

**REEVALUATION to ENVIRONMENTAL ASSESSMENT for the**  
US 30  
FROM I-35 INTERCHANGE TO JUST WEST OF 11<sup>TH</sup> STREET IN NEVADA  
in  
STORY COUNTY, IOWA  
NHSX-030-5(244)--3H-85

## 1. Description of the Proposed Action

The Iowa Department of Transportation (Iowa DOT) is preparing this reevaluation for the United States Highway 30 (US 30) Corridor from Interstate 35 (I-35) Interchange to Just West of 11<sup>th</sup> Street in Nevada (hereafter, US 30 Corridor Project) Environmental Assessment (EA). The Federal Highway Administration (FHWA) signed the EA on July 30, 2015. The Preferred Alternatives proposed by the EA included an interchange at 575<sup>th</sup> Avenue (west alternative) and at 610<sup>th</sup> Avenue (east alternative). Following the EA Public Hearing held on October 15, 2015, the west alternative was dismissed in favor of a new proposed interchange at 580<sup>th</sup> Avenue and the east alternative was removed altogether for future consideration. An EA Addendum was completed for the new 580<sup>th</sup> Avenue interchange and the FHWA issued a Finding of No Significant Impact (FONSI) on September 5, 2018.

The Iowa DOT with support from Story County and the City of Nevada is now moving forward with development of the 610<sup>th</sup> Avenue interchange. Because the NEPA document (EA) is over three years old and the 610<sup>th</sup> Avenue interchange has undergone design revisions from those presented in the EA, the Iowa DOT is completing this reevaluation to reassess impacts to the human and natural environment and ensure impacts remain insignificant. The Purpose and Need as described in the EA remains valid and consistent with this proposed action.

## 2. Project History

US 30 across Iowa is part of the Commercial Industrial Network (CIN), a road system of primary highways designed by the State of Iowa that connects the state's regional growth areas and carries a significant amount of the state's commercial traffic. The goal of the CIN is to "improve the flow of commerce; to make travel more convenient, safe, and efficient; and to better connect Iowa with regional, national, and international markets.

Increasing traffic volumes, coupled with numerous at-grade intersections and other types of public and private access points has contributed to operational issues for the US 30 corridor between I-35 and Nevada. With the current access control in place, US 30 is congested and not operating at its maximum traffic carrying capacity. Therefore, the US 30 Corridor Project proposed two interchanges and full access control along the corridor to improve safety and traffic operations. As previously mentioned an EA was completed for both interchanges and signed by the FHWA on July 30, 2015. The FHWA signed the FONSI for the project on September 5, 2018.

Related to the improvements planned for the US 30 Corridor Project, the FHWA and Iowa DOT signed a Categorical Exclusion for the US 30 and Co Rd S14 Intersection Project (**Figure 1**) on October 15, 2020. Due to traffic and safety operations at the US 30 and Co Rd S14 intersections, this was deemed a separate project with independent utility from the larger US 30 Corridor improvements described in the EA. This project was located at the east end of the EA Study Area. The project removed the at-grade US 30 and Co Rd S14 intersection in the City of Nevada and realigned Co Rd S14 (SW 3<sup>rd</sup> Street) as a northeast diagonal over US 30 to S 6<sup>th</sup> Street. The Maple Avenue and SW 3<sup>rd</sup> Street intersection south of US 30 was maintained, but moved east to accommodate the new Co Rd S14 alignment. An additional intersection was created between the realigned Co Rd S14 and S 6<sup>th</sup> Street north of US 30. The project was completed in 2024.

The 580<sup>th</sup> Avenue interchange is open to traffic and nearing completion.

The FHWA and Iowa DOT are now proposing to construct the US 30 and 610<sup>th</sup> Avenue interchange (east alternative) as proposed in the original EA.

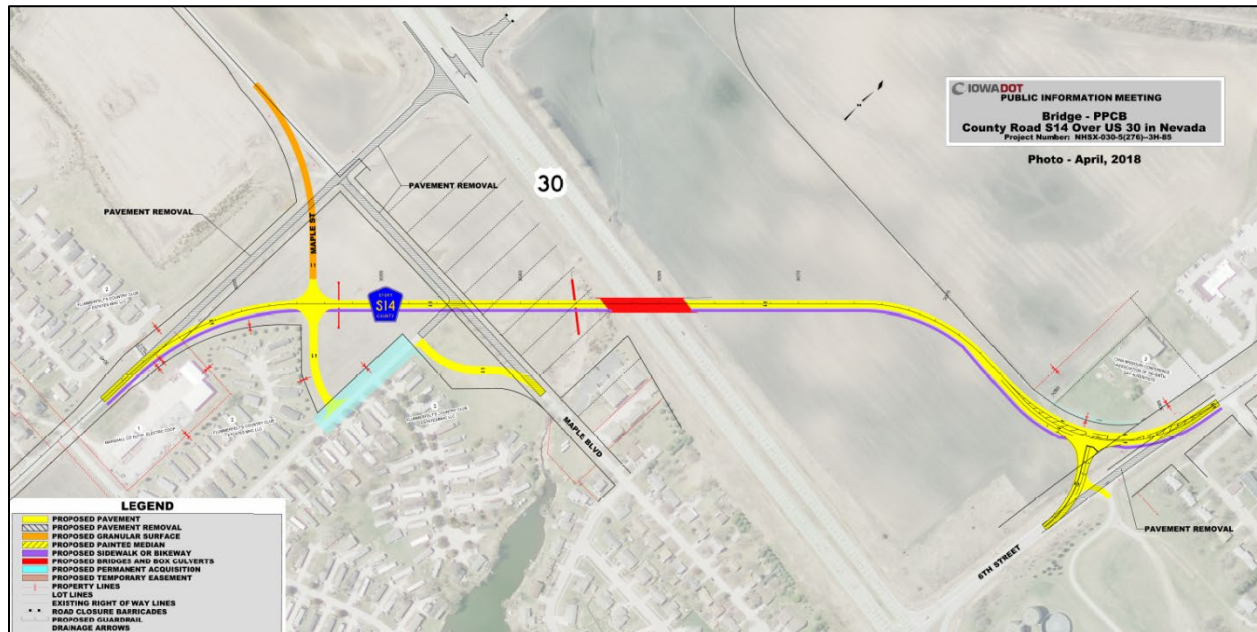


Figure 1. US 30 / Co Rd S14 intersection improvements.

### 3. Preferred Alternative (2015 EA)

The Proposed Alternative, East Alternative 3 (hereafter “Preferred”), presented in the 2015 EA consisted of a new diamond interchange at 610<sup>th</sup> Avenue, with 610<sup>th</sup> Avenue carried over US 30 (**Appendix A, Figure 1**). In addition to construction of the new interchange, the proposed design includes closing the existing at-grade crossings at 600<sup>th</sup> Avenue, Co Rd S14, and 6<sup>th</sup> Street in Nevada. Direct access to the interchange would be provided by paving West Maple Avenue from 610<sup>th</sup> Avenue east approximately 1 mile to realigned Co Rd S14. The existing US 30 through lanes and the railroad overpass bridges over the UPRR would be used as constructed. All field and farm/residential entrances would also be closed between I-35 and 610<sup>th</sup> Avenue.

### 4. Revised Preferred Alternative

Through discussions with local officials and public involvement efforts, the Revised Preferred Alternative has undergone minor design changes from the Preferred Alternative presented in the EA. The Revised Preferred Alternative includes all elements of the Preferred Alternative in addition to constructing a frontage road north of US 30 from 610<sup>th</sup> Avenue to 600<sup>th</sup> Avenue and a frontage road from 600<sup>th</sup> Avenue west to a private residence (**Appendix A, Figure 2**). Maple Avenue would also be paved from 610<sup>th</sup> Avenue to Co Rd S14. The at-grade intersections of 590<sup>th</sup> Avenue, 600<sup>th</sup> Avenue, and S 6<sup>th</sup> Street along US 30 would be closed. Following construction of the 610<sup>th</sup> Avenue interchange and the intersection of 590<sup>th</sup> Avenue and US 30, Story County is proposing to close the entirety of 590<sup>th</sup> Avenue from 250<sup>th</sup> Street north. This action, taken separate from DOT’s project would leave some property owners without

access to property along US 30. Based on discussions between the DOT, Story County, and private landowners, it is anticipated that Story County will turn over jurisdiction of 590<sup>th</sup> Avenue to the adjacent private landowners, thus leaving all access along 590<sup>th</sup> Avenue south of US 30 up to the property owners. All remaining field or farm entrances between the newly constructed 580<sup>th</sup> Avenue interchange and S 11<sup>th</sup> Street in Nevada would be closed.

## 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 the roadway right-of-way needs, based on right-of-way plans submitted on June 10, 2025. Impacts discussed in this section are conservative, as efforts to minimize direct and indirect impacts will continue to be made during final design.

On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis (January 20, 2021) and E.O. 14008 – Tackling the Climate Crisis at Home and Abroad (January 27, 2021). Subsequently on January 29, 2025, Secretary Duffy signed a Memorandum for Secretarial Offices and Heads of Operating Administrations – Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender. On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ's National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, FHWA will not include greenhouse gas emissions and climate change analyses in the federal environmental review process. Any purported greenhouse gas emissions and climate change impacts were not considered in the federal decision. Accordingly, no greenhouse gas emissions or climate change analyses are included in this EA addendum.

On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 14096 – Revitalizing Our Nation's Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ's National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA and FRA's Joint NEPA regulations (23 CFR part 771) and the agencies Interim Final Guidance on "Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decision making and One Federal Decision" (12/17/2024) do not require an environmental justice analysis. Accordingly, no analysis of environmental justice is included in this EA Addendum. Any purported environmental justice impacts were not considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR 771.

## Socioeconomic Impacts

### 5.1.1. Land Use

Direct effects on existing land use would occur through the acquisition of new right-of-way (ROW) for roadway purposes. The new interchange occurs primarily on agricultural land. The proposed interchange at 610<sup>th</sup> Avenue and paving of Maple Avenue from 610<sup>th</sup> Avenue to Co Rd S14 could spur residential and commercial development within the area. This is consistent with the City of Nevada's proposed future land use plans along US 30 and 610<sup>th</sup> Street which anticipates additional industrial and commercial growth in this area. The City of Nevada is currently updating their *Vision 2040 Comprehensive Plan*. The *Story County Comprehensive Plan 2036 – Cornerstone to Capstone* plan identifies this area as future urban expansion area (**Appendix A**). Construction of the 610<sup>th</sup> / US 30 interchange, along with paving of Maple Avenue could help facilitate urban expansion in this area. Land use changes as the result of the Revised Preferred Alternative remain consistent with the determination made in the EA.

### 5.1.2. Churches and Schools

Four of the five churches identified within the EA, are within the vicinity of the Revised Preferred Alternative. While none of these churches will be directly impacted, access control along US 30 will alter traffic patterns to/from the churches and may cause additional out-of-distance travel for some members. The Kingdom Hall of Jehovah's Witnesses, located at E Lincoln Way and 590<sup>th</sup> Avenue will no longer have direct access to US 30 to the south, but will instead need to rely on the new 580<sup>th</sup> Avenue interchange or the proposed 610<sup>th</sup> Avenue interchange for access to US 30.

The closure of the US 30 / Co Rd S14 at-grade intersection and eventual closure of the US 30 / S 6<sup>th</sup> Street at-grade intersection will affect the Nevada Baptist Church, First Christian Church, and Nevada Seventh day Adventist Church and Elementary School. Closure of these accesses will result in additional out-of-distance travel to these churches for church visitors. Access to these three churches will be available from US 30 using the proposed 610<sup>th</sup> Avenue interchange to W Maple Ave or north to Co Rd E41 (E Lincoln Way) and through local streets. This additional out-of-distance travel is less than 1 mile and is not expected to have a significant impact on church attendance.

As noted in the EA, high traffic volumes around churches services can create safety concerns for vehicle turning off or on US 30. The Revised Preferred Alternative should help alleviate some traffic and safety issues generated by popular church events. The Revised Preferred Alternative is not expected to result in additional impacts or change the original evaluation documented in the EA.

### 5.1.3. Economic

Numerous commercial and industrial businesses are located within the vicinity of the Revised Preferred Alternative. No businesses will be directly impacted through ROW acquisition; however, some businesses may be impacted due to temporary access restrictions or closures during construction, or impacted due to changing traffic patterns as the result of access-control along US 30. In particular, some businesses along 6<sup>th</sup> Street may be impacted by the removal of direct access to US 30 with the closure of the US 30 / 6<sup>th</sup> Street at-grade intersection. Access to these business from US 30 using the proposed 610<sup>th</sup> Avenue interchange to Maple Ave or north to Co Rd E41 (E Lincoln Way) and through local streets. This additional out-of-distance travel is less than 1 mile and is not expected to have a significant impact on businesses.

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

#### 5.1.4. Right-of-Way

The Revised Preferred Alternative would require approximately 1 acre of temporary right-of-way (ROW) easements and approximately 55 acres of permanent ROW easements. In total, 56 acres of ROW would be required from approximately 21 property owners, including the City of Nevada. The acquisitions would include mostly partial acquisitions; however, one total acquisition would be required for a residence. This residence is located at 164 W 18<sup>th</sup> Street (610<sup>th</sup> Avenue). Following the completion of the project, acquisitions would be held in part by the Iowa DOT, Story County, and the City of Nevada. Several acquisitions will be required from agricultural land (see **5.3.6 Farmlands** for more information). Efforts will be made during final design to minimize right-of-way acquisition and relocations to the extent practicable. Excess ROW held by the DOT may be sold back to the original owner following completion of the project.

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. A ROW Public Information Meeting is tentatively being planned for Fall 2025 to provide information to impacted landowners.

#### 5.1.5. Relocation Potential

Consistent with the EA, the Revised Preferred Alternative would require the total acquisition of one residence / farmstead. No additional relocations are expected. The property, located at 164 W 18<sup>th</sup> St (610<sup>th</sup> Avenue) in the northwest corner of 610<sup>th</sup> Avenue and US 30, would need to be acquired to accommodate grading for 610<sup>th</sup> Avenue north of the interchange. Currently, all farming operation structures (e.g., barns, sheds, grain bins, etc...) would also be acquired. However, these structures could be left in place if desired by the property owner.

The property owner located at 59296 US 30 (Jensen Property) would be impacted due to the residence / farmstead's only access located along US 30 being closed. In discussions with this property owner, the DOT proposed a private drive from 600<sup>th</sup> Ave west to the farmstead, but the landowner declined this option. It is anticipated the landowner will provide their own access to the property from 590<sup>th</sup> Avenue to the west.

Rural acreages are in extremely limited supply in the vicinity. It is unlikely that there would be an ample market for a replacement rural property. There are building contractors in the area however, again limited, and nearly non-existent rural properties in which to build. Displaced residents could potentially be relocated within Ames or Nevada or other nearby towns. There would be no business relocations involved with this alternative.

#### 5.1.6. Construction and Emergency Routes

The EA noted that the construction of the Preferred Alternative would not require a detour route for emergency vehicles traveling along US 30. Direct access would be maintained to all properties along US 30. Properties along US 30 losing direct access will have slightly longer out-of-distance travel as emergency responders will need to enter/exit US 30 from either the 580<sup>th</sup> Avenue interchange or the

610<sup>th</sup> Avenue interchange. The Revised Preferred Alternative is not expected to result in additional impacts or change the original evaluation documented in the EA.

#### 5.1.7. Transportation

As previously mentioned several properties along US 30 will lose direct access to US 30, requiring out-of-distance travel. However, the Revised Preferred Alternative would create safer crossings of US 30 while at the same time improving the flow of through traffic on US 30. Overall, the Revised Preferred Alternative is not expected to result in additional impacts or change the original evaluation documented in the EA.

### **5.2. Cultural Impacts**

#### 5.2.1. Historic Sites or Districts

In compliance with Section 106 of the National Historic Preservation Act (NHPA) and the Statewide Programmatic Agreement, the Revised Preferred Alternative was evaluated for effects to cultural resources. This project qualifies as a Minor Project, and has been given a determination of **No Historic Properties Affected**. The determination is based on information provided in the project area location and descriptions, dated 05/28/2025; Phase I archaeological survey (Morrow 2013); Phase II archaeological testing and evaluation (Morrow 2015); and Intensive Historic and Architectural Survey (Medanic and Glanville 2013).

#### 5.2.2. Archaeological Sites

See the above section (5.2.1) for the project determination.

### **5.3. Natural Environment Impacts**

#### 5.3.1. Wetlands

Wetlands are present within the NEPA impact area of the Revised Preferred Alternative. The project will require a Section 404 Permit from the U.S. Army Corps of Engineers (USACE) for impacts to regulated wetlands within the study area. It is anticipated the project would be permitted using a Nationwide or Regional Permit. The permit will be acquired prior to commencement of construction activities. Any special conditions will be adhered to throughout the duration of the construction period.

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

#### 5.3.2. Surface Waters and Water Quality

An unnamed stream is present within the NEPA impact area of the Revised Preferred Alternative. The project will result in little to no impacts to streams. Any impacts to streams would require a Section 404 Permit from the USACE. It is anticipated the project would be permitted using a Nationwide or Regional Permit. The permit would be acquired prior to commencement of construction activities. Any special conditions will be adhered to throughout the duration of the construction period.

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

#### 5.3.3. Floodplains/Drainage

Floodplain information was obtained from the Federal Emergency Management Agency (FEMA) online database for the project NEPA impact area. The Grand Open Ditch flows through the western portion of the NEPA impact area and is classified as Zone A of the 100-year floodplain as shown on FEMA Flood Insurance Rate Maps 19169C0168F and 19169C0170F. The Revised Preferred Alternative would impact approximately 3.67 acres of 100-year floodplain. An Iowa DNR Floodplain Development Permit and Section 404 Permit will be applied for during final design, if required.

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

#### 5.3.4. Threatened and Endangered Species

The project falls within a county designated by the Iowa DNR and the USFWS as summer range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) in Iowa. However, suitable habitat for the Indiana bat and the northern long-eared bat is not present and no special clearing restrictions apply.

Iowa DOT has determined, under the delegated authority provided by the Federal Highway Administration, that there will be a *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.

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

#### 5.3.5. Woodlands

No woodlands were identified in the original Preferred Alternative. The Revised Preferred Alternative is not expected to result in any impacts to woodlands as defined in Iowa Code 314.23.

#### 5.3.6. 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 B**. 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. The Revised Preferred Alternative would convert approximately 39 acres of farmland to transportation use as state right-of-way. Of the 39 acres, 19 acres are considered *Prime Farmland*, 1 acre is *Farmland of Statewide Importance*, and 19 acres are *Prime Farmland if Drained/Irrigated*. The project scored 34 out of 160 points on Part VI of the NRCS-CPA-106 form, which does not warrant additional review from the NRCS. Following completion of the project, adjacent farmland will remain farmable and nearby farm support services will be unaffected. Excess land acquired by the Iowa DOT may be sold back to the original owner following completion of the project and could be converted back into agricultural use. Access to farmland along US 30 will be removed as part of the Revised Preferred Alternative, but replaced along other County roads or frontage roads constructed by the project. Minor out-of-distance travel is anticipated for some farming operations due to a change in field accesses. The project could spur future commercial or industrial development adjacent to the proposed interchanges potentially impacting and converting farmland to non-farmland.



use in the future. The northeast quadrant of the proposed interchange currently resides within the City of Nevada.

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

## **5.4. Physical Impacts**

### **5.4.1. Noise**

This project is considered a Type I highway project for noise impacts because of the proposed interchanges. Per Iowa DOT policy, noise analyses are conducted for all Type I Highway projects. As such, a traffic noise analysis was completed in March 2015 to evaluate noise impacts in the Study Area. The analysis was conducted in accordance with the Iowa DOT's traffic noise policy for the purpose of meeting the requirements set forth in the FHWA "Procedures for Abatement of Highway Traffic Noise and Construction Noise" in 23 CFR 772 and all applicable state laws. The FHWA has developed Noise Abatement Criteria (NAC) and procedures to be used in the planning and design of highways.

The property at 164 W 18<sup>th</sup> St (610<sup>th</sup> Avenue) is the only receptacle near the proposed improvements requiring noise analysis; however, this property is over 600 feet away from the proposed interchange which doesn't warrant additional analysis. Further, this residence is a total acquisition, completely eliminating the need for additional noise analysis.

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

### **5.4.2. Contaminated and Regulated Materials**

The Iowa DOT conducted a regulated materials review on January 16, 2024 to identify known or potential contaminated properties. The following properties were identified to contain the potential presence of contaminated materials:

1. Jensen Property, 59296 US 30, Nevada (PIN 1015100210) has one registered underground storage tank (DNR UST #198912329) installed in 1981 and removed in 1989. This property is not identified as a leaking underground storage tank site. Impact to this property appears to involve the closure of the existing entrance. This impact does not cause concern.
2. Vetter Equipment, 23941 590th Ave, Nevada (PIN 1009400400) is an active farm implement dealership with presumed maintenance and service operations. The impact to this property appears to involve the closure of the US 30/590th Ave connection and the construction of a new entrance. These impacts do not cause concern.
3. Van Wall Equipment, 1468 West A Ave, Nevada (PIN 1012300325) is an active farm implement dealership with presumed maintenance and service operations. This property is impacted by proposed Ramp A. The impact as shown on the D5 plans does not cause concern.
4. Central Iowa FS, 732 West Maple Ave, Nevada (PIN 1013200325) has several bulk fuel and farm chemical aboveground tanks. Impact to this property appears to involve the reconstruction/relocation of the entrance. This impact does not cause concern.

None of the above listed properties present a level of concern. The Revised Preferred Alternative would require a partial acquisition of the Van Wall Equipment property. The Jensen Property and Vetter Equipment property are also directly adjacent to the NEPA impact area, but would not be impacted. The Revised Preferred Alternative is not expected to result in additional impacts or change the original evaluation documented in the EA.

#### 5.4.3. Utilities

As noted in the EA, numerous utilities are present within the NEPA impact area. The Revised Preferred Alternative is expected to impact utilities within the NEPA impact area. Construction of this alternative will affect two high-pressure petroleum/gas pipelines and fiber optics lines that are located along the east side of 610th Avenue. The fiber optic lines are currently planned to be moved to avoid impacts. The DOT continues to work towards a solution with the utility companies of the high-pressure petroleum/gas pipelines. The current plan is to bury the pipelines deeper to avoid impacts. The Iowa DOT is assisting in the relocation of these utilities.

The Iowa DOT will continue 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

The Revised Preferred Alternative is not expected to result in additional cumulative impacts or change the original evaluation of cumulative impacts as documented in the EA.

#### **Streamlined Resource Summary Comparison**

| Resource                   | East Alternative 3 (EA) | Revised Preferred Alternative (EA Addendum) |
|----------------------------|-------------------------|---|
| <b>Total Impact Area</b>   | 258 acres               | 157 acres                                   |
| <b>Historic Properties</b> | 2                       | 0   |
| <b>Floodplains</b>         | 1 acres                 | 3.7 acres                                   |
| <b>Regulated Materials</b> | 2 parcels               | 1 parcel                                    |
| <b>Streams</b>             | 146 feet                | 68 feet                                     |
| <b>T&amp;E Habitat</b>     | 0 acres                 | 0 acres                                     |
| <b>Wetlands</b>            | 0.8 acres               | 0.23 acres                                  |
| <b>Open Water</b>          | 2.4 acres               | 0 acres                                     |
| <b>Woodlands</b>           | 0 acres                 | 0 acres                                     |
| <b>Farmland</b>            | 50.9 acres              | 39 acres                                    |
| <b>Utilities</b>           | 18                      | 18  |

#### 6. Public Involvement Activities

As previously mentioned and documented in the signed FONSI, a public hearing was conducted following the signed EA on October 15, 2015. Another public information meeting was conducted in December 5,

2017 to present the revisions to the preferred alternative that only included the interchange at 580<sup>th</sup> Avenue.

A public information meeting was conducted on August 22, 2023 to present the Revised Preferred Alternative displaying the proposed interchange at 610<sup>th</sup> Avenue and closure of 590<sup>th</sup> Avenue, 600<sup>th</sup> Avenue, 6<sup>th</sup> Street, and all farm entrances. A total of 114 people participated in the event with 66 people attending in-person. Eight comments were received. There is a majority favorability for the project.

As a result of E.O. 14148, E.O. 14154, E.O. 14173, and the removal of the Council on Environmental Quality's regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this EA Addendum does not consider public comments regarding environmental justice.

## **7. Agency Coordination**

The Iowa DOT held the fourth and final Concurrence Point meeting on July 23, 2018. 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.

There has been no further agency coordination conducted since the receipt of the signed FONSI.

## **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.

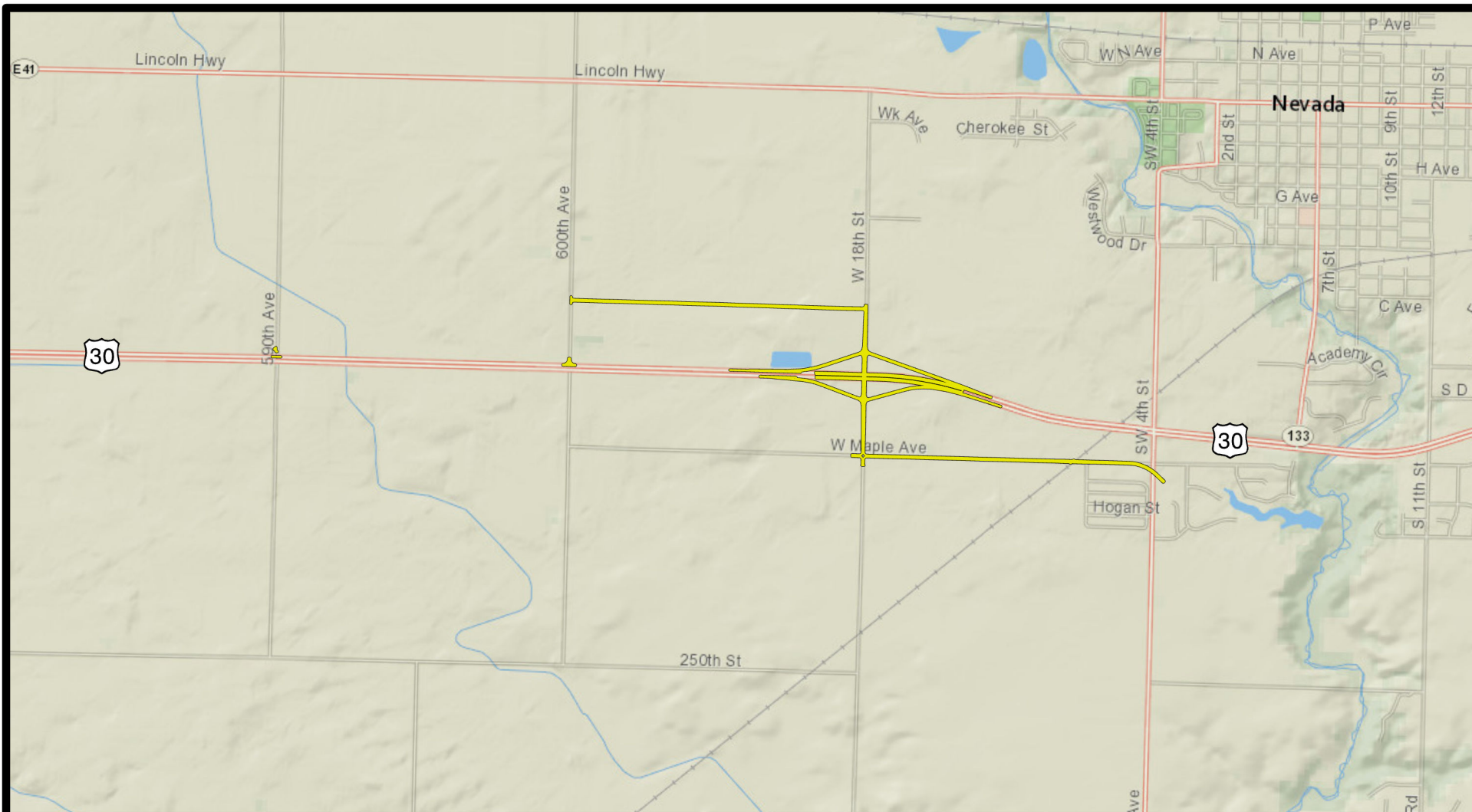
In accordance with Iowa DOT Standard Specifications, the Iowa DOT will provide fresh, clean, new crop, certified seed complying with tolerance for germination and purity and free of poa annua, bent grass, and noxious weed seed. Furnish all seeds, including grass, legume, forbs, and cereal crop seeds, 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**

**FIGURE 1-3**

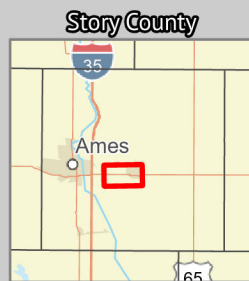


**IOWA | DOT**  
Location & Environment  
Bureau

Created June 2025



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### Legend

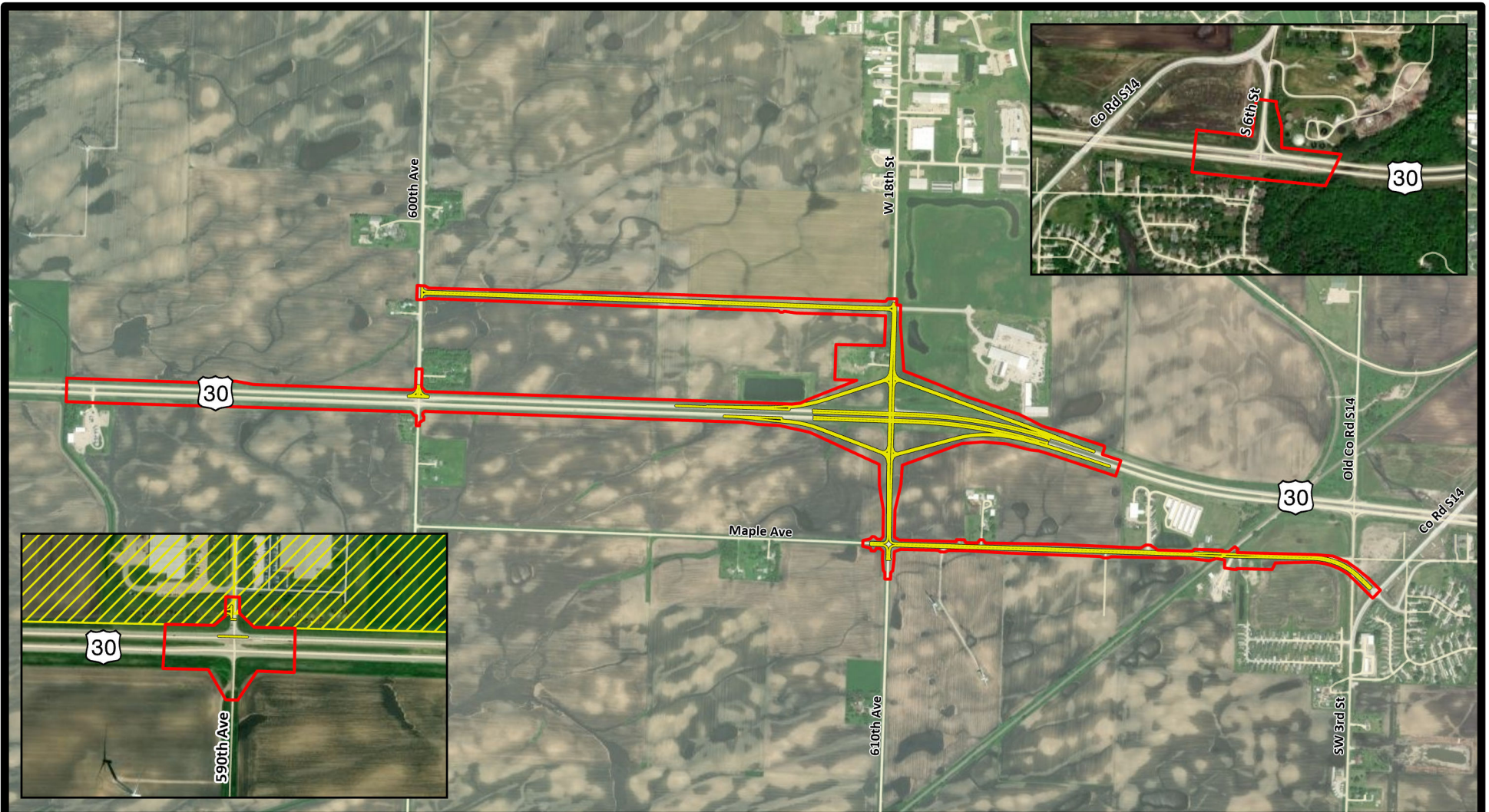
 Revised Preferred Alternative

## Figure 1 Location Map

NHSX-030-5(244)--3H-85  
US 30 from I-35 Interchange  
to west of 11th St in Nevada

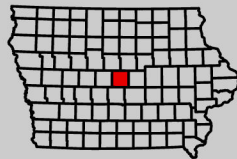
Story County, Iowa





**IOWA | DOT**  
Location & Environment  
Bureau

Created June 2025



0 0.25  
Miles



### Legend

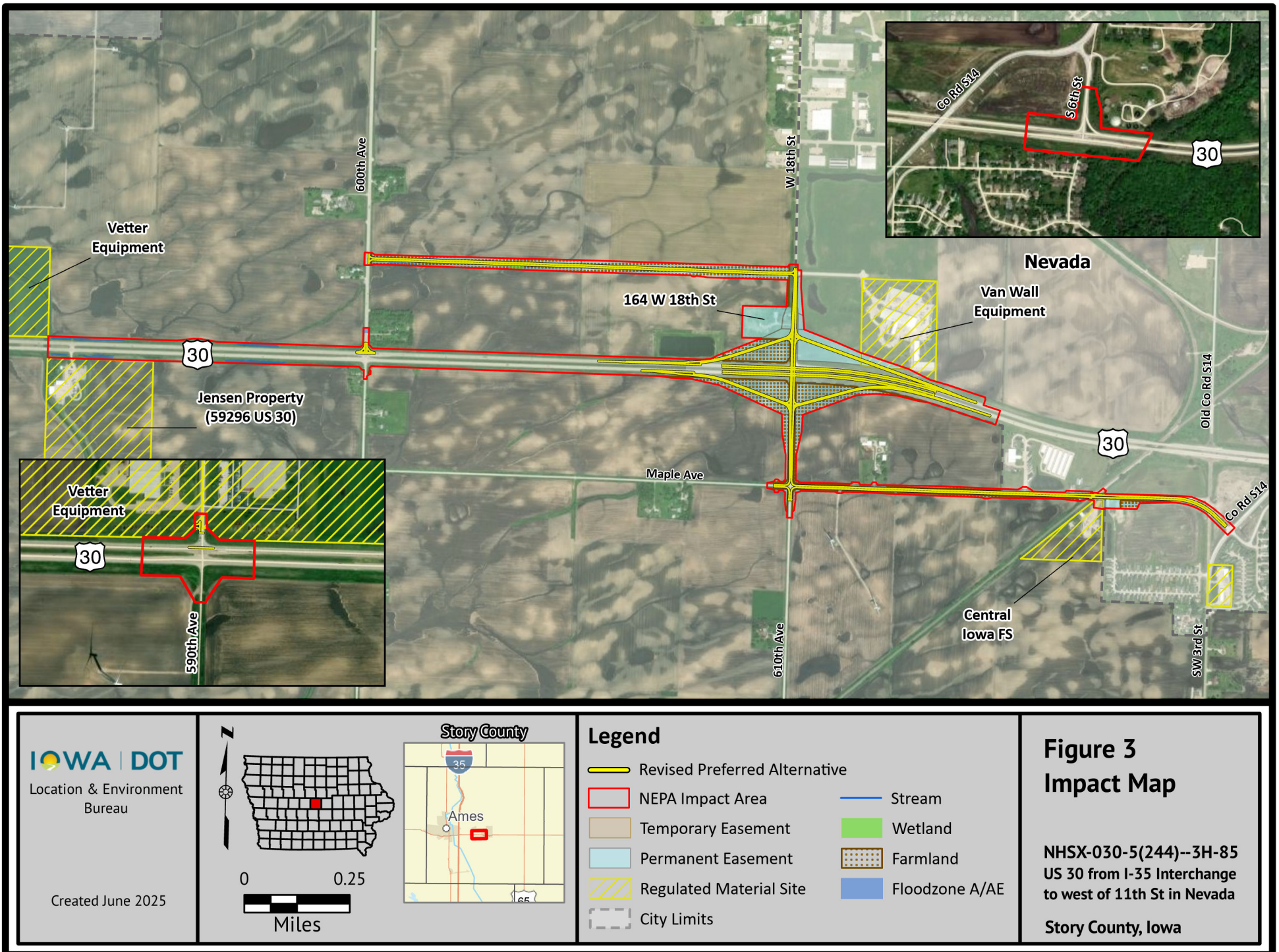
- Revised Preferred Alternative
- NEPA Impact Area
- City Limits

## Figure 2 Revised Preferred Alternative

NHSX-030-5(244)--3H-85  
US 30 from I-35 Interchange  
to west of 11th St in Nevada

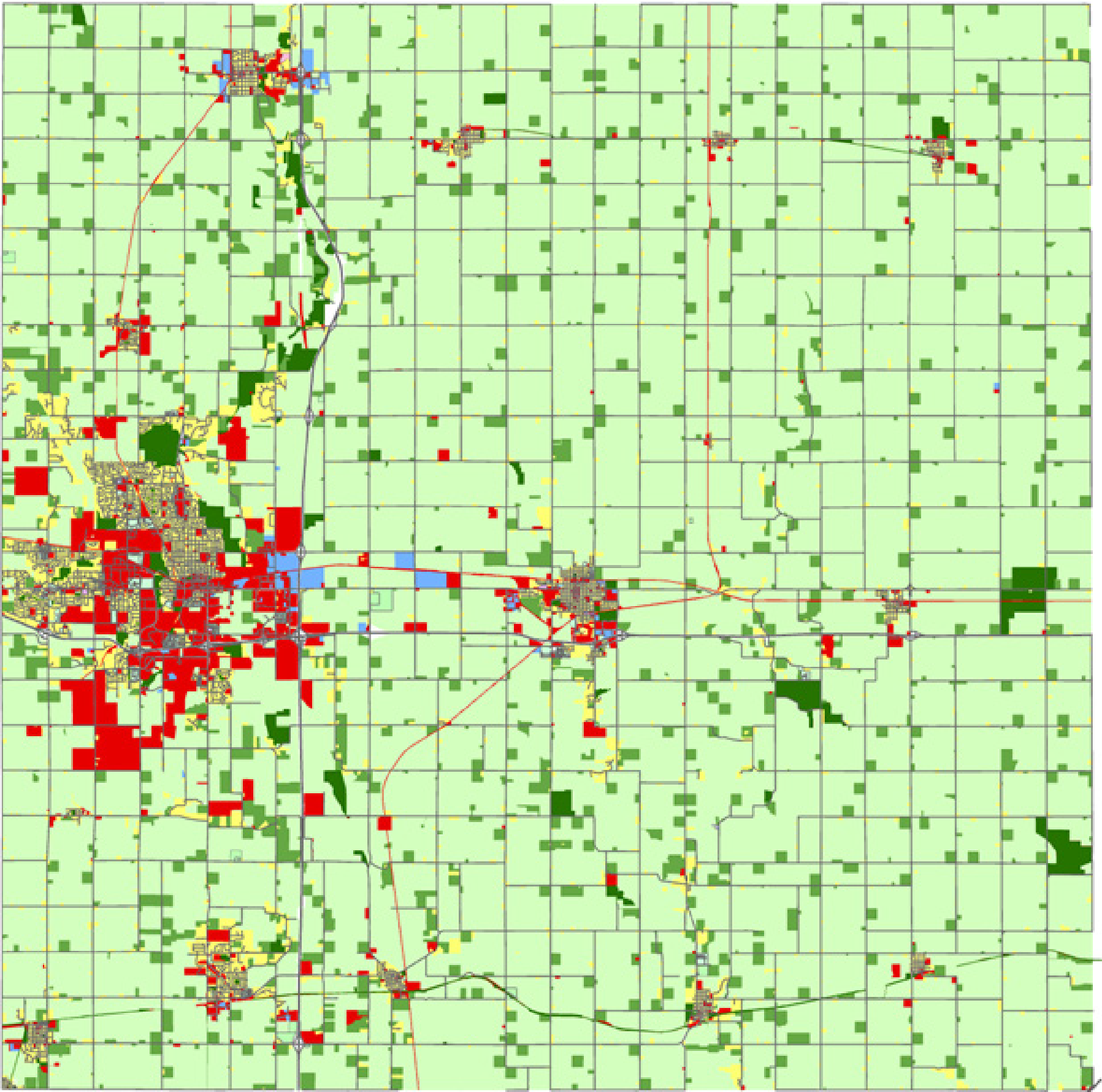
Story County, Iowa







## **STORY COUNTY COMPREHENSIVE PLAN 2036**



STORY COUNTY  
CURRENT LAND USE MAP

This map illustrates the type and location of the following land uses in Story County: agricultural, agricultural dwelling, commercial, industrial, parks and open space, residential, railroad, university, civic, and government owned.

This map provides context for the current state of Story County, and will serve as a base to be further analyzed in creating the Future Land Use Map and Plan for Story County.

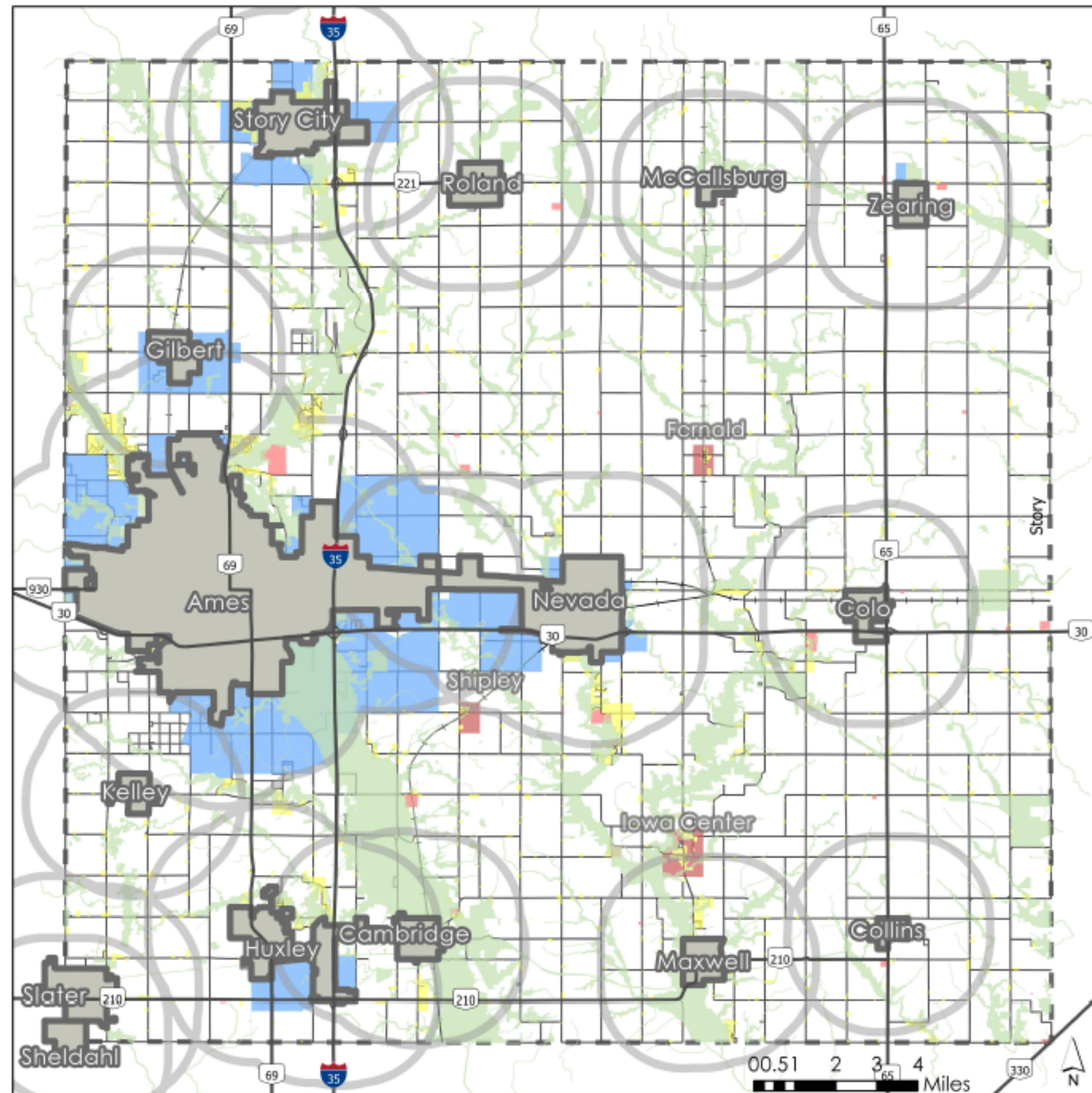


Legend

- Property Class
- A
  - A, AD
  - C
  - I
  - R
  - Roads
  - Parks

# Story County Future Land Use Map

This map identifies the County's preferred land uses by major land use categories and is used as a basis for determining the proper zoning for all properties located within the unincorporated area of the County. Most of the land uses are consistent with how individual properties are currently being used and zoned; however, certain properties may not be consistent with the identified land use category or categories.



## Legend

- City Boundaries
- Two Mile Buffer
- Roads
- Railroads
- Government Owned
- County Boundary
- Natural Resource Area
- Agricultural Conservation Area
- Rural Residential Area
- Rural Village Area
- Commercial-Industrial Area
- Urban Expansion Area

## Land Use Designation Definitions

### Natural Resource Area

Natural Areas, floodplains, green spaces, and parks help create open space linkages between the countryside and communities and make up this designation. The Future Land Use Map identifies certain natural features in the county in order to preserve unique habitats, natural or sensitive areas, as well as open and recreational spaces.

### Agricultural Conservation Area

These areas encompass large areas of highly valuable farmland, with farming and agricultural production as the primary activity.

### Rural Residential Area

The Rural Residential Area designation offers the rural housing market segment choices in the unincorporated areas of the county. They are characterized by residential land uses adapted for a rural or agricultural setting at low, non-urban densities. Urban level services are not provided in these areas, and these are not priority areas for infrastructure development.

### Rural Village Area

Existing areas characterized by a variety of land uses in one location are designated as Rural Village Area. These areas have unique land use patterns that provide valued and established services for citizens in Story County. Roads in these areas are generally platted as right-of-way and maintained by Story county. The uses are served by private wastewater treatment systems (septic) and private water sources- wells and rural water systems. As shown on the Future Land Use Map, these areas contain the rural villages of Iowa Center, Shipley, and Fernald.

### Commercial-Industrial Area

The Commercial-Industrial Area designation supports the long-term planning objective of accommodating future demand for types of commercial and industrial growth that may be best located in a rural setting outside of an urbanized area.

### Urban Expansion Area

The Urban Expansion Area designation reflects those areas identified by individual communities as future growth areas. Development proposed in these areas are encouraged to be annexed into the neighboring city in order for an urban level of service to be provided. Proposed land use and regulations should comply with that city's plans and standards as appropriate.



**APPENDIX B**

**NRCS FARMLAND CPA-106 FORM**



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

|   |   |  |                           |
|---|---|--|---------------------------|
| <b>PART I (To be completed by Federal Agency)</b>   |   | 3. Date of Land Evaluation Request<br><b>6/10/25</b> | 4. Sheet 1 of <b>1</b>    |
| 1. Name of Project <b>US 30 / 610th Ave Interchange</b>   |   | 5. Federal Agency Involved <b>FHWA</b>               |                           |
| 2. Type of Project <b>Road Improvement</b>  |   | 6. County and State <b>Story County, Iowa</b>        |                           |
| <b>PART II (To be completed by NRCS)</b>  |   | 1. Date Request Received by NRCS                     | 2. Person Completing Form |
| 3. Does the corridor contain prime, unique statewide or local important farmland?<br>(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<br>Acres: % | 7. Amount of Farmland As Defined in FPPA<br>Acres: % |                           |
| 8. Name Of Land Evaluation System Used  | 9. Name of Local Site Assessment System                 | 10. Date Land Evaluation Returned by NRCS            |                           |

| <b>PART III (To be completed by Federal Agency)</b>               | Alternative Corridor For Segment |            |            |            |
|---|----------------------------------|------------|------------|------------|
|   | Corridor A                       | Corridor B | Corridor C | Corridor D |
| A. Total Acres To Be Converted Directly                           | <b>39</b>                        |            |            |            |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | <b>0</b>                         |            |            |            |
| C. Total Acres In Corridor  | <b>226</b>                       |            |            |            |

|  |  |  |  |  |
|--|--|--|--|--|
| <b>PART IV (To be completed by NRCS) Land Evaluation Information</b>               |  |  |  |  |
| 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 |  |  |  |  |

|  |  |  |  |  |
|--|--|--|--|--|
| <b>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)</b> |  |  |  |  |
|--|--|--|--|--|

| <b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b> | Maximum Points |           |          |          |          |
|--|----------------|-----------|----------|----------|----------|
| 1. Area in Nonurban Use  | 15             | <b>9</b>  |          |          |          |
| 2. Perimeter in Nonurban Use   | 10             | <b>8</b>  |          |          |          |
| 3. Percent Of Corridor Being Farmed  | 20             | <b>0</b>  |          |          |          |
| 4. Protection Provided By State And Local Government   | 20             | <b>7</b>  |          |          |          |
| 5. Size of Present Farm Unit Compared To Average   | 10             | <b>0</b>  |          |          |          |
| 6. Creation Of Nonfarmable Farmland  | 25             | <b>0</b>  |          |          |          |
| 7. Availability Of Farm Support Services   | 5              | <b>5</b>  |          |          |          |
| 8. On-Farm Investments   | 20             | <b>5</b>  |          |          |          |
| 9. Effects Of Conversion On Farm Support Services  | 25             | <b>0</b>  |          |          |          |
| 10. Compatibility With Existing Agricultural Use   | 10             | <b>0</b>  |          |          |          |
| <b>TOTAL CORRIDOR ASSESSMENT POINTS</b>  | <b>160</b>     | <b>34</b> | <b>0</b> | <b>0</b> | <b>0</b> |

|   |            |           |          |          |          |
|---|------------|-----------|----------|----------|----------|
| <b>PART VII (To be completed by Federal Agency)</b>                       |            |           |          |          |          |
| Relative Value Of Farmland (From Part V)                                  | 100        | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160        | <b>34</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>TOTAL POINTS (Total of above 2 lines)</b>                              | <b>260</b> | <b>34</b> | <b>0</b> | <b>0</b> | <b>0</b> |

|  |  |   |   |
|--|--|---|---|
| 1. Corridor Selected:<br><b>Corridor A</b> | 2. Total Acres of Farmlands to be Converted by Project:<br><b>34</b> | 3. Date Of Selection:<br><b>6/10/25</b> | 4. Was A Local Site Assessment Used?<br>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
|--|--|---|---|

5. Reason For Selection:  
**Revised Preferred Alternative as identified in the FHWA EA Addendum.**

|  |                        |
|--|------------------------|
| Signature of Person Completing this Part:<br><b>Blake A Walter</b> | DATE<br><b>6/10/25</b> |
|--|------------------------|

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