

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

for the
US 30 Proposed Expansion
Tama County, Iowa
NHSX-030-6(187)—3H-86

The Federal Highway Administration (FHWA) has determined that this project would not have any significant impact on the human and natural environment. The finding of no significant impact is based on the attached Environmental Assessment, which the FHWA has evaluated independently and determined to discuss adequately and accurately the environmental issues and impacts of the proposed project. The Environmental Assessment provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment.

3/12/2014

Date

Michael S. Fisher

For FHWA

Description of the Proposed Action

The Iowa Department of Transportation (Iowa DOT) in coordination with the Federal Highway Administration (FHWA) is proposing to expand approximately 14 miles of U.S. Highway 30 (US 30) from a rural two-lane highway to a rural four-lane divided highway including in Tama County, Iowa (the Project).

Environmental Assessment Availability

The Environmental Assessment (EA) was signed on September 26, 2013 and distributed to selected federal, state, and local resource agencies on October 2, 2013 for review and comment. A notice of the public availability of the EA and notification of a public hearing on November 21, 2013 was placed on Iowa DOT's website on November 9, 2013 at <http://www.news.iowadot.gov/newsandinfo/2013/11/proposed-improvements-along-us-30-in-tama-county-to-be-discussed-nov-21.html>. A notice was also published in the legal sections of the Toledo Chronicle and Belle Plaine Star Press Union on October 30, 2013, and the Tama News-Herald on November 1, 2013.

Review and Comment Period

A review and comment period was established for receipt of comments on the EA, with an expiration date of December 9, 2013. A public hearing for the Project was held at the Tama County Economic Development Office in Toledo, Iowa on November 21, 2013. The public hearing used a combined open forum and formal format. A written record of this meeting has been prepared and is available upon request of Iowa DOT.

Agency Comments

Two agency letters were received after distribution of the EA, and are included in Appendix A. The comments are summarized as follows:

- Iowa Department of Agriculture and Land Stewardship, Division of Soil Conservation (IDALS-DSC) – The department noted that controlling soil erosion was their greatest concern. The department highlighted that erosion is more substantial during construction activities when vegetation is removed and areas are exposed and unprotected, and suggested that erosion be minimized through procedures outlined in the erosion control plan.
- US Department of Transportation, Federal Aviation Administration (FAA) – The FAA noted that they have reviewed the document and have no comments on environmental matters. It was suggested that the project may require a formal notice and review for airspace under the Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. The Notice Criteria Tool on the FAA website should be used to determine if filing with the FAA is a requirement. It was recommended that, due to the length of the route, the need for filing be checked at intervals and at topographic rises, bridges, or overpasses. It was also suggested that “routes within 5 miles of a public-use or military airport” be reviewed. FAA recommends a 120-day review period if filing is required.

Regarding the comments by IDALS-DSC, a National Pollutant Discharge Elimination System (NPDES) General Stormwater Discharge Permit for Construction Activities will be acquired and a Stormwater Pollution Prevention Plan (SWPPP) will be developed, with erosion control measures that will be implemented.

Concerning the FAA comment, as design advances, multiple locations along the route will be reviewed using the Notice Criteria Tool, with follow-up coordination with FAA conducted if needed before construction occurs.

Public Hearing

A public hearing was held on November 21, 2013, at the Tama County Economic Development Office, 1007 Prospect Drive, in Toledo, IA from 5 to 7 p.m. The purpose of the hearing was to present the proposed alternative and to gather feedback from the public about the proposed alternative and the completed EA. The hearing was conducted utilizing a combined open forum and formal format. The public was invited to attend an informal session any time between 5 and 5:30 p.m. A formal presentation began at 5:30 p.m. and was followed by a question-and-answer session. The public hearing was advertised in the published notice of availability (documented above), and on the Iowa DOT website at www.iowadot.gov/pim.

Ninety-two people registered their attendance at the public hearing. The public had the opportunity to comment verbally or in writing during the hearing, or by sending comments to the Iowa DOT after the meeting. Twelve attendees provided fifteen verbal comments during the question-and-answer session. A summary of those comments include the following:

- Concerns about replacement of lost topsoil due to construction activity.
- Impacts to a recently listed scenic byway adjacent to the project corridor.
- Safety concerns due to increased traffic and speeds, particularly at M Avenue and the tie-in point to the Tama By-pass. Sight distance at various locations along the corridor was also a concern.
- There were several questions regarding property acquisition and the right-of-way (ROW) negotiation process.
- There were several questions about reusing the existing two lanes and incorporating passing lanes.

In addition to the formal hearing and the opportunity to provide comments and responses via microphone, attendees spoke with Iowa DOT representatives. Below is a summary of key points of the discussions:

- There were several questions about project timing. Several folks were also interested in the timing for the Benton County portion of the project.
- There were several questions related to compensation for fence.
- Several individuals questioned why the existing lanes were not being used.

One email with was received from a resident couple prior to the November 21, 2013, public hearing. A summary of the comments follows:

- The property owners requested identification of the new property boundary, asked if a fence would be constructed along the new boundary, asked about an access connection to US 30, and asked who they would talk to about compensation for a pond and land.

Four comment forms and one letter were submitted to Iowa DOT after the public hearing; Iowa DOT has provided a response to all commenters who requested a response.

- A resident suggested that Iowa DOT divide the 12-mile project into two parts and improve the current two-lane to four-lane transition to V66 first for safety reasons. She noted that the crossover is too sharp an angle to be safe in bad weather, such as fog, snow, and rain. She also requested a fuller shoulder with a curb to pull off on from both directions at her driveway, which is located near the two-lane to four-lane transition.
- This resident noted that her current location is not in global positioning system (GPS) and asked who resets the GPS locations. This resident also noted that a less expensive option for the Boehme Hills is to add passing lanes.
- An attendee at the public hearing noted that it was an excellent meeting and that he supports the project as proposed.
- An attendee at the public hearing noted that he uses US 30 almost daily and supports the project. He suggested that the connection to E-66 going to Chelsea remain close to where it exists now, approximately 200 to 300 feet to the west where the terrain is relatively flat, and connect to US 30 at a 90 degree angle. A commenter stated that his main concern is the difficult access that he would have from his driveway. He also noted that he does not care for rumble strips.
- This commenter stated that by not using the existing road, the project is not cost-effective. This commenter also stated that with construction of four lanes north of the existing road, his house would be too close to traffic and noise. He noted he had his house built set back on the lot to minimize traffic noise. He asked if Iowa DOT would pay for his house to be relocated again, further back, to have a quiet environment
- An attendee at the public hearing suggested that the first crossover east of M Avenue be moved 0.25 mile west of the proposed crossover, because it would serve as an entrance and exit for five property owners having ground touching the crossover.

New Information

Since publication of the EA and the public hearing, there has been a design change and other new information that changes or updates information presented in the EA. These changes and clarifications are discussed below:

- Through the public comment process, a commenter indicated that a portion of the alignment is along a recently designated scenic byway, as part of the Lincoln Highway. A portion of the US 30 alignment west of the intersection of US 30 and Highway E66, and the alignment east of V40 is designated as an Iowa Scenic Byway. This alignment follows the former Lincoln Highway. The expansion and

improvement of US 30 to four lanes in this area would not change its Scenic Byway designation.

- In September 2013, a Biological Assessment was completed to assess the extent that the proposed action would affect Indiana bat, prairie bush clover, and western prairie fringed orchid (Iowa DOT, September 2013). No critical habitat for these species was identified in the project area and no effects were determined to occur for the prairie bush clover and western prairie fringed orchid. The Iowa DOT also determined that this project may affect but is not likely to adversely affect the Indiana bat. Iowa DOT requested U.S. Fish and Wildlife Service (USFWS) concurrence of the project by letter dated September 25, 2013. The USFWS concurred with the determination of effect on September 30, 2013 (see Appendix B). Iowa DOT has also determined that, on this project, measures taken to protect and mitigate for the Indiana bat will also be protective and mitigate for potential effects to the northern long-eared bat (a bat species proposed for listing as an endangered species).
- Iowa DOT made a determination of “No Adverse Effect with Conditions” for archaeological sites 13TM589, 13TM595, 13TM596, 13TM597, 13TM598, 13TM590 and for the Dvorak Farmstead, the Seabert House, and the Ledvina Farmstead, all historic properties previously determined to be eligible for the National Register of Historic Places. The conditions placed on this determination are that the present project corridor remains in place and the project does not impact those archaeological sites and historic properties recommended for avoidance. The Iowa State Historic Preservation Office (SHPO) concurred with the determination on February 3, 2014.

Given that the historic structures of the Dvorak Farmstead, Seabert House, and the Ledvina Farmstead will be avoided, SHPO was also informed of the FHWA’s intent to make a *de minimis* impact determination based on the determination of “No Adverse Effect with Conditions”. Furthermore, FHWA concurred that archaeological sites 13TM589, 13TM595, 13TM596, 13TM597, 13TM598, 13TM590 do not qualify as Section 4(f) properties based on a determination of “No Adverse Effect with Conditions” and SHPO concurrence.

Appendix A contains the concurrence letter that addresses both the effect determination for archaeological and historic properties, and the *de minimis* impact determination.

Basis for Finding of No Significant Impact

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

- Land use
- Economic
- Parklands and Recreational Areas
- Right-of-Way
- Relocation Potential

- Construction and Emergency Routes
- Transportation
- Historical Sites or Districts
- Archaeological Sites
- Wetlands
- Surface Waters and Water Quality
- Floodplains
- Wildlife and Habitat
- Threatened and Endangered Species
- Woodlands
- Farmlands
- Noise
- Contaminated and Regulated Materials Sites
- Visual
- Utilities

This Finding of No Significant Impact (FONSI) documents compliance with the National Environmental Policy Act of 1969 (NEPA) and all other applicable environmental laws, Executive Orders, and related requirements.

Special Conditions for Location Approval

Several conditions, noted below, were identified for approval and will be implemented during the design process prior to construction. The Project would require a Clean Water Act (CWA) Section 401 water quality certification, CWA Section 404 permit for wetland and stream impacts, and a NPDES General Stormwater Discharge Permit for Construction Activities. The Project would cross perennial streams with FEMA-mapped floodplains, and consequently require Floodplain Development Permits and Iowa Sovereign Lands Permits.

- Any potential ROW requirements will be minimized during the final design process to minimize impacts. The State of Iowa will coordinate with business and property owners during the ROW acquisition process to negotiate compensation for ROW acquired. Relocations will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Iowa Code 316, the “Relocation Assistance Law.”
- As design advances, construction of US 30 will be further evaluated for the potential to avoid or minimize an airspace obstruction at the Toledo Municipal and Belle Plaine Municipal airports; further coordination with FAA would occur as needed. The FAA Notice Criteria Tool would be completed to determine if coordination with FAA would be needed regarding potential airspace obstruction at Toledo Municipal Airport (located 1.8 miles northwest of the west end of the Study Area) and Belle Plaine Municipal Airport (located 6 miles southeast of the east end of the Study Area).
- The historic structures of the Seabert/Gray Gothic Revival House, the Ledvina/Willier Farmstead, and the Dvorak Farmstead will be avoided.

- The present project corridor will remain in place and the Project will not impact the five archaeological sites recommended for avoidance.
- An individual permit under Section 404 of the Clean Water Act will be acquired from the U.S. Army Corps of Engineers with Section 401 water quality certification obtained from the Iowa Department of Natural Resources (Iowa DNR). Any unavoidable wetland impacts will be offset through the development of wetland mitigation approved by the regulatory agencies through the Section 404 Permit process. Construction activities in streams will be conducted during periods of low stream flow. As design advances, efforts will be made to avoid and minimize impacts to waters of the United States, including wetlands. All disturbed areas will be seeded with native grasses, and appropriate erosion control measures will be implemented. Clearing of vegetation will be limited to that which is absolutely necessary for construction of the Project.
- Actual groundwater well locations will be confirmed during a physical survey as the design process advances. A certified well contractor will cap and seal any wells on property to be acquired, in accordance with Iowa DNR requirements. To mitigate impacts on wells that supply water to properties that will not be acquired, Iowa DOT will replace the well or provide a connection to an existing waterline in the area.
- Any septic systems affected by ROW acquisition and construction will be properly decommissioned. Waste pits will be pumped out by a licensed contractor.
- A NPDES General Stormwater Discharge Permit for Construction will be obtained from Iowa DNR. The SWPPP required for this permit will address requirements specified by Iowa DOT in its Construction Manual to minimize temporary impacts on water quality during construction.
- Floodplain Development Permits and Iowa Sovereign Lands Permits will be acquired from Iowa DNR.
- Clearing of vegetation will be kept to a minimum and provisions of the Migratory Bird Treaty Act will be adhered to as applicable. If clearing activities are required during the nesting period, a survey of the affected habitats will be conducted prior to clearing to determine if nesting migratory birds are present. This survey will be coordinated with USFWS and the results will be submitted to USFWS to determine if any migratory birds would be affected.
- To minimize potential impacts on state-listed species, Iowa DOT will minimize impacts on habitat favorable to these species to the extent practical during final design.
- Impact to woodland will be mitigated in accordance with Iowa Code 314.23, Environmental Protection.
- Regulated materials in houses and a former gas station building to be demolished will be disposed of properly. Any fuel or lubricants will be recycled or disposed of as hazardous waste. Storage tanks will be cleaned and recycled. All buildings to be demolished will be inspected for asbestos-containing materials (ACM). Bridges, other than those constructed entirely of Portland cement concrete or wood, will also

be inspected for asbestos. In accordance with National Emission Standards for Hazardous Air Pollutants (NESHAP) and the Iowa Clean Air Act, Iowa DNR will be notified 10 working days before demolition begins. All building debris and waste material will be recycled or disposed of in a licensed facility in accordance with applicable regulations. Any appliances in residences or businesses to be demolished will be de-manufactured at a licensed facility before recycling or disposal, in accordance with Iowa Administrative Code 567, Chapter 118.

- Solid waste facilities for animal operations, if affected, will be demolished in accordance with Iowa Administrative Code 567-65. All manure will be removed from the facility within 6 months of closure and properly disposed of through land application. Solid wastes will be properly handled and disposed of in accordance with Iowa DNR requirements to prevent adverse impacts on surface waters.
- If any contamination above regulatory limits is encountered at any of the former leaking underground storage tanks, the contractor will stop work and notify Iowa DOT, who will coordinate with Iowa DNR. Proper handling and disposal of contaminated soil (including decontamination of equipment) encountered will be performed.
- As design advances, construction activities will be coordinated with public utilities to avoid potential conflicts and to minimize planned interruptions of service.
- Iowa DOT Standard Note 232-9 will be included in project plans and requires tree removal after September 30th and before April 1st. Impacted woodland would be replaced with new tree plantings suitable for Indiana bat summer habitat, or tree preservation areas with suitable tree species.

Environmental Assessment Errata

- Section 5.3.2 Surface Waters and Water Quality, the first paragraph under the Proposed Alternative noted in the second sentence “Eight open waters with approximately 3.48 acres are within the preliminary impact area.” However, some of the eight impacted areas were double-counted, and the correct estimate of open water impacts is 2.03 acres.

References

Iowa DOT. September 2013. Biological Assessment. U.S. Highway 30 (Tama Bypass to Benton County Line), NHSX-030-6(187)--3H-09. Tama County, Iowa.

This Page Intentionally Left Blank

APPENDIX A

AGENCY CORRESPONDENCE

- Iowa Department of Agriculture and Land Stewardship November 5, 2013 letter to Iowa DOT
- FAA October 16, 2013 letter to Iowa DOT
- Iowa DOT letter to State Historical Society of Iowa SHPO January, 9, 2014, concurred by Iowa SHPO on February 3, 2014



November 5, 2013

Mr. James Rost
Director, Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RECEIVED
NOV 13 2013
Office of Location & Environment

**RE: U.S Highway 30 Expansion Project, Tama County – Environmental Assessment
Project Number NHSX-030-6(187)-3H-86**

Dear Mr. Rost:

The Iowa Department of Agriculture and Land Stewardship - Division of Soil Conservation (IDALS – DSC) appreciates the opportunity to provide input regarding the highway expansion project along U.S. Highway 30 (Tama County) and respectively submits the following item for comment below.

IDALS-DSC greatest concern is controlling soil erosion. Erosion often occurs at significant levels during construction activities when large unvegetative areas are exposed and unprotected. Any soil erosion that does occur during construction shall be promptly mitigated with procedures outlined in the written erosion control plan to address this concern.

If you have any questions, we ask that you contact the Tama County Soil and Water Conservation District office located in Toledo.

**Larry Jones, District Conservationist, Tama County USDA Service Center
Natural Resources Conservation Service
102 Hwy 30 W, Toledo, IA 52342
(641) 484-2702**

All personnel in the Soil and Water District office are well informed and stand ready to assist and advise you with problems that can arise from an undertaking of the size and scope that you have outlined in your report.

Thank you for the opportunity to provide this information.

Sincerely,

A handwritten signature in black ink, appearing to read "James Gillespie". The signature is written in a cursive style.

James Gillespie, Director
IDALS/Division of Soil Conservation

Cc: Tama SWCD

This Page Intentionally Left Blank



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

October 16, 2013

Mr. Jorge Zamora
NEPA Project Manager
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Re: US 30 Proposed Expansion Environmental Assessment
Tama County, Iowa
NHSX-030-6(187)—3H-86

Dear Mr. Zamora:

We have received your letter dated October 2, 2013. We generally do not provide comments from an environmental perspective.

Airspace Considerations

The project may require formal notice and review for airspace review under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. To determine if you need to file with FAA, go to <http://oeaaa.faa.gov> and click on the "Notice Criteria Tool" found at the left-hand side of the page. Because this is a transportation study involving long routes, I 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, I recommend a 120-day notification to accommodate the review process and issue our determination letter. Proposals may be filed at <http://oeaaa.faa.gov>.

More information on this process may be found at:
<http://www.faa.gov/airports/central/engineering/part77/>

If you have questions, please contact me at glenn.helm@faa.gov or 816-329-2617.

Sincerely,

Glenn Helm, P.E.
Environmental Specialist

This Page Intentionally Left Blank



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097

JAN 27 2014

FAX

515-239-1726

January 9th, 2014

Ref. No

NHSX-030-6(187)- -3H-86

NHS-030-6(88)- -19-86

Tama Bypass

Primary Road

Doug Jones
Ralph Christian
Review and Compliance
Community Programs Bureau
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319

R&C# 990300072

Dear Doug and Ralph

RE: Determination of Effect for the U.S. 30 / Tama Project Corridor
Finding of Conditional No Adverse Effect (Revised)

Enclosed for your review and comment is the *Determination of Effect* for the above-mentioned federal-funded project. This revised determination letter includes the information requested by your office in December of 2013. Enclosed is also the requested CD-R with the corridor maps.

As previously noted, the U.S. 30 Tama County project proposes the development of four-lane highway corridor. This corridor begins roughly at the U.S. Highway 30 Tama / Toledo Bypass and extends east to State Highway 21 at the Benton / Tama county line

During the original and supplemental cultural resources, a number of archaeological sites and historic structures were identified and documented. Of this archaeological sites and properties, five archaeological sites were recommended for avoidance or further investigations and three historic properties were recommended for avoidance or mitigation.

Archaeological Sites 13TM589, 13TM595, 13TM596, 13TM597, and 13TM598, were recommended for further investigations (Phase II). One archaeological site, 13TM590, an isolated find (biface) was recommended for additional Phase I, if impacted by the project. (The site was located outside of the project area.)

One previously identified archaeological site, 13TM170, was reviewed and an attempt was made to relocate the site. No evidence of the site was identified during the current survey within the project area.

Three eligible historic properties were reviewed and identified by the architectural / historic study for this project. The Dvorak Farmstead (#86-01101), the Seabert House (#86-00778), and the Ledvina Farmstead (#86-00804) were determined eligible for the National Register of Historic Places and all three properties were recommended for avoidance or mitigation.

Mr. Doug Jones
Page 2
January 9th, 2014

After a review of the locations and boundaries of those archaeological sites recommended for further investigation or avoidance, as well as the locations and boundaries of those historic properties recommended for avoidance, the project area for this project has been narrowed to avoid impacts.

Based on the enclosed project corridor map and the location of previously recorded archaeological sites and historic properties, along with the reviews conducted by the Iowa DOT's Cultural Resources Management Section, the determination for this project is *No Adverse Effect with Conditions*.

The conditions placed on this determination are that the present project corridor remains in place and the project *does not impact* those archaeological sites and historic properties recommended for avoidance or additional investigations.

Please note that Federal Highway Administration (FHWA) intends to make a finding of *De Minimis* impact for this project. .

If you concur with the finding of determination for this project, please sign the concurrence line below and return this letter.

If you have any questions, please do not hesitate to contact me at 515-239-1097 or matt.donovan@dot.iowa.gov.

Sincerely,



Matthew J.F. Donovan, RPA
Office of Location & Environment
Matt.Donovan@dot.iowa.gov

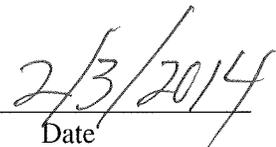
MJFD
Enclosure

cc: Scott Dockstader, District 1
Dee Ann Newel, NEPA / OLE
Michael Finn, Principal Investigator / Waspi Valley Archaeology

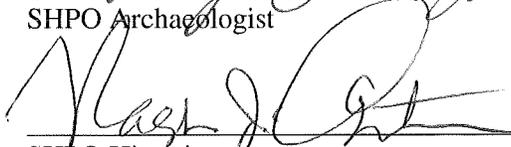
Concur:



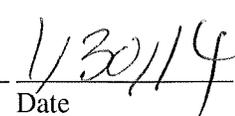
SHPO Archaeologist



Date



SHPO Historian



Date

Comments:

APPENDIX B

**DETERMINATION OF EFFECT FOR THREATENED AND
ENDANGERED SPECIES**

Determination of Effect for Threatened & Endangered Species

Form 760004 (08-13)

Project Name: Highway 30 Improvements	Highway No.: U.S. 30	County: Tama
---	--------------------------------	------------------------

Project No.: NHSX-030-6(187)--3H-86	Letting Date: Unprogrammed	PLSS/UTM:	Station No.:
---	--------------------------------------	------------------	---------------------

Project Description:
Expand an 11.5-mile segment of U.S. Highway 30 from a rural two-lane highway to a rural four-lane divided highway in Tama County, Iowa.

Are there documented occurrences of T&E species within 1 mile of the project? Yes No

If yes, list species:
Indiana bat (*Myotis sodalis*) - State E, Federal E
Blanding's turtle (*Emydoidia blandingii*) - State T

Are there documented occurrences of T&E species within the limits of construction? Yes No

If yes, list species:

Is there likely to be habitat for T&E species within the project's limits of construction? Yes No

If yes, list species:
Indiana bat (*Myotis sodalis*)

Describe current geographic setting (native habitats, adjacent land use, etc.) and potential project impacts:
Woodland consisting of suitable Indiana bat habitat, homesteads, disturbed land and cultivated farmland.

Will the project likely require borrow? Yes No

DETERMINATION OF EFFECT - ACTION

No Effect
 No Effect (by following recommendations)
 Needs Further Study
 May Affect – Not Likely to Adversely Affect
 May Affect – Likely to Adversely Affect

Further Study – Consisting of the Following	Iowa DOT Recommendations
	Include Iowa DOT Standard Note 232-9 in project plans which requires tree removal after September 15th and before April 15th. Replace impacted woodland with new tree plantings suitable for Indiana bat summer habitat or preserve tree areas

References:
 Natural Areas Inventory
 T&E Species Range Maps
 Aerial Photos
 Soils of Concern Data
 Other: Indiana Bat Mist Net Survey & Biological Assessment(Stantec Consulting Services, Inc. 7/12 & 9/13)

Prepared by: J. Rudloff	Date: September 24, 2013
-----------------------------------	------------------------------------

Agency Concurrence: 	Date: 9/30/13
--------------------------------	-------------------------

INDIVIDUAL SPECIES EVALUATION - Determination of Effect for Threatened & Endangered Species (Continued)

Project Name: Highway 30 Improvements		Highway No.: U.S. 30	County: Tama
Project No.: NHSX-030-6(187)--3H-86	Letting Date: Unprogrammed	PLSS/UTM:	Station No.:

SPECIES EVALUATION

Species of Concern: Indiana bat	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State	Species Trait or Characteristic: Suitable summer habitat
------------------------------------	---	---

Description of Project Impacts:
Impacts to potentially suitable summer habitat

Direct Effects from habitat/species impacts: Take Harm Harass
The proposed project may directly affect the Indiana bat by reducing the amount of potential roosting and foraging habitat in the project area.

Effects beneficial, insignificant, and/or discountable Effects possible but can be managed Effects are major

Indirect Effects from habitat/species impacts: Harm Harass
Traffic volumes on U.S. 30 will increase with time, which may result in increased noise levels that could potentially increase disturbance to bats.

Effects beneficial, insignificant, and/or discountable Effects possible but can be managed Effects are major

Cumulative Effects from habitat/species impacts: Harm Harass
No known cumulative effects from adjacent projects are known at this time.

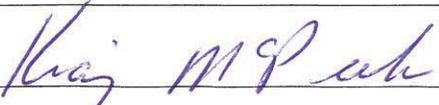
Effects beneficial, insignificant, and/or discountable Effects possible but can be managed Effects are major

NOTES:
The Iowa Department of Transportation has determined, under the delegated authority provided by the Federal Highway Administration, that the proposed project may affect, but is not likely to adversely affect the Indiana bat and the project will not result in the destruction or adverse modification of federally designated critical habitat.

SPECIES SPECIFIC DETERMINATION OF EFFECT

May Affect – Not Likely to Adversely Affect May Affect – Likely to Adversely Affect

Prepared by: J. Rudloff	Date: September 24, 2013
----------------------------	-----------------------------

Agency Concurrence: 	Date: 9/30/13
--	------------------