

**Finding of No Significant Impact**  
**Brush College Road (FAU 7448) from Williams Street to Faries Parkway**  
**City of Decatur and Macon Counties, Illinois**  
**June 2014**

The project involves improvements to a 1.21-mile long section of Brush College Road in Decatur, Illinois, generally between Williams Street on the south and Faries Parkway on the north. Major project components include adding two lanes to Brush College Road between Williams Street and Faries Parkway, replacing the existing underpass at the Norfolk Southern (NS) railroad yard with an overpass, constructing a grade-separated interchange at Faries Parkway to include a crossing of the existing NS rail line at that intersection, adding additional turn lanes at the Williams Street intersection, and adding a traffic signal and turn lanes at the entrance to the Archer Daniels Midland Company (ADM) James Randall Research Center (JRRC). The purpose of the proposed project is to provide adequate capacity to handle present and future traffic volumes in a safe and efficient manner for the Brush College Road corridor between William Street Road and Faries Parkway, and to increase safety and access for businesses and future industrial development along the Brush College Road corridor. The project is needed to increase capacity, improve safety, correct existing roadway deficiencies, and provide system linkage.

The proposed improvement satisfies the project's Purpose and Need, has the least impacts to the natural and human environment, and meets the local and regional economic needs. Impacts are summarized below.

***Community Cohesion.*** Community cohesion will be minimally affected. There will be only four residential relocations and the business relocations will not affect major centers of employment. Access will change only at major intersections and at the new overpass at the NS rail yard. There will be no segmentation, separation or isolation of areas from the existing community due to physical barriers or access change. The new overpass with pedestrian and bike facilities will improve community cohesion by allowing movement over the rail yard.

***Title V and Environmental Justice.*** The project is not expected to have a disproportionate impact on minority populations or populations living below the poverty level.

***Traffic Impacts During Construction.*** The overpass of the NS rail yard will be constructed in stages, allowing Brush College Road to remain open during most of the construction period. However, there will be periods when Brush College Road will need to be closed. The adverse travel distance is 4.6 miles and the roads are adequate for the detour traffic. A short detour will also be required during construction of the Faries Parkway overpass.

***Relocations.*** The project will require 4 residential relocations and 5 business relocations, impacting approximately 25 employees. In addition, five vacant former business properties will be acquired. Relocation assistance will be offered to all occupants of buildings that will be purchased and removed, in accordance with the Uniform Relocation Assistance and Real

Property Acquisition Policies Act of 1970, as amended, and IDOT's *Land Acquisition Procedures Manual*.

**Land Use.** Land use in the area is primarily commercial/industrial and residential. The project is not expected to affect land use in the area. While improved access may lead to additional industrial development, there is growth capacity on land currently zoned as commercial/industrial.

**Agricultural.** The project is located entirely within an urban area. No farmland or agricultural operations will be affected by the Project.

**Cultural Resources.** IDOT made 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 Project. The Deputy State Historic Preservation Officer gave written concurrence.

**Air Resources.** A Pre-Screen carbon monoxide analysis was completed for the project. The results from this proposed roadway improvement indicate that a COSIM air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average National Ambient Air Quality Standard for carbon monoxide of 9.0 ppm which is necessary to protect the public health and welfare. No portion of this project is within a designated nonattainment or maintenance area for any of the air pollutants for which the USEPA has established standards. Accordingly, a conformity determination under 40 CFR Part 93 ("Determining Conformity of Federal Actions to State or Federal Implementation Plans") is not required.

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions can be minimized if the equipment is well maintained.) The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate. The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions. IDOT's Standard Specifications for Road and Bridge Construction include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

**Traffic Noise.** A traffic noise abatement evaluation was conducted for the proposed action. No projected noise levels were > 14 dB(A) over existing levels. While several receptors were found to approach or exceed the noise abatement criteria (NAC), abatement measures were found to be not reasonable based on the IDOT Highway Traffic Noise Assessment Manual, Section 4.2.1.2 (2011). The allowable noise abatement base value cost is \$24,000 per benefitted receptor, and no adjustments are warranted. Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are unlikely to be implemented based on preliminary design.

**Construction Noise.** Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will, at some time, experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction as Article 107.35. These will be implemented on the project.

**Natural Resources.** Removal of an estimated 95 individual trees along with an additional 2.15 acres of trees will be required. Tree removal and replacement will be done in accordance with IDOT Departmental Policy D&E-18 *Preservation and Replacement of Trees*. No wetlands, threatened or endangered species, or other protected species will be impacted.

**Water Resources and Water Quality.** There are no perennial streams or other perennial water bodies within the project boundaries; however, two intermittent streams will be crossed. The major potential construction impacts to surface water quality are sedimentation (total suspended solids) and increased turbidity resulting from soil erosion and transport. Typical operations associated with roadway construction involve clearing, grading, filling and excavation. These activities all increase the erosion potential of surface soil because of the reduction in vegetative cover. Principles and standards from the 2010 IDOT *Bureau of Design and Environment Manual (BDE)*, Chapter 41, will be used to minimize the project's potential water quality impacts. As described in BDE Chapter 41, a storm water permit and storm water pollution prevention plan (SWPPP) will be required for the project.

This project will not create any new potential "routes" for groundwater pollution or any new potential "sources" of groundwater pollution as defined in the Illinois Environmental Protection Act (415 ILCS 5/3, et seq.). Accordingly, the project is not subject to compliance with the minimum setback requirements for community water supply wells or other potable water supply wells as set forth in 415 ILCS 5/14, et seq. Based on State of Illinois records, abandoned water wells may exist within the proposed footprint of the Faries Parkway/Brush College Road interchange; if so, they will be abandoned in accordance with 77 Ill. Adm. Code 920.120.

**Floodplains.** The project will not impact any floodplains.

**Special Waste.** Preliminary Environmental Site Assessments (PESAs) determined that there is risk of encountering contaminated soil within the project limits. A total of 42 sites containing recognized environmental conditions (RECs) may be impacted by the project. The RECs

included underground storage tanks (USTs), possible USTs, chemical use, potential chemical use, drums, waste tires, transformers, monitoring wells, spills, areas of railroads, salvage yards, an electrical substation, repair garages, former gas stations, vacant lots, a gravel pit, and various manufacturing facilities. The nature and extent of the contamination will not be known until a Preliminary Site Investigation is completed during the future design phase. Once the nature and extent of the contamination is determined, soils and materials found to be contaminated will be managed and disposed of in accordance with applicable state and federal laws and regulations and in a manner protective of human health and the environment.

**Section 4(f) and Section 6(f).** The project will require acquisition of approximately 5,218 square feet of ROW from a parking lot owned by the Decatur Park District, plus a construction easement of 2,978 square feet. This impact was determined to be a *de minimus* Section 4(f) impact through FHWA procedures: 1) public notice and opportunity for review and comment concerning the effects on the property and 2) written concurrence from the official(s) with jurisdiction over the resource (23 CFR 774.5), in this case, the Executive Director of the Decatur Parks District. No Section 6(f) or other protected property will be impacted.

**Permits.** The following permits will be required:

- Construction storm water permit under Section 402 of the Clean Water Act; obtained from the Illinois EPA.
- Nationwide permit under Section 404 of the Clean Water Act for intermittent stream crossings; corresponding blanket 401 permit from the Illinois Department of Natural Resources.
- Notification of demolition and renovation permit from the Illinois EPA.
- If the Project requires the removal of underground storage tanks (USTs), a removal permit must be obtained from the State Office of the Fire Marshall.

**Public Involvement.** Public involvement activities included online surveys for two stakeholder groups plus the community at large; early and frequent coordination with stakeholders directly affected by the project (e.g., the City of Decatur, businesses, railroads, various city and county support services), two public meetings, held on February 17, 2011 (64 Attendees) and July 24, 2012 (49 Attendees), and a public hearing held on April 22, 2014 (117 Attendees). Twelve comment forms were submitted prior to the end of the public hearing comment period on May 8, 2014. All comments were reviewed and addressed according to the dispositions summarized in an erratum to the Environmental Assessment, dated June 2014.

FHWA has determined that the proposed action, as described in the Environmental Assessment, will not have any significant impact on the environment. This Finding of No Significant Impact is based on the attached Environmental Assessment and the Environmental Assessment Errata which have been independently evaluated by the FHWA and determined to

discuss adequately and accurately 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 Environmental Assessment and the Environmental Assessment Errata.

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*October 2, 2014*

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Date of Approval

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*Catherine O'Shea*

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For FHWA