**Use this Coversheet for Iowa DOT projects**

IA X

FROM X TO X

X COUNTY, IOWA

Project #

**ENVIRONMENTAL ASSESSMENT**

Submitted Pursuant to 42 USC 4332(2)(c)

By The

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

And

IOWA DEPARTMENT OF TRANSPORTATION

LOCATION AND ENVIRONMENT BUREAU

The signatures are considered acceptance of the general project location and concepts described in the environmental document unless otherwise specified by the approving officials. However, such approval does not commit to approve any future grant requests to fund the preferred alternative.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| For the Iowa Division Administrator  Federal Highway Administration | | |  | | For the Location and Environment Bureau  Iowa Department of Transportation | | |
|  |  | | | | | |  |
| Date of Approval for Public Availability | | | | | | | |
| The following persons may be contacted for additional information: | | | | | | | |
| [Insert Name]  Iowa Division Administrator  Federal Highway Administration  105 6th Street  Ames, Iowa 50010  Telephone: [Insert Phone Number] | |  | |  | | [Insert Name]  Location and Environment Bureau  Iowa Department of Transportation  800 Lincoln Way  Ames, Iowa 50010  Telephone: 515-239-1225 | |

**Use this Coversheet for Local projects**

Hwy/Rd/Ave X

FROM X TO X

X COUNTY, IOWA

Project #

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| For the Iowa Division Administrator  Federal Highway Administration | | |  | | For the Location and Environment Bureau  Iowa Department of Transportation | | | |  | | For the X  X City/X County, Iowa |
|  | |  | | | | | | | |  | |
| Date of Approval for Public Availability | | | | | | | | | | | |
| The following persons may be contacted for additional information: | | | | | | | | | | | |
|  | [Insert Name]  Iowa Division Administrator  Federal Highway Administration  105 6th Street  Ames, Iowa 50010  Telephone: [Insert Phone Number] | | |  | | [Insert Name]  Location and Environment Bureau  Iowa Department of Transportation  800 Lincoln Way  Ames, Iowa 50010  Telephone: 515-239-1225 |  | X  X County Supervisor/X City  X City/X County, Iowa  X.  X, Iowa X  Telephone: X | | | |

**PREFACE**

The Transportation Equity Act of the 21st Century (TEA-21) (23 CFR) mandated environmental streamlining in order to improve transportation project delivery without compromising environmental protection. In accordance with TEA-21, the environmental review process for this project has been documented as a Streamlined Environmental Assessment (EA). This document addresses only those resources or features that apply to the project. This allowed study and discussion of resources present in the study area, rather than expend effort on resources that were either not present or not impacted. Although not all resources are discussed in the EA, they were considered during the planning process and are documented in the Streamlined Resource Summary, shown in Appendix A.

The following table shows the resources considered during the environmental review for this project. The first column with a check means the resource is present in the project area. The second column with a check means the impact to the resource warrants more discussion in this document. The other listed resources have been reviewed and are included in the Streamlined Resource Summary.

Table 1: Resources Considered

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **SOCIOECONOMIC** | | | **NATURAL ENVIRONMENT** | | |
|  |  | Land Use |  |  | Wetlands |
|  |  | Community Cohesion |  |  | Surface Waters and Water Quality |
|  |  | Churches and Schools |  |  | Wild and Scenic Rivers |
|  |  | Environmental Justice |  |  | Floodplains |
|  |  | Economic |  |  | Wildlife and Habitat |
|  |  | Joint Development |  |  | Threatened and Endangered Species |
|  |  | Parklands and Recreational Areas |  |  | Woodlands |
|  |  | Bicycle and Pedestrian Facilities |  |  | Farmlands |
|  |  | Right-of-Way |  |  |  |
|  |  | Relocation Potential |  |  |  |
|  |  | Construction and Emergency Routes |  |  |  |
|  |  | Transportation |  |  |  |
|  |  |  |  |  |  |
| **CULTURAL** | | | **PHYSICAL** | | |
|  |  | Historical Sites or Districts |  |  | Noise |
|  |  | Archaeological Sites |  |  | Air Quality |
|  |  | Cemeteries |  |  | Mobile Source Air Toxics (MSATs) |
|  |  |  |  |  | Energy |
|  |  |  |  |  | Contaminated and Regulated Materials Sites |
|  |  |  |  |  | Visual |
|  |  |  |  |  | Utilities |
|  | **CONTROVERSY POTENTIAL** | | | | |
|  | **Section 4(f): Specify details** | | | | |

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**PLEASE NOTE:** The content of a NEPA document should be understandable at an eighth-grade reading level. Tell the story of the decision-making process. Where jargon or technical terminology must be used, it should be defined in common, easily readable terms.

**Description of the Proposed Action**

Describe the location, length, termini, access control, proposed improvements, etc. The description should specifically describe the proposed alternative, if one has been identified. Clearly labeled figures and diagrams of the project location should be included to better illustrate the project.

**Project History**

Briefly summarize the history of the project, including early planning stages, agency involvement, and a brief account of public or agency meetings. If the proposed project is part of a larger corridor project, this should be discussed briefly with a description of how the proposed project fits into the larger, overall project. History is defined as all activities prior to the classification of the project.

**Purpose and Need for Action**

Identify and describe the problem(s) which the proposed action is designed to correct (i.e., provide system continuity, alleviate traffic congestion, correct safety or roadway deficiencies, economic development, traffic safety, and local access). It should be clearly written so that the need can be understood by readers unfamiliar with the project. Include needs that are clearly measurable and will be defendable in a court of law.

IMPORTANT: This section should be shared with your Iowa DOT NEPA document manager before the preliminary EA is written.

**Alternatives**

When a preferred alternative exists, the EA should discuss the proposed alternative and identify any other alternatives considered, as well as the no build alternative. If a preferred alternative has not been identified, the discussion should be on all alternatives under consideration. The EA does not need to evaluate in detail all reasonable alternatives for the project, and may be prepared for one or more build alternatives. You should start this section with a summary paragraph like the one below:

This section will discuss the alternatives investigated to address the project’s purpose and need. A range of alternatives was developed, including slight variations to the road’s alignment. The No Build Alternative, the alternatives considered but dismissed, and the Proposed Alternative are discussed below.

**No Build Alternative**

You should discuss what the corridor would be like in the future without the proposed changes.

**Alternatives Considered but Dismissed**

Limit this discussion to a brief overview of the other alternatives considered and the reason they were dismissed.

**Proposed Alternative**

**Environmental Analysis**

The proposed project could have either a negative or positive impact on a particular resource. This section should discuss any social, economic, and environmental impacts resulting from the alternative(s) being considered. The No Build Alternative should be used as a basis of comparison with the proposed alternatives.

Not all of the topics listed in the Resources Considered table will be discussed in a streamlined EA. Only the impacted resources will be discussed. Indirect and direct impacts should be discussed in this section. Temporary construction impacts should be discussed in the applicable resource sections in the body of the EA, or addressed in the Resource Summary, as appropriate.

Start this section with the standard paragraph below, which reiterates the Streamlined EA process:

This section will describe the existing socioeconomic, cultural, natural and physical environments in the project corridor that will be affected by the Proposed Alternative. The resources with a check in the second column on Table 1, located at the beginning of the document, are discussed below.

**Socioeconomic Impacts**

Land Use

Discuss how the proposed project is consistent with current and future land-use plans, including comprehensive plans and zoning ordinances. Discuss the findings from the site visit.

Community Cohesion

Describe how the proposed project may impact communities and/or specific neighborhoods. Changes caused by the proposed project may be either beneficial or adverse. Include impacts on cohesion due directly to the proposed improvements (i.e., bisecting the neighborhood). Consider potential cohesion impacts as a result of changes in travel patterns, accessibility, and public safety (i.e., traffic directed to an area that previously had a low traffic volume).

Churches and Schools

Discuss how the proposed project may impact the churches and schools in the project area. The impacts may be positive or negative.

Environmental Justice

The Executive Order on Environmental Justice 12898 states that, to the extent practicable and permitted by law, neither minority nor low-income populations may receive disproportionately high and adverse impacts as a result of a proposed project. Describe the public involvement opportunities given to the representatives of any low-income or minority populations.

Executive Order 12898, Federal Action to Address Environmental Justice in Minority and Low-Income Populations, dated February 11, 1994 states that, to the extent practicable and permitted by law, neither minority nor low-income populations may receive disproportionately high and adverse impacts because of a proposed project.

Economic

Describe and summarize the following analysis:

Impacts on the regional and/or local economy such as development, tax revenues, employment opportunities, etc.

Impacts on the vitality of existing highway-related businesses (i.e., gas stations, motels)

Impacts on established business districts (i.e., impact to a downtown resulting from building a bypass)

Tax consequences of the proposed project, which include both removal of lands from the tax rolls (and what that financial loss to specific taxing bodies would be), as well as discussion of impacts resulting from induced growth;

The number of displaced businesses; and

An estimated number of jobs lost and the effects on any existing local area businesses that are not relocated.

Joint Development

Describe current and proposed facilities, such as trails and parks, which can be developed or planned along with the project.

Parklands and Recreational Areas

Describe the findings from coordination with the National Park Service (NPS), Iowa Department of Natural Resources (DNR) and local government agencies to determine if any parks or other recreational facilities exist in the project area. Discuss the site visit conducted to verify information acquired through early coordination. Any impacts to these types of areas would likely require a Section 4(f) Statement. Avoidance of these areas must be given a priority.

**IMPORTANT:** If you discover that federal Land & Water Conservation Funds (LAWCON) have been used, contact your IADOT NEPA document manager for assistance.

Bicycle and Pedestrian Facilities

Describe current pedestrian or bicycle facilities. Describe potential impacts of the proposed project. Any impacts to these types of areas would likely require a Section 4(f) Statement. Avoidance of these areas must be given a priority.

Right-of-Way

Include the results from the site visit conducted to determine the number of homes, businesses, and properties that will be affected by the project. Plans need to be developed to a sufficient stage to estimate the amount of land being acquired for new right-of-way. For many projects, it is possible to use a “nominal right-of-way width” to estimate new right-of-way needs. However, such need lines should be examined in more detail whenever local conditions or topography would require greater accuracy.

Relocation Potential

Describe the impacts when housing or businesses must be relocated to accommodate the proposed project. Include how many homes and/or businesses will be impacted. Include a statement that Iowa Code 316, the “Relocation Assistance Law,” establishes a uniform policy for the fair and equitable treatment of displaced persons that serves to minimize the hardships of relocation.

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

Construction and Emergency Routes

This section should include a discussion of road closures, increased traffic delays, and detours. Make sure to include impacts to emergency access and routes.

Transportation

Discuss positive or negative impacts to all modes of transportation. This could include: rail, air, or other forms of public or freight transit.

* 1. Cultural Impacts
     1. Historical Sites or Districts

Discuss any SHPO determinations and/or 4(f) decisions of impact and the mitigation/avoidance procedures that will be implemented for those properties/districts. Figures should be used in this section to illustrate the location and mitigation.

* + 1. Archaeological Sites

Discuss any SHPO determinations of impact and the avoidance procedures that will be implemented for the determined sites. Figures and detailed language should not be used to describe these sites.

* + 1. Cemeteries

Discuss any impacts to human remains. There are several laws and statutes that protect established cemeteries and human remains. Chapter 263B of the Iowa Code protects ancient human remains (older than 150 years). Marked historic burials less than 150 years old are covered under Sections 566.31 and 566.32 of the Iowa Code and require a permit from the Office of Vital Statistics for disinterment. Chapter 716.5 of the Iowa Code states intentional disturbance of a burial is considered criminal mischief in the third degree, an aggravated misdemeanor.

* 1. Natural Environment Impacts
     1. Wetlands

This section may typically include an estimate of impacted wetland acreage by wetland type for the proposed alternative and a table with the following information describing project area wetlands:

* Unique identifier for each wetland in the project area and in the immediate vicinity of the project area.
* Brief description of characteristics and Cowardin Classification of each wetland in the project area or in the immediate vicinity of the project area.
* Total approximate size of each wetland (acres) in the project area or in the immediate vicinity of the project area.
* The total of proposed mitigation

For example:

**Table 2: Potential Impacts to Wetlands**

| Wetland Number | Wetland Type | Wetland Size (acres) | Area Impacted (acres) | Proposed  Mitigation  (acres) |
| --- | --- | --- | --- | --- |
| 1 | Palustrine Emergent (PEM) | 1.6 | 1.6 | 2.4 |
| 2 | Palustrine Forested (PFO) | 1.33 | 0.5 | 1.0 |
|  | **Total:** | **2.93** | **2.1** | **3.4** |

Provide a brief description of the location of project area wetlands and the date the fieldwork was completed. You should include a figure that outlines the location of the wetlands with respect to the project area.

Discuss the efforts undertaken to avoid, minimize, and mitigate impacts to wetlands. This may include other alternatives investigated which avoid impacts, as well as design variations considered to minimize wetlands impacts. If mitigation is necessary, please indicate whether the mitigation will be on or off site.

Waters of the U.S., including wetlands, waterways, lakes, natural ponds, and impoundments, are regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act CWA), which requires a permit to authorize the discharge of dredged or fill material into waters of the U.S. (33 USC 1251 et seq.). Executive Order 11990, Protection of Wetlands, requires Federal agencies (including FHWA) to implement “no net loss” measures for wetlands (42 Federal Register (FR) 26951). These no net loss measures include a phased approach to wetland impact avoidance, then minimization of impacts if wetlands cannot be avoided, and finally mitigation.

* + 1. Surface Waters and Water Quality

Briefly describe water-quality impacts along with all applicable mitigation measures. Include public and agency concerns, as well.

Discuss the results of the site visit conducted to identify any drainageways occurring in the project area (this may include streams, ponds, and other surface waters). Include the erosion control plans.

A State 401 Water Quality Certification is issued by the Iowa DNR pursuant to Section 401 of the Clean Water Act. State Certification is required by the Army Corps of Engineers before a Section 404 permit can be issued. Section 401 Certification represents the Iowa DNR’s concurrence that the project certified is consistent with the Water Quality Standards of the state of Iowa as set forth in Chapter 61, Iowa Administrative Code 567.

* + 1. Wild and Scenic Rivers

Briefly state there are currently no federally listed Wild and Scenic Rivers in Iowa. A statement to the effect that the project, “will not involve any segments of state or federal (potential) Wild and Scenic Rivers,” typically is adequate. Discussions concerning any other protected water designations may be included in the water quality section of the EA. These designations should only be discussed if they exist within the project area. Projects involving publicly-owned protected water areas may need to undergo a 4(f) evaluation.

* + 1. Floodplains

Briefly describe your methodology to determine the location of river crossings and flood plain impacts. This is determined by reviewing the Federal Emergency Management Agency (FEMA) flood insurance maps and USGS 7.5-minute quadrangle maps. Describe the early agency coordination with the Iowa DNR and FEMA. Address the length of the crossing, as well as impacts to the flood plain that occur as a result of the proposed project in as much detail as possible.

Indicate that during final design, an Iowa DNR Flood Plain Construction Permit, and potentially a Section 404 Permit, will be required.

* + 1. Wildlife and Habitat

Discuss the coordination with the Iowa DNR and USFWS to identify any unique natural communities within the project area. Describe the results from the site visit/field review conducted by a qualified biologist to verify the presence of wildlife and habitat. Projects involving publicly-owned wildlife refuges may need to undergo a 4(f) evaluation.

* + 1. Threatened and Endangered Species

To ensure compliance with Section 7(c) of the Endangered Species Act of 1973, as amended, federal agencies are required to obtain from USFWS information concerning any federal and state threatened and endangered species which may be present in the project corridor. Discuss the results of the early coordination conducted with USFWS and the Iowa DNR. Iowa DNR records are more specific, whereas USFWS records are more regional. This may account for any differences in the records of these two agencies. Provide the results from field surveys conducted for any listed species if there is potential for its occurrence in the project area. A biologist specializing in that species should conduct the specific survey (i.e., herpetologist for Ornate Box Turtles).

* + 1. Woodlands

Discuss the types of woodland resources and relative quality present in the project corridor and the amount of woodland that would be impacted.

In order to provide for the protection and preservation of woodlands, woodlands are covered by Iowa Code 314.23, Environmental Protection, as follows:

Woodland removed shall be replaced by plantings as close as possible to the initial site, or by acquisition of an equal amount of woodland in the general vicinity for public ownership and preservation, or by other mitigation deemed to be comparable to the woodland removed, including, but not limited to, the improvement, development, or preservation of woodland under public ownership.

Woodlands are defined as areas consisting of 3 acres or greater of forested land having at least 200 trees (3-inch diameter at breast height or greater) per acre, or an area of 0.5 acre but less than 3 acres of at least 200 trees (3-inch diameter at breast height or greater) per acre that is connected to a larger tract of forested land or a total of more than 3 acres (not including treed fencerows and trees along property lines).

* + 1. Farmlands

The Farmland Protection Policy Act of 1981 (FPPA) has as its purpose “to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses, and to assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland.”

The document used to comply with the final FPPA rule (published in the Federal Register July 5, 1984) is Form AD-1006. These forms are available through the Natural Resources Conservation Service (NRCS) of each county. A separate form needs to be completed for each county covered by the project. Copies of the form will be included in Appendix C.

Include the number of acres in farmland that would be used for the project. Discuss the results of the Form AD-1006.

A Federal project, program, or other activity that requires acquisition of ROW must comply with the provisions of the Farmland Protection Policy Act (FPPA). The purpose of the FPPA Section 5 is to “minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland” (7 USC 4201(b)).

The FPPA governs impacts on farmland only. The FPPA defines farmland as prime farmland, unique farmland, or farmland that is of state or local importance. Land that is already in or committed to urban development or water storage does not qualify as farmland and is therefore not subject to the FPPA.

* 1. Physical Impacts
     1. Noise

The FHWA has developed Noise Abatement Criteria (NAC) and procedures to be used in the planning and design of highways. These criteria and procedures are set forth in 23 CFR 772.

Include a brief statement of surrounding land use, give locations of modeled receivers and summarize the results of the noise analysis. It should state which locations are impacted and how many residential or commercial units are represented at each impacted location.

Provide a description of any proposed mitigation or justification if mitigation is not warranted.

* + 1. Air Quality

Air quality impacts are generally expected to be minor for most highway projects; however there may be temporary impacts during construction. These short-term air quality impacts during constriction are controlled by standard construction specifications that require contractors to comply with state regulations, including limitations on generation of fugitive dust (Iowa DOT Construction Manual, Section 2.12).

Air quality modeling may need to be conducted in project corridors that contain nonattainment or maintenance areas. However, currently all Iowa counties are in attainment for transportation-related pollutants, including the carbon monoxide and suspended particulate levels identified in the National Ambient Air Quality Standards (NAAQS). Regardless, the State Implementation Plan for air quality should be reviewed to determine whether or not transportation control measures are in place within the project area. The procedures in 23 CFR 770 do not apply to projects where the State Implementation Plan does not contain transportation control measures. If the project area is in attainment, use the following text.

The project complies with Iowa’s current State Implementation Plan for attaining the national ambient air quality standards (which contains no transportation control measures), and with the conformity requirement for the Clean Air Act Amendments of 1990. Short term air quality impacts associated with dust and equipment emissions during construction are controlled by standard contract and equipment specifications.

* + 1. Mobile Source Air Toxics (MSATs)

This resource is checked in Table 1, Resources Considered, and is discussed in the Streamlined Resource Summary table in Appendix A. For most projects, this is sufficient to address MSATs. However, for projects in Scott and Muscatine Counties, contact your NEPA document manager to determine whether additional information may be required to address MSATs.

* + 1. Energy

Energy consumption, both in project construction and as a result of the project, needs to be addressed in the EA. Describe how energy includes fossil fuels, labor, and highway construction materials. Unless reducing or minimizing energy consumption is a project goal, such as in mass transit or commuter travel enhancement projects, energy consumption is typically not a key decision-making criterion. Reducing energy consumption is generally a byproduct of other transportation improvement goals, such as reducing congestion and improving travel times and level of service.

* + 1. Contaminated and Regulated Materials Sites

Discuss the information obtained from the Environmental Protection Agency (EPA) and Iowa DNR regarding CERCLA/CERCLIS (Superfund) listed sites, Resource Conservation and Recovery Act (RCRA) sites, and landfills within the project area. Include information obtained from RCRA about registered large and small generators of hazardous waste. Verify the location of any underground storage tanks (UST) or leaking underground storage tanks (LUST) in the project area. List sites found through these searches and note their proximity to the project to determine potential impacts. Often, a Phase I Environmental Site Assessment (ASTM 1527) will be done concurrently with the EA process.

Brief summaries of site information, the potential impact on the alternative to the site (relative to public health and other environmental concerns), and proposed mitigation measures to eliminate or minimize impacts or public health concerns are to be discussed. A summary of findings from field investigation(s) or reference to the Phase II technical report may be included, if relevant.

* + 1. Visual

Provide an assessment of the visual impacts of the proposed action, including the “view from the road” and “view of the road.” Include, where relevant, the consideration given to design quality, art, and architecture in the project planning. These values may be particularly important for facilities located in sensitive urban settings.

* + 1. Utilities

Discuss any impacts to both public and private utilities. This includes removal, relocation, and rehabilitation of water mains, sewer, electric poles, etc.

* 1. Cumulative

Discuss the cumulative impact analysis to resources discussed in the EA.

Provide the results of the Eleven Steps in Cumulative Analysis (CEQ, *Considering Cumulative Effects under the National Environmental Policy Act*, January 1997). *Cumulative Impacts* are defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions” (40 CFR 1508.7).

* 1. Streamlined Resource Summary

This section should direct the reader to Appendix A, the Streamlined Resource Summary. Use the following standard paragraph:

Resources not discussed in the body of the EA are located in the Streamlined Resource Summary, Appendix A. The summary includes information about the resources, the method used to evaluate them, and when the evaluation was completed.

At the end of section 5, insert a table that compares the impacts of the alternatives. This table should only list the impacts that were discussed in the document. An example of this table is shown below:

**Table 3: Summary of Impacts**

| Issue | No Build Alternative | Proposed Alternative |
| --- | --- | --- |
| Approximate Length (mi) | 10 | 10 |
| Level of Service | C - Level Terrain  D - Rolling Terrain | B - Level Terrain  C/D - Rolling Terrain |
| Average Daily Traffic (Design Year 2032) | 6,900-12,900 | 6,900-12,900 |
| ROW Acquisition (ac) | 0 | 129 |
| Farmland Impacts (ac) | 0 | 83 |
| Wetland Impacts (ac) | 0 | 0.7 |
| Surface Water Impacts (Ponds) (ac) | 0 | 0.07 |
| Woodland Impacts (ac) | 0 | 10 |
| Displacements | 0 | 3 |
| Noise Impacts (Number of Receptors) | 6 | 4 |
| Bicycle and Pedestrian Facilities | No Change to Current Trail System | Proposed Connection Between the Great Trail and Mediocre Trail |

1. Disposition

This section was developed by Iowa DOT for inclusion in their EAs. It informs the reader of the status of the process and whether the next appropriate step should be to prepare an EIS or a FONSI. The following paragraph should be used if the project will have no impacts:

This Streamlined EA concludes that the proposed project is necessary for safe and efficient travel within the project corridor and that the proposed project meets the purpose and need. The project will have no significant adverse social, economic, or environmental impacts of a level that would warrant an environmental impact statement. Alternative selection will occur following completion of the public review period and public hearing.

Unless significant impacts are identified as a result of public review or at the public hearing, a Finding of No Significant Impact (FONSI) will be prepared for this proposed action as a basis for federal-aid corridor location approval.

Include a list of any permits that will be required.

Include the STIP/TIP status.

1. Comments and Coordination
   1. Agency and Tribal Coordination

Describe early coordination efforts, include a list of all federal, state, local, and tribal agencies contacted as part of early coordination, and indicate which agencies responded. This could be done in a table format, for example:

Table 4: Agency and Tribal Coordination

|  |  |  |
| --- | --- | --- |
| Agency Type | Agency | Date of Response |
| Federal | Federal Highway Administration, Iowa Division | None |
| Federal | Natural Resources Conservation Service | 2/28/2007 |
| Tribal | Sac and Fox Nation | 1/5/2005 |
| State | State Historical Society of Iowa | 11/2/2004 |
| State | Iowa Geological Survey Bureau | None |
| Regional | Des Moines Area Metropolitan Planning Organization | 10/8/2004 |
| County | Polk County Board of Supervisors | None |
| Local | City of Ankeny – Economic Development | 9/21/2004 |

Include early coordination response letters in Appendix B. Summarize any important issues discussed in these letters. Address the comments in the EA.

Include early coordination efforts completed by the MPO/TMA to satisfy NEPA and Transportation Planning (23 CFR 450.212 and 450.318) requirements.

* 1. NEPA/404 Merge Coordination

If this process was used, provide a brief description of the concurrence point meetings and comments received at these meetings. Include the dates the meetings were held.

* 1. Public Involvement

Include a brief summary of public comments and concerns generated as part of any public information meetings should be included. Include the dates and locations where the meetings were held.

**APPENDIX A**

**Streamlined Resource Summary**

Select the best answer for each resource.

|  |  |  |  |
| --- | --- | --- | --- |
| **SOCIOECONOMIC IMPACTS Section:** | | | |
|  | **Land Use** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Community Cohesion** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Churches and Schools** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Environmental Justice** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Economic** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Joint Development** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Parklands and Recreational Areas** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Bicycle and Pedestrian Facilities** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Right-of-Way** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Relocation Potential** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |

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| **SOCIOECONOMIC IMPACTS Section Continued:** | | | | | | | |
|  | **Construction and Emergency Routes** | | | | | |
|  |  | | Evaluation: | | Choose an item. | |
|  | | Method of Evaluation: | | Choose an item. | |
|  | | Completed by and Date: | | Choose an item., Click here to enter a date. | |
|  | | **Transportation** | | | | |
|  | | Evaluation: | | Choose an item. |
|  | | Method of Evaluation: | | Choose an item. |
|  | | Completed by and Date: | | Choose an item., Click here to enter a date. |

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| **Cultural IMPACTS Section:** | | | |
|  | **Historic Sites or Districts** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Archaeological Sites** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Cemeteries** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |

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| **NATURAL ENVIRONMENT IMPACTS Section:** | | | |
|  | **Wetlands** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Surface Waters and Water Quality** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Wild and Scenic Rivers** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Floodplains** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Wildlife and Habitat** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Threatened and Endangered Species** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Woodlands** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
|  | **Farmlands** | | |
|  |  | Evaluation: | Choose an item. |
|  |  | Method of Evaluation: | Choose an item. |
|  |  | Completed by and Date: | Choose an item., Click here to enter a date. |

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| **Physical IMPACTS Section:** | | | |
|  | **Noise** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Air Quality** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **MSATs** | | |
|  | Evaluation: | This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.  Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA’s MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project. |
|  | Method of Evaluation: | FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents, September 30, 2009 |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Energy** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
| **Contaminated and Regulated Materials Sites** | | |
|  | Evaluation: | Choose an item. |
|  | Method of Evaluation: | Choose an item. |
|  | Completed by and Date: | Choose an item., Click here to enter a date. |
|  | **Visual** | | |
|  |  | Evaluation: | Choose an item. |
|  |  | Method of Evaluation: | Choose an item. |
|  |  | Completed by and Date: | Choose an item., Click here to enter a date. |
|  | **Utilities** | | |
|  |  | Evaluation: | Choose an item. |
|  |  | Method of Evaluation: | Choose an item. |
|  |  | Completed by and Date: | Choose an item., Click here to enter a date. |

**APPENDIX B**

**AGENCY AND TRIBAL COORDINATION**

**APPENDIX C**

**FARMLAND PROTECTION FORM**