

US HIGHWAY 61 CORRIDOR
From ½ MILE NORTH OF IOWA HIGHWAY 78 to NORTH OF 130th STREET
in
LOUISA COUNTY, IOWA
NHSX-061-3(61)--3H-58

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332(2)(c)

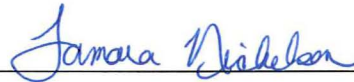
By The

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
And
IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF LOCATION AND ENVIRONMENT

The signatures are considered acceptance of the general project location and concepts described in the environmental document unless otherwise specified by the approving officials. However, such approval does not commit to approve any future grant requests to fund the preferred alternative.



For the Iowa Division Administrator
Federal Highway Administration



For the Office of Location and Environment
Iowa Department of Transportation



Date of Approval for Public Availability

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PREFACE

The Transportation Equity Act of the 21st Century (TEA-21) (23 CFR) mandated environmental streamlining in order to improve transportation project delivery without compromising environmental protection. In accordance with TEA-21, the environmental review process for this project has been documented as a Streamlined Environmental Assessment (EA). This document addresses only those resources or features that apply to the project. This allowed study and discussion of resources present in the study area, rather than expend effort on resources that were either not present or not impacted. Although not all resources are discussed in the EA, they were considered during the planning process and are documented in the Streamlined Resource Summary, shown in Appendix A.

Table P-1 shows the resources considered during the environmental review for this project. The first column with a check means the resource is present in the project area. The second column with a check means the impact to the resource warrants more discussion in this document. The other listed resources have been reviewed and are included in the Streamlined Resource Summary.

Table P-1: Resources Considered

SOCIOECONOMIC	NATURAL ENVIRONMENT
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> <input type="checkbox"/> Community Cohesion <input type="checkbox"/> <input type="checkbox"/> Churches and Schools <input type="checkbox"/> <input type="checkbox"/> Environmental Justice <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Economic <input type="checkbox"/> <input type="checkbox"/> Joint Development <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Parklands and Recreational Areas <input type="checkbox"/> <input type="checkbox"/> Bicycle and Pedestrian Facilities <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Right-of-Way <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Relocation Potential <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Construction and Emergency Routes <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Wetlands <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Surface Waters and Water Quality <input type="checkbox"/> <input type="checkbox"/> Wild and Scenic Rivers <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Floodplains <input checked="" type="checkbox"/> <input type="checkbox"/> Wildlife and Habitat <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Threatened and Endangered Species <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Woodlands <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Farmlands
CULTURAL	PHYSICAL
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Historical Sites or Districts <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Archaeological Sites <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Cemeteries	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Noise <input type="checkbox"/> <input type="checkbox"/> Air Quality <input type="checkbox"/> <input type="checkbox"/> Mobile Source Air Toxics (MSATs) <input type="checkbox"/> <input type="checkbox"/> Energy <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Contaminated and Regulated Materials Sites <input type="checkbox"/> <input type="checkbox"/> Visual <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Utilities
<input type="checkbox"/> CONTROVERSY POTENTIAL Click here to enter text.	
<input checked="" type="checkbox"/> Section 4(f): Park or Recreation Areas Highway 61 Access, Iowa River Water Trail, Indian Slough Wildlife Area, and Millrace Flats Wildlife Management Area	

TABLE OF CONTENTS

1. Description of the Proposed Action	1-1
Proposed Action.....	1-1
Study Area.....	1-1
2. Project History	2-1
3. Purpose and Need for Action	3-1
Purpose of the Proposed Action.....	3-1
Need for the Proposed Action.....	3-1
Legislative/Economic Development	3-1
System Continuity	3-2
4. Alternatives	4-1
No Build Alternative.....	4-1
Alternatives Considered but Dismissed.....	4-1
Alternatives Previously Dismissed.....	4-1
Through Town Alternative	4-2
Far Western Bypass.....	4-2
Proposed Alternative.....	4-3
Western Bypass	4-3
5. Environmental Analysis	5-1
5.1. Socioeconomic Impacts	5-1
Land Use.....	5-1
Economic.....	5-2
Parklands and Recreational Areas.....	5-3
Right-of-Way.....	5-5
Relocation Potential	5-5
Construction and Emergency Routes	5-6
Transportation	5-7
5.2. Cultural Impacts	5-7
Historical Sites or Districts.....	5-8

Archaeological Sites.....	5-9
Cemeteries.....	5-12
5.3. Natural Environment Impacts	5-13
Wetlands.....	5-13
Surface Waters and Water Quality.....	5-14
Floodplains.....	5-16
Threatened and Endangered Species.....	5-16
Woodlands.....	5-17
Farmlands.....	5-18
5.4. Physical Impacts	5-19
Noise.....	5-19
Contaminated and Regulated Materials Sites.....	5-22
Utilities.....	5-23
5.5. Cumulative	5-24
Past Actions.....	5-25
Present Actions.....	5-25
Future Actions.....	5-25
Summary of Cumulative Actions.....	5-25
5.6. Streamlined Resource Summary	5-27
6. Disposition	6-1
Federal Agencies.....	6-1
State Agencies.....	6-1
Local/Regional Units Of Government.....	6-1
Locations Where This Document Is Available For Public Review.....	6-2
Potential Permits Required For This Project.....	6-2
7. Comments and Coordination.....	7-1
Agency and Tribal Coordination.....	7-1
NEPA/404 Merge Coordination.....	7-4
Public Involvement.....	7-5

LIST OF FIGURES

Project Location	Figure 1-1
Alternatives Previously Dismissed	Figure 4-1
Thru-Town Alternative	Figure 4-2
Far Western Bypass	Figure 4-3
Western Bypass.....	Figure 4-4
Environmental Constraints.....	Figure 5-1
Noise Receptors	Figure 5-2

LIST OF TABLES

Architectural Sites in Study Area	Table 5-1
Archaeological Sites in Study Area	Table 5-2
No Adverse Effect Conditions	Table 5-3
Potential Impacts to Wetlands	Table 5-4
Noise Receptors and Estimated Noise Levels	Table 5-5
Utilities in Study Area	Table 5-6
Potential Cumulative Impacts	Table 5-7
Summary of Impacts	Table 5-8
Agency Coordination	Table 7-1
Tribal Coordination.....	Table 7-2

APPENDICES

A. Streamlined Resource Summary	
B. Agency and Tribal Coordination	
C. Farmland Protection Form	

SECTION 1

DESCRIPTION OF PROPOSED ACTION

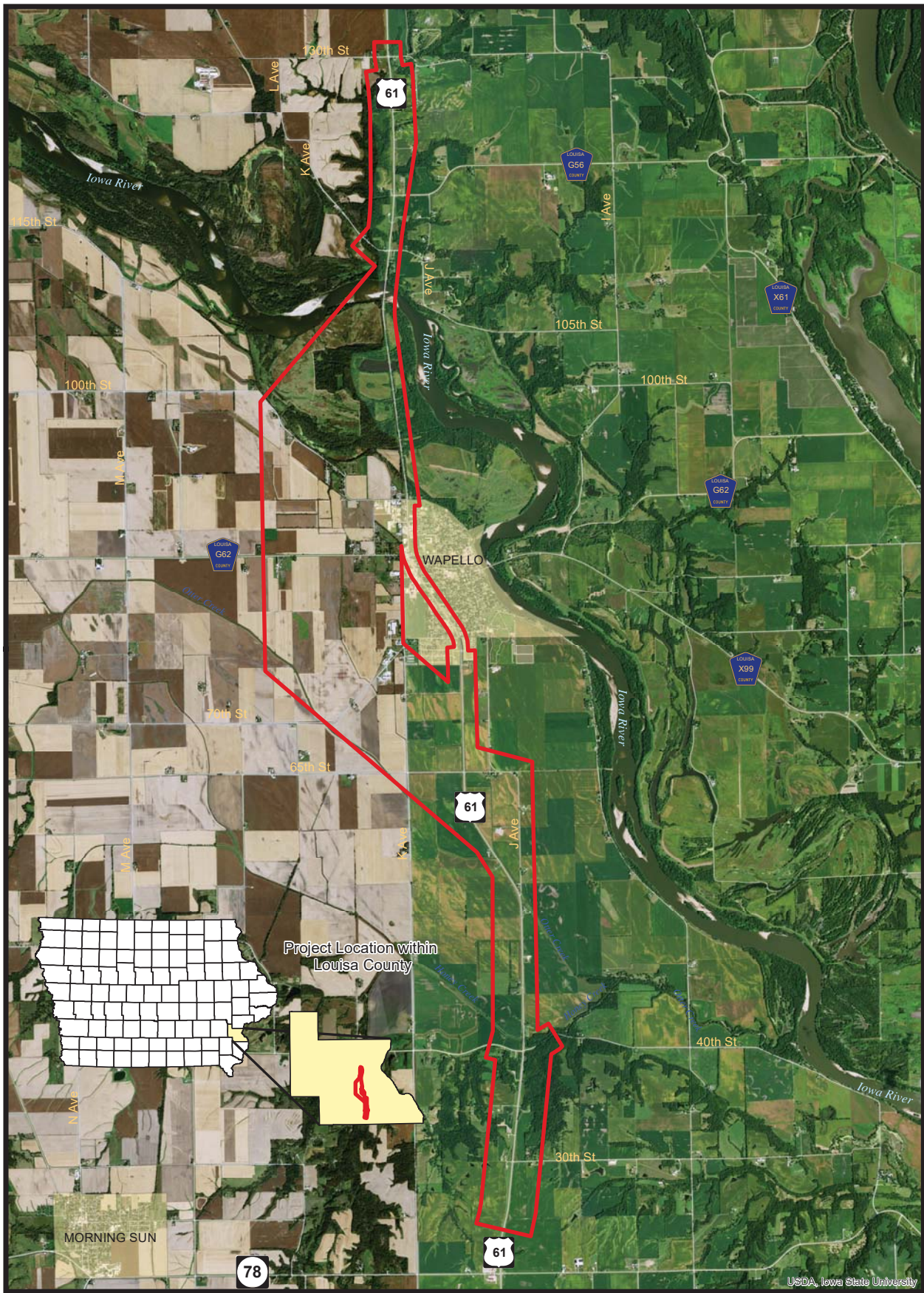
This Environmental Assessment (EA) has been prepared in compliance with the requirements of the National Environmental Policy Act of 1969 (NEPA). This EA informs the public and interested agencies of the proposed action and alternatives in order to gather feedback on the improvements under consideration.

Proposed Action

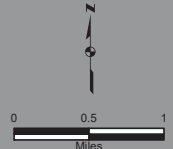
The Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA) are evaluating potential alternatives to improve the U.S. 61 corridor from ½ mile north of Iowa 78 to just north of 130th Street, near the City of Wapello, in Louisa County, Iowa. Improvements will include an interchange at County Road G-62 west of Wapello along with improvements to the side-road network for access control along the corridor.

Study Area

The primary area of investigation for the Project is generally a corridor along U.S. 61 beginning just north of Iowa 78, proceeds north through the City of Wapello and over the Iowa River, and ends just north of 130th Street. The study corridor also includes area to the west of the City of Wapello for potential bypass alternatives and the development of interchange alternatives at County Road G-62. For the purposes of this discussion, this area will be referred to as the Study Area. The Study Area boundaries were established to allow the development of a wide range of alternatives that could address the purpose of and need for the project. The Study Area is larger than the area proposed for construction activities for the Project. However, some impacts may extend beyond the Study Area; where this occurs will be noted and addressed in the Environmental Analysis Section (Section 5). Figure 1-1 outlines the Study Area of the proposed action.



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- Study Area
- Corporate Limits

PROJECT LOCATION

Figure 1-1
 NHSX-61-3(61)--3H-58
 US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
 Louisa County, Iowa

SECTION 2

PROJECT HISTORY

Pre-location studies were conducted for the U. S. 61 Corridor from the Iowa/Missouri State line north to the Muscatine County line in 1987 and 1989. The purpose of these studies was to identify deficiencies, consider needs, and explore potential improvements to the U.S. 61 Highway Corridor. The studies indicated the primary purpose for improvements is to improve roadway continuity between existing two-lane and four-lane divided sections.

In 1988, the Iowa DOT's Transportation Commission identified U.S. 61 as part of the State's Commercial and Industrial Network (CIN) and approved the development of U.S. 61 as a four-lane highway. As part of the CIN, other segments of U.S. 61 in the State of Iowa have been developed as four-lane expressway or freeway facilities with posted speed limits of 65 mph in rural areas. Approximately 35 miles of U.S. 61 is constructed as a two-lane highway in Louisa County and adjacent Des Moines County, Iowa, with a posted speed limit of 55 mph in rural areas.

The Iowa DOT initiated location and environmental studies in 2000 for roadway improvements along U.S. 61 from Iowa 78 north to the Muscatine/Louisa county line. However, the project was put on hold prior to any information being presented for public review. The intent of these studies was to evaluate impacts associated with upgrading the two-lane highway to a four-lane rural type facility with a potential bypass of Wapello.

The Highway 61 Coalition, a group of local government, business, and industry leaders with representatives of the communities along the U.S. 61 Corridor from Keokuk to Dubuque, formed in 2004 to promote U.S. 61 improvements to maintain four-lane travel continuity between U.S. 61 communities. The Highway 61 Coalition's goal is to improve the mobility of regional traffic along U.S. 61 and to enhance trade and economic development opportunities, consistent with the CIN.

SECTION 3

PURPOSE AND NEED FOR ACTION

This section describes the purpose of and need for the proposed action based on the transportation system constraints that currently exist in the Study Area. This section details the transition that U.S. 61 is experiencing in Louisa and Des Moines Counties, and explains the importance of this highway as a principal arterial in the area.

Purpose of the Proposed Action

The purpose of the proposed action is to upgrade and modernize the existing two-lane section of U.S. 61, from 1/2 mile north of Iowa 78 to just north of 130th Street in Louisa County, to provide a contiguous and more efficient element of Iowa's Commercial and Industrial Network (CIN).

Need for the Proposed Action

The need for the proposed action is based on a combination of factors, as follows:

- Legislation / Economic Development
- System Continuity

Legislation / Economic Development

In 1988, the Iowa Legislature directed the Transportation Commission to “identify within the primary road system a network of commercial and industrial highways.” The legislation states the purpose for developing the Commercial and Industrial Network (CIN) is “to enhance opportunities for the development and diversification of the state’s economy.” It further states, “The purpose of this highway network shall be to improve the flow of commerce; to make travel more convenient, safe, and efficient; and to better connect Iowa with regional, national, and international markets.”

U.S. 61 is included as part of the CIN and has been approved by the Iowa DOT Transportation Commission for development as a four-lane highway. Associated with this, one of the Highway 61 Coalition’s goals is to promote new U.S. 61 infrastructure to attract economic growth. This is the primary north-south transportation corridor along the Mississippi River connecting major

population and employment centers in the eastern part of Iowa. Lack of four-lane connectivity along U.S. 61 hinders efficient travel and transport opportunities throughout the region, making this area less attractive for future growth potential.

Decreased travel time and improved accessibility along U.S. 61 is needed to deliver employees, commuters, tourists, and commercial vehicle operators between places of employment and trade. Businesses and agricultural interests depend on an efficient highway system with connections to rail and barge facilities at the Mississippi River's intermodal terminals to meet their shipping needs. The existing U.S. 61 two-lane facility in this study area is inconsistent with the core mission of the CIN to support Iowa's economic vitality by providing free-flowing, uninterrupted traffic operations. The existing facility is also not compatible with the economic goals of the Highway 61 Coalition which assert that a four-lane highway corridor will be more reliable and decrease transportation related costs through fewer stops, higher speeds, and long-distance route continuity, thereby attracting business and industrial development to this region.

System Continuity

There is a need to improve system continuity on U.S. 61 between the four-lane divided sections and the existing two-lane section in the project study area. U.S. 61 enters Iowa near Keokuk and travels north for 196 miles where it crosses the Mississippi River into Wisconsin. Of the 196 miles, only 39 miles exist as a two-lane highway, 11 miles of which are in the study area. Contiguous to this project, planning studies and design plans are underway to improve the 18 miles of two-lane roadway south to the City of Burlington and the 6 miles of two-lane roadway north to the Muscatine/Louisa county line, leaving only 4 miles of two-lane U.S. 61 from Keokuk to the Missouri border.

The adjoining project to the south is currently undergoing a corridor study and environmental analysis proposing alternatives of a four-lane divided highway with an interchange at Iowa 78 and a potential bypass/interchange at the Town of Mediapolis. The adjoining project to the north has completed the corridor study and environmental process with a signed Finding of No Significant Impacts (FONSI) dated July 19, 2012. This included a preferred alternative of a four-lane divided highway with an interchange at 170th Street and a bypass/interchange at the Town of Grandview. The existing two-lane section of U.S. 61 in this study area is not consistent with the direction of the adjacent corridors which are transitioning from two-lane facilities to four-lane divided highways with higher priority access control.

SECTION 4 ALTERNATIVES

This section discusses the alternatives investigated to address the purpose of and need for the proposed action. A range of alternatives were developed and then a screening process was used for narrowing the range of alternatives. This section will discuss the No Build Alternative, the alternatives considered but dismissed, and the Proposed Alternative.

No Build Alternative

Under the No Build Alternative, the new four-lane divided roadway along U.S. 61 and west of the City of Wapello would not be constructed nor the proposed interchange at the relocated U.S. 61 and County Road G-62. The road networks would continue to be used in their existing configurations. All of the at-grade intersections in the project corridor would remain in place. This alternative would not meet the needs for continued economic development along the highway corridor and it would not improve system continuity for more efficient traffic flow. Although it does not meet the purpose and need, the No-Build Alternative was carried forward for detailed study because it provides a baseline for comparing the potential impacts of other alternatives and consideration of a no action alternative is required by the Council on Environmental Quality regulations for implementing NEPA (40 CFR 1500-1508).

Alternatives Considered but Dismissed

There were several different types of alternatives considered for development along this highway corridor that were examined through the course of this analysis and also previous studies. These alternatives included:

- 2 alternatives crossing on the east side of the Iowa River
- 3 alternatives traversing through the City of Wapello
- 3 alternatives traversing to the west of the City of Wapello
- 2 alternatives adding new lanes to either the east or west side of existing U.S. 61

Based on the potential for significant environmental impacts, the 2 alternatives crossing on the east side of the Iowa River and 1 alternative located to the west of the City of Wapello were dismissed from consideration early on in the planning process (Figure 4-1).

Alternatives Previously Dismissed

As stated, the two alternatives on the east side of the Iowa River were dismissed from consideration early in the planning process due to the potential for significant environmental impacts. Both of these alternatives shared a similar alignment south and north of Wapello. Directly east of Wapello and the Iowa River, they diverged to present a couple of options for a

proposed interchange with the relocated U.S. 61 and County Road X-99. However, both alternatives would have placed the proposed interchange specifically in a wetland/floodplain area of the Iowa River.

Other reasons for dismissing these two alternatives were concerns by local officials that a relocated expressway on the east side of the Iowa River and town would pull traffic away from the City of Wapello and result in less economic activity for the city. These alignments would also not utilize the existing bridges on U.S. 61 north of town which are all currently rated in excellent condition. Finally, the entire four-lane highway improvement east of the City of Wapello would impact hundreds more acres of natural resources due to the roadway being on all new alignment.

The one alternative to the west of the City of Wapello that was dismissed from consideration early in the planning process was located farther west than the other two alternatives addressed in this study. This alternative would have had greater impacts to wetlands and the floodplain area of the Iowa River. Also, similarly with the alternatives to the east of the Iowa River, this alternative would not have utilized all the existing bridges on U.S. 61 which are rated in excellent condition.

Through Town Alternative

Two new lanes would be constructed along the west side of existing U.S. 61 south of 35th Street to just ¼ mile south of Locust Street in the City of Wapello (Figure 4-2). Then, it transitions to a five-lane urban design with two lanes in each direction and a two-way left turn lane through town. It then transitions back to a divided four-lane rural design at Cemetery Road with the two new lanes constructed on the west side of existing U.S. 61 to the end of the project at 130th Street.

While it would meet the purpose for this project of modernizing existing U.S. 61 to provide a safer element of Iowa's Commercial and Industrial Network (CIN), the need to improve the system continuity and efficiency would not be accomplished by routing increased traffic in the corridor with lower speeds required in town and increased conflicts with at-grade local traffic. Additionally, many residents and city officials related their wishes to avoid negative impacts to so many properties (137 properties including 39 commercial and 36 residential) that the through town alternative would have due to the highway widening. Therefore, it was not carried forward.

Far Western Bypass

Two new lanes would be constructed along the west side of existing U.S. 61 south of 35th Street to just south of 65th Street where it proceeds on new four-lane divided rural design alignment diagonally west of the City of Wapello (Figure 4-3). It turns directly north approximately ½ mile past 70th Street and a new tight diamond interchange is proposed approximately ¾ mile west of the City of Wapello at County Road G-62. It continues north easterly across Cemetery

Road and reconnects with existing U.S. 61 approximately $\frac{3}{4}$ mile north of Cemetery Road. Two new lanes would be constructed along the west side of U.S. 61 to the end of the project at 130th Street.

While this alternative would meet the purpose and need for this project, it was dismissed from consideration during the planning process. Feedback from local officials and city residents favored a bypass improvement and interchange location closer to town while still allowing for future growth of the western city limits of Wapello. Although this far-western alignment was proposed to minimize the impacts to many of the homes in the area, farmland owners in the vicinity of the proposed interchange favored the taking of these houses. It was stated that the houses could be replaced, but the land that would be taken out of production forever could not.

Proposed Alternative

After reviewing the reasonable alternatives under consideration, the Iowa DOT has identified the Western Bypass with the additional lanes on the west side of U.S. 61 as the Proposed Alternative. This alternative is considered preferred because it best meets the project purpose and need while minimizing overall impacts. This alternative consists of constructing a new four-lane rural highway segment to the west of the City of Wapello and a new interchange at the relocated U.S. 61 and County Road G-62 (Figure 4-4). The Iowa DOT will develop a final preferred construction scenario during the design process.

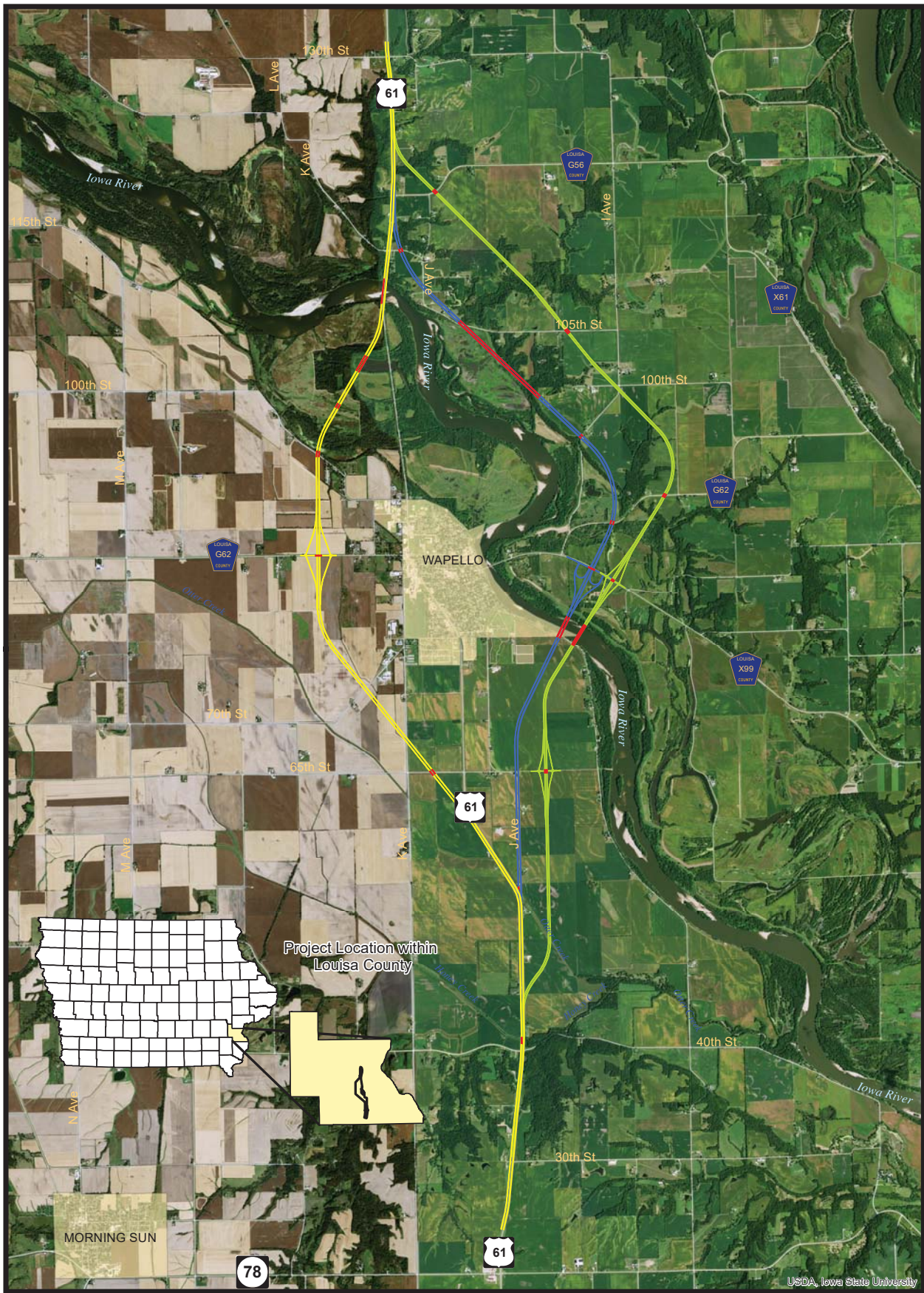
Western Bypass

Two new lanes would be constructed along the west side of existing U.S. 61 south of 35th Street to just south of 65th Street where it proceeds on new four-lane divided rural design alignment diagonally west of the City of Wapello. It turns directly north at 70th Street and a new tight diamond interchange is proposed approximately $\frac{1}{2}$ mile west of the City of Wapello at County Road G-62. It continues north easterly across Cemetery Road and reconnects with existing U.S. 61 approximately 1 mile north of Cemetery Road. Two new lanes would be constructed along the west side of U.S. 61 to the end of the project at 130th Street.

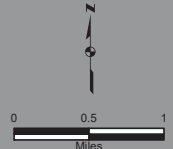
A major consideration in the layout of these alternatives is the rich environment for eligible and potentially eligible archaeological sites in the corridor, primarily to the north and south of the City of Wapello. With this in mind, the addition of new highway lanes was purposely chosen to the west of existing U.S. 61 to reduce impacts to known archaeological sites. Also, there is an existing Section 4(f) resource (public boat ramp) north of Wapello and east of U.S. 61 that the Iowa DOT wishes to avoid.

Additionally, great effort was made to reduce overall impacts to resources and properties by keeping the proposed new lanes as close to and parallel with the existing alignment where possible and implementing a smaller 64-foot wide median.

Final selection of the preferred alternative, including a construction scenario, will not occur until FHWA and Iowa DOT evaluate all comments received as a result of their review of this document and the public hearing on the U.S. 61 Improvement Study. Following public and agency review of this EA, FHWA and Iowa DOT will determine if an EIS is required. If one is not required, the selected alternative will be identified in the Finding of No Significant Impact (FONSI) document. If an EIS is required, then a preferred alternative would be selected through that process.

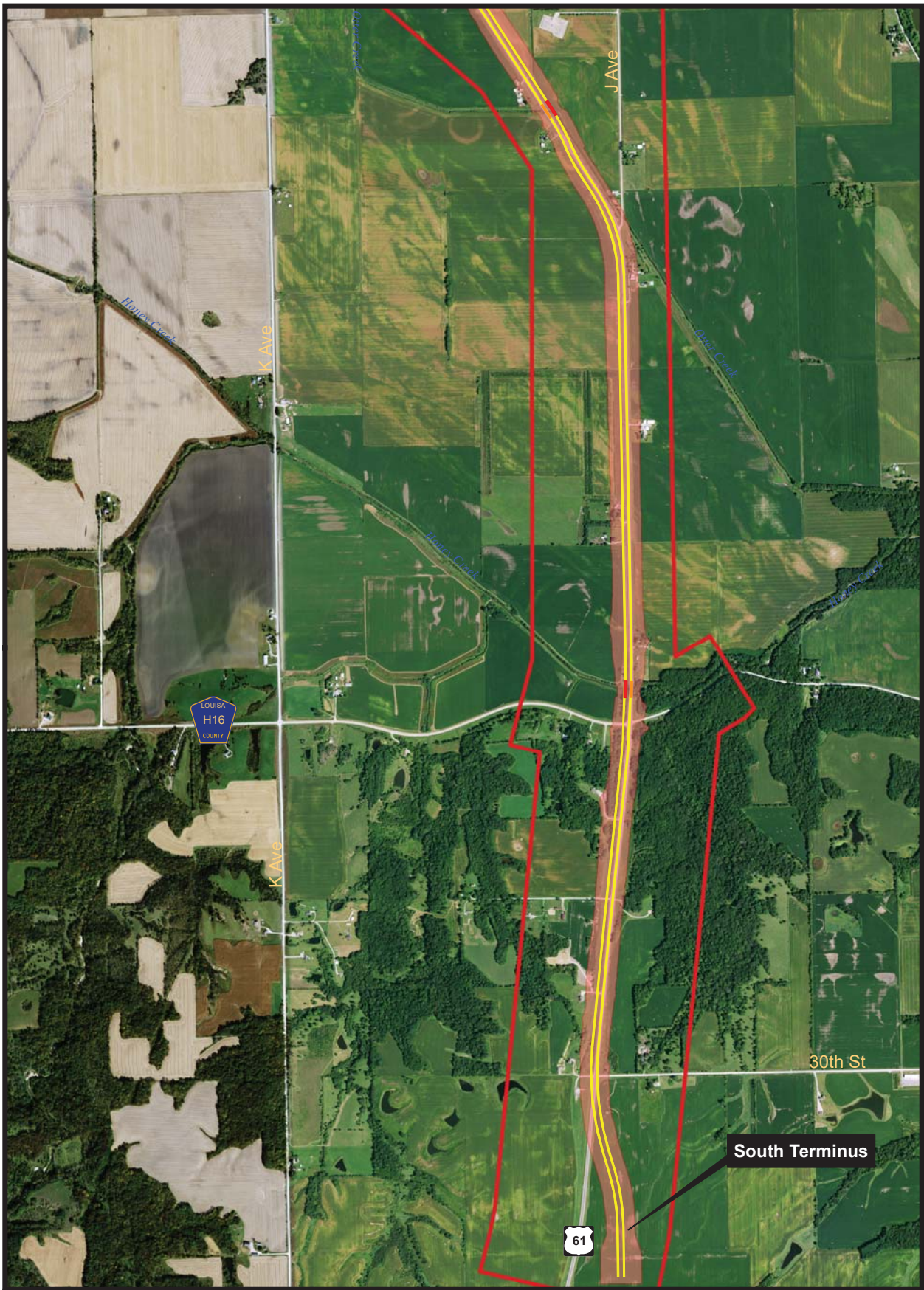



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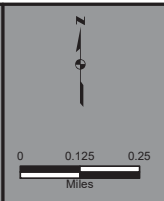


- Corporate Limits
- East Alternative
- Far West Alternative
- Far East Alternative
- Proposed Bridges

Alternatives Previously Dismissed
Figure 4-1
NHSX-61-3(61)--3H-58
 US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
 Louisa County, Iowa

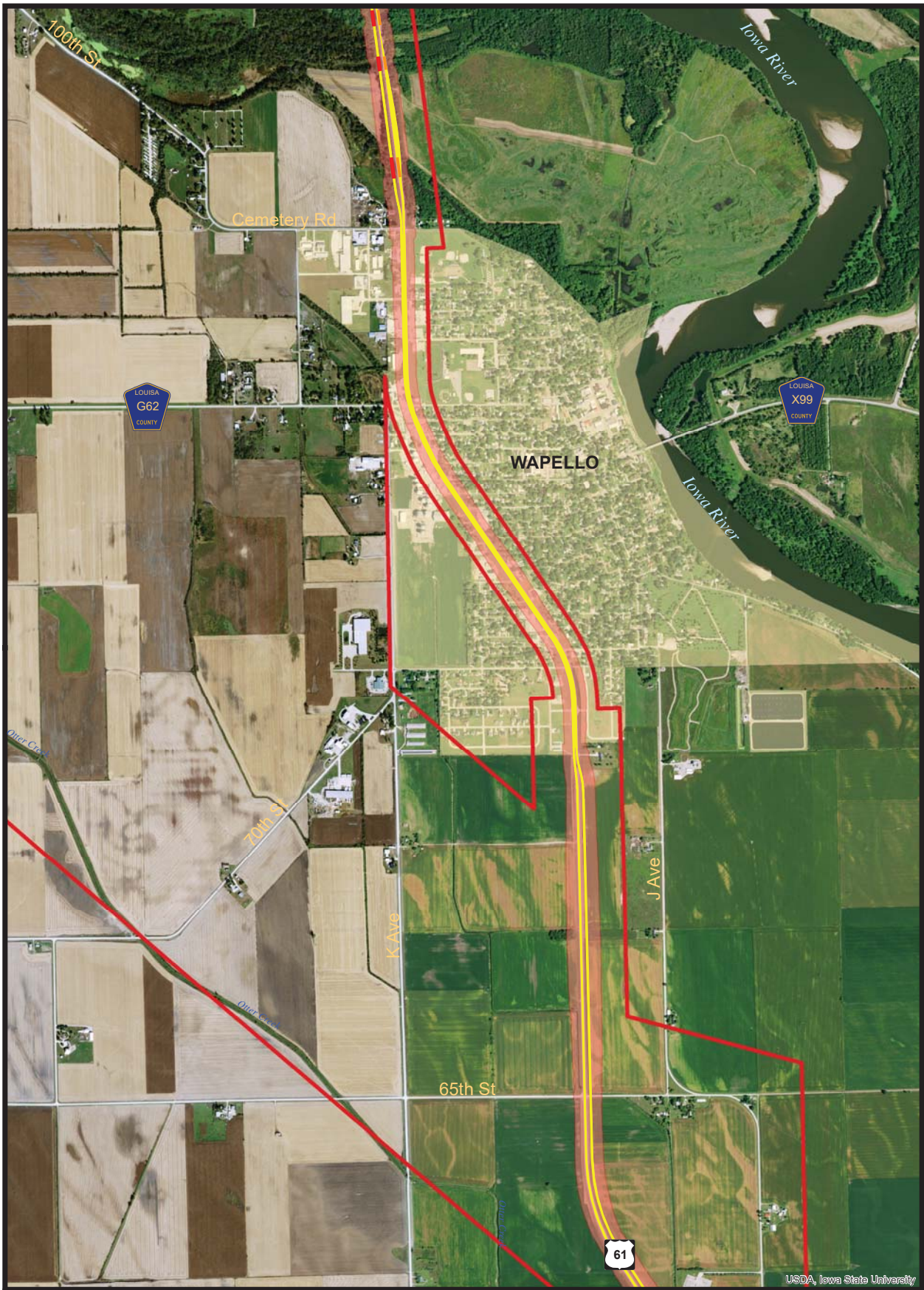



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- Proposed Pavement
- Proposed Bridge
- Existing Bridge
- Impact Area
- Study Area
- Corporate Limits

**THROUGH-TOWN
 ALTERNATIVE**
 Figure 4-2
 Page 1 of 3
 NHSX-61-3(61)--3H-58
 US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
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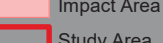

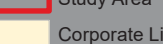




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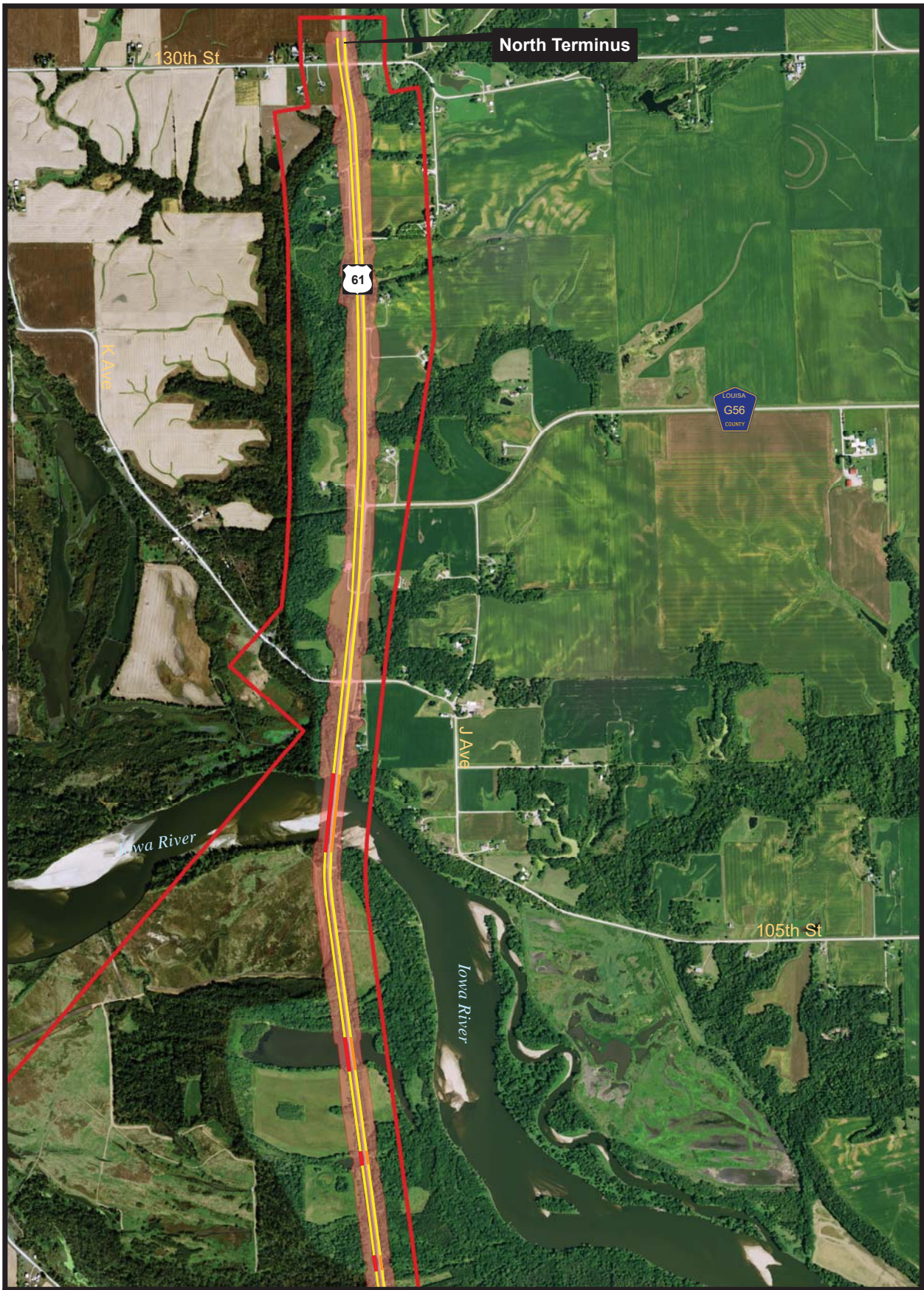
IOWADOT
IMPROVING IOWA'S TRANSPORTATION SYSTEMS


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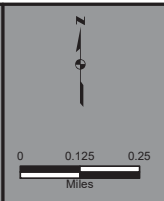








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|---|---|
|  Proposed Pavement |  Impact Area |
|  Proposed Bridge |  Study Area |
|  Existing Bridge |  Corporate Limits |

**THROUGH-TOWN
 ALTERNATIVE**
 Figure 4-2
 Page 2 of 3
 NHSX-61-3(61)--3H-58
 US 61 Improvements
 1/2 mile N of IA 78 to just N of 130th St
 Louisa County, Iowa

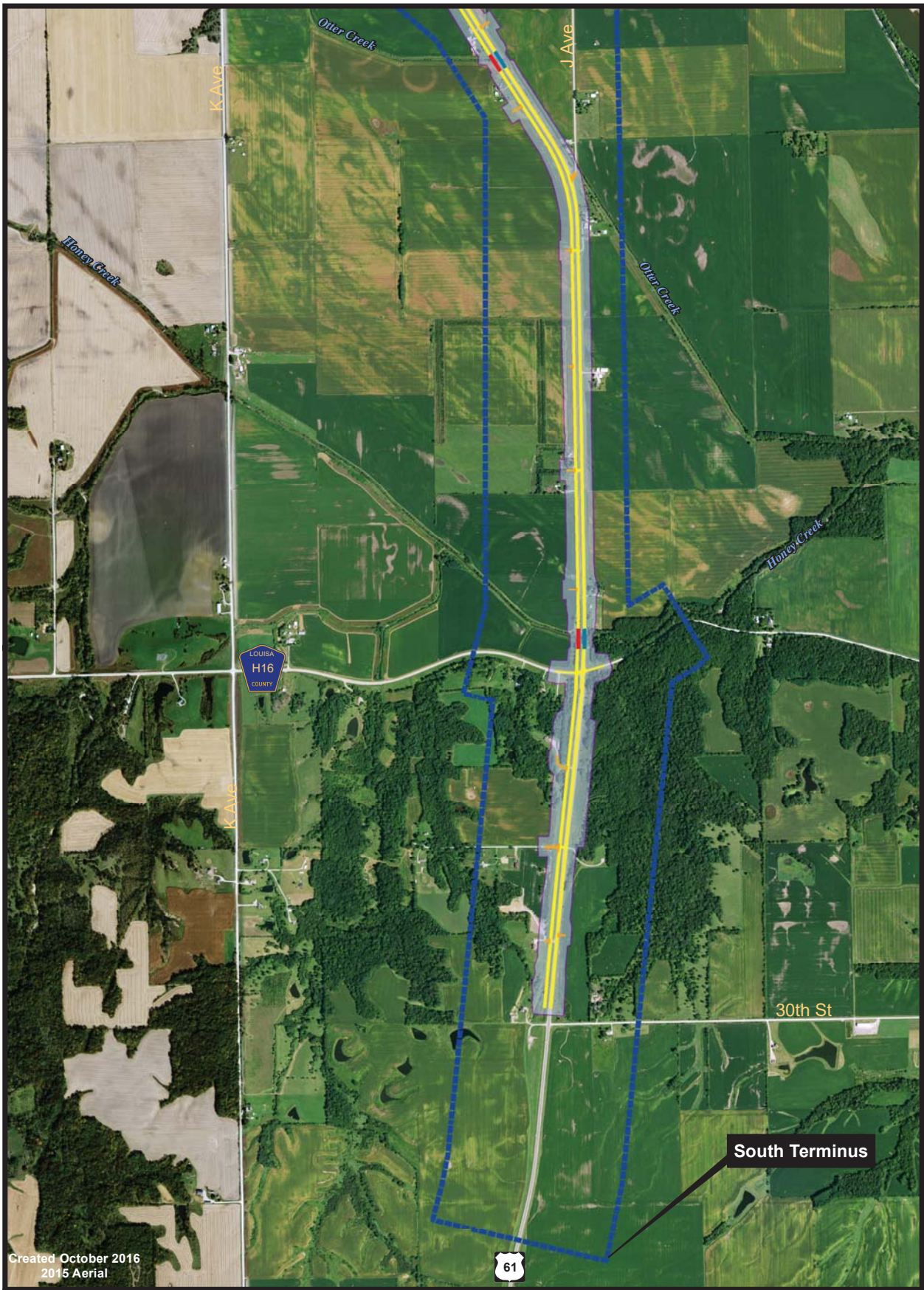



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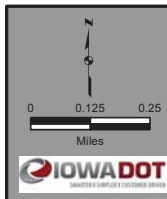


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|---|-------------------|---|------------------|
|  | Proposed Pavement |  | Impact Area |
|  | Proposed Bridge |  | Study Area |
|  | Existing Bridge |  | Corporate Limits |

**THROUGH-TOWN
 ALTERNATIVE**
 Figure 4-2
 Page 3 of 3
 NHSX-61-3(61)--3H-58
 US 61 Improvements
 1/2 mile N of IA 78 to just N of 130th St
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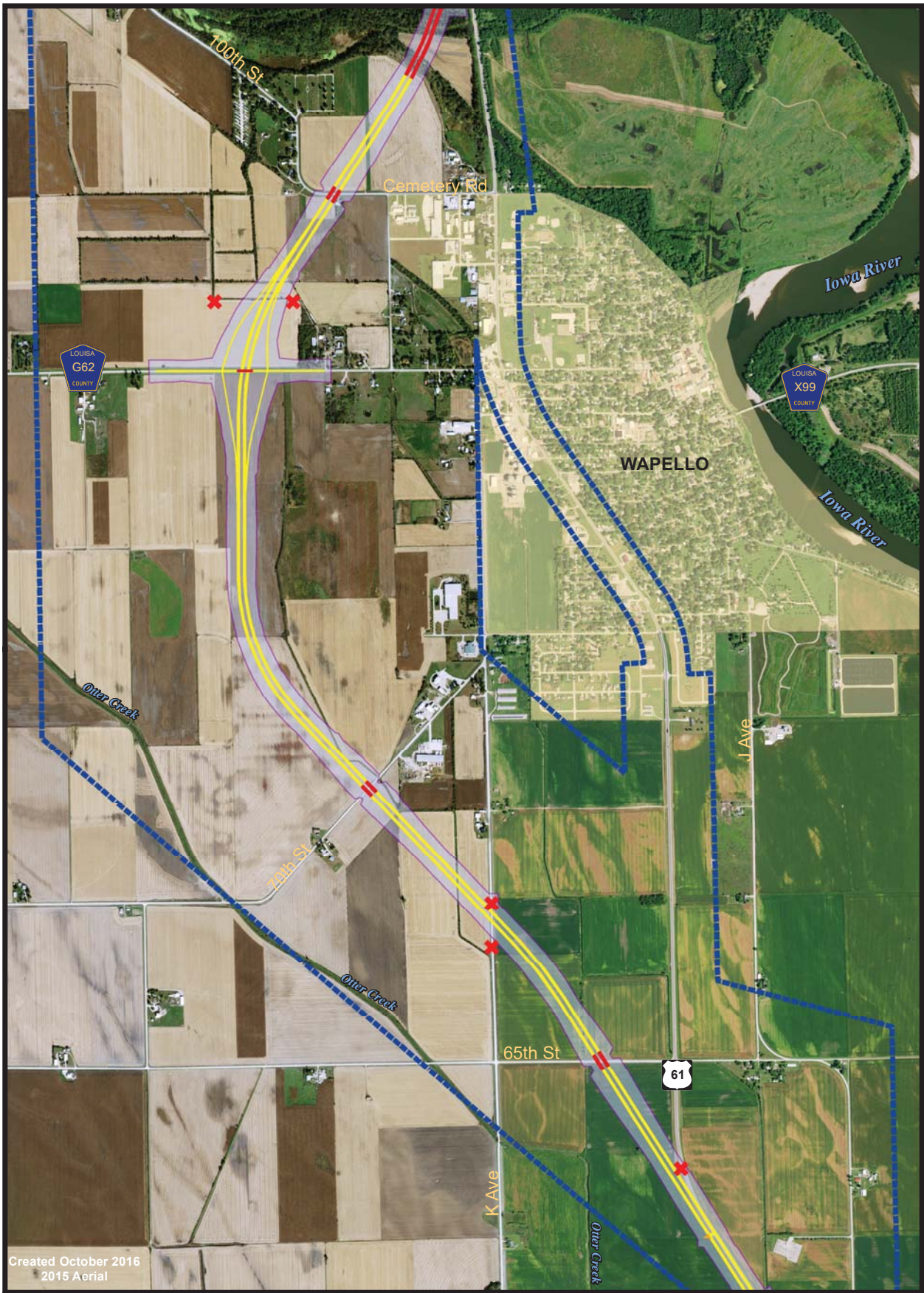


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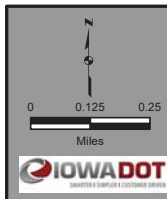


- Proposed Pavement
- Proposed Granular
- Proposed Bridge
- Existing Bridge
- Closures
- Impact Area
- Study Area
- Corporate Limits

FAR WESTERN BYPASS
Figure 4-3
Page 1 of 3
NHSX-61-3(61)-3H-58
US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
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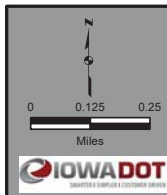
Map Area Shown in Red

- Proposed Pavement
- Proposed Granular
- Proposed Bridge
- Existing Bridge
- Closures
- Impact Area
- Study Area
- Corporate Limits

FAR WESTERN BYPASS
Figure 4-3
Page 2 of 3
NHSX-61-3(61)-3H-58
US 61 Improvements
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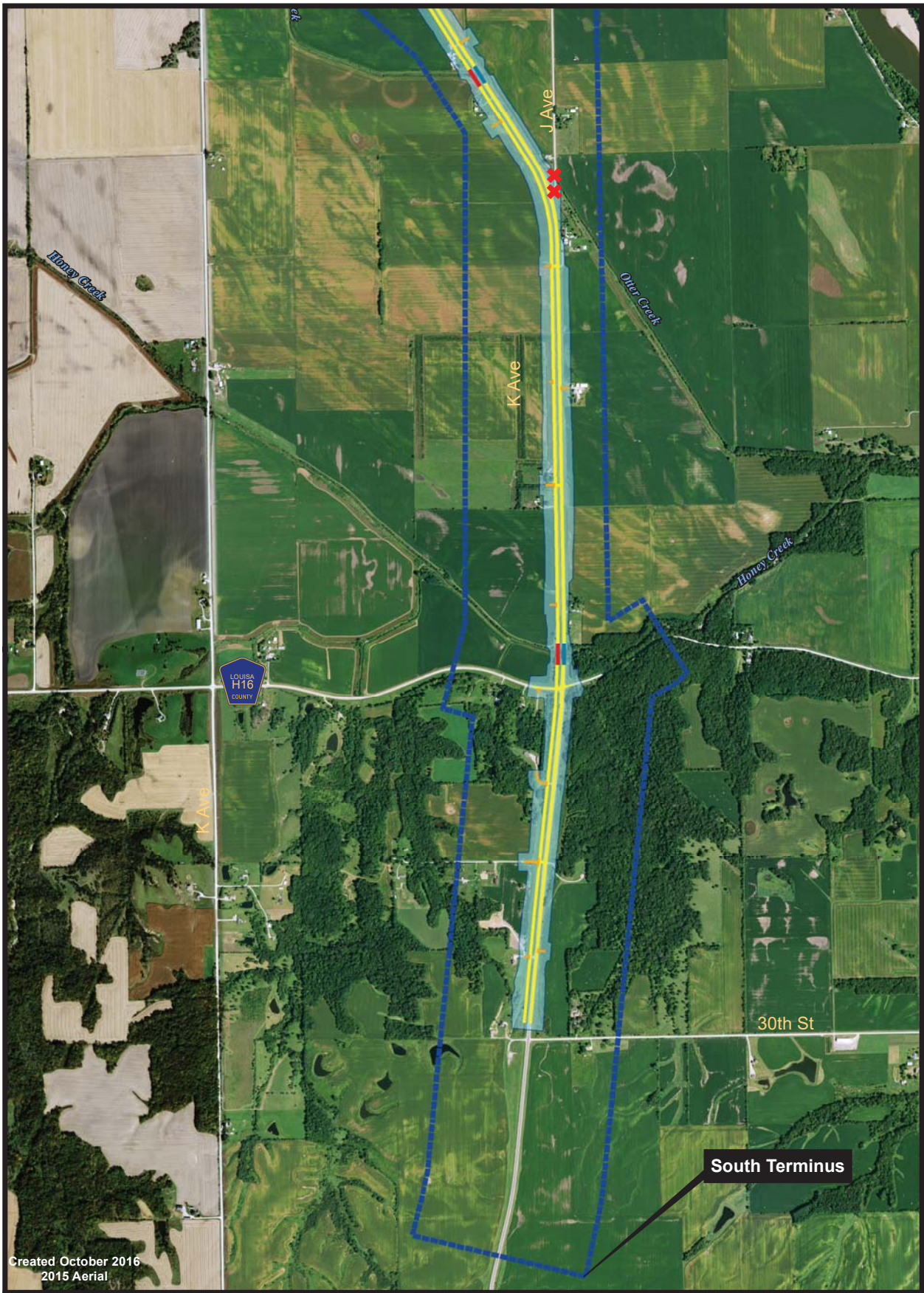


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2015 Aerial

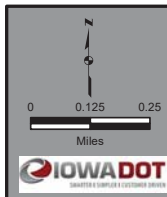


- Proposed Pavement
- Proposed Granular
- Proposed Bridge
- Existing Bridge
- Closures
- Impact Area
- Study Area
- Corporate Limits

FAR WESTERN BYPASS
Figure 4-3
Page 3 of 3
NHSX-61-3(61)-3H-58
US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
 Louisa County, Iowa

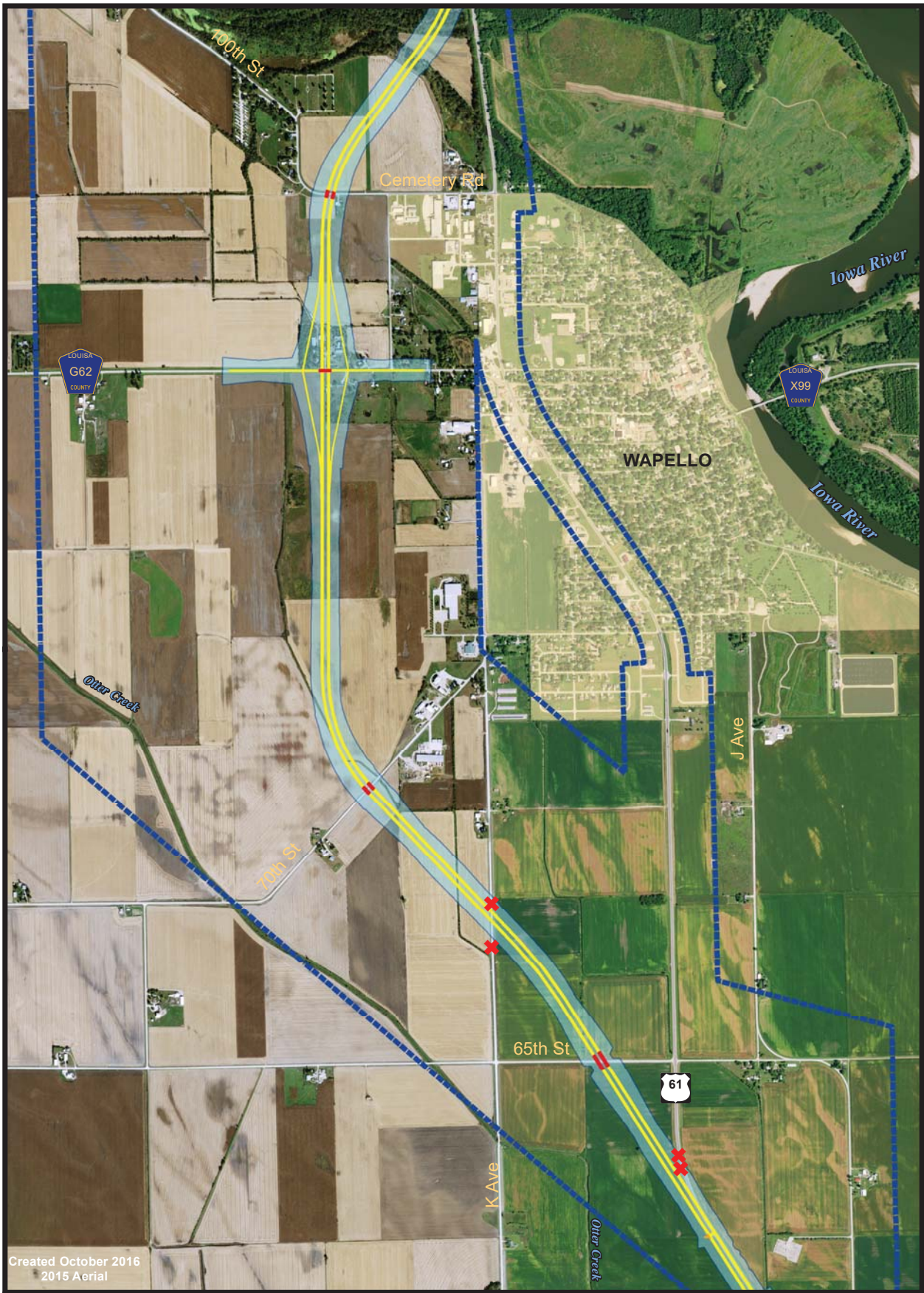


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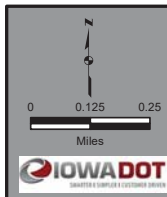


- Proposed Pavement
- Proposed Granular
- Proposed Bridge
- Existing Bridge
- Impact Area
- Study Area
- Corporate Limits
- Closure

Western Bypass
 Figure 4-4
 Page 1 of 3
 NHSX-61-3(61)-3H-58
 US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
 Louisa County, Iowa



Created October 2016
2015 Aerial



Map Area Shown in Red

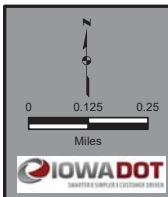
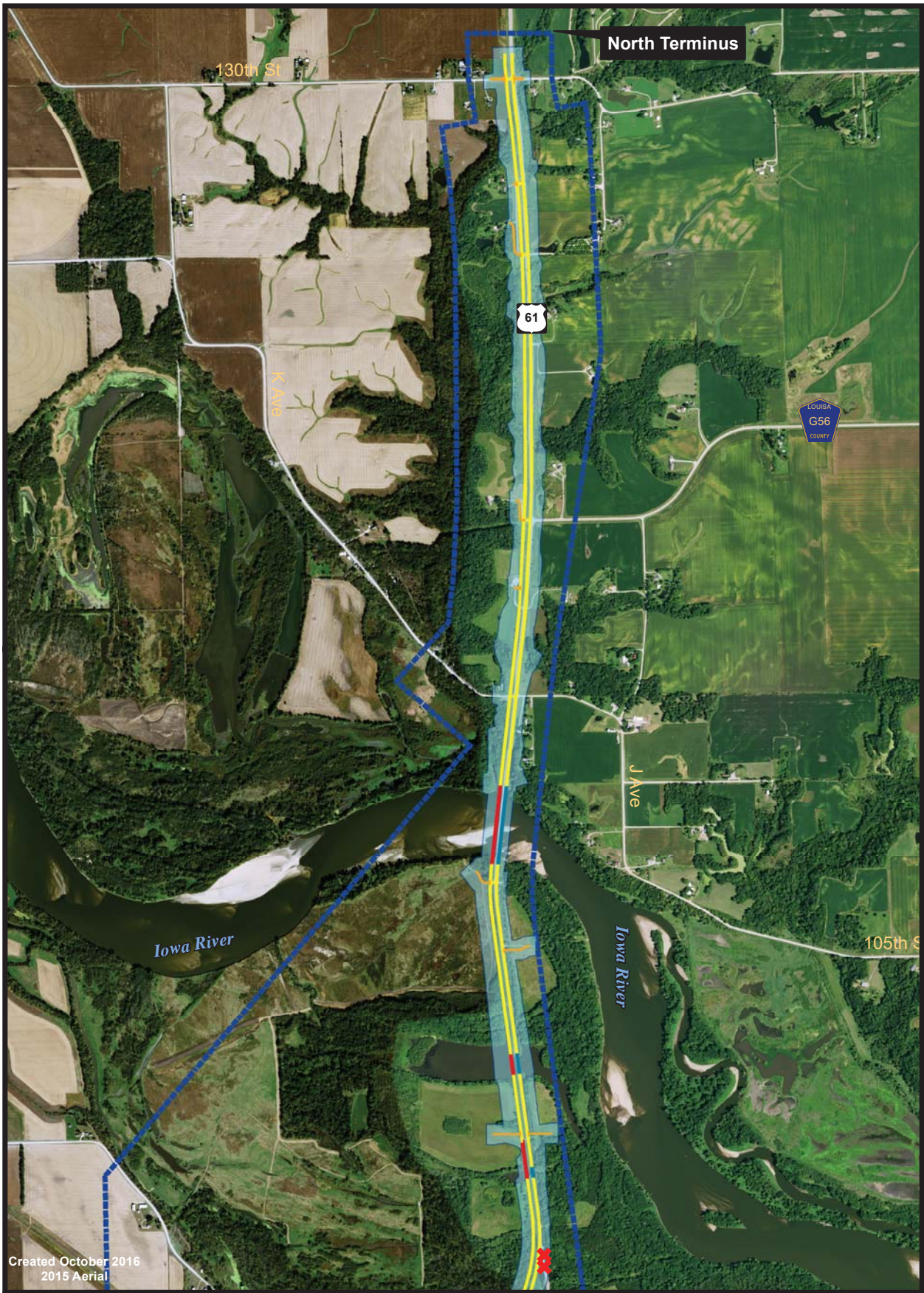
- Proposed Pavement
- Proposed Granular
- Proposed Bridge
- Existing Bridge
- Closure
- Impact Area
- Study Area
- Corporate Limits

Western Bypass

Figure 4-4
Page 2 of 3

NHSX-61-3(61)-3H-58
US 61 Improvements

½ mile N of IA 78 to just N of 130th St
Louisa County, Iowa



- Proposed Pavement
- Proposed Granular
- Proposed Bridge
- Existing Bridge
- Impact Area
- Study Area
- Corporate Limits
- X Closure

Western Bypass
Figure 4-4
Page 3 of 3
NHSX-61-3(61)-3H-58
US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
 Louisa County, Iowa

SECTION 5

ENVIRONMENTAL ANALYSIS

This section describes the existing socioeconomic, natural, and physical environments in the project corridor that will be directly or indirectly impacted by the Proposed Alternative. The resources with a check in the second column in Table P-1, located at the beginning of this document, are discussed below.

Each resource section includes an analysis of the impacts of the No Build Alternative and the Proposed Alternative. Because it is early in the design process, a preliminary NEPA impact area was used for estimating direct and indirect impacts on the evaluated environmental resources. The preliminary NEPA impact area includes roadway right-of-way needs and the area where construction could occur. The area actually impacted by the Project will likely be less than what is portrayed within the preliminary NEPA impact area, and some impacts to resources are expected to be minimized or avoided as the Project design is refined. Consequently, the potential impacts discussed in this section of the EA are conservative, as efforts to minimize direct and indirect impacts will be made during final design.

5.1 Socioeconomic Impacts

Evaluating the direct and indirect impacts that a transportation project has on socioeconomic resources requires consideration of impacts on land use as well as the project's consistency with development and planning by a city or other public entity.

Land Use

Evaluation of land use as it relates to transportation projects refers to the determination of direct and indirect effects on existing land uses, such as agricultural, residential, and commercial/industrial, as well as consistency with regional development and land use planning. Direct effects on existing and future land uses were determined by comparing the preliminary impact area to the existing land uses. Indirect effects were determined by evaluating potential access restrictions, out-of-distance travel, and induced development.

The project Study Area is situated in both a rural area of Louisa County and an urban area of the City of Wapello. A majority of the land use is for agriculture with rural farmsteads adjacent to U.S. 61. Small areas of scattered commercial and recreational uses are also present. In the middle of the Study Area, the eastern portion extends into the City of Wapello where there is a mixture of residential, commercial, industrial, and recreational land uses.

Louisa County has not adopted a Comprehensive Plan and therefore the consistency of the project with a local long-range planning document cannot be determined. Any changes in land use that may result from the project will be controlled by development review and local access permitting processes established by Louisa County and/or the Iowa DOT.

Direct effects on existing land use would occur through the acquisition of new right-of-way (ROW) for roadway purposes. A specific discussion on ROW and acquisitions impacts is provided in a later section titled Right-of-Way. The affected area within the Study Area was determined by identifying land uses through GIS applications and windshield surveys and comparing results to local planning efforts. Changes in land use as a result of future development were considered, and the alternatives were reviewed for consistency with city and county policies.

No Build Alternative

The No Build Alternative would result in the continued use of U.S. 61 and adjacent roadway network and would not affect the overall land use. The land use, characterized as agriculture, rural residential, and scattered commercial, would remain essentially unchanged.

Proposed Alternative

U.S. 61 is currently a two-lane highway with at-grade intersections and two-way stop control. Residences, farms, and field entrances have direct access onto U.S. 61. Once completed the 4-lane roadway will be access controlled with an interchange at County Road G-62. The interchange will be a rural connection while also providing access to the City of Wapello.

The interchange is expected to generate new urban land use interest and commercial reinvestment in the interchange quadrants. Other portions of the project corridor will have access control which may limit commercial development in these areas. County-permitted changes from agricultural to urban land uses will ultimately dictate allowable land use near this proposed interchange.

Economic

This section addresses the economic character of the Study Area. The sources for information are a site visit and the County assessor's database.

There is a wide range of business located within the project study area with the majority being in or near the City of Wapello. Many of these businesses are located adjacent to the existing highway and provide services to the traveling public while other businesses serve the need of the local community and surrounding areas.

Business types in the project area include billboards, insurance company, a reality business trucking company, truck sales company, auto sales, auto repair business, banks, agricultural implement deal, advertising companies, canoe rentals, hair salon, chiropractor, truck stop, restaurants, oil company, and gas stations.

Taxable valuations for fiscal years 2015 and 2016 in Louisa County are approximately \$1.11 billion and \$1.12 billion respectively (Louisa County Assessor's Office). Other tax levying entities in the Study Area include the City of Wapello, Wapello Township, and Wapello School District.

No Build Alternative

The No Build Alternative would result in continued use of the highway. New development is not expected to be induced by continued use of the existing highway.

Proposed Alternative

The existing businesses located within the Study Area, as well as those businesses located adjacent to the Study Area, would be affected by the Proposed Alternative due to restrictions in access and route modifications during construction. Access to all business will be maintained during construction.

An important consideration to business and industries which rely on highways for product movement is to be located in communities with access to free flowing highway corridors. This makes transporting goods or services more efficient saving time and money. Improving this corridor could lead to increased opportunities for business to locate in the project corridor.

By-passing the City of Wapello could negatively impact businesses along the existing highway corridor. Negative impacts could occur because of a decreased traffic volume passing by the businesses. This may be most important to businesses that are likely to serve those traveling through the area such as convenient stores, automotive repair businesses and gas stations.

Right-of-way for this alternative would need to be acquired from agricultural and residential landowners. Construction of the Proposed Alternative would require approximately 370 acres of additional ROW that would be removed from the Louisa County tax base. This amount is approximately 0.03 percent of the total land in Louisa County. Consequently, the decrease in the amount to tax revenue from the affected property owners would be very small.

Parklands and Recreational Areas

To assess the potential impacts associated with the Build Alternative, sources were reviewed and a site visit was performed to identify parkland and recreational areas within and near the Study Area. Parks and recreation areas were evaluated to determine the eligibility of properties or sites for protection under Section 4(f) of the U.S. Department of Transportation Act and to evaluate them relative to the alternatives being considered.

There are four recreational properties located in the Study Area. These include the Highway 61 Access which is a boat ramp and fishing access to the Iowa River, although the boat ramp has deteriorated and is no longer usable. This property, which sits on the southeast corner of the U.S. 61 bridge with the river, is owned and maintained by the Louisa County Conservation Board (LCCB) and considered a Section 4(f) property. Another Section 4(f) property is the Iowa River Water Trail. This water trail follows the Iowa River from Iowa City to the Mississippi River and traverses through the Study Area. There are also two Wildlife Management Areas (WMA) located in the Study Area. The Indian Slough Wildlife Area is located north of the Iowa River on the west side of U.S. 61. This area is owned and managed by the LCCB. The Millrace Flats WMA is located south of the Iowa River on both the east and west sides of U.S. 61. This

property is managed by the Iowa Department of Natural Resources (Iowa DNR). Neither of the WMA properties are considered Section 4(f) resources.

In addition, the Land and Water Conservation Fund (LWCF) Act provides federal funds for recreational land acquisition and development. The intent of the Act is to protect land used for outdoor recreational purposes. The Act stipulates in Section 6(f) that any land planned, improved, or developed with LWCF funds cannot be converted to any use other than outdoor recreational use, unless replacement land of at least equal fair market value and reasonably equivalent usefulness is provided. Similar to the Section 4(f) requirements, Section 6(f) requires an analysis that demonstrates no feasible or prudent alternative exists to the taking of LWCF funded land. Coordination with the Iowa Department of Natural Resources indicated that there were no known recreational sites within the Study Area that received LWCF although two of the resources did receive other program funds.

The Indian Slough Wildlife Area, managed by the LCCB, received Wildlife Habitat Funds to purchase 1,071 acres of land in the area. The rules for the Habitat program state that if any portion of the property purchased with the funds are used for another purpose, the land effected must be mitigated by replacing the property taken, or repaying to the fund the value of the property taken, at a prorated percentage of the land value. The Millrace Flats WMA, managed by the Iowa DNR, received a state Resource Enhancement and Protection Fund (REAP) grant to purchase 287 acres in the area. REAP rules require the property be kept in outdoor resource management and recreation. If any portion is used for purposes other than enhancement purposes, the property must be replaced with equal value property. This property is also encumbered by Federal Wetland Reserve Program Easements (WRP).

No Build Alternative

The No Build Alternative would not require acquisition of any land from parks or recreational properties.

Proposed Alternative

Although the Proposed Alternative will not have direct impacts to either the Highway 61 Access or the Iowa River Water Trail, they will have indirect impacts during construction. The entrance drive to the Highway 61 Access will have limited access while construction is in the area and the Iowa River Water Trail will be temporarily closed and/or have limited access while a new bridge is being built across the river. The impacts will not affect the activities, features or attributes that qualify the properties for Section 4(f) protection, they will be temporary, and there will be no use of these Section 4(f) properties. The LCCB and Iowa DNR, having jurisdiction over their respective resources, are in agreement that this proposed reconstruction project and the impacts to their sites are acceptable and meets the criteria for a temporary – no Section 4(f) use of the properties.

The Proposed Alternative will require permanent property acquisition from both the Indian Slough Wildlife Area and the Millrace Flats WMA to accommodate the two new lanes on the west side of U.S. 61. Approximately 10.2 acres of the 1,100-acre Indian Slough Wildlife Area will be impacted along with approximately 32.4 acres of the 1,346-acre Millrace Flats WMA.

As both of these resources have protections in place to keep them in outdoor resource management and recreation, the Iowa DNR will work with the respective Officials with Jurisdiction to develop a mitigation strategy.

Right-of-Way

To assess the potential impacts associated with the alternatives, ROW acquisition and property relocations were evaluated based on existing ROW, private and public property boundaries, and future ROW needs.

Construction of the proposed project will require the acquisition of additional ROW. The Study Area is approximately 5,522 acres in size and includes 579 parcels of agricultural, commercial, industrial, and residential land.

No Build Alternative

The No Build Alternative would not require acquisition of any ROW along the highway or bypass route location.

Proposed Alternative

The Proposed Alternative includes, within the preliminary impact area, a total of 120 parcels. The preliminary impact area (outside of existing ROW) includes approximately 320 acres of agricultural land, 53 acres of residential land, and 0.38 acres of commercial land. The amount of ROW acquisition has not yet been determined. During final design, an effort would be made to minimize ROW acquisition and relocations to the extent practicable. ROW acquisition and relocations would be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S. Code (USC) 4601 et seq.).

Relocation Potential

To assess the potential impacts associated with the Proposed Alternative, ROW acquisition and property relocations were evaluated based on the conceptual design for the proposed expansion of the highway. The affected area for this analysis is the preliminary impact area.

No Build Alternative

The No Build Alternative would not require relocation or acquisition of any property.

Proposed Alternative

The proposed alternative could potentially require the total acquisition of 19 properties which consist mainly of rural residential acreages. Commercial and rural acreages are in extremely limited supply in the vicinity of the Study Area. It is unlikely that there would be an ample

market to absorb the needs of the displaced property owners who may search for replacement properties. Although there are building contractors in the area, the market is nearly non-existent for rural properties which to build on. The Iowa DOT will work with these displaced property owners to find replacement acreages or relocate the existing house or construct a new house on the remainder of the existing property.

Relocations would be conducted in conformance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended by the Surface Transportation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24, effective April 1989. Relocation assistance would be made available to all affected persons without discrimination.

Construction and Emergency Routes

This section addresses potential impacts from construction routes and impacts on emergency routes. Emergency vehicles (ambulances, fire trucks, and police cruisers) respond to events using routes that are designated to reduce response times and account for access limitations. Any construction delays should be coordinated to minimize access limitations, when possible, during construction.

U.S. 61 is a vital north/south emergency corridor serving the City of Wapello and other smaller neighboring communities in the Louisa County area as there are no hospitals located in or around the Study Area. Nearby hospital locations include Aledo, Illinois to the east, Mount Pleasant, Iowa and West Burlington, Iowa to the south, and Muscatine, Iowa to the north. The Wapello Volunteer Fire and Rescue Department is located in the City of Wapello. Police service in the Study Area is provided by the City of Wapello Police Department, the Floyd County Sheriff's Office and the Iowa Highway Patrol.

No Build Alternative

The No Build Alternative would not result in any expansion or relocation of the highway in the Study Area. The highway would be maintained as a two-lane facility and there would be continued use of the existing side road connections. Access to and from emergency service providers would continue along the same routes as currently used.

Proposed Alternative

Construction of the Proposed Alternative would not require a detour route for emergency vehicles traveling along U.S. 61. Direct access would be maintained to all properties along the highway during construction as the project will utilize a phased construction approach. Although there are several proposed changes to the existing side road system in the Study Area, emergency route impacts will be minimized as all properties will maintain access during construction of this project.

Transportation

Transportation resources include the highway and the surrounding network of roadways, railroads, airports, and waterways as well as the equipment used (such as public transit buses) for the movement of people and materials. Transportation resources in the Study Area include U.S. 61, County Roads G-56, G-62, H-16, and X-99, the Iowa River, and the surrounding local road network. Rail and airport transportation are not present in the Study Area and are not discussed in this EA.

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area, and the highway would remain a two-lane highway with at-grade intersections. The continuity of traffic along U.S. 61 would not happen as the segments of the highway to the north and south of the Study Area are expected to be improved to four-lane facilities. No other reasonably foreseeable projects planned in the Study Area would address these issues.

Proposed Alternative

Construction of the Proposed Alternative to convert the existing U.S. 61 to a four-lane facility on both current and new alignment along with an interchange at County Road G-62 west of the City of Wapello and modifications to the local roadway network would result in the closure and alterations of several access point locations. These closures are located on the north and south sides of the City of Wapello where the new highway alignment deviates from the existing route and at K Avenue southwest of the City of Wapello. The Proposed Alternative also includes the bridging of several local roads where they will cross the new alignment at 100th Street/Cemetery Road, County Road G-62 at the proposed interchange, 70th Street, and 65th Street.

Construction of the Proposed Alternative and modifications of the existing side road network would create a safer highway facility in the Study Area. Although routes may have longer out-of-distance travel as a result of the proposed action, construction of the interchange and modifications to the highway access would create a consistent highway facility and improve driver expectancy as it would be a four-lane facility for the total length of U.S. 61 in the State of Iowa.

5.2 Cultural Impacts

This section identifies existing historic and archaeological resources and the potential impact on those resources. The Study Area was assessed to determine whether historic properties are present and whether property acquisition or temporary easements would impact the historically significant properties. Indirect effects on cultural resources as a result of noise, vibration, and access restrictions were also evaluated.

According to Title 36 CFR, Part 800.8, federal agencies are encouraged to coordinate compliance of Section 106 and any steps taken to meet the requirements of NEPA. Coordination of both reviews should occur early in the process to fulfill the respective requirements.

36 CFR 800.8 also details the general principles of coordinating NEPA and Section 106, relevant NEPA actions, and the use of the NEPA process for satisfying portions of the Section 106 requirements, including standards for developing NEPA environmental documents for Section 106 purposes.

Historical Sites or Districts

A Phase I Intensive Architectural History Survey was completed to identify and investigate the potential impacts to historical resources in the Study Area. Properties were identified and evaluated to determine if any were potentially eligible for inclusion in the National Register of Historic Places (NRHP). The investigation consisted of an archival and site records search, field reviews, and resource evaluations.

A total of 374 architectural properties were examined during this investigation, including nine previously recorded properties that were non-extant at the time of the survey and four previously identified properties that were reevaluated. Of the 374 identified properties in the study area, 167 of them were determined to be less than 45 years of age and did not qualify for criteria consideration. The remaining 207 resources were evaluated for inclusion to the NRHP and four of those resources were determined eligible or potentially eligible for the National Register.

Table 5-1: Architectural Sites in Study Area

Site	Property Name	Eligibility	Recommendations/Conditions
58-00018	Bethel School	Potentially Eligible (D)	No Project Impacts
58-00640	Joseph Reutinger Farmstead	Eligible (A)	Minor Impact, 0.6 acres, No Adverse Effect
58-00642	Wapello Sales Pavilion Buildings	Eligible (A)	No Project Impacts
58-00785	Upper Mill Farm Barn	Eligible (A,C)	No Project Impacts

Criteria for Evaluation

- 1) *Criteria A - That are associated with events that have made a significant contribution to the broad patterns of our history*
- 2) *Criteria B - That are associated with the lives of significant persons in our past*
- 3) *Criteria C – That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction*
- 4) *Criteria D - That have yielded or may be likely to yield, information important in history or prehistory.*

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. No construction activities would occur, and no new ROW would be needed. Therefore, the No Build Alternative would have no effect on historic structures or districts.

Proposed Alternative

The Proposed Alternative will have a minor impact to one of the identified historic properties in the Study Area and no impacts to the other three as they will be avoided. A portion, 0.6 acres, of the Joseph Reutinger Farmstead (58-00640) historic district is located within the limits of construction, however, this is by default as the historic district boundaries were identified as 40 acres of the original 155-acres owned by Joseph Reutinger. It is known that Reutinger expanded his operation to 245 acres, however, neither the 155 acres nor the 245 were considered for the boundaries of the historic district. Further, we know that the ca. 1883 house, which is on the southeast corner of the historic district, is 1,400 feet from the proposed alignment. Also, it is documented that southeast Iowa farmsteads were dominated by livestock farming, which is the case here as evidenced by all the out-buildings in the Reutinger farmstead. These buildings and the ca.1883 house form the core of this district and the project will avoid this area. The crop land once farmed by Reutinger does not hold the same significance as the livestock structures. After applying the criteria of adverse effect, the proposed minor ROW take does not represent an adverse effect to the physical features that contribute to the property's historic significance. The Proposed Alternative has been reviewed by the Iowa DOT Cultural Resources Section and the State Historic Preservation Officer (SHPO) and they have concurred with an agency determination of *No Adverse Effect*, dated June 9, 2016 for this undertaking.

Archaeological Sites

A Phase I Intensive Archaeological Investigation was completed to identify and investigate the potential impacts to archaeological resources in the Study Area. The archaeological investigation consisted of an archival and site records search, geomorphological modeling, pedestrian survey, and subsurface testing. The study area totaled 6,824 acres, of which, approximately 227 acres were not surveyed during the investigation due to lack of landowner permission.

During this investigation, a total of 137 sites were identified and examined, including both previously identified and newly recorded sites. Of these total sites, the investigation recommended that 89 sites were not eligible for inclusion on the National Register of Historic Places (NRHP) and that no further work for these sites were required. The other 48 sites were recommended for avoidance by the project or required further testing. Two of these sites were inaccessible during the survey and have an unknown eligibility. One site, identified as a mound, was recommended NRHP eligible and will be avoided by this project.

Through the course of the preliminary design process for this project, several modifications to the alternatives and adjustments to the potential project alignment were made after the initial Phase I Intensive Archaeological Investigation. A Supplemental Phase I Intensive Archaeological Investigation was required and completed on 600 acres of the expanded Study Area, along with previously inaccessible properties. This investigation consisted of an archival and site records search, geomorphological modeling, pedestrian survey, and subsurface testing. Due to a lack of landowner permission, approximately 114 acres totaling 202 parcels of the revised survey area were examined via a desktop assessment. Two of these parcels, totaling 3.7 acres, contain landforms and portions of potentially eligible sites that would require additional testing if impacted by the project. The remaining 200 parcels are located on either residential

lots, commercial lots, or subjected to previous earthmoving and construction activities, all of which have caused profound disturbance and are not recommended for phase I testing.

This supplemental investigation identified a total of 76 sites within the expanded study area, including previously identified and newly recorded sites. Of these total sites, the investigation recommended 36 sites not eligible for the NRHP and no further work was recommended. The other 40 sites were recommended potentially eligible for the NRHP, including eight sites previously concurred by the State Historic Preservation Officer (SHPO) as potentially eligible. These sites were recommended for avoidance or further testing. Included in this list are a previously recorded burial mound site and a newly recorded possible burial mound site. The Burials Director at the Office of the State Archaeologist was and continues to be consulted with regards to these sites. Also, a number of these potentially eligible sites have been identified as probable contributing properties to a potentially eligible historic district associated with the Burlington chert procurement system. Based on the initial and supplementary investigations, a total of 61 archaeological sites within the overall project study area have been recommended potentially eligible for the NRHP.

Through modifications to the alternatives in the preliminary design process, it appeared that several archaeological properties might be impacted by this project. A Phase II National Register archaeological evaluation was completed on 16 archaeological sites. The field effort for this investigation employed various testing methods (test units, shovel tests, auger tests) in addition to soils and landform assessment. Laboratory methods included standard artifact analysis, assessment of archaeobotanical remains, and radiocarbon dating, representing a thorough approach to evaluation research and National Register recommendations. Of the 16 sites, 10 were recommended not eligible while the remaining six were recommended eligible for inclusion to the National Register (refer to Table 5-2).

Table 5-2: Archaeological Sites in Study Area

Site	Site Type	Affiliation	NRHP Status
13LA76	Open Habitation – Multiple Occupation	Prehistoric	Not Eligible
13LA77	Open Habitation – Multiple Occupation	Prehistoric	Not Eligible
13LA81	Open Habitation – Multiple Occupation	Prehistoric	Not Eligible
13LA398	Multiple Occupation Base Camp	Prehistoric	Not Eligible
13LA399	Multiple Occupation Base Camp	Prehistoric	Not Eligible
13LA401	Lithic Workshop, Multiple Habitation Base Camp	Prehistoric	Eligible
13LA750	Farm/Residence, Lithic Workshop, Open Habitation	Multi-Component	Eligible
13LA777	Open Habitation – Single Occupancy Bivouac	Prehistoric	Not Eligible
13LA778	Open Habitation – Single Occupancy Bivouac	Prehistoric	Not Eligible
13LA779	Open Occupation Base Camp	Prehistoric	Eligible
13LA838	Open Habitation – Multiple Occupation	Prehistoric	Eligible
13LA843	Lithic Workshop, Open Habitation	Prehistoric	Eligible

13LA845	School, Open Habitation	Multi-Component	Not Eligible
13LA847	Open Habitation – Multiple Occupation	Prehistoric	Not Eligible
13LA851	Other Historic – Mill Race	Historic	Not Eligible
13LA940	Open Habitation – Multiple Occupation	Prehistoric	Eligible

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. No construction activities would occur, and no new ROW would be needed. Therefore, the No Build Alternative would have no effect on archeological sites.

Proposed Alternative

The Proposed Alternative has been reviewed by the Iowa DOT Cultural Resources Section and the State Historic Preservation Officer (SHPO) and they have concurred with an agency determination of ***No Adverse Effect with Conditions***, dated June 9, 2016 for this undertaking. These conditions are outlined in Table 5-3 and are summarized as follows:

Site 13LA750 is currently mapped within the right-of-way limits for U.S. 61, as are many other sites along this route. To minimize impacts to this site the profile of the proposed alignment was narrowed and improvements to the grade of the road at this location were not possible as that would have impacted the site. The potential limits of construction (LOC) was lessened by using a curb and gutter section and paved shoulders with drains as opposed to the typical wide ditches and higher back slopes. A number of other sites restricted the footprint of the project, including 13LA401, 13LA838, 13LA843, 13LA940, and 13LA956. These sites will be identified as "Restricted Areas" on project plans and fencing will limit construction activities in the proximity of sites. Additionally, the site boundaries for 13LA401 do fall within the construction limits for this project. At this area northbound U.S. 61 will use the same profile as existing U.S. 61, meaning that only minor reshaping and fill will be placed in this area. There are multiple utilities in this location and therefore, it is not anticipated that any contributing elements of this site will be disturbed, although some non-contributing elements within the ROW and already disturbed could be covered by fill. These steps and conditions were developed with the intention to avoid adverse effects. To ensure avoidance of these resources the final condition will be to provide the SHPO office with check plans for review and comment and final plans for their files.

Table 5-3: No Adverse Effect Conditions

Site	Site Type	Approximate Distance to LOC	Conditions
13LA401	Multicomponent Archaeological Site Eligible for Prehistoric	5 Feet	Restricted Area; Fencing at Current Back Slope
13LA750	Multicomponent Archaeological Site Eligible for Prehistoric	5 Feet	Restricted Area; Curb and Gutter Segment, Fencing at Current Back Slope
13LA779	Prehistoric Archaeological Site	50 Feet	Restricted Area; Fencing at Site Limits

	Late Woodland		plus 50 Feet
13LA838	Multicomponent Archaeological Site Eligible for Prehistoric	10 Feet	Restricted Area; Fencing at Current Back Slope
13LA843	Multicomponent Archaeological Site Eligible for Prehistoric	10 Feet	Restricted Area; Fencing at Current Back Slope
13LA940	Multicomponent Archaeological Site Eligible for Prehistoric	10 Feet	Restricted Area; Fencing at Current Back Slope
13LA956	Prehistoric Archaeological Site (Possible Mound Site)	90 Feet	Restricted Area; Fencing at Site Limits plus 50 Feet

Cemeteries

A cemetery is located within the Project Study Area. The Wapello Cemetery is located at 14494 100th Street (also known as Cemetery Road) just north and west of the City of Wapello (see Figure 5-3) and is approximately 13.76 acres in size.

No Build Alternative

The No Build Alternative would not result in any expansion of U.S. 61 in the Study Area nor would it include a new interchange at County Road G-62 to the west of the City of Wapello. No construction activities would occur and no new ROW would be needed. Therefore, the No Build Alternative would not impact the Wapello Cemetery.

Proposed Alternative

The Proposed Alternative includes the addition of two travel lanes on the west side of existing U.S. 61 (north and south of the City of Wapello) along with a new four-lane facility to the west of the City of Wapello. The Proposed Alternative also includes a new interchange on County Road G-62 approximately ½ mile west of town. The geometry of the new four-lane facility has been designed to avoid impacts to the Wapello Cemetery and no new ROW will be required from the property.

The Proposed Alternative includes modifications to the side road system to allow for Priority II access control along the new four-lane facility. This will be accomplished by closing one at-grade intersection (K Avenue) along with both the existing north and south U.S. 61 connections to the new alignment. The remainder of the side roads will be accommodated with bridges. Access to the Wapello Cemetery will be maintained via 100th Street/Cemetery Road, although it will be required to exit U.S. 61 at the new interchange and traverse through town to reach this location.

5.3 Natural Environment Impacts

This section characterizes the natural resources in the Study Area and addresses potential impacts of the No Build Alternative and the Proposed Alternative. The resources discussed are wetlands, surface waters and water quality, floodplains, woodlands, and farmlands.

Wetlands

Waters of the United States (WUS), including wetlands, streams, rivers and other drainages, lakes, natural ponds, and impoundments, are regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA), which requires a permit to authorize the discharge of dredged or fill material into WUS (33 USC 1251 et seq.). Executive Order 11990, Protection of Wetlands, requires Federal agencies (including FHWA) to implement “no net loss” measures for wetlands (42 Federal Register (FR) 26951). These no net loss measures include a phased approach to wetland impact avoidance, then minimization of impacts if wetlands cannot be avoided, and finally mitigation for unavoidable impacts.

Iowa DOT conducted a preliminary desktop review to identify WUS and other environmental habitats present in the Study Area. The desktop review included a review of National Wetland Inventory (NWI) maps, soil maps, LIDAR, USGS Quad-maps and the best available aerial images. In addition, Iowa DOT conducted field reviews in the spring, summer, and fall of 2013 to confirm or deny the desktop data based on observed on-ground conditions and to delineate the wetlands located within the Study Area.

Based on the results of the delineations, approximately 663.79 acres of wetlands were identified within the Study Area (Figure 5-1) and categorized into four different types: Farmed Wetlands (FW), Palustrine Emergent Wetlands (PEM), Palustrine Forested Wetlands (PFO) and Palustrine Sapling-Shrub Wetlands (PSS). These wetlands were generally found at the edge of streams, drainages, river floodway, and in a non-farmed drainage. Based on observed vegetation, there have been prior disturbances in most of the wetland areas.

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. No construction activities would occur, and no new ROW would be needed. Therefore, the No Build Alternative would not impact any wetlands.

Proposed Alternative

Due to the nature and size of the proposed project, unavoidable wetland impacts are expected. Of the 663.79 acres of wetlands that we delineated in the Study Area, the Proposed Alternative could potentially impact approximately 67.1 acres of wetlands. As design advances, efforts will be made to further reduce the impact on wetlands. Impacts as a result of the project are expected to require a Section 404 permit from U.S. Army Corps of Engineers (USACE). The USACE was contacted during the early coordination efforts for this project and the Iowa DOT received a reply dated January 30, 2013. The Iowa DOT is committed to the minimization of impacts consisting of a list of appropriate and practicable steps to minimize unavoidable adverse impacts.

Compensatory mitigation will include plans to restore or create wetlands to mitigate unavoidable project wetland impacts. It is the intent of the Iowa DOT to mitigate impacts at a serviceable wetland mitigation bank. If one is not available, Iowa DOT will provide appropriate compensatory mitigation.

Table 5-4: Potential Impacts to Wetlands

Wetland Number	Wetland Type	Wetland Areas	Area Impacted (acres)	Proposed Mitigation (acres)
1	Farmed Wetland (FW)	9	3.9	5.9
2	Palustrine Emergent (PEM)	28	30.0	45.0
3	Palustrine Forested (PFO)	18	29.0	43.5
4	Palustrine Sapling-Shrub (PSS)	21	4.2	6.3
	Total:	76	67.1	100.7

The Iowa DOT expects this work to be covered by an Individual Permit with stream and wetland mitigation. This determination and permitting process will occur after completion of the NEPA process.

Surface Waters and Water Quality

Water resources include rivers, lakes, ponds, and other surface water bodies. For the purpose of this analysis, the topic of water quality is also assumed to apply to groundwater. Important criteria in evaluating surface water and groundwater are adequate quantity and quality of these waters. Surface water features in the Study Area were determined through the use of aerial photography and topographic mapping.

On-site WUS determinations were also performed in the spring, summer, and fall of 2013 in accordance with guidance received from the USACE for all significant drainages within the project limits. These WUS determinations indicated approximately 139,749 feet of streams and approximately 13.7 acres of open water (surface water) in the Study Area (Figure 5-1). Other than the Iowa River, which is designated as a “sovereign meandered river” and protected from straightening by the Iowa DNR, there are no additional streams listed as an Outstanding Iowa Water (OIW) or other Specially Protected streams designated by Iowa DNR within the Study Area. The sources of surface water include small agricultural drainages, roadway drainage ditches, streams, ponds and the river valley.

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. The No Build Alternative would have no impact on the quality of surface water or groundwater in the Study Area.

Proposed Alternative

The Proposed Alternative would potentially impact approximately 12,640 linear feet of streams plus 383 linear feet of impact to the Iowa River, a sovereign meandered river. However, stream and river impacts are expected to decrease as the project proceeds through final design. The proposed stream impacts will be minimal, located near existing culverts, and would be largely associated with impacts to wetlands, as the streams run through or near many of the wetlands. For any unavoidable stream impacts, a Section 401 Water Quality Certification would also be required. A State 401 Water Quality Certification is issued by the Iowa Department of Natural Resources (DNR) pursuant to Section 401 of the Clean Water Act. State Certification is required by the USACE before a Section 404 permit can be issued. Section 401 Certification represents the Iowa DNR's concurrence that the project certified is consistent with Iowa's water quality standards as set forth in Chapter 61, Iowa Administrative Code 567. In addition, unavoidable stream impacts as a result of this project would need to be authorized by the USACE Section 404 permit. It will be determined during final design if impacts to streams can be avoided. If the avoidance of streams is not possible, it is anticipated that stream mitigation will be required. Stream mitigation is usually performed at the impact locations rather than at an offsite location, however, it is determined on a case by case basis as part of the Section 404 permitting process.

Surface water runoff would increase after construction is completed because the surface area of the new roadways and interchange would be larger than that of the existing at-grade intersections. Pollutants from street runoff (oil, grease, salt, metals) would be dispersed differently as a result of the new roadway and interchange configurations. Because the increase in traffic volumes resulting from the improvements would be negligible, the increase in pollutants also would be negligible and would not adversely impact water quality.

The contractor would be required to implement Iowa DOT's Construction Manual to minimize temporary impacts on water quality during construction. Iowa DNR administers the Federal National Pollutant Discharge Elimination System (NPDES) program and issues general permits for stormwater discharges from construction activities. The purpose of the program is to improve water quality by reducing or eliminating contaminants in stormwater. The NPDES program requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) for construction sites of more than 1 acre.

The specific sediment, erosion control, and spill prevention measures would be developed during the detailed design phase and would be included in the plans and specifications. The SWPPP would address requirements specified by Iowa DOT in its Construction Manual, which are often implemented to meet measures anticipated by Iowa DNR. Although it is not possible to speculate on specific details of the SWPPP at this stage in the design process, the SWPPP is likely to include installation of silt fences, buffer strips, or other features to be used in various combinations as well as the stipulation that drums of petroleum products be placed in secondary containment to prevent leakage onto ground surfaces. A standard construction best management practice (BMP) is revegetation and stabilization of roadside ditches to provide opportunities for the runoff from the impermeable area to infiltrate, to reduce the runoff velocities, and to minimize increases in sedimentation. Iowa DOT would require the contractor to comply with measures specified in the SWPPP.

Floodplains

Floodplains present in the Study Area were identified by reviewing Federal Emergency Management Agency (FEMA) Flood Insurance Maps and United States Geological Survey (USGS) 7.5-minute quadrangle maps. The Study Area crosses 6 areas of FEMA mapped 100-year floodplains with a total area of 1,656 acres (Figure 5-1). The largest of these is the Iowa River floodplain. The 100-year (base) flood is identified as the flood having a one percent probability of being equaled or exceeded in any given year. The regulatory “floodway” is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without increasing the base flood elevation more than a predetermined volume.

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. No construction activities would occur, and no new ROW would be needed. The No Build Alternative would have no impact on the floodplains in the Study Area.

Proposed Alternative

Of the 1,656 acres of FEMA-mapped floodplains in the Study Area, approximately 159 acres could be potentially impacted from the six floodplain areas that are within the preliminary impact area for the proposed improvements along the U.S. 61 corridor. The floodplain areas are disbursed along the project corridor and include creeks, drainage ways, river, and unnamed tributaries. These floodplain areas could potentially be impacted by work being done along the existing U.S. 61 mainline and proposed new alignment.

Coordination with Iowa DNR and FEMA occurred as part of the early consultation process. Comments received from the DNR in a letter dated February 6, 2013 indicated that any construction within the 100-year floodplain will require a DNR floodplain development permit. As design advances, efforts will be made to reduce any potential impacts on floodplains. An Iowa DNR Flood Plain Development Permit and Section 404 Permit will be applied for during final design if required. Figure 5-1 shows the location of floodplains relative to the preliminary impact areas.

Threatened and Endangered Species

Section 7 (c) of the Endangered Species Act of 1973, as amended, requires Federal agencies to consult with the Secretaries of the Interior and Commerce to ensure that actions are “not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of the critical habitat of such species.” Consultations will be conducted with the USFWS regarding a determination of potential effects to listed species.

Coordination with USFWS and Iowa DNR occurred as part of the early coordination process. Comments received from the Iowa DNR stated that the Department searched for records of rare

species and significant natural communities in the Study Area. In a letter dated April 8, 2013 Iowa DNR stated that several state-Threatened species such as Blanding's Turtle, Ornate Box Turtle, and Common Musk Turtle have been documented near the study area. Also in a letter dated April 9, 2013 Iowa DNR indicated that they have records of the Indiana bat (*Myotis sodais*), a state- and federally-endangered species and two state-Threatened plant species with in the corridor study area, Curved-pod Corydalis (*Corydalis curvisiliqua ssp grandibraceata*) and Sweet Indian Plantain (*Cacalia suaveolens*).

Iowa DOT Staff conducted reviews of the USFWS list of federally-listed species as well as the Iowa DNR's Natural Areas Inventory (NAI) to determine the likelihood of impacts to threatened and/or endangered species in the Study Area.

This also included on-site field reviews of the project corridor along with a mussel survey in the Iowa River near the existing a proposed bridge crossings and a mist-net survey for bats. The mussel survey, conducted in July of 2014, found no occurrences of threatened or endangered species. The mist-net survey was conducted in June of 2012 and found several occurrences of both the federally-listed species Indiana Bat (*Myotis Sodalis*) and Northern Long-Eared Bat (*Myotis Septentrionalis*). In addition, the on-site field surveys found that suitable habitat does exist in the Study Area for many of the listed species.

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. No construction activities would occur, and no new ROW would be needed. The No Build Alternative would have no impact to threatened and endangered species in the Study Area.

Proposed Alternative

The proposed project falls within a county designated by the USFWS as range for both the Indiana Bat and Northern Long-Eared Bat in Iowa. Suitable habitat for both of these bat species will be impacted by the Proposed Alternative and special clearing restrictions apply.

Iowa DOT has determined, under the delegated authority provided by the Federal Highway Administration, that the project May Affect but is not likely to Adversely Affect federally or state listed species. Further mist-net surveys and consultation are required due to the Northern long-eared bat being listed after the original mist-net survey was conducted.

Woodlands

The Iowa DOT considers woodland impacts to occur if the area to be impacted consists of 2 acres or greater of forested land having at least 200 trees (3-inch diameter at breast height or greater) per acre. Woodland impacts are not considered to occur if the area impacted is less than 2 acres.

There are two major woodland areas in the Study Area consisting of approximately 715.7 acres that were identified through preliminary desk top reviews and verified by field surveys. One woodland area is located on the south end of the Study Area and the other woodland area is located on the north end of the Study Area. This woodland area is larger and is in the Iowa River floodplain area north of the City of Wapello.

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. No construction activities would occur, and no new ROW would be needed. The No Build Alternative would have no impact on the woodlands in the Study Area.

Proposed Alternative

Of the two woodland areas identified in the Study Area, both could potentially be impacted by the Proposed Alternative. The woodland areas that are located within the preliminary impact area for this proposed improvement are shown on Figure 5-1 and consist of approximately 70.8 acres. The impacts are greater than 2 acres and meet the Iowa DOT criteria for woodlands impacts and mitigation is required for this project.

In accordance with Iowa DOT policy, woodland removed would 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.

Farmlands

A Federal project, program, or other activity that requires acquisition of ROW must comply with the provisions of the Farmland Protection Policy Act (FPPA). The purpose of the FPPA Section 5 is to “minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland” (7 USC 4201(b)).

The FPPA governs impacts on farmland only. The FPPA defines farmland as prime farmland, unique farmland, or farmland that is of state or local importance. Land that is already in or committed to urban development or water storage does not qualify as farmland and is therefore not subject to the FPPA.

No Build Alternative

Under the No Build Alternative, no impacts on farmland or farm facilities would occur.

Proposed Alternative

Early in the engineering design process, the USDA NRCS Farmland Conversion Impact Rating for Corridor Type Projects (NRCS-CPA-106) form was completed for the generalized corridor to assess the effects of this conversion on farming and farm-related services in the area. This assessment considers the effects that the conversion of farmland as a result of a project would have on existing and future land use, the amount of existing farmable land in the county, the creation of economically non-farmable parcels, impacts on other on-farm investments, and effects on local farm services. Sites receiving a score of less than 160 points need not be given further consideration for protection.

The potential total amount of farmland (outside of the existing ROW) converted to transportation use by this alternative is approximately 302 acres. The alternative received a score of 133 out of the possible 260 points on the NRCS-CPA-106 form (Appendix C). Because the score was less than 160 points, this alternative does not warrant an in-depth site review and is cleared from significant concerns in conjunction with the FPPA. The proposed alternative would not create any non-farmable land and all of the farmable land in the Study Area would still be accessible from the existing and proposed roadway system.

5.4 Physical Impacts

This section characterizes physical resources in the Study Area and addresses potential impacts of the No Build Alternative and the Proposed Alternative. The resources discussed are noise, contaminated and regulated materials sites, and utilities.

Noise

This project is considered a Type I highway project for noise impacts specifically because of the proposed ramped interchange near the City of Wapello and because of the addition of lanes to make the existing facility a four-lane divided highway. Per Iowa DOT policy, noise analyses are conducted for all Type I Highway projects. As such, a traffic noise analysis was completed in February of 2015 and revised in November of 2016 to evaluate noise impacts in the Study Area. The analysis was conducted in accordance with the Iowa DOT's traffic noise policy for the purpose of meeting the requirements set forth in the FHWA "Procedures for Abatement of Highway Traffic Noise and Construction Noise" in 23 CFR 772 and all applicable state laws. The Study Area is predominantly rural as it traverses north/south through and around the City of Wapello area.

The FHWA has developed Noise Abatement Criteria (NAC) and procedures to be used in the planning and design of highways. For residential areas and cemeteries (as well as other designated sensitive land uses), the NAC is 67 dBA; for businesses, it is 72 dBA. The Iowa DOT noise policy defines a noise impact as occurring when levels approach or exceed the NAC or when predicted future noise levels are 10 dBA or more above existing levels. Iowa DOT defines "approach" as coming within 1 dBA of the NAC, which are 66 dBA for residential areas and 71 dBA for businesses.

Per Iowa DOT noise policy, a receptor is defined as a location of a noise sensitive area, primarily a residential exterior that is frequently used by people. The traffic noise analysis indicated a total of 29 noise receptors that were identified to represent noise sensitive land uses in the Study Area (Figure 5-2). Noise levels were estimated for the each of the identified noise receptors using the FHWA’s Traffic Noise Model (TNM) for the existing (2010), No Build Alternative (design year 2040), and Proposed Alternative (design year 2040) as shown in Table 5-5 below. The predicted noise levels were also compared to the NAC to determine noise impacts. The comparison indicated three noise receptors could potentially be impacted by the preferred alternative.

Table 5-5 Noise Receptors and Estimated Noise Levels

Receptor Address	Land Use Type	Existing (2010) Noise Level	No Build (2040) Noise Level	Build Condition Design Year (2040) Noise Level	Difference Between Existing and Build Condition Noise Levels	Leq(h) Noise Abatement Criteria
14035 130th St.	Residential	50	54	54	4	No
13941 130th St.	Residential	54	57	54	0	No
12735 130th St.	Residential	53	56	57	4	No
12737 130th St.	Residential	53	56	57	4	No
12248 US 61	Residential	57	60	56	-1	No
13928 County Rd. G56	Residential	54	57	55	0	No
11547 US 61	Residential	55	58	60	5	No
12623 US 61	Residential	51	54	54	4	No
11254 K Ave.	Residential	53	56	57	4	No
11158 US 61	Residential	55	58	56	1	No
14019 112th	Residential	57	60	58	1	No
11152 US 61	Residential	56	59	57	2	No
3233 US 61	Residential	52	55	57	5	No
3715 US 61	Residential	49	52	55	6	No
3927 US 61	Residential	52	56	57	5	No
4246 US 61	Residential	55	58	57	2	No
4868 US 61	Residential	56	59	56	0	No
5272 US 61	Residential	62	64	60	-1	No
5475 J Ave.	Residential	54	57	56	2	No
5789 US 61	Residential	57	60	65	8	No

Receptor Address	Land Use Type	Existing (2010) Noise Level	No Build (2040) Noise Level	Build Condition Design Year (2040) Noise Level	Difference Between Existing and Build Condition Noise Levels	Leq(h) Noise Abatement Criteria
5651 US 61	Residential	55	58	61	6	No
14387 100th St.	Residential	48	48	59	11	No
4525 US 61	Residential	53	56	59	7	No
4617 US 61	Residential	56	59	66	10	Yes
11227 J Ave.	Residential	58	61	69	11	Yes
14164 County Rd. G62	Residential	54	57	60	6	No
14087 County Rd. G62	Residential	59	62	65	6	No
8489 K Ave.	Residential	58	61	64	6	No
308 US 61	Business	65	70	59	-6	No

Bold numbering indicates a noise level approaching or exceeding the noise abatement criteria (NAC).

According to the Iowa DOT traffic noise policy, noise abatement must be considered and evaluated for feasibility and reasonableness if traffic noise impacts are identified. Feasibility refers to the ability to provide abatement in a given location considering the acoustic and engineering limitations of the site. A noise abatement option must achieve a 5 dB(A) traffic noise reduction at an impacted receptor to be considered feasible. In addition, each of the following three factors must be met in order for noise abatement to be considered reasonable:

- Noise abatement measures shall not exceed a cost of \$40,000 per benefitted receptor.
- Noise abatement measures must provide a benefit of a minimum of 10 dB(A) for at least one benefitted receptor.
- Viewpoints of owners and residents considered benefitted by a noise abatement option that meets the above criteria must be obtained. For noise abatement to be considered reasonable, a majority of responses must be in favor.

No Build Alternative

Under the No Build Alternative, noise levels in 2040 are estimated to be similar in range as the Proposed Alternative due to the fact that the existing U.S. 61 will maintain 2 lanes of traffic instead of a four-lane facility. The No Build traffic levels would be similar to the Proposed Alternative traffic levels; therefore, noise impacts would also be similar.

Proposed Alternative

Of the 29 receptors identified, three noise receptors were considered impacted. These three noise receptors are considered impacted either because the predicted future build condition noise levels approached or exceeded the NAC for the corresponding Activity Category or the predicted future noise levels are 10 dB(A) or more above existing levels. Because the impacted noise receptors do not appear to meet noise abatement feasibility and reasonableness criteria at this time, noise abatement is considered unlikely for this project.

In addition to noise abatement being considered not reasonable and feasible, it is likely that the impacted residences will be purchased to provide additional ROW for the highway project, thus eliminating the noise impacts. It was also noted that the proposed bypass of the City of Wapello does not cause noise impacts, but instead will likely help to reduce traffic noise through the City.

In addition to the traffic noise level, construction noise must also be identified and a level of effort must be made to minimize its effects. Noise from on-site construction equipment and construction activities would add to the noise environment in the immediate Study Area. The driving and operation of construction equipment would also generate ground vibrations. The vibrations are not projected to be of a sufficient magnitude to affect normal activities of occupants in the Study Area. Increased truck traffic on area roadways would also generate noise associated with the transport of heavy materials and equipment. The noise increase and vibrations from construction activities would be temporary in nature and are expected to occur during normal daytime working hours. Equipment operating at the project site would conform to contractual specifications requiring the contractor to comply with all local noise control rules, regulations, and ordinances. Although construction noise impacts would be temporary, the following are mitigation measures for construction noise:

- Design Considerations: Plans includes measures and specifications to minimize or eliminate adverse noise impacts.
- Community Awareness: Local residents should be made aware of the possible inconvenience and to know its approximate duration so that they can plan their activities accordingly. It is Iowa DOT policy that information concerning the upcoming project construction be submitted to all local news media.
- Source Control: This involves reducing noise impacts from construction by controlling the noise emissions at their source. Install and maintain effective mufflers on equipment.
- Site Control: This involves limiting unnecessary idling of equipment, use of temporary noise barriers in front of equipment and operating stationary equipment as far away from sensitive areas as possible.
- Time and Activity Restraints: Whenever possible, limiting work hours on a construction site can be very beneficial during the hours of sleep or on Sundays and holidays.

Contaminated and Regulated Material Sites

Properties in the Study Area where hazardous materials have been stored may present a future risk if spills or leaks have occurred. Contaminated or potentially contaminated properties are of concern for transportation projects because of the associated liability of acquiring the property

through ROW purchase, the potential cleanup costs, and safety concerns related to exposure to contaminated soil, surface water, or groundwater.

Iowa DOT staff conducted a preliminary review for the potential or known presence of regulated materials in the Study Area. The review was intended to identify those properties with potential or known Recognized Environmental Conditions (REC's) and was based on a review of Iowa DNR, US EPA, and Louisa County Assessor on-line databases, historic aerial photos and Google Earth search. The results of the preliminary review identified twenty properties as having potential REC's and four properties as having known REC's within the project's Study Area, with a majority of these properties located in and around the City of Wapello. These sites were then assessed for their potential risk using criteria published in Iowa DOT's Office of Location and Environment Manual (Iowa DOT 2009) and classified as high, low, or minimal risk sites. Sites classified as minimal risk do not warrant further investigation.

No Build Alternative

The No Build Alternative would not involve construction of the Project, and regulated materials sites would not be affected. Any contamination at the sites has the potential to migrate. Petroleum contamination could possibly degrade naturally over time.

Proposed Alternative

Two known REC's were identified in the impact area for the Proposed Alternative, with one located towards the south end of the project and the other located at the proposed interchange area (Figure 5-1).

- 4868 Highway 61, Wapello (PIN #1214103001) has one registered underground storage tank (DNR UST #198912758) reportedly removed in 1989. This property is not identified as a leaking underground storage tank site. (Low Risk)
- Former Amoco Fertilizer Plant, County Road G-62, Wapello (PIN #0828426000) previously operated as a bulk fertilizer facility with aboveground fertilizer storage tanks and had a US EPA hazardous waste generator ID number (IAT200010304). (Moderate Risk)

Impacts to these properties will be determined as the project is developed and appropriate acquisition recommendations will be made (i.e. permanent easement versus fee title). When possible, any identified highly contaminated areas will be avoided. Should any contaminated material be encountered during construction, it will be handled in accordance with state and federal regulations.

Utilities

The potential for the Project to affect utilities in the Study Area was considered by identifying utility locations and orientation in relation to the project area. Potential effects were evaluated

with respect to major utilities crossed by or located within the ROW for the Proposed Alternative.

Table 5-6 Utilities in Study Area

Utility Name	Utility Type
Alliant Energy	Electric and Natural Gas
Eastern Iowa Light and Power	Electric
Iowa Communications Network	Fiber Optic
Iowa Network Services	Fiber Optic
Mutual Telephone Company	Telephone
Windstream	Cable and Fiber Optic

No Build Alternative

Under the No Build Alternative, the highway would not be expanded and utility line relocation would not affect utility service.

Proposed Alternative

Construction of the Proposed Alternative would have minor impacts to the utility providers with the majority of impacts located in and around the proposed interchange area. As detailed design plans are developed for the Proposed Alternative, construction activities would be coordinated with public utilities to avoid potential conflicts and to minimize planned interruptions of service. When service interruptions are unavoidable, an effort would be made to limit their duration.

5.5 Cumulative

A cumulative impact is defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7). Cumulative impacts include the direct and indirect impacts of a project together with impacts from reasonably foreseeable future actions of others. For a project to be reasonably foreseeable, it must have advanced far enough in the planning process that its implementation is likely. The impacts of reasonably foreseeable future actions not associated with a new interchange include the impacts of other Federal, state, and private actions. Reasonably foreseeable actions are not speculative, are likely to occur based on reliable sources, and are typically characterized in planning documents.

Past Actions

In 1988 the Iowa State Legislature directed the Transportation Commission to “identify within the primary road system a network of commercial and industrial highways.” The purpose of this highway network shall be to improve the flow of commerce; to make travel more convenient, safe and efficient; and to better connect Iowa with regional, national, and international markets. Following this directive, the IADOT developed the Commercial and Industrial Network Improvement and Programming Policy which identified the need to improve U.S. 61 by converting the roadway from two lanes to four.

At that time the majority of the road was two-lanes between Dubuque and the Missouri border. The only four-lane sections were found near the larger cities of Dubuque, between Dewitt and Davenport, around Muscatine and Burlington. Since that time U.S. 61 has been converted to four-lanes from Dubuque to the Muscatine/Louisa County Line and from Burlington to the Missouri border. Currently, the only remaining portions that are not four-lane extend from the Muscatine/Louisa County Line to Burlington.

All of U.S. 61 was considered a primary route for development as a four-lane highway in 1998. U.S. 61 is a four lane roadway from I-280 in Davenport, Iowa to the Muscatine/Louisa County line. The Iowa DOT has been upgrading this portion of U.S. 61 since 1994. The remaining portions of the U.S. 61 corridor will be upgraded to four-lanes as funding becomes available.

Present Actions

In October of 2011 the Iowa DOT completed an Environmental Assessment and a Finding of No Significant Impact to improve approximately 6 miles of U.S. 61 to four-lanes from the Muscatine/Louisa County Line to the northern termini of this project. Construction is scheduled to begin in 2017 for this portion of the roadway.

The Iowa DOT also completed an Environmental Assessment and a Finding of No Significant Impact in September of 2016 for upgrading approximately 18 miles of U.S. 61 to four-lanes from Burlington to the southern termini of this project. The Iowa DOT is currently purchasing right of way for this project with construction anticipated to follow thereafter.

Future Actions

As mentioned above the Iowa DOT plans to improve the remaining sections of U.S. 61 that have not been converted to four-lanes. Over the past 20 years, Louisa County and the surrounding counties have seen large increases in development and these trends are expected to continue into the future. The Iowa DOT is interested in continuing to four-lane these last sections of U.S. 61 when funding becomes available.

Summary of Cumulative Impacts

Once this project and the others mentioned above are completed we anticipate travel will become safer and more efficient between the Muscatine/Louisa County Line and Burlington as well as the entire U.S. 61 corridor. Having four-lanes of highway from Dubuque south to the

Iowa/Missouri Boarder will allow the shipping industry to transport goods more efficiently along the corridor. It also has the potential to attract new business in Iowa that desire a location near the corridor. By bypassing the City of Wapello the project will likely reduce the amount of traffic passing through town and local businesses may see a slight decrease in business.

The proposed project, in conjunction with planned improvements to the remainder of the corridor, will also have a cumulative impact on environmental resources in the corridor including losses of habit for threatened and endangered species, woodland, floodplains, farmland, surface waters and water quality, wetlands and land-uses. Impacts to these resources will be unavoidable due to expanding the width of the corridor to accommodate the planned improvements.

The analysis of cumulative impacts focuses on the key resources potentially affected by the Proposed Alternative and other reasonably foreseeable actions in the vicinity of the Study Area. Specifically, the analysis focuses on the key resources identified in Table 5-7.

Table 5-7 Potential Cumulative Impacts

Key Resource Affected	Direct and Indirect Effects	Potential Cumulative Impacts
Wetlands	Approximately 67.1 total acres of wetlands converted to roadway use.	Potential loss of habitat and loss of water quality. Impacts minimized to the extent practicable through mitigation and using best management practices.
Floodplains/Surface Waters/Water Quality	Construction of the Proposed Alternative would potentially cause approximately 159 acres of impact to six floodplain areas, approximately 12,640 linear feet of stream impacts, and approximately 383 linear feet of impacts to the Iowa River which is a sovereign meandered river.	Increased sedimentation and pollutant loading; altered hydrology; potential impact to designated water uses; increase in storm water runoff. Impacts minimized to the extent practicable by using best management practices.
Threatened and Endangered Species/Woodlands	Possible net loss of approximately 70.8 acres of woodlands which are considered potential habitat for two species of endangered bats	Potential loss of habitat for flora and fauna species. Impacts minimized to the extent practicable through mitigation.
Farmland/ROW	Potential net loss of approximately 320 acres of farmland, 53 acres of residential, and 0.4 acres of commercial properties.	Other reasonably foreseeable projects may result in net loss of available farm land. ROW acquired will be minimized to extent possible as design advances.
Relocation Potential	Potential total acquisition of 19 rural residential properties that would require relocation assistance.	Loss of personal property. Potential relocations of displaced properties owners are expected to be relocated within the same county.
Transportation, construction and emergency routes	Longer out of distance travel to reach certain destinations along U.S. 61 and the surrounding areas.	Creation of alternate routes to reach destinations. Safer crossings of U.S. 61 along the Study Area and improved traffic flow.

The Proposed Alternative has been designed to avoid and minimize impacts of resources to the greatest extent possible. Remaining impacts that cannot be avoided will be mitigated. As a result, the overall cumulative impacts of the U.S. 61 Improvement project have been evaluated and are not considered to be collectively significant.

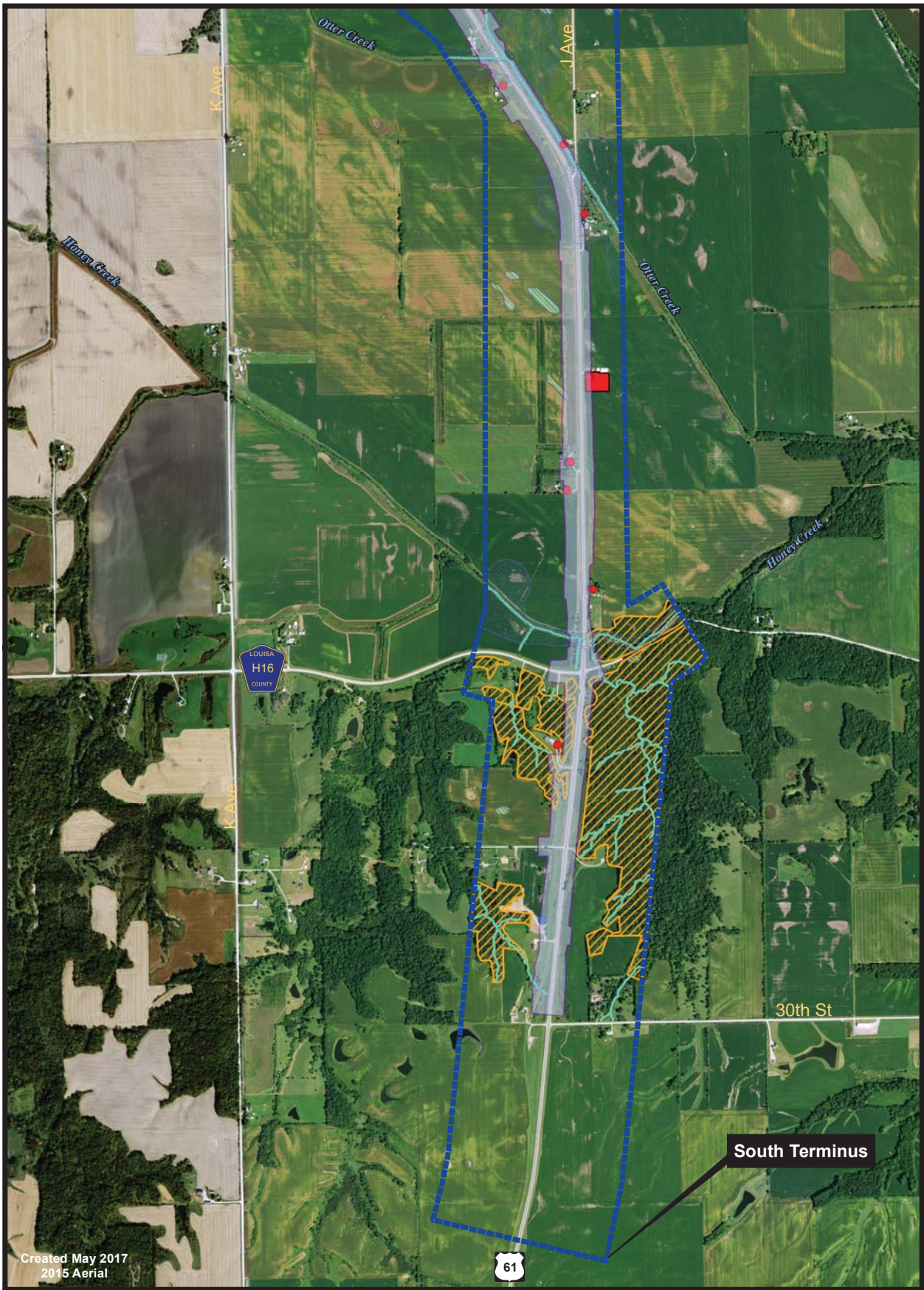
5.6 Streamlined Resource Summary

Resources not discussed in the body of the EA are located in the Streamlined Resource Summary, Appendix A. The summary includes information about the resources, the method used to evaluate them, and when the evaluation was completed. Table 5-8 summarizes the Proposed Alternative’s impacts to resources discussed in the sections above.

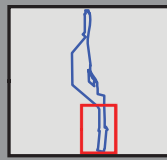
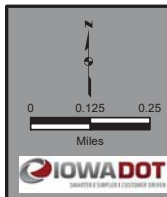
Table 5-8: Summary of Impacts

Resource	No Build Alternative	Proposed Alternative
Land Use	No change	Conversion of potentially 320 acres of agricultural land, 53 acres of residential land, and 0.4 acres of commercial land to transportation use.
Economic	No impact	Loss of tax revenue due to acquisition of ROW. Increase travel distance and access modifications for businesses and their customers.
Parklands and Recreational Areas	No impact	Temporary No Section 4(f) Use of the U.S. 61 Iowa River Access and the Iowa River Water Trail. 10.2 acres of permanent ROW acquisition of the Indian Slough Wildlife Area and 32.4 acres of permanent ROW from the Millrace Flats WMA.
Right-of-Way	No impact	Potential acquisition of approximately 373 acres of additional ROW from property owners.
Relocation Potential	No impact	Potential total acquisition of 19 rural residential homes.
Construction and Emergency Routes	No construction impacts or change in emergency routes	Increased travel distance and rerouting for emergency routes. Long term improved access along U.S. 61.
Transportation	No impact	Modification of highway

Resource	No Build Alternative	Proposed Alternative
		access points to increase safety and improve traffic movements along U.S. 61.
Historical Sites or Districts	No impact	Impacts to one historic property.
Archaeological Sites	No impact	Impacts to two sites.
Cemeteries	No impact	Modification of access to the highway with no direct impact.
Wetlands	No impact	67.1 acres converted to transportation use.
Surface Water and Water Quality	No impact	Potential impact to 12,640 linear feet of stream and 383 linear feet of the Iowa River.
Floodplains	No impact	Approximately 159 acres converted to transportation use.
Threatened and Endangered Species	No impact	May Affect but is not likely to Adversely Affect federally or state listed species. Potential result in the destruction or adverse modification of federally designated critical habitat requiring mitigation.
Woodlands	No impact	70.8 acres converted to transportation use. Does meet DOT criteria for woodland impact-mitigation required.
Farmlands	No impact	320 acres of farmland converted to transportation use.
Noise	3 residential receptors impacted.	3 residential receptors impacted. Noise abatement not required.
Contaminated and Regulated Material Sites Recognized Environmental Conditions (REC's)	No impact	2 known REC's impacted-low to moderate risk.
Utilities	No Impact	Potential relocation impacts to telecommunication and gas lines. When service interruptions are unavoidable, an effort would be made to limit their duration.



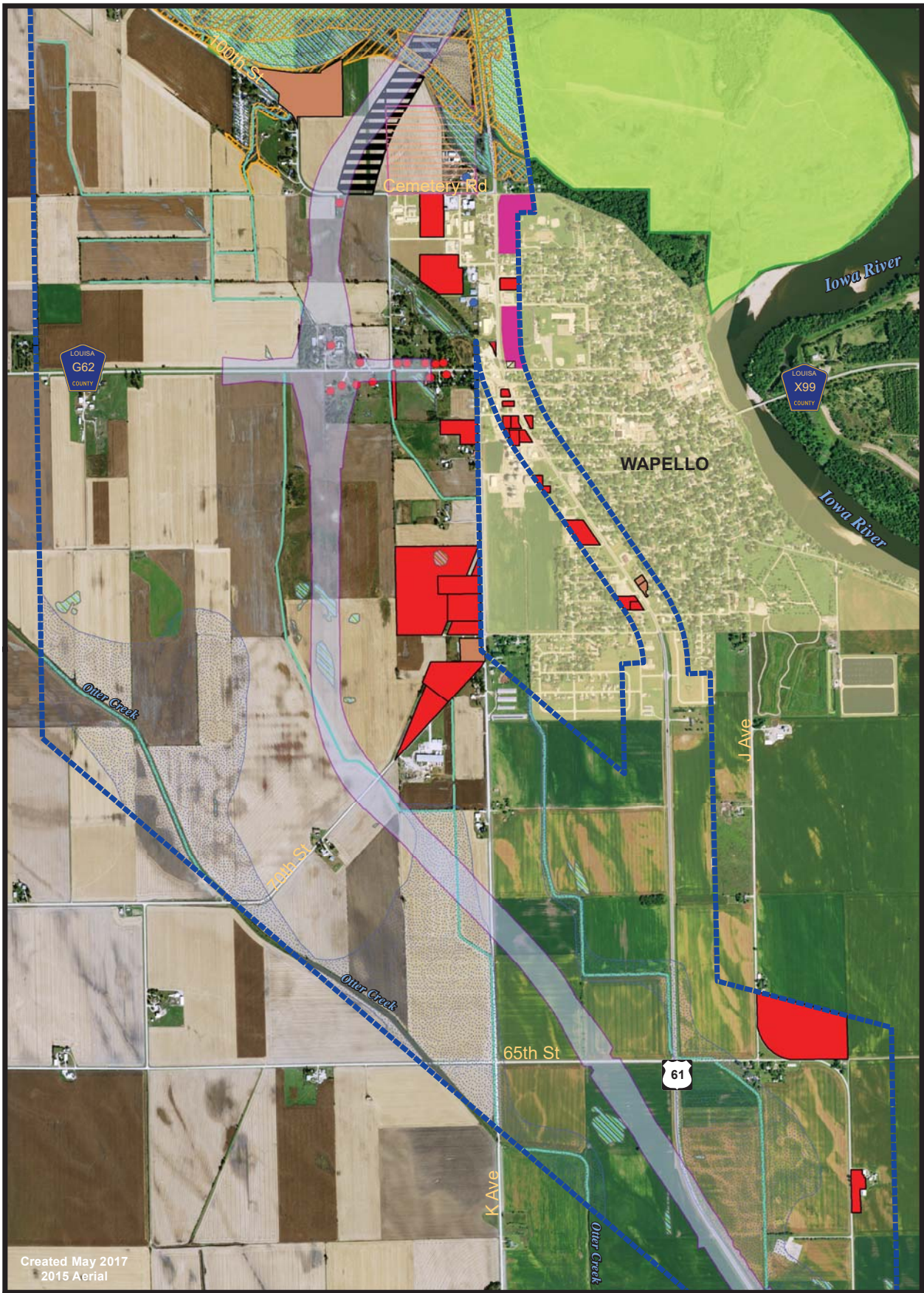
Created May 2017
2015 Aerial



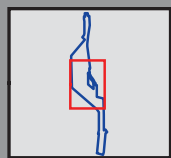
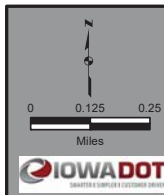
Map Area Shown in Red

- | | |
|---------------------|-------------------------|
| Study Area | Rivers & Streams |
| Impact Area | Bat Habitat/Woodlands |
| Historic Structures | Field-Verified Wetlands |
| Homes | Regulated Materials |
| Floodplains | |

ENVIRONMENTAL CONSTRAINTS
Figure 5-1
Page 1 of 3
NHSX-61-3(61)--3H-58
US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
 Louisa County, Iowa



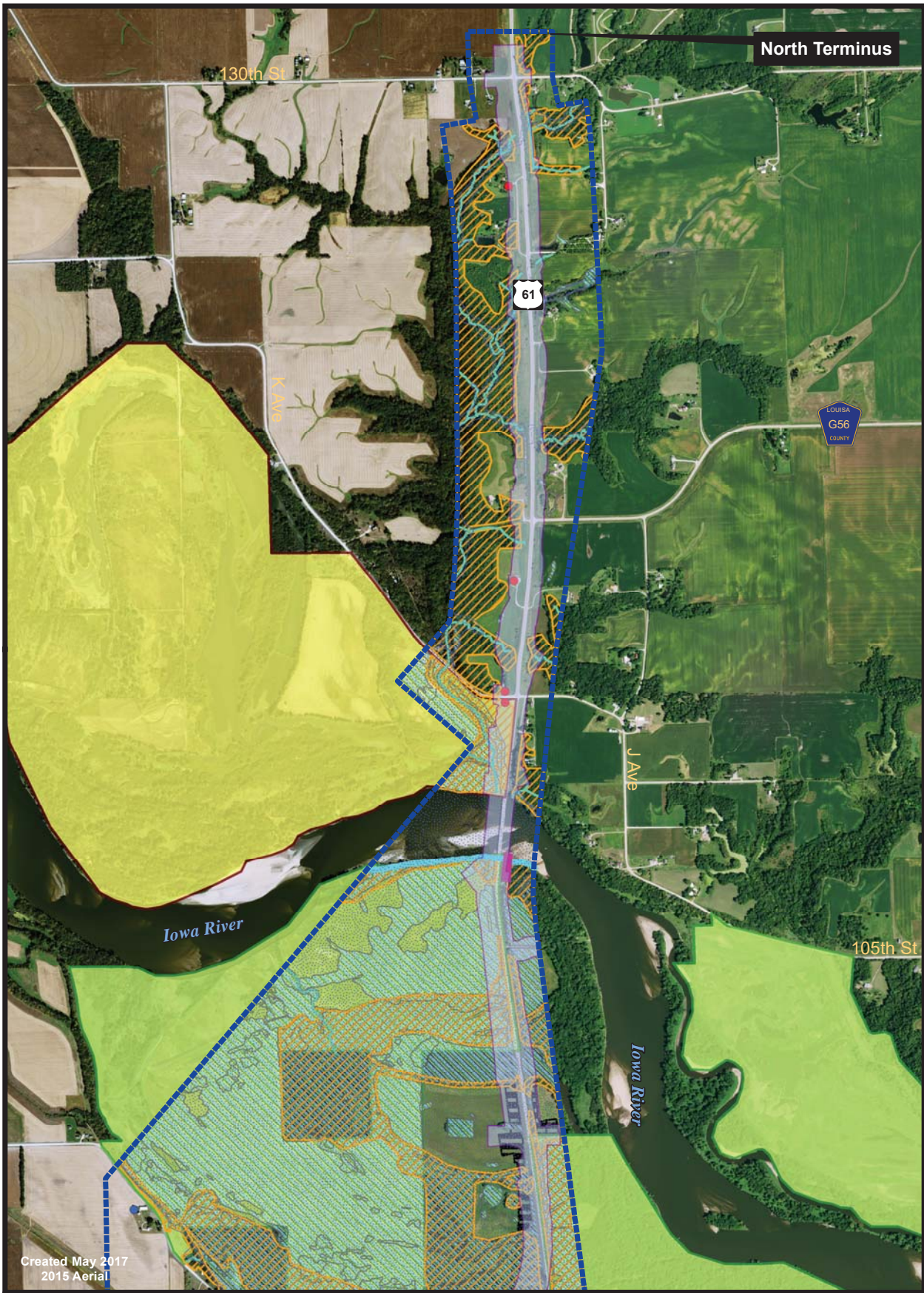
Created May 2017
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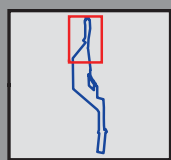
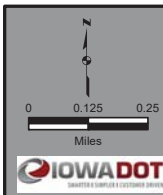
Map Area Shown in Red

- | | |
|---------------------|-----------------------------|
| Study Area | Bat Habitat/Woodlands |
| Impact Area | Field-Verified Wetlands |
| Historic Structures | Historic District |
| Homes | Regulated Materials |
| Utilities | Indian Slough Wildlife Area |
| Church Cemetery | Millrace Flats WMA |
| Floodplains | No Access |
| Recreation Areas | Corporate Limits |
| Rivers & Streams | |

ENVIRONMENTAL CONSTRAINTS
Figure 5-1
Page 2 of 3
NHSX-61-3(61)-3H-58
US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
 Louisa County, Iowa



Created May 2017
2015 Aerial

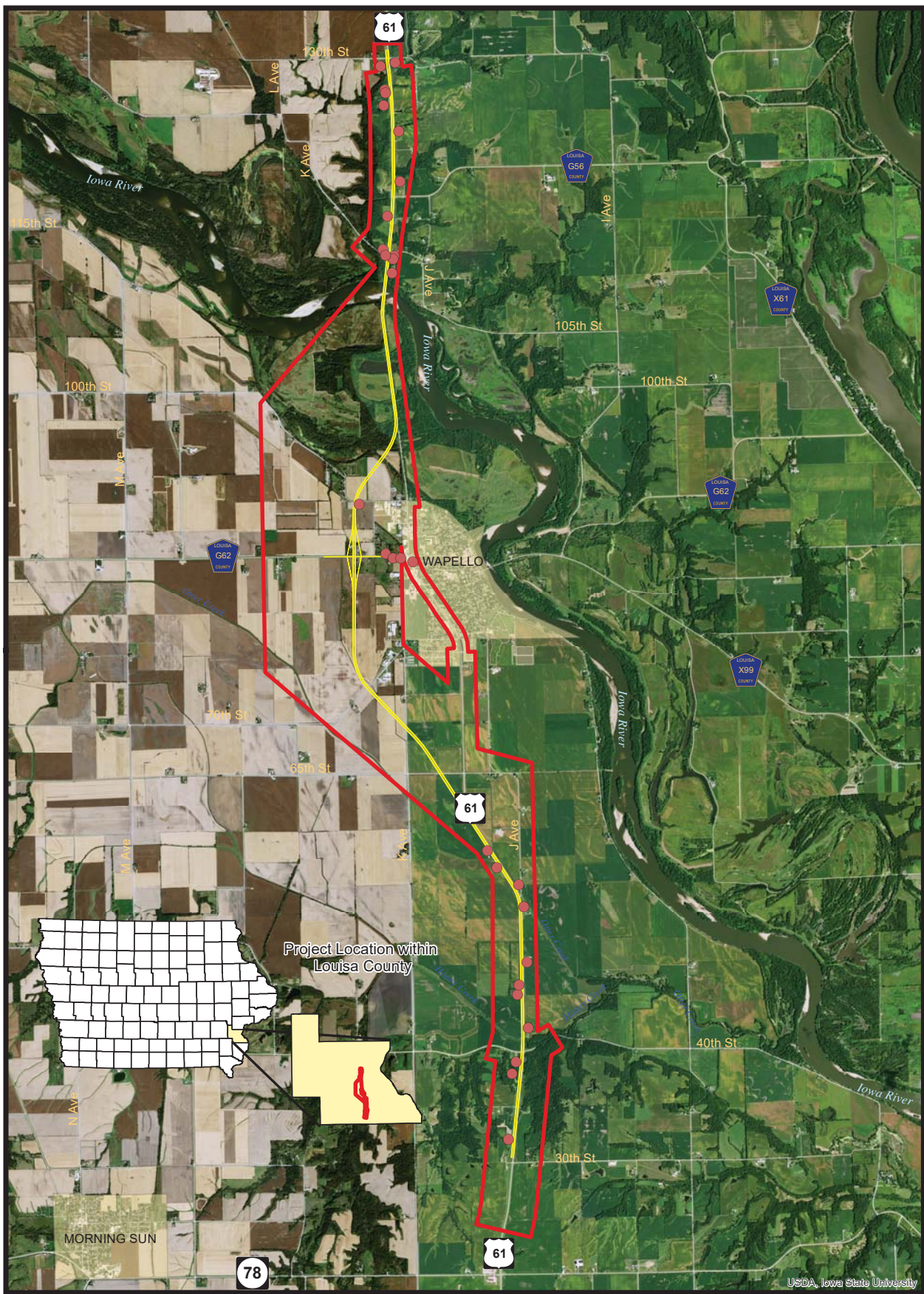


Map Area Shown in Red

- | | |
|---------------------|-----------------------------|
| Study Area | Rivers & Streams |
| Impact Area | Bat Habitat/Woodlands |
| Historic Structures | Field-Verified Wetlands |
| Homes | Indian Slough Wildlife Area |
| Floodplains | Millrace Flats WMA |
| Recreation Areas | No Access |
| Special Rivers | |

ENVIRONMENTAL CONSTRAINTS

Figure 5-1
Page 3 of 3
NHSX-61-3(61)-3H-58
US 61 Improvements
½ mile N of IA 78 to just N of 130th St
Louisa County, Iowa



IOWA DOT
 SMARTER | SIMPLER | CUSTOMER DRIVEN

Created October 2016
 2015 Aerial



- Noise Receptors
- Proposed Alignment
- Corporate Limits
- Study Area

NOISE RECEPTORS
 Figure 5-2
 NHSX-61-3(61)--3H-58
 US 61 Improvements
 ½ mile N of IA 78 to just N of 130th St
 Louisa County, Iowa

SECTION 6 DISPOSITION

This Streamlined EA concludes that the proposed project is necessary for safe and efficient travel within the project corridor and that the proposed project meets the purpose and need. The project would have no significant adverse social, economic, or environmental impacts of a level that would warrant an environmental impact statement. Alternative selection will occur following completion of the public review period and public hearing.

This EA is being distributed to the agencies and organizations listed. Individuals receiving this EA are not listed for privacy reasons.

Federal Agencies

Federal Aviation Administration
Federal Emergency Management Agency
U.S. Army Corps of Engineers – Rock Island District
U.S. Department of Agriculture – Natural Resources Conservation Service
U.S. Department of the Interior – Office of Environmental Policy and Compliance
U.S. Environmental Protection Agency – Region 7, National Environmental Policy Act Team
U.S. Fish & Wildlife Service – Rock Island Field Office

State Agencies

Iowa Department of Natural Resources
Iowa Soil and Water Conservation
State Historical Society of Iowa

Local/Regional Units Of Government

Louisa County Board of Supervisors
Louisa County Conservation Board
Louisa County Engineer
Louisa County Historical Society
City of Wapello – Mayor
City of Wapello – City Clerk

Locations Where This Document Is Available For Public Review:

Wapello, Keck Memorial Library
119 North 2nd Street
Wapello, Iowa 52653

Federal Highway Administration
105 6th Street
Ames, IA 50010

Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Iowa Department of Transportation
307 W. Briggs Street
Fairfield, IA 52556

Potential Permits Required For This Project:

- Department of Army Permit from U.S. Army Corps of Engineers, Rock Island District (Section 404 Wetland Permit)
- Water Quality Certification from Iowa DNR (Section 401 Water Quality Certification)
- Iowa DNR Flood Plain Development Permit
- Iowa DNR National Pollutant Discharge Elimination System General Permit No. 2 for Storm Water Discharge Associated with Construction Activities (NPDES Storm Water Permit)

Unless significant impacts are identified as a result of the public review or at the public hearing, a Finding of No Significant Impact (FONSI) will be prepared for the proposed action as a basis for federal-aid corridor location approval.

The proposed project is included in the FY 2018 Iowa Highway Program with \$1.0 million for design costs.

SECTION 7 COMMENTS AND COORDINATION

Agency and Tribal Coordination

This section includes a summary of agency coordination, public involvement, and tribal coordination that has occurred during the development of this EA. Future public involvement efforts that are planned for the Project are also discussed. Appendix B contains agency and tribal comment letters received in response to Iowa DOT's coordination request letters to initiate the NEPA process for the Project.

Early agency coordination began on January 24, 2013, with letters sent to the Federal, state, and local government agencies listed below. The letters announced the initiation of the NEPA process for the highway project, solicited feedback as it relates to the agencies' relevant areas of expertise, and solicited tribal interest in the Project. Table 7-1 lists the agencies that were contacted through early coordination and the response date, if applicable. Written responses to the early coordination requests are provided in Appendix B.

As part of the early coordination process, Iowa DOT also notified the Tribes of initiation of the proposed project and solicited their feedback. The Tribes contacted are listed in Table 7-2. The coordination information sent to the Tribes is included in Appendix B.

Table 7-1: Agency Coordination

Agency Type	Agency	Date of Response
Federal	Federal Aviation Administration	February 4, 2013
Federal	Federal Emergency Management Agency	NA
Federal	Federal Railroad Administration	NA
Federal	Federal Transit Administration, Region VII	NA
Federal	U.S. Army Corps of Engineers	January 30, 2013
Federal	U.S. Coast Guard	February 1, 2013
Federal	U.S. Department of Agriculture, NRCS	March 27, 2013
Federal	U.S. Department of Agriculture, Wapello Service Center	February 1, 2013
Federal	Louisa Soil and Water Conservation District	NA
Federal	U.S. Department of Housing and Urban Development	NA
Federal	National Park Service	NA
Federal	U.S. Department of Interior	NA
Federal	U.S. Environmental Protection Agency	February 25, 2013
Federal	U.S. Fish and Wildlife Service	NA
Federal	U.S. Postal Service	NA
State	State Historical Society of Iowa	NA
State	Iowa Department of Natural Resources, Environmental Services	February 6, 2013
State	Iowa Department of Natural Resources, Section 6(f) Funds	January 30, 2013
State	Iowa Department of Natural Resources, Conservation Division	April 9, 2013
State	Iowa Department of Natural Resources, Field Office #6	NA
State	Iowa Department of Natural Resources, Odessa Wildlife Unit	February 8, 2013
State	Iowa Department of Natural Resources, District Forester	February 19, 2013
State	Iowa Department of Agriculture and Land Stewardship	NA

State	Iowa Emergency Management Division	NA
State	Iowa Economic Development Authority	January 28, 2013
Regional	Southeast Iowa Regional Planning Commission	NA
County	Louisa County Board of Supervisors	NA
County	Louisa County Emergency Management	NA
County	Louisa County Conservation Board	NA
County	Louisa County Engineer	February 12, 2013
County	Louisa County Zoning & Flood Plain	NA
County	Louisa County Sheriff	February 15, 2013
County	Louisa County Historical Society	NA
County	Louisa Development Group	NA
Local	City of Wapello Mayor	February 11, 2013
Local	City of Wapello City Clerk	NA
Local	City of Wapello Police Department	NA
Local	City of Wapello Fire and Rescue	NA
Local	Wapello Community School District	February 5, 2013

Table 7-2: Tribal Coordination

Tribe	Date of Coordination	Date of Response
Ho-Chunk Nation	January 28, 2013	NA
Miami Nation of Oklahoma	January 28, 2013	NA
Omaha Tribe of Nebraska	January 28, 2013	NA
Otoe-Missouria Tribe	January 28, 2013	NA
Peoria Tribe of Indians of Oklahoma	January 28, 2013	NA
Sac & Fox Nation of Oklahoma	January 28, 2013	NA
Yankton Sioux Tribe	January 28, 2013	NA
Sac & Fox Tribe of the Mississippi in Iowa	January 28, 2013	NA
Iowa Tribe of Kansas and Nebraska	January 28, 2013	NA

The comments received from federal, state, county, and local agencies and tribes are summarized as follows:

- Iowa Economic Development Authority - Indicated that they forwarded the early coordination information to the economic development leaders in Louisa County for their review.
- U.S. Army Corps of Engineers - Stated that it appears the project would impact waters of the United States (including jurisdictional wetlands), and that Department of the Army (DA) Section 404 authorization will be required.
- Iowa Department of Natural Resources - Determined that there are no Federal Land & Water Conservation Fund (LWCF) projects that would be affected by this project. However, there is a Louisa County Conservation Board property that received Wildlife Habitat Funds and an Iowa Department of Natural Resources property that received a Resource Enhancement & Protection Fund (REAP) Grant that may be impacted.
- Natural Resources Conservation Service - Requested more information in order to complete the Farmland Conversion Impact Rating form.

- U.S. Coast Guard - Determined that this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes and that a Coast Guard bridge permit is not required.
- U.S. DOT (Federal Aviation Administration) - Recommended reviewing their databases to determine if navigable airspace would be impacted.
- Wapello Community School District - Expressed concerns on the bypass of Wapello and the negative impacts it would have on the business community along with the positive impacts it would have on safety of school aged children as they travel to and from school.
- Iowa Department of Natural Resources - Stated that the study area includes a significant amount of Iowa River floodplain, with a majority of the area managed both publically and privately as wildlife habitat. This area includes a mix of wetlands, grasslands, and floodplain forest. Part of the area owned by the Iowa DNR is managed as the Millrace Flats Wildlife Management Area (WMA) and part is encumbered by Federal Wetland Reserve Program Easements (WRP). Several state threatened species have been documented near the study area and the study area lies within the SE Iowa Amphibian and Reptile Conservation Area. Recommended that any new construction through the floodplain area should be as close as possible to the existing highway to minimize any negative effects.
- City of Wapello - Understands that the “No Action” alternative is not the correct answer for the future of this area. Stated the impacts that the through town alternative would have on utilities, old fuel tanks, access roads, and buildings/properties. Also stated the impacts that the bypass alternatives would have on local commuters and emergency responders and suggested the closest alternative would be the favorable of the two so the City could try and annex the area.
- Iowa Department of Natural Resources - Requested digital mapping.
- Louisa County Road Department - Indicated that the department and board of Supervisors support the highway improvements as it will provide an important transportation link providing long term economic benefits. They are concerned with the loss of prime farmland and the accessibility of the secondary road system.
- Iowa Department of Natural Resources - Listed three active LUST sites along the U.S. 61 corridor and another contaminated site along the County Road G-62 corridor. Also listed concerns on Waters of the United States, wetlands, woodlands, cultural sites, and regulated materials along with encouraged construction activities. Stated that any construction activities within the 100-year floodplain will require an Iowa DNR floodplain development permit.
- Louisa County Sheriff’s Office - Recommended minimal disruption in emergency response travel during construction and after project completion. Suggested limiting the number of intersections on U.S. 61 and preferred the interchange at County Road G-62, along with another interchange at County Road G-56 since the Sheriff’s Office is located on this road and is the most used intersection in the county by law enforcement vehicles.
- Iowa Department of Natural Resources - Listed concerns on impacts to the Indiana Bat habitat along with forest fragmentation. The area northeast of Wapello and west of the

existing highway contain large continuous tracts of bottomland timber and woodland habitat. The area south of Wapello on the east side of the existing highway between 30th and 40th Streets contain high quality native forest and a large established tree planting dominated by oak woods.

- Environmental Protection Agency - Evaluated the project using the EPA Region 7's NEPAAssist database for spatial relationships of environmentally regulated facilities and remediation sites and found no issues that would interfere with the planned project.
- Natural Resources Conservation Service - Expressed their concerns on potential impacts to existing NRCS conservation easements, prime farmland, wetlands, streams, and conservation practices.
- Iowa Department of Natural Resources - Determined that there are records of one state- and federally-endangered species (Indiana Bat) and two state-threatened plant species (Curved-Pod Corydalis and Sweet Indian Plantain) within the corridor study area. Stated that if listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

NEPA/404 Merge Coordination

FHWA and Iowa DOT coordinated with resource agencies using the Iowa DOT concurrence point process. The process incorporates planning, design, agency coordination, public involvement elements, and integrates compliance with NEPA and Section 404 of the Clean Water Act. The transportation agencies request agency concurrence regarding four points in the NEPA process:

- Concurrence Point 1 – Purpose and Need
- Concurrence Point 2 – Alternatives to be Considered
- Concurrence Point 3 – Alternatives to be Carried Forward
- Concurrence Point 4 – Preferred Alternative

Concurrence Points 1 and 2 were conducted at the same time on June 27, 2013. Representatives from the USACE, USFWS, USEPA, FHWA, Iowa DNR, and Iowa DOT attended the webinar to review the Concurrence Point Packet which was emailed to the attendees prior to the meeting. The purpose and need for the project and the alternatives being considered were discussed. Concurrence on Points 1 and 2 was received from the agencies during the meeting.

Concurrence Point 3 occurred on June 5, 2014 via telephone/webinar. This was the same format as the previous meeting where attendees received the Concurrence Point Packet prior to the meeting. Representatives from the USFWS, USEPA, FHWA, Iowa DNR, and Iowa DOT attended the webinar. A project overview was given including the project's location, description, purpose and need, and the alternatives presented during the earlier Concurrence Point meeting. There was an explanation of the alternative that was not carried forward along with a discussion of the two alternatives still under consideration and their anticipated environmental impacts.

During Concurrence Point 3, the USEPA inquired about the project only having two alternatives which were similar in footprint. At that time, it was determined to hold a separate telephone conference with representatives of the USEPA and Iowa DOT to discuss the previous alternatives that were dismissed prior to the commencement of the NEPA process. In total, the Iowa DOT examined two alternatives on the east side of the Iowa River, three alternatives that traversed through the City of Wapello, three alternatives to the west of the City of Wapello, and two alternatives locating two new highway lanes on either the east or west side of existing U.S. 61. During this meeting, it was decided to reference and discuss the alternatives that were not presented in the Concurrence Point Process in this environmental (NEPA) document. The USFWS and Iowa DNR concurred during the webinar while the USEPA and USACE concurred at a later date via email correspondence.

Public Involvement

Two public meetings have been held to date. The first public information meeting was held on October 18, 2012 at the Briggs Civic Center located in Wapello, Iowa. The intent of the meeting was to discuss the purpose and need of the proposed project along with examining the alternatives that are being considered. The meeting was held from 5:00 PM to 7:00 PM and was attended by 165 people. In general, comments received at the meeting and during the comment period were generally focused on the need for a four-lane facility in the area due to the ongoing corridor studies on U.S. 61 to the north and south of the City of Wapello. The following generalizes the additional comments:

- The western alternatives and the impacts to farming/agricultural operations, rural residences, drainage systems, wetlands, and the Iowa River floodplain.
- The western alternatives would divert traffic away from existing businesses and create the need for business redevelopment to the west of town near the proposed interchange.
- The through-town alternative would impact existing businesses and residences along with increasing traffic volumes in town.
- Concerns with having only one interchange in the area along with priority 1 access control, especially with emergency response vehicles.
- Discussions on the numerous archeological and historical sites in the area along with the environmental surveys being conducted.
- Questions on the timeline for this study, eventual construction of the project, total cost of the project, and the availability of funding.
- Discussions on the right of way acquisition process and how compensation was calculated.
- Concerns with the impacts to individual properties, both partial and total acquisition, and how the Iowa DOT handles this.

The Iowa DOT summarized written comments received and finalized responses to comments on November 29, 2012.

The second public meeting was held on April 24, 2014 at the Briggs Civic Center in the City of Wapello, Iowa. The purpose of the meeting was to reintroduce the project to the public, discuss the alternatives that have been advanced forward, explain what kinds of studies are being done, and answer any questions on the impacts to the environment. The meeting was held from 5:00 PM to 7:00 PM and was attended by 134 people. In general, comments received at the meeting and during the comment period were generally focused on the layouts of the proposed alternatives and the impacts they would have in the area. The following generalizes these comments:

- Discussions on providing access to the City of Wapello from both the north and south sides.
- Concerns with having only one access to the City of Wapello from U.S. 61.
- Discussions on the location of the proposed interchange and the distance it would be from the City of Wapello.
- Questions on what the impacts would be to the existing businesses in the City of Wapello with the relocated U.S. 61 and proposed interchange.
- Concerns with the potential bypass of the City of Wapello would have on not only the farmland, but access to farmed properties and agricultural activities.
- Discussions on the impacts the proposed project would have to existing residences, especially in the area of the proposed interchange.
- Questions on the right of way requirements for the proposed project and the procedures the Iowa DOT has in place to deal with property acquisitions.
- Concerns about how the proposed project and interchange location would have to local emergency response routes and times.
- Discussions on the flooding issues in the area around the Iowa River, both existing and future with the proposed project.

The Iowa DOT summarized written comments received and finalized responses to comments on June 5, 2014.

APPENDIX A

STREAMLINED RESOURCE SUMMARY

SOCIOECONOMIC IMPACTS SECTION:

Land Use	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 10/20/2013
Community Cohesion	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 10/20/2013
Churches and Schools	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 10/20/2013
Environmental Justice	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Report
Completed by and Date:	OLE NEPA Manager, 12/19/2014
Economic	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Other
Completed by and Date:	OLE NEPA Manager, 2/10/2016
Joint Development	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Other
Completed by and Date:	OLE NEPA Manager, 12/19/2014
Parklands and Recreational Areas	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 11/28/2013
Bicycle and Pedestrian Facilities	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 10/20/2013
Right-of-Way	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	OLE Staff, 5/15/2016
Relocation Potential	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	OLE Staff, 5/15/2016

SOCIOECONOMIC IMPACTS SECTION Continued:

Construction and Emergency Routes	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 2/11/2016
Transportation	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 2/11/2016

CULTURAL IMPACTS SECTION:

Historic Sites or Districts	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 2/19/2015
Archaeological Sites	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 2/19/2015
Cemeteries	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 12/2/2014

NATURAL ENVIRONMENT IMPACTS SECTION:

Wetlands	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 9/18/2016
Surface Waters and Water Quality	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 9/18/2016
Wild and Scenic Rivers	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 10/20/2016
Floodplains	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	OLE NEPA Manager, 2/19/2016
Wildlife and Habitat	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 9/18/2016
Threatened and Endangered Species	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 11/9/2015
Woodlands	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 11/9/2015
Farmlands	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Resource Agency, 8/5/2016

PHYSICAL IMPACTS SECTION:

Noise	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	OLE Staff, 10/1/2016
Air Quality	
Evaluation:	The proposed project complies with both Iowa's current State Implementation Plan for attaining the national ambient air quality standards (which contains no transportation control measures), and with the conformity requirements for the Clean Air Act Amendments of 1990. Short-term air quality impacts associated with dust and equipment emissions during construction are controlled by standard contract and equipment specifications.
Method of Evaluation:	Database
Completed by and Date:	OLE NEPA Manager, 12/9/2013
MSATs	
Evaluation:	This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative. Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.
Method of Evaluation:	FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents, September 30, 2009
Completed by and Date:	OLE NEPA Manager, 2/18/2016
Energy	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 10/20/2013
Contaminated and Regulated Materials Sites	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	OLE Staff, 2/15/2016

PHYSICAL IMPACTS SECTION Continued:

Visual	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 10/20/2013
Utilities	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	OLE Staff, 2/15/2016

APPENDIX B

AGENCY AND TRIBAL COORDINATION

Office of Location & Environment

800 Lincoln Way, Ames, IA 50010

Phone: 515-239-1035 | Email: libby.wielenga@dot.iowa.gov

April 21, 2015

Ref. NHSX-061-3(61)—3H-58

Primary System

Louisa County

Ms. Dianne Desrosiers, THPO
Sisseton-Wahpeton Oyate
P.O. Box 907
Sisseton, SD 57262

RE: Phase II Archaeological Report for the Middle U.S. 61 Road Construction Project

Dear Ms. Desrosiers:

Per your request, enclosed is an electronic copy of the Phase II Archaeological Report for the proposed U.S. 61 road construction project in Louisa County.

We will provide any additional project information that may be of interest to you as it becomes available, including the results of any additional archaeological surveys.

If you have any questions, please feel free to contact me at (515) 239-1035. If you wish to contact a representative of the U.S. Government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Libby Wielenga
Office of Location and Environment

LJCW
Enclosure
cc: Mike LaPietra – Federal Highway Administration

RECEIVED

APR 20 2015



Iowa Department of Transportation
TRIBAL NOTIFICATION

Office of Location & Environment

Form 536002
08-05

To: Sisseton-Wapsheton Oyate

Date March 18, 2015 IA DOT contact Libby Wielenga
IA DOT project # NHSX-061-3(61)-3H-58 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
Location Louisa County E-mail Libby.Wielenga@dot.iowa.gov
Description Phase II Archaeological Evaluation for the middle U. S. 61 Road Reconstruction Project

Type of Project (see map)

- VERY SMALL - Disturb less than 12-inch depth (plow zone)
SMALL - Grading on existing road, shouldering, ditching, etc.
SMALL - Bridge or culvert replacement
LARGE - Improve existing road from 2 lanes to 4 lanes
LARGE - New alignment
OTHER - Borrow Area

Type of Coordination/Consultation Points

- 1 - Early project notification (project map and description)
2 - Notification of survey findings (Phase I)
X 2a - Notification of site evaluation (Phase II)
3 - Consultation regarding site treatment
4 - Data Recovery Report
5 - Other

Type of Findings

- No American Indian site found
--Section 106 Consultation Process ends*
American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian sites eligible for National Register listing (see map and list of sites)
--Section 106 Consultation Process may or may not end
Significant American Indian sites found (see map and list of sites)
American Indian sites eligible for National Register listing cannot be avoided (see map)
Burial site found
9 # of non-significant prehistoric sites
0 # of potentially significant prehistoric sites
6 # of National Register-eligible prehistoric sites

Affected National Register Properties

- X Investigating avoidance or minimizing harm options Protected
Avoided Data Recovery/MOA

*****Please Respond*****

Who should we contact for site/project-related discussions?

Jim Whitted P.O. Box 907 Sisseton, SD 57262
Name Street Address City, Zip Code
Phone 605-698-3584 E-mail jmswhitted@yahoo.com

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?

- Thank you for the information; however, we do not need to consult on this particular project.
We do not have a comment at this time, but request continued notification on this project.
X Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Blank lines for comments

Name Tribe name Date

(Comments continued on back)

MAR 30 2015



Iowa Department of Transportation
TRIBAL NOTIFICATION

To: Peoria Tribe of Oklahoma

Office of Location & Environment

Form 536002
08-05

Date March 18, 2015 IA DOT contact Libby Wielenga
IADOT project # NHSX-061-3(61)-3H-58 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
Location Louisa County E-mail Libby.Wielenga@dot.iowa.gov
Description Phase II Archaeological Evaluation for the middle U. S. 61 Road Reconstruction Project

Type of Project (see map)

VERY SMALL - Disturb less than 12-inch depth (plow zone)	X	LARGE - Improve existing road from 2 lanes to 4 lanes
SMALL - Grading on existing road, shouldering, ditching, etc.	X	LARGE - New alignment
SMALL - Bridge or culvert replacement		OTHER - Borrow Area

Type of Coordination/Consultation Points

1 - Early project notification (project map and description)	X	3 - Consultation regarding site treatment
2 - Notification of survey findings (Phase I)		4 - Data Recovery Report
X 2a - Notification of site evaluation (Phase II)		5 - Other

Type of Findings

No American Indian site found --Section 106 Consultation Process ends*	X	Significant American Indian sites found (see map and list of sites)
American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*		American Indian sites eligible for National Register listing cannot be avoided (see map)
Avoided American Indian sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end		Burial site found

* In the event of a late discovery, consultation will be reopened

9	# of non-significant prehistoric sites
0	# of potentially significant prehistoric sites
6	# of National Register-eligible prehistoric sites

Affected National Register Properties

X Investigating avoidance or minimizing harm options	Protected
Avoided	Data Recovery/MOA

*****Please Respond*****

Who should we contact for site/project-related discussions?

<u>Cynthia Stacy</u> Name	<u>118 S. Eight Tribes Trail</u> Street Address	<u>Miami 74352</u> City, Zip Code
<u>918 540 2535</u> Phone		<u>cstacy@peoriatribe.com</u> E-mail

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?

NO

<input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project.	<input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment.
<input checked="" type="checkbox"/> We do not have a comment at this time, but request continued notification on this project.	<input type="checkbox"/> We have concerns and wish to consult.
<input type="checkbox"/> Please send a copy of the archaeology report.	<input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project.

Comments _____

<u>Cynthia Stacy</u> Name	<u>Peoria Sube of Indians of Oklahoma</u> Tribe name	<u>3/24/15</u> Date
------------------------------	---	------------------------

(Comments continued on back)



Iowa Department of Transportation
TRIBAL NOTIFICATION

OCT 24 2013

Form 536002

08-05

To: Peoria Tribe of Indians of Oklahoma Office of Location & Environment

Date October 10, 2013 IA DOT contact Libby Wielenga
IADOT project # NHSX-061-3(61)-3H-58 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
Location Louisa County E-mail Libby.Wielenga@dot.iowa.gov
Description Additional Phase I Archaeological Investigation for the middle U. S. 61 Road Reconstruction Project

Type of Project (see map)
VERY SMALL - Disturb less than 12-inch depth (plow zone) X LARGE - Improve existing road from 2 lanes to 4 lanes
SMALL - Grading on existing road, shouldering, ditching, etc. X LARGE - New alignment
SMALL - Bridge or culvert replacement OTHER - Borrow Area

Type of Coordination/Consultation Points
1 - Early project notification (project map and description) 3 - Consultation regarding site treatment
X 2 - Notification of survey findings (Phase I) 4 - Data Recovery Report
2a - Notification of site evaluation (Phase II) 5 - Other

Type of Findings
No American Indian site found --Section 106 Consultation Process ends* X Potentially significant American Indian sites found (see map and list of sites)
American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends* American Indian sites eligible for National Register listing cannot be avoided (see map)
Avoided American Indian sites eligible for National Register listing (see map and list of sites) X Burial site found
--Section 106 Consultation Process may or may not end
36 # of non-significant prehistoric sites
40 # of potentially significant prehistoric sites
of National Register-eligible prehistoric sites

Affected National Register Properties
X Investigating avoidance or minimizing harm options Protected
Avoided Data Recovery/MOA

*****Please Respond*****

Who should we contact for site/project-related discussions?
Cynthia Stacy 118 S. Eight Tribes Trail Miami 74354
Name Street Address City, Zip Code
918.540.2535 cstacy@peoriatribe.com
Phone E-mail

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?
not specifically
 Thank you for the information; however, we do not need to consult on this particular project. Thank you for the information. We are satisfied with the planned site treatment.
 We do not have a comment at this time, but request continued notification on this project. We have concerns and wish to consult.
 Please send a copy of the archaeology report. We wish to participate in the Memorandum of Agreement for this project.

Comments

Cynthia Stacy Peoria Tribe of Indians of Oklahoma 10/22/13
Name Tribe name Date
(Comments continued on back)

Additional Comments

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UNITED STATES



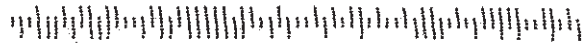
BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 651 AMES, IA.

POSTAGE WILL BE PAID BY ADDRESSEE

OFFICE OF LOCATION AND ENVIRONMENT
CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902

50010\$9902



Fold last



Iowa Department of Transportation
TRIBAL NOTIFICATION

Form 536002

08-05

To: Winnebago Tribe of Nebraska

Date October 10, 2013 IA DOT contact Libby Wielenga
 IADOT project # NHSX-061-3(61)-3H-58 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300
 Location Louisa County E-mail Libby.Wielenga@dot.iowa.gov
 Description Additional Phase I Archaeological Investigation for the middle U. S. 61 Road Reconstruction Project

Type of Project (see map)
 VERY SMALL - Disturb less than 12-inch depth (*plow zone*) X LARGE - Improve existing road from 2 lanes to 4 lanes
 SMALL - Grading on existing road, shouldering, ditching, etc. X LARGE - New alignment
 SMALL - Bridge or culvert replacement OTHER - Borrow Area

Type of Coordination/Consultation Points
 1 - Early project notification (*project map and description*) 3 - Consultation regarding site treatment
 X 2 - Notification of survey findings (*Phase I*) 4 - Data Recovery Report
 2a - Notification of site evaluation (*Phase II*) 5 - Other

Type of Findings
 No American Indian site found X Potentially significant American Indian sites found
 --Section 106 Consultation Process ends* (*see map and list of sites*)
 American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends* American Indian sites eligible for National Register listing cannot be avoided (*see map*)
 Avoided American Indian sites eligible for National Register listing X Burial site found
 (*see map and list of sites*)
 --Section 106 Consultation Process may or may not end
 36 # of non-significant prehistoric sites
 * *In the event of a late discovery, consultation will be reopened* 40 # of potentially significant prehistoric sites
 # of National Register-eligible prehistoric sites

Affected National Register Properties
 X Investigating avoidance or minimizing harm options Protected
 Avoided Data Recovery/MOA

*****Please Respond*****

Who should we contact for site/project-related discussions?
 Name Emily DeLeon Street Address PO Box 687 City, Zip Code Winnebago ne 68074
 Phone 402 878 3313 E-mail Smith-deleon 77@jarcheo

- Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?
- Thank you for the information; however, we do not need to consult on this particular project.
 - Thank you for the information. We are satisfied with the planned site treatment.
 - We do not have a comment at this time, but request continued notification on this project.
 - We have concerns and wish to consult.
 - Please send a copy of the archaeology report.
 - We wish to participate in the Memorandum of Agreement for this project.

Comments _____

Name Emily DeLeon Tribe name Winnebago Tribe Date 10-21-13

(Comments continued on back)

Additional Comments _____

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OFFICE OF LOCATION AND ENVIRONMENT
CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

April 9, 2013

RECEIVED

APR 16 2013

Office of Location & Environment

Iowa Department of Transportation
Attn: Matthew J. Oetker
800 Lincoln Way
Ames, IA 50010

RE: Environmental Review for Natural Resources
U.S. Highway 61 Corridor Study
NHSX-061-3(61)-3H-58
Louisa County

Dear Mr. Oetker,

Thank you for inviting Department comment on the impact of this project. The Department has records of the Indiana bat (*Myotis sodalis*), a state- and federally-endangered species and two state-Threatened plant species within the corridor study area, Curved-pod Corydalis (*Corydalis curvisiliqua ssp grandibracteata*) and Sweet Indian Plantain (*Cacalia suaveolens*). Department records and data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include comment from the Environmental Services Division of this Department. This letter does not constitute a permit. Other permits may be required from the Department or other state or federal agencies before work begins on this project.

If you have questions about this letter or require further information, please contact me at (515) 281-8967.

Sincerely,

Kelly Poole
Environmental Specialist
Conservation and Recreation Division

FILE COPY: Kelly Poole

Tracking Number: 8545

CC: Daryl Howell, Iowa DNR (email)
John Pearson, Iowa DNR (email)



Natural Resources Conservation Service
210 Walnut Street, Room 693
Des Moines, IA 50309-2180

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APR - 4 2013

Office of Location & Environment

March 27, 2013

Mr. Matthew J. Oetker
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

SUBJECT: U.S. Highway 61 Corridor study, North of IA78 to South of IA92, Louisa County, IA

Dear Mr. Oetker:

In response to your inquiry dated, January 24, 2013, the following resources of concern to the Iowa Natural Resources Conservation Service (NRCS) include:

- Existing NRCS Conservation Easements
Please refer to <http://gdwwweb1.ftw.nrcs.usda.gov/> to see if your undertaking will affect an NRCS easement. Should an easement be affected, you may contact the Iowa NRCS State Office for further information.
- Prime Farmland
Should this undertaking involve Prime Farmland or Farmland of State Wide Importance, you will need to have a Form AD-1006 completed. Please fill out your portion of the form and send that along with maps showing the legal location(s) to the appropriate Area Resource Soil Scientist. See attached map for which Area Resource Soil Scientist needs to receive the form.
- Wetlands, Streams or Conservation Practices*
You should assess whether consultation with landowners within or adjacent to the proposed projects' limits of construction is necessary to assess any direct or indirect effects to these resources or practices.

**Please be advised, the Iowa NRCS discourages actions that would cause a reduction in stream length or adversely affect wetlands.*

Please note that federally-protected species, state-protected species, historic properties and/or waters of the United States may be affected by this proposed project. These are important resources of concern and this office strongly advises you to consult with the following offices for more information:

Federally - Protected Species

US Fish and Wildlife Service
Rock Island Illinois Field Office
1511 47th Avenue, Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807

State - Protected Species

Iowa Department of Natural Resources
Environmental Review for Natural Resources
Conservation and Recreation Division
502 East 9th Street, Des Moines, Iowa 50319-0034
Phone: (515) 281-8967

Cultural Resources and Historic Properties

State Historical Society of Iowa
State Historic Preservation Office
600 E. Locust St, Des Moines, Iowa 50319-0290
Phone: (515) 281-8743

Waters of the United States

U.S. Army Corps of Engineers
Regulatory Branch
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004
Phone: (309) 794-5057

Thank you for your inquiry with the Iowa NRCS regarding your project proposal. It is our sincere expectation that the information proved is helpful to you. Should you require any further assistance please contact James Cronin, State Biologist, at (515) 323-2221.

Sincerely,



Jay T. Mar
State Conservationist

Attachments

From: [Summerlin, Joe](#)
To: [Oetker, Matthew \[DOT\]](#)
Subject: U.S. Hwy 61 Corridor Study - Environmental Assessment NHSX-061-3(61)--3H-58, Louisa County, Iowa
Date: Monday, February 25, 2013 9:31:03 AM

Dear Mr. Oetker:

This letter corresponds to your letter dated January 24, 2013 concerning U.S. Hwy 61 Environmental Assessment in Louisa County, Iowa. Thank you for involving the U.S. Environmental Protection Agency (EPA) during the consideration of environmental impacts either to or from this project.

In evaluating the action, I referred to EPA Region 7s NEPAssist database for spatial relationships of environmentally regulated facilities and remediation sites. No issues were found that should interfere with the planned project. If you have any other questions, you can contact me at (913) 551-7029 or via email at Summerlin.joe@epa.gov.

Sincerely,

Joe Summerlin
NEPA Reviewer
EPA Region 7
11201 Renner Blvd.
Lenexa, KS 66219



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FEB 25 2013

Office of Location & Environment

**Iowa Department of Natural Resources
Forestry Bureau**

“Serve the people by caring for their forest resource”

February 19, 2013

Matthew J. Oetker
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RE: U.S. Highway 61 Corridor Study-Environmental Assessment
NHSX-061-3(61)—3H-58, Louisa County, Iowa

The possible impacts to proposed Highway 61 outline as it relates to Forest/Woodland Resources is as follows:

- **Indiana Bat Habitat:** This federally endangered species is known to be located within the southern 1/3 of the state and requires loose barked trees and permanent water within 1/2 mile for summer nesting. The proposed expansion zone directly NE of Wapello and west of current HWY has many acres of flooded bottomland hardwood timber that would have many possible Indiana Bat trees.
- **Forest fragmentation:** The acres of state and private ground NE of Wapello and west of current HWY includes larger continuous tracts of bottomland timber and woodland habitat. Much of this forest is higher quality native bottomland timber that provides habitat, water and air quality improvements to entire area.
- **Forest Fragmentation:** The stretch of proposed expansion on east side of HWY between 30th and 40th streets has high quality native forest and a large established tree planting. Oak dominated woodlands are being lost at high rates and these forest types are a high priority for Iowa. Oak dominated forests provide the most habitat and food of any Iowa forest type.

The bluff ground south of Wapello and east of current HWY, as well as the bottom ground south and directly west of Wapello to south end of study area has little possible impact on forest resources.

The general recommendation is to remain as close as possible to existing road on east side of HWY between 30th and 40th streets, and also North of Wapello to Iowa River on west side. If any work has to be completed in either area, leaving as much forest intact and continuous as possible is highly recommended to best conserve the forest/woodland resources for this area.

I will be available for questions or comments as needed. Thank you for requesting comments regarding the Forest resource in this area.

Lisa Louck
Iowa DNR District Forester
260 Mulberry street, suite 4
Wapello, Iowa 52653
Lisa.louck@dnr.iowa.gov

From: [Louisa County](#)
To: [Oetker, Matthew \[DOT\]](#)
Subject: US Highway 61 Corridor Study response
Date: Friday, February 15, 2013 1:46:24 PM
Attachments: [61DOTLetterlouisacounty.jpg](#)

See attachment;

Sheriff Brad Turner
Louisa County Sheriff's Office

12635 County Road G56
Wapello, IA 52653
319-523-3511 ext: 5
lcso@louisacomm.net

Brad Turner
Sheriff

Tracy Holladay
Civil Office Supervisor

Kenny Marlette
Communications Supervisor

Louisa County Sheriff

12635 County Road G56 #102
Wapello, Iowa 52653
319-523-4371
Fax: 319-523-4373

Joshua M. Helscher
Chief Deputy

Kristi Palmer
Jail Administrator

Tom Shehan
Investigator

February 15, 2013

Matthew J Oetker
Office of Location & Environment

RE: U.S. Highway 61 Corridor Study – Environmental Assessment
NHSX-061-3(61)- -3H-58, Louisa County, Iowa

Mr. Oetker,

This project, as it relates to emergency services in Louisa County, raises a couple of concerns.

- 1) I would like to see minimal disruption in emergency response travel, during construction and after the project is completed. I believe this can be done, especially if the route of the new Highway is outside the city limits of Wapello.
- 2) I would like to see the number of intersections reduced as much as is reasonable. Maybe long turning lanes or better yet, under/over passes are probably the safest way to go. I am not looking forward to the growing pains that Muscatine went through. When the original U.S. Highway 61 bypass around Muscatine created numerous accidents, some fatal, before modifications were made to improve the situation.

It appears to me, that taking the highway west of Wapello city limits (at least one half mile) would be the best option with on ramp / off ramp style interchange at County Road G62 and County Road G56. With the Sheriff's Office being located on County Road G56, east of U.S. Highway 61, it is the most used intersection in the county, used by law enforcement vehicles.



Brad Turner 58-1
Louisa County Sheriff
319-523-3511 ext 5
lcso@louisacomm.net

From: [Sheets, Jerah \[DNR\]](#)
To: [Oetker, Matthew \[DOT\]](#)
Subject: Update: Materials from IDNR for HWY 61
Date: Thursday, February 14, 2013 12:23:08 PM
Attachments: [Louisa County US HWY 61 Corridor Study NHSX-061-3\(61\)--3H-58.pdf](#)
[image004.png](#)
[image005.png](#)
[image007.png](#)

Matthew,

Good afternoon. Additional materials have been found for your project listed below.

Currently there are three active LUST sites located along the specified Highway 61 corridor study area:

- 8LTG20 – Kum & Go #439, Highway 61 N, Wapello. High Risk classification. Soil and groundwater contamination present, currently the site is undergoing active remediation.
- 7LTP49 – Farmers' Elevator Fuel Site, 106 Highway 61, Wapello. High Risk classification. Soil and groundwater contamination present, free product was observed in the past, currently the site is undergoing active remediation.
- 7LTS56 – JMC Conoco, Highway 61 S, Wapello. High Risk classification. Soil and groundwater contamination present, free product present, no active cleanup due to financial issues.

Thanks



Jerah Sheets

Iowa Department of Natural Resources
502 East 9th Street | Des Moines, IA 50319
515 313 8909 | Jerah.Sheets@dnr.iowa.gov



www.iowadnr.gov

Leading Iowans in caring for our natural resources.

From: Sheets, Jerah [DNR]
Sent: Monday, February 11, 2013 8:22 AM
To: Oetker, Matthew [DOT]
Subject: Materials from IDNR for HWY 61

Matthew,

Good morning. Please find attached the IDNR materials for your request of HWY 61 in Louisa County.

Thanks

Jerah Sheets

Iowa Department of Natural Resources



502 East 9th Street | Des Moines, IA 50319
515 313 8909 | Jerah.Sheets@dnr.iowa.gov



www.iowadnr.gov

Leading Iowans in caring for our natural resources.

From: [Sheets, Jerah \[DNR\]](#)
To: [Oetker, Matthew \[DOT\]](#)
Subject: Materials from IDNR for HWY 61
Date: Monday, February 11, 2013 8:22:19 AM
Attachments: [Louisa County US HWY 61 Corridor Study NHSX-061-3\(61\)--3H-58.pdf](#)
[image004.png](#)
[image005.png](#)
[image007.png](#)

Matthew,

Good morning. Please find attached the IDNR materials for your request of HWY 61 in Louisa County.

Thanks



Jerah Sheets

Iowa Department of Natural Resources
502 East 9th Street | Des Moines, IA 50319
515 313 8909 | Jerah.Sheets@dnr.iowa.gov



www.iowadnr.gov

Leading Iowans in caring for our natural resources.



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

February 6, 2013

MATTHEW J OETKER
IOWA DOT – OFFICE OF LOCATION & ENVIRONMENT
800 LINCOLN WAY
AMES IA 50010

Dear Mr. Oetker,

This letter is in response to the January 24, 2013 letter requesting comments and materials related to proposed project U.S. Highway 61 Corridor Study NHSX-061-3(61)—3H-58 Louisa County, Iowa. After a cursory review by our program staff, we have the following comments. You are welcome to visit our offices and conduct a more thorough review of our records.

Waters of the United States (includes wetlands) should not be disturbed if a less environmentally damaging alternative exists. Unavoidable adverse impacts should be minimized to the extent practicable. Any remaining adverse impacts should be compensated for through restoration, enhancement, creation and/or preservation activities.

There are some woodlands, wetlands, cultural sites, and regulated materials in Louisa/Muscatine County identified in the Final Minutes of the March 14, 2012 meeting (enclosed). Please take note the Preferred Alternatives identified.

You are encouraged to conduct your construction activities during a period of low flow. You are required to seed all disturbed areas with native grasses and to implement appropriate erosion control measures to insure that sediments are not introduced into waters of the United States during construction of this project. Clearing of vegetation, including trees located in or immediately adjacent to waters of the state, should be limited to that which is absolutely necessary for construction of the project.

Any construction within the 100-year floodplain will require a DNR floodplain development permit.

West of Wapello on County Road G-62 was a contaminated site which was cleaned up by Terracon in 1992. For your convenience, enclosed you will find Terracon's report. Please note that the above comments are based on the information available in the Contaminated Sites database and may not be applicable to other sections/units of the Department. Furthermore, all contaminated sites might not be accounted for through the sections' database or the Departments' records; therefore, number of contaminated sites in our records does not necessarily mean that none exist at or near the project area.

It is our policy that companies and their consultants conduct their own review for these sites. If you need advice for locating relevant information, please call me at (515) 313-8909.

Sincerely,

A handwritten signature in green ink that reads "Jerah Sheets".

Jerah Sheets
Executive Office

LOUISA COUNTY

ROAD DEPARTMENT

LARRY ROEHL, COUNTY ENGINEER

8313 K. AVENUE, WAPELLO, IOWA 52653

PH: 319-523-5271

FAX: 319-523-5272

E-MAIL: locoe@louisacomm.net

February 12, 2013

Iowa Department of Transportation
Office of Location and Environment
Attn: Matthew J. Oetker
800 Lincoln Way
Ames, IA 50010

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FEB 19 2013

Office of Location & Environment

Re: U.S. Hwy 61 Corridor Study NHSX-061-3(61)—3H-58

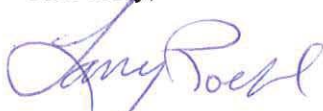
Dear Mr. Oetker:

Thank you for the opportunity for inviting our comments on the proposed Highway 61 project in Louisa County.

This department and the Board of Supervisors supports the highway improvements as the proposed construction project will provide an improved transportation link between Muscatine and Burlington that will provide long term economic benefits to this County.

The concern that the County has of the project includes the loss of prime farmland to be used as highway right of way and that the secondary roads system can be accessed in a viable manner.

Sincerely,



Larry Roehl, PE

Paula Buckman
Chair, Board of Supervisors

From: [Oetker, Matthew \[DOT\]](#)
To: [Poole, Kelly \[DNR\]](#)
Cc: [Schwake, Christine \[DNR\]](#); [Harris, Gary \[DOT\]](#)
Subject: FW: NHSX-061-3(61)--3H-58 Lousia county
Date: Tuesday, February 12, 2013 6:49:00 AM
Attachments: [US61_StudyArea.dbf](#)
[US61_StudyArea.prj](#)
[US61_StudyArea.sbn](#)
[US61_StudyArea.sbx](#)
[US61_StudyArea.shp](#)
[US61_StudyArea.shp.xml](#)
[US61_StudyArea.shx](#)

Kelly,

Here are the shapefiles you requested. Let me know if you need anything else. Our PIN for this project is 11-58-061-010.

Thanks,

Matt Oetker

Iowa DOT | NEPA Section
Phone: 515-239-1786
Matthew.Oetker@dot.iowa.gov

From: Lovan, Tom [DOT]
Sent: Monday, February 11, 2013 3:49 PM
To: Oetker, Matthew [DOT]
Cc: Harris, Gary [DOT]
Subject: RE: NHSX-061-3(61)--3H-58 Lousia county

Matt,

Give this a shot. I had to convert it to UTM since we mainly deal with State Plane Coordinates.

Let me know if you need anything else.

Thanks

Tom

From: Oetker, Matthew [DOT]
Sent: Monday, February 11, 2013 2:06 PM
To: Lovan, Tom [DOT]
Cc: Harris, Gary [DOT]
Subject: FW: NHSX-061-3(61)--3H-58 Lousia county

Tom,

Can you forward me a shapefile on this project so I can send it along to IDNR...

Thanks,

Matt Oetker

Iowa DOT | NEPA Section

Phone: 515-239-1786

Matthew.Oetker@dot.iowa.gov

From: Poole, Kelly [DNR]
Sent: Friday, February 01, 2013 10:03 AM
To: Oetker, Matthew [DOT]
Cc: Schwake, Christine [DNR]
Subject: NHSX-061-3(61)--3H-58 Lousia county

Matthew,

Would you provide a GIS shapefile (UTM NAD 83 Zone 15) of the project corridor? Also, what is the PIN for the project? Thanks! Kelly

~~~~~  
**Kelly Poole**

Iowa Department of Natural Resources  
Land and Waters Bureau

502 E 9<sup>th</sup> Street | Des Moines, IA 50319

Ph. 515.281.8967

**From:** [Mayor Ron Durbin](#)  
**To:** [Oetker, Matthew \[DOT\]](#)  
**Cc:** ["City of Wapello"](#)  
**Subject:** DOT Ltr dated 1-24-13 concerning Hwy 61 EA in Louisa County  
**Date:** Monday, February 11, 2013 9:20:37 AM

---

Matthew,

Thanks for your letter asking for any input to the EA Wapello can think of.

I don't know much to add to what all you folks will be investigating for an EA. Here are some thoughts to look at. I do know when I use to have to build them, the first possibility was "No Action" and I don't think the future of this part of Iowa really makes that the right answer.

- 1.) If the highway went through Wapello, then Wapello would want sleeves placed under the highway, such that new water mains could be placed under the new highway and also future repairs could be made because of the sleeves.
- 2.) If the highway went through Wapello, then there may be old fuel tanks still along the old highway where fuel (gas) stations used to be located back in the 40s thru 60s.
- 3.) If the new highway went through town, then major destruction/impact would occur on buildings and property. Due to a curve and gutter highway, it would also cause Wapello to create access roads which would create even more destruction of property.
- 4.) Alternates around Wapello: If the DOT feels that one of the two alternates was better than thru town, then the closest alternate would likely be better for Wapello, as Wapello would try to get the ground just past the alternate route annexed into the city. The closest alternate looks to be less bridge length, and therefore less cost.
- 5.) The two alternate routes would also make it more difficult for the bedroom community workers to commute to Muscatine or Burlington for work and would make it more difficult for the fire department to respond to other cities with mutual aid. Perhaps some improvement for Wapello's access to the alternates could be planned into the new route(s).

Thanks for keeping Wapello informed.

Ron Durbin  
Mayor, City of Wapello



# STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES  
CHUCK GIPP, DIRECTOR

February 8, 2013

Matthew Oetker  
Iowa Department of Transportation  
Office of Location & Environment  
800 Lincoln Way  
Ames, IA 50010

RECEIVED  
FEB 11 2013  
Office of Location & Environment

RE: U.S. Highway 61 Corridor Study – Environmental Assessment  
NHSX-061-3(61)-3H-58, Louisa County, Iowa

Dear Mr. Oetker:

The following are my comments regarding the impacts of the proposed US 61 project primarily as it relates to the area of Iowa River floodplain lying immediately North and Northwest of the city of Wapello, IA.

The study area for the proposed project includes a significant amount of Iowa River floodplain. The vast majority of this area is currently managed both publicly and privately as wildlife habitat. This area includes a diverse mix of wetlands, grasslands, and floodplain forest. Approximately 500 acres of land within this part of the study zone is owned by the Iowa Department of Natural Resources (DNR) and is managed as the Millrace Flats Wildlife Management Area (WMA). The land owned by the DNR is also encumbered by Federal Wetland Reserve Program Easements (WRP).

Millrace Flats WMA is a popular public hunting area for waterfowl, white-tailed deer, ring-necked pheasant, wild turkey, and mourning dove. Proposed construction has the potential to negatively impact both hunter access and hunting opportunities. All efforts should be made to maintain the current level of access for public use and for land management purposes.

Numerous wetlands of various sizes and classes are found throughout this area. Any proposed construction in this area will undoubtedly have a negative impact on some of these existing wetlands. Mitigation will be required for any impacts.

The Lower Iowa and Cedar River valleys are an extremely important area for amphibians and reptiles and are home to over 70% of the species in the state. The floodplain within the study area typifies the habitat that is of the most importance to many of these species. Several state threatened species such as Blanding's Turtle, Ornate Box Turtle, and Common Musk Turtle have been documented near the study area. The study area also lies within the SE Iowa Amphibian and Reptile Conservation



Area. This designation focuses on a partnership between government agencies, private conservation groups, and private landowners to promote the preservation of habitat of importance to amphibians and reptiles.

In order minimize the negative effects of the proposed project in this important area, it is my opinion that any new construction through the floodplain take place as close as possible to the currently existing Highway 61 right-of-way. By limiting new construction to the area immediately adjacent to the existing right-of-way, the "footprint" of the proposed roadway will be similar to what currently exists on site, and the potential for increased habitat fragmentation will be greatly reduced.

Please feel free to contact me if you have any questions.

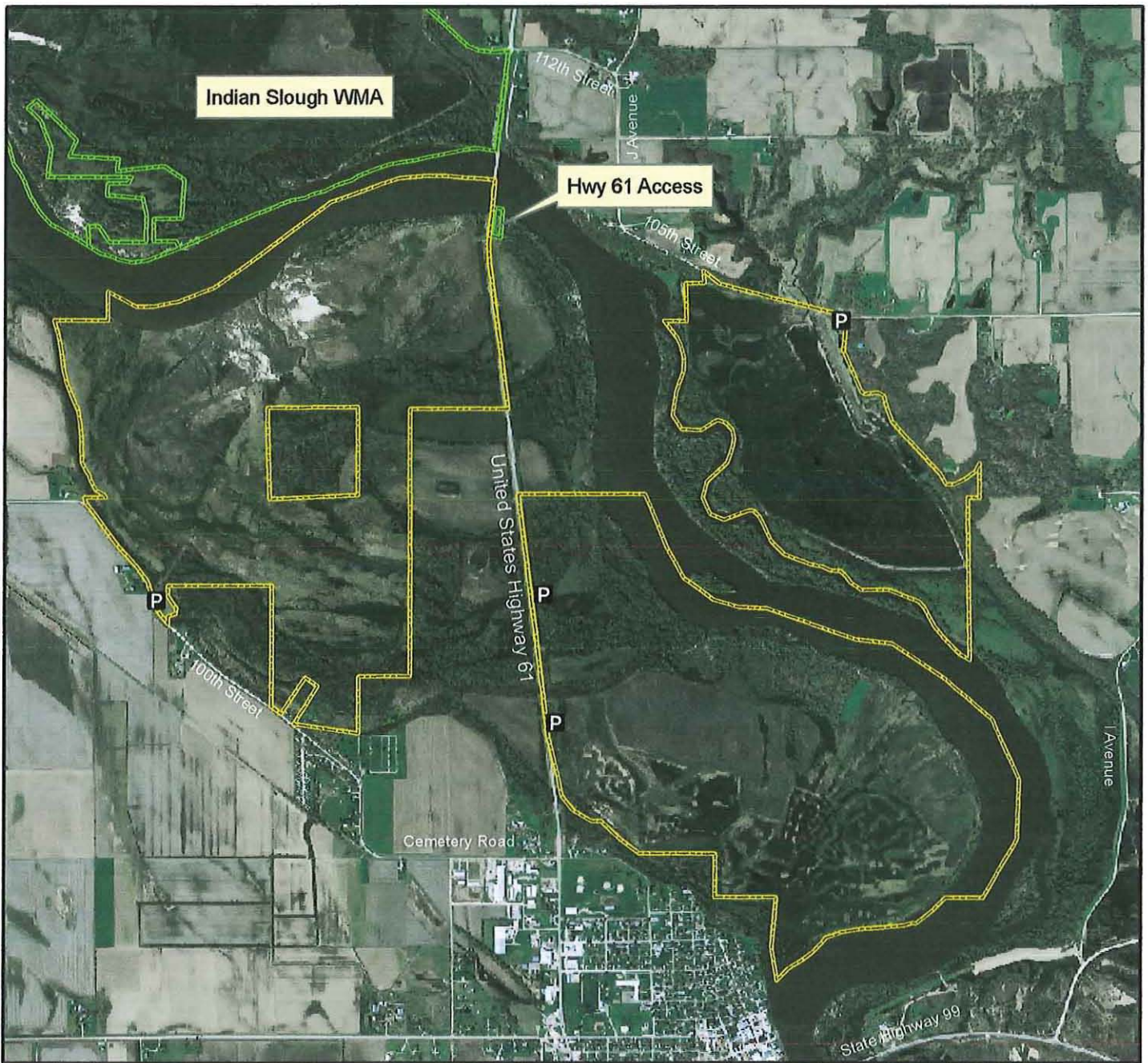
Sincerely,

A handwritten signature in black ink, appearing to read "Andy Robbins". The signature is fluid and cursive, with the first name "Andy" and last name "Robbins" clearly distinguishable.

Andy Robbins  
Natural Resources Biologist – Wildlife  
Odessa Wildlife Unit  
260 Mulberry St. Suite #3  
Wapello, IA 52653  
[andy.robbs@dnr.iowa.gov](mailto:andy.robbs@dnr.iowa.gov)  
(319) 551-8459



# Millrace Flats Wildlife Management Area



**Legend**

State Areas open to hunting

- WMA Boundary
- Parking Lot
- Other Public Land

2010 Aerial Photography

Map Creation Date: 8/2011

**Acres:** 1,644

**Habitat:** 3/5 Grassland, 1/5 Timber, 1/5 Marsh

**Species:** Deer, Turkey, Pheasant, Waterfowl, Dove

**Contact:** Andy Robbins  
Odessa Wildlife Unit  
319-551-8459

**Louisa County, Iowa**  
T-74N, R-03W,  
Sections 14-17, 20-23, 26-27

**Directions:** 1 mile N of Wapello on Hwy 61. Both sides of road.

*Every effort has been made to accurately depict the boundaries on this map. However, users should rely on boundary signs actually located in this area to ensure they do not trespass on private property.*



# SE IOWA AMPHIBIAN & REPTILE CONSERVATION AREA

## 2002 LAND COVER



WITHIN THE 470,148 ACRES PROPOSED FOR THE HERP CONSERVATION AREA THERE ARE APPROXIMATELY:

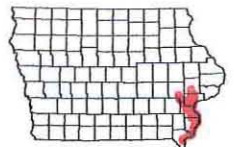
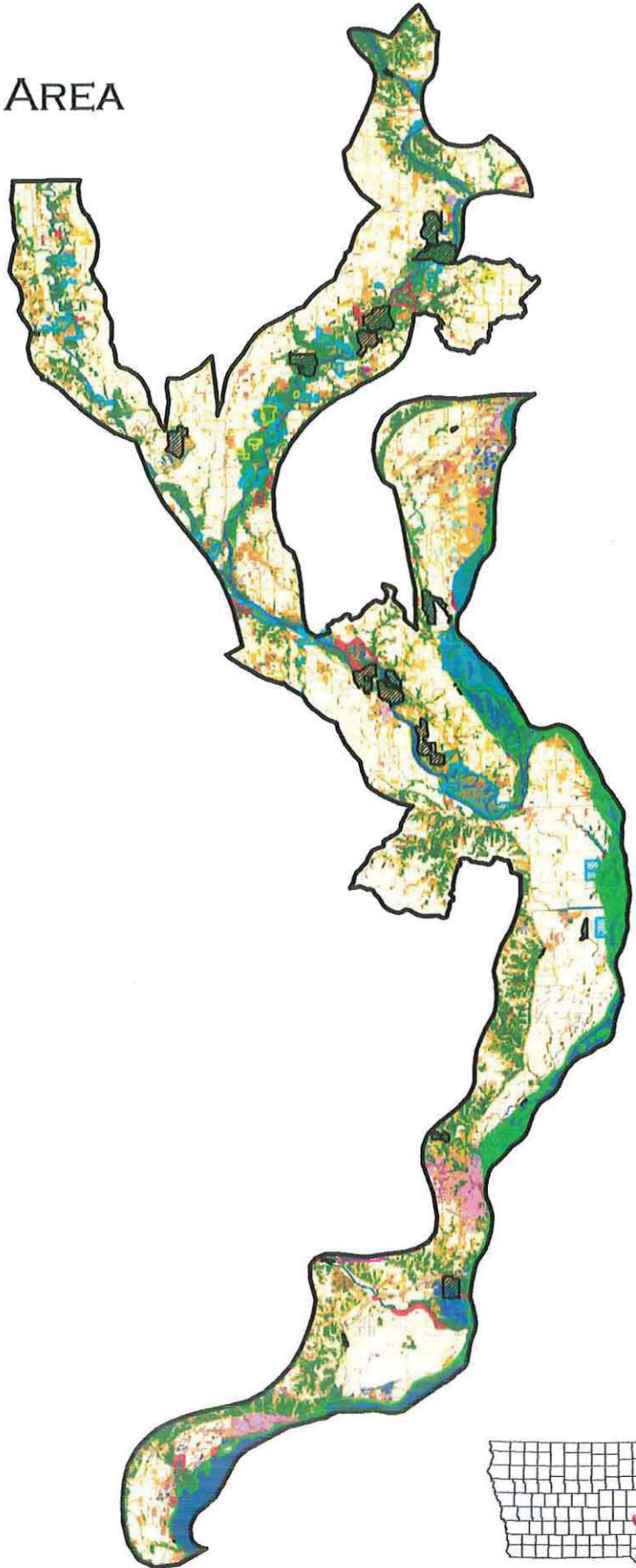
32,367 ACRES OF WATER  
 17,130 ACRES OF WETLAND  
 6,503 ACRES OF WET FOREST  
 1,998 ACRES OF CONIFEROUS FOREST  
 67,687 ACRES OF DECIDUOUS FOREST  
 64,435 ACRES OF UNGRAZED GRASSLAND  
 12,820 ACRES OF GRAZED GRASSLAND  
 26,266 ACRES OF CRP  
 3,227 ACRES OF ALFALFA  
 144,390 ACRES OF CORN  
 70,822 ACRES OF SOYBEANS  
 1,175 ACRES OF OTHER ROWCROP  
 8,770 ACRES OF ROADS  
 4,842 ACRES OF COMMERCIAL INDUSTRIAL  
 6,630 ACRES OF RESIDENTIAL  
 1,029 ACRES OF BARREN  
 68 ACRES OF CLOUD & SHADOW

## PUBLIC LANDS & CONSERVATION EASEMENTS



WITHIN THE 58,915 ACRES OF PUBLIC LAND AND CONSERVATION EASEMENTS WITHIN THE PROPOSED HCA THERE ARE APPROXIMATELY:

32,309 ACRES OF ACE LAND  
 3,326 ACRES OF CCB LAND  
 9,412 ACRES OF DNR LAND  
 7,282 ACRES OF FWS LAND  
 420 ACRES OF TNC LAND  
 684 ACRES OF OTHER LAND  
 5,482 ACRES OF WRP LAND



**From:** [Mike Peterson](#)  
**To:** [Oetker, Matthew \[DOT\]](#)  
**Subject:** U.S.Highway 61 Corridor Study  
**Date:** Tuesday, February 05, 2013 8:36:01 AM

---

Mr. Oetker—

As superintendent of Wapello Community School, my concerns with the proposals for U.S. Highway 61 are split. From a socio-economic perspective, I worry strongly about the impact a rerouting of U.S. Highway 61 would have on existing Wapello businesses located long the current route. Will these businesses see a decrease in revenue? If so, how strong will the effect be on the economic vitality of the community.

From a school safety perspective, rerouting U.S. Highway 61 would be a beneficial move. Currently, we have students who must cross U.S. Highway 61 on their way to school. Having a well-traveled road close to the attendance centers also increases the risk to students in the case of a hazardous material events, such as a tanker accident.

I wish I had a definite opinion on the proposed rerouting of U.S. Highway 61. Unfortunately, there are benefits and downfalls to Wapello Community School, regardless of the ultimate location of the highway.

If you need any further information from me, please feel free to contact me at 319-523-3641.

Thank you,

Mike Peterson, Superintendent  
Wapello Community School



**From:** [scott.tener@faa.gov](mailto:scott.tener@faa.gov)  
**To:** [Oetker, Matthew \[DOT\]](#)  
**Subject:** U.S. Highway 61 Corridor Study - Environmental Assessment NHSX-061-3(61)--3H-58, Louisa County, Iowa  
**Date:** Monday, February 04, 2013 3:08:18 PM

---

Dear Mr. Oetker:

We have received your letter dated January 24, 2013. We generally do not provide comments from an environmental perspective.

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.

If after using the tool 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/>

Please let me know if you have any questions,

Scott Tener, P.E.  
Iowa Airport Planning Engineer

FAA Central Region Airports Division  
901 Locust St., Room 364  
Kansas City, Missouri 64106-2325  
T 816.329.2639 | F 816.329.2611  
<http://www.faa.gov/airports/central/>

**NOTE: This letter was e-mailed to [matthew.oetker@dot.iowa.gov](mailto:matthew.oetker@dot.iowa.gov), No hard copy will follow.**

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District

1222 Spruce Street  
St. Louis, MO 63103-2832  
Staff Symbol: dwb  
Phone: (314)269-2379  
Fax: (314)269-2737  
Email: rodney.l.wurgler@uscg.mil  
www.uscg.mil/d8/westernriversbridges

16591.1/ Iowa River  
February 1, 2013

**RECEIVED**

FEB - 7 2013

Office of Location & Environment

Mr. Matthew J. Oetker  
Iowa Department of Transportation,  
Office of Location & Environment  
800 Lincoln Way  
Ames, Iowa 50010

Subj: US 61 CORRIDOR STUDY PROJECT (NHSX-061-3(61)-3H-58,  
LOUISA COUNTIES, IOWA

Dear Mr. Oetker:

Please refer to your letter of January 24, 2013. Pursuant to the Coast Guard Authorization Act of 1982, it has been determined this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on the project.

Sincerely,

A handwritten signature in blue ink that reads "Eric A. Washburn".

ERIC A. WASHBURN  
Bridge Administrator, Western Rivers  
By direction of the District Commander

**From:** [Steele, Jason - NRCS, Fairfield, IA](#)  
**To:** [Oetker, Matthew \[DOT\]](#)  
**Subject:** US highway 61 corridor Study  
**Date:** Friday, February 01, 2013 11:06:23 AM

---

Matthew,

I need some more information to help me fill out the Farmland Conversion Impact Rating form. If you have a GIS shapefile of the site (NHSX-061-3(61)--3H-58, Louisa County) that would be very helpful. I need just the new acres that will be impacted so if you could just give me the new acres less the old right of way and highway, that would be very beneficial. Please call me if you have a chance and we can discuss this information.

Thank you,  
Jason

Jason Steele  
Resource Soil Scientist  
USDA/NRCS  
1805 W. Jefferson Ave. Suite 2  
Fairfield, Iowa 52556  
(641) 472-8411 x107  
Fax (641)472-6211

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# STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES  
CHUCK GIPP, DIRECTOR

January 30, 2013

Matthew Oetker  
Office of Location & Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

Dear Mr. Oetker:

This letter is in response to your request for information on potential impacts associated with the US 61 Corridor Study - Environmental Assessment (EA) project in Louisa County, Iowa and how the project relates to the Federal Land & Water Conservation Fund (LWCF).

After review of the LWCF projects within the County and City of Wapello, I have found no LWCF projects that would be affected by the project. However, there are two other larger county and state properties along US 61 on the north side of the City of Wapello that may be effected.

The first is a Louisa County Conservation Board property that has received Wildlife Habitat Funds and has the potential to be impacted by the improvements. Habitat Grant #87-08W, Indian Slough received grant funds to purchase 1071 acres of land along the east edge of the study corridor. The rules for the Habitat program state that if any portion of the property purchased with the funds are used for another purpose, the land effected must be mitigated by replacing the property taken, or repaying to the fund the value of the property taken, at a prorated percentage of the land value. The DOT would need to work with the Louisa County Conservation Board Director, Katie Hammond, 319-523-8381, to determine if any of Indian Slough would be affected.

The second property, owned and managed by the DNR is on the west side of US 61 received a state Resource Enhancement & Protection Fund (REAP) Grant. REAP Grant #98-R1-BY, Millrace Flatts, utilized REAP funds to purchase the 287 acres. REAP rules require the property be kept in outdoor resource management and recreation. If any portion is used for purposes other than enhancement purposes, the property must be replaced with equal value property. You will want to contact the DNR Odessa Unit biologist, Andy Robbins to coordinate impacts to the state land. Andy can be reached at 319-523-3102.

The early coordination process is very helpful to our office and the National Park Service as we both are responsible for ensuring LWCF projects remain in outdoor recreation, and conversions are kept to a minimum. If you have any questions, please contact me at 515-281-3013.

Sincerely,

A handwritten signature in blue ink that reads "Kathleen Moench".

Kathleen Moench  
Budget & Finance Bureau





REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, ROCK ISLAND DISTRICT  
PO BOX 2004 CLOCK TOWER BUILDING  
ROCK ISLAND, ILLINOIS 61204-2004

January 30, 2013

Mr. Matthew J. Oetker  
Office of Location and Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010

**RECEIVED**

FEB - 4 2013

Office of Location & Environment

Dear Mr. Oetker:

Our office reviewed your letter dated January 24, 2013 concerning the initiation of an Environmental Assessment for the U.S. Highway 61 Corridor Study in Louisa County, Iowa.

It appears your project would impact waters of the United States (including jurisdictional wetlands), and that Department of the Army (DA) Section 404 authorization will be required. Additional information will be required before we can determine the need for, and what form of Section 404 authorization will be required to cover your project. Please submit a complete application for DA authorization as early as possible. Your complete application must include a wetland delineation using the Corps' 1987 Wetland Delineation Manual and the Midwest Regional Supplement, along with a discussion of all impacts to the nation's waters. You are reminded that in accordance with the 404 (b)(1) Guidelines, you are required to select the least damaging (to the aquatic resource) practicable alternative that meets your project's purpose and need. You are further required to avoid and minimize your project's adverse impact to the aquatic resource to the maximum extent practicable and to mitigate for your project's unavoidable impacts. This letter pertains exclusively to comments associated with Section 404 of the Clean Water Act.

Should you have any questions, please contact our Regulatory Branch by letter, or telephone me at 309/794-5367.

Sincerely

Michael D. Hayes  
Project Manager  
Permit Evaluation Section

IOWA ECONOMIC DEVELOPMENT AUTHORITY

200 East Grand Avenue | Des Moines, Iowa 50309 USA | Phone: 515.725.3000

[iowaeconomicdevelopment.com](http://iowaeconomicdevelopment.com)



January 28, 2013

Mr. Matthew J. Oetker  
IA Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

RE: US Hwy 61 Corridor Study-Environmental Assessment  
NHSX-061-3(61)—3H-58, Louisa County, IA

Dear Mr. Oetker:

This letter is in reply to your correspondence dated January 24 concerning the above mentioned topic.

Our Project Manager Michael Gould forwarded your attachments of your January 24<sup>th</sup> letter to the economic development leaders in Louisa County for their review.

Should they have any concerns they will contact you directly.

Thank you for your cooperation.

Sincerely,

A handwritten signature in blue ink that reads "Anita Lemons". The signature is written in a cursive style.

Anita Lemons  
Administrative Assistant





Iowa Department of Transportation  
**TRIBAL NOTIFICATION**

**RECEIVED**

DEC - 3 2012

To: Pawnee Nation of Oklahoma

Office of Location & Environment

Form 536002

08-05

Date October 31, 2012 IA DOT contact Libby Wielenga  
 IADOT project # NHSX-061-3(61)-3H-58 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300  
 Location Louisa County E-mail Libby.Wielenga@dot.iowa.gov  
 Description Phase I Archaeological Investigation for the middle U. S. 61 Road Reconstruction Project

**Type of Project (see map)**

- |                                                                                                       |                                                                                           |
|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> VERY SMALL - Disturb less than 12-inch depth ( <i>plow zone</i> ) | <input checked="" type="checkbox"/> LARGE - Improve existing road from 2 lanes to 4 lanes |
| <input checked="" type="checkbox"/> SMALL - Grading on existing road, shouldering, ditching, etc.     | <input checked="" type="checkbox"/> LARGE - New alignment                                 |
| <input type="checkbox"/> SMALL - Bridge or culvert replacement                                        | <input checked="" type="checkbox"/> OTHER - Borrow Area                                   |

**Type of Coordination/Consultation Points**

- |                                                                                                           |                                                                               |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> 1 - Early project notification ( <i>project map and description</i> ) | <input checked="" type="checkbox"/> 3 - Consultation regarding site treatment |
| <input checked="" type="checkbox"/> 2 - Notification of survey findings ( <i>Phase I</i> )                | <input checked="" type="checkbox"/> 4 - Data Recovery Report                  |
| <input type="checkbox"/> 2a - Notification of site evaluation ( <i>Phase II</i> )                         | <input type="checkbox"/> 5 - Other                                            |

**Type of Findings**

- |                                                                                                                                                                                                           |                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> No American Indian site found<br>--Section 106 Consultation Process ends*                                                                                                        | <input checked="" type="checkbox"/> Potentially significant American Indian sites found<br>( <i>see map and list of sites</i> ) |
| <input checked="" type="checkbox"/> American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*                                                  | American Indian sites eligible for National Register listing cannot be avoided ( <i>see map</i> )                               |
| <input checked="" type="checkbox"/> Avoided American Indian sites eligible for National Register listing<br>( <i>see map and list of sites</i> )<br>--Section 106 Consultation Process may or may not end | <input checked="" type="checkbox"/> Burial site found                                                                           |
- 68 # of non-significant prehistoric sites  
 40 # of potentially significant prehistoric sites  
 1 # of National Register-eligible prehistoric sites
- \* In the event of a late discovery, consultation will be reopened

**Affected National Register Properties**

- |                                                                                        |                   |
|----------------------------------------------------------------------------------------|-------------------|
| <input checked="" type="checkbox"/> Investigating avoidance or minimizing harm options | Protected         |
| <input type="checkbox"/> Avoided                                                       | Data Recovery/MOA |

\*\*\*\*\*Please Respond\*\*\*\*\*

Who should we contact for site/project-related discussions?

Gordon F. Adams, THPO 657 Harrison Pawnee, OK, 74058  
 Name Street Address City, Zip Code  
918-762-3227 xTN 30 g.adams@pawneenation.org  
 Phone E-mail

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?

NO

- |                                                                                                                                   |                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input type="checkbox"/> We do not have a comment at this time, but request continued notification on this project.               | <input type="checkbox"/> We have concerns and wish to consult.                                            |
| <input type="checkbox"/> Please send a copy of the archaeology report.                                                            | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project.          |

Comments

Gordon F. Adams Pawnee Nation of OK 11/30/2012  
 Name Tribe name Date

(Comments continued on back)





# Pawnee Nation of Oklahoma

## Office of Historic Preservation

657 Harrison Street  
P.O. Box 470  
Pawnee, OK 74058

November 28, 2012

**RECEIVED**

DEC - 3 2012

Office of Location and Environment  
Cultural Resources Section  
Iowa Department of Transportation  
ATTN: Libby Wielenga  
800 Lincoln Way  
Ames, IA 50010-9902  
515-239-1035  
[libby.wielenga@dot.iowa.gov](mailto:libby.wielenga@dot.iowa.gov)

Office of Location & Environment

Re: Section 106 Review and Consultation Request on: NHSX-061-3(61)-3H-58  
No Potential to Adversely Affect Historic or Traditional Places.

Dear Ms. Wielenga,

The Pawnee Nation Office of Historic Preservation received your request for comment dated November 5, 2012. As you know, our comment on these projects and their potential to affect Historic Properties or Traditional Cultural Places (TCP) is required by Section 106 of the National Historic Preservation Act of 1966 (NHPA), and 36 CFR Part 800. The people of the Pawnee Nation thank you for submitting your project proposal for our review and comment.

Given the information provided, you are hereby notified that there should be no Pawnee historic or archeological properties within your project site. Your proposed project location should have no potential to adversely affect any known archeological or historical Pawnee sites. Therefore, in accordance with 36 CFR 800.4(d)(1), you may proceed with your proposed project. However, should you encounter any unanticipated Pawnee human remains or cultural properties you must report them to us immediately as required by NEPA, NRHP and NAGPRA regulations.

Please retain this correspondence to show compliance with Section 106. Furthermore, refer any questions you may have to Mr. Gordon Adams, Pawnee Historic Preservation Officer, at the points of contact contained herein. We look forward to working with you.

I Wish You Well,

Gordon F. Adams

---

**Gordon F. Adams, MPA**  
Tribal Historic Preservation Officer  
[gadams@pawneenation.org](mailto:gadams@pawneenation.org)

Ph: 918.762.3227 Ext. 30

Fax: 918.762.3662



**From:** [Lana Gravatt](#)  
**To:** [Wielenga, Libby \[DOT\]](#)  
**Subject:** Yankton Sioux THPO  
**Date:** Wednesday, November 14, 2012 11:06:25 AM

---

Libby, the Yankton Sioux tribe is requesting consultation for the US 61 highway project in Louisa County, Iowa...also a formal request will also be sent via email with a hard copy mailed today...please contact me at the Yankton Sioux Tribe Headquarters 605-384-3641 or my cell is 605-491-0622...Thank you

Lana M. Gravatt  
Tribal Historic Preservation Officer  
Yankton Sioux Tribe

Box 1153  
Wagner, SD 57380



(605) 384-3804 / 384-3641  
FAX (605) 384-5896

**OFFICERS:**

Thurman Cournoyer, Sr., Chairman  
Ida Ashes, Vice Chairwoman  
Glenford Sully, Secretary  
Leo O'Connor, Treasurer

**COUNCIL:**

Jason Cooke  
Nicholas Cournoyer  
Gail Hubbeling  
Brenda Zephier  
Jody Allen Zephier

November 14, 2012

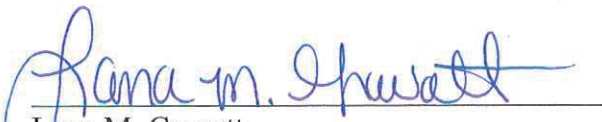
Libby Wielenga  
Iowa Department of Transportation  
800 Lincoln Way, Ames, IA 50010

RE No: NHSX-061-3(61)-3H-58  
Louisa County  
Primary

Ms. Wielenga:

The Yankton Sioux Tribe is requesting face to face consultation regarding this project. The Yankton Sioux Tribe is requesting to conduct a traditional cultural property survey, in addition to tribal monitoring at the construction phase. These are the main agenda items for the consultation. As we discussed on phone call please arrange a set date, place and time. I would like to consult as soon as possible because of potential time constraints. Please contact me at our tribal headquarters if you should have further questions. Cell 605-491-0622 and email,

Thank you,

  
Lana M. Gravatt  
Tribal Historic Preservation Officer  
Yankton Sioux Tribe



Iowa Department of Transportation  
**TRIBAL NOTIFICATION**

Form 536002  
 08-05

To: Ho-Chunk Nation

Date October 31, 2012 IA DOT contact Libby Wielenga  
 IADOT project # NHSX-061-3(61)-3H-58 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300  
 Location Louisa County E-mail Libby.Wielenga@dot.iowa.gov  
 Description Phase I Archaeological Investigation for the middle U. S. 61 Road Reconstruction Project

**Type of Project (see map)**  
 VERY SMALL - Disturb less than 12-inch depth (plow zone) X LARGE - Improve existing road from 2 lanes to 4 lanes  
 SMALL - Grading on existing road, shouldering, ditching, etc. X LARGE - New alignment  
 SMALL - Bridge or culvert replacement OTHER - Borrow Area

**Type of Coordination/Consultation Points**  
 1 - Early project notification (project map and description) 3 - Consultation regarding site treatment  
 X 2 - Notification of survey findings (Phase I) 4 - Data Recovery Report  
 2a - Notification of site evaluation (Phase II) 5 - Other

**Type of Findings**  
 No American Indian site found  
 --Section 106 Consultation Process ends\* X Potentially significant American Indian sites found (see map and list of sites)  
 American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends\* American Indian sites eligible for National Register listing cannot be avoided (see map)  
 Avoided American Indian sites eligible for National Register listing (see map and list of sites) X Burial site found  
 --Section 106 Consultation Process may or may not end  
 68 # of non-significant prehistoric sites  
 \* In the event of a late discovery, consultation will be reopened 40 # of potentially significant prehistoric sites  
 1 # of National Register-eligible prehistoric sites

**Affected National Register Properties**  
 X Investigating avoidance or minimizing harm options Protected  
 Avoided Data Recovery/MOA

\*\*\*\*\*Please Respond\*\*\*\*\*

Who should we contact for site/project-related discussions?  
William Quackambush P.O. Box 667 Black River Falls WI 54605  
 Name Street Address City, Zip Code  
715 284 7181 bill.quackambush@ho-chunk.com  
 Phone E-mail

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?

- Thank you for the information; however, we do not need to consult on this particular project.
- Thank you for the information. We are satisfied with the planned site treatment.
- We do not have a comment at this time, but request continued notification on this project.
- We have concerns and wish to consult.
- Please send a copy of the archaeology report.
- We wish to participate in the Memorandum of Agreement for this project.

Comments \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

William Quackambush Ho-Chunk Nation 11/6/12  
 Name Tribe name Date

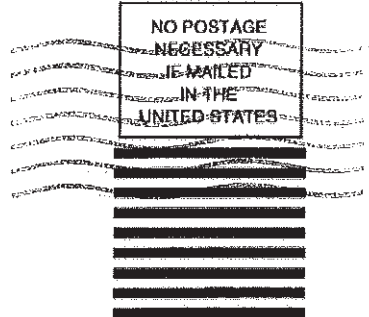
(Comments continued on back)

Additional Comments \_\_\_\_\_  
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Iowa Department of Transportation  
**TRIBAL NOTIFICATION**

To: Winnebago Tribe of Nebraska

Form 536002  
 08-05

Date October 31, 2012 IA DOT contact Libby Wielenga  
 IADOT project # NHSX-061-3(61)-3H-58 Phone # IA DOT - 515-239-1035 FHWA - 515-233-7300  
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**Type of Project (see map)**

- |                                                                   |   |                                                       |
|-------------------------------------------------------------------|---|-------------------------------------------------------|
| VERY SMALL - Disturb less than 12-inch depth ( <i>plow zone</i> ) | X | LARGE - Improve existing road from 2 lanes to 4 lanes |
| SMALL - Grading on existing road, shouldering, ditching, etc.     | X | LARGE - New alignment                                 |
| SMALL - Bridge or culvert replacement                             |   | OTHER -- Borrow Area                                  |

**Type of Coordination/Consultation Points**

- |                                                                         |                                           |
|-------------------------------------------------------------------------|-------------------------------------------|
| X 1 - Early project notification ( <i>project map and description</i> ) | 3 - Consultation regarding site treatment |
| 2 - Notification of survey findings ( <i>Phase I</i> )                  | 4 - Data Recovery Report                  |
| 2a - Notification of site evaluation ( <i>Phase II</i> )                | 5 - Other                                 |

**Type of Findings**

- |                                                                                                                                                                       |   |                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---------------------------------------------------------------------------------------------------|
| No American Indian site found<br>--Section 106 Consultation Process ends*                                                                                             | X | Potentially significant American Indian sites found<br>( <i>see map and list of sites</i> )       |
| American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*                                                  |   | American Indian sites eligible for National Register listing cannot be avoided ( <i>see map</i> ) |
| Avoided American Indian sites eligible for National Register listing<br>( <i>see map and list of sites</i> )<br>--Section 106 Consultation Process may or may not end | X | Burial site found                                                                                 |

\* In the event of a late discovery, consultation will be reopened

|    |                                                   |
|----|---------------------------------------------------|
| 68 | # of non-significant prehistoric sites            |
| 40 | # of potentially significant prehistoric sites    |
| 1  | # of National Register-eligible prehistoric sites |

**Affected National Register Properties**

- |                                                      |                   |
|------------------------------------------------------|-------------------|
| X Investigating avoidance or minimizing harm options | Protected         |
| Avoided                                              | Data Recovery/MOA |

**Please Respond**

Who should we contact for site/project-related discussions?

|                      |                               |                               |
|----------------------|-------------------------------|-------------------------------|
| <u>Emily DeLeon</u>  | <u>PO BOX 687</u>             | <u>Winnebago NE</u>           |
| <small>Name</small>  | <small>Street Address</small> | <small>City, Zip Code</small> |
| <u>402-878-3313</u>  |                               | <u>smith_deleon77@yahoo</u>   |
| <small>Phone</small> |                               | <small>E-mail</small>         |

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?

- |                                                                                                                                   |                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input type="checkbox"/> We do not have a comment at this time, but request continued notification on this project.               | <input type="checkbox"/> We have concerns and wish to consult.                                            |
| <input type="checkbox"/> Please send a copy of the archaeology report.                                                            | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project.          |

**Comments**

\_\_\_\_\_

\_\_\_\_\_

|                     |                           |                     |
|---------------------|---------------------------|---------------------|
| <u>Emily DeLeon</u> | <u>Winnebago Tribe NE</u> | <u>11-6-12</u>      |
| <small>Name</small> | <small>Tribe name</small> | <small>Date</small> |

(Comments continued on back)

Additional Comments \_\_\_\_\_

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AMES IA 50010-9902



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**From:** [Martin Fee](#)  
**To:** [Wielenga, Libby \[DOT\]](#)  
**Subject:** Phase I Archaeological Investigation for the Middle U.S. 61 Road Construction Project  
**Date:** Tuesday, November 06, 2012 11:16:46 AM

---

Dear Ms. Wielenga:

Please send us a copy of the complete report.

Thanks,

Martin

F. Martin Fee  
THPO  
Iowa Tribe of KS & NE  
3345 B Thrasher Rd  
White Cloud, KS 66094  
785-595-3258  
[mfee@iowas.org](mailto:mfee@iowas.org)

**APPENDIX C**

**FARMLAND PROTECTION FORM**



**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

|                                                                                                                                                                                                                                            |                                                                                  |                                                                               |                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------|
| <b>PART I (To be completed by Federal Agency)</b>                                                                                                                                                                                          |                                                                                  | 3. Date of Land Evaluation Request<br><b>6/5/16</b>                           | 4. Sheet 1 of <b>2</b>                              |
| 1. Name of Project <b>U.S. 61 Louisa County</b>                                                                                                                                                                                            |                                                                                  | 5. Federal Agency Involved <b>Federal Highway Administration</b>              |                                                     |
| 2. Type of Project <b>Highway Improvement Project</b>                                                                                                                                                                                      |                                                                                  | 6. County and State <b>Louisa County, Iowa</b>                                |                                                     |
| <b>PART II (To be completed by NRCS)</b>                                                                                                                                                                                                   |                                                                                  | 1. Date Request Received by NRCS<br><b>6/5/16</b>                             | 2. Person Completing Form<br><b>Julie McMichael</b> |
| 3. Does the corridor contain prime, unique statewide or local important farmland?<br>(If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |                                                                                  | 4. Acres Irrigated   Average Farm Size<br><b>0.0</b>   <b>333</b>             |                                                     |
| 5. Major Crop(s)<br><b>Corn</b>                                                                                                                                                                                                            | 6. Farmable Land in Government Jurisdiction<br>Acres: <b>225,279</b> % <b>84</b> | 7. Amount of Farmland As Defined in FPPA<br>Acres: <b>225,279</b> % <b>84</b> |                                                     |
| 8. Name Of Land Evaluation System Used<br><b>None</b>                                                                                                                                                                                      | 9. Name of Local Site Assessment System<br><b>None</b>                           | 10. Date Land Evaluation Returned by NRCS<br><b>8/5/16</b>                    |                                                     |

|                                                                   |                                         |                   |                   |                   |
|-------------------------------------------------------------------|-----------------------------------------|-------------------|-------------------|-------------------|
| <b>PART III (To be completed by Federal Agency)</b>               | <b>Alternative Corridor For Segment</b> |                   |                   |                   |
|                                                                   | <b>Corridor A</b>                       | <b>Corridor B</b> | <b>Corridor C</b> | <b>Corridor D</b> |
| A. Total Acres To Be Converted Directly                           | <b>302</b>                              |                   |                   |                   |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | <b>0</b>                                |                   |                   |                   |
| C. Total Acres In Corridor                                        | <b>639</b>                              |                   |                   |                   |

|                                                                                    |               |  |  |  |
|------------------------------------------------------------------------------------|---------------|--|--|--|
| <b>PART IV (To be completed by NRCS) Land Evaluation Information</b>               |               |  |  |  |
| A. Total Acres Prime And Unique Farmland                                           | <b>477.3</b>  |  |  |  |
| B. Total Acres Statewide And Local Important Farmland                              | <b>68.8</b>   |  |  |  |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted            | <b>0.1365</b> |  |  |  |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | <b>10</b>     |  |  |  |


|                                                                                                                                                                |           |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--|--|--|
| <b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b> | <b>85</b> |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--|--|--|

|                                                                                                                                  |                       |           |          |          |          |
|----------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------|----------|----------|----------|
| <b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b> | <b>Maximum Points</b> |           |          |          |          |
| 1. Area in Nonurban Use                                                                                                          | <b>15</b>             | <b>0</b>  |          |          |          |
| 2. Perimeter in Nonurban Use                                                                                                     | <b>10</b>             | <b>0</b>  |          |          |          |
| 3. Percent Of Corridor Being Farmed                                                                                              | <b>20</b>             | <b>10</b> |          |          |          |
| 4. Protection Provided By State And Local Government                                                                             | <b>20</b>             | <b>15</b> |          |          |          |
| 5. Size of Present Farm Unit Compared To Average                                                                                 | <b>10</b>             | <b>5</b>  |          |          |          |
| 6. Creation Of Nonfarmable Farmland                                                                                              | <b>25</b>             | <b>5</b>  |          |          |          |
| 7. Availability Of Farm Support Services                                                                                         | <b>5</b>              | <b>5</b>  |          |          |          |
| 8. On-Farm Investments                                                                                                           | <b>20</b>             | <b>7</b>  |          |          |          |
| 9. Effects Of Conversion On Farm Support Services                                                                                | <b>25</b>             | <b>0</b>  |          |          |          |
| 10. Compatibility With Existing Agricultural Use                                                                                 | <b>10</b>             | <b>0</b>  |          |          |          |
| <b>TOTAL CORRIDOR ASSESSMENT POINTS</b>                                                                                          | <b>160</b>            | <b>47</b> | <b>0</b> | <b>0</b> | <b>0</b> |

|                                                                           |            |            |          |          |          |
|---------------------------------------------------------------------------|------------|------------|----------|----------|----------|
| <b>PART VII (To be completed by Federal Agency)</b>                       |            |            |          |          |          |
| Relative Value Of Farmland (From Part V)                                  | <b>100</b> | <b>85</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| Total Corridor Assessment (From Part VI above or a local site assessment) | <b>160</b> | <b>47</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>TOTAL POINTS (Total of above 2 lines)</b>                              | <b>260</b> | <b>132</b> | <b>0</b> | <b>0</b> | <b>0</b> |

|                                            |                                                                       |                                        |                                                                                                             |
|--------------------------------------------|-----------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------|
| 1. Corridor Selected:<br><b>Corridor A</b> | 2. Total Acres of Farmlands to be Converted by Project:<br><b>302</b> | 3. Date Of Selection:<br><b>8/5/16</b> | 4. Was A Local Site Assessment Used?<br>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
|--------------------------------------------|-----------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------|

5. Reason For Selection:

Signature of Person Completing this Part:  DATE: **8/5/16**

NOTE: Complete a form for each segment with more than one Alternate Corridor

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)  
As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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