

U.S. 75 IN HINTON
PLYMOUTH COUNTY, IOWA
NHSX-075-2(116)--3H-75

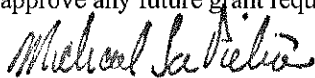
**ENVIRONMENTAL ASSESSMENT
and
Draft Individual Section 4(f)**

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

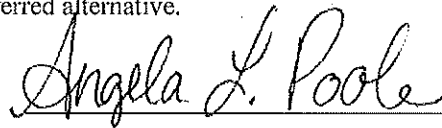
By The

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

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 Location and Environment Bureau
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.

The following table 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 1: Resources Considered

SOCIOECONOMIC	NATURAL ENVIRONMENT
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Community Cohesion <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Churches and Schools <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> <input type="checkbox"/> Joint Development <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Parklands and Recreational Areas <input checked="" type="checkbox"/> <input checked="" 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 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 checked="" type="checkbox"/> Wildlife and Habitat <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Threatened and Endangered Species <input type="checkbox"/> <input type="checkbox"/> Woodlands <input checked="" type="checkbox"/> <input type="checkbox"/> Farmlands
CULTURAL	PHYSICAL
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Historical Sites or Districts <input type="checkbox"/> <input type="checkbox"/> Archaeological Sites <input type="checkbox"/> <input type="checkbox"/> Cemeteries	<input checked="" type="checkbox"/> <input type="checkbox"/> Noise <input checked="" type="checkbox"/> <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> <input type="checkbox"/> Mobile Source Air Toxics (MSATs) <input checked="" type="checkbox"/> <input type="checkbox"/> Energy <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Contaminated and Regulated Materials Sites <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Utilities
<input checked="" type="checkbox"/>	CONTROVERSY POTENTIAL Full acquisition of 10 residential and 9 commercial properties.
<input checked="" type="checkbox"/>	Section 4(f): Historic Sites A historic district (and property within district) eligible for listing in the National Register of Historic Places is adjacent to U.S. 75 and would be affected by any alternative expanding U.S. 75 to the west.

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Appendix A. Streamlined Resource Summary
Appendix B. Draft Section 4(f) Statement
Appendix C. Agency and Tribal Coordination

Abbreviations

BNSF	BNSF Railway
C60	County Road 60
CFR	Code of Federal Regulations
CIN	commercial and industrial network
City	City of Hinton
CN	Canadian National
CVA	Central Valley Ag
EA	Environmental Assessment
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
IA 60	Iowa Highway 60
Iowa DNR	Iowa Department of Natural Resources
Iowa DOT	Iowa Department of Transportation
Iowa SHPO	Iowa State Historic Preservation Office
LEP	Limited English Proficiency
NRHP	National Register of Historic Places
PCR	Potential for Crash Reduction
ROW	right-of-way
UP	Union Pacific Railroad
U.S. 75	U.S. Highway 75
USC	United States Code
USDOT	U.S. Department of Transportation

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Chapter 1 Description of the Proposed Action

This Environmental Assessment (EA) documents potential impacts of proposed infrastructure improvements for U.S. Highway 75 (U.S. 75) through Hinton, Iowa. For information about the Project history, see **Chapter 2**.

This EA document is being prepared under the direction of the Federal Highway Administration (FHWA), serving as the lead federal agency in compliance with the requirements of the National Environmental Policy Act of 1969. This EA informs the public and interested agencies of the proposed action and alternatives to the proposed action to gather feedback on the improvements under consideration. This document follows the guidelines promulgated by the National Environmental Policy Act.

1.1 Proposed Action

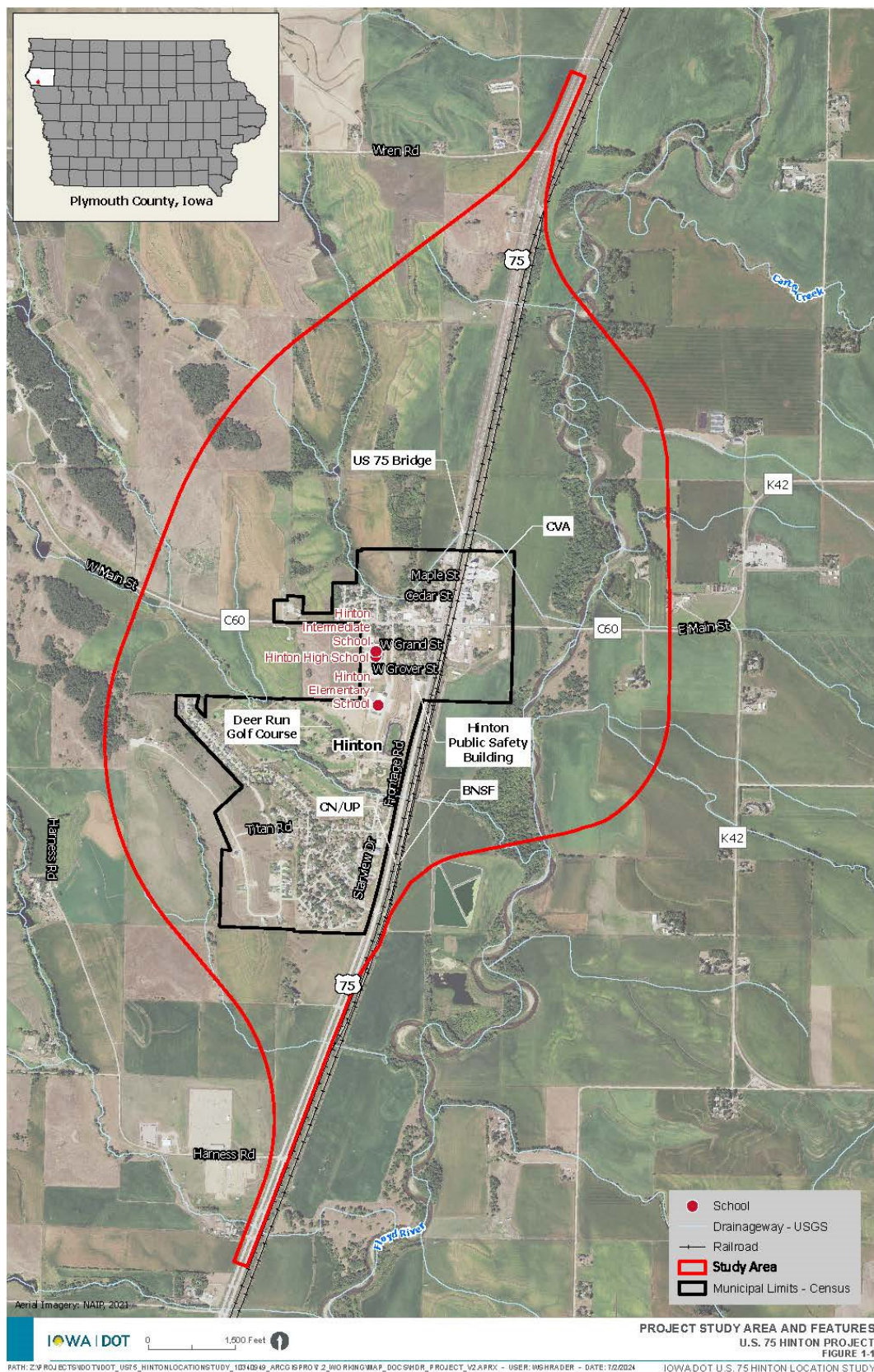
The Iowa Department of Transportation (Iowa DOT), in collaboration with FHWA, proposes to reconstruct approximately 0.7 mile of the existing four-lane undivided section of U.S. 75 through Hinton. The improvements to U.S. 75 and the connecting intersections constitute the Project.

See **Chapter 4** for a comprehensive description of the proposed improvements, including the location, termini, and configuration of the Project.

1.2 Project Study Area

The preliminary study area, shown in Figure 1-1, starts 0.4 mile south of Harness Road and extends approximately 4.0 miles north along U.S. 75 to 0.3 mile north of Wren Road. It extends 1.0 mile west and 0.75 mile east, as measured at County Road 60 (C60)/Main Street. The preliminary study area encompasses approximately 0.7 mile of the existing U.S. 75 undivided four-lane section through Hinton.

Figure 1-1. Preliminary Study Area



Chapter 2 Project History

The U.S. 75 corridor was originally built as a priority corridor, helping to connect Sioux City, Iowa, to Minneapolis, Minnesota, and serving as the economic backbone for northwest Iowa. As traffic has continued to increase along U.S. 75, most markedly since the completion of Iowa Highway 60 (IA 60) to the north at Le Mars, Iowa, most of the U.S. 75/IA 60 corridor has been reconstructed or modernized to expressways and freeways. With the completion of the planned U.S. 75 southbound project from Hinton to Merrill, Iowa, anticipated in 2026, the 0.7-mile four-lane undivided section of U.S. 75 through Hinton would be the only unimproved section of U.S. 75 in Iowa.

The original U.S. 75 roadway in Hinton was constructed in 1926. The highway was widened in 1949 and has had six overlays from 1952 to 2011. A seventh overlay is planned in 2024 to maintain the roadway surface until the Project is constructed.

In 2001, Iowa DOT considered improving the sections of U.S. 75 through Hinton and Merrill in Plymouth County due to the tight geometry at major intersections in both communities that impacted traffic safety and operations. At that time, Iowa DOT considered and dismissed U.S. 75 bypasses of both communities due to the high cost potential.

In October 2007, Iowa DOT held a stakeholder meeting to gauge interest in reconstructing U.S. 75 through Hinton. Two alternatives were presented to the stakeholders: (1) provide painted left-turn lanes at the intersection of U.S. 75 and C60/Main Street, and (2) widen U.S. 75 to five lanes through town. At the time, local stakeholders expressed a preference for the painted left-turn lanes at C60/Main Street due to lower utility relocation costs compared to the five-lane section. The mayor of Hinton expressed support for widening U.S. 75.

In 2008, a planning study evaluated existing traffic operations and crash history along U.S. 75 (Iowa DOT 2008). As part of the planning study, the left-turn lane alternative was revised to include a raised median to reduce conflict points and improve access control, emphasizing the importance of maintaining the traffic signal at the intersection of U.S. 75 and C60/Main Street with potential for preemption improvements for emergency services. The raised median modification would have reduced access for northbound U.S. 75 to properties on the west. However, community consensus was not achieved, and the Project was deferred.

In 2020, the mayor of Hinton expressed concern that another rehabilitation of U.S. 75 would not address the safety issues at the intersection of U.S. 75 and C60/Main Street and pledged support for the reconstruction of U.S. 75.

Based on the mayor's support, Iowa DOT re-initiated the Project in July 2021. On July 21, 2022, virtual and in-person public information meetings were held to solicit public input on the Project. The meeting input was split between those in favor of the concepts presented and those who would like to have seen more consideration given to a bypass. For more information about the virtual and in-person meetings, see **Chapter 7**.

Chapter 3 Purpose and Need for Action

The purpose of the proposed action is to provide a U.S. 75 connection between four-lane divided highway segments north and south of Hinton, which minimizes delay for the safe and efficient transportation of people, goods, and services both regionally and locally.

The needs for the proposed Project are as follows:

- Improve roadway and bridge deficiencies
- Improve in-town traffic operations
- Improve traffic safety
- Improve commercial and industrial network (CIN) continuity

Each topic is discussed further in the following sections. Figure 1-1 shows features mentioned within and near Hinton.

3.1 Roadway and Bridge Deficiencies

The preliminary study area includes four-lane divided sections of U.S. 75 north and south of Hinton and a four-lane undivided section of U.S. 75 through Hinton without access control. Pavement condition on U.S. 75 in Hinton is in fair condition and at the end of its lifecycle. The original pavement was constructed in 1926, widened in 1949, and has received six hot-mix asphalt overlays between 1952 and 2011. The current pavement condition index rating for U.S. 75 within and adjacent to Hinton is 66, indicating the pavement is a candidate for major rehabilitation as the 2011 overlay did not improve the pavement base and the wearing surface continues to degrade. Iowa DOT is planning to apply a thin overlay to maintain a safe driving surface, but the overlay would not address the deficient pavement base conditions.

The U.S. 75 bridge (structure number 7505.4S075 – 39390) crossing over an unnamed waterway north of Hinton has been restricted for all vehicles with gross weights over 90,000 pounds since 2015 and is at the end of its lifecycle. The weight restrictions require permitted overweight vehicles to avoid the bridge by using another DOT-approved route, which would result in out-of-distance travel for the carrier. The bridge is a steel beam design, originally constructed in 1927. It was widened to four lanes in 1949 to 52 feet wide and received a new bridge deck in 1975 and a deck overlay in 2011. Minor deterioration was indicated in the most recent inspection in 2020; the structure evaluation was rated as somewhat better than minimum adequacy, and the deck geometry meets minimum tolerable limits. The bridge is currently rated as Fair and is recommended for replacement within the next 10 years.

3.2 In-Town Traffic Operations

Traffic operations through the preliminary study area are affected primarily within Hinton city limits. U.S. 75 through Hinton is a four-lane undivided facility that runs directly adjacent to active rail lines servicing Central Valley Ag (CVA), which provides grain, agronomy, and feed services and requires frequent rail and truck traffic. Adjacent to the CVA facility are railroad tracks served by three railroads, described from west to east:

- Canadian National (CN) mainline – Operated and maintained by Union Pacific Railroad (UP)
- CVA Track 005
- BNSF Railway (BNSF) mainline – Operated and maintained by BNSF

Truck and train traffic contribute to operational delays in Hinton. Through traffic on U.S. 75 often is delayed by vehicles stopped in the inside shared through/left-turn lane while they are waiting to turn onto secondary streets. This delay is often further complicated by trains blocking the at-grade crossing on C60/Main Street just east of U.S. 75 for several minutes, creating traffic queues on U.S. 75 for vehicles waiting to turn east onto C60/Main Street.

The current undivided cross-section of U.S. 75 through Hinton with closely spaced driveways allows for unpredictable turning movements that conflict with driver expectations. Left-turn traffic from northbound or southbound U.S. 75 has difficulty safely turning due to traffic queued in the opposing inside through lane of U.S. 75, blocking the view of oncoming traffic in the outside lane.

Additionally, the Hinton Public Safety Building is in this corridor at 308 Frontage Road (between Frontage Road and U.S. 75). Emergency service response times are regularly affected by the operational issues on U.S. 75 described above for all traffic.

The buildings in the northwest corner of the U.S. 75/C60 intersection block the view for eastbound drivers, making it hard to see southbound approaching traffic. Additionally, the tight turn radius around these buildings means that large trucks cannot make a right turn from southbound U.S. 75 to westbound C60 without swinging into the opposite lane.

3.3 Safety

A safety analysis was conducted for the intersections of U.S. 75/C60 and U.S. 75/Cedar Street in Hinton based on a higher than expected concentration of crashes at these locations. The analysis included a review of Iowa DOT's Potential for Crash Reduction (PCR) database and summary of historical crash patterns.

Iowa DOT's PCR describes the relative safety performance of intersections and road segments across Iowa based on site characteristics, traffic volume, and crash data. The safety analysis relies on statistical methods to more accurately calculate the potential for safety improvement in consideration of the complex relationship between crash frequency and volume. The PCR database used crash data from 2016 through 2020 and ranks intersections and segments based on their PCR value.

The data revealed that the U.S. 75/C60 and U.S. 75/Cedar Street intersections are experiencing higher than expected numbers of crashes per year at each intersection. The PCR values at these intersections are 1.84 for U.S. 75/C60 and 1.09 for U.S. 75/Cedar Street, which correlate to a high PCR level and may compete for safety funds.

Using the Iowa Crash Analysis Tool to inspect 2016 through 2020 data, 35 crashes were reported at these two intersections (U.S. 75/C60 and U.S. 75/Cedar Street). The most common crash types were identified as follows:

- 46 percent were rear-end crashes; this is common for four-lane undivided roadways where driver expectancy is low for slowing/stopping of left-turn traffic in a through lane.
- 23 percent were broadside crashes, which are collisions between the front of one vehicle and the side of another vehicle.
- 31 percent were a combination of other crash types.

The majority of the crashes were property damage only crashes. Ten of the crashes were deemed to result in a possible/unknown injury. Four of the crashes involved suspected minor injuries. One crash involved a suspected serious injury. Severity information is provided by law enforcement officers as they fill out the crash report. Suspected serious injury is generally selected when a driver or passenger requires a trip to a medical facility (hospital or doctor's office).

3.4 Commercial and Industrial Network (CIN) Continuity

There is a need to improve system continuity regionally on U.S. 75 between the four-lane divided sections north and south of Hinton and the existing four-lane undivided section through Hinton.

In 1989, the Iowa Legislature designated portions of U.S. 75 (including the preliminary study area) as part of the CIN 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. The designated CIN route that includes the preliminary study area enters Iowa on U.S. 75 near Sioux City on the west border of Iowa, and travels northeast where it diverts to IA 60 in Le Mars, Iowa, and crosses into Minnesota, creating a link between Interstate 29 and Minneapolis, Minnesota. This corridor serves as the economic backbone of northwestern Iowa, and most of the route today exists as freeway or expressway except for an approximately 0.7-mile segment through Hinton.

Chapter 4 Alternatives

This chapter discusses the alternatives considered to address the purpose and need of the Project. A range of alternatives was developed by Iowa DOT in coordination with the City of Hinton (City). The No-Build Alternative, the alternatives considered but dismissed, and the proposed alternative are discussed below.

4.1 No-Build Alternative

Under the No-Build Alternative, U.S. 75 would not be improved. The section of U.S. 75 in Hinton would remain a four-lane undivided roadway, with no improvements to the physical conditions of the roadway and bridge, traffic operations, traffic safety, or CIN continuity. Maintenance and repair projects would occur as necessary to maintain a safe facility. The No-Build Alternative does not meet the purpose and need of the Project; however, it is carried forward as a baseline for comparison of impacts with viable and reasonable build alternatives.

4.2 Alternatives Development and Evaluation Process

To develop alternatives for the Project, Iowa DOT considered several factors, such as the purpose and need statement (see **Chapter 3**), design criteria, guiding principles, peak hour traffic projections, and current and future rail volumes. Iowa DOT began the alternatives development process by looking at its 2008 planning study on existing traffic operations and crash history along U.S. 75 (Iowa DOT 2008). That study proposed two alternatives for improving U.S. 75 in Hinton: a raised median with left-turn lanes and a widened five-lane roadway. In 2021 the range of alternatives expanded from two to five alternatives for further evaluation:

- A. Raised median with left-turn lanes at C60, expand west
- B. Five-lane section, expand west
- C. Four-lane section with a raised median, left-turn lanes at C60, and a northbound right-turn lane, expand west
- D. Five-lane section with a northbound right-turn lane at C60, expand west
- E. Four-lane section with a raised median and northbound right turn lane, expand east

In spring 2022, the following six alternatives were developed to be evaluated along with the five alternatives:

- F. Four-lane section with a raised median, a northbound right-turn lane, and railroad relocation, expand east
- G. Three-lane section with left-turn lanes at C60 and a northbound right-turn lane, expand east
- H. Narrowed lane section with left-turn lanes at C60 and a northbound right-turn lane, expand both west and east
- I. Bypass alternative west of Hinton
- J. Bypass alternative east of Hinton within the Floyd River floodplain
- K. Bypass alternative east of Hinton and east of the Floyd River

In June 2022, 11 alternatives were reviewed (Alternatives A through K) to select the most viable alternatives for further study. The selection criteria focused on traffic operations, perceived constructability, estimated construction cost, potential environmental impacts, and the ability of the alternatives to meet the Project needs. Initially Alternatives A, G, I, J, and K were eliminated

from further review (see Section 4.3, **Table 4-1** for the rationale for dismissing each alternative), and Alternatives B, C, D, E, and H were chosen for presentation to the public for their consideration and input. Alternative F was not presented to the public because coordination with UP and BNSF regarding Alternative F's feasibility was ongoing.

On July 21, 2022, virtual and in-person public information meetings were held to solicit public input on the Project, specifically Alternatives B, C, D, E, H. The public asked if a bypass alternative was considered and was told that three potential alignments (one west of Hinton and two east of Hinton) were identified but were dismissed from further consideration due to cost and environmental impacts. Although the alternatives that would expand U.S. 75 to the west would affect residential and commercial landowners, participants were receptive to the concepts presented and generally preferred the two-way left-turn lane alternative over the raised median alternatives. They also preferred a northbound right-turn lane at C60/Main Street. Public input received after the meetings is summarized in **Chapter 7, Comments and Coordination**.

After the public information meetings, the City voted in support of Alternative D and sent a resolution to Iowa DOT District 3. The Project Management Team reviewed all public and City input in fall 2022 and determined that in addition to previously dismissed Alternatives A, G, I, J, and K, Alternatives B, E, and H would be dismissed from further consideration.

In August and December 2023, Iowa DOT met with UP and BNSF, respectively, to discuss Alternative F, which would require railroad right-of-way (ROW) acquisition. To address railroad concerns about future capacity and operational needs, Alternative F-1 was developed as a modification of Alternative F. However, UP and BNSF opposed both Alternatives F and F-1 because they required a significant amount of railroad ROW acquisition, and these alternatives were dismissed from further consideration.

Alternative D was dismissed on July 29, 2024, because it was determined that Alternative C would provide safer and more efficient traffic patterns than Alternative D.

On December 5, 2024, Iowa DOT met with the City, and Alternative C was presented as the preferred alternative.

4.3 Alternatives Considered but Dismissed

Table 4-1 summarizes the alternatives that were considered but dismissed and provides reasoning for their dismissal. Figure 4-1 shows the locations of these alternatives.

Table 4-1. Alternatives Considered but Dismissed

Alternative	Description	Reason for Dismissal
Alternative A	Reconstruct U.S. 75 with two northbound and two southbound lanes separated by a raised median, with left-turn lanes at Grover Street, C60/Main Street, Cedar Street, and Maple Street. Widen U.S. 75 to the west approximately 20 feet toward the historic downtown area.	Adverse effect on Hinton's historic district and similarity with other raised median options without the benefit of a northbound right-turn lane at C60/Main Street.
Alternative B	Reconstruct U.S. 75 with two northbound and two southbound lanes separated by a two-way left-turn lane. Widen U.S. 75 to the west approximately 16 feet toward the historic downtown area.	Adverse effect on Hinton's historic district and lack of a northbound right-turn lane at C60/Main Street.
Alternative D	Reconstruct U.S. 75 with two northbound and two southbound lanes separated by a two-way left-turn lane. Widen U.S. 75 to the west approximately 28 feet toward the historic downtown area. Include a northbound right-turn lane at C60/Main Street.	Although supported by stakeholders, Alternative D would not provide optimal safety improvements and in-town traffic operation benefits. Additionally, an adverse effect on Hinton's historic district would occur.
Alternative E	Reconstruct U.S. 75 with two northbound and two southbound lanes separated by a raised median, with left-turn lanes at Grover Street, C60/Main Street, and Maple Street. Widen U.S. 75 to the east approximately 21 feet, away from the historic downtown area and toward the railroad tracks. Alternative E was later refined into two alternatives, Alternative F and Alternative F-1.	Lack of space for a northbound right-turn lane at C60/Main Street, insufficient space for large truck turning movements, and restricted sight distance. Ultimately, Alternative E was not presented to the RR and was superseded by Alternative F and Alternative F-1.
Alternatives F and F-1	Reconstruct U.S. 75 with two northbound and two southbound lanes separated by a raised median, with left-turn lanes at Grover Street, C60/Main Street, Cedar Street, and Maple Street. Include a northbound right-turn lane at C60/Main Street. Widen U.S. 75 to the east approximately 21 feet for Alternative F and approximately 63 feet for Alternative F-1.	Opposition from UP, BNSF, and CVA due to future railroad double tracking needs, rail relocation costs, and prohibition on state acquiring railroad property.
Alternative G	Reduce U.S. 75 to one northbound and one southbound lane separated by a two-way left-turn lane, with a northbound right-turn lane at C60/Main Street.	Reduced in-town traffic operations, potential intersection failure, and does not address the Project's purpose and need.
Alternative H	Reconstruct U.S. 75 with two northbound and two southbound lanes separated by a two-way left-turn lane, with a northbound right-turn lane at C60/Main Street. Balance ROW impacts by widening from center to both the east and the west.	Lacks a center median, which reduces overall safety. Adverse effect on Hinton's historic district, encroachment on railroad ROW, without reducing or consolidating access.
Alternative I (Bypass Alternative)	Construct a U.S. 75 bypass in a new location to the west of Hinton. Avoid existing and planned development on the south and north sides of town.	Cost prohibitive, significant additional roadway length, impacts within the Loess Hills Landform region, and extensive environmental impacts.
Alternative J (Bypass Alternative)	Construct a U.S. 75 bypass in a new location to the east of Hinton, within the Floyd River floodplain. Include two bridges over the railroad at the south end and one over the railroad at the north end.	Cost prohibitive, significant additional roadway length and bridge construction, development within the Floyd River's 100-year floodplain, and extensive wetland impacts.
Alternative K (Bypass Alternative)	Construct a U.S. 75 bypass in a new location to the east of Hinton, east of the Floyd River. Include three bridges over the railroad at the south end, one over the Floyd River at	Cost prohibitive, significant additional roadway length and bridge construction, development within the

Alternative	Description	Reason for Dismissal
	the south end, and a combined crossing structure over both the Floyd River and the railroad at the north end.	Floyd River's 100-year floodplain, and extensive wetland impacts.

4.4 Proposed Alternative

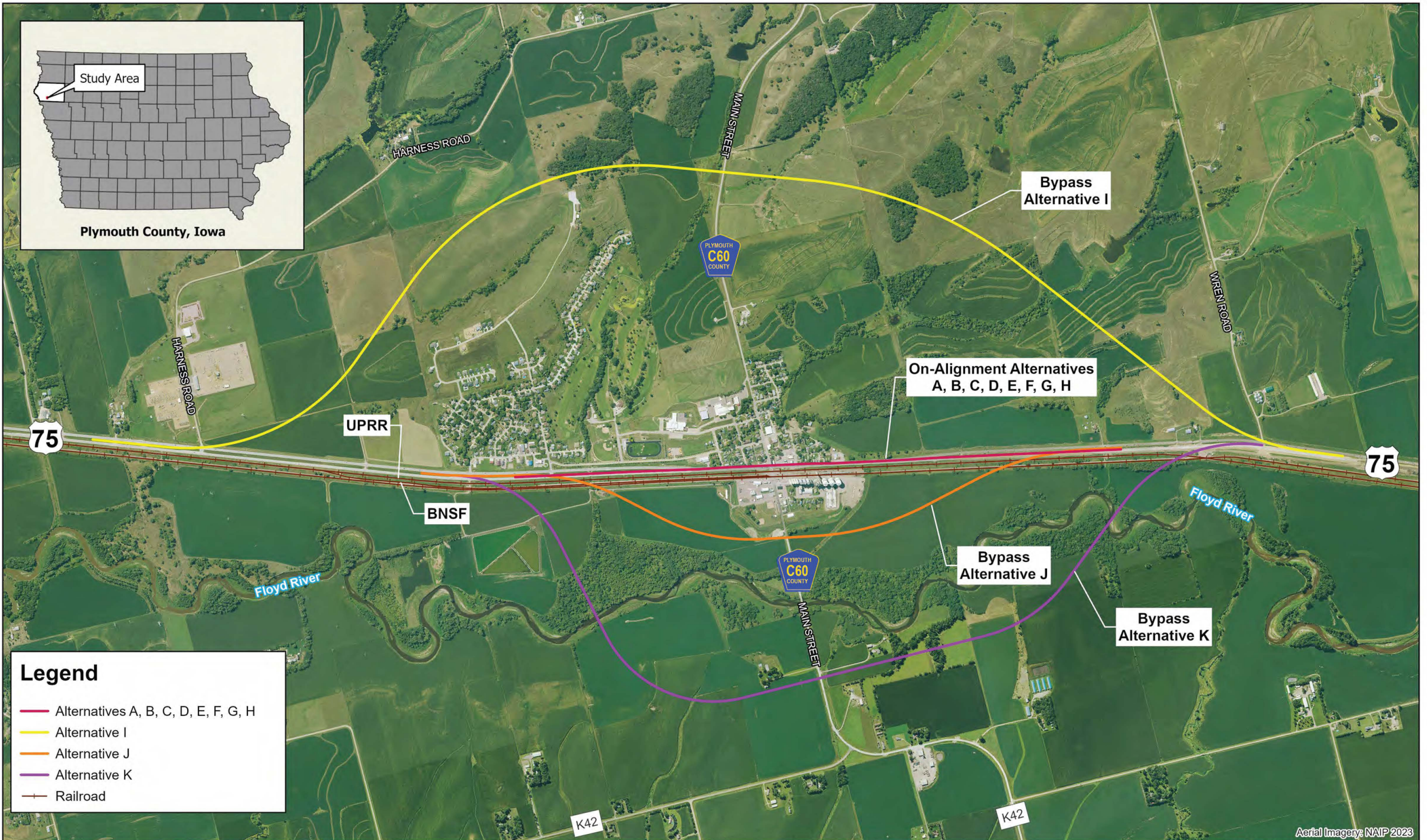
Alternative C is carried forward as the Proposed Alternative for evaluation in this EA. Alternative C would expand U.S. 75 to the west approximately 32 feet toward the historic downtown area, holding the existing outside edge of the northbound travel way as the outside edge of the proposed northbound right-turn lane, as shown in Figure 4-2. The reconstruction would include two northbound and two southbound lanes, separated by a raised median with left-turn lanes at Grover Street, C60/Main Street, and Maple Street. The raised median would enhance safety and traffic flow at C60/Main Street by reducing the number of street and property access points.

Additionally, a northbound right-turn lane at C60/Main Street would improve traffic operations and provide space for vehicles to wait during train crossings. The plan also includes reconstructing the bridge over an unnamed drainageway at the north end of Hinton to match the new U.S. 75 configuration, allowing for a northbound left-turn lane extending to the entrance of a future Hinton development.

Pedestrian accommodations would be improved by reconstructing the existing sidewalk west of U.S. 75 to a 6-foot-wide sidewalk from Grover Street to just north of Maple Street, as shown in Figure 4-2. The new sidewalk would comply with current Americans with Disabilities Act Accessibility Guidelines and Public Right-of-Way Accessibility Guidelines, including running slopes, widths, ramp slopes, and detectable warning panels.

The design also includes a new signal interconnection to coordinate the crossing gates with the C60/Main Street traffic signal as part of the U.S. 75 reconstruction. Iowa DOT would continue to work with UP and BNSF on signalization and preemption systems to prevent vehicles from being trapped between the CN/UP and BNSF tracks during train crossings and gate closures.

Alternative C is the preferred design option due to its better facilitation of the traffic safety element of the purpose and need. The raised median option provides more safety benefit by providing larger separation between northbound and southbound traffic and for reducing conflict with fewer access points.



Legend

- Alternatives A, B, C, D, E, F, G, H
- Alternative I
- Alternative J
- Alternative K
- Railroad

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Legend

- Railroad
- Pavement
- Bridge
- Raised Median
- Sidewalk

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Chapter 5 Environmental Analysis

This chapter describes the existing socioeconomic, cultural, natural, and physical environments in the study area and the potential impacts associated with the No-Build Alternative and the Proposed Alternative. In the Preface to this EA, the resources with a check in the second column in the Resources Considered table warrant further discussion in this chapter.

Because the design process is still in its early stages, an initial study area was developed to estimate potential environmental impacts on a range of alternatives, as presented in **Chapter 1**. As the alternatives analysis process continued and off-alignment bypass alternatives were dismissed from consideration, a refined study area was developed to estimate the potential environmental impacts for the on-alignment alternatives through Hinton.

The study area carried forward starts at Golf Course Road and extends approximately 1.4 miles north to a location 0.65 mile south of Wren Road. The study area also extends 0.1 mile west and 0.24 mile east along C60/Main Street. It includes potential roadway ROW needs and construction zones. The potential impact area for the Proposed Alternative is anticipated to be minimized or avoided as the Project design is refined (see Figure 5-1).

5.1 Socioeconomic Impacts

This section evaluates the impacts the Project would have on socioeconomic resources. It considers land use, community cohesion, churches and schools, economics, parklands and recreational areas, bicycle and pedestrian facilities, ROW, relocation potential, construction and emergency service routes, and transportation.

5.1.1 Land Use

The land use evaluation considers Project consistency with existing land use and zoning, along with local and regional development and land use planning. Existing land use information was gathered from the *Plymouth County Comprehensive Plan* (Plymouth County Planning and Zoning Commission 2012); the Siouxland Regional Transportation Planning Association; and *Iowa in Motion 2050*, the State Transportation Plan (Iowa DOT 2024a). Additionally, current zoning maps and district plans available on the City's and Plymouth County's websites were reviewed in conjunction with a site visit on June 21, 2022, to determine existing land uses.

As shown in Figure 5-2, the study area's southern half traverses Hinton, and the northern half is undeveloped land. In Hinton, west of U.S. 75, land use is a mix of public facilities, including parks, schools, track and sports fields, residential and commercial properties, recreational areas, and places of worship. East of U.S. 75, land use is industrial with active UP and BNSF railroads and the CVA facility.

According to the *Plymouth County Comprehensive Plan*, Plymouth County's rural population is decreasing, while the urban population is increasing. The plan also notes that Hinton was the community with the greatest percentage of population increase between 1970 and 2010 (Plymouth County Planning and Zoning Commission 2012). The areas east and north of Hinton are zoned as transitional agriculture, meaning these areas are currently in agricultural use but are zoned to be better suited for rural residential development. The areas south and southwest of Hinton are zoned for rural residential development. Residential developments are planned southwest and north of town, the approximate development areas are shown on Figure 5-2. These

developments include the Blackhawk Ridge Development, Eagle View Development, and Tucker Hill Estates as shown on the City of Hinton's Development Areas website, and a planned development in the planning phases to the north of Hinton (City of Hinton 2024). All planned development is west of U.S. 75, which is in line with the goals of the Plymouth County Comprehensive Plan to expand urban development adjacent to existing community boundaries to preserve the agricultural economy of the County. The existing railroad infrastructure and Floyd River would be physical barriers bisecting the community of Hinton if development were to occur east of U.S. 75.

No-Build Alternative

The No-Build Alternative would not directly affect existing or future land uses. The development areas are not linked to or dependent on the Project and may proceed if the No-Build Alternative is advanced.

Proposed Alternative

The Proposed Alternative would expand existing transportation ROW on the existing alignment and is generally consistent with current and planned land uses. It avoids the notable land use conversions required by the off-alignment (bypass) alternatives and maintains the open spaces surrounding Hinton for agriculture, conservation, and recreation.

As detailed in Section 5.1.7, the acquired ROW would result in the displacement of residential and commercial properties.

5.1.2 Community Cohesion

Community cohesion is a term for patterns of social networking in a neighborhood or community and encompasses access to community features, services, and recreational resources.

Transportation projects may create beneficial or adverse impacts on community cohesion.

Adverse impacts can include the separation or isolation of any geographic areas or groups of people from the community, decrease in neighborhood size, changes in community access, or separation of residences from community facilities. Potential impacts on public safety, including police, fire, emergency management services, hospitals, and emergency routes, are also important considerations for community cohesion. Adverse impacts would occur if potential barriers limit the study area's ability to maintain community cohesion.

The Hinton Community School District and Hinton Fire District are both located in Hinton and serve the surrounding rural communities of south-central Plymouth County, covering 128 square miles and 115 square miles, respectively (Plymouth County Planning and Zoning Commission 2012). U.S. 75 is the primary north-south connection between Hinton and the surrounding communities.

The following Table 5-1 represents community demographics according to the 2020 Decennial Census (U.S. Census Bureau 2020).

Table 5-1. Population, Race, and Ethnicity

Census Geography	Total Population	White	Hispanic or Latino	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race
Iowa	3,190,369	2,638,201	215,986	129,321	9,079	75,017	5,605	8,487
Plymouth County	25,698	22,941	1,496	354	48	111	117	54
Hinton, Iowa	935	888	14	3	6	3	2	0
Block Group 3, Census Tract 9706	1,522	1,428	42	3	6	4	2	0

Limited English Proficiency (LEP) populations are evaluated in accordance with EO 13166, Improving Access to Services for Persons with LEP. According to the 2018 to 2022 American Community Survey 5-year estimates, approximately 2.5 percent of the population in Block Group 3 speak Spanish with LEP, 1.6 percent speak other Indo-European languages with LEP, and 0.9 percent speak Asian and Pacific Island languages with LEP (U.S. Census Bureau 2023b). In Hinton, no Spanish-speaking LEP populations were identified; however, LEP populations that speak other Indo-European languages and Asian and Pacific Island languages were identified. No LEP populations of other language groups were identified in Block Group 3 or Hinton (Table 5-2).

Table 5-2. Limited English Proficiency

Census Geography	Total Population	Speaks Spanish, Speaks English Less Than Very Well		Speaks Other Indo-European Languages, Speaks English Less Than Very Well		Speaks Asian and Pacific Island Languages, Speaks English Less Than Very Well		Speaks Other Languages, Speaks English Less Than Very Well	
Iowa	2,999,039	49,875	1.7%	17,299	0.6%	24,568	0.8%	11,888	0.4%
Plymouth County	24,135	696	2.9%	44	0.2%	57	0.2%	125	0.5%
Hinton, Iowa	869	0	0.0%	28	3.2%	15	1.7%	0	0.0%
Census Tract 9706	5,171	95	1.8%	28	0.5%	15	0.3%	5	0.1%
Block Group 3, Census Tract 9706	1,720	43	2.5%	28	1.6%	15	0.9%	0	0.0%

Source: U.S. Census Bureau 2023b.

There are no LEP populations that exceed 5 percent of the total population, therefore, no translations or specialized LEP outreach is required for this Project. If an LEP population were identified during project development, in accordance with Iowa DOT LEP guidance (Iowa DOT n.d.), Iowa DOT would consider what is needed to allow impacted citizens to participate equally in the process and would provide translation services during all public meetings and hearings as requested.

No-Build Alternative

The No-Build Alternative would not affect community cohesion.

Proposed Alternative

The Proposed Alternative would widen an existing transportation corridor and would not create a new barrier that would separate or isolate any distinct neighborhoods or communities.

Furthermore, the proposed improvements to U.S. 75 are anticipated to improve safety, reduce traffic congestion through town, and reduce emergency response times to Hinton and the surrounding rural communities. As detailed in Section 5.1.6, pedestrian accommodations would also be improved along the west of U.S. 75, improving pedestrian safety and accessibility to the entire community. These considerations individually and collectively provide a benefit to community cohesion.

The acquisition of additional ROW would be needed to accommodate the proposed widening and would result in the displacement of residential and commercial properties, as discussed in Section 5.1.7. The potential commercial displacements would impact community cohesion through the loss of local services and community facilities; however, some of these services would be available at other locations, and the businesses would have the potential to relocate, as discussed in Section 5.1.8.

5.1.3 Churches and Schools

No churches or schools were identified in the study area; however, two churches and two schools are located in Hinton adjacent to the Project. United Methodist Church Hinton is located at 201 W. Grand Street, and Grace Evangelical Church is located at 109 N. Prospect Avenue. Hinton Community Elementary School and Hinton Community Middle and High School are collectively located at 315 W. Grand Street.

No-Build Alternative

The No-Build Alternative would not involve construction and would not impact existing churches or schools in or near the study area.

Proposed Alternative

The Proposed Alternative would avoid permanent impacts on churches and schools. Access to churches and schools would be maintained, although there may be temporary, construction-related impacts on school transportation for the surrounding rural communities using U.S. 75. Coordination with the Hinton Community School District would be conducted before construction to provide timelines for closures and to address potential alternate bus routes during construction.

5.1.4 Economic

Consistent with many midwestern small towns, Hinton's economy is closely tied to agriculture and providing services and support to surrounding farms. Hinton's economy is also driven by the nearby population and economic center of Sioux City, which provides notable employment opportunities within a relatively short commute. In Hinton, the downtown center lies along U.S. 75 and contains several government and industrial properties, residences, and small businesses, including cafés and restaurants, gas/convenience stores, banks, and retail stores.

As discussed in Section 5.1.1, land use plans for Hinton suggest that most of the undeveloped land adjacent to the study area may be converted to a mix of commercial and residential developments of varying densities.

No-Build Alternative

The No-Build Alternative would not result in any commercial displacements or impacts on employment and would not directly affect existing or future land uses. The proposed development areas, described in Section 5.1.1, are not linked to or dependent on the Project. Therefore, it is likely that the planned developments would occur absent of the Project, and new businesses could still be attracted to the area.

The No-Build Alternative would not address the transportation needs detailed in **Chapter 3** and would not improve the ability of commuting residents to reach their places of employment or the ability of agricultural producers to transport their crops to market.

Proposed Alternative

As discussed in Sections 5.1.7 and 5.1.8, ROW acquisition would be required for the Proposed Alternative and would include 15 total parcel acquisitions and 5 partial parcel acquisitions (see Figure 5-2), which would potentially displace 10 residential properties and 9 commercial properties. As a result of these acquisitions, property tax revenue may be lost. According to the Iowa Department of Management, the total of all property valuations in Plymouth County for fiscal year 2024 is \$3,143,822,437 (Iowa Department of Management 2024). According to the Plymouth County Assessor property tax database information for 2024, the Project's combined commercial and residential property displacements would reduce the tax valuation base by approximately \$2,146,460, which translates to approximately 0.07 percent of Plymouth County's estimated tax revenue (Plymouth County Assessor 2024). However, the displaced residents would have the opportunity to relocate in Plymouth County, offsetting the potentially lost tax revenue.

There would also be minor tax base reductions as a result of the partial parcel acquisitions, slightly reducing the land value and associated taxes. However, the land area reductions would be minimal, as would the corresponding tax base reduction resulting from these partial acquisitions.

Of the nine commercial displacements, four are located in the Hinton Business Corner Historic District located in downtown Hinton (see Section 5.2.1). Of these four displacements, two consist of vacant commercial lots. Additionally, the Project could potentially displace the Casey's gas station, which is the only gas station in Hinton. The next closest gas station is located 6.6 miles northeast in Merrill. See Section 5.1.8 for a discussion on the relocation potential for the proposed commercial displacements.

Publicly available sources were used to estimate the number of employees at each of the potentially displaced commercial properties, including Glassdoor and Manta business directories. Among the potentially displaced commercial properties, the Project could result in the potential loss of an estimated 40 to 50 jobs. However, because the displaced properties would have the opportunity to relocate (see Section 5.1.8), displaced employees could potentially maintain employment at the relocated businesses. Should impacted employees choose to seek employment opportunities in nearby employment centers, the town of Merrill, approximately 7 miles north on U.S. 75, would offer similar employment characteristics to Hinton. The City of Sioux City, approximately 11 miles south on U.S. 75, would offer a larger and more diverse employment market than Hinton.

During construction of the Proposed Alternative, short-term economic impacts on businesses may occur because of increased traffic congestion from temporary lane closures and detours. Access to some businesses could be temporarily restricted or rerouted; however, U.S. 75 would remain open and allow through traffic to continue. The impact of roadway construction on local business patronage could vary, depending on customer preference regarding accessing businesses near construction sites. These short-term impacts may be considered minor. Short-term economic benefits would be derived from construction of the Project through an increase in construction-related employment and could lead to increased economic activity from those construction employees patronizing local businesses and services in the area.

Long-term economic benefits may include the potential for increased economic activity due to safer access, improved in-town traffic operations, and improved pedestrian access. The Proposed Alternative may also encourage development, consistent with existing land use plans, which would provide additional employment opportunities and tax revenue.

5.1.5 Parklands and Recreational Areas

USDOT refers to publicly owned parks, recreation areas, and wildlife and waterfowl refuges, as well as historic sites that are listed in, or potentially eligible for listing in, the National Register of Historic Places (NRHP) as Section 4(f) properties because they have special status under the provisions of Section 4(f) of the USDOT Act of 1966 (49 USC 303 and 23 CFR 774).

Section 4(f) states that the administration (in this case, FHWA) may not approve the use of a Section 4(f) property unless a determination is made that (1) there is no prudent and feasible avoidance alternative to the use of the property, (2) the action includes all possible planning to minimize harm to the property, or (3) the use of the property, including any measures to minimize harm (avoidance, minimization, mitigation, or enhancement measures) would have a *de minimis* impact on the Section 4(f) property. Publicly owned parks, recreation areas, and wildlife and waterfowl refuges are discussed in this section. Historic sites are discussed in Section 5.2.1.

In the study area, there are two parks, two recreational properties, one existing trail, and two future trails. No waterfowl refuges or wildlife refuges were identified. Initial consultation was completed with the officials with jurisdiction for parks and recreational properties to document the function, designation, and significance of the publicly owned recreation properties in the study area (see Figure 5-2). Additionally, Iowa DOT coordinated with FHWA to determine the Section 4(f) status of these resources, as follows:

- **Hinton City Park:** The City owns and operates Hinton City Park, which is south of C60/Main Street and east of U.S. 75. It occupies 4.5 acres and features a shelter house, picnic tables, two ball fields, a swing set, and other outdoor children's play equipment. The shelter house is available for rent and has folding tables for food service and bathrooms. Lot parking is available at the park. Hinton City Park's primary purpose is recreation; it is open to the public and is significant as the most popular and most used city park. Hinton City Park is subject to the provisions of Section 4(f).
- **Hinton Community School District Ball Fields:** The 14.6-acre athletic complex is west of U.S. 75 and associated with the adjacent public schools. The two ball fields and track and field facility are owned by Hinton and are open for both school and public use. The

Hinton Community School District ball fields are subject to the provisions of Section 4(f) because they are open for public use.

- **Deer Run Golf Course:** Hinton owns and operates Deer Run Golf Course, which is in the city limits south of C60/Main Street and west of U.S. 75. This 9-hole golf course occupies 67 acres. It is open to the public and is a significant recreational resource. The golf course is subject to the provisions of Section 4(f).
- **Hinton Trail:** Hinton Trail is on City-owned land adjacent to Frontage Road, parallel to and west of U.S. 75. The concrete, multiuse trail extends 0.6 mile from Titan Road to West Grover Street. It is open to the public and a significant recreational resource. The Hinton Trail is subject to the provisions of Section 4(f) because it is open to the public, and its primary purpose is for recreation.
- **PlyWood Trail (Phase 2):** The 6.8-mile-long public trail from Merrill to Hinton is currently unfunded, with an undetermined timeframe for completion. Phase 2 would be a segment of the larger PlyWood Trail extending from Sioux City to Le Mars when fully developed. Although the primary function of this public trail is recreation, because it is unfunded and undesignated, it is currently not subject to the provisions of Section 4(f).
- **PlyWood Trail (Phase 3):** Phase 3 of the PlyWood Trail will be in the west ROW of U.S. 75. The trail will extend 6.4 miles from Sioux City to Hinton and will terminate at the existing Hinton Trail, south of the study area. The multiuse public trail is under construction with planned completion in Hinton by the end of 2025. The primary function of this trail will be recreation, and it will be open to the public; therefore, this segment of the PlyWood Trail is subject to the provisions of Section 4(f).

A copy of the U.S. 75 in Hinton Draft Section 4(f) Statement is available in Appendix B.

No-Build Alternative

No construction activities would occur under the No-Build Alternative. Therefore, no park or recreational facilities would be impacted.

Proposed Alternative

The Proposed Alternative would not impact or adversely affect land or activities associated with the existing park and recreational resources. There would be no permanent or temporary acquisition of parkland and no disrupted access to these resources. The Proposed Alternative would improve access to parkland and recreational facilities through sidewalk construction.

5.1.6 Bicycle and Pedestrian Facilities

The Hinton Trail parallels U.S. 75 to the west in the southern portion of the study area (see Figure 5-2). Additionally, sidewalks are present along the cross streets and residential areas west of U.S. 75, along with a sidewalk on the western edge of U.S. 75. According to the *2018–2019 Hinton Safe Routes to School Plan*, these existing sidewalks in Hinton and along U.S. 75 are mostly rated as “needs improvement” or “poor condition” in the Hinton North and South 2018 Field Assessment Results (Siouxland Interstate Metropolitan Planning Council [SIMPCO] 2019). The associated site visit noted that the sidewalks were overgrown and areas needed repair.

Section 5.1.5 describes existing and planned trails along with additional details regarding bicycle and pedestrian facility identification.

No-Build Alternative

The No-Build Alternative would not impact bicycle and pedestrian facilities. The existing sidewalk network in Hinton would not be improved.

Proposed Alternative

The Proposed Alternative would improve pedestrian accommodations by reconstructing the existing sidewalk west of U.S. 75 to a 6-foot-wide sidewalk from Grover Street in the south to just north of Maple Street (see Figure 5-2). The reconstructed sidewalk would meet current Americans with Disabilities Act Accessibility Guidelines and Public Right-of-Way Accessibility Guidelines, including running slopes, widths, ramp slopes, and detectable warning panels.

The Proposed Alternative would avoid adverse impacts on existing and planned bicycle and pedestrian facilities.

5.1.7 Right-of-Way

ROW acquisition was evaluated based on the existing ROW, private and public property boundaries, and design needs to support the Proposed Alternative. U.S. 75 is an existing transportation corridor within Iowa DOT public ROW, and due to the heavily developed study area, ROW acquisition needs were carefully considered when analyzing design alternatives.

No-Build Alternative

Under the No-Build Alternative, there would be no acquisition of ROW.

Proposed Alternative

The Proposed Alternative would require acquisition of up to 7 acres of ROW. Acquisition would include at least 15 total parcel acquisitions and 5 partial parcel acquisitions, potentially displacing 10 residential properties and 9 commercial properties (see Table 5-3). Potential residential and commercial displacements are shown in Figure 5-2 along with the names of displaced businesses.

Table 5-3. Potential Property Acquisition

Property Address	Property Type	Anticipated Parcel Acquisition
308 1st Avenue	Public City-Owned	Partial
110 Grover Street	Residential	Partial
223 Floyd Avenue North	Residential	Total
217 Floyd Avenue South	Residential	Total
102 West Grand Street	Residential	Total
108 West Grand Street	Residential	Partial
119 Floyd Avenue South	Residential	Total
109 West Grand Street	Residential	Partial
103 Floyd Avenue South	Commercial	Total
101 West Main Street	Commercial	Total
103 Floyd Avenue North	Commercial	Total
111 Floyd Avenue North	Commercial	Partial
121 Floyd Avenue North	Commercial	Total
201 Floyd Avenue North	Residential	Total
209 Floyd Avenue North	Residential	Total
217 Floyd Avenue North	Residential	Total

221 Floyd Avenue North	Residential	Total
225 Floyd Avenue North	Commercial	Total
303 Floyd Avenue North	Residential	Total
309 Floyd Avenue North	Residential	Total
313 Floyd Avenue North	Residential	Total
341 Floyd Avenue North	Commercial	Partial

5.1.8 Relocation Potential

Residential and commercial properties are located in the study area, with residential neighborhoods extending beyond the study area to the west of U.S. 75. Hinton also has planned residential developments, with potential for associated commercial development, to the north and southwest of the currently developed areas.

No-Build Alternative

The No-Build Alternative would not require property acquisition or the relocation of any residence or business.

Proposed Alternative

Anticipated acquisitions and displacements are discussed in Section 5.1.7 and shown in Figure 5-2.

Data was gathered using the Zillow website to determine approximate valuations of the potential residential displacements and to search for available homes in the area. In November 2024, the residences south of Maple Street had valuations ranging from approximately \$107,000 to \$166,000, with the residences north of Maple Street ranging from approximately \$79,000 to \$90,000. At the time of the search, there was one home in the Hinton area priced around \$200,000. Three homes were listed in Le Mars between \$180,000 and \$200,000, and multiple homes were listed in Sioux City between \$160,000 and \$200,000 (Zillow 2024). A search of the Century 21 website found undeveloped lots in Hinton for approximately \$59,000 and new construction homes in Hinton for approximately \$425,000 (Century 21 ProLink 2024). Based on current market data, comparable single-family housing appears to be available in Plymouth County for the potential residential displacements but not necessarily in Hinton.

Iowa DOT has initiated coordination with affected property owners, which would continue through the ROW acquisition process. At this time, the Iowa State Bank had purchased an empty lot to the south of Hinton, but it has not directly stated its intent to relocate. The Subway property is currently leased, and the renter has not indicated a desire to relocate. Other property owners are aware of the Project and are coordinating with Iowa DOT but have not indicated relocation plans.

The potential commercial displacements could relocate in the planned development areas north and southwest of Hinton, as commercial lots are available. A search of the Century 21 website determined that there are two commercial properties for sale in Hinton. Both properties currently operate as restaurants. One is located northeast of the intersection of U.S. 75 and C60/Main Street and is listed for \$399,000. The other is located south of Titan Road and is listed for \$615,000 (Century 21 ProLink 2024).

Acquisition procedures would adhere to both (1) Iowa Code 316 (Relocation Assistance Law) and (2) the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation Assistance Act of 1987 and 49 CFR 24, effective April 1989, which requires that relocation assistance be made available to all affected persons without discrimination.

5.1.9 Construction and Emergency Routes

This section discusses construction-related road closures, traffic delays, detours, and associated impacts on emergency access and routes. Construction-related impacts specific to transit are discussed in Section 5.1.10.

Emergency vehicles (ambulances, fire trucks, and police cruisers) respond to events using routes designated to reduce response times and account for access limitations. It is necessary that emergency response vehicles have adequate roadway access to all residential, commercial, and industrial structures. Nursing homes, hospitals, schools, day cares, and industries that handle hazardous materials are especially sensitive to delays in emergency response times, which can be prompted by construction activities.

Hinton does not have hospital facilities; however, the Hinton Public Safety building is located adjacent to U.S. 75 in the study area and houses the police department, fire department, and emergency medical services that serve the rural community in south-central Plymouth County. Access to emergency facilities outside the study area and via U.S. 75 were considered. Emergency services outside the study area include UnityPoint Health – St. Luke’s (2720 Stone Park Boulevard, Sioux City) and Floyd Valley Healthcare (714 Lincoln Street NE, Le Mars).

No-Build Alternative

Under the No-Build Alternative, there would be no construction and no direct impact on emergency routes. The No-Build Alternative would not address documented traffic congestion on U.S. 75 and would indirectly perpetuate this known impediment.

Proposed Alternative

The Project would be constructed in stages; however, U.S. 75 would remain open and allow through traffic to continue at all times with lane restrictions to facilitate maintenance of traffic. Short-term closures along U.S. 75 and local side streets may be required in some locations to accommodate construction, which would be coordinated to maintain access to homes and businesses in the study area.

During construction, short-term closures and detours would occasionally increase travel times and distances for emergency services. Properties west of U.S. 75, including the Hinton Public Safety building, would be accessible using local roads, and impacts on emergency response times are anticipated to be minor. Coordination with the police department, fire department, and emergency medical services would be conducted before construction to provide timelines of the closures and to address potential concerns regarding access, closure duration, and alternate routes.

Although the Proposed Alternative would result in median separation of U.S. 75, access at various cross streets would be maintained, and it would not change access to emergency services. The raised median has the potential to increase travel distances for commuters and emergency responders accessing Hinton or the surrounding communities via U.S. 75; however, median

breaks would be constructed every 0.15 mile at Grover Street, C60/Main Street, and Maple Street. The improvements to U.S. 75 are anticipated to reduce congestion and improve mobility, which has the potential to offset impacts on travel times due to potentially increased travel distances. The Hinton Public Safety building's direct access to U.S. 75 would be maintained to avoid impacts on emergency service response times and accessibility.

5.1.10 Transportation

Transportation resources associated with the study area are focused on U.S. 75 but also include the surrounding network of local roads and railroads. Bicycle and pedestrian facilities also contribute to the area's transportation infrastructure (see Sections 5.1.5 and 5.1.6).

In the study area, U.S. 75 is a four-lane undivided highway with a posted speed limit of 35 miles per hour. Based on 2022 traffic volumes, U.S. 75 in Hinton serves approximately 14,000 vehicles per day, of which nearly 20 percent are trucks (HDR 2023). Traffic volumes are projected to increase to about 22,400 vehicles per day in 2048.

Through traffic using U.S. 75 often conflicts with vehicles waiting to turn onto local streets in Hinton. This delay is compounded by trains loading and off-loading at the adjacent CVA facility, creating further traffic delays on U.S. 75 for vehicles waiting to turn onto C60/Main Street.

The Hinton Public Safety building's fire truck bays all directly access U.S. 75, and emergency service response times are regularly affected by the operational issues on U.S. 75.

Immediately east of the U.S. 75 and C60/Main Street intersection, three railroads run parallel to U.S. 75, including CN mainline (operated and maintained by UP), CVA track 005, and BNSF mainline.

The Siouxland Regional Transit System offers public transit services to Plymouth County with door-to-door bus service at a flat rate plus a \$0.50 per mile cost to users (Siouxland Interstate Metropolitan Planning Council [SIMPCO] 2024).

No-Build Alternative

The No-Build Alternative would not improve U.S. 75 in Hinton and would fail to address all transportation-related Project need components: roadway and bridge deficiencies, in-town traffic operations, traffic safety, and CIN continuity (see **Chapter 3**).

Proposed Alternative

The Proposed Alternative would improve U.S. 75 in Hinton and would address all transportation-related Project need components: roadway and bridge deficiencies, in-town traffic operations, traffic safety, and CIN continuity (see **Chapter 3**). Ultimately, the Proposed Alternative would result in a safer and more functional transportation facility in Hinton and along U.S. 75.

As detailed in Section 4.4, the Proposed Alternative would reconstruct U.S. 75 to provide four travel lanes separated by a raised median with left-turn lanes at Grover Street, C60/Main Street, and Maple Street. A raised median with left-turn lanes would improve safety and traffic operation at C60/Main Street by limiting the number of access points to streets and properties. A northbound right-turn lane would also be constructed at C60/Main Street to improve traffic operation and provide space for turning vehicles to wait during train blockages.

The Project would reconstruct existing sidewalks to a continuous 6-foot-width along the western edge of U.S. 75 from Grover Street to just north of Maple Street.

The Proposed Alternative is not anticipated to disrupt railroad operations. The design anticipates that a new signal interconnection would be included with the U.S. 75 reconstruction to coordinate the crossing gates with the C60/Main Street traffic signal. Iowa DOT would continue to coordinate with UP and BNSF on the interconnection signalization and preemption systems to develop timing that would prevent vehicles from getting trapped between the CN/UP and BNSF tracks during train crossings and gate closures.

Transit impacts are limited to the Siouxland Regional Transit System and are wholly consistent with the general, temporary transportation impacts described in Section 5.1.9.

5.2 Cultural Impacts

This section evaluates the indirect impacts the Project would have on cultural resources, including historic sites and historic districts.

Section 106 of the National Historic Preservation Act of 1966 (as amended, 16 USC 470f) requires federal agencies to take into account the effects of their undertakings on historic properties (any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, NRHP), to take steps to avoid these properties, and to minimize and mitigate adverse effects on historic properties.

Additional detail regarding historic property identification and impact assessment is provided in the U.S. 75 in Hinton Draft Section 4(f) Statement, available in Appendix B.

5.2.1 Historic Sites or Districts

Potential historic sites and districts were reviewed in 2021 in the Area of Potential Effect. A database search for National Register of Historic Places (NRHP)-listed properties in or near the study area identified no NRHP-listed properties. Fieldwork for an Intensive Historic Architectural Survey was conducted in October 2021. A total of 53 properties were identified as part of the survey; 2 properties were determined to no longer exist. Of the 51 remaining properties, 17 are modern (less than 45 years of age), and 34 are of historic age (45 years of age or older). No modern properties qualified for NRHP eligibility and were recommended for no further investigation. The historic-age properties were examined and evaluated for individual eligibility in NRHP and as contributing resources to a potential historic district immediately northwest of the intersection of U.S. 75 and C60/Main Street (Bear Creek Archeology, Inc. 2022).

Of the 34 properties examined for NRHP eligibility, 29 were recommended not eligible for listing and not contributing to a historic district. Five addresses were recommended as either eligible or contributing to a historic district (four properties, one historic district). The degree of historic integrity associated with this small district was identified as “high” (Bear Creek Archeology Inc. 2022). Table 5-4 documents the NRHP-eligible sites. Iowa DOT submitted the Intensive Historic Architectural Survey Report to the Iowa State Historic Preservation Office (Iowa SHPO) on February 21, 2022. On May 13, 2022, Iowa SHPO concurred with the eligibility findings.

Table 5-4. Historic Architectural Properties and District

Historic Name	Iowa Site Inventory Form No.	NRHP Recommendation	Address	Historic Components
Hinton Business Corner Historic District	75-00804	Eligible, Historic District	Northwest corner of C60/ Main Street and U.S. 75 intersection	Associated eligible and contributing properties
Haas-Shuenk Hardware	75-00789	Eligible Building	103 W Main Street/105 N Floyd Avenue	Eligible only as contributing to the district
Bank of Hinton	75-00790	Eligible Building	101 W Main Street	Individually eligible and contributing to the district
Fire Department/City Hall and Municipal Pump House ¹	75-00791	Eligible Building	109 W Main Street	Individually eligible and contributing to the district
Levin's Barbershop	75-00792	Eligible Building	111 W Main Street	Individually eligible and contributing to the district

¹ The Municipal Pump House is a separate structure attached to the north side of the Fire Department/City Hall structure, both located at the same address.

No-Build Alternative

The No-Build Alternative would not directly affect historic properties. Degradation of the historic properties in the study area would continue over time, and future deterioration or modification could result in the loss of historic integrity.

Proposed Alternative

The Proposed Alternative would require demolition of the Bank of Hinton and Haas-Shuenk Hardware properties, which are contributing elements of the Hinton Business Corner Historic District. The Bank of Hinton is also an individually eligible property. Both properties are immediately adjacent to U.S. 75, and the required ROW for the proposed southbound lanes and sidewalk encroach on the buildings, necessitating their removal (see Figure 5-3). The other contributing buildings to the historic district—Fire Department/City Hall and Municipal Pump House and Levin's Barbershop, which are both also individually eligible—would remain.

The Proposed Alternative would have an adverse effect on the Hinton Business Corner Historic District because two contributing elements, Bank of Hinton and Haas-Shuenk Hardware, would be demolished. There would also be an adverse effect on the Bank of Hinton as an individually eligible property. Iowa SHPO concurred with the Adverse Effect determination for these properties on December 27, 2024. These historic property adverse effect determinations constitute Section 4(f) uses.

Build alternatives that would avoid use of historic Section 4(f) properties were evaluated and determined to not be reasonable. Iowa DOT examined options for minimizing the effects on the Hinton Business Corner Historic District and the individually eligible Bank of Hinton, including relocating the five contributing buildings. The building relocation assessment concluded that it was not feasible to move all buildings. This option was not pursued further because, based on coordination with Iowa SHPO, it would not result in a Section 106 no adverse effect determination for the historic district, and the limited impact minimization outcome would not

justify the \$2.9 million relocation cost. Iowa DOT will enter a memorandum of agreement with Iowa SHPO and FHWA for adverse effects on NRHP-eligible properties, and the agreement will include stipulations to mitigate the adverse effects (see Appendix B).

5.3 Natural Environment Impacts

This section evaluates potential Project impacts on natural resources, including surface waters and water quality, floodplains, wildlife and habitat, and threatened and endangered species.

5.3.1 Surface Waters and Water Quality

Iowa DOT completed a wetland and surface water review in April 2022. The review identified one unnamed drainageway, which is an engineered channel and tributary of the Floyd River, approximately 800 feet north of Maple Street, as depicted in Figure 5-4. The unnamed drainageway is conveyed beneath U.S. 75 via an existing 34-foot-long by 52-foot-wide single-span steel beam bridge. The unnamed drainageway has minimal aquatic habitat. During the growing season, its wetted surface is typically 3 feet or less in width. The banks are dominated by reed canary grass (*Phalaris arundinacea*).

The study area is located in the Carter Creek – Floyd River Watershed (U.S. Geological Survey Hydrologic Unit Code: 102300020503). The Floyd River runs north-south approximately 0.2 to 0.5 mile east of the study area. The Iowa Department of Natural Resources' (Iowa DNR) most recent 303(d) list of impaired water designates the Floyd River as impaired and in need of a total maximum daily load restoration plan. The Floyd River contains selenium, impairing aquatic life, and the pathogen *Escherichia coli*, impairing primary contact recreation use (swimming and boating). There is currently no total maximum daily load plan in place for either impaired parameter. Moreover, there is currently not enough information to designate water quality status for human health.

The Iowa DNR's geographically referenced dataset of all registered wells in the state was accessed to determine the locations of existing wells within 200 feet of the study area. The latest data shows seven existing wells in this area, two of which have the status "Not Used" or "Plugged." Of the five potentially active wells, two are located at the Held Sports Complex south of Grover Street, two are on the northwest corner of U.S. 75 and C60/Main Street, and one is located along C60/Main Street just east of Center Street.

In its early agency coordination response, Iowa DNR requested that best management practices be used to control erosion and protect water quality.

No-Build Alternative

The No-Build Alternative would not impact surface waters, water quality, or registered groundwater wells.

Proposed Alternative

The Proposed Alternative may temporarily impact the unnamed drainageway during U.S. 75 bridge reconstruction; however, bridge-to-bridge replacements typically avoid permanent channel impacts. If present, permanent channel impacts are expected to be less than 0.5 acre in area and less than 300 linear feet of length. No registered groundwater wells are expected to be impacted.

During the design process, drainage structures would be designed to adequately convey surface water runoff. A Stormwater Pollution Prevention Plan would be prepared, and a National Pollutant Discharge Elimination System Construction General Permit would be acquired prior to construction.

5.3.2 Floodplains

EO 11988, Floodplain Management, provides the regulatory framework for floodplains, affording avoidance and minimization considerations. Federal agencies are required “to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains, and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative” (42 Federal Register 26951). In addition, EO 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input, amends EO 11988 and states “Where possible, an agency shall use natural systems, ecosystem processes, and nature-based approaches when developing alternatives for consideration” (80 Federal Register 6425).

Floodplain information for the study area was obtained from the Federal Emergency Management Agency online database in October 2024, with boundaries shown in Figure 5-4. The agency’s Flood Insurance Rate Maps 19149C0631E and 19149C0468E were used to identify floodplains in the study area. The study area is susceptible to 100-year flood events of the Floyd River, as Zone A floodplains parallel the entire Project length (see Figure 5-4). No floodways are located in the study area.

No-Build Alternative

The No-Build Alternative would not impact floodplains.

Proposed Alternative

The Proposed Alternative involves replacing the bridge over the unnamed drainageway and performing associated culvert work. The replacement bridge is anticipated to have a larger opening than existing, which would facilitate increased flood flow conveyance. In combination with planned drainage structure improvements, the replacement bridge and overall Project would be designed and constructed for conveyance of 100-year flood events.

The Proposed Alternative would adhere to federal, state, and local floodplain regulations. Floodplain development permits would be coordinated with, and authorized by, Iowa DNR and the local floodplain administrator prior to construction.

5.3.3 Wildlife and Habitat

The study area was evaluated for potential wildlife habitat in August 2022. It is predominantly developed/urban with minimal natural areas. To the west of the study area lies the loess hills, while the Floyd River and its associated floodplain lie to the east of the study area.

Vegetation in the area is generally mowed. Sparse trees are associated with residential properties and transportation ROW north of the city limits. Scrub-shrub vegetation is present between U.S. 75 and the railroad tracks throughout the study area; this narrow habitat can only support vegetative species tolerant to consistent disturbance. Typical habitats for common urban wildlife, including raccoons and opossums, are present in the study area. Minimal natural waterways are

present, and no prairie remnants, sedge meadows, or other unique or rare wildlife habitats or plant communities are found in the study area.

No-Build Alternative

The No-Build Alternative would not impact wildlife or associated habitat.

Proposed Alternative

Considering the urban study area and general lack of habitat, the Proposed Alternative would have minimal impact on wildlife. During construction, noise and vibration may temporarily displace the limited resident wildlife.

The Project would require limited tree and vegetation clearing and would adhere to Migratory Bird Treaty Act provisions. Tree clearing would generally not occur between April 1 and September 30 to protect nesting migratory birds. If tree clearing is necessary during this period, a qualified biologist would conduct a pre-construction survey for nesting birds. If nesting birds are found, tree clearing would be postponed until the young birds have left the nest. If no nesting birds are found, tree clearing would proceed as planned. If construction begins and an occupied nest is discovered, work would stop immediately. Consultation with the U.S. Fish and Wildlife Service would be initiated, and construction would resume only after consultation completion.

5.3.4 Threatened and Endangered Species

In compliance with Section 7(c) of the Endangered Species Act of 1973, the Project was evaluated by Iowa DOT to determine the likelihood of impacting threatened and/or endangered species and/or their habitat. Iowa DOT conducted a species review and determined that there is no designated critical habitat or suitable habitat for threatened or endangered species in the study area (Iowa DOT 2022). Additionally, the Project would exclude impacts on the loess hills, located west of U.S. 75.

No-Build Alternative

The No-Build Alternative would have no effect on threatened and endangered species.

Proposed Alternative

On August 22, 2022, Iowa DOT, under delegated authority provided by FHWA, determined that there would be no effect on federally or state-listed species and that the Project would not result in the destruction or adverse modification of federally designated critical habitat (Iowa DOT 2022).

5.4 Physical Impacts

This section characterizes the physical resources in the study area (contaminated and regulated materials sites, visual, utilities) and addresses potential impacts of the No-Build Alternative and the Proposed Alternative.

5.4.1 Contaminated and Regulated Materials Sites

Regulated materials include hazardous material sites and hazardous waste sites, either from the presence of stored materials or because of past spills or leaks. Contaminated or potentially contaminated properties are of concern for transportation projects because of the associated

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

Iowa DOT reviewed the potential or known presence of regulated materials in the study area on June 17, 2024 (Iowa DOT 2024c). The review was intended to identify properties with potential or known recognized environmental conditions using the following references:

- Iowa DNR online database
- U.S. Environmental Protection Agency (EPA) online database
- Plymouth County Assessor online database
- Historical aerial photos
- Sanborn maps
- Company websites
- Google Earth photography

On June 17, 2024, Iowa DOT identified six low-risk sites, six moderate-risk sites, and two high-risk sites, as shown in Figure 5-5 (Iowa DOT 2024c).

Low-risk sites do not warrant further analysis and are not documented further. Additionally, the six moderate-risk sites do not warrant further analysis because they do not require immediate or extensive remediation and would be managed through standard regulatory compliance measures during construction.

The following high-risk sites occur in the study area and have the potential to affect construction activities:

- **Casey's General Store 3604/Ampride Station:** Located at 121 N Floyd Avenue, this site contains five registered active underground storage tanks installed in 1997. This property is an identified leaking underground storage tank site with a history of free product recovery operations from 2010 to 2018. Modeling in a 2023 site monitoring report indicates soil and groundwater contamination most likely extends partially under U.S. 75. Furthermore, Iowa DNR records identify a 250-gallon diesel fuel spill in 2017.
- **Former Hinton Bulk Storage:** Located at 319 N Floyd Avenue, this site contains four registered underground storage tanks installed in 1980 and removed in 1993. This property is an identified leaking underground storage tank site that received a "No Action Required" designation from Iowa DNR in 2005 with free product recovery continuing until 2009. The "No Action Required" designation was based on a Hinton ordinance prohibiting the installation of drinking water supply wells. Free product was encountered near the former dispenser island located between a storm sewer and a fiber optic line running parallel to U.S. 75. The storm sewer runs between the dispenser island and the former tank pit and is assumed to have been constructed without sealed joints.

No-Build Alternative

The No-Build Alternative would not involve construction or excavation, and regulated materials sites would not be affected. No contaminated or regulated materials would be encountered.

Proposed Alternative

The Casey's General Store and former Hinton Bulk Storage properties would be full acquisitions. Excavation near these sites has the potential to encounter contaminated soil and

groundwater. Actual impacts on, or avoidance of, regulated materials would be determined during final design.

Other than waste generated during normal construction and demolition activities, the Project would not generate any regulated materials. All known and unknown hazardous materials encountered during roadway construction would be handled according to federal, state, and local laws and regulations. If hazardous material or solid waste is identified in the required ROW acquisitions, resolution with the property owner would be conducted prior to purchase. If an unknown site is encountered during construction, Iowa DOT and Iowa DNR would be contacted, and appropriate laws and EPA regulations would be followed to eliminate or minimize any adverse environmental consequences.

Any underground storage tanks found during construction would be mitigated and managed individually. Any contaminated material excavated during construction would be addressed, but Iowa DOT has no obligation to investigate or otherwise address a contamination plume extending beyond the grading and excavation limits.

If any contamination above regulatory limits is encountered during Project construction, work would stop, and Iowa DOT would be notified. Proper handling and disposal of any contaminated soil (including decontamination of equipment) would be warranted. In the event of a release of a hazardous substance in an amount equal to or greater than the reportable quantity established by EPA, the responsible party would contact the EPA's National Response Center. Incident details would be reported, and measures would be taken to reduce the effects of the release.

Standard best management practices would be used for demolition, clearing, and grubbing. Buildings identified for demolition would be thoroughly inspected for stored hazardous materials and any hazardous materials used in the building's construction, such as asbestos and mercury-containing materials.

5.4.2 Visual

Land uses adjacent to U.S. 75 are residential, commercial, industrial, and recreational. The surrounding visual landscape has been heavily influenced by U.S. 75 since the original highway construction in 1926 and its widening in 1949.

Views from U.S. 75 to the east consist of railroad tracks, row crop agriculture, and CVA facilities. The wooded corridor of the Floyd River can be seen to the east of the study area in all rural areas and where openings allow in urban areas. Views to the west of U.S. 75 are recreational in the south of the study area, commercial and residential in the center, and agricultural with sparse ROW shrubs/trees in the northern study area. There are no views of the loess hills from the study area.

No-Build Alternative

The No-Build Alternative would perpetuate the existing visual environment.

Proposed Alternative

The Proposed Alternative would result in at-grade westward expansion of U.S. 75 adjacent to the existing roadway. Visual receptors in the study area are accustomed to seeing transportation infrastructure associated with U.S. 75.

The Proposed Alternative would require displacement of numerous residential and commercial properties west of U.S. 75 (see Section 5.1.8). Removal of these structures would slightly alter the visual landscape, though the at-grade expansion and continuation of the urban landscape would not result in a significant change in the viewshed west of U.S. 75.

Construction of the Project would result in minor and temporary visual impacts resulting from construction equipment and ground disturbance. Impacts would cease when construction is complete and disturbed areas are revegetated.

5.4.3 Utilities

The study area contains numerous energy, water, electric, and communication utilities. Known utility providers with infrastructure located in the study area include the following:

- City of Hinton - Electric
- City of Hinton - Water
- City of Hinton - Sewer
- Iowa DOT Electric
- Lumen
- MidAmerican Energy Gas
- MidAmerican Energy Transmission
- Premier Communications
- Verizon
- Windstream
- Zayo

Utility conflicts have been identified, and coordination regarding proposed utility relocations is ongoing.

No-Build Alternative

The No-Build Alternative would not directly impact utilities; however, Hinton is considering replacing the existing sanitary sewer line under the existing U.S. 75 southbound lanes between Grover and Maple Streets. Hinton is also considering replacing the existing water line just behind the southbound curb between Main and Maple Streets. If the No-Build Alternative were advanced, the City may elect to replace the buried utilities independent of the Project.

Proposed Alternative

Most relocations of Hinton water and sanitary sewer lines are expected to occur concurrent with Project construction. The Proposed Alternative would provide excellent opportunities for utility relocation.

MidAmerican Energy has existing buried gas mains and distribution lines that may conflict with the Proposed Alternative. These gas lines would be relocated if they conflict with construction. Gas mains and distribution lines impacted by construction would generally be relocated parallel to existing lines, further from the proposed roadways and at lower elevations to eliminate conflicts with proposed improvements. The relocation of MidAmerican gas mains and lines is expected to occur before the roadway construction begins to minimize disruption to roadway contractor.

Communication lines, including large-count fiber optic lines paralleling U.S. 75, would be relocated due to the direct impacts of Project construction. It is anticipated that these fiber optic lines would be consolidated into multiduct conduits or utility corridors beyond the proposed back of curb to minimize potential conflicts during construction. Fiber optic line relocations are expected to occur before construction begins.

Few aerial utilities are present along the U.S. 75 corridor. Most existing power and communication lines are buried. Impacts on the MidAmerican Energy high voltage transmission line, approximately 2,600 feet north of C60/Main Street, are not expected because its crossing of U.S. 75 lies beyond the Project's north terminus.

Opportunities to avoid and minimize utility impacts would be investigated during final design. Utility service to properties in the study area would be maintained during construction. If any unanticipated disruptions occur, service would be promptly restored by the utility owners.

5.5 Cumulative

Cumulative impacts may result from the combined effects of past, present, and reasonably foreseeable future actions along with the potential impacts of the Proposed Alternative. These impacts can be individually minor but collectively substantial over time. A cumulative impact assessment evaluates the collective effects of plans and projects in the same area as the Proposed Alternative.

There are two present actions currently under construction in the study area. Iowa DOT is completing sidewalk repairs west of U.S. 75 from Cedar Street to approximately Maple Street. Additionally, Iowa DOT is completing minor patching and asphalt work on U.S. 75 in Hinton.

The following past actions have modified the human and natural environment in and near the study area:

- **Railroads:** The initial rail line through what would be platted as Hinton was constructed in 1869. Current lines include those owned by CN (UP has trackage rights), BNSF, and CVA.
- **U.S. 75 Construction:** The highway that would become U.S. 75 was constructed in 1917. It was renamed as U.S. 75 in this area in 1926.
- **U.S. 75 Four-Lane Expansion from Sioux City to Hinton:** U.S. 75 was expanded into a divided four-lane highway configuration by the 1970s, ending as a combined four-lane configuration approximately 0.3 mile south of the intersection of U.S. 75 and C60/Main Street.
- **Residential and Commercial Development:** Farmhouses, a blacksmith, and a nearby mill were established with a railroad depot in Hinton in the 1870s. Hinton expanded with ongoing residential and commercial development to support agriculture, serviced by railroad lines.

The following summarizes recently constructed projects and reasonably foreseeable future projects:

- **U.S. 75 South of Hinton:** U.S. 75 northbound lanes were reconstructed in 2019, with bridge reconstruction deferred to fiscal year 2029, while the southbound lanes and bridge were both reconstructed in 2020.
- **U.S. 75 North of Hinton:** U.S. 75 northbound lanes were reconstructed in 2022. The southbound lanes are scheduled to be replaced in 2025.
- **Northwest Hinton Expansion:** The City has acquired land immediately northwest of Hinton for future residential and commercial development, including the Eagle View development that will offer a variety of housing options, including single-family homes and multifamily units. The land is currently leased for agricultural use.
- **Blackhawk Ridge and Tucker Hill Estates Development:** This planned residential development is located west of U.S. 75 and southwest of the current residential areas in Hinton. It is expected to provide a mix of single-family homes and townhouses.
- **PlyWood Trail:** As discussed in Sections 5.1.5 and 5.1.6, two segments of the PlyWood Trail system are planned in Hinton. Phase 3 is located south of the study area; it is under design and is planned to be constructed in 2025. Phase 2 may eventually be constructed through the length of the current study area, but it is unfunded and has not been designed at this time.

No-Build Alternative

Because the No-Build Alternative would not directly affect surrounding resources, it would not contribute to cumulative impacts of other past, present, and reasonably foreseeable future actions.

Proposed Alternative

The Proposed Alternative is anticipated to directly or indirectly affect the resources listed below.¹ As such, the Proposed Alternative would contribute to past, present, and reasonably foreseeable cumulative impacts on these resources:

- **Economic:** The area's past railroad, highway, and development projects have shaped and beneficially advanced the economies of Hinton and northwest Iowa. The operational traffic and mobility benefits associated with the Proposed Alternative would further benefit the area's cumulative economic environment.
- **Bicycle and Pedestrian Facilities:** The Proposed Alternative would benefit pedestrian mobility and connectivity by reconstructing and improving the sidewalk along the north side of C60/Main Street, east of U.S. 75. The Proposed Alternative would avoid adverse impacts on existing and planned bicycle and pedestrian facilities. In association with the previous Hinton Trail construction and the planned PlyWood Trail construction, the Proposed Alternative would beneficially contribute to the cumulative bicycle and pedestrian facilities of the area.

¹ Resources not listed would not be affected by the Proposed Alternative and would not contribute to the cumulative effects of other past, present, and reasonably foreseeable actions.

- **ROW and Relocation Potential:** Past expansion of U.S. 75 to four lanes caused the outer southbound lane to be in close proximity to residences and businesses along U.S. 75. Consequently, the Proposed Alternative expansion and shift westward would require ROW acquisition and associated relocations, as detailed in Sections 5.1.7 and 5.1.8. Because the impacted property and business owners would be appropriately compensated, in accordance with state and federal statutes, ROW and relocation impacts resulting from the Proposed Alternative are not anticipated to be cumulatively significant, in consideration of past, present, and reasonably foreseeable actions.
- **Transportation:** In association with all surrounding and previously developed transportation infrastructure, the Proposed Alternative would improve traffic operations, safety, and CIN continuity and would beneficially impact the cumulative transportation network of Hinton and northwest Iowa. If necessary, Iowa DOT would coordinate short-term, construction-related traffic impacts (detours, lane closures, etc.) so that the Proposed Alternative and other road construction projects in relative proximity do not result in cumulatively adverse traffic interruptions.
- **Cultural Resources:** Iowa DOT has preliminarily determined that the Proposed Alternative would have an adverse effect on the Hinton Business Corner Historic District, the individually eligible and contributing Bank of Hinton, and the contributing Haas-Shuenk Hardware building. Adverse effects are anticipated to be addressed via memorandum of agreement. Considering the mitigative measures and acknowledging past impacts on cultural resources via historic and continued development in Hinton, the Proposed Alternative is not anticipated to substantially contribute to cumulative impacts on cultural resources. No other historic resources have been identified in Hinton; thus, other ongoing and planned projects would not result in known impacts on cultural resources that would contribute to cumulative impacts.
- **Floodplains:** The Proposed Alternative would replace the existing U.S. 75 bridge on the north side of town with a new bridge that includes a larger opening. This primary hydraulic consideration, in combination with other Project-specific hydraulic components, would certify the Project in accordance with federal, state, and local floodplain regulations. Due to overarching floodplain permitting requirements, other present and future projects would be subject to the same flood storage and conveyance criteria so that the cumulative floodplain environment would not be significantly affected by the cumulative projects.
- **Contaminated and Regulated Materials:** The Casey's General Store and former Hinton Bulk Storage properties are high-risk sites that would be acquired in association with the Proposed Alternative. Excavation near these sites has the potential to encounter contaminated soil and groundwater. Actual impacts on, or avoidance of, regulated materials would be determined during final design. Potentially encountered contamination would be handled and disposed of in a manner that would not adversely or cumulatively affect public health.

In summary, cumulative environmental impacts of the Proposed Alternative, past projects, current projects, and reasonably foreseeable future projects would not be significantly adverse. This determination is largely tied to the nature of the Project (on-alignment replacement and enhancement of existing transportation assets) and the impacts associated with such a Project.

Conversely, the Proposed Alternative would contribute to the cumulative economic and transportation benefits, as initiated and promulgated by past, current, and reasonably foreseeable future projects.

5.6 Resource Summary

Resources not discussed in the body of this EA are located in Streamlined Resource Summary Appendix A. The Streamlined Resource Summary includes information about the resources, the method used to evaluate them, and when the evaluation was completed.

Table 5-5 summarizes the Proposed Alternative's impacts on resources discussed in the sections above. a summary of resource impacts, as previously detailed in this chapter. The actual impacts resulting from the Proposed Alternative are anticipated to decrease from what is shown in Table 5-5, as the design process advances.

Table 5-5. Summary of Impacts

Resource	No-Build Alternative	Proposed Alternative
Approximate Length (mile)	0.0	0.7
Average Daily Traffic (Design Year 2050)	23,000	23,000
Land Use (acres)	No impacts	Minor impacts on residential and commercial land use during acquisition of up to 7 acres of ROW, and displacement of 10 residential and 9 commercial properties. The Proposed Alternative is anticipated to provide benefits to existing and future land uses adjacent to the corridor.
Community Cohesion	No impacts	Community cohesion may be improved through improved mobility for vehicular and bicycle/pedestrian traffic, as well as improved safety along the Project.
Churches and Schools	No impacts	The proposed alternative would avoid permanent impacts on churches and schools but would temporarily impact access to these facilities during construction due to temporary detours and lane closures.
Economic	No impacts	Possible 0.07 percent reduction in Plymouth County property tax revenue if displaced properties do not relocate in Plymouth County. Unquantified economic benefit to Hinton and northwest Iowa resulting from improved transportation infrastructure.
Parklands and Recreational Areas	No impacts	No direct impacts on parklands and recreational areas, and improved access through sidewalk construction.
Bicycle and Pedestrian Facilities	No impacts	Improved connectivity of sidewalks.
ROW Acquisition (acres)	No impacts	Minor impacts from conversion of up to 7 acres of ROW.
Relocations (number)	No impacts	Relocation of 10 residential and 9 commercial properties.
Construction and Emergency Routes	No impacts	Construction would affect emergency and health care services because of temporary detours and lane closures. When construction is complete, the Project would result in improved emergency response times by alleviating congestion.

Resource	No-Build Alternative	Proposed Alternative
Transportation	No impacts	During construction, temporary detours and lane closures would inconvenience commuters during construction. Post-construction, the Proposed Alternative would improve traffic operations through Hinton. Reduced access to side streets along northbound U.S. 75 would change traffic flow but result in safety benefits.
Cultural Impacts	No impacts	Adverse effect on the Hinton Business Corner Historic District, the individually eligible and contributing Bank of Hinton, and the contributing Haas-Shuenk Hardware building. The adverse effect will be coordinated with Iowa SHPO and is anticipated to be addressed via memorandum of agreement (see Appendix B).
Stream Channel Impacts	No impacts	Less than 0.05 acre and 300 linear feet.
100-Year Floodplain	No impacts	The replacement bridge over the unnamed drainageway would include a larger opening than the existing bridge; the overall Project would adhere to federal, state, and local floodplain regulations.
Wildlife and Habitat	No impacts	The Proposed Alternative would have minimal impact on wildlife and their habitat post-Project and during construction activities. Although some trees would be removed, no woodlands are present in the study area.
Threatened and Endangered Species Habitat	No effect	No effect
Contaminated and Regulated Materials Sites	No impacts	The Casey's General Store and former Hinton Bulk Storage properties are high-risk sites and would be full acquisitions. Excavation near these sites has the potential to encounter contaminated soil and groundwater. Actual impacts on, or avoidance of, regulated materials would be determined during final design.
Visual	No impacts	Minor temporary impacts during active construction. No permanent impacts.
Utilities	No impacts	Subsurface and aerial utilities anticipated to be impacted by the Project would be relocated. Opportunities to avoid and minimize utility impacts would be investigated during final design. Utility service to properties in the study area would be maintained during Project construction.



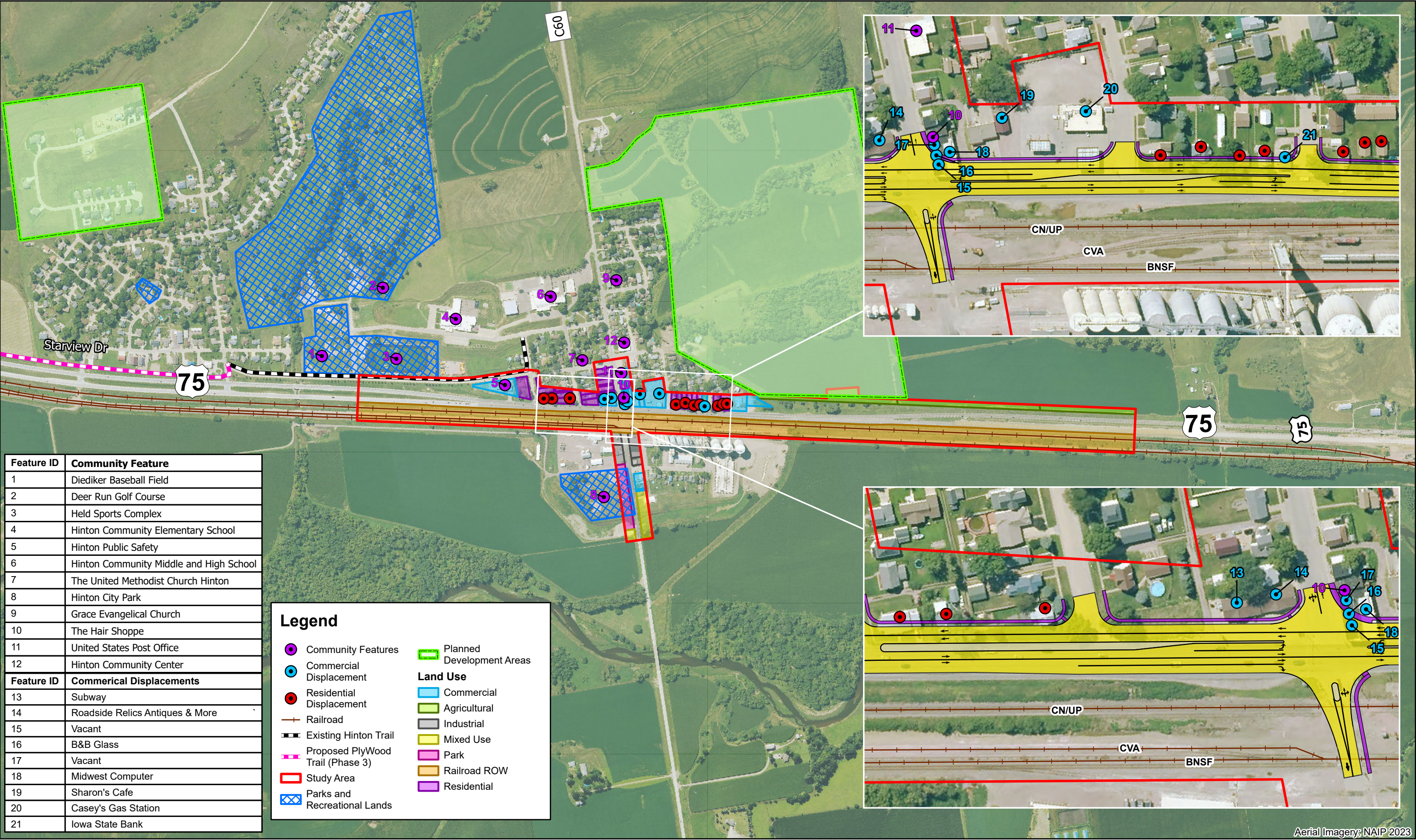
Legend

- +— Railroad
- Potential Area of Impact
- Study Area

Aerial Imagery: NAIP 2023



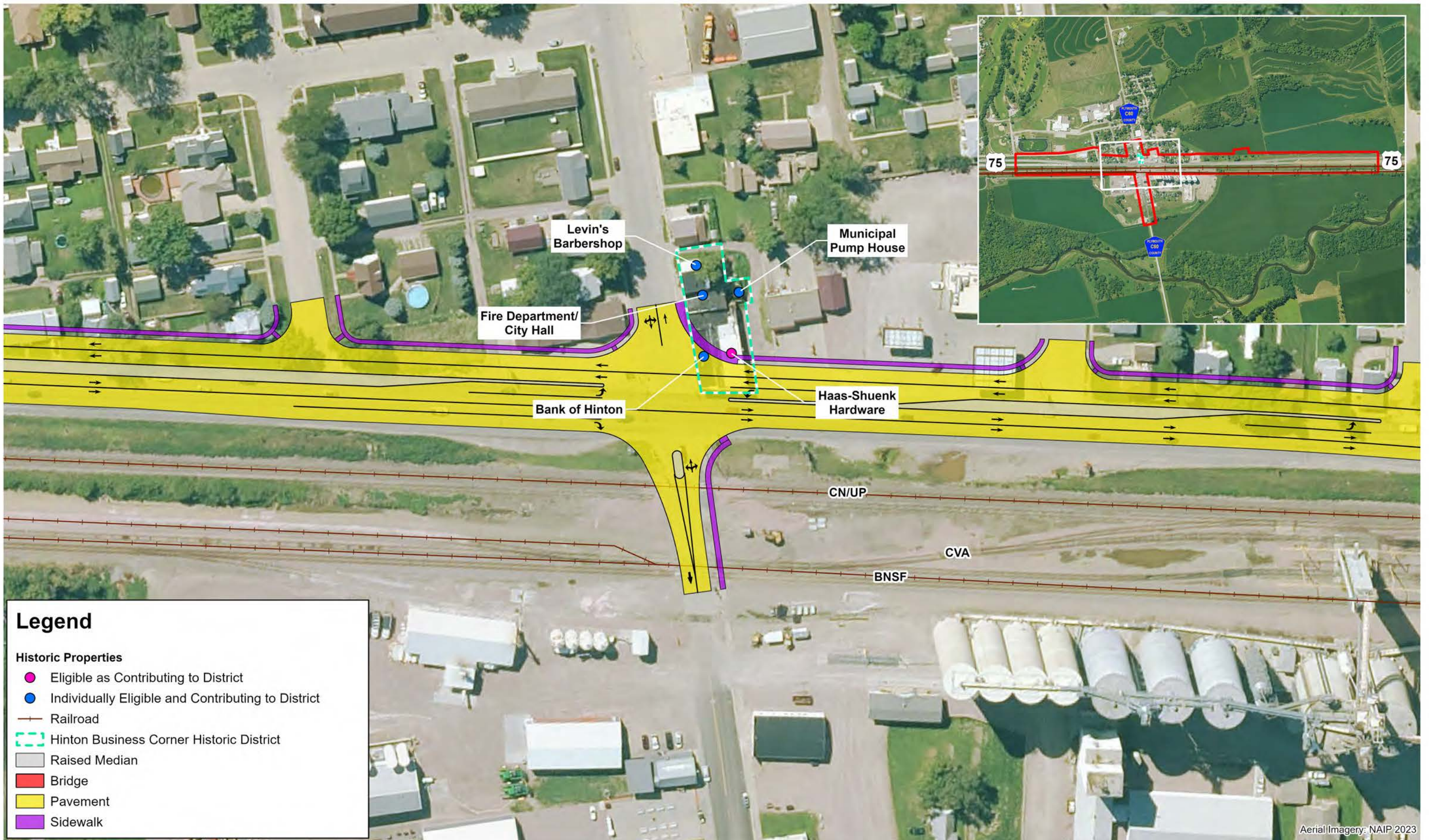
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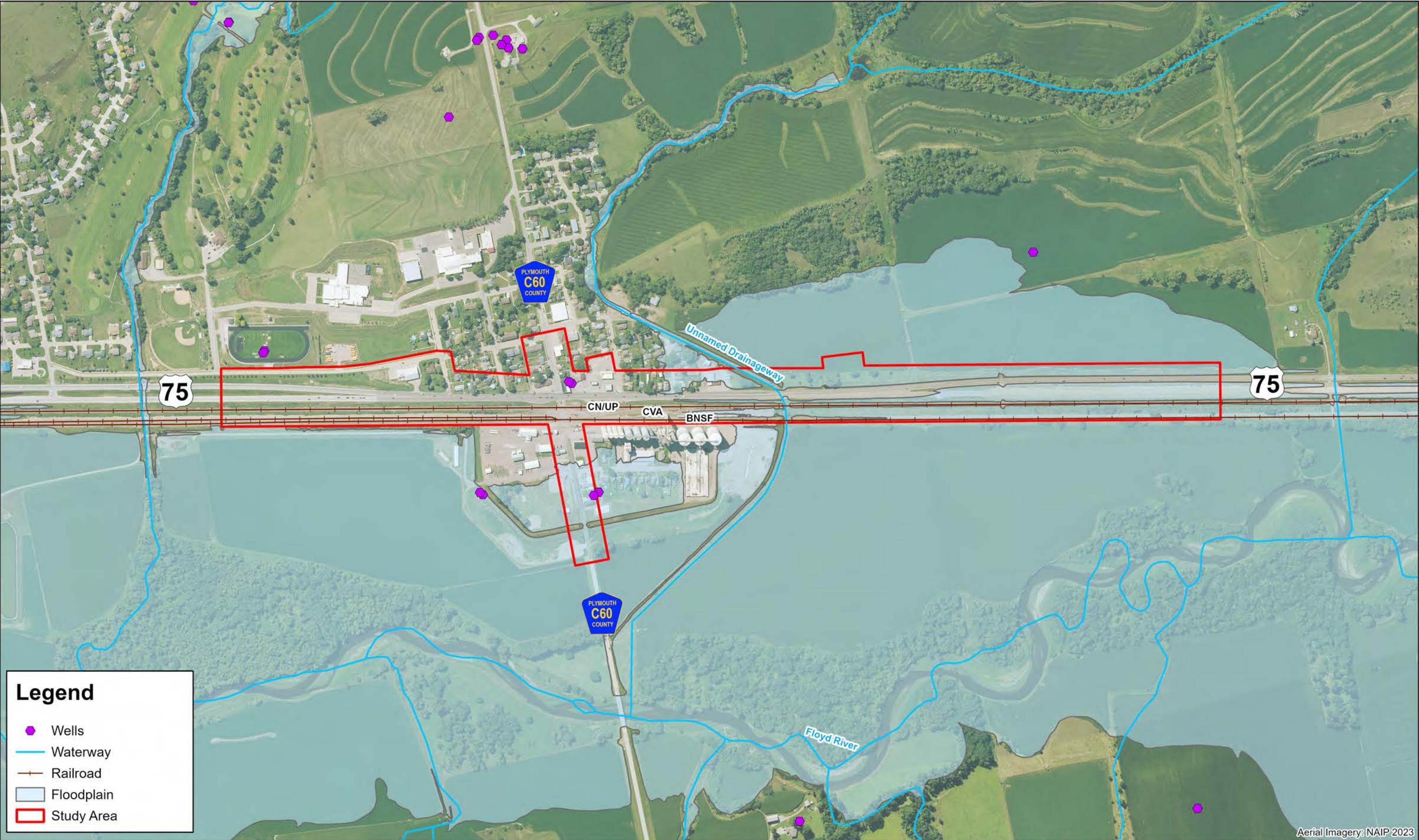
CULTURAL RESOURCES

U.S. 75 IN HINTON

FIGURE 5-3



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Chapter 6 Disposition

This EA concludes that the 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 that would warrant an environmental impact statement. Alternative selection would occur following completion of the public review period and public hearing, so that public comments are considered in the final decision.

This EA is being distributed to the agencies, tribal nations, and organizations listed in this chapter. Individuals receiving the document are not listed for privacy reasons.

6.1 Federal Agencies

The following federal agencies are receiving this EA:

- Advisory Council on Historic Preservation
- Federal Aviation Administration
- Federal Emergency Management Agency
- Federal Railroad Administration
- Federal Transit Administration, Region VII
- National Park Service
- Surface Transportation Board
- U.S. Army Corps of Engineers, Omaha District
- U.S. Army Corps of Engineers, Rock Island District
- U.S. Department of Housing and Urban Development, Field Office Director
- U.S. Department of Housing and Urban Development, Regional Office
- U.S. Department of the Interior, Office of Environmental Policy and Compliance
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

6.2 State Agencies

The following state agencies are receiving this EA:

- Iowa Department of Natural Resources
- Iowa Arts & Culture, State Historic Preservation Office

6.3 Local and Regional Units of Government

The following local and regional units of government are receiving this EA:

- City of Hinton, Mayor
- City of Hinton, Public Works Director
- Plymouth County Engineer
- Plymouth County Planner

6.4 Tribal Nations

The following tribal nations are receiving this EA:

- Flandreau Santee Sioux Tribe
- Iowa Tribe of Kansas and Nebraska
- Iowa Tribe of Oklahoma
- Lower Sioux Indian Community
- Omaha Tribe of Nebraska
- Otoe-Missouria Tribe
- Pawnee Nation of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Ponca Tribe of Nebraska
- Prairie Band Potawatomi Nation
- Prairie Island Indian Community
- Sac and Fox Nation of Oklahoma
- Sac and Fox Tribe of the Mississippi in Iowa (Meskwaki Nation)
- Santee Sioux Nation
- Sisseton-Wahpeton Oyate
- Spirit Lake Tribe
- Three Affiliated Tribes – Mandan, Hidatsa, and Arikara
- Upper Sioux Community
- Winnebago Tribe of Nebraska
- Yankton Sioux Tribe

6.5 Other

The following other entities are receiving this EA:

- BNSF Railway
- Canadian National Railway
- Union Pacific Railroad
- Central Valley Agricultural Cooperative
- Hinton Public Library

6.6 Locations Where This Document Is Available for Public Review

This EA is available for review at the following locations:

- Federal Highway Administration
105 6th Street
Ames, IA 50010
- Iowa Department of Transportation, District 3 Office
6409 Gordon Drive
Sioux City, IA 51106

- Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010
- Iowa Department of Transportation website
<https://iowadot.gov/ole/NEPA-Compliance/NEPA-documents>
- Hinton Community Center, City Office
205 W. Main Street
Hinton, IA 51024

6.7 Potential Permits and Approvals Needed for Proposed Project

The following permits and approvals could be required for the Project:

- National Historic Preservation Act Section 106 approval from Iowa SHPO and Advisory Council on Historic Preservation
- Section 4(f) of Department of Transportation Act approval
- Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers Rock Island District
- National Pollutant Discharge Elimination System (NPDES) General Permit No. 2 for Storm Water Discharge Associated with Construction Activities from Iowa DNR
- Clean Water Act Section 401 Water Quality Certification from Iowa DNR
- Floodplain Development Permit from City of Hinton
- Floodplain Development Permit from Iowa DNR

In accordance with NEPA, the appropriate environmental documentation for this proposed action will be prepared after the public hearing and all public review comments have been considered. The environmental document prepared will either be a Finding of No Significant Impact (FONSI) or an Environmental Impact Statement (EIS) and will serve as a basis for federal aid corridor location approval.

6.8 Status of Transportation Improvement Program

The Project is included in Iowa DOT's 2025–2029 Iowa Transportation Improvement Program. The program allocates approximately \$4.1 million for ROW in fiscal year 2026 and approximately \$11.9 million for highway, bridge, and traffic signal construction in fiscal year 2028.

Chapter 7 Comments and Coordination

Early coordination letters were sent to resource agencies in 2022, and tribal coordination letters were sent to tribes/nations in 2023. Agency and tribal coordination and comments are provided in Appendix C. Letter and response details are outlined in Section 7.1. Coordination with the public began in 2022, and public input is summarized in Section 7.2.

7.1 Agency and Tribal Coordination

7.1.1 Agency Coordination

Early agency coordination letters, along with an explanation of the Project and a figure of the study area, were sent to resource agencies on November 18, 2022. Table 7-1 lists the agencies contacted for coordination on the Project. The responding agencies are indicated in the table with the date their response was received.

Table 7-1. Agency Coordination

Agency Type	Agency	Date of Response
Federal	Federal Aviation Administration	11-22-2022
Federal	Federal Emergency Management Agency	—
Federal	Federal Highway Administration	—
Federal	Federal Railroad Administration	—
Federal	Federal Transit Administration, Region VII	11-21-2022
Federal	National Park Service	12-05-2022
Federal	U.S. Army Corps of Engineers, Omaha District Planning Branch	—
Federal	U.S. Army Corps of Engineers, Rock Island District Regulatory Branch	—
Federal	U.S. Department of Agriculture, Administrative Assistant	—
Federal	U.S. Department of Agriculture, State Conservationist	—
Federal	U.S. Department of Housing and Urban Development, HUD Regional Office	—
Federal	U.S. Department of Housing and Urban Development, Supervisory Project Manager	—
Federal	U.S. Department of the Interior	—
Federal	U.S. Environmental Protection Agency	—
Federal	U.S. Fish and Wildlife Service	—
State	Iowa Department of Agriculture and Land Stewardship, Bureau Chief	—
State	Iowa Department of Agriculture and Land Stewardship, Deputy Secretary of Agriculture	—
State	Iowa Department of Agriculture and Land Stewardship, Iowa Secretary of Agriculture	—
State	Iowa Department of Natural Resources, Conservation and Recreation Division	—
State	Iowa Department of Natural Resources, Conservation Office	—

Agency Type	Agency	Date of Response
State	Iowa Department of Natural Resources, Environmental Services Division	11-21-2022
State	Iowa Department of Natural Resources, Section 6(f) Funds Coordinator	11-21-2022
State	Iowa Department of Public Health ¹	11-18-2022
State	Iowa Economic Development Authority	—
State	Iowa State Historic Preservation Office	—
County	Plymouth County Assessor	—
County	Plymouth County Board of Supervisors	—
County	Plymouth County Clerk	—
County	Plymouth County Conservation	—
County	Plymouth County Engineer	—
County	Plymouth County Planning	—
County	Plymouth County Recorder	—
County	Plymouth County Sherriff	—
County	Plymouth County Treasurer	—
Local	City of Hinton, City Clerk	—
Local	City of Hinton, City Council Member	—
Local	City of Hinton, Mayor	—
Local	City of Hinton, Public Works Director	—
Local	Hinton Community Elementary School	—
Local	Hinton Community High School	—
Local	Hinton Community Middle School	—
Local	Hinton Community School District	—

¹ A coordination package was sent to the Iowa Department of Health, and Iowa Health and Human Services responded.

In addition to coordination with numerous agencies, coordination packages were sent to BNSF and CN, two railroads whose ROW could potentially be affected by the Project.

Of the six agencies that responded, only one had comments about the Project. The Federal Aviation Administration commented that the Project may require review for airspace considerations, including changes to ground elevation, structures, towers, poles, objects, and any temporary construction equipment. The response contained a link to file a formal notice with the agency. The Iowa DOT will review airspace considerations during final design.

7.1.2 Tribal Coordination

Tribal coordination letters were sent on February 21, 2023, along with the Phase I Archaeological Survey report. Table 7-2 lists the tribes and nations contacted for coordination on the Project. The responding tribes/nations are indicated in the table with the date their response was received.

Table 7-2. Tribal Coordination

Tribe/Nation	Subject	Date of Response
Flandreau Santee Sioux Tribe	Phase I Archaeological Survey	—
Iowa Tribe of Kansas and Nebraska	Phase I Archaeological Survey	—
Iowa Tribe of Oklahoma	Phase I Archaeological Survey	—
Omaha Tribe of Nebraska	Phase I Archaeological Survey	03-20-2023
Otoe-Missouria Tribe	Phase I Archaeological Survey	—
Pawnee Nation of Oklahoma	Phase I Archaeological Survey	—
Peoria Tribe of Indians of Oklahoma	Phase I Archaeological Survey	—
Ponca Tribe of Nebraska	Phase I Archaeological Survey	—
Prairie Band Potawatomi Nation	Phase I Archaeological Survey	02-21-2023
Prairie Island Indian Community	Phase I Archaeological Survey	—
Sac and Fox Nation of Oklahoma	Phase I Archaeological Survey	—
Sac and Fox Tribe of the Mississippi in Iowa (Meskwaki Nation)	Phase I Archaeological Survey	—
Santee Sioux Nation	Phase I Archaeological Survey	—
Sisseton-Wahpeton Oyate	Phase I Archaeological Survey	—
Spirit Lake Tribe	Phase I Archaeological Survey	02-28-2023
Three Affiliated Tribes – Mandan, Hidatsa, and Arikara	Phase I Archaeological Survey	—
Upper Sioux Community	Phase I Archaeological Survey	03-14-2023
Winnebago Tribe of Nebraska	Phase I Archaeological Survey	—
Yankton Sioux Tribe	Phase I Archaeological Survey	—

The responses received from tribes/nations are summarized as follows:

- The Omaha Tribe of Nebraska responded that they concur with the Phase I report and its recommendations. If any tribal cultural resources are discovered, they asked to be notified immediately for examination of the material.
- The Prairie Band Potawatomi Nation responded that they had no objection and requested that they continue to be notified about the Project.
- The Spirit Lake Tribe responded that no cultural resources are anticipated to be adversely affected by the proposed undertaking. If cultural materials are discovered during construction, they requested that activity be halted and the Tribal Historic Preservation Office be notified.
- The Upper Sioux Community responded that the Upper Sioux Community Tribal Historic Preservation Office finds no adverse effect on any known Tribal Cultural Properties. If ground disturbance from this Project finds inadvertent discoveries, established laws and regulations need to be followed, and they requested to be notified immediately.

7.2 Public Involvement

Iowa DOT held two versions of the first public information meeting: one virtual and one in person. Both were held July 21, 2022. The virtual presentation was held at 12:00 p.m., and 14 people attended. The in-person meeting was held at Hinton City Hall from 5:00 p.m. to 7:00 p.m., and 68 people attended. **Section 4.2, Alternatives Development and Evaluation Process**, summarizes input at the virtual and in person meetings. Below is a summary of public input received after the meetings.

A few responses were received via email from meeting attendees. Based on the responses, there was broad support for the Project, although some people preferred a bypass option while others favored one or more of the options presented.

Two respondents asked that the Project create a bypass around Hinton due to traffic backup in the town throughout the day from through traffic. One attendee also questioned what funding would be used to pay for the Project.

Two homeowners and one business owner asked when the Project would start because they were planning improvements on their properties but may reconsider if their properties would be subsequently impacted. One homeowner expressed concern over being asked to move due to the homeowners age. The other homeowner questioned whether there would be a buffer zone between his property and the proposed highway, as there is currently, and how the Project would affect his home valuation. The business owner asked about the start date of the Project so that he could remove inventory from a potentially affected building.

Chapter 8 References

- Bear Creek Archeology, Inc. 2022. *Intensive Historic Architectural Survey for the Proposed Floyd Avenue (U.S. Highway 75) Improvement Project in the City of Hinton, Plymouth County, Iowa*. Prepared for Iowa DOT. January.
- Century 21 ProLink. 2024. Hinton, IA. Accessed November 2024. <https://c21prolink.com/communities/homes-for-sale-in-hinton-ia/>.
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- HDR. 2023. Initial Alternatives Screening Technical Memorandum. Reconstruction of US 75 through Hinton. Project No. NHSX-075-2(116)—3H-75. Prepared for Iowa Department of Transportation. November 14.
- Iowa Department of Management. 2024. Notice of Public Hearing – Proposed Property Tax Levy. Plymouth County. Accessed November 2024. <https://plymouthcountyiowa.gov/wp-content/uploads/2024/03/4-9-24-Public-Hearing-Tax-Notice-for-publication.pdf>.
- Iowa DOT. 2008. Existing Conditions Evaluation and Concept Study for US 75 in Hinton and Merrill, Iowa. Iowa DOT Project Number: NHSN-000S(241)—2R-00. Final Report. Prepared by HDR. October.
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- Siouxland Interstate Metropolitan Planning Council [SIMPCO]. 2019. *2018–2019 Hinton Safe Routes to School Plan*. May 22. <https://simpco.org/news/hinton-safe-routes-to-school-plan>.

- Siouxland Interstate Metropolitan Planning Council [SIMPCO]. 2024. Service Areas & Fares. *Siouxland Regional Transit System*. Accessed October 2024. <https://simpco.org/divisions/siouxland-regional-transit-system/service-areas-fares/>.
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- U.S. Census Bureau. 2023b. 2018–2022 American Community Survey 5-Year Estimates. Table B16004, Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over. Accessed October 2024. <https://data.census.gov/table/ACSDT5Y2022.B16004?q=b16004>.
- Zillow. 2024. Zillow. Accessed November 2024. <https://www.zillow.com/>.

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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:	Consultant, 6/21/2022
Community Cohesion	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 6/21/2022
Churches and Schools	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 6/21/2022
Economic	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 11/4/2024
Joint Development	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Other
Completed by and Date:	IA DOT NEPA Manager, 11/7/2024
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:	Consultant, 6/21/2022
Bicycle and Pedestrian Facilities	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Other
Completed by and Date:	Consultant, 2/6/2023
Right-of-Way	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023
Relocation Potential	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023

SOCIOECONOMIC IMPACTS SECTION Continued:

Construction and Emergency Routes	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Other
Completed by and Date:	Consultant, 2/6/2023
Transportation	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Other
Completed by and Date:	Consultant, 2/6/2023

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, 5/13/2022
Archaeological Sites	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 2/20/2023
Cemeteries	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023

NATURAL ENVIRONMENT IMPACTS SECTION:

Wetlands	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	IA DOT NEPA Manager, 4/11/2022
Surface Waters and Water Quality	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023
Wild and Scenic Rivers	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023
Floodplains	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023
Wildlife and Habitat	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 6/21/2021
Threatened and Endangered Species	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023
Woodlands	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 6/21/2022
Farmlands	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	IA DOT NEPA Manager, 10/23/2024

PHYSICAL IMPACTS SECTION:

Noise	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Other
Completed by and Date:	IA DOT NEPA Manager, 10/23/2024
Air Quality	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023
MSATs	
Evaluation:	<p>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.</p> <p>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.</p>
Method of Evaluation:	FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents, September 30, 2009
Completed by and Date:	Consultant, 2/6/2023
Energy	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Other
Completed by and Date:	Consultant, 2/6/2023
Contaminated and Regulated Materials Sites	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 6/14/2022
Visual	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 6/21/2022
Utilities	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 2/6/2023

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**U.S. 75 IN HINTON
PLYMOUTH COUNTY, IOWA**

Project # NHSX-075-2(116)--3H-75

DRAFT SECTION 4(f) STATEMENT

Submitted Pursuant to 23 CFR 774

by the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and

IOWA DEPARTMENT OF TRANSPORTATION
LOCATION AND ENVIRONMENT BUREAU

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Appendix C: Draft MOA

1 Introduction

This document addresses the impacts of the Iowa Department of Transportation's (Iowa DOT) U.S. Highway 75 (U.S. 75) in Hinton project (Project) on certain resources eligible for protection under Section 4(f) of the 1966 Department of Transportation Act. Section 4(f) provides protection for publicly owned parks, recreation areas, and wildlife and waterfowl refuges, as well as historic sites, from conversion to a transportation use. Section 4(f) states that the Secretary of the U.S. Department of Transportation may not approve a project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction thereof, or any land from a historic site of national, state, or local significance, as determined by such officials, unless:

“(a) The Administration determines that: (1) There is no feasible and prudent avoidance alternative, as defined in §774.17, to the use of land from the property; and (2) The action includes all possible planning, as defined in §774.17, to minimize harm to the property resulting from such use; or (b) The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation or enhancement measures) committed to by the applicant, will have a *de minimis* impact, as defined in §774.17, on the property. (c) If the analysis in paragraph (a)(1) of this section concludes that there is no feasible and prudent avoidance alternative, then the Administration may approve the alternative that causes the least overall harm in light of the statute's preservation purpose.”

The purpose of the Draft Section 4(f) Statement is to provide information to public agencies and the general public, as required by the Secretary of Transportation. This information will be used in making decisions regarding the use of the property protected by Section 4(f) legislation. The Final Section 4(f) Statement will contain the determinations necessary to implement the Project, including the identification of a preferred alternative and the required findings in compliance with Section 4(f) regulations and regulations relating to other environment resource impacts.

This Draft Section 4(f) Statement was developed in conjunction with the Environmental Assessment (EA) for the Project.

2 Proposed Action

2.1 Project Description

Iowa DOT, in collaboration with the Federal Highway Administration (FHWA), proposes to reconstruct approximately 0.7 mile of the existing four-lane undivided section of U.S. 75 through Hinton, Iowa. Additional Project information is included in Section 3.

2.2 Project History

The original U.S. 75 roadway in Hinton was constructed in 1926. The highway was widened in 1949 and has had six overlays from 1952 to 2011. A seventh overlay is planned in 2024 to maintain the roadway surface until the Project is constructed.

In 2001, Iowa DOT considered improving the sections of U.S. 75 through Hinton and Merrill in Plymouth County, Iowa, due to the tight geometry at major intersections in both communities

that impacted traffic safety and operations. At that time, Iowa DOT considered and dismissed U.S. 75 bypasses of both communities due to the high cost potential.

In October 2007, Iowa DOT held a stakeholder meeting to gauge interest in reconstructing U.S. 75 through Hinton. Two alternatives were presented to the stakeholders: (1) provide painted left-turn lanes at the intersection of U.S. 75 and County Road 60 (C60)/Main Street, and (2) widen U.S. 75 to five lanes through town. At the time, local stakeholders expressed a preference for the painted left-turn lanes at C60/Main Street due to lower utility relocation costs compared to the five-lane section. The mayor of Hinton expressed support for widening U.S. 75.

In 2008, a planning study evaluated existing traffic operations and crash history along U.S. 75. As part of the planning study, the left-turn lane alternative was revised to include a raised median to reduce conflict points and improve access control, emphasizing the importance of maintaining the traffic signal at the intersection of U.S. 75 and C60/Main Street with potential for preemption improvements for emergency services. The raised median modification would have reduced access to the properties to the west of northbound U.S. 75. However, community consensus was not achieved, and the Project was deferred.

In 2020, the mayor of Hinton expressed concern that another rehabilitation of U.S. 75 would not address the safety issues at the intersection of U.S. 75 and C60/Main Street and pledged support for the reconstruction of U.S. 75.

Based on the mayor's support, Iowa DOT re-initiated the Project in July 2021. On July 21, 2022, virtual and in-person public information meetings were held to solicit public input on the Project. The meeting input was split between those in favor of the concepts presented and those who would like to have seen more consideration given to a bypass.

2.3 Purpose and Need Summary

The purpose of the Project is to provide a U.S. 75 connection between four-lane divided highway sections north and south of Hinton to minimize delays for the safe and efficient transportation of people, goods, and services both regionally and locally.

The needs for the Project are as follows:

- **Improve roadway and bridge physical conditions:** Pavement on U.S. 75 in Hinton is in fair condition but is at the end of its lifecycle. The U.S. 75 bridge (structure number 7505.4S075 – 39390) crossing over an unnamed waterway north of Hinton has been restricted for all vehicles with gross weights over 90,000 pounds since 2015 and is also at the end of its lifecycle. The weight restrictions require permitted overweight vehicles to avoid the bridge by using another route approved by Iowa DOT.
- **Improve in-town traffic operations:** Truck and train traffic contribute to operational delays in Hinton. Through traffic on U.S. 75 is often delayed by vehicles stopped in the inside shared through/left-turn lane while they are waiting to turn onto secondary streets. Delays are often extended by trains blocking the at-grade crossing on C60/Main Street just east of U.S. 75 for several minutes, creating traffic queues on U.S. 75 for vehicles waiting to turn east onto C60/Main Street. In addition, the existing four-lane undivided section of U.S. 75 through Hinton with closely spaced

driveways results in unpredictable turning movements that conflict with driver expectations.

- **Improve traffic safety:** A safety analysis was conducted at two U.S. 75 intersections in Hinton based on public and police reports showing a higher concentration of crashes at these locations. The data confirmed these reports, revealing higher than expected numbers of crashes per year at each intersection according to Iowa DOT's Potential for Crash Reduction database and summary of historical crash patterns.
- **Improve commercial and industrial network (CIN) continuity:** There is a need to improve system continuity regionally on U.S. 75 between the four-lane divided sections north and south of Hinton and the existing four-lane undivided section through Hinton.

The issues associated with roadway and bridge deficiencies, in-town traffic operations, traffic safety, and CIN continuity are explained further in Chapter 3 of the EA.

3 Alternatives

Chapter 4 of the EA discusses in detail the alternatives considered for the Project. The alternatives development and evaluation process was conducted for several on-alignment and bypass alternatives, including alternatives that would expand U.S. 75 to the west or to the east, an alternative that would reduce the number of travel lanes and fit within the existing cross section, and three bypass alternatives. The on-alignment and bypass alternatives are shown in **Appendix A, Figure 1**.

The alternatives that would expand U.S. 75 to the east involved coordination with the adjacent railroads (Canadian National [CN], whose mainline is operated and maintained by Union Pacific Railroad [UP], and BNSF Railway [BNSF]) along with Central Valley Ag (CVA) were determined to be not reasonable (discussed further in Section 6). This alternative would reduce the number of travel lanes, degrade in-town traffic operations, and cause a potential intersection failure. Consequently, it would not meet the Purpose and Need of the Project and was eliminated from further consideration. The bypass alternatives were dismissed from further consideration due to expected cost and environmental impacts. Additional discussion of alternatives screening is provided in Sections 6.2.1 through 6.2.3.

Alternatives C and D would expand U.S. 75 to the west with two northbound and two southbound lanes. Alternative C would include a raised median with left-turn lanes at Grover Street, C60/Main Street, and Maple Street. Alternative D would include a two-way left-turn lane. Both alternatives would include a northbound right-turn lane at C60/Main Street that would improve traffic operations and provide space for turning vehicles to queue during train crossing blockages. Alternative C (raised median) is preliminarily preferred due to its better facilitation of traffic safety. The impacts on the Section 4(f) resources discussed in Section 5.2 would be the same for both Alternative C or Alternative D.

The alternatives evaluated in detail in the EA are described in the following sections.

3.1 No-Build Alternative

Under the No-Build Alternative, U.S. 75 would not be improved. The section of U.S. 75 through Hinton would remain a four-lane undivided roadway, with no improvements to the physical

conditions of the roadway and bridge, traffic operations, traffic safety, or CIN continuity. Maintenance and repair projects would occur as necessary to maintain a safe facility. The No-Build Alternative does not meet the Purpose and Need of the Project; however, it is carried forward as a baseline for comparison of impacts with viable and reasonable build alternatives.

3.2 Build Alternative – Alternative C

Alternative C would expand U.S. 75 to the west approximately 32 feet toward the downtown area, holding the existing outside edge of the northbound travel way as the outside edge of the proposed northbound right-turn lane, as shown in **Appendix A, Figure 2**. U.S. 75 would be reconstructed to the west, with two northbound and two southbound lanes separated by a raised median, with left-turn lanes at Grover Street, C60/Main Street, and Maple Street. A raised median with left-turn lanes would improve safety and traffic operations at C60/Main Street by limiting the number of street and property access points.

Alternative C would also include a northbound right-turn lane at C60/Main Street that would improve traffic operations and provide space for turning vehicles to wait during train crossing blockages. Alternative C would include the reconstruction of the bridge over an unnamed drainageway at the north end of Hinton. The new bridge would match the new configuration of U.S. 75 and would allow for a northbound left-turn lane to extend to the entrance of a future Hinton development.

4 Section 4(f) Properties

Section 4(f) properties meet one or more of the following definitions:

- Publicly owned parks and recreation areas of national, state, or local significance that are open to the public
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public (*i.e.*, listed or eligible for listing in the National Register of Historic Places (NRHP))

The significance of the Section 4(f) resource is established through coordination with the Official with Jurisdiction (OWJ) over the property. Section 4(f) resources are deemed to be significant unless the OWJ documents its finding that the site is not significant, subject to FHWA concurrence. For historic sites, Section 4(f) applicability is determined through the consultation process under Section 106 of the National Historic Preservation Act. Sites listed in or eligible for listing in the NRHP are Section 4(f) resources. The State Historic Preservation Office (SHPO) is the OWJ for historic properties.

4.1 Methodology for Identifying Section 4(f) Properties

An approximately 2,200-acre Section 4(f) evaluation area was established to assess the existing environment and review potential Section 4(f) properties. It is consistent with the preliminary study area defined in the EA.

The Section 4(f) evaluation area starts 0.4 mile south of Harness Road and extends approximately 4.0 miles north along U.S. 75 to 0.3 mile north of Wren Road. It extends 1.0 mile west and 0.75 mile east, as measured at C60/Main Street. The Section 4(f) evaluation area is shown in **Appendix A, Figure 1**.

Databases of parks, recreation areas, wildlife and waterfowl refuges, and historic sites were reviewed and a site visit was conducted by the project team to identify potential Section 4(f) properties. Initial consultation was completed with the OWJs for publicly owned parks and recreation areas in the Section 4(f) evaluation area to document their function, designation, and significance. Cultural resource eligibility investigations were conducted in accordance with Section 106 of the National Historic Preservation Act.

4.2 Properties not Evaluated in this Section 4(f) Statement

4.2.1 Publicly Owned Parks, Recreation Areas, and Wildlife and Waterfowl Refuges

Within the Section 4(f) evaluation area, Section 4(f) parks and recreation areas include two local parks, one public golf course, one existing trail, and one future (*i.e.*, planned) trail. No wildlife refuges or waterfowl refuges were identified. Initial consultation was completed with the OWJs for publicly owned parks and recreation areas to document their ownership, public access, function, attributes, and significance. The identified Section 4(f) properties are shown in **Appendix A, Figure 1**.

Hinton City Park

The City of Hinton (City) owns and operates Hinton City Park, which is south of C60/Main Street and east of U.S. 75. It occupies 4.5 acres and features a shelter house, picnic tables, two ball fields, a swing set, and other outdoor children's play equipment. The shelter house is available for rent and has folding tables for food service and bathrooms. Hinton City Park's primary purpose is recreation, it is open to the public, and it is significant as the most popular and most used park in Hinton.

Deer Run Golf Course

The City owns and operates Deer Run Golf Course, which is within the city limits south of C60/Main Street and west of U.S. 75. This 9-hole golf course occupies 67 acres. Deer Run Golf Course is open to the public and is a significant recreational resource.

Hinton Trail

Hinton Trail is on City-owned land adjacent to Frontage Road, parallel to and west of U.S. 75. The concrete, multi-use trail extends 0.6 mile from Titan Road to West Grover Street. Hinton Trail is open to the public and is a significant recreational resource.

PlyWood Trail, Phase 3

Phase 3 of the PlyWood Trail will be in the right-of-way (ROW) along the west side of U.S. 75. The trail will extend 6.4 miles connecting Sioux City and Hinton and will join the Hinton Trail. The multi-use public trail is under construction and is planned to be completed in Hinton by the end of 2025. The primary function of this public trail will be for recreation, and it will be open to the public. Therefore, this segment of the PlyWood Trail is subject to provisions of Section 4(f). In its entirety, the PlyWood Trail will connect Sioux City and Le Mars, Iowa.

Held Sports Complex

The Hinton Community Schools ball fields and track are part of the Held Sports Complex, a 14.6-acre athletic complex west of U.S. 75. The two ball fields and track and field facility are owned by the City. They are designated for school use, but are open to the public. The ball fields and track are subject to provisions of Section 4(f).

PlyWood Trail, Phase 2

Phase 2 of the PlyWood Trail is a proposed 6.8 mile trail from Merrill to Hinton. This trail is currently unfunded, with an undetermined time frame for completion. This public trail would be a segment of the PlyWood Trail, which would connect Sioux City and Le Mars. Although the primary function of this trail is for recreation and it would be open to the public, it is currently not subject to the provisions of Section 4(f) because it is unfunded and undesignated.

4.3 Properties Evaluated in this Section 4(f) Statement

4.3.1 Historic Properties

Section 106 consultation is summarized in Section 5.2 of the EA. Historic properties were identified through an intensive architectural survey and a Phase I archaeological survey (Bear Creek Archaeology, Inc. 2022 and 2023). The Hinton Business Corner Historic District, with three (3) properties that are individually eligible and contributing to the district and one (1) additional property that is eligible only as contributing to the district, is in the Section 4(f) evaluation area. No archaeological or below-ground historical materials or deposits were identified, and no further archaeological investigation is recommended for the Project.

The Hinton Business Corner Historic District, at the corner of C60/Main Street and U.S. 75 (also known as Floyd Avenue), is a small group of commercial buildings that have maintained their original design from 1914 and 1915, preserving a high degree of architectural integrity. These buildings provide a direct link to the historic context of the area because they are still used for commercial and municipal business. This continuity conveys the historical relationship between the buildings' contemporary usage and their original purpose. Constructed as a modern replacement for the previous commercial district buildings, which were destroyed by a fire in 1914, this group of buildings is widely recognized as Hinton's corner business district, meeting the community's size and needs.

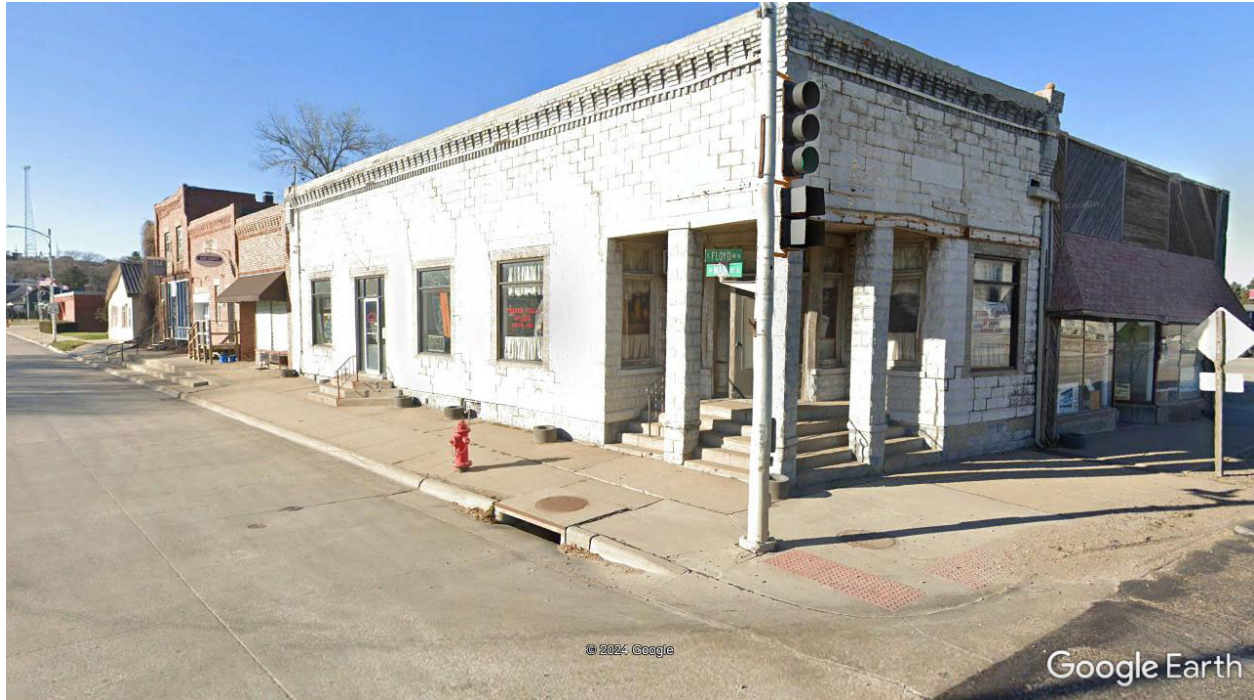
The surviving external characteristics are excellent examples of twentieth century commercial architecture, characterized by vernacular design (focused on domestic and functional rather than public or monumental buildings), and they maintain a high level of structural integrity. Five (5) buildings within the following four (4) properties—Haas-Shuenk Hardware (103 West Main Street/105 North Floyd Avenue), Bank of Hinton (101 West Main Street), Hinton Fire Department/City Hall and Municipal Pump House (109 West Main Street),¹ and Levin's Barbershop (111 West Main Street)—meet the requirements for contributing resources to a historic district, which is determined eligible for listing in the NRHP. The Bank of Hinton, Levin's Barbershop, and the Fire Department/City Hall and Municipal Pump House were

¹ The Municipal Pump House is a separate structure attached to the north side of the Fire Department/City Hall structure, both located at the same address.

determined to be individually eligible for listing in the NRHP. Haas-Shuenk Hardware was determined not eligible for individual listing in the NRHP.

SHPO concurred with the eligibility determinations of the historic properties and the lack of archaeological properties. SHPO eligibility concurrence letters are included in **Appendix B**. Section 4(f) applicability for historic properties is summarized in **Table 1**. The identified historic Section 4(f) properties are shown in the inset of **Appendix A, Figure 1**, and further detailed in the aerial image and Google Earth Streetview images provided below.





Looking northwest from the intersection of U.S. 75 and C60/Main Street toward the historic district.

Table 1. Historic Architectural Properties

Name	Scale	Location	Inventory ID	Type	Official With Jurisdiction	Site Eligibility/NRHP Criteria ¹	Part of Historic District	Does 4(f) Apply
Hinton Business Corner Historic District	0.1 acre	West Main Street and Floyd Avenue	75-00804	District	SHPO	Eligible/A, C Contains four contributing elements, three of which are also individually eligible	Yes	Yes
Haas-Shuenk Hardware	<0.1 acre	103 West Main Street/105 North Floyd Avenue	75-00789	Building	SHPO	Eligible only as contributing to the Hinton Business Corner Historic District	Yes	Yes
Bank of Hinton	<0.1 acre	101 West Main Street	75-00790	Building	SHPO	Individually eligible and contributing to the Hinton Business Corner Historic District/A, C	Yes	Yes
Fire Department/ City Hall and Municipal Pump House	<0.1 acre	109 West Main Street	75-00791	Building	SHPO	Individually eligible and contributing to the Hinton Business Corner Historic District/A, C	Yes	Yes
Levin's Barbershop	<0.1 acre	111 West Main Street	75-00792	Building	SHPO	Individually eligible and contributing to the Hinton Business Corner Historic District/A, C	Yes	Yes

¹ NRHP criteria: A = associated with historic events, C = associated with distinctive construction.

5 Impacts to Section 4(f) Properties

As defined in 23 Code of Federal Regulations (CFR) 774, Section 4(f) use occurs:

- When land is permanently incorporated into a transportation facility by outright purchase of transportation ROW or a property interest that allows permanent access to the property (for example, permanent easement).
- When the property is not permanently incorporated into a transportation facility but is required for construction-related activities for a temporary duration (for example, temporary construction easement). However, the temporary occupancy of the property is not considered a Section 4(f) use if all of the following conditions are met:
 - Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
 - Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
 - There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
 - The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
 - There must be documented agreement from the OWJ over the Section 4(f) resource regarding the above conditions.
- When there is no actual physical use of the property, however, proximity impacts of the project result in substantial impairment of the activities, features, or attributes that qualify the property for protection under Section 4(f). This type of Section 4(f) use is called constructive use.

5.1 No-Build Alternative

The No-Build Alternative would have no Section 4(f) use of the identified Section 4(f) properties.

5.2 Build Alternative – Alternative C

Alternative C would require demolition of the Bank of Hinton and Haas-Shuenk Hardware properties, which are contributing elements of the Hinton Business Corner Historic District. The Bank of Hinton is also an individually NRHP eligible property. These properties are immediately adjacent to U.S. 75, and the required ROW for the proposed southbound lanes and sidewalk would necessitate their demolition (see **Appendix A, Figure 2**). The other contributing buildings to the historic district—the Fire Department/City Hall and Municipal Pump House, and Levin’s Barbershop, which are each also individually NRHP eligible—would remain undisturbed.

Iowa DOT has preliminarily determined that the Project would have an adverse effect on the Hinton Business Corner Historic District because two (2) contributing elements, the Bank of Hinton and Haas-Shuenk Hardware, would be demolished. Furthermore, Iowa DOT has

preliminarily determined that there would be an adverse effect on the Bank of Hinton as an individually NRHP eligible property. Iowa DOT initiated Section 106 consultation with SHPO and received concurrence on the adverse effect determination for the historic district and the Bank of Hinton on December 27, 2025. The adverse effect determination would constitute Section 4(f) uses.

Iowa DOT would implement vibration monitoring during construction to ensure that vibration levels are within acceptable limits to protect the remaining historic structures and minimize potential damage.

6 Avoidance Alternatives

The Section 4(f) uses identified for the Project are adverse effects and do not meet criteria for *de minimis* impact determinations; therefore, evidence is required demonstrating that there is no feasible and prudent alternative to using the Section 4(f) properties and that all possible planning to minimize harm has been incorporated into the Project.

A Section 4(f) Avoidance Alternative avoids all Section 4(f) uses. As defined in 23 CFR 774.17 (emphasis added),

- (1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.
- (2) An alternative is **not feasible** if it cannot be built as a matter of sound engineering judgment.
- (3) An alternative is **not prudent** if:
 - (i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
 - (ii) It results in unacceptable safety or operational problems;
 - (iii) After reasonable mitigation, it still causes:
 - (A) Severe social, economic, or environmental impacts;
 - (B) Severe disruption to established communities;
 - (C) Severe impacts to environmental resources protected under other Federal statutes;
 - (iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
 - (v) It causes other unique problems or unusual factors; or
 - (vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

6.1 No-Build Alternative

The No-Build Alternative would avoid all Section 4(f) properties. However, this alternative would not address the Project purpose and need. It would do nothing to improve the aging roadway and bridge physical conditions, traffic operations, traffic safety, and CIN continuity. Therefore, the No-Build Alternative is not a prudent alternative.

6.2 Other Avoidance Alternatives

Build alternatives that avoid use of the Hinton Business Corner Historic District were evaluated as part of the Project's initial alternatives screening. Alternatives F and F-1 (both involving a shift to the east of existing U.S. 75), and bypass alignments to the west (Alternative I) and east (Alternative J and Alternative K) of Hinton were studied.

6.2.1 Alternatives F and F-1

Alternative F would reconstruct and widen U.S. 75 approximately 21 feet to the east, away from the downtown area and toward the CN/UP and BNSF railroad tracks, maintaining the existing outside edge of the southbound travel way and avoiding the Hinton Business Corner Historic District. Alternative F would reconstruct U.S. 75 with two (2) new northbound and two (2) new southbound lanes separated by a raised median with left-turn lanes at Grover Street, C60/Main Street, Cedar Street, and Maple Street. It would also include a northbound right-turn lane at C60/Main Street and bridge reconstruction at the north end, as described in Alternative C.

Iowa DOT carried Alternative F forward for coordination with UP and BNSF, meeting virtually with the railroads on August 31, 2023, and December 6, 2023, respectively. UP indicated that the required ROW acquisition toward the railroad would conflict with the Iowa Freight Plan's identified increased capacity in this segment of the CN/UP rail line. BNSF indicated that Alternative F does not meet BNSF's needs to allow mainline operations to operate by the CVA industry loading operations independently.

Consequently, Alternative F-1 was developed, which would require CN/UP track relocation to the east to accommodate double tracking of the CN/UP line and would accommodate BNSF mainline operations. It would also relocate and extensively modify the CVA loadout facility. CVA expressed concerns regarding short-term operations during relocation of the rail loading tower and long-term operations due to reduced rail loadout capacity. Given the opposition by UP, BNSF, and CVA to an eastward shift of U.S. 75 (Appendix B includes letters of opposition from UP, BNSF, and CVA regarding eastward shift alternatives), Iowa DOT solicited input from the Office of the Attorney General of Iowa. In February of 2024, the Attorney General's office responded with the opinion that the Interstate Commerce Commission Termination Act (ICCTA) has been held to preempt state law in matters of condemnation, and thus prohibits states and localities from takings against railroads. Alternatives F and F-1 could not be constructed if railroad property could not be acquired for the Project, which presents a unique problem in terms of prudence under Section 4(f).

Construction costs estimated during the initial alternatives screening indicated that Alternative F would cost three (3) times more than Alternative C due to the high costs of relocating the railroad tracks, reconstructing the railroad bridge north of Hinton, resetting all switching and industry rail lines, and relocating the CVA loading tower. This construction cost did not include

the additional cost of railroad ROW and condemnation of railroad property. The costs of Alternative F-1 would be higher than those projected for Alternative F.

In summary, Alternatives F and F-1 would cause unacceptable safety and operational problems for UP, BNSF, and CVA and would incur significantly higher construction costs than Alternative C. Also, it would likely be impossible to acquire railroad property to construct Alternative F or Alternative F-1. Together, these factors would cause unique problems and impacts of extraordinary magnitude.

6.2.2 Alternative G

Alternative G would reduce U.S. 75 to one (1) northbound and one (1) southbound lane separated by a two-way left-turn lane. Alternative G would also have a northbound right-turn lane at C60/Main Street to provide space for vehicles to queue during red lights and C60/Main Street train crossing blockages. This alternative would avoid existing development west of U.S. 75 and would avoid any realignment of rail lines or permanent acquisition of railroad property.

Alternative G would have poor operations under existing traffic volumes with the southbound through movement and eastbound and westbound approaches at the intersection of U.S. 75 and C60/Main Street failing in the future. Specifically, in the future, the overall intersection, southbound through movement, eastbound approach, and westbound approach would operate at unacceptable levels of service for traffic. Substantial delays and substantial queuing are also expected under this alternative. Additionally, Alternative G does not address the purpose and need of the Project, which calls for connection of the four-lane segments north and south of Hinton.

6.2.3 Bypass Alternatives I, J, and K

Alternative I would construct a U.S. 75 bypass around the west side of Hinton and would avoid existing and planned development on the south side of town. Alternative I would also avoid new development planned on the north side of Hinton.

Alternative J would construct a U.S. 75 bypass around the east side of Hinton. This bypass would be located in the Floyd River floodplain, along the existing levee between the CVA facility and the Floyd River. Alternative J would include two long bridges: one over the railroad corridor at the south end of the bypass and one over the railroad corridor at the north end of the bypass.

Alternative K would also construct a U.S. 75 bypass around the east side of Hinton. However, Alternative K would be constructed east of the Floyd River so that the north/south portion of the bypass would be located outside the floodplain. The bypass would still cross the Floyd River and its floodplain at its north and south ends. Alternative K would include three (3) long bridges starting at the south end: one over the railroad corridor, one over the Floyd River, and a combined crossing structure over both the Floyd River and the railroad corridor at the north end of the bypass as shown in Appendix A, Figure 1.

Alternatives I, J, and K (bypass alternative[s]) would have no effect on historic resources under Section 106 and therefore no Section 4(f) use of the Hinton Business Corner Historic District, nor would these bypass alternatives result in a use of any other Section 4(f) resources. While Alternative I would cross over Phase 3 of the PlyWood Trail, a detour could be provided during construction to maintain trail continuity. It is assumed that the temporary occupancy exception

[23 CFR 774.13(d)] would apply in this scenario, so there would be no Section 4(f) use of the PlyWood Trail. Alternatives I, J, and K are shown in Appendix A, Figure 1.

There would be impacts on the businesses along U.S. 75 with the implementation of any bypass alternative. With a bypass, the nature of traffic traveling through downtown Hinton would change substantially because regional/through traffic would bypass the city. Traffic on the “old” highway would be reduced to vehicles with destinations in town or passing through on C60/Main Street, and there would be an increase in out-of-distance travel for local traffic with trips originating and ending in Hinton.

Businesses that rely on being visible from the highway to attract spontaneous trips would be impacted. These businesses include restaurants and retail shopping in Hinton. With the bypass alternatives, these types of businesses could lose profits and possibly be forced to relocate, which would negatively impact Hinton’s economy.

There would also be additional maintenance burdens on the local government because the City would obtain ownership of the existing U.S. 75 roadway. After a transfer of jurisdiction agreement is complete, the City would have the sole responsibility of maintaining the existing roadway. The base pavement of U.S. 75 is old and this would result in a long-term costs for the City. This could involve mill and overlay work, improvements to drainage, repairs to pedestrian facilities, and installing Americans with Disabilities Act (ADA) accommodations. Costs could also be incurred with the improvement or replacement of the bridge over the unnamed drainageway at the north end of the Section 4(f) Evaluation Area.

The bypass alternatives would impede the update of underground utilities, the addition of a pedestrian sidewalk along the west side of U.S. 75, and any improvements to ADA accommodations included with Alternative C.

The bypass alternatives are substantially longer than alternatives that improve the existing U.S. 75, which would increase the Project’s cost. Construction costs estimated for the initial alternatives screening were more than 4 to 16 times higher for the bypass alternatives than the least costly alternative (\$34.3 million, \$63.2 million, and \$129.5 million for Alternatives I, J, and K, respectively). For comparison, construction costs were estimated at \$8.5 million for Alternative C. This initial construction cost estimate did not include ROW costs, which would be substantial because the bypass would be constructed on new alignment.

When combined, these factors would result in impacts of extraordinary magnitude for Alternatives I, J, and K.

7 Least Overall Harm Analysis

A least overall harm analysis is required when multiple alternatives that use Section 4(f) property remain under consideration following an alternatives analysis.

After examining several Project-specific avoidance alternatives, it was determined that there is no reasonable alternative that would avoid use of the Hinton Business Corner Historic District while meeting the Project’s purpose and need. Only Alternative C remains under consideration. Therefore, a least overall harm analysis is not required.

8 Measures to Minimize Harm

Because none of the avoidance alternatives were determined to be feasible and prudent, Iowa DOT examined options for minimizing the effects on the Hinton Business Corner Historic District and the individually NRHP eligible Bank of Hinton. Specifically, Iowa DOT explored relocating the five (5) contributing buildings of the Hinton Business Corner Historic District directly west of their existing locations to mitigate adverse effects of Alternative C. The Building Relocation Assessment (HDR 2023) concluded that it was not feasible to move the Haas-Shuenk Hardware building due to the poor condition of its north and east walls and the rotted north ends of its floor joists. It appeared to be feasible to move the other buildings; however, the Haas-Shuenk Hardware building would be demolished. After coordination with SHPO, this option was not pursued further because it would not result in a Section 106 no adverse effect determination for the historic district, and the limited impact minimization outcome did not justify the \$2.9 million relocation cost.

The Iowa DOT will enter into a Memorandum of Agreement (MOA) with SHPO and FHWA for adverse effects on NRHP eligible properties and that the MOA will include stipulations to mitigate the adverse effects.

9 Coordination

Chapter 7 of the EA summarizes the outreach with agencies and Tribes conducted during the development of the EA. Chapter 5 of the EA summarizes coordination efforts specific to historic properties and the Section 106 process.

Iowa DOT has coordinated with SHPO over Section 4(f) historic properties, regarding findings of eligibility for listing in the NRHP. Iowa DOT initiated Section 106 consultation with SHPO and received concurrence on the adverse effect determination for the historic district and the Bank of Hinton on December 27, 2025. Iowa DOT will continue to coordinate with SHPO to develop an MOA. Documentation of SHPO coordination is included in Appendix C of the EA.

10 Summary and Disposition of the Draft Section 4(f) Statement

10.1 Summary

This Draft Section 4(f) Statement for the U.S. 75 in Hinton Project provides information on the proposed action, evaluates alternatives, identifies Section 4(f) properties, provides an overview of the Project's impacts on Section 4(f) properties, discusses avoidance alternatives, outlines measures to minimize harm, and summarizes the coordination that has occurred to date. The Project would involve reconstructing approximately 0.7 mile of U.S. 75 through Hinton to improve roadway conditions, traffic operations, safety, and continuity of the CIN.

Section 4(f) Properties: The Project would affect the Hinton Business Corner Historic District, which includes the Bank of Hinton and Haas-Shuenk Hardware, both contributing elements to the district. The Bank of Hinton is also individually eligible for listing in the NRHP.

Alternatives Considered: The alternatives considered for the Project are summarized in Table 2.

Table 2. Alternatives Considered

Alternative	Description	Section 4(f) Use	Meets Project Purpose & Need
No-Build Alternative	Avoids impacts to Section 4(f) properties.	No	No
Alternative C	Expands U.S. 75 to the west, requiring demolition of the Bank of Hinton and Haas-Shuenk Hardware.	Yes	Yes
Avoidance Alternatives	Include shifting the alignment eastward or constructing a bypass.	No	No

SHPO Coordination: Iowa DOT has coordinated with SHPO, the OWJ over Section 4(f) historic properties, regarding findings of eligibility for listing in the NRHP. SHPO concurred with the eligibility determinations of the historic properties and the lack of archaeological properties. Iowa DOT initiated Section 106 consultation with SHPO and received concurrence on the adverse effect determination for the historic district and the Bank of Hinton on December 27, 2025. Iowa DOT will enter into an MOA with SHPO and FHWA for adverse effects on NRHP eligible properties, including stipulations to mitigate those adverse effects.

Measures to Minimize Harm: Iowa DOT examined options for minimizing the effects on the Hinton Business Corner Historic District and the individually NRHP eligible Bank of Hinton, including relocating the five (5) contributing buildings impacted by this Project. The Building Relocation Assessment concluded that it was not feasible to move the Haas-Shuenk Hardware building due to its poor structural condition. While it appeared feasible to move the other buildings, this option was not pursued further because it would result in a Section 106 adverse effect determination for the historic district, and the limited impact minimization outcome did not justify the estimated \$2.9 million relocation cost.

Conclusion: At this draft stage, the analysis focuses on identifying and evaluating Project impacts and alternatives. A conclusion that there are no feasible and prudent alternatives to the use of Section 4(f) properties will be addressed in the Final Section 4(f) Statement after further consultation and public input.

10.2 Disposition

This Draft Section 4(f) Statement will be available upon request from Iowa DOT in coordination with the Environmental Assessment. Following review and comment on this Draft Section 4(f) Statement, a Final Section 4(f) Statement will be prepared and distributed to those agencies that commented. Based on the findings of the Environmental Assessment, the anticipated method of distribution is an appendix to final NEPA documentation. In the event that public and agency comment indicate that one or more environmental impacts are determined to be significant, Iowa DOT and FHWA would determine the appropriate process for completion and distribution of the Final Section 4(f) Statement.

Division Administrator
Federal Highway Administration – Iowa Division

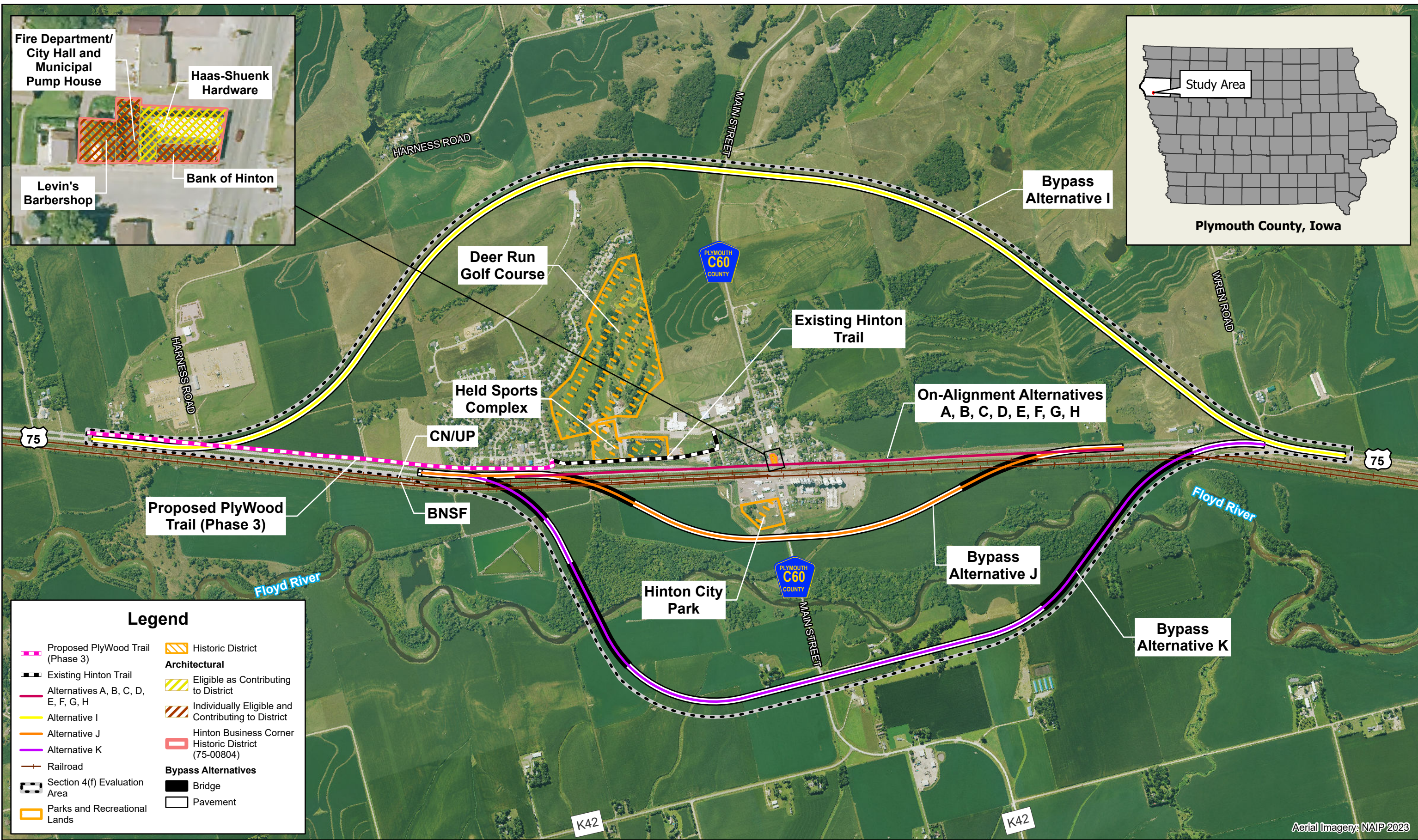
Date

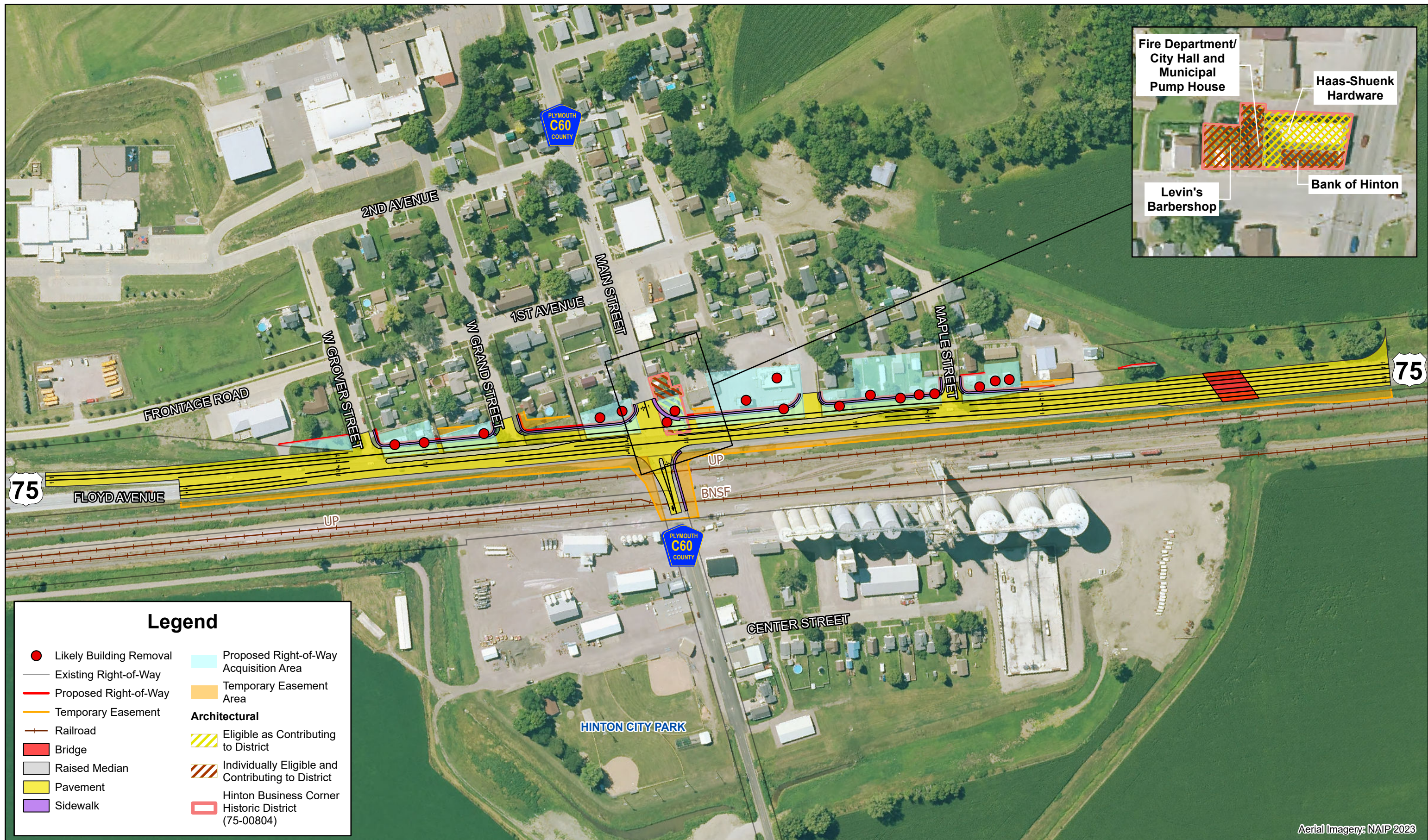
11 References

- Bear Creek Archaeology, Inc. 2022. *Intensive Historic Architectural Survey for the Proposed Floyd Avenue (U.S. Highway 75) Improvement Project in the City of Hinton, Plymouth County, Iowa*. Prepared for Iowa DOT. January.
- Bear Creek Archaeology, Inc. 2023. *Phase I Archeological Survey for the Proposed Floyd Avenue (US Highway 75) Improvement Project in the City of Hinton, Plymouth County, Iowa*. Prepared for Iowa DOT. January.
- HDR. 2023. Building Relocation Assessment. Location Study for Reconstruction of U.S. 75 Hinton. Prepared for Iowa DOT. September 30.

Appendix A: Figures

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Aerial Imagery: NAIP 2023

ALTERNATIVE C AND SECTION 4(F) IMPACTS

FIGURE 2

Appendix B: Correspondence and Coordination

February 21, 2022

Iowa DOT Project: NHSX-075-2(116)--3H-75
Iowa SHPO R&C: 20220275682 (5/13/2022)

Ms. Sara André
State Historic Preservation Office
600 East Locust
Des Moines, IA 50319

RE: Reconstruction of US 75 - Hinton; Intensive Architectural Survey, Plymouth County, Iowa [T90N-R46W Sections 8 & 9]; **No Determination**

Dear Sara,

Consultation works best when it starts early, and we anticipate multiple reviews over the life of this project. The Iowa DOT and the City of Hinton are currently developing alternatives to improve traffic conditions in and near US 75 at Hinton. While we are very early in considering the scope of this project, we decided to proceed with an intensive architectural survey to help us understand a future range of alternatives.

Enclosed for your review and comment is the intensive architectural survey. 51 properties were included in the study area, of which 34 were historic in age. Table 1 below identifies the properties identified as contributing, individually eligible and/or needs more research. Our consultant has recommended these five addresses as either eligible or contributing to a historic district. The degree of historic integrity associated with this small district is high. We agree with the recommendations offered. We request your concurrence with the findings of this investigation, which will allow us to fully consider next steps in the development process.

Table 1 – Eligible Structures

Site Inventory	Address	Notes	NRHP Status
75-00789	103/105 N Floyd Ave	Haas-Shuenk Hardware	Contributing only
75-00790	101 W Main St	Bank of Hinton	Individually eligible, needs more research
75-00791	109 W Main St	Fire Dept. / City Hall	Individually eligible
75-00792	111 W Main St	Levin's Barbershop	Individually eligible, needs more research
75-00804	W Main and Floyd Ave	Hinton Business Corner	Eligible, historic district

Obviously, at this time it is too early to speculate on our project determination of effect, and as we continue to work through the process, we will keep your office and other stakeholders involved. Consultation with the Plymouth County Historical Museum has been issued, per 36CFR800.3(f) we are requesting your input regarding other potential consulting parties.

As with any Iowa Department of Transportation project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease and the Location and Environment Bureau shall be contacted immediately.

If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@iowadot.us.

Sincerely,



Brennan J. Dolan, RPA 16260
Cultural Resources Team Lead

Cc: Shane Tymkowicz – Assistant District 3 Engineer
Gary Harris – Location Engineer
DeeAnn Newell – NEPA Team Lead
Brian Goss/Paul Knievel – HDR
Derek Lee – Bear Creek Archeology
Libby Wielenga – Architectural Historian

Concur: _____ Date: _____

SHPO Historian

Comments:

Dolan, Brennan

From: noreply@salesforce.com on behalf of Sara Andre <sara.andre@iowa.gov>
Sent: Friday, May 13, 2022 2:11 PM
To: Dolan, Brennan
Cc: penny.wilcoxson@iowa.gov; Higginbottom, Daniel [DCA]; shpo106@iowa.gov; MICHAEL LaPietra
Subject: R&C 220275682 - FHWA - Plymouth - Reconstruction of US 75 - Hinton - Intensive survey; 34 historic age; 5 eligible/contributing/need research = 1 commercial historic district

We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 220275682 - FHWA - Plymouth - Reconstruction of US 75 - Hinton - Intensive survey; 34 historic age; 5 eligible/contributing/need research = 1 commercial historic district

- Thank you for the submission of the intensive level survey for the above-noted project.
- Regarding the findings of eligibility, we with concur with IDOT/FHWA's recommendations:
 - 75-00789 103/105 N. Floyd Ave - eligible
 - 75-00790 101 W. Main St. - eligible
 - 75-00791 109 W. Main St. - eligible
 - 75-00792 111 W. Main St. - eligible
 - 75-00804 W. Main & Floyd Ave - eligible, historic district
- We look forward to continuing consultation with you on this project. As always, we appreciate the "early and often" consultation with IDOT on Section 106 projects.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Kind regards,

Sara André
Architectural Historian
State Historic Preservation Office
sara.andre@iowa.gov | 515-242-6157 | iowaculture.gov

Iowa Arts Council | Produce Iowa | State Historical Society of Iowa

Iowa Department of Cultural Affairs



February 20, 2023

Iowa DOT Project: NHSX-075-2(116)--3H-75
Iowa SHPO R&C: 20220275682

Mr. Dan Higginbottom
State Historic Preservation Office
600 East Locust
Des Moines, IA 50319

RE: Reconstruction of US 75 - Hinton; Phase I Archaeological Survey, Plymouth County, Iowa;
No Determination

Dear Dan,

We previously consulted on this project in February of 2022 in regard to the intensive architectural survey. Attached is the Phase I archaeological investigation for this project. The Iowa DOT and the City of Hinton are currently reviewing alternatives to improve traffic conditions in and near US 75 at Hinton. While we are still early in considering the scope of this project, we decided to proceed with a Phase I archaeological survey to help us understand the potential cultural resources impacts for the range of alternatives. The enclosed investigation surveyed a total of 5.7 ac (2.3 ha).

The archaeological investigation consisted of an archival and site records search, soils and geomorphology assessment, walkover survey, and auger testing ($n = 40$). The geomorphology assessment identified portions of the project area to be highly disturbed due to channelization, road construction, the installation of artificial levees, and buried utilities. However, intact Roberts Creek member soils were identified within the agricultural field. Auger testing of the intact soil packages did not identify any cultural materials or features. No archaeological or historical materials/deposits were identified during the walkover survey or subsurface testing. As a result of this field effort no further archaeological investigation is recommended for this project.

At this time, it is too early to speculate on our project determination of effect, and as we continue to work through the process, we will keep your office and other stakeholders involved. As with any Iowa Department of Transportation project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease, and the Location and Environment Bureau shall be contacted immediately. If you have any questions, please contact me at (515) 233-7820 or janee.becker@iowadot.us.

Sincerely,



Janee Becker
Cultural Resources Manager/Archaeologist

Cc: Tribes/Nations - Plymouth County Interest
Jessica Felix - District 3 Engineer
Shane Tymkowicz – Assistant District 3 Engineer
Gary Harris – Location Engineer
DeeAnn Newell – NEPA Team Lead
Brian Goss/Paul Knievel – HDR
Derek Lee – Bear Creek Archeology

Concur: see concurrence email Date: 02/22/2023
SHPO Archaeologist

Comments:

Becker, Janee

From: noreply@salesforce.com on behalf of Daniel Higginbottom <daniel.higginbottom@iowa.gov>
Sent: Wednesday, February 22, 2023 8:31 AM
To: Becker, Janee; derek@bearcreekarcheology.com; shpo106@iowa.gov
Subject: R&C 220275682-FHWA-Plymouth-Hinton-NHSX-075-2(116)--3H-75; Reconstruction of US 75-Phase I Archaeological Survey [BCA 3163]

CAUTION:

This email originated from outside the Iowa Department of Transportation.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

February 22, 2023

R&C 220275682-FHWA-Plymouth-Hinton-NHSX-075-2(116)--3H-75; Reconstruction of US 75-Phase I Archaeological Survey [BCA 3163]

Janee-

We have received a copy of the report prepared by Bear Creek Archaeology [BCA 3161] and find that the survey and report are consistent with best practices advocated by the Association of Iowa Archaeologists in their *Guidelines for Archaeological Investigations in Iowa [2022]*.

We look forward to receiving additional information in the near futures.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Daniel K. Higginbottom, Archaeologist

Iowa State Historic Preservation Office



From: [Sara Andre](#)
To: [Dolan, Brennan](#)
Cc: daniel.higginbottom@iowaeda.com; shpo106@iowaeda.com
Subject: R&C 220275682 - FHWA - Plymouth - US 75 Reconstruction
Date: Monday, October 30, 2023 5:09:34 PM

CAUTION:

This email originated from outside the Iowa Department of Transportation.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have received your submittal for the above referenced forth-coming federal undertaking. We provide the following response in response to your request for technical assistance.

R&C 220275682 - FHWA - Plymouth - US 75 Reconstruction - Sara - per our discussion - here are the project documents we chatted about on 9/30/23

- Thank you for the opportunity to discuss and review options regarding the historic buildings in Hinton.
- It appears that there is an eligible historic district comprised of several historic buildings.
- As we move through the consultation process, we look forward to receiving further information regarding historic resources, the undertaking, etc.
- Feel free to contact me if you have any questions.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Sara André
Architectural Historian/Historic Preservation Specialist
State Historic Preservation Office
Pronouns: She/Her/Hers
sara.andre@iowaeda.com | +1 (515) 348-6286 | culture.iowaeda.com/shpo

Iowa Economic Development Authority 

Appendix C: Draft MOA

MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE IOWA STATE HISTORIC PRESERVATION OFFICER, AND THE IOWA
DEPARTMENT OF TRANSPORTATION
REGARDING THE US 75 RECONSTRUCTION PROJECT, HINTON,
PLYMOUTH COUNTY, IOWA;

IOWA SHPO REVIEW AND COMPLIANCE NO. 220275682
IOWA DOT PROJECT NO. NHSX-075-2(116)--3H-75

WHEREAS, in accordance with Section 106 of the National Historic Preservation Act of 1966, 54 U.S.C. § 306108 (the Act), and its implementing regulations (36 CFR§ 800) the Federal Highway Administration (hereafter “FHWA”) proposes to assist with reconstruction of US 75 in Hinton, Plymouth County, (hereafter “Undertaking”); and

WHEREAS, the FHWA has defined the undertaking’s area of potential effects (hereafter “APE”) in Appendix A; and

WHEREAS, the FHWA has received a funding request for the undertaking from the Iowa Department of Transportation (hereafter “Iowa DOT”), and the Iowa DOT has chosen to enter into this Memorandum of Agreement (hereafter “MOA”) to fulfill its project obligations; and

WHEREAS, the FHWA has determined that this undertaking will have an adverse effect on the Hinton Business Corner Historic District (75-00804), the Haas-Shuenk Hardware building (75-00789), and the Bank of Hinton building (75-00790) which have been determined eligible for listing on the National Register of Historic Places, and have consulted with the Iowa State Historic Preservation Officer (SHPO) pursuant to 36 CFR § 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, in accordance with 36 CFR§ 800.2(c) the FHWA has identified and consulted with federally recognized Tribes and Nations that may attach cultural or religious significance on Historic Properties (hereafter “Tribes”) and the list of Tribes is set forth in Appendix B, and has invited the Tribes to sign this MOA as concurring parties; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, the FHWA, the SHPO, and the Iowa DOT agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

STIPULATIONS

- I. The Iowa DOT shall fund a mural displaying the Hinton Business Corner historic district (75-00804) on the east wall of 109 W Main Street, or other nearby location with accompanying interpretive materials (i.e. panel/signage/materials/infographics, etc.). A minimum of one mural measuring 6 x 10 feet, and three panels shall be completed. The mural and panels shall focus on the period of significance defined for this historic district.
- II. The Iowa DOT shall ensure that all interpretive signage work pursuant to this agreement is carried out by or under the direct supervision of a Secretary of the Interior qualified historian and/or architectural historian (48 FR 44738-9). The Iowa DOT shall provide a draft of the mural concept and accompanying interpretive materials to the SHPO for review and comment. The SHPO shall review and provide comments to the Iowa DOT within thirty (30) calendar days of receipt of the draft interpretive materials. After the SHPO review, the materials shall be considered final.
- III. The Iowa Code protects all human burials in the state of Iowa. Ancient remains are protected under Chapter 263B, 523I.316(6), and 716.5 of the Iowa Code. The Iowa DOT shall ensure the *Treatment of Human Remains* procedures located in the 2018 Section 106 Programmatic Agreement for Federal Aid Highway Program in Iowa shall be followed upon the *unlikely* event that human remains are discovered during construction.
- IV. If post-review discoveries (architectural remains, archaeological features, artifacts, etc.) are identified (e.g. under pavement or structures), the Iowa DOT shall ensure the *Post-Review Discoveries* procedures located in the 2018 Section 106 Programmatic Agreement for Federal Aid Highway Program in Iowa shall be followed upon the *unlikely* event of that historic resources are discovered during construction.
- V. Duration - This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VIII below.
- VI. Monitoring and Reporting - Each year following the execution of the MOA, in January, until it expires or is terminated, the Iowa DOT shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. The report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in the FHWA's efforts to carry out the terms of this MOA.
- VII. Dispute Resolution - Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with such party to resolve the objection. If the FHWA determines that such objection cannot be resolved, the FHWA will:
 - A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice

or comments regarding the dispute from the ACHP, signatories, and concurring parties, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

C. The FHWA's responsibilities to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VIII. Amendments - This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

IX. Termination - If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated, and prior to work continuing on the undertaking, the FHWA must either (a) execute a MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA, the SHPO, and the Iowa DOT, and implementation of its terms is evidence that the FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment. This agreement is binding upon the signatories hereto not as individuals, but solely in their capacity as officials of their respective organizations and acknowledges proper action of each organization to enter into the same.

MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE IOWA STATE HISTORIC PRESERVATION OFFICER, AND THE IOWA
DEPARTMENT OF TRANSPORTATION
REGARDING THE US 75 RECONSTRUCTION PROJECT, HINTON,
PLYMOUTH COUNTY, IOWA;

IOWA SHPO REVIEW AND COMPLIANCE NO. 220275682
IOWA DOT PROJECT NO. NHSX-075-2(116)--3H-75

SIGNATORY: FEDERAL HIGHWAY ADMINISTRATION – IOWA DIVISION

Mike LaPietra, Environment and Realty Manager

Date

MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE IOWA STATE HISTORIC PRESERVATION OFFICER, AND THE IOWA
DEPARTMENT OF TRANSPORTATION
REGARDING THE US 75 RECONSTRUCTION PROJECT, HINTON,
PLYMOUTH COUNTY, IOWA;

IOWA SHPO REVIEW AND COMPLIANCE NO. 220275682
IOWA DOT PROJECT NO. NHSX-075-2(116)--3H-75

SIGNATORY: IOWA STATE HISTORIC PRESERVATION OFFICER (SHPO)

Heather Gibb, State Historic Preservation Officer

Date

MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE IOWA STATE HISTORIC PRESERVATION OFFICER, AND THE IOWA
DEPARTMENT OF TRANSPORTATION
REGARDING THE US 75 RECONSTRUCTION PROJECT, HINTON,
PLYMOUTH COUNTY, IOWA;

IOWA SHPO REVIEW AND COMPLIANCE NO. 220275682
IOWA DOT PROJECT NO. NHSX-075-2(116)--3H-75

SIGNATORY: IOWA DEPARTMENT OF TRANSPORTATION (IOWA DOT)

Angela L. Poole, Director, Location and Environment Bureau

Date

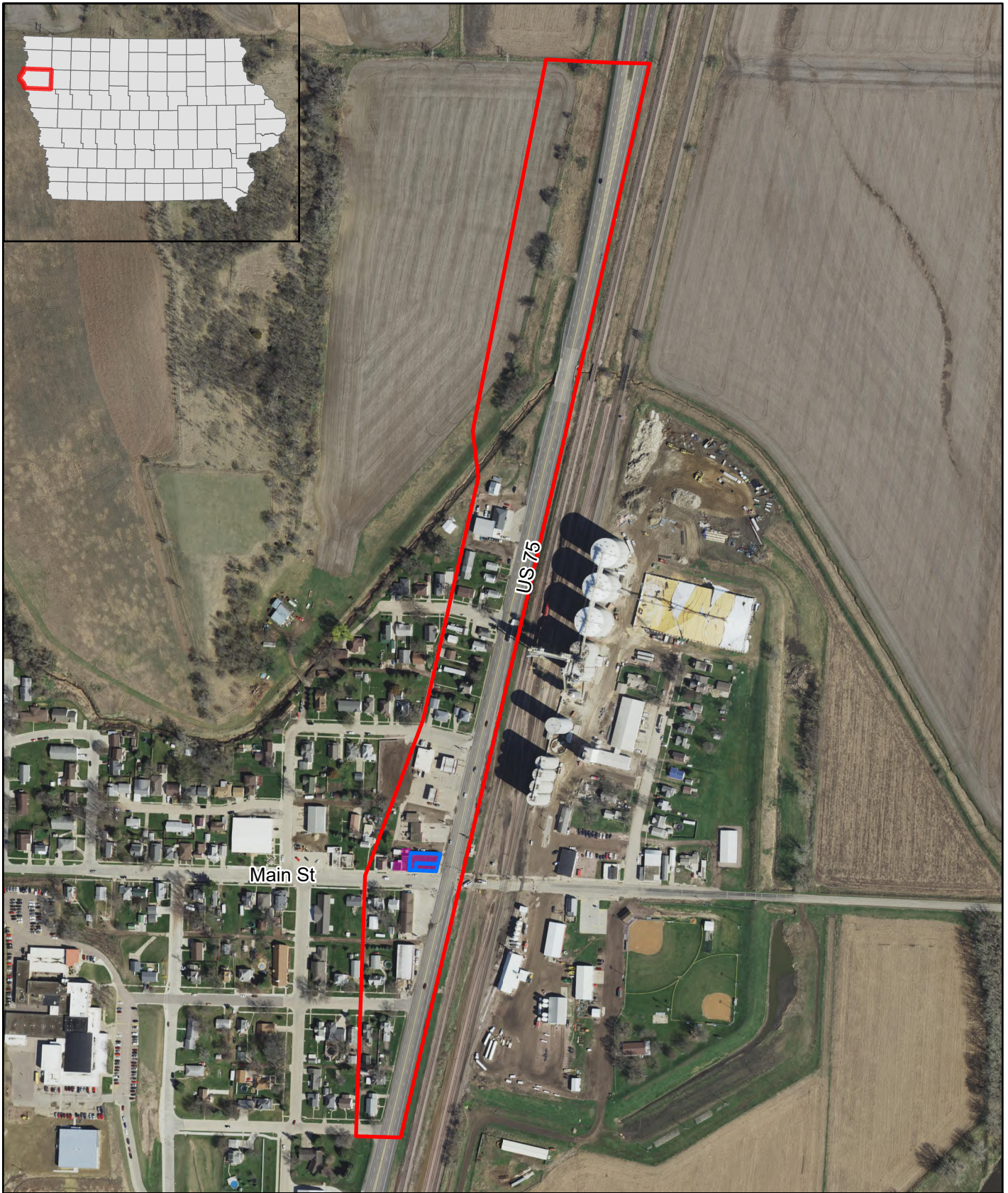
Appendix A

Area of Potential Effects

Draft Memorandum of Agreement

R&C# 220275682

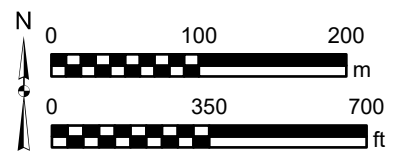
Hinton Business Corner (75-00804), Haas-Shuenk Hardware (75-00789), and Bank of Hinton (75-00790)
Hinton, Plymouth County, Iowa



IOWA | DOT

Figure 1
NHSX-075-2(116)--3H-75
Hinton, Plymouth County, Iowa

 APE Historic Properties
 Historic District



Appendix B
List of Tribes/Nations

Flandreau Santee Sioux Tribe
Iowa Tribe of Kansas and Nebraska
Iowa Tribe of Oklahoma
Omaha Tribe of Nebraska
Otoe-Missouria Tribe
Pawnee Nation of Oklahoma
Peoria Tribe of Indians of Oklahoma
Ponca Tribe of Nebraska
Prairie Band Potawatomi Nation
Prairie Island Indian Community
Sac and Fox Nation of Oklahoma
Sac and Fox Tribe of the Mississippi in Iowa (Meskwaki Nation)
Santee Sioux Nation
Sisseton-Wahpeton Oyate
Spirit Lake Tribe
Three Affiliated Tribes - Mandan, Hidatsa, & Arikara
Upper Sioux Community
Yankton Sioux Tribe

Agency and Tribal Coordination

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Agency Coordination

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Cahill, Chas

From: McCauley, Julie <jmccaul@dhs.state.ia.us>
Sent: Friday, November 18, 2022 1:45 PM
To: Cahill, Chas
Subject: RE: Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon Chas,

On behalf of Director Kelly Garcia and our Executive Team here at the Department of Health and Human Services, we have no comments to submit.

Thank you,

Julie McCauley

Senior Executive Assistant to Director Kelly Garcia
Iowa Department of Health and Human Services

o. 515-281-5452
jmccaul@hhs.state.ia.us

STATE OF IOWA DEPARTMENT OF
Health AND Human
SERVICES

From: Cahill, Chas <Chas.Cahill@iowadot.us>
Sent: Friday, November 18, 2022 11:50 AM
To: Director Department of Human Services <director@dhs.state.ia.us>
Subject: Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75

CAUTION: This email originated from outside the Department of Health and Human Services. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Director Garcia:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation, is initiating a Location Study for Reconstruction of U.S. Highway 75 (US 75) in Hinton. The study will include NEPA activities to determine the NEPA class of action.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's area of expertise. The comments and material you supply will be used to determine if the proposed improvements may have impacts that warrant further consideration and are

consistent with future long-term development plans within the study corridor. Your comments will be incorporated into the environmental planning process and study document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed roadway improvement. To remain on schedule a response would be appreciated within 30 days of receipt of this letter. If you have any questions about the project please contact Gary Harris at 515-239-1459 or by email at gary.harris@dot.iowa.gov.

Sincerely,



CHAS CAHILL

TRANSPORTATION PLANNER I; NEPA DOCUMENT MANAGER
LOCATION & ENVIRONMENT BUREAU | NEPA

Chas.cahill@iowadot.us

 Iowa Department of Transportation

Office: 515-239-1251

 @iowadot

 @iowadot

Enclosures:

Project Description

Map of Project Limits

cc:

Mike LaPietra, FHWA

Cahill, Chas

From: Doyle, Gerri (FTA) <gerri.doyle@dot.gov>
Sent: Monday, November 21, 2022 12:31 PM
To: Cahill, Chas
Cc: Monroe, Cathy (FTA)
Subject: Hinton US 75 Project

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon, Chas – Thank you for the information on the US 75 Project. At this time, I don't have any comments on your project description or project area. Please add me as the contact for this study in your database. Thank you, Gerri

Gerri Doyle
Environmental Protection Specialist
Federal Transit Administration – Region VII
901 Locust, Suite 404
Kansas City, MO 64106
816-329-3928
Gerri.Doyle@dot.gov

Cahill, Chas

From: Moench, Kathleen <kathleen.moench@dnr.iowa.gov>
Sent: Monday, November 21, 2022 11:36 AM
To: Cahill, Chas
Subject: Re: Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75

Follow Up Flag: Follow up
Flag Status: Flagged

Chas,

This note is In response to your request for information on potential impacts of the reconstruction and improvements to a segment of US Hwy 75 near and through the City of Hinton, Plymouth County, Iowa. My review deals mainly with recreational programs/grants awarded to cities, counties and private organizations through the Resource Enhancement and Protection Fund, Federal Land & Water Conservation Fund, Water Recreation Access Program, Wildlife & Fish Habitat Programs, Low Head Dam Program, and Water Trails Development Program.

After review of the above-mentioned program awards within the city and county, it does not appear that there are any state or federal program conflicts within the area of potential effect. Your early coordination process is very helpful to our office and the National Park Service as we are both responsible for ensuring projects remain in outdoor recreation.

If our department or the Park Service discovers a potential conflict with the bypass project, we will be in contact with your office right away. If you have any questions, I can be reached at 515-725-8213.

Kathleen Moench | Executive Officer

Iowa Department of Natural Resources

502 E. 9th St., Des Moines, IA 50319

C 515-210-3013 | F 515-725-8202

On Fri, Nov 18, 2022 at 11:50 AM Cahill, Chas <Chas.Cahill@iowadot.us> wrote:

Ms. Moench:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation, is initiating a Location Study for Reconstruction of U.S. Highway 75 (US 75) in Hinton. The study will include NEPA activities to determine the NEPA class of action.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's area of expertise. The comments and material you supply will be used to determine if the proposed improvements may have impacts that warrant further consideration and are consistent with future long-term development plans within the study corridor. Your comments will be incorporated into the environmental planning process and study document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed roadway improvement. To remain on schedule a response would be appreciated within 30 days of receipt of this letter. If you have any questions about the project please contact Gary Harris at 515-239-1459 or by email at gary.harris@dot.iowa.gov.

Sincerely,



CHAS CAHILL

TRANSPORTATION PLANNER I; NEPA DOCUMENT MANAGER

LOCATION & ENVIRONMENT BUREAU | NEPA

Chas.cahill@iowadot.us

 Iowa Department of Transportation

Office: 515-239-1251

 @iowadot

 @iowadot

Enclosures:

Project Description

Map of Project Limits

cc:

Mike LaPietra, FHWA

Cahill, Chas

From: Schwake, Christine <christine.schwake@dnr.iowa.gov>
Sent: Monday, November 21, 2022 10:08 AM
To: Cahill, Chas
Subject: Re: Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Cahill,

This is in response to your November 18, 2022 email concerning the Location Study for Reconstruction of U.S. Highway 75 in Hinton, Iowa (NHSX-075-2(116)-3H-75). Thank you for requesting comments regarding Section 401 Water Quality Certification.

I have no comments regarding the proposed project.

If you have any questions regarding the Section 401 Water Quality Certification as you proceed with the project, please contact me at the address shown below or call (515) 954-0586.

Thanks, Chris

On Fri, Nov 18, 2022 at 11:49 AM Cahill, Chas <Chas.Cahill@iowadot.us> wrote:

Ms. Schwake:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation, is initiating a Location Study for Reconstruction of U.S. Highway 75 (US 75) in Hinton. The study will include NEPA activities to determine the NEPA class of action.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's area of expertise. The comments and material you supply will be used to determine if the proposed improvements may have impacts that warrant further consideration and are consistent with future long-term development plans within the study corridor. Your comments will be incorporated into the environmental planning process and study document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed roadway improvement. To remain on schedule a response would be appreciated within 30 days of receipt of this letter. If you have any questions about the project please contact Gary Harris at 515-239-1459 or by email at gary.harris@dot.iowa.gov.

Sincerely,



CHAS CAHILL

TRANSPORTATION PLANNER I; NEPA DOCUMENT MANAGER

LOCATION & ENVIRONMENT BUREAU | NEPA

Chas.cahill@iowadot.us

 Iowa Department of Transportation

Office: 515-239-1251

 @iowadot

 @iowadot

Enclosures:

Project Description

Map of Project Limits

cc:

Mike LaPietra, FHWA

--



Christine Schwake • Environmental Specialist

Water Quality Bureau

Iowa Department of Natural Resources

P 515-954-0586

502 E 9th St, Des Moines, IA 50319

PLEASE NOTE, MY PHONE NUMBER HAS CHANGED



Cahill, Chas

From: Tener, Scott (FAA) <scott.tener@faa.gov>
Sent: Tuesday, November 22, 2022 3:04 PM
To: Cahill, Chas
Subject: RE: Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75

Follow Up Flag: Follow up
Flag Status: Flagged

We appreciate the opportunity to comment on the proposed environmental evaluation. We generally do not provide comments from an environmental perspective.

Airspace Considerations

The project may require formal notice and review for airspace considerations under 14 CFR Part 77, Safe, Efficient Use, and Preservation of the 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.

Several items may need to be checked such as any changes in ground elevation, structures, towers, poles, objects, and temporary construction equipment that exceed the notice criteria. For projects involving long routes, multiple locations will need to be checked.

If after using the tool, you determine that filing with FAA is required, we 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
Environmental Specialist

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/>

From: Cahill, Chas <Chas.Cahill@iowadot.us>
Sent: Friday, November 18, 2022 11:47 AM
To: Tener, Scott (FAA) <scott.tener@faa.gov>
Subject: Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75

Mr. Tener:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation, is initiating a Location Study for

Reconstruction of U.S. Highway 75 (US 75) in Hinton. The study will include NEPA activities to determine the NEPA class of action.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's area of expertise. The comments and material you supply will be used to determine if the proposed improvements may have impacts that warrant further consideration and are consistent with future long-term development plans within the study corridor. Your comments will be incorporated into the environmental planning process and study document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed roadway improvement. To remain on schedule a response would be appreciated within 30 days of receipt of this letter. If you have any questions about the project please contact Gary Harris at 515-239-1459 or by email at gary.harris@dot.iowa.gov.

Sincerely,



CHAS CAHILL

TRANSPORTATION PLANNER I; NEPA DOCUMENT MANAGER
LOCATION & ENVIRONMENT BUREAU | NEPA

Chas.cahill@iowadot.us

 Iowa Department of Transportation

Office: 515-239-1251

 @iowadot

 @iowadot

Enclosures:

Project Description

Map of Project Limits

cc:

Mike LaPietra, FHWA

Cahill, Chas

From: MWRO Compliance, NPS <MWRO_Compliance@nps.gov>
Sent: Monday, December 5, 2022 8:55 AM
To: Cahill, Chas
Subject: Fw: [EXTERNAL] Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75
Attachments: Hinton US 75 Project Description.pdf; Hinton US 75 Project Study Area.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Hi Iowa DOT NEPA planners,

The National Park Service Midwest Regional Office (MWRO) has reviewed the correspondence concerning the Hinton US 75 project and has determined that this project is not in the proximity of any National Park Service unit or related area.

To determine if a project is near or could potentially impact access to a unit of the National Park System, please see the following map (zoom in to project location): [Find a Park \(U.S. National Park Service\) \(nps.gov\)](#).

A list of units and designated related areas of the National Park Service can be found here: [National Park System Units and Related Areas \(nps.gov\)](#)

The NPS also administers the National Natural Landmarks Program in coordination with other federal agencies and private entities. A map of these locations can be found here: [National Natural Landmarks Directory \(nps.gov\)](#)

Thank you for your assistance in helping to expedite the review and coordination process.

Regards,

MWRO Compliance Team
Midwest Region (Interior Regions 3/4/5)
mwro_compliance@nps.gov

From: Gabriel, Christine <christine_gabriel@nps.gov>
Sent: Friday, November 18, 2022 12:55 PM
To: MWRO Compliance, NPS <MWRO_Compliance@nps.gov>
Subject: Fw: [EXTERNAL] Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75

From: Cahill, Chas <Chas.Cahill@iowadot.us>
Sent: Friday, November 18, 2022 11:47 AM

To: Gabriel, Christine <christine_gabriel@nps.gov>

Subject: [EXTERNAL] Location Study for Reconstruction of U.S. Highway 75 in Hinton - NHSX-075-2(116)--3H-75

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Ms. Gabriel:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation, is initiating a Location Study for Reconstruction of U.S. Highway 75 (US 75) in Hinton. The study will include NEPA activities to determine the NEPA class of action.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's area of expertise. The comments and material you supply will be used to determine if the proposed improvements may have impacts that warrant further consideration and are consistent with future long-term development plans within the study corridor. Your comments will be incorporated into the environmental planning process and study document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed roadway improvement. To remain on schedule a response would be appreciated within 30 days of receipt of this letter. If you have any questions about the project please contact Gary Harris at 515-239-1459 or by email at gary.harris@dot.iowa.gov.

Sincerely,



CHAS CAHILL

TRANSPORTATION PLANNER I; NEPA DOCUMENT MANAGER
LOCATION & ENVIRONMENT BUREAU | NEPA

Chas.cahill@iowadot.us

 Iowa Department of Transportation

Office: 515-239-1251

 @iowadot

 @iowadot

Enclosures:

Project Description

Map of Project Limits

cc:

Mike LaPietra, FHWA

February 21, 2022

Iowa DOT Project: NHSX-075-2(116)--3H-75
Iowa SHPO R&C: 20220275682 (5/13/2022)

Ms. Sara André
State Historic Preservation Office
600 East Locust
Des Moines, IA 50319

RE: Reconstruction of US 75 - Hinton; Intensive Architectural Survey, Plymouth County, Iowa [T90N-R46W Sections 8 & 9]; **No Determination**

Dear Sara,

Consultation works best when it starts early, and we anticipate multiple reviews over the life of this project. The Iowa DOT and the City of Hinton are currently developing alternatives to improve traffic conditions in and near US 75 at Hinton. While we are very early in considering the scope of this project, we decided to proceed with an intensive architectural survey to help us understand a future range of alternatives.

Enclosed for your review and comment is the intensive architectural survey. 51 properties were included in the study area, of which 34 were historic in age. Table 1 below identifies the properties identified as contributing, individually eligible and/or needs more research. Our consultant has recommended these five addresses as either eligible or contributing to a historic district. The degree of historic integrity associated with this small district is high. We agree with the recommendations offered. We request your concurrence with the findings of this investigation, which will allow us to fully consider next steps in the development process.

Table 1 – Eligible Structures

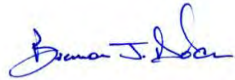
Site Inventory	Address	Notes	NRHP Status
75-00789	103/105 N Floyd Ave	Haas-Shuenk Hardware	Contributing only
75-00790	101 W Main St	Bank of Hinton	Individually eligible, needs more research
75-00791	109 W Main St	Fire Dept. / City Hall	Individually eligible
75-00792	111 W Main St	Levin's Barbershop	Individually eligible, needs more research
75-00804	W Main and Floyd Ave	Hinton Business Corner	Eligible, historic district

Obviously, at this time it is too early to speculate on our project determination of effect, and as we continue to work through the process, we will keep your office and other stakeholders involved. Consultation with the Plymouth County Historical Museum has been issued, per 36CFR800.3(f) we are requesting your input regarding other potential consulting parties.

As with any Iowa Department of Transportation project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease and the Location and Environment Bureau shall be contacted immediately.

If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@iowadot.us.

Sincerely,



Brennan J. Dolan, RPA 16260
Cultural Resources Team Lead

Cc: Shane Tymkowicz – Assistant District 3 Engineer
Gary Harris – Location Engineer
DeeAnn Newell – NEPA Team Lead
Brian Goss/Paul Knievel – HDR
Derek Lee – Bear Creek Archeology
Libby Wielenga – Architectural Historian

Concur: _____ Date: _____

SHPO Historian

Comments:

Dolan, Brennan

From: noreply@salesforce.com on behalf of Sara Andre <sara.andre@iowa.gov>
Sent: Friday, May 13, 2022 2:11 PM
To: Dolan, Brennan
Cc: penny.wilcoxson@iowa.gov; Higginbottom, Daniel [DCA]; shpo106@iowa.gov; MICHAEL LaPietra
Subject: R&C 220275682 - FHWA - Plymouth - Reconstruction of US 75 - Hinton - Intensive survey; 34 historic age; 5 eligible/contributing/need research = 1 commercial historic district

We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 220275682 - FHWA - Plymouth - Reconstruction of US 75 - Hinton - Intensive survey; 34 historic age; 5 eligible/contributing/need research = 1 commercial historic district

- Thank you for the submission of the intensive level survey for the above-noted project.
- Regarding the findings of eligibility, we with concur with IDOT/FHWA's recommendations:
 - 75-00789 103/105 N. Floyd Ave - eligible
 - 75-00790 101 W. Main St. - eligible
 - 75-00791 109 W. Main St. - eligible
 - 75-00792 111 W. Main St. - eligible
 - 75-00804 W. Main & Floyd Ave - eligible, historic district
- We look forward to continuing consultation with you on this project. As always, we appreciate the "early and often" consultation with IDOT on Section 106 projects.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Kind regards,

Sara André
Architectural Historian
State Historic Preservation Office
sara.andre@iowa.gov | 515-242-6157 | iowaculture.gov

Iowa Arts Council | Produce Iowa | State Historical Society of Iowa

Iowa Department of Cultural Affairs



February 20, 2023

Iowa DOT Project: NHSX-075-2(116)--3H-75
Iowa SHPO R&C: 20220275682

Mr. Dan Higginbottom
State Historic Preservation Office
600 East Locust
Des Moines, IA 50319

RE: Reconstruction of US 75 - Hinton; Phase I Archaeological Survey, Plymouth County, Iowa;
No Determination

Dear Dan,

We previously consulted on this project in February of 2022 in regard to the intensive architectural survey. Attached is the Phase I archaeological investigation for this project. The Iowa DOT and the City of Hinton are currently reviewing alternatives to improve traffic conditions in and near US 75 at Hinton. While we are still early in considering the scope of this project, we decided to proceed with a Phase I archaeological survey to help us understand the potential cultural resources impacts for the range of alternatives. The enclosed investigation surveyed a total of 5.7 ac (2.3 ha).

The archaeological investigation consisted of an archival and site records search, soils and geomorphology assessment, walkover survey, and auger testing ($n = 40$). The geomorphology assessment identified portions of the project area to be highly disturbed due to channelization, road construction, the installation of artificial levees, and buried utilities. However, intact Roberts Creek member soils were identified within the agricultural field. Auger testing of the intact soil packages did not identify any cultural materials or features. No archaeological or historical materials/deposits were identified during the walkover survey or subsurface testing. As a result of this field effort no further archaeological investigation is recommended for this project.

At this time, it is too early to speculate on our project determination of effect, and as we continue to work through the process, we will keep your office and other stakeholders involved. As with any Iowa Department of Transportation project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease, and the Location and Environment Bureau shall be contacted immediately. If you have any questions, please contact me at (515) 233-7820 or janee.becker@iowadot.us.

Sincerely,



Janee Becker
Cultural Resources Manager/Archaeologist

Cc: Tribes/Nations - Plymouth County Interest
Jessica Felix - District 3 Engineer
Shane Tymkowicz – Assistant District 3 Engineer
Gary Harris – Location Engineer
DeeAnn Newell – NEPA Team Lead
Brian Goss/Paul Knievel – HDR
Derek Lee – Bear Creek Archeology

Concur: see concurrence email Date: 02/22/2023
SHPO Archaeologist

Comments:

Becker, Janee

From: noreply@salesforce.com on behalf of Daniel Higginbottom <daniel.higginbottom@iowa.gov>
Sent: Wednesday, February 22, 2023 8:31 AM
To: Becker, Janee; derek@bearcreekarcheology.com; shpo106@iowa.gov
Subject: R&C 220275682-FHWA-Plymouth-Hinton-NHSX-075-2(116)--3H-75; Reconstruction of US 75-Phase I Archaeological Survey [BCA 3163]

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February 22, 2023

R&C 220275682-FHWA-Plymouth-Hinton-NHSX-075-2(116)--3H-75; Reconstruction of US 75-Phase I Archaeological Survey [BCA 3163]

Janee-

We have received a copy of the report prepared by Bear Creek Archaeology [BCA 3161] and find that the survey and report are consistent with best practices advocated by the Association of Iowa Archaeologists in their *Guidelines for Archaeological Investigations in Iowa [2022]*.

We look forward to receiving additional information in the near futures.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Daniel K. Higginbottom, Archaeologist

Iowa State Historic Preservation Office



From: [Sara Andre](#)
To: [Dolan, Brennan](#)
Cc: daniel.higginbottom@iowaeda.com; shpo106@iowaeda.com
Subject: R&C 220275682 - FHWA - Plymouth - US 75 Reconstruction
Date: Monday, October 30, 2023 5:09:34 PM

CAUTION:

This email originated from outside the Iowa Department of Transportation.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have received your submittal for the above referenced forth-coming federal undertaking. We provide the following response in response to your request for technical assistance.

R&C 220275682 - FHWA - Plymouth - US 75 Reconstruction - Sara - per our discussion - here are the project documents we chatted about on 9/30/23

- Thank you for the opportunity to discuss and review options regarding the historic buildings in Hinton.
- It appears that there is an eligible historic district comprised of several historic buildings.
- As we move through the consultation process, we look forward to receiving further information regarding historic resources, the undertaking, etc.
- Feel free to contact me if you have any questions.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Sara André
Architectural Historian/Historic Preservation Specialist
State Historic Preservation Office
Pronouns: She/Her/Hers
sara.andre@iowaeda.com | +1 (515) 348-6286 | culture.iowaeda.com/shpo

Iowa Economic Development Authority 

December 10, 2024

Ref. NHSX-075-2(116)--3H-75
Primary System
Plymouth Counties
R&C: 20220275682

Mr. Branden Scott
Ms. Sara André
State Historic Preservation Office
1963 Bell Avenue, Suite 200
Des Moines, Iowa 50315

RE: Adverse Effect Determination for the Proposed Reconstruction of US 75 in Hinton, NHSX-075-2(116)--3H-75, [Sec 8 and 9; T90N-R46W], Plymouth County, Iowa; **Adverse Effect**

Dear Branden and Sara:

We previously consulted on this project in 2022 and 2023, in regard to the intensive architectural survey, Phase I archaeological survey, and the potential relocation of the Hinton Business Corner (75-00804). Over this course of time, in partnership with the City of Hinton, FHWA Iowa Division, and your office, the Iowa DOT has worked to develop alternatives in an attempt to avoid adverse effects to the Hinton Business Corner (75-00804) and its contributing buildings. As you know, and has been shared with your office we worked hard in an attempt to find creative ways to keep the Hinton business Corner (75-00804) intact, which included an extensive structural analysis. The results of our alternatives analysis and structural assessment of the historic district have led to the selection of Alternative C (see attached maps), which includes the demolition of the Bank of Hinton (75-00790) and Haas-Shuenk Hardware (75-00789). The reason for this selection largely hinges on the poor structural condition of Haas-Shuenk Hardware (75-00789) that prohibits the ability to move the historic district as a whole and the location of several railroad lines directly east of US 75, which prohibits the shifting of the roadway away from the historic district.

Hinton Business Corner (75-00804)

In 2022, the intensive architectural survey (Wielenga 2022) identified the Hinton Business Corner (75-00804) as an eligible for the National Register of Historic Places (NRHP) historic district. Contributing elements to this district include: Haas-Shuenk Hardware (75-00789), Bank of Hinton (75-00790), Hinton Fire Department and City Hall/Municipal Pump House (75-00791), and Levin's Barbershop (75-00792). All properties except Haas-Shuenk Hardware (75-00789) were also evaluated as individually eligible for the NRHP. Throughout 2022 and 2023, the Iowa DOT explored the option of moving and relocating the entirety of the Hinton Business Corner (75-00804) to just west of its current location in consultation with your office. However, after the buildings were assessed for their structural integrity and the potential to be moved from their current location, Haas-Shuenk Hardware (75-00789) was determined to be too structurally deficient to relocate. In consultation with your office, it was determined that if the entirety of the historic district could not be moved, it would be considered an adverse effect to the district. Based on these discussions, the preferred alternative will adversely affect Hinton Business Corner (75-00804), Haas-Shuenk Hardware (75-00789), and Bank of Hinton (75-00790). The remainder of the district will remain in place and to avoid inadvertent effects to these properties we anticipate the use of our avoidance protocols including pre-construction meetings with the contractors and vibration monitoring of historic structures.

Following your review and concurrence, we will be working through an **Adverse Effect** scenario and the mitigation process under the NRHP (36 CFR 800.5-6), for the following three properties: Hinton Business Corner (75-00804), Haas-Shuenk

Hardware (75-00789), and Bank of Hinton (75-00790). Next steps will be to notify stakeholders (including ACHP), formalize mitigation of these historic properties, and review a draft memorandum of agreement. If you concur with this approach, please sign below and add any comments that you may have. We anticipate continued consultation with Tribes/Nations with interest in Plymouth County. Per 36CFR800.3(f), we are requesting your input regarding other potential consulting parties. If you have any questions, please contact me at (515) 233-7820 or janee.becker@iowadot.us.

Sincerely,



Janee Becker
Cultural Resources Manager/Archaeologist

cc: Tribes/Nations - Plymouth County Interest
Jessica Felix - District 3 Engineer
Shane Tymkowicz – Assistant District 3 Engineer
Gary Harris – Location Engineer
DeeAnn Newell – NEPA Team Lead
Brian Goss/Paul Knievel – HDR

Concur: See Concurrence Email Date: 12/27/2024
SHPO Archaeologist

Concur: See Concurrence Email Date: 12/27/2024
SHPO Architectural Historian

Comments:

From: sara.andre@email.iowaeda.com
To: [Becker, Janee](#)
Cc: shpo106@iowa.gov; branden.scott@iowaeda.com
Subject: R&C 220275682 - 00043977 - FHWA - Plymouth - NHSX-075-2(116)--3H-75; Reconstruction of US 75 - Hinton
Date: Friday, December 27, 2024 2:05:58 PM

CAUTION:

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We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 220275682 - 00043977 - FHWA - Plymouth - NHSX-075-2(116)--3H-75; Reconstruction of US 75 - Hinton - Reconstruction of US 75; In coordination with the City of Hinton and FHWA Iowa Division, the Iowa DOT has chosen Alternative C as the preferred alternative.

- We concur with the federal agency and/or their designated representative (Adverse Effect)
- We agree with the eligibility recommendations and find that following are eligible for listing in the National Register of Historic Places:
 - Hinton Business Corner Historic District (75-00804)
 - Haas-Shuenk Hardware, 103/105 W. Main St. (75-000789), contributing to Hinton Business Corner HD
 - Bank of Hinton, 101 W. Main St. (75-000790), individually eligible and contributing to Hinton Business Corner HD.
 - Fire Department/City Hall, 109 W. Main St. (75-000791), individually eligible and contributing to Hinton Business Corner HD.
 - Levin's Barbershop, 111 W. Main St. (75-000792), individually eligible and contributing to Hinton Business Corner HD.
- We look forward to continuing consultation with you and other interested parties as we move through the MOA process.
- The case in ESHPO will be returned to you for continuing consultation.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Sara André
Review and Compliance Coordinator - Deputy State Historic Preservation Officer
State Historic Preservation Office
Pronouns: She/Her/Hers
sara.andre@iowaeda.com | +1 (515) 348-6286 | culture.iowaeda.com/shpo

Iowa Economic Development Authority 

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Tribal Coordination

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Form 536002 04/15

Tribal Notification Form
To: Prairie Band Potawatomi Nation

Date <u>02/21/2023</u>	IA DOT contact <u>Jane Becker</u>
IADOT project # <u>NHSX-075-2(116)--3H-75</u>	Phone # <u>515-233-7820</u>
Location <u>S of W Grover St to N of Maple St in Hinton</u>	E-mail <u>jane.becker@iowadot.us</u>
Description <u>Unknown Pavement - Grade and Replace</u>	

Type of Project (see map)

VERY SMALL - Disturb less than 12-inch depth (<i>plow zone</i>)	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 -

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

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

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

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

Affected National Register Properties

Investigating avoidance or minimizing harm options	Protected
Avoided	National Register Evaluation

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

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

Name <u>Tara Mitchell</u>	City, Zip Code <u>Mayetta KS 66509</u>
Street Address <u>16281 Qrd</u>	
Phone <u>785 966 3984</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 have no objections 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

Name	Tribe or Nation <u>Prairie Band Potawatomi</u>	Date <u>3-31-23</u>
------	--	---------------------

(Comments continued on back)

**Spirit Lake Tribe
Tribal Historic Preservation Office
PO Box 359
Fort Totten, ND 58335**

To: JANE BECKER
Date: FEBRUARY 28, 2023
Project: NHSX-075-2(116)—3H-75
LTR.#: THPO-SLT-340

FINDING OF NO EFFECT – While there are cultural resources in the vicinity of the proposed undertaking - no cultural resources should be adversely affected by your proposed undertaking. If cultural materials are discovered during construction please notify the Tribal Historic Preservation Office.

Under the authority of Section 106 of the National Historic Preservation Act of 1966 and in accordance with 36CFR800.2A4, after reviewing the materials you gave us for the project, the Spirit Lake Tribal Historic Preservation Department finds there should be no effect by the proposed undertaking on cultural resources.

The proposed undertaking is near known and documented cultural resources. Many of these resources are Native American sites. The vicinity of the project is significant to the Mini Wakan Oyate – Spirit Lake Tribe (People of Spirit Waters). For millennia, the Mini Wakan Oyate have cekiya (prayed), gathered phezuta (medicines), and eti (camped) the surrounding vicinity. Since the area around the project was **HEAVILY** utilized in prehistoric times, it is particularly important for the construction to remain in the areas designated in the archaeological survey. No further cultural resource work is necessary for this project as long as the areas outlined are adhered to. If additional work is necessary outside the areas designated, please notify our department and we can make the necessary arrangements.

Please be aware though, because cultural inventories are done at different times of the year and under different circumstances there can be variations in the



**Spirit Lake Tribe
Tribal Historic Preservation Office
PO Box 359
Fort Totten, ND 58335**

effectiveness of pedestrian surveys. At times, certain resources are not visible. For instance, medicinal plants, some very significant to the ongoing traditions and lifeway of the Spirit Lake people, may only be seen in the spring or summer of the year. Other times, the grass is too deep for certain features or artifacts to be located through pedestrian surveys. With this in mind, we recommend that cultural resources not be forgotten with this letter of finding of no properties affected. **If resources are located during construction please halt activity and notify our office.**

Thank you for consulting with the Tribal Historic Preservation Office. If you have any questions please feel free to contact me at 701.381-2009, or Thpo@gondtc.com

Kenneth Graywater Jr., Director
SPIRIT LAKE TRIBE
Tribal Historic Preservation Office



Tribal Historic Preservation Office
Upper Sioux Community
5722 Travers Lane
Post Office Box 147
Granite Falls, MN 56241
320.564.3853
thpo@uppersiouxcommunity-nsn.gov



3/14/2023

Iowa DoT
Location and Environment Bureau
800 Lincoln Way
Ames, IA 50010

Subject: NHSX-075-2(116)--3H-75

Our office has reviewed the proposed project in Plymouth County, Hinton, Iowa.

This project is located in an area where the Dakota lived, prayed, hunted, gathered, battled, and buried our relatives.

Based on the information available to us at this time the Upper Sioux Community Tribal Historic Preservation Office finds no adverse effect to any known Tribal Cultural Properties. In the event that ground disturbance from this project inadvertently uncovers any human remains, funerary objects or artifacts established laws and regulations need to be followed and we should be notified immediately.

Thank you for following the Federal guidelines for 106 consultations.

Sincerely,

Cameron Stennes
Tribal Cultural Specialist
Upper Sioux Community

Per:

Tribal Historic Preservation Officer
samanthao@uppersiouxcommunity-nsn.gov

Becker, Janee

From: Mark Parker <mark.parker@theomahatribe.com>
Sent: Monday, March 20, 2023 2:49 PM
To: Becker, Janee
Cc: Jarell Grant
Subject: Reconstruction of US-75 - Hinton, Phase I Archaeological Survey, Plymouth County, Iowa

CAUTION:

This email originated from outside the Iowa Department of Transportation.

Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

We have received the phase I report on a project to reconstruct a section of US-75 by Hinton, Iowa. We appreciate the time and effort put into the survey by Bear Creek Archeology, Inc. and would like to concur with their recommendations. We do ask that if any tribal cultural resources were to be discovered at any point in the project, we be notified immediately for examination of the material. Thanks again for the chance to express or concerns in this matter.

Regards,

Mark Parker
THPO Cultural Resource Lead
The Omaha Tribe of Nebraska
(402) 837-5391 ext. 433
(402) 922-3147

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