

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
I-380 IMPROVEMENTS, TOWER TERRACE ROAD INTERCHANGE, &
BOYSON ROAD INTERCHANGE IMPROVEMENTS
LINN COUNTY, IOWA
Project Number IM-380-6(224)25—13-57**

The Federal Highway Administration (FHWA) has determined that this project will have no significant impact on the human and natural environment. This Finding of No Significant Impact is based on the attached Environmental Assessment (EA) which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The EA provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

8/7/2019
Date

Michael LaPietra
For FHWA

1.0 Description of the Proposed Action

The I-380 improvements, Tower Terrace Road interchange, and Boyson Road interchange improvements are proposed to add capacity, improve interchange operations, and support regional travel needs at the following locations:

- I-380 mainline roadway between Iowa 100/Collins Road and County Home Road;
- Blairs Ferry Road interchange
- Boyson Road interchange; and
- County Home Road interchange.

The proposed action will improve traffic operations at the existing interchanges on I-380, accommodate future traffic growth in the project study area, and support regional travel needs for planned economic development and land use.

The Preferred Alternative offers the following design features:

- Expansion of I-380 from four to six lanes within the study area.
- Construction of a new, four-lane split bridge Diverging Diamond Interchange (DDI) at Tower Terrace Road;
- Reconstruction of the existing diamond interchange at Boyson Road with a new, four-lane split bridges DDI centered on the existing Boyson Road bridge alignment through the interchange; and
- Signalization of the ramp terminals at the County Home Road interchange.

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

2.0 Notice of Availability

On October 10, 2018, the Environmental Assessment (EA) was signed by FHWA. On October 18, 2018, the EA was made available to selected federal, state and local agencies for review at the Iowa DOT NEPA Compliance website: <https://iowadot.gov/ole/nepa-compliance/nepa-documents/i-380-from-blairs-ferry-rd-to-county-home-rd-e34>. On January 3, 2019, EA availability letters were sent to public officials, utilities, tribes, property owners within the study area, and potentially impacted property owners indicating that the EA was available for viewing at the NEPA compliance website and at the Cedar Rapids and Hiawatha Public Libraries. A notice of the EA public hearing on February 28, 2019 was published by Iowa DOT on February 7, 2019 via the Iowa DOT's Public Involvement website: <https://www.news.iowadot.gov/pim/2019/01/i-380-linn-county-january-22.html>, and in the Cedar Rapids Gazette, the Marion Times, and the Cedar Rapids Penny Saver local newspapers.

3.0 Review and Comment Period

The EA was made available for agency review on October 18, 2018. Following publication of the EA, members of the public and federal, state, and local resource and regulatory agencies were invited to submit comments on the proposed action. The review and comment period was open until March 21, 2019.

Agency Comments

Three agency comment letters were received on the circulated EA. Correspondence dated November 15, 2018 and December 17, 2018 from the U.S. Fish and Wildlife Service (FWS) and Linn County, Iowa and

a phone call on December 18, 2018 from Iowa Department of Natural Resources (Iowa DNR) offered no additional comments on the EA. Correspondence dated December 4, 2018 from the U.S. Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) indicated that a FPPA Form AD-1006 needs to be completed for this project. All three letters may be viewed in **Appendix A**.

Iowa DOT's response to NRCS is that the project study area is located within the corporate limits of Cedar Rapids, Robbins, and Hiawatha and therefore Form AD-1006 is not required to be completed.

Public Hearing

A Public Hearing was held at the Hiawatha City Hall, 101 Emmons Street, in Hiawatha on February 28, 2019. The proposed improvements to I-380 between Collins Road/Iowa 100 and County Home Road, which includes 6-laning I-380, rebuilding the Boyson Road interchange, and adding an interchange at Tower Terrace Road were discussed at the meeting. The purpose of the meeting was to gather feedback on the environmental documentation, preferred alternative, and potential impacts related to the planned highway improvements. The meeting was held from 5:00 to 7:00 p.m. and was attended by 101 people. A pre-recorded presentation was presented at 6:00 p.m. followed by a formal opportunity for the public to provide comments and receive responses from the project team. Opportunities were provided during the hearing for those in attendance to record written comments as well.

A written transcript of the hearing, including comments, questions, and responses from Iowa DOT and consultant staff, has been prepared and is available upon request. The comments and public hearing transcript were reviewed by Iowa DOT and FHWA and were considered as part of the basis for approval of the FONSI.

Comment Summary

Informal conversations were held with members of the public during the open forum portion of the public hearing and formal comments were recorded during the question and answer session following the formal presentation on the project. Two comments were received during formal comment period of the public hearing, one expressing support for the project, and the other inquiring about the meaning of “enhanced operations” at interchanges. In addition, comments were provided to the project team through the Iowa DOT's Public Involvement Management Application (PIMA) online submission process and by letter prior to and after the public hearing and responses were provided by Iowa DOT staff.

A summary of the public comments received regarding project impacts is provided in the following paragraphs of this section.

Summary Comment #1: Several people expressed confusion over the definitions and differences of the orange study area line and the purple proposed impact area line. When their properties were located on the mapping, many of their properties were not going to be directly impacted by the project.

Summary Comment #2: Several residents of the Tower Terrace Mobile Home Park (TTMHP) were disappointed that the project would not be impacting their homes. One resident lived in the far north part of TTMHP on Hummingbird Lane. A second resident lives on Song Sparrow Lane and would not be impacted by the project.

Summary Comment #3: A property owner on the east side of the northbound Boyson Road off ramp had concerns with how close the proposed impact area was to their building. It was explained that this was the potential impact area and indicated that we will have a better understanding of what our impacts are when the project goes into final design. It was also noted that the new ramps are more compressed

than the existing ramps, so it is unlikely additional right-of-way at this location is needed. However, a definitive answer could not be given at this stage of development.

Summary Comment #4: Several property owners had questions about existing access to roadways. A property owner on the south west side of the Boyson Road interchange questioned if the driveway access on the southwest corner of the Boyson Road interchange will be closed. It was indicated to him that discussions to remove that access have occurred. Property owners immediately adjacent to and on the north side of Tower Terrace Road expressed concerns about access. They had bought the property as an investment several years ago and were concerned about impacts on the value of the property. Iowa DOT staff indicated right-of-way discussions can begin after approval of the NEPA document.

Written Responses

Individual written comments received by mail, email or through the PIMA application for which responses were prepared by Iowa DOT are summarized below.

Comment #1 – We wish to know more about how this project will affect our property.

Response #1 – We are currently studying the area for potential widening of 380. After the study is completed we will proceed to final design and that is where we will know actual impacts to adjoining property owners. There is more information at: <https://iowadot.gov/i380planningstudy>. I recommended to check this site and attend any public meeting to stay informed.

Comment #2 – Thank you for the detailed documents online. We would like to better understand the specific effect on our property as we plan for future plantings.

Response #2 – Thanks for writing to us. We are just working on preliminary design for the project so do not yet have the actual impacts to properties along I-380. We will have additional public meeting when we have more design work done. Right now, the only project programmed is the new interchange at Tower Terrace and I-380. The adding of an additional lane on I-380 in both directions, which may impact your property, is not yet programmed and likely many years away. You can check back with me in 6-8 months to see what additional design work is done.

Comment #3 – What is the justification for not having a sound barrier near Deb Ann Lane? There is a sound barrier south of the interchange. Also, what are the requirements for a sound barrier?

Response #3 – We are aware of the elevated sound levels you are experiencing and your desire to have noise abatement. Noise modeling was completed with the project and noise barriers were examined to determine if they meet Iowa DOT’s “feasibility and reasonableness” criteria. The barrier modeled for your area did not meet the “relative noise increase” reasonableness criteria. While noise levels will continue to increase due to increases in traffic, noise levels for 2040 future build modeled noise level changes in your area range between -1.3 dB(A) and 0.6 dB(A). We are exploring the possibility of creating shallow earthen berms as part of the highway project adjacent to the Deb Ann LN subdivision, which may have the potential to reduce sound levels further. Please contact me if you have further questions or would like to discuss.

Comment #4 – We own both north corners of the Tower Terrace and I-380 interchange. We want to know what your timeline is, or preferred date for us to discuss how we will be compensated for the land you need of ours to complete this project. Please let us know when you are ready to open these discussions. Please also note that the chosen design completely land locks our NE property which eliminates all use whatsoever.

Response #4 – Thank you for writing to us about the proposed new Tower Terrace interchange. We are finishing up our environmental documents and once we receive approval from Federal Highway we can go into final design and will then know exactly how your land will be affected. I would estimate that the right of way process would begin early 2020. We are planning to let the project out for construction bids in June of 2021 so construction would start that summer and continue for a couple of years. If you would like to speak with a right of way agent about the process in general, I can give you a name to either call or email with questions. All our agents are located in our central office in Ames. I am also providing a link to a brochure we have that outlines the steps necessary when we buy land: <https://www.iowadot.gov/rightofway/acquisition/highwaysandyourland.pdf>. Please let me know if you have other questions or concerns.

4.0 New Information

At a previous public information meeting, several members of the public expressed concern with pedestrian and bicycle movements through DDI interchanges as many vehicle movements are “free movements” that do not require a vehicle to stop. Those free movements in the interchange have the potential to create conflicts with pedestrians and bicyclists, reducing safety benefits of the DDI configuration. In response to those concerns, Iowa DOT developed an alternative DDI signalized trail crossing concept that provides pedestrian-activated signals at trail/sidewalk crossing points within the DDI interchange. **Exhibit 2** displays the DDI signalized trail crossing concept.

The new DDI signalized trail crossing concept was displayed at the Public Hearing on February 28, 2019. The public was given the opportunity to comment on the trail crossing changes at that time. No comments were received pertaining directly to the concept. Iowa DOT intends to incorporate the new DDI trail crossing concept into the Tower Terrace and Boyson Road DDI designs.

5.0 Basis for Finding of No Significant Impact

The EA evaluated resources present in the project area for effects as they may occur for the construction of the proposed project. The EA documents the absence of significant impacts associated with the implementation of the proposed action.

This FONSI documents compliance with NEPA and all other applicable environmental laws, Executive Orders, and related requirements.

6.0 Special conditions for location approval

The following permits will be obtained during design and prior to construction of the project:

- A National Pollutant Discharge Elimination System (NPDES) General Permit No. 2 for Storm Water Discharge Associated with Construction Activities (NPDES Storm Water Permit) from the Iowa Department of Natural Resources will be acquired for minimization of storm water runoff and erosion associated with land disturbance activities.
- A Section 404 Nationwide Permit #14 from the U.S. Army Corps of Engineers, Rock Island District and Section 401 Water Quality Certification from Iowa Department of Natural Resources (Joint Application Form for Protecting Iowa Waters) will be acquired for placement of fill material in waters of the U.S., including wetlands and streams; and for water quality protection. As a condition of that permit, it is expected that stream impact mitigation measures will be required and may include the installation of rock splash basins at the culvert outlets. Wetland

mitigation, if required, will be fulfilled through the purchase of wetland credits from an approved wetland mitigation bank that has adequate credits at the time of the permit application.

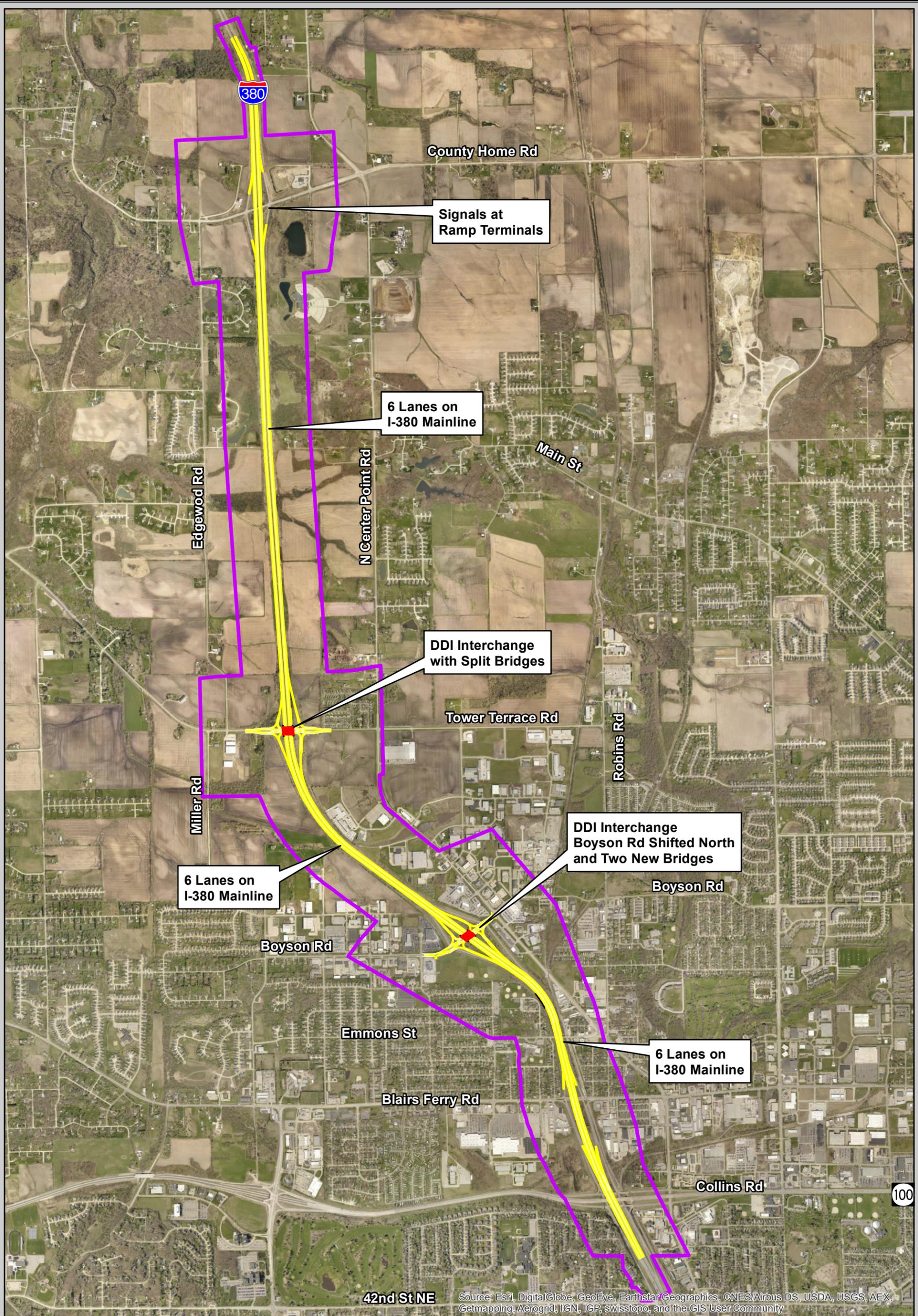
Several conditions were identified for approval and will be implemented during the design process, prior to construction, or as mitigation as noted below:

- During the final design phase of the project, right-of-way requirements will be minimized to the extent possible. Relocations and property acquisition would be conducted in conformance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, and Iowa Code 316, the “Relocation Assistance Law”, including relocation assistance advisory services and payment for moving expenses. Complicated relocation problems that may arise will be addressed by the state’s commitment to the provisions of 49 CFR 24.404 (Replacement Housing of Last Resort). Relocation assistance would be made available to all affected persons without discrimination. Special assistance in finding suitable and/or ADA accessible housing will be provided to any person with special disability needs or special low-income needs.
- Crosswalks and sidewalk ramps at intersections will comply with Americans with Disabilities Act (ADA) requirements. This applies to both sidewalks constructed as part of the Preferred Alternative and detour routes during construction.
- In the event that a previously unevaluated historic property, artifacts, or human remains are discovered during construction, all construction and excavation activities will cease immediately within the area. The area will be secured, the material left in place with no further disturbance, and the Iowa DOT, the Iowa SHPO, or the Iowa Office of the State Archaeologist (OSA), as appropriate, will be contacted immediately.
- The Iowa DOT will implement conservation measures that minimize potential impacts to migratory birds, including clearing of the scattered trees along the right of way outside of the nesting season or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings, as indicated in the Migratory Bird Treaty Act. Prior to construction, bridges will also be checked for potential nests.
- All known and unknown hazardous materials encountered during construction will be properly handled and disposed of in compliance with federal, state, and local laws and regulations. Where hazardous material or solid waste is identified in the required right-of-way, resolution with the property owner will be conducted prior to purchase. If an unknown site is encountered during construction, the Iowa DOT and the Iowa DNR will be contacted, and appropriate laws and EPA regulations would be followed to eliminate or minimize any adverse environmental consequences. Standard best management practices will be used for demolition, clearing and grubbing. Buildings that are identified for demolition will be thoroughly inspected for both stored hazardous materials and hazardous materials used in the construction of the building (e.g. asbestos, etc.).
- During design and construction, proper coordination with utility companies will take place to determine further details regarding location, extent, and relocation of utilities; to avoid potential conflicts; and to ensure utility service disruptions are minimized.
- Tower Terrace Road will be closed during construction of the new Tower Terrace interchange and a traffic management plan will not be developed for that project. A traffic management plan will be developed and implemented for the I-380 and Boyson Road interchange during the

Finding of No Significant Impact (FONSI)

construction phase of the project. Access to properties and to the interstate will be maintained by staged construction, temporary access roads, or other appropriate means. Appropriate notification and detours will be clearly signed and posted before any closures occur. Coordination with emergency responders will be required prior to and during construction. This coordination will include notification of when closures will occur, as well as identification of detours during that time.

- During construction, portions of the local street sidewalk network may be temporarily disrupted with short and mid-term closures. Detours will be provided as necessary, and closures will be clearly signed and posted. Exact closures and durations will be determined during later project design phases.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



**I-380 Improvements
in Linn County, IA
Environmental
Assessment / FONSI**

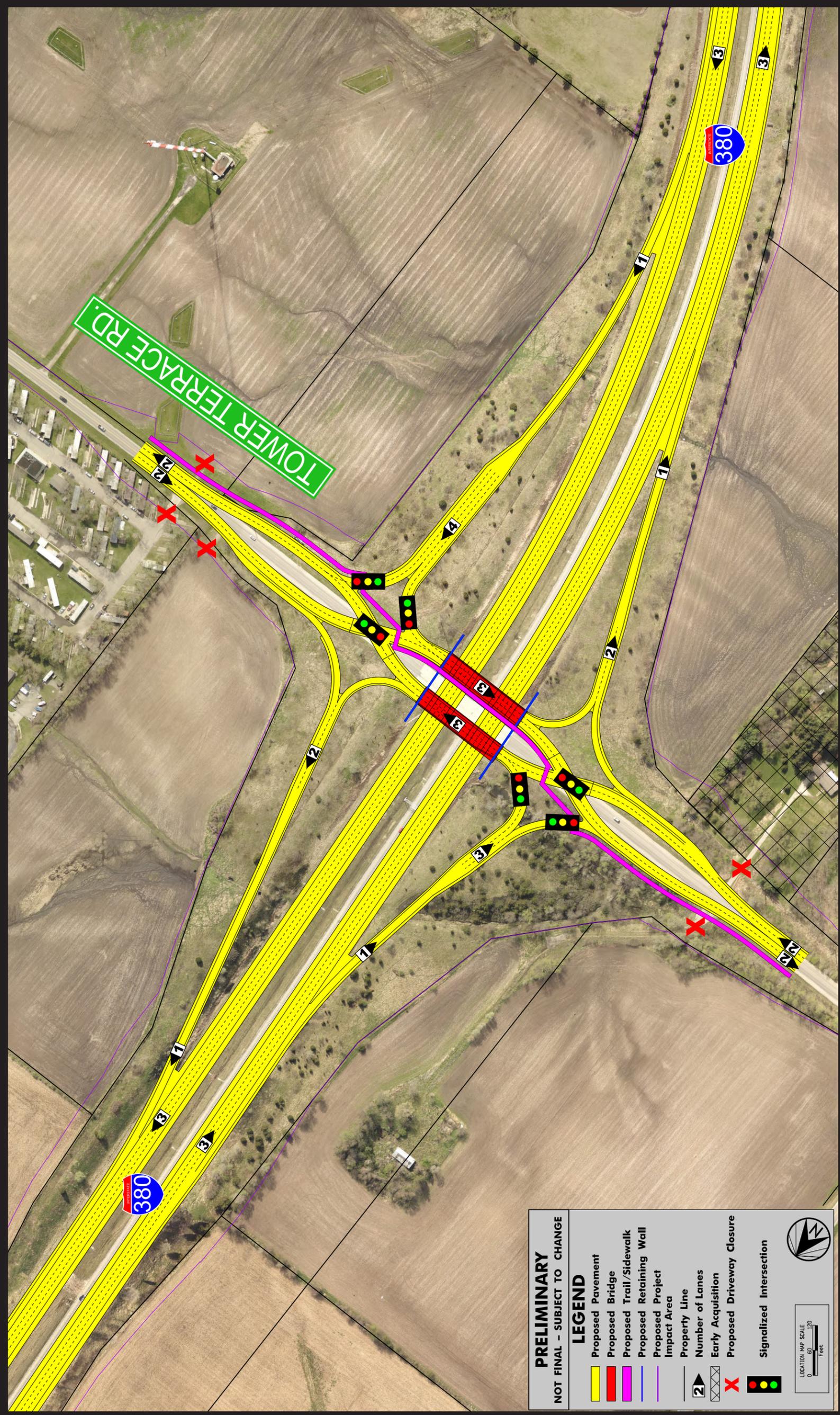
Legend

- Proposed Pavement
- Proposed Bridge
- Study Area



**Exhibit 1
Preferred
Alternative**

April 9, 2019



PRELIMINARY
NOT FINAL - SUBJECT TO CHANGE

LEGEND

- Proposed Pavement
- Proposed Bridge
- Proposed Trail/Sidewalk
- Proposed Retaining Wall
- Proposed Project Impact Area
- Property Line
- Number of Lanes
- Early Acquisition
- Proposed Driveway Closure
- Signalized Intersection

LOCATION MAP SCALE
0 60 120
Feet



I-380 Improvements
in Linn County, IA
Environmental
Assessment / FONSI



Exhibit 2
**Diverging Diamond Interchange
with Signalized Trail Crossing**

April 9, 2019

Appendix A
Resource Agency Comments



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Rock Island Field Office
1511 47th Avenue
Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807

IN REPLY REFER
TO:

FWS/IL-IA FO

November 15, 2018

Ms. Tamara Nicholson
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Ms. Nicholson:

We have received the Environmental Assessment dated October 10, 2018, for I-380 Improvements, Tower Terrace Road Interchange, and Boyson Road Interchange Improvements, Hiawatha and Cedar Rapids, Linn County, Iowa (Project # IM-380-6(224)25—13-57. We have reviewed the document and have no further comments.

This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. Should this project be modified or new information indicate endangered species may be affected, consultation should be initiated.

Thank you for the opportunity to provide comments. If you have any additional questions or concerns, please contact Heidi Woeber of my staff at extension 209.

Sincerely,


for Kraig McPeek
Field Supervisor

Newell, Deeann

From: Bednarek, Richard - NRCS, Des Moines, IA <Rick.Bednarek@ia.usda.gov>
Sent: Tuesday, December 4, 2018 9:32 AM
To: Nicholson, Tamara; Newell, Deeann
Cc: Simon, Kurt - OSEC, Des Moines, IA; Sass, Neil - NRCS, West Union, IA; Cronin, James - NRCS, Des Moines, IA
Subject: RE: Iowa DOT Environmental Assessment- Interstate 380 from Blairs Ferry Rd to County Home Road

In response to your Environmental Assessment, you will need to have FPPA Form AD-1006 completed for this project. There are no easements in the project area.

Let me know if you have any questions.

Rick

***Richard J. Bednarek, Jr.
State Soil Scientist
USDA-NRCS
210 Walnut Street, Room 693
Des Moines, IA 50309-2180***

***Office: 515-323-2238
Cell: 515-393-7949***

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Newell, Deeann

From: Beck, Les <Les.Beck@linncounty.org>
Sent: Monday, December 17, 2018 11:43 AM
To: Newell, Deeann
Subject: RE: Iowa DOT Environmental Assessment - Interstate 380 from Blairs Ferry Rd to County Home Road

Ms. Newell: Linn County Planning & Development has no additional comments beyond the assessments and recommendations contained in the EA for this project. Thank you for the opportunity to review.

Regards,



LES BECK
Director
PLANNING & DEVELOPMENT
935 2ND St. SW | Cedar Rapids, IA 52404
Ph: 319-892-5151 | Fax: 319-892-5155
LinnCounty.org

From: Newell, Deeann <DeeAnn.Newell@iowadot.us>
Sent: October 18, 2018 10:10 AM
To: scott.tener@faa.gov; steven.fender@dot.gov; mark.bechtel@dot.gov; christine.schwake@dnr.iowa.gov; seth.moore@dnr.iowa.gov; kathleen.moench@dnr.iowa.gov; Nicholas_Chevance@nps.gov; steve.king@iowa.gov; cemvr-cc@usace.army.mil; eric.washburn@uscg.mil; shelly.grimmus@ia.usda.gov; IA_Webmanager@hud.gov; Carrie.E.Dobbins@hud.gov; robert_f_stewart@ios.doi.gov; summerlin.joe@epa.gov; Heidi_Woeber@fws.gov; Lourdes_Mena@fws.gov; Bradley, Bryan <bryan.bradley@iowadot.us>; Rogers, Ben <Ben.Rogers@linncounty.org>; Beck, Les <Les.Beck@linncounty.org>; Gannon, Steve <Steve.Gannon@linncounty.org>; conservation@linncountyparks.com; Alexander, Joi <Joi.Alexander@linncounty.org>; j.pratt@cedar-rapids.org; ron.corbett@cedar-rapids.org; City Cedar Rapids <j.winter@cedar-rapids.org>; bldgofficial@hiawatha-iowa.com; mayor@hiawatha-iowa.com; streets@hiawatha-iowa.com; jon.gallagher@ia.nacdnet.net; info@cityofrobins.org; kurt.simon@ia.usda.gov; christian.osborn@ia.usda.gov; mark.garrison@ia.usda.gov; jim.gertsma@ia.usda.gov; WaterResources@IowaAgriculture.gov; dneumann@cedarrapids.org; parkdirect@hiawatha-iowa.com; parksdirector@cedar-rapids.org; robinscityhall@fmtcs.com; Jill@marioncc.org; john.bruene@ia.usda.gov; mary.hepker@ia.nacdnet.net; susan.kloewer@iowa.gov; tim.thompson@dnr.iowa.gov; M.Myers@cedar-rapids.org; N.Kampman@cedar-rapids.org; ezaputil@hiawatha-iowa.com; bocka@crlibrary.org
Cc: Nicholson, Tamara <Tamara.Nicholson@iowadot.us>; Zeimen, Danny <Danny.Zeimen@iowadot.us>; Hofer, Brad <Brad.Hofer@iowadot.us>; Schnoebelen, Jim <Jim.Schnoebelen@iowadot.us>; Cutler, Catherine <Catherine.Cutler@iowadot.us>
Subject: Iowa DOT Environmental Assessment - Interstate 380 from Blairs Ferry Rd to County Home Road

Subject: I-380 from Blairs Ferry Rd to County Home Rd
IM-380-6(224)25--13-57

The Iowa Department of Transportation (Iowa DOT) in coordination with the Federal Highway Administration, has completed the Environmental Assessment (EA) for the improvement of I-380 from Blairs Ferry Rd to County Home Rd. The proposed action is to add capacity improvements along the four-lane divided Interstate

380 (I-380) from Collins Road (Iowa 100) to County Home Road, to construct a new interchange on I-380 at Tower Terrace Road and reconstruct the existing interchange at Boyson Road.

The EA may be viewed on the Iowa DOT's website at the link below.

<https://iowadot.gov/ole/nepa-compliance/nepa-documents/i-380-from-blairs-ferry-rd-to-county-home-rd-e34>

The Iowa DOT is soliciting comments on the document during the comment period which ends December 18, 2018. Please return your email comments to me by that date, or if you prefer to send your comments by mail, please postmark them by that date and send them to:

Tamara Nicholson
Director, Office of Location & Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Please feel free to call me at 515-239-1364 if you have any questions or concerns about this project.



DeeAnn L. Newell

Iowa Department of Transportation | Office of Location and Environment
800 Lincoln Way | Ames, Iowa 50010
Phone: 515-239-1364 | Email: DeeAnn.Newell@iowadot.us