

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
FOR
200 East Minor Arterial, in Logan, Utah
Project No: HPP-LC05(29) Pin No. 5469**

PROJECT DESCRIPTION

Logan City, in cooperation with the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), is proposing to make transportation improvements to the 200 East corridor between Center Street and 300 South in Logan, Utah. The purpose of this project is to enhance transportation connectivity for both vehicular and non-motorized transportation, to correct geometric deficiencies, and to improve operational deficiencies.

FHWA has selected Build Alternative 2A, as described in detail in Chapter 2 of the Environmental Assessment (EA), as the Proposed Action. A public review and comment period was conducted between February 13, 2011 and April 1, 2011 with a Public Hearing held on March 2, 2011. Public comments and their responses are attached.

ALTERNATIVES

Alternatives Considered

A range of reasonable alternatives were considered. Chapter 2 of the Environmental Assessment provides a description of the alternatives considered. A Build Alternative and a No-Build Alternative were evaluated. A Build Alternative is needed that meets the stated purpose and need.

Selected Alternative

FHWA has selected Build Alternative 2A, as described in detail in Chapter 2 of the Environmental Assessment (EA), as the Proposed Action. The Selected Alternative consists of the following:

- Construction of a new signalized intersection at 200 East and Center Street including a connection to 200 East to the south of Center Street, one through travel lane for all approaching directions, center-turn lanes, right-turn lanes, and designated pedestrian crosswalks.
- Installation of a pedestrian under-crossing under 200 East between Merlin Olsen Central Park and Pioneer Parkway, and installation of a pedestrian under-crossing under Center Street between Boulevard Street and Merlin Olsen Central Park.
- Construction of a roadway on the 200 East alignment from Center Street to 100 South, with a slope to accommodate a change in elevation between Center Street and 100 South, and retaining walls to retain roadway fills.
- Termination of Pioneer Avenue in a cul-de-sac and access for all existing uses would be maintained.

- Resurfacing of the 200 East roadway between 100 South and 200 South, restriping to establish a uniform roadway cross-section throughout the corridor, reconstruction of curb and gutter, and installation of storm drainage facilities as needed to convey drainage.
- Reconstruction of the intersection of 200 South and 200 East and widening the southern leg to match the northern roadway width and reconfiguration of intersection controls.
- Widening of 200 East from 200 South to 300 South with an 11-foot center turn lane, two 11-foot travel lanes, two 11-foot parking/bike lanes, 2.5-foot curb and gutter, 8-foot park strips, 5-foot sidewalks, and 1-foot buffers behind sidewalks.
- Construction of intersection improvements at 300 South and 200 East including left-turn lanes for both eastbound travel on 300 South and southbound travel on 200 East, and a right-turn lane on westbound 300 South.

PROJECT IMPACTS AND MITIGATION

The following table summarizes possible impacts from the implementation of the Selected Alternative and proposed mitigation to offset these impacts. Constraints were identified early in the project scoping and measures that were able to avoid and minimize important resources have been incorporated throughout the development of the Selected Alternative.

Project Impacts and Mitigation

Project Impacts	Mitigation
<i>Social Impacts (Section 3.3)</i>	
<i>Increased traffic will be present in the corridor; however, the increase in traffic is not anticipated to disrupt the community's cohesion and social interaction. Vehicle speed can affect non-motorized traffic patterns, but increases to the regulatory speed limit are not included.</i>	<i>The Selected Alternative includes elements that are consistent with the character of Logan such as space for bicycle travel, on-street parking, park strips with trees, striped crosswalks at intersections, and sidewalks.</i>
	<i>Traffic speed is of concern to residents. By city ordinance, streets in Logan without posted speed limits have a speed limit of 25 mph. 200 East will not be posted with an increased speed limit, so the regulatory speed limit will continue to be 25 mph.</i>
<p><i>Nine residences will be relocated:</i></p> <ul style="list-style-type: none"> • 210 East 200 South • 228 South 200 East • 234 South 200 East • 238 South 200 East • 240 South 200 East • 254 South 200 East • 264 South 200 East • 280 South 200 East • 298 South 200 East 	<p><i>Logan City will evaluate with the displaced homeowners the opportunities available to find housing within the Project Area.</i></p> <p><i>Remnant parcels along 200 East would be considered for residential redevelopment consistent with the neighborhood to minimize the loss in housing.</i></p> <p><i>Relocations will be implemented according to the Uniform Relocation Assistance and Real</i></p>

Air Quality (Section 3.6)

The Build Alternative would likely result in a minimal increase in air pollutant emissions. The increase is expected to be below NAAQS. Therefore, no harmful health effects are expected as a result of this project.

UDOT's Standard Specification 01572 for dust control and watering will apply to the construction phase of the project.

Noise (Section 3.7)

Noise was re-evaluated in response to public comment. The results of that evaluation for the receptors described in Section 3.7 of the EA are as follows:

The Selected Alternative does not result in noise impacts to sensitive receptors within the Study Area, therefore no mitigation is required.

Receptor	2008 Existing	2030 No-Build	2030 Build	Difference*
R_W_P_1	52.9	54.6	48.5	-6.1
R_W_P_2	50.6	52.2	50.6	-1.6
R_W_P_3	49.8	51.3	52.4	1.1
R_W_P_4	49.7	51	55	4
R_E_P_1	54.1	56.4	54.7	-1.7
R_E_P_2	51.1	53.2	54.2	1
R_E_P_3	47.3	48.9	54.5	5.6
R_E_P_4	46.2	47.6	52.4	4.8
R_E_P_5	46.1	47.3	54.4	7.1
R_E_R_1	50.3	52.8	61.2	8.4
R_E_R_2	48.9	51.7	61	9.3
R_E_R_3	48.6	51.4	60.9	9.5
R_E_R_4	48.9	51.5	60.9	9.4
R_E_R_2Row_1	49.3	51.7	59.4	7.7
R_E_R_2Row_2	47.6	50.3	59.1	8.8
R_E_R_2Row_3	47.2	49.9	59	9.1
R_E_R_2Row_4	47.5	50	59	9
R_W_R_1	48.9	51.3	56.5	5.2
R_W_R_2	47.2	49.8	55.8	6
R_W_R_3	46.8	49.5	55.5	6
R_W_R_4	47.1	49.6	55.4	5.8

*The numbers represented in the final column are the difference in noise measurements under the Build Alternative when compared to the No Build Alternative for the year 2030.

Noise levels are projected to increase due to the Selected Alternative, however these levels are not high enough to be considered an impact under UDOT's Noise Policy, therefore noise abatement was not considered. Per UDOT's Noise Policy, the Selected Alternative would not result in a noise impact for

front line or secondary receivers within the Study Area. Some receptors (RWP1, RWP2, and REP1) located in Pioneer Parkway and Merlin Olsen Central Park experience noise decreases with the Selected Alternative. This is due to the fact that the grade of 200 East is raised above the level of these receptors. The row of receptors on the east side of 200 East between 300 South and 200 South (all RER receptors) will be removed with the Selected Alternative since those properties will be acquired.

Water Bodies and Water Quality (Section 3.9)

The impervious surface area within the project area would increase by 0.59 acres and the peak stormwater runoff that would be generated would increase by 0.84 cubic feet per second.

The following commitments will be incorporated into the project:

- Design, operate and manage the Selected Alternative such that it complies with the city's Stormwater Management Program, Source Water Protection Plans, and Source Water Protection Ordinances.
- Obtain a UPDES Stormwater General Permit for construction and implement a SWPPP and best management practices during project construction to control erosion and sedimentation. The UPDES permit will be a requirement in the construction contracts.
- Implement re-vegetation measures after project construction to establish plant cover and stabilize soils as a measure to prevent erosion.

Wetlands (Section 3.11)

There are no wetlands in the Study Area and the USACE has concurred with the findings. Some of the proposed improvements are anticipated to occur below the Ordinary High Water Mark of the Little Logan River.

A JOINT application will be prepared for the U.S. Army Corps of Engineers and the Utah State Department of Natural Resources, intended for a NWP #13 or #14 and a Utah State General Permit #40, respectively.

Invasive Species (Section 3.13)

The construction of the Selected Alternative has the potential to introduce and spread non-native species through activities such as excavation or grading.

To minimize the introduction and spread of non-native species, the contractor will be required to follow UDOT's Special Provision Section 02924S, Invasive Weed Control, during all phases of construction.

Cultural and Paleontological Resources (Section 3.14)

The Selected Alternative will have a direct effect on eleven historic properties. There will be an Adverse Effect on seven properties due to the loss of the historic structures and there will be a No Adverse Effect on four historic properties due to minor right-of-way acquisitions.

A Memorandum of Agreement to resolve adverse effects to historic properties has been executed by UDOT, FHWA, Utah State Historic Preservation Office, and Logan City.

Construction will be stopped immediately and

physical materials would be evaluated in accordance with UDOT Standard Specification 01355, if any undocumented historic or archaeological resources are encountered.

Hazardous Waste (Section 3.15)

No hazardous waste sites were identified.

If hazardous waste is encountered during construction of the Selected Alternative, mitigation would be in accordance with UDOT Standard Specification 01355. This specification directs the contractor to stop work and notify the Project Engineer of the discovery of any hazardous waste.

Visual Quality (Section 3.16)

The removal of nine homes fronting 200 East and the mature street trees on these properties will create a void along the corridor. Although landscaping and street trees would be replaced, it will take at least 30 years for the trees to replace the visual quality that would be lost from removing the existing mature trees. The difference in the visual quality of the built environment along the east side of 200 East from 200 South to 300 South will be noticeable until the homes are replaced and the landscaping matures.

All disturbed areas would be re-vegetated so that they are consistent with adjacent landscape features. All mitigation would be determined by the UDOT Landscape Architect in consultation with the city. The city Forester will assess the condition and feasibility of the street trees to determine if any could be saved and replanted near the new alignment and outside of the right-of-way.

Adjacent to Merlin Olsen Central Park, a retaining wall would be constructed to retain the earth fill of the roadway. A fence would be installed on top of the retaining wall to prevent pedestrians from falling. While only the fence would be visible from the street, the fence and the retaining wall would be visible from both Merlin Olsen Central Park and Pioneer Parkway. The open unobstructed view between the two parks would no longer exist. The visual impact from the retaining wall would be minimized since no existing trees need to be removed from either park. The existing mature trees would provide screening to the retaining wall from both parks.

The retaining wall finish and treatment would be determined by the UDOT Landscape Architect in consultation with the city.

Section 4(f) (Chapter 4)

The Selected Alternative will have a direct effect on eleven historic properties. There will be an Adverse Effect on seven properties due to the loss of the historic structures:

- 228 South 200 East
 - 234 South 200 East
 - 240 South 200 East
 - 254 South 200 East
 - 264 South 200 East
 - 280 South 200 East
 - 298 South 200 East
-

A Memorandum of Agreement to resolve adverse effects to historic properties has been executed by UDOT, FHWA, Utah State Historic Preservation Office, and Logan City.

There will be a No Adverse Effect on four historic properties due to minor right-of-way acquisitions:

- 213 East 300 South
 - 215 East 300 South
 - 237 East 200 South
 - 243 East 200 South
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COORDINATION

Consultation with agencies and other interested parties has been conducted throughout the NEPA process using meetings, letters, phone calls, and/or email discussions. A description of coordination activities during scoping and the preparation of the EA is included in Chapter 5, Comments and Coordination, and public comments received are included in Appendix C, Public Involvement Summary.

A public review and comment period for the EA was held from February 13, 2011 to April 1, 2011. A public hearing was held on March 2, 2011, where oral testimony was documented by a court reporter. Written statements were accepted at the public hearing and also accepted by mail and email. Comments and responses to those comments are provided in the attached document, Logan 200 East Minor Arterial Project No. HPP-LC05, Environmental Assessment, Public Comments and Responses.

STATUTE OF LIMITATION

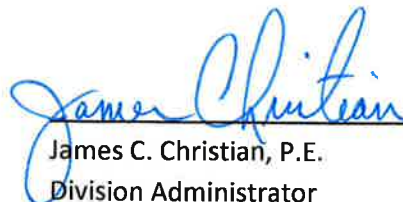
The FHWA will publish a notice in the Federal Register, pursuant to 23 USC 139(1), indicating that one or more Federal agencies has taken final action on permits, licenses, or approvals for this Project. After the notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 180 days after the date of publication of the notice, or within a shorter time period as specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed.

DETERMINATION

FHWA has determined that the Proposed Action, Build Alternative 2A, will have no significant impact on the human or natural environment. This Finding of No Significant Impact is based on the attached EA and Section 4(f) Evaluation, which has been independently evaluated by FHWA and has been determined to adequately and accurately discuss the need, environmental issues, and impacts of the Proposed Action and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

Date

1/12/02



James C. Christian, P.E.
Division Administrator
Salt Lake City, Utah