

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

for

US 151 SPRINGVILLE INTERCHANGE
LINN COUNTY, IOWA
NHSX-151-3(131)--3H-57

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 Environmental Assessment (EA) and attached Addendum 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 EA and Addendum.

4/9/2025

Date



For FHWA

Description of the Proposed Action

The Federal Highway Administration (FHWA) and the Iowa Department of Transportation (Iowa DOT) are proposing to improve the U.S. Highway 151 intersection with County Road X-20, near the City of Springville, in Linn County, Iowa. Improvements would include constructing a standard diamond interchange at the existing at-grade intersection, along with improvements to the side-road network for access control along the corridor.

Environmental Assessment Availability

The Environmental Assessment (EA) was signed on December 13, 2018 and distributed to selected federal, state, and local resource agencies for review and comment. A notice of public availability of the EA and notification of a public hearing scheduled for March 12, 2019 was published in the Cedar Rapids Gazette, Anamosa Journal-Eureka, Marion Times, and the Iowa DOT on March 5 & 7, 2019. The EA is publicly available through the Iowa DOT website (<https://iowadot.gov/ole/nepa-compliance/nepa-documents/us-151-and-co-rd-x20-intersection>).

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 April 2, 2019. A public hearing from the project was held at the St. Isadore's Catholic Church (603 6th Street) in Springville, Iowa on March 12, 2019. The public hearing used an open forum format with a formal presentation. A written transcript of the hearing will be provided as a separate document.

Agency Comments

There was one comment received from the Iowa Department of Natural Resources (Iowa DNR) on February 2, 2019 stating no additional concerns (see **Appendix B** of EA Addendum). No other local, state, or federal agencies provided comments.

Public Hearing Date and Summary

The Iowa DOT held a Public Hearing on March 12, 2019 at St. Isidore Catholic Church in Springville to discuss the proposed improvements of U.S. 151 and Co Rd X-20. The purpose of the meeting was to gather feedback on the environmental documentation, preferred alternative, and potential impacts related to the planned highway improvements. The hearing began with an open session during which attendees could express their views and ask questions in an informal setting. A formal presentation, followed by a question and answer session, was held after the open forum session. The hearing was attended by 137 people. Comments were generally concerns about impacts to local businesses (i.e., Citizens State Bank), residences, and quarry traffic operations. Other comments suggested relocating the proposed interchange. There were a number of comments in support of the project, citing safety concerns of the existing intersection. A written transcript of the hearing is included by reference as a separate document and is available upon request.

Preferred Alternative

The Preferred Alternative was a standard Diamond Interchange with Co. Rd. X-20 going over U.S. 151. It would require one new bridge to carry traffic on Co. Rd. X-20. The proposed bridge would accommodate

three lanes, one lane in each direction and a center turn lane. Entrance and exit ramps would be one lane. O'Brien Lane would be relocated to the west with a short frontage road so that it is directly across from Wendling Road. At-grade access would be allowed at this intersection but as a right-in/right-out only. Left turns into or out of this intersection would not be allowed. Co. Rd. X-20 would be reconstructed to the extent needed to go over U.S. 151. It would be paved as it is currently.

New Information

The design has undergone several design revisions since the publication of the EA on December 13, 2018 and the Public Hearing conducted on March 12, 2019 in response to comments made by the public and the representatives from the City of Springville, Linn County, Wendling Quarry, and local businesses. The NEPA impact area has been adjusted in areas where the Preferred Alternative was revised outside the original impact area.

The Iowa DOT has made the following revisions to the Preferred Alternative (aka, Revised Preferred Alternative):

1. Removal of granular access road from Wendling Lane to O'Brien Lane south of U.S. 151. The existing access to the quarry south of U.S. 151 will remain closed.

Closure of O'Brien Lane south of U.S. 151 is required to accommodate the proposed eastbound off-ramp (Ramp B). The Iowa DOT held numerous discussions with the City of Springville, Linn County, and Wendling Quarry to locate the realigned O'Brien Lane that will connect with Co Rd X-20 to the east, providing Wendling Quarry with access to the new interchange. Realigned O'Brien Lane will serve Wendling Quarry for access to their properties south of U.S. 151 and the residence at 2538 O'Brien Lane. The residential property located at 2593 O'Brien Lane was acquired by the Iowa DOT and is no longer occupied.

2. Closure of Wendling Lane at 1st Avenue (Old Dubuque Road). Eastbound left-turn lane added to U.S. 151 for access to quarry north of U.S. 151. Addition of deceleration and acceleration lanes on westbound U.S. 151 at Wendling Lane for access to/from the quarry north of U.S. 151.

1st Avenue will be closed to thru-traffic at Wendling Avenue to limit left turn movement from eastbound U.S. 151 to Wendling Lane. A driveway will be constructed for access from 1st Ave to the Wendling Quarry property. Pavement on 1st Avenue will be removed between the quarry access/driveway to prevent thru-traffic to U.S. 151. Residences off 1st Avenue will have access to U.S. 151 via the proposed interchange to the east.

Left-turn access into Wendling Lane from eastbound U.S. 151 and from Wendling Lane onto westbound U.S. 151 will be restricted to Wendling Quarry operations only. Eastbound trucking movement from the quarry north of U.S. 151 will be directed westbound to the U.S. 151 and Carlton Lane intersection to utilize the existing left-turn lane for a U-turn movement onto eastbound U.S. 151.

3. Realignment of 5th Street from Co Rd X-20.

Realignment of 5th Street was required to provide the required distance from the westbound off-ramp (Ramp A).

The modifications have resulted in changes to the overall project impacts shown in **Table 1** of the EA Addendum. The table below shows the revised impacts on resources based on the changes made since the EA was published.

Resource	Preferred Alternative (2018 EA)	Revised Preferred Alternative (2024 Addendum)
Total Project Area	127 acres	122 acres
Floodplains	0.7 acres	0.22
Recreational Areas	0	0
Regulated Materials	1	1
Streams	221 feet	443 feet
Woodlands and T&E Habitat (Bats)	3.4 acres	0 acres
Utilities	2	2
Wetlands	0.59 acres	0.18 acres
ROW	64 acres ¹	55 acres ²
Relocation Potential	7	9
Businesses	3	2
Churches	0	0
Residential Homes	4	4
Building Lots	0	6
Schools	0	0
Farmland	60 acres	17 acres

¹ Revised estimate from 2018 EA.

² Includes Early or Hardship Acquisitions now in the possession of the State of Iowa (9 acres).

Basis for Finding of No Significant Impact

The EA and EA Addendum evaluated resources present in the NEPA impact area for effects as they may occur related to the proposed improvements for the U.S. 151 Interchange project in Linn County, Iowa. The EA and EA Addendum documents the absence of significant impacts associated with the construction of the proposed project. The following resources were evaluated in detail:

- Land Use
- Churches and Schools
- Economic
- Parklands and Recreational Areas
- Bicycle and Pedestrian Facilities
- Right-of-Way
- Relocation Potential
- Construction and Emergency Routes
- Wetlands
- Surface Water and Water Quality
- Floodplains
- Wildlife and Habitat
- Woodlands
- Farmlands
- Historic Sites or Districts
- Archaeological Sites
- Noise
- Contaminated and Regulated Materials
- Utilities
- Cumulative Effects

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

ADDENDUM to ENVIRONMENTAL ASSESSMENT for the
US HIGHWAY 151 SPRINGVILLE INTERCHANGE
in
LINN COUNTY, IOWA
NHSX-151-3(131)--3H-57

1. Description of the Proposed Action

The Iowa Department of Transportation (Iowa DOT) is preparing this addendum to the Environmental Assessment (EA) for the US Highway 151 Springville Interchange project. The Federal Highway Administration (FHWA) signed the EA on December 13, 2018. Design changes proposed since the issuance of the signed EA extend beyond the preferred alternative's original impact area as documented by the National Environmental Policy Act (NEPA) process in the EA. Therefore, these changes have been reviewed for additional impacts to socioeconomic, natural, cultural, and physical resources. The Purpose and Need as described in the EA remains valid and consistent with this proposed action.

2. Project History

The Iowa DOT is proposing to improve the U.S. Highway 151 and County Road X-20 (Co Rd X-20) intersection near the City of Springville in Linn County, Iowa (**APPENDIX A, Figures 1 & 2**). The project would extend approximately 1 mile east and west and no more than 0.5 miles north or south of the existing intersection. The project also includes a portion of O'Brien Lane to accommodate access for residential and industrial use south and east of the U.S. 151 interchange.

The FHWA signed the EA for the U.S. 151 Springville Interchange project on December 13, 2018. The Iowa DOT held a Public Hearing for the signed EA on March 12, 2019 at St. Isidore Catholic Church in Springville to discuss the proposed improvements of U.S. 151 and Co Rd X-20 (**APPENDIX D**). The purpose of the meeting was to gather feedback on the environmental documentation, preferred alternative, and potential impacts related to the planned highway improvements. The hearing was attended by 137 people. Comments were generally concerns about impacts to local businesses (i.e., Citizens State Bank), residences, and quarry traffic operations. Other comments suggested relocating the proposed interchange. There were a number of comments in support of the project, citing safety concerns of the existing intersection.

Approximately 131 citizens signed a petition following the Public Hearing requesting the Iowa DOT implement traffic signals at the U.S. 151 and Co. Rd. X-20 intersection in lieu of the Revised Preferred Alternative, citing negative impacts to local businesses, residential housing, displacements, quarry operations, and property value.

Based on comments received at or subsequent to the Public Hearing and in response to the petition, the Iowa DOT conducted additional studies and evaluated different design options for the project corridor, including the following:

- Reduce speed limit to 55 mph.
A speed study was completed and the speed limit reduced to 55 mph in July 2019.
- Shift proposed interchange to the east to avoid take of businesses and residences.

Two interchange concepts located east of the proposed interchange were considered. The two concepts avoided impacts to Citizen's State Bank, Casey's General Store, and other residences, but impacted Joe Emmons Memorial Park, a Section 4(f) property. Such adverse impacts to a

Section 4(f) property would not be possible with a feasible and prudent alternative already identified.

- Install Traffic Signal at the U.S. 151 and Co. Rd. X-20 intersection in lieu of proposed interchange.

Research (peer-reviewed research paper, technical memorandums, and consultation with other DOT's) into signalized intersections on 65 mph facilities indicated that signalized intersections did result in higher crash rates with lower crash severity. However, construction of an interchange was found to substantially reduce the crash rate/severity in comparison.

- Install Four-way stop at the U.S. 151 and Co. Rd. X-20 intersection in lieu of proposed interchange.

The intersection traffic volumes did not meet the MUTCD criteria for an all-way stop as Co. Rd. X-20 approach volumes were too low. The Iowa DOT review concluded that U.S. 151 traffic would be coming to a complete stop without any cross-traffic present.

- Review sight distance at the U.S. 151 and Co. Rd. X-20 intersection.

The Iowa DOT completed this review and found that sight distance looking east from Co. Rd. X-20 (6th Street), facing south, were greater than the required stopping distance.

- Crash analysis of pre-post construction of a signalized intersection on a four-lane divided highway (IA 13 / Mt. Vernon Rd Intersection).

The crash analysis was inconclusive and not comparable to the U.S. 151/Co. Rd. X-20 intersection as the IA 13/Mt. Vernon Rd intersection is in an urban/suburban setting with nearly twice the traffic volumes as the more rural U.S. 151/Co. Rd. X-20 intersection.

- Wendling Quarry traffic movements and frontage road.

Additional turning movements, truck traffic, and frontage road access points were evaluated and carried forward in the Revised Preferred Alternative.

3. Preferred Alternative

The Preferred Alternative was a standard Diamond Interchange with Co. Rd. X-20 going over U.S. 151. It would require one new bridge to carry traffic on Co. Rd. X-20. The proposed bridge would accommodate three lanes, one lane in each direction and a center turn lane. Entrance and exit ramps would be one lane. O'Brien Lane would be relocated to the west with a short frontage road so that it is directly across from Wendling Road. At-grade access would be allowed at this intersection but as a right-in/right-out only. Left turns into or out of this intersection would not be allowed. Co. Rd. X-20 would be reconstructed to the extent needed to go over U.S. 151. It would be paved as it is currently.

4. Revised Preferred Alternative

The Revised Preferred Alternative includes most of the original design elements of the Preferred Alternative with addition or revision of the following elements:

- Removal of granular access road O'Brien Lane frontage road south of U.S. 151. The existing access to the quarry south of U.S. 151 will be closed.

Closure of O'Brien Lane south of U.S. 151 is required to accommodate the proposed eastbound off-ramp (Ramp B). The Iowa DOT held numerous discussions with the City of Springville, Linn County, and Wendling Quarry to locate the realigned O'Brien Lane that will connect with Co Rd X-20 to the east, providing Wendling Quarry with access to the new interchange. Realigned O'Brien Lane will serve Wendling Quarry for access to their properties south of U.S. 151 and the residence at 2538 O'Brien Lane. The residential property located at 2593 O'Brien Lane was Acquired in accordance with 23 CFR 771.117(d)(12) by the Iowa DOT and is no longer occupied.

- Closure of Wendling Lane at 1st Avenue (Old Dubuque Road). Eastbound left-turn lane added to U.S. 151 for access to quarry north of U.S. 151. Addition of deceleration and acceleration lanes on westbound U.S. 151 at Wendling Lane for access to/from the quarry north of U.S. 151.

1st Avenue will be closed to thru-traffic at Wendling Avenue to limit left turn movement from eastbound U.S. 151 to Wendling Lane. A driveway will be constructed for access from 1st Ave to the Wendling Quarry property. Pavement on 1st Avenue will be removed between the quarry access/driveway to prevent thru-traffic to U.S. 151. Residences off 1st Avenue will have access to U.S. 151 via the proposed interchange to the east.

Left-turn access into Wendling Lane from eastbound U.S. 151 and from Wendling Lane onto westbound U.S. 151 will be restricted to Wendling Quarry operations only. Eastbound trucking movement from the quarry north of U.S. 151 will be directed westbound to the U.S. 151 and Carlton Lane intersection to utilize the existing left-turn lane for a U-turn movement onto eastbound U.S. 151.

- Realignment of 5th Street from Co Rd X-20.

Realignment of 5th Street was required to provide the required distance from the westbound off-ramp (Ramp A).

5. Environmental Analysis

This section describes any changes to socioeconomic, cultural, natural, and physical impacts different than those reported in the original EA as a result of the design modifications proposed in the Revised Preferred Alternative only. Each resource section has been re-evaluated within the NEPA impact area (**APPENDIX A, Figure 3**), unless specified otherwise. The NEPA impact area includes a conservative estimate of roadway right-of-way needs. The area actually impacted by the Project will likely be less than what is portrayed within the preliminary NEPA impact area, and some impacts to resources are expected to be minimized or avoided as the Project design is refined. Consequently, the potential impacts discussed in this section are conservative, as efforts to minimize direct and indirect impacts will be made during final design.

5.1. Socioeconomic Impacts

5.1.1. Land Use

Existing land use information was gathered for the City of Springville from the *2024 Springville Iowa Comprehensive Plan*. Existing land use within the NEPA impact area includes primarily agricultural, residential, and commercial (**APPENDIX A**). Future land use plans indicate a majority of the NEPA impact area is designated for residential and commercial uses, some of which is designated as a flex zone allowing for a mix of future uses. The Revised Preferred Alternative will result in the total acquisition/displacement of two business, four residences, six residential building lots, and agricultural land. These impacts will ultimately result in conversion of land to transportation use. Some land acquired for construction of the project may be sold back for redevelopment following completion of the project. Residential land use proposed northeast of the U.S. 151 and Co Rd X-20 intersection may be limited by the proposed interchange, resulting in conversion of open space to residential use to accommodate future housing needs. There is adequate open space available within the Urban Service Area to serve any residential uses impacted by the construction of the Revised Preferred Alternative. The construction of the Revised Preferred Alternative is likely to promote the commercial and industrial land uses proposed southeast of the U.S. 151 and Co Rd X-20 intersection, which is currently still agricultural use.

The Revised Preferred Alternative would not significantly impact proposed land use within or around the City of Springville.

5.1.2. Churches and Schools

The Revised Preferred Alternative will no longer result in impacts to St. Isadore the Farmer Catholic Church's green space, parking lot, or access. A sidewalk will be constructed from 6th Street to the church's existing sidewalk at the request of the church. There is currently no connection from the church sidewalk to the sidewalk located along 6th Street. No other churches or schools are present within the NEPA impact area.

The Revised Preferred Alternative is not expected to result in additional impacts to churches or schools within the NEPA impact area or change the original evaluation as documented in the EA.

5.1.3. Economic

The Revised Preferred Alternative would displace two commercial businesses, four residences, and six residential building lots. As a result, property tax revenue could be lost when these properties are taken out of the tax base, if they do not rebuild within the City of Springville or Linn County. According to the most recent property tax statements (2023-2024) for the displaced properties, total tax revenue for the City of Springville and Linn County would be reduced by approximately \$90,000. Taking into account the potential for additional tax revenue generated from the construction of residential homes on the impacted building lots, the total tax revenue would be further reduced for a total of approximately \$120,000 (potential tax revenue calculated based on average tax liability of adjacent residential homes). Following construction of the project, displaced businesses and residences could choose to relocate within Springville which could offset tax revenue loss. Likewise, the displaced residents could choose to rebuild on their property if adequate land is available for them to do so. Improved and safer access to U.S. 151 may also attract future homebuyers or business owners offsetting tax revenue lost in the short-term.

Nearby communities, such as Marion or Anamosa, both less than 15 miles from Springville, may offer an alternative for commercial business relocation or provide another option for individuals who may have

lost jobs with the displacement of the two commercial properties. Should the be the case, the City of Springville would lose some tax revenue from the displaced commercial businesses, but could retain the tax base of workers impacted by the business's displacement.

There would also be a minor tax base reduction as a result of partial acquisition of agricultural lands or other property required for right-of-way, thereby reducing the land value and associated taxes of the affected parcels. However, the land area reductions and corresponding tax base reduction would not be substantial and therefore not considered significant.

Otherwise noted previously, the Revised Preferred Alternative is not expected to result in additional impacts within the NEPA impact area or change the original evaluation as documented in the EA.

5.1.4. Parklands and Recreational Areas

Joe Emmons Memorial Park is located near the project southeast of 5th Street and High Avenue. FHWA concurred this property qualifies for Section 4(f) on February 5, 2013. The park is currently under construction to build a parking lot and west trail loop. Additional planned amenities include a pavilion, picnic tables, sports fields, and playground. The Revised Preferred Alternative would not impact current or future planned park improvements. The park will remain open during construction and access will be maintained throughout. Through the Section 4(f) decision process, the Iowa DOT determined there would be a *no use* of Joe Emmons Memorial Park.

No other Section 4(f) properties were identified within the NEPA impact area.

The Revised Preferred Alternative is not expected to result in additional impacts within the NEPA impact area or change the original evaluation as documented in the EA.

5.1.5. Bicycle and Pedestrian Facilities

The Springville North Trail is planned route along Co. Rd. X-20 and would connect the City of Springville with the Grant Wood Trail to the south (**APPENDIX A, ECICOG Trails Plan 2011**). The proposed bridge carrying Co. Rd. X-20 over U.S. 151 would be constructed to accommodate a future 10-foot-wide trail for the Springville North Trail. Crosswalks on the interchange ramps and trail/sidewalk connection north to the City of Springville is not part of this project.

The existing City of Springville sidewalk along the west side of 6th Street in front of Citizen's State Bank and Casey's will be removed and not replaced following the acquisition of the two aforementioned properties. Currently the sidewalk dead-ends at Citizen's State bank with no connection south of U.S. 151. Replacement of the sidewalk will be the responsibility of the City of Springville as a separate future project. The Revised Preferred Alternative includes grading for a future sidewalk/trail along the realigned section of 5th Street.

The Revised Preferred Alternative is not expected to result in additional impacts within the NEPA impact area or change the original evaluation as documented in the EA.

5.1.6. Right-of-Way

The Revised Preferred Alternative would result in the acquisition of approximately 55 acres of new right-of-way (ROW) from 25 private landowners and the City of Springville. There would be partial and total acquisitions from these property owners. Following the completion of the project, acquisitions would be

held in part by the Iowa DOT, City of Springville, and Linn County. Total acquisitions include two business, four residences, and six residential building lots. Casey's General Store and Citizens State Bank will be total acquisitions. One residence and all six residential building lots have already been acquired by the Iowa DOT through the early acquisition or hardship (protective buying) acquisition process (23 CFR 710.501; 23 CFR 710.503). These acquisitions were certified as a programmatic categorical exclusion on 6/22/2022 and re-evaluated for subsequent early/hardship acquisitions on 7/7/2022, 1/12/2023, and 4/5/2024 (NEPA ID 14375; NGSN-151-3(139)--2R-57). Several partial acquisitions will be required from residences, Wendling Quarry, and agricultural land (see **4.2.6 Farmlands** for more information). Efforts will be made during final design to minimize right-of-way acquisition and relocations to the extent practicable.

Right-of-way acquisition and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. Relocation assistance will be made available to all affected persons without discrimination.

Overall, the Revised Preferred Alternative is not expected to have a significant impact in right-of-way needs.

5.1.7. Relocation Potential

The Revised Preferred Alternative would displace two commercial businesses, four residences, six residential building lots, and several areas of agricultural farmland. The displaced commercial properties include the Citizens State Bank (formerly Security State Bank) located at 607 6th Street and Casey's General Store located at 605 6th Street within the City of Springville. The four displaced residences are all rural residential homes located outside of Springville city limits. Of the displaced residences, one residence located at 2593 O'Brien Lane has already been acquired by the Iowa DOT through the early/hardship acquisition process. The six residential building lots are located along Heather Lane in the Spring Meadow Development within the City of Springville. The Iowa DOT established a Corridor Preservation Zone (CPZ) in July 2022 to preserve land for future project needs and protect property owners from investing in land that may eventually need acquired by the DOT. All six of the residential buildings lots have been acquired by the Iowa DOT through the early/hardship acquisition process.

A review of online realty sites, including Zillow, Century 21, and Elliot Realty Group was conducted to assess relocation potential for displaced businesses and residential property owners. The sites listed approximately 90 acres of farmland advertised for commercial or residential development located southeast of the U.S. 151 and Co Rd X-20 intersection. This land provides a viable option for displaced businesses to relocate or additional residential lots to be developed. However, current replacement housing available isn't of the type most in need which is rural residential. Additional housing may be available in nearby communities such as Marion or Anamosa, which present viable commutes for displaced individuals maintaining a personal or professional connection with Springville. Difficulties in locating replacement housing should be minimized by incorporating additional lead time into the relocation planning process. As the project construction and real estate acquisition dates become more certain, Iowa DOT will reassess residential housing availability as part of the detailed Acquisition Stage Relocation Plan.

Overall, the Revised Preferred Alternative is not expected to have a significant impact to relocation potential.

5.1.8. Construction and Emergency Routes

Construction phasing and traffic control will be determined during final design. Traffic along U.S. 151 will be open for the duration of the construction with the exception of temporary closures for the construction of the Co. Rd. X-20 overpass. Access to local roads within the City of Springville and Linn County may be impacted due to construction. Access to properties would be maintained by staged construction, temporary access roads or other appropriate means. Coordination with emergency responders will be required prior to and during construction. Road closures impacting residences will be advertised by state or local officials. Emergency routes may need to be reassessed by state and local law enforcement and fire rescue personnel following completion of the project as access to and from U.S. 151 from 1st Ave/Wendling Road and O'Brien Lane will have changed.

The Revised Preferred Alternative is not expected to result in any substantial or additional impacts to construction or emergency routes or change the original evaluation as documented in the EA.

5.2. Natural Environment Impacts

5.2.1. Wetlands

A field review of the NEPA impact area was performed in October 2012 to delineate the wetlands located within the NEPA impact area. Prior to the field review, a desktop survey was conducted using National Wetland Inventory (NWI) data, a United States Geological Survey (USGS) Quadrangle map and current aerial photographs to identify wetlands. Reverification of the original delineation of areas within the proposed project area was performed in October 2017 by Iowa DOT staff. After the project was included in the five-year program, the original delineations were again re-checked and verified. A total of 0.56 acres of wetland were identified. The Revised Preferred Alternative would result in approximately 0.18 acres of unavoidable impact to emergent wetlands due to grading for the interchange ramps.

The project will require a Section 404 permit from the U.S. Army Corps of Engineers (USACE). Impacts to wetlands were avoided and minimized to the extent possible. The anticipated impacts are expected to fall under the limits of Nationwide Permit #14 for linear transportation crossings. Mitigation would occur at ratios determined by the USACE. Wetland mitigation credits may be available from an approved mitigation bank if it has adequate credits at the time of the permit application.

Overall, the Revised Preferred Alternative is not expected to have a significant impact to wetlands.

5.2.2. Surface Waters and Water Quality

A field review of the NEPA impact area was performed in October 2012 to delineate the surface waters located within the NEPA impact area. Prior to the field review, a desktop survey was conducted using a United States Geological Survey (USGS) Quadrangle map and current aerial photographs to identify waters of the U.S. (WUS). Reverification of the original delineation of areas within the proposed project area was performed in October 2017 by Iowa DOT staff. After the project was included in the five-year program, the original delineations were again re-checked and verified. A total of 2,137 linear feet of channel was identified during the field review. The Revised Preferred Alternative would result in approximately 443 linear feet of unavoidable impact to intermittent and perennial channel from the placement of permanent fill due to grading and/or culvert extensions. There are no streams listed as an Outstanding Iowa Water (OIW) or other protected streams identified by Iowa DNR.

The project will require a Section 404 permit from the USACE. Impacts to streams were avoided and minimized to the extent possible. The anticipated impacts are expected to fall under the limits of Nationwide Permit #14 for linear transportation crossings. Mitigation would occur at ratios determined by the USACE. Stream mitigation credits may be available from an approved mitigation bank if it has adequate credits at the time of the permit application.

The contractor would be required to implement Iowa DOT's Construction Manual and acquire an National Pollutant Discharge Elimination System (NPDES) permit to minimize temporary impacts on water quality during construction. The NPDES program requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) for construction sites of more than one acre. Specific sediment, erosion control, and spill prevention measures would be developed during the detailed design phase per the Iowa DOT Construction Manual and would be included in the plans and specifications. Iowa DOT would require the contractor to comply with measures specified in the SWPPP.

Overall, the Revised Preferred Alternative is not expected to have a significant impact to surface waters and water quality.

5.2.3. Floodplains

Floodplain information was obtained from the Federal Emergency Management Agency (FEMA) online database for the project NEPA impact area. There is an unnamed stream in the northeast portion of the NEPA impact area classified as Zone A of the 100-year floodplain as shown on FEMA Flood Insurance Rate Maps 19113C0337E and 19113C0345E. The Revised Preferred Alternative would impact approximately 0.22 acres of 100-year floodplain. An Iowa DNR Floodplain Development Permit and Section 404 Permit will be applied for during final design if required.

Overall, the Revised Preferred Alternative is not expected to have a significant impact to floodplains.

5.2.4. Wildlife and Habitat

The NEPA impact area includes a landscape with some karst features, thin corridors of trees, intermixed with urban and agricultural landscapes. The trees present do not provide suitable habitat for bats, and consist of young, early successional species not part of a larger riparian corridor. Clearing and grubbing will be required; however, any birds, occupied nests and/or eggs will not be disturbed between the dates of April 1 and July 15th inclusive or until the birds have fledged and left the structure in adherence to the Migratory Bird Treaty Act.

The Revised Preferred Alternative will impact approximately 0.18 acre of wetland and 443 linear feet of stream. Iowa DOT determined on 12/11/2024 that there will be no effect on federally or state listed species or suitable habitat and the project will not result in the destruction or adverse modification of federally designated critical habitat.

Overall, the Revised Preferred Alternative is not expected to have a significant impact to wildlife and habitat.

5.2.5. Woodlands

There are no woodlands that meet the criteria of Iowa Code 314.23 within the project area. The Revised Preferred Alternative is not expected to result in any impacts to woodland habitat.

5.2.6. Farmlands

A USDA Natural Resources Conservation Service (NRCS) Farmland Conversion Impact Rating Form for Corridor Type Projects (NRCS-CPA-106) was completed for the Revised Preferred Alternative. The completed form is included in **Appendix C**. Projects receiving a total score of less than 160 need not be given further consideration for protection.

Farmland, as defined by the NRCS, exists within the NEPA impact area. Approximately, 60 acres of farmland were proposed for conversion with the original Preferred Alternative. The Revised Preferred Alternative would convert approximately 17 acres of farmland to transportation use as state right-of-way. Of the 17 acres, 15 acres are considered *Prime Farmland*, 1 acre is *Farmland of Statewide Importance*, and 1 acre is *Prime Farmland if Drained*. The project scored 63 out of 160 points on the NRCS-CPA-106 form, which does not warrant additional review from the NRCS. Because much of the surrounding area includes the city limits of Springville, non-urban farmland is limited. Following completion of the project, adjacent farmland will remain farmable and farm support services unaffected. Access to farm support services in the City of Springville from south of U.S. 151 will be improved with the interchange. The project could spur commercial or industrial development adjacent to the interchange potentially impacting and converting farmland to non-farmland use.

Overall, the Revised Preferred Alternative is not expected to have a significant impact to farmland.

5.3. Cultural Impacts

5.3.1. Historic Sites or Districts

A Phase 1 Intensive Architectural and Historic Survey was completed in April 2013. It was determined that none of the properties evaluated in the NEPA impact area met criteria for listing on the National Register of Historic Places (NRHP). Based on the findings of this survey, Iowa State Historical Preservation Office (SHPO) concurred the determination is *No Historic Properties Affected* for the survey on 5/17/2013. Another survey was conducted in July and September 2024 to investigate the area of the proposed O'Brien Lane realignment. No NRHP or eligible historic or cultural sites were identified. Iowa SHPO concurred the determination is *No historic properties affected* on 12/20/2024. As with any Iowa DOT project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease and the Location and Environment Bureau shall be contacted immediately.

The Revised Preferred Alternative is not expected to result in any additional impacts to historic sites or districts within the NEPA impact area or change the original evaluation as documented in the EA.

5.3.2. Archaeological Sites

A Phase 1 Archaeological Survey was completed in March 2013 for the NEPA impact area. Six archaeological sites were identified but none are considered eligible for listing on the National Register of Historic Places and no further work is recommended for them. The Iowa SHPO gave a conditional concurrence of *No Historic Properties Affected* on 5/17/2013. Another survey was conducted in July and September 2024 to investigate the area of the proposed O'Brien Lane realignment. The survey consisted of a background and site records search, a geology and geomorphology assessment, pedestrian survey, and auger testing. No cultural material was identified during this investigation. Iowa SHPO concurred the determination is *No historic properties affected* on 12/20/2024. As with any Iowa DOT project, should

any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease and the Location and Environment Bureau shall be contacted immediately.

The Revised Preferred Alternative is not expected to result in any additional impacts to archaeological sites within the NEPA impact area or change the original evaluation as documented in the EA.

5.4. Physical Impacts

5.4.1. Noise

The Iowa DOT first conducted a traffic noise analysis in October 2013. The most recent revision to noise analysis was in March 2024, which included using the interchange ramp alignment for the Revised Preferred Alternative and the updated traffic volumes.

The traffic noise analysis was conducted to evaluate traffic noise impacts for the roadway improvements along US 151 at the proposed Springville Interchange. Traffic noise was evaluated at 18 receptor locations. The predicted noise levels range from:

- 56 dB(A) to 65 dB(A) under the 2021 existing condition.
- 57 dB(A) to 66 dB(A) under 2048 Build conditions with increases in noise level from the existing condition ranging from 0 dB(A) to 2 dB(A) due to ramp additions, as well as traffic growth over the life of the project.

Under the 2048 Build condition, no receptors are considered impacted due to a substantial increase (a 10 dB(A) increase or greater) in traffic noise levels. However, noise levels at 5 receptor locations approach or (exceed) the FHWA NAC (Noise Abatement Criteria), and therefore a noise abatement analysis was warranted. The noise abatement analysis showed that a noise barrier would cost approximately \$240,000 per benefited receptor, exceeding the allowable cost per benefit of \$69,520; therefore, it is not cost reasonable to make the noise barrier part of the project.

Construction noise was also considered and is anticipated with the Revised Preferred Alternative. Several mitigation measures identified to help minimize, including design considerations to minimize or eliminate construction noise at nearby residential properties, community awareness to the inconvenience and duration of construction, source control requiring proper equipment on machinery, site control, and time and/or activity constraints during sensitive time periods.

The Revised Preferred Alternative is not expected to result in any additional impacts to noise within the NEPA impact area or change the original evaluation as documented in the EA.

5.4.2. Contaminated and Regulated Materials

The Iowa DOT conducted a regulated materials review on June 4, 2024 and re-evaluated on November 12, 2024. The Revised Preferred Alternative would require full acquisition of the Casey's General Store (605 6th Street). The site contains two registered underground storage tanks (DNR UST #200900001) that were installed in 2008. There have been no recorded spill incidents at this facility. DOT acquisition of the property is acceptable, provided the acquisition contract requires the owner to remove the tanks, product lines, and dispensers prior to the DOT taking possession of the property and provide the Iowa DNR tank closure report. No other known or potentially contaminated properties have been identified within the NEPA impact area.

The Revised Preferred Alternative is not expected to result in any additional impacts to contaminated and regulated materials within the NEPA impact area or change the original evaluation as documented in the EA.

5.4.3. Utilities

The Revised Preferred Alternative is expected to impact utilities within the NEPA impact area. South of U.S. 151 the project may impact telecommunication lines due to grading, culvert work, and roadway reconstruction near Ramp B. Telecommunication lines and a Black Hills gas line may be impacted along Co. Rd X-20 due to grading and roadway reconstruction. North of U.S. 151 along 6th Street, numerous utilities, including City of Springville water and storm sewer, Black Hills gas line, telecommunications, and electrical are present and may be impacted by grading and roadway reconstruction. Approximately 0.51 acres of City of Springville property containing the City's water tower will be permanently acquired. The water tower would not be impacted.

The extent and exact nature of utility impacts will be determined during the final design phase of the project. Coordination with all utility companies, public and private, will occur during design and construction to ensure uninterrupted or minimally disrupted service during construction.

The Revised Preferred Alternative is not expected to result in additional impacts within the NEPA impact area or change the original evaluation as documented in the EA.

5.5. Cumulative

5.5.1. Past Actions

There are no additional past actions within the project vicinity that would change the original evaluation as documented in the EA.

5.5.2. Present Actions

The City of Springville is currently constructing a parking lot and west trail loop in Joe Emmons Park. Additional planned amenities include a pavilion, picnic tables, sports fields, and playground. The project is directly adjacent to the park; however, the project will not impact current or future planned park improvements.

5.5.3. Future Actions

Within the project vicinity, only one project is programmed in the current 2025-2029 Five-Year Highway Program. U.S. 151 from Iowa 13 to U.S. 61 is scheduled for pavement patching in 2025. This pavement patching project is not expected to impact this project, which is scheduled for a 2026 letting.

Approximately 90 acres of farmland located southeast of the U.S. 151 and Co Rd X-20 intersection is planned for future commercial or residential development in anticipation of the construction of the proposed interchange. The alignment of O'Brien Lane has been designed to align with future development of this land.

5.5.4. Summary

In summary, the overall cumulative impacts of the Preferred Alternative are not considered to be collectively significant.

Resource Summary Comparison

Table 1. Documents changes in resource impacts from the Preferred Alternative to the Revised Preferred Alternative.

Resource	Preferred Alternative (2018 EA)	Revised Preferred Alternative (2024 Addendum)
Total Project Area	127 acres	122 acres
Floodplains	0.7 acres	0.22
Recreational Areas	0	0
Regulated Materials	1	1
Streams	221 feet	443 feet
Woodlands and T&E Habitat (Bats)	3.4 acres	0 acres
Utilities	2	2
Wetlands	0.59 acres	0.18 acres
ROW	64 acres ¹	55 acres ²
Relocation Potential	7	9
Businesses	3	2
Churches	0	0
Residential Homes	4	4
Building Lots	0	6
Schools	0	0
Farmland	60 acres	17 acres

¹ Revised estimate from 2018 EA.

² Includes Early or Hardship Acquisitions now in the possession of the State of Iowa (9 acres).

6. Public Involvement Activities

The Iowa DOT held a Public Information Meeting on May 24, 2024. The meeting was advertised in the Linn Newsletter, The Gazette, Facebook, and through Iowa DOT email communications. The meeting was attended by a total of 79 people (41 attended online). Favorability of the project ranged from 44% leaning or in favor of the project, 16% neutral, and 40% less than or not in favor of the project. Fourteen comments were received. In general, comments included various ROW concerns, design alternatives, concerns regarding impacts to local businesses, and support for the project.

A ROW Public Information Meeting (PIM) is being planned for Spring 2025 to present ROW needs and provide information on the ROW acquisition and relocation process for impacted property owners. No additional ROW negotiations outside of early or hardship acquisitions shall occur before, during, or after the ROW PIM until a NEPA decision has been obtained.

7. Agency Coordination

The project participated the Concurrence Point (CP) process with the Iowa DNR and U.S. Army Corps of Engineers. The CP process proceeded with CP1 & 2 in August 2012 and the CP3 in July 2013. During the May 15, 2019 concurrence point meeting, the Iowa DOT proposed removing the project from the CP

process. All agencies concurred to drop this project from the CP process as this project does not result in significant environmental impacts.

The Iowa DOT originally consulted with the Iowa State Historic Preservation Office (SHPO) in April 2013, receiving concurrence for the previous Preferred Alternative. The Iowa DOT again consulted with Iowa SHPO in November 2024 to present the Revised Preferred Alternative following additional survey efforts. On December 20, 2024, the Iowa SHPO concurred with the Iowa DOT's determination of *No Historic Properties Affected* for the Revised Preferred Alternative. There were no other commitments or conditions requested of the project by Iowa SHPO.

8. Commitments

Invasive Species

Executive Order 13112 is to prevent the introduction of invasive species and provide for their control and to minimize the economic, ecological, and human health impacts that invasive species cause.

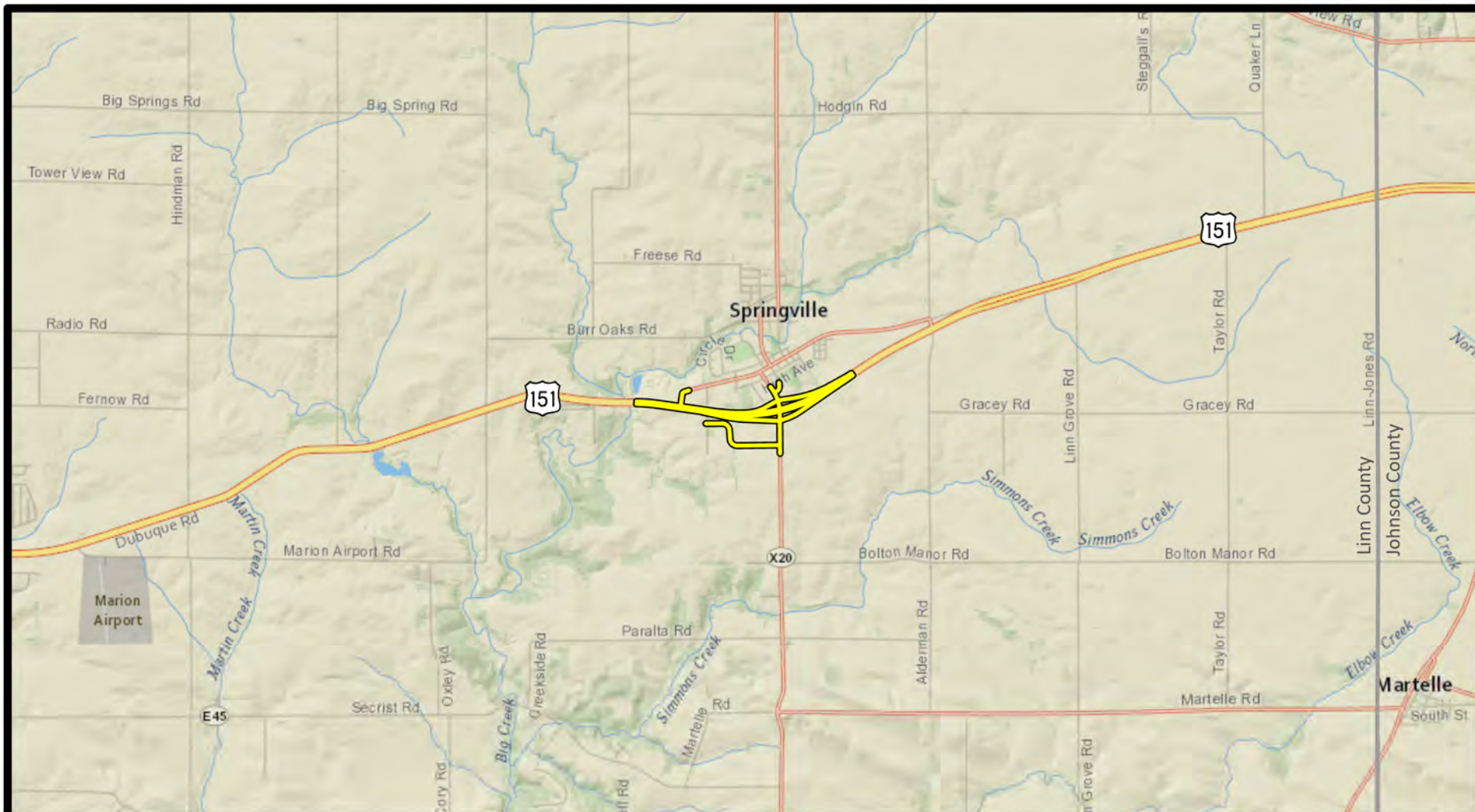
In accordance with Iowa DOT Standard Specifications, the Iowa DOT will provide fresh, clean, new crop, certified seed complying with tolerance for germination and purity and free of *poa annua*, bent grass, and noxious weed seed. Furnish all seeds, including grass, legume, forbs, and cereal crop seeds, from an established seed dealer or certified seed grower. All materials and suppliers are to follow Iowa Seed Law and Iowa Department of Agriculture and Land Stewardship regulations and be labeled accordingly. All material used as mulch must be free from all noxious weed, seed-bearing stalks, or roots and will be inspected and approved by the Engineer prior to its use.

Migratory Birds

While this project is clear for threatened and endangered species, the Migratory Bird Treaty Act may affect project activities. Birds, occupied nests and/or eggs should not be disturbed between the dates of April 1 and July 15th inclusive or until the birds have fledged and left the structure.

APPENDIX A
MAPS & FIGURES

FIGURES 1-3



IOWA DOT

Location & Environment
Bureau

Created February 2025



0

1

Miles

Linn County



Legend


 Revised Preferred Alternative

Figure 1

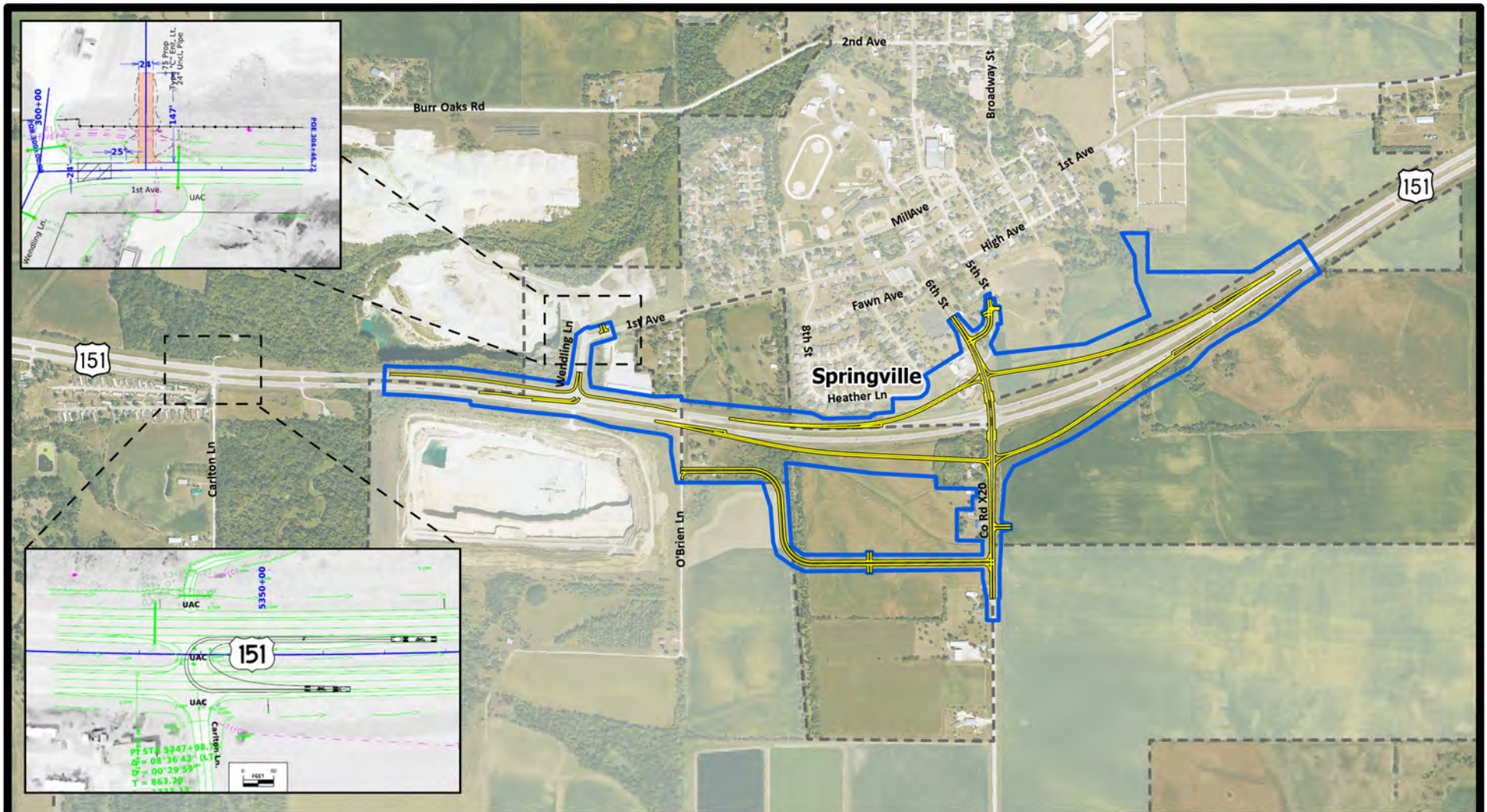
Location Map

NHSX-151-3(131)--3H-57

US 151

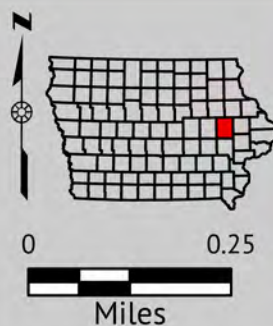
Springville Interchange

Linn County, Iowa



IOWA DOT
Location & Environment
Bureau

Created February 2025

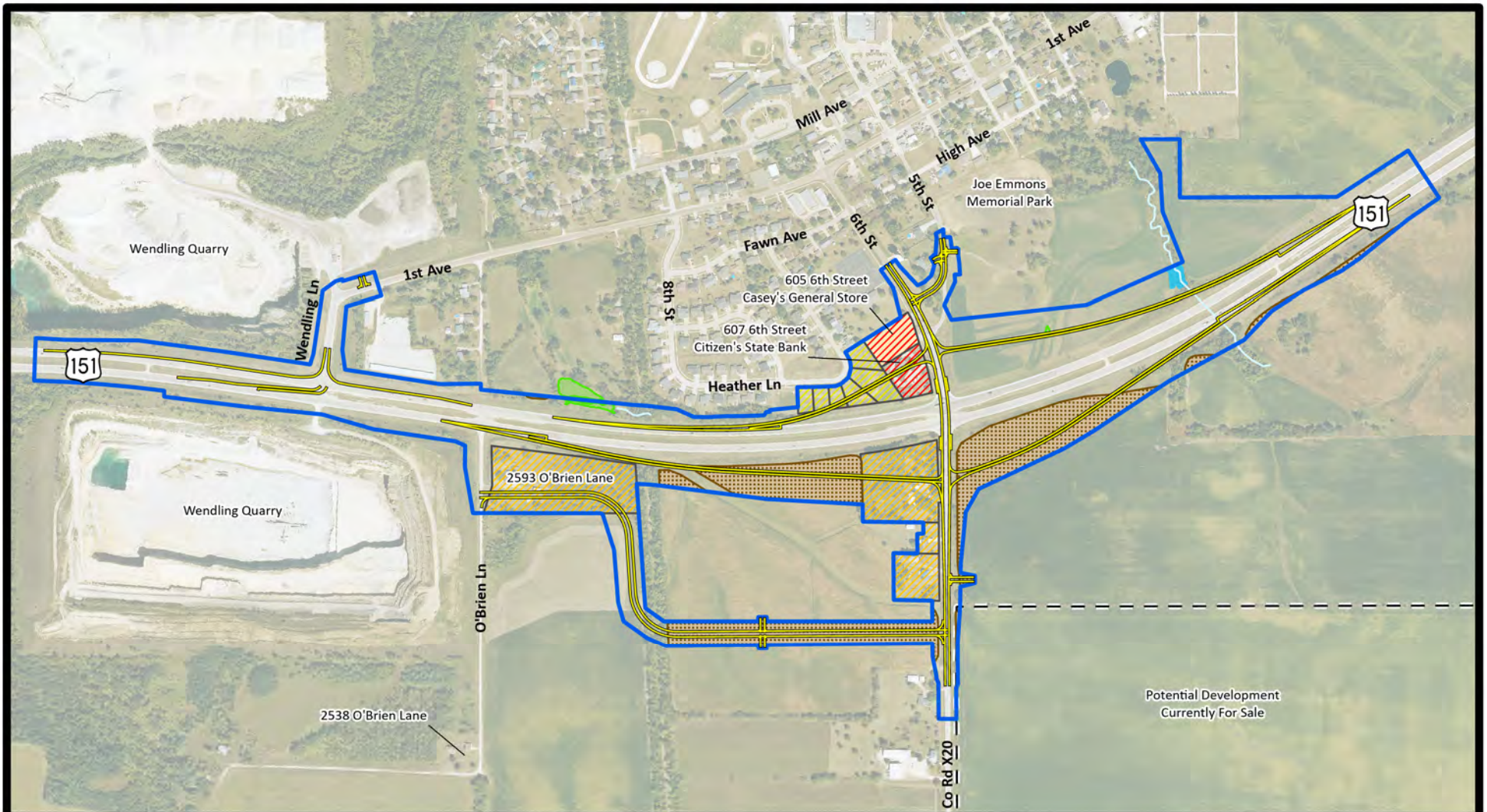


Legend

- Revised Preferred Alternative
- NEPA Impact Area
- City Limits

Figure 2 Revised Preferred Alternative

NHSX-151-3(131)--3H-57
US 151
Springville Interchange
Linn County, Iowa



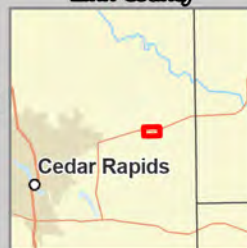
IOWA DOT
Location & Environment
Bureau

Created February 2025



0 0.2
Miles

Linn County



Legend

- | | |
|-------------------------------|-------------------------|
| Revised Preferred Alternative | Stream |
| Regulated Material Site | Property Impacts |
| Wetland | Business |
| Floodplain | Residence |
| Farmland | Residential Lot |

Figure 3 Impact Map

NHSX-151-3(131)--3H-57
US 151
Springville Interchange

Linn County, Iowa

SPRINGVILLE COMPREHENSIVE PLAN

Springville Existing Land Use

CITY OF SPRINGVILLE
LINN COUNTY, IOWA

Legend

- Zone Type
- City Limit Boundaries for the State of Iowa

Existing Land Use

Class

- AGRICULTURE
- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL
- QUARRY
- PARK
- WORSHIP
- SCHOOL
- UTILITY
- CEMETERY
- MULTI-RESIDENTIAL
- PUBLIC

Data Sources

Springville Draft Future Land Use

CITY OF SPRINGVILLE
LINN COUNTY, IOWA

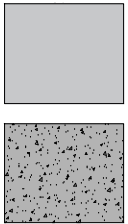
-  Springville Growth Buffer
-  Springville City Boundary
-  Commercial/Industrial Flex
-  Flex District
-  Business District
- Future Land Use Class**
-  AGRICULTURE
-  COMMERCIAL
-  INDUSTRIAL
-  RESIDENTIAL
-  QUARRY
-  PARK
-  WORSHIP
-  SCHOOL
-  UTILITY
-  CEMETERY
-  MULTI-RESIDENTIAL
-  PUBLIC
-  <all other values>
-  Zone Type

Data Sources

JOE EMMONS MEMORIAL PARK
FUTURE IMPROVEMENTS

A	B	C	D	E	F
<div> <div> <div></div> <div> BID ITEMS ARE AS FOLLOWS: <ul style="list-style-type: none"> BASE BID (ITEM NO. 1-21) ALTERNATE ONE (ITEM NO. 22) ALTERNATE TWO (TEM NO. 23-30) </div> </div> </div>					
ESTIMATED PROJECT QUANTITIES					
ITEM NO.	ITEM CODE	ITEM	UNIT	ESTIMATED QUANTITY	
1	2010-D-3	Topsoil, Respread	CY	919	
2	2010-E-0	Grading - Class 10 Import	CY	9736	
3	2010-J-0	Modified Subbase, 6"	SY	4146	
4	4030-A-1	Pipe Culvert, Trenched, RCP, 18"	LF	23	
5	4030-B-1	Pipe Apron, RCP, 18"	EA	2	
6	7010-A-0	PCC Parking Lot, 6"	SY	4130	
7	7030-C-0	PCC Trail, 5"	SY	1560	△ TTC
8	8020-B-1	Painted Pavement Markings, Solvent/Waterborne	STA	19.5	△ TTC
9	8020-G-1	Painted Symbols and Legends	EA	4	△ TTC
10	8040-A-0	Type A Sign, Sheet Aluminum	SF	8	
11	8040-B-0	Steel 2" X 2" Perforated 14-Gauge Square Tubing Post	LF	48	
12	9010-A-0	Permanent Seeding, Hydroseeding	AC	5	
13	9010-A-0	Native Grass and Forb (Wildflower) Seeding Mixture	AC	0.16	
14	9040-D-1	Filter Sock, 12", Installation and Removal	LF	425	
15	9040-J-1	Rip Rap, Erosion Stone & Engineering Fabric	TON	5	
16	9040-N-1	Silt Fence	LF	1967	
17	9040-O-1	Stabilized Construction Entrance	SY	140	
18	9040-T-1	Inlet Protection Device, Surface-Applied, Installation and Maintenance	EA	3	
19	9060-B-1	Swing Gate	EA	2	
20	11,010-A	Construction Staking (allowance)	LS	1	
21	11,020-A	Mobilization	LS	1	
22	4040-A-0	Softball Field Construction	LS	1	
23	4010-A-1	Sanitary Sewer, Trenched, PVC, 8"	LF	837	△ TTC
24	5010-A-1	Water Main, Trenched, DIP (OR PVC), 8"	LF	396	△ TTC
25	5010-C-2	Fittings, DIP (OR PVC), 8"	LB	600	△ TTC
26	5010-D-0	Water Service Stub, 1.5"	EA	2	
27	5020-A-0	Valve, Gate, 8"	EA	2	
28	5020-C-0	Fire Hydrant Assembly	EA	1	
29	6010-A-0	SW-301 Manhole	EA	3	
30	7020-A-0	Pavement, HMA, 9"	SY	16	
31	3010.903	Flowable Mortar Fill Utility Line Support	EA	1	△ TTC
32	2010-E-0	Grading - Class 10 Cut and Relocate	CY	137	△ TTC

LEGEND



6" PCC PAVEMENT
SEE DETAIL 2/C501

5" PCC PAVEMENT
SEE DETAIL 3/C501

CONTACT PERSON

JUSTIN CAMPBELL
SHIVE-HATTERY INC.
222 THIRD AVE. SE SUITE 300
P.O. BOX 1803
CEDAR RAPIDS, IA 52401
PH (319) 364-0227 EXT.163625
JCAMPBELL@SHIVE-HATTERY.COM

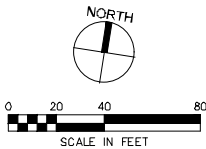
LEGEND

--- GRADE BREAKS

GRADING LEGEND

TC - TOP OF CURB ELEVATION
GU - GUTTER ELEVATION
TS - TOP OF SLAB ELEVATION
TW - TOP OF WALL ELEVATION
BW - BOTTOM OF WALL ELEVATION
FG - FINISHED GRADE ELEVATION
LP - LOW POINT
HP - HIGH POINT

HIGH AVENUE



5TH STREET SOUTH

4" YELLOW PARKING STRIPING, TYP.
SEE DETAIL 3/C112. FOR REFERENCE ONLY,
CITY SHALL INSTALL PAVEMENT MARKINGS

PROP. ADA STRIPING, TYP.
SEE DETAIL 1/C112

SEE INSERT B/C112

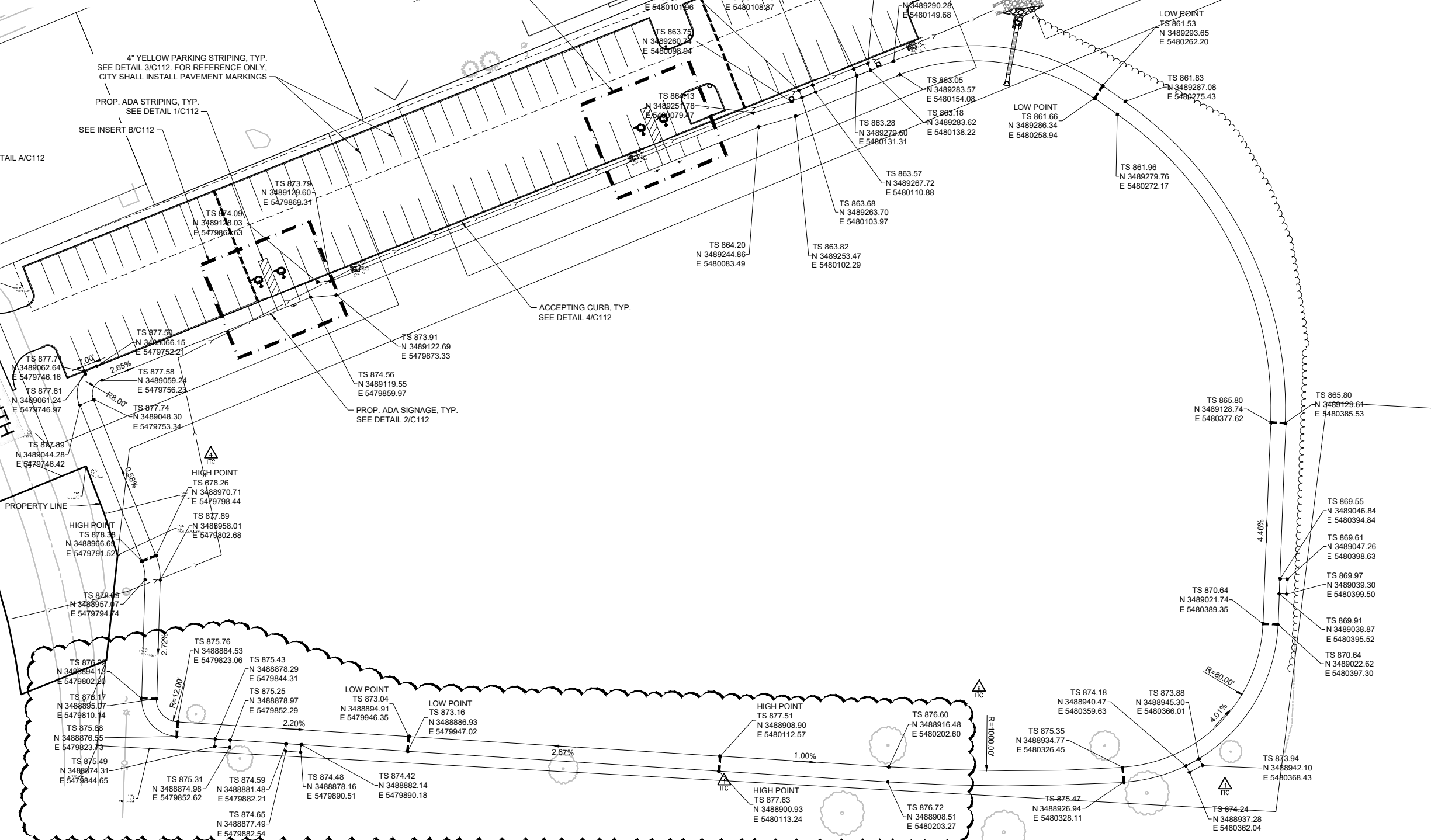
SEE DETAIL A/C112

SEE INSERT C/C112

ACCEPTING CURB, TYP.
SEE DETAIL 4/C112

REPLACE GRAVEL
DRIVEWAY AS
NECESSARY FOR
CONSTRUCTION

CISTERN MH
RIM = 866.02'



SHIVE-HATTERY
ARCHITECTURE+ENGINEERING

222 Third Avenue SE, Suite 300 | Cedar Rapids, Iowa 52406
319.364.0227 | www.shive-hattery.com

Iowa | Illinois | Indiana | Nebraska | Wisconsin

CITY OF SPRINGVILLE EMMONS
RECREATIONAL PARK

CITY OF SPRINGVILLE

SPRINGVILLE, IOWA

ITC 1 - WATER RELATION AND GRADING (06/15/23)
ITC 2 - TRAIL ALIGNMENT AND GRADING (07/28/23)
ITC 4 - STORM SEWER AND SIDEWALK (10/26/2023)
ITC 6 - SPORTS FIELD AND TRAIL GRADING (12/05/23)

DRAWN: NJD
APPROVED: BH
ISSUED FOR: BD
DATE: 04/03/2023
PROJECT NO: 2102351
FIELD BOOK: -
CLIENT NO: -

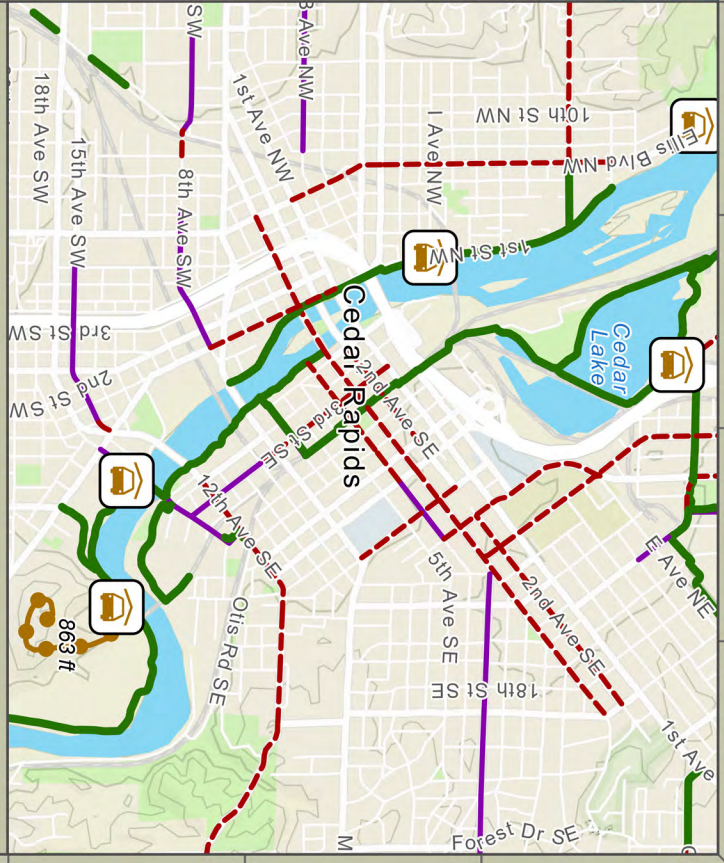
PAVING PLAN -
TRAIL

C111

TRAIL MAPS & FUTURE PLANS

The logo for the Linn County Trails Association is a shield-shaped emblem. The top portion of the shield is divided into two horizontal bands: a green band on the left and a red band on the right. The green band contains the word "ASSOCIATION" in white, uppercase letters, and the red band contains the words "Linn County Trails" in white, uppercase letters. The bottom portion of the shield is split vertically. The left half is green and features a white silhouette of a person walking. The right half is blue and features a white silhouette of a winding river or path.

**Click TO
LEARN MORE**



Downtown Cedar Rapids, IA

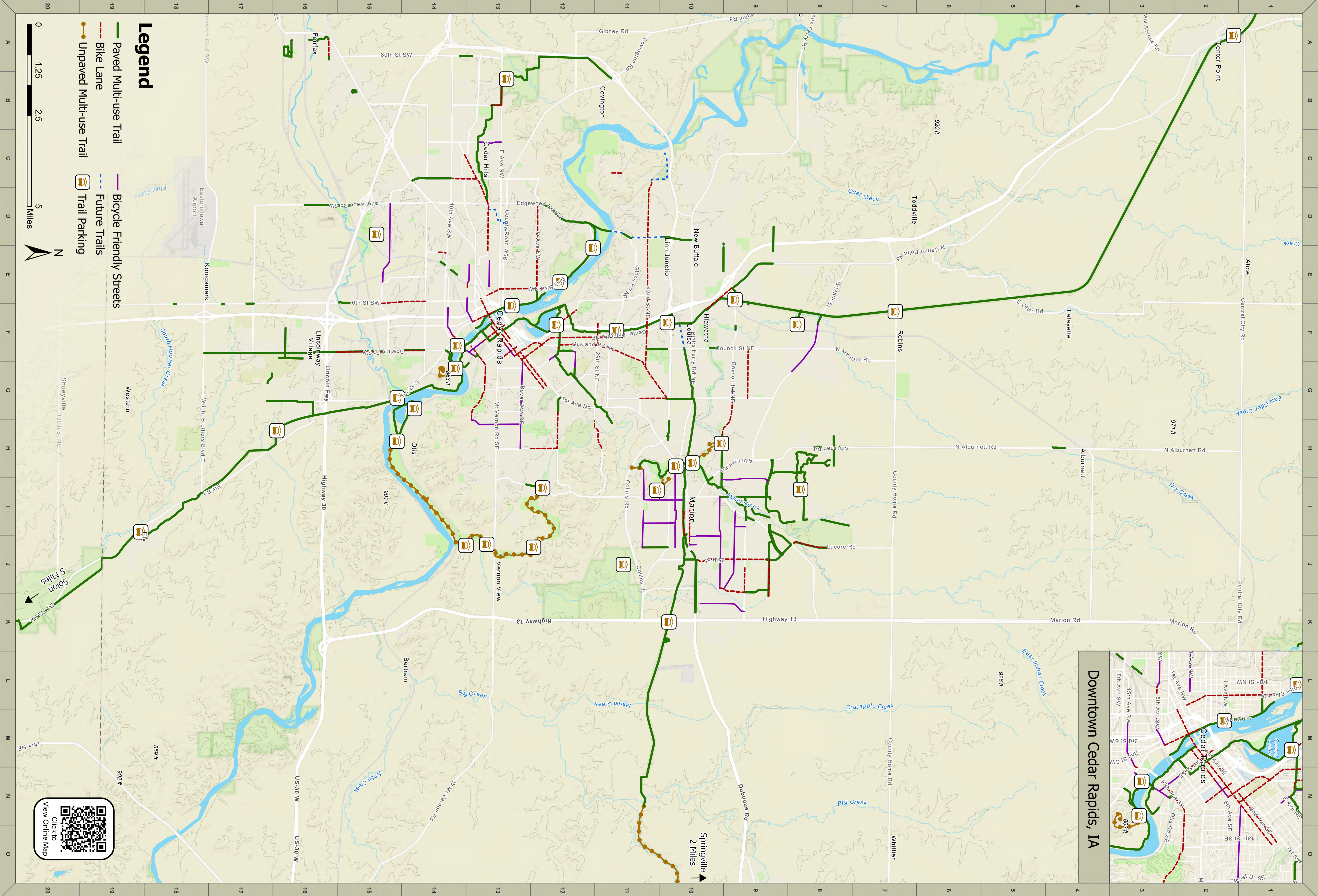
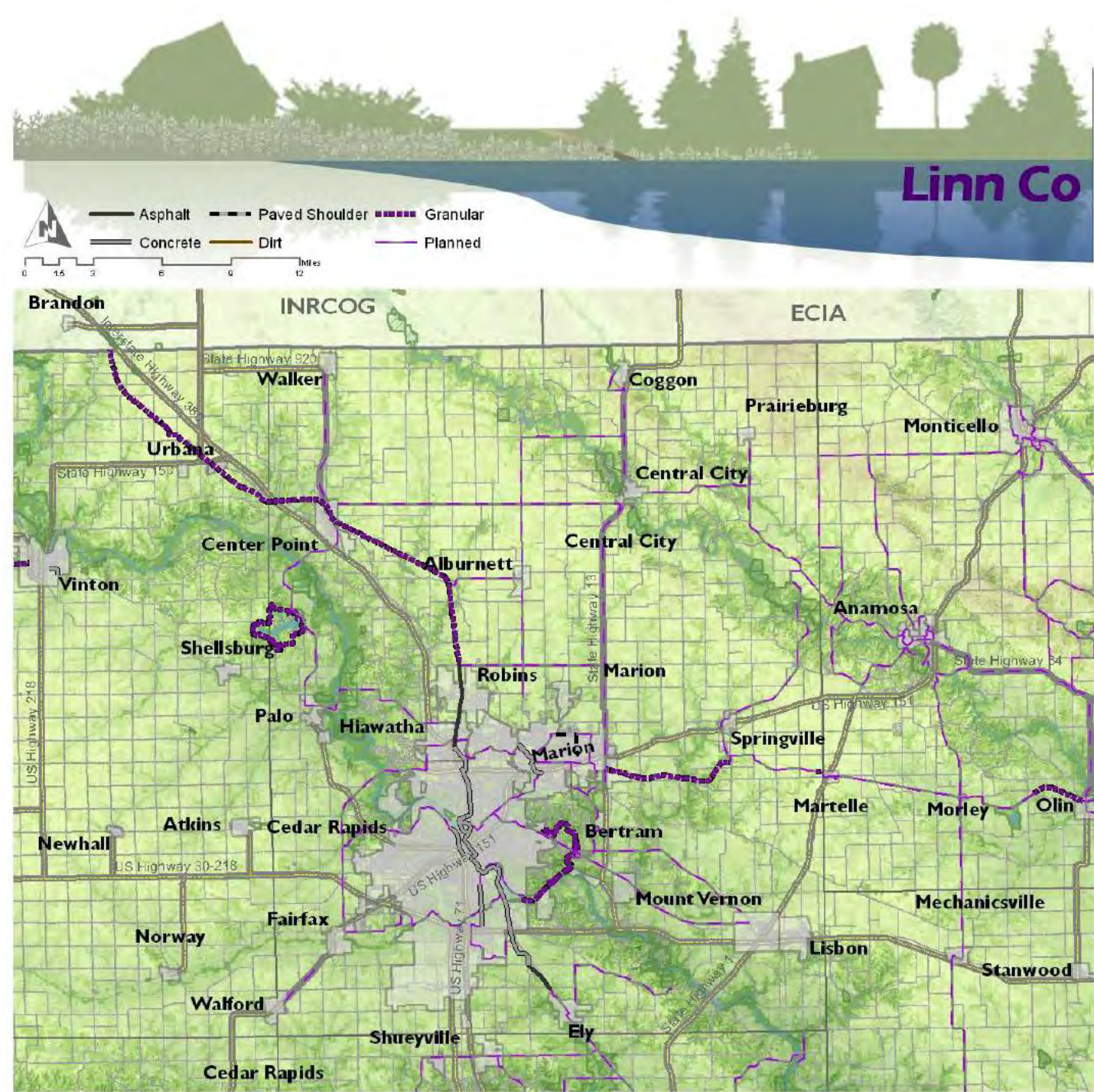


Figure 57: Linn County Trails by Construction Status



Linn County

Outside of the metro areas, Linn County has identified 28 potential trails in the form of vision corridors that amount to 134 miles of trails at an estimated total cost of \$40,213,707, or approximately \$300,000 per mile. The following trails segments are those identified in the Trail Plan Corridors Summary. As in Johnson County and for similar reasons, the preferred accommodation type in Linn County is the paved, fully separated, shared use trail.

Map Id	Name	Miles	Estimated Cost
1	<u>Paris Road Trail</u> Hwy 13 to Alburnett Road	4.51	\$1,353,000
2	<u>Sawyer Road Trail</u> Central City to Prairieburg Rd	4.55	\$1,365,000
3	<u>Central City Road Trail</u> Center Point to Hwy 13	12.37	\$3,711,000
4	<u>Wakipicada Connection Trail</u> Hwy 13 to Wakipicada Park	1.13	\$339,000
5	<u>Roosevelt Street Trail</u> Alburnett to CVNT	3.02	\$906,000
6	<u>County Home Road Trail</u> CVNT to Hwy 13	6.41	\$1,923,000
7	<u>Morris Hills Road Connection Trail</u> Feather Ridge Rd to Horseshoe Lake Rd, west along Morris Hills Rd to Wickiup Hill Natural Area	2.14	\$642,000
8	<u>Wickiup Hill Connection Trail</u> Palo northeast to Chain Lakes Natural Area and Wickiup Hill Natural Area	2.36	\$708,000
9	<u>Tower Terrace Road Trail</u> CVNT to Horseshoe Lake Rd	4.80	\$1,440,000
10	<u>Robins' Main Street Trail</u> CVNT to Westfield Elementary School	1.34	\$402,000
11	<u>Grant Wood Trail</u> Completion of remaining gaps	1.93	\$579,000
12	<u>Mt Vernon Rd Trail</u> Indian Creek to Mt Vernon	8.27	\$2,481,000
13	<u>Lincoln Trail</u> Along former rail RoW from Smyth Rd to Mt Vernon	2.48	\$744,000
14	<u>Palisades-Dows Connection Trail</u> Along Ivanhoe, Prairie School, & Jappa Rds. from Palisades-Dows Preserve to Ely	6.33	\$1,899,000

Map Id	Name	Miles	Estimated Cost
15	<u>Ioway Trail</u> Along Hwy. 151 from Walford to Fairfax	2.56	\$768,000
16	<u>Walker Connection Trail</u> Along Center Point Rd. from the Cedar Valley Nature Trail to Walker	5.93	\$1,779,000
17	<u>Coggon Connector Trail</u> Along Hutchinson Rd. and then RR ROW from Hwy. 13 to Buffalo Creek Park	1.94	\$582,000
18	<u>Hwy 13 Trail</u> Along Hwy. 13 from the Grant Wood Trail to Coggon	16.94	\$5,082,000
19	<u>Prairieburg Connection Trail</u> Along Prairieburg Rd. from Sawyer Rd. to Prairieburg	1.95	\$585,000
20	<u>Alburnette Road North Trail</u> Along Alburnett Rd. north from Alburnett to Paris Rd.	5.62	\$1,686,000
21	<u>Prairieburg/Buffalo Ridge Rd Trail</u> Along Prairieburg & Buffalo Ridge Rds. from Sawyer Rd. to the Linn/Jones County line	6.17	\$1,851,000
22	<u>Lewis Access/Bottoms Rd Trail</u> Along Lewis Access & Lewis Bottoms Rds. from the Cedar Valley Nature Trail to Pleasant Creek Park	5.75	\$1,725,000
23	<u>Alburnett Rd South Trail</u> Along Alburnett Rd. south from Alburnett to the Lowe Park entrance by Oakridge Elementary School	5.10	\$1,530,000
24	<u>Matsell Bridge Trail</u> Along Hart, Matsell Park, & Stone City Rds. & Pleasant St. from Buffalo Ridge Rd. to Summer St.	5.39	\$1,617,000
25	<u>Palo Connection Trail</u> Pleasant Creek Park south to Palo and the Palo Marsh Natural Area	5.92	\$1,776,000
26	<u>Springville North Trail</u> Generally along RR ROW from the Springville Elem. School NE to Stone City Rd, adjacent to Matsell Bridge Natural Area	6.78	\$2,034,000
27	<u>Springville Connection Trail</u> Along ROW parallel to Springville Rd. north from the Grant Wood Trail to the Springville Elementary School	1.67	\$501,000
28	<u>Hoover Nature Trail</u> Extension of the Hoover Nature Trail south from Ely to the Linn/Johnson County line	0.67	\$201,000

APPENDIX B
AGENCY AND TRIBAL COORDINATION



February 12, 2019

TAMERA NICHOLSON
DIRECTOR OFFICE OF LOCATION AND ENVIRONMENT
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010

Subject: US 151 County Road X-20 Intersection in Springville, Linn County

Dear Ms. Nicholson:

This letter is in response to the December 19, 2018 email concerning the availability of the US 151 County Road X-20 Intersection Environmental Assessment and request for comments. Thank you for inviting my comments.

I previously provided comments on January 31, 2012 and have no additional concerns or comments to make at this time. I will continue to attend the concurrence point meetings. If you have any questions or comments, please contact me at the address shown below or call (515) 725-8399.

Sincerely,

A handwritten signature in blue ink that reads "Christine M. Schwake". The signature is written in a cursive, flowing style.

Christine M. Schwake
Environmental Specialist
Section 401 Water Quality Certification



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355

Ph: (918) 541-1300 • Fax: (918) 542-7260

www.miamination.com



March 12, 2019

Catherine Cutler, transportation planner
Iowa DOT District 6 Office
5455 Kirkwood Blvd.
Cedar Rapids, IA 52404

Re: NHSX-151-3(130)--3H-57 Improvements of U.S. 151 & Linn County Road X-20 –
Comments of the Miami Tribe of Oklahoma

Dear Ms. Cutler:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer

Walter, Blake [DOT]

To: Al Frohlich (Albert.J.Frohlich@usace.army.mil); 'Heidi Woeber'; Joe Summerlin; Schafer, Jeannette; Schwake, Chris; MICHAEL LaPietra
Cc: Newell, Deeann; Fobian, Neal; Hofer, Brad; Nicholson, Tamara
Subject: Iowa DOT - Springfield 151 Project - Ending CP Process

During the May 15, 2019, concurrence point meeting, the Iowa DOT proposed removing the Springville US 151 County Road X20 intersection project from the CP process. The project started the CP process with CP1&2 in August of 2012 and progressed through CP3 in of July 2013. The project involves improving the intersection to an interchange and an EA was developed and signed in December 2018. The public hearing was well attended and the preferred alternative was identified as a diamond interchange.

Overall, this project does not result in significant environmental impacts. For water resources, wetland impacts are expected to be below 0.5 acre and less than 300 feet of stream impacts, and will likely be covered by a NWP 14 for a linear transportation project.

During the meeting, all agencies concurred to dropping this project from the CP process.

Please let us know if you have any questions, comments, or concerns.

Thanks
Ken



KEN BRINK

ENVIRONMENTAL PROGRAM COORDINATOR
LOCATION AND ENVIRONMENT BUREAU

iowadot.gov



Iowa Department of Transportation

Office: 515-239-1510



@iowadot



@iowadot

Cell: 515-231-5869



Dee Wagaman, City Clerk
Michele Weinschenk, Deputy City Clerk

Lyle Andersen, Mayor

Council:

Bart Barner
Brad Merritt
Cindy Kilburg
Karla Blakely
Jeff Baych

February 24, 2022

Iowa Department of Transportation
District 6 Office
5455 Kirkwood Blvd SW
Cedar Rapids, IA 52404

RE: Interchange Hwy 151 and Linn County Road X-20

Dear Ms. Cutler, Mr. Schnoebelen, and Mr. Tibodeau:

I am writing to express the City of Springville's support for the proposed IDOT plan for the intersection of Hwy 151 and Linn County Road X-20. Due to the continued accidents happening at this intersection after all the improvements that have been implemented, the Springville City Council believes the project at the interchange of Hwy 151 and Linn County Road X-20 should have high priority.

The safety of our residents and those commuting by our community are always at the front our minds. This current design of the intersection does not allow for our residents who work, attend school or others doing other business in our community to access our city safely. Hwy 151 has become a major commuter highway making it extremely unsafe to cross four (4) lanes of traffic under the current design. We also have many students crossing Highway 151 daily and at all hours of the day and night.

For the reasons mentioned above, you have the full support of the City of Springville's City Council for your plan to upgrade the intersection and we sincerely hope that you will be able to secure the funding to make this project happen in the very near future.

You will find enclosed our Resolution with our support.

Regards,

Mayor Lyle Andersen

Enc.

RESOLUTION #9-2022

**A RESOLUTION SUPPORTING THE IDOT'S HWY 151 INTERCHANGE NEAR
SPRINGVILLE, IOWA**

WHEREAS, The City of Springville, State of Iowa, is a duly organized municipal corporation; and

WHEREAS, The City of Springville has witnessed many accidents at the interchange of Hwy 151 and Linn County Road X-20 locally known as Springville Road; and

WHEREAS, The City Council of Springville was present at the public meeting that was held on March 12, 2019 by the IDOT;

WHEREAS, The City Council met and discussed in a regular council meeting on February 9, 2022 the need to support the IDOT's proposed project;

WHEREAS, The City Council of Springville would like to formally support the project proposed by the IDOT in March of 2019 and would like to request that funding be made available for this project;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Springville, Iowa, to formally support the IDOT's proposed project to make the interchange at Hwy 151 and Linn County Road X-20 safer for all residents and commuters.

BE IT FURTHER RESOLVED, by the City Council of the City of Springville, Iowa, that the Mayor and City Clerk are hereby authorized and directed to execute this Resolution.

Passed and approved this 9th day of February 2022.


AYES: Merritt, Blakely, Kilburg, Barner, Baych

NAYS: None

ABSENT: None

ATTEST:


Lyle Andersen, Mayor


Dee Wagaman, City Clerk/Treasurer



KIM REYNOLDS, GOVERNOR

SCOTT MARLER, IOWA DOT DIRECTOR
MELISSA GILLET, IOWA DOT COO

IOWA DEPARTMENT OF TRANSPORTATION
LOCATION AND ENVIRONMENT BUREAU
800 LINCOLNWAY
AMES, IA 50010
(515) 233-7819
www.iowadot.gov

November 22, 2024

Iowa DOT Project: NHSX-151-3(131)--3H-57

Iowa SHPO R&C: 20120157011

WVA# 1370

Mr. Branden Scott
Ms. Sara André
State Historic Preservation Office
1963 Bell Avenue, Suite 200
Des Moines, Iowa 50315

RE: Phase I Intensive Archaeological Survey for the Proposed Construction of O'Brien Ln Near the US 151 & X 20 Interchange, Brown Township, Linn County, Iowa [Section 32, T84N-R05W]; **No Historic Properties Affected**

Dear Branden and Sara:

We last consulted with your office in April of 2013 and received concurrence at that time for the above referenced project. Since that time, there has been an additional design change. Enclosed for your review and comment is the intensive archaeological survey for the above referenced undertaking. The Iowa DOT is preparing to construct O'Brien Ln on new alignment as a frontage road near the US 151 & X 20 interchange in Brown Township, Linn County, Iowa [Section 32, T84N-R05W]. The intensive archaeological survey measured a total of **48.9 acres** (19.7 hectares), and we are adopting those limits as our Area of Potential Effects (36 CFR 800.3) for the undertaking.

Wapsi Valley Archaeology's (WVA) survey was conducted in July and September 2024 to determine if significant cultural resources are located within the project area. WVA's investigation consisted of a background and site records search, a geology and geomorphology assessment, pedestrian survey, and auger testing ($n=7$). The study area overlapped previously surveyed segments of a prior investigation in the immediate area (WVA# 683, Finn & Giller 2013). During the investigation, it was discovered that the area west of the railroad grade had been disturbed by quarry activities not associated with this project. Excavated soils compared favorably with NRCS mapped soils. No cultural material was identified during this investigation. WVA has recommended that no further archaeological investigations are needed for this project and our bureau agrees with this recommendation.

The WVA survey also evaluated the Springville to Paralta Railroad Grade that runs north-south through the study area. The Chicago, Milwaukee & Saint Paul Railroad Company originally constructed the two-mile line between Springville and Paralta circa 1881. The line was abandoned, and the tracks removed in the 1980's. WVA's investigation found the segment of railroad grade to not be associated with any significant events in history, significant people, or to possess any character defining features. WVA has recommended no additional investigations for the Springville to Paralta Railroad Grade and our bureau agrees with this recommendation.

In consideration of these investigations and the recommendations provided therein our bureau has given this project a determination of **No Historic Properties Affected**. If you agree with these findings and our determination, we ask that you sign the concurrence line noted below and provide any comments you have.

As with any Iowa Department of Transportation project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease and the Location and Environment Bureau shall be contacted immediately.



KIM REYNOLDS, GOVERNOR

SCOTT MARLER, IOWA DOT DIRECTOR
MELISSA GILLETT, IOWA DOT COO

IOWA DEPARTMENT OF TRANSPORTATION
LOCATION AND ENVIRONMENT BUREAU
800 LINCOLNWAY
AMES, IA 50010
(515) 233-7819
www.iowadot.gov

If you have any questions, please contact me at (515) 233-7819 or jeff.bacon@iowadot.us.

Sincerely,

Jeff Bacon, RPA 4798
Cultural Resources Manager/Archaeologist

Cc: Tribes/Nations – Linn County Interest
Jim Schnoebelen – District 6 Engineer
Jesse Tibodeau – Assistant District 6 Engineer
DeeAnn Newell – NEPA Team
Brennan Dolan – Cultural Resources Team

Concur: SEE ATTACHED LETTER Date: 12/20/2024
SHPO Archaeologist

Comments:

Concur: SEE ATTACHED LETTER Date: 12/20/2024
SHPO Architectural Historian

Comments:

From: sara.andre@email.iowaeda.com
To: [Bacon, Jeff](#)
Cc: shpo106@iowaeda.com; branden.scott@iowaeda.com
Subject: R&C 120157011 - 00054662 - FHWA - Linn - NHSX-151-3(131)--3H-57
Date: Friday, December 20, 2024 4:23:56 PM

CAUTION:

This email originated from outside the Iowa Department of Transportation.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 120157011 - 00054662 - FHWA - Linn - NHSX-151-3(131)--3H-57 - The Iowa DOT is preparing to construct O'Brien Ln on new alignment as a frontage road near the US 151 & X 20 interchange in Brown Township, Linn County, Iowa [Section 32, T84N-R05W]

- Concur with the federal agency and/or their designated representative (No Historic Properties Affected - No Properties).

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Sara André
Review and Compliance Coordinator - Deputy State Historic Preservation Officer
State Historic Preservation Office
Pronouns: She/Her/Hers
sara.andre@iowaeda.com | +1 (515) 348-6286 | culture.iowaeda.com/shpo

Iowa Economic Development Authority 



Form 760004 (08-13)

Determination of Effect for Threatened & Endangered Species

Project Name: Preliminary Engineering		Highway No.: US 151	County: Linn
Project No.: NHSX-151-3(131)--3H-57	Letting Date: 12/21/2027	PLSS/UTM:	Station No.:
Project Description: New diamond interchange with ramps of US 151 at Springville.			
Are there documented occurrences of T&E species within 1 mile of the project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, list species:</i> A review of the references checked below determined no occurrences of T&E species are located within one mile of the project.			
Are there documented occurrences of T&E species within the limits of construction? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, list species:</i> A review of the references checked below determined that no documented species are located within the project's limits of construction.			
Is there likely to be habitat for T&E species within the project's limits of construction? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, list species:</i> A review conducted of the references checked below determined that habitat for T&E species is not likely to be within the project's limits of construction.			
Describe current geographic setting (native habitats, adjacent land use, etc.) and potential project impacts: Mixed landscape with some karst features, thin corridors of trees, and with urban and agricultural areas nearby. No impacts to suitable habitat for listed species. Trees do not provide suitable habitat for bats, and consist of small early successional species not part of a larger riparian corridor.			
Will the project likely require borrow? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
DETERMINATION OF EFFECT - ACTION			
<input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Effect (by following recommendations) <input type="checkbox"/> Needs Further Study <input type="checkbox"/> May Affect – Not Likely to Adversely Affect <input type="checkbox"/> May Affect – Likely to Adversely Affect			
Further Study – Consisting of the Following		Iowa DOT Recommendations	
References: <input checked="" type="checkbox"/> Natural Areas Inventory <input checked="" type="checkbox"/> T&E Species Range Maps <input checked="" type="checkbox"/> Aerial Photos <input type="checkbox"/> Soils of Concern Data <input checked="" type="checkbox"/> Other: Final D05 dated 5/31/2024			
Prepared by: B.Struecker			Date: 12/11/2024
Agency Concurrence: NA			Date:

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

Project Name:			Highway No.:	County:
Project No.:	Letting Date:	PLSS/UTM:	Station No.:	
SPECIES EVALUATION				
Species of Concern:		<input type="checkbox"/> Federal <input type="checkbox"/> State	Species Trait or Characteristic:	
Description of Project Impacts:				
Direct Effects from habitat/species impacts: <input type="checkbox"/> Take <input type="checkbox"/> Harm <input type="checkbox"/> Harass				
<input type="checkbox"/> Effects beneficial, insignificant, and/or discountable <input type="checkbox"/> Effects possible but can be managed <input type="checkbox"/> Effects are major				
Indirect Effects from habitat/species impacts: <input type="checkbox"/> Harm <input type="checkbox"/> Harass				
<input type="checkbox"/> Effects beneficial, insignificant, and/or discountable <input type="checkbox"/> Effects possible but can be managed <input type="checkbox"/> Effects are major				
Cumulative Effects from habitat/species impacts: <input type="checkbox"/> Harm <input type="checkbox"/> Harass				
<input type="checkbox"/> Effects beneficial, insignificant, and/or discountable <input type="checkbox"/> Effects possible but can be managed <input type="checkbox"/> Effects are major				
NOTES:				
SPECIES SPECIFIC DETERMINATION OF EFFECT				
<input type="checkbox"/> May Affect – Not Likely to Adversely Affect <input type="checkbox"/> May Affect – Likely to Adversely Affect				
Prepared by:			Date:	
Agency Concurrence:			Date:	

APPENDIX C

NRCS FARMLAND CPA-106 FORM

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 11/6/24		4. Sheet 1 of 1	
1. Name of Project US 151 Springville Interchange		5. Federal Agency Involved FHWA			
2. Type of Project Road Improvement		6. County and State Linn County, Iowa			
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	17			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	55			
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	9		
2. Perimeter in Nonurban Use	10	4		
3. Percent Of Corridor Being Farmed	20	10		
4. Protection Provided By State And Local Government	20	20		
5. Size of Present Farm Unit Compared To Average	10	0		
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	5		
TOTAL CORRIDOR ASSESSMENT POINTS	160	63	0	0
PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	63	0	0
TOTAL POINTS (Total of above 2 lines)	260	63	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:

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
