

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
BRIDGE 156 OVER INDIAN RIVER INLET  
SUSSEX COUNTY, DELAWARE

The proposed transportation project consists of improving traffic safety by replacing Bridge 156, which carries State Route 1 over the Indian River Inlet. This existing bridge had been determined to be structurally deficient. The selected alternative provides for the new bridge to be constructed approximately 30 feet west of the existing bridge, with reconstructed approach roadways that also accommodate reconfigured access to the adjacent State Park facilities.

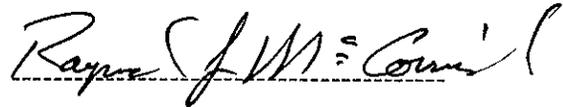
The FHWA has determined that the selected construction alternative will have no significant effect on the human environment. This FONSI is based on the project Final Environmental Assessment (dated May 10, 2004), which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project, along with appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required.

In making this determination the FHWA takes into account that;

1. Appropriate permits are being applied for, from the U.S. Army Corps of Engineers and the U.S. Coast Guard.
2. A Sec. 4(f) analysis has been prepared and approved.
3. Sec. 106 coordination has resulted in a finding of No Historic Properties Affected.

6/22/04

Date



Raymond J. McCormick  
Division Administrator

**DELAWARE DIVISION**

**NATIONWIDE 4(f) EVALUATION for MINOR TAKES OF PUBLIC  
PARKS, RECREATION LANDS, AND WILDLIFE AND WATERFOWL REFUGES**

**Project: #23-073-13, BROS-S050(7)**

**Description: Bridge 156 on SR 1 over Indian River Inlet**

	<u>Yes</u>	<u>No</u>
1. Is the 4(f) site adjacent to the existing highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the amount and location of the taking impair the use of the remaining section 4(f) lands for its intended purpose?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. A. If the total 4(f) site is less than 10 acres, is the taking less than 10% of the total acreage?	<input type="checkbox"/>	<input type="checkbox"/>
B. If the total 4(f) site is from 10-100 acres, is the taking less than 1 acre?	<input type="checkbox"/>	<input type="checkbox"/>
C. If the total 4(f) site is greater than 100 acres, is the taking less than 1% of the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Are there any proximity impacts, which would impair the use of the 4(f) lands for their intended purpose?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Have the officials with jurisdiction over the property agreed in writing with the assessment of impacts and proposed mitigation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Have Federal funds been used in the acquisition or improvement of the 4(f) site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, has the land conversion/transfer been coordinated with the appropriate Federal agency, and are they in agreement?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Does the project require the preparation of an EIS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Is the project on new location?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. The scope of the project is one of the following:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A. Improved traffic operations		
B. Safety improvements		
C. 4R		
D. Bridge replacement on essentially the same alignment	<input checked="" type="checkbox"/>	
E. Addition of lanes		

Yes                      No

**ALTERNATIVES CONSIDERED**

- |    |   |          |                          |
|----|---|----------|--------------------------|
| 1. | The do-nothing alternative has been evaluated and is considered not to be feasible and prudent.   | <u>✓</u> | <input type="checkbox"/> |
| 2. | An alternative has been evaluated which improved the highway without any 4(f) taking and it is considered not to be feasible and prudent. | <u>✓</u> | <input type="checkbox"/> |
| 3. | An alternative on new location avoiding 4(f) taking has been evaluated and is considered not to be feasible and prudent.                  | <u>✓</u> | <input type="checkbox"/> |

**MINIMIZATION OF HARM**

- |    |   |          |                          |
|----|---|----------|--------------------------|
| 1. | The project includes all possible planning to minimize harm | <u>✓</u> | <input type="checkbox"/> |
| 2. | Measures to minimize harm include the following:            |          |                          |

**\* Please refer to the attached Nationwide Section 4(f)/6(f) Evaluation**

**COORDINATION**

- |    |  |          |  |
|----|--|----------|--|
| 1. | The proposed project has been coordinated with the following:                        |          |  |
|    | A. SHPO  | <u>✓</u> |  |
|    | B. Property owner (Delaware Department of Natural Resources & Environmental Control) | <u>✓</u> |  |
|    | C. Local/State/Federal agencies  | <u>✓</u> |  |
|    | D. U.S. Coast Guard (for bridges requiring bridge permits)                           | <u>✓</u> |  |

Note: Any response in a box requires additional information prior to approval. Consult Nationwide 4(f) Evaluation.

**SUMMARY and APPROVAL**

The project meets all criteria included in the programmatic 4(f) evaluation approved on December 23, 1986.

All required alternatives have been evaluated and the findings made are clearly applicable to this project.

The project includes all possible planning to minimize harm and that there are assurances that the measures to minimize harm will be incorporated in the project.

6/21/04  
Date

Approved Robert Kleinburg  
for Division Administrator