

National Park Service
U.S. Department of the Interior



Kennesaw Mountain National Battlefield Park
Georgia

Finding of No Significant Impact
Old 41 Highway Widening and Improvements
GDOT PI No. 0016410 and Cobb County No. X2609
PEPC# 122840

February 2026

Recommended:

Beth Wheeler
Acting Superintendent
Kennesaw Mountain National Battlefield Park

Date

Approved:

Darrell L. Echols
Acting Regional Director, Interior Region 2
National Park Service

Date

INTRODUCTION

In compliance with the National Environmental Policy Act of 1969 (NEPA), as amended (42 United States Code 4321 et seq), the National Park Service (NPS) as a cooperating agency with the Federal Highway Administration (FHWA), Georgia Department of Transportation (GDOT) and Cobb County prepared an Environmental Assessment (EA) dated June 24, 2025, for the proposed widening and realignment improvements of Old 41 Highway within Kennesaw Mountain National Battlefield Park (KEMO).¹ This project is GDOT Project PI No. 0016410 and is located in Cobb County, Georgia.

GDOT's PI No. 0016410 project is needed to reduce traffic congestion, reduce the frequency and severity of crashes, improve traffic and pedestrian safety at intersections, and reduce the queuing of traffic along Old 41 Highway for approximately 0.71 mile in the area between Stilesboro Road and Kennesaw Avenue within KEMO.

The statements and conclusions reached in this Finding of No Significant Impact (FONSI) are based on documentation and analysis provided in the EA and associated decision file, including the May 17, 2023, GDOT and Cobb County Department of Transportation (CCDOT) PI No. 0016410 commitment letter. Relevant sections of the EA are summarized and incorporated by reference below. This FONSI documents NPS's decision to authorize the granting of a Highway Easement Deed (HED) to FHWA and GDOT for the conversion of NPS-managed land to highway use, as well as the issuance of a Special Use Permit (SUP) for temporary construction use (right of entry), as described in the EA.

The public was provided with multiple opportunities to comment during the planning process. GDOT provided a project website (<https://old-41-hwy-widening-0016410-gdot.hub.arcgis.com/>) with all project materials. The comment period was open for 31 days from October 1, 2021, to October 31, 2021. A total of 48 people commented on the proposed project. The comments received were reviewed and considered in the development of the EA. When the EA was released for public review, GDOT hosted a public meeting on September 29, 2025, at the KEMO Visitor Center and 122 people attended. The initial project advertisement did not meet the 30-day legal requirement for advertising prior to the in-person meeting. The opportunity to request an additional in-person meeting was advertised in October 2025 and no requests for additional meetings were received. Therefore, the meeting held on September 29, 2025, is deemed sufficient to meet public input requirements for this project. The EA was available to comment for 43 days from August 29, 2025, through October 10, 2025. The website received 6,274 page views. Of the 109 respondents who formally commented, 52 were in support of the project, 16 were opposed, 10 were uncommitted, and 31 expressed conditional support. No substantive comments were received to require modification of the content in the EA.

¹ The Department of the Interior (DOI) published an interim final rule, NEPA Implementing Regulations, on July 3, 2025, "rescinding and making necessary targeted updates to its remaining regulations implementing" NEPA. 90 Fed. Reg. 29498 (July 3, 2025) as well as a DOI NEPA Handbook at 516 Departmental Manual. The EA was published on July 14, 2025, relying upon preexisting procedures that predate July 3, 2025, because the plan's NEPA review was sufficiently advanced at the time DOI issued the NEPA rule. Nonetheless, NPS will rely upon existing procedures to issue this FONSI, completing the NEPA review for the plan. The EA and FONSI are consistent with DOI's July 3, 2025, NEPA Implementing Regulations and DOI NEPA Handbook.

SELECTED ALTERNATIVE AND RATIONALE FOR THE DECISION

Selected Alternative

The NPS Selected Alternative is to grant a Highway Easement Deed (HED) to FHWA and GDOT for the conversion of NPS-managed land to highway use, as well as the issuance of a Special Use Permit (SUP) for temporary construction use (right of entry), as described in the EA. NPS and FHWA/GDOT analyzed four alternatives in detail in the EA including the No Action Alternative. Chapter 2 of the EA presents the analysis of these alternatives. The Selected Alternative, *Old 41 Highway Realignment with Roundabouts and Pedestrian Tunnel*, will widen and realign the existing two-lane Old 41 Highway roadway between Stilesboro Road and Kennesaw Avenue within KEMO. The relocation of the roadway is the result of substantial coordination between Cobb County and NPS and is intended to provide a buffer between Old 41 Highway and the users of the park near the park Visitor Center. The total length of the Selected Alternative is approximately 0.71 mile. The realignment will move the roadway to the north limit of KEMO's property. At the western end of the project, the Old 41 Highway/Stilesboro Road intersection will be reconstructed as a single lane roundabout with a westbound through bypass lane and a dedicated northbound to eastbound right turn lane. At Kennesaw Avenue, a second roundabout is proposed adjacent to KEMO. This roundabout will also provide a dedicated westbound through bypass lane. Between the proposed roundabouts, the project will widen the road to include two 11-foot-wide lanes in each direction with a raised median and curb and gutter. The construction limits will be 60 to 100 feet wide, and the speed limit will be 35 miles per hour. The Selected Alternative will require the conversion of 4.54 acres of NPS-managed land to highway use through the granting of a HED to FHWA and GDOT, and an additional 1.78 acres of NPS-managed land for temporary construction use (right of entry) through issuance of a SUP.

Situated within KEMO, the area attracts a high volume of both pedestrian and bicycle traffic. In response to this usage, the Selected Alternative will provide a multiuse path tunnel beneath the south leg of the Old 41 Highway/Stilesboro Road intersection. This tunnel will eliminate the conflict point between vehicles and bicycles/pedestrians by allowing park visitors using KEMO's overflow lot to access the park's amenities without crossing Stilesboro Road at grade. The multiuse path located along the south side of the Old 41 Highway will be maintained in its existing location after the construction of the project and the removal of the existing roadway pavement. This will provide a separation between the high traffic volumes on Old 41 Highway and the users of the pathway.

NPS Bicycle Rule Considerations

The EA evaluated the effects of bicycle use on the multiuse path tunnel and on connecting trails. The Selected Alternative complies with the requirements of 36 CFR § 4.30 (the Bicycle Rule), which regulates bicycle use within national park system units. Appendix A: *Compliance with 36 CFR 4.30- The National Park Service Bicycle Rule* documents the NPS's evaluation of the pathway surface suitability and soil conditions for accommodating bicycle use, including any maintenance, minor rehabilitation, or armoring to achieve sustainable conditions. Appendix A also addresses lifecycle maintenance costs, safety considerations, strategies to prevent or minimize user conflict, and measures to protect natural and cultural resources and mitigate potential impacts.

Under the Selected Alternative, bicycle and electric bicycle use will be allowed on the multiuse path tunnel and to connecting trails. No additional park roads or trails in the park will be designated for bicycle use, and no other modifications to any existing park trails or pathways are proposed. The multi-use tunnel and connecting pathways will be considered a new trail under the Bicycle Rule. Where the multi-use pathway intersects with other park trails closed to bicycle use, signage will clearly identify permitted uses and restrictions. Bicycle use on the multi-use tunnel path will not be permitted until the NPS Regional Director signs a written determination authorizing bicycle use. The Superintendent has determined that construction of the multi-use tunnel to connecting pathways is consistent with the Bicycle Rule and will provide recreational and visitor experience benefits, and will result in localized, minor, adverse impacts on natural resources.

Rationale for the Decision

NPS chose the Selected Alternative to grant a Highway Easement Deed (HED) and a Special Use Permit (SUP) for *Old 41 Highway Realignment with Roundabouts and Pedestrian Tunnel*, because it meets the purpose and need for the project by: reducing traffic congestion, reducing pedestrian/bicyclist and vehicle conflict points, reducing turning conflict points, improving the connectivity of KEMO's cultural and natural landscape, and revitalizing green space to improve air quality and visual aesthetics. The Selected Alternative is expected to have better operational performance at a similar cost to Alternative 1. The Selected Alternative's roundabout intersection configurations provide a better reduction in delay (i.e., the amount of time a vehicle spends waiting to get through an intersection) than the Green T-intersections and signalized intersections evaluated in Alternatives 1 or 2.

MITIGATION MEASURES

NPS places strong emphasis on avoiding, minimizing, and mitigating potentially adverse environmental impacts. Therefore, NPS will implement multiple mitigation measures to protect cultural resources, water resources including wetlands, vegetation, soils, wildlife and habitat including threatened and endangered species, land use, and visitor use and experience. These mitigation measures, which are described in detail throughout the EA and summarized in Table ES-1 (Overview of the Environmental Effects of the Preferred Alternative) in the EA, are summarized below. As stated in the EA, these mitigation measures are included as integral parts of the Selected Alternative. NPS has the authority to implement the mitigation measures under the Organic Act of 1916 (54 USC 100101 et seq), the National Historic Preservation Act of 1966, as amended (54 USC 300101 et seq), the Endangered Species Act, as amended (16 USC 1531 et seq), the 2006 NPS Management Policies, and other federal and state applicable requirements.

Cultural Resources

- A Memorandum of Agreement (MOA) executed among FHWA, GDOT, KEMO, and the State Historic Preservation Office (SHPO) will be implemented to resolve adverse effects to historic properties.
- The circa 1940 brick monument sign along Old 41 Highway will be retained and preserved in place.

- Orange barrier fencing will be installed to delineate environmentally sensitive areas and protect cultural resources during construction.

Water Resources, including Wetlands

- Stream impacts will be mitigated through a Regional Section 404 Permit (NWP 34) and the purchase of required stream mitigation credits.
- Construction will comply with GDOT Supplemental Specification 107, including prohibitions on debris disposal in wetlands and waters, erosion and sediment control requirements, and spill prevention measures.
- Temporary and permanent drainage features will be designed to prevent degradation of surface and subsurface water quality.
- A Notice of Intent will be submitted under the NPDES General Permit prior to construction.

Vegetation and Soils

- Clearing and grubbing will comply with Georgia Standard Specifications Section 201, including invasive species control.
- Temporary erosion control measures and early revegetation will be implemented.
- Only NPS-approved seed mixes and plant materials will be used on NPS-managed lands.
- Roadside vegetation outside construction limits will be preserved where practicable.
- Any damage to NPS lands will be documented and mitigated at the expense of the project sponsors, subject to approval by the KEMO Superintendent.

Wildlife and Habitat, including Threatened and Endangered Species

- The construction contract and SUP will include ecological resource protection provisions.
- Supplemental Specification 107.23G will be implemented to minimize impacts to migratory birds and wildlife.
- Species-specific protection measures, including supplemental specifications and pre-construction surveys will be conducted prior to project implementation.

Land Use

- A Cooperative Management Agreement will be developed between KEMO and Cobb County to define long-term operation and maintenance responsibilities for the multiuse path tunnel and connecting trails.
- Utility relocations will be coordinated with NPS and utility providers and completed in accordance with NPS rights of way policies, with no long-term service interruptions.

Visitor Use and Experience

- Construction access will be strictly limited to areas authorized under the SUP and HED, with orange barrier fencing marking project boundaries.
- Construction vehicles will be restricted from NPS entrance roads pursuant to Special Provision 150.11.
- Off-site detours will be used, where feasible, to minimize temporary impacts to park operations and visitor access.

- Cobb County DOT will be responsible for operation and maintenance of transportation infrastructure within the easement, excluding wayfinding signs.
- Bicycle use on the multi-use tunnel path will not be permitted until the NPS Regional Director signs a written determination authorizing bicycle use.

SIGNIFICANCE CRITERIA REVIEW

Potentially Affected Environment

The project area for the proposed widening and realignment of Old 41 Highway is located in the northeastern portion of KEMO, along the park's northern boundary. KEMO is listed in the National Register of Historic Places (NRHP), and the portion of the park within the project area contains numerous cultural and natural features that are summarized below and described in detail in FHWA's and GDOT's EA for the *Old 41 Highway Widening and Improvements*, dated June 24, 2025. Physical KEMO resources within the project area include the park's visitor center and associated parking areas, an overflow parking lot west of Stilesboro Road, and segments of the Noonday Creek Trail and Mountain-to-River Trail adjacent to Old 41 Highway.

To evaluate the potential for significant impacts, agencies consider the setting, or potentially affected environment in which impacts may occur. In this case, the Selected Alternative may beneficially or adversely impact cultural resources, water resources including wetlands, vegetation, soils, wildlife and habitat and threatened and endangered species, land use and visitor use and experience. Cultural resources, water resources and threatened and endangered species are resources that are afforded different levels of protection through the National Historic Preservation Act, the Clean Water Act, and the Endangered Species Act.

Cultural Resources

As documented in GDOT's Historic Resource Survey Report and the EA, one NRHP listed property (KEMO) and two NRHP-eligible historic resources (the Dixie Highway and the Western and Atlantic Railroad) occur within the Area of Potential Effects (APE). The Georgia State Historic Preservation Office concurred with eligibility determinations in November 2020.

KEMO is a nationally significant Civil War battlefield containing contributing historic landscapes, structures, monuments, and roadways that convey the events of the 1864 Atlanta Campaign. Portions of Old 41 Highway and Kennesaw Avenue within and adjacent to the park are contributing elements of the NRHP-eligible Dixie Highway. A segment of the NRHP-eligible Western and Atlantic Railroad lies within the APE but outside the construction limits and will not be

affected. Detailed descriptions of these resources and their significance are provided in the EA and supporting technical reports.

Water Resources, including Wetlands

Ecological surveys documented two jurisdictional intermittent streams and one wetland within the project area. No open waters were identified. Additional details are provided in the EA and GDOT's Ecology Resource Survey Report.

Vegetation and Soil

The project area consists primarily of mixed pine–hardwood forest, maintained transportation right-of-way, and developed commercial and residential land uses. Vegetation reflects both native Piedmont species and non-native invasive plants typical of disturbed settings. Soils are predominantly well-drained upland Piedmont soils in the Cecil and Gwinnett series, with localized alluvial soils along drainage features. These conditions and their formation are described in greater detail in the EA and associated ecological and archaeological reports.

Wildlife and Habitat, including Threatened and Endangered Species

As documented in GDOT's Ecology Assessment of Effects Report, six federally protected species are known to occur in Cobb County. The project area contains potential habitat for migratory birds and roosting bats but does not include designated critical habitat or essential fish habitat. Species-specific evaluations and effect determinations are provided in the EA.

Land Use

Land use within the APE includes park lands associated with KEMO, along with adjacent commercial, industrial, civic, and multi-family residential development. Commercial and industrial uses are primarily located north of Old 41 Highway, while residential development occurs near the Old 41 Highway/Kennesaw Avenue intersection. Land use context is further described in the EA.

Visitor Use and Experience

KEMO is a 2,884-acre national battlefield park established to preserve and interpret key Civil War engagements of the 1864 Atlanta Campaign. The park supports year-round public access, interpretive facilities, and a multi-use trail system that accommodates hiking, jogging, bicycling, and other recreational activities. Visitation is highest during spring and fall weekends, when congestion can occur near the visitor center and along adjacent roadways. The park's visitor use patterns and interpretive setting are described in detail in the EA.

Degree of Effects of the Action

NPS considered the following actual or potential project effects in evaluating the degree of effects for the Selected Alternative.

Beneficial and Adverse, and Short-term and Long-term Effects of the Selected Alternative

No significant impacts to resources were identified in the EA that will require analysis in an Environmental Impact Statement (EIS). Whether considered individually or as a whole, the impacts

of the Selected Alternative, including direct and indirect, do not reach the level of a significant effect because most adverse impacts associated with implementation will be minimal or temporary, lasting only as long as actions are being executed. The Selected Alternative will result in no significant impact on the human and natural environments provided it is implemented in accordance with the environmental commitments identified in this FONSI. As the Project Sponsor, GDOT is responsible for ensuring all environmental commitments identified herein are fully implemented. Best management practices and mitigation measures described in detail in the EA will further minimize any potential adverse impacts.

Cultural Resources

As discussed in Section III.C.1 of the EA, the Selected Alternative will result in effects to the three identified historic properties within the project area, as follows:

- **KEMO** – Almost the entirety of the proposed project will be located within KEMO, along the edge of its northern boundary. The Selected Alternative will require the conversion of 4.54 acres of NPS-managed land within KEMO to highway use through the granting of a HED to FHWA and GDOT, and an additional 1.78 acres of NPS-managed land for temporary construction use (right of entry) through issuance of a SUP. Approximately one acre of native woodlands will be destroyed and previously undeveloped portions of KEMO’s property will be converted to highway use. There will also be temporary impacts during project construction. The relocation of Old 41 Highway within KEMO with the Selected Alternative is the result of substantial coordination between Cobb County and NPS and is intended to provide a buffer between Old 41 Highway and the users of the park. Although there will be visual impacts at the northern end of KEMO with the proposed alignment, the Selected Alternative meets the need and purpose of the project in part by improving the connectivity of KEMO’s cultural and natural landscape and revitalizing green space to improve air quality and overall visual aesthetics. Although the roadway footprint will increase, the proposed roadway will be further away from KEMO’s Visitor Center and the Noonday Creek and Mountain-to-River trails, increasing the distance between the highway and the primary recreational functions of KEMO in the project area and thus reducing the visual intrusion of the highway on these elements.

Because project implementation will cause physical destruction of or damage to part of the property within the boundary of KEMO, a finding of Adverse Effect was recommended by GDOT for the resource in the Cultural Resources Assessment of Effects Report (CRAOER) dated June 22, 2023. The CRAOER was transmitted to SHPO, FHWA, NPS, and tribes on May 29, 2024. SHPO concurred with GDOT’s determination on June 7, 2024, that the proposed project will have an Adverse Effect on KEMO.

Due to the determination of an Adverse Effect, an MOA between FHWA, GDOT, KEMO and SHPO was executed to implement necessary measures to mitigate the impacts to KEMO (see Item No. E-2 in the Environmental Commitments Table on June 24, 2025, EA).

- **Dixie Highway** – The Selected Alternative will cause the removal and relocation of approximately 1,550 linear feet of Old 41 Highway (Dixie Highway), as well as the

introduction of modern highway elements to a traditional historic highway. The modern visual elements introduced by the Selected Alternative, including the proposed roundabouts, will disrupt the visual integrity and continuity of this straight-lined section of road alignment, thereby diminishing the integrity of the property’s significant historic characteristics and features. It will also cause the removal, storage, and replacement of two previously restored Civilian Conservation Corps (CCC)-era culvert end walls. There will also be temporary impacts during project construction. Because project implementation will cause physical destruction of or damage to most of the contributing portions of the Dixie Highway linear resource within the boundary of KEMO, a finding of Adverse Effect was recommended by GDOT for the resource in the CRAOER dated June 22, 2023. SHPO concurred with GDOT’s determination on June 7, 2024, that the proposed project will have an Adverse Effect on Dixie Highway.

Due to the determination of an Adverse Effect, an MOA between FHWA, GDOT, KEMO and SHPO was executed to implement necessary measures to mitigate the impacts to KEMO (see Item No. E-2 in the Environmental Commitments Table in June 24, 2025, EA).

W&A Railroad – No physical destruction of or damage to any part of the railroad property will occur as a result of the Selected Alternative. A finding of No Adverse Effect was recommended by GDOT for the resource in the CRAOER dated June 22, 2023. SHPO concurred with GDOT’s determination on June 7, 2024, that the proposed project will have No Adverse Effect on the W&A Railroad.

Water Resources, including Wetlands

As discussed in Section III.D.2 of the EA, the Selected Alternative will result in impacts to two streams in the project area, IS01 and IS02, and will total approximately 302 linear feet. An NPS standard wetlands delineation was performed on August 18, 2020. The Selected Alternative results in a maximum permanent disturbance of 0.05 acre of streams and temporary disturbance of 0.002 acre of streams (Table 1).

Table 1 – NPS Wetlands Impact Summary

Resource Name	Impact Type	Impact Length (Linear feet)	Impact Area (acres)
IS01	Permanent Fill	117	0.03
IS01	Temporary Dewatering	4	0.001
IS02	Permanent Fill	176	0.02
IS02	Temporary Dewatering	5	0.001
Total Impacts	Permanent Fill	293	0.05
Total Impacts	Temporary Dewatering	9	0.002

The Selected Alternative will impact wetlands by the extension of existing culverts; however, this action will not significantly diminish the value and function of the wetlands. The improvements to the roadway that cause the need for the culvert extensions will increase pedestrian safety by removing the at-grade crossing of the multiuse trail and providing the pedestrian tunnel to cross Stilesboro Road.

Mitigation of these impacted wetlands will occur through the purchase of stream mitigation credits (see Item No. D-3 in the Environmental Commitments Table in the EA) and the practice of avoidance and minimization measures through the implementation of orange barrier fencing where feasible. As a result, this action is eligible for an NPS exception under Section 4.2.2 and a NPS Wetlands Statement of Findings is not required. GDOT has agreed that temporary disturbed sites will be actively restored to pre-disturbance conditions during, or immediately after, construction.

Jurisdictional stream losses will be mitigated through the purchase of 1,583 legacy credits or 220 2018 stream mitigation credits from a US Army Corps of Engineers (USACE) approved mitigation bank serving Hydrologic Unit Code (HUC) 0315010408. A Regional Section 404 Permit 34 will be acquired from USACE.

Vegetation and Soils

The conversion of a portion of KEMO to highway use under the Selected Alternative will result in changes to the vegetation and soils within the park. The realignment of Old 41 Highway will diminish the existing woodlands within the KEMO boundary. The newly cleared swath associated with the roadway relocation will be cut into and from the current, gently rolling terrain and its wooded landscape. This undeveloped greenspace along KEMO's north edge is currently covered by forest consisting of mature specimens (20 – 45 years old) of naturally occurring trees and other flora. This dense vegetation, which currently occupies the parklands between the existing road corridors and right-of-way of Old 41 Highway and White Road Court, not only constitutes a native woodland setting that is historically appropriate for the area but also functions as a vegetative buffer. This narrow strip of forest helps screen the northern end of KEMO and Big Kennesaw Mountain from the modern twentieth and twenty-first century commercial and industrial developments that are now located just outside the KEMO boundary, along the south side of the W&A Railroad corridor, the north side of White Road Court, and both the north and south sides of Mountain Industrial Drive.

To the east of White Circle and south of White Road Court, this wooded area currently encompasses approximately three acres, but implementation of the proposed project will result in reducing the vegetated portions within the highway footprint by approximately one acre.

Wildlife and Habitat, including Threatened and Endangered Species

As documented in the Ecology Assessment of Effects Report (EAOER) dated September 2022, six federally protected species are known to occur in Cobb County, Georgia. The EAOER evaluated the

presence of suitable habitat within the project area and the potential effects of the Selected Alternative on each species and are presented in Table 2.

Table 2 – Federally-Protected Species Known to Occur in Cobb County

Common Name	Scientific Name	Federal Status	Habitat	Habitat Available	Biological Conclusion
Cherokee darter	<i>Etheostoma scotti</i>	T	Small to medium streams that include gravel and cobble sediments	No	No Effect
Michaux's sumac	<i>Rhus michauxii</i>	E	Dry, open, rocky, or sandy woodlands, often on ridges and river bluffs over mafic bedrock	No	No Effect
White fringeless orchid	<i>Platanthera integrilabia</i>	T	Seepage sphagnum bogs, springheads, seepy stream banks, maple-gum swamps	No	No Effect
Little amphianthus	<i>Amphianthus pusillus</i>	T	Shallow, flatbottomed depressions on granite outcrops with thin gravelly soils; Pools must be deep enough to hold water for several weeks	No	No Effect
Monarch butterfly	<i>Danaus plexippus</i>	C	Shallow, flat-bottom depressions on granite outcrops within gravelly soils; Pools must be deep enough to hold water for several weeks	No	Not Likely to Jeopardize
Tricolored bat	<i>Perimyotis subflavus</i>	Proposed E	Winter roosts are composed of caves and mines; Summer roosts are mainly in dead or live tree foliage, but may also be in caves, mines, rock crevices, bridges, and culverts	No	Not Likely to Jeopardize

Key: T = Threatened; E = Endangered; C = Candidate

Implementation of the Selected Alternative will result in minor, localized adverse effects to wildlife and wildlife habitat within the project footprint due to vegetation clearing, right-of-way disturbance, and culvert extensions. These actions will permanently convert small areas of existing habitat to transportation use and could result in short-term disturbances to wildlife during construction. Impacts will be confined to previously disturbed or roadside areas and will not result in fragmentation of large or unique habitat areas.

Surveys and agency coordination conducted in accordance with the Endangered Species Act (ESA) and the February 2, 2021 Joint Coordination Procedures determined that the Selected Alternative

will have no effect on federally listed species known to occur in Cobb County, including Cherokee darter, Michaux's sumac, little amphianthus, and white fringeless orchid, as suitable habitat for these species is not present within the project area. The project is not likely to jeopardize the continued existence of the monarch butterfly. Although the tricolored bat has been proposed for listing as endangered, coordination conducted under the Interim Agreement for Coordination for Proposed Tricolored Bat concluded that the Selected Alternative is not likely to jeopardize the continued existence of this species, and ESA Section 7 consultation will be completed prior to construction.

No designated critical habitat occurs within the project area; therefore, the Selected Alternative will have no effect on critical habitat. Surveys also confirmed the absence of nesting migratory birds, bat roosts, and bald eagle nests within the project area. While construction activities could temporarily disturb migratory birds or bats if present at the time of construction, required contract provisions, supplemental specifications, and pre-construction surveys will avoid or minimize the potential for take in compliance with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Avoidance and minimization measures have been incorporated into the project design and construction process, including implementation of best management practices to control erosion, prevent contamination, and limit the introduction of invasive species. Species-specific protection measures, including supplemental specifications and pre-construction surveys, will further reduce the potential for impacts. These measures ensure that effects to wildlife and habitat are minimized to the greatest extent practicable.

Although the Selected Alternative will result in localized habitat loss and temporary disturbance, these effects will not diminish the overall integrity, function, or sustainability of wildlife populations or habitats within KEMO. The affected habitats are common within the region, impacts will be limited to an extent, and the project is not expected to induce growth or development that will result in additional indirect effects to wildlife resources.

Land Use

As discussed in Section III.B.1 of the EA, the Selected Alternative will result in both permanent and temporary impacts within KEMO primarily on the northern edge of the park boundary to accommodate the new alignment. The proposed action will require the conversion of 4.54 acres of NPS-managed land to highway use through the granting of a HED to FHWA and GDOT, and an additional 1.78 acres of NPS-managed land for temporary construction use (right of entry) through issuance of a SUP. Including impacts outside of the KEMO boundary, a total of approximately 5.37 acres of highway easement or right-of-way, 0.171 acres of permanent easement, 2.62 acres of temporary easement, and 0.04 acre of temporary driveway easement will be needed for construction of the proposed project.

While some changes to land use will occur due to construction of the Selected Alternative, coordination with Cobb County planners indicated that land use changes are not anticipated because of the project. The project will result in the relocation of two intersections (Old 41 Highway/Stilesboro Road and Old 41 Highway/Kennesaw Avenue); however, it will not create new

transportation nodes or result in changes to existing access control. Approximately 71 percent of the project area is located within the boundaries of KEMO and is therefore not subject to future development pressures. An additional two percent of the area is vacant land owned by Cobb County. The remainder of the area is already built out with a mix of industrial, commercial, and residential uses.

Visitor Use and Experience

The Selected Alternative will relocate Old 41 Highway towards the northernmost boundary of the park, which will allow a better connection of the cultural and natural landscapes within KEMO. The Selected Alternative will also reduce interactions between motorists and bicyclists/ pedestrians by providing a tunnel underpass at Stilesboro Road. This allows visitors who park in the overflow lot west of Stilesboro Road to access the park safely without crossing Stilesboro Road at grade. These aspects of the proposed project will positively affect the safety and experience of park visitors. The trails will remain open during construction activities apart from the section that crosses Stilesboro Road, which will be removed to reroute the trail along the new trail segments/pathways. A temporary trail will be needed to access the park from the overflow parking lot. There will be signage that indicates the trail closures and detours to inform bicycle and pedestrian users.

Degree to Which the Selected Alternative Affects Public Health and Safety

The Selected Alternative considers public health and safety during project implementation. The construction of the Selected Alternative will result in no impacts by approaching and/or exceeding the FHWA Noise Abatement Criteria (NAC) and none by substantial noise level increase. Additionally, because the realignment will shift the roadway approximately 50 to 150 feet further from trail segments, the visitor center, and battlefield grounds, reducing roadway noise will have a permanent beneficial impact to park visitors. The proposed project was evaluated for its consistency with state and federal air quality goals, including Carbon Monoxide (CO), Ozone, PM2.5 (particulate matter), and Mobile Source Air Toxics (MSAT) as part of this assessment. Results indicated that the project is consistent with the State Implementation Plan (SIP) for the attainment of clean air quality in Georgia and follows both state and federal air quality standards.

Turning movements and crash frequencies of cars in and out of KEMO's parking lots, as well as commuter traffic, present a concern for the safety of trail users and park visitors. The proposed project using the Selected Alternative will reduce traffic congestion, reduce pedestrian/bicyclist and vehicle conflict (by providing a tunnel underpass at Stilesboro Road), eliminate turning conflicts, and allow connectivity of KEMO's cultural and natural landscape.

Additionally, the proposed roundabouts will reduce crash rates based on FHWA's analysis on roundabouts as a proven safety countermeasure. In particular, the roundabouts are anticipated to provide additional safety benefits to mitigate the heavy skew angles at each intersection. Reducing the speeds through the corridor will also lessen the injury rate.

Economic Effects

There may be temporary economic impacts to KEMO, as well as nearby industrial and commercial businesses and the railroad, due to construction activities associated with the Selected Alternative;

however, no permanent economic impacts are expected. The Selected Alternative will require the acquisition of 0.03 acre of right-of-way from two businesses and 0.14 acre of right-of-way from two townhome developments, but no businesses or residences will be displaced. In addition, no parking or outbuildings will be affected. The effect of right-of-way purchases on business revenue and employment will not be adverse. Efforts will be made during final design to minimize aesthetic and noise impacts to surrounding businesses to the extent practicable.

Effects on the Quality of Life of the American People

The Selected Alternative will not affect the public's ability to access and use KEMO, including the passive use of ecosystems on NPS lands, as public access to park ecosystems will remain unchanged. The Selected Alternative will not affect public education or interpretation at the park. The Selected Alternative will not interfere with interpretative opportunities, which are generally located on designated trails and at the visitor center, which are not associated with the highway in the project area. In fact, the Selected Alternative will create a new interpretative exhibit and highlight the significance of the Dixie Highway with a remanent section of roadbed and wayside panel interpreting the history of the road. In addition, the Selected Alternative will relocate Old 41 Highway towards the northernmost boundary of the park, which will allow a better connection of the cultural and natural landscapes within KEMO and revitalize green space to improve air quality and visual aesthetics.

AGENCY COOPERATION AND CONSULTATION

Cooperating Agency Involvement

NPS formally accepted FHWA's invitation to become a cooperating agency in the development of the EA with FHWA and GDOT on July 8, 2024. As a cooperating agency, NPS assisted FHWA and GDOT in developing the EA to ensure that pertinent NPS mission statements, legislative authorities, and policies were duly considered when developing any alternatives, related management actions, or options that could potentially affect KEMO.

NPS's cooperating agency status and level of involvement will not preclude NPS independent review and comment responsibilities under Section 102(2)(C) of the NEPA. Similarly, NPS being a cooperating agency will not imply that NPS will necessarily concur with all aspects of FHWA's findings.

Agency and Tribal Consultation

US Fish and Wildlife (USFWS)

GDOT and NPS coordinated with the US Fish and Wildlife Service (USFWS) to ensure compliance with Section 7 of the Endangered Species Act. The project will have no effect on four federally protected species and is not likely to jeopardize the continued existence of the other two species in the project area. Although, no formal consultation with USFWS was required, GDOT, FHWA Georgia Division, USFWS, and the Georgia Department of Natural Resources (DNR) entered into an agreement titled *Interim Agreement for Coordination for Proposed Tricolored Bat*. (TCB Agreement). Surveys for protected species will be conducted prior to construction to confirm

presence. If the species is identified, additional Section 7 consultations will be conducted prior to project implementation.

US Army Corps of Engineering (USACE)

GDOT and NPS evaluated the proposed action for compliance with Section 404 of the Clean Water Act. The project includes the placement of fill and temporary dewatering within waters of the United States, requiring authorization from the U.S. Army Corps of Engineers (USACE). Based on the limited type and extent of impact, the project is anticipated to be authorized under Regional General Permit 34.

Coordination with USACE will continue during final design and permitting to confirm jurisdictional determinations and permit requirements. With implementation of the proposed mitigation and restoration measures, the project is consistent with Section 404 requirements.

State Historic Preservation Office (SHPO)

The NPS completed consultation in accordance with Section 106 of the National Historic Preservation Act in coordination with the Georgia State Historic Preservation Office (SHPO) and federally recognized tribes concurrent with the NEPA process. Consultation was initiated in July 2020 and continued through project development.

Cultural resource investigations identified historic and archaeological resources within the area of potential effects. A Historic Resources Survey Report completed in November 2020 identified historic properties listed in and eligible for the National Register of Historic Places. SHPO concurred with the identification and eligibility findings in a letter dated November 25, 2020.

An assessment of effects documented in the Cultural Resources Assessment of Effects Report (CRAOER), dated June 22, 2023, determined that the project would result in adverse effects to historic properties due to physical damage or destruction. The CRAOER was transmitted to SHPO, FHWA, NPS, and consulting tribes on May 29, 2024. SHPO concurred with the adverse effect determination on June 7, 2024. In accordance with Section 106, a Memorandum of Agreement (MOA) among FHWA, GDOT, KEMO, and SHPO was executed on February 6, 2026, to identify and implement measures to resolve the adverse effects prior to project implementation.

Archaeological investigations documented in a Phase I Archaeological Survey report dated June 1, 2022, identified previously recorded archaeological resources within the project area. SHPO concurred with the findings of the archaeological survey on June 21, 2022. Although project implementation will result in disturbance to portions of archaeological resources, the affected areas were determined to lack integrity within the context of the resource's overall significance. A finding of no adverse effect to archaeological resources was documented in the CRAOER dated June 22, 2023, transmitted on May 29, 2024, and concurred with by SHPO on June 7, 2024.

Federally Recognized Tribes

Federally recognized tribes were invited to participate in Section 106 consultation beginning July 30, 2020, and were provided with subsequent documentation, including the draft archaeological report on June 1, 2022, and the Section 106 assessment of effects on May 29, 2024. GDOT sent the documentation to the following tribal governments: Eastern Band of Cherokee Indians, United

Keetoowah Band of Cherokee Indians, Cherokee Nation, Alabama-Coushatta Tribe of Texas, Alabama-Quassarte Tribal Town, Muscogee (Creek) Nation, Muscogee (Creek) Nation National Council, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, and the Thlopthlocco Tribal Town. No comments were received from consulting tribes.

With execution of the MOA and completion of the agreed-upon mitigation measures, the requirements of Section 106 of the National Historic Preservation Act will be satisfied.

FINDING OF NO SIGNIFICANT IMPACT

As described in the EA and above, the Selected Alternative does not constitute a major federal action meeting the criteria that normally requires preparation of an Environmental Impact Statement (EIS). Therefore, an EIS is not required for this project and, thus, will not be prepared.

This finding is based on consideration of the criteria for significance, the potentially affected environment and degree of effects of the impacts described in the EA (which is hereby incorporated by reference), and as summarized above.

ATTACHMENT A: NON-IMPAIRMENT DETERMINATION

Compliance with NPS Management Policies Unacceptable Impact and Non-Impairment Standard

The National Park Service (NPS) Organic Act of 1916 directs NPS to “conserve the scenery, natural, and historic objects, and wildlife in the System units and to provide for the enjoyment of the scenery, natural and historic objects, and wildlife in such manner and by such means as will leave them unimpaired for the enjoyment of future generations” (54 USC 100101).

Guidance for Non-Impairment Determinations and the NPS NEPA Process (April 2025) provides guidance for completing non-impairment determinations for NPS actions requiring preparation of an environmental assessment (EA) or environmental impact statement (EIS) pursuant to the National Environmental Policy Act (NEPA). Actions that require preparation of EAs constitute actions that may have the potential to impair park resources or values. Therefore, a non-impairment determination must be made for any action selected in a FONSI that could impact park resources and values and to which NPS is a signatory.

To minimize the possibility of reaching impairment, the 2006 NPS Management Policies, Section 1.4.7.1, also requires NPS to avoid impacts that it determines to be unacceptable. A written determination for unacceptable impacts is not required, but considerations on whether the selected action will result in unacceptable impacts while reviewing the non-impairment determination will be made.

NPS has completed a non-impairment determination analysis for the *Old 41 Highway Widening and Improvements Environment Assessment* (EA) for Kennesaw Mountain National Battlefield Park (KEMO) and determined that it will not result in impairment of park resources, or in unacceptable impacts as described in Section 1.4.7.1 of the 2006 NPS Management Policies.

The 2006 NPS Management Policies, Section 1.4.4, explains the prohibition on impairment of park resources and values: “While Congress has given the Service the management discretion to allow impacts within parks, that discretion is limited by the statutory requirement (generally enforceable by the federal courts) that the Park Service must leave park resources and values unimpaired unless a particular law directly and specifically provides otherwise. This, the cornerstone of the Organic Act, establishes the primary responsibility of the National Park Service. It ensures that park resources and values will continue to exist in a condition that will allow the American people to have present and future opportunities for enjoyment of them.”

An action constitutes impairment when its impacts “harm the integrity of park resources or values, including the opportunities that otherwise will be present for the enjoyment of those resources or values” (NPS 2006, Section 1.4.5). To determine impairment, NPS must evaluate the resources and values that will be affected; the severity, duration, and timing of the impact; the direct and indirect effects of the impact; and the cumulative effects of the impact in question and other impacts. An impact on any park resource or value may constitute impairment, but an impact would be more

likely to constitute impairment to the extent that it affects a resource or value whose conservation is:

- Necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the park;
- Key to the natural or cultural integrity of the park or to opportunities for enjoyment of the park; or
- Identified as a goal in the park's general management plan or other relevant NPS planning documents as being of significance (NPS 2006, Section 1.4.5).

Non-Impairment Determination for the Selected Alternative

This determination on impairment has been prepared for the Selected Alternative described in the FONSI - *Old 41 Highway Widening and Improvements*. As a basis for evaluating the potential for impairment on the park units' resources, NPS relied on the EA and consultation documentation. The EA includes analysis of impacts to cultural resources, water resources including wetlands, vegetation and soils, wildlife and habitat including threatened and endangered species, and land use. Although certain resources were evaluated in detail in the EA, they are not anticipated to result in any measurable effects on KEMO resources, including air quality, viewsheds, soundscapes, and floodplains.

An impairment determination is not made for public health and safety, recreation, and visitor use and experience because impairment findings relate back to park resources and values, and these impact areas are not generally considered to be park resources or values according to the Organic Act of 1916, and cannot be impaired in the same way that an action can impair park resources and values (see 2006 NPS Management Policies, Section 1.4.6).

The EA evaluated four alternatives for highway improvements. Those alternatives include the Selected Alternative and Alternative 1, 2, and the No Action Alternative. The Selected Alternative, *Old 41 Highway Realignment with Roundabouts and Pedestrian Tunnel*, is described in detail in the EA and FONSI. The project area for the proposed widening and realignment of Old 41 Highway is located in the northeast portion of KEMO between Stilesboro Road and Kennesaw Avenue and is almost entirely within the northern park boundary. As disclosed in the EA, the Selected Alternative will overall result in no significant impacts to all the park resources, including the fundamental resources and values described below compared to current conditions, provided it is implemented in accordance with the environmental commitments identified in this FONSI. The purposes of KEMO, along with park significance statements and a description of the park's fundamental resources and values, are described in the Foundation Document, Kennesaw Mountain National Battlefield Park, July 2013. The park's purpose is:

“The purpose of Kennesaw Mountain national Battlefield Park is to preserve, protect, and interpret, for the benefit and inspiration of the people, the historical and natural features of this major battle site in the American Civil War's 1864 Atlanta Campaign.”

Fundamental resources and values will either not be impacted and will remain unchanged by the Selected Alternative, or the impacts will be so small that they did not warrant a more detailed

analysis here. Those include General Sherman's military strategy, Cheatham Hill Memorialization, the historic transportation corridors, field fortifications, and urban wildlife experience.

Cultural Resources

Implementation of the Selected Alternative will result in adverse effects to two historic properties within the park: Kennesaw Mountain National Battlefield Park (NRHP-listed) and the Dixie Highway (NRHP-eligible). These effects are primarily associated with roadway realignment, widening, and related grading that will alter portions of the historic setting and result in physical impacts to contributing elements of these resources. The Western & Atlantic [W&A] Railroad, also NRHP-eligible, will not be adversely affected.

Although adverse effects have been identified under Section 106 of the National Historic Preservation Act, these effects will not impair the historic properties' overall integrity, significance, or continued viability as cultural resources. The project is designed to relocate the modern roadway farther from the core of the battlefield, thereby reducing long-term intrusion into the park's interior and preserving the park's primary commemorative landscape. The historic use of KEMO as a national battlefield park will remain unchanged, public access will be maintained, and no new development incompatible with the park's purpose will be introduced.

Avoidance and minimization measures have been incorporated into the project design, including designation of historic properties as Environmentally Sensitive Areas, installation of protective fencing during construction, retention of discernable historic road traces where feasible, and salvage and reuse of historic stone materials associated with the Dixie Highway. In addition, adverse effects will be addressed through the execution and implementation of a MOA among the FHWA, GDOT, KEMO and the SHPO. These measures ensure that impacts are minimized and appropriately mitigated.

Archaeological investigations identified no new archaeological sites within the project area. Portions of the archaeological component of the Kennesaw Mountain Battlefield Complex (Resource 1) will be affected within the proposed right-of-way and easements; however, the affected portions lack integrity and do not contribute to the site's overall significance. Accordingly, a finding of No Adverse Effect was made for archaeological resources and concurred with by the State Historic Preservation Officer.

Protective measures, including designation of contributing archaeological features as Environmentally Sensitive Areas and installation of construction fencing, will further reduce the potential for inadvertent impacts. The Selected Alternative will not impair the integrity, research potential, or interpretive value of archaeological resources within the park.

The Selected Alternative will retain and preserve the existing historic brick monument sign near the park entrance. Any necessary relocation of historic markers will be conducted in coordination with the GDNR Historic Marker Program to ensure preservation of the marker's integrity, setting, and interpretive function. These actions will not diminish the marker's ability to convey its historical associations.

While the Selected Alternative will result in localized adverse effects to certain historic properties, these effects will be mitigated through avoidance, minimization, and formal mitigation measures developed under the Section 106 process. The affected cultural resources will retain their overall integrity and continue to convey their historical significance. Importantly, the fundamental purposes of KEMO will not be compromised. Therefore, implementation of the Selected Alternative will not result in impairment or unacceptable impacts to cultural resources.

Water Resources, including Wetlands

The Selected Alternative will result in limited, localized impacts to two intermittent streams (IS01 and IS02) associated with extending existing culverts, placement of fill, and temporary dewatering activities. Total impacts will include approximately 302 linear feet of stream channel, consisting of up to 0.05 acre of permanent impacts and approximately 0.002 acre of temporary impacts. An NPS-standard wetlands delineation conducted on August 18, 2020, identified one wetland within the project study area; however, the Selected Alternative avoids this wetland entirely and will result in no direct or indirect wetland impacts. As a result, the Selected Alternative is eligible for an NPS exception under Section 4.2.2 PM-77-1 and a NPS Wetlands Statement of Findings is not required.

The affected streams do not represent unique, rare, or critical aquatic resources, and the limited impacts associated with culvert extensions will not significantly diminish stream function, hydrologic connectivity, or water quality at the watershed scale. Best management practices and design measures to avoid and minimize impacts to waters of the United States will be implemented during construction. In addition, unavoidable stream impacts will be fully offset through compensatory mitigation via the purchase of credits from a U.S. Army Corps of Engineers–approved mitigation bank serving Hydrologic Unit Code (HUC) 0315010408, in compliance with Section 404 of the Clean Water Act.

Although the Selected Alternative will result in minor, unavoidable impacts to intermittent streams, these impacts will be localized, mitigated, and will not compromise the integrity, function, or sustainability of water resources within KEMO. The project will not diminish the park's ability to protect aquatic resources or the watershed processes that support park values.

Based on the limited extent of impacts, the avoidance of wetlands, implementation of minimization measures, and provision of compensatory mitigation the Selected Alternative will not result in impairment or unacceptable impacts to water resources.

Vegetation and Soils

Construction activities associated with the Selected Alternative, including roadway widening and realignment and construction of a pedestrian tunnel, will result in minor, localized adverse effects to vegetation and soils. Approximately one acre of vegetated parkland along the northern boundary of KEMO will be cleared, and ground-disturbing activities will occur within the project footprint. These actions will convert a limited portion of parkland to transportation use and will result in the loss of a narrow strip of existing woodland and associated soils.

The affected vegetation consists primarily of mature, naturally occurring forest vegetation that provides visual buffering between the park and adjacent developed areas. While the reduction of

this vegetative buffer will alter local landscape conditions, the impact will be limited in extent and confined to the immediate project area. Large, contiguous forested areas and the overall vegetative character of KEMO will remain intact, and the project will not result in fragmentation of critical habitat or loss of rare or unique plant communities.

Soil within the project area includes a range of common upland soil types, many of which are already disturbed by existing roadway infrastructure. Although additional soil disturbances will occur because of roadway realignment and intersection improvements, these impacts will be temporary or localized and will not substantially alter soil productivity, stability, or watershed processes at the park scale. Portions of the realigned roadway will utilize existing disturbed right-of-way, further limiting new soil disturbance within park boundaries.

Best management practices, including adherence to all applicable local, state, and federal regulations; implementation of erosion and sediment control measures; and use of stormwater pollution prevention plans, will minimize soil erosion, sedimentation, and secondary impacts to vegetation. Following construction, disturbed areas within the park will be stabilized and revegetated using National Park Service–approved native plant species, thereby restoring vegetative cover and reducing long-term effects to soils.

Although the Selected Alternative will result in minor and unavoidable impacts to vegetation and soils, these impacts will be limited in scope, mitigated through design and construction measures, and will not compromise the integrity or sustainability of vegetation and soil resources within KEMO. The affected resources will retain their ability to support park values, including landscape character, ecological function, and visitor experience. Therefore, the implementation of the Selected Alternative will not result in impairment or unacceptable impacts of vegetation or soils.

Wildlife and Habitat, including Threatened and Endangered Species

Implementation of the Selected Alternative will result in minor, localized adverse effects to wildlife and wildlife habitat within the project footprint due to vegetation clearing, right-of-way disturbance, and culvert extensions. These actions will permanently convert small areas of existing habitat to transportation use and could result in short-term disturbances to wildlife during construction. Impacts will be confined to previously disturbed or roadside areas and will not result in fragmentation of large or unique habitat areas.

Surveys and agency coordination conducted in accordance with the Endangered Species Act (ESA) and the February 2, 2021 Joint Coordination Procedures determined that the Selected Alternative will have no effect on federally listed species known to occur in Cobb County, including Cherokee darter, Michaux's sumac, little amphianthus, and white fringeless orchid, as suitable habitat for these species is not present within the project area. The project is not likely to jeopardize the continued existence of the monarch butterfly. Although the tricolored bat has been proposed for listing as endangered, coordination conducted under the Interim Agreement for Coordination for Proposed Tricolored Bat concluded that the Selected Alternative is not likely to jeopardize the continued existence of this species, and ESA Section 7 consultation will be completed prior to construction.

No designated critical habitat occurs within the project area; therefore, the Selected Alternative will have no effect on critical habitat. Surveys also confirmed the absence of nesting migratory birds,

bat roosts, and bald eagle nests within the project area. While construction activities could temporarily disturb migratory birds or bats if present at the time of construction, required contract provisions, supplemental specifications, and pre-construction surveys will avoid or minimize the potential for take in compliance with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Avoidance and minimization measures have been incorporated into the project design and construction process, including implementation of best management practices to control erosion, prevent contamination, and limit the introduction of invasive species. Species-specific protection measures, including supplemental specifications and pre-construction surveys, will further reduce the potential for impacts. These measures ensure that effects to wildlife and habitat are minimized to the greatest extent practicable.

Although the Selected Alternative will result in localized habitat loss and temporary disturbance, these effects will not diminish the overall integrity, function, or sustainability of wildlife populations or habitats within KEMO. The affected habitats are common within the region, impacts will be limited to an extent, and the project is not expected to induce growth or development that will result in additional indirect effects to wildlife resources.

While the Selected Alternative will result in minor adverse effects to wildlife and wildlife habitat, including areas used by migratory birds and bats, these effects will be adequately avoided, minimized, or mitigated through design features, construction controls, and regulatory compliance. Importantly, the ecological role of wildlife and habitat within the park will remain intact, and the ability of these resources to be maintained for present and future generations will not be compromised. Therefore, implementation of the Selected Alternative will not result in impairment or unacceptable impacts to wildlife and wildlife habitat, including threatened and endangered species.

Impact Topics Considered but Dismissed from Further Consideration

As was documented in the EA, the Selected Alternative was found to have no impact on floodplains, farmland, and energy/mineral resources, negligible impacts to soundscapes, air quality and invasive species when mitigation measures are implemented. The impacts to these resources either do not exist within the project area or are small and insignificant and those resources will remain available to be enjoyed by current and future generations. Therefore, they will not be impaired by implementation of the Selected Alternative.

Conclusion

This analysis was guided by best available science, advice from subject matter experts and others who have relevant knowledge and experience, and the results of public involvement activities. NPS has determined that implementation of the Selected Alternative will not constitute impairment of the resources or values of KEMO. This conclusion is based on consideration of the park units' purposes and significances, fundamental resources and values, a thorough analysis of the environmental impacts described in the EA, comments provided by the public and others, and the professional judgment of the decision-maker guided by the direction in the 2006 NPS Management Policies.