

**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
and  
Individual Section 4(f)**

for the  
U.S. 75 IN HINTON PROJECT  
PLYMOUTH COUNTY, IOWA

Project Number: NHSX-075-2(116)--3H-75

The Federal Highway Administration (FHWA) has determined that this project will have no significant impact on the human and natural environment. This Finding of No Significant Impact (FONSI) and Individual Section 4(f) is based on the attached Environmental Assessment (EA), which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA and reflects the FHWA's expert judgment and documents the most important considerations required by the statute and within the applicable timeline and page limits; and that any considerations addressed briefly or left unaddressed were, in the Administration's judgment, comparatively unimportant.

**SEAN KEITH  
LITTERAL**

Digitally signed by SEAN KEITH  
LITTERAL  
Date: 2025.11.04 11:19:37  
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Date

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For FHWA

## Environmental Assessment Availability

Notification of the availability of the Environmental Assessment (EA), along with copies of the EA for the U.S. Highway 75 (U.S. 75) in Hinton Project (Project), was forwarded to federal, state, and local agencies on April 18, 2025. A notice of the public availability of the EA was placed on the Iowa Department of Transportation (Iowa DOT) website at <https://iowadot.gov/ole/NEPA-Compliance/NEPA-documents/US-75-Hinton-Reconstruction> on April 11, 2025. A legal notice of public availability of the EA was published in *The Hinton Times* on May 30, 2025, and a display ad advertising the notice of availability of the EA and public hearing was published in *The Hinton Times* on June 6, 2025.

This Finding of No Significant Impact (FONSI) document reflects consultation with the appropriate agencies to comply with environmental laws, executive orders, and related requirements. This FONSI describes when and how the requirements will be met.

## Description of the Proposed Action

Iowa DOT, in collaboration with the Federal Highway Administration (FHWA), proposes to reconstruct approximately 0.7 mile of U.S. 75 through Hinton, from south of Grover Street to north of Maple Street. Improvements include reconstruction of the U.S. 75 pavement and bridge to a four-lane divided highway, County Road 60 (C60)/Main Street at-grade rail crossing, side-street connections, traffic signals, lighting, and sidewalks.

## Review and Comment Period

A review and comment period was established for receipt of comments on the proposed action, with the comment period ending July 31, 2025. A public hearing was held for the Project at Hinton City Hall, Community Center on June 17, 2025.

## Agency Comments

The notice of availability for comment was sent to Agencies on April 18, 2025, with the comment period ending July 31, 2025. Two comments were received during that time, with neither requesting a response:

- The Advisory Council on Historic Preservation (Kasey Miller) responded on 4/28/25. The full text of this response is included in Appendix A of this FONSI.
- Department of the Interior, National Park Service (Courtney Hoover) responded on 7/28/25. The full text of this response is included in Appendix B of the Final Section 4(f) Statement.

## Ongoing Stakeholder Communication

### Railroad Coordination

On March 27, 2025, a field diagnostic meeting was held with representatives from Union Pacific Railroad, BNSF Railway, Central Valley Ag Coop, and the City of Hinton. Approximately nine people attended, along with staff from Iowa DOT and its consultant. The meeting was held at the northeast quadrant of the C60/Main Street crossing near the grain elevator and scales. Coordination involved final design considerations for the railroad crossing, pavement markings, existing crossing surface, and train speeds/volumes. In addition, coordination regarded the interconnection signalization and preemption systems to develop timing that would prevent vehicles from getting

trapped between the railroad tracks during train crossings and gate closures at the crossing with the C60/Main Street traffic signal. The attendees were also informed of next steps, the public hearing date, and future construction schedule.

### **Property Owner Communication**

Iowa DOT has received requests for early acquisition from property owners; coordination with these stakeholders is ongoing.

### **Public Hearing**

Iowa DOT provided direct mailing notifications about the public hearing and comment period for the EA to elected officials, tribal representatives, and other Project stakeholders on June 9, 2025. Notice of public availability of the EA for affected property owners was also published in *The Hinton Times* on May 30, 2025, and June 6, 2025. Physical copies of the EA were available for review at the Hinton Community Center (Hinton, Iowa), Iowa DOT – District 3 (Sioux City, Iowa), Iowa DOT (Ames, Iowa), and FHWA (Ames, Iowa).

The purpose of the public hearing, held June 17, 2025, at Hinton City Hall, Community Center, 205 W. Main Street, was to present the Proposed Alternative and gather feedback about the alternative and the completed EA. The hearing was conducted using a combined open forum and formal presentation format. The public was invited to attend anytime between 5:00 p.m. and 7:00 p.m. A formal presentation was given beginning at 5:30 p.m. and was followed by an open microphone question-and-answer session. The public met informally with Iowa DOT and consultant staff before and after the formal presentation. A virtual presentation of the meeting materials was also provided on Iowa DOT's website at <https://bit.ly/iowadotreg6668> and was available between June 17, 2025, and July 31, 2025. On June 10, 2025, the public hearing was advertised on Iowa DOT's website at <https://iowadot.gov/news/2025-06-10/tell-us-what-you-think-proposed-project-us-75-hinton-plymouth-county>.

There were 76 people who registered their in-person attendance at the public hearing at the Hinton City Hall, Community Center. The virtual public hearing site received 98 hits for virtual attendees, with 24 registering their virtual attendance. During the hearing at the Hinton City Hall, Community Center, the public had the opportunity to comment verbally or in writing. Nine attendees spoke and asked questions during the formal question-and-answer period. After the hearing, comments could be sent to Iowa DOT by contacting Sarah Tracy, District 3 Transportation Planner, via email or phone and through the Project website at <https://iowadot.gov/news/2025-06-10/tell-us-what-you-think-proposed-project-us-75-hinton-plymouth-county>.

Comments expressed during the open house portion of the hearing focused primarily on clarifying Project design elements, such as turning radius and raised medians, and addressing the traffic volume, queuing at the traffic signal at the railroad, access, and the potential acquisition of businesses and residents affected by the Project.

During the question and answer session after the formal presentation, more clarifying questions were asked regarding the list of topics above. A new question was asked regarding what the public can do if a train is blocking an intersection for an extended period of time. The following information is further detail to the answer that was given during the hearing:

- [Iowa Code 327G.32](#) prohibits a railroad from blocking a crossing for longer than 10 minutes, but also includes many exceptions that make issuing citations problematic and

seldom effective (<https://iowadot.gov/transportation-development/rail/report-problem/blocked-crossings>).

- If a train is blocking an intersection for an extended period of time, first locate the blue Emergency Notification System (ENS) sign at the crossing. This sign will include a 1-800 number along with the RR crossing identification, or you can report the incident online at <https://www.fra.dot.gov/blockedcrossings/>.

Written comments were received via comment forms at the meeting, mail, and email. The six comments received following the public hearing were primarily questions about specific property/business impacts and comments on the proposed design of the Project. The full list of verbatim written comments is provided in **Table 1**, along with Iowa DOT's responses.

**Table 1. Written Comments and Responses**

Date	Comment <sup>1</sup>	Response from Iowa DOT
06/17/25	What happens to property value of the houses that aren't removed. I will be walking out my front door with three kids to face / stare at a busy US 75 highway.	<p>Thank you for taking the time to send a comment regarding the project.</p> <p>It is impossible to predict what will happen to property values after project construction. The proposed alternative includes U.S. 75 to be expanded to the west by approximately 32 feet towards the Hinton Business Corner Historic District. I have included a map below where your property is marked with a gold star; it should give you a sense of how close you will be to the new proposed U.S. 75 which is shown in yellow highlighting. There are ongoing discussions regarding what the space between the roadway and your property will look like.</p> <p>Please feel free to contact me and I can keep you informed as we progress through the project's final design:  Sarah Tracy, P.E. Transportation Planner Iowa DOT District 3 Office 6409 Gordon Dr., Sioux City, IA 51106  Phone: 712-276-1451 Email: <a href="mailto:sarah.tracy@iowadot.us">sarah.tracy@iowadot.us</a></p>
06/18/25	We like the plan!	No response requested <sup>2</sup>
06/19/25	I approve and support IowaDOT's U.S. 75 in Hinton Project. The aspect that I love about IowaDOT's U.S. 75 in Hinton Project is that US-75 will be widened from 2 lanes to 4 lanes in each direction from south of Grover Street to North of Maple Street which will improve safety, reduce congestion, and improve freight mobility on US-75 in Plymouth County, IA.	No response requested <sup>2</sup>
06/24/25	I'm a school bus driver and I drive a semi hauling grain into Hinton. We must keep our traffic light for safety reasons, both when driving my bus or trying to cross the highway with a full load on the truck. I'm concerned about the raised medians when I'm driving my	No response requested <sup>2</sup>

Date	Comment <sup>1</sup>	Response from Iowa DOT
	truck and trying to turn onto main street from the highway, or onto the highway from main street. I hope you allow enough room to safely make those corners for semis. What I like about Merrill is there are no medians, which gives us truck drivers some extra room to maneuver, with the center turning lane.	
06/17/25	The hiway 75 project should bypass Hinton and Merrill totally. Make it so transportation does not need to slow down from 65mph and bypasses all railroad tracks.	Since July 2022, Iowa Department of Transportation has been reviewing alternatives for the reconstruction improvement of U.S. 75 through Hinton. A west and east bypass were considered in the initial concepts for U.S. 75 but eliminated from consideration due to impacts in the Loess Hills area west of Hinton, potential impacts to parkland, and adverse hydraulic impacts on the Floyd River to the east of Hinton.
07/30/25	<p>Hello Sarah Tracy, PE,</p> <p>My [family has] lived &amp; worked in Hinton, Iowa, Plymouth County since 1981.</p> <p>Subject PROJECT The Iowa DOT proposes to reconstruct U.S. 75 through Hinton and its connections to the community. U.S. 75 in Hinton Project.</p> <p>I did attend the Public Hearing June 17th   5-7:00 PM Open House from 5:00 to 5:30 PM Formal Presentation at 5:30 PM with Q&amp;A Hinton City Hall, Community Center 205 W Main Street I Hinton, IA.</p> <p>At the Public Hearing I spoke with 3 Iowa DOT representatives who were courteous and helpful, Thank you.</p> <p>At the public Hearing and in weeks following I have spoken with 3 affected Hinton IA Business Owner Operators. Plus a few Hinton residents and a few Plymouth County rural residents that attended the Public Hearing. Plus a few relatives and client friends that live to the north who travel on US 75 through Hinton and Merrill and James.</p> <p>So as you know, I can confirm, 100% of these folks agree that something needs to be done to improve traffic flow and traffic safety through Hinton and Merrill and James. Which minimizes delay for the safe and efficient transportation of people, goods, and services both locally and regionally.</p> <p>An abbreviated listing of comments and opinions of people I have listened to and noted are</p> <p>a) We all see and like the improvements made to Highway 60 from Le Mars to Worthington,</p>	<p>Thank you for sending me your thoughtful compilation of comments on the U.S. 75 reconstruction project in Hinton. I'm happy that you were able to attend the public hearing and felt like the DOT folks were helpful.</p> <p>Responses to each of your comments are as follows:</p> <p>a) To specifically address the portion of U.S. 75 through Hinton, since July 2022, Iowa Department of Transportation has been reviewing alternatives for the reconstruction improvement of U.S. 75 through Hinton.</p> <p>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 locally and regionally.</p> <p>U.S. 75 will be expanded to the west by approximately 32 feet towards the Hinton Business Corner Historic District.</p> <p>Proposed Alternative improvements include:</p> <p>Roadway Improvements</p> <ul style="list-style-type: none"> <li>○ Reconstruct two northbound and two southbound lanes, separated by a raised median.</li> <li>○ Construct a raised median on U.S. 75 to enhance safety and traffic flow by reducing access points.</li> <li>○ Construct a left- and northbound right-turn lanes at C60/Main Street, in addition to left-turn lanes at Grover Street and Maple Street. Turn lanes will</li> </ul>

Date	Comment <sup>1</sup>	Response from Iowa DOT
	<p>MN. Too bad we can't have similar improvements made to Highway 75 from Le Mars to Sioux City.</p> <p>b) Looks like the traffic count thru Hinton and Merrill is almost 15000 vehicles per day. Looks like traffic count on Interstate 29 is only slightly more at almost 19000 vehicles per day.</p> <p>c) Driving Directions from Map Quest and Google Maps will route truck traffic thru Hinton and Merrill as a Short Cut from Interstate 29 Sioux City to Interstate 90 Worthington.</p> <p>d) We worry about our school kids driving thru Merrill and Hinton. Not safe. Our son Landon got hit after school in Hinton. What they should have at Merrill and Hinton is -- One Big Beautiful Bypass.</p> <p>e) I saw at the Public Hearing a project cost of 13.6 million dollars. I see in the final IA DOT Statewide Transportation Improvement Program 2025-2028 on page 150 a project cost of 16.1 million dollars. I see in the final 2026-2030 Iowa Transportation Improvement Program on page 88 project costs totaling more than 16.9 million dollars. Wonder which is accurate.</p> <p>f) We know that widening Highway 75 thru Hinton would be a temporary Band-Aid for a growing traffic bottle neck. We prefer a long term solution. Rather than Kicking the Can Down the Road. So to speak.</p> <p>g) Business owner comment - - I don't want to sell my business. Want to keep my business as it is where it is. Not going to relocate my business. Guess I will just take the money and close my business.</p> <p>h) Glad there is a Stop Light in Hinton. Helps us to safely cross that crazy dangerous intersection.</p> <p>So my personal comment and opinion will echo these peoples comments and opinions that I listened to and noted. I think that the Federal Highway Administration needs to allocate a bigger pile of money. Then the smart people inside our Iowa Department of Transportation can and will devise a bigger and better and safer traffic solution.</p> <p>Thank you for reading my comments.</p>	<p>accommodate vehicles during train crossings.</p> <p>Bridge Reconstruction</p> <ul style="list-style-type: none"> <li>○ Reconstruct a new bridge over the "Lateral A" waterway north of Maple Street to match U.S. 75 reconstruction to the north.</li> </ul> <p>Pedestrian Accommodations</p> <ul style="list-style-type: none"> <li>○ Portions of the sidewalk along the west side of U.S. 75 have already been reconstructed due to deterioration. This project will finish the reconstruction to a 5-foot-wide sidewalk from Grover Street to north of Maple Street, complying with ADA and public right-of-way accessibility guidelines.</li> </ul> <p>Traffic and Railroad Signals</p> <ul style="list-style-type: none"> <li>○ Reconstruction of the traffic signal at the C60/Main St intersection.</li> <li>○ Working with Union Pacific and BNSF Railways on signalization and preemption systems to prevent vehicles from being trapped during train crossings.</li> </ul> <p>b) You are generally correct, yes. It depends on what roadway segment, exactly, you are looking at and Merrill area is a little less than 15k. I-29 varies and depends on location, there are some segments at 20,000+.</p> <p>c) Noted. The project is being designed with the truck traffic in mind.</p> <p>d) I'm sorry to hear about your son and appreciate your safety concerns.</p> <p>The needs for the Project include, improving roadway and bridge deficiencies, improving in-town traffic operations, improving traffic safety, and protecting and enhancing freight movement along the highway and railroad modes.</p> <p>Since July 2022, Iowa Department of Transportation has been reviewing alternatives for the reconstruction improvement of U.S. 75 through Hinton. A west and east bypass were considered in the initial concepts for U.S. 75 but eliminated from consideration due to impacts in the Loess Hills area west of Hinton, potential impacts to parkland, and adverse hydraulic impacts on the Floyd River to the east of Hinton.</p>



Date	Comment <sup>1</sup>	Response from Iowa DOT
		<p>e) The project's final design is not complete; therefore, there is not a final design cost estimate. The cost of \$13.6 million presented at the public hearing is using 2025 construction dollars.</p> <p>f) The proposed alternative is considered a long-term solution. Traffic operations including forecasted 2048 operations, as well as safety were evaluated in the EA document.</p> <p>g) The proposed project would require the acquisition of additional property rights, and relocations. If your property is impacted by this project, continued coordination with a representative from Iowa DOT would occur. Acquisition procedures will follow 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). These regulations require that relocation assistance be provided to all affected individuals without discrimination.</p> <p>h) Noted. The traffic signal at the C60/Main Street will be reconstructed as part of the project.</p>

<sup>1</sup> Comments are provided as received. They are unedited for spelling, grammar, etc.

<sup>2</sup> The Iowa DOT PIMA platform allows stakeholders to request a response or choose "No response requested."

## New Information

### **FHWA Final Section 4(f) Statement**

FHWA has determined that the Project would have an adverse effect on the Hinton Business Corner Historic District because two contributing elements, the Bank of Hinton and Haas-Shuenk Hardware, would be demolished. Furthermore, the Project would result in an adverse effect on the Bank of Hinton as a property individually eligible for listing in the National Register of Historic Places (NRHP). The adverse effect determination would constitute Section 4(f) uses.

The Section 4(f) uses identified for the Project do not meet the criteria for *de minimis* impact determinations; therefore, alternatives were evaluated to demonstrate that there were no feasible and prudent alternatives to using the Section 4(f) properties.

Iowa DOT entered into a Memorandum of Agreement (MOA) with the Iowa State Historic Preservation Office (SHPO) and FHWA for adverse effects on NRHP-eligible properties, as detailed below.

The Draft Section 4(f) was sent to Agencies for comment on April 18, 2025, with the comment period ending July 31, 2025. One comment was received from Courtney Hoover with the Department of the Interior, National Park Service (Department) concurring that the determinations of actions constitute a use under Section 4(f), and that the Iowa DOT and FHWA have included all possible planning to minimize harm to Section 4(f) properties from such use. The Department recommends that coordination continue with all consulting parties, and that the Project follow the

agreed upon mitigation measures and stipulations outlined in the MOA. Contingent upon an executed MOA with the Iowa SHPO, the Department has no objection to Section 4(f) approval for this project. The Final Section 4(f) Statement, along with the full text of that response, is included in **Appendix B**.

### **Section 106 MOA**

A National Historic Preservation Act Section 106 MOA was executed on June 3, 2025, to resolve the adverse effect determination dated December 27, 2024, for the Hinton Business Corner Historic District, the Haas-Shuenk Hardware building, and the Bank of Hinton building. The signatories include FHWA, Iowa SHPO, and Iowa DOT.

The MOA requires the completion of the following 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.

The MOA is included in **Appendix B**.

### **Preferred Alternative**

Based on fewer environmental impacts than the other build alternatives considered and on input received from resource agencies and the public, the Proposed Alternative has been selected as the Preferred Alternative.

The Preferred Alternative is shown in **Exhibit 1**.







## Basis for Finding of No Significant Impact

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

- Land Use
- Community Cohesion
- Churches and Schools
- Economic
- Parklands and Recreational Areas
- Bicycle and Pedestrian Facilities
- Right-of-Way
- Relocation Potential
- Construction and Emergency Routes
- Transportation
- Historical Sites or Districts
- Surface Water and Water Quality
- Floodplains
- Wildlife and Habitat
- Threatened and Endangered Species
- Contaminated and Regulated Materials Sites
- Visual
- Utilities
- Cumulative Impacts

This FONSI documents compliance with the National Environmental Policy Act of 1969 and other applicable environmental laws, executive orders, and related requirements.

## Special Conditions for Location Approval

Several conditions noted below were identified for approval and will be implemented during the design process prior to construction:

- The Project will be constructed in phases; however, U.S. 75 will 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 local access to properties.
- Coordination with the Hinton Community School District will be conducted before construction to provide timelines for closures and to address potential alternate bus routes during construction. Coordination will continue with schools regarding changes in access and travel patterns to facilitate future school routes.
- Any potential right-of-way acquisition will be minimized during the final design process to reduce impacts. Acquisitions will be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Iowa Code 316, Relocation Assistance Law.
- Iowa DOT will communicate emergency vehicle construction access information to Hinton Public Safety fire and police departments and emergency medical services prior to the start of construction. Coordination with emergency service providers will continue throughout the construction phase to plan alternate routes for emergency vehicles. Temporary detours and lane closures are expected. Coordination with emergency vehicles will occur to allow emergency service access to all businesses and residences. 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.
- Iowa DOT will continue to coordinate with Union Pacific Railroad and BNSF Railway on the interconnection signalization and preemption systems to develop timing that

- would prevent vehicles from getting trapped between the railroad tracks during train crossings and gate closures at the crossing with the C60/Main Street traffic signal.
- The Preferred Alternative would have an adverse effect on the Hinton Business Corner Historic District, the Bank of Hinton, and Haas-Shuenk Hardware, which also constitute Section 4(f) uses. Iowa DOT, Iowa SHPO, and FHWA have entered into an MOA for the adverse effects, and stipulations mitigate the adverse effects. Copies of the Final Section 4(f) Statement and Section 106 MOA are located in **Appendix B**. If unanticipated cultural discoveries are found during construction, Iowa DOT will notify FHWA, Iowa SHPO, and the Indian tribes for review and next steps.
  - During final design, drainage structures will be designed to adequately convey surface water runoff.
  - Iowa DOT will implement best management practices to avoid erosion, sedimentation, and runoff into the waterways and will adhere to the requirements of a Stormwater Pollution Prevention Plan associated with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit.
  - Floodplain development permits will be coordinated with, and authorized by, the Iowa Department of Natural Resources (Iowa DNR) and the local floodplain administrator prior to construction.
  - Iowa DOT will follow the Migratory Bird Treaty Act requirements for tree removal, structure removal, and nesting as outlined in Iowa DOT Standard Specification 1107.18C. To the extent practicable, tree clearing will not occur between April 1 and July 15. If structures must be removed during this period, Iowa DOT will survey for active nesting. 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.
  - All known and unknown hazardous materials encountered during construction will be handled according to federal, state, and local laws and regulations. If an unknown site is encountered during construction, Iowa DOT and Iowa DNR will be contacted, and appropriate laws and regulations will be followed to eliminate or minimize and adverse environmental consequences. Any underground storage tanks found during construction will be mitigated and managed individually. Any contaminated material excavated during construction will be addressed.
  - If any contamination above regulatory limits is encountered at any point during Project construction, work will stop, and Iowa DOT will be notified. Proper handling and disposal of any contaminated soil (including decontamination of equipment) will 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 the U.S. Environmental Protection Agency, the responsible party will contact the National Response Center. Details of the incident will be reported and measures taken to reduce the effects of the release. Standard best management practices will be used for demolition, clearing, and grubbing. Buildings identified for demolition will be thoroughly inspected for stored hazardous materials and any hazardous materials used in the building's construction, such as asbestos- and mercury-containing materials.
  - During final design, opportunities to avoid and minimize utility impacts will be investigated. 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.

- Construction of the Preferred Alternative will likely require the following permits and approvals:
  - USACE, Rock Island District Clean Water Act Section 404 Permit
  - Iowa DNR Clean Water Act Section 401 Water Quality Certification
  - Iowa DNR NPDES Stormwater Construction Permit (General Permit No. 2, Construction Activities – Section 402 of Clean Water Act)
  - Iowa DNR Floodplain Development Permit
  - City of Hinton Floodplain Development Permit

## **Appendix A**

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### **Agency Correspondence**

Agency / Position Title	TO: Address (Separate by ; if multiple)	CC: Address (Separate by ; if multiple)
City of Hinton - Mayor	mayor@hintoniowa.com	kelly.kreber@gmail.com
City of Hinton - City Clerk	cityclerk@hintoniowa.com	
Hinton City Council	jeff.felts@dnr.iowa.gov	
Hinton City Council	johnsonj@goodwillgreatplains.org	
Hinton City Council	brooke.smith@natesglass.com	
Hinton City Council	katielpierson25@gmail.com	
Hinton City Council	rweber@woodburycountyiowa.gov	
Federal Emergency Management Agency	Andrea.spillars@fema.dhs.gov	
Federal Railroad Administration	frapa@dot.gov	
Federal Transit Administration, Region VII	mark.bechtel@dot.gov	
Plymouth County Assessor	Assessor@plymouthcountyiowa.gov	
Plymouth County Clerk	jmeis@plymouthcountyiowa.gov	
Plymouth County Recorder	recorder@plymouthcountyiowa.gov	
Plymouth County Sheriff	sheriff@plymouthcountyiowa.gov	
Plymouth County Treasurer	treasurer@plymouthcountyiowa.gov	
Iowa Department of Agriculture and Land Stewardship	michael.naig@iowaagriculture.gov	
Iowa Department of Agriculture, Mines and Minerals Bureau	minesAndMinerals@iowaAgriculture.gov	
Iowa Department of Natural Resources	casey.laskowski@dnr.iowa.gov	
Iowa Department of Natural Resources	kathleen.moench@dnr.iowa.gov	
Iowa Department of Public Health	director@dhs.state.ia.us	
Iowa Department of Transportation	gary.harris@iowadot.us	
Iowa Economic Development Authority	director@iowaeda.com	
Hinton Community Schools	ken.slater@hintonschool.com	
Hinton Community Schools	janet.held@hintonschool.com	
U.S. Army Corps of Engineers	Adam.R.Nebel@usace.army.mil	
U.S. Army Corps of Engineers	Jennifer.R.Serkiz@usace.army.mil	
U.S. Army Corps of Engineers	kayla.a.eckert@usace.army.mil	
U.S. Army Corps of Engineers	martha.s.chieply@usace.army.mil	
U.S. Department of Agriculture	jon.hubbert@usda.gov	
U.S. Department of Housing and Urban Development	julie.k.sleeper@hud.gov	
U.S. Department of Interior	Courtney_Hoover@ios.doi.gov	
U.S. Environmental Protection Agency	summerlin.joe@epa.gov	
U.S. Fish and Wildlife Service	will_meeks@fws.gov	
City of Hinton Planning & Zoning & Parks and Rec	publicworks@hintoniowa.com	
Plymouth County	engineer@plymouthcountyiowa.gov	
Plymouth County Conservation Board	conservation@plymouthcountyparks.com	
Iowa Department of Natural Resources, Wildlife Bureau	doug.chafa@dnr.iowa.gov	
Iowa Department of Natural Resources, Wildlife Bureau	mark.gulick@dnr.iowa.gov	
Surface Transportation Board	Vicki.Rutson@stb.gov	
Federal Aviation Administration	scott.tener@faa.gov	
Burlington Northern Santa Fe Railroad	jacob.rzewnicki@bnsf.com	
Canadian National Railway	Jeffrey.price@cn.ca	
Central Valley Ag Cooperative (CVA)	Levi.Clabaugh@cvacoop.com	
Union Pacific Railroad	smnorth@up.com	
National Trust for Historic Preservation	<a href="mailto:info@savingplaces.org">info@savingplaces.org</a>	
Advisory Council on Historic Preservation	kmiller@achp.gov	



**From:** [Kasey Miller](#)  
**To:** [Schwienebart, Christine](#)  
**Subject:** RE: [External] Notice of Availability - Environmental Assessment - US 75 Hinton Reconstruction  
**Date:** Monday, April 28, 2025 1:47:26 PM  
**Attachments:** [image002.jpg](#)  
[image003.png](#)

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**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.

Dear Ms. Schwienbart:

On April 18, 2025, the Advisory Council on Historic Preservation (ACHP) received an invitation from you on behalf of the Federal Highway Administration (FHWA) to participate as a cooperating agency in FHWA's environmental review conducted pursuant to the National Environmental Policy Act (NEPA). As we understand, the FHWA intends to prepare an Environmental Assessment (EA) to address the project's purpose, which is to provide a U.S. 75 connection between four-lane divided highway segments north and south of Hinton for the safe and efficient transportation of people, goods, and services both regionally and locally.

While we appreciate receiving the invitation, the ACHP does not expect to provide formal comments under NEPA or participate in the development of the EA. The ACHP therefore declines the FHWA's invitation to be a cooperating agency.

As the responsible agency for compliance with Section 106 of the National Historic Preservation Act, the FHWA should initiate the Section 106 process by notifying, at its earliest convenience, the Iowa State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officers (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, the FHWA will be able to determine the appropriate strategy for Section 106 compliance for this undertaking and plan for effective coordination with the NEPA process. The Section 106 regulations, at 36 CFR 800.8(a)(1), encourages agencies to coordinate efforts under Section 106 and NEPA, and the FHWA should incorporate appropriate milestones for Section 106 initiation and completion in the project's permitting timetable.

If the FHWA determines through consultation that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, please provide the required notification and documentation to the ACHP in accordance with 36 CFR § 800.6(a)(1) and § 800.11(e). We request that the information be submitted using the e106 form and sent to [e106@achp.gov](mailto:e106@achp.gov).

Should you have any questions, please contact me at 202-517-6389 or [kmiller@achp.gov](mailto:kmiller@achp.gov).

Sincerely,  
Kasey Miller  
Program Analyst and FHWA Liaison  
Advisory Council on Historic Preservation  
[kmiller@achp.gov](mailto:kmiller@achp.gov)  
(202) 517-6389



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**From:** Schwienebart, Christine <Christine.Schwienebart@iowadot.us>  
**Sent:** Friday, April 18, 2025 8:49 AM  
**To:** Kasey Miller <kmiller@achp.gov>  
**Subject:** [External] Notice of Availability - Environmental Assessment - US 75 Hinton Reconstruction

Project Title: US 75 Hinton Reconstruction  
Project Number: NHSX-075-2(116)--3H-75

The Iowa Department of Transportation (Iowa DOT) in coordination with the Federal Highway Administration, has completed the Environmental Assessment for the improvement of US 75 Hinton Reconstruction. Included in Appendix B of the Environmental Assessment is a Draft Individual Section 4(f) Statement.

This document can be viewed on the Iowa DOT's website at the link below.

[US 75 Hinton Reconstruction](#)

The Iowa DOT is soliciting comments on the document during the comment period which ends **July 31, 2025**. Please return your email comments to me by that date, or if you prefer to send your comments by mail, please postmark them by that date and send them to:

Christine Schwienebart  
Location and Environment Bureau  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

Please feel free to call me if you have any questions or concerns about this project.

Thank you,

**Christine Schwienebart**  
**NEPA Manager**  
Location and Environment Bureau  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010  
(515) 239-1999  
[Christine.Schwienebart@iowadot.us](mailto:Christine.Schwienebart@iowadot.us)