

PROJECT PURPOSE

The purpose of the proposed project is to provide a safe, free-flowing route on U.S. 30 between south of Logan, Iowa and Interstate 29 for the efficient transportation of people, goods and services.



PROJECT NEED

The need for the proposed action includes:



Improve Pavement Conditions



Improve In-town Operations



Improve the Commercial & Industrial Network Connectivity



Safety

NORTH ROUTE



North Pros

- U.S. 30 would be relocated outside of city limits

North Cons

- Greater out of distance travel for U.S. 30 traffic
- No longer direct U.S. 30 connectivity to Missouri River Crossing
- Greater environmental impacts to the Loess Hills Special Landscape Area
- Double the length of the south alternatives

SOUTH ROUTE




South Pros


- U.S. 30 relocated outside of city business core
- Direct connectivity of U.S. 30 to Missouri River Crossing
- Reduced environmental impacts to the Loess Hills Special Landscape Area
- Allows for potential combined roadway and levee alternative

South Cons

- Missouri Valley's waste water lagoons are located near south routes
- Located within close proximity to Missouri Valley Airport; subject to FAA restrictions

NEXT STEPS

 Funding for the Missouri Valley Bypass is currently not in Iowa DOT's Five Year Program. The Iowa State Transportation Commission has approved a measure that would designate the Missouri Valley Bypass as one of four priority U.S. 30 segments.

 Environmental field studies are anticipated to begin **Spring 2018**. If your property is located within the study area, a representative will be in contact with you prior to conducting the field study.

TIMELINE



WHAT IS A STUDY AREA?

When a transportation improvement is needed to serve the driving public, boundaries are drawn to define the limits of a project—this is called a Study Area. The study area will:

- Include a sufficient area to account for a range of alternatives during design.
- Include locations where field studies are to be conducted to more accurately evaluate the potential project location and impacts.

A study area does not identify right-of-way impacts to properties. Iowa DOT needs to further evaluate the study area and the four conceptual alignments before making decisions on preferred alignments or evaluating right-of-way impacts. Potential right-of-way impacts will be determined after a preferred alignment is selected and developed through preliminary design.