U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

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June 20, 2012

Refer To: HPER-IL

William Frey, P.E.
Interim Director of Highways
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Subject: Finding of No Significant Impact for Kellogg-Seminary Grade Separation in Galesburg, Knox County, Illinois

Dear Mr. Frey:

The Federal Highway Administration (FHWA) approved the Environmental Assessment (EA) for the Kellogg-Seminary Grade Separation project in Galesburg, Knox County, Illinois on March 22, 2012. The FHWA reviewed the EA, the comments submitted during the public comment period, and the Illinois Department of Transportation responses. Based on this information, the FHWA agrees that the project will not result in a significant impact to the human environment. The FHWA signed a Finding of No Significant Impact (FONSI) and four signed original FONSI documents were hand-delivered to Gary Galecki on June 11, 2012.

Please contact me at (217) 492-4637, if you have any questions regarding this determination.

Sincerely,

Heidi Liske, P.E.
Transportation Engineer

Enclosure

ecc: Mr. James Klein, Bureau of Local Roads and Streets, IDOT
Mr. Brad Koldehoff, BDE IDOT
Mr. Tony Sassine, D4 Local Roads Engineer, IDOT
Ms. Anne Haaker, Illinois Historic Preservation Agency
Ms. Andrea Martin, Federal Railroad Administration

Federal Highway Administration

Finding of No Significant Impact

Kellogg-Seminary Street Grade Separation

Knox County
Galesburg, Illinois
May 2012

The proposed project involves the construction of a grade separation over the Chillicothe Subdivision of the Burlington Northern Santa Fe (BNSF) railroad at Kellogg Street/Seminary Street in the City of Galesburg, Knox County, Illinois. The purpose of the proposed project is to improve public safety and emergency vehicle response times in the City of Galesburg by enabling emergency vehicles to access the other side of the Chillicothe Subdivision while it is occupied by a train. Through the alternatives analysis, a grade separation structure was determined to be the most reasonable approach to meeting the purpose and need. The grade separation extends from the intersection of Seminary and Grove Streets on the north to the intersection of Kellogg and Water Streets on the south, crossing mid-block, with additional roadway improvements between Water Street and Main Street.

The proposed project will require the acquisition of residential and commercial properties for the project that are located within the boundaries of the Galesburg Historic District, construction of a culvert in the water way, and potential short-term increases in fugitive dust and equipment-related particulate emissions during construction.

Historic sites were identified using online databases, such as the National Register of Historic Places, Historic Architectural and Archaeology Resources Geographic Information Service (HAARGIS) maintained by Illinois Historic Preservation Agency (IHPA), and local information. Two cultural/historic surveys were performed as part of this project.

An individual Section 106/4(f) evaluation was required to evaluate avoidance alternatives and determined that there were no feasible and prudent avoidance alternatives for the use of the Galesburg Historic District. The Kellogg/Seminary Street alternative was found to cause the least harm to the Galesburg Historic District and it was selected as the preferred alternative. The individual Section 106/4(f) evaluation was coordinated with the Department of Interior, the Advisory Council Historic Preservation (ACHP) and the Illinois State Historic Preservation Officer (IL SHPO). The public was also given an opportunity to comment through a public notice published on March 31, 2011. No comments were received during the public comment period. A Section 106 Memorandum of Agreement (MOA) was executed among the FHWA, IDOT, IL SHPO, and the City of Galesburg. The Galesburg Landmark Commission (GLC) was invited to be a concurring party to the MOA and signed the MOA on November 1, 2011.

Impacts to the Galesburg Historic District include the displacement of sixteen contributing structures, right-of-way acquisition from three properties with contributing structures, and temporary easements from five properties with contributing structures. Sixteen residential

properties and three commercial properties will be displaced. Two of the three commercial properties are currently vacant and the other one is occupied by a tax service. A total of 2.781 acres will be acquired from contributing properties but a total of 4.097 acres would be acquired from within the historic district and converted to transportation use.

Since there are no feasible and prudent avoidance alternatives, minimization measures were sought. The minimization measures were developed in consultation with the Illinois State Historic Preservation Officer, the Galesburg Historical Society (GHS), and the Galesburg Landmark Commission.

- The overpass structure will be placed on mechanically stabilized earth (MSE) walls, rather than conventional embankments. The use of MSE technology reduces the project footprint by over 50 percent, reducing the need for additional ROW and the need to remove additional structures within the historic district.

- Brick sidewalks and stone curbing will be replaced where appropriate. Any removed materials will be stored for use in the City's ongoing brick street maintenance program.

- Removed landscaping on properties with temporary easements will be replaced after construction activities are completed. Impacted trees will be replaced by the City of Galesburg in accordance with IDOT Policy D&E 18. The locations and species mix of replacement trees will be coordinated with property owners and the GLC.

In addition, the following mitigation requirements will be implemented:

- The City will make the structure at 234-236 North Kellogg Street available for purchase and relocation. The purchaser would be required to execute a restrictive preservation covenant and rehabilitate the building in accordance with the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings". If the structure is not purchased under these terms, the City may sell without restrictions or demolish the structure.

- Prior to sale without a covenant or demolition of the structure at 234-236 North Kellogg Street, the City shall document the property in accordance with Level III of the Illinois Historic Buildings Survey (IL HABS).

- The City, in consultation with the GLC, shall ensure that a plan for salvage and reuse of architectural elements from the buildings within the Galesburg Historic District is agreed upon, submitted to SHPO for approval and then implemented. The purpose of the plan shall be to provide residents of the Historic District with appropriate salvaged materials for use in restoring historic buildings throughout the district.

- The City shall ensure that the comments of the GLC are taken into account during project design and shall incorporate historic design elements into the overpass and associated landscape features. These features shall include, but not be limited to, the overpass itself, sidewalks, trees, lighting, and fencing.

- The City shall undertake a building-by-building resurvey of structures within a portion of the Galesburg Historic District delineated as agreed to with the GLC. The survey will include the unsurveyed portions of the historic district generally located west of West Street, east of Grove Street, and a few properties at the northern edge of the district. This survey shall be completed within two years of the completion of the NEPA process and will be performed by a person familiar with state survey standards and guidelines who meets the professional qualifications outlined by the National Park Service in 36 CFR Part 61.

- The potential for archaeological deposits will be investigated by IDOT, in consultation with the SHPO and FHWA, and a plan will be developed for the recovery of any affected significant archaeological deposits following land acquisition.

The proposed overpass will not result in permanent impacts to Cedar Creek. However, it will require construction within Cedar Creek including removal of an existing bridge structure. The existing concrete lining within Cedar Creek will be removed and replaced during the installation of a double box culvert within the proposed overpass. Construction activities may lead to temporary water quality impacts. Construction activities disturb soil, making it susceptible to erosion. Storm events can remove soil and deposit it into surface waters, a process known as sedimentation. Sediment is the primary pollutant associated with construction sites. Additionally, stormwater can carry trash, debris, oil, grease, pesticides, and other contaminants, depositing them directly into surface waters. Sediment and pollutants can be detrimental to water quality, wildlife habitat and human health. However, since the project area is urbanized and storm drains and sewers are present, most surficial runoff will be controlled by the storm sewer system.

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.

During the construction process, susceptibility to erosion will be increased due to the temporary reduction in vegetation due to excavation and embankment operations. The IDOT's Standard Specifications for Road and Bridge Construction include provisions on erosion control. To reduce erosion of soils and subsequent sedimentation within Cedar Creek caused by construction activities, multiple erosion control strategies will be utilized. Perimeter erosion barrier and erosion control blanket installation is expected to reduce erosion of exposed soils. Temporary ditch checks and ditch linings may also be present to intercept eroded material prior to entrance into streams. The locations and specifications for erosion control measures for construction of the project improvements will be included in the project construction plans and specifications.

Permits will be required from numerous Federal agencies including a National Pollutant Discharge Elimination System (NPDES) permit, a Nationwide U.S. Army Corps of Engineers (U.S. ACE) permit under Section 404 of the Clean Water Act (CWA) and a Construction in

Floodways, Rivers, Lakes and Streams permit from the Illinois Department of Natural Resources (IDNR).

Two Preliminary Environmental Site Assessments (PESAs) were conducted by the Illinois State Geological Survey (ISGS) for the project area. ISGS PESA #1721 was completed May 22, 2008. ISGS PESA #1721A was completed November 19, 2009. Each assessment included a review of the past uses of the properties adjacent to Seminary and Kellogg Streets, review of databases maintained by U.S. EPA and IEPA for regulated sites, and site observations. The 2008 PESA included the advancement of subsurface soil borings.

The PESA reports identified three sites within the project area containing a recognized environmental condition (REC). The property at 344 N. Seminary Street (Courson Public Accountants) is a former location for underground storage tanks (USTs) and aboveground storage tanks (ASTs). The building on this property also has the potential for lead-based paint (LBP) and asbestos containing material (ACM). A vacant commercial building located at 311 E. Water Street is noted as having the potential for chemical use associated with a former commercial printing business, electric transformers, LBP, and ACM. Cedar Creek is contaminated with polychlorinated biphenyls (PCBs). Contamination is recorded for the entire length of the stream as it runs through Galesburg. PCBs are known to persist in the sediments of Cedar Creek. IEPA recognizes the presence of PCBs in Cedar Creek as an environmental concern and must be handled as such.

Special waste issues will be managed in accordance with IDOT Standard Specifications for Road and Bridge Construction and Supplemental Specifications and Recurring Special Provisions. Each of the affected properties containing the RECs are total acquisitions, and therefore, ineligible to be risk managed, according to IDOT BDE Chapter 27, Section 2.05(a). In accordance with IDOT Departmental Policy LEN-13 (D&E-11) Identifying and Responding to Regulated Substances in Highway Project Development, a Preliminary Site Investigation (PSI) will be performed at each property containing a REC to determine the nature and extent of the waste present, prior to the purchase of property and construction activities, The City will manage and dispose of contaminated materials in accordance with applicable federal and state regulations and in a manner that will protect human health and the environment.

The IDOT completed a Pre-Screen carbon monoxide (CO) analysis for the proposed project at the intersection of U.S. Highway 150 (West Main Street) and Kellogg Street. The results from this proposed roadway improvement indicate that a Carbon Monoxide Screen for Intersection Modeling (COSIM) air quality analysis is not required, as the results for the worst-case receptor are below the 8-hour average NAAQS for CO of 9.0 parts per million (ppm) which is necessary to protect the public health and welfare.

No permanent air quality impacts are expected to occur as a result of this project. However, temporary impacts are likely to occur.

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.

Dust and particulate emissions can occur during building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential for particulate emissions is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

This project is exempt under the Clean Air Act Conformity rule under 40 CFR 93.126, and, as such, a Mobile Source Air Toxics analysis is not required.

The IDOT 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 short-term particulate matter air quality impacts.

An open-house public hearing was held on April 17, 2012 from 4:00 p.m. to 7:00 p.m. at City Hall in Galesburg, Illinois for this project. Approximately fifty-seven individuals signed the attendance sheet. All comments received were considered, addressed, and responded to by the City of Galesburg as needed.

The FHWA has determined that the Kellogg/Seminary Street 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 which has been independently evaluated by the FHWA for the proposed project and appropriate mitigation measures. It provided 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.

Date 6/11/2012

For Federal Highway Administration