

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
for the
US 30 Proposed Expansion
Benton County, Iowa
NHS-030-6(87)—19-06

The Federal Highway Administration (FHWA) has determined that this project would not have any significant impact on the human and natural environment. The finding of no significant impact is based on the attached Environmental Assessment, which the FHWA has evaluated independently and determined to discuss adequately and accurately the environmental issues and impacts of the proposed project. The Environmental Assessment 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 Environmental Assessment.

12/11/12
Date

Michael Sabatino
For FHWA

Description of the Proposed Action

The Iowa Department of Transportation (Iowa DOT) in coordination with the Federal Highway Administration (FHWA) is proposing to expand approximately 14 miles of U.S. Highway 30 (US 30) from a rural two-lane highway to a rural four-lane divided highway including interchanges at Iowa State Highway 21 (IA 21) and U.S. Highway 218 (US 218) in Tama and Benton counties, Iowa (the Project).

Environmental Assessment Availability

The Environmental Assessment (EA) was signed on June 11, 2012 and distributed to selected federal, state, and local resource agencies on June 13, 2012 for review and comment. A notice of the public availability of the EA and notification of a public hearing on July 10, 2012 was published in the legal sections of the Cedar Rapids Gazette and Belle Plaine Star Press Union on June 20, 2012, and the Tama News-Herald on June 21, 2012.

Review and Comment Period

A review and comment period was established for receipt of comments on the EA, with an expiration date of July 30, 2012. A public hearing for the Project was held at the Blainstown Community Center on July 10, 2012. The public hearing used a combined open forum and formal format. A written record of this meeting has been prepared and is available upon request of Iowa DOT.

Agency Comments

Three agency letters were received and are included in Appendix A. The comments are summarized as follows:

- State of Iowa, Department of Natural Resources (DNR) – The DNR cited comments provided on the project on September 30, 2010 and had no additional comments.
- Iowa Department of Agriculture and Land Stewardship, Division of Soil Conservation (IDALS-DSC) – The department noted that controlling soil erosion was their greatest concern. The department highlighted that erosion is more substantial during construction activities when vegetation is removed and areas are exposed and unprotected, and suggested that erosion be minimized through procedures outlined in the erosion control plan.
- US Department of Transportation, Federal Aviation Administration – The FAA noted that they have reviewed the document and have no comments on environmental matters. It was suggested that the project may require a formal notice and review for airspace under the Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. The Notice Criteria Tool on the FAA website should be used to determine if filing with the FAA is a requirement. It was also suggested that “routes within 5 miles of a public-use or military airport” be reviewed. FAA recommends a 120-day review period if filing is required.

Regarding the comments by IDALS-DSC, a National Pollutant Discharge Elimination System (NPDES) General Storm Water Discharge Permit for Construction Activities will be

acquired and a Stormwater Pollution Prevention Plan will be developed, with erosion control measures that will be implemented.

Concerning the FAA comment, as design advances, multiple locations along the route will be reviewed using the Notice Criteria Tool, with follow-up coordination with FAA conducted if needed.

Public Hearing

A public hearing was held on July 10, 2012, at the Blairstown Community Center, 305 Locust St NW, in Blairstown from 5 to 7 p.m. The purpose of the hearing was to update the public on the progress of the project, present the completed EA, and gather feedback from the public about the Project and EA. The hearing was conducted utilizing a combined open forum and formal format. The public was invited to attend an informal session any time between 5 and 6 p.m. A formal presentation, which was also open to the public, began at 6 p.m., and was followed by a question-and-answer session. The public hearing was advertised in the published notice of availability (documented above), and on the Iowa DOT website at www.iowadot.gov/pim.

One-hundred and twenty-one people registered their attendance at the public hearing. The public had the opportunity to comment verbally or in writing during the hearing, or by sending comments to the Iowa DOT after the meeting. Nine attendees provided verbal comments during the question-and-answer session. A summary of these comments are listed below:

- A home-based business owner indicated that he relies on US 30 traffic for approximately 80 percent of his business. Although he believes he could relocate on his existing property, he wants to retain easy access to his business from US 30. He asked for more information on the ROW process. *Iowa DOT indicated that continued coordination will occur with this landowner.*
- Four property owners stated that they had their questions answered on anticipated ROW needs and the ROW acquisition process during Iowa DOT's presentation.
- A property owner wondered whether the Project would straighten and level US 30, and if so, where the raising and lowering would occur. *Iowa DOT responded that most of the improvements will occur along or adjacent to the existing alignment. Improvement of vertical curves will occur through raising low areas and lowering high areas.*
- One attendee expressed a concern with the Blairstown corner because of the amount of accidents that have occurred there because there aren't pull on and pull off lanes. *Iowa DOT responded that there will be turn lanes at all of the public road intersections.*
- A local landowner expressed interest in how the drainage from the roadway would be handled and wondered what would be planted along the ditches. *Iowa DOT indicated that at this point in the Project, a specific decision on what would be planted has not been made, but at a minimum, the construction contractor will reestablish native vegetation.*

- A local landowner asked what factors are considered when appraisals are conducted for buyouts and what is done with excess property that is originally bought and later determined to not be needed? *Iowa DOT indicated that market value is applicable in most cases, and is reviewed by appraisers looking at recent sales in the area. Excess property is first offered back to the original owners at the time of acquisition, or if ownership changed, the present owners of the remaining land. If the owners offer at or higher than the appraised value at the time of disposal, an immediate sale is made. Otherwise, the land will likely go to a public auction.*

In addition to the formal hearing and the opportunity to provide comments and responses via microphone, attendees spoke with Iowa DOT representatives. Below is a summary of key points of the discussions:

- The opinions of those that attended the meeting were mixed ranging from very supportive to strong opposition of the Project.
- Several property owners talked with Iowa DOT about specific access points (such as maintaining existing access, changing access along US 30, providing access along intersecting roads rather than US 30, providing access through a median, and providing access via one or more easements). A change in access roads could have impacts on how the land is farmed.
- Many local residents were concerned with not knowing the exact ROW impacts at this time. More information was requested on the ROW process and the requirement for ROW specific to their property. Some landowners requested early acquisition.
- A few property owners requested that Iowa DOT reconsider just using the existing roadbed, not adjusting the vertical profile, and not reconstructing the lanes.
- Iowa DOT discussed the Project schedule and timing with several property owners.
- Proposed locations of turn lanes were discussed with a few attendees.
- Avoidance of certain areas, such as cemeteries, requires a long, gradual change in orientation of the roadway because of vehicle speeds of approximately 65 mile per hour.
- The owner of a cattle feeding business and agricultural land near the US 30/US 218 intersection and proposed interchange expressed concern on exclusion of access roads along the interchange, construction of a mile-long access road, increased out-of-distance travel for their farm operations, and loss of agricultural land. The owner indicated a simpler option than an interchange with a dedicated right turn lane that would cross behind the café.
- A local resident asked about winter maintenance responsibility for the interchange.
- A volunteer at the Youngville Café was concerned with the change in access for patrons of the café. Another volunteer asked about the potential impacts to the site, which is listed on the National Register of Historic Places.

- A representative from the East Central Iowa Rural Electric Cooperative talked with Iowa DOT concerning the need for relocation of the electrical substation located on the south side of Hwy 30 and 19th Avenue.
- A representative from Coon Creek Telephone discussed with Iowa DOT the service to two homes on the east end of Project, and will need to wait to relocate service until new ROW is established.
- A landowner preferred that borrow not be removed from his land and if any was required, it should be acquired via fee title, not by temporary easement. Iowa DOT indicated it is unknown at this time whether the State will acquire borrow areas or whether the Project will involve contractor-furnished borrow.
- The owner of the property on the northeast corner of US 30 and 21st Avenue indicated that there are currently no business operations ongoing, although the property is zoned commercial.
- A member of the Benton County Historical Society indicated that there was a former gas station located along the south side of US 30 in the vicinity of 17th Avenue where there also used to be an old motel with cabins. The gas station was removed in the 1930s or 1940s and may have some remnant underground storage tanks.
- A landowner was concerned about potential flooding from a future new culvert east of 19th Avenue and south of US 30, drainage modification, and revegetation of drainage ditches. A landowner expressed concern that their current mailbox location would be across four roadway lanes plus the median.
- Some local residents expressed concern on only having a 64' median at the intersections and that it could affect safe travel through the intersection.
- One landowner indicated he had some land that could be used to facilitate wetland mitigation.

Five comment forms, three emails, and one letter were submitted to Iowa DOT requesting a response; Iowa DOT has provided a response to all commenters (a transcript is available upon request of Iowa DOT). A summary of these comments and responses (shown in italics) follows:

- A local landowner commented that the proposed material to be borrowed for construction was located on farmland that is used for research of seed and farm chemicals. If disturbed, it would negate its usefulness for research. The landowner felt that topsoil should be preserved in the area. *Iowa DOT indicated that that they have been evaluating allowing the contractor to find material where they can instead of purchasing borrow sites in the area. They also indicated top soil would not be used, but disturbed during the excavation process.*
- A local landowner showed concern with access to the property behind their acreage. It was requested to have information on impacts to their property as soon as it is available due to desired remodeling on their home. *Iowa DOT responded that the driveway of the noted acreage would need to be extended to the south to reach west bound lanes. A construction easement may be needed on their property. Regarding access and impacts to the farmland behind the noted acreage, impacts to that*

property have not yet been defined; the landowner was encouraged to remain in contact with Iowa DOT for updates as engineering design progresses.

- A local landowner commented on the overall safety of the new expansion citing safety as a priority for the livelihood of the local residents. The landowner indicated that safe access to the highway is a major concern. The comment was specific to the section of the route between 22nd and 24th Avenue, citing the need for access on 23rd Avenue and the need for left and right hand turns. *Iowa DOT indicated that a field access for the noted landowner was included in a map provided with the written response from Iowa DOT. Iowa DOT noted that if this was not an adequate solution to contact them for further discussion, and also indicated that the decision was made to leave full access at 23rd including left and right hand turns.*
- A local landowner noted that Alternative 4 would result in her home being closer to the highway and would require a partial buy-out of 1.2 acres of her property. However, at previous meetings she was told that partial buy-outs would not be considered. *Iowa DOT stated that the project was still being defined and the most current information was provided at the meeting. Iowa DOT noted that they were still evaluating the area of impact, specifically to homes that abut US 30, including turn lanes and construction impacts. The landowner was encouraged to remain in contact with Iowa DOT for updates as engineering design progresses.*
- A local landowner commented on the safety of the corner on US 30 where it connects to Blainstown and Van Horne. They noted that school buses, trucks and large vehicles need an on/off lane to help reduce the number of accidents. *Iowa DOT responded that they would evaluate where turn lanes would be needed as the project progresses through design. The landowner was encouraged to remain in contact with Iowa DOT for updates as engineering design progresses.*
- A Van Horne resident submitted an email comment indicating that they were unable to attend the meeting but heard that access would be eliminated on the highway from 23rd Avenue. Their concern was with the loss of customers who would not be able to cross the road. *Iowa DOT noted that the decision was made to leave full access at 23rd Avenue including left and right hand turns.*
- A local landowner submitted an email comment indicating that they appreciated their field entrance being in line with their neighbor's driveway and hope to see that design maintained. They also indicated that they would like to request an easement. The landowner also indicated that they would hope that Iowa DOT would reconnect any field tile at the culvert under US 30. *Iowa DOT indicated that the property in question has been purchased by Iowa DOT and an access for the remaining property is planned. This future access may involve the State providing an easement but the specific location and other requirements for the access shall be determined at the time of acquisition. Iowa DOT also noted that they do intend to reconnect field tile as necessary to provide drainage for the area.*
- A local resident submitted an email comment with concern about eliminating access from 23rd Avenue. Their concern was that access to north and south travel would be eliminated forcing farm equipment to travel on the highway for several miles. The landowner also indicated their approval of the Highway 218 interchange design. *Iowa*

DOT noted that the decision was made to leave full access at 23rd Avenue including left and right hand turns; full access will also be maintained at 25th Avenue.

- A local resident submitted a letter to the DOT indicating they were very concerned about the impacts to properties on the south side of US 30. The landowner requested that Iowa DOT evaluate moving the expansion north of the cemetery, and leaving the cemetery in the median with an access entrance. The landowner also indicated that his neighbor was concerned with losing his front yard, which is a Century Farm. In addition, the landowner indicated that he has a home-based computer business, which relies on local traffic. The landowner indicated that he would prefer to maintain their location on Highway 30 but was open to moving the home and other buildings farther north or rebuilding. The landowner also submitted an email to the DOT indicating that on the maps he is shown as residential when he should be listed as a commercial property. He also reiterated that his business relies on traffic from Highway 30 and access needs to be maintained. *Iowa DOT indicated that the planned decrease in median width would help limit impacts to the landowner's property. It is possible that relocation would not be required, and that driveway access will shift slightly but the property should otherwise not be affected other than during construction.*

New Information

Since publication of the EA and the public hearing, there has been a design change and other new information that changes or updates information presented in the EA. These changes and clarifications are discussed below:

- Through the public comment process, an additional home-based business has been identified that is in the Study Area: Gatewood's Computer Services located at 1569 73rd Street. Also through the public comment process, a previously identified business located at the northeast corner of 21st Avenue and US 30 was found to be no longer operational.
- A public hearing attendee indicated that there was a former gas station near Prairie Creek south of US 30 that was abandoned in the 1930s or 1940s that may have some remnant underground storage tanks.
- The median width of US 30 will change from 82 feet to 64 feet. This 18 foot reduction would likely result in fewer relocations, and less farmland and wetland impacts, among other impacts noted in the EA.
- Section 7.2 of the EA addressed concurrence point coordination between FHWA, Iowa DOT, and selected resource agencies. Subsequent to publication of the EA, the agencies reviewed the selection of Alternative 3 as the Proposed Alternative; all agencies concurred with the alternative selected for this milestone (Concurrence Point 4 of Iowa DOT's NEPA/404 Merge process).
- The two bridge overlay projects noted in Section 5.5.1 are no longer programmed to be constructed.
- On October 10, 2012, Iowa DOT made a determination of No Adverse Effect for archaeological sites 13BE208 and 13BE214 with the understanding that both of these sites will be avoided. The Iowa State Historic Preservation Office (SHPO) concurred with that determination on October 23, 2012. The Federal Highway Administration

(FHWA) concurred that these sites do not qualify as Section 4(f) properties based on this determination and SHPO concurrence.

Basis for Finding of No Significant Impact

Several human and natural environmental resources were not present in the Study Area, and others required only a summary review to confirm that there would be no significant impacts. The following resources were evaluated in detail in the EA and were determined to incur no significant impacts as a result of the Project:

- Land use
- Economic
- Right-of-Way
- Relocation Potential
- Construction and Emergency Routes
- Transportation
- Historical Sites or Districts
- Archaeological Sites
- Cemeteries
- Wetlands
- Surface Waters and Water Quality
- Floodplains
- Threatened and Endangered Species
- Woodlands
- Farmlands
- Noise
- Contaminated and Regulated Materials Sites
- Utilities

This Finding of No Significant Impact (FONSI) documents compliance with the National Environmental Policy Act of 1969 (NEPA) and all other applicable environmental laws, Executive Orders, and related requirements.

Special Conditions for Location Approval

Several conditions, noted below, were identified for approval and will be implemented during the design process prior to construction. The Project would require a Clean Water Act (CWA) Section 401 water quality certification, CWA Section 404 permit for wetland and stream impacts, and a NPDES General Stormwater Discharge Permit for Construction Activities.

- Relocations will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Iowa Code 316, the “Relocation Assistance Law.”
- In accordance with 14 CFR 77, during final design, coordination with FAA will occur through the notification process to determine if the roadway improvements and interchanges will have any effects on flight operations of the Belle Plaine Municipal Airport.

- A NPDES General Storm Water Discharge Permit for Construction will be obtained from Iowa DNR.
- A Floodplain Development Permit will be acquired from Iowa DNR.
- As design advances, construction activities will be coordinated with public utilities to avoid potential conflicts and to minimize planned interruptions of service.
- Iowa DOT will avoid impacting the only NRHP-eligible archaeological site (13BE208) near the Project by minimizing the amount of land needed for reconstruction of US 218 near the proposed US 30/US 218 interchange.
- Access to Calvary Cemetery and Prairie Lutheran Cemetery will be modified, and retaining walls will be used to avoid affecting the cemeteries.
- Impacts to wetlands and other waters of the U.S. will require an individual CWA Section 404 Permit from the U.S. Army Corps of Engineers (USACE), with CWA Section 401 Certification from Iowa DNR. The joint application permit will also include an Iowa Sovereign Lands Construction Permit. The wetland and surface water impacts will be offset through the development of mitigation approved by USACE and Iowa DNR.
- It is likely that several potable groundwater wells will be impacted by construction. A certified well contractor will cap and seal the wells. To mitigate impacts on wells that supply water to properties that will not be acquired, Iowa DOT will replace the well or provide a connection to an existing waterline in the area.
- If impacted, the waste pit in the Prairie View Hog Farm, will be decommissioned and the animal waste will be properly disposed of in accordance with Iowa Administrative Code 567 Chapter 65. Waste pits will be pumped out by a licensed contractor.
- Any septic systems affected by ROW acquisition and construction will be properly decommissioned.
- Woodland mitigation will be performed per Iowa Code 314.23 which states “Woodland removed shall be replaced by plantings as close as possible to the initial site, or by acquisition of an equal amount of woodland in the general vicinity for public ownership and preservation, or by other mitigation deemed to be comparable to the woodland removed, including, but not limited to, the improvement, development, or preservation of woodland under public ownership.” Iowa DOT is considering various mitigation options to implement if the Project proceeds to construction, and will select and perform the mitigation.
- Regulated materials in houses and a former gas station building to be demolished will be disposed of properly. Storage tanks will be cleaned and recycled. All buildings to be demolished will be inspected for asbestos-containing materials (ACM). Bridges, other than those constructed entirely of Portland cement concrete or wood, will also be inspected for asbestos. In accordance with National Emission Standards for Hazardous Air Pollutants (NESHAP) and the Iowa Clean Air Act, Iowa DNR will be notified 10 working days before demolition begins. All building debris and waste

material will be recycled or disposed of in a licensed facility in accordance with applicable regulations.

- If any contamination above regulatory limits is encountered at any of the former leaking underground storage tanks, the contractor will stop work and notify Iowa DOT, who will coordinate with Iowa DNR. Proper handling and disposal of contaminated soil (including decontamination of equipment) encountered will be performed.

Environmental Assessment Errata

- Section 5.3.1 Wetlands, the first sentence under Proposed Action stated “Based on the preliminary impact area, the Proposed Alternative would impact 64 wetlands totaling 6.30 acres.” However, some of the impacted areas were double-counted, and the correct estimate of wetland impacts is 5.66 acres. This does not account for the proposed narrowing of the median which would likely decrease wetland impacts.
- Through the public comment process, an additional home-based business has been identified within the Study Area (Gatewood’s Computer Services located at 1569 73rd Street). The EA identifies the property as a potential relocation for a residence, but not as a business. Another business at the northeast corner of 21st Avenue and US 30 was found to no longer be operational and was identified in the EA as a potential business displacement. Figure 1 shows the revised status of the additional business identified, and Figure 2 shows the revised status of the business no longer in operation. Given that one more business could be relocated and one fewer business could be displaced, Table 5-1 of the draft should have shown “potential of two full business relocations.”

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Legend

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|---------------------------------------|-----------------------------------|----------------------|--------------------------------|
| ⊙ Fiber Optic Facility | × Potential Residence Relocation | ◆ Groundwater Well | ▨ 100-Year Floodplain |
| ⊕ Cemetery | × Potential Business Relocation | — Waters of the U.S. | ▭ Historic Property (06-00605) |
| ▲ Regulated Materials Site (FG 12-20) | × Potential Business Displacement | ▨ Wetland | ▭ Woodland |
| ■ Power Substation | ⊙ Noise Receiver (1) | | ▭ Preliminary Impact Area |



Environmental Constraints

US 30 Benton County Proposed Expansion
 Benton and Tama Counties, Iowa
 Environmental Assessment

DATE	September 2012
FIGURE	1

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Legend

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|---------------------------------------|-----------------------------------|----------------------|--------------------------------|
| ⊗ Fiber Optic Facility | × Potential Residence Relocation | ◆ Groundwater Well | ▨ 100-Year Floodplain |
| ⊕ Cemetery | × Potential Business Relocation | — Waters of the U.S. | ▭ Historic Property (06-00605) |
| ▲ Regulated Materials Site (FG 12-20) | × Potential Business Displacement | ▨ Wetland | ▭ Woodland |
| ■ Power Substation | ① Noise Receiver (1) | | ▭ Preliminary Impact Area |



Environmental Constraints

US 30 Benton County Proposed Expansion
Benton and Tama Counties, Iowa
Environmental Assessment

DATE

October 2012

FIGURE

2

APPENDIX A

AGENCY COMMENT CORRESPONDENCE

- Iowa DNR July 5, 2012 letter to Iowa DOT
- Iowa Department of Agriculture and Land Stewardship July 6, 2012 letter to Iowa DOT
- FAA July 10, 2012 letter to Iowa DOT
- Iowa DOT letter to State Historical Society of Iowa SHPO October 10, 2012, concurred by Iowa SHPO on October 23, 2012



STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

July 5, 2012

Mr. Jorge Zamora
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RECEIVED

JUL 09 2012

Office of Location & Environment

RE: US 30 Proposed Expansion Environmental Assessment & Section 4(f) *De Minimis* Impact Finding, Benton & Tama Counties
NHS-030-6(87)—19-06

Dear Mr. Zamora:

Thank you for the opportunity to comment on the Environmental Assessment & Section 4(f) *De Minimis* Impact Finding for the US 30 Proposed Expansion in Benton and Tama Counties. We provided comments on September 3, 2010 and have no additional concerns or comments to make at this time.

If you have any questions, please call me at (515) 281-6615.

Sincerely,

A handwritten signature in cursive script that reads "Christine M. Schwake".

Christine Schwake
Environmental Specialist



July 6, 2012

Mr. James Rost
Director, Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RECEIVED

JUL 10 2012

Office of Location & Environment

**RE: U.S Highway 30 Expansion Project, Tama and Benton Counties – Environmental Assessment
Project Number NHS-030-6(87)-19-06**

Dear Mr. Rost:

The Iowa Department of Agriculture and Land Stewardship - Division of Soil Conservation (IDALS – DSC) appreciates the opportunity to provide input regarding the highway expansion project along U.S. Highway 30 (Tama and Benton Counties) and respectively submits the following item for comment below.

IDALS-DSC greatest concern is controlling soil erosion. Erosion often occurs at significant levels during construction activities when large unvegetative areas are exposed and unprotected. Any soil erosion that does occur during construction shall be promptly mitigated with procedures outlined in the written erosion control plan to address this concern.

If you have any questions, we ask that you contact the Tama and Benton County Soil and Water Conservation District offices located in Toledo and Vinton respectively.

Larry Jones, District Conservationist, Tama County USDA Service Center
Natural Resources Conservation Service
102 Hwy 30 W, Toledo, IA 52342
(641) 484-2702

James Brown, District Conservationist, Benton County USDA Service Center
Natural Resources Conservation Service
1705 West D St, Vinton, IA 52349
(319) 472-2161

All personnel in the Soil and Water District offices are well informed and stand ready to assist and advise you with problems that can arise from an undertaking of the size and scope that you have outlined in your report.

Thank you for the opportunity to provide this information.

Sincerely,

A handwritten signature in black ink, appearing to read "James Gillespie". The signature is written in a cursive style.

James Gillespie, Director
IDALS/Division of Soil Conservation

Cc: Tama SWCD
Benton SWCD



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

July 10, 2012

Mr. James Rost
Director, Office of Location & Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Re: US 30 Proposed Expansion Environmental Assessment
Benton County, Iowa
NHS-030-6(87)-19-06

Dear Mr. Rost:

The Federal Aviation Administration (FAA) reviews other federal agency environmental documents from the perspective of the FAA's area of responsibility; that is, whether the proposal will have negative effects on aviation. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the Environmental Assessment dated June 11, 2012 and have no comments regarding environmental matters.

Airspace Considerations

The project may require formal notice and review for airspace review under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. To determine if you need to file with FAA, go to <http://oeaaa.faa.gov> and click on the "Notice Criteria Tool" found at the left-hand side of the page.

Multiple locations will need to be checked because of the length of the route. You should check portions of the route within 5 miles of a public-use or military airport. Airport locations can be found using the "Circle Search for Airports" tab on the left side of the previously mentioned webpage. Other web-based programs may also be useful to locate airports.

If you determine that filing with FAA is required, I recommend a 120-day notification to accommodate the review process and issue our determination letter. Proposals may be filed at <http://oeaaa.faa.gov>.

More information on this process may be found at:
<http://www.faa.gov/airports/central/engineering/part77/>

If you have questions, please contact me at glenn.helm@faa.gov or 816-329-2617.

Sincerely,

Glenn Helm, P.E.
Environmental Specialist

OCT 18 2012



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097
FAX 515-239-1726

October 10, 2012

Ref. No NHS-030-6(87)--19-06
Benton County
Primary Road

Doug Jones
Review and Compliance
Community Programs Bureau
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319

R&C# 990300073

Dear Doug:

**RE: Requested Additional Information for the Determination of Effect for
Historic Archaeological Sites 13BE208 and 13BE214
U.S. 30 / 218- Benton County: Avoidance / No Adverse Effect**

Enclosed for your information and concurrence is requested additional information for the determination of effect for two historic archaeological sites. These archaeological sites were identified during the cultural resources investigations for the U.S. 30 / 218 interchange project in Benton County.

The information provided is the current design plan 24th Avenue in Benton County and its location south of the U.S. 30 / 218 interchange project. Please note that historic archaeological site 13BE214 is located well south of the proposed project corridor. Site 13BE208 located adjacent to the southern corridor of the project proposed project. The site is located outside of the project corridor and will not be impacted by the proposed project. The site is separated from the Iowa DOT's right of way by ditching and a fence line.

As previously mentioned, Site 13BE208 represents the remains of a 19th Century farmstead, while Site 13BE214 represents the remains of a 19th / Early 20th Century farmstead. Both of these sites were recommended for avoidance or Phase II investigations, due to the possibility of intact historic archaeological deposits.

Based on the findings of this information, with the understanding that both sites *will be avoided*, the determination regarding these sites is **No Adverse Effect**. If you concur with this determination, please sign below and return this letter. If you have any questions, please do not hesitate to contact me at 515-239-1097 or matt.donovan@dot.iowa.gov.

Sincerely,

A handwritten signature in blue ink that reads "Matthew J.F. Donovan".

Matthew J.F. Donovan, RPA
Office of Location & Environment

MJFD:sm
Enclosure

cc: Scott Dockstader, District 1
Dee Ann Newel, NEPA / OLE
Mike Finn, Principal Investigator / Waspi Valley Archaeology

Concur:

A handwritten signature in blue ink that reads "Douglas W. Jones".

SHPO Archaeologist

A handwritten date in blue ink that reads "10/23/2012".

Date:

Comments: