

NW 100th STREET
IN
POLK COUNTY, IOWA
HDP-35-3(175)78--71-77

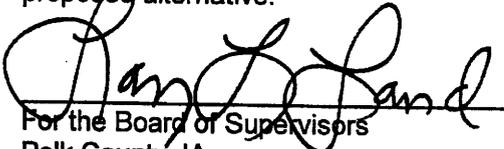
ENVIRONMENTAL ASSESSMENT

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

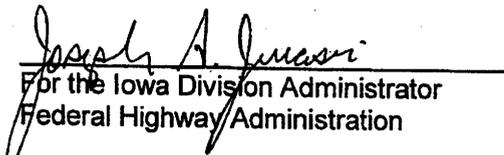
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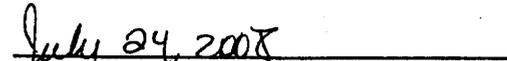
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
And
POLK COUNTY, IOWA

The signatures are considered acceptance of the general project location and concepts described in the environmental document unless otherwise specified by the approving officials. However, such approval does not commit to approve any future grant requests to fund the proposed alternative.


For the Board of Supervisors
Polk County, IA


For the office of Location and Environment
Iowa Department of Transportation


For the Iowa Division Administrator
Federal Highway Administration


Date of Approval for Public Availability

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PREFACE

The Transportation Equity Act of the 21st Century (TEA-21) mandated environmental streamlining in order to improve transportation project delivery without compromising environmental protection. In accordance with TEA-21, the environmental review process for this project has been documented as a Streamlined Environmental Assessment (EA). This document addresses only those resources or features that apply to the project. This allowed study and discussion of resources present in the study area, rather than expend effort on resources that were either not present or not impacted. Although not all resources are discussed in the EA, they were considered during the planning process and are documented in the Streamlined Resource Summary, shown in Appendix A.

The following table shows the resources considered during the environmental review for this project. The first column with a check means the resource is present in the project area. The second column with a check means the impact to the resource warrants more discussion in this document. The other listed resources have been reviewed and are included in the Streamlined Resource Summary.

Table 1: Resources Considered

SOCIOECONOMIC		NATURAL ENVIRONMENT	
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Land Use		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Wetlands	
<input type="checkbox"/> <input type="checkbox"/> Community Cohesion		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Surface Waters and Water Quality	
<input type="checkbox"/> <input type="checkbox"/> Churches and Schools		<input type="checkbox"/> <input type="checkbox"/> Wild and Scenic Rivers	
<input type="checkbox"/> <input type="checkbox"/> Environmental Justice		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Flood Plains	
<input type="checkbox"/> <input type="checkbox"/> Economic		<input type="checkbox"/> <input type="checkbox"/> Wildlife and Habitat	
<input type="checkbox"/> <input type="checkbox"/> Joint Development		<input type="checkbox"/> <input type="checkbox"/> Threatened and Endangered Species	
<input type="checkbox"/> <input type="checkbox"/> Parklands and Recreational Areas		<input type="checkbox"/> <input 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 type="checkbox"/> <input type="checkbox"/> Relocation Potential			
<input checked="" type="checkbox"/> <input type="checkbox"/> Construction and Emergency Routes			
<input type="checkbox"/> <input type="checkbox"/> Transportation			
CULTURAL		PHYSICAL	
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Historical Sites or Districts		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Noise	
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Archaeological Sites		<input type="checkbox"/> <input type="checkbox"/> Air Quality	
<input type="checkbox"/> <input type="checkbox"/> Cemeteries		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Mobile Source Air Toxics (MSATs)	
		<input type="checkbox"/> <input type="checkbox"/> Energy	
		<input type="checkbox"/> <input type="checkbox"/> Contaminated and Regulated Materials Sites	
		<input type="checkbox"/> <input type="checkbox"/> Visual	
		<input checked="" type="checkbox"/> <input type="checkbox"/> Utilities	
<input type="checkbox"/> CONTROVERSY POTENTIAL: This project is not anticipated to be controversial.			
<input type="checkbox"/> Section 4(f): This project will not impact any 4(f) resources.			

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DESCRIPTION OF THE PROPOSED ACTION

The project area is located within the city limits of Urbandale, Iowa. The proposed action will consist of a four-lane cross section that generally follows the existing alignment of NW 100th Street. The roadway will be an urban section, meaning it will have curb and gutter for its entire length and include a bike/pedestrian trail. The total length of the proposed action is approximately 4,300 feet, and will begin at NW 54th Avenue and end at Brookview Drive (see Figure 1).

The proposed action will also include a replacement bridge over I-35/80 and tie into existing NW 100th Street right-of-way (ROW). The new bridge will replace an existing two-lane pre-stressed concrete beam bridge that was constructed in 1958.

PROJECT HISTORY

In 2004 Polk County entered into a 28E Agreement with the incorporated cities of Urbandale, Johnston, and Grimes to consider new access points at NW 100th Street and NW Meredith Drive. Snyder & Associates, Inc. was retained in August 2004 to prepare an Interchange Justification Report (IJR) and the required environmental documentation for each of the two proposed access points on I-35/80.

An IJR Phase I Letter of Request was submitted to the Iowa Department of Transportation (IADOT) in April 2005. The Letter of Request included the proposed I-35/80 and 100th Street Interchange (4 access points) and the proposed half-diamond (2 access points) at I-35/80 and NW Meredith Drive.

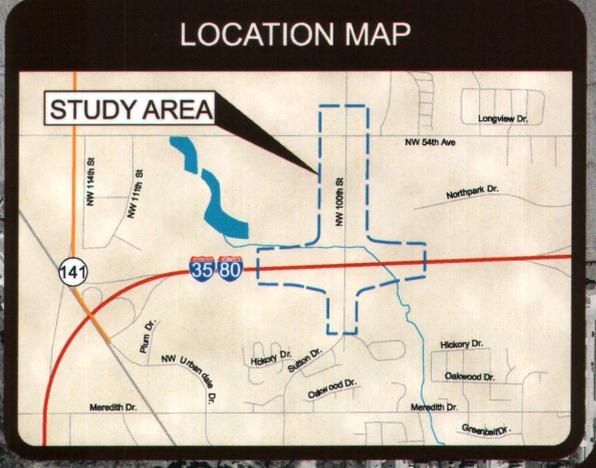
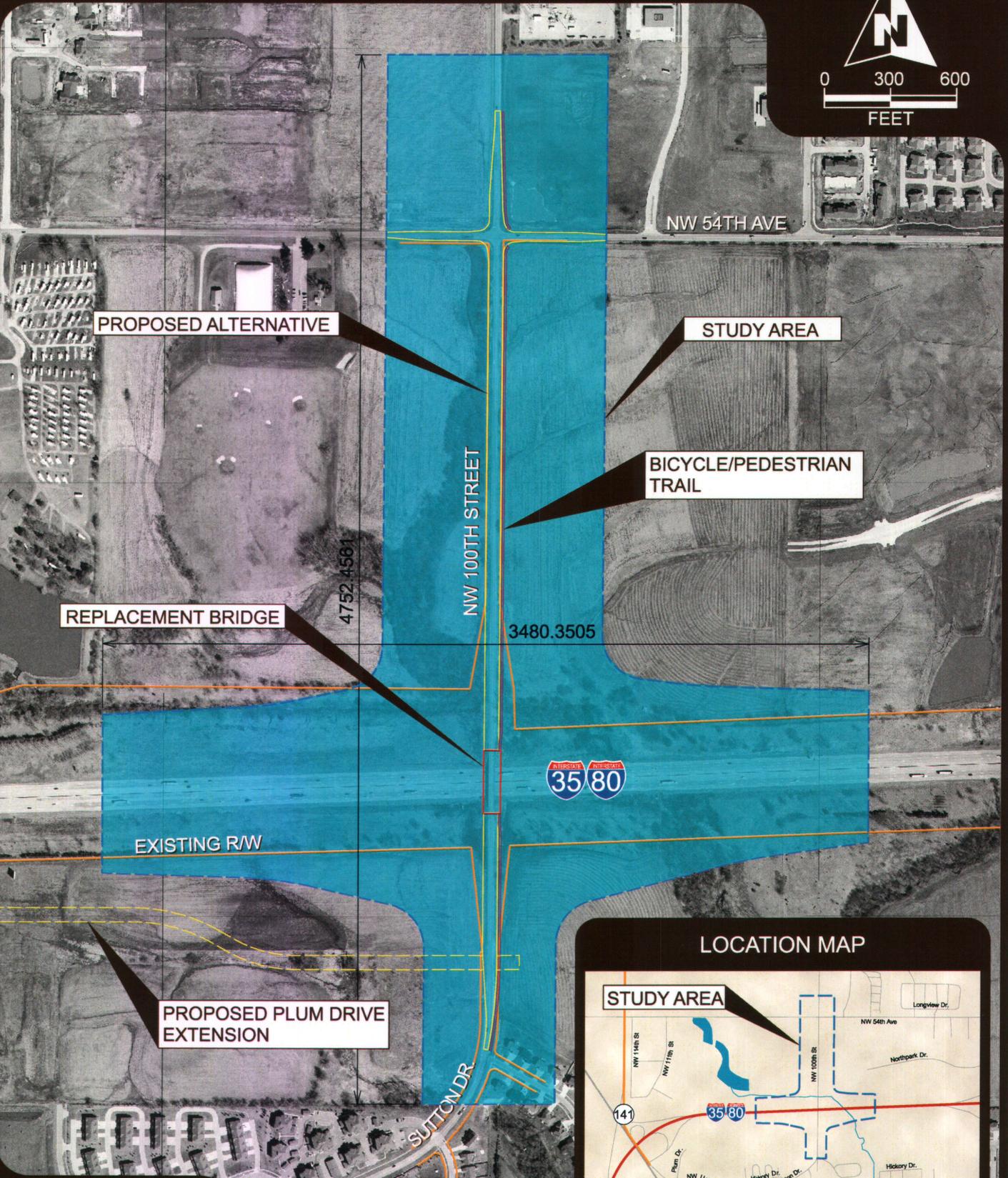
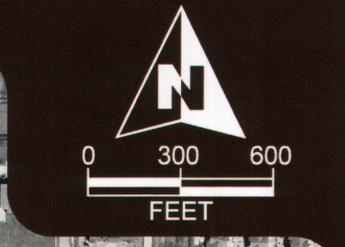
The IJR and environmental documentation utilized the updated long range traffic projections developed from the Des Moines Area Metropolitan Planning Organization's (DMAMPO) 2030 *Long Range Transportation Plan (LRTP)*, which was adopted in December 2004.

A meeting was held on July 5, 2005, to discuss comments generated from the IJR Phase I Letter of Request. It was concluded that the Phase II submittal for 100th Street and Meredith Drive should be separated and moved forward independently.

On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA_LU). The proposed interchange at NW 100th Street was identified as a High Priority Project in SAFETEA-LU, and was designated to receive federal funding.

In response to inclusion of the proposed interchanges on the Interstate Highway System, the Federal Highway Administration (FHWA) requested that the IADOT complete an evaluation of the Interstate Highway System within the Des Moines metropolitan area. The *Interstate System Traffic Study* (Draft) was completed in May 2005. FHWA determined that the *Interstate System Traffic Study* did not meet their requirements and required the DMAMPO to conduct an additional study. The *Regional Freeway System Study* was completed in November 2006. The DMAMPO sought public comment on its study through December and presented recommendations to their board at the December 21, 2006 board meeting.

SOURCE: AERIAL COURTESY OF POLK COUNTY, IOWA



TOTAL STUDY AREA = 141.9 Ac.
ESTIMATED ADDITIONAL R.O.W. NEEDS = 13.6Ac.



SNYDER & ASSOCIATES
Engineers and Planners

STUDY AREA
NW 100TH STREET
POLK COUNTY, IOWA

FIGURE 1

1600
Study Area
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4/28/2008
JAE

During 2006 and 2007, IADOT informed Polk County that additional traffic modeling would be required to evaluate the proposed interchange. Additional modeling was done to incorporate land use changes within the study area and refinements to the DMAMPO travel demand model. Subsequently, after numerous model scenarios were run, it was determined that traffic conditions on the local system, as well as the interstate, adequately accommodated traffic without the need for an additional interchange.

In light of this decision, Polk County, IADOT, and FHWA agreed that it would be advisable to proceed with the environmental documentation for the expansion of the NW 100th Street bridge and associated roadway improvements from NW 54th Avenue to Brookview Drive .

PROJECT PURPOSE AND NEED

The purpose of the proposed action is to provide the transportation infrastructure needed to support potential development and to preserve the corridor for a future interchange at I-35/80 and NW 100th Street.

The needs for this project are described below:

- Provide an improved crossing of I-35/80
- Access to potential development along the corridor
- Corridor preservation

Provide an improved crossing of I-35/80: As traffic volumes increase in response to current and anticipated land uses, an improved crossing over I-35/80 is needed to alleviate traffic congestion and improve safety. Currently, traffic can cross over I-35/80 on a two-lane NW 100th Street facility. Additionally, crossings of I-35/80 may be made by traveling on NW 54th Street and crossing at either Iowa Highway 141/NW Urbandale Drive to the west or NW 86th Street to the east. The proposed action will provide for additional traffic volumes to use the current NW 100th Street crossing location. The proposed action will also allow for a new bike/pedestrian crossing over I-35/80 to accommodate non-motorized users.

Currently, approximately 2,800 vehicles per day use NW 100th Street within the project corridor. Future traffic forecasts provided by the DMAMPO on NW 100th Street were modeled for design year 2030. Based on this model, estimated traffic volumes within the project corridor are expected to be approximately 20,000 vehicles per day.

Under the No Build Alternative, future traffic on NW 100th street and portions of NW 54th Avenue, NW 86th Street, and NW Urbandale Drive will continue to increase, with the future traffic demand exceeding the capacity of these streets, especially during peak hours.

Access to potential development along the corridor: Residential development is expanding south of I-35/80 in Urbandale to the east of NW 100th Street, adding to the traffic demand in the area. Based on a review of the 2005 *Urbandale Preliminary Development Strategies and Land Uses Study* and Urbandale's 2003 *Comprehensive Plan*, commercial and retail development is increasing north of I-35/80 to the east and west of NW 100th Street, as well as to the south of I-

35/80 to the west of NW 100th Street. These trends are anticipated to continue. NW 100th Street will provide improved access to these and other area developments.

Corridor preservation: During the IJR investigation, forecasted traffic projections showed increased congestion at the NW 86th Street and Highway 141 interchanges. Traffic level of service at these interchanges during peak hours is forecasted to lead to system failures. To help alleviate some of this congestion, an interchange is proposed at NW 100th Street when traffic volumes and land uses warrant its development. The proposed alternative would include the additional ROW necessary to develop and build an interchange at NW 100th Street.

ALTERNATIVES

This section will discuss the alternatives investigated to address the project's purpose and need. A range of alternatives was developed, including slight variations to the road's alignment. The No Build Alternative, the Proposed Alternative, and the alternatives considered but dismissed are discussed below.

No Build Alternative

The No Build Alternative provides a basis for comparison with other potential alternatives presented through the initial stages of the planning and design. The No Build Alternative assumes no roadway capacity improvements take place. It will be evaluated based on the project's purpose and need, as stated above.

The No Build Alternative would not include widening of NW 100th Street from NW 54th Avenue south to Brookview Drive. There would be no capacity increase or lengthening of the crossing over I-35/80. The No Build Alternative would not provide for NW 100th Street to function as intended and, therefore, would be inconsistent with the city's and region's current and future transportation plans.

The No Build Alternative does not provide for any additional safety or capacity improvements, does not improve access to future development within the study area, nor does it provide for an improved crossing over I-35/80. Additionally, the No Build Alternative does not preserve the corridor for a future interchange at this location. Therefore, the No Build Alternative does not meet the stated purpose and need.

Proposed Alternative

The proposed alternative, shown in Figure 1, is a four-lane road extension from NW 54th Avenue south to Brookview Drive. This alternative provides for thru-traffic and local access, while a bridge replacement provides an improved north-south connection over I-35/80.

The proposed alternative follows the existing NW 100th Street roadbed, reducing ROW and fill requirements. The proposed alternative allows for a bike and pedestrian trail, as well as the possibility of a potential interchange at the crossing of NW 100th Street and I-35/80, should such an action be deemed necessary in the future.

Alternatives Considered but Dismissed

Slight variations of the proposed alternative were considered during early planning. These variations included widening the road on either the east or west side of the current alignment. These alternatives were dismissed due to the large amount of right-of-way that would need to

be acquired. Additionally, the replacement bridge piers would need to be moved considerably, causing additional impacts.

PROJECT IMPACTS

This section will describe the existing socioeconomic, cultural, natural, and physical environments in the project corridor that will be affected by the Proposed Alternative. The resources with a check in the second column on Table 1, located at the beginning of the document, are discussed below.

Land Use

In 2004, the DMAMPO published its *Year 2030 LRTP*. The area surrounding the proposed improvement is ultimately planned for community commercial and light industrial use north of I-35/80 and community commercial and residential to the south of I-35/80. Currently, the north side of I-35/80 is developing with retail, commercial, and industrial-type land uses; including a business park at the intersection of NW 100th Street and NW 54th Avenue. The area on the south side of the interstate is also developing with commercial land uses, in combination with more residential areas to the east (see Figure 2).

The DMAMPO's *Year 2030 LRTP* also included an interchange at NW 100th Street and I-35/80. The interchange was included in the *2030 LRTP* based on the projected land use. The proposed interchange at NW 100th Street would complement and provide relief for the interchanges immediately to the east and west of the proposed NW 100th Street interchange; i.e. the NW 86th Street Interchange and the Highway 141 interchange, respectively.

Bicycle and Pedestrian Facilities

The proposed alternative includes the development of an eight-foot bicycle and pedestrian facility on the east side of the bridge for the crossing of I-35/80 on NW 100th Street. The proposed facility is indicated by the red line on Figure 1. As part of the City of Urbandale's bicycle and pedestrian plan, this facility will connect to sidewalks on the north and south sides of the bridge and provide an additional access across of I-35/80 for pedestrians and non-motorists.

SOURCE: COURTESY OF DES MOINES METROPOLITAN PLANNING ORGANIZATION



ssouri

STUDY AREA

LEGEND

-  Agricultural District
-  Estate Residential District
-  Single-Family Residential District
-  Medium-Density Residential District
-  High-Density Residential District
-  Very High-Density Residential District
-  Local Commercial District
-  Community Commercial District
-  RAC (Commercial)
-  Park or Open Space or Floodway District
-  Public Space or Institutional District
-  RAC (Public)
-  Light Industrial District
-  Heavy Industrial District
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Des Moines Area MPO Planning Area Boundary



SNYDER & ASSOCIATES
Engineers and Planners

**FUTURE LAND USE
NW 100TH STREET
POLK COUNTY, IOWA**

FIGURE 2

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3/27/2008
MJS

Right-of-Way

Narrow strips of additional ROW will be needed along the east and west sides of NW 100th Street; as well as at the intersections of NW 100th Street at NW 54th Avenue and proposed Plum Drive. A total of approximately 3.6 acres of ROW will be acquired for the proposed action. No residential or commercial dwellings will need to be acquired in order to construct the roadway. The additional ROW will also provide the necessary corridor preservation for a future interchange if it is deemed warranted in the future.

Wetlands

A wetland delineation study was completed in October of 2006 to delineate the upper boundaries of possible jurisdictional wetlands within the project corridor that might be affected by the NW 100th Street improvements. Three wetlands were identified within the project area (see Figure 3). Of the three wetlands identified, one wetland area will not be impacted, Wetland Number 1; one wetland area will be completely impacted, Wetland 2 ; and one wetland area will be partially impacted, Wetland 3 as indicated in Table 2. The mitigation ratio used for emergent wetlands was 1.5, for forested wetlands it was 2.0. Mitigation will take place off site.

Table 2: Wetland Impacts and Mitigation Requirements

Wetland Number	Wetland Size (Acres)	Impacted Emergent Wetlands (Acres)	Impacted Forested Wetlands (Acres)	Total (Acres)
1	0.59	.000	0.00	0.00
2	0.20	0.10	0.10	0.20
3	0.54	0.05	0.05	0.10
Total	1.33	0.15	0.15	0.30
Proposed Mitigation		0.225	0.3	0.525

Surface Waters and Water Quality

Walnut Creek traverses the project site north of I-35 from northwest to southeast. Walnut Creek is not listed as an impaired water body, nor is it listed on the Clean Water Act Section 303(d) impaired waters list. Approximately 800 linear feet of the drainageways will be impacted by the proposed action. In addition, during construction of the proposed action, erosion control measures such as silt fence, sediment basins, and mulch will be used to prevent sedimentation, along with other best management practices, within Walnut Creek.

The U. S. Army Corps of Engineers requires that a Section 404 Permit be issued under the Clean Water Act if the proposed action involves the discharge of dredged or fill material into any waterway. In addition, the Iowa Department of Natural Resources (IDNR) may require a Section 401 Water Quality Certification. Impacts to the two wetlands identified, as well as impacts to Walnut Creek, would require these permits.

The potential for erosion increases during construction activity. The proposed action will be required to comply with the National Pollutant Discharge Elimination System (NPDES) criteria.

These criteria require that a construction permit be obtained for areas disturbing more than one acre. Part of the permit process is the completion of a pollution prevention plan that outlines construction measures that will minimize site erosion and pollutant movement to area receiving waters. Erosion control measures will include silt fencing, temporary mulching and seeding, sediment traps at intakes, sediment basins, and stream flow velocity controls. Long-term measures could include periodic site reviews for eroded areas and an identified maintenance program.

The required water quality permits will be obtained during the design phase of the project. Construction activities for the proposed alternative will include appropriate erosion control measures to protect Walnut Creek.

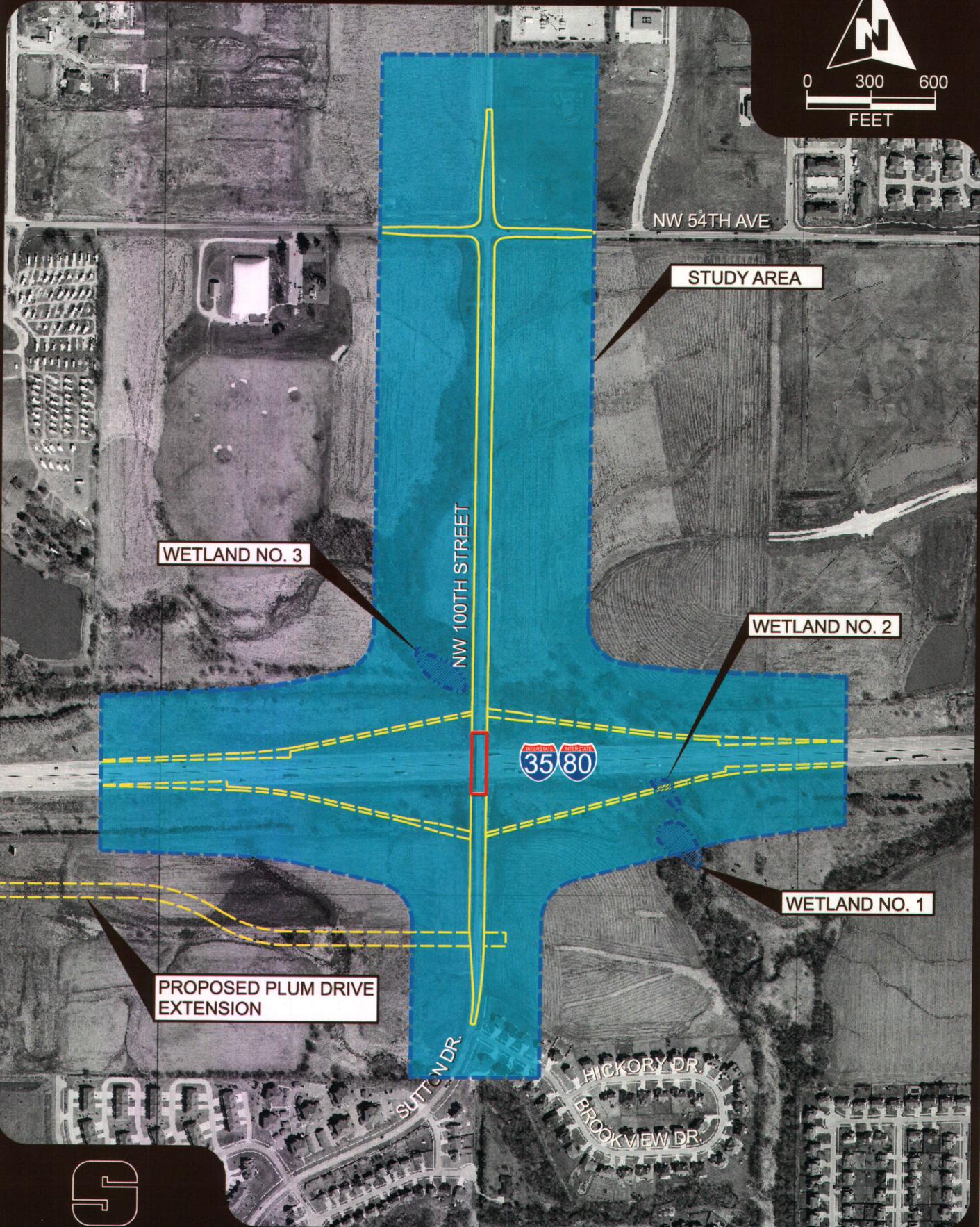
Floodplains

NW 100th Street currently crosses Walnut Creek north of I-35/80. The proposed action lies within the Walnut Creek 100-year floodplain, in an area where the base flood elevations have been determined. The Flood Insurance Rate Map (FIRM) was obtained from the Federal Emergency Management Agency (FEMA); it depicts floodplains in the project area (see Figure 4). According to the FIRM, areas along Walnut Creek in the northwest, northeast, and southeast quadrants of the proposed intersection contain areas designated as Zone AE and Zone B. The Zone AE designation implies an area of a 100-year flood where base flood elevations and flood hazards have been determined. A Zone B designation implies an area inundated by 500-year flooding; an area inundated by 100-year flooding with average depths of less than 1 foot or with drainage areas less than 1 square mile; or an area protected by levees from 100-year flooding.

There will be no significant change in natural and beneficial floodplain values; there will be no significant change in flood risks.

The proposed alternative will require a local floodplain permit and IDNR Flood Plain Development Permit.

SOURCE: AERIAL COURTESY OF POLK COUNTY, IOWA



WETLAND NO. 3

STUDY AREA

WETLAND NO. 2

WETLAND NO. 1

PROPOSED PLUM DRIVE EXTENSION



SNYDER & ASSOCIATES
Engineers and Planners

WETLAND MAP
NW 100TH STREET
POLK COUNTY, IOWA

FIGURE 3

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Wetlands
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JAE

Noise

A traffic noise impact analysis was completed to determine noise levels at the receptor locations along the proposed action. The FHWA Traffic Noise Model, Version 2.5 LookUp Program (TNM) was utilized to calculate existing noise levels on NW 100th Street and I-35/80 corridor, in addition to projected noise levels with the recommended roadway improvements in place. The existing conditions analysis was completed using existing traffic counts, truck data, and the existing 65-mph speed limit. The future build (proposed) scenario was completed using projected traffic data and a 65-mph speed limit. It was determined that the existing truck traffic on I-35/80 would be representative of future build conditions.

Given that there are no structures within the study area and that there are few, if any, noise-sensitive locations along the proposed NW 100th Street study corridor, the noise receptor locations were based on planned development locations and on the proposed NW 100th Street and I-35/80 Interchange location. Much of the development planned for the study area is to be of commercial and retail land uses. Noise-sensitive receptors were then placed at the edge of anticipated development at the following locations:

1. A point 500 feet from the proposed end of the bridge on the south side of I-35/80.
2. A point 500 feet from the proposed end of the bridge on the north side of I-35/80.

The calculated noise levels were compared to FHWA Noise Abatement Criteria (NAC), as summarized in Table 3. The NAC gives a maximum acceptable noise level for various land use categories. Table 4 details the results of the noise impact analysis, noting noise levels for existing and projected conditions at various receptors along the proposed action.

Table 3. Noise Abatement Criteria (NAC)

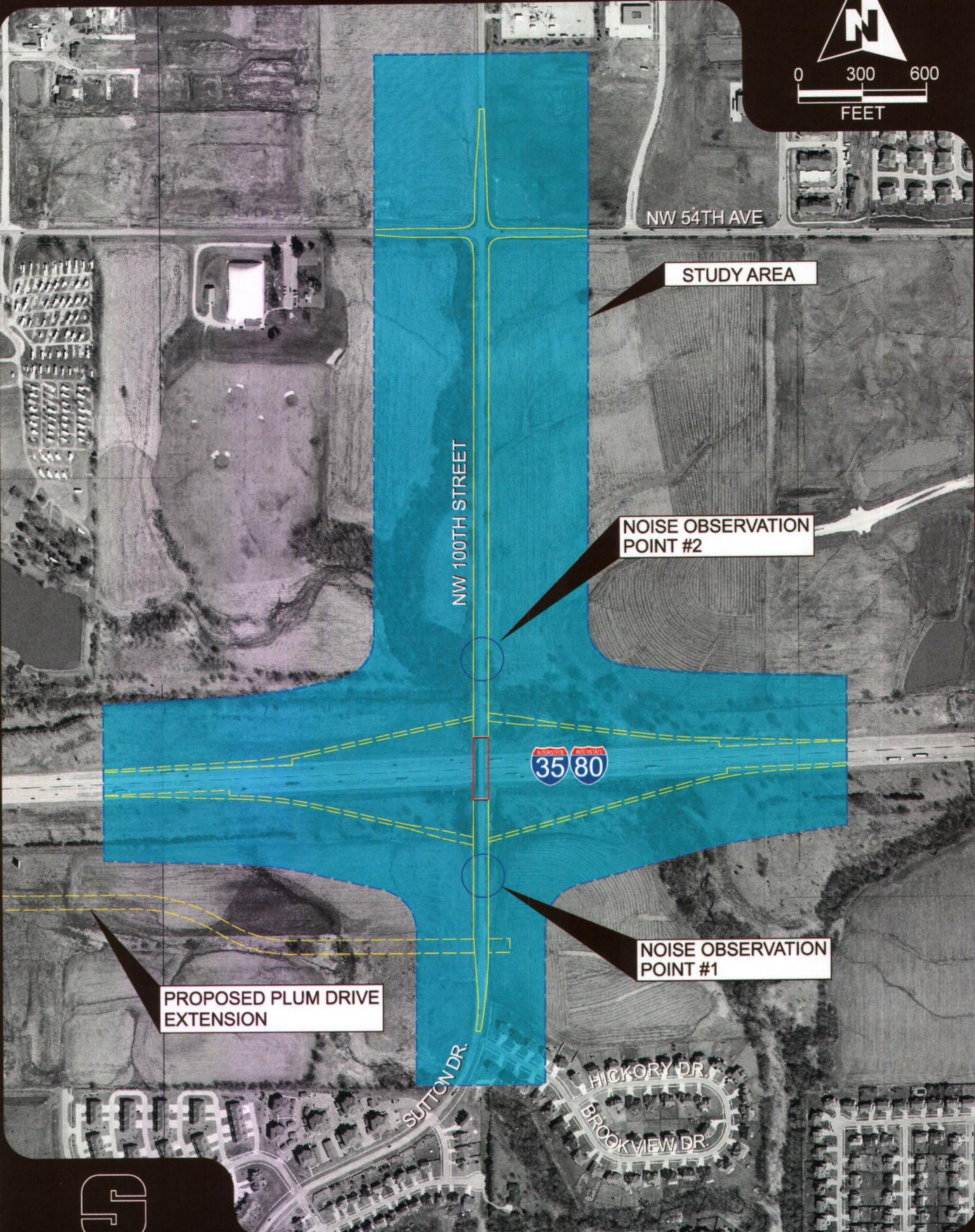
Activity Category	L _{eg} (h)	Description of Activity Category
A	57	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72	Developed lands, properties, or activities not included in Categories A or B

Table 4. Traffic Noise Impact Analysis Results

Receptor	Receptor Description	Existing Conditions (dBA) 65 mph	Future Build Conditions (dBA), no noise barrier, 65 mph	Land Use Category and Maximum L _{eg} (h)
1	A point 500 ft south of I-35/80.	57	70	72
2	A point 500 ft north of I-35/80.	65	70	72

Again, it should be noted that future planning documents, as designated by the City of Urbandale, represent the majority of the land within the study area as commercial/retail use. Based on Table 4, traffic noise levels at sensitive receptors along the proposed corridor do not exceed the Noise Abatement Criteria per respective land use for both existing and future build conditions. Figure 5 depicts sensitive receptor locations that were used to estimate noise levels for existing and projected traffic along the proposed action.

SOURCE: AERIAL COURTESY OF POLK COUNTY, IOWA



PROPOSED PLUM DRIVE EXTENSION

STUDY AREA

NOISE OBSERVATION POINT #2

NOISE OBSERVATION POINT #1



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NOISE RECEPTOR LOCATIONS
NW 100TH STREET
POLK COUNTY, IOWA

FIGURE 5

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Noise
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4/28/2008
JAE

Mobile Source Air Toxics (MSATs)

This EA includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the Proposed Alternative. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

Information that is Unavailable or Incomplete. Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this study.

- **Emissions:** The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE 6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE 6.2 is a trip-based model--emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE 6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, EPA has identified problems with MOBILE6.2 as an obstacle to quantitative analysis.

These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE6.2 is an adequate tool for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but it is not sensitive enough to capture the effects of travel changes tied to smaller projects or to predict emissions near specific roadside locations.

- **Dispersion.** The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide to determine compliance with the NAAQS. The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of

documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

- **Exposure Levels and Health Effects.** Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs. Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.

- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust (DE)** is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.
- **Diesel exhaust** also represents chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes -- particularly respiratory problems. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of impacts based upon theoretical approaches or research methods generally accepted in the scientific community. Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

A quantitative analysis of MSAT emissions relative to the Proposed Alternative has been provided. The Proposed Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to

qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions-if any-from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at: www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm

For the Proposed Alternative, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT. The VMT estimated for the Proposed Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

MSAT emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

Historical Sites and Districts

A Phase I Cultural Resources Survey of the proposed project area was completed in 2007 and encompassed an area of potential effect (APE) measuring approximately 168 ac (67 ha) in total size (see Figure 6). Of this total, 85 ac (34 ha) had been previously surveyed, leaving a total of 83 ac (33 ha) actually surveyed by the current investigation.

The purpose of a Phase I investigation is to locate, identify, and evaluate all historical and archaeological resources within the APE. No new sites were encountered, however there was one previously recorded site in the APE.

A historic farm/ residence site located at the southern edge of the APE was identified in a previous Phase I investigation (Sellers and Ambrosino 2004). It was determined that the residence is ineligible for the National Register of Historic Places (NRHP) and warrants no further investigation.

North Walnut Creek which is within the project APE, has undergone serious re-channelization efforts associated with the construction of I-35/80 in the mid-twentieth century. As a result, the landscape just north of the interstate has been seriously altered and has no potential for intact archaeological sites.

Three modern roadside dumps were identified within the APE; however, because of their recent deposition, these dumps do not constitute archaeological sites and warrant no further

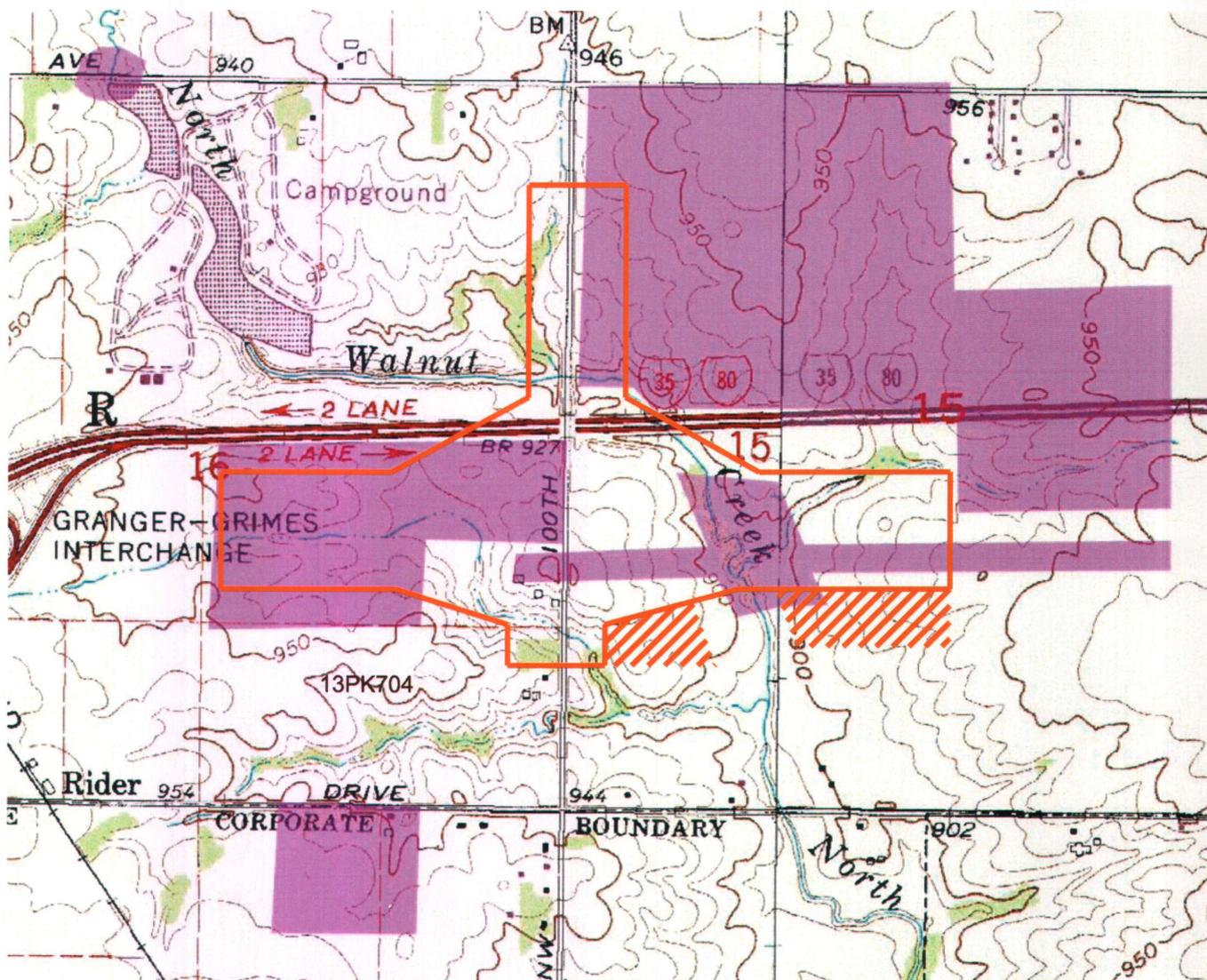
investigation. No other historic properties were identified within the current APE and no further archaeological investigation appears warranted.

Upon completion of the Phase I Cultural Resource Study, copies of the report were submitted to IADOT for review. IADOT reviewed the document and agreed that there were no affected historical properties and forwarded the report to State Historical Preservation Office (SHPO) for review and concurrence on January 11, 2008. SHPO reviewed the document and concurred with the finding on February 8, 2008.

As always, it should be noted that no field technique is completely adequate to define all potential cultural resources within a given area. Therefore, should any cultural resources (including human remains) be detected during construction, the SHPO in Des Moines should be notified immediately. It is the responsibility of the contractor to protect cultural resources from disturbance until a professional examination can be made or until clearance to proceed is authorized by the State Historic Preservation Officer or a designated representative.



NO SCALE



Approximate boundary of APE and current survey area



Areas outside of APE that are also being surveyed during current investigation



Areas previously surveyed



SNYDER & ASSOCIATES
Engineers and Planners

AREA OF POTENTIAL EFFECT
NW 100TH STREET
POLK COUNTY, IOWA

FIGURE 6

Cumulative Impacts

A cumulative impact is defined by the Council on Environmental Quality (CEQ) as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7).

The cumulative impact analysis of the study area was evaluated on the built and natural environment, when considered in conjunction with other planned projects in the area. The predominant factor in this analysis was the anticipated change to the existing land uses in the study area.

Proposed actions within the study area are expected to help facilitate a land use transition from somewhat rural in nature to a more suburban environment. These actions include the extension of Plum Drive, the widening of NW 54th Avenue, the widening of I-35/80, and commercial and retail development. Currently, the north side of I-35/80 has already started developing with retail, commercial and industrial-type land uses; including a business park at the intersection of NW 100th Street and NW 54th Avenue.

An improved access across I-35/80 at NW 100th Street, along with the other proposed transportation improvements, would have adequate capacity to accommodate the increase in development and will help reduce out-of-distance travel and traffic congestion.

As development occurs in this area, an increase in traffic volumes, mobile source air toxic (MSAT) emissions, traffic noise, surface water runoff, and conversion of land to urban uses will occur. However, the overall cumulative impact of the NW 100th Street proposed action and the consequences of the subsequent related actions to resources examined in the EA have been evaluated and are not considered to be collectively significant.

COMPARISON OF ALTERNATIVES

This section summarizes the final comparison of the impacts between the No Build and the Proposed Alternative. The impacts and general features of both alternatives are summarized below.

Table 5: Summary of Impacts for Build and No Build Alternatives

Impact Category	No Build Alternative	Proposed Alternative
Length (ft)	4,300	4,300
Total New Right-of-Way (ac)	0	3.60
No. Properties Affected	0	6
No. Businesses Affected	0	0
Residences Displaced	0	0
Wetland Impacts (ac)	0	0.30
Archaeology Impacts	None	None
Historic Properties Affected	None	None
Air Quality Impacts	None	Minor during construction
Land-Use Impacts	None	None
Threatened and Endangered Wildlife Impacts	None	None
Natural Areas and Wildlife Habitat (ac)	0	0
River and Floodplain Crossings	1	1
Projected Traffic Volumes (Vehicles Per Day)	20,000	20,000

Disposition

This Environmental Assessment concludes that the proposed action is necessary for safe and efficient travel within the project corridor. Final alternative selection will occur following agency and public review, and completion of a public hearing.

Unless significant impacts are identified as a result of agency or public review, or at the public hearing, a Finding of No Significant Impact (FONSI) will be prepared for this proposed action as a basis for federal-aid corridor location approval.

The proposed alternative will require a local floodplain permit, an IDNR Flood Plain Development Permit, a Section 404 Permit, and a Section 401 Water Quality Certification. Depending on the extent of construction activities a storm water discharge permit may also be needed.

COMMENTS AND COORDINATION

Agency Coordination

Appropriate federal, state, and local agencies were contacted on November 3, 2006 as part of early coordination for their comments concerning this project. Comment letters received are shown in Appendix C. The agencies contacted are listed below. Agencies responding to early coordination are shown in **bold**.

U.S. Environmental Protection Agency
U.S. Department of Interior
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers
Natural Resource Conservation Service
U.S. Department of Housing and Urban Development
Federal Emergency Management Agency
Federal Transit Administration
State Historical Society of Iowa
Des Moines Area Metropolitan Planning Organization
Iowa Department of Economic Development
Iowa Department of Natural Resources
Polk County Conservation Board
Urbandale Public Works

Comments received include:

- U.S. Army Corps of Engineers stated the impacts to waters of the U.S., including jurisdictional wetlands will require Section 404 authorization. USACOE requested a letter be sent to the Iowa Emergency Response Department. Letter was sent, no response has been received to date.
- Natural Resource Conservation Service stated that it identified no resource concerns with the proposed project.
- U.S. Department of Housing and Urban Development did not contemplate any detrimental effects on their projects in the area.
- State Historical Society of Iowa signed concurrence letter of determination that no historical properties will be affected.
- Iowa Department of Natural Resources performed a record search and found no site-specific records of rare species or significant natural communities. A stormwater discharge permit will be required if construction activities uncover greater than one (1) acre of soil. Iowa DNR stated that no Land and Water Conservation Fund projects will be impacted by the proposed action.

Appendix A-

STREAMLINED RESOURCE SUMMARY

SOCIOECONOMIC IMPACTS SECTION:

Community Cohesion	
Evaluation:	Proposed roadway widening and bridge replacement on existing alignment. There are no residential impacts.
Method of Evaluation:	Aerial mapping
Completed by and Date:	Todd Ashby, Snyder & Associates, Inc., June 2007
Churches and Schools	
Evaluation:	None present in the corridor
Method of Evaluation:	Field review
Completed by and Date:	Todd Ashby, Snyder & Associates, Inc., June 2007
Environmental Justice	
Evaluation:	No minority or disadvantaged populations will be impacted by this project.
Method of Evaluation:	Early Coordination letter from HUD and Des Moines Housing Authority
Completed by and Date:	Charles Lessmann, Snyder & Associates, Inc., December 2006
Economics	
Evaluation:	Economic impacts are anticipated to be positive and add to job and tax base to Urbandale.
Method of Evaluation:	Review of City of Urbandale's land use plan, DMAMPO land use plan and Camiros Plan for the City of Urbandale
Completed by and Date:	Todd Ashby, Snyder & Associates, June 2007
Joint Development	
Evaluation:	No joint development has occurred or is planned for the proposed action
Method of Evaluation:	Review of MPO and City of Urbandale plans.
Completed by and Date:	Todd Ashby, Snyder & Associates, April 2008
Parks and Recreation	
Evaluation:	No other parks or recreational facilities are within the study area. The bike/ped path will provide a recreational facility for residents on both side of the interstate and connect to other recreational trails that could take users to other parts an recreational facilities.
Method of Evaluation:	Review of City of Urbandale's Park Plan, discussion with city staff.
Completed by and Date:	Todd Ashby, Snyder & Associates, July 2007
Relocation Potential	
Evaluation:	No relocations are part of this project.
Method of Evaluation:	Reviewed plat files, aerial mapping, and property tax records
Completed by and Date:	Todd Ashby, Snyder & Associates, Inc., June 2007
Construction and Emergency Routes	
Evaluation:	No emergency routes will be impacted by this project
Method of Evaluation:	Police and Fire departments were provided descriptions of proposed action as well as aerial mapping. Departments reviewed material and stated that there would be no impacts to their services;
Completed by and Date:	Todd Ashby, Snyder & Associates, Inc, June 2007
Transportation	
Evaluation:	The proposed action would improve travel times and lessen congestion as opposed to the No Build alternative.
Method of Evaluation:	Review of MPO travel model data, transportation plan and local agency land use plans and transportation plans
Completed by and Date:	Todd Ashby, Snyder & Associates, Inc., June 2007

NATURAL ENVIRONMENT IMPACTS SECTION:

Wild and Scenic Rivers	
Evaluation:	There are no wild or scenic rivers in the project area.
Method of Evaluation:	Review of Iowa Department of Natural Resources data and maps
Completed by and Date:	Jeff Walters, Snyder & Associates, Inc. October 2006
Wildlife and Habitat	
Evaluation:	There are no records of protected wildlife or habitat in the area.
Method of Evaluation:	Site visit
Completed by and Date:	Jeff Walters, Snyder & Associates, Inc. July 2007.
Threatened and Endangered Species	
Evaluation:	There are no threatened or endangered species noted in the project area.
Method of Evaluation:	Site visit
Completed by and Date:	Jeff Walters, Snyder & Associates, Inc. October 2006.
Woodlands	
Evaluation:	There are no woodlands noted in the project area.
Method of Evaluation:	Site visit
Completed by and Date:	Jeff Walter, Snyder & Associates, Inc. October, 2006.
Farmlands	
Evaluation:	The proposed alternative is to be developed almost entirely within existing right of way. Land uses for the study area and surrounding environment indicate commercial and retail uses. There will be no net loss of farmland uses in the study area.
Method of Evaluation:	Aerial photography and city information
Completed by and Date:	Todd Ashby, Snyder & Associates, Inc. December 2006
Vegetation	
Evaluation:	There is no unique or rare vegetation located within the project limits.
Method of Evaluation:	Site visits
Completed by and Date:	Jeff Walters, Snyder & Associates, Inc. October 2006

PHYSICAL IMPACTS SECTION

Air Quality	
Evaluation:	No air quality impacts are anticipated. Auto emissions should be reduced by improving traffic flow across I-35/80 with an improved transportation corridor. Fugitive dust and particle emissions during construction will be controlled with best practices
Method of Evaluation:	Review of DMAMPO LRTP, The Des Moines Metropolitan Planning Area is not an air quality non-attainment area.
Completed by and Date:	Todd Ashby, Snyder & Associates, July 2007
Energy	
Evaluation:	Construction of the proposed alternative will consume additional resources; however, it is believed that the consumption of resources during construction will be offset by a savings of resources due to decreased congestion, reduced travel times and an increase in the level of service for the local transportation system.
Method of Evaluation:	Review of MPO travel model data
Completed by and Date:	Todd Ashby, Snyder & Associates, April 2008
Contaminated and Regulated Materials Sites	
Evaluation:	No contaminated sites or underground storage tanks were discovered in the project area. No regulated materials were discovered in the area.
Method of Evaluation:	Site visit and Iowa Department of Natural Resources UST Database
Completed by and Date:	Jeff Walters and Charles Lessmann, Snyder & Associates, Inc., January and February 2007
Visual	
Evaluation:	No visual impacts are anticipated by the construction of the roadway.
Method of Evaluation:	Urbandale Comprehensive Land Use Plan
Completed by and Date:	Jeff Walters, Snyder & Associates, Inc. June 2007.
Utilities	
Evaluation:	Electric, Gas, Telephone, Water and Sewer utilities are already in the study area. Electrical lines may be moved/buried (currently overhead) during construction.
Method of Evaluation:	Field evaluation and discussion with City of Urbandale
Completed by and Date:	Todd Ashby, Snyder & Associates, August 2007

APPENDIX B

EARLY COORDINATION AGENCY RESPONSES

**Interstate 35/80 – NW 100th Street Interchange
Environmental Assessment
Early Coordination Contact List**

Mr. Joe Cothorn
National Environmental Policy Act Team
U.S. Environmental Protection Agency
901 North 5th Street
Kansas City, Kansas 66101

Mr. Robert F. Stewart
Office of Environmental Policy & Compliance
U.S. Department of Interior
P.O. Box 25007 (D-108)
Denver Federal Center
Denver, Colorado 80225-0007

Mr. Richard C. Nelson
U.S. Fish and Wildlife Service
4469 - 48th Avenue Court
Rock Island, Illinois 61201

Mr. Steve Anschutz
U.S. Fish and Wildlife Service
203 W 2nd St
Grand Island, Nebraska 68801

Colonel William J. Bayles
U.S. Army Corps of Engineers
Clock Tower Building
Rock Island, Illinois 61201

Mr. Leroy Brown
State Conservationist
U.S. Department of Agriculture
Natural Resource Conservation Service
210 Walnut Street
Des Moines, Iowa 50309

Mr. Andrew Boeddeker
HUD Regional Office
Gateway Tower II
400 State Ave.
Kansas City, KS 66101-2406

Mr. James P. Ryan
U.S. Department of Housing and Urban
Development
210 Walnut, Room 239
Des Moines, IA 50309-2155

Mr. Dick Hainje
Federal Emergency Management Agency
2323 Grand Boulevard
Suite 900
Kansas City, MO 64108

Mr. Loren Lown
Polk County Conservation Board
Jester Park
Granger, Iowa 50109

Ms. Joan Roeseler
Federal Transit Administration
901 Locust St., Suite 404
Kansas City, Mo 64106
Phone: 816-329-3920

Dr. Lowell Soike, Deputy Director
State Historical Society of Iowa
Department of Cultural Affairs
600 East Locust
Des Moines, Iowa 50319

Mr. Scott. Vander Hart
Environmental Services Division
Iowa Department of Natural Resources
502 E 9th Street
Des Moines, Iowa 50319

Mr. Keith Dohrmann
Conservation and Recreation Division
Iowa Department of Natural Resources
502 E 9th Street
Des Moines, Iowa 50319

Ms. Liz Christiansen - Administrator
Land Quality and Waste Management Assistance
Division
Iowa Department of Natural Resources
502 E 9th Street
Des Moines, IA 50319

Mr. Steve McCann
Federal Funds Director
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, Iowa 50309

Mr. Paul Miller
District Conservationist
Natural Resource Conservation Service
1513 North Ankeny Boulevard
Ankeny, Iowa 50023-4167

Mr. Tom Kane
Des Moines Metropolitan Organization
Mearle Hay Center
6200 Aurora Avenue, Suite 300W
Urbandale, Iowa 50322

Mr. Dave McKay
Urbandale Public Works
City of Urbandale
3600 86th St.
Urbandale, Iowa 50322

JAN 16 2008



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035
515-239-1726 FAX

January 11, 2008

Ref No: HDP-35-3(175)78--71-77
Polk
Primary

Mr. Douglas W. Jones
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

R&C: 061177019

Dear Doug:

**RE: Phase I Investigation for proposed I35/80 and NW 100th Street Interchange Project,
City of Urbandale, Webster Township, Polk County; Section 15, T79N, R25W**

Enclosed for your review and concurrence is the Phase I Archaeological Investigation for the proposed interchange project in Polk County. The project will involve construction of a new interchange for NW 100th Street with Interstate 35/80.

This Phase I consisted of an extensive archival and site records search, field investigation, and evaluation of past investigations. The field investigation included a pedestrian reconnaissance survey and subsurface testing. The area of potential effect is approximately 168 ac (67 ha) in total size. Of this total, 85 ac (34 ha) had been previously surveyed, leaving a total of 83 ac (33 ha) surveyed under the current investigation. No previously unrecorded cultural materials were recovered within the project area during this investigation.

One previously recorded site that lies within the current project area was noted. Site 13PK704 is a historic farm/residence site located at the southern edge of the area of potential effect. A previous Phase I investigation of this site concluded that it was ineligible for the National Register of Historic Places and warrants no further investigation. Three modern roadside dumps were also identified within the project area. Due to their recent deposit, these dumps do not constitute archaeological sites and warrant no further investigation.

Based on the conclusions reached by this Phase I investigation, the determination is that **No Historic Properties Affected**. If you concur, please sign the concurrence line below, add your comments, and return this letter. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Libby Wielenga".

Libby Wielenga
Office of Location and Environment
Libby.Wielenga@dot.iowa.gov

LJCW

Enclosure

cc: Dee Ann Newell- NEPA / OLE
Scott Dockstader - District 1 Engineer
Kurt Bailey - Polk County Engineer
Leah D Rogers - Project Archaeologist - Tallgrass

Concur: _____

SHPO Archaeologist

Date: _____

Douglas W. Jones 2/8/2008

Comments:

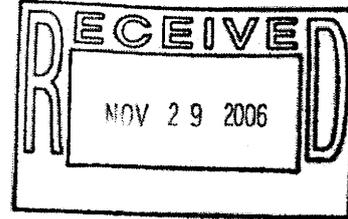


REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

November 24, 2006

Planning, Programs, and
Project Management Division



Mr. R. Todd Ashby, AICP
Project Manager
Snyder & Associates
501 S.W. Oralabor Road
Ankeny, Iowa 50021

Dear Mr. Ashby:

I received your letter dated November 3, 2006, concerning proposed improvements to the interchange of Interstate 35/80 and NW 100th Street in Polk County, Iowa. Rock Island District Corps of Engineers staff reviewed the information you provided and have the following comments:

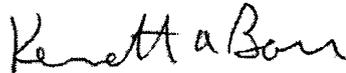
- a. Your proposal does not involve Rock Island District administered land; therefore, no further Rock Island District real estate coordination is necessary.
- b. Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization. We require additional details of your project before we can make a final determination of permit requirements. When detailed plans are available, please complete and submit the enclosed application packet to the Rock Island District for processing (enclosure).
- c. The Responsible Federal Agency should coordinate with Ms. Lavon Grimes, Iowa Historic Preservation Agency, ATTN: Review and Compliance Program, State Historical Society of Iowa, Capitol Complex, Des Moines, Iowa 50319 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 Field Office address is: 4469 - 48th Avenue Court, Rock Island, Illinois 61201. Mr. Rick Nelson is the Field Supervisor. You can reach him by calling 309/793-5800.

e. The Iowa Emergency Management Division should be contacted to determine if the proposed project may impact areas designated as floodway. Mr. Dennis Harper is the Iowa State Hazard Mitigation Team Leader. His address is: Hoover State Office Building, Level A, Des Moines, Iowa 50319. You can reach him by calling 515/281-3231.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Economic and Environmental Analysis Branch, telephone 309/794-5174.

You may find additional information about the Corps' Rock Island District on our web site at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit web site: <http://www.usace.army.mil/divdistmap.html>.

Sincerely,

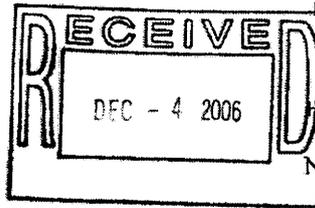


Kenneth A. Barr
Chief, Economic and Environmental
Analysis Branch

Enclosure



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT



KANSAS/MISSOURI STATE OFFICE
Gateway Tower II, Room 200
400 State Avenue
Kansas City, KS 66101-2406
HUD Home Page: www.hud.gov

November 28, 2006

Mr. R. Todd Ashby
Snyder & Associates
2727 S.W. Snyder Boulevard
Ankeny, IA. 50023

SUBJECT: Environmental Study - I35-I80 Urbandale

In response to your letter, dated November 3, 2006, regarding the subject project, we contacted the Des Moines Housing Authority and asked them for comments. Their comments are included in their letter of November 22, 2006, copy enclosed.

Should you have any questions or require additional information, please contact Paul Bilski, of my staff at (913) 551-6988.

Sincerely,

A handwritten signature in cursive script that reads "Fran Cleary".

Fran Cleary
Deputy Director
Office of Public Housing

Enclosure

November 22, 2006

Ms. Fran Cleary
Deputy Director, Office of Public Housing
US Department of HUD
Kansas/Missouri State Office
Gateway Tower II, Room 200
400 State Avenue
Kansas City, KS 66101-2406

Subject: Environmental Study – I35-I80 Urbandale



CITY OF DES MOINES
HOUSING SERVICES DEPARTMENT
PARK FARM MALL
100 E. EUCLID, SUITE 101
DES MOINES, IOWA 50313-4634
323-8976
3-2844

Dear Ms. Cleary,

In review of the documents you provided me, this proposed interchange will be constructed outside the city limits of Des Moines. The Des Moines Municipal Housing Agency's public housing inventory is all inside the city limits of Des Moines. As such, this proposed interchange will not have any adverse effects to our public housing inventory.

I appreciate you giving me the opportunity to comment.

If you, or your staff, have any questions please feel free to contact me at (515) 323-8976.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Johansen'.

Chris Johansen
Director
Des Moines Municipal Housing Agency

Attachment

Cc: Director's File



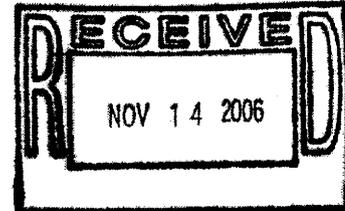
THOMAS J. VILSACK, GOVERNOR
SALLY J. PEDERSON, LT. GOVERNOR

STATE OF IOWA

DEPARTMENT OF NATURAL RESOURCES
JEFFREY R. VONK, DIRECTOR

November 9, 2006

Mr. R. Todd Ashby
Snyder & Associates, Inc.
2727 S.W. Snyder Boulevard
Ankeny, IA 50023



RE: Environmental Review for Natural Resources
NW 100th Street overpass between the NW 86th Street Interchange and the I-35/80-
IA 141 Interchange

Dear Mr. Ashby:

Thank you for inviting our comments on the impact of the above referenced project. We have searched our records of the project area and found no site-specific records of rare species or significant natural communities that would be impacted by this project. However, our data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include any potential comment from the Environmental Services Division of this Department. This letter does not constitute a permit and before proceeding with this project, permits may be needed from this Department or from other state or federal agencies.

Effective March 10, 2003, any construction activity that bares the soil of an area greater than or equal to 1 acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information regarding this matter, please contact Ruth Rosdail at 515/281-6782.

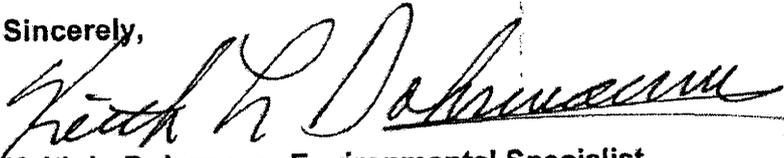
The Department administers regulations that pertain to fugitive dust IAW Iowa Administrative Code 567-23.3(2)"c". All persons shall take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of property during construction, alteration, repairing or demolishing of buildings, bridges or other vertical structures or haul roads. All questions regarding fugitive dust regulations should be addressed to Jim McGraw at 515/242-5167.

06-5133L.doc

WALLACE STATE OFFICE BUILDING / 502 EAST 9th STREET / DES MOINES, IOWA 50319
515-281-5918 TDD 515-242-5967 FAX 515-281-6794 www.iowadnr.com

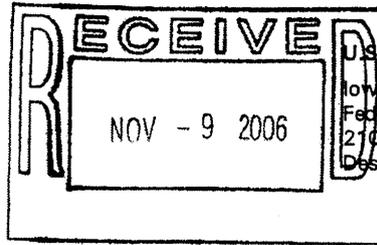
If you have any questions about this letter or if you require further information, please contact me at (515) 281-8967.

Sincerely,

A handwritten signature in black ink, reading "Keith L. Dohrmann". The signature is written in a cursive style with a long horizontal line extending to the right.

Keith L. Dohrmann, Environmental Specialist
Policy and Coordination
Conservation and Recreation Division

FILE COPY: Keith L. Dohrmann



U.S. Department of Housing and Urban Development
Iowa State Office
Federal Building
210 Walnut Street, Room 239
Des Moines, Iowa 50309-2155

November 8, 2006

R. Todd Ashby, AICP
Snyder & Associates, Inc.
2727 S.W. Snyder Blvd.
Ankeny, IA 50023

Subject: Environmental Studies Documentation – Early Notification
Interstate 35/80 – NW Merideth Drive Interchange
Urbandale, Iowa

Dear Mr. Ashby:

We have received your inquiry to the subject location for Environmental Assessment Documentation and have reviewed such.

We do not contemplate any detrimental effects on any of our projects in the area under review.

Sincerely,

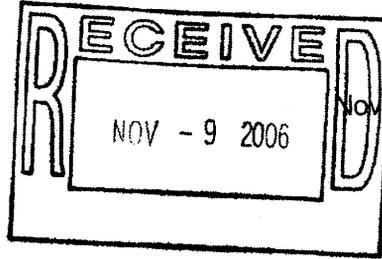
A handwritten signature in black ink, appearing to read "James P. Ryan".

James P. Ryan, Director
Des Moines Multifamily
Program Center

United States Department of Agriculture



Natural Resources Conservation Service
210 Walnut Street, Room 693
Des Moines, IA 50309-2180



R. Todd Ashby, AICP
Project Manager
Snyder & Associates, Inc.
2727 SW Snyder Boulevard
Ankeny IA 50023

RE: ENVIRONMENTAL STUDIES DOCUMENTATION – EARLY NOTIFICATION
INTERSTATE 35/80 – NW MERIDETH DRIVE INTERCHANGE
URBANDALE, IOWA

Dear Mr. Ashby:

Thank you for the opportunity to review and provide comments on the referenced project in Polk County Iowa. From our preliminary review, the USDA Natural Resources Conservation Service has no identified resource concerns with the proposed project. Please contact Paul Miller, NRCS District Conservationist, at 1513 N Ankeny Blvd, Ste 3, Ankeny IA 50023 or 515 964-1883, to request the Farmland Conversion Impact Rating, Form 1006.

Sincerely,

A handwritten signature in black ink that reads "Richard Van Klaveren".

Richard Van Klaveren
State Conservationist

cc: Karen Woodrich, Assistant State Conservationist (FO), NRCS Fort Dodge, IA
Paul Miller, District Conservationist, NRCS, Ankeny, IA