

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

for the

**US 30 MISSOURI VALLEY STUDY
FROM 280TH STREET TO INTERSTATE 29**

HARRISON COUNTY, IOWA

NHSX-030-1(175)--3H-43

The Federal Highway Administration (FHWA) has determined that this project will have no significant impact on the human and natural environment. This Finding of No Significant Impact is based on the attached Environmental Assessment (EA), which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, impacts of the proposed project and appropriate mitigation measures. It 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 EA.

Date

For FHWA

Notification of the availability of the Environmental Assessment (EA) for the US Highway 30 (US 30) Missouri Valley Study from 280th Street to Interstate 29 (I-29) was forwarded to federal, state, and local agencies on April 20, 2022. Copies of the EA were provided to selected resource/regulatory agencies for their review and comment on May 4, 2022. A notice of public availability of the EA was placed on the Iowa Department of Transportation’s (Iowa DOT) website on April 20, 2022, at <https://iowadot.gov/ole/NEPA-Compliance/NEPA-documents/US-30-Missouri-Valley-Bypass>. A notice of public availability of the EA was also published in the *Missouri Valley Times* on July 13, 2022. A review and comment period was established for receipt of comments on the proposed action, with an expiration date of August 29, 2022. A public hearing was held for the project at the Rand Center in Missouri Valley on August 4, 2022. Based on subsequent changes in the proposed action, addressed in the sections below (see pages 7 and 8), a virtual public meeting to present the changes was accessible for review and input from May 6 to May 20, 2024.

This Finding of No Significant Impact (FONSI) documents consultation with the appropriate agencies to comply with environmental laws, Executive Orders, and related requirements. This FONSI describes when and how the requirements will be met.

Description of Proposed Action as Provided in the EA and Presented at Public Hearing

Iowa DOT, in coordination with the Federal Highway Administration (FHWA), is proposing to construct a US 30 bypass of the city of Missouri Valley in Harrison County, Iowa (see Appendix A, Figure 1). The project would involve the construction of a new location roadway that would begin at the existing I-29/US 30 interchange (Exit 75) and would extend southeast and then east, parallel to Canal Street, for approximately 1.6 miles. The project then would turn north for 0.75 mile, crossing over the Union Pacific Railroad (UPRR) tracks and nearing the existing US 30. The project then would turn northeast for approximately 0.75 mile and would tie into the existing US 30 near Melrose Lane. The new US 30 would be designed for 60-mile-per-hour, free-flowing traffic, and would include an integrated US Army Corps of Engineers (USACE) levee. This would be a two-lane facility with right-of-way (ROW) to accommodate a future widening to four lanes. Existing US 30 would be removed between Willow Road to the new north connection between the new US 30 and existing US 30.

Subsequent to the public hearing, USACE is no longer a partner for this project and the levee is no longer a project component. Changes to the proposed action are addressed in subsequent sections (see pages 7 and 8).

Agency Comments

Three agency comments were received and are summarized in Table 1. Copies of these comments are included in Appendix B.

Table 1. Summary of Agency Comments

Date	Agency & Comment	Response from Iowa DOT
5/5/22	US Army Corps of Engineers (Albert Frohlich) <ul style="list-style-type: none"> The project has been assigned Section 404 permit number 2022-650. The EA has been saved for when the Section 404 permit application is complete. 	No response needed.
5/12/22	Iowa Department of Natural Resources (Seth Moore) <ul style="list-style-type: none"> No comments or concerns. 	No response needed.

Date	Agency & Comment	Response from Iowa DOT
8/2/22	Iowa Department of Natural Resources (Christine Schwake) <ul style="list-style-type: none"> • No comments or concerns with the EA. 	No response needed.

Public Hearing on EA

Iowa DOT provided direct mailing notifications of the public hearing and comment period on the EA to tribal representatives, elected officials, affected property owners, and other project stakeholders on July 13, 2022. Physical copies of the EA were made available for review at Missouri Valley City Hall (Missouri Valley, Iowa), FHWA (Ames, Iowa), Iowa DOT – District 4 (Atlantic, Iowa), and Iowa DOT (Ames, Iowa).

The purpose of the public hearing, held August 4, 2022, was to present the proposed preferred alternative and to gather feedback about the proposed preferred alternative and the completed EA. The hearing was conducted using a combined open forum and formal presentation format. The public was invited to attend anytime between 4:30 p.m. and 6:00 p.m. A formal presentation was given beginning at 5:15 p.m. and was followed by an open microphone question-and-answer session. The public met informally with Iowa DOT and consultant project staff both before and after the formal presentation. A virtual presentation of the meeting materials was also provided on Iowa DOT’s website and was available anytime between August 4 and August 29, 2022. The public hearing was advertised on Iowa DOT’s website on July 27, 2022, at <https://www.news.iowadot.gov/pim/2022/07/missouri-valley-proposed-us-30-bypass-in-harrison-county-to-be-discussed-on-august-4-2022.html>.

There were 101 people who registered their attendance at the public hearing at the Rand Center and 18 people who attended the hearing online. During the hearing at the Rand Center, the public had the opportunity to comment verbally or in writing. After the hearing, comments could be sent to Iowa DOT by contacting Scott Suhr via email or phone, and through the project website at <https://iowadot.gov/ole/NEPA-Compliance/NEPA-documents/US-30-Missouri-Valley-Bypass>.

Comments expressed during the open house portion of the hearing focused primarily on the scope of the project. Most attendees asked about the proposed USACE Willow Creek levee and extending the project further east. Many asked about the closure of Canal Street and how Kirlin Street and 335th Street access would be maintained. Several landowners were eager to begin ROW negotiations on areas where farming is challenging.

Iowa DOT recorded the formal presentation as well as the question-and-answer session during the formal hearing. Below is a list of the oral comments, with questions in plain text. Answers are in italics for responses at or soon after the hearing. The EA identified potential impacts that could be caused by the Build Alternative. Due to a subsequent change in the proposed action, known as the Build Alternative with Modifications, several of the answers changed, and are provided within brackets in italics:

- Has anyone from the Iowa DOT reached out to Dollar General to talk about the new warehouse facility they are building in Blair? How many trucks are they expecting to use the warehouse daily and what routes will they take? *Traffic projections were completed as part of the project to determine the appropriate facility size. Currently, additional trucks from Dollar General are not a concern as the proposed project would have the capacity to handle them.*
- Is the levee going to be part of this project? *Yes, the levee is included as part of the preferred alternative. [Under the revised proposed action for the Build Alternative with Modifications, USACE is no longer a partner for this project and the levee is no longer a project component.]*

- 40 years ago, I was at a public meeting at Happy Chef talking about flood control for Missouri Valley. I proposed a project like this. So it takes 40 years, but it is happening. *Thank you for your comment.*
- I'm on the Highway 30 Coalition. The coalition is for a faster, better, safer four-lane Highway 30. *Thank you for your comment.*
- How will the Loess Hills Trail cross or intersect with the new bypass? *There will more than likely be an at-grade intersection controlled by a two-way stop. Loess Hills Trail traffic will be stopped, and Highway 30 will have the right-of-way.*
- Are you looking at any traffic signals anywhere along this proposed route? *This has not been determined yet. When we are in the design phase, traffic volumes and turning movements will be calculated so appropriate traffic control can be provided. [Signalized intersections have been designed for the new US 30 and Business 30 intersection, and also at Jopine Place / Willow Road and the new US 30.]*
- With the traffic coming down on 9th [Street], I feel that putting in lights there, rather than a stop sign, is going to keep traffic from backing up in town. *Thank you for your comment. We will definitely look at that. [Signalized intersections for the new US 30 were reviewed, but not for existing US 30, and the bypass would pull traffic off existing US 30. This would reduce the potential need for a light at 9th Street.]*
- Is this new highway right-of-way separate from the Boyer Levee that is there? So we will have the Boyer Levee, then the highway, is that the way it is? You're not going right along the Boyer River? *The levee will be under the new roadway alignment. [Under the revised proposed action for the Build Alternative with Modifications, the levee is no longer a project component. However, the roadway will be built to a similar height to keep the roadway open during flood conditions.]*
- Will the culverts on the downhill side either have a gate or a water relief valve so that if Boyer River overflows, it doesn't flow back to the north? *There will be gate structures to help with that issue. [Due to the removal of the levee from the project, there won't be gate structures as part of the revised proposed action.]*
- You can start anytime putting in piling for the bridges. *Thank you for your comment.*
- When do you anticipate construction to start? *The anticipated timeline is right-of-way acquisition starting in 2026, grading in 2027, with paving to follow. The anticipated completion is in 2029.*
- Can someone with the City explain what is happening with Canal Street Bridge? *It will be relocated to the north. It will happen at the same time as this project.*
- Are there plans for a traffic signal where the McDonald's and the Truck Stop are located? *That analysis will take place during design to determine appropriate access control. [A review of potential signalization of intersections was conducted, and there will be a signal added at the location noted.]*
- What is the width the roadway will take up in total? *That will get determined during design. We don't have the answer to that question tonight [Right-of-way will be acquired for potential construction of a four-lane bypass, but initially only two lanes would be constructed with shoulders for an initial width of 44 feet].*

- You mentioned buying enough land to add another lane in the future to make this a four-lane. When you purchase the land, are you purchasing enough land to do that now, so you won't be back for more land in the future? *Yes, that is correct.*
- Have crashes been analyzed on Highway 30 where you're bringing your bypass back in past the state shed? There have been a lot of accidents on that curve. Have you done any analysis of how that is going to increase? *We have taken a look at crashes along that curve. We recently did a resurfacing project there and added centerline and shoulder rumble strips. We are hoping this improvement will help the crashes decline without making geometric changes. Will you put in any turn lanes there? Not at this time, as part of this project.*

Comments expressed during the open house portion of the hearing focused primarily on signaling intersections, future access, and the closure of Canal Street. Many attendees asked about signaling the west intersections and various access questions. Landowners had questions regarding the proposed Willow Creek Levee and US 30 improvements east of the project limits. Several landowners were eager to begin ROW negotiations because their land to be acquired is often wet and difficult to farm. Access questions were addressed at the hearing. Iowa DOT reviewed the west intersections for signalization and determined that signals are warranted at two additional locations described below in the Build Alternative with Modifications section. The proposed Willow Creek Levee and US 30 improvements east of the project limits are not within the scope of the EA. As indicated previously, the proposed action has changed, and the levee, initially proposed with this project, has been removed due to USACE no longer contributing funds to the project.

Written comments were received via comment forms at the meeting and via mail and email. Table 2 lists the comments and the responses if a response was requested. The table includes updated responses in italics within brackets to account for changes in the proposed action post public hearing.

Table 2. Written Comments and Responses

Date	Level of Support	Comment	Response from Iowa DOT
7/14/22	Neutral	<ul style="list-style-type: none"> • No comment 	No response requested.
7/28/22	Not in Favor	<ul style="list-style-type: none"> • I feel this work is unnecessary and the funds could be utilized better elsewhere. • At a minimum, the two-three miles from the end of the Ogden bypass to US 169 north should be completed (along with an interchange). Isn't there still grading in place between Dow City and Denison? Why not start there? 	Thank you for your comments regarding US 30 in Missouri Valley. This project has been studied and discussed for many years. This project would provide flood resiliency for Missouri Valley, improve safety along the corridor, and remove truck traffic through town. In addition, the bypass would provide an economic link in this area. <i>[Subsequently, the levee has been removed from the project. However, the roadway will be built to a similar height to keep the roadway open during flood conditions.]</i>

Date	Level of Support	Comment	Response from Iowa DOT
7/29/22	Not in Favor	<ul style="list-style-type: none"> This project is TOTALLY STUPID. You are killing small towns that depend on drive-through traffic. There are way better ways to spend money and this is NOT one of them. 	No response requested.
8/04/22	Neutral	<ul style="list-style-type: none"> Own land in the proposed area 	No response requested.
8/05/22	In Favor	<ul style="list-style-type: none"> No comment 	No response requested.
8/09/22	Leaning in Favor	<ul style="list-style-type: none"> Where is the most recent map of the proposed plans? 	<p>The proposed plan scrolls were posted at: https://pima.iowadotpi.com/public/ventregistration/search?project_id=13099&pe_guid=e22e87c4-7d6f-4134-a361-37d198d8dd9e. Thank you for your interest in the US 30 project. [Given that the proposed action has changed, a figure of the project was included in the virtual public meeting held May 6 to May 20, 2024. The map is accessible via https://bit.ly/iowadot5928]</p>
8/09/22	Neutral	<ul style="list-style-type: none"> No comment 	No response requested.
8/09/22	In Favor	<ul style="list-style-type: none"> No comment 	No response requested.
8/13/22	In Favor	<ul style="list-style-type: none"> In favor 	No response requested.
8/16/22	In Favor	<ul style="list-style-type: none"> Please adjust the preferred route to remove the 45 mph blind curve on Highway 30 just east of the state maintenance facility. This is a very dangerous section of the highway. 	<p>Thank you for the comment on the US 30 project. We will look at the speed and geometrics to make sure it is proper and safe. [Iowa DOT reviewed crashes along that curve and recently did a resurfacing project there and added centerline and shoulder rumble strips.]</p>

Date	Level of Support	Comment	Response from Iowa DOT
8/27/22	In Favor	<ul style="list-style-type: none"> • If you are traveling eastbound on Highway 30, will you be able to turn left/north onto Willow Road; also if you are traveling westbound on Highway 30 will you be able to turn right/south onto Willow Road? • If the answer is yes to both, will a traffic light be placed at this intersection? • Or will a traffic light be placed at the new Highway 30 and Erie Street intersection? • There is currently a safety concern with the existing Highway 30 and Willow Road intersection. 	<p>Thank you for your comments regarding the US 30 bypass at Missouri Valley. There will be access north and south off of US 30 to Willow Road. Regarding the signalization, this determination will be made during the design phase, and warrants for signals will be determined at that time. Thank you again for your comments.</p> <p><i>[Based on a signalization review, a signal will be placed at the Jopine Place / Willow Road intersection with new US 30.]</i></p>
8/31/22	In Favor	<ul style="list-style-type: none"> • The only thing slower than driving through MO Valley is waiting for your order at the MO Valley Arby's, so I am of the opinion that this project is quite overdue. • Two things: <ul style="list-style-type: none"> ○ At first glance, it does seem that the path of least resistance is heading south on the east side of town and then west along the south side of town to the existing interchange. My concern is that much of that route is a flood plain. So if you choose that path I would respectfully suggest designing the build to avoid closures during major flood events. ○ As discussions continue in various parts of the state about eventually 4-laning US-30 from the Mississippi to Missouri, please design your by-pass to fit into a possible future limited access four-lane US-30 across the state. 	<p>Thank you for your comments regarding US 30. We have received several positive comments regarding the proposed alignment of US 30 through Missouri Valley. The plan is to design the roadway to serve as a levee, which will add flood protection to Missouri Valley. We are partnering with the Army Corps of Engineers, the city of Missouri Valley, and Harrison County on this design. <i>[USACE is no longer a partner to this project, and the initially proposed levee has been eliminated from the proposed action. However, the roadway will be built to a similar height to keep the roadway open during flood conditions.]</i></p>

New Information

New information is available since the EA was published and the public hearing took place. Agency and public input on the EA were also considered. Changes to the EA and new information are described below.

Build Alternative Modifications

After the EA was published and the public hearing occurred, the following modifications have been incorporated into the Build Alternative:

- The existing Canal Street bridge has been determined to be in poor condition and requires significant repairs or replacement. An agreement between the city of Missouri Valley and Harrison County will fund the construction of a new bridge across Willow Creek approximately 700 feet north of the existing bridge. This relocation of the bridge and roadway approximately 700 feet north will allow for the closing of the Canal Street bridge and Canal Street at the UPRR rail line, which will eliminate an at-grade railroad crossing for access to Kirlin Street. The new roadway will proceed west across the old US 30 alignment and tie into Willow Road near the existing pump station. This will also eliminate the frontage road alignment previously shown for Canal Street.
- To address public safety concerns, the two proposed intersections at Jopine Place / Willow Road and US 30 and at Business US 30 and US 30 will be signalized.
- Grading for a right turn lane will be included on the north side of proposed US 30 (westbound lanes) for a potential future development. No access is currently included in the design.
- Several access locations were added or modified to provide the levee sponsor access to the proposed levee within the roadway embankment. [*USACE is no longer a partner to this project, and the initially proposed levee has been eliminated from the proposed action.*]

Appendix A, Figure 2 shows the difference between the EA (old) Build Alternative (identified as the EA Build Alternative) impact area and the new Build Alternative (identified as the Build Alternative with Modifications) impact area that incorporates the above modifications. The impact areas are conservatively estimated to accommodate analysis of potential modifications during final design. Appendix A, Figure 3 shows the elements of the Build Alternative with Modifications.

Public Information Meeting Post-EA

A virtual public meeting was held from Tuesday, May 7, 2024 to Monday, May 20, 2024. A notice for the meeting was sent via a mailer to past meeting attendees and the previous mailing list for the notification of the 2022 public hearing, and was posted on Iowa DOT's website. Attendees could access a narrated PowerPoint presentation with exhibits via <https://bit.ly/iowadot5928>. For general information regarding the project, the notice identified Scott Suhr, Field Services Coordinator, Iowa DOT District 4 Office. There were 246 visitors to the site, who left a total of 50 comments. Table 3 provides a comment summary and Iowa DOT responses.

Table 3. Written Comments and Responses

Date	Level of Support	Comment	Response from Iowa DOT
5/7/24	Leaning in Favor	<ul style="list-style-type: none"> • There is a curve in Hwy 30, just east of where construction would begin. The entrance to a housing area off of Hwy 30 is already a dangerous one. Traffic flow is very heavy and safety in that area is a big concern. • [An access road] will be needed. There is a cemetery and a possible construction area for a new hospital less than a half mile from this location also. 	I believe the location you are speaking about we are designing an access road off of US 30 at this location. It should make it safer than today.
5/8/24	Neutral	<ul style="list-style-type: none"> • No comment 	No response required.
5/8/24	Neutral	<ul style="list-style-type: none"> • Your map in question 4 is not the correct town/project. Get you act together! 	No response requested.
5/9/24	In Favor	<ul style="list-style-type: none"> • No comment 	No response required.
5/9/24	In Favor	<ul style="list-style-type: none"> • Take the highway around Missouri Valley to the south. Connect with 4 lane by truck stop with turning lanes. As a fellow truck driver it a big pain driving through town and all the stop lights. Like driving through Carroll Iowa. I try my dammedest to avoid these towns. 	Thank you for your comments. We will share with our staff.
5/9/24	Leaning in Favor	<ul style="list-style-type: none"> • Thank you for the update 	No response requested.
5/9/24	Neutral	<ul style="list-style-type: none"> • Is it possible to see in more detail the north part of the project area where the new bypass leaves old 30? Is the Lincoln Highway Heritage Byway able to continue on old 30 before the bypass or does it need to exit at your connector west of Loomis St? 	No response sent.

Date	Level of Support	Comment	Response from Iowa DOT
5/10/24	Not in Favor	<ul style="list-style-type: none"> So you are bypassing the Harrison County Welcome Center by coming out at 280th? That would have drastic effects on the business & tourism. People are not going to backtrack after taking the bypass. A lot of people don't even get why it's 5 miles off the interstate as is now. That bypass would make it worse. That village had been there over 100 years. This will kill Missouri Valley. Everyone will take the bypass. Which means no money from outsiders going to the small businesses 	The Historical village and the welcome center would remain on US 30 as the bypass connects closer to town just east of Lomis. The city approached the Iowa DOT about looking into a bypass several years ago. We have been working with the city and the county on this project.
5/10/24	In Favor	<ul style="list-style-type: none"> If you can't get this done at least enforce semis engine braking in town please. 	Thank you for your comment. The brake ordinance would need to be enforced by the city.
5/10/24	Leaning in Favor	<ul style="list-style-type: none"> No comment 	No response required.
5/10/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/11/24	Leaning in Favor	<ul style="list-style-type: none"> I would prefer 2 lane width traffic circle at the 30/Bus 30 interchange. 	No response requested.
5/11/24	Leaning in Favor	<ul style="list-style-type: none"> Unlikely to have any concerns, this is not near our farmland 	No response requested.
5/11/24	Less in Favor	<ul style="list-style-type: none"> Why spend money you don't have 	No response requested.
5/12/24	Not in favor	<ul style="list-style-type: none"> More farm land chewed up because a few want to drive faster. Waste of money Thank you. I TRULY am concerned about the loss of good farmland across this state. Everywhere I go I see new development and huge amounts of farmland lost. With the prices of land being in the 5-figure range, young farmers cannot afford to start farming. There will be a point, in the future, where people will be hungry if our land continues to "disappear" due to development. 	Thank you for your comments. With this design we tried to minimize the impacts to farm ground while trying to find the best way to move people safely through Missouri Valley. We will share your comments with our staff.
5/12/24	In Favor	<ul style="list-style-type: none"> Looks good 	No response requested.
5/12/24	In Favor	<ul style="list-style-type: none"> No comment 	No response required.
5/12/24	In Favor	<ul style="list-style-type: none"> No comment 	No response required.

Date	Level of Support	Comment	Response from Iowa DOT
5/12/24	In Favor	<ul style="list-style-type: none"> I would improve the bridge on highway 30. During the 2019 flood when 29 north was closed. Multiple semi hit the bridge because they were too big. The bridge is out of date and needs to be replaced asap. I realize it's also a railroad bridge however a small inconvenience now will be a huge relief the next time it floods. It's a win win for everyone. It's the bridge that was on the news right before you get to Missouri Valley. 	Michael, Are you referring to the bridge north of Loveland? I recall during the 2019 flood trucks getting hung up under that bridge. That bridge is on the county road system that parallels I-29.
5/12/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/12/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/12/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/12/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/12/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/13/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/13/24	In Favor	<ul style="list-style-type: none"> No comment 	No response required.
5/13/24	Leaning in Favor	<ul style="list-style-type: none"> No comment 	No response required.
5/13/24	Leaning in favor	<ul style="list-style-type: none"> I think the bypass is a great idea. I travel this route and get frustrated when driving through Missouri Valley. The city roads are narrow and can be unsafe with the amount of traffic flowing through. I do have concerns about the environmental impact of this constructs with the Boyer River and Willow Creek running near this proposed area. 	No response requested.
5/13/24	Neutral	<ul style="list-style-type: none"> All of Hwy 30 in Iowa should be 4 lanes. 	Thank you for your comment. If traffic warrants adding additional lanes the Iowa DOT will look into it.
5/13/24	In favor	<ul style="list-style-type: none"> I am looking forward to this project being completed. 	No response requested.
5/13/24	In favor	<ul style="list-style-type: none"> I support the bypass project on US 30 going through Missouri Valley. I am a small business owner right on US 30 in downtown Missouri Valley. I believe the traffic and safety of our city would improve by having a bypass. 	That is the hope with this project. Thank you for your comments. Scott
5/13/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/14/24	Neutral	<ul style="list-style-type: none"> Curious 	No response required.

Date	Level of Support	Comment	Response from Iowa DOT
5/14/24	In favor	<ul style="list-style-type: none"> The sooner this is completed the better! Should make it 4 lanes right away. 	No response requested.
5/14/24	In favor	<ul style="list-style-type: none"> Please put more street lights 	Are you talking about street lighting or traffic signals? If you are talking about street lighting I am sure the intersections will be lit as well as other lighting along the corridor. There will be signalized intersections as well.
5/14/24	Leaning in Favor	<ul style="list-style-type: none"> A little disappointing that it isn't 4 lane. Only eastern Iowa gets that but better than nothing. 35 years. Its about time to get started. 	No response requested.
5/14/24	Neutral	<ul style="list-style-type: none"> Just curious 	No response requested.
5/14/24	Leaning in Favor	<ul style="list-style-type: none"> I do believe that flood protection should be added to the project with possible funds coming from FEMA for flood protection 	No response requested.
5/14/24	Neutral	<ul style="list-style-type: none"> The proposed route on the east side of Missouri valley needs to be altered and stay on the east side of the railroad and connect back in at Hwy 30 and K 45 to eliminate twist and curves in the purpose route and some safety concerns of the sharp curve when trying to inter Hwy 30 off of K45. 	No response requested.
5/14/24	Neutral	<ul style="list-style-type: none"> Are the benefits worth the costs? I would suggest starting with 4 lanes versus 2 and then later widening 	No response requested.
5/15/24	Neutral	<ul style="list-style-type: none"> No comment 	No response required.
5/15/24	In Favor	<ul style="list-style-type: none"> Love the by pass 	No response requested.
5/16/24	Neutral	<ul style="list-style-type: none"> How will this impact the many businesses at the current exit for Missouri Valley that may depend somewhat on interstate traffic 	Thank you for your comment. Access will be provided off of the US 30 bypass. Access will be provided off of business 30 with a frontage road.
5/17/24	In Favor	<ul style="list-style-type: none"> I'm really happy you are doing the by-pass. I've driven on this part of the highway to work for 24 years. Its very much needed. 	No response requested.
5/17/24	Not in Favor	<ul style="list-style-type: none"> There will be no reason to go into town, stores and businesses will close 	No response requested.
5/18/24	In Favor	<ul style="list-style-type: none"> Excited for this project. 	No response requested.

Date	Level of Support	Comment	Response from Iowa DOT
5/19/24	In Favor	<ul style="list-style-type: none"> What has been main contributing factors to this project being held up for over 40 years? 	No response requested.
5/19/24	In Favor	<ul style="list-style-type: none"> A bypass is a good idea, primarily to get truck traffic out of downtown where people are parking on the street, crossing the street, it becomes a safety issue. I think maintaining access to the truck stops off the interstate is important to not only those businesses but also likely the trucks that frequent them. 	No response requested.
5/20/24	In Favor	<ul style="list-style-type: none"> The proposed route of the bypass is not very clear in this presentation. Is there a better way to see the plan ? 	The slide that shows the impact area is probably the best slide to show the proposed route. Basically, it goes along the south side of Missouri Valley along Canal Street goes north just east of 12th Street and ties in near Melrose. The slide that shows the impacts is the best way to view on this presentation. It basically follows along Canal Street, then goes north, east of 12th Street and ties into US 30 near Melrose.
5/20/24	In Favor	<ul style="list-style-type: none"> A by-pass to Missouri Valley, on the southern side, would be wonderful. 	No response requested.

Subsequent to the virtual public information meeting, coordination with the City occurred regarding extending the length of the new US 30 bridge and relocated Canal Street bridge over Willow Creek to reduce water surface elevation (WSE) impacts in the area between current US 30, new US 30, west of Willow Creek, and south of UPRR. This area was projected to experience a rise in WSE of more than 4 feet for the 1-percent annual chance flood (100-year). Iowa DOT has agreed to cover the cost of the longer bridges. The bridge lengths are being extended to 506-ft, which will to reduce the WSE rise for the 100-year flood to less than one foot.

Impact Evaluation of Build Alternative with Modifications

The EA addressed the impacts of the EA Build Alternative. Impacts associated with the Build Alternative with Modifications are evaluated here for consistency with the findings of the EA. The overall impact area changed from 365.21 acres to 339.27 acres, a decrease of 25.94 acres. The modifications of the Build Alternative are consistent with the impact evaluation presented in the EA for the following resources:

- Land Use
- Community Cohesion
- Churches and Schools
- Water Quality
- Noise
- Energy

- Environmental Justice
- Economic
- Construction and Emergency Routes
- Cultural Resources
- Wetlands and Waters of the US
- Contaminated and Regulated Materials Sites
- Visual
- Utilities
- Cumulative Impacts

Section 4(f)

Although Section 4(f) properties were dismissed from analysis in the EA, a property open for public hunting was noted during the informal portion of the public hearing. The 227-acre property enrolled in the Iowa Habitat and Access Program was reviewed for its potential as a Section 4(f) property. While open to the public during hunting season, the parcel is privately owned, and the primary use is agriculture. For these reasons, FHWA and Iowa DOT conclude that the property is not eligible for protection under Section 4(f).

Acquisitions and Displacements/Relocations

Page 3-18 of the EA incorrectly stated that three residences south of Canal Street would be displaced by the EA Build Alternative. The EA should have stated that four residences south of Canal Street would be displaced by the EA Build Alternative; the Build Alternative with Modifications would displace the same four residences.

The EA Build Alternative would require acquisitions totaling 256.89 acres of farmland, 11.53 acres from 10 residential properties, including 4 home relocations, and 10.80 acres from 19 commercial properties. In addition, 3 business would have changes to their access and parking lots.

The Build Alternative with Modifications would require acquisitions totaling 268.98 acres of farmland, 10.62 acres from 13 residential properties, including 4 home relocations, and 9.20 acres from 19 commercial properties. In addition, 2 businesses would have changes to their access and parking lots.

Overall, the Build Alternative with Modifications would result in a slight increase in acreage impacts on farmland, a slight decrease in acreage impacts on residential properties and commercial properties, no change in the number of home relocations, and one less business with access and parking impacts. The slight change in impacts remains consistent with the findings of the EA.

Transportation

In comparison to the EA Build Alternative, the Build Alternative with Modifications would result in additional beneficial impacts on transportation. The existing Canal Street bridge did not cross the UPRR rail line. The replacement of the current Canal Street bridge with a new structure as part of the Build Alternative with Modifications will result in more free-flowing traffic movements due to the elimination of the need to wait for trains. There will be expanded access from west and east of this area with the Build Alternative with Modifications.

Cemeteries

The Build Alternative with Modifications would result in the same impact of 0.71 acre to Hurley Green Cemetery property as the EA Build Alternative. Former cemetery property to the east of the existing cemetery would be modified for the construction of a new entrance to the property that would also serve as a maintenance turnaround for City and County maintenance vehicles.

Floodplains

The Build Alternative with Modifications would result in a 13.06-acre increase of the EA Build Alternative impact area located within the Zone A floodplains for Willow Creek and the Boyer River. This would result in a total impact of 260.98 acres compared with 247.92 acres for the EA Build Alternative. With the increase in acreage considered, the total floodplain impacts remain consistent with the findings of the EA. However, with the levee no longer included as part of the project, the overall beneficial impacts of the flood protection that the Build Alternative with Modifications would provide is reduced. The roadway would still be built to the same elevation as the EA Build Alternative, but would not include a seepage berm, nor be designed or constructed as a levee.

For a flood that has a 1-percent chance of occurring any year, commonly called the 100-year flood, the US 30 bypass would reduce flooding in some areas of the City. This is because flood water would flow primarily east and south of the bypass instead of toward the City. However, if the Willow Creek or Boyer River agricultural levees fail near the City, the volume of flooding is large enough that flood risk increases in certain parts of the City and surrounding areas. In consideration of WSE potential rises, the new US 30 bridge and relocated Canal Street bridge over Willow Creek were redesigned to reduce the WSE rise below 1 foot. Per 23 Code of Federal Regulation 650A, all requirements established by the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP) will be followed. The project will also meet State of Iowa criteria for construction in the regulatory floodplain.

Wetlands and Waters of the U.S.

The Build Alternative with Modifications would result in a slight change in impacts to wetlands and waters of the U.S. A total of 15.47 acres of wetlands and 7,627 linear feet of streams would have been impacted under the EA Build Alternative. The Build Alternative with Modifications would result in 14.21 acre of wetland impacts, and 7,737 linear feet of stream impact.

Wildlife and Habitat

The Build Alternative with Modifications would result in a slight increase in the impact on the Loess Hills landform, wildlife, and habitat. However, the impact of the complete Build Alternative with Modifications remains consistent with the analysis in the EA. There would be no impact on any Loess Hills Special Landscape Area.

Threatened and Endangered Species

While the Build Alternative with Modifications would not result in a change in the impacts on threatened and endangered species, the northern long-eared bat has been uplisted to endangered. The EA findings remain valid with the uplisting. Subsequent to the EA publication, the tricolored bat has been federally proposed as endangered. When the species listing becomes final, USFWS will be consulted and their guidelines for impact minimization will be implemented. Based on the proposed rule, the project is anticipated to achieve a may affect, not likely to adversely affect determination.

Farmlands

The EA Build Alternative would require acquisitions totaling 256.89 acres of farmland subject to the Farmland Protection Policy Act (FPPA). The Build Alternative with Modifications would require acquisitions totaling 231.55 acres of FPPA prime and unique farmland, and farmland of statewide importance. The EA Build Alternative received a score of 57 points for Part VI of the Natural Resources

Conservation Service (NRCS) Farmland Conversion Impact Rating for Corridor Type Projects form (NRCS-CPA-106), while the Build Alternative with Modifications received a score of 50 points (see Appendix C). The drop in point value was mostly because the project footprint moved closer to the city, and affected the first three questions regarding the percentage of, and proximity to, urban land, and the percent of the corridor being farmed. Sites receiving a score of less than 60 points for Part VI need not be sent to NRCS for further consideration because the total score for Parts V and VI would be less than 160 points (Part V, which NRCS would complete, is worth a maximum of 100 points). Sites receiving less than 160 total points do not warrant an in-depth site review, and the project is cleared from significant concerns in conjunction with the Farmland Protection Policy Act.

The EA Build Alternative would potentially create approximately 4 acres of non-farmable land due to diagonal severance creating parcels too small to farm economically. The amount of non-farmable land due to diagonal severance for the Build Alternative with Modifications would also be approximately 4 acres. All the farmland in the Study Area would still be accessible from existing roads or access roads constructed for the Build Alternative with Modifications.

Preferred Alternative

Based on the shorter route and less environmental impact than other build alternatives considered in the screening process, and on input received from resource agencies and the public, the Build Alternative was selected as the preferred alternative in the EA. With the proposed modifications of the Build Alternative analyzed above, the Build Alternative with Modifications has been selected as the preferred alternative in the FONSI.

Basis for Finding of No Significant Impact

Several human and natural environmental resources were not present in the project 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
- Community Cohesion
- Churches and Schools
- Environmental Justice
- Economic
- Acquisitions and Displacements/Relocations
- Construction and Emergency Routes
- Transportation
- Cultural Resources
- Cemeteries
- Wetlands and Waters of the US
- Water Quality
- Floodplains
- Wildlife and Habitat
- Threatened and Endangered Species
- Farmlands
- Noise
- Energy
- Contaminated and Regulated Materials Sites
- Visual
- Utilities
- Cumulative Impacts

This FONSI documents compliance with the National Environmental Policy Act of 1969 and all other applicable environmental laws, Executive Orders, and related requirements.

Special Conditions for Location Approval

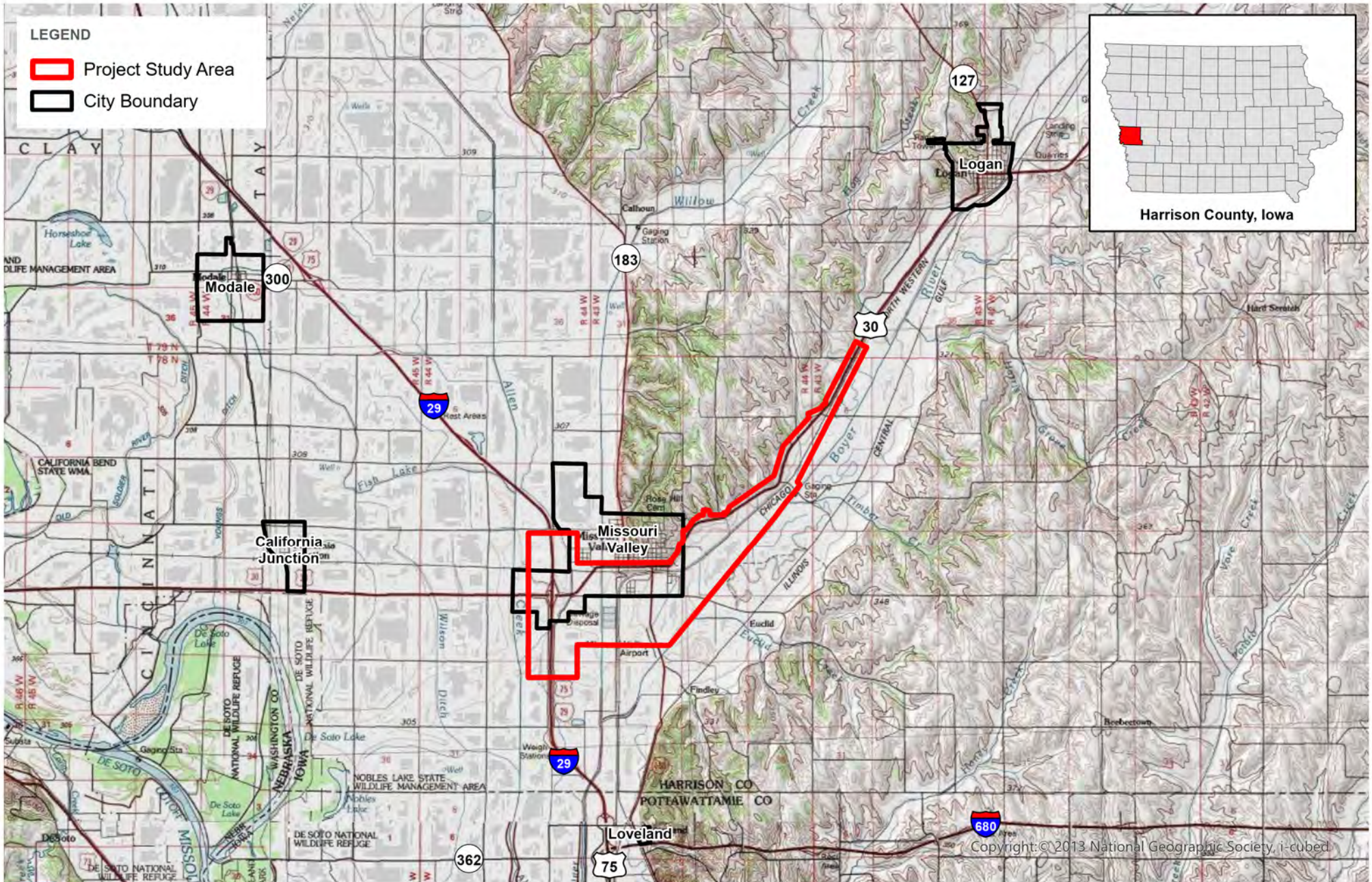
Several conditions, noted below, were identified for approval and will be implemented during the design process prior to construction:

- After the bypass is built, Iowa DOT will transfer jurisdiction of US 30 outside of the bypass connection to the City and Harrison County. The City and Harrison County will become responsible for maintaining that segment of former US 30.
- Actual impacts on or avoidance of the Church of the Nazarene were determined during final design. Access to the Church of Nazarene will be maintained at all times during construction based on shifting construction limits away from the church.
- Any potential ROW acquisition will be minimized during the final design process to reduce impacts. Acquisitions 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.”
- Iowa DOT will communicate the emergency vehicle construction access to the fire and police departments prior to the start of construction. Iowa DOT developed a staging plan to maintain traffic on Loess Hills Trail Road and Harrison County Road F-66 (335th Street) during construction. A temporary detour will be constructed from Canal Street to the proposed/relocated 335th Street to maintain access to Loess Hills Trail south of Canal Street.
- If unanticipated discoveries are found during construction, Iowa DOT will notify Iowa SHPO and the Indian tribes for review and next steps.
- Access to the Hurley Evergreen Cemetery will be maintained throughout construction. Actual impacts on or avoidance of the cemetery will be determined during final design.
- During final design, potential minimization of wetland and stream impacts under the Build Alternative with Modifications will be evaluated, and the design will be altered to minimize impacts where practical.
- For unavoidable impacts on waters of the US, including wetlands, an Individual Section 404 Permit will be obtained from USACE prior to construction, in compliance with the Clean Water Act. Unavoidable impacts on waters of the US will be mitigated in accordance with state and federal regulations at a mitigation bank. Iowa DOT will acquire bank credits for mitigation as part of the Section 404 permit process.
- Iowa DOT will implement best management practices to avoid erosion, sedimentation, and runoff into the waterways, and will adhere to the requirements of a Stormwater Pollution Prevention Plan associated with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit.
- Impacts on or avoidance of domestic or household private wells will be determined during final design.

- Iowa DOT and the Iowa DNR are participating in ongoing coordination on a hydrologic and hydraulic analysis approach for floodplain permitting. Iowa DOT will obtain a floodplain permit prior to construction.
- Vegetation clearing will be kept to a minimum, and provisions of the Migratory Bird Treaty Act (MBTA) will be adhered to as applicable.
- Iowa DOT will adhere to MBTA requirements for tree removal, structure removal, and nesting. Tree clearing will not be conducted between April 1 and September 30 to the extent practicable. Iowa DOT will survey farmstead buildings for active nesting if structures are to be removed between April 1 and September 30.
- Iowa DOT will coordinate with Iowa DNR regarding the Loess Hills landform upon known final impacts.
- Iowa DOT will remove trees in accordance with Iowa DOT Specification 2101.01A which requires tree clearing between October 1 and March 31. Removal of trees during this timeframe will avoid impacts during the northern long-eared bats' maternal roosting period.
- If any contamination above regulatory limits were encountered near any of the contaminated and regulated materials sites, work will be stopped, and Iowa DOT will be notified. Proper handling and disposal of any contaminated soil (including equipment decontamination) will be warranted.
- Actual impacts on or avoidance of the Northern Natural Gas substation and the pipeline will be determined during final design.
- Construction of the Build Alternative with Modifications will likely require the following permits and approvals:
 - Iowa DNR Floodplain Development Permit
 - Iowa DNR NPDES Stormwater Construction Permit (General Permit No. 2, Construction Activities – Section 402 of Clean Water Act)
 - Section 106 National Historic Preservation Act Compliance
 - Section 401 Water Quality Certification
 - Section 404 Permit (Clean Water Act)

APPENDIX A

Figures

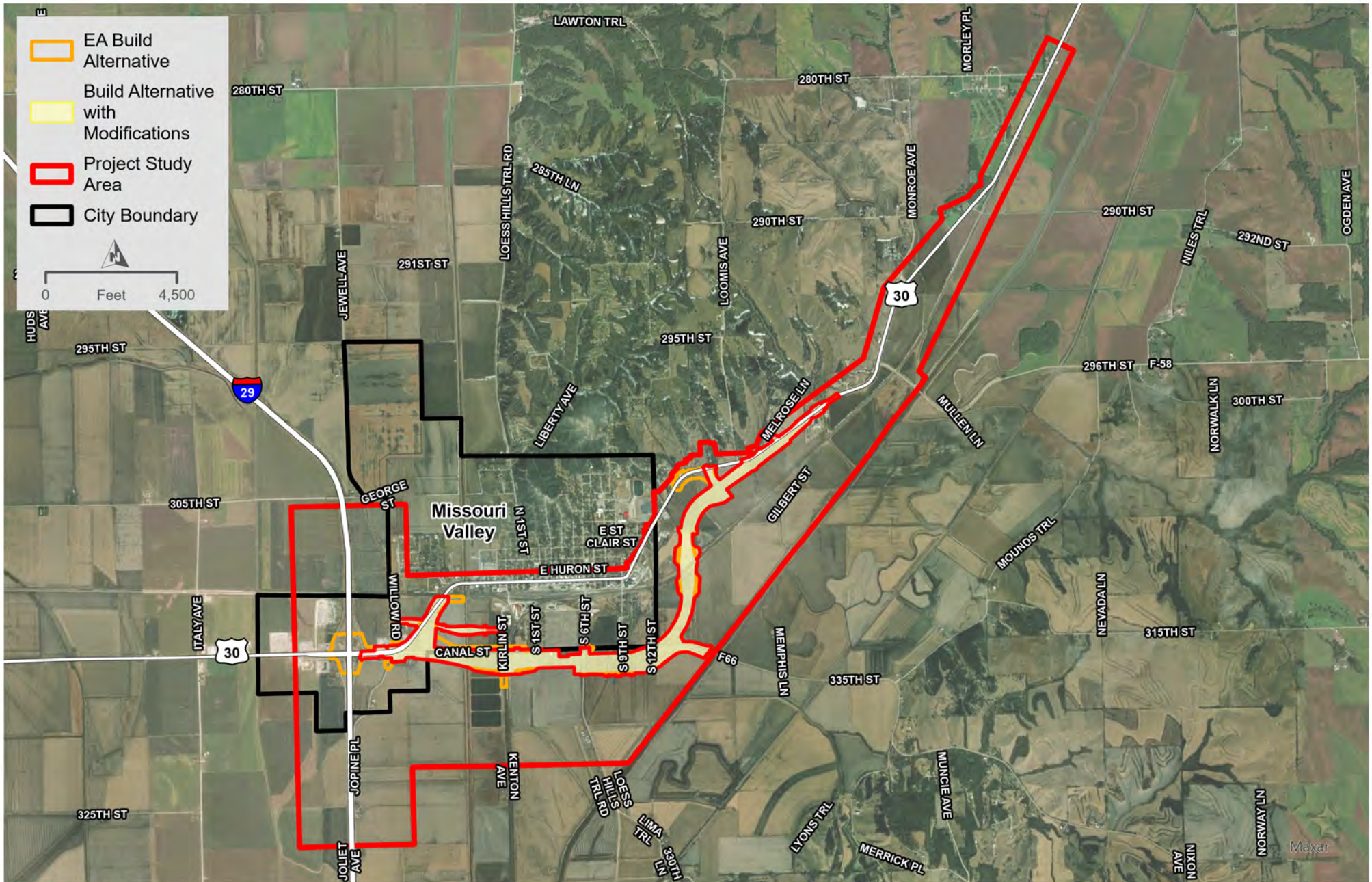


- LEGEND**
- Project Study Area
 - City Boundary



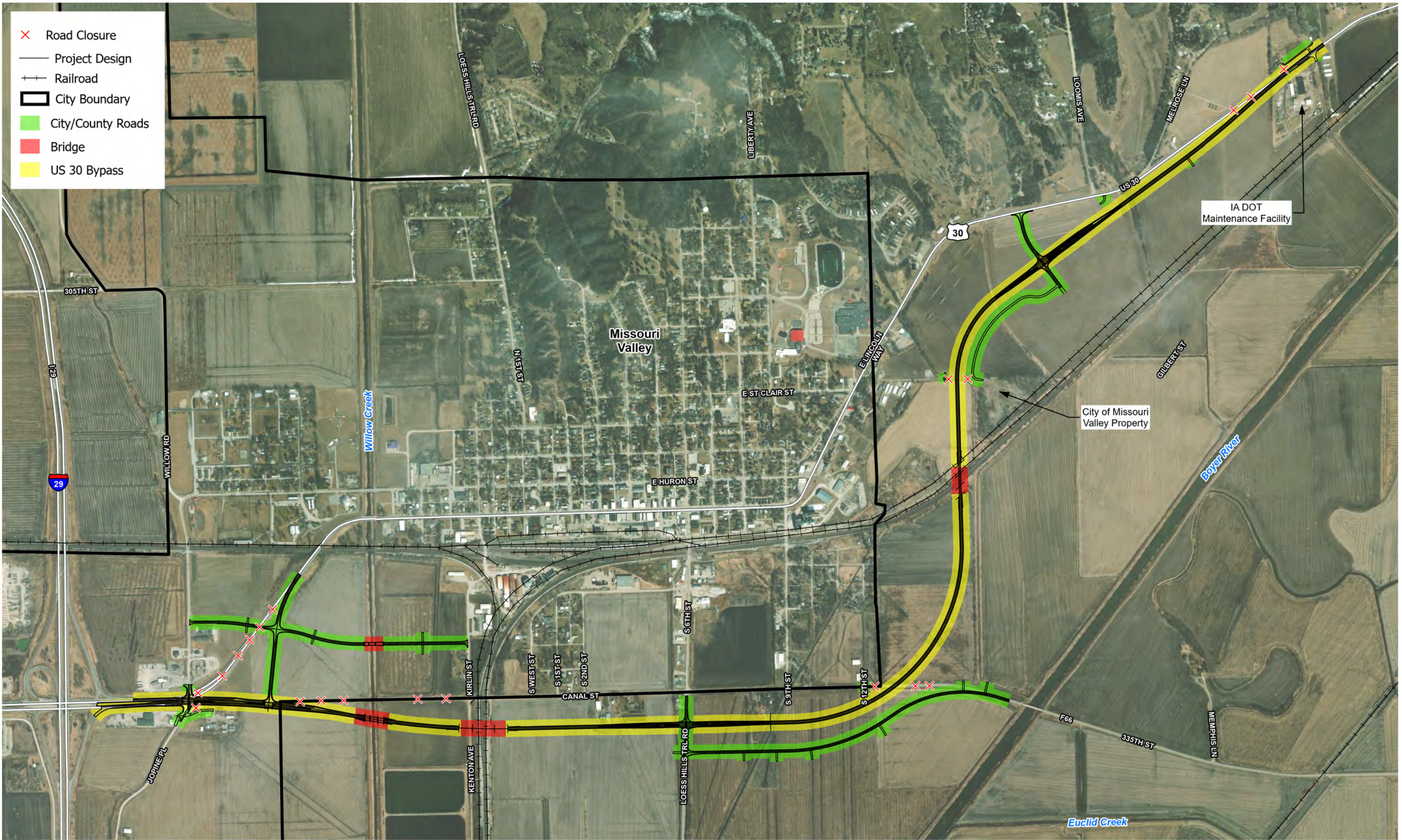
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**BUILD ALTERNATIVE IMPACT AREA
HARRISON COUNTY, IOWA**

FIGURE 2



APPENDIX B

Agency Correspondence

From: [Frohlich, Albert J CIV USARMY CEMVR \(USA\)](#)
To: [Newell, Deeann](#)
Subject: RE: US 30 Missouri Valley Bypass - Environmental Assessment
Date: Thursday, May 5, 2022 10:26:52 AM
Attachments: [image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

Hi DeeAnn – Please let the OLE PM know that we have assigned this project the number 2022-650. I have saved the EA for when the application is complete.

AI

From: Newell, Deeann <DeeAnn.Newell@iowadot.us>

Sent: Wednesday, May 4, 2022 3:42 PM

To: awlogan@iowatelecom.net; ckm1962@hotmail.com; jasongsporrer@gmail.com; kimmy308@outlook.com; maafstrucking@gmail.com; tlcohers4@gmail.com; jflaherty@ci.missouri-valley.ia.us; mayor@ci.missouri-valley.ia.us; pattysmoon@msn.com; cityofmodale@yahoo.com; DeSoto@fws.gov; scott.tener@faa.gov; andrea.spillars@fema.dhs.gov; frapa@dot.gov; mark.bechtel@dot.gov; cathy.monroe@dot.gov; assessor@harrisoncountyyia.org; vicki.krohn@iowacourts.gov; hccb@harrisoncountyparks.org; lthomp@harrisoncountyyia.org; bdoiel@hcia.us; Harrison County [County Treasurer] <treasurer@harrisoncountyyia.org>; doug.chafa@dnr.iowa.gov; mike.naig@dnr.ia.gov; julie.kenney@iowaagriculture.gov; susan.kozak@iowaagriculture.gov; christine.schwake@dnr.iowa.gov; Aaron.Johnson@dnr.iowa.gov; kathleen.moench@dnr.iowa.gov; seth.moore@dnr.iowa.gov; director@dhs.state.ia.us; director@iowaeda.com; loganiachamber@gmail.com; tridder@lomaschools.org; movalleychamber@gmail.com; bhoesing@movalleycsd.org; rholtz@movalleycsd.org; kmason@movalleycsd.org; movalleypubliclibrary@gmail.com; bnichols@movalleycsd.org; heather.gibb@iowa.gov; Eckert Uptmor, Kayla A CIV USARMY CENWO (USA) <Kayla.A.Eckert@usace.army.mil>; martha.s.chieply@usace.army.mil; jon.hubbert@usda.gov; patricia.howes@usda.gov; IA_Webmanager@hud.gov; Paul.F.Mohr@hud.gov; Courtney_Hoover@ios.doi.gov; tapp.joshua@epa.gov; kraig.mcpeek@fws.gov; cmyer@cityofmissourivalley.com; mfonley@w-harrison.k12.ia.us; cjwcup@live.com; Jayne.armstrong@sba.gov; rcpa@stb.gov; IowaRegulatory <IowaRegulatory@usace.army.mil>; rockisland@fws.gov; Popp, Deanne <Deanne.Popp@iowadot.us>; summerlin.joe@epa.gov

Cc: Quinn, Aaron T CIV USARMY CENWO (USA) <Aaron.T.Quinn@usace.army.mil>; Jodie Flaherty <jflaherty@cityofmissourivalley.com>; MICHAEL LaPietra <Mike.LaPietra@dot.gov>; Schram, Scott <Scott.Schram@iowadot.us>; Suhr, Scott <Scott.Suhr@iowadot.us>; Mayberry, Wes <Wes.Mayberry@iowadot.us>; Harris, Gary <Gary.Harris@iowadot.us>; Poole, Angela <Angela.Poole@iowadot.us>; Bradley, Bryan <bryan.bradley@iowadot.us>

Subject: [URL Verdict: Neutral][Non-DoD Source] US 30 Missouri Valley Bypass - Environmental Assessment

The Iowa Department of Transportation (Iowa DOT) in coordination with the Federal Highway Administration (FHWA), United State Army Corps of Engineers (USACE) and the City of Missouri Valley has completed the Environmental Assessment (EA) for the improvement of

U.S. 30 in the City of Missouri Valley. This EA has been prepared in compliance with the requirements of the National Environmental Policy Act of 1969 (NEPA).

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

<https://iowadot.gov/ole/NEPA-Compliance/NEPA-documents/US-30-Missouri-Valley-Bypass>

The Iowa DOT is soliciting comments on the document during the comment period which ends August 29, 2022 . Please return your email comments to me by that date, or if you prefer to send your comments by mail, please postmark them by that date and send them to:

Angie Poole
Director, Location and Environment Bureau
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Please feel free to call me if you have any questions or concerns about this project.



DEEANN L NEWELL

NEPA TEAM LEAD

LOCATION AND ENVIRONMENT BUREAU

DeeAnn.Newell@iowadot.gov

Office: 515-239-1364

 @iowadot

 Iowa Department of Transportation

 @iowadot

Garton, Jill

From: Moore, Seth <seth.moore@dnr.iowa.gov>
Sent: Thursday, May 12, 2022 1:40 PM
To: Garton, Jill
Subject: Re: FW: Harrison County US Highway 30 Missouri Valley Bypass - NHSX-030-1(175)--3H-43 - in Loess Hills

No concerns or comments, thank you!



Seth Moore • Environmental Specialist
Sovereign Lands Const. Permitting/Env. Review
Land and Waters Bureau
Iowa Department of Natural Resources
C 515-330-6432
502 E 9th St. Des Moines, IA 50319



On Thu, May 12, 2022 at 12:17 PM Garton, Jill <JILL.Garton@iowadot.us> wrote:

Hi Seth. Just circling back on this project. Does DNR have any concern or need any further information?

The USFWS bat programmatic 14 day notice has ended so I plan to send out my T&E review clearance soon.

Thanks,
Jill Garton

Environmental Specialist Senior
Iowa Department of Transportation - Location and Environment Bureau - 800 Lincoln Way - Ames, Iowa 50010
Phone: 515-239-1698 - Cell: 913-205-6487 - Fax: 515-239-1726
Email: jill.garton@iowadot.us<mailto:jill.garton@iowadot.us>

From: Garton, Jill
Sent: Thursday, April 28, 2022 1:02 PM
To: 'Seth Moore [DNR] (Seth.Moore@dnr.iowa.gov)' <Seth.Moore@dnr.iowa.gov>
Cc: Brink, Kenneth <KENNETH.BRINK@iowadot.us>; Newell, Deeann <DeeAnn.Newell@iowadot.us>
Subject: Harrison County US Highway 30 Missouri Valley Bypass - NHSX-030-1(175)--3H-43 - in Loess Hills

County: Harrison
PIN: 18-43-030-010
Project Number: NHSX-030-1(175)--3H-43
Location: Missouri Valley Bypass
Type of Work: Preliminary Engineering
Project Directory: 4303001018

Seth,

Please see the attached data form for Iowa DOT projects within the Loess Hills and associated maps for the Harrison County US Highway 30 Missouri Valley Bypass project.

The east half of the project lies within the Loess Hills Boundary. Additionally, a very small area, 0.06 acre, of potentially suitable Northern long-eared bat habitat will be impacted. The project was run through USFWS' programmatic bat agreement with a determination of not likely to adversely affect Northern long-eared bat and trees will be cleared in the winter.

Please let me know if you have any questions or need anything further.

Thanks,

Jill Garton

Environmental Specialist Senior

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

Phone: 515-239-1698 - Cell: 913-205-6487 - Fax: 515-239-1726

Email: jill.garton@iowadot.us<mailto:jill.garton@iowadot.us>

From: [Newell, Deeann](#)
To: [Farrell, Kelly](#)
Subject: FW: US 30 Missouri Valley Bypass - Environmental Assessment
Date: Tuesday, August 2, 2022 1:40:51 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image002.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Schwake, Christine <christine.schwake@dnr.iowa.gov>
Sent: Tuesday, August 2, 2022 11:28 AM
To: Newell, Deeann <DeeAnn.Newell@iowadot.us>
Subject: Re: US 30 Missouri Valley Bypass - Environmental Assessment

Hi Deeann,

I have no comments or concerns with the EA.

Thanks, Chris

On Wed, May 4, 2022 at 3:41 PM Newell, Deeann <DeeAnn.Newell@iowadot.us> wrote:

The Iowa Department of Transportation (Iowa DOT) in coordination with the Federal Highway Administration (FHWA), United State Army Corps of Engineers (USACE) and the City of Missouri Valley has completed the Environmental Assessment (EA) for the improvement of U.S. 30 in the City of Missouri Valley. This EA has been prepared in compliance with the requirements of the National Environmental Policy Act of 1969 (NEPA).

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

<https://iowadot.gov/ole/NEPA-Compliance/NEPA-documents/US-30-Missouri-Valley-Bypass>

The Iowa DOT is soliciting comments on the document during the comment period which ends August 29, 2022 . Please return your email comments to me by that date, or if you prefer to send your comments by mail, please postmark them by that date and send them to:

Angie Poole
Director, Location and Environment Bureau
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Please feel free to call me if you have any questions or concerns about this project.



DEEANN L NEWELL

NEPA TEAM LEAD

LOCATION AND ENVIRONMENT BUREAU

DeeAnn.Newell@iowadot.gov

Office: 515-239-1364

 @iowadot

 Iowa Department of Transportation

 @iowadot

--



Christine Schwake • Environmental Specialist

Water Quality Bureau

Iowa Department of Natural Resources

P 515-725-8399

502 E 9th St, Des Moines, IA 50319



APPENDIX C
NRCS-CPA-106

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project	5. Federal Agency Involved
--------------------	----------------------------

2. Type of Project	6. County and State
--------------------	---------------------

PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
--	----------------------------------	---------------------------

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
---	--

5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
------------------	---	--

8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
--	---	---

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
---	---	--	--	--

	Corridor A	Corridor B	Corridor C	Corridor D
--	-------------------	-------------------	-------------------	-------------------

A. Total Acres To Be Converted Directly				
---	--	--	--	--

B. Total Acres To Be Converted Indirectly, Or To Receive Services				
---	--	--	--	--

C. Total Acres In Corridor				
----------------------------	--	--	--	--

PART IV (To be completed by NRCS) Land Evaluation Information				
--	--	--	--	--

A. Total Acres Prime And Unique Farmland				
--	--	--	--	--

B. Total Acres Statewide And Local Important Farmland				
---	--	--	--	--

C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
---	--	--	--	--

D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
--	--	--	--	--

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
--	--	--	--	--

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
--	----------------	--	--	--

1. Area in Nonurban Use	15			
-------------------------	----	--	--	--

2. Perimeter in Nonurban Use	10			
------------------------------	----	--	--	--

3. Percent Of Corridor Being Farmed	20			
-------------------------------------	----	--	--	--

4. Protection Provided By State And Local Government	20			
--	----	--	--	--

5. Size of Present Farm Unit Compared To Average	10			
--	----	--	--	--

6. Creation Of Nonfarmable Farmland	25			
-------------------------------------	----	--	--	--

7. Availability Of Farm Support Services	5			
--	---	--	--	--

8. On-Farm Investments	20			
------------------------	----	--	--	--

9. Effects Of Conversion On Farm Support Services	25			
---	----	--	--	--

10. Compatibility With Existing Agricultural Use	10			
--	----	--	--	--

TOTAL CORRIDOR ASSESSMENT POINTS	160			
----------------------------------	-----	--	--	--

PART VII (To be completed by Federal Agency)				
---	--	--	--	--

Relative Value Of Farmland (From Part V)	100			
--	-----	--	--	--

Total Corridor Assessment (From Part VI above or a local site assessment)	160			
---	-----	--	--	--

TOTAL POINTS (Total of above 2 lines)	260			
--	------------	--	--	--

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part:	DATE
---	------

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points
