

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

US 30
From I-35 east to 590th Avenue

Story County, Iowa

NHSX-030-5(244)—3H-85

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 and Addendum are based on the Environmental Assessment (EA) which has been independently evaluated by FHWA and determined to adequately and accurately discuss the purpose and need, environmental issues, and 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. FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

Date

9/5/2018

For FHWA



Description of the Proposed Action

The Federal Highway Administration (FHWA) and the Iowa Department of Transportation (Iowa DOT) are proposing to improve U.S. 30 from 0.5 miles east of I-35 to 590th Avenue in Story County. Improvements will include construction of a new interchange near the existing intersection of U.S. 30 and 580th Avenue/County Road R-70.

Environmental Assessment Availability

The Environmental Assessment (EA) was signed on July 30, 2015 and distributed to selected federal, state, and local resource agencies on August 10, 2015 for review and comment. A notice of the public availability of the EA and notification of a public hearing on October 15, 2015, was published in the Ames Tribune on September 22, 2015, and The Nevada Journal on September 24, 2015. Notice of the public hearing was also included on the Iowa DOT website at www.iowadot.gov/pim.

EA Review and Comment Period

Following publication and distribution of the EA, a review and comment period was established for receipt of comments on the EA. The review and comment period closed on November 6, 2015 (Appendix A – Agency Coordination Letters and Comments). A public hearing for the project was held at the Crossroads Baptist Church located at 57011 U.S. 30 in Ames, Iowa, on October 15, 2015. The public hearing used an open forum format with a formal presentation. A transcript of this hearing has been prepared and is available upon request.

Addendum

Subsequent to publication of the EA and Public hearing, design modifications have occurred as a result of comments received at the public hearing. The modifications have resulted in an Addendum to the EA due to the strong opposition to the preferred alternative, specifically, Alternative 3 of the EA. The Study Area and Impact Area were adjusted to accommodate a new proposed alternative as described in the Addendum.

The proposed Addendum includes a diamond/partial-cloverleaf interchange with 580th Avenue relocated slightly to the east and over U.S. 30. The proposed interchange will provide entrance and exit ramps in the southwest, southeast, and northeast quadrants. Due to existing commercial land uses in the northwest quadrant, a loop ramp is proposed in the northeast quadrant for westbound U.S. 30 entrance traffic. A new frontage road would be constructed on the south side of U.S. 30 to extend Sand Hill Trail to the new relocated 580th Avenue. Likewise, a new frontage road would also be constructed on the north side of U.S. 30. This new north frontage road would connect to the existing frontage road that serves the Iowa DOT maintenance facility and the two churches to the west and would also connect to 590th Avenue to the east. The existing U.S. 30 through lanes would be used as constructed while existing at-grade crossing at Sand Hill Trail, 580th Avenue would be closed along with all field and farm/residential entrances between I-35 and 590th Avenue. The at-grade crossing at 590th Avenue will remain open. (Attached Figure - Preferred Alternative Alignment)

Addendum Public Involvement

A public information meeting was held on December 5, 2017, to present the revised proposed improvements along U.S. 30, from 0.5 miles east of I-35 to east of 590th Avenue, including a new interchange at 580th Avenue. The meeting was held at the Crossroad Baptist Church, 57011, U.S. 30 in Ames, with approximately 71 people in attendance. In general, attendants were in support of the project, however, there were a few property owners that opposed the project. Concerns with the closing of 590th Avenue remain. Other comments were related to field tile/drainage, project cost, project schedule, the right-of-way process and local road connections.

Basis for Finding of No Significant Impact

The EA and subsequent Addendum evaluated resources present in the project area for effects as they may occur related to the proposed improvements to U.S 30 in Story County. The EA and Addendum documents the absence of significant impacts associated with construction of the proposed project. The following resources were evaluated in detail: Land Use, Economic, Bicycle and Pedestrian Facilities, Right-of-Way, Relocation Potential, Construction and Emergency Routes, Historical Sites or Districts, Archaeological Sites, Wetlands, Surface Waters and Water Quality, Floodplains, Farmlands, Threatened and Endangered Species, Woodlands, Noise and Air, Contaminated and Regulated Materials, and Utilities.

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

Special Conditions for Location Approval

The following conditions were identified for approval and will be implemented during the design process prior to construction:

Right-of-way requirements will be minimized to the extent possible during final design. Relocations will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Iowa Code 316, the "Relocation Assistance Law". Relocations will be made available to all affected persons without discrimination.

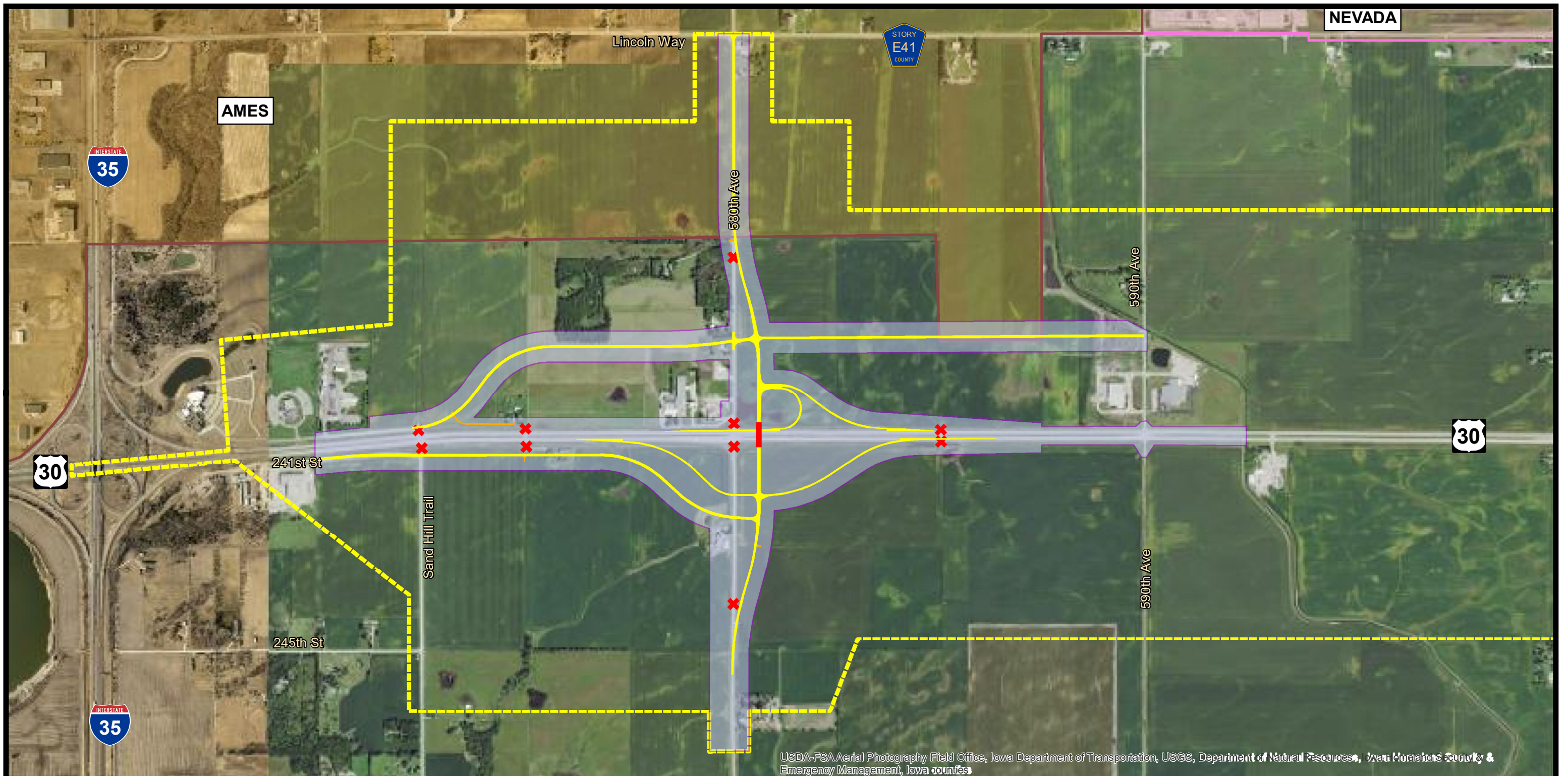
A Section 404 permit from USACE will be required for stream and wetland impacts. A permit application and a wetland mitigation plan will be submitted to USACE for approval.

An Iowa DNR Floodplain Development Permit will be applied for during final design if required.

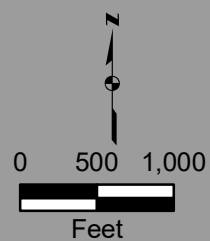
A National Pollutant Discharge Elimination System (NPDES) general stormwater discharge permit for construction will be required from the DNR. Iowa DOT will require the contractor to comply with measures outlined in the Stormwater Pollution Prevention Plan (SWPPP).

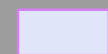







Trees will be cut after October 1 and before March 31 per Iowa DOT Specifications. Impacted woodland will be mitigated by restoring trees suitable for bat habitat.

Construction activities will be coordinated with public utilities to avoid potential conflicts.



Created June 2018
2016 Aerial



- | | |
|--|--|
|  Impact Area |  Closures |
|  Pavement |  Project Study Area |
|  Bridge |  City of Ames |
|  Granular Surface |  City of Nevada |

PREFERRED ALTERNATIVE ALIGNMENT

NHSX-30-5(244)--3H-85
U.S. Highway 30 Planning Study
Ames to Nevada
Story County, Iowa

ENVIRONMENTAL ASSESSMENT ADDENDUM

Proposed Action of Amended Environmental Assessment

The Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA) are proposing improvements along U.S. Highway 30 (U.S. 30) from 0.5 miles east of I-35 to 590th Avenue in Story County. Improvements will include construction of a new interchange near the existing intersection of U.S. 30 and 580th Avenue/County Road R-70. Figure A-1 outlines the Study Area of the proposed action.

Purpose and Need for Proposed Action of Amended Environmental Assessment

The purpose of the proposed action is to improve the level of safety and to improve traffic operations on U.S. 30 from I-35 to 590th Avenue. The need for the proposed action is due to safety, system continuity, traffic demand, and roadway deficiencies.

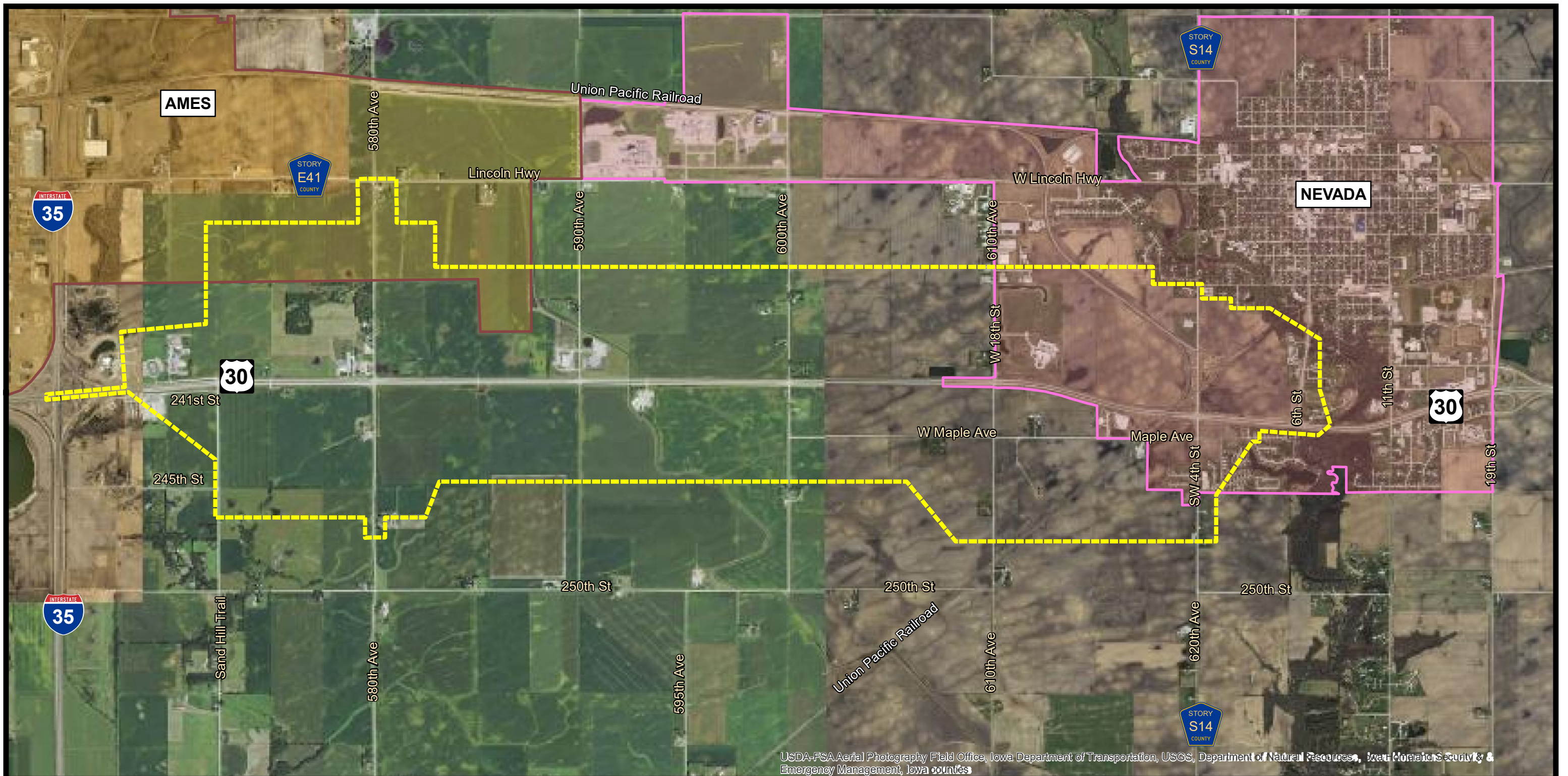
This Addendum has been prepared to address changes to the proposed improvements along U.S. 30 from the I-35 Interchange near Ames to just west of 11th Street in Nevada, in Story County, Iowa. The proposed improvements were described in the Environmental Assessment (EA) signed by FHWA on July 30th, 2015. Described in that document was a proposed West Alternative 1 for the west end of the project and a proposed East Alternative 3 for the east end of the project as described below.

2015 EA Proposed Alternatives

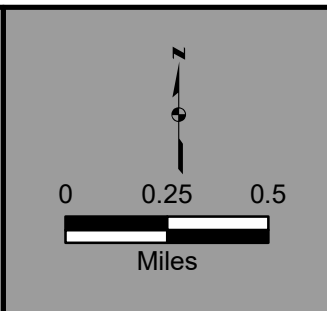
West Alternative 1: A new diamond interchange was proposed between Sand Hill Trail and 580th Avenue (proposed 575th Avenue) over U.S. 30. New access roads would be constructed to connect 575th Avenue to 580th Avenue on the north and south sides of U.S. 30. Existing at-grade crossings at Sandhill Trail, 580th Avenue and 590th Avenue would be closed. (Figure 4-3)

East Alternative 3: A new diamond interchange was proposed at 610th Avenue with 610th over U.S. 30. In addition to construction of the new interchange, the proposed design included closing the existing at-grade crossings at 600th Avenue, S14, and 6th Street in the City of Nevada. A new roadway would be constructed diagonally over U.S. 30 connecting S14 on the south side of U.S. 30 to 6th Street on the north side of U.S. 30 in Nevada. (Figure 4-4)

In addition to the above alternatives, full access control from the I-35 interchange east to the 19th Street interchange in Nevada was proposed. All field and farm/residential entrances would also be closed between I-35 and 610th Avenue.



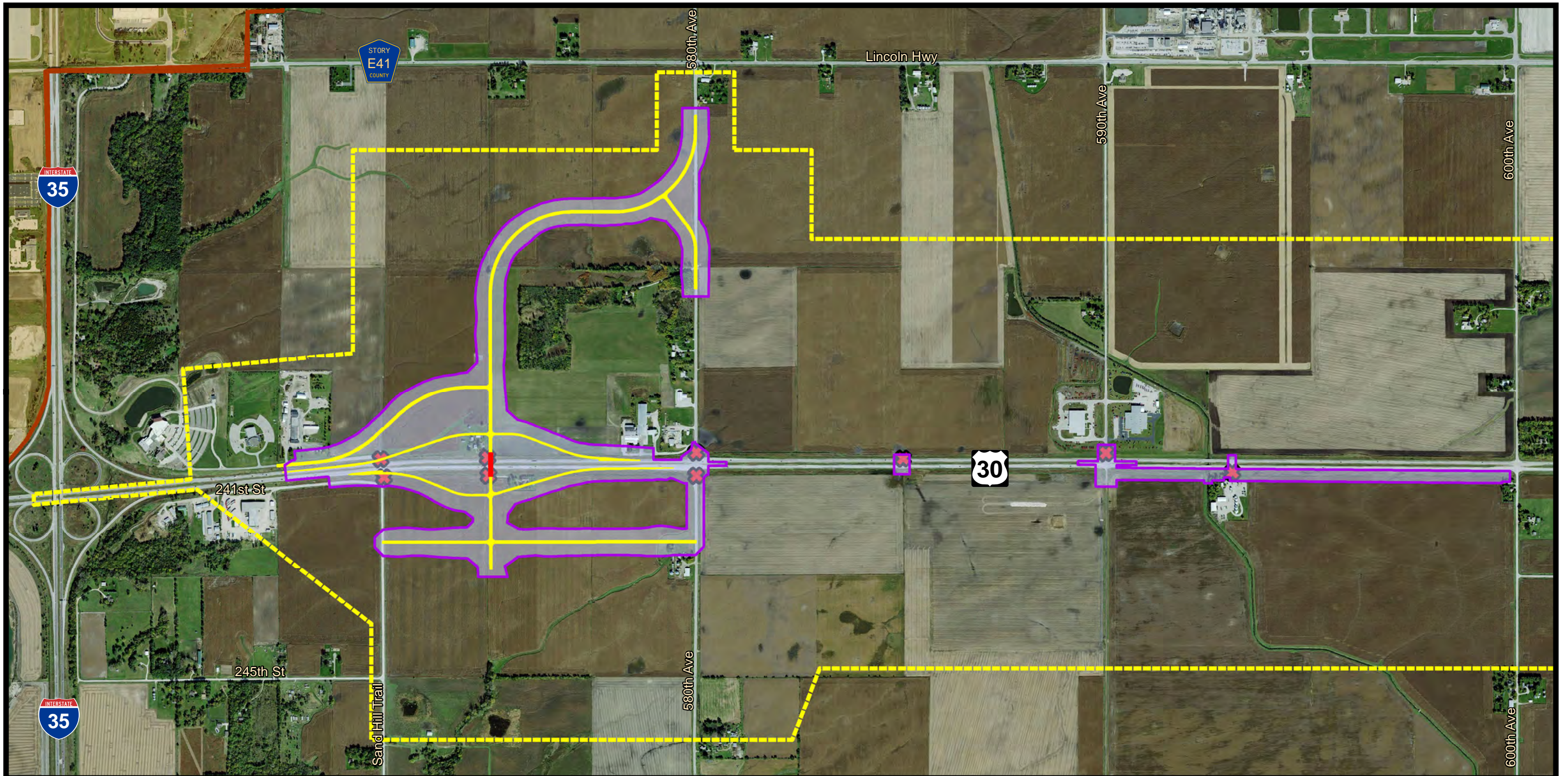
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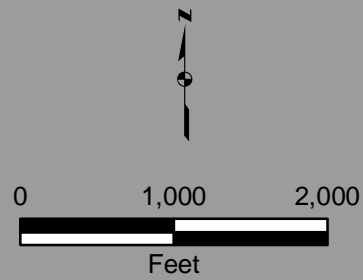
- Project Study Area
- City of Ames
- City of Nevada

Location Map
NHSX-30-5(244)--3H-85
U.S. Highway 30 Planning Study
Ames to Nevada
Story County, Iowa

Figure A-1

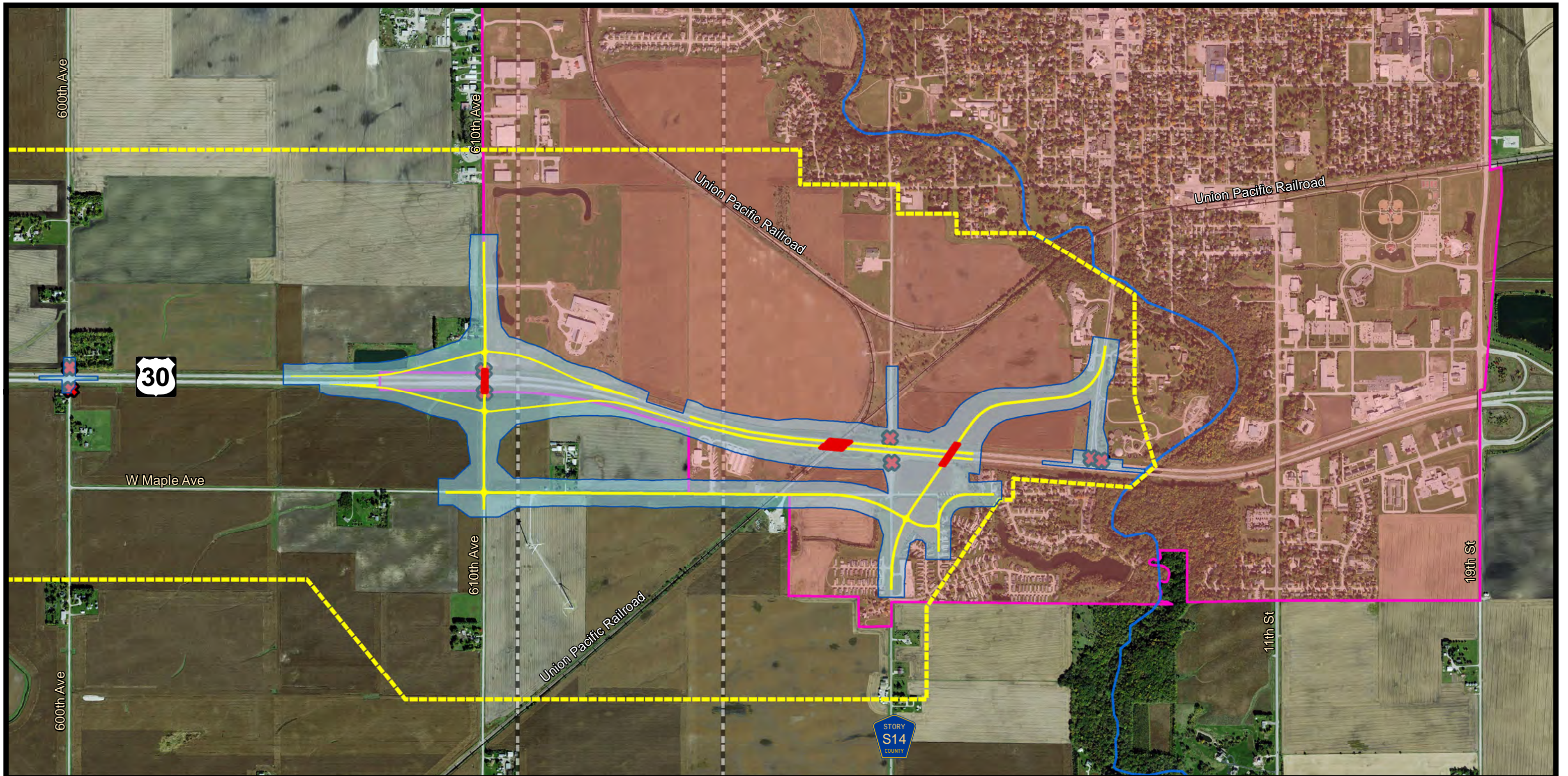


Created May 2015
2015 Aerial

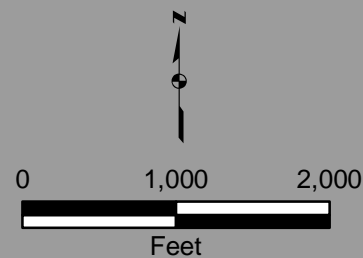


- Proposed Bridge
- Proposed Alignment
- ✘ Closures
- Impact Area
- Project Study Area
- City of Ames

FIGURE 4-3
WEST ALTERNATIVE 1
 NHSX-30-5(244)--3H-85
 U.S. Highway 30 Planning Study
 Ames to Nevada
 Story County, Iowa



Created May 2015
2013 Aerial



- Proposed Bridge
- Proposed Alignment
- Closures
- Impact Area
- City of Nevada
- Project Study Area
- Railroad
- Pipelines
- Indian Creek

FIGURE 4-4
EAST ALTERNATIVE 3
 NHSX-30-5(244)--3H-85
 U.S. Highway 30 Planning Study
 Ames to Nevada
 Story County, Iowa

Events Since the EA

A public hearing was held on October 15, 2015, at Crossroad Baptist Church, 57011 U.S. 30 in Ames, Iowa. The purpose of the hearing was to present the proposed alternatives at 575th Avenue and 610th Avenue and to gather feedback from the public on the proposed alternatives and the EA. It was also explained that the preferred interchange alternative at 610th Avenue was identified in the 2016 to 2020 Transportation Improvement Plan while the preferred interchange alternative at U.S. 30 and relocated 580th was not currently programmed. Approximately 146 people attended the public hearing.

Comments received during the public hearing indicated a strong lack of support for the project. For the most part, the general public strongly opposed East Alternative 3 for a proposed interchange at 610th Avenue. Many of the comments received were focused on the proposed closing of 6th Street in Nevada and the closing of at-grade access locations along the U.S. 30 corridor. Concerns expressed at the hearing regarding the proposed interchange alternatives were:

1. Closing of 6th Street will hurt business in downtown Nevada
2. Closing of at-grade intersections and property entrances will hurt business and farming operations along the U.S. 30 corridor between Ames and Nevada. This will create large out of distance travel to reach destinations. In particular, the closing of 590th Avenue was of major concerns to businesses and property owners at that location.
3. Safety concerns along Lincoln Highway/County Road E41 due to increased traffic as a result of this proposed project.
4. Due to the proposed restricted access, many were concerned about the potential impacts that rerouting heavy agriculture equipment could have on local roads.
5. Concern about increased public safety response times
6. Why haven't other options such as stops signs/lights, turning lanes, and slower speed limits been considered? *Putting a stop sign along a free-flowing corridor would potentially create more safety issues. The Iowa DOT will look at other safety measures such as flashing yellow lights, more lighting for nighttime visibility, and more signage.*

The Nevada City Council had previously given its approval for the project, including allocating \$1.5 million for the project. After the public hearing, the City of Nevada voted to remove City support of the proposed U.S. 30 interchange at 610th Avenue. In addition, a task force was created comprised of local individuals in the City of Nevada to come up with ideas for a viable alternative for an interchange in the City of Nevada and to give recommendations to the Iowa DOT.

Subsequent to the original EA and public hearing, and based on the resulting public input, all alternatives at the east end of the project corridor were dropped from further consideration for the purpose of this project. These alternatives will be further examined and reconsidered for project development in the future as a separate project.

Furthermore, The EA proposed West Alternative 1 of a diamond interchange at 575th Avenue at the west end of the project corridor was dismissed from further consideration in favor of the new proposed interchange at 580th Avenue as described below.

Proposed Alternative Addendum

The new Proposed Alternative includes a diamond/partial-cloverleaf interchange with 580th Avenue relocated slightly to the east and over U.S. 30. The proposed interchange will provide entrance and exit ramps in the southwest, southeast, and northeast quadrants. Due to existing commercial land uses in the northwest quadrant, a loop ramp is proposed in the northeast quadrant for westbound U.S. 30 entrance traffic. A new frontage road would be constructed on the south side of U.S. 30 to extend Sand Hill Trail to the new relocated 580th Avenue. Likewise, a new frontage road would also be constructed on the north side of U.S. 30. This new north frontage road would connect to the existing frontage road that serves the Iowa DOT maintenance facility and the two churches to the west and would also connect to 590th Avenue to the east. The existing U.S. 30 through lanes would be used as constructed while existing at-grade crossing at Sand Hill Trail, 580th Avenue would be closed along with all field and farm/residential entrances between I-35 and 590th Avenue. The at-grade crossing at 590th Avenue will remain open. (See Figure A-2)

Socioeconomic Impacts

Land Use

The Proposed Alternative would be constructed in an area that is predominantly agricultural with small areas of commercial and light industrial use mixed in. Construction would result in the direct conversion of approximately 240.9 acres of agricultural land, including farmsteads with residences. The proposed alternative is consistent with the existing land use plans of the City of Ames and Story County.

Churches and Schools

The Proposed Alternative would not impact any schools. The Campus Baptist Church and The Cornerstone Church are located in the northeast quadrant of the I-35 and U.S. 30 interchange. The existing access at Sand Hill Trail that serves both of the churches will be closed. Church traffic would be routed through the new interchange and then proceed north for a short distance to reach the new proposed access road and then back west approximately 1 mile to Campus Baptist Church and Cornerstone Church. Access would also be available for traffic from the north on 580th Avenue from Lincoln Highway. In the long term, access to the Campus Baptist Church and The Cornerstone Church would improve because U.S. 30 would have sufficient capacity for anticipated traffic volumes and safety would be improved.

Economic

The existing businesses located in the northwest quadrant of the intersection of 580th Avenue and U.S. 30, as well as the businesses located in the southeast quadrant of the I-35/U.S. 30 interchange, would be affected by restrictions in access and route modifications as a result of construction. However, access to all businesses would be maintained during construction and there would be no displaced businesses.

After construction, businesses along U.S. 30 between I-35 and 590th Avenue would be affected as out of distance travel will increase to reach those destinations. However, overall access will be improved by addressing safety concerns for the U.S. 30 crossings at Sand Hill Trail and 580th Avenue. The existing access to U.S. 30 from 580th would be closed on both the north and south side of U.S. 30. Existing businesses located on the north side of U.S. 30 and west of 580th Avenue would be accessed through the new interchange at relocated 580th Avenue. Traffic would be routed through the use of the new frontage road and the existing pavement of 580th Avenue would be used as constructed to provide access to the existing businesses at 580th Avenue.

Businesses in the southeast quadrant of the I-35/U.S. 30 interchange would also be affected. The existing access at Sand Hill Trail would be closed. Traffic to those businesses would be routed through the new interchange, then south a short distance to a new frontage road that would head back west approximately 0.75 miles to connect to Sand Hill Trail and 241st Avenue.

Two existing businesses at the intersection of U.S. 30 and 590th Avenue will also be affected. The Proposed Alternative will include construction of a new access road along the north side of U.S. 30 from 580th Avenue to 590th Avenue. This new access road will serve traffic to Vetter Implement in the northwest quadrant of U.S. 30 and 590th Avenue and Ag Information Center in the northeast quadrant of U.S. 30 and 590th Avenue. Because these businesses serve destination customers rather than impulse customers, adverse effects to business impacts are not expected to occur. The Iowa DOT intends to minimize impacts further by keeping the access at 590th Avenue open for the immediate future.

Bicycle and Pedestrian Facilities

Lincoln Highway (County Road E41) is located approximately one-mile north of U.S. 30. Bicycle lanes are present on the north and south shoulders of Lincoln Highway from the east edge of Ames to County Road S14 in Nevada and are used primarily for transportation within the local transportation system. The reconstruction of 580th Avenue would have temporary impacts to Lincoln Way as temporary lane closures may be necessary and restricted access to the bicycle lanes may occur where 580th Avenue intersects with Lincoln Way.

In compliance with 23 CFR 774.13(f), a Section 4(f) review does not apply to publicly owned trails, path, and bikeways that are part of the local transportation system and which function primarily for transportation. Therefore, the requirements of Section 4(f) do not apply to the bicycle facilities along Lincoln Way.

Right-of-Way

Construction of the Proposed Alternative would require approximately 273.0 acres of fee title/permanent easement that would be removed from the Story County tax base. As final design advances, all efforts will be made to minimize right-of-way impacts.

Relocation Potential

There would be four potential rural residential acquisitions and zero business acquisitions. The four residential locations are 57507 U.S. Highway 30, 23771 580th Avenue, 57606 U.S. Highway 30, and 24215 580th Avenue. Two of the properties appear to be farmsteads.

Rural acreages are in extremely limited supply in the vicinity of the Study Area. It is unlikely that there would be an ample market to absorb the needs of the displaced property owners who may search for a replacement rural property. There are building contractors in the area however, again limited, and nearly non-existent rural properties which to build on. An expanded real estate search beyond the Study Area to nearby Ames and Nevada did indicate more available residential properties for sale. Therefore, displaced rural residents could potentially be relocated within Ames or Nevada or other nearby towns.

Relocations would be conducted in conformance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as mandated by the Surface Transportation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24, effective April 1989. Relocation assistance would be made available to all affected persons without discrimination.

Construction and Emergency Routes

Construction of the Proposed Alternative would not require a detour route for emergency vehicles traveling along U.S. 30. Direct access would be maintained at all times. After construction, several emergency routes will have slightly longer out-of-distance travel to reach destinations north and south of U.S. 30 at Sand Hill Trail and 241st Street. In the long term, access for emergency vehicles would improve because U.S. 30 would have sufficient capacity for anticipated traffic volumes and safety would be improved.

Transportation

Construction of the preferred alternative would result in the closing of Sand Hill Trail, 241st Street and the existing 580th Avenue intersections with U.S. 30. Destinations at these locations will be accessed via new frontage roads on both the north and south sides of U.S. 30. Access to destinations at 590th will also be accessed from 580th Avenue by a new frontage road on the north side of U.S. 30. Construction of the new interchange would create a safer crossing while at the same time improving the flow of traffic on U.S. 30.

After construction, traffic is expected to be funneled to the interchange at 580th Avenue and the intersection at 600th Avenue which is located two miles east of 580th Avenue. 600th Avenue was paved by Story County in 2017 as truck traffic is expected to increase along 600th Avenue which provides direct access to the ethanol plant (Lincoln Way Energy, LLC) located on Lincoln Highway (County Road E41) approximately one-mile north of the U.S. 30. (See Figure A-1)

Both the Study Area and the Impact Area for the Proposed Alternative were expanded along 580th Avenue to Lincoln Highway. Bike lanes currently exists along both the north and south shoulders

of Lincoln Highway from I-35 in Ames to County Road S14 in Nevada. Construction activities may include temporary lane closures at the intersection of Lincoln Highway and 580th Avenue.

Cultural Impacts

No new or additional cultural resources would be impacted by the Proposed Alternative. The Iowa DOT Cultural Resources Section and SHPO have given the project a determined of No Historic Properties Affected. (Appendix A)

Natural Environment Impacts

Wetlands

The Preferred Alternative would impact approximately 8.9 acres of wetlands, identified in the table below. The impacts will require a Section 404 permit from the USACE. As design advances, all efforts will be made to minimize impacts on wetlands. It is the intent of the Iowa DOT to mitigate impacts at a serviceable wetland mitigation bank. If one is not available, Iowa DOT will provide appropriate compensatory mitigation.

Table A-1 Potential Impacts to Wetlands

Wetland Type	Preferred Alternative (acres)
Farmed Wetland (FW)	8.2
Palustrine Emergent (PEM)	0.7
Palustrine Forested (PFO)	0.0
Palustrine Sapling-Shrub (PSS)	0.0
Total:	8.9

Surface Waters and Water Quality

The Preferred Alternative would impact approximately 256 feet of streams with no impacts to open waters. For any unavoidable stream impacts, a Section 401 Water Quality Certification would be required. In addition, this project will impact more than 1 acres of land. A National Pollutant Discharge Elimination System (NPDES) permit will be obtained.

Floodplains

Approximately 14.3 acres of FEMA-mapped floodplains would potentially be impacted by the Proposed Alternative. As design advances, efforts will be made to minimize any potential impacts to floodplains. An Iowa DNR Floodplain Development and Section 404 permit will be will applied for during final design if required.

Threatened and Endangered Species

Suitable habitat for threatened and endangered species is not present in the Study Area. Iowa DOT's determination that there will be **No Effect** on federally or state listed species and the project will not result in the destruction or adverse modification of federally designated critical habitat remains valid.

Woodland

The Iowa DOT considers woodland impact to occur if the area to be impacted consists of 2 acres or greater of forested land having at least 200 trees (3-inch diameter at breast height or greater).

The Proposed Alternative would potentially impact 2.9 acres of forested land and meets the criteria for woodland impact. It is the intent of the Iowa DOT to mitigate impacts at existing mitigation sites. Potential mitigation sites include a stream mitigation site at Iowa State University Research Park in Story County or credits from a parcel of woodland near Mt. Vernon in Linn County.

Farmland

The potential total amount of farmland (outside of the existing ROW) converted to transportation use by the Proposed Alternative is approximately 240.9 acres. This alternative received a score of 170 out of the possible 260 points on the NRCS-CPA-106 form (Appendix B). Based on this score, potential means to reduce the impact on farmland will be evaluated. The proposed alternative would not create any non-farmable land and all of the farmable land in the Study Area would still be accessible from existing roads. As design advances, further efforts to reduce the number of farmland impacts will be made.

Physical Impacts

Noise

No new noise receptors will be impacted by the Proposed Alternative.

Contaminated Regulated Materials

Five properties with known or potential Recognized Environmental Conditions (REC's) would be partially impacted by the Proposed Alternative. The table below list the potentially impacted properties.

Table A-2 REC's Potentially Impacted

Site	Address	REC	Risk
Caremoli/Garst Agri Pro	23959 580th Ave, Ames	Potential	Moderate
Jay Armstrong	23937 580th Ave, Ames	Potential	Low
Vetter Equipment	23941 590th Ave, Nevada	Potential	Moderate
CNH America	23942 590th Ave, Nevada	Potential	Low
Iowa DOT	57073 US Hwy 30, Ames	Known	Low

- Caremoli/Garst-AgriPro, has two registered underground storage tanks (DNR UST #198600745) DNR database records indicated the tanks were removed in 1990. Additionally, this facility has a US EPA hazardous waste generator ID number (IAP000001349 – inactive).
- Jay Armstrong, has two registered underground storage tanks (DNR UST#198912544) DNR database records indicated the tanks were removed in 1988.
- Vetter Equipment Co. is a farm implement dealer with assumed repair and maintenance operations.
- CNH America, is registered as a Tier 2 Chemical Storage facility.
- Iowa DOT, is an identified leaking underground storage tank site (DNR LUST #7LTJ90) with six registered underground tanks (DNR UST #198609357) DNR database records indicate the tanks were removed in 1988 and 1994. This site received a No Further Action designation from DNR in January 2000. Additionally, this facility has a US EPA hazardous waste generator ID number (IAD981116502 - SQG).

Impacts to these properties will be determined as the project is developed and appropriate acquisition recommendations will be made (i.e. permanent easement versus fee title). When possible, any identified highly contaminated areas will be avoided. Any contaminated materials encountered during construction will be handled in accordance with state and federal regulations.

This Addendum describes the design changes to the Proposed Alternative for the improvements to U.S. 30 from 0.5 miles east of I-35 to 590th Avenue in Story County that includes an interchange at 580th Avenue. The impact area for the Preferred Alternative includes a buffer approximately 100 feet beyond the preliminary construction limits for the interchange and a buffer area approximately 200 feet wide from either side of centerline of the proposed frontage roads. The proposed construction of new frontage roads with a slighter wider impact area resulted in greater potential impacts to the environmental resources. As design advances, all efforts will be made to minimize impacts to the extent possible. The table below highlights the changes to the environmental resources as a result of this Addendum.

Table A-3 Environmental Impacts of Alternatives

Environmental Resources	EA West Alternative 1	Addendum Preferred Alternative
Impact Area	227	369
Historic Properties	1	0
Floodplains (acres)	10	14.3
Regulated Materials (parcels)	4	5
Streams (feet)	190	256.6
T & E	0	0
Wetlands (acres)	0.7	8.9
Open Water (acres)	0	0
Woodlands	1	2.9
Farmland (acres)	172.4	240.9

Comments and Coordination

Comment letters on the EA were received from 5 agencies and are included in Appendix A. the comments are summarized as follows:

Iowa Department of Natural Resources (IDNR) Budget and Finance Bureau - A review of the Federal LWCF projects in Ames and Story County indicated there are no federal program conflicts within the area of potential effect. There are also no potential conflicts with projects awarded a Resource Enhancement and Protection Fund (REAP) Recreational Infrastructure Funds grants and Fish & Wildlife Habitat Grants.

U.S. Department of the Interior, Fish and Wildlife (USFWS) - The USFWS has reviewed the EA and had no further comments.

Union Pacific Railroad – Comments as follows:

- On site diagnostic meetings will be held for any significant change in traffic, such as patterns or volume, or modifications at any at-grade crossing.
- There will be no new temporary haul road crossings as part of the U.S. Improvements.
- Any new overhead structure or changes to an existing overhead structure will be subject to a C&M agreement.

Iowa Natural Resources Conservation Service (NRCS) – No further comments to add to previous comment on this undertaking.

United States Environmental Protection Agency (USEPA) Region 7 – The EA document does not consider Greenhouse Gas (GHG) emissions and how the preferred alternative might improve or degrade air quality. EPA recommend calculating to determine whether or not improvements would be made to air quality based on improved route/interchange access. The table of contents reference Air Quality discussion, however, there was no discussion of air quality in the EA document.

Response - Air quality does not warrant more discussion in the EA and should not have been listed in the table of contents. The proposed project complies with both Iowa’s current State Implementation Plan for attaining the national air quality standards (which contain no

transportation control measures), and with the conformity requirement for the Clean Air Act Amendments of 1990. Short term air quality impacts associated with dust and equipment emissions during construction are controlled by standard contract and equipment specifications.

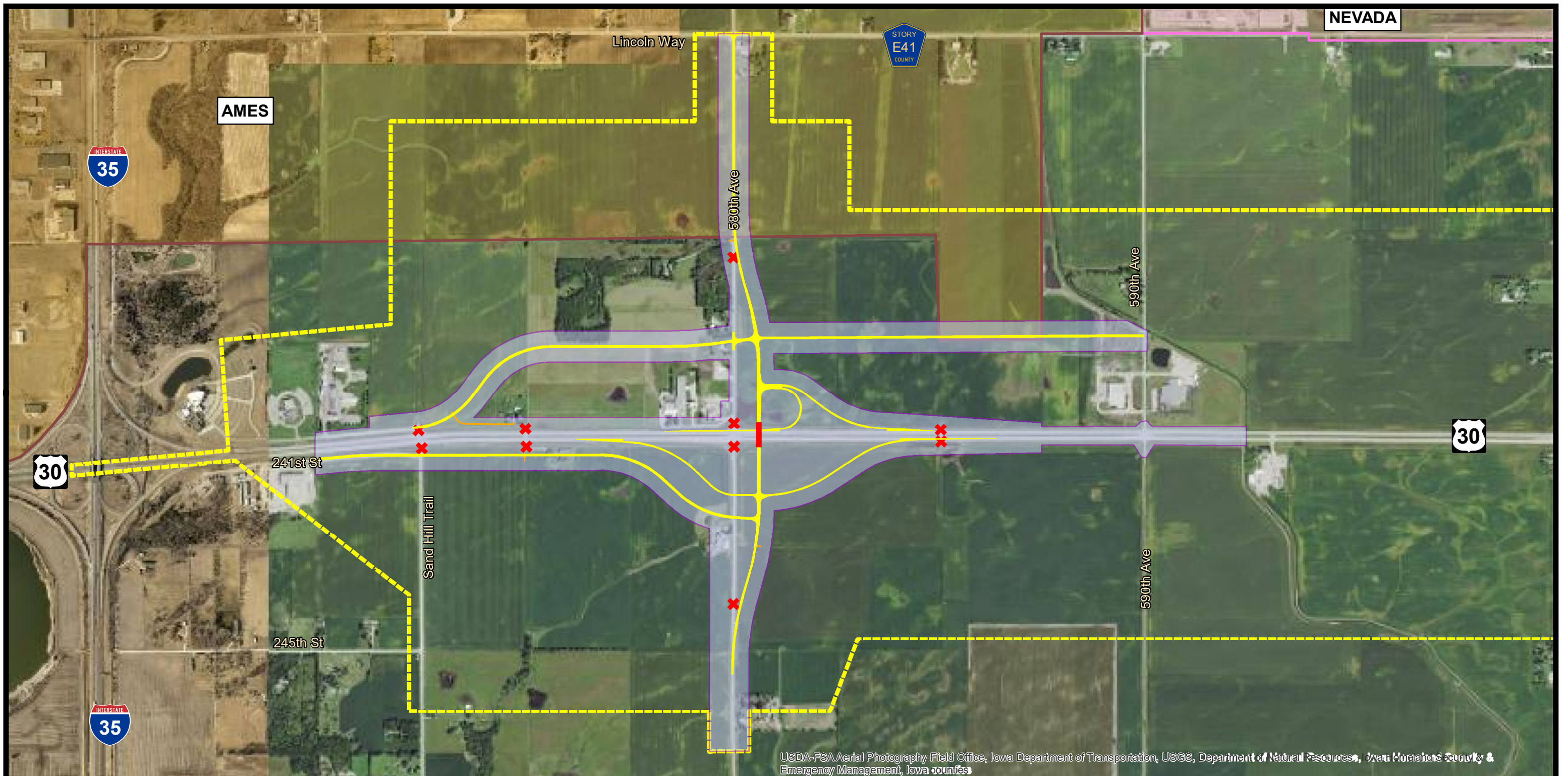
In regards to GHG's emissions, the Council on Environmental Quality (CEQ) has withdrawn its "Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effect of Climate Change in National Environmental Policy Act Reviews. The withdrawal was made effective April 5, 2017.

Public Involvement

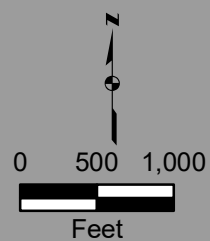
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NEPA 404 Merge Coordination

Concurrence Point 4 – The Preferred Alternative, occurred on July 23, 2018 via phone/webinar. Representatives from the USACE, USEPA, Iowa DNR, and Iowa DOT staff attended the webinar. A project overview that including the changes described in the Amended EA was presented along with the potential environmental impacts. The USACE, USEPA, and Iowa DNR concurred with the CP 4 on July 23, 2018. USFWS concurred with CP 4 on August 6, 2018.



Created June 2018
2016 Aerial

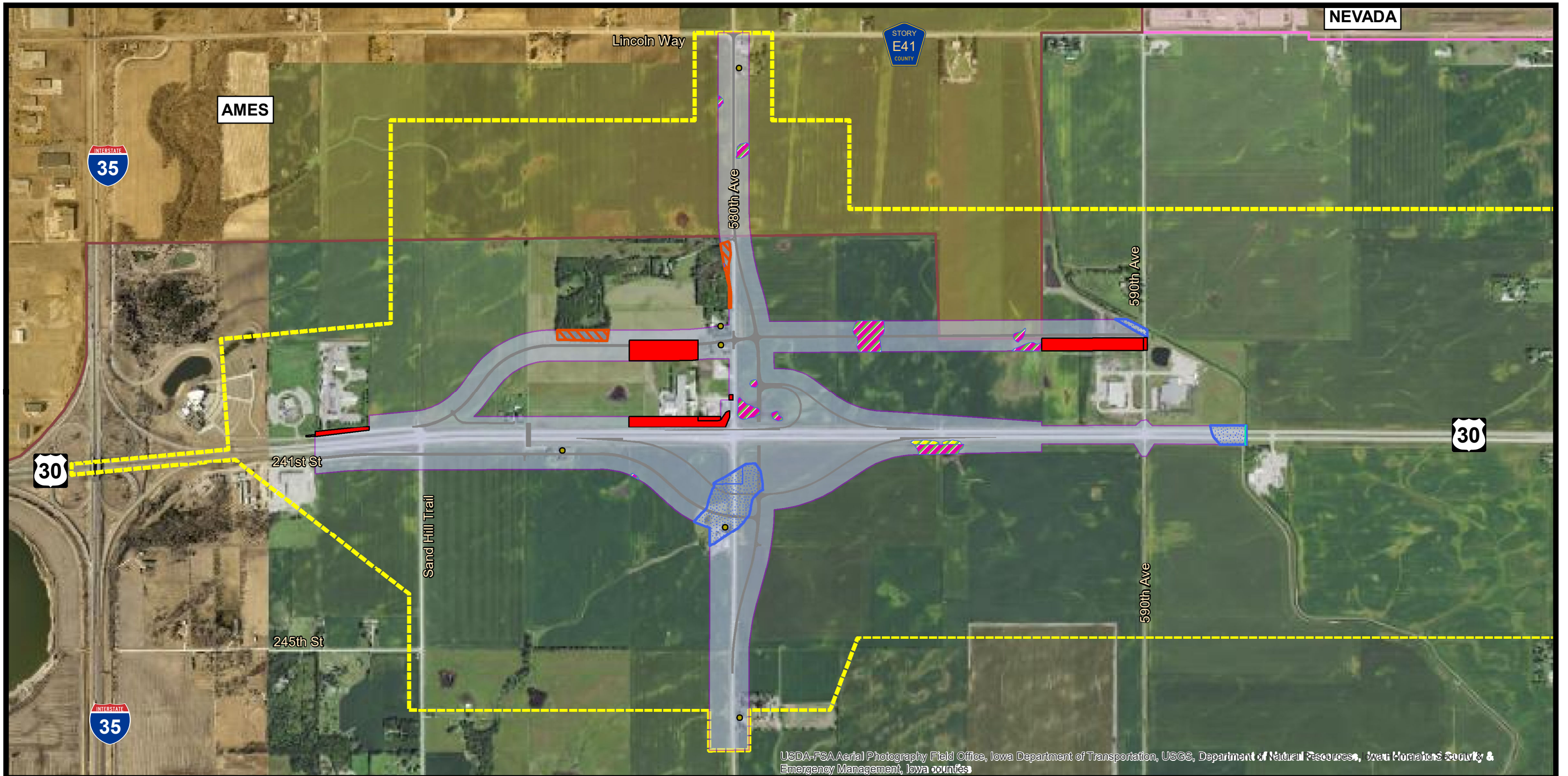


- | | |
|------------------|--------------------|
| Impact Area | Closures |
| Pavement | Project Study Area |
| Bridge | City of Ames |
| Granular Surface | City of Nevada |

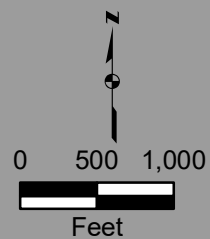
PREFERRED ALTERNATIVE ALIGNMENT

NHSX-30-5(244)--3H-85
U.S. Highway 30 Planning Study
Ames to Nevada
Story County, Iowa

Figure A-2



Created June 2018
2016 Aerial

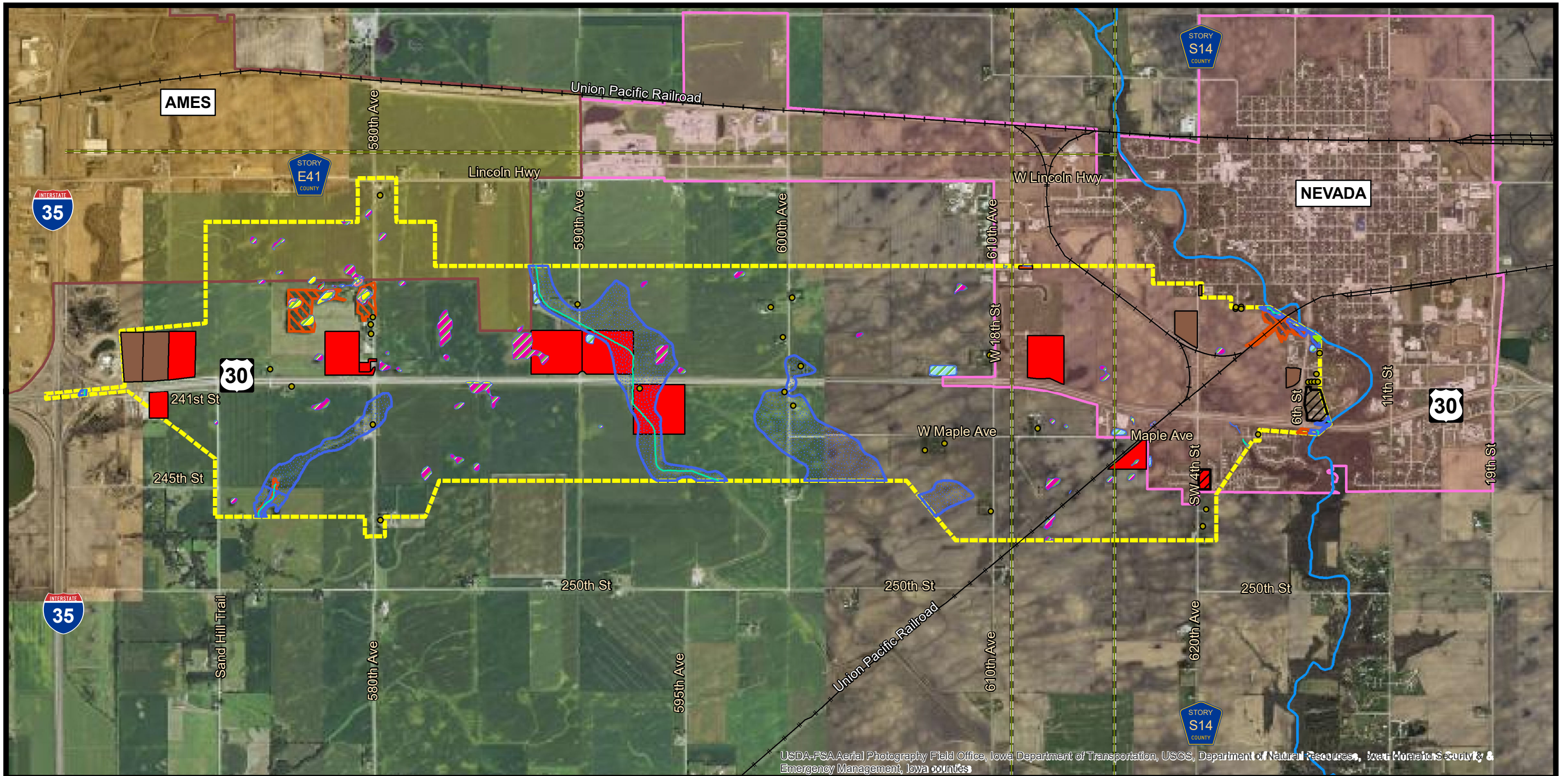


- | | | |
|-----------------------|--------------|---------------------|
| Impact Area | FW Wetlands | Streams |
| Preferred Alternative | PEM Wetlands | Floodplain |
| Project Study Area | PFO Wetlands | Regulated Materials |
| City of Ames | PSS Wetlands | Churches |
| City of Nevada | Woodlands | Houses |

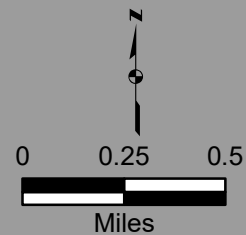
PREFERRED ALTERNATIVE ENVIRONMENTAL IMPACTS

NHSX-30-5(244)--3H-85
U.S. Highway 30 Planning Study
Ames to Nevada
Story County, Iowa

Figure A-3



Created June 2018
2016 Aerial



- | | | | | |
|---------------------|-----------|--------------|--------------------|-------------------|
| Floodplains | Churches | FW Wetlands | Open Water | Railroad |
| Woodlands | Schools | PEM Wetlands | Project Study Area | Pipelines |
| Regulated Materials | Utilities | PFO Wetlands | City of Ames | West Indian Creek |
| Recreation Area | Streams | PSS Wetlands | City of Nevada | Houses |

ENVIRONMENTAL CONSTRAINTS

NHSX-30-5(244)--3H-85

U.S. Highway 30 Planning Study
Ames to Nevada
Story County, Iowa

Figure A-4

DISPOSITION

This Addendum concludes that the proposed project is necessary for safe and efficient travel within the project corridor and that the proposed project meets the purpose and need. The project would have no significant adverse social, economic, or environmental impacts of a level that would warrant an environmental impact statement. A Finding of No Significant Impact (FONSI) will be prepared for the proposed action as a basis for federal-aid corridor location approval.

This Addendum is being distributed to the agencies and organizations listed. Individuals receiving this Addendum are not listed for privacy reasons.

Federal Agencies

Federal Aviation Administration
Federal Emergency Management Agency
Federal Railroad Administration
U.S. Army Corps of Engineers – Rock Island District
U.S. Department of Agriculture – Natural Resources Conservation Service
U.S. Environmental Protection Agency – Region 7, National Environmental Policy Act Team
U.S. Fish and Wildlife Service – Rock Island Field Office

State Agencies

Iowa Department of Natural Resources – State Office and Field Office #5 (Windsor Heights)
Iowa Soil and Water Conservation – Story County Office (Nevada)
State Historical Society of Iowa

Local/Regional Units of Government

Story County Board of Supervisors
Story County Conservation Board
Story County Engineer
Story County Planning and Development
Ames Historical Society
Nevada Community Historical Society
Ames Area MPO
City of Ames – Planning and Housing Director
City of Ames – City Manager
City of Nevada – City Administrator
Prairie Rivers Resource Conservation & Development
Ames Chamber and Economic Development Commission
Nevada Chamber of Commerce
Nevada Economic Development Council
Meskwaki Tribe – Director of Natural Resources

Locations Where this Document Is Available for Public Review:

Ames Public Library
515 Douglas Avenue
Ames, Iowa 50010

Nevada Public Library
631 K Avenue
Nevada, Iowa 50201

Federal Highway Administration
105 6th Street
Ames, IA 50010

Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Iowa Department of Transportation
1020 South Fourth Street
Ames, IA 50010

Potential Permits Required for the Project:

- Department of Army Permit from U.S. Army Corps of Engineers, Rock Island District (Section 404 Wetland Permit)
- Water Quality Certification from Iowa DNR (Section 401 Water Quality Certification)
- Iowa DNR Floodplain Development Permit
- Iowa DNR National Pollutant Discharge Elimination System General Permit No. 2 for Storm Water Discharge Associated with Construction Activities (NPDES Storm Water Permit)

The proposed project is included in the 2019-2023 Five-Year Highway Program. The estimated cost of the project is \$400,000 for right of way scheduled in 2022, \$3 million for new bridge construction scheduled in 2022, \$3 million for grading scheduled in 2022, and \$7 million for paving scheduled in 2023.

APPENDIX A
AGENCY COORDINATION

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1097 | Email: matt.donovan@dot.iowa.gov

Ref. NHSX-030-5(244)--3H-85

Primary Systems

Story County

R&C: 20140485046

December 15, 2015

Mr. Doug Jones
Mr. Ralph Christian
State Historic Preservation Office
600 East Locust
Des Moines, Iowa 50319

RE: U.S. 30 Realignment Project in Story County; Environmental Assessment; No Historic Properties Affected

Dear Doug and Ralph:

Enclosed for your information and files is the Environmental Assessment for the U.S. 30 realignment project from the I-35 interchange to just west of 11th street in Nevada, Story County. Our office has previously consulted with your office on potential affects to archaeological resources on April 2, 2014 and November 17, 2015, as well as, affects to historical properties and districts on April 2, 2014. As discussed further with your office, the concluding determination for this project is **No Historic Properties Affected**. As discussed and agreed upon, the project corridor has been adjusted and no eligible historic properties were determined to be located with the project corridor.

If you have any questions, please contact me at (515) 239-1097 or matt.donovan@dot.iowa.gov.

Sincerely,



Matthew J. F. Donovan
Office of Location and Environment

MJFD: enclosures

Cc: DeeAnn Newell – NEPA Team Lead
Scott Dockstader - District 1 Engineer
Mike LaPietra – FHWA



SMARTER | SIMPLER | CUSTOMER DRIVEN

RC # 140485046

RECEIVED

APR 09 2014

by SHPO

www.iowadot.gov

Office of Location & Environment

800 Lincoln Way | Ames, IA 50010

Phone: 515-239-1097 | Email: matt.donovan@dot.iowa.gov

Ref: NSHX-030-5(244)- -3H-86

Story County, Iowa

Realignment Project

April 2nd, 2014

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

R&C: 140485046

Dear Ralph:

**RE: U.S. Highway 30 Realignment Project-
Story County, Iowa
Findings of Intensive Level Phase I Architectural / History Survey**

Enclosed for your review and comment is the Phase I Intensive Level Historical and Architectural Survey for the above-mentioned federal-funded project. This architectural survey was conducted to investigate the potential impacts to historic structures during the proposed U.S. 30 realignment project in Story County, Iowa.

The survey corridor for this project measures approximately 6.2 miles long. The project corridor ranges in width (north to south) from 0.6 miles on the west and east side of the corridor, to 1.1 to 1.4 miles wide through much of the center of the study area. An approximate study area of 4,513.1 acres was reviewed and surveyed.

This architectural survey was conducted using an extensive archival search, along with historic research of the project area. A field inspection / visits were conducted that included consultation with property owners, as well as photographic documentation of the various structures that might be impacted by the realignment project.

Please note that various parcels within the project area were denied property access during the survey / investigation. In these cases, steps were taken to collect information regarding these properties using the available archive materials, along with collecting visual information regarding the properties from the public right-of-way.

A total of 147 properties / structures were examined during the survey, of which only two were determined to be eligible for the National Register of Historic Places. The Ross / Barger Barn (Site 85-04620) was determined eligible under Criteria C, while the Bechtel / Church Double Crib Barn (Site 85-04640) was determined eligible under Criteria A and C.

The Ross / Barger Barn is located adjacent to the project corridor (Southwest, Nevada, Iowa) and the Bechtel / Church Barn is located south of the present U.S. 30 alignment. Both locations have been noted in the corridor development and steps will be taken to avoid impacting these structures.

The corridor development of this project remains in its preliminary phases. Once a preferred alignment is established, a finding of effect will be forwarded to you regarding this project, including the avoidance of both properties found eligible.

If you concur with the findings of this survey, please sign the concurrence line below. If you have any questions, please do not hesitate to contact me.

Sincerely,



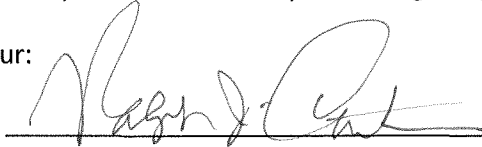
Matthew J.F. Donovan, RPA
Office of Location & Environment
Matt.Donovan@dot.iowa.gov

Enclosure

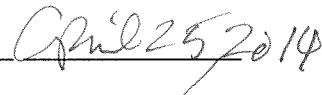
cc: Dee Ann Newel-NEPA / OLE

Kristy J. Medanic- Principal Investigator / Waspi Valley Archaeology

Concur:



SHPO Historian



Date

Comments:



RC # 140485046

www.iowadot.gov

Office of Location & Environment

800 Lincoln Way | Ames, IA 50010

Phone: 515-239-1097 | Email: matt.donovan@dot.iowa.gov

Ref: NSHX-030-5(244)- -3H-86
Story County, Iowa
Realignment Project

April 2nd, 2014

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

R&C: 140485046

Dear Doug:

**RE: U.S. Highway 30 Realignment Project-
Story County, Iowa
Findings of the Phase I Archaeological Survey**

Enclosed for your review and comment is the Phase I Archaeological Survey for the above-mentioned federal-funded project. This archaeological survey was conducted to investigate the potential impacts to archaeological resources during the proposed U.S. 30 realignment project in Story County, Iowa.

The survey corridor for this project measures approximately 6.2 miles long. The project corridor ranges in width (north to south) from 0.6 miles on the west and east side of the corridor, to 1.1 to 1.4 miles wide through much of the center of the study area. An approximate study area of 4,513.1 acres was reviewed and surveyed.

This archaeological survey was conducted using an extensive archival search, along with historic research of the project area. A pedestrian survey was conducted of areas not previously surveyed. Subsurface testing was conducted using auger and shovel testing. During this survey, this investigation identified 44 archaeological sites, of which three having both historic and prehistoric components. Of the sites identified, 24 represent historic farmsteads.

Five archaeological sites were recommended for avoidance or Phase II investigations. These sites are as follows:

Site 13SR249: This site represents an open habitation site that appears to have Middle Archaic Period. Due to the potential of possible intact archaeological deposits, avoidance or Phase II investigations are recommended for this site.

Site 13SR299: This site represents an open habitation site dating to the Early Archaic Period. Due to the material recovered during the Phase I investigation; this site is recommended for avoidance or Phase II investigations.

Site 13SR306: This site represents a single artifact find, an Agate Basin projectile point from the Late Paleo-Indian period on the Great Plains. Due to this find being uncommon and very rare in Central Iowa, along with the possibility of additional archaeological material being present associated with the Paleo-Indian period, this site is recommended for avoidance or Phase II investigations.

Site 13SR315: This site represents a single artifact find associated with the Early Archaic Period. This artifact represents an unheated Maynes Creek cream end scraper. Due to the site's association with the Early Archaic, avoidance or Phase II investigations are recommended for it.

Site 13SR319: This site represents a low-density prehistoric habitation site associated with the Early Archaic Period. Due to the site's association with the Early Archaic, along with the possibility of additional archaeological material being recovered from the site, this site is recommended for avoidance or Phase II investigations.

As noted in this report, various parcels were not surveyed do to landowner denial of access to their properties. The Iowa DOT is continuing to coordinate with the cultural resources consultant, Wapsi Valley Archaeology, to develop agreements with these landowners to allow access to their properties. Once access as been obtained, Phase I investigations will be conducted on those previously unaccessed parcels within the project corridor.

At the present, the preferred alternatives for the project design are being developed. Phase II investigations will be conduct for those sites, if any, that are impacted by the project's construction plans.

If you concur with the findings of this survey, please sign the concurrence line below. If you have any questions, please do not hesitate to contact me.

Sincerely,



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

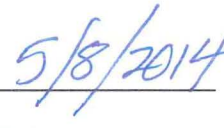
cc: Dee Ann Newel-NEPA / OLE

Toby Morrow- Principal Investigator / Waspi Valley Archaeology

Concur



SHPO Archaeologist



Date

Comments:



STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

August 17, 2015

James Rost
Iowa Dept. of Transportation
800 Lincoln Way
Ames, IA 50010

Dear Mr. Rost:

This letter is in response to your request for information on potential impacts associated with an Environmental Assessment (EA) for the improvements along US 30, between the City of Ames and the City of Nevada, Story County, Iowa and how the project relates to the Federal Land & Water Conservation Fund (LWCF).

After review of the Federal LWCF projects awarded to Story County and the City's of Ames and Nevada, it does not appear that there are any federal program conflicts within the area of potential effect. I have also checked for projects that were awarded a Resource Enhancement & Protection Fund (REAP), Recreation Infrastructure Fund grants and Fish & Wildlife Habitat grants. Again, I do not find any potential conflicts.

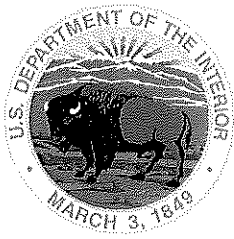
The early coordination process is very helpful to our office and the National Park Service as we both are responsible for ensuring LWCF projects remain in outdoor recreation, and conversions are kept to a minimum.

If you have any questions, please contact me at 515-725-8213.

Sincerely,

Kathleen Moench

Kathleen Moench
Budget & Finance Bureau



United States Department of the Interior



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

IN REPLY REFER
TO:

FWS/RIFO

August 17, 2015

RECEIVED

AUG 20 2015

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

Office of Location & Environment

Dear Mr. Rost:

We have received the Environmental Assessment dated July 30, 2015, for U.S. 30 from I-35 Interchange to just West of 11th Street in Nevada, Story County, Iowa (NHSX-030-5(244)—3H-85). We have reviewed the document and have no further comments.

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

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

Sincerely,

Kraig McPeek
Field Supervisor

UNION PACIFIC RAILROAD
1400 Douglas Street Omaha, Nebraska 68179

August 31, 2015

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

RECEIVED

SEP 03 2015

Office of Location & Environment

Dear James:

I write to inform you of Union Pacific's comments regarding the Environmental Assessment for the improvement of U.S. 30 in Story County, Iowa. Union Pacific's comments are as follows:

- On-site diagnostic meetings will be held for any significant change in traffic, such as patterns or volume, or modifications at any at-grade road crossings.
- There will be no new temporary haul road crossings as part of the U.S. 30 improvements.
- Any new overhead structure or changes to an existing overhead structure will be subject to a C&M agreement.

Sincerely,



Kyle Nodgaard
Manager – Industry and Public Projects





United States Department of Agriculture

September 1, 2015

Mr. Jorge Zamora
Iowa Department of Transportation
Office of Location and Environment
800 Lincoln Way
Ames, Iowa 50010

RECEIVED

SEP 09 2015

Office of Location & Environment

Dear Mr. Zamora:

This letter references the August 11, 2015, communication soliciting comments for an Environmental Assessment (EA) on the improvement of U.S. Highway 30 in Story County, Iowa. The Iowa Natural Resources Conservation Service (NRCS) has no further comments to add to our previous comment on this undertaking.

Sincerely,

Grover DePriest
State Resource Conservationist



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 7**

11201 Renner Boulevard
Lenexa, Kansas 66219

NOV 4 2015

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

Dear Mr. James Rost:

The U.S. Environmental Protection Agency, Region 7, has reviewed the Draft Environmental Assessment prepared by the U.S. Department of Transportation Federal Highway Administration and Iowa Department of Transportation. In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act, and the Council on Environmental Quality regulations for implementing NEPA, EPA is providing the following comments:

COUNCIL ON ENVIRONMENTAL QUALITY DRAFT GUIDANCE ON CLIMATE CHANGE DEC 2014: The document does not consider GHG emissions and how the preferred alternative might improve or degrade air quality. EPA recommends calculating to determine whether or not improvements would be made to air quality based on an improved route/interchange access. Information on how to comply with the President and CEQ can be found here:

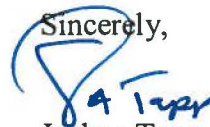
<https://www.whitehouse.gov/administration/eop/ceq/initiatives/nepa/ghg-guidance>.

In the Table of Contents there is reference to Air Quality discussion. When turning to page 5-21 there is no discussion of air quality. There is only the noise discussion and Contaminated and Regulated Materials discussion.

DIRECT EFFECTS 1502.16(a): There was no air discussion. See paragraph above.

CUMULATIVE IMPACTS 1508.7: There was no air discussion. See paragraph above.

We look forward to working with you on this project. If you have questions, please call me at 913-551-7606, or contact Joe Summerlin at 913-551-7029 or summerlin.joe@epa.gov.

Sincerely,


Joshua Tapp
Deputy Director
Environmental Sciences and Technology Division

cc: Jorge Zamora, IDOT, Ames, IA



APPENDIX B

FARMLAND PROTECTION FORM

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

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request 6/28/18	4. Sheet 1 of 2
---	--	------------------------

1. Name of Project US 30 From Ames To Nevada	5. Federal Agency Involved FHWA
---	--

2. Type of Project Highway Improvement/580th Ave. Interchange	6. County and State Story County, IA
--	---

PART II (To be completed by NRCS)	1. Date Request Received by NRCS 6/28/18	2. Person Completing Form Patrick Chase
--	--	---

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 checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size 0 317
--	---

5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 350,730 % 95	7. Amount of Farmland As Defined in FPPA Acres: 340,719 % 93
---------------------------------	--	---

8. Name Of Land Evaluation System Used Story County, IA	9. Name of Local Site Assessment System None - FPPA	10. Date Land Evaluation Returned by NRCS 7/12/18
---	---	---

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	240.9			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	369.0			

PART IV (To be completed by NRCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	221.5
B. Total Acres Statewide And Local Important Farmland	17.6
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	67.6

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)	85.6
--	-------------

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	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	20			
4. Protection Provided By State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	5			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	85	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	85.6	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	85	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	170.6	0	0	0

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: Jorge Zamora	DATE 7/13/18
--	------------------------

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