

## FEDERAL HIGHWAY ADMINISTRATION

### Finding of No Significant Impact for U.S. Route 30 from Shady Oaks Road east of Marshalltown to "M" Avenue east of Toledo and Tama Marshall and Tama Counties

The proposed action covered by this environmental assessment consists of modernization and relocation of U.S. Route 30 from Shady Oaks Road east of Marshalltown, bypassing Le Grand, to "M" Avenue east of Toledo and Tama. The planned improvement will provide a four-lane divided highway with a 21-meter (68-foot) median and will require 75 meters (250 feet) of right-of-way.

West of Le Grand, the existing U.S. 30 right-of-way will be expanded to accommodate the proposed roadway. The Le Grand bypass will begin approximately 980 meters (3200 feet) west of the Le Grand city limits and end just east of the Marshall/Tama county line. The bypass, approximately 2.9 kilometers (1.8 miles) in length, will extend approximately 460 meters (1500 feet) north of the existing alignment, avoiding most of the Le Grand area development. An interchange will be constructed between the new route and Iowa 146 extended. Complete access control will be provided for this bypass. Access will only be provided at the Iowa 146 extended interchange and at each end of the bypass where it diverges from the existing alignment with at grade intersections.

Between Le Grand and Toledo, the proposed improvement consists of expansion of the existing U.S. 30 right-of-way. Beginning 1.3 kilometers (0.8 mile) west of the Toledo city limits, the proposed alignment will be located entirely off of the existing U.S. 30 alignment. Between this point and U.S. 63, the new alignment will be located south of the existing roadway. The proposed alignment will cross under existing U.S. 63 perpendicularly, 520 meters (1700 feet) south of the existing U.S. 30/U.S. 63 intersection, and an interchange will be provided between U.S. 30 and U.S. 63. East of U.S. 63, until crossing over the existing U.S. 30 alignment, the new roadway will continue south of the existing alignment. East of existing U.S. 30, the alignment will be located north of the existing alignment, and the new roadway will rejoin the existing alignment at the eastern project terminus. Complete access control will be provided through the Tama/Toledo area along the new alignment, which is approximately 7.8 kilometers (4.8 miles) long. Access will be provided at the west end of the segment where it diverges from the existing alignment with an at grade intersection, at the U.S. 63 interchange, and at the eastern terminus of the project where an interchange will be constructed where the new alignment rejoins the existing alignment.

Overall, there will be 10.7 kilometers (6.6 miles) of full-access controlled roadway comprised of the Le Grand Bypass and the new segment in Tama/Toledo. The remaining 17.9 kilometers (11.1 miles) of divided roadway will have partial access control with access points spaced at least 305 meters (1000 feet), and preferably 400 meters (1320 feet), apart.

After discussion with officials from Toledo and Tama, the proposed alternative was modified to address the following local concerns. Broadway will remain open and will be grade separated over the new U.S. 30 alignment. Sidewalks will also be provided within the project limits along Broadway to allow for pedestrian access across the new roadway. The grade separation at Broadway will require the permanent closure of Grand Street between U.S. 63 and Church Street. The two access points west of Deer Creek will also be consolidated, and the county road located in this area will be relocated to cross the new alignment at this consolidated point. Access from existing U.S. 30 to the new alignment will also be provided at this point. Additionally, an access road will be provided to the sewage lagoon located southwest of Toledo. This road will provide access from the south along abandoned railroad right-of-way. These modifications are reflected in Plates 9B and 10B, attached at the end of this document.

This project is not located in an area where the State Implementation Plan (SIP) contains transportation control measures. Therefore, pursuant to 23 CFR 770, this project conforms to the SIP.

All right-of-way acquired for this improvement will be in accordance with the Iowa DOT Acquisition and Relocation Assistance laws and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987. A total of 17 farm houses and associated farm buildings will be displaced through the project area. Seventeen single-family residences, 15 of which are in Toledo near the proposed U.S. 30/U.S. 63 interchange, will be displaced. Although the occupants of these residences were not surveyed, the vast majority of the residences is assumed to be owner-occupied. Three businesses in Le Grand will also be displaced, while no mobile homes will be impacted by the project.

The market value of the potentially displaced residences ranges significantly, primarily in Toledo. From field review it is estimated that three or four of the Toledo residences are at the higher end of the price scale when compared to the entire City housing stock. There are also three or four residences at the lower end of the price scale. The remaining seven or eight potentially displaced residences in Toledo are in the middle of the price scale and would be average in price when compared to all Toledo residences.

The relatively large number of residential displacements, especially in Toledo, would require adequate lead time to allow the existing local real estate market to absorb the housing demand created by this project.

In cases where it is necessary to implement Last Resort Housing provisions in order to provide replacement housing, adequate lead time would also be required to address the housing needs of the displaced.

It is anticipated that owners of potentially displaced farm houses and associated farm buildings would be able to rebuild on their remaining property.

Proposed business displacees could remain in business by rebuilding on their remaining property or by acquiring nearby replacement properties. Business displacees are eligible for reimbursement of moving costs and certain expenses in reestablishing their businesses.

Letters of comment on the Environmental Assessment were received from the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service (USFWS), and the Iowa Department of Economic Development. The issues raised in these letters are described below.

The U.S. Army Corps of Engineers letter of comment indicated that Section 404 authorization will be required for the river and floodplain crossings, and an application should be submitted to the Rock Island District's Operations Division, Regulatory Functions Branch, as soon as detailed plans become available.

The USFWS letter of comment expressed concern about the cumulative wetland impacts that will result from the proposed improvements. The USFWS indicated that unavoidable impacts to wetlands will require compensatory mitigation in-kind which may or may not be feasible in the borrow areas used for the project. The USFWS recommends that a comprehensive mitigation plan be formulated in consultation with the Iowa Department of Natural Resources, the Marshall and Tama County Conservation Boards, and the USFWS before the public notice for the Section 404 permit is issued.

The Department of Economic Development indicated that the Iowa State Clearinghouse found no serious environmental problems which will result from the project and recommends that the project be approved for funding.

Cultural resource and architectural surveys conducted in the project area located three archaeological sites and five historic properties potentially eligible for the National Register of Historic Places. These sites could be impacted by the proposed improvement. Mitigative measures for these sites will include data recovery at the archaeological sites and recordation of the historic properties according to the standards of the historic American Building Survey.

An archaeological investigation was also conducted at a proposed borrow site within the project area in Tama County. The investigation did not identify any prehistoric or historic resources within the area of proposed borrow activities, and no further archaeological studies appear warranted at this location.

Noise impact analysis conducted for this improvement indicated that noise levels will increase up to two dBA under the No-Build alternative as a result of the projected increase in traffic. Noise level increases are projected to be as high as 12 dBA along the relocated corridor through Toledo. In this area, existing noise levels at the worst case receptor are estimated at 50 dBA. This level is projected to increase to 62 dBA if the new roadway is constructed. Noise abatement is not proposed for this site because the noise level does not approach or exceed the 67 dBA noise criterion. No other noise mitigation measures were considered to be a feasible option within the project area because of the isolated nature of homes in the corridor and the need to maintain access to U.S. Route 30. Therefore, no specific noise abatement measures are proposed.

The proposed action will not affect any special natural areas or wildlife habitat. There are no known state or federal protected plant or animal species in the study area.

There are no parks or recreational facilities in the project area that will be affected by the proposed improvements.

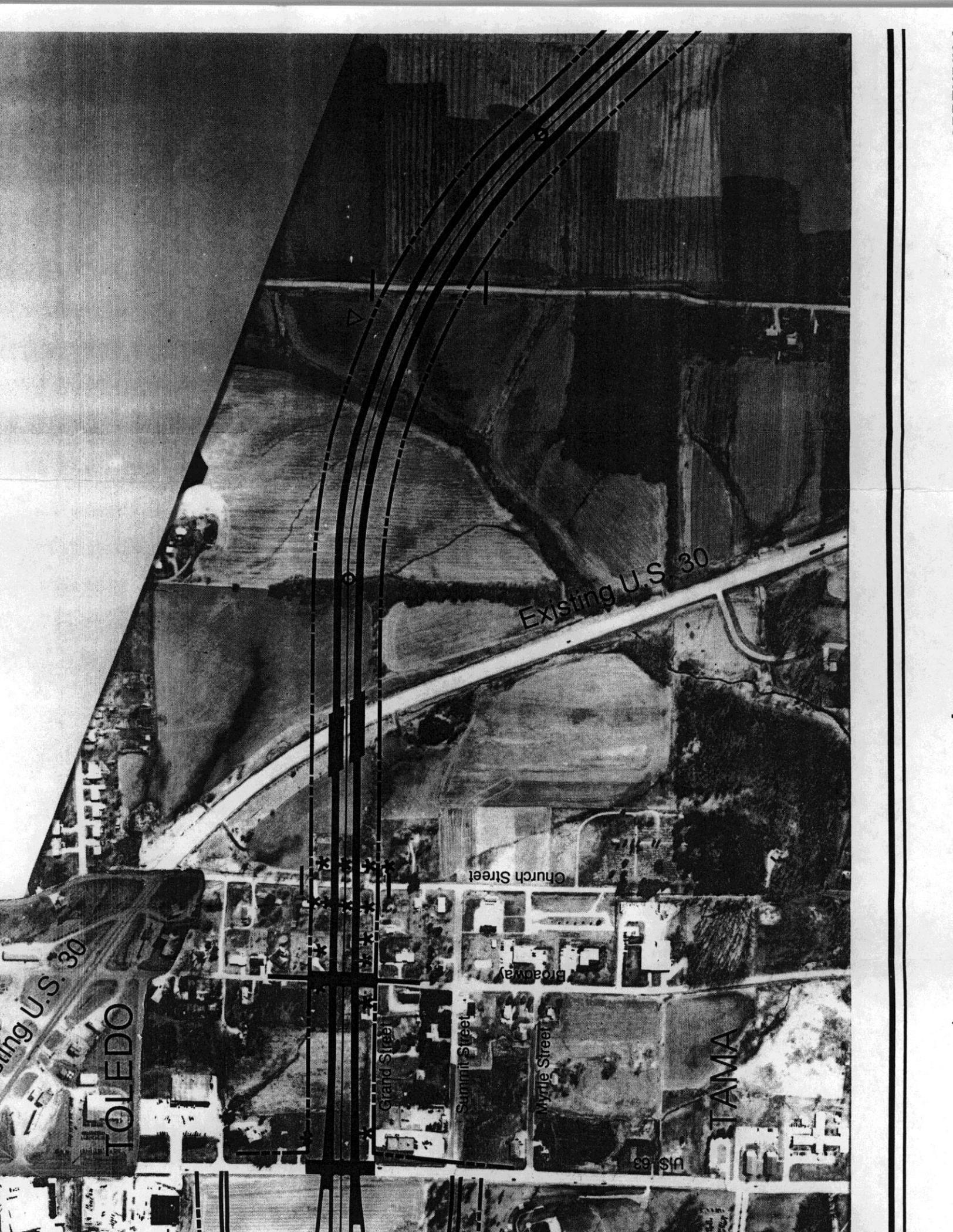
No known hazardous waste sites will be impacted by the proposed improvements.

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment (EA), which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. The EA provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

The FHWA takes full responsibility for the accuracy, scope and content of the attached environmental assessment.

December 13, 1994  
Date

Daniel M. Mathis  
For the Division Administrator



ing U.S. 30

TOLEDO

Existing U.S. 30

Church Street

Broadway

Grand Street

Summit Street

Myrtle Street

TAMA

U.S. 30

Existing U.S. 30

DEER CREEK

Alternative I/B

Relocate  
County Road  
South of Proposed  
Alignment

