

Mississippi River Crossing at Lansing Environmental Assessment

Allamakee County, Iowa and Crawford County, Wisconsin

Iowa DOT BRF-009-9(73)-38-03

February 2021



U.S. Department of Transportation
Federal Highway Administration

MISSISSIPPI RIVER BRIDGE CROSSING AT LANSING

Iowa State Highway 9 and Wisconsin State Highway 82
Allamakee County, Iowa and Crawford County, Wisconsin
Iowa DOT BR-009-9(73)--38-03

ENVIRONMENTAL ASSESSMENT

Submitted pursuant to 42 U.S.C. 4332(2)(c)
and 49 U.S.C. 303 by the
U.S. Department of Transportation
Federal Highway Administration

Iowa Department of Transportation
and
Wisconsin Department of Transportation

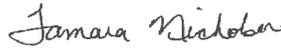
and
COOPERATING AGENCY

U.S. Coast Guard, Western Rivers Division

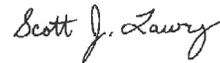
These signatures are considered acceptance of the general project location and concepts described in the environmental document unless otherwise specified by the approving officials. However, such approval does not commit FHWA to approve any future grant request to fund the Preferred Alternative.



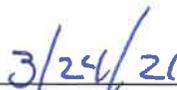
For the Iowa Division Administrator
Federal Highway Administration



For the Location and Environment Bureau
Iowa Department of Transportation



For the Wisconsin Department of
Transportation



Date of Approval for Public Availability

The following persons may be contacted for additional information:

Timothy Marshall
Iowa Division Administrator
Federal Highway Administration
105 6th Street
Ames, Iowa 50010

Tamara Nicholson
Location and Environment Bureau
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Scott Lawry
Wisconsin Department of
Transportation
Hill Farms State Office Building
4822 Madison Yards Way
Madison, Wisconsin 53705

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List of Abbreviations and Acronyms

Abbreviation/Acronym	Term/Phrase/Name
AASHTO	American Association of State Highway and Transportation Organizations
APE	Area of Potential Effect
BGEPA	Bald and Golden Eagle Protection Act
BMP	best management practice
CFR	Code of Federal Regulations
CME	Center for Maritime Education
CWA	Clean Water Act
dB(A)	A-weighted decibel
DNR	Department of Natural Resources
DOT	Department of Transportation
EA	Environmental Assessment
EMS	Emergency Medical Services
EO	Executive Order
EPA	US Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
Leq(h)	Equivalent continuous sound level evaluated over a one-hour time period
LWCF	Land and Water Conservation Fund
MBTA	Migratory Bird Treaty Act
MOA	Memorandum of Agreement
MRT	Mississippi River Trail
MSAT	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NEPA	National Environmental Policy Act of 1969, as amended
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NLEB	Northern long-eared bat
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PEM	palustrine emergent (wetland)
PFO	palustrine forested (wetland)

Abbreviation/Acronym	Term/Phrase/Name
PSS	palustrine scrub-shrub (wetland)
R2UBH	riverine (wetland)
RAGBRAI	Register's Annual Great Bicycle Ride Across Iowa
REC	Recognized Environmental Concern
Refuge	Upper Mississippi River National Wildlife and Fish Refuge
RTC	Regional Trade Center
SHPO	State Historic Preservation Office
STURRA	Surface Transportation and Uniform Relocation Assistance Act
SWPPP	Stormwater Pollution Prevention Plan
TEA-21	Transportation Equity Act of the 21 st Century
THPO	Tribal Historic Preservation Officer
UERPC	Upper Explorerland Regional Planning Commission
USACE	United States Army Corps of Engineers
USC	United States Code
USCG	United States Coast Guard
USFWS	United States Fish and Wildlife Service
WI	Wisconsin

The Transportation Equity Act of the 21st Century (TEA-21) (23 Code of Federal Regulations [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 allows for 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 P-0-1: Resources Considered

SOCIOECONOMIC		NATURAL ENVIRONMENT	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Wetlands
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Community Cohesion	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Surface Waters and Water Quality
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Churches and Schools	<input type="checkbox"/> <input type="checkbox"/> Wild and Scenic Rivers
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Environmental Justice	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Floodplains
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Economic	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Wildlife and Habitat
<input type="checkbox"/>	<input type="checkbox"/>	Joint Development	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Threatened and Endangered Species
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Parklands and Recreational Areas	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Woodlands
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Bicycle and Pedestrian Facilities	<input type="checkbox"/> <input type="checkbox"/> Farmlands
<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	

CULTURAL

- Historical Sites or Districts
- Archaeological Sites
- Cemeteries

PHYSICAL

- Noise
- Air Quality
- Mobile Source Air Toxics (MSATs)
- Energy
- Contaminated and Regulated Materials Sites
- Visual
- Utilities

-
- CONTROVERSY POTENTIAL** New bridge design and location, integrity of historic era community, visual effects of new bridge type/location from Mt Hosmer Park

-
- Section 4(f):** Park or Recreation Areas
 - Upper Mississippi River National Wildlife and Fish Refuge (UMRNWR) and associated recreational areas
 - NRHP-eligible structures and historic districts; previously recorded archaeological sitesBlack Hawk Bridge
-

1
2

1.0 Description of the Proposed Action

The Iowa Department of Transportation (Iowa DOT) in partnership with the Wisconsin Department of Transportation (Wisconsin DOT) is proposing to improve the existing crossing of Iowa Highway 9 (IA 9) and Wisconsin State Highway 82 (WI 82) over the Mississippi River at Lansing, Iowa. The proposed improvements include construction of a new bridge spanning the main channel of the Mississippi River and construction of new or improvement of existing roadways, minor bridges, and intersections connecting the river bridge to IA 9 and IA 26 on the Iowa bank and WI 82 on the Wisconsin bank of the Mississippi River.

The proposed project is located primarily within the city of Lansing, Allamakee County, Iowa and extends across the Mississippi River into Crawford County, Wisconsin (Figure 1-1). IA 9 and IA 26 intersect at the existing crossing of the Mississippi River, known as the Black Hawk Bridge. IA 26 is a north-south road paralleling the river and is part of the Great River Road National Scenic Byway and Iowa's Driftless Scenic Byway.

IA 9 continues south of the existing bridge crossing (co-designated with IA 26) until it intersects with Main Street (see Figure 1-2). At Main Street IA 9 continues west through the city of Lansing connecting to the city of Waukon, approximately 17 miles west of Lansing. IA 9 becomes WI 82 at the Iowa/Wisconsin State line (mid-river), continuing east across the river and through a portion of the Upper Mississippi River National Wildlife and Fish Refuge to connect to WI-35, a section of the Great River Road in Wisconsin.

Figure 1-1: Project Location Map

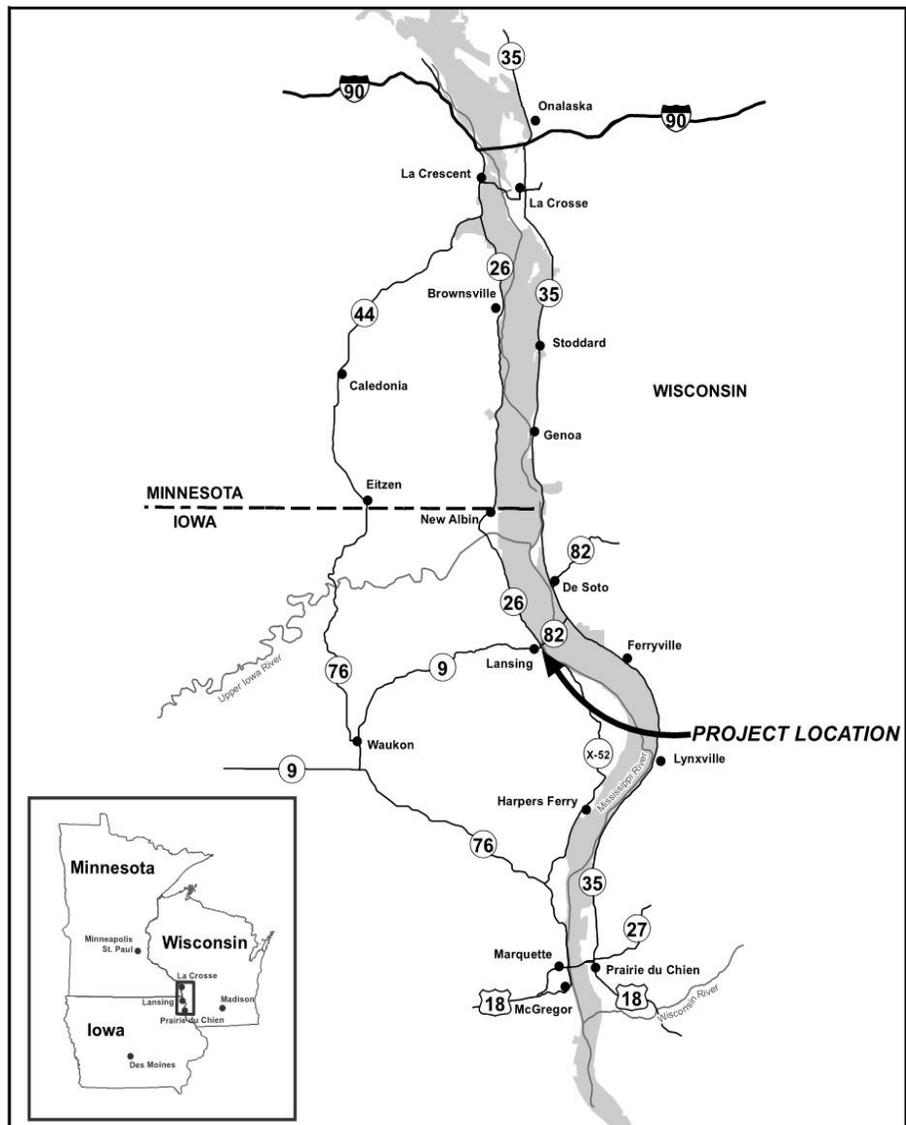
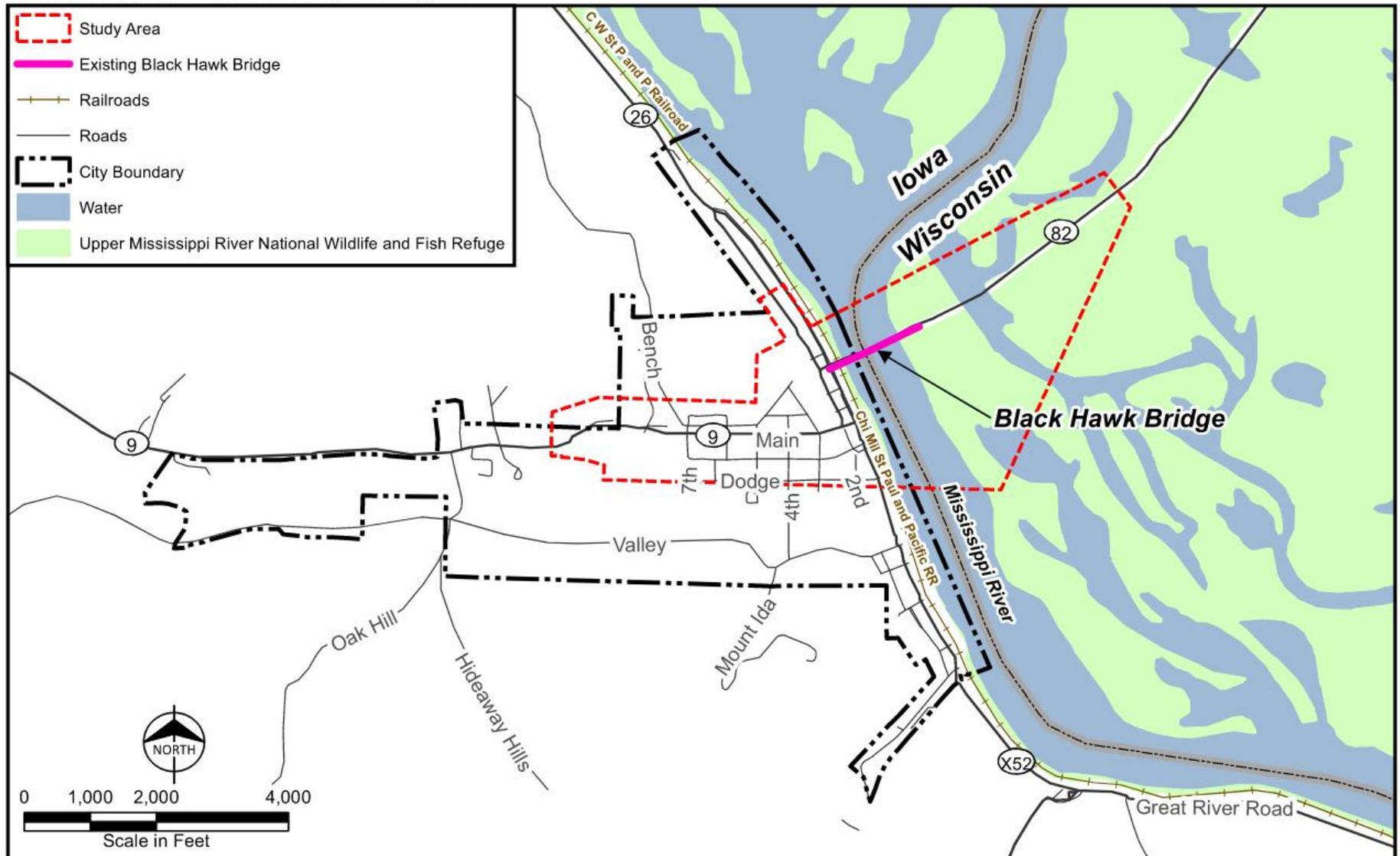


Figure 1-2: Mississippi River Bridge at Lansing Study Area



Since its opening, Black Hawk Bridge (Figure 2-1) and the WI causeway structures have served as a critical transportation and economic link in the four-county area encompassing Allamakee and Winneshiek Counties in Iowa, and Crawford and Vernon Counties in Wisconsin. Dedicated on June 17, 1929, and opened to traffic on June 17, 1931, the bridge was christened 'Black Hawk Bridge' to honor Black Hawk, Chief of the Sauk Tribe. The bridge was operated as a toll facility until 1945, when an ice jam damaged the slough bridges near the WI 82/WI 35 intersection. The damage closed the crossing to traffic for 12 years, during which time traffic was diverted to the Iowa-Minnesota river crossing near La Crosse, Wisconsin. The Iowa and Wisconsin DOTs purchased the bridge in 1952, commencing with reconstruction of the damaged structures and connecting roadways. The bridge was reopened to traffic in 1957 as a toll-free crossing.

Figure 2-1: View of Black Hawk Bridge from Mount Hosmer



SOURCE: Historic American Engineering Record (HAER)
No. IA-43; Black Hawk Bridge

In 1968 as part of the Statewide Iowa Toll Bridge Program, the Iowa DOT completed a Bridge Location, Revenue and Traffic Study titled *Mississippi River Toll Bridge at Lansing Iowa*. This study examined the possible construction of a new tolled crossing at three locations in the Lansing area:

- Alternative A - William Street continuing westward along the bluff to connect with Main Street; eliminated two right turns on IA 9 and required a new Big Slough crossing.
- Alternative B - parallel to and 50 feet upstream of the existing bridge touching down approximately 90 feet above the river on the bluff at the intersection of 3rd Street and Diagonal Street.
- Alternative C - a skewed river crossing approximately 1,500 feet downstream from the existing bridge terminating at 4th Street approximately 250 feet south of Dodge Street.

The Iowa DOT took no action after completion of the 1968 study and the Black Hawk Bridge continued to operate as a toll-free facility at its original location.

Iowa DOT conducted an inspection of the bridge in 1988 (Wilbur Smith, 1988). The inspection report concluded the Black Hawk Bridge should be given high priority for replacement, but also recommended several repairs and ongoing maintenance activities that would allow the bridge to remain in service for another 15 years.

The Iowa and Wisconsin DOTs conducted a bridge feasibility study in 2004 to examine the range of environmental and engineering issues associated with replacing the bridge to recommend a plan for improving the crossing. The 2004 Feasibility Study (CH2MHill, 2004) identified 10 new build alignment alternatives for the Mississippi River crossing of IA 9/WI 82. These were further narrowed down to three build alternatives for further review and were considered initially in this current environmental study:

- N3 – Adjacent to and north of the existing crossing [BLUE Alternative in this current study]
- S1 – Adjacent to and south of the existing crossing [PURPLE Alternative in this current study]

- S6 – New alignment far south of the existing crossing, connecting to John Street [ORANGE Alternative in this current study]

Numerous repairs have been completed to the bridge since 1931, including miscellaneous repairs to the superstructure and the addition of two pier protection cells in the river near Piers 2 and 3, called “dolphins”; the first constructed in 1992 (protects Pier 2) and the second in 2013 (protects Pier 3).

Throughout the bridge’s life it has incurred several allisions – when a barge or tow collides with a fixed object such as a bridge. The total number of allisions is not known¹, but several have occurred since the 1980’s including a run-away tow that hit the Iowa bank in 1987 resulting in a barge being punctured by the concrete bulkhead river wall and another in 1991 that caused damage to Pier 2 (CH2MHill, 2004). In 1994 a protection cell or “dolphin” was installed just upstream of Pier 2 to protect it against barge/tow hits. A second dolphin was installed in 2013.

In 2015, the Iowa and Wisconsin DOTs initiated this environmental study to determine a viable option to improve the crossing of IA 9/WI 82 over the Mississippi River. The proposed action is included in the Iowa DOT 2019-2022 Statewide Transportation Improvement Plan (STIP) (Iowa DOT, 2019b) and is recognized by the Upper Explorer Regional Planning Commission. Iowa DOT has programmed \$40 M in FY2024 for Iowa’s share toward construction of a “major improvement type” project at this river crossing. Wisconsin DOT will provide 50 percent of the funding for the selected major improvement type project.

¹ The USCG only records strikes causing more than \$25,000 in property damage.

3.0 Purpose & Need for the Proposed Action

3.1 Purpose

The purpose of the proposed action is to improve the river crossing that carries IA 9 and WI 82 across the Mississippi River at Lansing, Iowa. A reliable vehicular river crossing connecting northeastern Iowa and southwestern Wisconsin is needed that reduces hazards for barge traffic while minimizing disturbances to the natural and built environment. The bridge in place is nearly 90 years old and poses functional problems for vehicular traffic.

3.2 Need for Action

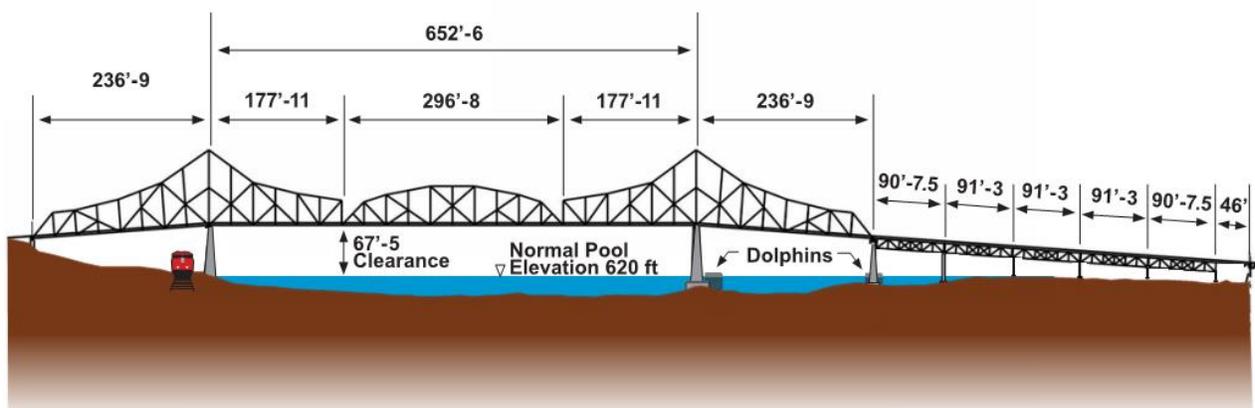
A river crossing is needed that meets current design and operational standards, and that also provides the appropriate clearances to support safe passage of barges and large river vessels within the navigation channel of the Mississippi River. The need for the proposed action is based on a combination of the following factors:

- Address roadway and structural deficiencies
- Maintain system linkages
- Maintain modal relationships

3.2.1 Need to Address Structural and Roadway Deficiencies

Black Hawk Bridge Structural Deficiencies- Black Hawk Bridge (Figure 3-1) totals 1,623 feet in length from the Iowa bank of the Mississippi River on the west to its eastern touchdown point in Wisconsin within the Upper Mississippi River National Wildlife and Fish Refuge (Refuge). The main or center span of this cantilevered thru-truss bridge is approximately 650 feet long over the navigation channel of the river. The main span is composed of a 296'-8"-long suspended truss supported by adjacent cantilevered units. Additional shorter spans connect the bridge to the land areas on either end of the bridge. The bridge, opened to traffic in 1931, is considered eligible for listing in the National Register of Historic Places (NRHP) (see Section 5.3.1).

Figure 3-1: Profile of the Existing Black Hawk Bridge over the Mississippi River at Lansing (looking north)



The superstructure (e.g., truss) and supporting elements are nearly 90 years old. The bridge deck is only 21-foot wide supporting two narrow travel lanes with no shoulders. Iowa DOT standards recommend that bridges be the same width as the approaching highway section, which would mean the bridge deck would need to be widened to at least 36 feet to match the existing width of IA 26/IA 9 and WI 82. Because the structure is a thru-truss, the deck cannot be widened without complete replacement of the overhead truss component. In 2016, the bridge carried approximately 1,980 vehicles per day, 12 percent of that comprised of heavy trucks.

By 2048 (design year), the crossing is anticipated to carry 3,219 vehicles per day. Because of the overall condition, the bridge has a posted load rating of 40-tons maximum vehicle weight.

In 2017, a Structural Inventory and Appraisal (Iowa DOT, 2017) and a Physical Condition Inspection (TranSystems, 2017) of the bridge were conducted by Iowa DOT. The bridge was determined to have a sufficiency rating of 22.3 on the National Bridge Inventory Scale of 0 to 100. The superstructure of the bridge received a rating of “4” (poor condition on a scale of 0 to 9) due to advanced deterioration of the members, defining the bridge as “structurally deficient.” The deck geometry (21-foot width) received a rating of “2” on a scale of 0 to 9. The vertical clearance of the thru-truss at 14’-11” at the portal is below the American Association of State Highway and Transportation Organizations (AASHTO) standard of 17’-6”.

The deck itself received a condition rating of “6” (satisfactory condition, minor deterioration on a scale of 0 to 9) but requires regular maintenance to manage its condition. The open grate deck does not protect the underlying beams and structural elements from water and salt that cause corrosion.

The substandard bridge travel lane width creates conflicts for opposing traffic when larger vehicles (e.g., trucks, tractors, RVs, buses, or emergency vehicles) meet on the bridge. Oncoming vehicles can only pass each other at slow speeds, and in some cases the bridge must be temporarily shut down to allow these vehicles to pass. The lack of shoulders on the bridge limits the room a disabled vehicle, emergency vehicle, or maintenance vehicle has to pull-over, typically resulting in the blockage of one travel lane.

Supporting Roadway System Deficiencies - The T-intersection of IA 9 and IA 26/North Second Street at the west bridge approach does not provide adequate space or turn radii to accommodate large trucks using the bridge. The intersection also does not have enough room to store lines of vehicles (queues) entering or exiting the bridge. Trucks are forced to make wide turns to safely enter the bridge. The vertical clearance between the bottom of the bridge and the water surface required to support river navigation increases the grade or slope of the roadways that approach both ends of the bridge. These steep slopes create a limited sight distance for vehicles entering and exiting the bridge.

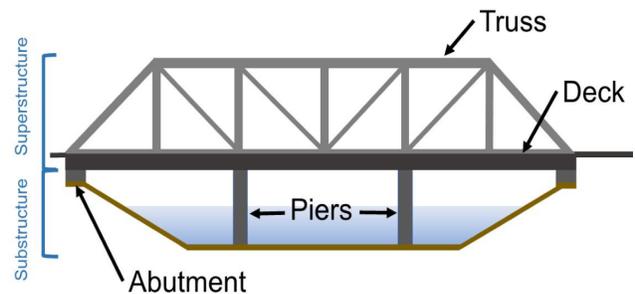
3.2.2 Need to Maintain and Improve System Linkages

The crossing supports regional mobility and connectivity, connecting northeastern Iowa via IA 9 and IA 26 to Wisconsin via WI 35, a gateway to the city of La Crosse. The next closest river crossings are located approximately 40 miles north of Lansing at La Crescent, Minnesota/La Crosse, Wisconsin; and approximately 30 miles south of Lansing at Marquette, Iowa/Prairie du Chien, Wisconsin. Lansing maintains a river town culture and supports businesses that cater to tourism and focus on the community’s connection to the river.

What are bridge ratings?

Bridge ratings describe the physical condition of the Deck, Superstructure and Substructure, as assigned by qualified bridge inspectors. Ratings range in number from 9 (excellent condition) to 0 (failed condition).

The **Deck** is the bridge component directly supporting wheel loads. The **Superstructure** includes the structural parts of the bridge that provide horizontal span (e.g., arch, truss, girders, etc.). The **Substructure** includes structural parts of the bridge that support the horizontal span (e.g., piers, bents, abutments, etc.).



Bridge sufficiency ratings are determined on a scale of 0 to 100 with 0 being entirely deficient and 100 being entirely sufficient.

What is bridge condition?

Bridge condition is determined by the lowest of the ratings for Deck, Superstructure and Substructure. If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair. Structurally deficient is a classification given to a bridge which has any component in Poor condition.

The community serves as a gateway to recreational facilities including multi-use areas associated with the Refuge, the IA 26 Great River Road, Mount Hosmer Park, and the Driftless Area Visitor and Education Center. The crossing provides access to regional education and health facilities as well as larger employment centers such as Decorah and Waukon, Iowa, and La Crosse and Prairie du Chien, Wisconsin.

- **Economic Network** – Black Hawk Bridge provides a critical link in the economic fabric in the four-county project area including Allamakee and Winneshiek counties in Iowa and Crawford and Vernon counties in Wisconsin. Trucks transporting agricultural products, fuels, and construction materials to regional markets use this crossing. The bridge connects trucks from northeast Iowa to the WI 35 truck route, supporting access for several interstate motor freight carriers located in the immediate four-county area. For many carriers, Black Hawk Bridge provides the nearest access to WI 35 and locations east of the Mississippi River. La Crosse is listed as a Regional Trade Center (RTC), according to *Trade Centers of the Upper Midwest 1999 Update*, a report completed by the center for Urban and Regional Affairs at the University of Minnesota. The designation as an RTC means La Crosse (35 miles upstream, 2017 population of 51,834) is considered a hub for trade and business. The corridor between Lansing and communities on the Wisconsin side of the bridge, like La Crosse and Prairie du Chien (30 miles downstream, 2017 population of 5,653), is key to many daily functions, including employment, access to medical services, trucking, retail, and recreation. According to 2017 US Census Bureau estimates, 13 percent of residents living in the Upper Explorer Regional Planning Commission (UERPC) area (Allamakee, Clayton, Fayette, Howard, and Winneshiek Counties in Iowa) travel 25 to 50 miles to work every day; another 23 percent travel more than 50 miles.² Lansing’s largest employer has reported that 26 percent of its labor force commutes across the Black Hawk Bridge to work in Lansing. New industrial parks are being developed on IA 9 in Waukon and Decorah and can be expected to rely on the river crossing for the delivery of raw products and shipment of finished goods to markets. The Lansing area is also planning development of an industrial park along the western edge of the city.
- **Emergency Services** – Black Hawk Bridge links health care services within the four-county project area. Routine health care facilities are available in Lansing, but the nearest emergency medical care facilities are in La Crosse; and most of the ambulance trips originating in Lansing and Waukon are destined for two hospitals in La Crosse. Additionally, the Lansing Fire Department has a mutual aid agreement in place with the fire department of De Soto, Wisconsin, with the bridge serving as a necessary link. The city of Lansing also operates a public ambulance service that responds to automobile accidents along the WI 82 causeway.
- **Recreation** - Black Hawk Bridge at Lansing connects the Wisconsin and Iowa Great River Roads, which parallel the Mississippi River along both banks as part of a 10-state route stretching from Louisiana to Minnesota. A popular route for fall foliage viewing, recreational traffic also uses the bridge crossing to connect to Iowa’s scenic byways, including the Driftless Area Scenic Byway on IA 9, one of seven State-designated scenic routes. Black Hawk Bridge itself is considered a tourist attraction, often featured in tourism promotional materials along with panoramic views of the river valley and city of Lansing. Many buildings on the NRHP are found in Lansing. The Mississippi River also attracts large numbers of recreational boaters, hunters, and fishermen. Several companies offer Mississippi River cruises, including one of only five operating steamboats on the entire Mississippi River, the Julia Belle Swain, with a home port in La Crosse. Recreational activities in the 76 counties bordering the Upper Mississippi River System are estimated to result in direct and secondary expenditures of \$400 million, helping maintain 7,200 jobs. A proposed bicycle trail, the Mississippi River Trail (MRT), is planned to pass through Lansing. Once completed, the trail will link over 2,000 miles of recreational trails through

² Safe Mobility for Everyone, Regional Planning Affiliation 1 Long-Range Multimodal Transportation Plan – 2045; Upper Explorerland Regional Planning Commission, draft

10 states. Segments are currently developed in Minnesota and between St. Louis and southern Louisiana.

- **Rail** – The Canadian National Railway (CN) operates the rail line along the Iowa bank of the Mississippi River and the Burlington Northern and Santa Fe Railway (BNSF) operates the rail line along the Wisconsin bank. Both rail operators transport a variety of mixed freight, grain, sand/gravel, and petroleum products along each line connecting to freight hubs in Minnesota, Wisconsin, Iowa, and Illinois. As a single track, the CN line passes under the west approach to Black Hawk Bridge crossing several local streets and driveways in Lansing at-grade, then continuing south between IA 26/Front Street/Great River Road and the river. The double-track BNSF line passes under WI 82 along the riverbank just west of the intersection with WI 35, near De Soto.

3.2.3 Need to Maintain Modal Relationships

River Navigation – The location of the existing bridge piers poses a challenge to navigation for barge traffic traveling both up and down river, as evidenced by the number of tow impact incidents that have occurred over the years. Because of the narrowness of the primary river channel, the presence of numerous islands, and development along the banks, only one direction of traffic is allowed at a time under the bridge. Maneuvering of barges downstream is the most difficult and barges traveling upstream must yield to those traveling downstream. The river makes a sharp turn (almost 90 degrees) just upstream of the existing bridge, requiring barge pilots to prepare for the turn a few miles upstream. Multiple turns are required to maneuver the tow into position to pass between the bridge's Pier 1 on the west shore of the Mississippi River and Pier 2 in the navigation channel.

According to the US Coast Guard (USCG), barges often run aground on the Iowa bank of the river as they make the turn downstream under the bridge. When the front of the barge runs aground, the back end of the barge pivots and strikes the dolphins in the channel that protect Pier 2 and Pier 3, causing the barges to break apart. Numerous allisions have been recorded. Once an allision occurs, several hours are needed for the tow, with the help of other tows, to collect and reconnect the barges, causing river traffic delays. Barge collisions (barge hitting another barge) also occur in proximity of the bridge attributed to by navigation errors, weather, and high water.

Bicycle/Pedestrian Accommodations – The steep approach slopes, lack of shoulders, and open steel grid deck design prohibit use of the bridge by bicyclists and pedestrians. Numerous cyclists and motorcyclists follow the Great River Road/Driftless Area Scenic Byway (IA 26) along the bank of the Mississippi River, taking in the scenic views of the river and its surroundings. The proposed MRT will link over 2,000 miles of recreational trails through ten states, including 280 miles in Iowa. The portion of the trail that will run through Lansing has yet to be established, but the *Iowa's Mississippi River Trail Plan* indicates that IA 26 and County Road X52 will be used, with bicycle lanes being added to the existing roadway.

This chapter discusses the alternatives considered to address the project's purpose and need. A range of alternatives was developed, including an improved crossing on new alignment. Rehabilitation of the existing Black Hawk Bridge and construction of a new bridge along the existing crossing alignment were also initially studied. The No Build Alternative is also described to serve as the basis of comparison for the other alternatives. This chapter also describes the alternatives that were dismissed and presents the Preferred Alternative.

4.1 No Build Alternative

For this project, the No Build Alternative involves major rehabilitation of the existing bridge by 2024, deferring replacement of the crossing to sometime in the future around 2044.³ Major rehabilitation of the bridge should be completed by 2024 otherwise closure of the crossing could occur within the following two to three years due to the poor structural integrity of the bridge. Following rehabilitation, only regular maintenance and repairs deemed necessary to keep the crossing open to vehicular traffic would occur until its replacement by 2044. The future replacement would provide a structure with an anticipated lifespan of 75-100 years. Major rehabilitation would potentially extend the useful service life of the bridge by replacing/repairing certain major structural members, stabilizing Pier 3, and providing a solid concrete deck with a drainage system.

Major rehabilitation would not completely address the identified structural deficiencies, would not widen the deck (providing improved travel-lane widths and shoulders), would not improve the layout or capacity of the intersection of IA 26 and IA 9/2nd Street at the west end of the bridge, and would not increase the width of the navigation span to improve the horizontal clearance for barge traffic under the bridge. Repairs would continue to be frequent and costly to keep the crossing in use and would require intermittent closure of the crossing to vehicular traffic to facilitate repairs. The crossing would be closed to vehicular traffic for approximately two years to accommodate major rehabilitation. During this timeframe, river navigation through the crossing may be temporarily slowed for short periods to accommodate construction activity.

The No Build Alternative includes the estimated cost for ongoing maintenance and repairs, major rehabilitation, and full replacement of the crossing at a future time. The estimated life-cycle cost (up through year 2024) of the No Build Alternative in 2018 dollars is \$107.7 million. User costs (e.g., out of distance travel) and operation of an optional cross-river ferry service are not included in this figure. By comparison, the 2024 Replacement Alternative has an estimated life-cycle cost (up through year 2024) of \$94.7 million (excluding user costs and ferry service).

Although the No Build Alternative does not satisfy the purpose and need - it does not fully address identified structural and roadway deficiencies, would not maintain or improve system linkages, and would not maintain modal relationships - it is carried forward for comparison of its impact to those of the Preferred Alternative presented in Chapter 5.0 of this document.

³ *Mississippi River Bridge at Lansing, No-Build/Existing Bridge Report*; Burns & McDonnell Engineering Company Inc., for the Iowa DOT. May 10, 2018

4.2 Alternatives Considered But Dismissed

Six build alternatives were developed and evaluated to address the needs for this project. Of the six, five were dismissed from further review. Table 4-1 (at the end of this chapter) summarizes the effects of these alternatives and several of the factors that were considered in dismissing them.

4.2.1 Rehabilitation/Reuse of the Existing Bridge

Rehabilitation/Re-Use of the bridge includes the same improvements described under the No Build Alternative occurring by 2024 without a defined future replacement bridge. Major rehabilitation would extend the useful service life of the crossing for a period of up to 25 years, depending on the type and frequency of ongoing repairs needed after the rehabilitation is completed to keep the crossing open to vehicular traffic. At some point in the future, like the No Build Alternative, closure of the crossing (either temporarily to facilitate demolition of the existing bridge and construction of a new crossing or permanently with removal of the crossing and redesignation of the affected State routes to other roadway corridors) would occur, possibly before 2049.⁴

In addition to major rehabilitation of existing structural elements, this alternative would widen the existing bridge by adding a new truss line and connecting it to the existing bridge with new floor beams and framing. One direction of traffic would be carried on the existing bridge structure with opposing traffic carried on the newly added structure. The overall length of the bridge and the spacing of the piers (e.g., horizontal clearance for river navigation) would not be improved. Rehabilitation/reuse would not completely address the identified structural deficiencies and construction of this magnitude would be difficult. Although a new and wider deck and improved supporting structures could be provided, the surrounding structural elements of the bridge may not meet the required heavy truck loads. Piers 2 and 3 would be stabilized under this alternative using drilled shafts placed upstream and downstream of the existing piers and a new cast-in-place cap constructed in between them. The intent is to retrofit the existing piers with drilled shafts (drilled piers) and construct a new footing that would be tied into the existing footing, stabilizing the bridge against scour. To accommodate these improvements, the crossing would be closed to vehicular use for a period of two years or more and could also require longer windows of time where navigation through the crossing would be slowed or temporarily restricted. The structural changes to the bridge would affect its historic integrity and character and negatively affect its NRHP-eligibility.

Rehabilitation/reuse would provide wider travel lanes and a shoulder on the bridge and would allow the layout and capacity of the IA 26/IA 9/2nd Street intersection to be improved. The estimated cost for the most feasible of three options for rehabilitation/reuse is approximately \$134.5 million in 2019 dollars. This total represents the life-cycle cost through the year 2024 and excludes user costs and a ferry service. Because the rehabilitation/reuse option would not provide a crossing with an extended service life (100 years or more), replacement with a new structure would be necessary, possibly before 2049. Because this option would not fully address the identified structural and navigation deficiencies, the Rehabilitate/Reuse Alternative is not carried forward for further consideration.

The potential adaptive reuse of the existing bridge as a pedestrian/bicycle-only facility in combination with other new construction options was also evaluated.⁵ The existing bridge would need to be modified to include a solid surface deck and railings in compliance with Iowa DOT and AASHTO design standards. The total cost of these improvements is estimated at \$5.3 million, in 2019 dollars. To support its possible use as a pedestrian/bicycle-only structure, maintenance and repairs would still need to be made to keep the bridge structurally sound even to support a much lighter load. If the bridge was to be used in this way, ownership and

⁴ *Mississippi River Bridge at Lansing, Rehabilitate and Reuse of Existing Structure Memorandum*; Burns & McDonnell Engineering Company, Inc, for the Iowa DOT. March 6, 2019.

⁵ *Mississippi River Bridge at Lansing, Black Hawk Bridge Advertisement*; Burns & McDonnell Engineering Company, Inc, for the Iowa DOT. June 5, 2019.

ongoing maintenance of the bridge would need to be transferred to another entity. At this time no public or private entity has inquired about taking over ownership of the bridge.

If the existing crossing was converted to pedestrian/bicycle-only use, the designations of IA 9/WI 82 would be moved to either a newly constructed crossing or co-designated along another route (if no new vehicular crossing was built in Lansing). Iowa DOT would then divest of the existing bridge, requiring ownership and all maintenance costs (including cost of future demolition) to be borne by another entity.

For a project of this type that would demolish or remove a historic bridge, Federal law requires that the bridge be advertised for donation to a state, locality, or responsible private entity. As noted above this entity would be responsible for maintaining the bridge, preserving its historically significant features, and assuming all future legal responsibility for the structure. At this time no such entity has come forward.

4.2.2 Build on Existing Alternative - Build a New Bridge on the Existing Crossing Alignment

A new bridge and supporting roadway system would be constructed on the existing crossing alignment, requiring removal of the existing Black Hawk Bridge. The new bridge, including rehabilitation/reuse of Pier 1 and replacement of the remaining river piers, would be constructed to meet the proposed design criteria including two 12-foot wide travel lanes and an 8-foot wide shoulder on each side of the bridge. The new bridge would include a minimum navigation span of 750 feet to provide the required horizontal clearance for navigation on the river, as defined by the USCG; while also providing the appropriate vertical clearance to support river navigation.⁶

Improvements at the western entrance to the new bridge (intersection of IA 9/2nd Street and IA 26) would accommodate turning vehicles, including large trucks. The intersection of IA 26 and IA 9/2nd Street would be reconstructed to include a 12-foot-wide travel lane in each direction with curb and gutter. The 12-foot wide travel lanes would be extended north and south of the intersection. Near the northern limits of the work along IA 26, the roadway would transition from curb and gutter to provide a 6-foot wide gravel shoulder on both sides. Along IA 9/2nd Street south of the intersection sidewalks would be constructed along both sides of IA 9/2nd Street along with construction of a new storm sewer and retaining walls, and relocation of an existing water main. WI 82 east of the new crossing would be reconstructed with one 12-foot wide travel lane in each direction and a variable-width paved and gravel shoulder. New guard rail would be installed along the approach to the new bridge and the approach to the Big Slough Bridge. The entrance and parking area supporting the Big Slough Landing Boat Ramp would be reconstructed. No improvements would be made to Big Slough Bridge or to WI 82 east of Big Slough Bridge.

Much of the early construction, nearly 2 years in duration, could occur under and around the existing bridge without closing the crossing. Closure of the crossing to vehicular traffic would occur once the existing bridge is demolished and work begins on the roadway improvements at both ends of the bridge. This closure could span from 6 months to 2 years depending on the construction method used and the seasonal timing of construction. During construction river navigation through the crossing would be slowed during certain times and temporarily restricted during others to facilitate demolition of the existing bridge and float-in and erection of new bridge components.

Construction of a new bridge on the existing crossing alignment is estimated at \$65.8 million in 2019 dollars, excluding user costs for out-of-distance travel due to extensive crossing closure periods and cost of a ferry service.

Although the Build on Existing Alternative would address the identified structural and roadway deficiencies, maintain, or improve system linkages, and maintain modal relationships, it was dismissed from further consideration due to the excessive closure periods required for construction. Additional risks are also

⁶ *Mississippi River Bridge at Lansing, Risk Analysis: Build on Existing Alignment*; Burns & McDonnell Engineering Company, Inc, for the Iowa DOT. July 11, 2019.

associated with the potential effect of construction of the new bridge piers on the stability of the existing piers due to their proximity.

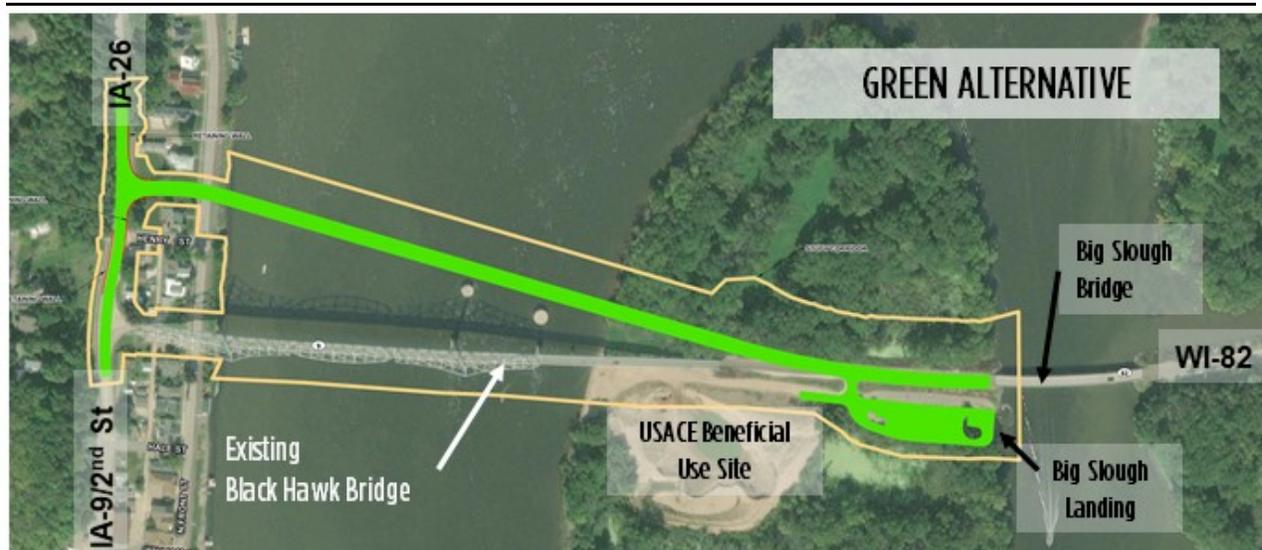
4.2.3 Green Alternative – Build New Bridge on a Skewed Alignment North of the Existing Crossing

The Green Alternative follows a skewed alignment north of the existing bridge. The new crossing connects to WI 82 west of the Big Slough Bridge and improves the entrance to the Beneficial Use Site and Big Slough Landing Boat Ramp located south of WI 82 within the Upper Mississippi River National Fish and Wildlife Refuge (Refuge). The alignment swings north and east of the existing crossing to tie into IA 26 between Henry and Gray Streets in Lansing. The new bridge would be constructed to meet the proposed design criteria, including two 12-foot wide travel lanes and an 8-foot wide shoulder on each side of the bridge. The new bridge would include a minimum navigation span of 840 feet to provide the required horizontal clearance for navigation on the river, as defined by the USCG, while also providing the appropriate vertical clearance to support river navigation. Existing Black Hawk Bridge and the two dolphins north of the existing bridge would be removed. Improvement of the IA 26 intersection west of the new bridge would accommodate turning vehicles, especially large trucks. Lane and shoulder improvements extending north and south of the IA 26 intersection would provide lane continuity with the new intersection. No improvements would be made to Big Slough Bridge or to WI 82 east of Big Slough Bridge. The entrance and parking area supporting the Big Slough Landing Boat Ramp would be reconstructed.

The existing crossing would remain open to vehicular traffic during most of the construction timeframe. The crossing would be closed to vehicular traffic for short periods (2 to 3 months) to tie the new improvements into the existing roadway system before traffic is shifted to the new crossing and the existing bridge is removed. The estimated cost to construct a single-span network tied arch or warren truss at the Green Alternative is approximately \$63.6 million in 2019 dollars, excluding user costs.

The Green Alternative lies near two resources determined eligible for listing in the NRHP and encroaches into a historic district determined NRHP-eligible in 2019. Because other reasonable and feasible alternatives are under consideration that avoid effects on these resources (in consideration of the requirements of Section 106 of the National Historic Preservation Act (NHPA) Section 106] and Section 4(f) of the DOT Act of 1966 [Section 4(f)]), the Green Alternative was dismissed from further consideration.

Figure 4-1: Green Alternative – Build a New Bridge on a Skewed Alignment North of the Existing Crossing



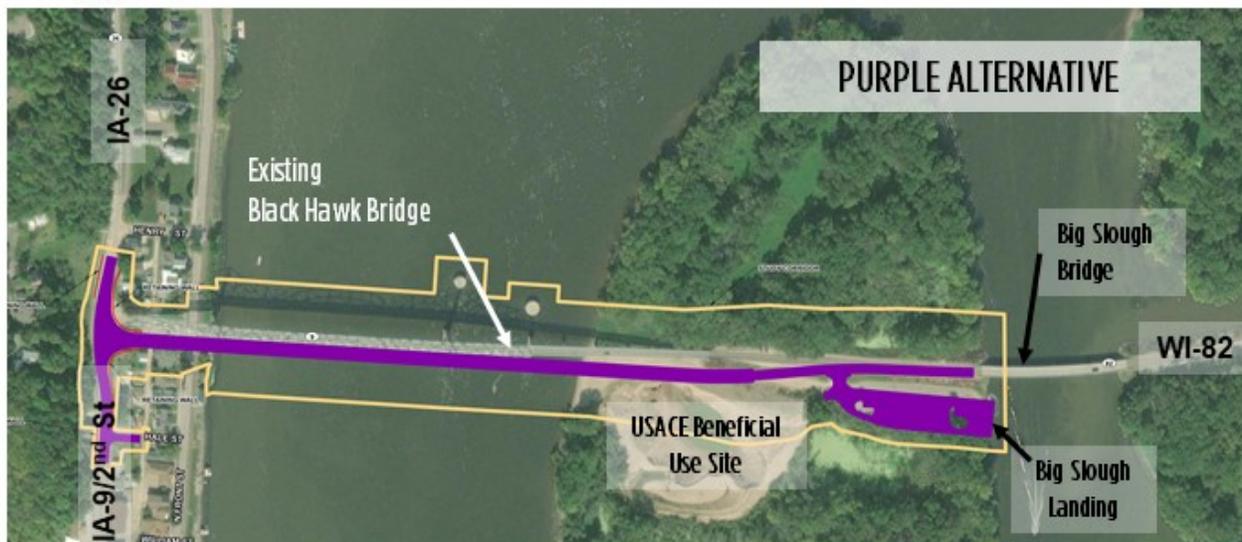
4.2.4 Purple Alternative – Build a New Bridge Parallel to and South of the Existing Crossing

The Purple Alternative extends south of and parallel to the existing bridge. The new crossing connects to WI 82 west of the Big Slough Bridge and improves the entrance to the Beneficial Use Site and Big Slough Landing Boat Ramp. The alignment continues west and ties into IA 26 and IA 9/2nd Street just south of the existing bridge. The new bridge would be constructed to meet the proposed design criteria, including two 12-foot wide travel lanes and an 8-foot wide shoulder on each side of the bridge. The new bridge includes a minimum navigation span of 750 feet to provide the required horizontal clearance for navigation on the river, as defined by the USCG, while also providing the appropriate vertical clearance to support river navigation. Existing Black Hawk Bridge and the two dolphins north of the existing bridge would be removed. No improvements would be made to Big Slough Bridge or to WI 82 east of Big Slough Bridge. The same improvements along IA 26, IA 9/2nd Street, and WI 82 as noted in the Green Alternative would be included.

Vehicular traffic would continue to use the existing crossing during most of the construction timeframe. The crossing would be closed to vehicular traffic for short periods (2 to 3 months) to tie the new improvements into the existing roadway system before traffic is shifted to the new crossing and the existing bridge is removed. The estimated cost to construct a continuous truss at the Purple Alternative is approximately \$71.0 million in 2019 dollars, excluding user costs.

The Purple Alternative encroaches into a historic district determined NRHP-eligible in 2019 and upon two NRHP-eligible structures (house and garage) within the historic district. Because other reasonable and feasible alternatives are under consideration that avoid effects on resources protected under Section 106 Section 4(f), the Purple Alternative was dismissed from further consideration.

Figure 4-2: Purple Alternative – Build a New Bridge Parallel to and South of the Existing Crossing



4.2.5 Orange Alternative - Build a New Bridge on an Alignment South of the Existing Crossing Connecting to John Street

The Orange Alternative begins along WI 82 east of Big Slough Bridge and follows a skewed alignment south and west across the Refuge, then turns west to cross the river, finally tying into South 2nd Street (Great River Road) at John Street on the south side of Lansing. The entrance to the Beneficial Use Site and Big Slough Landing Boat Ramp would remain as they are today. Minor improvements at the intersection of South 2nd Street and John Street are included. A new IA 9 roadway extension was also considered with this alternative that would relocate IA 9 one block south of its existing location (along John Street) and eventually tie into the

existing IA 9 at the west end of Lansing. This would allow IA 9 traffic a direct entrance/exit to the bridge, free from any turning maneuvers. The new bridge would be constructed to meet the proposed design criteria, including two 12-foot wide travel lanes and an 8-foot wide shoulder on each side of the bridge. The new bridge would include a minimum navigation span of 700 feet to provide the required horizontal clearance for navigation on the river, as defined by the USCG for the Orange Alternative, while also providing the appropriate vertical clearance to support river navigation. Existing Black Hawk Bridge and the two dolphins north of the existing bridge would be removed. No improvements would be made to Big Slough Bridge. Sections of WI 82 east of Big Slough Bridge would be improved to provide access to the new crossing. The Orange Alternative would also affect two regulated material sites – city of Lansing Water Works (Tier II Chemical Storage Facility); and the city of Lansing, John Street (aboveground storage tank) (Iowa DOT, 2016).

Vehicular traffic would continue to use the existing crossing during most of the construction timeframe. The crossing would be closed to vehicular traffic for short periods (2 to 3 months) to tie the new improvements into the existing roadway system before traffic is shifted to the new crossing and the existing bridge is removed. The estimated cost to construct a simple-span tied-arch or simple-span truss at the Orange Alternative is approximately \$79.5 million in 2019 dollars excluding user costs.

In consideration of unavoidable impacts to the Refuge, the introduction of traffic into residential neighborhoods and near the high school, its extensive length, and additional costs, the Orange Alternative was dismissed from further consideration (Table 4-1).

Figure 4-3: Orange Alternative – Build a New Bridge on an Alignment South of the Existing Crossing Connecting to John Street

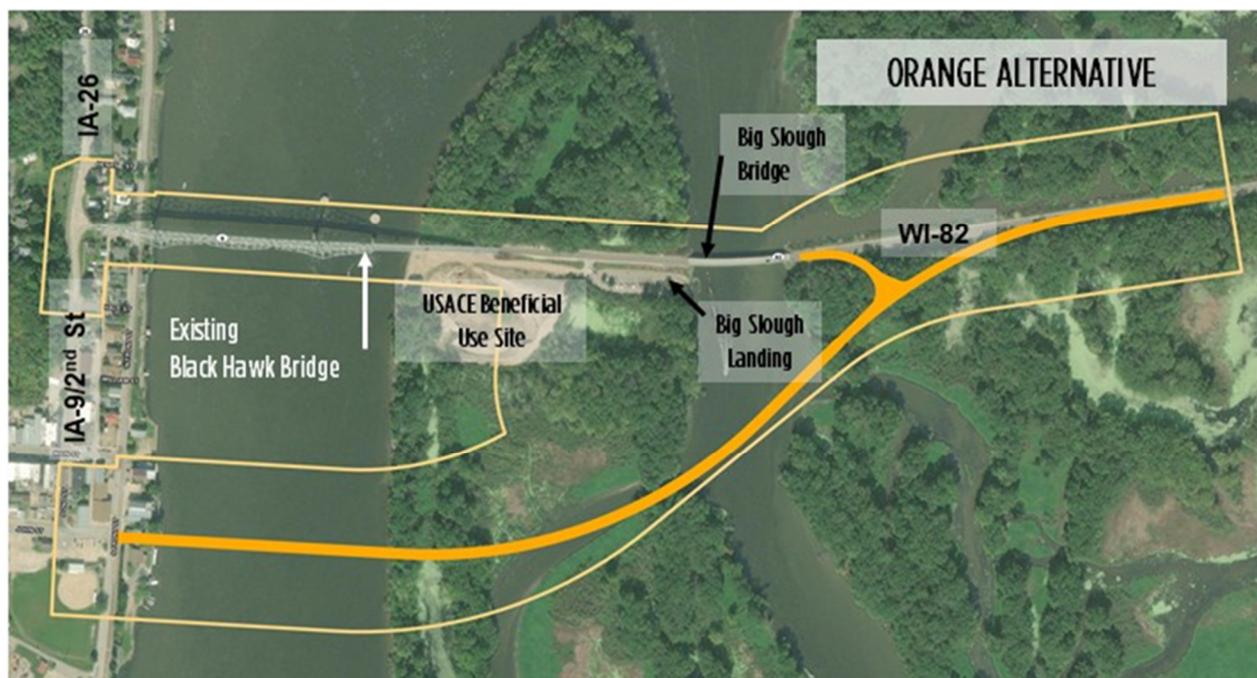


Table 4-1 summarizes the impacts of the alternatives considered.

Table 4-1: Preliminary Comparison of Alternative Impacts

Resource Category	No Build	Rehabilitation /Reuse	Build on Existing	Green Alternative ¹	Blue Alternative ¹	Purple Alternative ¹	Orange Alternative ²
Study Area (acres)	0	20.3	20.3	25.6	20.5	20.8	101.62
Alignment Length (linear feet including bridge)	1,626	1,626	1,626	2,498	2,476	2,473	4,895
Bridge Length (linear feet)	1,626 existing	1,626 existing	1,626	1,735	1,727	1,727	1,900
Archaeological Resources (sites/acres)	0/0	0/0	0/0	4/0.7	4/0.4	2/0.3	3/9.5
Historic Structures (Black Hawk Bridge is included)	0	1	1	3	1	2	9
Historic Districts	0	0	0	1	0	1	3
Recreational Areas (acres)	0	0	0	13.2	8.7	10.1	26.2
Refuge Lands (acres)	0	0	0	5.9	5.9	5.9	23.0
Regulated Materials Sites	0	0	0	0	0	0	2
Threatened/Endangered Species (sites/acres)	0/0	0/0	1/1.5	2/1.9	1/1.5	1/1.5	NA ³
Floodplains (acres)	0	0	20.4	25.4	20.4	20.6	91.6
Wetlands (acres)	0	0	<1	4.6	4.3	3.5	42.5
Woodlands (acres)	0	0	<1	3.7	3.5	2.7	18.0
Estimated construction costs (millions) ⁴	\$107.7 ⁵	\$134.5 ⁵	\$65.8 ⁶	\$63.6 ⁶	\$74.58 ⁷	\$70.95 ⁶	\$79.5 ⁶

1 – data from the CP3 meeting conducted on May 15, 2019

2 – data presented during the CP1-CP2 meeting conducted on March 5, 2018, based on a wider study area

3 – not evaluated during early screening

4 – excludes user costs and ferry service

5 – represents life cycle cost through year 2124

6 – from cost estimates given in “Mississippi River Bridge at Lansing, Risk Analysis: Build on Existing Alignment; Burns & McDonnell Engineering Company, Inc, for the Iowa DOT. July 11, 2019.”

7 – from cost estimate developed in December 2020 for the rotated Blue Alternative

Following removal of the Orange Alternative from further consideration, the extent of the study area was reduced to focus the evaluation on the remaining build alternatives as presented during the public open house meeting conducted on July 7, 2019. This smaller study area is reflected in the assessment of impacts described in Chapter 5.0.

4.3 Preferred Alternative - Blue Alternative

The Blue Alternative is carried forward as the preferred build alternative. The Blue Alternative would provide a river crossing that meets current design and operational standards, and the appropriate clearances to support safe passage of barges and large river vessels within the navigation channel of the Mississippi River. It would address the identified roadway and structural deficiencies, and maintain the highway system linkage and modal relationships across the river.

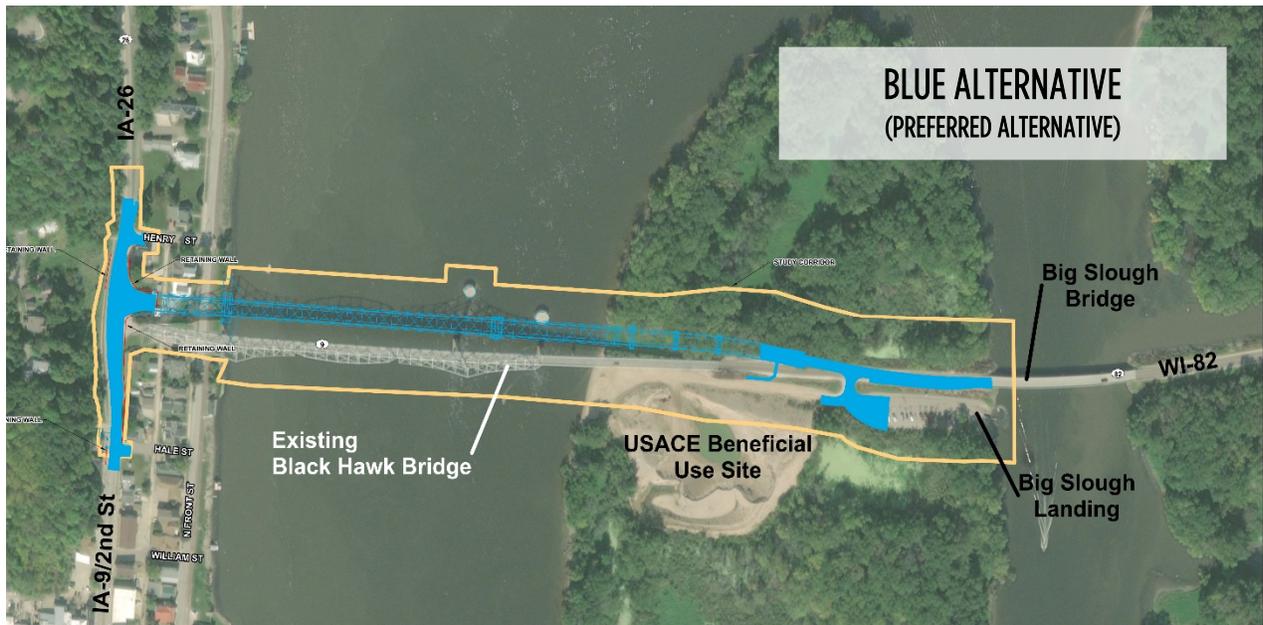
The Blue Alternative provides a new bridge crossing on an alignment north of and nearly parallel to the existing crossing. The new crossing connects to WI 82 west of the Big Slough Bridge and improves the entrance to the Beneficial Use Site and Big Slough Landing Boat Ramp. The alignment continues west and ties into IA 26 just north of the existing bridge. Improvements would be made at the intersection of IA 9 with IA 26/IA 9/2nd Street to accommodate turning vehicles, especially large trucks, like those described under the Green Alternative. Lane and shoulder improvements would be made along IA 26/IA 9/2nd Street to provide lane continuity with the new intersection. The new bridge would include a navigation span of at least 750 feet (minimum) to provide the required horizontal clearance for navigation on the river, as defined by the USCG, while also providing the appropriate vertical clearance to support river navigation. Existing Black Hawk Bridge and the two dolphins north of the existing bridge would be removed. Pier 1, along the Iowa bank, would only be removed to approximately one foot below grade to avoid impacts to potential archaeological resources. No improvements would be made to Big Slough Bridge or to WI 82 east of Big Slough Bridge.

As preliminary design progressed in 2020, options were reviewed for reducing the potential effect of the Blue Alternative on an NRHP-eligible archaeological site in the area of the proposed location of the touchdown on the Iowa bank. Retaining wall and abutment designs were developed and evaluated to avoid or minimize to the extent practicable, possible disturbance of the site. In addition to moving forward with the design of a soldier pile wall to minimize impacts to the site, the alignment of the new bridge was rotated approximately 10 feet to the north, holding the proposed Pier 2 location at the east end of the bridge in roughly the same location. The west end of the bridge was rotated approximately 10 feet to the north (away from the existing bridge alignment) to provide more space between the proposed retaining wall and the approximate northern edge of the archaeological site. The rotated alignment also required that the navigation span be lengthened by approximately two feet. The rotated alignment resulted in no discernable differences in effects on sensitive resources in the study area.

Vehicular traffic would continue to use the existing crossing during most of the construction timeframe. The crossing would be closed to vehicular traffic for short periods (2 to 3 months) to tie the new improvements into the existing roadway system before traffic is shifted to the new crossing and the existing bridge is removed. The estimated cost to construct a continuous truss at the Purple Alternative is approximately \$74.58 million in 2020 dollars, excluding user costs.

The Blue Alternative avoids encroaching into historic districts but would require removal of the NRHP-eligible Black Hawk Bridge. As noted previously, the existing bridge has been advertised for donation to a state, locality, or responsible private entity; but at this time no such entity has come forward.

Figure 4-4: Blue Alternative - Preferred Alternative



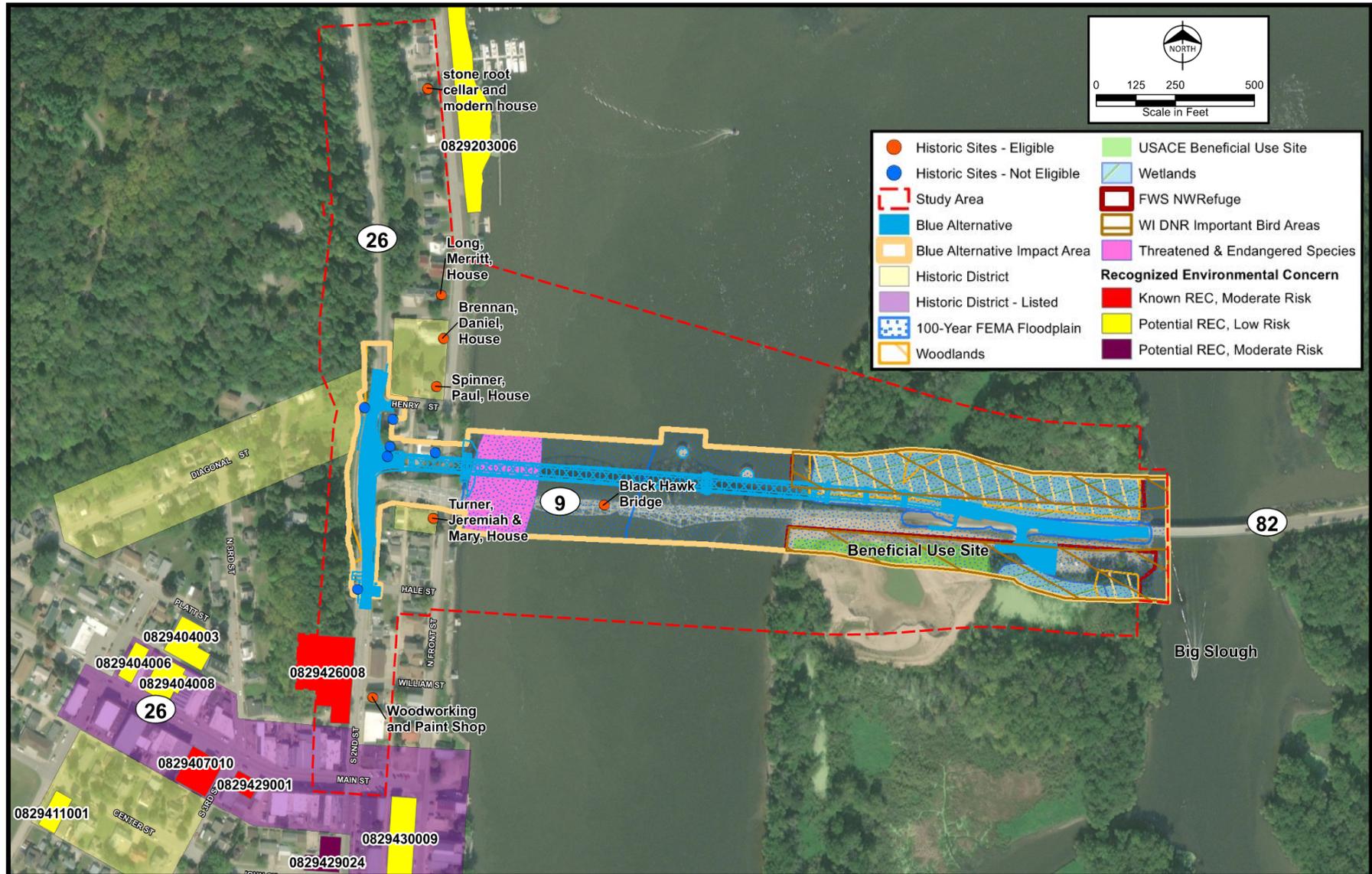
5.0 How the Proposed Project Would Affect the Environment

This chapter describes the existing social, economic, and environmental conditions within the Mississippi River Bridge Crossing at Lansing study area and the resources that would be directly and indirectly affected by implementation of the preferred alternative – the Blue Alternative. The resources with a check in the second column in Table P-1 (Preface), located at the beginning of this document, are discussed below.

Each resource section includes an analysis of the impacts of the No Build Alternative and the preferred alternative, the Blue Alternative. Because it is early in the design process, a preliminary National Environmental Policy Act (NEPA) impact area was used for estimating impacts on the evaluated environmental resources. This chapter also presents the anticipated effects implementation of the Blue Alternative may have on existing resources and features, including impacts that may occur during construction. The description of the existing conditions serves as a baseline for evaluating the probable beneficial and adverse social, economic, and environmental effects. The preliminary NEPA impact area includes roadway right-of-way needs and the area where construction, including temporary impacts, could occur. The area directly affected by the project will likely be less than what is portrayed within the preliminary NEPA impact area, and some impacts to resources are expected to be minimized or avoided as the project design is refined. Consequently, the potential impacts discussed in this chapter of the EA are conservative, as efforts to minimize direct and indirect impacts will be made during final design. Because of the limited geographic extent of the study area and the focused purpose of the project, impacts in some categories are not anticipated. Resources or features under these categories either are not present within the study area or the vicinity of the project or would not be affected by the proposed project. Temporary and short-term minor impacts would occur under some of these categories during construction.

The study area for the No Build and Blue Alternative is depicted in Figure 5-1.

Figure 5-1: Study Area Resources



5.1 Resources Not Present or That Would Not be Affected

The following resources are either not present within the study area and footprint of the Blue Alternative or the effects of the Blue Alternative would be minor or negligible. These resource categories were indicated in Table P-1 within the Preface at the beginning of this document and are included in the Streamlined Resource Summary in Appendix A.

Table 5-1: Resource Categories Where No or Minimal Effects Would Occur

Resource Category	Analysis of Effect
SOCIOECONOMIC	
Churches and Schools	Multiple schools and support facilities and three churches exist within the Lansing downtown area. None of these facilities are located within or adjacent to the study area.
Environmental Justice	Executive Order 12898, <i>Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations</i> , issued in 1994, directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority populations and low-income populations to the greatest extent practicable and permitted by law. Based on the US Census Bureau's 2013-2017 American Community Survey 5-Year Estimates US Census, 2019), the demographic profile of Allamakee County, Iowa and the city of Lansing is predominantly white (96.8 percent and 98.6 percent, respectively), and is matched also by a predominantly white population in Crawford County, Wisconsin of 95.5 percent. Although Census Tract 9601 (covering the eastern half of Allamakee County and Census Tract 9602 covering the western half of Crawford County have higher median household incomes than those of their respective counties, both census tracts include households that live below poverty at 7.3 percent and 10.5 percent, respectively. Based on the data reviewed, no ROW would be acquired from low-income or minority households. Travel within the project area would improve for all residents once the improvements are completed. Based on this analysis, low-income populations and minority populations would not experience disproportionately high or adverse impacts resulting from implementation of the Blue Alternative.
Economic	The proposed project would not displace or impair existing businesses in Lansing. Improvement of the crossing would support the continued economic viability of the community by linking residents and businesses to regional employment, education, and health care centers on both sides of the river. During the 2-year construction timeframe, businesses may benefit from the sale of goods and services supporting construction activities. Local businesses providing construction materials and related services, food (restaurants and groceries), lodging, and general supplies could see an increase in activity during construction. Although one bed & breakfast associated with a residence in the project footprint would be acquired, other businesses focused on tourism (e.g., lodging, restaurants, the Driftless Area Visitor and Education Center) are located away from the immediate project area and would not be directly affected by construction.
Joint Development	No joint development (the development of a transportation project and adjacent complementary private real estate development where a private developer either implements the real estate improvement directly or gives money to a public sector sponsor to offset the costs) is planned as part of the Blue Alternative.
NATURAL ENVIRONMENT	
Wild and Scenic Rivers	The Mississippi River is not a designated wild and scenic river. No other rivers occur within the study area.
Farmland	No agricultural uses or active farmland are present within the study area or project footprint. The project would occur within a riverine environment and a built-up urban environment where the Farmland Policy Protection Act does not apply.
CULTURAL	
Cemeteries	No cemeteries are present within the study area.

Table 5-1 continued

PHYSICAL	
Air Quality	Allamakee County is classified as Unclassifiable/Attainment for all National Ambient Air Quality Standards (NAAQS) by the US Environmental Protection Agency (EPA), (EPA 2017). Analyses under Transportation Conformity do not apply to this project.
Mobile Source Air Toxics	The purpose of this project is to address the structural deficiencies of the existing river crossing by constructing a new bridge and connecting roadways. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (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 a meaningful increase in MSAT impacts of the project from that of the No Build Alternative. Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050, while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.
Energy	No sources or fossil fuels and no major electric transmission or petroleum pipelines are present with the study area. Construction of the project would result in minor short-term and temporary increase in the use of fuels (gasoline/diesel) and electricity in the use of construction equipment and roadway lighting and signage.
Contaminated and Regulated Materials Sites	Thirteen properties within the city of Lansing are considered to have potential Recognized Environmental Conditions (RECs) based on review of Iowa Department of Natural Resources (DNR), EPA, and Allamakee County Assessor databases; historic aerial photography, and Google Earth. None of the properties are located within or adjacent to the study area.

5.2 Socioeconomic Impacts

Evaluating the effects a transportation project would have on socioeconomic resources requires consideration of direct and indirect effects on land use and consistency with current development and land planning, community cohesion, community services and emergency response, parklands and recreation areas, bicycle and pedestrian facilities, the existing transportation system, and possible relocations and new right-of-way needed to implement the proposed project.

5.2.1 Land Use

The proposed project is in a small river community in eastern Allamakee County, Iowa crossing the Mississippi River into Crawford County, Wisconsin. The study area is dominated by the Mississippi River, which supports commercial, industrial, and recreational uses. The Iowa portion of the study area is bounded by residential uses in Lansing's downtown area to the south and by Mount Hosmer Park to the west. The transportation system within the study area and extending beyond its limits includes IA 26, IA 9, local streets, the Canadian Pacific rail line, and Black Hawk Bridge. Within the Wisconsin portion of the study area the US Fish and Wildlife Service (USFWS) manages lands within the Upper Mississippi River National Fish and Wildlife Refuge (Refuge). See Section 5.2.3 for more information on the Refuge. The USFWS manages the Big Slough Landing and Boat Ramp within the Refuge and south of WI 82 east of the Black Hawk Bridge (see Figure 5-1). The landing and boat ramp provide access for fishermen and other recreational users to Big Slough and the Mississippi River.

The US Army Corps of Engineers (USACE) manages a Beneficial Use Site south of the east end of the existing Black Hawk Bridge. The USACE offloads sand dredged from sections of the river to this site, making the sand accessible for use at no cost to residents, contractors, and local government entities. The USACE also

maintains a dredge pipeline extending east from the Beneficial Use Site to south of the boat ramp at Big Slough Landing. The dredge pipeline carries water from the sand piles to Big Slough.

Although the city of Lansing lacks its own comprehensive plan, it will be included in the new Allamakee County Comprehensive Plan *All in Allamakee*, being prepared in partnership with the Upper Explorer Land Regional Planning Commission (UERPC). The new plan, anticipated to be released in 2020, will update the previous county comprehensive plan published in 2002. The 2002 plan identifies county goals and objectives in several areas, including growth, economic development, natural resource protection, and transportation to guide community leaders in making effective decisions for the future.

No-Build Alternative

The No-Build Alternative would not change existing land use or development patterns within the study area; land uses on both sides of the bridge would remain intact as the existing bridge would remain in place.

Blue Alternative

The Blue Alternative would maintain access to the community supporting current and future development. Construction of the Blue Alternative requires additional right-of-way adjacent to and north of the existing bridge. Four parcels would be acquired north of the existing bridge that are located within the footprint of the new bridge. Additional detail on the potential residential relocations is provided in Section 5.2.5. Additional right-of-way/permanent easement is also needed from the Refuge to accommodate improvement of the section of WI 82 from the end of the new bridge to the approach to the Big Slough Bridge. Improvements will also be made to the Big Slough Landing area. The vehicle/trailer parking area will be maintained and improved along with the boat ramp. The landing and boat ramp would be closed temporarily to accommodate construction. No changes would occur to the Beneficial Use site, although access to the site from WI 82 would be temporarily restricted during construction. The dredge pipeline extending from the Beneficial Use Site to Big Slough would not be moved or altered by the improvement of the Big Slough Landing and Boat Ramp.

5.2.2 Community Cohesion

The existing river crossing plays a key role in supporting regional mobility and connectivity, connecting IA 9/WI 82, IA 26, the city of Lansing, and northeastern Iowa to WI 35, a gateway to La Crosse, Wisconsin. Regional markets rely on the crossing to move agricultural products, fuels, and construction materials, among other items, to commercial centers. The nearest Mississippi River crossings to IA 9/WI 82 in Lansing are located approximately 40 miles to the north at La Crescent, Minnesota/La Crosse, Wisconsin and approximately 30 miles south at Marquette, Iowa/Prairie du Chien, Wisconsin.

IA 26 and WI 35 are designated as part of the Great River Road and IA 9 is designated as the Driftless Area Scenic Byway, drawing visitors from across the country. These, along with several other community attractions, draw visitors to Lansing from across the country. The existing Black Hawk Bridge is a noted community feature, serving as a tourism focus and as a backdrop for numerous community events.

No-Build Alternative

The No Build Alternative would maintain regional connectivity until a time in the future when the crossing would need to be closed to vehicles due to its deteriorated condition. The existing bridge would remain in place and no changes would be made to the local road system near the Black Hawk bridge nor within the rest of Lansing.

Blue Alternative

Replacing the existing bridge would maintain connectivity across the river and continue to support the movement of goods, services, and people between northeast Iowa and southwest Wisconsin. Although temporary road and sidewalk closures would occur during construction, these would be limited to areas immediately adjacent to the existing bridge and new bridge construction area. The IA 9/WI 82 river crossing would be closed to traffic for approximately three months once the new bridge is complete to connect the bridge to the new roadway sections. During this period, traffic needing to cross the river would have to do so

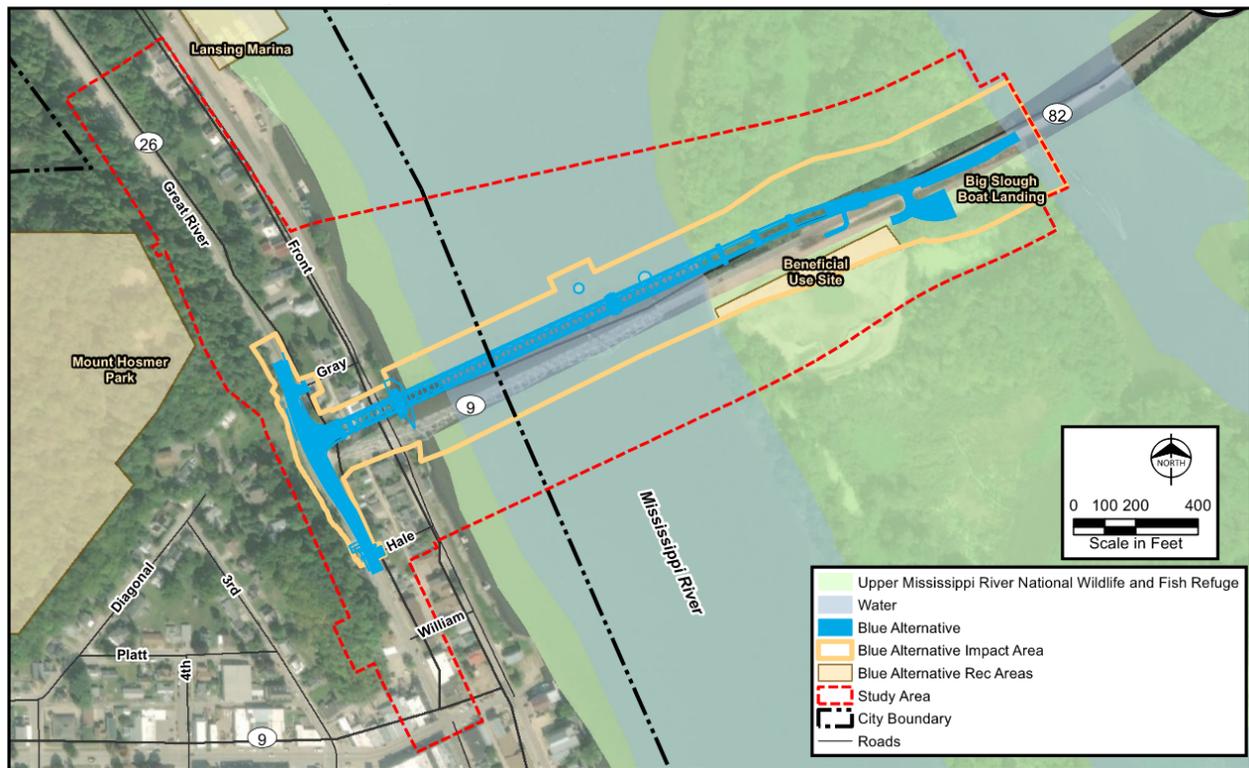
via either the La Crescent/La Crosse river crossing to the north or the Marquette/Prairie du Chien river crossing to the south.

Input from the public received during this study strongly favored a new bridge designed to look like the existing bridge. To address this comment, Iowa DOT and Wisconsin DOT have selected a design for the proposed bridge that mimics the style and structure of the existing bridge. This design would address the functional issues of the crossing while also providing a crossing with an extended lifespan that could continue to serve as the focal point of the community. Providing this type of design also satisfies mitigation required for removal of the existing NRHP-eligible bridge as further described in Section 5.4.

5.2.3 Parklands and Recreational Areas

Parks and public open space holdings were inventoried for a large area, including public and privately owned parcels, school facilities, and floodplain protection areas. The region supports several park, recreation, and wildlife management areas as well as scenic byways and trails described in Section 5.2.4. Only two public park/recreational facilities are located within the study area – the Refuge and Mount Hosmer Veteran’s Memorial Park (Mount Hosmer) (Figure 5-2).

Figure 5-2: Parklands and Recreational Areas



Upper Mississippi River National Wildlife and Fish Refuge - The Refuge encompasses approximately 240,000 acres along approximately 261 river miles bordering Minnesota, Wisconsin, Iowa, and Illinois. The Refuge was created by the USFWS in 1924 as a refuge for fish, wildlife, and plants, and as a breeding place for migratory birds. Portions of the Refuge are bordered by steep wooded bluffs that rise 100 to 600 feet above the river valley, and include areas of bottomland forest, emergent wetlands, and prairie remnants. The Refuge has been designated a Wetland of International Importance and a Globally Important Bird Area.⁷ The USFWS has

⁷ Designated under the Convention on Wetlands, known as the Ramsar Convention, an intergovernmental environmental treaty for the conservation and sustainable use of wetlands (especially those for waterfowl habitat), was

compartmentalized the Refuge into four districts for the purposes of management, administration, and public service effectiveness and efficiency. The study area is in the McGregor Refuge District (USFWS, 2019). The Refuge includes the Big Slough Landing and Boat Ramp just south of WI 82 and west of Big Slough. The landing provides parking for vehicles and boat trailers and access to Big Slough.

Mount Hosmer Veteran's Memorial Park – Known as Mount Hosmer, this 104-acre park owned by the city of Lansing is perched atop a bluff 450 feet above the city. The park provides panoramic views of the Mississippi River valley, including the existing Black Hawk Bridge. Mount Hosmer is not within the study area but overlooks the study area from its location west of IA 26 (city of Lansing, 2019).

No-Build Alternative

No construction would occur so no right-of-way would be acquired from the Refuge or Mount Hosmer. IA 26 and IA 9/WI 82 would continue to provide access to both public use areas until sometime in the future when the existing crossing would be closed to traffic due to its deteriorated condition.

Blue Alternative

Construction of the Blue Alternative would require additional right-of-way and easements from the Refuge to accommodate realignment of WI 82 to the north and construction of the new river bridge. Improvements would be made to Big Slough Landing and Boat Ramp to tie into the improved section of WI 82 and maintain access to the boat ramp.

No right-of-way or easements would be needed from Mount Hosmer. Because the proposed bridge design would mimic the style and structure of the existing Black Hawk Bridge, the character of the views from Mount Hosmer of the river valley and the IA 9/WI 82 crossing would not change.

As a public wildlife management area, the Refuge is provided protection under Section 4(f) of the DOT Act. A discussion of how Section 4(f) applies to the Refuge and other resources affected by the proposed project and steps included in this study to address the use of Section 4(f) resources are provided in Section 5.5.

5.2.4 Scenic Byways and Bicycle and Pedestrian Facilities

The existing Black Hawk Bridge's narrow travel lanes, lack of shoulders, and open mesh deck deter the use of the crossing by bicyclists and pedestrians. The section of IA 26 that passes through the study area is designated as part of the Great River Road National Scenic Byway, and Driftless Scenic Byway, and the planned Mississippi River Trail (Figure 5-3). No delineated bike lanes or designated shared use paths are designated within the study area. Neither the city of Lansing nor Allamakee County has a current bicycle or trail plan that includes the study area.

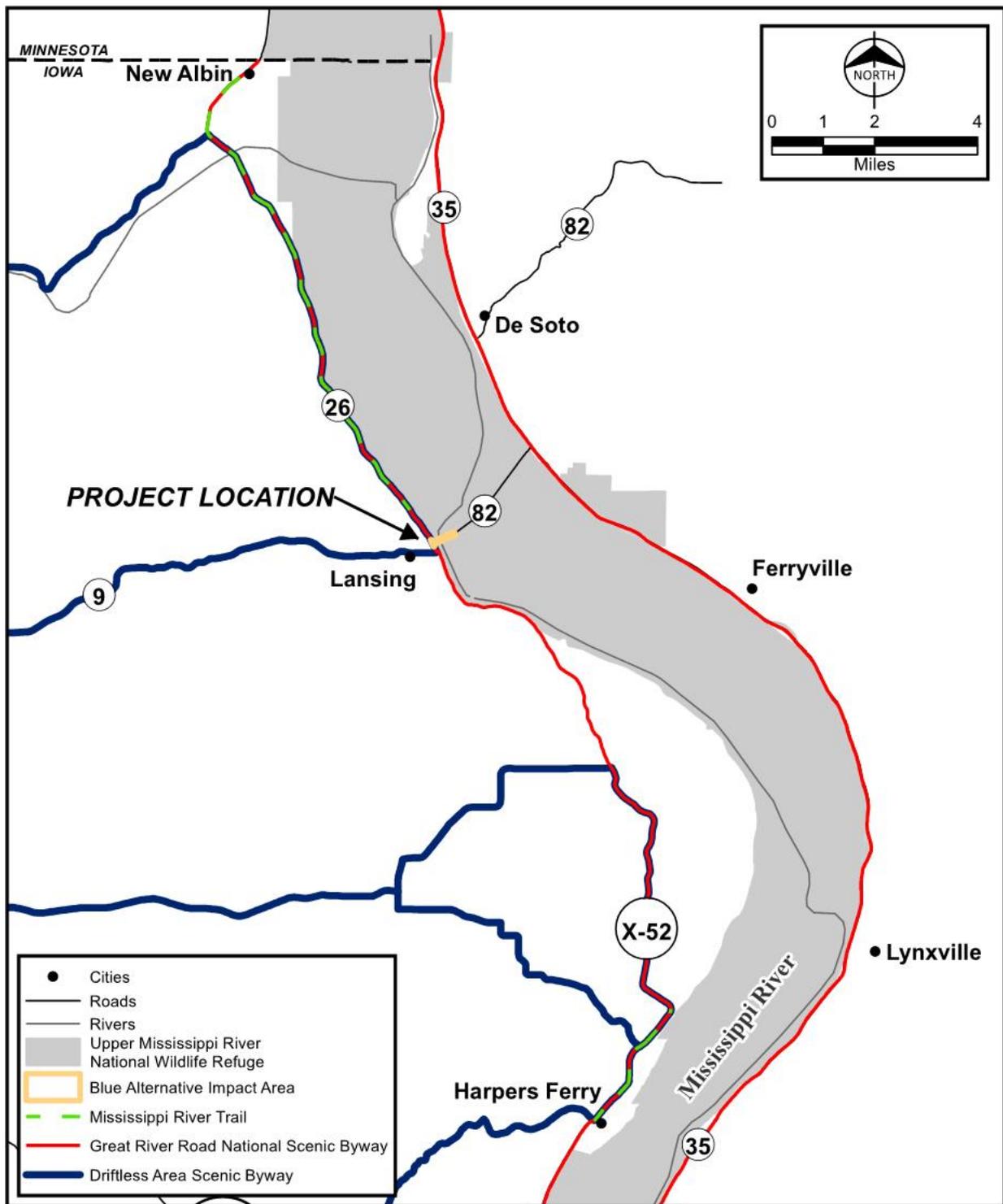
Great River Road National Scenic Byway - The Great River Road roughly follows both sides of the Mississippi River along the entire 328-mile eastern border of Iowa, from New Albin in the north to Keokuk in the south, thereby along IA 26 through the study area. As part of a larger, 3,000-mile long network of Federal, state and county roadways running from Lake Itasca in Minnesota to the Gulf of Mexico, the Great River Road provides access for travelers to the Refuge and Mount Hosmer.

Driftless Area Scenic Byway - The Driftless Area Scenic Byway also follows IA 26 at its junction with the bridge's western end, as well as IA 9 heading through Lansing's main district to the west. This byway, one of seven State-designated scenic routes, is a 100-mile long route through northeast Iowa's Driftless Area - a scenic area of bluffs, hills, rivers, and valleys that was bypassed by the last continental glaciers.

Mississippi River Trail - The Mississippi River Trail will link over 2,000 miles of recreational trails through 10 states, including 280 miles in Iowa. The portion of the trail through Lansing has yet to be established, but the

established in 1971 by UNESCO and accepted by the United States in 1987.
<https://www.fws.gov/international/pdf/factsheet-ramsar.pdf>

Figure 5-3: Regional Trails and Scenic Byways



Iowa's *Mississippi River Trail Plan* (Iowa DOT, 2003) indicates that IA 26 and County Road X52 will be used in the anticipation of those roadways including bike lanes.

None of the study area roads support designated bicycle lanes, nor are any specific designations made for any widened shoulders or additional bicycle lanes in the 2002 Allamakee County Comprehensive Plan. However, both the Great River Road National Scenic Byway in the study area and the Driftless Area State Scenic Byway in Lansing are known to host cyclists in the general traffic flow. Additionally, the Register's Annual Great Bicycle Ride Across Iowa (RAGBRAI), the oldest, largest and longest recreational bicycle touring event in the world, has used these two byways in past years.

No-Build Alternative

The No-Build Alternative would not modify the existing roadway or sidewalk system and it would not make accommodations for pedestrians or bicyclists on the existing bridge.

Blue Alternative

The new river crossing would include a solid, hard surface bridge deck and a shoulder that could accommodate pedestrian/bicycle use. Improvements would be made to the intersection of IA 26 and IA 9, but no plans are in place to include designated multi-use paths or shared bike lanes within the remainder of the study area.

5.2.5 Right-of-Way and Relocation Potential

Right-of-way acquisition and property relocations were evaluated based on existing rights-of-way, private and public property boundaries, and future right-of-way needs to support the Proposed Action. IA 26 and IA 9 are located within public right-of-way. WI 82 is also located within public right-of-way owned by the State of Wisconsin (or within an easement from the USACE/USFWS).

No-Build Alternative

No new right-of-way or permanent or temporary easements would be acquired because no construction would occur. The No-Build Alternative would not require relocation of any businesses or residences.

Blue Alternative

Construction of the Blue Alternative requires acquisition of new fee title right-of-way as well as permanent and temporary easements from residential properties located adjacent to the existing crossing. The amount and limits of the actual right-of-way and easements to be acquired will be defined as final design of the new crossing advances. Based on the proposed alignment of the Blue Alternative, one business (bed & breakfast) and three residential properties (one includes the bed & breakfast) would be acquired. These properties are located adjacent to and on the north side of the existing bridge between IA 26 and Front Street and are indicated as noise receivers 8, 9, 10, and 16 in Table 5-7 and Figure 5-8 in Section 5.6.1 of this EA. These properties would be acquired to accommodate the new bridge footprint and improvements at the intersection of IA 26 and IA 9 at the west end of the bridge.

Properties would be acquired in accordance with the Uniform Real Property Acquisition and Relocation Assistance Policies Act as amended (49 CFR 24), referred to as the Uniform Act; amendments made to the Uniform Act pursuant to Section 1521 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and the Iowa DOT Local Public Agency Manual (Iowa DOT, 2018).

Iowa DOT will continue to coordinate with USACE/USFWS to modify existing or define new easements for improvement of WI 82 and the Big Slough Landing.

5.2.6 Construction and Emergency Routes

This section analyzes the potential impacts to emergency routes caused during construction of the new river crossing. Emergency responders such as firefighters, emergency medical services (EMS), and police respond to events using the fastest possible routes to reduce response times. These routes vary depending on incident

locations. IA 26, IA 9, and WI 82 would provide access to the project site. All are limited two-lane roadway with minimal shoulders.

The Black Hawk Bridge is a critical link for health care services within the four-county area. The nearest trauma and emergency care facilities are at the Winneshiek Medical Center in Decorah, Iowa, approximately 36 miles west of Lansing. Additional trauma and medical care are provided by Gundersen Lutheran Medical Center approximately 40 miles northeast in La Crosse, Wisconsin. The Lansing EMS, located on South Front Street responds to incidents on the bridge and WI 82, transporting injured persons to medical centers described above.

No-Build Alternative

Roadways and the river crossing would remain as they are today. During repairs to the bridge, emergency responders would need to rely on the detour mentioned previously to access services in La Crosse or Prairie du Chien, which would potentially lengthen travel times. Incidents occurring on WI 82 would have to be addressed by services originating from the Wisconsin side of the river. Emergency services would continue to use the crossing until a point in the future when the crossing may be closed to traffic.

Blue Alternative

Construction of the Blue Alternative on an offset alignment north of the existing crossing would allow the existing crossing to remain open to traffic during most of the construction period. Emergency providers would still be able to use the existing roadway network to respond to incidents. Traffic associated with construction, (e.g., access to the construction area by large trucks, delivery of materials, and worker shift changes), could cause temporary and short-term period of traffic congestion along IA 26 and IA 9. Iowa DOT and Wisconsin DOT will work with the contractor to determine the most effective location to store construction equipment materials and the best means to get them delivered to the project site (e.g., roadway, river/barge, rail). The crossing would be closed for approximately three months to allow the new bridge to be connected to the improved roadway sections. At that time, detour routes would be posted on the Iowa DOT and Wisconsin DOT websites and local websites to inform the public.

5.2.7 Transportation

Transportation resources in the study area include the surface road system and Black Hawk Bridge, the Mississippi River, and the Canadian Pacific rail line. No airports or helipads are in or adjacent to the study area. The primary roadways in the study area are IA 26 and IA 9, both two-lane highways. IA 26 parallels the Mississippi River and IA 9 crosses Lansing from west to east ending at the State line on the Black Hawk Bridge.

Roadway System - Iowa DOT's Office of Program Management created a 5-Year plan for transportation improvements, identifying priority areas for construction or rehabilitation for the years 2020 through 2024. The Iowa Statewide Transportation Improvement Plan includes rehabilitation of the pavement along IA 9 from Lansing to Waukon in 2020. Improvement of the IA 9/WI 82 crossing/Black Hawk Bridge is currently programmed in 2023 (Iowa DOT, 2019a).

Wisconsin DOT is considering improvement of the three bridges to the east of the Black Hawk Bridge on WI 82. These improvements would include bridge repairs, improving the guardrail, and paving the bridge approaches, with construction anticipated to start in 2020. This project will entail closing the road to traffic, with a detour route to be determined (Wisconsin DOT, 2019).

The UERPC issued their Long-Range Transportation Plan, *Safe Mobility for Everyone*, in 2016 (UERPC 2016). The plan established goals and objectives for transportation options within the region that focused on safety, accessibility (all transportation modes by people of all ages and abilities), connectivity, mobility, and economic activity. Specifically related to roads, bridges, and streets, the plan goals include maintaining a system of roads, bridges, and streets that:

- Support safe access and mobility and remain in a state of good repair.

- Enhance the integrity of the natural environment and contribute to the region's resilience and readiness.
- Bring economic prosperity by providing linkages for the movement of commercial and industrial goods as well as tourists and travelers.

Railroads - The Canadian Pacific line that runs parallel to the Mississippi River along the Iowa bank and under the existing river crossing is used by the Dakota, Minnesota and Eastern Railroad Company; the Soo Line; and the Canadian Pacific Railroad (Iowa DOT, 2019c). The Burlington Northern and Santa Fe Railroad operates a double-track along the Wisconsin bank of the river outside of the study area.

Mississippi River - The Mississippi River is classified as a commercially navigable waterway. The USCG regulates and maintains traffic within the navigation channel located near the Iowa bank within the study area. The USACE is responsible for the physical maintenance of the river (e.g., dredging, river structure [weirs, dolphins] maintenance, and flood management).

Today more than 580 manufacturing facilities, terminals, grain elevators, and docks ship and receive tonnage within the Upper Mississippi River basin. Grains (corn and soybeans) dominate traffic on the system. Other commodities, mainly cement and concrete products, comprise the second-largest group. A modern 15-barge tow transports the equivalent of 1,050 large semi-trucks (26,250 cargo tons, 875,000 bushels, or 17,325,000 gallons). More than 90 million tons of commerce moves on the upper river annually.

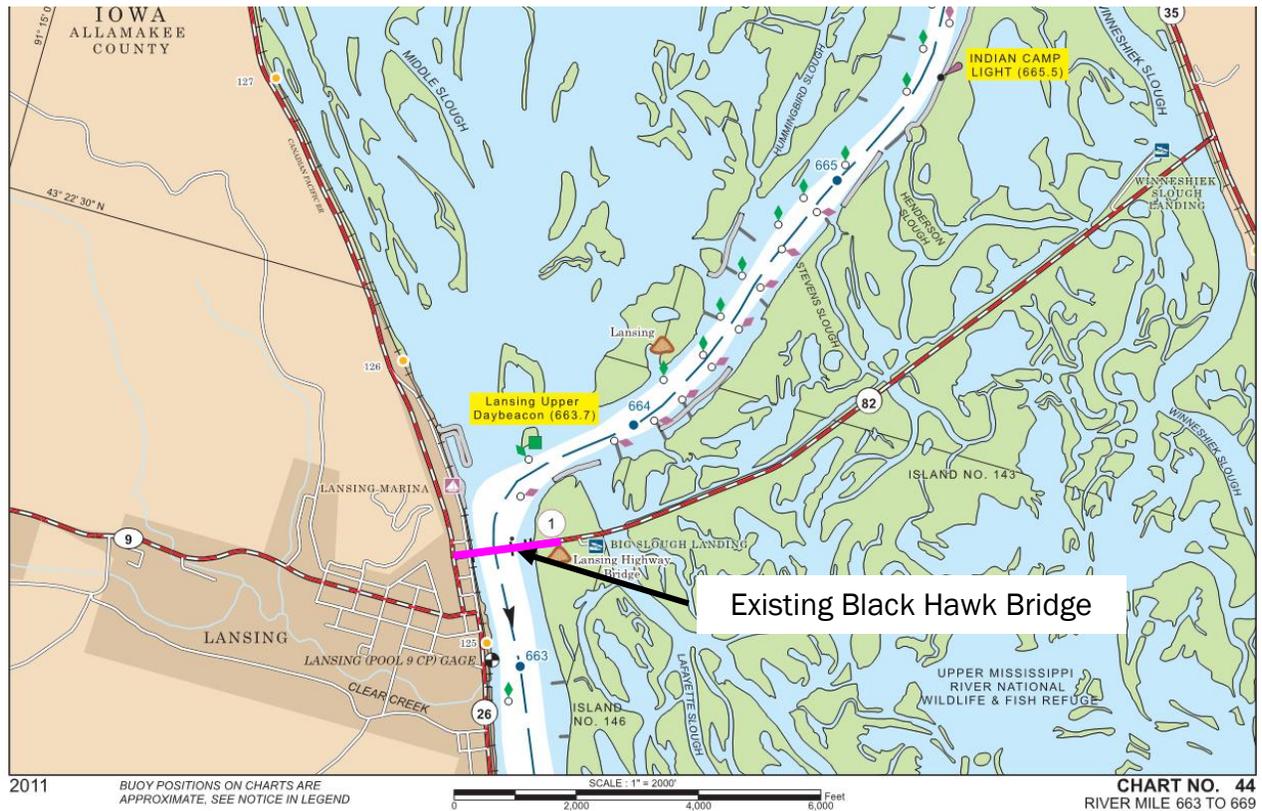
In terms of river location, the study area is between Lock and Dam 8 near Genoa, Wisconsin and Lock and Dam 9 near Lynxville, Wisconsin. All types of vessels traverse the locks during the navigation season, which extends from mid-March to mid-December. In 2018, Lock and Dam 8 provided 1,954 commercial navigation lockages (the act of passing a vessel through a lock) supporting 12,325,870 tons of commodities. In addition, 2,429 recreational vessels passed Lock and Dam 8 during 921 recreational lockages. Similar lockage and vessel statistics occurred at Lock and Dam 9. In addition to supporting commercial travel, the river also supports commercial and recreational fishing.

Navigation along the Upper Mississippi River is challenging due to the variable flows, weather conditions, and physical layout of the channel. The crossing at Lansing is just south of a large bend in the Mississippi River that makes navigation even more difficult (Figure 5-4). Two dolphins (structures built in the river and extending above the water line to protect another structure [e.g., bridge] from being hit by ships) were constructed in the river just north of the eastern most river pier (Pier 2) of the existing bridge. The dolphins absorb the hit from a barge instead of the barge striking the bridge (called an allision).

Upper Mississippi River system includes 29 locks and dams to hold back water to form pools very similar to long narrow lakes. This system of locks and dams begins above Minneapolis, Minnesota and ends near St. Louis, Missouri, providing a water stairway of travel for commercial and recreational traffic.

Before 1866, the Upper Mississippi River still possessed most of its natural character. As population and agricultural production grew, pressure mounted on Congress to authorize more significant improvements along the Mississippi River. After 1866, three projects were initiated to provide a more stable and constant navigation channel depth - the 4 ½-foot channel project authorized in 1878, the 6-foot channel project authorized in 1907 and ultimately, the 9-foot channel project authorized as a part of the 1930 Rivers and Harbors Act. The construction of the lock and dam system on the Upper Mississippi River began in 1931 and was completed in 1964 (USACE, 2016).

Figure 5-4: Location of existing Black Hawk Bridge crossing of the Mississippi River



During the development of alternatives, Iowa DOT obtained input from barge pilots that travel this segment of the Mississippi River through coordination with the Seaman's Church Institute in Paducah, Kentucky. By using the institute's Center for Maritime Education (CME), barge pilots used computer simulators to navigate through the existing river crossing and through possible new crossing locations and under lengthened span lengths to help the study team determine which options to study further (Figure 5-5).

Figure 5-5: Pilot navigating under a new bridge crossing location at Lansing using a simulator at the Seaman's Church Institute for Maritime Education



No-Build Alternative

The No-Build Alternative would maintain the existing crossing with no construction in or over the river. No changes would occur in rail travel or river navigation under the existing bridge. Over time if the bridge is not replaced, the crossing would need to be closed to traffic due to its deteriorating condition.

Blue Alternative

A new bridge and new connecting roadways would be constructed to improve the crossing. The new bridge would have an expected service life of 100 years with regular planned maintenance. The new bridge would not affect current or forecasted future river traffic because the USCG will require that a new bridge meet or exceed a horizontal clearance of 750 feet measured perpendicular to the channel. The means by which the contractor will build the new bridge, including the falsework installed in the channel to construct new bridge piers and foundations (and which will be removed once construction is complete), will need to provide adequate horizontal clearance within the navigation channel to allow for safe passage of river traffic during construction. Other temporary construction (e.g., cofferdams, jetties) will be subject to approval by the USCG prior to the start of construction.

Construction of the new bridge and removal of the existing bridge within the navigable waterway requires a permit issued by the USCG under Section 9 of the Rivers and Harbors Act and the General Bridge Act of 1946. Under a Section 9 Permit, no permanent impacts to the navigation channel are allowed and only the absolute minimum amount of temporary obstruction can occur. Replacement of the existing crossing would include removal of the two dolphins within the channel.

The existing bridge would not be removed until the new bridge is complete, and the roadways reconnected. Temporary and short-term closures of the IA 26/IA 9 intersection and WI 82 would occur during construction as needed to make connections to existing roadways. Demolition of the existing bridge would temporarily affect river users and river-based commerce by blocking the navigational channel for a short time. It is anticipated that the existing spans would be dropped into the river and then salvaged (unless other arrangements are made as part of the mitigation commitments under Section 106 to reuse all or a portion of the bridge). Demolition activities may be timed to occur outside the navigation season (approximately March through November for the Upper Mississippi River). If the bridge is demolished during the navigation season, commercial use of the river in the vicinity of the bridge would be slowed but use of the navigation channel could only be restricted for a 24-hour period while the navigation span is dropped and salvaged. Because the USCG would monitor the demolition onsite to provide a safe environment during the process, the demolition operation is anticipated to have a minimal effect on commercial river traffic.

Construction over the active rail line would require an easement from the owning rail company. Iowa DOT and the contractor would need to provide flagmen during construction to monitor construction activities in proximity to the rail line without impeding rail service.

Recreational use of the river near the crossing may be reduced during certain construction and demolition activities. Neither commercial nor recreational use of the river in the vicinity of the new crossing would be impeded once construction is completed.

Rivers and Harbors Act vs General Bridge Act

Although a USCG Bridge Permit is often referred to as a Section 9 permit (because years ago bridges were approved under Section 9 of the Rivers and Harbors Act of 1899), the primary authority relied on by the USCG now for issuance of such permits is the General Bridge Act of 1946.

This Act requires USCG approval to construct a new bridge or reconstruct or modify an existing bridge over navigable waters of the United States. The purpose of the act is to preserve the public right of navigation and prevent interference with interstate and foreign commerce.

USCG policy is to protect the freedom of navigation and the quality of the environment, meeting the "reasonable needs" both of navigation and land traffic.

5.3 Natural Environment

The following sections describe the natural resource features present in the study area and the anticipated effects of the No-Build Alternative and Blue Alternative.

5.3.1 Wetlands and Waters of the United States

The Refuge in the Mississippi River supports hundreds of acres of forested and emergent wetlands throughout its boundary. Forested wetlands dominate the area of the Refuge adjacent to WI 82. No wetlands or other jurisdictional waters other than the Mississippi River occur within or adjacent to the study area.

A field investigation was conducted on September 17, 2018 to identify all potential waters of the United States, including wetlands, located within the study area. Wetland delineations were performed using methods outlined in the *1987 Corps of Engineers Manual for Wetland Delineation* and its *Midwest Regional Supplement*. Jurisdictional stream determinations were made based upon guidance received from the USACE, and in accordance with *Regulatory Guidance Letter 05-05*.

The field investigation identified a total of 10.44 acres of wetlands and approximately 1,389 linear feet (24.66 acres) of river (i.e., the Mississippi River) within the study area. Broken down by type, the wetlands include 1.25 acres of emergent wetland, 7.01 acres of forested wetland, and 2.18 acres of scrub-shrub wetland. All wetlands are associated with the Mississippi River floodplain and are located on the east side of the river, in Wisconsin. Of the 1,389 linear feet (24.66 acres) of the Mississippi River identified within the study area, approximately 971 linear feet (24.06 acres) is main river channel, and 418 linear feet (0.60 acre) is open channel located within Big Slough.

Section 404 of the Clean Water Act (CWA) requires a permit from the USACE before dredged or fill material may be discharged into waters of the United States (33 U.S. Code § 1344). Section 10 requires authorization from the USACE for the construction of any structure in or over any navigable water of the United States (33 CFR § 322).

Executive Order 11990, *Protection of Wetlands*, requires Federal agencies to implement “no net loss” measures for wetlands (42 Federal Register (FR) 26951). These no net loss measures include a sequenced approach to wetland impact avoidance, then minimization of impacts if wetlands cannot be avoided, and finally mitigation for unavoidable impacts.

No-Build Alternative

No construction would occur that would place fill or dredged materials into wetlands or waters of the United States.

Blue Alternative

Iowa DOT's Location and Environment Bureau conducted a preliminary wetland review for the replacement of Black Hawk Bridge on November 28, 2017, in accordance with the WOO Preliminary Wetland Review Procedure. A Section 10/404 Permit will be required for the placement of fill materials within the Mississippi River as it is a navigable river. The placement of fill materials within wetlands and within the Mississippi River,

Waters of the United States is an inclusive term that covers streams, rivers, wetlands, and other aquatic sites under the USACE's jurisdiction.

Wetlands are defined by the USACE and EPA as those areas that are inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wetlands within the study area are classified as follows based on hydrology, location in the landscape, and dominant vegetation:

Palustrine emergent wetlands (PEM) primarily consist of herbaceous, grass-like, plants (cattails, rushes).

Palustrine forested wetlands (PFO) are typically dominated by tree species. Palustrine forested wetlands would be typical of low-lying wooded areas within the Refuge and Mississippi River floodplain.

Scrub-shrub Wetlands (PSS) dominated by shrubby vegetation and small trees typically less than 20 feet tall. Areas of small willows, buttonbush, and dogwood would be common in the study area.

Riverine system (R2UBH) includes perennial rivers with an open channel, an unconsolidated bottom, and are permanently flooded with a well-defined floodplain.

and construction of a new river crossing would be authorized under an Individual Section 404 Permit. Depending on the construction method proposed by the selected contractor, additional fill materials could be placed within wetlands and the river to support the temporary use of a causeway or jetty to construct the new crossing. Additionally, wetland mitigation will be required if wetland impacts exceed 0.1 acre, which the Location and Environment Bureau anticipates. As the expected wetland impacts will occur in Wisconsin, Iowa DOT will coordinate implementation of any wetland mitigation with Wisconsin DOT.

The Blue Alternative was evaluated using the preliminary impact area with the understanding that adjustments can be made later in the design process to minimize river and wetland impacts. The impact area assessed includes a buffer for flexibility in completing the final design. Consequently, the actual impacts to waters of the United States, including wetlands, are expected to be less than what is described above. Minimization of the project footprint and means for reducing the acreage of wetlands filled will be considered to the extent practical during final design.

5.3.2 Surface Waters and Water Quality

Water quality is defined for a body of water by comparing the physical, chemical, and biological characteristics of the water with a set of standards. The EPA sets water quality standards based on what the water is being used for. Under Section 303(d) of the Federal Clean Water Act, each state is required to identify waters not meeting water quality standards and for which adequate water pollution controls have not been required. Water quality standards protect such beneficial uses of water as whole body contact (such as swimming), maintaining fish and other aquatic life, and providing drinking water for people, livestock, and wildlife. The section of the Mississippi River within the study area (Pool 9) had recordings of PCB and mercury-contaminated fish tissue, and high phosphorus levels in 1998, 2010, and 2012. The EPA's Waterbody Condition Category for this section of the Mississippi River (Lock Dam 9 to Lock Dam 8, defined as river mile 648 to 679.1) is 5A, meaning the waterbody has one or more impaired biotic communities or is impaired for one or more pollutants (Wisconsin DNR, 2019b). For these reasons the Mississippi River is also not considered an Outstanding Iowa Water.

Under Section 402 of the CWA each state regulates pollutant discharges into waters of the United States. The EPA authorized states to issue permits under the National Pollutant Discharge Elimination System (NPDES) program provided for under Section 402. For this project, Iowa DOT in coordination with the Wisconsin DOT, would have responsibility for regulating pollution discharges resulting from construction activities within the study area by obtaining coverage under each State's respective general permit for stormwater discharges from construction.

In conjunction with obtaining authorization under Section 404, water quality certification under Section 401 of the CWA is also required. If coverage for project activities is provided under a Nationwide Permit, 401 Water Quality Certifications have been already been agreed upon by state agencies as part of the Nationwide Permit program. If an Individual 404 Permit is required, an individual water quality certification would be issued by the Wisconsin DNR in tandem with the USACE's 404 permit.

No areas of existing groundwater contamination have been identified within the study area.

No-Build Alternative

Because no construction activities would occur, the No Build Alternative would result in no changes in surface or groundwater quality. The existing open mesh deck on the bridge does not require the use of deicing compounds. Without improvement of the IA 26/IA 9 intersection, traffic incidents involving the potential release of fuels, lubricants, or hazardous materials would still have the potential to occur and could affect localized water quality.

Blue Alternative

Construction of the new crossing would increase the volume and frequency of stormwater runoff into the Mississippi River. These effects would be relatively short-term due to the nature of the construction process.

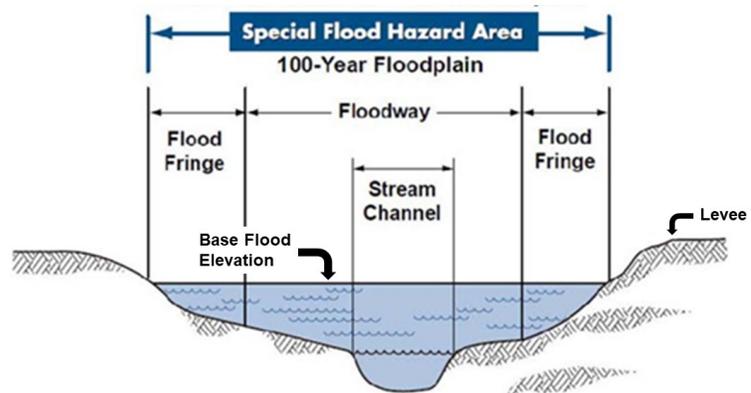
Over time, increased amounts of sediment can damage the river ecosystem by lowering oxygen levels and covering food sources and fish/mollusk spawning areas. Soil and rock washed away around bridge piers can change the river bottom, affecting those species that use the bottom for food or habitat. In addition to obtaining coverage under an NPDES permit, the contractor will be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would stipulate pollution control measures, including best management practices (BMPs) to be implemented and maintained for the duration of construction to minimize the amount of sediment-laden runoff flowing directly to the river. Additional BMPs would be implemented to minimize the transfer of other pollutants such as concrete washout, paint, used oil, pesticides, solvents, or other debris in storm water that could potentially harm or kill fish and wildlife, and degrade aquatic habitat. The SWPPP would include Iowa DNR/Wisconsin DNR-approved components to reduce suspended solids, turbidity, and downstream sedimentation that may degrade water quality and adversely impact aquatic life.

The new bridge would provide a solid/paved deck, which would concentrate stormwater to designated outfalls at the bridge ends. Deicing compounds and sand would be used as needed to manage wet and icing events over the bridge's life. The use of chemicals takes place primarily during wet seasons when the precipitation acts to reduce their concentration. No groundwater contamination is anticipated as a result of construction activities. Accidental spills of fuels or hazardous chemicals could occur during construction. The contractor will be required to minimize the potential for spills and accidental releases through development and implementation of spill prevention plans and responding quickly to spills when they occur.

5.3.3 Floodplains

Floodplains are low-lying, flat, or nearly flat areas of land adjacent to rivers, streams, and other water courses, that are periodically inundated with water due to natural events (depicted in Figure 5-6). The Federal Emergency Management Agency (FEMA) and Federal Highway Administration (FHWA) guidelines (23 CFR 650) identify the base (100-year) flood as a flood which has a one percent chance of being equaled or exceeded in magnitude in any given year. The 100-year floodplain is any area that would be covered by water during a 100-year flood event. The 500-year floodplain designates the area that would be inundated by a flood that has a 0.2 percent chance of being equaled or exceeded in magnitude in a given year.

Figure 5-6: Floodplains and Floodways



Under their National Flood Insurance Program (NFIP), FEMA prepares Flood Insurance Rate Maps (FIRM) for areas prone to flooding. These maps are used to identify special flood hazard areas and to determine the limits of the 100-year (base) floodplain and the extent of possible floodplain encroachment.

A regulatory floodway is defined as the channel of a stream plus the adjacent area that will be inundated with water during a 100-year flood event and must remain free of encroachment to avoid increasing the base flood elevation during a 100-year flood event. FEMA has mandated that projects can cause “no rise” in the flow within the regulatory floodway, and no more than a 1-foot cumulative rise of the flood elevation within the 100-year floodplain. Within the study area, the 100-year floodplain and regulatory floodway are the same and are bounded by the riverbank. Based on review of the FIRMs for the study area, the base (100-year) flood elevation is at approximately 632.5 feet. All residences are located well above this elevation, therefore there are no FEMA flood buyout properties in the study area.

The Iowa DNR issues a floodplain construction permit for any bridge project located within a special flood hazard area and with a drainage area over certain thresholds. This permit requires maximum backwater and minimum freeboard limits. The proposed project construction will need to meet these limits otherwise flowage easements for excess backwater may be necessary. The Mississippi River is classified as a meandered river in the State of Iowa; therefore, an Iowa DNR Sovereign Lands Construction Permit will also be required. The Sovereign Lands Permit would be obtained concurrently with the Section 10/Section 404 through a joint permit application process.

In Wisconsin, floodplain permitting for DOT projects is conducted in accordance with the DNR-DOT Cooperative Agreement. Under this process, Wisconsin DOT serves as a liaison and is responsible for the detailed review of hydraulic analysis and evaluation of conformance with local floodplain ordinances. The Wisconsin DNR provides oversight, recommendations, periodic reviews, and final concurrence. The design team will be expected to submit necessary documentation to Wisconsin DOT with the typical hydraulic site report format for their coordination with Wisconsin DNR and other entities.

Executive Order 11988, *Floodplain Management*, directs Federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by floodplains (see inset to the right). Federal agencies are to provide public notice of proposed actions in floodplains and make a finding that no practicable alternative exists before taking action that would encroach on a 100-year floodplain. USDOT Order 5650.2, *Floodplain Management and Protection*, outlines the DOT policies and procedures for implementing Executive Order 11988. An Only Practicable Alternative Finding in response to Executive Order 11988 would be included in the decision document published by the FHWA.

The FHWA's floodplain encroachment policy requires avoidance of longitudinal encroachments wherever practicable. No longitudinal encroachments would occur.

No-Build Alternative

No alteration of the mapped floodplain would occur as no construction or placement of fill would occur under the No Build Alternative. The No-Build Alternative would have no effect on the long-term or beneficial floodplain values.

Blue Alternative

Construction of the Blue Alternative would have minimal effect on the existing floodplain and floodway. The existing bridge, piers, and foundations would be removed and replaced by new structures. The dolphins would also be removed. A hydraulic analysis would be conducted during final design to document that the new bridge will result in "no rise" in the flow within the regulatory floodway. The Iowa/Wisconsin DOTs will obtain the required floodplain development permits prior to initiating construction.

Several techniques may be used during construction that could temporarily affect river flows, including use of cofferdams for pier removal and construction, construction and use of a temporary causeway from either bank, construction of temporary bents (piers) in the river, and construction of temporary trestle for float-in bridge assembly. Each proposed technique will be evaluated during final design to address potential hydraulic impacts prior to obtaining any required permits for their use. The contractor would be responsible for obtaining all permits and conducting supporting analyses needed to use an off-site construction staging site within or adjacent to the river.

What are the natural and beneficial values of floodplains?

In natural systems, floodplains provide several important functions:

- Create wildlife habitat
- Provide temporary storage of flood water
- Recharge and protect groundwater
- Prevent heavy erosion caused by fast moving water
- Support vegetative buffers to filter contaminants
- Accommodate natural movement of stream flows

Floodplains store excess water during floods and slow down the speed of the flowing water which protects areas farther downstream. Slower water velocities help reduce erosion and allow sediments in the water to settle, often providing nutrients to fertile floodplains.

5.3.4 Wildlife and Habitat

The Refuge supports habitats used by a variety of wildlife species including birds protected under the Migratory Bird Treaty Act (MBTA) 16 USC 703 and the Bald and Golden Eagle Protection Act (BGEPA) (16 USC 668). The Mississippi River is the largest flyway for migratory birds in the nation. Bald eagles have been observed roosting in the vicinity of the study area and may use it for foraging. An eagle nest was identified within 500 feet of the study area.

No-Build Alternative

No construction would occur; therefore, the No-Build Alternative would have no effect on wildlife or habitat. Maintenance and repair activities on the existing bridge would be completed using methods that are designed to minimize introduction of toxic substances into the river and adjacent habitats.

Blue Alternative

Tree clearing, demolition, and grading activities would disrupt wildlife activity temporarily in the study area. Buildings proposed for demolition and areas indicated for clearing will be surveyed to determine if bird species protected under the MBTA are nesting in or on the structures or in the area. If active nests are present, demolition and clearing activities would be postponed until after the young have fledged. Indirect impacts could include traffic-related noise, particularly during construction, but these effects would be temporary. Impacts on migrating waterfowl could be minimized by clearing trees in the early autumn or installing manmade nesting structures in adjacent intact floodplain forest.

Iowa DOT will require removal of existing bridge pier and foundation materials in accordance with accepted construction methods and BMPs. The contractor will be required to haul away all debris and sediments removed from the river bottom and disposed of at an upland location or return the sediments to the river (depending on the condition included in the Section 404 permit). The new bridge foundations and piers would be constructed following similar methods. Over time, the new bridge piers would most likely provide in-water habitats similar to those around the existing bridge piers. The continued and long-term use of deicing compounds on the new bridge would not adversely affect the quality or use of aquatic habitats within or adjacent to the study area.

5.3.5 Threatened and Endangered Species

The Endangered Species Act (ESA) of 1973 (16 USC 1531 et seq.) attempts to ensure that proposed activities do not jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of species habitat. As provided in the ESA, the Fish and Wildlife Coordination Act, as amended, also applies to projects that affect water resources.

Pool 9 of the Mississippi River historically harbored a rich unionid (freshwater mussel) assemblage. Thirty-six species have historically been reported from Pool 9, including two federally endangered mussel species, the spectacle case pearly mussel (*Cumberlandia monodonta*) and the Higgins eye mussel (*Lampsilis higginsii*), and 11 additional species listed as threatened or endangered in Iowa/Wisconsin (Stantec, 2019). Of these, 33 species have been observed live since 1980, including the Higgins eye mussel and 10 other Iowa/Wisconsin threatened or endangered species (Table 5-2). A unionid survey conducted September 7 through 21, 2018, near the Black Hawk Bridge indicated that unionids were present at low densities. State and federally listed mussel species were collected during the 2018 survey.

Table 5-2: Federally and State Listed Species in the Study Area

Scientific Name	Common Name	Listing			Habitat in Study Area
		Federal	IA	WI	
PLANTS					
<i>Aconitum novboracense</i>	Northern wild monkshood	T			No
<i>Erythronium americanum</i>	Yellow trout-lily	--	T		No
<i>Lespedeza leptostachya</i>	Prairie bush-clover	T			No
<i>Platanthera praeclara</i>	Western prairie fringed orchid	T			No
<i>Potentilla tridentate</i>	Three-toothed cinquefoil	--	E		No
MAMMALS					
<i>Myotis septentrionalis</i>	Norther long-eared bat		--	--	Yes - habitat present, w/in summer range
FISH					
<i>Ammocrypta clara</i>	Western sand darter	--	T		Yes - habitat present
CLAMS*					
<i>Arcidens confragosus</i>	Rock pocketbook mussel	--	--	T	Yes - habitat present
<i>Ellipsaria lineolata</i>	Butterfly mussel	--	T	E	Yes - habitat present
<i>Elliptio crassidens</i>	Elephant ear mussel	--	--	E	Yes - habitat present
<i>Lampsilis higginsii</i>	Higgins-eye pearly mussel	E	E	E	Yes - habitat present
<i>Lampsilis teres</i>	Yellow sandshell mussel	--	E	E	Yes - habitat present
<i>Cumberlandia monodonta</i>	Spectacle-case pearly mussel	E	E	E	Yes - habitat present
<i>Plethobasus cyphus</i>	Sheepnose mussel	E			Yes - habitat present
<i>Pleurobema sintoxia</i>	Round pigtoe	--	E	--	Yes - habitat present
<i>Regina ebenus</i>	Ebony shell	--	--	E	Yes - habitat present
<i>Strophitus undulatus</i>	Creeper	--	T	--	Yes - habitat present
<i>Theliderma metanevra</i>	Monkeyface	--	--	T	Yes - habitat present
<i>Tritogonia verrucosa</i>	Buckhorn	--	E	T	Yes - habitat present
<i>Truncilla donaciformis</i>	Fawnsfoot	--	--	T	Yes - habitat present

E = Endangered; T = Threatened

* Species listings: Iowa DNR (2019); Wisconsin DNR (2015); Stantec (2019).

Source: Stantec (2019) and USFWS IPaC (2020)

Allamakee County is not located with the summer range of the Indiana bat (*Myotis sodalis*) but is located within range of the northern long-eared bat (NLEB) (*Myotis septentrionalis*). Suitable habitat for NLEB is present within the study area.

No-Build Alternative

The No-Build Alternative would have no impact on biological resources or threatened, endangered, and rare species or their habitats that may be present within the study area. No tree clearing would occur, and in-water work to repair existing piers/foundations would be restricted from June 1 through July 31 to minimize impacts on mussel species.

Blue Alternative

Potential in-water impacts may occur with construction of new piers, use of spud or work barges, and demolition of the existing bridge. Unionids in direct impact areas may be crushed or buried beneath new piers, spud barges, or other fill material, and increased turbidity during construction may inhibit unionid feeding and respiration. Unionids may also be displaced from the substrate if dredging is required to allow barge access. Based on available data, a determination has been made that the project is likely to adversely affect the Higgins eye mussel and may affect but is not likely to adversely affect the NLEB. Iowa DOT will prepare a Biological Assessment to enter into formal consultation with the USFWS. The completion of consultation with the USFWS, through their issuance of the Biological Opinion, will determine if there are any mitigation requirements and what those requirements will be. Any mitigation requirements will be incorporated into the project and completed.

5.3.6 Woodlands

Woodland habitat is present along WI 82 within the Refuge in Wisconsin. These areas support several wildlife species. The Iowa DOT considers woodland impacts to occur under the following circumstances: the area to be impacted consists of two acres or more of forested land having at least 200 trees with 3-inch diameter or greater per acre. All woodlands are located within Wisconsin. As presented in Table 4-1, the study area has approximately 3.5 acres of woodlands meeting this definition.

No-Build Alternative

No construction or clearing activities would occur; therefore, the No Build Alternative would have no impact on woodlands.

Blue Alternative

Improvements to WI 82 east of the new crossing would require clearing of wooded habitat. Much of the wooded area within the study area is categorized as forested wetlands. Because the woodlands occur in Wisconsin and not in Iowa, woodland mitigation required in compliance with Iowa Code 314.23 does not apply. The woodlands are located on the Refuge and mitigation for tree clearing (e.g., replanting, acquisition of additional woodland areas, etc.) will be determined through ongoing coordination with the USFWS.

5.4 Cultural Environment

The NHPA mandates that Federal agencies perform the following actions:

- **Initiate the Section 106 process** through agency coordination with the State Historic Preservation Office (SHPO) and/or appropriate Tribal Historic Preservation Offices (THPOs). The agency should also plan to involve the public and to identify other potential consulting parties. For this project the Iowa DOT, on behalf of FHWA, initiated coordination with the Iowa and Wisconsin SHPOs, potentially interested Tribes and Nations, the Allamakee County Historic Preservation Commission, Lansing History Working Group, Historic Bridge Foundation, and other local and regional preservation groups that have expressed interest in the project. Several entities noted above accepted the invitation to participate in consultation. Copies of relevant correspondence is included in Appendix B.
- **Identify historic properties** that may be affected by the project, including those either listed on the NRHP or determined through a consensus to be eligible for listing on the NRHP.

Area of Potential Effects (APE)

The APE is the geographic area where a project may, directly or indirectly, cause changes in the character or use of any historic properties that may be present. The APE is influenced by the scale and nature of the project.

Different kinds of effects have different APEs – for example there are different APEs for archaeological resources and architectural resources.

For the proposed project, the following APEs have been identified:

Archaeological Resources – potential new right-of-way, including permanent and temporary easements

Architectural Resources – new right-of-way, permanent easements, demolition easements, and a buffer of 100-feet for consideration of direct and indirect effects.

- **Assess adverse effects to historic properties**, including the nature and extent of the expected effects on the qualities of the property that resulted in its listing on the NRHP or the determination that it is eligible for listing on the NRHP.
- **Resolve adverse effects to historic properties** by considering measures to avoid, minimize, or mitigate those effects. Adverse effects for this undertaking will be resolved through development of a Memorandum of Agreement (MOA) to be signed by the FHWA, the Iowa SHPO, the Wisconsin SHPO, the Iowa DOT, the Wisconsin DOT, and may include the Allamakee County Historic Preservation Commission, the Lansing History Working Group, and the Historic Bridge Foundation (see Appendix B).

Adverse Effects

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion on the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

5.4.1 Historical Sites and Districts

The Black Hawk Bridge was determined eligible for listing on the NRHP in 1995 due to its significance in the area of transportation under Criterion A as being ‘historically significant for its role in the development of northeast Iowa,’ and under Criterion C, ‘although its design and dimensions fit within the mainstream of bridge technology at the time, the structure is technologically significant as an uncommon, large-scale example of cantilevered truss design’ (Frasierdesign, 1994). Since that time several cultural resources studies have been completed as part of the earlier planning study that considered the present undertaking. Table 5-3 identifies those relevant studies.

Table 5-3: Cultural Resources Studies

Year	Study Type	Title	Author (Report No.)	Notes
2003	Assessment	Cultural Resources Review for the Region Surrounding the Community of Lansing, Allamakee County, Iowa and Adjoining Parts of Crawford County, Wisconsin	Vogel et al. (BCA 1078)	Reviewed known resource; provided a predictive model
2004	Assessment	Addendum to Cultural Resources Review for the Region Surrounding the Community of Lansing, Allamakee County, Iowa and Adjoining Parts of Crawford County, Wisconsin	Stanley et al. (BCA 1078)	Reviewed resources east of the bridge
2016	Assessment	Black Hawk Bridge Evaluation Update & Reconnaissance Architectural/Historical Study of a Selected Survey Area	Full (TH16-643)	Updated Iowa Site Inventory Form and updated reconnaissance
2018	Survey	Mississippi River Bridge at Lansing, Allamakee County, Iowa: Phase I Archaeological Investigation	Rogers et al. (TA18-690-1)	14 sites identified; 4 recommended eligible
2018	Survey	Mississippi River Bridge at Lansing, Allamakee County, Iowa: Intensive Architectural/Historical Survey & Evaluation	Full and Rogers (TA18-690-2)	69 properties reviewed; 2 properties listed; 7 eligible
2019	Evaluation	Mississippi River Bridge at Lansing, Allamakee County, Iowa: Phase II Site Evaluations	Rogers et al. (TA18-713)	4 sites recommended eligible
2019	Assessment	Mississippi River Bridge at Lansing: Rehabilitate and Re-Use Existing Structure	Burns & McDonnell	4 options considered; none recommended
2020	Survey	Mississippi River Bridge at Lansing, Allamakee County, Iowa: Supplemental Phase II Evaluation of Site 13AM622	Withrow and Rogers et. al. (TA20-770)	Phase II investigation of Site 13AM622 on the preferred alternative alignment

Source: Iowa DOT Location and Environment Bureau, 2020

Regarding standing structures, the intensive survey completed during the 2018 field season identified 69 individual properties, of which 15 were of modern age and 54 were of historic-age (greater than 45 years). Two properties within the study area were previously listed on the NRHP, and another seven have now been identified as eligible. This survey and evaluation identified two, small, and previously unrecorded historic districts (Schierholz-Brockhausen Historic District, formerly the Spinner-Brennan Historic District and the Turner Historic District). The NRHP-listed and eligible properties within the study are listed in Table 5-4 and depicted in Figure 5-7.

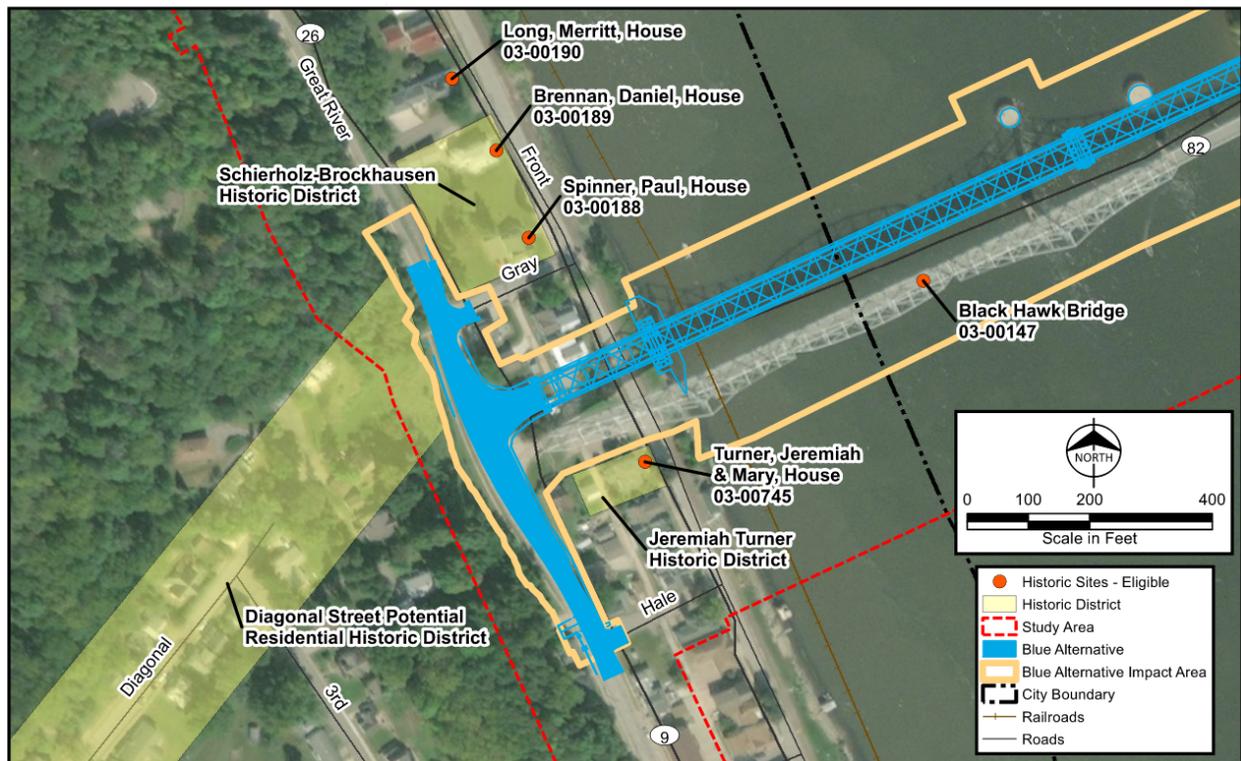
Table 5-4: National Register of Historic Places Listed and Eligible Properties in the Study Area

Site Inventory Number	Address	Property Name/Style	Eligibility
03-00147	IA 9/WI 82	Black Hawk Bridge	Eligible
03-00151	98 North 2 nd Street	Wood/Paint Shop	Eligible
03-00183	South Front Street	Lansing Fisheries Building	Listed 1991
03-00188	401 North Front Street	Spinner House	Eligible; small historic district w/Brennan House*
03-00189	491 North Front Street	Brennan House	Eligible; small historic district w/Spinner House*
03-00190	501 North Front Street	Marritt House	Eligible
03-00193	681 North Front Street	Root Cellar	Eligible
03-00696	Various	Lansing Main Street Historic District	Listed 2006
03-00745	291 North Front Street	Turner House	Eligible; small historic district

*13AM486 and 13AM628 may also contribute to this district

SOURCE: Tallgrass Historians L.C. (2018)

Figure 5-7: NRHP-Listed and NRHP-Eligible Properties Within the Study Area



5.4.2 Archaeological Sites

A Phase I Archaeological Investigation was completed in 2018 and Phase II Archaeological Site Evaluations were conducted in 2019 and 2020 for the study area. The Phase II Site Evaluations involved supplemental investigations including historic archival work, geoarchaeological survey, and geophysical studies to develop a strong understanding of the archaeological deposits and localized context. Table 5-5 indicates the four archaeological sites determined to be NRHP-eligible.

Table 5-5: Archaeological Site Information

Site Inventory Number	Type	Cultural Affiliation	NRHP Recommendation	Notes
13AM486	Prehistoric Resource Procurement Camp/ Historic Residence	Multiple prehistoric periods / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Schierholz-Brockhausen Historic District
13AM618	Prehistoric Resource Procurement Camp/ Historic Scatter	Multiple prehistoric periods / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM622	Unidentified Prehistoric/ Historic Scatter	Undefined prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Select areas to the east; prehistoric components only; historic component non-contributing
13AM628	Unidentified Prehistoric/ Historic Scatter	Undefined prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Schierholz-Brockhausen Historic District

*Formerly known as the Spinner-Brennan Historic District
SOURCE: Tallgrass Historians L.C., 2019

Archaeological conditions in the Wisconsin portion of the study area east of Black Hawk Bridge were assessed in 2004 during the previous feasibility study conducted by Iowa DOT for the proposed project. The investigations conducted at that time noted that portions of the study area were surveyed previously and recommended that “very low potential” for intact archaeological deposits existed east of the existing bridge.

During 2019 the Iowa DOT commissioned a thorough rehabilitate and re-use report for the NRHP eligible Black Hawk Bridge (Burns & McDonnell, 2019). That assessment reviewed four alternatives; the most feasible identified as “Adding a new truss line.” The assessment concluded by noting that rehabilitation of the existing bridge was not recommended citing a number of reasons that included: design life, navigational clearance, approach issues, out-of-distance travel, length (timeframe) of bridge closure, constructability, and ability of the alternative to meet the project purpose and need.

Given the significance and number of local historic resources, the cultural resources team regularly communicated with and conducted outreach to local and regional communities and interest groups. The cultural resources team regularly met with the Lansing History Working Group in an open-to-the-public format, and met with the Allamakee County Historic Preservation Commission, the Lansing city Council, Friends of Pool 9, and the Historic Bridge Foundation. Knowing how this community values history, made these meetings critical to considering and developing this project.

No-Build Alternative

The No Build Alternatives would not affect historic or archaeological resources.

Blue Alternative

The Blue Alternative would replace the Black Hawk Bridge, resulting in an *adverse effect* on an NRHP-eligible resource. The FHWA has presented a determination of adverse effect to both the Iowa SHPO and the Wisconsin SHPO, as well as other consulting parties including various Tribes and Nations and the Advisory

Council on Historic Preservation. All parties have been provided an opportunity to comment. Concurrence with an *adverse effect* determination is anticipated.

The MOA prepared for the project outlines stipulations to resolve adverse effects to the Black Hawk Bridge and steps to minimize and mitigate potential indirect effects on the other NRHP resources during implementation of the project. A copy of the MOA is included in Appendix B.

In addition to implementing the MOA, Iowa DOT also advertised the existing bridge using a twofold approach for reuse in compliance with compliance with the Surface Transportation and Uniform Relocation Assistance Act (STURAA, 1987; 23 USC §114) and other applicable environmental and cultural resources laws. STURAA enables demolition costs of historically significant bridges to be made available for preservation and transportation purposes, if the responsible entity can maintain the bridge and the features that make it historic and assume all future legal and financial responsibility for the bridge. The first approach has been through formal communication, the second is through the Iowa DOT website “Bridges Needing a New Home.” No responsible parties have stepped forward to take all or part of the bridge.

5.5 Section 4(f) of the Department of Transportation Act and Section 6(f) of the Land and Water Conservation Act

Section 4(f) of the DOT Act of 1966 (codified at 49 USC §303 and implemented by FHWA under 36 CFR 774) was designed to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites. A Section 4(f) eligible property must be publicly owned, except for historic sites, which could be either public or privately owned. Federally funded DOT actions cannot use Section 4(f) properties unless there is no feasible and prudent avoidance alternative to the use of such land; and the action includes all possible planning to minimize harm to the property resulting from such use; or the Administration determines that the use of the property will have a *de minimis* impact.

“Use” under Section 4(f) can occur in three ways:

- Permanent Use – property is acquired from the resource for transportation purposes
- Temporary Occupancy – when the 4(f) property, in whole or in part, is required for transportation project construction-related activities
- Constructive Use – not incorporation of land from the resource but impacts of the project could result in substantial impairment of the activities, features, or attributes that qualify the resource for Section 4(f) protection

Section 6(f) resources are properties that have been purchased or improved with money from the Land and Water Conservation Fund (LWCF) managed by the US Department of the Interior. No properties within they study area are considered Section 6(f) properties.

The Section 4(f) properties within the study area include:

- Black Hawk Bridge
- The Upper Mississippi River National Wildlife and Fish Refuge

How can FHWA approve the use of a Section 4(f) resource when no feasible or prudent alternative to its use exists?

- *de minimis* impact determination – after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement), the project would result in either no adverse effects or no historic properties affected, or determination that the project would not adversely affect the activities, features, or attributes qualifying the park, recreation area, or refuge for protection under Section 4(f).
- Applying a Programmatic Section 4(f) Evaluation - developed by the FHWA based on experience with many projects that have a common fact pattern from a Section 4(f) perspective. Through applying a specific set of criteria, based upon common experience that includes project type, degree of use and impact, the evaluation of avoidance alternatives is standardized and simplified.
- Preparing an Individual Section 4(f) Evaluation- prepared when the project results in the use of Section 4(f) that exceed *de minimis* impacts and when a Programmatic 4(f) cannot be applied to the situation.

SOURCE: FHWA *Section 4(f) Policy Paper*, July 20, 2012

- NRHP-listed and NRHP-eligible resources listed in Tables 5-4 and 5-5

No-Build Alternative

No right-of-way would be acquired, and the existing Black Hawk Bridge would remain; therefore, the No Build Alternative would result in no use of resources protected under Section 4(f).

Blue Alternative

Table 5-6 summarizes the determination of use of Section 4(f) resources under the Blue Alternative in comparison to the effects of the Blue Alternative on the resources protected under Section 106.

Table 5-6: Comparison of Project Effects Under Section 4(f) and Section 106 for the Blue Alternative

Resource Name	Section 4(f) Determination, anticipated	Section 106 Determination
Black Hawk Bridge (03-00147)	Use – FHWA Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges	Adverse Effect
Upper Mississippi River National Wildlife and Fish Refuge	<i>de minimis</i> – property/permanent easement to be acquired from USFWS, no adverse effect on the activities, features, or attributes that qualify the tunnels for protection under 4(f)	Not applicable; not considered a historic resource
Wood/Paint Shop (03-00151)	No use – the resource is located outside of the anticipated project footprint	Avoided / No Effect
Lansing Fisheries Building (03-00183)	No use – the resource is located outside of the anticipated project footprint	Avoided / No Effect
Spinner House (03-00188)	No use – the resource is located outside of the anticipated project footprint	No Adverse Effect
Brennan House (03-00189)	No use – the resource is located outside of the anticipated project footprint	No Adverse Effect
Marritt House (03-00190)	No use – the resource is located outside of the anticipated project footprint	No Adverse Effect
Root Cellar (03-00193)	No use – the resource is located outside of the anticipated project footprint	Avoided / No Effect
Lansing Main Street Historic District (03-00696)	No use – the resource is located outside of the anticipated project footprint	Avoided / No Effect
Turner House (03-00745)	No use – the resource is located outside of the anticipated project footprint	No Adverse Effect

Removal of Black Hawk Bridge would result in a use under Section 4(f). The FHWA’s Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridge is being applied to address the “use” of this historic resource. The draft Programmatic 4(f) Approval for Historic Bridges is included in Appendix C.

Right-of-way (or a permanent easement) will be acquired from the USFWS/Refuge to improve the section of WI 82 between the new bridge and Big Slough. The amount of property will be determined as final design progresses and will be minimized to the extent practical to lessen impacts to and the ‘use’ of refuge lands. The acquisition of this property will not affect the activities, features, and attributes that make the Refuge eligible for protection under Section 4(f). FHWA anticipates a determination of *de minimis* impact for the Refuge. This determination has been made based on satisfaction of the following criteria:

- The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project does not adversely affect the activities, features, and attributes that qualify the resources for protection under Section 4(f).
- The public has been afforded the opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

- The official with jurisdiction over the property has been informed of FHWA's intent to make the *de minimis* impact determination based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify these resources for protection under Section 4(f).

5.6 Physical Environment

This section characterizes the physical resources in the study area and addresses the potential effects of the No Build and Blue Alternative in the areas of noise, visual resources, and utilities.

5.6.1 Noise

A traffic noise study (HDR, 2019) was conducted in accordance with the Iowa DOT's traffic noise policy (Policy No. 500.07), *Highway Traffic Noise Analysis and Abatement*, and the requirements set forth in Title 23 of the Code of Federal Regulations (CFR) Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The noise abatement criteria are outlined in the box at the right. This project is defined as a Type I Project because it will construction on a new alignment.

To determine traffic noise impacts, primary consideration was given to exterior areas where frequent human use occurs within 500 feet of the nearest existing centerline. The existing (2019) and design year (2039) traffic noise levels for the existing bridge and the Blue Alternative were predicted for 67 noise receptors, using peak hour volumes, current speed limits, and expected percentages of automobiles, medium-sized trucks, and heavy trucks.

No-Build Alternative

The Iowa DOT policy does not require the evaluation of the No Build Alternative for traffic noise. However, traffic noise levels at receptor locations located along IA 26 and IA 9 would be anticipated to increase due to the normal growth in traffic volumes over time.

Blue Alternative

Three receptors (39 through 41) are predicted to exceed the NAC if the crossing would remain where it is in 2019 (existing alternative), and six receptors (36 through 41) are predicted to exceed the NAC for model year 2039 under the Blue Alternative (shaded in blue in Table 5-7 and shown in Figure 5-8). Noise impacts are predicted at six noise receptor locations (36 through 41) as a result of the Blue Alternative in 2039. Four noise receptor locations (8, 9, 10, and 16) will be displaced as a result of the project.

The change in relative noise levels directly attributable to the Blue Alternative in 2039 varies from 0.1 dB(A) to 4.6 dB(A) greater than the noise levels predicted for the existing year (2019).

Noise Abatement Criteria (NAC)

Activity Category	Sound Level*	Types of Uses
A	57 dB(A)	Lands on which serenity and quiet are of extraordinary significance and where preservation of those qualities is essential if the area is to continue its intended purpose.
B	67 dB(A)	Exterior areas of single and multi-family residences
C	67 dB(A)	Exterior areas of non-residential use areas – parks, sport complexes, cemeteries, schools, etc.
D	52 dB(A)	Interior areas of auditoriums, daycare centers, churches, hospitals, libraries, etc.
E	72 dB(A)	Exterior areas of developed land less sensitive to traffic noise – hotels, offices, restaurants, etc.
F	N/A	Lands not sensitive to traffic noise - agricultural, airports, industrial, manufacturing, warehousing, rail yards, utilities, etc.
G	N/A	Undeveloped lands

* sound levels are measured in A-weighted decibels (dB(A)). Leq is the equivalent steady state sound level at a given time

How are noise impacts determined?

The Iowa DOT generally considers that an impact occurs, and abatement measures will be considered for the impacts if:

- The predicted design year noise levels approach or exceed the NAC. Iowa DOT has established that a noise level of one (1) decibel less than the NAC in the FHWA noise standards constitutes "approaching" the NAC. For example, 66 dB(A) is considered approaching the residential NAC of 67 dB(A).
- Predicted future noise levels are 10 dB(A) or more above existing levels. The 10 dB(A) predicted increase would be considered a "substantial increase" in the predicted noise level.

Noise abatement was evaluated for the impacted receptors. The noise abatement measures were found to be not feasible per Iowa DOT guidelines. Based on the noise analysis performed to date, no apparent viable solutions are available to mitigate the noise impacts at the locations identified.

Table 5-7: Predicted Noise Levels at Modeled Receptors

Receiver	Activity Category	Noise Abatement Criteria Leq(h) (dB(A))	Distance from Existing Centerline (feet)	Modeled Noise Levels Leq (dB(A))				
				2019 Existing Noise Level	2039 Proposed Project Noise Level	Increase over Existing Noise Level?	≥10 dB(A) Increase over Existing Noise Level?	≥Iowa DOT NAC?
1	B	66	106	49.7	50.5	0.8	NO	NO
2	B	66	93	49.4	50.3	0.9	NO	NO
3	B	66	96	49.6	50.5	0.9	NO	NO
4	B	66	121	50.7	51.6	0.9	NO	NO
5	B	66	102	49.6	51.1	1.5	NO	NO
6	B	66	74	49.0	51.9	2.9	NO	NO
7	B	66	91	50.1	54.0	3.9	NO	NO
8	B	66	89	50.5	This receptor will be displaced as part of this project.			
9	B	66	38	57.8	This receptor will be displaced as part of this project.			
10	B	66	47	56.9	This receptor will be displaced as part of this project.			
11	B	66	92	51.0	53.5	2.5	NO	NO
12	B	66	95	50.9	53.2	2.3	NO	NO
13	B	66	97	51.2	53.2	2.0	NO	NO
14	B	66	83	50.8	52.6	1.8	NO	NO
15	B	66	81	50.9	52.4	1.5	NO	NO
16	B	66	47	57.5	This receptor will be displaced as part of this project.			
17	B	66	39	58.5	60.5	2.0	NO	NO
18	B	66	21	61.2	62.2	1.0	NO	NO
19	B	66	98	52.2	53.2	1.0	NO	NO
20	B	66	91	52.4	53.3	0.9	NO	NO
21	B	66	91	52.8	53.5	0.7	NO	NO
22	B	66	83	52.7	53.3	0.6	NO	NO
23	B	66	97	53.7	54.3	0.6	NO	NO
24	B	66	71	53.1	53.7	0.6	NO	NO
25	B	66	60	53.1	53.7	0.6	NO	NO
26	B	66	77	54.3	54.9	0.6	NO	NO
27	B	66	23	61.7	62.2	0.5	NO	NO
28	B	66	23	63.0	63.5	0.5	NO	NO
29	B	66	23	63.4	63.9	0.5	NO	NO
30	B	66	22	63.6	64.1	0.5	NO	NO

Table 5-7: Predicted Noise Levels at Modeled Receptors, continued

Receiver	Activity Category	Noise Abatement Criteria Leq(h) (dB(A))	Distance from Existing Centerline (feet)	Modeled Noise Levels Leq (dB(A))				
				2019 Existing Noise Level	2039 Proposed Project Noise Level	Increase over Existing Noise Level?	≥10 dB(A) Increase over Existing Noise Level?	≥Iowa DOT NAC?
31	B	66	23	63.6	64.1	0.5	NO	NO
32	B	66	22	63.8	64.3	0.5	NO	NO
33	B	66	23	62.6	63.1	0.5	NO	NO
34	B	66	22	62.7	63.2	0.5	NO	NO
35	B	66	23	62.8	63.2	0.4	NO	NO
36	B	66	19	65.5	66.0	0.5	NO	YES
37	B	66	19	65.9	66.4	0.5	NO	YES
38	B	66	20	65.9	66.4	0.5	NO	YES
39	B	66	19	66.3	66.8	0.5	NO	YES
40	B	66	19	66.5	67.0	0.5	NO	YES
41	B	66	19	66.7	67.2	0.5	NO	YES
42	E	71	24	62.9	63.3	0.4	NO	NO
43	B	66	185	48.1	50.8	2.7	NO	NO
44	B	66	369	43.6	47.0	3.4	NO	NO
45	B	66	403	43.0	46.4	3.4	NO	NO
46	B	66	443	42.4	45.8	3.4	NO	NO
47	B	66	171	48.5	51.6	3.1	NO	NO
48	B	66	189	48.0	51.0	3.0	NO	NO
49	B	66	179	48.7	51.2	2.5	NO	NO
50	B	66	342	44.6	47.6	3.0	NO	NO
51	B	66	327	45.2	47.8	2.6	NO	NO
52	B	66	354	45.1	47.3	2.2	NO	NO
53	B	66	336	45.7	47.6	1.9	NO	NO
54	B	66	330	46.2	47.7	1.5	NO	NO
55	B	66	328	46.5	47.8	1.3	NO	NO
56	B	66	302	47.3	48.4	1.1	NO	NO
57	B	66	297	47.6	48.6	1.0	NO	NO
58	B	66	453	42.4	45.7	3.3	NO	NO
59	B	66	447	43.2	45.7	2.5	NO	NO
60	B	66	448	43.4	45.8	2.4	NO	NO
61	B	66	437	43.9	45.9	2.0	NO	NO
62	B	66	422	44.5	46.1	1.6	NO	NO
63	B	66	411	44.8	46.2	1.4	NO	NO
64	B	66	24	61.2	61.3	0.1	NO	NO
65	B	66	25	61.4	61.7	0.3	NO	NO
66	B	66	28	61.7	62.1	0.4	NO	NO
67	C	66	114	49.7	54.3	4.6	NO	NO

SOURCE: Noise Study Report, Proposed Lansing Bridge Replacement, Lansing, Iowa; HDR, September 2019

1 Figure 5-8: Modeled Noise Receptor Locations



5.6.2 Visual

The study area is surrounded by forested bluffs on the west and the Mississippi River valley and adjacent eroded hilltops on the east, as depicted in Figure 5-9. Existing Black Hawk Bridge stands as a prominent feature in the landscape visible from many viewpoints, including Mount Hosmer, the Refuge, a neighboring marina, and numerous locations within the city of Lansing, as well as from the Wisconsin side of the river. Both commercial and recreational vehicles on the river use the bridge as a visual landmark.

Figure 5-9: View of the Mississippi River Valley and Black Hawk Bridge from Mount Hosmer



No-Build Alternative

Black Hawk Bridge would remain in place and as it is under the No Build Alternative.

Blue Alternative

The Blue Alternative will modify the visual character of the study area by displacing three buildings north of the existing IA 26/IA 9 intersection, modifying the IA 26/IA 9 intersection, and replacing the existing bridge with a longer and wider bridge. The public provided input during Public Meeting #3 (July 2019) regarding the type and style of bridge design to be considered for the crossing. The style selected (Figure 5-10) is anticipated to mimic the look of the existing bridge. Providing a bridge that has a style similar to the existing bridge also serves as mitigation under Section 106 for the loss of the NRHP-eligible existing bridge.

Figure 5-10: Rendering of Peaked Truss Design Considered for New Mississippi River Crossing at Lansing



SOURCE: Burns & McDonnell (2019)

Other features within the study area such as the Beneficial Use site and the Big Slough Landing and Boat Ramp would remain much as they are today. Views of the bridge from prominent locations in Lansing, including Mount Hosmer, would not change. As final design plans are developed, Iowa and Wisconsin DOTs may consider baseline aesthetic applications that enhance the project design but that also represent a minimal cost to the project, can be reasonably maintained, and do not compromise safety.

5.6.3 Utilities

The project area is served by Alliant Energy for electricity and natural gas; the city of Lansing for water/sewer services; Mediacom for cable and internet; and Mediacom and CenturyLink for phone service. No major overhead electric transmission or underground utility lines cross the study area.

No-Build Alternative

No impacts would occur to utilities under the No-Build Alternative.

Blue Alternative

Coordination with utility providers will be required during design and construction to relocate and replace any utilities within the potential new right-of-way of the Blue Alternative.

5.7 Cumulative Effects

Cumulative impacts are those that result from reasonably foreseeable actions, combined with the potential impacts of the proposed improvements. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over time. A cumulative impact assessment looks at the collective effects imposed by individual land use plans and projects in the same vicinity of the proposed project added to the direct impacts of the proposed action.

No-Build Alternative

Because no actions would take place that would result in alteration of existing conditions, no cumulative impacts would result under the No Build Alternative.

Blue Alternative

The following actions are considered reasonably foreseeable:

- Wisconsin DOT improvement of the three bridges WI 82 bridges east of the Black Hawk Bridge (2020)
- Iowa DOT pavement rehabilitation along IA 9 from Waukon to Lansing (2020-2022)

UERPC issued their Long-Range Transportation Plan, *Safe Mobility for Everyone*, in 2016 (UERPC, 2016). The plan established goals and objectives for transportation options within the region that focused on safety, accessibility (all transportation modes by people of all ages and abilities), connectivity, mobility, and economic activity. Specifically related to roads, bridges, and streets, the plan goals include to maintain a system of roads, bridges, and streets that:

- Support safe access and mobility and remain in a state of good repair.
- Enhance the integrity of the natural environment and contribute to the region's resilience and readiness.
- Bring economic prosperity by providing linkages for the movement of commercial and industrial goods as well as tourists and travelers.

Resource categories where cumulative effects would occur include land use, right-of-way, and farmland. Construction of the Blue Alternative in conjunction with previous and reasonably foreseeable projects mentioned above would enhance land use, community cohesion, bicycle and pedestrian use, and transportation by improving the Mississippi River crossing and making it more reliable for travel to regional commercial markets and health care and education centers. Design of the bridge and the intersection of IA 26 and IA 9 would improve vehicular access on and off the bridge and provide sidewalks and a wide shoulder across the bridge to support bicycle and pedestrian access. Both paved and granular shoulders would be provided within the study area tying into the existing shoulders along IA 26 and WI 82. The project would be compatible with the long-range goals promoted by the UERPC by supporting access and mobility, enhancing the region's resilience and readiness, and providing linkages for the movement of goods, travelers, and tourists.

Many of the bridges over the Mississippi River were constructed during the 1900s through the 1950s. These bridges were designed with truss structures to allow the lengthy spans needed to bridge the navigation channel. Due to the ages of these bridges and their individual significance, many have been listed or are eligible for listing on the NRHP. However, many bridges have numerous structural deficiencies and do not meet current design standards. Higher volumes of traffic, heavier truck loads, and longer barges exceed the loads for which these bridges were designed. Aging steel structures may need substantial repairs to prolong functional life. Most of these truss bridges were built with narrow traffic lanes and do not have shoulders. Modern traffic requirements call for wider lanes, separation between opposing traffic, and shoulders to accommodate disabled vehicles. Widening existing truss bridges is typically not economically feasible and for this reason many have been replaced; or been rehabilitated to support one-direction of travel while a new bridge is built adjacent to serve as a couplet (e.g., La Crosse, Wisconsin).

Bridges are also limited in the ways they can be adaptively reused, especially larger bridges. It is often prohibitively expensive to repair or rehabilitate a bridge for non-vehicular use or to move to another location. The continued removal or replacement of these bridges would lead to a cumulative impact to a cultural resource.

Minor impacts to natural habitats would occur as a result of the proposed action, removing minimal amounts of natural vegetation. Coordination with USFWS and USACE will continue to determine the proper means for vacating the existing right-of-way/easement along WI 82 and how the area should be reincorporated into the neighboring land uses (e.g., Beneficial Use Site or Refuge). Big Slough Landing would continue to operate with an improved footprint to provide river access to recreational users. Removal of the existing bridge piers and dolphins and replacement of the bridge with a longer navigation span would enhance resiliency in terms of bridge life and flood management within Pool 9, enhancing river navigation and resource management.

In summary, the overall cumulative effects of the Blue Alternative (Preferred Alternative) are not considered to be collectively significant.

5.8 Streamlined Resource Summary

Table 5-8 summarizes the resources discussed in the body of this EA. Resources not discussed in the body of this EA are included in Streamlined Resource Summary in Appendix A. The summary includes information about the resources, the methodology to evaluate them, and when the evaluation was completed.

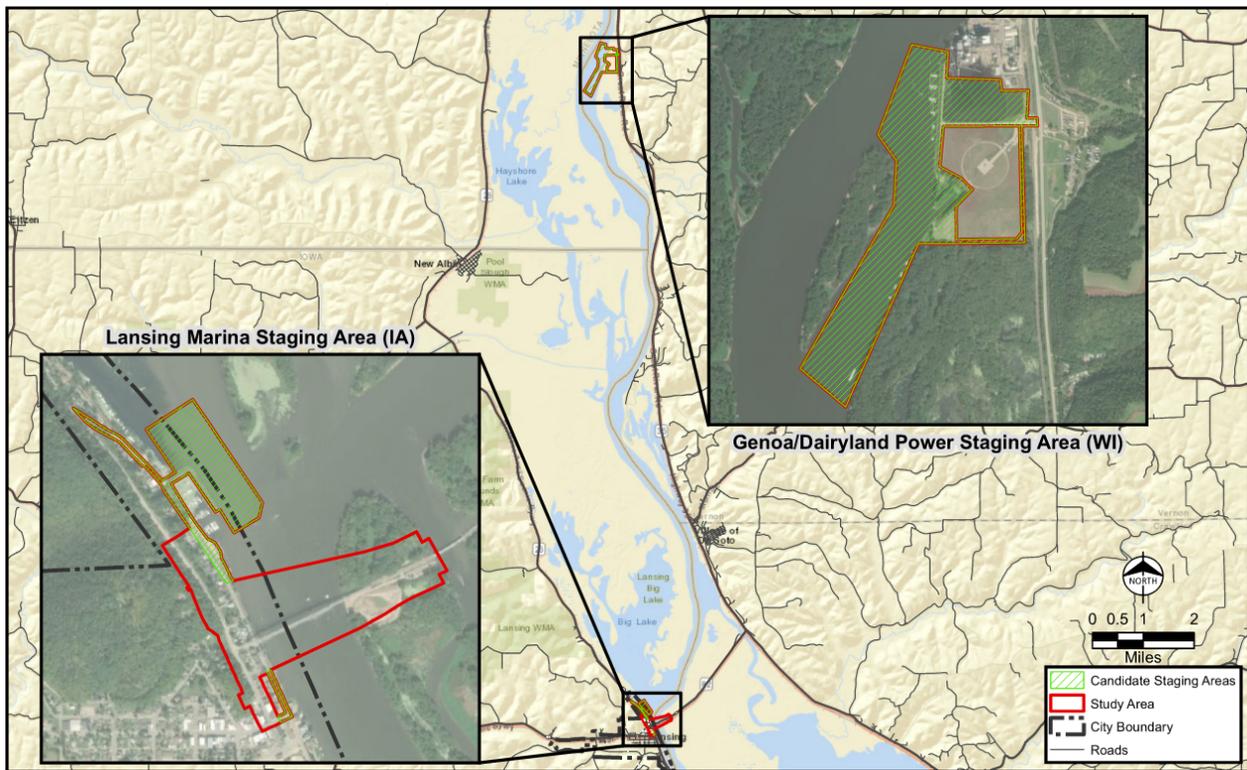
Table 5-8: Summary of Impacts

Resource	No Build Alternative	Blue Alternative (Preferred)
Parklands and Recreational Facilities	none	5.9 acres
Wetlands and Waters of the US	none	4.3 acres
Waters of the United States	none	24.66 acres / 1,389 linear feet
Floodplain	none	20.4 acres
Woodlands	none	3.5 acres
Threatened and Endangered Species	none	2 species (mussel and bat)
Architectural Resources	none	1 resource (Black Hawk Bridge)
Archaeological Resources	none	0 resources
Section 4(f) Properties	none	2 resources (Black Hawk Bridge and Refuge)
Right-of-Way and Relocations	none	4 relocations
Noise	none	6 receptors exceeding the NAC
Utilities	none	0 crossings

6.0 Candidate Staging Areas

During the evaluation of alternatives Iowa DOT engaged representatives from the construction community to provide input on construction methods that may be conducive to implementation of the proposed project. Because of the limited area around the project site to support construction activity and material laydown, and the requirements of the USCG to keep the navigation channel open to traffic except for very limited periods of time, Iowa DOT identified two sites that could be used for off-site construction by a contractor. An initial review of both candidate sites (illustrated in Figure 6-1) was conducted by the Iowa DOT. Information collected during this review will be made available to the selected contractor for their use in obtaining the required agreements, approvals, and permits for use of either site. Contractors may also select their own off-site construction area; where they will be responsible for all agreements, approvals, and permits for its use.

Figure 6-1: Candidate Construction Staging Areas



6.1 Lansing Marina Staging Area

The Lansing Marina is just north of the Black Hawk Bridge project site and owned by the USACE and leased to the city of Lansing. The marina site is approximately 1,500 feet north (upstream) from the project site and could provide approximately 49 acres of combined land and water area. Access to the marina is provided via North Front Street from IA 26. Traffic must cross the Canadian-Pacific rail line at-grade to access the marina. The marina site would require considerable improvement to provide access to accommodate large vehicles over the railroad crossing, improve the existing jetty, and to provide sufficient laydown area for construction materials. Dredging may also be required to support access to the site by large barges and spuds. Use of the marina site could also displace current uses (public boat docking and fuel services) during construction.

6.2 Genoa/Dairyland Power Staging Area

The Genoa/Dairyland Power Staging Area site is approximately 14 miles north (upstream) of the project site, located along the Wisconsin bank of the Mississippi River. The property is owned by the Dairyland Power Cooperative which is in the process of decommissioning the coal plant making the area currently used to stockpile coal available for use. The site could provide approximately 145 acres of combined land and water area. The Dairyland site is accessible from WI 35. Minimal improvement would need to be made to the site to accommodate access and laydown areas.

The EA concludes that the proposed project is necessary to address the identified structural and roadway deficiencies of the existing river crossing, maintain and improve existing transportation linkages in the region, and maintain modal relationships within the study area. The project will result in no significant adverse effects on the socioeconomic, natural, cultural, or physical environments identified within the study area; therefore, preparation of an environmental impact statement is not warranted. The Blue Alternative has been selected as the Preferred Alternative and will be presented for public review and comment during a public hearing.

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

Federal Agencies

- US Army Corps of Engineers, St. Paul District (Mississippi River/bridge construction and regulatory permits in Wisconsin)
- US Army Corps of Engineers, Rock Island District (regulatory permits in Iowa)
- US Coast Guard, Western Rivers Division
- US Department of Housing and Urban Development
- US Environmental Protection Agency, Region VII (Iowa)
- US Environmental Protection Agency, Region V (Wisconsin)
- US Fish and Wildlife Service, Rock Island Field Office
- US Fish and Wildlife Service, Upper Mississippi River National Wildlife and Fish Refuge
- Federal Aviation Administration
- Federal Emergency Management Agency
- Federal Railroad Administration
- Federal Transit Administration
- National Park Service

State Agencies

- Iowa Department of Natural Resources
- State Historical Society of Iowa
- Wisconsin Department of Natural Resources
- Wisconsin Department of Transportation
- Wisconsin Historical Society

Local/Regional Units of Government

- Allamakee County, Iowa
- Allamakee County Conservation Office
- Allamakee County Economic Development and Tourism Board of Directors
- Allamakee County Historic Preservation Commission
- Allamakee County Planning and Development
- City of Lansing, Iowa
- Crawford County, Wisconsin
- Crawford County Highway Department

- Mississippi River Parkway Commission
- Upper Explorerland Regional Planning Commission
- Village of De Soto, Wisconsin

Locations Where This Document is Available for Public Review

- Iowa DOT, District 2 Office, Mason City, IA
- Wisconsin DOT Office, La Crosse, WI
- Lansing Public Library
- Lansing City Hall
- Iowa DOT Website: <https://iowadot.gov/ole/NEPA-Compliance/NEPA-documents>

The following permits may be required for construction of this project:

- Section 404 Individual Permit under the Clean Water Act from the USACE, Rock Island and/or St. Paul Districts
- Section 10 Permit under the Rivers and Harbors Act and General Bridge Act from the USACE, St. Paul District (if required in addition to the USCG Section 9 permit)
- Section 408 Permit under Section 14 of the Rivers and Harbors Act, codified at 33 USC 408
- Section 9 Permit under the Rivers and Harbors Act and General Bridge Act from the USCG
- Section 401 Water Quality Certification under the Clean Water Act from Wisconsin DNR
- National Pollution Discharge Elimination System General Permit No. 2 for Storm Water Discharges Associated with Construction Activities (NPDES) from the Iowa DNR
- Construction Site Storm Water Runoff General Permit No. WI-S067831-5 from the Wisconsin DNR
- Sovereign Lands Permit from the Iowa DNR

8.0 Comments and Coordination

8.1 Agency and Tribal Coordination

Early coordination was initiated with appropriate Federal, State, and local agencies on May 15, 2017 to obtain their input regarding the project. Comment letters received are shown in Appendix D. The agencies contacted are listed below. Agencies that provided a response are indicated in Table 8-1. Table 8-2 summarizes the agency comments and recommendations received.

Table 8-1: Agency and Tribal Coordination

Agency Type	Agency	Date of Response
Federal	Environmental Protection Agency, Regions 5 and 7	None
Federal	Federal Aviation Administration	May 16, 2017
Federal	Federal Emergency Management Agency	May 16, 2017
Federal	Federal Railroad Administration	None
Federal	Federal Transit Administration	May 18, 2017
Federal	US Army Corps of Engineers, St. Paul and Rock Island Districts	June 15, 2017
Federal	US Coast Guard	May 17, 2017
Federal	US Department of Agriculture, Natural Resource Conservation Service	May 16, 2017
Federal	US Department of the Interior	None
Federal	US Department of Housing and Urban Development	None
Federal	US Fish and Wildlife Service	June 5, 2017
State	Iowa Department of Natural Resources	May 16, 2017
State	Iowa State Historic Preservation Office	July 25, 2017
State	Wisconsin Department of Natural Resources	May 24, 2017, June 15, 2017
State	Wisconsin Department of Transportation	Have comment but not the letter/email
Local/Regional	Allamakee County, Iowa	None
Local/Regional	Allamakee County Historic Preservation Commission	None
Local/Regional	Allamakee County Planning Department	None
Local/Regional	Allamakee County Economic Development and Tourism Board	None
Local/Regional	City of Lansing, Iowa	None
Local/Regional	Crawford County, Wisconsin	None
Local/Regional	Mississippi River Parkway Commission	June 20, 2017
Local/Regional	Upper Explorerland Regional Planning Commission	June 15, 2017
Local/Regional	Village of De Soto, Wisconsin	None
Local/Regional	Village of Ferryville, Wisconsin	None
Tribal Government	Bad River Band of Lake Superior Chippewa Indians of Wisconsin (by Wisconsin DOT)	None
Tribal Government	Flandreau Santee Sioux Tribe (by Iowa DOT)	August 11, 2017
Tribal Government	Forrest County Potawatomi Community of Wisconsin (by Wisconsin DOT)	None
Tribal Government	Ho-Chunk Nation (by Iowa and Wisconsin DOTs)	October 2, 2018

Agency Type	Agency	Date of Response
Tribal Government	Iowa Tribe of Kansas and Nebraska (by Iowa DOT)	March 21, 2019
Tribal Government	Iowa Tribe of Oklahoma (by Iowa and Wisconsin DOTs)	None
Tribal Government	Lac Vieux Desert Band of Lake Superior Chippewa Indians (by Wisconsin DOT)	None
Tribal Government	Miami Tribe of Oklahoma (by Iowa DOT)	August 15, 2017
Tribal Government	Omaha Tribe of Nebraska (by Iowa DOT)	None
Tribal Government	Otoe-Missouria Tribe (by Iowa DOT)	September 12, 2019
Tribal Government	Peoria Tribe of Indians of Oklahoma (by Iowa DOT)	None
Tribal Government	Ponca Tribe of Nebraska (by Iowa DOT)	None
Tribal Government	Prairie Band Potawatomi Nation (by Iowa and Wisconsin DOTs)	None
Tribal Government	Prairie Island Indian Community Minnesota Mdewakanton Sioux (by Iowa and Wisconsin DOTs)	None
Tribal Government	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin (by Wisconsin DOT)	None
Tribal Government	Sac and Fox Nation of Missouri in Kansas and Nebraska (by Wisconsin DOT)	None
Tribal Government	Sac and Fox Nation of Oklahoma (by Iowa and Wisconsin DOTs)	None
Tribal Government	Sac and Fox Tribe of the Mississippi in Iowa (by Iowa and Wisconsin DOTs)	None
Tribal Government	Santee Sioux Nation (by Iowa DOT)	None
Tribal Government	Sisseton-Wahpeton Oyate (by Iowa DOT)	None
Tribal Government	Spirit Lake Tribe (by Iowa DOT)	None
Tribal Government	Three Affiliated Tribes-Mandan, Hidatsa & Arikara (by Iowa DOT)	None
Tribal Government	Upper Sioux Community (by Iowa DOT)	September 12, 2017; November 14, 2018
Tribal Government	Winnebago Tribe of Nebraska (by Iowa DOT)	None
Tribal Government	Yankton Sioux Tribe (by Iowa DOT)	None

Table 8-2: Agency Comments and Recommendations (Early Coordination)

Agency	Input/Comment Summary
Federal Aviation Administration	<ul style="list-style-type: none"> ▪ FAR Part 77 airspace considerations review may be applicable (structures, bot permanent and temporary) ▪ Use "Notice Criteria Tool" to determine applicability; 1 mile intervals recommended; 120-day notification period required past filing, if required
Federal Emergency Management Agency	<ul style="list-style-type: none"> ▪ Contact has retired from service; contact FEMA if additional information is needed
Federal Transit Administration	<ul style="list-style-type: none"> ▪ Want to remain engaged ▪ Can assist with EO 11988 and EO 11990 compliance
US Army Corps of Engineers, St. Paul and Rock Island Districts	<ul style="list-style-type: none"> ▪ Coordinate with St. Paul District for navigational impacts (contact provided); emergency management and possible Section 408 concerns (contacts provided) ▪ Section 10/404 – Rock Island has jurisdiction in Iowa; St. Paul has jurisdiction in Wisconsin ▪ SHPO (NHPA) and USFWS (Refuge) contacts provided ▪ Wendy Frohlich – project contact
US Coast Guard	<ul style="list-style-type: none"> ▪ Agreed to serve a Cooperating Agency ▪ Upper Mississippi River considered navigable, requires permit

Agency	Input/Comment Summary
	<ul style="list-style-type: none"> ▪ Permit applications need to be accompanied by sufficient information (environmental, alternatives considered, design of new, removal of old, vessels currently using waterway). ▪ Request letter from FHWA – state they are Federal lead agency under NEPA and other applicable laws. ▪ USCG agrees to be Cooperating Agency from a navigation standpoint; request opportunity to review document before finalized
US Department of Agriculture, Natural Resource Conservation Service	<ul style="list-style-type: none"> ▪ Review Farmland Conversion requests ▪ Review Wetland conservation easement requests
US Fish and Wildlife Service	<ul style="list-style-type: none"> ▪ Upper Mississippi River National Wildlife and Fish Refuge description ▪ Avoid impacts to refuge ▪ Protected species present in study area -Higgins eye pearly mussel ▪ Reference to refuge Comprehensive Conservation Plan
Iowa Department of Natural Resources	<ul style="list-style-type: none"> ▪ Review of 2004 Feasibility Study] Alternative S6 poses highest negative effect on recreational lands funded by Fish Habitat Funds at Clear Creek Park ▪ Wetlands/404 permit applicability; compensatory mitigation ▪ Consider BMPs to control erosion and protect water quality ▪ Coordinate with USFWS if trees need to be cleared
Wisconsin Department of Natural Resources	<ul style="list-style-type: none"> ▪ Introduce preferred Wisconsin DNR contact – Karen Kalvelage ▪ Request best route to submit comments – through Wisconsin DOT or directly to Iowa DOT? ▪ Refuge land impacts need to be coordinated with USFWS, USACE, USCG ▪ Environmental information in 2004 Feasibility Study still valid; Wisconsin DNR can provide more in-depth information ▪ Concerns – bridge approach from WI side and recent concern on STH82
Wisconsin Department of Transportation	<ul style="list-style-type: none"> ▪ Wisconsin DOT would like to keep the existing 60 mph design speed (55 mph posted) for the WI 82 approach, due to its rural nature
Mississippi River Parkway Commission	<ul style="list-style-type: none"> ▪ Construction of the bridge is extremely important, and they support it ▪ Please keep us informed
Upper Explorerland Regional Planning Commission	<ul style="list-style-type: none"> ▪ Bridge holds high importance to the region for economic development growth and continuation ▪ Wisconsin region provides important labor/workforce ▪ [Review of 2004 Feasibility Study] Several options previously studied, consider city of Lansing’s existing structure ▪ Bridge key link for workforce, transportation, tourism
Miami Tribe of Oklahoma	<ul style="list-style-type: none"> ▪ No objections. ▪ As this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation.

8.2 NEPA/404 Merge Coordination

FHWA and Iowa DOT coordinated with resources agencies using Iowa DOT’s concurrent point process. This process incorporates planning, design, agency coordination, and public involvement. The purpose of the concurrent point process is to streamline project decision-making on Federal highway projects that may require a Section 404 permit for impacts to wetlands. This process has five concurrence points:

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

- Concurrence Point 5 – Mitigation

Concurrence Points 1 and 2 (CP1 and CP2) were conducted at the same time on March 5, 2018 by webinar/teleconference. Representatives from multiple agencies participated in the meeting (see Appendix D). The purpose and need for the project (CP1) and the alternatives to be analyzed (CP2) were presented. Concurrence on CP 1 and CP 2 was received from each agency on March 20, 2018.

Concurrence Point 3 (CP3) was held on May 15, 2018 by webinar/teleconference with seven agencies participating. The No Build, Green, Blue, and Purple Build Alternatives were described as moving forward for further study while the Orange Alternative was eliminated from further study due to its extensive length and impacts to wetlands, woodlands, and the Refuge. Agencies were asked to concur that the information provided to date was adequate to allow the project to advance to the next stage of project development. All attending agencies concurred.

8.3 Public Involvement

8.3.1 Public Information Meeting #1

Public information meeting (PIM) #1 was held on August 8, 2017, from 5 to 6:30 p.m., at the Kerndt Brothers Community Center in Lansing, Iowa. Stakeholders were informed of the meeting by letter (dated July 18, 2017, or July 25, 2017), via e-mail on July 23, 2017, and through newspaper advertisements in *The Standard* on July 26, 2017. The meeting was held in an open house format and attended by 186 people (based on sign-in count). Display boards shared information on the purpose of the meeting, description of the Project and study area, the study process, the purpose and need for the project, maps of potential alternatives, bridge type options, and resources to be considered in the environmental assessment, including information on the Section 106 and Section 4(f) processes. PIM #1 attendees were encouraged to leave comments via a computer station at the meeting, a comment card either at the meeting or mailed to Iowa DOT at a later date, or online via the Iowa DOT website between August 8, 2017, and August 21, 2017.



The main comments and concerns related by the public included:

- General feeling the bridge does not need to be nor should be replaced; consider keeping the existing bridge as an alternative. Regional precedents for keeping/maintaining old bridges (La Crosse and Winona).
- Traffic/logistical problems with the existing bridge could be addressed without replacing the bridge.
- The bridge is a historic icon for the Lansing community, which residents take pride in. It is a symbol and attracts visitors/tourists to the community.
- Whatever occurs with the bridge, it is important that the small town culture and unique character of the Lansing community be protected.
- If a new bridge is built, keep the existing bridge as either part of a couplet or as a bike/pedestrian facility.
- Bridge style – requests were received for the new bridge to look like the existing bridge and to be something different that would also be iconic.
- Improvements to the existing bridge and bridge approach can be made to increase its functionality. Examples include making a one-way bridge and taking turns crossing, incorporating traffic lights, further limiting the weight/size of trucks passing over the bridge, widening the approach, etc.

- Regular vehicular traffic associated with the bridge is a positive thing for downtown Lansing and Lansing businesses. Comments were received regarding both the potential loss and increase of traffic associated with the project. An increase in truck traffic may affect regional roads (e.g., IA 9).
- Pedestrian and bicycle routes should be incorporated either on the new bridge or reusing the existing bridge as a bike/pedestrian facility.
- Protect historic buildings and sites near the study area.
- Though many agreed that the existing bridge should be maintained if possible, comments regarding different DOT bridge alternatives were provided, and touched on things such as potential impacts to Main St., the school, natural areas/the bluff, historic structures, etc.
- Concerns regarding the loss of homes or businesses should a bridge project require their removal, and the loss of tax base as a result.

8.3.2 Public Information Meeting #2

PIM #2 was held on May 15, 2018, from 5 to 7 p.m., at Kee High School in Lansing, Iowa. Stakeholders were informed of the meeting by letter (dated April 24, 2018, or May 1, 2018), via e-mail on April 25, 2018, and through newspaper advertisements in The Standard on May 2, 2018. The meeting was held in an open house format and attended by 131 people (based on sign-in count). Display boards summarized the study process, studies and activities conducted since PIM #1, bridge type options under consideration, and information on the Section 106 and 4(f) process. Large maps were assembled on tables showing the four alternatives under consideration and the resources potentially affected by each. PIM #2 attendees were encouraged to leave comments via a comment card (either at the meeting or mailed in at a later date) or online between May 15, 2018, and May 29, 2018.

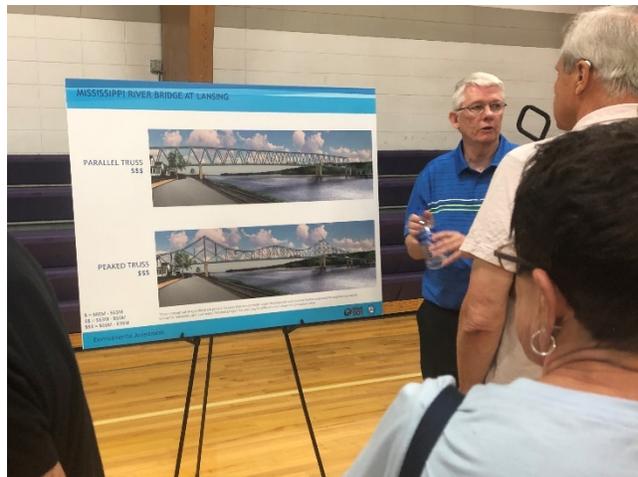


- Maintain the existing bridge as long as possible.
- Replicate style of existing bridge and provide commemorative lighting like on the existing bridge.
- Concern about bridge closure times.
- Several commenters thought the orange alternative (by-passing downtown and Main Street) would be detrimental to businesses downtown and tourism. Also, several commenters were concerned about safety involved with routing the highway near the school and the potential environmental impacts of the orange alternative.
- Other commenters thought the orange alternative would better avoid impacts to historic structures and would only impact city hall. Environmental impacts would occur, but the existing bridge area may be converted to wildlife land.
- The bridge is a historical icon for the Lansing community which residents take pride in. It is a symbol of the town. The historic bridge attracts visitors/tourists to the community, which is beneficial.
- If a new bridge is built, keep the existing bridge as a bike/pedestrian facility.
- Regular vehicular traffic associated with the bridge is a positive thing for downtown Lansing and Lansing businesses. Comments were received regarding both the potential loss and increase of traffic associated with the project.
- Protect historic buildings and sites near the project area.

- New alignments north of the existing bridge would still require a difficult turn at the intersection of IA 9 and IA 26.

8.3.3 Public Information Meeting #3

A public information meeting was held on July 9, 2019, in Lansing, Iowa at Kee High School. Approximately 135 people attended the open house meeting where information was shared on the study effort completed to date including elimination of the Orange Alternative from further consideration, options for rehabilitation or reuse of the existing bridge for vehicular traffic, construction of a new bridge on the existing crossing alignment, bridge design options, possible themes for design options, and information on resources provide protection under Section 106 and Section 4(f). PIM #3 attendees were encouraged to leave comments via a comment card (either at the meeting or mailed in later) or online between July 9, 2019 and July 22, 2019.



The main comments and concerns related by the public included:

- New structure design preference – peaked truss (looks like the existing bridge) followed by the parallel truss. Many attendees did not prefer a bridge style but just want a new bridge.
- Bridge design – will the deck be solid (concrete/asphalt) or open grate like the existing.
- Will the steepness of the bridge approaches be improved?
- Current property owners near the existing bridge concerned about being displaced and what the relocation process entails.
- Will the new bridge case traffic through Lansing and on regional roadways to increase? Will more heavy trucks use the crossing if it is improved? Will traffic signals be installed as part of the project to slow down traffic?
- Want more information on what the intersection of IA 26 and IA 9 will look like – bridge approach, retaining walls, lighting, signage, sidewalks.
- Include bike/pedestrian facilities on the new crossing.
- Most people who commented on the design themes preferred the “Flyway” theme.

Comments and input received during the three public meetings were considered by the project team as alternatives were further developed and refined and additional studies were conducted. Information was shared and discussed with commenters during the meeting and many commenters were follow-up with by Iowa DOT staff via telephone following each meeting. Following each meeting, the board displays were made available at the Lansing Library for the community to review.

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APPENDIX A – STREAMLINED RESOURCE SUMMARY

SOCIOECONOMIC IMPACTS SECTION:

Land Use	
Evaluation:	Resource discussed in Section 5.2.1 of the EA
Method of Evaluation:	Other
Completed by and Date:	Consultant 1/31/2020
Community Cohesion	
Evaluation:	Resource discussed in Section 5.2.2 of the EA
Method of Evaluation:	Other
Completed by and Date:	Consultant 1/31/2020
Churches and Schools	
Evaluation:	Resources not in the study area
Method of Evaluation:	Desktop/GIS and site visit
Completed by and Date:	Consultant 5/1/2019
Environmental Justice	
Evaluation:	Resource not in the study area
Method of Evaluation:	US Census Bureau Data
Completed by and Date:	Consultant 1/31/2020
Economic	
Evaluation:	Resources not in the study area
Method of Evaluation:	Database
Completed by and Date:	Consultant 5/1/2019
Joint Development	
Evaluation:	Resource not in the study area
Method of Evaluation:	Other
Completed by and Date:	Consultant 5/1/2019
Parklands and Recreational Areas	
Evaluation:	Resource discussed in Sections 5.2.3 and 5.5 of the EA
Method of Evaluation:	Desktop/GIS and site visit
Completed by and Date:	Consultant, 1/31/2020
Bicycle and Pedestrian Facilities	
Evaluation:	Resource discussed in Section 5.2.4 of the EA
Method of Evaluation:	Desktop/GIS and site visit
Completed by and Date:	Consultant 1/31/2020
Right-of-Way	
Evaluation:	Resource discussed in Section 5.1.5 of the EA
Method of Evaluation:	GIS/Prelim design overlay, DOT Relocation Assistance Plan
Completed by and Date:	DOT 6/12/2019; Consultant 2/6/2020
Relocation Potential	
Evaluation:	Resource discussed in Section 5.2.5 of the EA
Method of Evaluation:	GIS/Prelim design overlay, DOT Relocation Assistance Plan
Completed by and Date:	DOT 6/12/2019; Consultant 2/6/2020

SOCIOECONOMIC IMPACTS SECTION Continued:

Construction and Emergency Routes	
Evaluation:	Resource discussed in Section 5.2.6 of the EA
Method of Evaluation:	Other
Completed by and Date:	Consultant, 1/31/2020
Transportation	
Evaluation:	Resource discussed in Section 5.2.7 of EA
Method of Evaluation:	Other
Completed by and Date:	Consultant, 1/31/2020

NATURAL ENVIRONMENT IMPACTS SECTION:

Wetlands	
Evaluation:	Resource discussed in Section 5.3.1 of the EA
Method of Evaluation:	Field Delineation 9/17/2018
Completed by and Date:	DOT 8/23/2019
Surface Waters and Water Quality	
Evaluation:	Resource discussed in Section 5.3.2 of the EA
Method of Evaluation:	GIS/Online data; site visit
Completed by and Date:	Consultant, 5/1/2019
Wild and Scenic Rivers	
Evaluation:	Resource not in the study area
Method of Evaluation:	Database
Completed by and Date:	Consultant, 5/1/2019
Floodplains	
Evaluation:	Resource discussed in Section 5.3.3 of the EA
Method of Evaluation:	GIS/USCG Data, site visit
Completed by and Date:	Consultant, 5/1/2019
Wildlife and Habitat	
Evaluation:	Resource discussed in Section 5.3.4 of the EA. Habitat is present along the WI 82 section of the project within the Upper Mississippi River National Fish and Wildlife Refuge. The Black Hawk Bridge spans the Mississippi River. No nesting birds have been observed on the bridge, but bird do nest in the forested area adjacent to WI 82. Existing nests will be removed when the nests are not active. The Migratory Bird Treaty Act (16 U.S.C. 703-712) will be followed for protected species listed in 50 CFR 10.13 located within the study area.
Method of Evaluation:	GIS/Site visit
Completed by and Date:	Consultant, 5/1/2019

NATURAL ENVIRONMENT IMPACTS SECTION Continued:

Threatened and Endangered Species	
Evaluation:	Resource discussed in Section 5.3.5 of the EA. As noted above, the study area includes the Mississippi River and forested habitat. Unionid surveys conducted in 2018 indicated the presence of federally listed mussel species along the Iowa bank within the study area and state (WI) state-listed species within Big Slough. In-water construction activities will be restricted between June 1 and July 31. Suitable habitat for the northern long-eared bat is also present within the study area. Tree clearing restrictions may be required. Consultation with USFWS under Section 7 of the Endangered Species Act is ongoing
Method of Evaluation:	Field Survey and Report
Completed by and Date:	Subconsultant (Stantec) 2019; DOT ongoing
Woodlands	
Evaluation:	Resource discussed in Section 5.3.6 of the EA. Wooded areas are located within the Wisconsin portion of the study area. Tree removal will occur, but because the wooded areas are not located within the State of Iowa, compliance with Iowa Code 314.23 does not apply.
Method of Evaluation:	Site visit
Completed by and Date:	Consultant, 5/1/2019
Farmlands	
Evaluation:	Resource not in the study area
Method of Evaluation:	GIS/Site visit
Completed by and Date:	Consultant, 5/1/2019

CULTURAL IMPACTS SECTION:

Historic Sites or Districts	
Evaluation:	Resource discussed in Section 5.4 of the EA. 2 historic resources (Table 5-4) adjacent to the study area are NRHP-listed, 5 historic resources recommended NRHP-eligible are adjacent to study area. One NRHP-eligible resource, Black Hawk Bridge, is in the study area and will be removed resulting in an Adverse Effect under Section 106 and a use under Section 4(f). None of these resources are within the study area but lie immediately adjacent to the study area. These remaining resources will be avoided. SHPO Concurrence received [DATE] (Appendix B).
Method of Evaluation:	Report
Completed by and Date:	Subconsultant (Tallgrass) 2016; DOT ongoing
Archaeological Sites	
Evaluation:	Resource is discussed in Section 5.4 of the EA. 4 archaeological sites (see Table 5-5) recommended NRHP-eligible are adjacent to the study area. Phase II testing is to be conducted in 2020. SHPO Concurrence received [DATE] (Appendix B).
Method of Evaluation:	Report
Completed by and Date:	Subconsultant 2019; DOT ongoing
Cemeteries	
Evaluation:	Resource not in the study area
Method of Evaluation:	GIS/Site visit
Completed by and Date:	Consultant, 5/1/2019

PHYSICAL IMPACTS SECTION:

Noise	
Evaluation:	Resource discussed in Section 5.6.1 of the EA
Method of Evaluation:	Analysis and Report
Completed by and Date:	Subconsultant Consultant 9/2019
Air Quality	
Evaluation:	Resource not in the study area
Method of Evaluation:	Other
Completed by and Date:	Consultant 5/1/2019
MSATs	
Evaluation:	The purpose of this project is to address the structural deficiencies of the existing river crossing by constructing a new bridge and connecting roadways. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (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 a meaningful increase in MSAT impacts of the project from that of the No Build Alternative. Moreover, Environmental Protection Agency (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 MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.
Method of Evaluation:	FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents, September 30, 2009
Completed by and Date:	Consultant 5/1/2019
Energy	
Evaluation:	Resource not in the study area
Method of Evaluation:	Other
Completed by and Date:	Consultant, 5/1/2019
Contaminated and Regulated Materials Sites	
Evaluation:	Resource not in the study area
Method of Evaluation:	Report
Completed by and Date:	Consultant 7/26/2019
Visual	
Evaluation:	Resource discussed in Section 5.6.2 of the EA
Method of Evaluation:	Other
Completed by and Date:	Consultant 8/1/2019
Utilities	
Evaluation:	Resource discussed in Section 5.6.3 of the EA
Method of Evaluation:	Other
Completed by and Date:	Consultant 8/1/2019

APPENDIX B – SECTION 106 COORDINATION

Iowa SHPO Coordination/Consultation Letters and Tribal Notification Form	various
Iowa DOT Donation Proposal Letters	August 28, 2019
Draft Memorandum of Agreement	
Wisconsin DOT Tribal Coordination Letter	March 4, 2021

Location and Environment Bureau

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

October 8, 2020

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Iowa SHPO R&C:  170703041

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

RECEIVED
OCT 16 2020
by SHPO

RE: **Additional Phase II NRHP Evaluation of 13AM622**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Dan:

Enclosed for your review and comment is the report of the additional National Register evaluation of Site 13AM622. You will recall that we met virtually to discuss this additional work on 4/2/2020, and then I followed up with a series of maps that you requested on 4/10/2020. I've enclosed hard copies of those maps from May for your files.

Our consultant team has worked hard to thoroughly consider the National Register eligibility of this site. I want to applaud the consultant team for their precision in analyzing this truly complex archaeological deposit. They have taken the time to provide clear-eyed recommendations for this site. Importantly, the team has recommended portions of 13AM622 identified as "high potential" and "further evaluation" for avoidance (Figure 9, Page 51). Whereas, other areas such as those identified as "disturbance – no significance" and "limited potential for significant prehistoric archaeological deposits" do not warrant additional archaeological investigations. This additional effort has really enabled us to focus in on the *portions of the site* that meet the specifications identified under Criterion D of the National Register of Historic Places. As noted by the consultant "Avoidance is recommended for those portions of Site 13AM622 identified as having high potential for significant archaeological deposits (east half of the site) and the southwest portion of Site 13AM622 where additional archaeological testing is warranted." Our bureau agrees with these recommendation.

Save for the additional work at 13AM622 there is no change in the eligibility of the other three sites previously evaluated. Table 1 below provides some details regarding these four archaeological deposits and the recommendations provided here and in the initial phase II report.

We are already working to get the restricted areas on to the plans for the eventual contractor for this bridge project.

Table 1 – Site Information

Site	Type	Cultural Affiliation	NRHP Recommendation	Notes
13AM486	Prehistoric Resource Procurement Camp / Historic Residence	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*
13AM618	Prehistoric Resource Procurement Camp / Historic Scatter	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM622	Undefined Prehistoric / Historic Scatter	Multicomponent Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Select Areas; Prehistoric components only; See Figure 9; historic component non-contributing
13AM628	Undefined Prehistoric / Historic Residence	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*

*Schierholz-Brockhausen Historic District – formerly known as Spinner-Brennan Historic District

At this point in time we request your concurrence with our assessment of 13AM622 and the recommendations provided herein. We ask that you provide any comments you may have in the space provided below.

We'd like to thank you for your flexibility throughout the consultation efforts for this project. We are very near being able to release our Environmental Assessment for this project, where we will be identifying the preferred alternative. Obviously, we will continue consultation with your office as we move forward with this project.

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

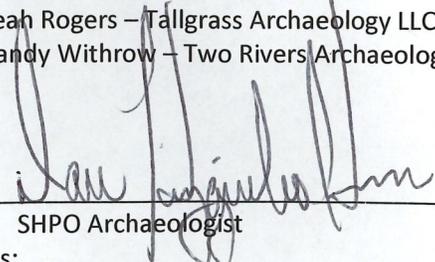
Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD: Enclosures

- Cc: Tribes/Nations – Allamakee County Interest
- Mike LaPietra – FHWA, Iowa Division
- Lynn Cloud/Tom Kratt – Wisconsin DOT
- Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
- Bryan Bradley/Shelby Ebel – OLE, Iowa DOT
- Nancy Komulainen-Dillenburg – U.S. Army Corps of Engineers (St. Paul)
- James Myster – U.S. Fish & Wildlife Service
- Eric Washburn – U.S. Coast Guard
- Leah Rogers – Tallgrass Archaeology LLC
- Randy Withrow – Two Rivers Archaeology LLC

Concur:  SHPO Archaeologist

Date: 11/13/2020

Comments:

RECEIVED

JUN 13 2019

by SHPO

June 10, 2019

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Iowa SHPO R&C: 20170703041

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

RE: **Phase II NRHP Evaluation Report (Four Sites)**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Dan:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will recall we jointly visited these excavations on 11/14/2018 and following the completion of excavation, as well as analysis and reporting, the effort is now ready for your review. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation.

As you will read, the phase II evaluation tested four sites. Table 1 below provides some details regarding these four archaeological deposits and the recommendations offered in this report.

Table 1 – Site Information

Site	Type	Cultural Affiliation	NRHP Recommendation	Notes
13AM486	Prehistoric Resource Procurement Camp / Historic Residence	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*
13AM618	Prehistoric Resource Procurement Camp / Historic Scatter	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM622	Undefined Prehistoric / Historic Scatter	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM628	Undefined Prehistoric / Historic Residence	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*

*Schierholz-Brockhausen Historic District – formerly known as Spinner-Brennan Historic District

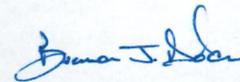
All four sites are recommended eligible under Criterion D and all four sites have prehistoric and historic components. Sites 13AM486 and 13AM628 have historic components that are considered contributing to the significance of the Schierholz-Brockhausen Historic District (formally identified as Spinner-Brennan Historic District [03-00188/03-00189]). While there was some discussion early in the project of historic connections at 13AM486 to the Garrison cabin GLO site, the investigation (as was surmised during our field visit) has recommended that the archaeological deposits at the site cannot be linked to the GLO map and one of the founding figures of Lansing. Prehistoric archaeological deposits at 13AM618 and 13AM622 were recommended as contributing to the significance of both of these sites where historic deposits at both sites were recommended as non contributing. Avoidance of all four sites was recommended by the consultant. We concur with the recommendations offered in the report.

As a point of reminder, archaeological conditions on the east side of the bridge were assessed during our 2004 feasibility study (See Stanley and Blikre 2004; BCA 1078). The investigations on the Wisconsin side noted that portions of the study area had been surveyed before and further recommended that there was "very low potential" (Stanley and Blikre 2004:8) for intact archaeological deposits east of the bridge.

We'd like to thank you for visiting the project area with on 11/14/2018, that was a successful meeting and helped all of us understand the various considerations for the project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, additional public meetings and further consideration of alternatives in pursuit of our responsibilities under the NHPA as well as NEPA and STURAA.

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

Sincerely,

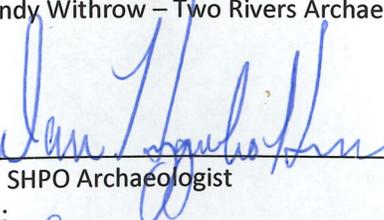


Brennan J. Dolan
Office of Location and Environment

BJD: Enclosures

Cc: Tribes/Nations – Allamakee County Interest
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Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/Shelby Ebel – OLE, Iowa DOT
Nancy Komulainen-Dillenburg – U.S. Army Corps of Engineers (St. Paul)
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology LLC
Randy Withrow – Two Rivers Archaeology LLC

Concur: _____


SHPO Archaeologist

Date: _____

8/6/2019

Comments:

Recommend draft as final.

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 13, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

R&C: _____

Mr. Dan Higginbottom
Ms. Sara André
State Historic Preservation Office
600 East Locust
Des Moines, Iowa 50319

RE: Black Hawk Bridge Update; Potential Replacement/Rehabilitation, Allamakee County [FHWA 013520 – 03-00147]; T86N-R3W Section 22; **Early Coordination/Early Consultation**

Dear Dan and Sara:

The Iowa Department of Transportation (Iowa DOT), the Wisconsin Department of Transportation (WisDOT), and the Federal Highway Administration (FHWA) are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing, Iowa. These alternatives will be designed to address the condition of the existing Black Hawk Bridge and the associated causeway; to address vehicle travel, river navigation, community and recreational access, as well as economic needs within northeastern Iowa and southwestern Wisconsin. We are hosting a preliminary public meeting in Lansing on Tuesday 8/8/17 from 5:00-6:30pm at 391 Main Street (Kendt Brothers Building). Please consider joining us.

Recently, we shared with your office the newly updated site inventory form for this bridge (03-00147 Tallgrass Historians). This impressive structure was completed in 1931 by architect Melvin B. Stone and Contractor McClintic-Marshall Co. The bridge was determined by your office to be eligible for listing to the National Register of Historic Places in 1994.

We are in the earliest stages of planning for this project, and formal alternatives have not yet been completed although we did produce a preliminary study in 2003. Your office should have a copy of the study, but we've enclosed another for your records.

Once we fully define the project Area of Potential Effects (APE) we will share that information with your office and other stakeholders. Again, this is early coordination, no letting or construction schedule has

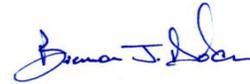
been set. We anticipate meeting with Iowa and Wisconsin SHPOs to identify consultation preferences, and then developing an agreement. We completed a similar agreement for Interstate 74 with the State of Illinois (See R&C 19980282048).

Our office will be partnering with the WisDOT as well as working with numerous other agencies (U.S. Army Corp of Engineers, U.S. Fish & Wildlife, U.S. Coast Guard, etc.). Currently, it appears that Iowa DOT/FHWA will lead consultation for this project.

Lastly, we have already begun consultation with the Allamakee County Historic Preservation Commission for this project. Per 36CFR800.3 (f) we are requesting your input regarding other potential consulting parties. Should your office issue a Review and Compliance number for this project please be sure to share that with us. Enclosed for your records are some preliminary resource maps for the project. As this project will likely be large in scope and scale your office may feel a formal meeting is needed, if so please let us know and we will work to find a time and place that is convenient for you.

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

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA Iowa Division
Lynn Cloud – Wisconsin DOT
Tom Kratt – Wisconsin DOT
Kimberly Cook – Wisconsin SHPO
Jon Ranney – District 2 Engineer
Dave Little – Assistant District 2 Engineer
John Narigon – Iowa DOT Location Section
DeeAnn Newell – Iowa DOT NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Historians

Dolan, Brennan

From: Higginbottom, Daniel <daniel.higginbottom@iowa.gov>
Sent: Tuesday, July 25, 2017 10:54 AM
To: Dolan, Brennan
Cc: Unknown Unknown; Steve King; Sara Andre; LaPietra, Mike (FHWA); Libby Wielenga; Donovan, Matt; Newell, Deeann
Subject: 170703041-FHWA-BRF-009-9(73)--39-03-Allamakee-Lansing-Black Hawk Bridge feasibility study

July 25, 2017

Brennan-

We have received your early notification/consultation notice and feasibility study of the Black Hawk Bridge (IA/WI). Regrettably, I will not be able to attend the August 8 public meeting, however I do suggest that IDOT/FHWA place this on the agenda for discussion at our upcoming CIT meeting next Monday (July 31).

--

Daniel K. Higginbottom, Archaeologist
Iowa State Historic Preservation Office
State Historical Society of Iowa
600 E Locust
Des Moines, Iowa 50319-0290

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

September 1, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Iowa SHPO R&C: 20170703041

Ms. Sara André
Mr. Dan Higginbottom
State Historic Preservation Office
600 East Locust
Des Moines, Iowa 50319

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WI; T99N-R3W Section 29; **No Determination**

Dear Sara and Dan:

In July we shared with your office that the Iowa DOT and the Wisconsin DOT were proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. This letter provides you some background material on the project. Enclosed for your review are the following:

- 1931 *The Book of the Black Hawk Bridge* (excerpts)
- 2003 Cultural Resources Review of Lansing (BCA 1078)
- 2004 Addendum to the Cultural Resources Review of Lansing (BCA 1078)
- 2016 Black Hawk Bridge Evaluation and Reconnaissance Architectural/Historical Study (TH16-643)
- 2017 The Story of the Black Hawk Bridge and Its Value to the City of Lansing (Burke 2017)

Additionally, I have enclosed supporting documentation from our recent public meeting (8/8/2017). As you will see we are currently reviewing five alternatives (green, blue, purple, orange and the existing alignment). Additionally, I have included a preliminary review of recorded cultural resources as related to each alternative.

It appears that the next logical step for work under the National Historic Preservation Act for this undertaking would be to host a meeting or conference call between Iowa DOT, Wisconsin DOT, Iowa

SHPO and WI SHPO to clarify the consultation preferences for the project and to discuss an agreement between our two states. In the coming weeks I'll work with my counterpart in Wisconsin to get a date set for a discussion.

We anticipate the need to complete additional intensive studies as the development of alternatives continues, it is likely that this work will occur during the 2018 field season. As this letter and enclosures represent a significant amount of information, your office may feel that a face to face meeting is necessary, if so, just let me know and we will find a time and date to discuss.

Lastly, to fully put this project in context the following is a list of R&C numbers that connect to maintenance related projects that span the last 23 years:

- 19940303084 (Repairs)
- 20100603084 (Landscaping)
- 20110703030 (Dolphin)
- 20110803094 (Crack)
- 20170603062 (Repairs)

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

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud – Wisconsin DOT
Tom Kratt – Wisconsin DOT
Jon Ranney – District 2 Engineer, Iowa DOT
Krista Rostand – District 2 Planner, Iowa DOT
John Narigon – Location Engineer, Iowa DOT
DeeAnn Newell – NEPA Team Lead, Iowa DOT
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

STATE HISTORIC PRESERVATION OFFICE OF IOWA

IOWA DEPARTMENT OF CULTURAL AFFAIRS

Your request for comment by the State Historic Preservation Officer has been received.

Date Received: **9/7/2017**

Agency: **FHWA**

Projected end of Review Period based on date received: **10/7/2017**

SHPO Review & Compliance Number (R&C#): **170703041**

BRF-009-9(73)--39-03 - PRIMARY SYSTEM - ALLAMAKEE COUNTY - WISCONSIN REF. 5170-16-00 - CRAWFORD, WI - POTENTIAL REPLACEMENT/REHABILITATION OF BLACK HAWK BRIDGE - FHWA 013520 - SECTION 22, T86N-R3W - MULTIPLE REPORTS AND REFERENCE MATERIAL

In accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations, 36 CFR Part 800 (revised, effective August 5, 2004), the 30-day comment period under a formal review begins when the SHPO has received a submittal containing full documentation in support of an agency's finding and determination of effect.

The SHPO is under no time restraints but will provide a technical assistance response when:

- A. The SHPO concludes that the documentation provided does not support the agency's definition of the Area of Potential Effects (APE) for the undertaking OR
- B. The SHPO concludes that the project documentation provided does not support the agency's determination of a property's eligibility for listing in the National Register of Historic Places OR
- C. The SHPO concludes that the documentation provided does not support the agency's finding of an undertaking's effects on a historic property OR
- D. The agency has determined that the undertaking will have "Adverse Effects" on historic properties and is actively consulting with SHPO on resolution of those effects.

If the documentation submitted to the SHPO for review meets the basic standards set forth at 36 CFR Part 800.11 and the SHPO fails to respond within 30 days, then the SHPO has waived its opportunity to comment and the agency may either (1) proceed to the next step in the process based upon the agency's finding and determination, or (2) consult directly with the Advisory Council on Historic Preservation. In order to determine the next step in the process, we advise the agency to review the applicable sections of 36 CFR Part 800 or the programmatic agreement under which your undertaking is being reviewed.

Be advised that the successful conclusion of consultation with the SHPO does not fulfill the agency's responsibility to consult with other parties who may have an interest in properties that may be affected by an undertaking. Nor does it override the sovereign status of federally recognized American Indian Tribes in the Section 106 consultation process.

We have made these comments and recommendations according to our responsibilities defined by Federal law pertaining to the Section 106 process. The responsible federal agency does not have to follow our comments and recommendations to comply with the Section 106 process. It also remains the responsible federal agency's decision on how to proceed from this point for this undertaking.

Should you have any questions please contact me at the email below, referencing the R&C# above.

SHPO Review & Compliance Coordinator

SHPO106@iowa.gov



RECEIVED

SEP 14 2018

by SHPO

www.iowadot.gov

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

September 12, 2018

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

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

RE: **Intensive Architectural/Historical Survey and Evaluation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Sara:

Enclosed for your review and comment is the intensive-level architectural and historical survey and associated Iowa Site Inventory Forms (and HADB) for the above referenced project. As we have discussed the Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. I have enclosed documents from the last public meeting (05/15/18) for your review.

The enclosed documentation serves as a major milestone in the environmental processes for this project, as this survey and evaluation has helped us identify properties that are eligible for nomination to the National Register of Historic Places. Lansing is a remarkable northeast Iowa Mississippi River town with an equally remarkable prehistory and history. This survey identified 69 individual properties, of which 15 were of modern age and 54 were of historic-age (greater than 45 years). Two properties within the study area have been previously listed on the National Register of Historic Places, and another seven have now been identified as eligible. This survey and evaluation identified two, small, and previously unrecorded historic districts (Brennan-Spinner and Turner). Table 1 below identifies some basic information about these historically significant properties. This information will weigh heavily on our consideration of alternatives (especially under the Department of Transportation Act [Section 4(f)] of 1966). If you have any questions about the data collected and evaluated for this report please let me or Leah know.

Table 1 – NRHP Eligible Properties

Site Inventory	Address	Property Name/Style	Notes
03-00147	Iowa 9/WI 82	Black Hawk Bridge	Eligible
03-00151	98 N. 2 nd St.	Wood/Paint Shop	Eligible
03-00183	S. Front St.	Lansing Fisheries Building	Listed 1991
03-00188	401 N. Front St.	Spinner House	Eligible; small HD* with Brennan House
03-00189	491 N. Front St.	Brennan House	Eligible; small HD* with Spinner House
03-00190	501 N. Front St.	Merritt House	Eligible
03-00193	681 N. Front St.	Root Cellar	Eligible
03-00696	Various	Lansing Main Street HD	Listed 2016
03-00745	291 N. Front St.	Turner House	Eligible; small HD
*13AM486 and 13AM628 may also contribute to this district			

The enclosed survey and evaluation as well as Iowa Site Inventory Forms help paint the historical and architectural pictures of Lansing; as you can read our consultants were very lucky to work with some outstanding locals who were willing to share much of their knowledge and archives. I would add that our public meetings have been filled with good discussions and insightful information about the project and the local history. These efforts along with lots of public feedback help ensure that the environmental process progresses as it should, with an engaged community. We anticipate continued consultation with the Allamakee County Historic Preservation Commission and as well as interested individuals from Lansing for this project. Per 36CFR800.3(f) we are requesting your input regarding other potential consulting parties.

As you can see a number of significant historic properties are located within and near this project. I'd like to encourage you to visit this project area with me, if that works for you just let me know a date and we'll get a field review scheduled. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. If you concur with the findings and recommendations offered in this report, please sign below and provide any comments you may have. Lastly, we anticipate delivery of the phase I archaeological survey for this project to your office in the near future. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
Marcia Rush – Allamakee County Historic Preservation Commission
Kitty Henderson – Historic Bridge Foundation
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

Concur: _____



SHPO Historian

Date: _____

11/6/2015

Comments:

September 26, 2018

RECEIVED
OCT 01 2018
 by SHPO

Office of Location and Environment
 800 Lincoln Way | Ames, Iowa 50010
 Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us
 Iowa DOT Ref. BRF-009-9(73)--38-03
 Wisconsin DOT Ref. 5170-16-00
 Primary System
 Allamakee County
 Iowa SHPO R&C: 20170703041

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

RE: Phase I Archaeological Investigation; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; No Determination

Dear Dan:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. As we have discussed the Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives.

As you will read the phase I began with a geomorphological study and a geophysical study that were tailored to this project area. Those data were then incorporated into the phase I survey. The phase I included archival and site records searches, pedestrian review, subsurface probing and subsurface testing. A total of 105 tests were excavated. Data on 14 archaeological sites was collected, and 13 of these were previously unrecorded. As you will read Tallgrass has recommended four sites potentially eligible for the National Register of Historic Places. Table 1 below provides some details about those four sites. The remaining ten sites were recommended not eligible due to lack of significance and or integrity. Our office agrees with the recommendations offered herein. The research potential of four sites identified in Table 1 appears at this time (given these data) to be solid. If you have any questions about the data collected and evaluated for this report, please let me or Leah know.

Table 1 – Potentially NRHP Eligible Archaeological Sites

Site Number	Site Type	Notes
13AM486*	Multicomponent prehistoric/historic	Possible Garrison cabin remains; prehistoric component to the south
13AM618	Multicomponent prehistoric/historic	North half – intact prehistoric
13AM622	Multicomponent prehistoric/historic	Thomas House privy?; prehistoric component to the north
13AM628*	Multicomponent prehistoric/historic	Spinner House remains; prehistoric component to the east

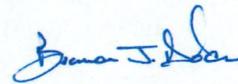
*Forms a Historic District with 03-00183 and 03-00696

I'd like to take this opportunity to acknowledge Tallgrass for their efforts on this phase I. It was comprehensive and thorough, and the use of geomorphological and geophysical studies speaks to the holistic effort. This approach was further strengthened by a substantial amount of local research. To date we have been very fortunate to connect with a number of engaged and passionate historically focused Lansing citizens.

As you can see a number of significant historic properties are located within and near this project. I'd like to encourage you (and Sara) to visit this project area with me, if that works for you just let me know a date and we'll get a field review scheduled. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. If you concur with the findings and recommendations offered in this report, please sign below and provide any comments you may have. Lastly, I suspect we may move forward with phase II testing in the near future, which would be an ideal time for the field review I noted above. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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

Sincerely,

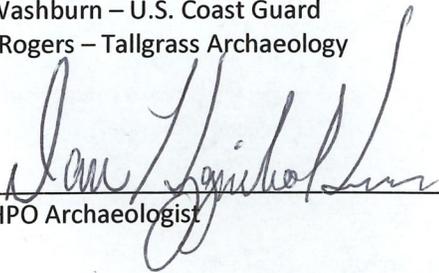


Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

- Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

Concur: _____


SHPO Archaeologist

Date: _____

10/12/2018

Comments:

Dolan, Brennan

From: Joe Artz <jartz@impact7g.com>
Sent: Friday, October 12, 2018 11:05 AM
To: Higginbottom, Daniel; Leah Rogers; Colin M. Betts; Dolan, Brennan; Unknown Unknown
Subject: RE: 170703041-Allamakee-Lansing-BRF-009-9(73)--39-03 - Black Hawk Bridge Replacement-Phase I Archaeological & Geoarchaeological Investigation [TA18-690--1]

Thanks a lot, Dan! Made my day – the whipped cream and cherry on my hot fudge fridae.

We were an excellent example of interdisciplinary teamwork – and that’s a point I’m going to make in my paper in a geotech symposium in the Plains Conference, two weeks from today!

Joe Artz

Geoarchaeology and GIS

EarthView Environmental, Inc.

An Impact7G Company

310 2nd Street

Coralville, Iowa 52242

Office: 319-358-2542; Cell: 319-325-7354

From: Higginbottom, Daniel <daniel.higginbottom@iowa.gov>

Sent: Friday, October 12, 2018 10:45 AM

To: Leah Rogers <ldrog215@aol.com>; Joe Artz <jartz@impact7g.com>; Colin M. Betts <bettscol@luther.edu>; Dolan, Brennan <Brennan.Dolan@iowadot.us>; Unknown Unknown <shpo106@iowa.gov>

Subject: 170703041-Allamakee-Lansing-BRF-009-9(73)--39-03 - Black Hawk Bridge Replacement-Phase I Archaeological & Geoarchaeological Investigation [TA18-690--1]

October 12, 2018

All-

I'm wrapping up my review of the Black Hawk Bridge Replacement study and wanted to send you all a big thumbs up for a job well done! The different aspects of the research approach were thoughtfully integrated, complimentary, and the results worked up into very structured and solid piece of reporting. A rare commodity these days it seems.

Hope to see you all at the IAS tomorrow.

--

Daniel K. Higginbottom, Archaeologist
Iowa State Historic Preservation Office
State Historical Society of Iowa
600 E Locust
Des Moines, Iowa 50319-0290

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

April 22, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

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

RE: **Rehabilitate and Re-Use Report**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Sara:

Enclosed for your review and comment is the *Rehabilitate and Re-use Existing Structure* report for the Black Hawk Bridge at Lansing. This effort was requested by the Iowa DOT to more fully assess the possibility to rehabilitating and re-using the existing Iowa 9/Wisconsin 82 bridge. I have also included information from NEPA/404 meetings to address some basic questions about need and purpose of the project as well as average daily traffic counts. As you know rehabilitation has been one of the alternatives that we have been considering from the beginning of this project. As you and I informally discussed last fall (9/28/2018), we requested our consultant to consider symmetrical (as opposed asymmetrical) rehabilitation options as we felt like this was a best fit in terms overall design, workmanship, feel, and materials for this bridge and time period. As you will read report assessed three options.

To summarize the most viable rehab option was Option 1 which proposed to construct a new main span truss whereby adding an additional 20' roadway (see Attachment 1 of the rehab report for details). All three options would require completely new piers, as their continued use is not practical. As you can imagine these options set us on a course for discussion of potential effects to the bridge. However, as you will read the report recommended that neither of the rehab options be carried forward for further consideration due to design life, navigational clearance, approach issues, time length of bridge closure, and the ability to meet the purpose and need of the project. Currently, the report is under review with Iowa Division FHWA.

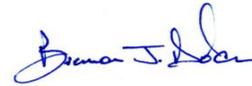
Due to the historical significance of the bridge, we want to make sure that we are considering all viewpoints. So we encourage you to share any comments you have about the report or its findings. Should you or any other stakeholder feel the need for a face-to-face meeting to discuss this report please let me know and the we'd be happy to host an open discussion.

We have continued to discuss and consult with a number stakeholders including face-to-face meetings with local groups like the Allamakee County Historic Preservation Commission, our Lansing History Working Group. Additionally, we have provided written consultation to the Historic Bridge Foundation. Per 36CFR800.3(f) we are requesting your input regarding other potential consulting parties.

I'd like to thank you for visiting the project area with me on 11/14/2018, that was a successful meeting and helped all of us understand the various considerations for the project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, additional public meetings and further consideration of alternatives in pursuit of our responsibilities under the NHPA as well as NEPA and STURAA.

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

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/Shelby Ebel – OLE, Iowa DOT
Derva Burke – Lansing Historic Working Group
Gloria Payne – Allamakee County Historic Preservation Commission
Kitty Henderson – Historic Bridge Foundation
Nancy Komulainen-Dillenburg – U.S. Army Corps of Engineers (St. Paul)
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard

Concur: _____ Date: _____

SHPO Historian

Comments:

From: [Andre, Sara](#)
To: [Dolan, Brennan](#)
Cc: [Unknown Unknown](#)
Subject: R&C#170703041_FHWA_BRF-009-9(73)--39-03_Lansing_Black Hawk Bridge replacement
Date: Tuesday, July 16, 2019 12:44:24 PM

Brennan-

Thank you for the opportunity to revidw the report *Rehabilitate and Re-use Existing Structure*. At this point, I do not have any comments regarding the report.

I look forward to continuing consultation on this project.

Kind regards,

Sara

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

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Office of Location and Environment
800 Lincoln Way | Ames, Iowa 50010
Phone: 515.239.1795 | Email: brennan.dolan@dot.iowa.gov

September 10, 2015

Ref. Proposed Black Hawk Bridge Replacement
Primary System
Allamakee County
R&C: _____

Ms. Marcia Rush
Allamakee County Historic Preservation Commission
1151 Rush Drive
Waukon, Iowa 52172

RE: Early Consultation for Potential Black Hawk Bridge Replacement; City of Lansing, Allamakee County

Dear Ms. Rush:

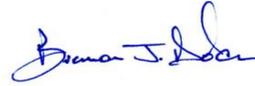
It was a pleasure to meet you yesterday, and thank you for the tour of the Allamakee County Historical Society Museum. Enclosed for your review and comment is our 2003 cultural resources review of the Lansing area. As you and the Allamakee County Historic Preservation Commission are aware, there are a myriad of significant resources in and around Lansing not to mention a number of prehistoric burial sites, and the newly listed Lansing Main Street Historic District [03-00696].

At this time we are unsure of the funding that will be used for this project, as well as the overall schedule for the project. As we discussed this project could be years away from development and construction. As you know the National Historic Preservation Act (of 1966), through the Section 106 process, requires federal agencies to consider the effects of their undertakings on historic properties. Should this project receive only State funding we will follow the Code of Iowa and continue to work with your commission to the extent of our abilities. At this time we are providing this report for your review and comment, and I will continue to keep you informed regarding this potential project

Enclosed is a postage paid envelope for you to use to reply in writing, but please feel free to return comments to us at my email below. 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 Office of Location and Environment shall be contacted immediately.

If you have any questions, please feel free to contact me at 515-239-1795 or
brennan.dolan@dot.iowa.gov.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:sm

Enclosures

cc: Jon Ranney – District 2 Engineer
Dave Little – Assistant District 2 Engineer
DeeAnn Newell – NEPA Section Leader
Doug Jones & Ralph Christian – State Historic Preservation Office
Dave Stanley – Bear Creek Archeology

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

September 12, 2018

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

Ms. Gloria Payne
Allamakee Historic Preservation Commission
PO Box 190
Harpers Ferry, Iowa 52146

RE: **Intensive Architectural/Historical Survey and Evaluation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Gloria:

Thank you for talking my call today. As I said on the phone if you'd like me to present this project to the HPC just let me know, as I would be glad to do so. Enclosed for your review and comment is the intensive-level architectural and historical survey and associated Iowa Site Inventory Forms for the Lansing bridge project. As we have discussed the Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. I have enclosed documents from the last public meeting (05/15/18) for your review. At this time, we are inquiring as to whether your organization wishes to act as a consulting party to the Section 106 process for this project; if you wish to do so we ask that you respond in writing within the next 30-days (electronic or written is fine). Enclosed is a copy of the Advisory Council in Historic Preservation's Protecting Historic Properties: A Citizen's Guide to Section 106 Review, however if the HPC has questions just let me know.

The enclosed documentation serves as a major milestone in the environmental processes for this project, as this survey and evaluation has helped us identify properties that are eligible for nomination to the National Register of Historic Places. Lansing is a remarkable northeast Iowa Mississippi River town with an equally remarkable prehistory and history. This survey identified 69 individual properties, of which 15 were of modern age and 54 were of historic-age (greater than 45 years). Two properties within the study area have been previously listed on the National Register of Historic Places, and another seven have now been identified as eligible. This survey and evaluation identified two, small, and previously unrecorded historic districts (Brennan-Spinner and Turner). Table 1 below identifies some basic information about these historically significant properties. This information will weigh heavily on our consideration of alternatives (especially under the Department of Transportation Act [Section 4(f)] of 1966). If you have any questions about the data collected and evaluated for this report please let me or Leah know.

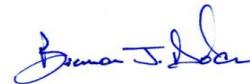
Table 1 – NRHP Eligible Properties

Site Inventory	Address	Property Name/Style	Notes
03-00147	Iowa 9/WI 82	Black Hawk Bridge	Eligible
03-00151	98 N. 2 nd St.	Wood/Paint Shop	Eligible
03-00183	S. Front St.	Lansing Fisheries Building	Listed 1991
03-00188	401 N. Front St.	Spinner House	Eligible; small HD* with Brennan House
03-00189	491 N. Front St.	Brennan House	Eligible; small HD* with Spinner House
03-00190	501 N. Front St.	Merritt House	Eligible
03-00193	681 N. Front St.	Root Cellar	Eligible
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03-00745	291 N. Front St.	Turner House	Eligible; small HD
*13AM486 and 13AM628 may also contribute to this district			

As you can read our consultants were very lucky to work with some outstanding locals who were willing to share much of their knowledge and archives. I would add that our public meetings have been filled with good discussions and insightful information about the project and the local history. These efforts along with lots of public feedback help ensure that the environmental process progresses as it should, with an engaged community.

As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge. At this time, we are asking for input from your commission regarding this or any other properties you are aware of within or near this potential project. If you have any questions, please feel free to contact me at 515-239-1795 or brennan.dolan@iowadot.us.

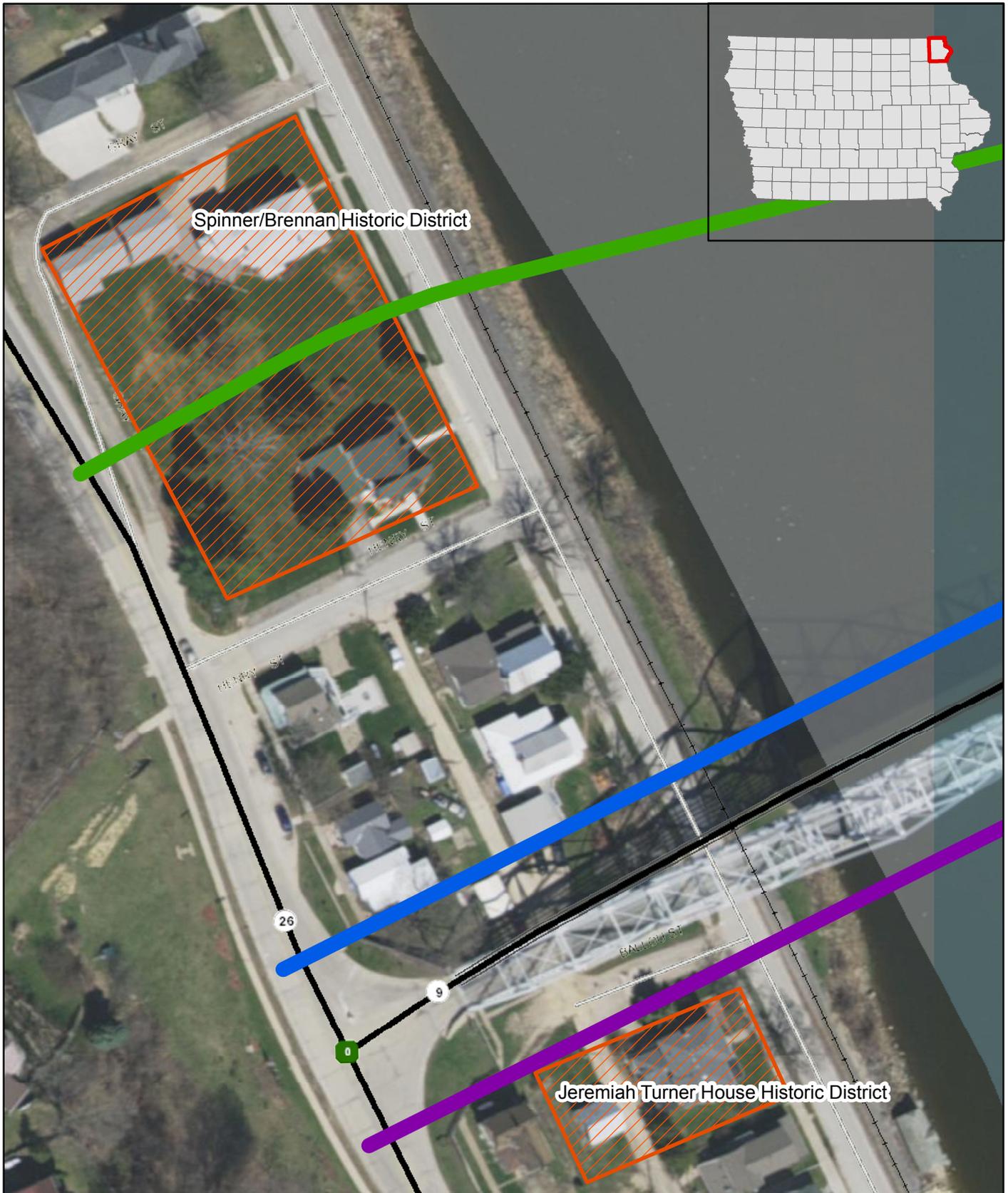
Sincerely,



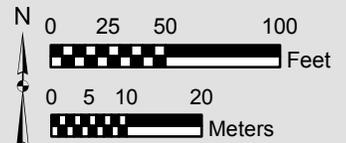
Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
Sara André – State Historic Preservation Office
Kitty Henderson – Historic Bridge Foundation
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology



BRF-009-9(73)--38-03
 Fall 2018 Architectural/Historical Data



From: [Dolan, Brennan](#)
To: ["Gloria Payne \(gloriapayne0904@gmail.com\)"](#)
Cc: ["Denise Beyer"](#)
Subject: RE: Allamakee HPC - Lansing Bridge Project
Date: Wednesday, December 19, 2018 7:21:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good morning Gloria,

Happy Holidays to you and yours. I was going through some end of the year notes and I wanted to reach back out to your HPC to see if you'd like to discuss the bridge project at Lansing? I happy to give the HPC an overview of our work to date and talk about the process.

I'd be happy to attend the January HPC meeting if your commission is interested. Please let me know, again, Happy Holidays to you and yours.

BRENNAN DOLAN

CULTURAL RESOURCES MANAGER/ARCHAEOLOGIST
OFFICE OF LOCATION AND ENVIRONMENT
[iowadot.gov](#)  Iowa Department of Transportation
Office: 515-239-1795  [@iowadot](#)

From: Dolan, Brennan
Sent: Wednesday, September 12, 2018 3:51 PM
To: Gloria Payne (gloriapayne0904@gmail.com) <gloriapayne0904@gmail.com>
Cc: Denise Beyer <dbeyer@co.allamakee.ia.us>
Subject: Allamakee HPC - Lansing Bridge Project

Gloria,

Thanks for taking my call, I appreciate your time. I attached a pdf of the letter I put in the mail for you. Once you get the package and have a chance to look at the materials on the cd it me know if you'd like me to sit down and chat with your HPC.

FYI – I'll be in Lansing next Thursday evening (20th) – feel free to stop and say hi - <https://events.time.ly/o181ve2?event=15708460>

Stay well, Brennan –

BRENNAN DOLAN

CULTURAL RESOURCES MANAGER/ARCHAEOLOGIST
OFFICE OF LOCATION AND ENVIRONMENT
[iowadot.gov](#)  Iowa Department of Transportation
Office: 515-239-1795  [@iowadot](#)

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

April 22, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

Ms. Gloria Payne
Allamakee County Historic Preservation Commission
PO Box 190
Harpers Ferry, Iowa 52146

RE: **Rehabilitate and Re-Use Report**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Gloria:

Enclosed for your review and comment, as well as all members of the Allamakee County Historic Preservation Commission is the *Rehabilitate and Re-use Existing Structure* report for the Black Hawk Bridge at Lansing. This effort was requested by the Iowa DOT to more fully assess the possibility to rehabilitating and re-using the existing Iowa 9/Wisconsin 82 bridge. I have also included information from NEPA/404 meetings to address some basic questions about need and purpose of the project as well as average daily traffic counts. As you know rehabilitation has been one of the alternatives that we have been considering from the beginning of this project. Following a meeting with SHPO last fall (9/28/2018), we requested our consultant to consider symmetrical (as opposed asymmetrical) rehabilitation options as we felt like this was a best fit in terms overall design, workmanship, feel, and materials for this bridge and time period. As you will read report assessed three options.

To summarize the most viable rehab option was Option 1 which proposed to construct a new main span truss whereby adding an additional 20' roadway (see Attachment 1 of the rehab report for details). All three options would require completely new piers, as their continued use is not practical. As you can imagine these options set us on a course for discussion of potential effects to the bridge. However, as you will read the report recommended that neither of the rehab options be carried forward for further consideration due to design life, navigational clearance, approach issues, time length of bridge closure, and the ability to meet the purpose and need of the project. Currently, the report is under review with Iowa Division FHWA.

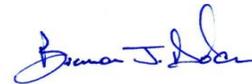
Due to the historical significance of the bridge, we want to make sure that we are considering all viewpoints. So we encourage you to share any comments you have about the report or its findings. We do ask that comments be provided in writing within the next 30-days. Should you or any other stakeholder feel the need for a face-to-face meeting to discuss this report please let me know and the we'd be happy to host an open discussion.

As you know we have continued to discuss and consult with a number of stakeholders including face-to-face meetings with the Iowa SHPO, and the Lansing History Working Group. Additionally, we have provided written consultation to the Historic Bridge Foundation (and had some phone discussion).

I'd like to say thank you for engaging in our work and helping us make these efforts significant at the local level. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, additional public meetings and further consideration of alternatives in pursuit of our responsibilities under the NHPA as well as NEPA and STURAA.

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

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/Shelby Ebel – OLE, Iowa DOT
Sara André – Iowa SHPO
Derva Burke – Lansing History Working Group
Kitty Henderson – Historic Bridge Foundation
Nancy Komulainen-Dillenburg – U.S. Army Corps of Engineers (St. Paul)
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

September 12, 2018

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

Ms. Kitty Henderson
Historic Bridge Foundation
PO Box 66245
Austin, Texas 78766

RE: Intensive Architectural/Historical Survey and Evaluation; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Kitty:

It was good to speak with you the other day, and your call was well timed, as it got me thinking about this bridge and this project. Enclosed for your review and comment is the intensive-level architectural and historical survey and associated documents for the Lansing bridge project. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. I have enclosed documents from the last public meeting (05/15/18) for your review. At this time, we are inquiring as to whether your organization wishes to act as a consulting party to the Section 106 process for this project; if you wish to do so we ask that you respond in writing within the next 30-days (electronic or written is fine).

The enclosed documentation serves as a major milestone in the environmental processes for this project, as this survey and evaluation has helped us identify properties that are eligible for nomination to the National Register of Historic Places. Lansing is a remarkable northeast Iowa Mississippi River town with an equally remarkable prehistory and history. This survey identified 69 individual properties, of which 15 were of modern age and 54 were of historic-age (greater than 45 years). Two properties within the study area have been previously listed on the National Register of Historic Places, and another seven have now been identified as eligible. This survey and evaluation identified two, small, and previously unrecorded historic districts (Brennan-Spinner and Turner). Table 1 below identifies some basic information about these historically significant properties. This information will weigh heavily on our consideration of alternatives (especially under the Department of Transportation Act [Section 4(f)] of 1966). If you have any questions about the data collected and evaluated for this report please let me know.

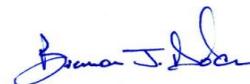
Table 1 – NRHP Eligible Properties

Site Inventory	Address	Property Name/Style	Notes
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As you can read our consultants were very lucky to work with some outstanding locals who were willing to share much of their knowledge and archives. I would add that our public meetings have been filled with good discussions and insightful information about the project and the local history. These efforts along with lots of public feedback help ensure that the environmental process progresses as it should, with an engaged community.

As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge. At this time, we are asking for input from your foundation regarding this or any other properties you are aware of within or near this potential project. If you have any questions, please feel free to contact me at 515-239-1795 or brennan.dolan@iowadot.us.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
Sara André – State Historic Preservation Office
Gloria Payne-Sanders – Allamakee Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

April 22, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

Ms. Kitty Henderson
Historic Bridge Foundation
PO Box 66245
Austin, Texas 78766

RE: **Rehabilitate and Re-Use Report**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Kitty:

Enclosed for your review and comment is the *Rehabilitate and Re-use Existing Structure* report for the Black Hawk Bridge at Lansing. This effort was requested by the Iowa DOT to more fully assess the possibility of rehabilitating and re-using the existing Iowa 9/Wisconsin 82 bridge. I have also included information from NEPA/404 meetings to address some basic questions about need and purpose of the project as well as average daily traffic counts. As you know rehabilitation has been one of the alternatives that we have been considering from the beginning of this project. Following a meeting with SHPO last fall (9/28/2018), we requested our consultant to consider symmetrical (as opposed asymmetrical) rehabilitation options as we felt like this was a best fit in terms overall design, workmanship, feel, and materials for this bridge and time period. As you will read report assessed three options.

To summarize the most viable rehab option was Option 1 which proposed to construct a new main span truss whereby adding an additional 20' roadway (see Attachment 1 of the rehab report for details). All three options would require completely new piers, as their continued use is not practical. As you can imagine these options set us on a course for discussion of potential effects to the bridge. However, as you will read the report recommended that neither of the rehab options be carried forward for further consideration due to design life, navigational clearance, approach issues, time length of bridge closure, and the ability to meet the purpose and need of the project. Currently, the report is under review with Iowa Division FHWA.

Due to the historical significance of the bridge, we want to make sure that we are considering all viewpoints. So we encourage you to share any comments you have about the report or its findings. We do ask that comments be provided in writing within the next 30-days. Should you or any other stakeholder feel the need for a face-to-face (or teleconference) meeting to discuss this report please let me know and the we'd be happy to host an open discussion.

We have continued to discuss and consult with a number of stakeholders including face-to-face meetings with the Iowa SHPO, the Allamakee County Historic Preservation Commission and the Lansing History Working Group.

As always, we want to say thank you for engaging in our work and helping us make these efforts significant to all stakeholders. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, additional public meetings and further consideration of alternatives in pursuit of our responsibilities under the NHPA as well as NEPA and STURAA.

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

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
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Sara André – Iowa SHPO
Derva Burke – Lansing History Working Group
Gloria Payne – Allamakee County Historic Preservation Commission
Nancy Komulainen-Dillenburg – U.S. Army Corps of Engineers (St. Paul)
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Garrie KILLSAHUNDRED, THPO
Flandreau Santee Sioux
P.O. Box 283
Flandreau, SD 57028

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Mr. KILLSAHUNDRED:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

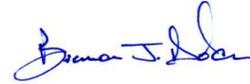
These alternatives will be designed to address the condition of the existing Black Hawk Bridge and the associated causeway; to address vehicle travel, river navigation, community and recreational access, as well as economic needs within northeastern Iowa and southwestern Wisconsin. We are hosting a preliminary public meeting in Lansing on Tuesday 8/8/17 from 5:00-6:30 pm at 391 Main Street (Kent Brothers Building). Please consider joining us.

We are in the earliest stages of planning for this project, and formal alternatives have not yet been completed although we did produce a preliminary study in 2003. A copy of the study is enclosed for your review and comment. Also included is a map of the project study area. A project Area of Potential Effects (APE) has not yet been fully defined. Again, this is early coordination, no letting or construction schedule has been set. Our office will be partnering with the WisDOT as well as working with numerous other agencies (U.S. Army Corp of Engineers, U.S. Fish & Wildlife, U.S. Coast Guard, etc.). Currently it appears that Iowa DOT/FHWA will lead consultation for this project.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project.

If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@iowadot.us. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brennan J. Dolan".

Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Bill Quackenbush, THPO
Ho-Chunk Nation
P.O. Box 667
Black River Falls, WI 54615

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Bill:

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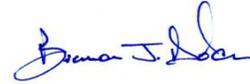
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If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@iowadot.us. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brennan J. Dolan".

Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Lance Foster, THPO
Iowa Tribe of Kansas and Nebraska
3345 Thrasher Road
White Cloud, KS 66094

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Lance:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

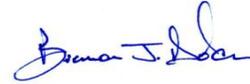
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If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@iowadot.us. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,

A handwritten signature in blue ink that reads "Brennan J. Dolan". The signature is fluid and cursive, with the first name being the most prominent.

Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Bobby Walkup, Tribal Chairman
Iowa Tribe of Oklahoma
335588 E. 750 Road
Perkins, OK 74059

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Mr. Walkup:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

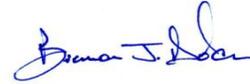
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Sincerely,

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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
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Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Ms. Diane Hunter, Acting THPO
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Diane:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

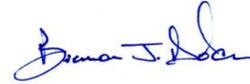
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Sincerely,

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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Thomas Parker, THPO
Omaha Tribe of Nebraska
P.O. Box 368
Macy, NE 68039

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Thomas:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

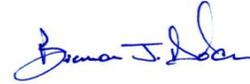
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Sincerely,

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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Ms. Elise Whitehorn, THPO
Otoe-Missouria Tribe
8151 Hwy 177
Red Rock, OK 74651

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Elise:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

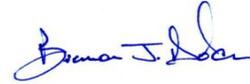
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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

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Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Logan Pappenfort, NAGPRA Representative
Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trail
P.O. Box 1527
Miami, OK 74355

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Logan:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

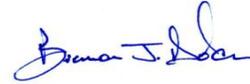
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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

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Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
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Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Shannon Wright, THPO
Ponca Tribe of Nebraska
PO Box 288
Niobrara, NE 68760

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Shannon:

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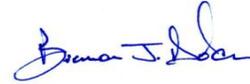
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July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Ms. Hattie Mitchell, NAGPRA Representative
Prairie Band Potawatomi Nation
Government Center
16281 Q Road
Mayetta, KS 66509

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Hattie:

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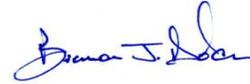
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Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Noah White, THPO
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Mr. White:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

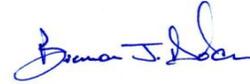
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We are in the earliest stages of planning for this project, and formal alternatives have not yet been completed although we did produce a preliminary study in 2003. A copy of the study is enclosed for your review and comment. Also included is a map of the project study area. A project Area of Potential Effects (APE) has not yet been fully defined. Again, this is early coordination, no letting or construction schedule has been set. Our office will be partnering with the WisDOT as well as working with numerous other agencies (U.S. Army Corp of Engineers, U.S. Fish & Wildlife, U.S. Coast Guard, etc.). Currently it appears that Iowa DOT/FHWA will lead consultation for this project.

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If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@iowadot.us. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,

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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
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Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Ms. Sandra Kaye Massey
Sac and Fox Nation of Oklahoma
920883 S Hwy 99
Building A
Stroud, OK 74079

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Sandra Kaye:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

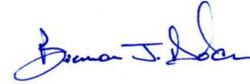
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Sincerely,

A handwritten signature in blue ink that reads "Brennan J. Dolan". The signature is fluid and cursive, with the first name being the most prominent.

Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Johnathan Buffalo, Historic Preservation Director
Sac and Fox Tribe of the Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Johnathan:

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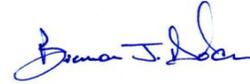
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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Duane Whipple, THPO
Santee Sioux Nation
108 Spirit Lake Avenue West
Niobrara, NE 68760

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Duane:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

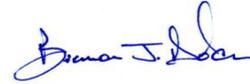
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Sincerely,

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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Ms. Dianne Desrosiers, THPO
Sisseton - Wahpeton Oyate
12554 BIA Hwy 711
PO Box 907
Agency Village, SD 57262

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Dianne:

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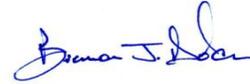
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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

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July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Erich Longie, THPO
Spirit Lake Tribe
P.O. Box 359
Fort Totten, ND 58335

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Erich:

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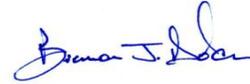
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Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

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Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
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July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Pete Coffey, Compliance Officer
Three Affiliated Tribes - Mandan, Hidatsa & Arikara
Tribal Historic Preservation
404 Frontage Road
New Town, ND 58763

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Pete:

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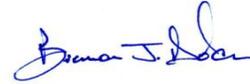
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Brennan J. Dolan
Office of Location and Environment

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July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

THPO Office Representative
Upper Sioux Community
PO Box 147
Granite Falls, MN 56241

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

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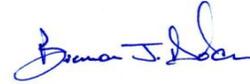
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Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Randy Teboe, THPO
Winnebago Tribe of Nebraska
P.O. Box 687
Winnebago, NE 68071

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Randy:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

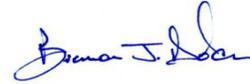
These alternatives will be designed to address the condition of the existing Black Hawk Bridge and the associated causeway; to address vehicle travel, river navigation, community and recreational access, as well as economic needs within northeastern Iowa and southwestern Wisconsin. We are hosting a preliminary public meeting in Lansing on Tuesday 8/8/17 from 5:00-6:30 pm at 391 Main Street (Kent Brothers Building). Please consider joining us.

We are in the earliest stages of planning for this project, and formal alternatives have not yet been completed although we did produce a preliminary study in 2003. A copy of the study is enclosed for your review and comment. Also included is a map of the project study area. A project Area of Potential Effects (APE) has not yet been fully defined. Again, this is early coordination, no letting or construction schedule has been set. Our office will be partnering with the WisDOT as well as working with numerous other agencies (U.S. Army Corp of Engineers, U.S. Fish & Wildlife, U.S. Coast Guard, etc.). Currently it appears that Iowa DOT/FHWA will lead consultation for this project.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project.

If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@iowadot.us. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brennan J. Dolan".

Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 31, 2017

Iowa DOT Ref. BRF-009-9(73)--39-03

Wisconsin Ref. 5170-16-00

Primary System

Allamakee, IA /Crawford, WI County

Mr. Kip Spotted Eagle, THPO
Yankton Sioux Tribe
800 S Main Ave.
Wagner, SD 57380

RE: Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; T99N-R3W Section 29; **Early Coordination/Early Consultation**

Dear Kip:

The Iowa Department of Transportation and the Wisconsin Department of Transportation propose to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 near the city of Lansing. The Iowa DOT and the Iowa Division Office of Federal Highway Administration (FHWA) are lead agencies for planning, design, and construction improvements to this transportation corridor. The Iowa DOT, WisDOT, and FHWA are preparing to study alternatives that would improve the transportation infrastructure at the Iowa State Highway 9 (IA 9)/Wisconsin State 82 (WI 82), crossing of the Mississippi River at Lansing Iowa. As part of this early coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. As always, if you would like additional information about this project just let me know.

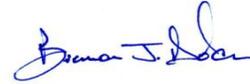
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As with any Iowa Department of Transportation project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease and the Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project.

If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@iowadot.us. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,

A handwritten signature in blue ink that reads "Brennan J. Dolan". The signature is fluid and cursive, with the first name being the most prominent.

Brennan J. Dolan
Office of Location and Environment

BJD: enclosures

cc:

Tribal Consulting Parties – Allamakee/Crawford County Interest
Mike LaPietra – FHWA, Iowa Division
Ms. Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Marcia Rush – Allamakee County Historic Preservation Commission
Brant Vollman – U.S. Army Corps of Engineers
Jan Olive Full – Tallgrass Historians



Tribal Notification Form
To: Flandreau Santee Sioux

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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



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Tribal Notification Form
To: Ho-Chunk Nation

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
Thank you for the information. We are satisfied with the planned site treatment.
We have no objections at this time, but request continued notification on this project.
We have concerns and wish to consult.
Please send a copy of the archaeology report.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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800 LINCOLN WAY
AMES IA 50010-9902



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Tribal Notification Form
To: Iowa Tribe of Kansas and Nebraska

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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800 LINCOLN WAY
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Form 536002 04/15

Tribal Notification Form
To: Iowa Tribe of Oklahoma

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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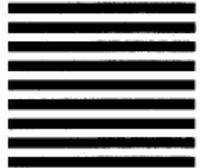
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IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Tribal Notification Form
To: Miami Tribe of Oklahoma

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
Thank you for the information. We are satisfied with the planned site treatment.
We have no objections at this time, but request continued notification on this project.
We have concerns and wish to consult.
Please send a copy of the archaeology report.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Form 536002 04/15

Tribal Notification Form
To: Omaha Tribe of Nebraska

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
Thank you for the information. We are satisfied with the planned site treatment.
We have no objections at this time, but request continued notification on this project.
We have concerns and wish to consult.
Please send a copy of the archaeology report.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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800 LINCOLN WAY
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Tribal Notification Form
To: Otoe-Missouria Tribe

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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800 LINCOLN WAY
AMES IA 50010-9902



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Form 536002 04/15

Tribal Notification Form
To: Peoria Tribe of Indians of Oklahoma

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
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Tribal Notification Form
To: Ponca Tribe of Nebraska

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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800 LINCOLN WAY
AMES IA 50010-9902



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Form 536002 04/15

Tribal Notification Form
To: Prairie Band Potawatomi Nation

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
Thank you for the information. We are satisfied with the planned site treatment.
We have no objections at this time, but request continued notification on this project.
We have concerns and wish to consult.
Please send a copy of the archaeology report.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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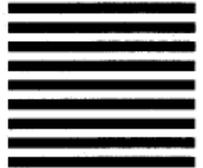
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IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Form 536002 04/15

Tribal Notification Form
To: Prairie Island Indian Community

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
Thank you for the information. We are satisfied with the planned site treatment.
We have no objections at this time, but request continued notification on this project.
We have concerns and wish to consult.
Please send a copy of the archaeology report.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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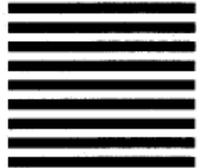
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Form 536002 04/15

Tribal Notification Form
To: Sac and Fox Nation of Oklahoma

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

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Additional Comments _____

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Form 536002 04/15

Tribal Notification Form
To: Sac and Fox Tribe of the Mississippi in Iowa

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
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Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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800 LINCOLN WAY
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Tribal Notification Form
To: Santee Sioux Nation

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

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We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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Form 536002 04/15

Tribal Notification Form
To: Sisseton - Wahpeton Oyate

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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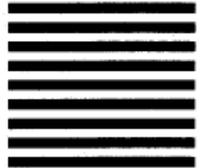
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CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Tribal Notification Form
To: Spirit Lake Tribe

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
Thank you for the information. We are satisfied with the planned site treatment.
We have no objections at this time, but request continued notification on this project.
We have concerns and wish to consult.
Please send a copy of the archaeology report.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Form 536002 04/15

Tribal Notification Form
To: Three Affiliated Tribes - Mandan, Hidatsa & Arikara

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



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Form 536002 04/15

Tribal Notification Form
To: Upper Sioux Community

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

Type of Project (see map)
VERY SMALL - Disturb less than 12-inch depth (plow zone)
SMALL - Grading on existing road, shouldering, ditching, etc.
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LARGE - Improve existing road from 2 lanes to 4 lanes
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Type of Coordination/Consultation Points
X 1 - Early project notification (project map and description)
2 - Notification of survey findings (Phase I)
2a - Notification of site evaluation (Phase II)
3 - Consultation regarding site treatment
4 - Data Recovery Report
5 - Other

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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

POSTAGE WILL BE PAID BY ADDRESSEE

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



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Tribal Notification Form
To: Winnebago Tribe of Nebraska

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

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

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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

Additional Comments _____

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



Fold last



Form 536002 04/15

Tribal Notification Form
To: Yankton Sioux Tribe

Date 07/31/2017 IA DOT contact Brennan Dolan
IADOT project # BRF-009-9(73)--39-03 Phone # 515-239-1795
Location Iowa 9/Wisconsin 82; Allamakee County, IA; T99N-R3W Section 29 E-mail brennan.dolan@iowadot.us
Description Potential Rehabilitation/Removal of Black Hawk Bridge

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

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

Type of Findings
No American Indian archaeology site(s) found --Section 106 Consultation Process ends*
American Indian archaeology sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian archaeology sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian archaeology sites found (see map and list of sites)
American Indian archaeology sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric archaeology sites
of potentially significant prehistoric archaeology sites
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 Street Address City, Zip Code
Phone E-mail

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

- Thank you for the information; however, we do not need to consult on this particular project.
We have no objections at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

Name Tribe or Nation Date

(Comments continued on back)

Additional Comments _____

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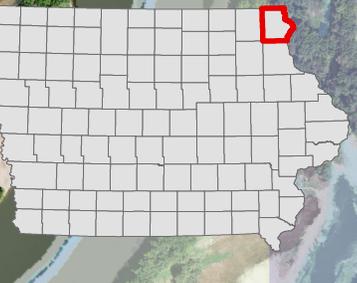
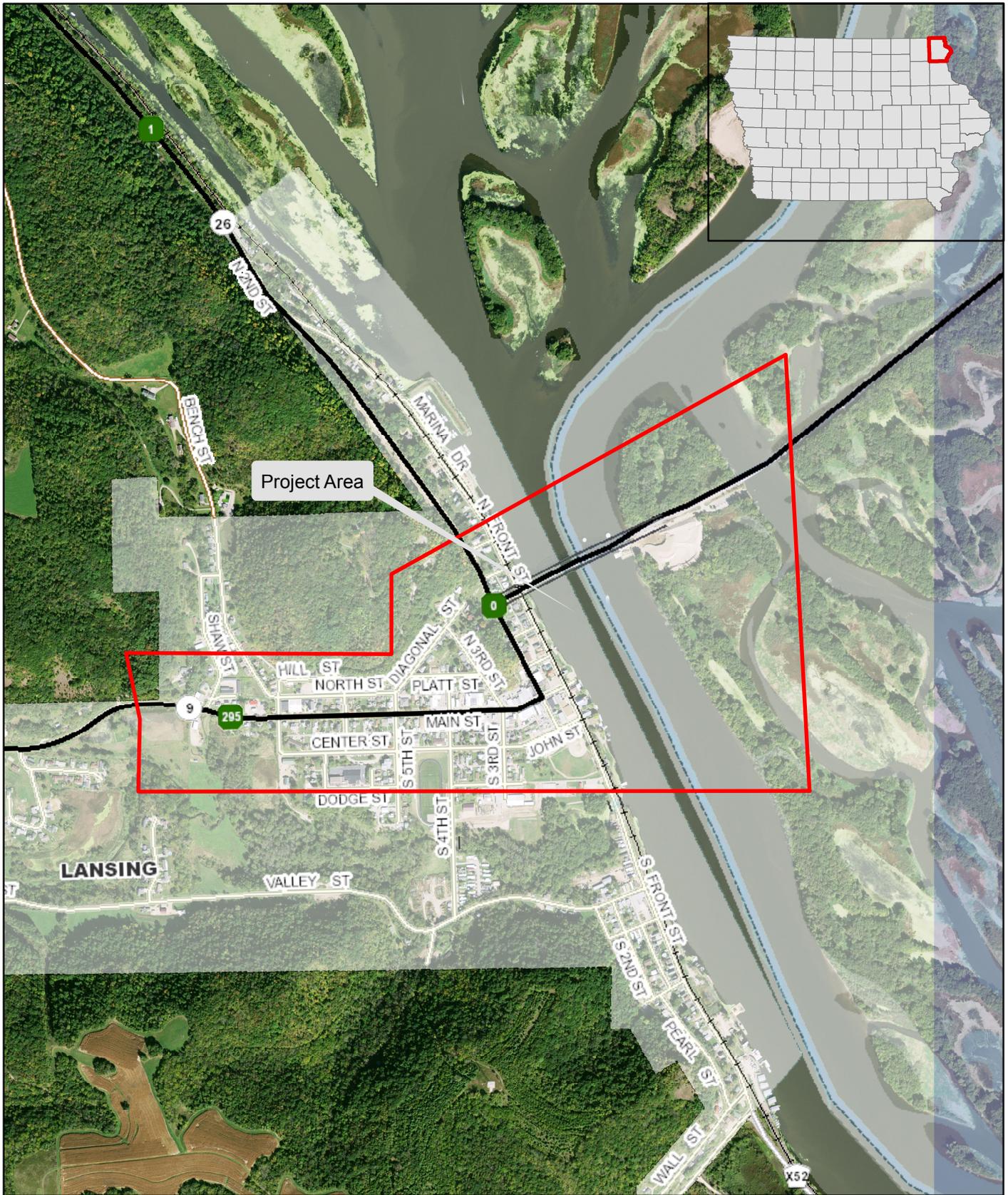
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IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



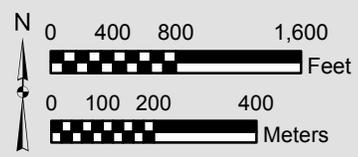
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Project Area



IA DOT BRF-009-9(73)--38-03
 Wis DOT #5170-16-00
 Allamakee County - Iowa
 Crawford County - Wisconsin



September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Garrie KILLSAHUNDRED, THPO
Flandreau Santee Sioux
P.O. Box 283
Flandreau, SD 57028

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Garrie:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

As you will read the phase I began with a geomorphological study and a geophysical study that were tailored to this project area. Those data were then incorporated into the phase I survey. The phase I included archival and site records searches, pedestrian review, subsurface probing and subsurface testing. A total of 105 tests were excavated. Data on 14 archaeological sites was collected, and 13 of these were previously unrecorded. As you will read Tallgrass has recommended four sites potentially eligible for the National Register of Historic Places. Table 1 below provides some details about those four sites. The remaining ten sites were recommended not eligible due to lack of significance and or integrity. Our office agrees with the recommendations offered herein. The research potential of four sites identified in Table 1 appears at this time (given these data) to be solid. If you have any questions about the data collected and evaluated for this report, please let me know.

Table 1 – Potentially NRHP Eligible Archaeological Sites

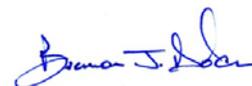
Site Number	Site Type	Notes
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13AM618	Multicomponent prehistoric/historic	North half – intact prehistoric
13AM622	Multicomponent prehistoric/historic	Thomas House privy?; prehistoric component to the north
13AM628*	Multicomponent prehistoric/historic	Spinner House remains; prehistoric component to the east
*Forms a Historic District with 03-00183 and 03-00696		

As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Lastly, I suspect we may move forward with phase II testing in the near future. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project. If you would prefer to view information about this project electronically please ask me about our SharePoint consultation option.

Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

Mr. Bill Quackenbush, THPO
Ho-Chunk Nation
P.O. Box 667
Black River Falls, WI 54615

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Bill:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

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Table 1 – Potentially NRHP Eligible Archaeological Sites

Site Number	Site Type	Notes
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13AM618	Multicomponent prehistoric/historic	North half – intact prehistoric
13AM622	Multicomponent prehistoric/historic	Thomas House privy?; prehistoric component to the north
13AM628*	Multicomponent prehistoric/historic	Spinner House remains; prehistoric component to the east
*Forms a Historic District with 03-00183 and 03-00696		

As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Lastly, I suspect we may move forward with phase II testing in the near future. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project. If you would prefer to view information about this project electronically please ask me about our SharePoint consultation option.

Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Lance Foster, THPO
Iowa Tribe of Kansas and Nebraska
3345 Thrasher Road
White Cloud, KS 66094

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Lance:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

As you will read the phase I began with a geomorphological study and a geophysical study that were tailored to this project area. Those data were then incorporated into the phase I survey. The phase I included archival and site records searches, pedestrian review, subsurface probing and subsurface testing. A total of 105 tests were excavated. Data on 14 archaeological sites was collected, and 13 of these were previously unrecorded. As you will read Tallgrass has recommended four sites potentially eligible for the National Register of Historic Places. Table 1 below provides some details about those four sites. The remaining ten sites were recommended not eligible due to lack of significance and or integrity. Our office agrees with the recommendations offered herein. The research potential of four sites identified in Table 1 appears at this time (given these data) to be solid. If you have any questions about the data collected and evaluated for this report, please let me know.

Table 1 – Potentially NRHP Eligible Archaeological Sites

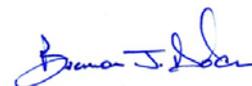
Site Number	Site Type	Notes
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13AM628*	Multicomponent prehistoric/historic	Spinner House remains; prehistoric component to the east
*Forms a Historic District with 03-00183 and 03-00696		

As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Lastly, I suspect we may move forward with phase II testing in the near future. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project. If you would prefer to view information about this project electronically please ask me about our SharePoint consultation option.

Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

Ms. Joyce Miller
Iowa Tribe of Oklahoma
7497 Pipestone Road
Perkins, OK 74059

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Joyce:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

As you will read the phase I began with a geomorphological study and a geophysical study that were tailored to this project area. Those data were then incorporated into the phase I survey. The phase I included archival and site records searches, pedestrian review, subsurface probing and subsurface testing. A total of 105 tests were excavated. Data on 14 archaeological sites was collected, and 13 of these were previously unrecorded. As you will read Tallgrass has recommended four sites potentially eligible for the National Register of Historic Places. Table 1 below provides some details about those four sites. The remaining ten sites were recommended not eligible due to lack of significance and or integrity. Our office agrees with the recommendations offered herein. The research potential of four sites identified in Table 1 appears at this time (given these data) to be solid. If you have any questions about the data collected and evaluated for this report, please let me know.

Table 1 – Potentially NRHP Eligible Archaeological Sites

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As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Lastly, I suspect we may move forward with phase II testing in the near future. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Ms. Diane Hunter, THPO
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Diane:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

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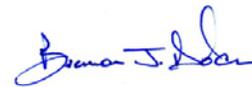
Site Number	Site Type	Notes
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13AM618	Multicomponent prehistoric/historic	North half – intact prehistoric
13AM622	Multicomponent prehistoric/historic	Thomas House privy?; prehistoric component to the north
13AM628*	Multicomponent prehistoric/historic	Spinner House remains; prehistoric component to the east
*Forms a Historic District with 03-00183 and 03-00696		

As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Lastly, I suspect we may move forward with phase II testing in the near future. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project. If you would prefer to view information about this project electronically please ask me about our SharePoint consultation option.

Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: 20170703041

September 26, 2018

Mr. Thomas Parker, THPO
Omaha Tribe of Nebraska
P.O. Box 368
Macy, NE 68039

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Thomas:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

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Table 1 – Potentially NRHP Eligible Archaeological Sites

Site Number	Site Type	Notes
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
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Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Ms. Elise Whitehorn, THPO
Otoe-Missouria Tribe
8151 Hwy 177
Red Rock, OK 74651

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Elise:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

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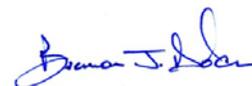
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Logan Pappenfort, NAGPRA Representative
Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trail
Miami, OK 74355

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Logan:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

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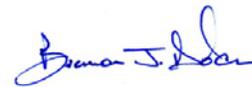
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
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Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Shannon Wright, THPO
Ponca Tribe of Nebraska
PO Box 288
Niobrara, NE 68760

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Shannon:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

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Table 1 – Potentially NRHP Eligible Archaeological Sites

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
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Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Ms. Hattie Mitchell, NAGPRA Representative
Prairie Band Potawatomi Nation
Government Center
Mayetta, KS 66509

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Hattie:

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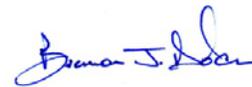
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
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Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Noah White, THPO
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Noah:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

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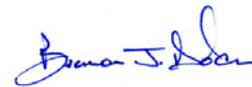
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Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Johnathan Buffalo, Historic Preservation Director
Sac and Fox Tribe of the Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Johnathan:

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Table 1 – Potentially NRHP Eligible Archaeological Sites

Site Number	Site Type	Notes
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13AM618	Multicomponent prehistoric/historic	North half – intact prehistoric
13AM622	Multicomponent prehistoric/historic	Thomas House privy?; prehistoric component to the north
13AM628*	Multicomponent prehistoric/historic	Spinner House remains; prehistoric component to the east
*Forms a Historic District with 03-00183 and 03-00696		

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
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John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Duane Whipple, THPO
Santee Sioux Nation
108 Spirit Lake Avenue West
Niobrara, NE 68760

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Duane:

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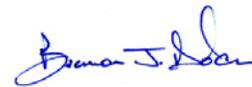
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
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Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Ms. Dianne Desrosiers, THPO
Sisseton - Wahpeton Oyate
12554 BIA Hwy 711
Agency Village, SD 57262

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Dianne:

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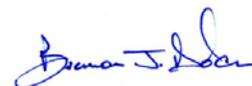
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
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Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Erich Longie, THPO
Spirit Lake Tribe
P.O. Box 359
Fort Totten, ND 58335

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Erich:

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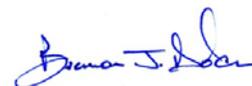
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
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September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Pete Coffey, Compliance Officer
Three Affiliated Tribes - Mandan, Hidatsa & Arikara
Tribal Historic Preservation
New Town, ND 58763

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Pete:

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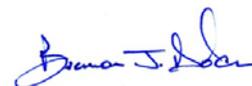
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
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September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Ms. Samantha Odegard, Tribal Historic Preservation Officer
Upper Sioux Community
PO Box 147
Granite Falls, MN 56241

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Samantha:

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Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Randy Teboe, THPO
Winnebago Tribe of Nebraska
P.O. Box 687
Winnebago, NE 68071

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Randy:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

As you will read the phase I began with a geomorphological study and a geophysical study that were tailored to this project area. Those data were then incorporated into the phase I survey. The phase I included archival and site records searches, pedestrian review, subsurface probing and subsurface testing. A total of 105 tests were excavated. Data on 14 archaeological sites was collected, and 13 of these were previously unrecorded. As you will read Tallgrass has recommended four sites potentially eligible for the National Register of Historic Places. Table 1 below provides some details about those four sites. The remaining ten sites were recommended not eligible due to lack of significance and or integrity. Our office agrees with the recommendations offered herein. The research potential of four sites identified in Table 1 appears at this time (given these data) to be solid. If you have any questions about the data collected and evaluated for this report, please let me know.

Table 1 – Potentially NRHP Eligible Archaeological Sites

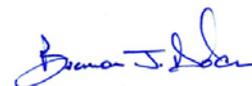
Site Number	Site Type	Notes
13AM486*	Multicomponent prehistoric/historic	Possible Garrison cabin remains; prehistoric component to the south
13AM618	Multicomponent prehistoric/historic	North half – intact prehistoric
13AM622	Multicomponent prehistoric/historic	Thomas House privy?; prehistoric component to the north
13AM628*	Multicomponent prehistoric/historic	Spinner House remains; prehistoric component to the east
*Forms a Historic District with 03-00183 and 03-00696		

As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Lastly, I suspect we may move forward with phase II testing in the near future. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project. If you would prefer to view information about this project electronically please ask me about our SharePoint consultation option.

Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
Derva Burke – Lansing History Working Group
Brant Vollman – U.S. Army Corps of Engineers
James Myster – U.S. Fish & Wildlife Service
Eric Washburn – U.S. Coast Guard
Leah Rogers – Tallgrass Archaeology

September 26, 2018

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Primary System

Allamakee County

Iowa SHPO R&C: [20170703041](#)

Mr. Kip Spotted Eagle, THPO
Yankton Sioux Tribe
800 S Main Ave.
Wagner, SD 57380

RE: **Phase I Archaeological Investigation**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520 – 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Kip:

Enclosed for your review and comment is the intensive phase I archaeological investigation for the above referenced project. We first sent information to your Nation about this project in July of 2017. The Iowa DOT and the Wisconsin DOT are proposing to jointly improve the crossing of the Mississippi River at Iowa Highway 9 – Wisconsin Highway 82 within the city of Lansing. The Iowa DOT and the Iowa Division FHWA are lead agencies for planning, design, and construction improvements to this transportation corridor. We, along with our stakeholders (the public, other state and federal agencies, Tribes and Nations, etc.) are continuing to review project alignment alternatives. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed excerpts are intended to supplement your review of this undertaking by helping describe what has been found. If you would like to view this information view our electronic platform, **SharePoint**, just let me know and we can provide access to you. Via this tool there is lots of additional data to review that we simply cannot get into the mail. As always if you would like additional hard copy information about this project just let me know.

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Table 1 – Potentially NRHP Eligible Archaeological Sites

Site Number	Site Type	Notes
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As you can see a number of significant historic properties are located within and near this project. The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, including rehabilitation, therefore no project determination can be offered at this time. Lastly, I suspect we may move forward with phase II testing in the near future. Next steps for this project will include additional environmental studies, further review of alternatives, and additional consideration of rehabilitation of the Black Hawk Bridge.

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Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BJD:Enclosures

Cc: Tribes/Nations – Allamakee County Interest
Mike LaPietra – FHWA, Iowa Division
Lynn Cloud/Tom Kratt – Wisconsin DOT
Jon Ranney/Krista Billhorn Rostad – District 2, Iowa DOT
Bryan Bradley/DeeAnn Newell – OLE, Iowa DOT
John Doershuk – Office of the State Archaeologist
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Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Garrie KILLSAHUNDRED, THPO
Flandreau Santee Sioux
P.O. Box 283
Flandreau, SD 57028

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Garrie:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed Phase II is intended to inform your review of this undertaking by helping describe what has been found. As always if you would like additional information about this project just let me know. We understand this is a substantial report and should you feel a conference call or field review is needed just let us know.

As you will read, the phase II evaluation tested four sites. Table 1 below provides some details regarding these four archaeological deposits and the recommendations offered in this report.

Table 1 – Site Information

Site	Type	Cultural Affiliation	NRHP Recommendation	Notes
13AM486	Prehistoric Resource Procurement Camp / Historic Residence	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*
13AM618	Prehistoric Resource Procurement Camp / Historic Scatter	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM622	Undefined Prehistoric / Historic Scatter	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM628	Undefined Prehistoric / Historic Residence	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*

*Schierholz-Brockhausen Historic District – formerly known as Spinner-Brennan Historic District

All four sites are recommended eligible under Criterion D and all four sites have prehistoric and historic components. Sites 13AM486 and 13AM628 have historic components that are considered contributing to the significance of the Schierholz-Brockhausen Historic District (formally identified as Spinner-Brennan Historic District [03-00188/03-00189]). While there was some discussion early in the project of historic connections at 13AM486 to the Garrison cabin GLO site, the investigation has recommended that the archaeological deposits at the site cannot be linked to the GLO map and one of the founding figures of Lansing. Prehistoric archaeological deposits at 13AM618 and 13AM622 were recommended as contributing to the significance of both of these sites where historic deposits at both sites were recommended as non contributing. Avoidance of all four sites was recommended by the consultant. We concur with the recommendations offered in the report.

As a point of reminder, archaeological conditions on the east side of the bridge were assessed during our 2004 feasibility study (See Stanley and Blikre 2004; BCA 1078). The investigations on the Wisconsin side noted that portions of the study area had been surveyed before and further recommended that there was “very low potential” (Stanley and Blikre 2004:8) for intact archaeological deposits east of the bridge.

The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, additional public meetings and further consideration of alternatives in pursuit of our responsibilities under the NHPA as well as NEPA and STURAA.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project. If you would prefer to view information about this project electronically please ask me about our SharePoint consultation option.

Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Bill Quackenbush, THPO
Ho-Chunk Nation
P.O. Box 667
Black River Falls, WI 54615

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Bill:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed Phase II is intended to inform your review of this undertaking by helping describe what has been found. As always if you would like additional information about this project just let me know. We understand this is a substantial report and should you feel a conference call or field review is needed just let us know.

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Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Lance Foster, THPO
Iowa Tribe of Kansas and Nebraska
3345 Thrasher Road
White Cloud, KS 66094

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Lance:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed Phase II is intended to inform your review of this undertaking by helping describe what has been found. As always if you would like additional information about this project just let me know. We understand this is a substantial report and should you feel a conference call or field review is needed just let us know.

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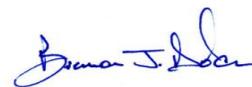
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Ms. Joyce Miller,
Iowa Tribe of Oklahoma
7497 Pipestone Road
Perkins, OK 74059

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Joyce:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed Phase II is intended to inform your review of this undertaking by helping describe what has been found. As always if you would like additional information about this project just let me know. We understand this is a substantial report and should you feel a conference call or field review is needed just let us know.

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Ms. Diane Hunter, THPO
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Diane:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed Phase II is intended to inform your review of this undertaking by helping describe what has been found. As always if you would like additional information about this project just let me know. We understand this is a substantial report and should you feel a conference call or field review is needed just let us know.

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Table 1 – Site Information

Site	Type	Cultural Affiliation	NRHP Recommendation	Notes
13AM486	Prehistoric Resource Procurement Camp / Historic Residence	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*
13AM618	Prehistoric Resource Procurement Camp / Historic Scatter	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM622	Undefined Prehistoric / Historic Scatter	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM628	Undefined Prehistoric / Historic Residence	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*

*Schierholz-Brockhausen Historic District – formerly known as Spinner-Brennan Historic District

All four sites are recommended eligible under Criterion D and all four sites have prehistoric and historic components. Sites 13AM486 and 13AM628 have historic components that are considered contributing to the significance of the Schierholz-Brockhausen Historic District (formally identified as Spinner-Brennan Historic District [03-00188/03-00189]). While there was some discussion early in the project of historic connections at 13AM486 to the Garrison cabin GLO site, the investigation has recommended that the archaeological deposits at the site cannot be linked to the GLO map and one of the founding figures of Lansing. Prehistoric archaeological deposits at 13AM618 and 13AM622 were recommended as contributing to the significance of both of these sites where historic deposits at both sites were recommended as non contributing. Avoidance of all four sites was recommended by the consultant. We concur with the recommendations offered in the report.

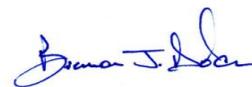
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The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, additional public meetings and further consideration of alternatives in pursuit of our responsibilities under the NHPA as well as NEPA and STURAA.

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Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Thomas Parker, THPO
Omaha Tribe of Nebraska
P.O. Box 368
Macy, NE 68039

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Thomas:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed Phase II is intended to inform your review of this undertaking by helping describe what has been found. As always if you would like additional information about this project just let me know. We understand this is a substantial report and should you feel a conference call or field review is needed just let us know.

As you will read, the phase II evaluation tested four sites. Table 1 below provides some details regarding these four archaeological deposits and the recommendations offered in this report.

Table 1 – Site Information

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Ms. Elise Whitehorn, THPO
Otoe-Missouria Tribe
8151 Hwy 177
Red Rock, OK 74651

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Elise:

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Logan Pappenfort, NAGPRA Representative
Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trail
Miami, OK 74355

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Logan:

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Nick Mauro, THPO
 Ponca Tribe of Nebraska
 PO Box 288
 Niobrara, NE 68760

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

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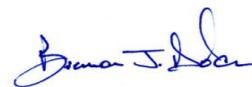
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Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

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July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Ms. Hattie Mitchell, NAGPRA Representative
Prairie Band Potawatomi Nation
Government Center
Mayetta, KS 66509

RE: **Phase II NRHP Evaluation Report (Four Sites)**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Hattie:

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Brennan J. Dolan
Office of Location and Environment

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July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Noah White, THPO
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Noah:

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Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Tribal Historic Preservation Officer
 Sac and Fox Nation of Oklahoma
 Administration Building
 920883 S. Hwy 99 Bldg A
 Stroud, OK 74079

RE: **Phase II NRHP Evaluation Report (Four Sites)**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Anthony:

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As you will read, the phase II evaluation tested four sites. Table 1 below provides some details regarding these four archaeological deposits and the recommendations offered in this report.

Table 1 – Site Information

Site	Type	Cultural Affiliation	NRHP Recommendation	Notes
13AM486	Prehistoric Resource Procurement Camp / Historic Residence	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*
13AM618	Prehistoric Resource Procurement Camp / Historic Scatter	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM622	Undefined Prehistoric / Historic Scatter	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM628	Undefined Prehistoric / Historic Residence	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*

*Schierholz-Brockhausen Historic District – formerly known as Spinner-Brennan Historic District

All four sites are recommended eligible under Criterion D and all four sites have prehistoric and historic components. Sites 13AM486 and 13AM628 have historic components that are considered contributing to the significance of the Schierholz-Brockhausen Historic District (formally identified as Spinner-Brennan Historic District [03-00188/03-00189]). While there was some discussion early in the project of historic connections at 13AM486 to the Garrison cabin GLO site, the investigation has recommended that the archaeological deposits at the site cannot be linked to the GLO map and one of the founding figures of Lansing. Prehistoric archaeological deposits at 13AM618 and 13AM622 were recommended as contributing to the significance of both of these sites where historic deposits at both sites were recommended as non contributing. Avoidance of all four sites was recommended by the consultant. We concur with the recommendations offered in the report.

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Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Johnathan Buffalo, Historic Preservation Director
 Sac and Fox Tribe of the Mississippi in Iowa
 349 Meskwaki Road
 Tama, IA 52339

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

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Office of Location and Environment

Office of Location and Environment

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Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Duane Whipple, THPO
Santee Sioux Nation
108 Spirit Lake Avenue West
Niobrara, NE 68760

RE: **Phase II NRHP Evaluation Report (Four Sites)**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Duane:

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Ms. Dianne Desrosiers, THPO
 Sisseton - Wahpeton Oyate
 12554 BIA Hwy 711
 Agency Village, SD 57262

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Dianne:

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Sincerely,



Brennan J. Dolan
Office of Location and Environment

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800 Lincoln Way | Ames, Iowa 50010

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July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Erich Longie, THPO
 Spirit Lake Tribe
 P.O. Box 359
 Fort Totten, ND 58335

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Erich:

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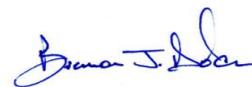
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Office of Location and Environment

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July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Pete Coffey, Compliance Officer
 Three Affiliated Tribes - Mandan, Hidatsa & Arikara
 Tribal Historic Preservation
 New Town, ND 58763

RE: **Phase II NRHP Evaluation Report (Four Sites)**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Pete:

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July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Ms. Samantha Odegard, Tribal Historic Preservation Officer
Upper Sioux Community
PO Box 147
Granite Falls, MN 56241

RE: **Phase II NRHP Evaluation Report (Four Sites)**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Samantha:

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13AM486	Prehistoric Resource Procurement Camp / Historic Residence	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*
13AM618	Prehistoric Resource Procurement Camp / Historic Scatter	Multiple Prehistoric Periods / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM622	Undefined Prehistoric / Historic Scatter	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Prehistoric components only; historic component non-contributing
13AM628	Undefined Prehistoric / Historic Residence	Undefined Prehistoric / 19 th -20 th Century Euro American	Eligible Criterion D	Contributes to the Historic District*

*Schierholz-Brockhausen Historic District – formerly known as Spinner-Brennan Historic District

All four sites are recommended eligible under Criterion D and all four sites have prehistoric and historic components. Sites 13AM486 and 13AM628 have historic components that are considered contributing to the significance of the Schierholz-Brockhausen Historic District (formally identified as Spinner-Brennan Historic District [03-00188/03-00189]). While there was some discussion early in the project of historic connections at 13AM486 to the Garrison cabin GLO site, the investigation has recommended that the archaeological deposits at the site cannot be linked to the GLO map and one of the founding figures of Lansing. Prehistoric archaeological deposits at 13AM618 and 13AM622 were recommended as contributing to the significance of both of these sites where historic deposits at both sites were recommended as non contributing. Avoidance of all four sites was recommended by the consultant. We concur with the recommendations offered in the report.

As a point of reminder, archaeological conditions on the east side of the bridge were assessed during our 2004 feasibility study (See Stanley and Blikre 2004; BCA 1078). The investigations on the Wisconsin side noted that portions of the study area had been surveyed before and further recommended that there was “very low potential” (Stanley and Blikre 2004:8) for intact archaeological deposits east of the bridge.

The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, additional public meetings and further consideration of alternatives in pursuit of our responsibilities under the NHPA as well as NEPA and STURAA.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project. If you would prefer to view information about this project electronically please ask me about our SharePoint consultation option.

Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Randy Teboe, THPO
 Winnebago Tribe of Nebraska
 P.O. Box 687
 Winnebago, NE 68071

RE: Phase II NRHP Evaluation Report (Four Sites); Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Randy:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed Phase II is intended to inform your review of this undertaking by helping describe what has been found. As always if you would like additional information about this project just let me know. We understand this is a substantial report and should you feel a conference call or field review is needed just let us know.

As you will read, the phase II evaluation tested four sites. Table 1 below provides some details regarding these four archaeological deposits and the recommendations offered in this report.

Table 1 – Site Information

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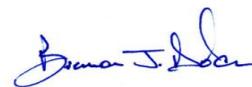
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The Iowa DOT, the Wisconsin DOT and all stakeholders are continuing to review project alternatives, therefore no project determination can be offered at this time. Next steps for this project will include additional environmental studies, additional public meetings and further consideration of alternatives in pursuit of our responsibilities under the NHPA as well as NEPA and STURAA.

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 Office of Location and Environment shall be contacted immediately. Enclosed with this package is a postage-paid notification form that you may use, if you wish, to return comments about the project. If you would prefer to view information about this project electronically please ask me about our SharePoint consultation option.

Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@iowadot.us

July 8, 2019

Iowa DOT Ref. BRF-009-9(73)--38-03

Wisconsin DOT Ref. 5170-16-00

Allamakee & Crawford Counties

Mr. Kip Spotted Eagle, THPO
Yankton Sioux Tribe
800 S Main Ave.
Wagner, SD 57380

RE: **Phase II NRHP Evaluation Report (Four Sites)**; Black Hawk Bridge; Iowa 9/Wisconsin 82; Potential Rehabilitation/Removal, Allamakee County, IA [FHWA 013520] [Iowa SHPO 03-00147]; Crawford County, WS; T99N-R3W Section 29; **No Determination**

Dear Kip:

Enclosed for your review and comment is the *Mississippi River Bridge at Lansing Phase II Site Evaluations* report for the above referenced project. As you will read the investigation made strong use of an array of supplementary studies including geoarchaeological and geophysical examinations and analytical tools including zooarchaeology and various ecofact reviews (protein residue, macrofloral, pollen, phytolith and starch studies). We'd like to take this opportunity to commend the co-principal investigators for this thorough and holistic investigation. As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe. The enclosed Phase II is intended to inform your review of this undertaking by helping describe what has been found. As always if you would like additional information about this project just let me know. We understand this is a substantial report and should you feel a conference call or field review is needed just let us know.

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Please feel free to call me at (515) 239-1795 or email me at brennan.dolan@dot.iowa.gov if you have any questions. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

August 28, 2019

Ms. Gloria Payne
Chair, Allamakee Historic Preservation Commission
PO Box 190
Harpers Ferry, Iowa 52146

RE: Donation Proposal for the Black Hawk Bridge, City of Lansing, Allamakee County, Iowa & Crawford County, Wisconsin

Dear Chair Payne:

The purpose of this letter is to share with you the proposal for donation of the Black Hawk Bridge. As you know we have had extensive discussion about possible rehabilitation of the bridge. For a number of reasons, at this time it does not appear that we will be pursuing rehabilitation. Therefore, we want to make sure we are appropriately providing for the future of the bridge. In compliance with the Surface Transportation and Uniform Relocation Assistance Act (STURAA 1987) {23USC§114} and other applicable environmental and cultural resources laws the Iowa DOT and the Wisconsin DOT present the following proposal for donation. STURAA enables demolition costs of historically significant bridges to be made available for preservation and transportation purposes, additionally STURAA requires:

- The responsible entity shall *“maintain the bridge and the features that give it its historical significance; and”*
- *“assume all future legal and financial responsibility of the bridge which may include an agreement to hold the State highway agency harmless in any liability action”*

We offer the following stipulations as a foundation that an agreement could be built around:

- The Iowa DOT and the Wisconsin DOT will make proposed demolition costs (\$1,500,00.00) available to the responsible entity, these funds shall be held in trust for future demolition when the condition of the bridge requires its removal.
- The Iowa DOT and the Wisconsin DOT will make an additional \$600,000.00 available to the responsible entity, these funds may be used for maintenance inspections and/or minor improvements to the bridge such as signing, lighting, grant matching, etc.

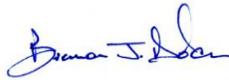
We understand this decision is an important one members of the local community and your historic preservation commission. We have enclosed a spreadsheet of anticipated costs for inspection, maintenance, and rehabilitation of the bridge, this material is intended to help inform you and the commission regarding this decision. Additionally, we need to share that the US Coast Guard has communicated to us that they need assurances that any new owner of the bridge could demo/remove the structure expeditiously should conditions require such action.

If your commission would like to discuss the details of this proposal with me, just let me know a time and place and I would be happy to sit down with the commission. We have heard and listened to comments at our public meetings and know that many consider this bridge an iconic part of this community. The

Iowa DOT and the Wisconsin DOT are committed to finding a preservation solution for the Black Hawk Bridge if a responsibly entity can be found.

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

Sincerely,



Brennan Dolan
Cultural Resources Manager/Archaeologist

Cc: Jon Ranney – District 2 Engineer
Nick Humpal – Assistant District 2 Engineer
Krista Billhorn – District 2 Planner
Bryan Bradley – Location Engineer
Thomas Kratt – Wisconsin DOT
Lynn Cloud – Wisconsin DOT
DeeAnn Newell – NEPA Team Lead
Derva Burke – Lansing History Working Group
Sara André/Steve King – Iowa SHPO
Kitty Henderson – Historic Bridge Foundation
Nathan Holt – HistoricBridges.Org

Anticipated Lansing Bridge Costs

Item/Task	Type	2019 Cost Estimates in \$
	Annual (\$1.6k x 4)	6,400.00
	Annual (\$31.6k x 4)	126,400.00
Short-Term Costs	Annual Review	100,000.00
	Biennial Inspection	300,000.00
	4 year Underwater Inspection	19,000.00
	4 year Pins/Eyebars	47,500.00
	4 year costs	599,300.00
	As Needed Streambed Monitoring	19,000.00
	As Needed River Bottom Soundings	
	As Needed Riprap at Piers	
As Needed Costs	As Needed Piers After Floods and Barge Strikes	23,700.00
	As Needed Superstructure After Floods and Barge Strikes	31,600.00
	As Needed Truss Members After floods and Barge Strikes	31,600.00
	As Needed Costs	86,900.00
Long-Term Costs	Major Rehab (within next 6 years); Substructure Repairs; New Stringers; Floorbeams; Deck	23,300,000.00
	Major Pier Reconstruction (within next 6 years)	5,000,000.00
	Painting Full Bridge (every 25 years)	4,880,000.00

August 28, 2019

Mr. Michael Brennan
Mayor, City of Lansing
201 John Street
Lansing, Iowa 52151

RE: Donation Proposal for the Black Hawk Bridge, City of Lansing, Allamakee County, Iowa & Crawford County, Wisconsin

Dear Mayor Brennan:

The purpose of this letter is to share with you the proposal for donation of the Black Hawk Bridge. As you know we have had extensive discussion about possible rehabilitation of the bridge. For a number of reasons, at this time it does not appear that we will be pursuing rehabilitation. Therefore, we want to make sure we are appropriately providing for the future of the bridge. In compliance with the Surface Transportation and Uniform Relocation Assistance Act (STURAA 1987) {23USC§114} and other applicable environmental and cultural resources laws the Iowa DOT and the Wisconsin DOT present the following proposal for donation. STURAA enables demolition costs of historically significant bridges to be made available for preservation and transportation purposes, additionally STURAA requires:

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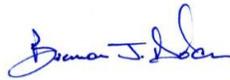
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- The Iowa DOT and the Wisconsin DOT will make an additional \$600,000.00 available to the responsible entity, these funds may be used for maintenance inspections and/or minor improvements to the bridge such as signing, lighting, grant matching, etc.

We understand this decision is an important one of the City of Lansing. We have enclosed a spreadsheet of anticipated costs for inspection, maintenance, and rehabilitation of the bridge, this material is intended to help inform you and the city regarding this decision. Additionally, we need to share that the US Coast Guard has communicated to us that they need assurances that any new owner of the bridge could demo/remove the structure expeditiously should conditions require such action.

We anticipate discussing this further with your council at a future meeting (perhaps September). We have heard and listened to comments at our public meetings and know that many consider this bridge an iconic part of this community. The Iowa DOT and the Wisconsin DOT are committed to finding a preservation solution for the Black Hawk Bridge if a responsibly entity can be found.

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

Sincerely,



Brennan Dolan
Cultural Resources Manager/Archaeologist

Cc: Jon Ranney – District 2 Engineer
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	Major Pier Reconstruction (within next 6 years)	5,000,000.00
	Painting Full Bridge (every 25 years)	4,880,000.00

August 28, 2019

Ms. Kitty Henderson
Executive Director, Historic Bridge Foundation
PO Box 66245
Austin, Texas 78766

RE: Donation Proposal for the Black Hawk Bridge, City of Lansing, Allamakee County, Iowa & Crawford County, Wisconsin

Dear Director Henderson:

The purpose of this letter is to share with you the proposal for donation of the Black Hawk Bridge. As you know we have had extensive discussion about possible rehabilitation of the bridge. For a number of reasons, at this time it does not appear that we will be pursuing rehabilitation. Therefore, we want to make sure we are appropriately providing for the future of the bridge. In compliance with the Surface Transportation and Uniform Relocation Assistance Act (STURAA 1987) {23USC§114} and other applicable environmental and cultural resources laws the Iowa DOT and the Wisconsin DOT present the following proposal for donation. STURAA enables demolition costs of historically significant bridges to be made available for preservation and transportation purposes, additionally STURAA requires:

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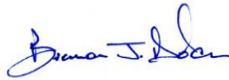
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If your foundation would like to discuss the details of this proposal with me, just let me know a time and I would be happy to talk through what an agreement could look like. We have heard and listened to comments at our public meetings and know that many consider this bridge an iconic part of this

community. The Iowa DOT and the Wisconsin DOT are committed to finding a preservation solution for the Black Hawk Bridge if a responsibly entity can be found.

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MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION, THE IOWA STATE
HISTORIC PRESERVATION OFFICER, THE WISCONSIN STATE HISTORIC
PRESERVATION OFFICER, THE IOWA DEPARTMENT OF TRANSPORTATION,
THE WISCONSIN DEPARTMENT OF TRANSPORTATION,
REGARDING REPLACEMENT OF THE IOWA 9/WISCONSIN 82 BRIDGE (BLACK
HAWK BRIDGE - FHWA # 13520), ALLAMAKEE COUNTY, IOWA/CRAWFORD
COUNTY, WISCONSIN;

IOWA SHPO REVIEW AND COMPLIANCE NO. 20170834055
WISCONSIN SHPO REVIEW NO. 123XYZ
IOWA DOT PROJECT NO. BRF-009-9(73)--38-03
WISCONSIN DOT PROJECT NO. 5170-16-00

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 replacement of the Iowa 92/Wisconsin 82 bridge, a.k.a. Black Hawk Bridge (FHWA # 13520 (03-00147)) in Lansing, Iowa, (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 Wisconsin Department of Transportation (hereafter “Wisconsin DOT”) and these entities have chosen to enter into this Memorandum of Agreement (hereafter “MOA”) to fulfill their project obligations; and

WHEREAS, the FHWA has determined that this undertaking will have an adverse effect on the historic bridge FHWA # 13520 (03-00147) which has been determined eligible for listing on the National Register of Historic Places, and have consulted with the Iowa State Historic Preservation Officer (hereafter Iowa SHPO) and Wisconsin State Historic Preservation Officer (hereafter Wisconsin 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 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 § 800.2(c) the FHWA has identified and consulted with “representatives of local governments,” “additional consulting parties,” and the public including but not limited to the Allamakee Historic Preservation Commission (hereafter “Allamakee HPC”), Lansing History Working Group, Crawford County Historical Society (hereafter “CCHS”), the Historic Bridge Foundation and have invited the parties 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

WHEREAS, the FHWA has consulted with the University of Iowa Office of the State Archaeologist (OSA) Bioarchaeology Program, regarding the effects of the undertaking on historic properties and OSA has chosen *not to* participate; and

NOW, THEREFORE, the FHWA, the Iowa SHPO, the Wisconsin SHPO, the Iowa DOT, Wisconsin DOT, Allamakee HPC, and the CCHS 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 and the Wisconsin DOT shall construct a steel truss bridge that provides similar design (proportions and profile), materials, associations, setting, location, and feeling as the existing historic bridge (FHWA # 13520 (03-00147). Appendix C provide preliminary plans.
- II. The Iowa DOT and the Wisconsin DOT shall produce a for-public deliverable that focuses on history, stakeholders, and the project. This effort may include a short documentary type video, booklet, website or similar effort. The Iowa DOT and the Wisconsin DOT shall continue to work with stakeholders and ensure that their participation is documented in the for-public effort.
- III. Any additional historical research for this project will be completed by a Secretary of the Interior (SOI) qualified historian (48 FR 44738-9).
- IV. 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 of that human remains are discovered during construction. **Wisconsin?**
- V. If post-review discoveries (architectural remains, archaeological features, artifacts, etc.) are identified (e.g. under pavement or structures), the Iowa DOT and the Wisconsin 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.
- VI. 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 VII below.
- VII. 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. Such 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.

- VIII. Dispute Resolution - Should any signatory, invited 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.
- IX. 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.
- X. 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 IX 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 Iowa SHPO, the Wisconsin SHPO 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
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION, THE IOWA STATE HISTORIC PRESERVATION OFFICER, THE WISCONSIN STATE HISTORIC PRESERVATION OFFICER, THE IOWA DEPARTMENT OF TRANSPORTATION, THE WISCONSIN DEPARTMENT OF TRANSPORTATION,
REGARDING REPLACEMENT OF THE IOWA 9/WISCONSIN 82 BRIDGE (BLACK HAWK BRIDGE - FHWA # 13520), ALLAMAKEE COUNTY, IOWA/CRAWFORD COUNTY, WISCONSIN;**

IOWA SHPO REVIEW AND COMPLIANCE NO. 20170834055
WISCONSIN SHPO REVIEW NO. 123XYZ
IOWA DOT PROJECT NO. BRF-009-9(73)--38-03
WISCONSIN DOT PROJECT NO. 5170-16-00

SIGNATORY: FEDERAL HIGHWAY ADMINISTRATION – IOWA DIVISION

Date _____
Mike LaPietra, Environment and Realty Manager

SIGNATORY: IOWA STATE HISTORIC PRESERVATION OFFICER (IOWA SHPO)

Date _____
Heather Gibb, Interim-Deputy State Historic Preservation Officer

SIGNATORY: WISCONSIN STATE HISTORIC PRESERVATION OFFICER (WISCONSIN SHPO)

Date _____
Jennifer Davel, Deputy State Historic Preservation Officer

INVITED SIGNATORY: IOWA DEPARTMENT OF TRANSPORTATION (IOWA DOT)

Date _____
Tamara Nicholson, PE, Director, Location and Environment Bureau

INVITED SIGNATORY: WISCONSIN DEPARTMENT OF TRANSPORTATION
(WISCONSIN DOT)

Date _____
Thomas Kratt, Regional Environmental Manager

INVITED SIGNATORY: ALLAMAKEE COUNTY HISTORIC PRESERVATION
COMMISSION

Date _____
Gloria Payne, Chair, Allamakee County Historic Preservation Commission

INVITED SIGNATORY: CRAWFORD COUNTY HISTORICAL SOCIETY

Date _____
Jane Doe, Chair, Crawford County Historical Society

Appendix A
Area of Potential Effects

Appendix B
List of Tribes/Nations

Appendix C
Draft Bridge Plans

The Wisconsin DOT coordinated with the following federally-recognized Tribes:

- Bad River Band of Lake Superior Chippewa Indians of Wisconsin
- Forrest County Potawatomi Community of Wisconsin
- Ho-Chunk Nation (also contacted by Iowa DOT)
- Iowa Tribe of Oklahoma (also contacted by Iowa DOT)
- Lac Vieux Desert Band of Lake Superior Chippewa Indians
- Prairie Band Potawatomi Nation (also contacted by Iowa DOT)
- Prairie Island Indian Community Minnesota Mdewakanton Sioux (also contacted by Iowa DOT)
- Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin
- Sac and Fox Nation of Missouri in Kansas and Nebraska
- Sac and Fox Nation of Oklahoma (also contacted by Iowa DOT)
- Sac and Fox of the Mississippi in Iowa (also contacted by Iowa DOT)

From: Kratt, Thomas J - DOT <Thomas.Kratt@dot.wi.gov>

Sent: Thursday, March 4, 2021 8:49 AM

To: DOT DL THPOs <DOTDLTHPOs@dot.wi.gov>

Cc: DOT BEES Cultural Resources <bees.cr@dot.wi.gov>; Vetsch, Stephan - DOT <Stephan.Vetsch@dot.wi.gov>; Coughlin, Amy - DOT <Amy.Coughlin@dot.wi.gov>

Subject: Tribal Notification for 5170-16-00, STH 82 Crawford County

WisDOT Project: 5170-16-00/81

Highway/Termini: STH 82: Lansing Bridge

County: Crawford

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Iowa Department of Transportation (IADOT) and the Federal Highway Administration (FHWA), is considering an undertaking located on STH 82 in Section 4 of T10N & R7W in Crawford County. The proposed improvement will consist of the following:

- Replacement of the Mississippi River Bridge
- Removal of the old Mississippi River Bridge
- Grading and Pavement Replacement of the Wisconsin Approach
- Grading and Pavement Replacement of the Iowa Approach

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the determination of the APE or potential impacts to historic properties and/or burials in this undertaking. Additionally, you may use this opportunity to request consultation pursuant to 36 CFR 800.3. WisDOT understands that your tribe is a sovereign nation and as such has the discretion to consult government to government with the FHWA directly. Also other environmental studies may be conducted to include endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources. If WisDOT identifies the potential for historic properties to be affected, you will be provided more information.

To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please reply to this email or contact:

WisDOT Project Manager: Tom Kratt, PE

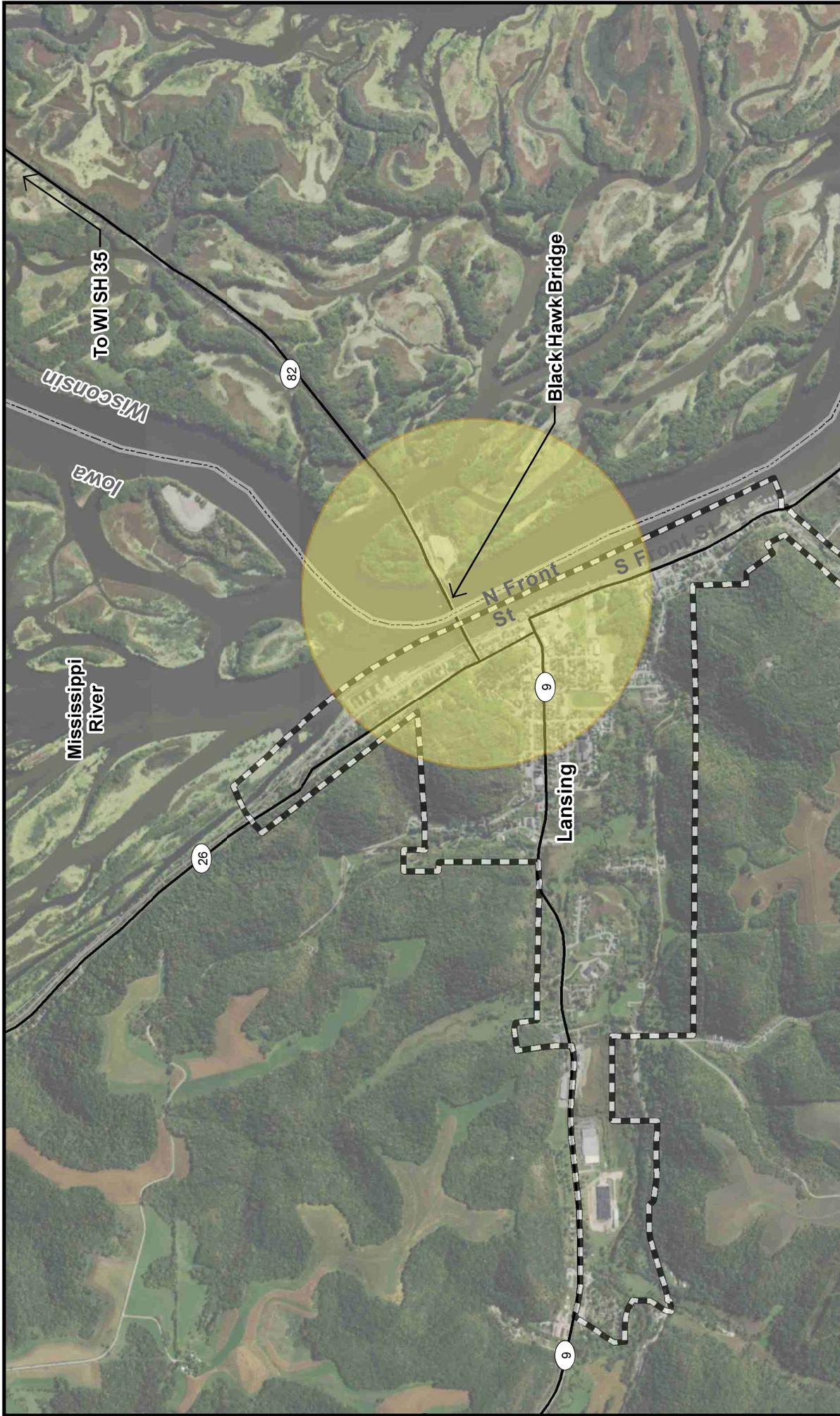
Phone: (608) 789-7874

Address: thomas.kratt@dot.wi.gov

EC: bees.cr@dot.wi.gov
SW Regional Tribal Liaison
Tribal Leader

CC: Johnathan Buffalo, NAGPRA Rep. – Sac and Fox Tribe of the Mississippi in Iowa
Hattie Mitchell, THPO – Prairie Band Potawatomi Nation
Iowa Tribe of Oklahoma

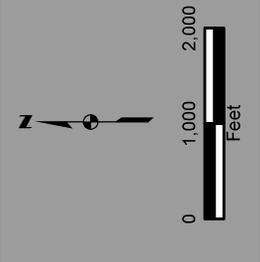
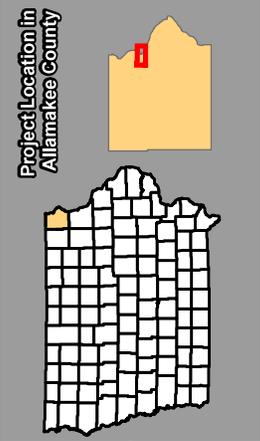
Attachments: Project Location Map



LOCATION MAP

Mississippi River Bridge at Lansing
 Environmental Assessment
 BRF-009-9(73)--38-03
 Allamakee County, IA
 Crawford County, WI

-  Project Location
-  Corporate Limits
-  State Boundary



Source: ESRI, IADOT, GeoEye, Earthstar Geographics, CNES/AirbusDS, USDA, USGS, AeroGRID, IGN, GIS user community, Burns & McDonnell Engineering Company, Inc.

APPENDIX C – SECTION 4(f) EVALUATION

FHWA Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges (DRAFT)	April 22, 2020
Section 4(f) De Minimis Correspondence for Use of Lands from the Upper Mississippi River National Wildlife and Fish Refuge	April 13, 2020

IOWA DEPARTMENT OF TRANSPORTATION

DRAFT

To: Federal Highway Administration Date: April 22, 2020
Attention: Timothy Marshall, Division Administrator Ref No: BRF-009-9(73)—38-03
From: Tamara Nicholson, Director Counties: Allamakee, IA and Crawford, WI
Bureau: Location and Environment
Subject: Programmatic 4(f) Approval for Historic Bridge – Black Hawk Bridge on IA 9/WI 82 over the Mississippi River

The referenced project (removal of the National Register of Historic Places Eligible Black Hawk Bridge on IA 9/WI 82 over Mississippi River in the counties of Allamakee, IA and Crawford, WI) has completed the 4(f) process. This project fits the standard for a programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges.

The following determinations have been met:

1. The Do Nothing alternative was evaluated but determined to be not feasible and prudent because the bridge has a sufficiency rating of 22.3 on the National Bridge Inventory Scale out of 100. A detailed conditions assessment of the nearly 90 year-old bridge determined its sufficiency rating could only be improved incrementally through repairs, and improvements required to meet current safety, capacity, and clearance standards were determined to be impractical. As a result, the Do Nothing alternative would not meet the Purpose and Need of the project. Specifically, it does not fully address identified structural and roadway deficiencies, would not maintain or improve system linkages, and would not maintain modal relationships.
2. The Build on New Location Without Using the Old Bridge alternative is being carried forward as the preferred alternative. Since completion of the 2004 Feasibility Study, options for relocating the river crossing north and south of the existing alignment but within the community of Lansing have been explored to address the structural and roadway deficiencies of the existing crossing while maintaining system linkages and supporting modal relationships. All of the new location alternatives considered would result in the acquisition of residential properties. Options that relocated the crossing outside of the community to avoid residential acquisitions were removed from further consideration in the 2004 Feasibility Study because they would not support local and regional connectivity and negatively affect the sense of community within Lansing. The Green and Purple Alternatives were eliminated because of impacts to NRHP-eligible resources and historic districts and the Orange Alternative was eliminated because of its excessive length, cost, and impacts to the Upper Mississippi River National Fish and Wildlife Refuge (Refuge) and associated habitats. The Blue Alternative, the preferred alternative, would provide a new crossing on an alignment north of and adjacent to the existing crossing avoiding NRHP-eligible historic districts and spanning to the extent feasible NRHP-eligible archaeological resources. The new crossing would improve the function of the intersection of IA 9 and IA 26 within the community of Lansing while also providing a river crossing with a useful life in excess of 75 years. The new crossing would maintain continuity with WI 82 and continue to provide access to the USACE's Beneficial Use Site and the Big Slough Landing and Boat Ramp within the Refuge. The new bridge would accommodate travel lanes and shoulders that meet current design standards and provide a solid deck surface that could facilitate the use of the bridge by bicyclists and pedestrians. The new bridge would also provide a longer river navigation span than the existing bridge to support continued river traffic under the bridge. The existing bridge and the dolphins protecting the piers

from allisions would be removed under this alternative as the piers of the old bridge would not line up with the new bridge piers interfering with river navigation.

3. The Rehabilitation Without Affecting the Historic Integrity of the Bridge alternative was thoroughly evaluated but determined to not be feasible and prudent. The Iowa DOT and their engineering consultant conducted substantial studies of the bridge to evaluate the possibility of its rehabilitation and continued use. Rehabilitation options for the existing truss bridge are contingent on meeting the defined Purpose and Need for the project. To accomplish this, rehabilitation efforts would have to bring the structure up to current design standards and load capacity; however, the substandard roadway width of the bridge is constrained by the truss geometry and cannot be substantially improved without some means of widening the existing roadway. Rehabilitating the existing truss without widening the roadway does not meet the project's Purpose and Need.

Furthermore, retained and repaired elements of the bridge would still exhibit section loss and isolated areas of active corrosion, particularly areas such as gusset plates and between the upper chord eyebars. As riveted connections and eyebars have a low threshold for fatigue stresses, it is unlikely that the eyebars could meet the threshold stress for fatigue under the current standards for truck weights and loads. Additionally, with material strength of the existing steel unknown, the yield stress could not be assumed higher than about 30 ksi, in accordance with the AASHTO Manual for Bridge Evaluation. Attempting to strengthen every member to meet current design loadings is not feasible. The existing truss, with possible strengthening of a few members, could be serviceable, but would not meet the current standards for truck weights and loads. As the rehabilitation option would not fully address the identified structural and navigation deficiencies, the Rehabilitate/Reuse Alternative was not carried forward for further consideration.

The potential adaptive reuse of the existing bridge as a pedestrian/bicycle-only facility in combination with other new construction options was also evaluated. The existing bridge would need to be modified to include a solid surface deck and railings in compliance with Iowa DOT and AASHTO design standards. The total cost of these improvements is estimated at \$5.3 million, in 2019 dollars. To support its possible use as a pedestrian/bicycle-only structure, maintenance and repairs would still need to be made to keep the bridge structurally sound even to support a much lighter load. If the bridge was used in this way, ownership and ongoing maintenance of the bridge would need to be transferred to another entity. At this time no public or private entity has inquired about taking over ownership of the bridge. As a result, adaptive reuse is not considered a viable alternative.

4. The proposed action includes all possible planning to minimize harm to the historic structure. A Memorandum of Agreement (MOA) was signed among the Federal Highway Administration, the Iowa State Historic Preservation Officer (SHPO), the Wisconsin SHPO, the Iowa Department of Transportation, and the Wisconsin Department of Transportation on [Insert Date] (attached MOA). The terms of the agreement will be fulfilled as recorded in the SHPO concurrence letter signed on [Insert Date of SHPO concurrence] (attached SHPO letter).

Tamara Nicholson, Director
Location and Environment Bureau

Concur: _____
For the Federal Highway Administration

Date: _____

Cannon-Mackey, Shari

Subject: Official notice of intent to pursue a de minimis determination for the Upper Mississippi River National Wildlife and Fish Refuge
Attachments: Info for USFWS.pdf

From: Ebel, Shelby <Shelby.Ebel@iowadot.us>
Sent: Monday, April 13, 2020 11:27 AM
To: 'Jones, Brandon' <brandon_jones@fws.gov>
Subject: Official notice of intent to pursue a de minimis determination for the Upper Mississippi River National Wildlife and Fish Refuge

Mr. Jones-

I am writing to inform you of potential impacts to the Upper Mississippi River National Wildlife and Fish Refuge ("Refuge") due to the bridge replacement project on IA 9/WI 82 over the Mississippi River. I've attached a pdf file that includes a project map and the preliminary plans that have been developed thus far. At this time, the impact area includes 5.9 acres of impacts to the refuge, a smaller portion of which will need to be acquired and converted to ROW to accommodate the new bridge tying into the existing WI 82 roadway. It's important to note a few things about that 5.9 acre figure. Firstly, it includes land that is currently used by the US Army Corps of Engineers as a storage area for dredged material. Secondly, the impact area is a rough guess of where the project may take place and we have used a 350'-400' wide area around the bridge (it does change size once it gets on land on the Iowa side). Finally, during final design the amount will likely decrease as every effort is being made to minimize impacts to the refuge. As we have discussed previously, the Refuge is protected under Section 4(f) and the Iowa DOT, in cooperation with the Wisconsin DOT, wishes to pursue a de minimis determination regarding impacts to the Refuge in accordance with Section 4(f). The de minimis process includes a public comment portion which we intend to combine with the public hearing on the Environmental Assessment being prepared for this project. It is anticipated that the public hearing will be held sometime this summer, likely August 2020. Notice of the public hearing and comment period for the de minimis will be published in local newspapers as well as on the DOT's website. After the public hearing, we will ask for your formal concurrence with the de minimis determination. You can find more information about Section 4(f) and the de minimis process [here](#). If you have any questions or comments about Section 4(f), the de minimis determination and process, or about the project in general, please feel free to contact me.

Thank you,
Shelby



SHELBY EBEL, AICP
PROGRAM PLANNER III
LOCATION AND ENVIRONMENT BUREAU- NEPA SECTION

iowadot.gov Iowa Department of Transportation

Office: 515-239-1999 [@iowadot](#)

Shelby.Ebel@iowadot.us

County: Allamakee

PIN: 16-03-009-010

Project Number: BRF-009-9(73)--38-03

Location: Mississippi River Bridge in Lansing

Type of Work: Preliminary Engineering

Project Directory: pw:\\ProjectWise.dot.int.lan:pwmain\documents\projects\0300901016

NEPA Classification: Environmental Assessment

NEPA Project Type: Bridge

Road Type: Primary

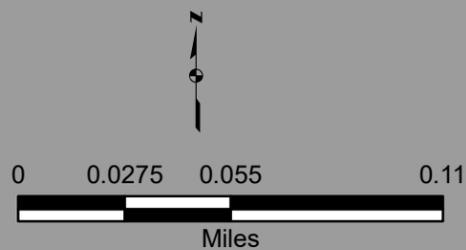
NEPA ID: 10330



USDA, Iowa State University GIS Facility, Iowa Department of Transportation



Created April 2020



Legend

-  Blue Alternative Impact Area
-  Blue Alignment (Centerline)
-  USFWS Refuge Parking Lot
-  Upper Mississippi River National Wildlife & Fish Refuge

***Black Hawk Bridge on IA 9/WI 82
USFWS Refuge - Section 4(f) Review***

BRF-009-9(73)--38-03

**Allamakee County, Iowa
Crawford County, Wisconsin**

APPENDIX D – AGENCY COORDINATION

Early Coordination Packets and Distribution List	May 15, 2017
Agency Responses to Early Coordination	various
Concurrence Points 1 and 2 (CP1&2) Presentation and Summary	March 5, 2018
Concurrence Point 3 (CP3) Summary	May 15, 2019
Determination of Effect for Threatened & Endangered Species	April 6, 2020

Office of Location & Environment
800 Lincoln Way, Ames, IA 50010

May 15, 2017

RECIPIENT

Re: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment
BRF-009-9(73)--38-03

Dear RECIPIENT:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's regulatory jurisdiction or 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 EA document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed bridge and roadway improvements. 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 me at 515-233-7782 or by email at tracy.troutner@dot.iowa.us.

Sincerely,



Tracy Troutner
Iowa Department of Transportation
NEPA Document Manager

Enclosures:
Project Description
Study Area Map

cc: Mike LaPietra, FHWA; Krista Rostad, Iowa DOT; Mark Callahan, Iowa DOT; Jon Ranney, Iowa DOT

PROJECT DESCRIPTION – MISSISSIPPI RIVER BRIDGE AT LANSING

The Iowa Department of Transportation (Iowa DOT) and the Wisconsin Department of Transportation (WisDOT) have initiated preliminary engineering and environmental reviews for the improvement of State Highway 9 (IA 9) across the Mississippi River in Lansing, Iowa (Allamakee County). The study limits extend from the west city limits of Lansing on IA 9 to the eastern tie-down of a new bridge in Wisconsin. A project study area map is attached. The proposed objectives of the project are to provide a bridge that meets current design and operations standards, to provide the appropriate clearances for the navigation channel, and to consider impacts to the environmental and community resources.

Black Hawk Bridge, which carries IA 9 and Wisconsin State Highway 82 over the Mississippi River, is more than 70 years old and poses functional problems for vehicular traffic crossing the river as well as navigational challenges for barges traveling on the river. The National Bridge Inventory has identified Black Hawk Bridge as deficient, giving it a sufficiency rating score of 34 out of 100. Iowa DOT and WisDOT generally consider bridges with sufficiency ratings below 50 as candidates for replacement.

Iowa DOT completed the *Black Hawk Bridge Feasibility Study* in December 2004 which investigated the problems associated with continued maintenance and operations of the structure. The feasibility study considered alternatives for future bridge improvement or replacement. Three new location “Build Alternatives” and a “No-Build Alternative” were deemed worthy of more detailed analysis. The study also identified feasible bridge types for further consideration

The Iowa DOT in cooperation with the WisDOT will prepare an Environmental Assessment (EA) for the proposed project. An EA is a National Environmental Policy Act (NEPA) document that is required in the preliminary stages of the planning process. The EA is a written record of the analysis of potential impacts to the environment resulting from the proposed project and is prepared for projects for which the potential for significant impacts is unclear. Impacts to both the natural and socioeconomic environment will be evaluated.

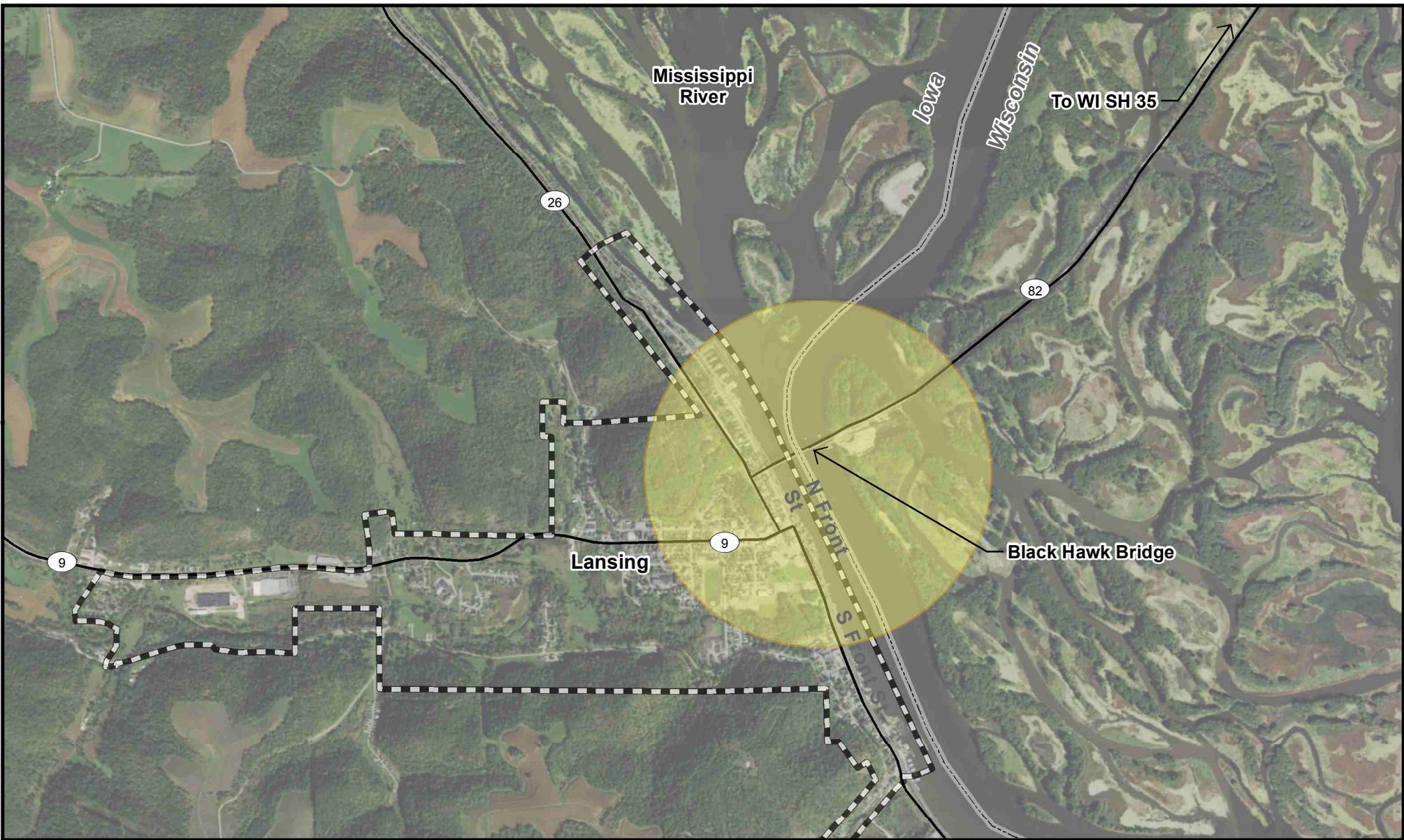
ANTICIPATED IMPACTS

The proposed project has the potential to affect a wide spectrum of resources including cultural resources; wetlands and floodplains; homes, businesses, and public lands; social and economic conditions; noise and air quality; and visual features. The types of impacts may vary depending on the elements to be considered in the final location and design of the project.

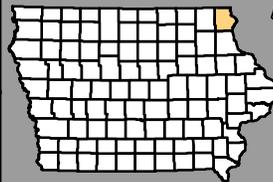
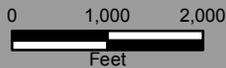
In evaluating the effects of the project, the use of existing right-of-way will be considered whenever practical although additional right-of-way may be required to accommodate the proposed improvements. Precise right-of-way impacts, as well as the potential effects of the construction process on noise levels, air quality, water quality, and property access will be determined as planning and design activities continue.

DEVELOPMENT PROCEDURES

To enable Federal funding to be used for this project, the Iowa DOT, WisDOT, and the Federal Highway Administration (FHWA) have determined that development of an EA is required. Current regulations governing development of federally funded highway improvements require early coordination with units of government who may have interests in the project or its potential impacts. This packet is intended to provide early notification of the proposed project and to solicit comments regarding the potential impacts of such an action. Several Federal, state, and local agencies will also be contacted directly to request their early input as part of the project impact identification process.



Created: 5/11/2017



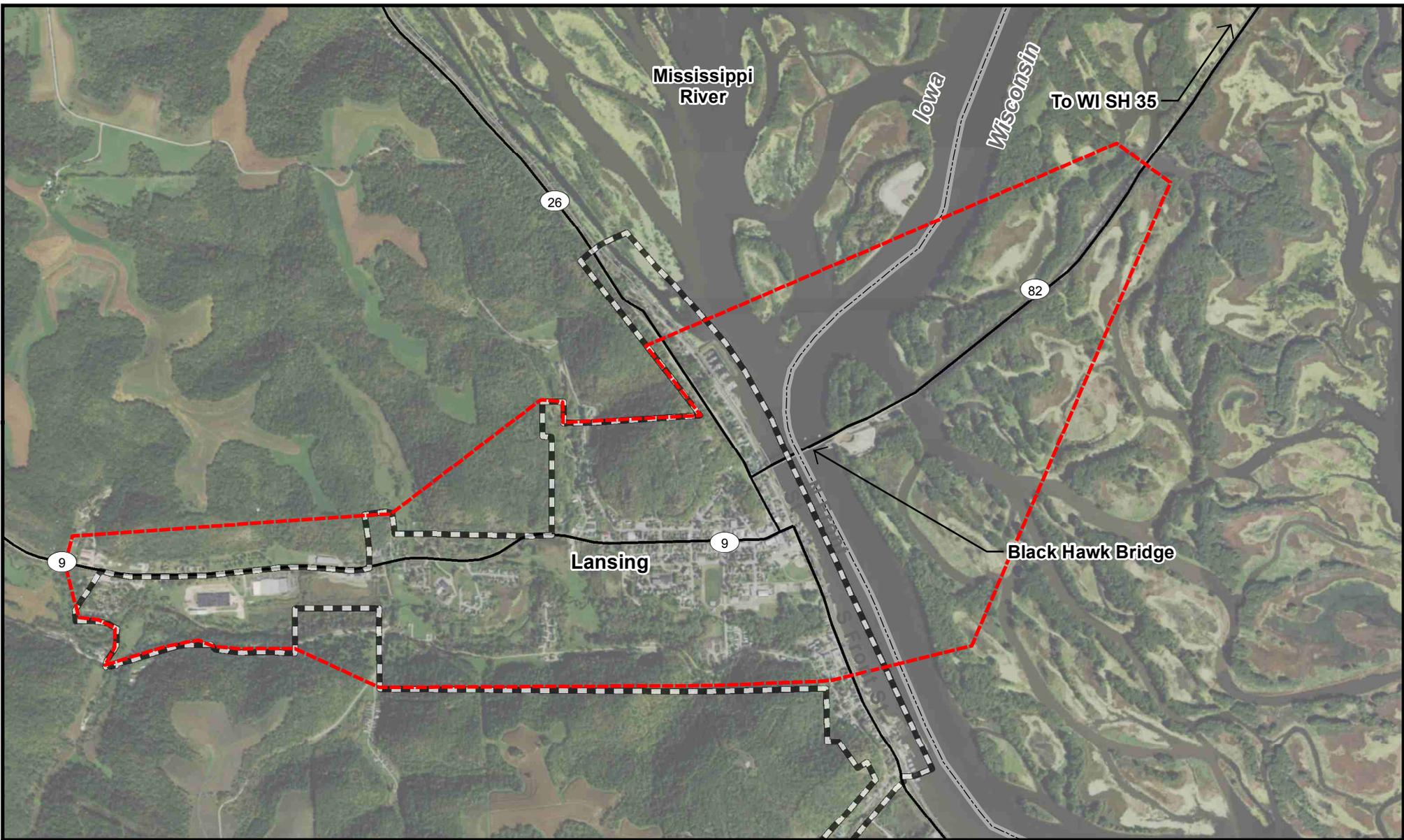
Project Location in Allamakee County



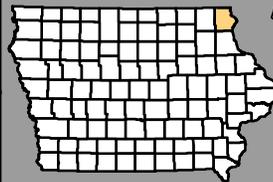
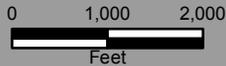
-  Project Location
-  Corporate Limits
-  State Boundary

LOCATION MAP

Mississippi River Bridge at Lansing
 Environmental Assessment
 BRF-009-9(73)--38-03
 Allamakee County, IA
 Crawford County, WI



Created: 5/11/2017



Project Location in Allamakee County



-  Project Study Area
-  Corporate Limits
-  State Boundary

STUDY AREA MAP

Mississippi River Bridge at Lansing
 Environmental Assessment
 BRF-009-9(73)--38-03
 Allamakee County, IA
 Crawford County, WI

BRF-009-9(73)--38-03 MISSISSIPPI RIVER BRIDGE AT LANSING - AGENCY CONTACT LIST [EARLY COORDINATION] 13JULY2017

Letter No.	Name	JobTitle	Agency	Address1	Address2	City	State	PostalCode	email
1	Scott Tener	Environmental Specialist	Federal Aviation Administration Central Region Airports Division	901 Locust Street	Room 364	Kansas City	MO	64106-2325	scott.tener@faa.gov
2	Courtney Hoover		Federal Emergency Management Agency						courtney_hoover@ios.doi.gov
2	Ryan Sloan		Federal Emergency Management Agency						ryan_sloan@ios.doi.gov
3	Steven Fender	Deputy Regional Administrator	Federal Railroad Administration	901 Locust Street	Suite 464	Kansas City	MO	64106	steven.fender@dot.gov
4	Calvin G. Nutt		BNSF	80 44th Avenue NE		Minneapolis	MN	55421	Calvin.Nutt@BNSF.com
5	Jim Krieger	Public Works Manager	Soo Line West Railroad, CPRS	120 South 6th Street		Minneapolis	MN	55402	Jim_Krieger@cpr.ca
6	Mark Bechtel	Planning and Program Development Team Leader	Federal Transit Administration, Region VII	901 Locust Street	Suite 404	Kansas City	MO	64106	mark.bechteldotgov
7	Christine Schwake	Environmental Services Division	Iowa Department of Natural Resources	502 East 9th Street		Des Moines	IA	50319-0034	christine.schwake@dnr.iowa.gov
8	Seth Moore	Conservation and Recreation Division	Iowa Department of Natural Resources	502 East 9th Street		Des Moines	IA	50319-0034	seth.moore@dnr.iowa.gov
9	Kathleen Moench	Section 6(f) Funds Coordinator	Iowa Department of Natural Resources	502 East 9th Street		Des Moines	IA	50319	kathleen.moench@dnr.iowa.gov
10	Joe Sanfilippo	Supervisor, IDNR Field Office 1	Iowa Department of Natural Resources	909 West Main	Suite 4	Manchester	IA	52057	
11	Terry Haindfield	Wildlife Biologist, Upper Iowa Wildlife Unit	Iowa Department of Natural Resources	2296 Oil Well Road		Decorah	IA	52101	terry.haindfield@dnr.state.ia.us
12	Jim Pardee	Wisconsin Environmental Policy Act Coordinator	Wisconsin Department of Natural Resources						james.pardee@wisconsin.gov
13	Dan Baumann	DNR Western Wisconsin Secretary Director	Wisconsin Department of Natural Resources	1300 W Clairemont		Eau Claire	WI	54701	dan.baumann@wisconsin.gov
14	Patrick Short	Mississippi River Fish Biologist	Wisconsin Department of Natural Resources	1500 E Lessard St		Prairie du Chien	WI	53821	
15	Angela Biggs	State Conservationist	U.S. Department of Agriculture	Natural Resources Conservation Service	8030 Excelsior Drive, Suite 200	Madison	WI	53717-2906	angela.biggs@wi.usda.gov
16	Judy Derricks	State Resource Conservationist	U.S. Department of Agriculture	Natural Resources Conservation Service	8030 Excelsior Drive, Suite 200	Madison	WI	53717-2906	judy.derricks@wi.usda.gov
17	Jason Nemecek	State Soil Scientist	U.S. Department of Agriculture	Natural Resources Conservation Service	8030 Excelsior Drive, Suite 200	Madison	WI	53717-2906	Jason.nemecek@wi.usda.gov
18	Steve King ²	Administrator, Deputy SHPO	State Historic Preservation Office	Department of Cultural Affairs	600 East Locust	Des Moines	IA	50319	steve.king@iowa.gov
19	Daina Penkiunas	Deputy State Historic Preservation Officer	Wisconsin Historical Society	816 State Street	Room 306	Madison	WI	53706-1482	
20	Ryan Malterud	Senior Project Manager	U.S. Army Corps of Engineers	St. Paul District, Regulatory Branch	180 Fifth Street East, Suite 700	St. Paul	MN	55101-1678	
21	District Engineer ³		U.S. Army Corps of Engineers	Rock Island District	Clock Tower Building	Rock Island	IL	61201	
22	Al Frohlich	Rock Island Regulatory Division	U.S. Army Corps of Engineers	Rock Island District, Regulatory Branch	Clock Tower Building, 1500 Rock Island Drive	Rock Island	IL	61201-2004	albert.j.frohlich@usace.army.mil
23	Eric A. Washburn	Bridge Administrator	U.S. Coast Guard, Eighth District, Western Rivers Division	1222 Spruce Street	Suite 2.102D	St. Louis	MO	63103	Eric.washburn@uscg.mil
24	David Orzechowski		U.S. Coast Guard, Eighth District, Western Rivers Division	1222 Spruce Street	Suite 2.102D	St. Louis	MO	63103	david.a.orzechowski@uscg.mil
25	Kurt Simon	State Conservationist	U.S. Department of Agriculture	Natural Resources Conservation Service	210 Walnut Street	Des Moines	IA	50309	kurt.simon@ia.usda.gov
26	LuAnn Rolling	District Conservationist	U.S. Department of Agriculture	Natural Resources Conservation Service	635 9th Street NW	Waukon	IA	52172-1448	luann.rolling@ia.usda.gov
27	Steven Eggleston ⁴	Field Office Director - Iowa	U.S. Department of Housing and Urban Development	210 Walnut Street	Room 937	Des Moines	IA	50309-2155	IA_Webmanager@hud.gov

28	Dale Darrow ⁴	Field Office Director - Wisconsin	U.S. Department of Housing and Urban Development	310 West Wisconsin Avenue	Suite 950	Milwaukee	WI	53203-2289	
29	Paul Mohr ⁴	Regional Environmental Officer	U.S. Department of Housing and Urban Development	400 State Street	Room 200	Kansas City	KS	66101-2406	Paul.F.Mohr@hud.gov
30	Robert F. Stewart	Office of Environmental Policy and Compliance	U.S. Department of Interior	Denver Federal Center	P.O. Box 25007 (D-108)	Denver	CO	80225-0007	robert_f_stewart@ios.doi.gov
31	Joe Summerlin	National Environmental Policy Act Team	U.S. Environmental Protection Agency, Region VII	11201 Renner Boulevard		Lenexa	KS	66219	summerlin.joe@epa.gov
32	Mike Sedlacek	NEPA Reviewer	U.S. Environmental Protection Agency, Region V	Ralph Metcalfe Federal Building	77 West Jackson Blvd.	Chicago	IL	60604	sedlacek.michael@epa.gov
33	Kraig McPeck	Field Office Supervisor	Rock Island Field Office, USFWS	1511 47th Avenue		Moline	IL	61265	RockIsland@fws.gov
34	Heidi Woeber	Fish and Wildlife Biologist	U.S. Fish and Wildlife Service	1511 47th Avenue		Moline	IL	61265	Heidi_Woeber@fws.gov
35	Kristen Lundh	Endangered Species	U.S. Fish and Wildlife Service	1511 47th Avenue		Moline	IL	61265	Kristen_Lundh@fws.gov
36	Sabrina Chandler	Refuge Manager, Upper Mississippi River National Wildlife and Fish Refuge	U.S. Fish and Wildlife Service	Refuge Headquarters	51 East Fourth Street, Room 101	Winona	MN	55987	Sabrina_Chandler@fws.gov
37	Tim Yager	Deputy Refuge Manager, Upper Mississippi River National Wildlife and Fish Refuge	U.S. Fish and Wildlife Service	Refuge Headquarters	51 East Fourth Street, Room 101	Winona	MN	55987	Timothy_Yager@fws.gov
38	Brandon Jones	District Manager, McGregor District, Upper Mississippi River National Wildlife and Fish Refuge	U.S. Fish and Wildlife Service	470 Cliff Haven Road		Prairie du Chien	WI	53821	Brandon_Jones@fws.gov
39	Gene Pavelka	District Utility Coordinator, District 2	Iowa Department of Transportation	428 43rd Street SW		Mason City	IA	50401	gene.pavelka@iowadot.us
40	Jon Ranney	District 2 Engineer	Iowa Department of Transportation	428 43rd Street SW		Mason City	IA	50401	EJon.Ranney@iowadot.us
41	Brennan Dolan	Cultural Resources Project Manager, District 2	Iowa Department of Transportation	800 Lincoln Way		Ames	IA	50010	
42	Debra Arp	Team Leader, Grant Programs	Iowa Department of Transportation						debra.arp@iowadot.us
43	Joe Nestler, P.E.	Administrator, Division of Transportation System Development	Wisconsin Department of Transportation	4802 Sheboygan Avenue		Madison	WI	53705	joseph.nestler@dot.wi.gov
44	Angela Adams	Deputy Director, La Crosse Office	Wisconsin Department of Transportation	3550 Mormon Coulee Road		La Crosse	WI	54601	swr.dtsd@dot.wi.gov
45	Joe Olson	Deputy Director, La Crosse Office	Wisconsin Department of Transportation	3550 Mormon Coulee Road		La Crosse	WI	54601	swr.dtsd@dot.wi.gov
46	Edith Pfeffer	MRPC Chair	MRPC						edithrpfeffer@gmail.com
47	James Janett	Conservation Director	Allamakee County Conservation Office	427 N. 1st Street		Harpers Ferry	IA	52146	accb@acegroup.cc
48		Allamakee County Conservation Board		427 N. 1st Street		Harpers Ferry	IA	52146	accb@acegroup.cc
49	Larry Schellhammer	Board of Supervisors	Allamakee County	110 Allamakee Street		Waukon	IA	52172	boardofsupervisors@co.allamakee.ia.us
50	Dan Byrnes	Board of Supervisors	Allamakee County	110 Allamakee Street		Waukon	IA	52172	boardofsupervisors@co.allamakee.ia.us
51	Dennis Koenig	Board of Supervisors	Allamakee County	110 Allamakee Street		Waukon	IA	52172	boardofsupervisors@co.allamakee.ia.us
52	James Garrett	President	Allamakee County Historical Society and Research Center	121 Allamakee Street		Waukon	IA	52172	info@allamakeehistory.org
53	Thomas Blake	County Zoning Administrator	Allamakee County Planning and Development	110 Allamakee Street		Waukon	IA	52172	
54	Brian Ridenour, P.E.	County Engineer	Allamakee County	870 Fourth Street NW		Waukon	IA	52172	engineer@co.allamakee.ia.us
55		Lansing Public Works Department	City of Lansing	PO Box 307		Lansing	IA	52151	
56	Mike Brennan	Mayor	City of Lansing	PO Box 307		Lansing	IA	52151	
57		Lansing City Clerk	City of Lansing	PO Box 307		Lansing	IA	52151	
58	Rick Walsh	Lansing Historian	City of Lansing	PO Box 307		Lansing	IA	52151	
59	David Robertson	Village Board President	Village of De Soto	280 N. Academy Street		De Soto	WI	54624	
60	Alan Kirchner	Village President	Village of Ferryville			Ferryville	WI		Alkirchner@centurytel.net

61	Jeff Tisl	Regional Coordinator	Allamakee Soil and Water Conservation District	635 9th ST NW		Waukon	IA	52172-1448	
62	Matt Cole	President	Allamakee County Economic Development and Tourism Board of Directors	101 W. Main Street		Waukon	IA	52172	aced@mchsi.com
63	Crawford County Highway Department			21515 State Hwy 27		Seneca	WI	54654	
64		Crawford County Zoning		225 North Beaumont Road	Suite 230	Prairie du Chien	WI	63821	
65	Dave Troester	Crawford County Conservationist		225 North Beaumont Road	Suite 230	Prairie du Chien	WI	63821	
66	Karyl Fritsche	NRCS District Conservationist		225 North Beaumont Road	Suite 230	Prairie du Chien	WI	63821	
	Dennis J. Pelock	Commissioner	Crawford County Highway Department	21515 State Highway 27	P.O. Box 39	Seneca	WI	54654	DPelock@CrawfordCountyWI.org



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Upper Mississippi River National Wildlife and Fish Refuge
51 E. Fourth Street - Room 100
Winona, Minnesota 55987

IN REPLY REFER TO:

June 5, 2017

Tracy Troutner
NEPA Document Manager
Iowa Department of Transportation
Office of Location and Environment
800 Lincoln Way
Ames, Iowa 50010

RE: Mississippi River Bridge at Lansing, Iowa

Dear Mr./Ms. Troutner:

In a letter dated May 15, 2017, you requested comments regarding the preparation of an environmental assessment (EA) which would evaluate the environmental effects of improvements of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa. This crossing is also known as the Black Hawk bridge.

The Upper Mississippi River National Wildlife and Fish Refuge (Refuge) owns or manages over 240,000 acres of land and water between Wabasha, MN and Rock Island, IL. In the vicinity of the Black Hawk bridge, the Refuge owns/manages lands on the Wisconsin side of the bridge and along either side of the Wisconsin State Highway 82 corridor. The Refuge is a nationally significant resource providing critical habitat for threatened and endangered species, migratory birds, fish, reptiles, mammals, plants and other fish and wildlife resources. A copy of the Refuge's comprehensive conservation plan is enclosed with this letter to assist your agency with identifying the significance of the Refuge and the diversity of fish, wildlife and habitats which are found on the Refuge.

As planning for the Black Hawk bridge improvements continues, we urge the Iowa and Wisconsin DOTs and Federal Highway Administration to avoid impacts to the Refuge. If it appears that impacts will be unavoidable, then the Iowa and Wisconsin DOTs and Federal Highway Administration will need to work closely with the Refuge to minimize impacts and mitigate for damages done to fish, wildlife or habitat which occur on the Refuge.

The Black Hawk bridge spans the Mississippi River at river mile 664.5 of Pool 9. Pool 9 of the Mississippi River is known to provide habitat for the Federally endangered Higgins eye pearl mussel (*Lampsilis higginsii*). If you haven't already done so, we recommend that you contact either the Iowa and Illinois Ecological Services Field Office of the U.S. Fish and Wildlife Service (309-757-5800) and/or the Minnesota and Wisconsin Ecological Services Field Office (952-252-0092) for further information about threatened and endangered species and compliance with the Endangered Species Act.

Thank you for the opportunity to provide preliminary, scoping comments on this project. Future correspondence and coordination can be directed to Mr. Brandon Jones, District Manager of the McGregor District of the Upper Mississippi River National Wildlife and Fish Refuge. Mr. Jones will serve as the local point of contact for the project and can be reached by phone at 608-326-0515 or e-mail at brandon_jones@fws.gov.

Sincerely,



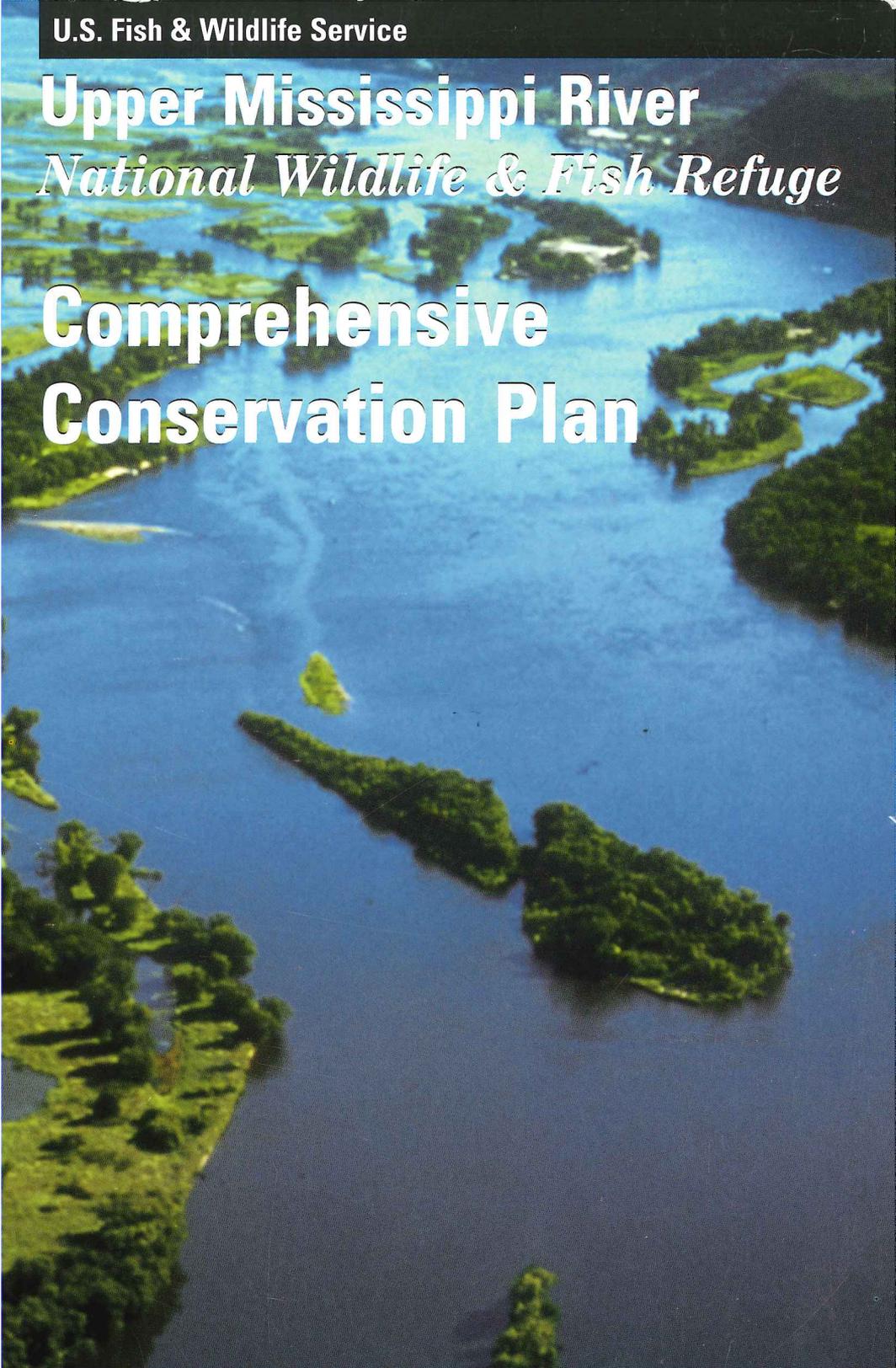
Sabrina Chandler
Refuge Manager

Cc: Peter Fasbender, USFWS, ES, Twin Cities, MN
Kraig McPeck, USFWS, ES, Rock Island, IL

U.S. Fish & Wildlife Service

Upper Mississippi River
National Wildlife & Fish Refuge

**Comprehensive
Conservation Plan**





Upper Mississippi River National Wildlife and Fish Refuge

51 East Fourth Street, Room 101

Winona, MN 55987

<http://www.fws.gov/midwest/UpperMississippiRiver>

U.S. Fish and Wildlife Service

<http://www.fws.gov>

Region 3, U.S. Fish and Wildlife Service

<http://www.fws.gov/midwest>

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2434
Fax: (314)269-2737
Email: allan.o.monterroza@uscg.mil
www.uscg.mil/d8/westerriversbridges

16591.1/663.5 UMR
May 17, 2017

RECEIVED

MAY 24 2017

Office of Location & Environment

Ms. Tracy Troutner
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Subj: PROPOSED LANSING BRIDGE REPLACEMENT, MILE 663.5,
UPPER MISSISSIPPI RIVER

Dear Ms. Troutner:

This is in reply to your correspondence dated May 15, 2017, concerning the proposed bridge project at Mile 663.5, Upper Mississippi River.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction. The Upper Mississippi River is considered to be a navigable waterway of the United States for bridge administration purposes at the bridge site.

Applications for bridge permits should be addressed to Commander (dwb), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832, Attn: Bridge Branch. To assist you in submitting a bridge permit application, the Bridge Permit Application Guide can be found at the following link: http://www.uscg.mil/hq/cg5/cg551/BPAG_Page.asp. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridge and its immediate approaches on the environment. We recommend that the impacts of procedures for constructing cofferdams, sand islands, and falsework bents, etc., that will be employed to build the bridge or modify the existing bridge as well as the removal of the old bridge be discussed. The environmental document should also contain data on the number, size and types of vessels currently using the waterway. This information should be compared with past and projected future trends on the use of the waterway.

It is our understanding the Federal Highway Administration has assumed the role as the lead federal agency. We require a letter from FHWA stating that they will serve as lead federal agency for the National Environmental Policy Act and other environmental laws such as the National Historic Preservation Act, Threatened and Endangered Species Act and the Invasive Species Act. We agree to serve as a Cooperating Agency for the project from a navigation standpoint. We should be given the opportunity to review the environmental document before it is finalized.

Subj: PROPOSED LANSING BRIDGE REPLACEMENT
MILE 663.5, UPPER MISSISSIPPI RIVER

16591.1/663.5 UMR
May 17, 2017

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. Allan Monterroza at the above telephone number if you have questions regarding our comments or requirements.

Sincerely,



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

Copy: Mr. Mike LaPietra, FHWA



U.S. Department
of Transportation
**Federal Highway
Administration**

Iowa Division

February 4, 2020

105 6th Street
Ames, Iowa 50010
(515) 233-7300
(515) 233-7499
iowa.FHWA@dot.gov

In Reply Refer To:
HDA – IA

Mr. Allan O. Monterroza
Bridge Management Specialist
U.S. Coast Guard
District 8 Bridge Branch
1222 Spruce Street
St. Louis, MO 63013

BRF-009-9(73)--38-03, Black Hawk Bridge
Iowa 9/Wisconsin 82, Lansing, Iowa

Dear Mr. Monterroza:

The Federal Highway Administration (FHWA) Iowa Division office would like to verify with the U.S. Coast Guard that FHWA is the Federal Lead Agency for the environmental document for the Black Hawk Bridge environmental document, in accordance with Section 139(c)(1)(A) of title 23, U.S. Code and Section 1.81(a)(5) of title 49 of the CFR.

The Iowa Division looks forward to coordinating with the U.S. Coast Guard on this project. Please feel free to contact me if you need any information.

Sincerely,

Michael La Pietra
Transportation Specialist

Cannon-Mackey, Shari

From: Held, Beth (FTA) <beth.held@dot.gov>
Sent: Thursday, May 18, 2017 3:55 PM
To: Troutner, Tracy
Cc: Bechtel, Mark (FTA)
Subject: RE: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

Good afternoon Tracy,

Thank you for including FTA in the early notification process for the preparation of an EA on the proposed bridge replacement for the Black Hawk Bridge. I am responding on behalf of Mark Bechtel as the FTA Region 7 environmental specialist. At this early stage of the NEPA process in analyzing the impacts associated with a bridge replacement over the Mississippi River in Lansing, Iowa, FTA will keep the local transit systems apprised of the project and any potential impacts to their transit service.

Please let me know if I can be of any assistance during the preparation of the EA for compliance with Executive Order (EO) 11988, Floodplain Management and or EO 11990, Protection of Wetlands.

Thank you,
Beth

Beth Held, CFM

Regional Environmental Specialist
Federal Transit Administration – Region VII
901 Locust Street, Suite 404 || Kansas City, Missouri || 64106
816-329-3934 || beth.held@dot.gov



Please consider the environment before printing this email.

From: Troutner, Tracy [<mailto:TRACY.TROUTNER@iowadot.us>]
Sent: Tuesday, May 16, 2017 11:25 AM
To: Bechtel, Mark (FTA) <Mark.Bechteler@dot.gov>
Subject: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's regulatory jurisdiction or 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 EA document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed bridge and roadway improvements. 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 me at 515-233-1467 or by email at tracy.troutner@iowadot.us.

Tracy



TRACY TROUTNER

OFFICE OF LOCATION AND ENVIRONMENT – NEPA SECTION

Iowa Department of Transportation

Office: 515-239-1467

tracy.troutner@iowadot.us

Cannon-Mackey, Shari

From: Pavelka, Gene
Sent: Wednesday, May 24, 2017 11:05 AM
To: Troutner, Tracy
Cc: Rostad, Krista; Callahan, Mark
Subject: RE: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

Tracy,

The only input I can contribute is to the utilities which are present on the Iowa side. I did a design request and there are four different utility companies with facilities, north of the existing bridge. The design request to the south of the existing bridge showed five utility companies, with facilities present. From a utility standpoint either location will be OK.



GENE PAVELKA
ENGINEERING TECH SR.
DISTRICT 2 OFFICE

iowadot.gov

Office: 641-422-9449

Cell: 641-430-2395

 Iowa Department of Transportation

 @iowadot

From: Troutner, Tracy
Sent: Tuesday, May 16, 2017 11:37 AM
To: Pavelka, Gene <Gene.Pavelka@iowadot.us>
Subject: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's regulatory jurisdiction or 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 EA document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed bridge and roadway improvements. 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 me at 515-233-1467 or by email at tracy.troutner@iowadot.us.

Tracy



TRACY TROUTNER

OFFICE OF LOCATION AND ENVIRONMENT – NEPA SECTION

Iowa Department of Transportation

Office: 515-239-1467

tracy.troutner@iowadot.us

June 11, 2017

Tracy Troutner
NEPA Document Manager
Iowa Department of Transportation
Office of Location and Environment
800 Lincoln Way
Ames, IA 50010

RE: Black Hawk Mississippi River Bridge
Environmental Assessment Comments
BRF-009-9-(73)—38-03

Dear Mr. Troutner:

Thank you for allowing Upper Explorerland Regional Planning Commission an opportunity to review the Environmental Assessment concerning the Black Hawk Mississippi River Bridge. UERPC is a five-county council of government that covers the counties of Allamakee, Clayton, Howard, Fayette and Winneshiek. UERPC is considered the RPA for the region and is very interested in transportation and economic development issues facing our region.

UERPC also is certified in completing environmental assessments on various projects within the region. UERPC understands the importance of environmental issues that would align with the replacement of the bridge. Our agency would not want to construct a bridge while harming any environmental concerns.

The BlackHawk bridges holds high importance to the region for economic development growth and continuation. The Wisconsin region is highly considered within the laborshed area for workforce. Within the feasibility study, I noted three options for replacement of the bridge. I would ask that whichever option is found to be the appropriate option, please consider the City of Lansing's existing structure.

Within the agency's work for economic development, the region sees the bridge as one of the highest priorities for economic growth. From workforce, transportation to tourism efforts, the bridge is the key link.

Thank you for allowing UERPC to comment on the assessment. I hope you understand the need for the bridge to exist for our region and for the state of Iowa.

Sincerely,



Rachelle Howe

Cannon-Mackey, Shari

From: scott.tener@faa.gov
Sent: Tuesday, May 16, 2017 1:45 PM
To: Troutner, Tracy
Subject: FAA Response: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

Follow Up Flag: Follow up
Flag Status: Flagged

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

Several items may need to be checked such as any structures, roads, objects, and temporary construction equipment (e.g. cranes) that exceed the notice criteria.

For transportation projects involving long routes, multiple locations will need to be checked because of the length of the route. We recommend checking the route at 1 mile intervals and at increases in elevation (e.g. natural rise, bridges & overpasses).

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, P.E.
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: Troutner, Tracy [mailto:TRACY.TROUTNER@iowadot.us]
Sent: Tuesday, May 16, 2017 11:23 AM
To: Tener, Scott (FAA)
Subject: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's regulatory jurisdiction or 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 EA document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed bridge and roadway improvements. 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 me at 515-233-7782 or by email at tracy.troutner@iowadot.us.

Tracy



TRACY TROUTNER

OFFICE OF LOCATION AND ENVIRONMENT – NEPA SECTION

Iowa Department of Transportation

Office: 515-239-1467

tracy.troutner@iowadot.us



REPLY TO
ATTENTION OF

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

June 12, 2017

Regional Planning and
Environmental Division North (RPEDN)

Iowa Department of Transportation
Attn: Tracy Troutner
Office of Location & Environment
800 Lincoln Way
Ames, Iowa 50010

RECEIVED

JUN 15 2017

Office of Location & Environment

Dear Mr. Troutner:

I received your letter dated 18, 2017, concerning the preparation of an EA for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing the Mississippi River at Lansing, Iowa. The US Army Corps of Engineers, Rock Island District and St. Paul District staff reviewed the information you provided and have the following comments:

a. Real Estate Offices: The lands involved are outside the Civil Works geographic (real estate) boundaries of the Rock Island District. You must coordinate with the St. Paul District as there may be impacts to navigation if the work requires restoration or repair of the existing bridge piers. When contacting the St. Paul District be sure to include possible impacts to commercial navigation and how those impacts are to be minimized. The address for coordination is as follows:

USACE – St. Paul District
Attn: Nick Castellane CEMVP-PM-B
180 – 5th Street East, Suite 401
St. Paul, MN 55101-1638

b. Regulatory Offices: The St. Paul District will permit regulatory work done in Wisconsin while the Rock Island District will permit work done in Iowa. The project includes activities over the Mississippi River, a Section 10, Navigable Water of the United States. The work would likely be subject to the Corps of Engineers' jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States, or any work that would affect the course, location, condition, or capacity of those waters, unless the work has been authorized by a Department of the Army permit.

Also, Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. USACE Regulatory Branches will require additional details of your project before making a final determination of permit requirements. When detailed plans are available, please complete and submit an application packet to the Districts for processing.

If you have any questions regarding permit requirements under Section 404 of the Clean Water Act go to our website at <http://www.mvr.usace.army.mil/Missions/Regulatory/>. If you have further questions please contact Mr. Mike Hayes of our Regulatory Branch. You may reach Mr. Hayes by writing to our address above, ATTN: Regulatory Branch (Hayes), or by telephoning 309/794-5372.

c. The Responsible Federal Agency should coordinate with the Iowa Historic Preservation Agency, ATTN: Review and Compliance Coordinator, State Historical Society of Iowa, 600 East Locust, State Historic Building, Des Moines, IA, 50319 to determine impacts to historic properties. Coordination should also be coordinated with the State Historical Society of Wisconsin, Division of Historic Preservation, 816 State Street, Madison, WI, 53706-1488, to determine impacts to historic properties.

d. The Rock Island Field Office of the U.S. Fish and Wildlife Service should be contacted to determine if any federally-listed endangered species are being impacted and, if so, how to avoid or minimize impacts. The Rock Island (County) Field Office address is: 1511 - 47th Avenue, Moline, IL, 61265. Mr. Kraig McPeck is the Field Supervisor. You can reach him by calling 309/757-5800.

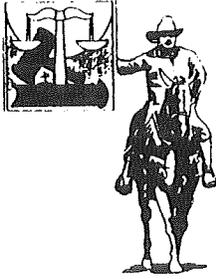
e. Emergency Management Office: The St. Paul District is responsible for operating and maintaining the Mississippi River for safe and effective navigation. In order to help ensure the St. Paul District will be able to fulfill its authorized mission on the Mississippi River, permission under Section 408 may be required for the proposed project. Contact Nathan Wallerstedt at 651/290-5477 with any questions. Also, the Iowa and Wisconsin Emergency Management Divisions should be contacted to determine if the proposed project may impact areas designated as floodway.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Ms. Wendy Frohlich of our Environmental Compliance Branch, telephone 309/794-5573.

Sincerely,



James S. Ross
Chief, Environmental Compliance Branch



Jay T. Schweitzer
Box 112
Columbus Junction, Iowa 52738

Home
319-728-3180

Office
319-728-2219

June 20, 2017

Tracy Troutner
Iowa Department of Transportation
NEPA Document Manager
Office of Location and Environment
800 Lincoln Way
Ames, IA 50010

RE: Mississippi River Bridge at Lansing, Iowa BRF-1009-9(73)—38-04

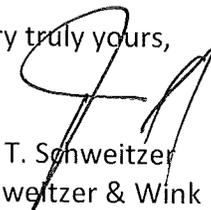
Dear Tracy:

On the 15th of May, 2017 you wrote to the Mississippi River Parkway Commission chair in Iowa, Edith Pfeffer on behalf of the Iowa Commission. I want to thank you for keeping us in mind in regard to the placement and/or construction of the bridge at Lansing. At our meeting on the 19th of June I was assigned to communicate back with you in regard to this matter.

Our position at this time is that we think the construction of the bridge is extremely important and we support your efforts in doing this. We feel that the construction will be done in an appropriate manner both aesthetically and environmentally.

Please keep us in the loop.

Very truly yours,


Jay T. Schweitzer
Schweitzer & Wink
PO Box 112
222 Main St.
Columbus Junction, IA 52738
319-728-2219 Phone
319-728-8449 Fax
Louisa County Commissioner

CC: Edith Pfeffer

JTS:tt

From: [Kalvelage, Karen M - DNR](#)
To: [Narigon, John](#)
Cc: [Troutner, Tracy](#); [THOMAS KRATT](#); [Shari Cannon-Mackey](#); [Eisenbeis, Kevin](#); [Vetsch, Stephan - DOT](#); [Fischer, Bobbi J - DNR](#)
Subject: RE: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment
Date: Thursday, June 15, 2017 2:59:06 PM
Attachments: [image001.png](#)
[image002.png](#)
[image005.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

John

These river bridges are always unique and interesting projects to be involved in. Given the location of the structure and associated causeway and the potential impacts to refuge lands the WDNR environmental requirements will likely be obtained by meeting the federal requirements (USFWS, ACOE, USCC). Following the NEPA (and WEPA) process ensures our needs will be met.

The environmental information documented within the 2004 feasibility study is still applicable today and as the project progresses we can provide more in-depth information and concerns. The alignment will be of great interest not only for environmental impacts but for the approach to the causeway into WI as the recent concern with STH 82.

Please continue to provide information as the project develops as I will be your prime WDNR contact. I look forward to working with you and your team.

Feel free to contact me with any questions regarding the project itself or the Cooperative Agreement process that WisDOT and WDNR share.

Thank you

Karen

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Karen Kalvelage

Phone: (608) 785-9115

Karen.Kalvelage@wisconsin.gov

From: Narigon, John [mailto:John.Narigon@iowadot.us]
Sent: Thursday, June 08, 2017 1:47 PM
To: Kalvelage, Karen M - DNR
Cc: Troutner, Tracy; Kratt, Thomas J - DOT; Shari Cannon-Mackey; Eisenbeis, Kevin
Subject: RE: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

Karen,

The three alternative alignments that were recommended for continued study are the starting point of our present efforts. Tracy has provided a link to that study document below.

The consultant, Burns and McDonnell, has suggested a fourth alignment on a slight skew to the existing bridge that we may investigate.

Bridge types for each alignment are yet to be determined, primarily dependent upon the navigation requirements of the USCG.

There aren't any plans developed at this point.

We'll keep in touch as the project develops. Let me know of any questions or concerns.

Thanks,

JOHN M. NARIGON, P.E.

OFFICE OF LOCATION AND ENVIRONMENT
iowadot.gov Iowa Department of Transportation
Office: 515-233-7782 @iowadot

From: Troutner, Tracy
Sent: Thursday, June 08, 2017 1:13 PM
To: Kalvelage, Karen M - DNR <Karen.Kalvelage@wisconsin.gov>
Cc: Narigon, John <John.Narigon@iowadot.us>
Subject: RE: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

Karen,

I have cc'd John Narigon, who is the Project Manager for this project. He can answer some of your questions. As to the upcoming public involvement meeting, I think we will be presenting the purpose and need, and potentially the alternatives that are being carried forward from the 2004 study. We will use that meeting to hear from the public in regard to the needs, concerns, and other ideas that people have in regard to this.

Expect to hear back from John. It was nice to talk with you today.

Tracy

TRACY TROUTNER

OFFICE OF LOCATION AND ENVIRONMENT – NEPA SECTION
Iowa Department of Transportation

Office: 515-239-1467
tracy.troutner@iowadot.us

From: Kalvelage, Karen M - DNR [<mailto:Karen.Kalvelage@wisconsin.gov>]
Sent: Thursday, June 8, 2017 11:51 AM
To: Troutner, Tracy <TRACY.TROUTNER@iowadot.us>

Subject: RE: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

Tracey

Thanks for the info. You stated that you will be having a PIM shortly, what information will you be presenting beyond the info you sent over?

Is the department still looking at the same 3 options identified within the 2004 Feasibility Study?

What bridge types are being considered? Can you provide a copy of that study for review?

Can you provide any plans (even 10%) regarding the project?

With the project being so broad there could be lots of comments that may not be necessary in the long run.

Thanks

Karen

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Karen Kalvelage

Phone: (608) 785-9115

Karen.Kalvelage@wisconsin.gov

From: Troutner, Tracy [<mailto:TRACY.TROUTNER@iowadot.us>]

Sent: Thursday, June 08, 2017 10:07 AM

To: Kalvelage, Karen M - DNR

Subject: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

As a part of early coordination, we are soliciting comments from your agency regarding the proposed project as it relates to your agency's regulatory jurisdiction or 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 EA document as appropriate.

The enclosed information should help you understand the nature of the project and help you determine the location of the proposed bridge and roadway improvements. 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 me at 515-233-1467 or by email at tracy.troutner@iowadot.us.

Also Here is the Feasibility Study from 2004.

<https://www.iowadot.gov/ole/documents/FinalBlackHawkReport.pdf> Some of the alternative alignments are being carried forward. There may be more alternatives developed as well. This is the beginning of the Environmental Assessment, which will take a few years to complete. There will be the first public input meeting on August 8 in Lansing.

Tracy

TRACY TROUTNER

OFFICE OF LOCATION AND ENVIRONMENT – NEPA SECTION
Iowa Department of Transportation

Office: 515-239-1467

tracy.troutner@iowadot.us

From: [Fischer, Bobbi J - DNR](#)
To: [Troutner, Tracy](#)
Subject: FW: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment
Date: Wednesday, May 24, 2017 10:55:17 AM
Attachments: [image001.png](#)
[image003.png](#)
[13 Dan Baumann.pdf](#)

First e-mail didn't go through.

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Bobbi Jo Fischer

Environmental Analysis Supervisor – Bureau of Environmental Analysis & Sustainability

Phone: (715) 421-7845

Cell: (920) 420-2680

bobbi.fischer@wisconsin.gov

From: Fischer, Bobbi J - DNR
Sent: Wednesday, May 24, 2017 10:53 AM
To: 'tracy.troutner@dot.iowa.us'
Cc: Kalvelage, Karen M - DNR (Karen.Kalvelage@wisconsin.gov); Baumann, Dan G - DNR
Subject: FW: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

Hello Tracy.

Thank you so much for your request for very preliminary comments for the reconstruction of the Black Hawk Bridge.

Your Wisconsin DNR contact will be Karen Kalvelage, Environmental Analysis & Review Specialist, out of our Eau Claire office. Her email is Karen.kalvelage@wisconsin.gov Her phone number is 608-785-9115.

We are working closely with WisDOT to determine the best route for our comments to IOWA DOT (directly? Via WisDOT Project Development? Via WisDOT Environmental Unit? Etc.).

Once the communication chain has been established, we will strive get you our comments by the June 15th deadline you indicated in your letter.

Best Regards,
Bobbi Jo Fischer

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Bobbi Jo Fischer

Environmental Analysis Supervisor – Bureau of Environmental Analysis & Sustainability

Phone: (715) 421-7845

Cell: (920) 420-2680

bobbi.fischer@wisconsin.gov

From: Baumann, Dan G - DNR
Sent: Tuesday, May 16, 2017 1:27 PM
To: Kalvelage, Karen M - DNR; Fischer, Bobbi J - DNR; Fischer, James R - DNR
Subject: FW: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

Not sure if any of you received this. Please process and respond as appropriate. Thanks much.

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Dan Baumann, P.E.

Phone: 715-839-3722

Dan.baumann@wisconsin.gov

From: Troutner, Tracy [<mailto:TRACY.TROUTNER@iowadot.us>]
Sent: Tuesday, May 16, 2017 11:28 AM
To: Baumann, Dan G - DNR
Subject: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

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Tracy

TRACY TROUTNER

OFFICE OF LOCATION AND ENVIRONMENT – NEPA SECTION
Iowa Department of Transportation

Office: 515-239-1467

tracy.troutner@iowadot.us

From: [Moench, Kathleen](#)
To: [Troutner, Tracy](#)
Subject: Re: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment
Date: Tuesday, May 16, 2017 1:28:20 PM
Attachments: [image003.png](#)

Tracy,

After review of the 2004 study, alternative S6 poses the highest possibility of negatively affecting recreational land funded with state Fish Habitat Funds at Clear Creek Park. If alternative S6, as described in the 2004 study, continues to be considered, please keep our office informed and we can better determine what effects, if any, there are. Thank you, Kathleen



Kathleen Moench | Executive Officer
Iowa Department of Natural Resources
P 515-725-8213 | F 515-725-0384 | 502 E. 9th St., Des Moines, IA 50319
www.iowadnr.gov

On Tue, May 16, 2017 at 11:26 AM, Troutner, Tracy <TRACY.TROUTNER@iowadot.us> wrote:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

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Tracy



TRACY TROUTNER

OFFICE OF LOCATION AND ENVIRONMENT – NEPA SECTION

Iowa Department of Transportation

Office: 515-239-1467

tracy.troutner@iowadot.us

From: [Freeman, Beth](#)
To: [Troutner, Tracy](#)
Subject: Automatic reply: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment
Date: Tuesday, May 16, 2017 11:24:30 AM

I have retired from federal service. If you have questions or concerns regarding FEMA please call 816-283-7060.

From: [Washburn, Eric CIV](#)
To: [Troutner, Tracy](#)
Cc: [Monterroza, Allan O CIV](#)
Subject: RE: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment
Date: Tuesday, May 16, 2017 2:26:55 PM

Yes, the Coast Guard will serve as a cooperating agency with FHWA the lead on NEPA, NHPA, and other control laws.

We'll follow up with a letter this week. Thanks for the heads up.

Respectfully,

Eric Washburn
USCG Bridge Administrator, Western Rivers
STL
314-269-2378

-----Original Message-----

From: Troutner, Tracy [<mailto:TRACY.TROUTNER@iowadot.us>]
Sent: Tuesday, May 16, 2017 11:31 AM
To: Washburn, Eric CIV
Subject: [Non-DoD Source] Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

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Tracy

Tracy Troutner

Office of location and environment - NEPA Section

Iowa Department of Transportation

Office: 515-239-1467

tracy.troutner@iowadot.us <<mailto:tracy.troutner@iowadot.us>>

From: [Schwake, Christine](#)
To: [Troutner, Tracy](#)
Subject: Iowa DNR comments for the Mississippi River Bridge at Lansing, IA
Date: Tuesday, June 13, 2017 1:56:00 PM
Attachments: [Allamakee Co IDOT Mississippi River Bridge at Lansing IA Hwy 9 - WI Hwy 82 BRF-009-973--38-03.pdf](#)

Hi Tracy,

Here are my comments for the IA Hwy 9 - WI Hwy 82 bridge.

Thanks, Chris

--



Christine Schwake | Environmental Specialist
Iowa Department of Natural Resources
P 515-725-8399 | F 515-725-8201 | 502 E. 9th St., Des Moines, IA 50319
www.iowadnr.gov

STATE OF IOWA
GOVERNOR KIM REYNOLDS ★ LT. GOVERNOR ADAM GREGG
DIRECTOR OF DNR, CHUCK GIPP

June 13, 2017

MR TRACY TROUTNER
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010

RE: Mississippi River Bridge at Lansing, Iowa in Allamakee County
Iowa State Highway 9 and Wisconsin Highway 82
BRF-009-9(73)—38-03

Dear Mr. Troutner:

This letter is in response to the May 15, 2017 letter concerning the Mississippi River Bridge at Lansing, Iowa in Allamakee County, Iowa. Thank you for inviting our comments.

As you are aware, waters of the United States (includes wetlands) should not be disturbed if a less environmentally damaging alternative exists. Unavoidable adverse impacts should be minimized to the extent practicable. Any remaining adverse impacts should be mitigated through restoration, enhancement, creation and/or preservation activities. Information regarding the requirements for mitigation is described in the Federal Register (Volume 73, No. 70) dated April 10, 2008, under "Compensatory Mitigation for Losses of Aquatic Resources; Final Rule".

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. Based on the information you provided, a Section 404 permit may be required for this project. A completed application packet should be submitted to the Rock Island District Corps of Engineers as well as 2 copies to the Iowa Department of Natural Resources for processing as soon as possible. The application form can be obtained at: <http://www.iowadnr.gov/InsideDNR/RegulatoryLand/FloodPlainManagement/FloodPlainDevPermits.aspx> or at <http://www.mvr.usace.army.mil/Missions/Regulatory/Permits.aspx>

We would ask that Best Management Practices be used to control erosion and protect water quality near the projects. You are encouraged to conduct your construction activities during a period of low flow. You are required to seed all disturbed areas with native grasses and to implement appropriate erosion control measures to insure that sediments are not introduced into waters of the United States during construction of the projects. Clearing of vegetation, including trees located in or immediately adjacent to waters of the state, should be limited to that which is absolutely necessary for construction of the projects. Please work with U.S. Fish and Wildlife Service if trees will be cleared.

If you have any questions, please call me at (515) 725-8399.

Sincerely,



Christine Schwake
Environmental Specialist

From: [Nemecek, Jason - NRCS - Madison, WI](#)
To: [Troutner, Tracy](#)
Cc: [Pena, Kent - NRCS, Madison, WI](#); [Deniger, Jeff - NRCS, Richland Center, WI](#)
Subject: RE: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment
Date: Tuesday, May 16, 2017 12:39:02 PM
Attachments: [image003.png](#)
[image004.png](#)
[image001.png](#)
[FPPA Background.docx](#)

Hi Tracy;

The Natural Resources conservation Service can be some assistance as it relates to:

1. Reviewing any Farmland Protection requests.
2. Wetlands related to conservation easements.

Attached is the requirements for submitting a Farmland Protection Requests.

Thanks,

[Jason Nemecek](#)

Wisconsin State Soil Scientist
USDA – NRCS
8030 Excelsior Drive, Suite 200
Madison, WI 53717
Office: 608-662-4422; 202
iPhone: 608-509-6121

Helping People Understand Soils

[Soils](#) is part of the National Cooperative Soil Survey, an effort of Federal and State agencies, universities, and professional societies to deliver science-based soil information.



Soil surveys seldom contain detailed site-specific information and are not designed for use as primary regulatory tools in site-specific permitting decisions, but they are useful for broad regulatory planning and application. Official Soil Survey Information is public information and may be interpreted by organizations, agencies, units of government, or others based on their own needs; however, users are responsible for the appropriate application of soil survey information. NRCS will not accept reassignment of authority for decisions made by other Federal, State, or local regulatory bodies. NRCS will not make changes to Official Soil Survey Information or of any supplemental soil mapping for purposes related solely to State or local regulatory programs.

From: Troutner, Tracy [mailto:TRACY.TROUTNER@iowadot.us]
Sent: Tuesday, May 16, 2017 11:29 AM
To: Nemecek, Jason - NRCS - Madison, WI <jason.nemecek@wi.usda.gov>
Subject: Mississippi River Bridge at Lansing, Iowa - Environmental Assessment

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation and the Wisconsin Department of Transportation, is initiating the preparation of an environmental assessment (EA) for the improvement of the Iowa State Highway 9 and Wisconsin State Highway 82 crossing of the Mississippi River at Lansing, Iowa.

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Tracy

TRACY TROUTNER

OFFICE OF LOCATION AND ENVIRONMENT – NEPA SECTION
Iowa Department of Transportation

Office: 515-239-1467
tracy.troutner@iowadot.us

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Background

The National Agricultural Land Study of 1980-81 found that millions of acres of farmland were being converted in the United States each year. The 1981 Congressional report, Compact Cities: Energy-Saving Strategies for the Eighties, identified the need for Congress to implement programs and policies to protect farmland and combat urban sprawl and the waste of energy and resources that accompanies sprawling development.

The Compact Cities report indicated that much of the sprawl was the result of programs funded by the Federal Government. With this in mind, Congress passed the Agriculture and Food Act of 1981 (Public Law 97-98) containing the Farmland Protection Policy Act (FPPA) subtitle I of Title XV, Section 1539-1549. The final rules and regulations were published in the Federal Register on June 17, 1994.

Directions

1. Any Farmland Protection Policy Act requests should be sent to the Area Resource Soil Scientist or State Soil Scientist
2. Please advise any local partners requesting FPA the Documentation should include [Farmland Conversion Impact Rating \(FCIR\) form \(form AD-1006\)](#), Map of Location and spatial shapefile. Any request that doesn't have this information will get sent back

Compliance Procedures for Partners

1. Obtain a Farmland Conversion Impact Rating. Early in the planning process, determine if the project is subject to the FPPA. If the project may be subject, obtain a Farmland Conversion Impact Rating (FCIR) form (form AD-1006) from the NRCS.

If uncertain whether or not the project is subject, send a project description and detailed maps showing areas to be converted to the Madison NRCS State Office (address below), or continue with the compliance procedure. NRCS will determine if the FPPA applies and provide information on further steps needed.

FCIR forms and FPPA assistance can be obtained from the Resource Soil Scientist for the area containing the major part of the project:

2. Complete parts I and III of the form. In completing part III include ALL acres in the project site to be converted, farmland and non-farmland. In part IIIB (total acres to be converted indirectly) include:

All acres that are not being directly converted, but that would no longer be capable of being farmed, because the conversion would restrict access to them

All acres planned to receive services from an infrastructure project (eg: highways, utilities), as indicated in the project justification, and that are likely to be directly converted as a result of the availability of the new infrastructure services.

Part IIIC should equal the sum of parts IIIA & IIIB - all acres to be converted. If the project plans include more than one design alternative, each alternative should be considered as an alternative site. Use multiple FCIR forms, as needed.

It is also most efficient (but not required) to complete part VI (see step 4) at this time to determine if total site assessment points are 60 or less.

3. Mail the FCIR along with a project description and detailed maps showing areas to be converted to the NRCS State Soil Scientist:

USDA – NRCS
8030 Excelsior Drive, Suite 200
Madison, WI 53717

OR

[Find Resource Soil Scientist Addresses](#)

If the FPPA does not apply, NRCS will return a letter advising that no further action is needed. If the FPPA does apply, NRCS will complete parts II, IV, and V of the form and return it.

4. Complete parts VI and VII of the form. General guidelines for site assessment scoring are provided in 7 CFR Part 658.5(b).

TOTAL POINTS in part VI can be used to determine which alternative sites should receive the most protection from conversion to non-agricultural uses. Other considerations being equal, sites with the highest TOTAL POINTS have the most agricultural value and should receive the most protection.

Include the completed FCIR in any project reports which are circulated for public review and comment, or which describe proposed project alternatives.

5. Complete the bottom part of the form. After a final decision on a project has been made, complete the bottom part of the form (site selected & reason for selection) and return a copy to the NRCS State Office at the address listed above in item 1.

This information will be used in completing the annual report to Congress on FPPA compliance and implementation.

Additional Information

1. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/wi/soils/?cid=nrcs142p2_020874
2. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/?cid=nrcs143_008275

Questions regarding compliance reviews should be directed to the Area Resource Soil Scientist or Jason Nemecek at jason.nemecek@wi.uda.gov or 608-662-4422 ext. 202.



County: Allamakee

PIN: 16-03-009-010

Project Number: BRF-009-9(73)--38-03

Location: Mississippi River Bridge in Lansing

NEPA / SECTION 404
CONCURRENCE POINT 1 & 2 MEETING

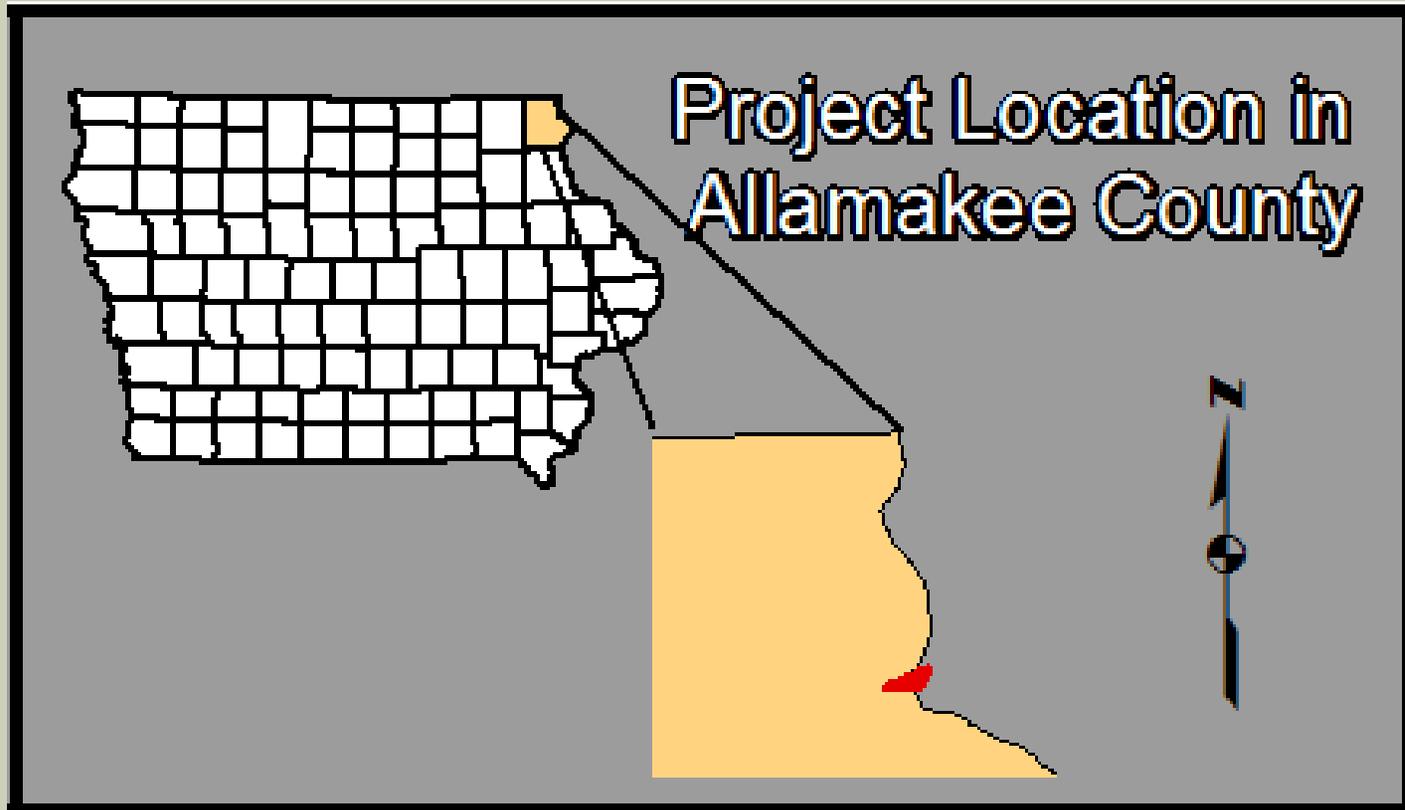
March 5, 2018
10:00 AM

PROJECT OVERVIEW

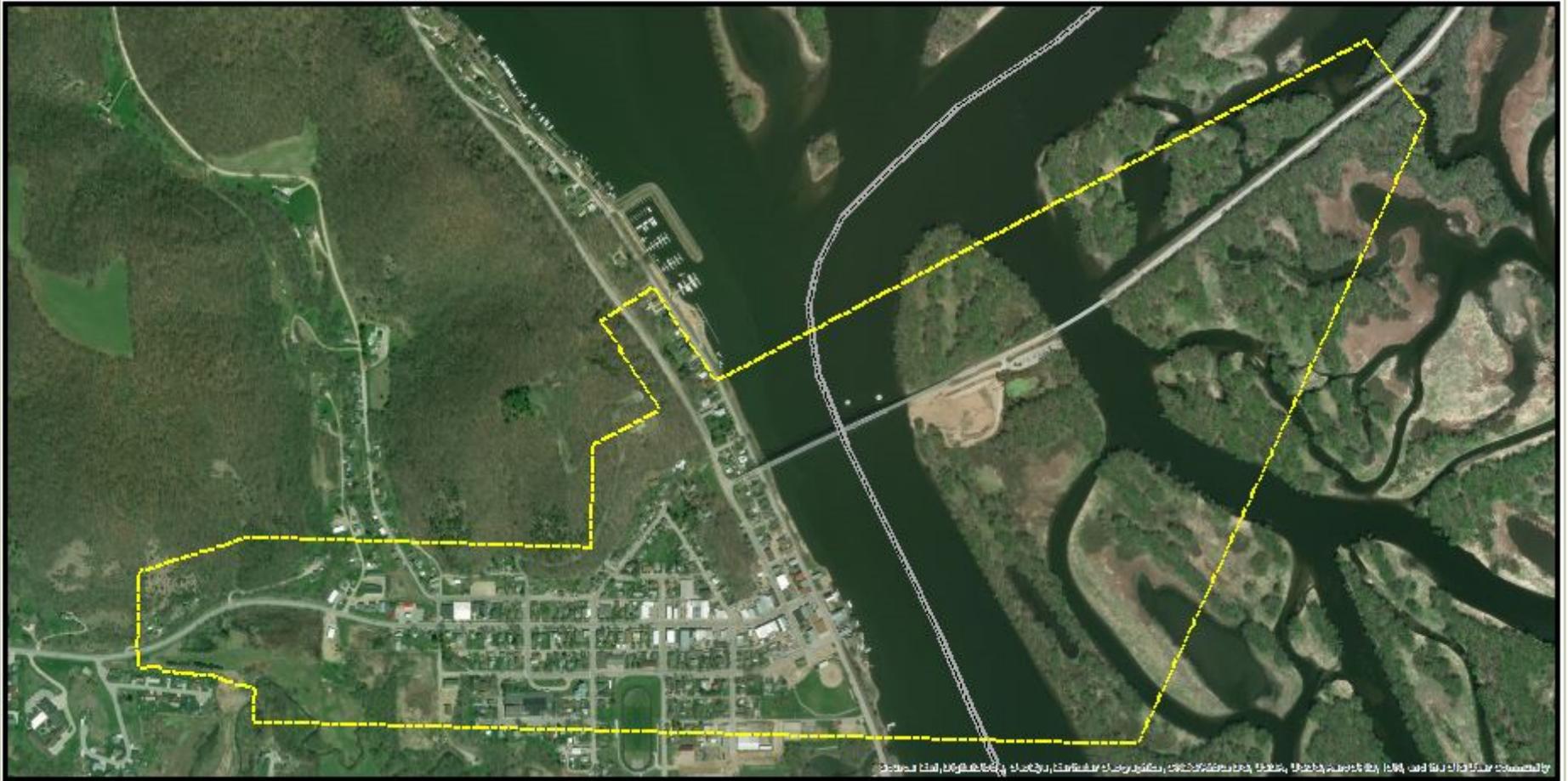
Black Hawk Bridge over the Mississippi River

- Black Hawk Bridge carries IA 9 and WI 82 over the Mississippi River. The bridge is nearly 90 years old. The study will examine operational issues that affect vehicles crossing the river and navigational challenges for barges traveling on the river.
- The study objectives are to:
 - Provide infrastructure that meets current operational standards
 - Provide appropriate clearances for river navigation
 - Consider impacts to environmental and community resources

PROJECT LOCATION



PROJECT LOCATION



CONCURRENCE POINT 1

PURPOSE AND NEED

PROJECT PURPOSE AND NEED

- Purpose of Proposed Action

- The purpose of the proposed action is to improve the river crossing that carries Iowa State Highway 9 (IA 9) and Wisconsin State Highway 82 (WI 82) across the Mississippi River at Lansing, Iowa.

PROJECT PURPOSE AND NEED

■ Need for Proposed Action

- **Roadway Deficiencies:** narrow travel lanes and lacks shoulders (total width = 21 feet), fracture critical with sufficiency rating of 39.3, limited sight distance, inventory weight rating of 23.7 tons, and operating weight rating of 39.6 tons
- **System Linkage:** Closest river crossings are 40 miles north in La Crescent, MN/La Crosse, WI or 30 miles south in Marquette, IA/Prairie du Chien, WI. Many tourist destinations in the area as well as necessary for freight movement across markets in the area
- **Modal Interrelationships:** Existing bridge piers are a challenge to barges and river navigation- often run aground, break apart and need to be towed. The existing bridge prohibits use by pedestrians and bicyclists who often follow the Great River Road/Driftless Area Scenic Byway (IA 26) along the bank of the Mississippi River

AGENCY COORDINATION

- Early coordination sent to 66 agencies/tribes on May 16, 2017
- Agency/Tribal responses received from:
 - Miami Tribe of Oklahoma
 - FEMA
 - FAA
 - US Coast Guard
 - USACE
 - USFWS
 - FTA
 - DNR- Iowa and Wisconsin
 - SHPO- Iowa and Wisconsin
 - NRCS- Wisconsin
 - Wisconsin DOT
 - Iowa DOT- District 2
 - Mississippi River Parkway Commission
 - UERPC (Upper Explorerland Regional Planning Commission)

PUBLIC COORDINATION

Public Information Meeting

Date and Time of Meeting: August 8, 2017

**Location of Meeting: Kerndt Brothers Community Center,
Lansing IA**

Number of Attendees: 186

General Comments Received: The citizens who attended were mainly interested in the design of the existing bridge and wanted to either keep it or replace it with something equally unique. There were also some concerns about the property impacts for a new alignment, public involvement, pedestrian/bicycle access to new bridge, and traffic near the approach.

Next PIM planned for May 2018

**CONCURRENCE POINT 1
PURPOSE AND NEED**

**Discussion
&
Request for Concurrence
Regarding CP 1**

CONCURRENCE POINT 2

**ALTERNATIVES TO BE
ANALYZED**

RANGE OF ALTERNATIVES

This project builds on a feasibility study completed in 2004 that studied a wide range of alternatives. The alternatives that were recommended through the screening process were the basis of the current alternatives, with the addition of another alternative that ties in on the west side similar to N1/N2 in the 2004 study and ties in near the existing bridge on the east side. The alternatives are numbered from north to south.



EXHIBIT 3-4

Results of the Alternatives Screening Process

RANGE OF ALTERNATIVES



Alternative 1

Alternative 1 would provide a new bridge on an alignment north of the existing bridge location. The proposed bridge alignment would be skewed relative to the existing alignment to cross the main river channel at an angle closer to 90 degrees.

The proposed bridge would connect to IA-26 in the vicinity of Henry Street north of the existing IA-26/IA 9 intersection. Between the east end of the proposed bridge and the existing bridge over Big Slough, WI-82 may be realigned to maintain through traffic and vehicle access to the Beneficial Use Site and the Big Slough Landing parking lot and boat ramp.

The existing bridge would remain open to traffic during construction, except as needed to accommodate construction of the connecting roadways.

RANGE OF ALTERNATIVES



Alternative 2

Alternative 2 would provide a new bridge on an alignment parallel to and north of the existing bridge location. The proposed bridge would connect to IA-26 approximately 60 feet north of the existing IA-26/IA 9 intersection. Between the east end of the proposed bridge and the existing bridge over Big Slough, WI-82 may be realigned to maintain through traffic and vehicle access to the Beneficial Use Site and the Big Slough Landing parking lot and boat ramp.

The existing bridge would remain open to traffic during construction, except as needed to accommodate construction of the connecting roadways.

RANGE OF ALTERNATIVES

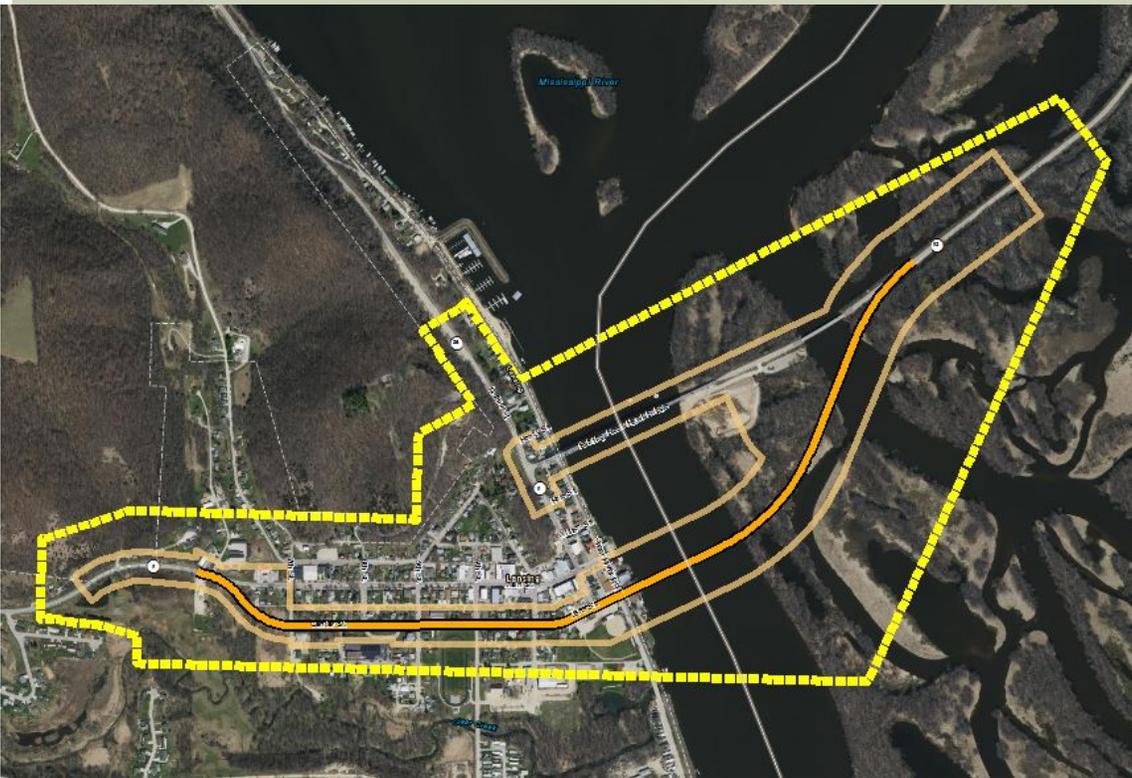


Alternative 3

Alternative 3 would provide a new bridge on an alignment parallel to and south of the existing bridge location. The proposed bridge would connect to IA-26 approximately 60 feet south of the existing IA-26/IA 9 intersection. Between the east end of the proposed bridge and the existing bridge over Big Slough, WI-82 may be realigned to maintain through traffic and vehicle access to the Beneficial Use Site and the Big Slough Landing parking lot and boat ramp.

The existing bridge would remain open to traffic during construction, except as needed to accommodate construction of the connecting roadways.

RANGE OF ALTERNATIVES



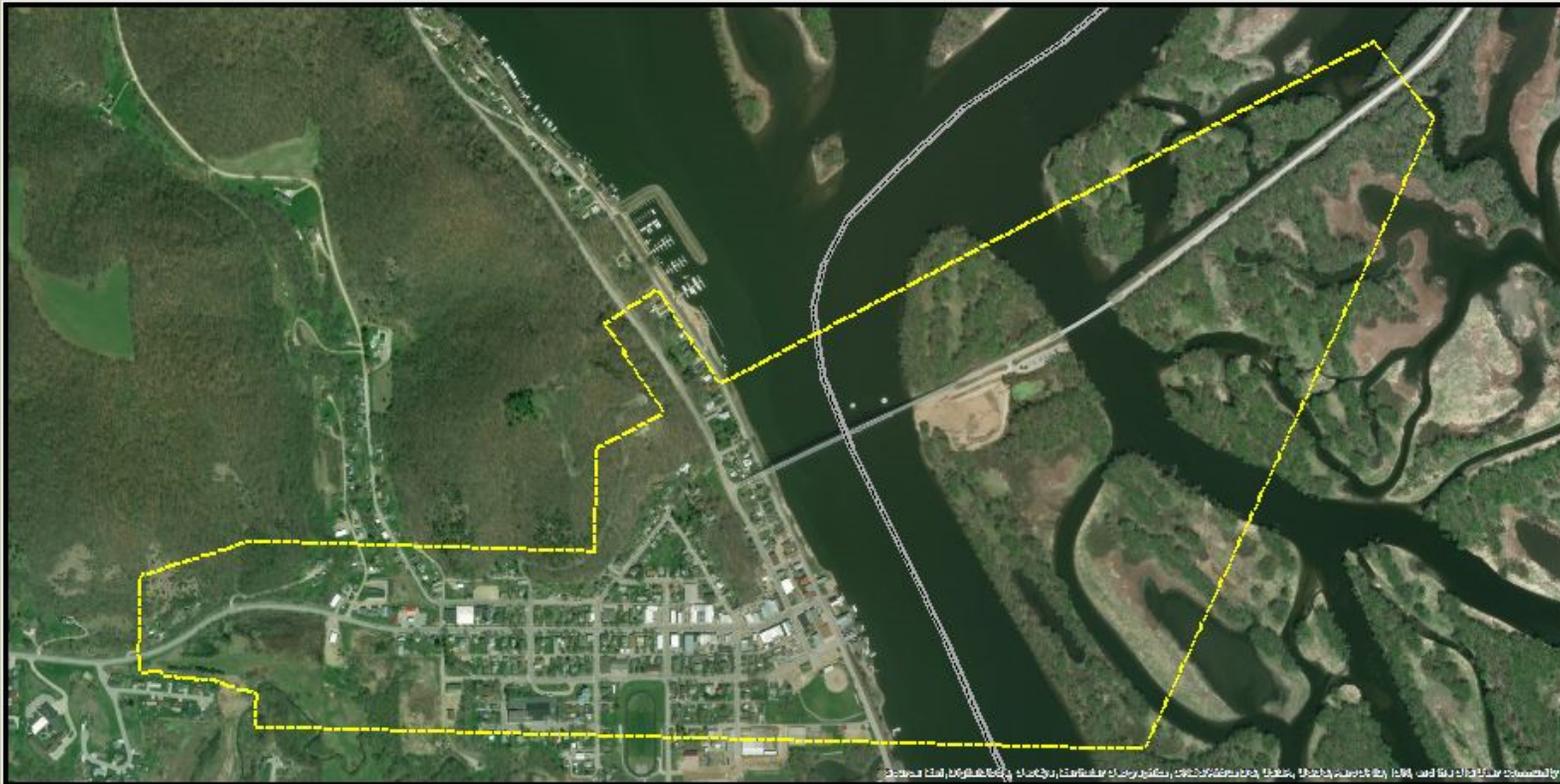
Alternative 4

Alternative 4 would provide a new bridge approximately 1,250 feet south of the existing one. The proposed bridge would connect to the Iowa side at approximately IA-26 and John Street in Lansing. The roadway carrying IA-9/WI-82 would be relocated from approximately 1,650 feet east of Big Slough on a diagonal to tie into the proposed bridge. Relocation of the bridge crossing would require existing roadways in Lansing to be improved and designated as IA-9, depending on the route selected, to tie back into existing IA-9 to maintain route connectivity. An elevated connection from the relocated IA-9/WI-82 would provide vehicle access to the Beneficial Use Site and the Big Slough Landing parking lot and boat ramp.

RANGE OF ALTERNATIVES

Rehabilitation Alternative

Under the Rehabilitation Alternative, the existing bridge and connecting roadways would remain in place. The existing bridge will require on-going maintenance and rehabilitation for further use. This alternative is under further development to determine if it will address the roadway deficiencies, system linkage, and modal interrelationship concerns.



CONSTRAINT MAP



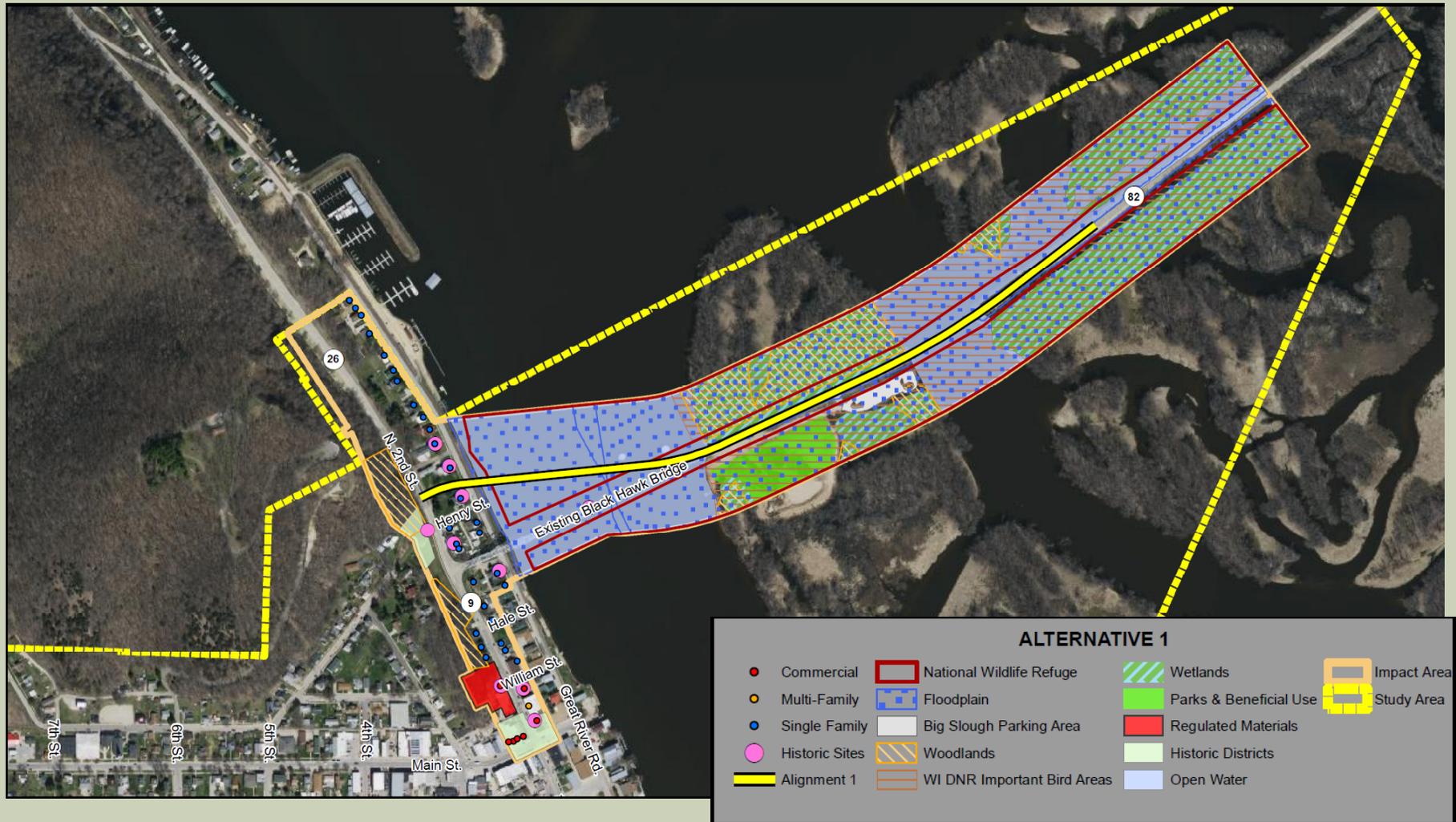
Created December 2017
Ortho 2016



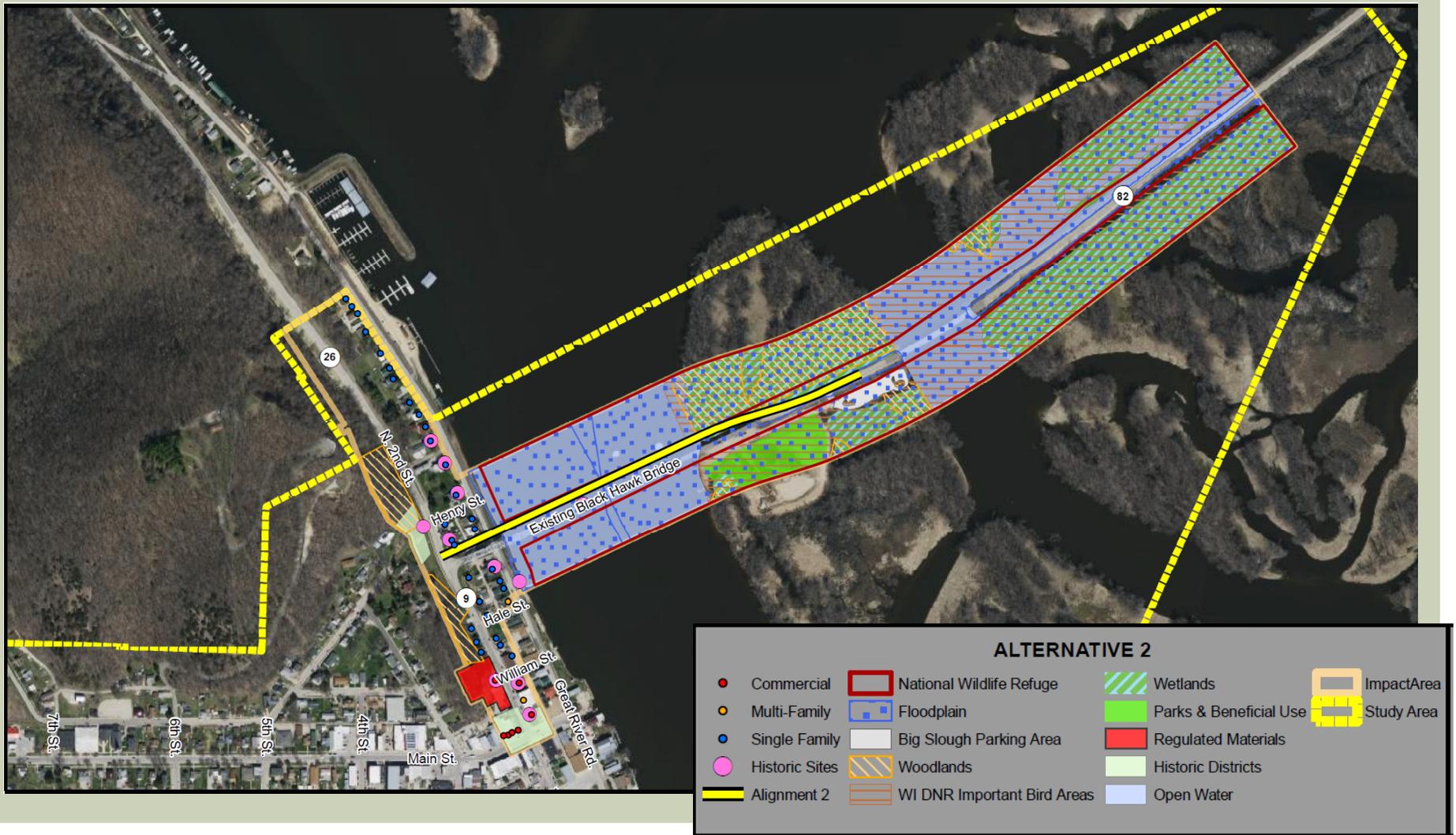
PROJECT STUDY AREA		
Alignment 1	Big Slough Parking Area	Regulated Materials
Alignment 2	Woodlands	School Properties
Alignment 3	WI DNR Important Bird Areas	Historic Districts
Alignment 4	Wetlands	Corporate Limits
National Wildlife Refuge	Historic Sites	Study Area
Lansing Station Access	Churches	State Boundaries
Floodplain	Parks & Beneficial Use	

Concurrence Point Process Meeting (1&2)
BRF-009-9(73)--38-03
Mississippi River Bridge in Lansing
Alamakee County, Iowa
Crawford County, Wisconsin

CONSTRAINT MAP ALTERNATIVE 1



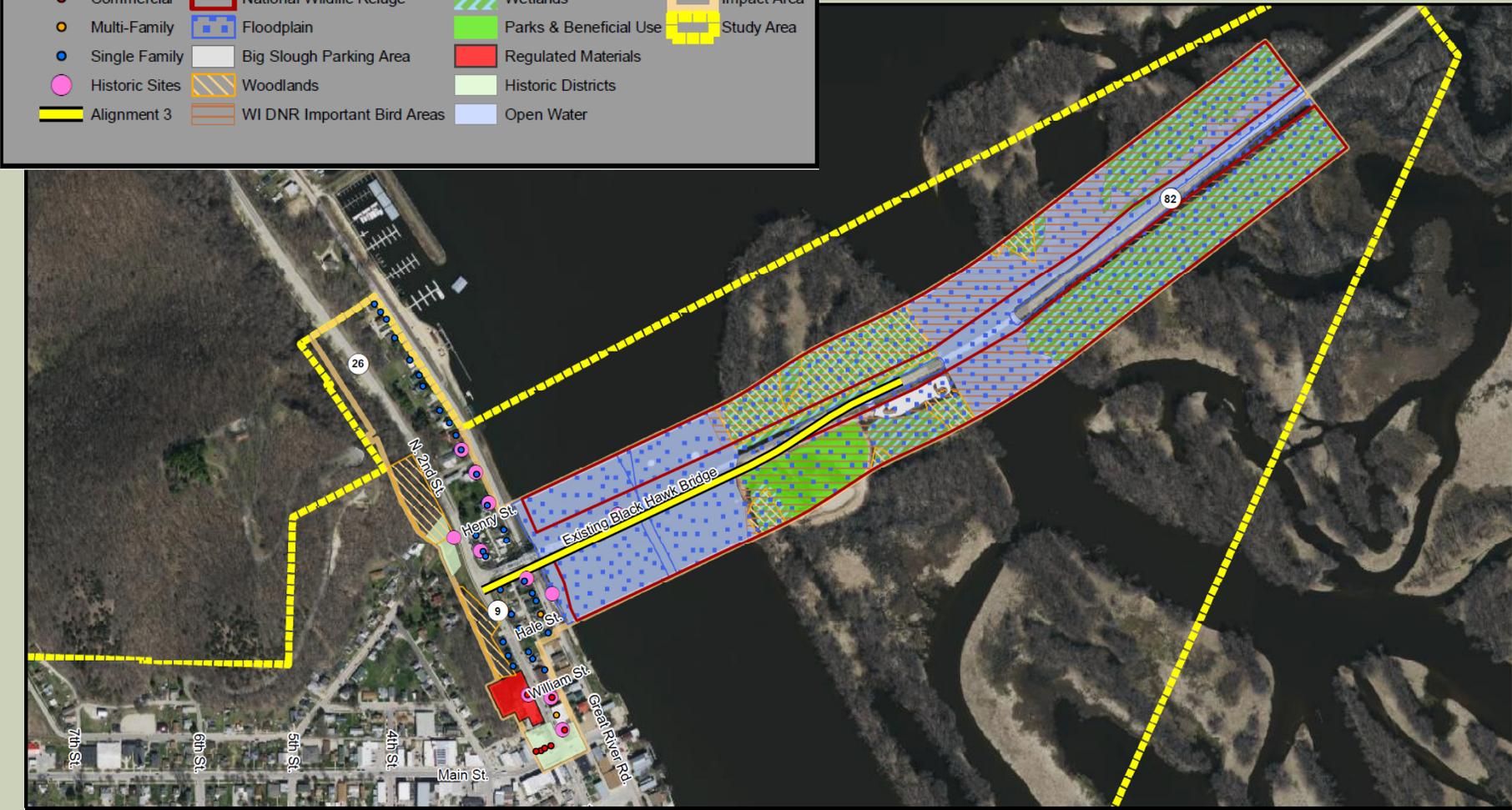
CONSTRAINT MAP ALTERNATIVE 2



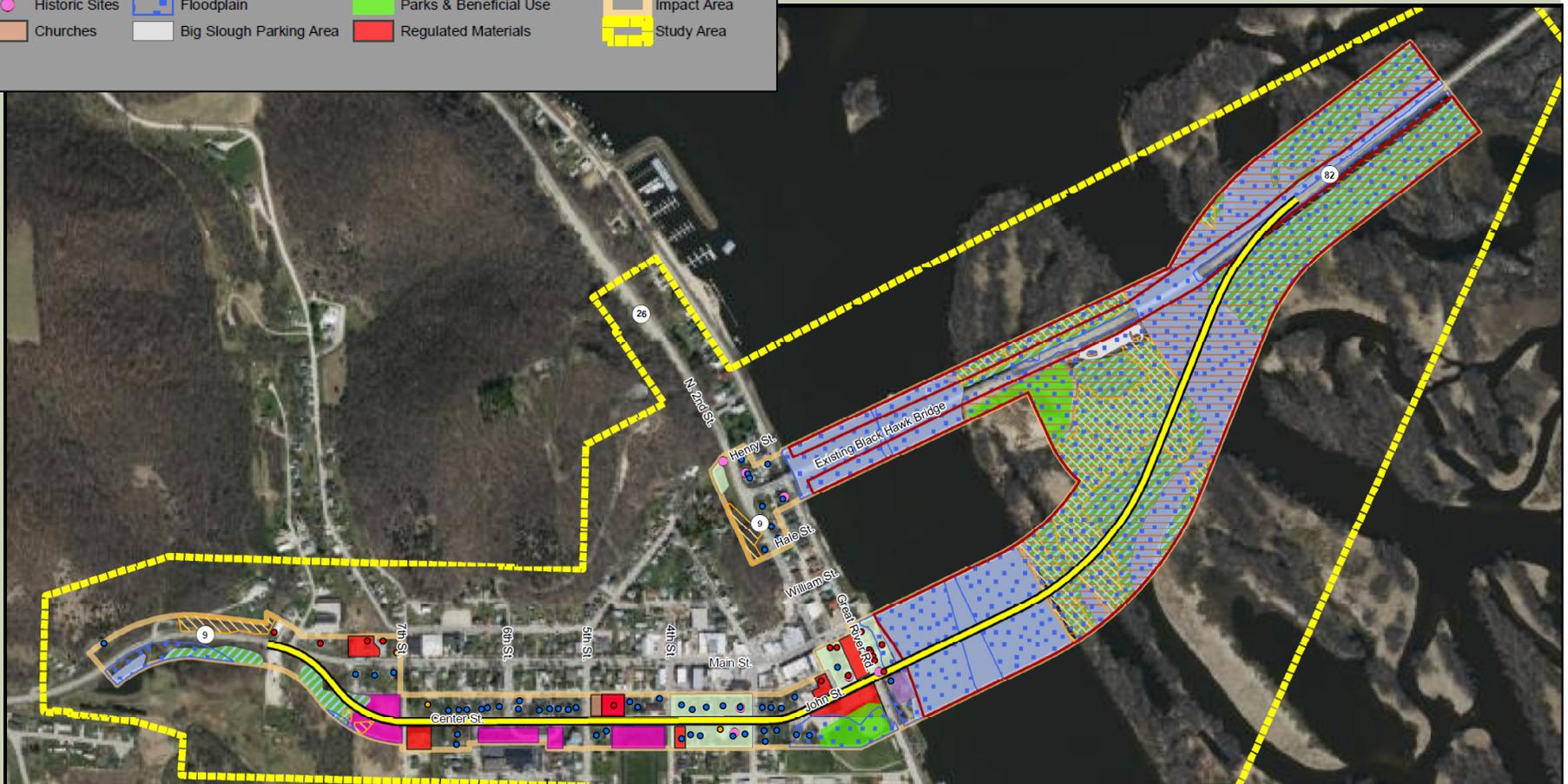
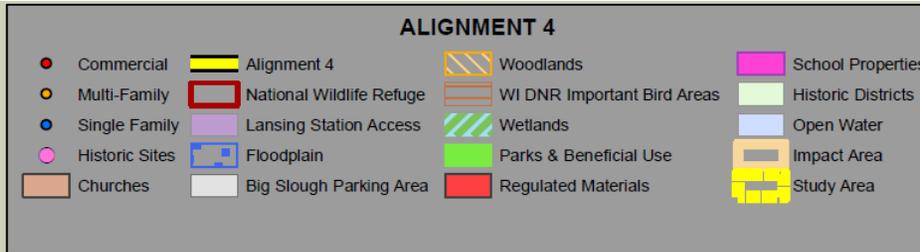
CONSTRAINT MAP ALTERNATIVE 3

ALTERNATIVE 3

● Commercial	▭ National Wildlife Refuge	▨ Wetlands	▭ Impact Area
● Multi-Family	▭ Floodplain	▨ Parks & Beneficial Use	▭ Study Area
● Single Family	▭ Big Slough Parking Area	▨ Regulated Materials	
● Historic Sites	▨ Woodlands	▨ Historic Districts	
▬ Alignment 3	▨ WI DNR Important Bird Areas	▨ Open Water	



CONSTRAINT MAP ALTERNATIVE 4



COMPARISON OF ALTERNATIVES

RESOURCE IMPACT TABLE	Study Area	No Build	Rehabilitation	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Archeological sites	6 sites 12.4 acres	0	0	5 sites 8.5 acres	5 sites 8 acres	5 sites 9.1 acres	3 sites 9.5 acres
Historic Sites	18 sites	0	0	10 sites	11 sites	11 sites	9 sites
Historic Districts	3	0	0	2	2	2	3
Floodplains	294.8 acres	0	0	64.6 acres	62.6 acres	62.3 acres	91.6 acres
Prairies	0	0	0	0	0	0	0
Rec Areas	93 acres	0	0	20.8 acres	18.9 acres	19.4 acres	26.2 acres
Regulated Materials	14 parcels 5.8 acres	0	0	1 parcel 0.9 acres	1 parcel 0.9 acres	1 parcel 0.9 acres	7 parcels 3.1 acres
Sovereign Lands	0	0	0	0	0	0	0
Special Rivers	4,950 feet	0	0	657 feet	669 feet	665 feet	1,144 feet
Streams	4,793 feet	0	0	651 feet	651 feet	651 feet	773 feet
T & E	TBD	0	0	TBD	TBD	TBD	TBD
Unique Land Forms	0	0	0	0	0	0	0
Wetlands	132.2 acres	0	0	25.1 acres	25.3 acres	24.9 acres	42.5 acres
Woodlands	69.4 acres	0	0	10.1 acres	10.4 acres	9.9 acres	18.0 acres
Businesses	69 total 40 mixed use	0	0	7 total 5 mixed use	7 total 5 mixed use	7 total 5 mixed use	16 total 4 mixed use
Churches	5	0	0	0	0	0	1
Farmland	0	0	0	0	0	0	0
Homes/multi-family structures	217	0	0	30	32	33	57
Schools	5	0	0	0	0	0	4
Utilities	TBD	0	0	TBD	TBD	TBD	TBD

CONCURRENCE POINT 2

Discussion & Request for Concurrency Regarding CP 2

**Iowa Department of Transportation
Concurrent NEPA / 404 Process**



Name: Mississippi River Bridge in Lansing	Project No.: BRF-009-9(73)--38-03	Concurrence Point 1 and 2:
County: Allamakee	PIN: 16-03-009-010	

Public Land Survey System:
The project is located in the following:
Sections 28 and 29 of T99N R3W of the 5th P.M., and
Sections 4 and 9 of T10N R7W of the 4th P.M.

Project Description:
Black Hawk Bridge, which carries IA 9 and WI 82 over the Mississippi River, is nearly 90 years old. The study will examine operational issues that affect vehicles crossing the river and navigational challenges for barges traveling on the river. The study objectives are to:

- Provide infrastructure that meets current operational standards
- Provide appropriate clearances for river navigation
- Consider impacts to environmental and community resources

The following requirements for Concurrence Point 1, Purpose and Need are complete:

- Project is in the State Transportation Improvement Plan (STIP) or part of an approved Long Range Transportation Plan (LRTP).
- IA DOT Management has authorized development of the project.
- A Public Information meeting has been held for local citizen and governmental input.
- IA DOT has received information from early coordination and scoping efforts.
- A Draft Purpose and Need for the Project has been prepared.
- FHWA has concurred on draft Purpose and Need.

Purpose of the project: *(two to three sentences)*
The purpose of the proposed action is to improve the river crossing that carries Iowa State Highway 9 (IA 9) and Wisconsin State Highway 82 (WI 82) across the Mississippi River at Lansing, Iowa.

Need of the project:

<input type="checkbox"/> Capacity	<input type="checkbox"/> Safety	<input checked="" type="checkbox"/> Modal Interrelationships
<input type="checkbox"/> Economic Development	<input type="checkbox"/> Social Demands	<input type="checkbox"/>
<input type="checkbox"/> Legislation	<input checked="" type="checkbox"/> System Linkage	<input type="checkbox"/>
<input checked="" type="checkbox"/> Roadway Deficiencies	<input type="checkbox"/> Transportation Demand	<input type="checkbox"/>

Roadway Deficiencies
Existing Black Hawk Bridge, originally opened to traffic in 1931, has narrow travel lanes and lacks shoulders (total roadway width = 21 feet). The bridge is fracture critical with a sufficiency rating of 39.3/100 (2015). The bridge has an inventory weight rating of 23.7 tons, an operating weight rating of 39.6 tons, and posted load rating of 40-ton maximum vehicle weight. The bridge is not structurally deficient, but the open steel grid deck has broken welds and requires continuous maintenance. The T-intersection of IA 9 and IA 26/North Second Street at the west bridge approach does not provide adequate space or turn radiuses to accommodate large trucks using the bridge as well as the queuing of vehicles both entering and exiting the bridge. Limited sight distance occurs on both bridge approaches due to the grades needed to obtain the appropriate vertical clearance for river navigation.

System Linkage
The crossing serves a key role in supporting regional mobility and connectivity. The next river crossings are located approximately 40 miles north of Lansing at La Crescent, Minnesota/La Crosse, Wisconsin; and approximately 30 miles south of Lansing at Marquette, Iowa/Prairie du Chien, Wisconsin. Lansing maintains a culture and businesses that cater to tourism, focusing on the community's role as a historic river town. The community serves as a gateway to recreational facilities including multi-use areas associated with the Upper Mississippi River National Wildlife and Fish Refuge, the IA 26 Great River Road, Mount Hosmer Park, and the Driftless Area Visitor and Education Center. The crossing provides access to regional education and health facilities as well as larger employment centers such as Decorah and Waukon, Iowa, and La Crosse and Prairie du Chien. Trucks transporting agricultural products, fuels, and construction materials access regional markets using this crossing.

Modal Interrelationships

River Navigation – The location of the existing bridge piers poses a challenge to navigation for barge traffic traveling both up and down river. Because of the narrowness of the primary river channel, the presence of numerous islands, and development along the banks, only one direction of traffic is allowed at a time under the bridge. Maneuvering of barges downstream is the most difficult and barges traveling upstream must yield to those traveling downstream. The river makes a sharp turn (almost 90 degrees) just upstream of the existing bridge, requiring barge pilots to prepare for the turn a few miles upstream.

According to the US Coast Guard, barges run aground on the Iowa bank of the river as they make the turn downstream under the bridge. When the front of the barge runs aground, the back end pivots and strikes the dolphin in the channel, protecting Pier #2, causing the barges to break apart. Twenty such collisions (or allisions) have been recorded. Once a collision occurs, several hours are needed for the tow, with the help of other tows, to collect and reconnect the barges, causing river traffic delays.

Bicycle/Pedestrian Accommodations – The approach slopes, lack of shoulders, and open steel grid deck design prohibit use of the bridge by bicyclists and pedestrians. Numerous cyclists and motorcyclists follow the Great River Road/Driftless Area Scenic Byway (IA 26) along the bank of the Mississippi River, taking in the scenic views of the river and its surroundings.

**Iowa Department of Transportation
Concurrent NEPA / 404 Process**



Project Name: Mississippi River Bridge in Lansing	Project No.: BRF-009-9(73)--38-03
County: Allamakee	PIN: 16-03-009-010

**Concurrence Point 2:
Alternatives to be Analyzed**

Public Land Survey System:
The project is located in the following:
Sections 28 and 29 of T99N R3W of the 5th P.M., and
Sections 4 and 9 of T10N R7W of the 4th P.M.

Project Name and Description:
Black Hawk Bridge, which carries IA 9 and WI 82 over the Mississippi River, is nearly 90 years old. The study will examine operational issues that affect vehicles crossing the river and navigational challenges for barges traveling on the river. The study objectives are to:

- Provide infrastructure that meets current operational standards
- Provide appropriate clearances for river navigation
- Consider impacts to environmental and community resources

The following requirements for Concurrence Point 2, Alternatives to be Analyzed are complete:

- The proposed improvements contain adequate detail showing beginning and ending points of the improvements
- The proposed improvements display impacts to known environmentally sensitive areas in the project area
- An adequate range of proposed alternatives are being developed.
- An adequate number of alternatives are currently under consideration.
- The scope of the current alternatives currently being developed will likely satisfy permitting requirements.

Potentially Affected Environmentally Sensitive Areas:

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Church/Cemeteries | <input type="checkbox"/> Prairies | <input checked="" type="checkbox"/> Special Rivers |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Recreational Areas | <input checked="" type="checkbox"/> Streams |
| <input type="checkbox"/> Farmland | <input checked="" type="checkbox"/> Refuge Areas | <input checked="" type="checkbox"/> T&E, Wildlife, Plant |
| <input checked="" type="checkbox"/> Floodplains | <input checked="" type="checkbox"/> Regulated Materials | <input type="checkbox"/> Unique Land Forms |
| <input checked="" type="checkbox"/> Homes and Businesses | <input checked="" type="checkbox"/> Roads and Utilities | <input checked="" type="checkbox"/> Wetlands |
| <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Sovereign Lands | <input checked="" type="checkbox"/> Woodlands |

Attachments:

- Alternative Aerial Display
- Resource Impact Aerial
- Resource Impact Table
-

Early Coordination Summary:

Early coordination information was sent out to interested agencies on May 16, 2017. In response to early coordination with the agencies, IA DOT received the following information:

AGENCY NAME and RESPONDER	SUMMARY OF COMMENT/INPUT
Federal Aviation Administration (FAA): Scott Tener, Environmental Specialist	<ul style="list-style-type: none"> • FAR Part 77 airspace considerations review may be applicable (structures, bot permanent and temporary) • Use "Notice Criteria Tool" to determine applicability; 1 mile intervals recommended; 120-day notification period required past filing, if required
Federal Emergency Management Agency (FEMA); Beth Freeman	<ul style="list-style-type: none"> • Beth has retired from service; contact FEMA
Iowa Department of Natural Resources (IADNR); Kathleen Moench, Executive Officer	<ul style="list-style-type: none"> • [Review of 2004 Feasibility Study] Alternative S6 poses highest negative effect on recreational lands funded by Fish Habitat Funds at Clear Creek Park
Natural Resources Conservation Service (NRCS) WIS; Jason Nemecek, Wisconsin State Soil Scientist	<ul style="list-style-type: none"> • Review Farmland Conversion requests • Review Wetland conservation easement requests
US Coast Guard (USCG); Eric Washburn, Bridge Administrator	<ul style="list-style-type: none"> • Agreed to serve a Cooperating Agency
US Coast Guard (USCG); Eric Washburn, Bridge	<ul style="list-style-type: none"> • Upper Mississippi River considered navigable, requires permit • Permit applications need to be accompanied by sufficient

Administrator	<p>information (environmental, alternatives considered, design of new, removal of old, vessels currently using waterway).</p> <ul style="list-style-type: none"> • Request letter from FHWA – state they are Federal lead agency under NEPA and other applicable laws. • USCG agrees to be Cooperating Agency from a navigation standpoint; request opportunity to review document before finalized
Federal Transit Administration (FTA), Region 7; Beth Held, Regional Environmental Specialist	<ul style="list-style-type: none"> • Want to remain engaged • Can assist with EA 11988 and EO 11990 compliance • Responding on behalf of Mark Bechtel, FTA Region 7 Environmental Specialist
IADOT District 2: Gene Pavelka, Sr. Engineering Tech	<ul style="list-style-type: none"> • Design request indicates: <ul style="list-style-type: none"> ○ 4 different utility companies with facilities located north of the existing bridge ○ 5 different utility companies with facilities located south of bridge
Wisconsin Department of Natural Resources (WisDNR): Bobbi Jo Fischer, Environmental Analysis Supervisor	<ul style="list-style-type: none"> • Introduce preferred WisDNR contact – Karen Kalvelage • Request best route to submit comments – through WisDOT or directly to IADOT?
US Fish and Wildlife Service (USFWS); Sabrina Chandler, Refuge Manager	<ul style="list-style-type: none"> • Upper Mississippi River National Wildlife and Fish Refuge description • Avoid impacts to refuge • Protected species present in study area -Higgins eye pearlymussel • Reference to refuge Comprehensive Conservation Plan
Iowa Department of Natural Resources (IADNR): Christine Schwake, Environmental Specialist	<ul style="list-style-type: none"> • Wetlands/404 permit applicability; compensatory mitigation • Consider BMPs to control erosion and protect water quality • Coordinate with USFWS if trees need to be cleared
Upper Explorerland Regional Planning Commission (UERPC): Rachel Howe	<ul style="list-style-type: none"> • <i>Bridge holds high importance to the region for economic development growth and continuation</i> • Wisconsin region provides important labor/workforce • [Review of 2004 Feasibility Study] Several options previously studied, consider City of Lansing’s existing structure • Bridge key link for workforce, transportation, tourism
US Army Corps of Engineers, Rock Island District (USACE); James Ross, Chief, Environmental Compliance Branch	<ul style="list-style-type: none"> • Coordinate with St. Paul District for navigational impacts (contact provided); emergency management and possible Section 408 concerns (contacts provided) • Section 10/404 – Rock Island has jurisdiction in Iowa; St. Paul has jurisdiction in Wisconsin • SHPO (NHPA) and USFWS (Refuge) contacts provided • Wendy Frohlich – project contact
Wisconsin Department of Natural Resources (WisDNR): Karen Kalvelage, Environmental Analysis Supervisor	<ul style="list-style-type: none"> • Refuge land impacts need to be coordinated with USFWS, USACE, USCG • Environmental information in 2004 Feasibility Study still valid; WISDNR can provide more in-depth information • Concerns – bridge approach from WI side and recent concern on STH82
Mississippi River Parkway Commission; Jay Schweitzer (Louisa County Commissioner)	<ul style="list-style-type: none"> • Construction of the bridge is extremely important and they support it • Please keep us informed
Miami Tribe of Oklahoma	<ul style="list-style-type: none"> • No objections. • As this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation.
IA SHPO and WI SHPO	<ul style="list-style-type: none"> • WI SHPO doesn’t prefer to use early coordination for this project. They will use their normal process where they review when the entire Section 106 process packet is ready for review/concurrence.
Wisconsin DOT	<ul style="list-style-type: none"> • WisDOT would like to keep the existing 60mph design speed (55mph posted) for the WI-82 approach, due to its rural nature

Public Information Meeting Summary:

Date and Time of Meeting: August 8, 2017 from 5:00 to 6:30 p.m.

Location of Meeting: Kerndt Brothers Community Center, 391 Main St., Lansing, IA

Number of Attendees: 186

General Comments Received:

Comments were received in hand written notes, through the PIM application, and through conversations with consultant and DOT staff present at the meeting. A PIM summary booklet has been developed to document all of the comments. The following are some of the comments received at the meeting:

RUMORS
The existing bridge is being taken out of service and not being replaced
A preferred location/bridge design alternative has been selected without public input
COMMENTS/QUESTIONS
BRIDGE TYPE
New bridge should look like the existing bridge - more comments received like this than indicating a preference for a new bridge type
What is the cost difference among the bridge types being considered?
Agree existing bridge does not adequately accommodate existing traffic, including motorcycles and bicycles
Keep existing bridge open while new bridge is being constructed
Is the existing bridge safe?
If the existing bridge is removed/replaced, will the dolphins be removed?
Need pedestrian access on bridge - existing or new
CROSSING ALTERNATIVES
Why not bridge the whole river? Leave causeway to access boat ramps. Not as steep to access bridge from IA side if bridge was longer.
Green Alt - Can you tunnel under Mount Hosmer to connect new bridge to IA 9 on west side of town?
Bring alignment through at X42/Lansing Harpers Road - would bypass town and could impact local businesses
Bring alignment in a couple of miles north of town through a valley
Town will not support Orange Alternative - impacts too many property owners
If Green/Blue/Purple Alternative chosen, how will the turning movement at Main and 2nd Street be addressed, especially for large trucks?
Green/Blue/Purple Alt - cut farther into the hillside if necessary to help out with grades and intersection improvements. Would require acquisition of several houses, prefer to work within existing ROW as opposed to acquiring additional property elsewhere.
Why was the alignment not carried forward that tied into Main Street? The trucks will have to travel down Main Street to take IA 9 out of town regardless of the options chosen.
Orange Alt would take all traffic through residential neighborhood, past high school and fire station, boat ramp on island - traffic will cut through wherever they can to get back to Main Street/IA 9.
Orange Alt - what happens to Big Slough Bridge and roadways on Wisconsin side?
Orange Alt - how would traffic get back to IA 9?
What about bypassing the town all together - impacts on businesses but would 'protect what we love about our quiet town'.
It was suggested that the roadway alignment on west approach (IA) take advantage of property where houses were acquired 20 years ago to make room for larger turning radiuses (properties up against the bluff). Shifting IA 9 to the west at this point may cause less impacts to existing houses. The same person indicated Lansing could not afford to lose any more houses as there are not many places in Lansing to build new homes.
New bridge should be located approx. 1 miles south of town at county road to avoid impacts to city. IA 9 connection

would still be in Lansing, connection to WI 82 would require new roadway (costs not considered).

Crawford County Administrator (?) - suggested carrying bridge structure to east side of Big Slough and remove fill in vicinity of boat ramp. Would let more water pass near the existing river bridge and ease/reduce head differential at causeway in Wisconsin. Reported seeing 18" head differential between upstream and downstream water levels along causeway. Occurs when water is released downstream at lock location; downstream level drops, upstream level lags.

Are the causeway bridges safe?

ISSUES/CONCERNS

Against replacement - bridge is an important part/member of the community

Need to preserve existing homes - the existing topography limits the locations where new homes can be constructed

Truck turning movements at IA 9/IA 26 intersection - trucks get stuck on the concrete barrier trying to make the turn

Barge navigation - strike Iowa bank coming either direction

Will the WI 82 bridges/roadway be improved? Don't want a 'bridge to nowhere' if WISDOT decides to close one of the bridges.

property acquisitions - homes near proposed touchdown of bridge - how will the decision be made to take which ones?

Greek Revival Home at North Front Street and Henry Street - what are our options for historic designation and will that 'save' our home?

Conversion of the existing bridge to bike/ped use

Replacement - what is taken into consideration to make the decision to replace the bridge? How does a bridge deteriorate?

Bridge an important icon in Lansing, people are attached to it

How will the new route affect homes/businesses?

Will the existing streets be widened?

Witnesses of numerous barge collisions with dolphins and Iowa bank

Agree bridge needs to be replaced or repaired but don't shut it down during the process; keep open during construction of new bridge

Coordination between IaDOT and WISDOT - how does that work, not optimistic

What does the "pending historic district" mean?

Make the trucks take another route

Will on-street parking be removed on Main Street if route goes that way? We don't want a parking garage.

How would a new location affect the railroad?

GENERAL

more detail needs to be presented

it has been so long since the feasibility study - not much has changed with regards to the options being carried forward

Former DNR employee - approach public in 'town hall meeting' format, sit down and ask residents what they have to say instead of informational meetings

Most people just looking for information on the project

People thought this was a sit-down meeting

Are boards and comment cards available online?

OTHER

No problems with the IA 9/ IA 26 intersection or barge movements - most people get through just fine, the others don't know what they are doing; "just need better drivers"

Get a copy of the of "The Story of the Black Hawk Bridge and its Value to Lansing", written by Bill Burke. City Librarian has not published it yet, but did bring a copy to someone attending the meeting.

Resident shared photos taken by their father during construction of the existing bridge - team member encouraged resident to share copies with the City for the public record. Also photos of 1950s flood. Kevin Eisenbeis has person's contact info.

Team member observed large river boat/paddle boat travel under the bridge - boat had to lower stacks to clear the bridge, vertical clearance was close. Research river boats (other craft) using the river so the new bridge can accommodate current/future uses.

Inquiries where the study team was staying - encourage us to stay in Lansing for future meetings

I did talk with a gentleman who trucks through Lansing. He doesn't like the existing route and suggested reconfiguring the west intersection near the bridge such that IA 26 becomes the leg of the tee and IA 9 is the through movement or relocating the bridge downstream.

I spoke with Jeff Roemer from exp in Milwaukee. We talked about the project context and how a revised route might impact the nature of Lansing.

Echoing Kevin's comments, many people want to keep the existing or have a similar bridge.

One gentleman was interested in the number of crashes related to the bridge and why we had to replace it due to crashes. He prefers to keep the historic bridge as a landmark of the city. He also said the DOT should require semis to use other river crossings and not use this one at all.

One gentleman stated he is upset we did not continue the 2004 Feasibility Study into a NEPA study then.

Bruce Palmborg from Main Street committee stated that people want to be sure they are kept informed and hope there is more than this meeting to discuss the bridge study. He offered his office as a way to communicate to citizens regarding this study so they feel informed.

IA 9/Main Street traffic goes very fast and one lady asked for the pedestrian crossing markers that are on the center line. She stated people have a hard time crossing the street at the grocery store.

I have no names, but I heard from a few at the public meeting that a way to help increase the lifespan of the existing structure is to limit (or better enforce the limits) on the bridge weight capacity. There were a few people that mentioned that heavily loaded semis use the bridge, and sometimes there are several on the bridge at the same time without adequate spacing.

Description of Alternatives to be Analyzed:

No Build Alternative

Under the No Build Alternative, the existing bridge and connecting roadways would stay the same as they exist today. This alternative will not address the roadway deficiencies, system linkage, and modal interrelationship concerns. This alternative does not satisfy the project purpose and need requirements.

Rehabilitation Alternative

Under the Rehabilitation Alternative, the existing bridge and connecting roadways would remain in place. The existing bridge will require on-going maintenance and rehabilitation for further use. This alternative is under further development to determine if it will address the roadway deficiencies, system linkage, and modal interrelationship concerns.

Build Alternatives

All of the proposed Build Alternatives would provide a new bridge structure (carrying IA-9) over the Mississippi River. The existing bridge would be removed. Existing roadway alignments would be modified to maintain the connectivity of the existing highway network and continuity of the crossing over the river. The bridge design and new pier locations would accommodate a navigation span clear length of 700 to 750 feet, depending on location, measured parallel to the existing bridge in accordance with U.S. Coast Guard requirements. Replacement of the bridge over Big Slough will be dependent on alignment and design speed used.

Alternative 1

Alternative 1 would provide a new bridge on an alignment north of the existing bridge location. The proposed bridge alignment would be skewed relative to the existing alignment to cross the main river channel at an angle closer to 90 degrees. The proposed bridge would connect to IA-26 in the vicinity of Henry Street north of the existing IA-26/IA 9 intersection. Between the east end of the proposed bridge and the existing bridge over Big Slough, WI-82 may be realigned to maintain through traffic and vehicle access to the Beneficial Use Site and the Big Slough Landing parking lot and boat ramp. The existing bridge would remain open to traffic during construction, except as needed to accommodate construction of the connecting roadways.

Alternative 2

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Alternative 3 would provide a new bridge on an alignment parallel to and south of the existing bridge location. The proposed bridge would connect to IA-26 approximately 60 feet south of the existing IA-26/IA 9 intersection. Between the

east end of the proposed bridge and the existing bridge over Big Slough, WI-82 may be realigned to maintain through traffic and vehicle access to the Beneficial Use Site and the Big Slough Landing parking lot and boat ramp. The existing bridge would remain open to traffic during construction, except as needed to accommodate construction of the connecting roadways.

Alternative 4

Alternative 4 would provide a new bridge on new alignment approximately 1,250 feet south of the existing bridge location. The proposed bridge would relocate the portion of IA-9 and WI-82 that cross the existing bridge to an intersection at approximately IA-26 and John Street in Lansing. The roadway carrying IA-9/WI-82 would be relocated from approximately 1,650 feet east of Big Slough on a diagonal to tie into the proposed bridge. Relocation of the bridge crossing would require existing roadways in Lansing to be improved and designated as IA-9, depending on the route selected, to tie back into existing IA-9 to maintain route connectivity. An elevated connection from the relocated IA-9/WI-82 would provide vehicle access to the Beneficial Use Site and the Big Slough Landing parking lot and boat ramp. The existing bridge would remain open to traffic during construction, except for a short period of time to accommodate construction of the connecting roadways.

On Existing Alignment Alternative

This alternative would construct a new bridge on or very close to the alignment of the existing bridge utilizing accelerated bridge construction techniques. The existing bridge would remain open to traffic for a limited time during the initial construction phase, then be closed to traffic and a detour route identified to maintain regional connectivity during the final construction phase. Improvements would be made to the existing IA-9/IA-26 intersection. WI-82 and the bridge over Big Slough would be modified to accommodate the design speed used. Vehicle access would be maintained to the Beneficial Use Site and the Big Slough Landing parking lot and boat ramp. This alternative has not been designed at this point in the project development process, but is being considered.

Concurrence on Alternatives to be Analyzed

After consultation with the signatory agencies, it is determined that (check one):

- The agency concurs on the project's Range of Alternatives to be Analyzed
- The project's complexity warrants a meeting (face-to-face, teleconference, or webinar).
- The project is not of sufficient complexity to warrant additional coordination and handling, or
- The discovery of need for an individual permit is too late in the project development to revisit Concurrence Point 1.
- The project is not suitable for NEPA/404 process outlined in the agreement.

Please respond in writing with your concurrence and/or comments within thirty (30) days after receipt of this submittal. No response, comment, request for additional information, or request for time extension within thirty (30) days will signify that you concur with this assessment.

Agency Representative, Name of Agency

Date:

RESOURCE IMPACT TABLE	Study Area	No Build	Rehabilitation	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Archeological sites	6 sites 12.4 acres	0	0	5 sites 8.5 acres	5 sites 8 acres	5 sites 9.1 acres	3 sites 9.5 acres
Historic Sites	18 sites	0	0	10 sites	11 sites	11 sites	9 sites
Historic Districts	3	0	0	2	2	2	3
Floodplains	294.8 acres	0	0	64.6 acres	62.6 acres	62.3 acres	91.6 acres
Prairies	0	0	0	0	0	0	0
Rec Areas ¹	93 acres	0	0	20.8 acres	18.9 acres	19.4 acres	26.2 acres
Regulated Materials	14 parcels 5.8 acres	0	0	1 parcel 0.9 acres	1 parcel 0.9 acres	1 parcel 0.9 acres	7 parcels 3.1 acres
Sovereign Lands	0	0	0	0	0	0	0
Special Rivers	4,950 feet	0	0	657 feet	669 feet	665 feet	1,144 feet
Streams	4,793 feet	0	0	651 feet	651 feet	651 feet	773 feet
T & E ²	See footnote	0	0	See footnote	See footnote	See footnote	See footnote
Unique Land Forms	0	0	0	0	0	0	0
Wetlands	132.2 acres	0	0	25.1 acres	25.3 acres	24.9 acres	42.5 acres
Woodlands	69.4 acres	0	0	10.1 acres	10.4 acres	9.9 acres	18.0 acres
Businesses ³	69 total 40 mixed use	0	0	7 total 5 mixed use	7 total 5 mixed use	7 total 5 mixed use	16 total 4 mixed use
Churches	5	0	0	0	0	0	1
Farmland	0	0	0	0	0	0	0
Homes/multi-family structures	217	0	0	30	32	33	57
Schools	5	0	0	0	0	0	4
Utilities	?	0	0	?	?	?	?

¹ Rec Areas include Open Water on the Mississippi River, DNR land, city parks, and Beneficial Use site in Wisconsin

² Federally protected species that may potentially be impacted include but are not limited to: Bald eagle (*Haliaeetus leucocephalus*), Higgins-eye pearly mussel (*Lampsilis higginsii*), and northern long-eared bat (*Myotis septentrionalis*). State listed species that may potentially be impacted include but are not limited to: Western sand darter (*Ammocrypta clara*), round pigtoe mussel (*Pleurobema sintoxia*), yellow sandshell mussel (*Lampsilis teres*), and creeper mussel (*Strophitus undulates*).

³ Mixed use indicates potential residential use along with the primary commercial use of the property (i.e. 2nd floor apartments).

Meeting Summary

Subject	Concurrence Point 3 – Alternatives to be Carried Forward
Project	Mississippi River Bridge at Lansing
Project Number	BRF-009-9(73)--38-03
Meeting Date	Wednesday, May 15, 2019, 10:00 - 11:00 a.m.
Meeting Location	Iowa DOT Central Office, Small Materials Conference Room / Skype
Facilitator	Ken Brink

Attendees

Federal & State Agencies

Chris Schwake	Iowa DNR – Water Quality
Karen Kalvelage	Wisconsin DNR
Alex Pence	Wisconsin DOT
Steve Vetsch	Wisconsin DOT
Tom Kratt	Wisconsin DOT
Mike Sedlacek	US EPA Region 5 – NEPA/Watershed
Jeannette Schafer	US EPA Region 7 – Watershed Protection
Joe Summerlin	US EPA Region 7 – NEPA Section
Kerrie Hauser	USACE St. Paul District
Al Frohlich	USACE Rock Island District – Regulatory Branch
Wendy Woyczik	USFWS Upper Mississippi NWR
Heidi Woeber	USFWS Illinois-Iowa Ecological Services Field Office
Mike LaPietra	FHWA – Iowa Division

Iowa DOT

Nate Thede	Project Manager	Project Management Office
PC Keen	Management Analyst	Contracts
Ken Brink	Concurrence Process Coordinator	Location and Environment
Bryan Bradley	Location Project Lead	Location and Environment
Shelby Ebel	NEPA Project Lead	Location and Environment
Brad Azeltine	Regulated Materials	Location and Environment
Mary Kay Solberg	Threatened and Endangered Species	Location and Environment
Marc Solberg	Water Resources	Location and Environment
Emily Perrott	Water Resources – Intern	Location and Environment
Shari Cannon-Mackey	Project Consultant	Burns & McDonnell
Kevin Eisenbeis	Project Consultant	Burns & McDonnell
Donny Serwick	Project Consultant	Burns & McDonnell

Materials

- [ArcGIS Online Project Story Map](#)

Meeting Summary

Summary

Introduction

- The meeting was opened with a welcome to participants and announcement of projects and concurrence points to be covered by the meeting.
- Roll-call was taken by agency.
- Purpose and brief overview of the Concurrent NEPA/404 Permit Process was provided.
 - The purpose of this Concurrent NEPA/404 Process meeting is for the Iowa DOT to share information, field questions and comments, and request concurrence on the following project: CP3 – Alternatives to be Carried Forward, Mississippi River Bridge in Lansing, Iowa.
 - This process serves to establish early and ongoing coordination between the Iowa DOT, joint project partners (in this case the State of Wisconsin), and our regulatory agencies – helps keep all of us involved in the project up to speed and on the same page as milestones are achieved in the planning and development process.
- We record our Skype meetings:
 - Provides an option for anyone attending, or not able to attend who, wishing to review.
 - Assists in writing up the meeting summary.

Concurrence Point 3 – Alternatives to be Carried Forward (Presented by Bryan Bradley and Shelby Ebel)

- Bryan provided a review of the CP 1&2 meeting for purpose and need, along with overview of the alternatives being dropped for consideration.
 - Bryan provided additional information on the Rehab Alternative that is shown as being carried forward, and the three options considered:
 - Adding a new main span truss on the outside
 - Moving a truss line out to widen and carry the two existing trusses
 - Cantilevering a new truss on the outside
 - Challenges with all these rehab options meeting purpose and need. There is a high cost, two-year minimum crossing closure, constructability concerns, and river navigation was not improved. There is a full rehabilitation and re-use report covering these options to ensure there is no way to reuse the existing structure. Although it is included in the list of alternatives to be carried forward, it is in the process of being eliminated as a viable alternative.
- Shelby provided an overview of the remaining alternatives to be carried forward (No build, Green, Blue, and Purple Alternatives) along with the potential resource impacts,
 - There are two historic structures eligible for the NRHP that would be impacted by the Green Alternative and protected via 4(f).
 - There are older homes in impact areas of the Blue Alternative, but they are not eligible for the NRHP, thus no 4(f) impacts.
 - For the Purple Alternative, there is a historic home and stable that are eligible for the NHRP and eligible for 4(f).
 - Under 4(f), if there is a viable alternative that does not impact the historic structures, we must choose that alternative, thus the Blue Alternative is looking favorable.
- Shelby provided a summary of our public outreach efforts, which has been extensive.

Meeting Summary

Comments/Discussion

- Steve Vetsch (WisDOT) asked if there are any other 4(f) resources outside of historic Section 106 that will be impacted by any of the alternatives, and if so, how are we handling those.
- Shelby shared that we are anticipating a programmatic 4(f) for the bridge. There will also be impacts to the wildlife refuge where the road ties back in, but there will be land given back in taking out the existing bridge, so we hope any impacts are de minimus for impacts to the refuge.
- Kevin Eisenbeis asked if the USCG would be provided the information and given the opportunity to concur, or if they need to at this point.
- Ken responded that we like to have concurrence and there has been good communication with the USCG up to this point. Bryan added that they will be provided the information and we will call them to have a conversation to verify no concerns and that they have looked at what we are proposing up to this point.
- Ken added that they did not participate in formally concurring for CP 1&2 but they were provided the related information with opportunity to comment.

Request for Concurrence

- *Concurrence* - Confirmation by the agency that information to date is adequate to agree that the project can be advanced to the next stage of project development. Concurrence does not imply that the project has been approved by an agency nor that it has released its obligation to determine whether the fully developed project meets statutory review criteria.
- Guidance was provided that for this project, concurrence by regulatory agencies would reflect the geographic jurisdiction of the respective offices.

Federal & State Concurring Agencies

Concurrence

Karen Kalvelage	Wisconsin DNR	Yes
Chris Schwake	Iowa DNR – Water Quality	Yes
Kerrie Hauser	USACE St. Paul District	Yes
Al Frohlich	USACE Rock Island District – Regulatory Branch	Yes
Mike Sedlacek	US EPA Region 5 – NEPA/Watershed	Yes
Joe Summerlin	US EPA Region 7 – NEPA Section	Yes
Jeannette Schafer	US EPA Region 7 – Watershed Protection	Yes
Wendy Woyczik	USFWS Upper Mississippi NWR	Yes
Heidi Woeber	USFWS Illinois-Iowa Ecological Services Field Office	Yes

End of Meeting

Follow Up After the Meeting

- Bryan Bradley followed up with the USCG by asking for any concerns or questions on the information shared on alternatives.



Form 760004 (08-13)

Determination of Effect for Threatened & Endangered Species

Project Name: Mississippi River Bridge in Lansing		Highway No.: IA 9	County: Allamakee
Project No.: BRF-009-9(73)—38-03	Letting Date: 08/2023	PLSS/UTM:	Station No.:
Project Description: Replacement of existing bridge over the Mississippi River			
<p>Are there documented occurrences of T&E species within 1 mile of the project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>If yes, list species:</i> Higgins-eye pearly mussel (<i>Lampsilis higginsii</i>) – State and Federally Endangered, 2019 occurrence in bridge area</p>			
<p>Are there documented occurrences of T&E species within the limits of construction? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>If yes, list species:</i> Higgins-eye pearly mussel (<i>Lampsilis higginsii</i>)</p>			
<p>Is there likely to be habitat for T&E species within the project's limits of construction? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><i>If yes, list species:</i> Higgins-eye pearly mussel (<i>Lampsilis higginsii</i>)</p>			
<p>Describe current geographic setting (<i>native habitats, adjacent land use, etc.</i>) and potential project impacts: The project falls within a county designated as summer range for the Northern long-eared bat. Suitable habitat for NLEB is present in the project area. The project does not fall within a county identified by the USFWS as being within the summer range of the Indiana bat (<i>Myotis sodalis</i>). A small amount of woodland, per Iowa Code 314.23, will be impacted.</p>			
<p>Will the project likely require borrow? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>			
DETERMINATION OF EFFECT - ACTION			
<input type="checkbox"/> No Effect <input type="checkbox"/> No Effect (<i>by following recommendations</i>) <input type="checkbox"/> Needs Further Study <input checked="" type="checkbox"/> May Affect – Not Likely to Adversely Affect <input type="checkbox"/> May Affect – Likely to Adversely Affect			
Further Study – Consisting of the Following		Iowa DOT Recommendations	
		A biological assessment will be prepared for consultation with the US Fish and Wildlife Service. Tree clearing between October 1 – April 1 will likely be required.	
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input checked="" type="checkbox"/> T&E Species Range Maps <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> Other: Mussel survey report dated January, 2019			
Prepared by: Mary Kay Solberg			Date: 04/06/2020
Agency Concurrence:			Date: