDNR states that integrity ratings are based on a letter scale from A to E, with A being the highest integrity. No riffles or pools are present, and the IDNR classifies it as a significant stream. Silver Creek will not be impacted as part of this Project.

Lakes surrounding the project study area are primarily manmade lakes and private detention ponds. A manmade deep-water aquatic habitat is located on the east side of Illinois Route 47 approximately 100 feet south of Cooney Drive. The pond flows into the unnamed tributary to Silver Creek via an 18-inch-diameter pipe and an emergency overflow berm. Because it flows directly into a relatively permanent water source, it is considered to be a WOUS. It has a total watershed area of less than one square mile and is a portion of the West Nippersink Creek Watershed area. The proposed widening impacts the existing berm on the west side of the pond, which controls the water elevation in the pond. The preferred alternative includes a proposed retaining wall at the back of the shared-use path on the east side of Illinois Route 47 and a weir wall east of the retaining wall that will replace the existing berm. The weir wall will have the same overtopping elevation as the existing berm to maintain the existing pond elevation. The Illinois Route 47 improvements will require regrading area to the west and north of the existing pond to maintain the pond capacity. The preferred alternative results in approximately 0.099 acre of impacts to the pond.

A ditch is located approximately 1,500 feet north of McConnell Road on the east side of Illinois Route 47. Water is carried beneath Illinois Route 47 from the west side of the roadway to the east side of the roadway via an 8-foot-high by 10-foot wide box culvert. Because of the overall good condition of the structure and the limited amount of repairs needed, the culvert is proposed to be extended as part of the Project. The ditch flows south along the east side of Illinois Route 47 for approximately 125 feet before crossing beneath a private driveway via dual corrugated metal pipe culverts. The ditch then flows east away from Illinois Route 47. These culverts are not proposed to be impacted by the Project. However, the ditches upstream and downstream of the culverts are proposed to be regraded for detention purposes. Approximately 0.119 acre of the site will be impacted as part of this Project. Impacts are necessary to widen the roadway to the proposed cross section and regrade the ditch to accommodate the detention basin proposed at the site.

A total of 0.24 acres of WOUS will be impacted within the project study area. Impacts to the streams are not avoidable as the proposed road improvements are adjacent to or crossing these water bodies. Impacts were minimized by reducing the median width.

Special Waste: The Illinois State Geological Survey (ISGS) performed a preliminary environmental site assessment (PESA) for the project study area, ISGS PESA #2279V, dated December 15, 2017. Several Recognized Environmental Concerns (RECs) were identified through the assessment. Per the PESA, 214 properties were identified with RECs. The preferred alternative includes taking permanent right-of-way from 118 REC sites and temporary right-of-way takings from 14 additional REC sites. Nine sites are proposed to be relocated.

Based on the results from the PESA, it has been determined that a preliminary site investigation (PSI) is required if any identified REC involves any of the following situations:

- New right-of-way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities;
- Building demolition/modification; or
- Excavation or subsurface utility relocation on existing right-of-way adjoining a REC site.

It is determined the purchase of additional right-of-way cannot be avoided; therefore, a PSI is required. Phase II will update the PESA and complete a PSI for the Project.

Section 4(f): The project will not convert any property from a Section 4(f) resource to transportation use. Bates Park is a 23-acre park located between Maple Avenue and East Beech Avenue on the east side of Illinois Route 47 that was purchased using Land and Water Conservation Fund program funds. This park is adjacent to the Silver Creek Conservation Area. On June 11, 2014, the FHWA determined that there is no Section 4(f) use of land because the proposed roadway improvements will be constructed within the existing right-of-way and there will be no transfer of ownership of land from Bates Park for a transportation use. IDOT will temporarily occupy land in Bates Park to construct the shared-use path on the same alignment as the sidewalk and there will be no transfer of ownership of park land. The project study team met with the City of Woodstock on June 10, 2014. The City of Woodstock was supportive of the shared-use path providing connectivity throughout the corridor, including at Bates Park. On January 11, 2018, IDOT sent the City of Woodstock a letter requesting concurrence that they believe this Project will meet the regulatory conditions for temporary occupancy. On February 16, 2018, the City signed and returned the letter in agreement.

Section 6(f): Section 6(f) of the Land and Water Conservation (LAWCON) Fund Act requires that any property using LAWCON money be used for public outdoor recreation unless otherwise approved by the National Park Service. Bates Park was purchased using Land and Water Conservation Fund program funds and is classified as a Section 6(f) property. There will be a beneficial effect to the recreational value of the property. No other Section 6(f) properties are within the project study area. The IDNR concurred that there is no Section 6(f) conversion, and therefore, no Section 6(f) conversion approval is required.

Public Involvement: The Public Hearing was held Thursday, June 7, 2018 from 4:00 to 7:00 P.M. at the Challenger Learning Center in Woodstock, IL. The public hearing was conducted in an open house format with a public comment forum. A court reporter was present to record verbal comments from 4:00 to 6:00 P.M., and then recorded comments at the public forum from 6:00 to 7:00 P.M.

The Project comment period was open from May 7, 2018 to June 21, 2018. Throughout the public comment period, hard copies of the Environmental Assessment (EA) were available for public review at the IDOT District 1 office in Schaumburg, Woodstock City Hall, and Woodstock Public Library. The EA was also available on the Project website.

The hearing was attended by 131 people including public officials from the City of Woodstock, McHenry County, City of McHenry, businesses, media, and local residents. Within the comment period, 12 comment forms were received at the meeting, 8 court reporter comments, 3 public forum comments, 9 emailed comments, and 3 letters. In total, 35 comments were submitted during the public comment period. The comments received during the public comment period are summarized below and addressed in the Errata.

- Support for the project including bicycle and pedestrian accommodations, Three Brothers restaurant, and roundabouts
- Concern regarding property impacts, access, raised median, driveways, emergency service and roundabouts
- Suggestions including pedestrian crosswalks, driveways, access, bike racks, on street bike lanes and widening under railroad bridge
- Questions including property impacts, right-of-way, driveway access and fitting four lanes under the railroad bridge

ENVIRONMENTAL COMMITMENTS

1. As mentioned in Section 4.13.1, the contractor shall receive four weeks of temporary occupancy to construct the shared-use path on the Bates Park property.
2. A PSI will be conducted prior to acquisition of any contaminated parcel, and/or required temporary or permanent easements, and if the proposed improvements require excavation on or adjacent to a property identified with a REC or requires excavation, including subsurface utility relocation on a property with an easement. The PSI will include assessment for lead-based paint- and asbestos-containing materials.
3. Special waste issues encountered during construction will be managed in accordance with the IDOT *Standard Specifications for Road and Bridge Construction and the Supplemental Specifications and Recurring Special Provisions*.
4. Accidental spills of hazardous materials and wastes during construction or operation of the transportation system require special response measures. Occurrences will be handled in accordance with local government response procedures. Refueling, storage of fuels, or maintenance of construction equipment will not be allowed within 100 feet of wetlands or water bodies to avoid accidental spills impacting these resources.

AGENCY FINDINGS

The following findings establish the Project's adherence to applicable laws intended to protect sensitive environmental and socioeconomic resources.

Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended

The *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended, and the *IDOT Land Acquisition Procedures Manual* will be followed. All housing resources are available to all relocates without discrimination. Housing of last resort will be provided if necessary.

According to the Uniform Act of 1970 (49 CFR 24), Decent, Safe, and Sanitary (DSS) housing must be available prior to requiring those affected by the Project to leave their existing dwelling. DSS residential properties of various sizes within the project study area were identified by the Department in accordance with relocation planning procedures under 49 CFR 24.205 and can be found in Exhibit 4.2-3. Relocated residents and businesses may be able to relocate within the City of Woodstock along Illinois Route 47, if they so desire.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*

Based on the demographic information and field observations of the project study area, this Project will not result in disproportionately adverse impacts to minority or low-income populations.

Section 106 of the National Historic Preservation Act of 1966

There are no historic properties in the Project area, and therefore, there are no properties subject to protection under Section 106 of the National Historic Preservation Act of 1966. The State Historic Preservation Officer concurred with a "no historic properties affected" finding on August 30, 2017.

Federal Executive Order 11988, *Floodplain Management*

The Project will impact two regulatory floodplains for a total of 1.34 acres. Compensatory storage for impacts to regulatory floodplains will be provided at the East Branch of Silver Creek crossing and upstream ditch and the Tributary to the East Branch of Silver Creek crossing. Impacts from the loss of floodplain will not result in increased flood risks due to the incorporation of detention and compensatory storage. Natural and beneficial values, such as wildlife habitat and water quality functions, will not be substantially impacted because these values are already minimized due to the presence of the existing road. The proposed roadway improvements will not promote incompatible floodplain development.

Section 176(c) of the Clean Air Act Amendments of 1990

This Project is located in a nonattainment area for transportation-related criteria pollutants; therefore, the transportation conformity requirements of the Clean Air Act apply. FHWA has determined that the preferred alternative meets project level conformity requirements because it is

included in the conforming metropolitan transportation plans and transportation improvement programs of the appropriate metropolitan planning organization.

This Project was determined to be a project that is not an air quality concern under 40 CFR 93.123(b)(1), because it primarily services gasoline operated vehicular traffic. None of the roadways in the study area carry a substantial amount of diesel truck traffic currently, nor are they expected to under the 2040 No-Build or Build condition. It has been determined that the Project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations.

Federal Executive Order 11990, *Protection of Wetlands*

The Project will impact 0.31 acre of wetlands. Because wetlands exist on both sides of the roadway, complete avoidance was not practicable. However, the Preferred Alternative was designed to minimize impacts to wetlands. Mitigation for these impacts will be based on the Programmatic Agreement that IDOT has with the IDNR for compliance with the Interagency Wetland Protection Act. Mitigation ratios are determined based on whether or not the mitigation is provided within the watershed basin of the impacted wetland and the quality of the wetlands impacted. Wetland mitigation ratios can range from 1.5 to 1.0, up to 6.0 to 1.0 for higher quality wetlands.

Endangered Species Act of 1973

Threatened and endangered species are known to exist within McHenry County. A botanical survey was conducted in August 2011. The project area had a survey specific to the EPFO (*Platanthera leucophaea*) in July 2012 and none were located. Therefore, the Project will have “no effect” on the EPFO.

A botanical survey conducted in August 2011 identified four prairie sites near the project study area, but no Prairie Bush-clover (*Lespedeza leptostachya*) was identified. Additionally, none of these prairie sites will be impacted as a part of this Project and therefore, there is no effect.

It was determined that there may be suitable habitat for the Northern Long-eared Bat (*Myotis septentrionalis*). Since the trees in the project study area are mostly urban residential landscape trees, the suitability of habitat for this species is low, and there are no records of the Northern Long-eared Bat in the vicinity of the project study area. Therefore, it was concluded there is no effect on the Northern Long-eared Bat.

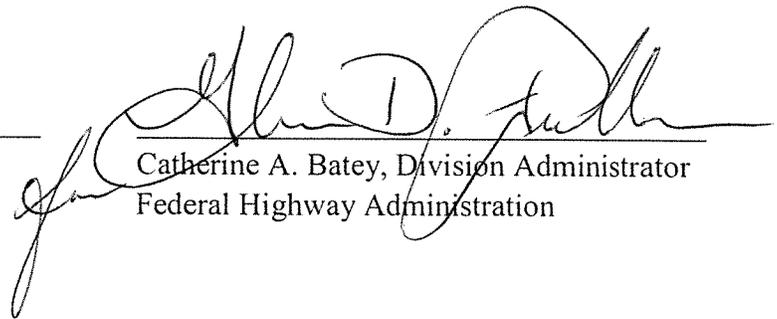
Section 4(f) of the U.S.DOT Act of 1966

The project will not convert any property from a Section 4(f) resource to a transportation use.

CONCLUSION

The FHWA has determined that the Project will not have a significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment and associated Errata that 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 associated Errata.

10/24/2018
Date


Catherine A. Batey, Division Administrator
Federal Highway Administration