

UNIVERSITY AVENUE/IA 934
FROM IA 58 TO U.S. 63
BLACK HAWK COUNTY, IOWA
STP-934-0(9)--2C-07

**ENVIRONMENTAL ASSESSMENT
AND SECTION 4(F) *DE MINIMIS* IMPACT FINDING**

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

By The

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
And
IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF LOCATION AND ENVIRONMENT

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 Office of Location and
Environment
Iowa Department of Transportation

10/4/2013

Date of Approval for Public Availability

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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 P-1: Resources Considered

SOCIOECONOMIC	NATURAL ENVIRONMENT
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Community Cohesion <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Churches and Schools <input type="checkbox"/> <input type="checkbox"/> Environmental Justice <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Economic <input type="checkbox"/> <input type="checkbox"/> Joint Development <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Parklands and Recreational Areas <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Bicycle and Pedestrian Facilities <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Right-of-Way <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Relocation Potential <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Construction and Emergency Routes <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Wetlands <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Surface Waters and Water Quality <input type="checkbox"/> <input type="checkbox"/> Wild and Scenic Rivers <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Floodplains <input type="checkbox"/> <input type="checkbox"/> Wildlife and Habitat <input type="checkbox"/> <input type="checkbox"/> Threatened and Endangered Species <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Woodlands <input type="checkbox"/> <input type="checkbox"/> Farmlands
CULTURAL	PHYSICAL
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Historical Sites or Districts <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Archaeological Sites <input type="checkbox"/> <input type="checkbox"/> Cemeteries	<input checked="" type="checkbox"/> <input type="checkbox"/> Noise <input checked="" type="checkbox"/> <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> <input type="checkbox"/> Mobile Source Air Toxics (MSATs) <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> <input type="checkbox"/> Contaminated and Regulated Materials Sites <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Visual <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Utilities
<input checked="" type="checkbox"/> CONTROVERSY POTENTIAL: Proposed roadway capacity reduction, access changes and new intersection types (roundabouts).	
<input checked="" type="checkbox"/> Section 4(f): Park or Recreation Areas Potential for <i>de minimis</i> Section 4(f).	

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 - C3. Section 4(f) Coordination
 - C4. Tribal Coordination

SECTION 1 DESCRIPTION OF THE PROPOSED ACTION

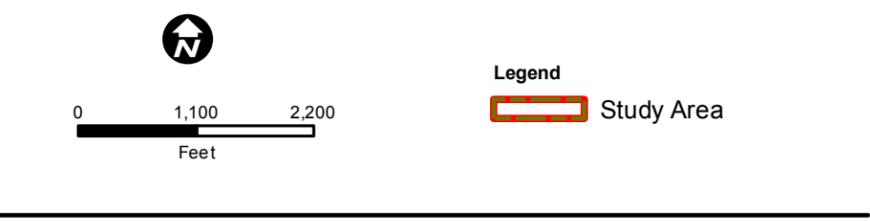
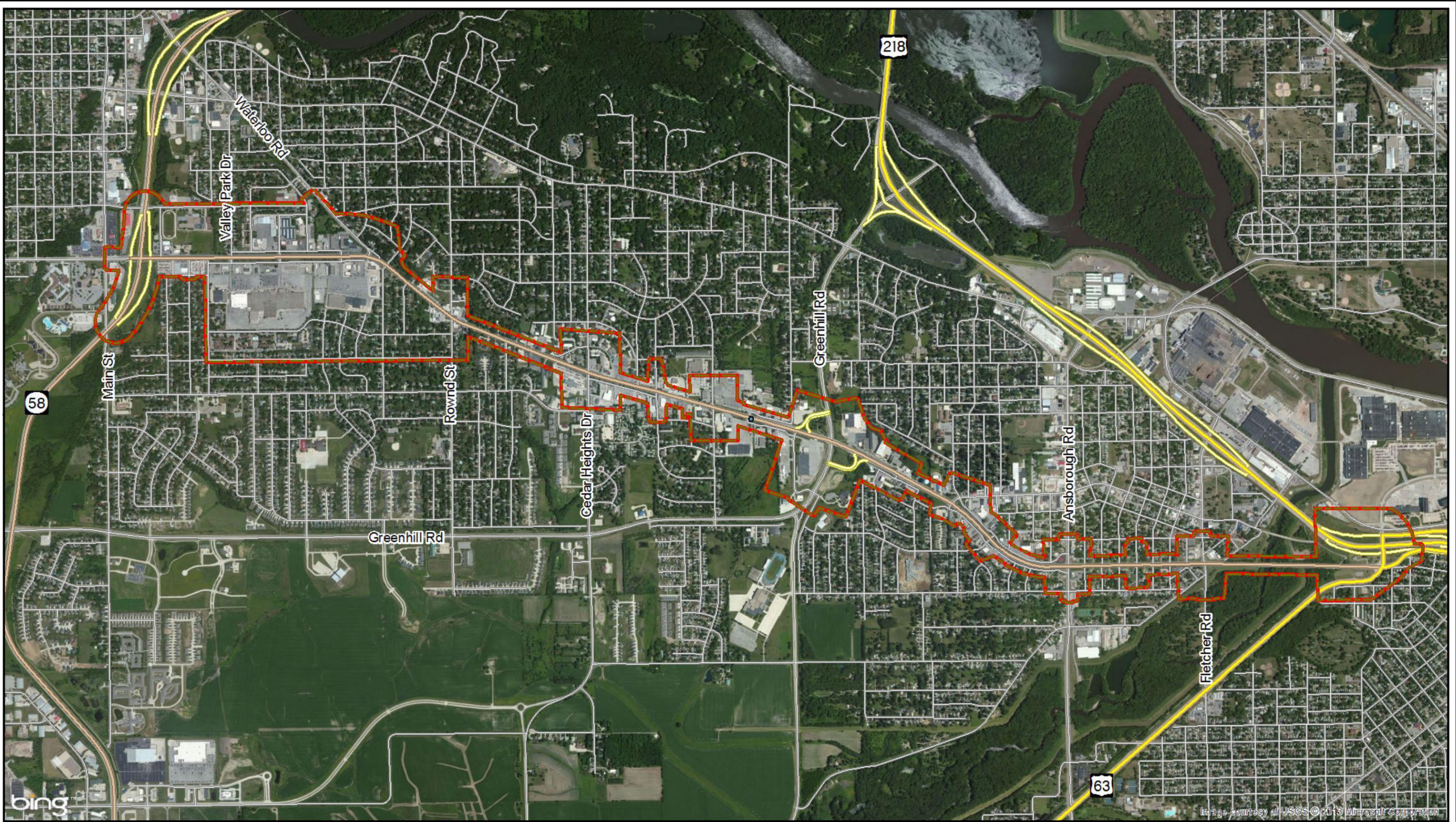
1.1 Proposed Action

The Iowa Department of Transportation (DOT) and the Federal Highway Administration (FHWA), in partnership with the Iowa Northland Regional Council of Governments (INRCOG) and the cities of Cedar Falls and Waterloo, are proposing to upgrade and modernize a five-mile segment of University Avenue/IA 934 between IA 58 in Cedar Falls and U.S. 63 in Waterloo, Black Hawk County, Iowa. **Figure 1-1** shows the general location of the project as an inset on the study area map.

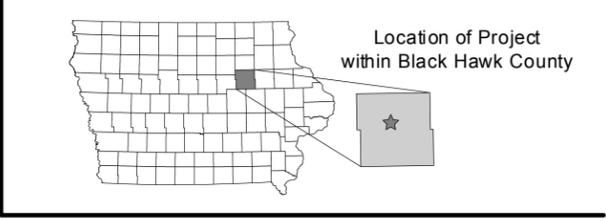
1.2 Project Study Area

The project study area is located in Black Hawk County, Iowa, bounded by IA 58 in Cedar Falls on the west and U.S. 63 in Waterloo on the east. The existing road is currently a six-lane, divided arterial street with approximately 25 at-grade intersections and intermittent frontage roads paralleling the corridor. Access to residences and businesses along the corridor is currently provided through the parallel frontage road system, where it is present along the corridor, or through the intersecting, at-grade cross streets which provide direct access to University Avenue/IA 934. Grade-separated interchanges currently exist at the western study terminus at IA 58 and in the middle portion at Greenhill Road.

Figure 1-1 shows the study area for the project. The study area boundaries represent the logical limits for the infrastructure improvements and environmental review.



Legend
 Study Area



Study Area
 University Avenue/ IA 934
 Cedar Falls and Waterloo, Iowa
 Environmental Assessment

Figure 1-1
 August 27, 2013

SECTION 2 PROJECT HISTORY

2.1 Project Background and Events Leading to the Proposed Action

University Avenue/IA 934 was originally designated U.S. 218 and served as the only major route between Cedar Falls and Waterloo. The highway was initially constructed as a two-lane rural highway, which was widened to four lanes in the late 1960s. Later, U.S. 218 was widened to six lanes with intermittent frontage roads in response to increasing commercial development and traffic volumes. In the mid-1980s, the Iowa DOT constructed a new 6-lane freeway north of the existing U.S. 218, and designated this new highway as U.S. 218. The original U.S. 218 was transferred to local jurisdiction. Subsequently, the original U.S. 218 was returned to state jurisdiction and was renamed University Avenue/IA 934. In this same timeframe, the cities of Cedar Falls and Waterloo constructed Greenhill Road, a new 4-lane arterial street approximately one mile south of University Avenue/IA 934. Due to the addition of these new alternate routes traffic has shifted from the University Avenue/IA 934 corridor, changing its original purpose and travel characteristics.

The University Avenue Corridor Study was prepared in 2010 as a collaborative effort between INRCOG, the Iowa DOT, and the cities of Cedar Falls and Waterloo. The purpose of the study was to examine the needs and functions of University Avenue/IA 934 and to develop feasible alternatives for future reconstruction, which would serve the current and future needs in this corridor. This study considered alternatives to modify the current 6-lane roadway design to a 4-lane roadway design with intersection modifications, including roundabouts, as well as bicycle and pedestrian accommodations and corridor aesthetic treatments and landscaping.

The community and project stakeholders were involved throughout the Corridor Study, providing feedback on the study and its alternatives. A Project Technical Committee, which was formed during the Corridor Study, is being continued throughout preparation of the Environmental Assessment. Public meetings were held on December 11, 2008 and October 27, 2009 and information about the study was posted on a project website and within several newspaper articles. A stakeholder survey and one-on-one meetings were also conducted to solicit input from the business owners along University Avenue/IA 934.

SECTION 3 PURPOSE AND NEED FOR ACTION

3.1 Purpose of the Proposed Action

The purpose of this project is to upgrade and modernize University Avenue/IA 934 between IA 58 in Cedar Falls and U.S. 63 in Waterloo in Black Hawk County, Iowa.

3.2 Need for the Proposed Action

The proposed project is needed to:

- Improve pavement and bridge condition;
- Enhance safety;
- Provide bicycle and pedestrian access and mobility;
- Improve traffic flow; and
- Support economic growth and revitalization

3.2.1 Improve Pavement and Bridge Condition

A review of University Avenue/IA 934 existing pavement and bridge condition was performed using the Iowa DOT's 2011 pavement primary sufficiency ratings and bridge and structure inspection system. Iowa DOT's sufficiency ratings are a numerical index of the characteristics of a section of roadway or a bridge.

For pavement condition, the basic sufficiency rating is determined based on structural adequacy (the ability of the road to withstand traffic and climate), safety (the ability of the road section to offer motorists a safe route), and service (the ability of the road to accommodate traffic volumes with minimal conflict). Structural adequacy is rated on a 25-point scale; safety on a 40-point scale; and service on a 35-point scale—making 100 the maximum possible basic sufficiency rating. A rating of 90 to 100 is considered excellent, 80 to 89 good, 70 to 79 fair, 50 to 69 tolerable, and 0 to 49 poor. The 2011 sufficiency ratings for pavement along University Avenue/IA 934 vary from a low of 55 to a high of 88, with a weighted corridor average rating of 65. **Table 3-1** indicates that, with the exception of a few sections of the corridor, the rating of the corridor as a whole is in the tolerable range. However, if the corridor's pavement is not reconstructed or rehabilitated, the condition will continue to degrade over time.

Table 3-1: 2011 Pavement Sufficiency Ratings

Location	Length (Miles)	Sufficiency Rating
IA 58 to Cedar Falls-Waterloo City Limits	1.99	56
Cedar Falls-Waterloo City Limits to Greenhill Road	0.67	74
Greenhill Road to Falls Avenue	0.48	55
Falls Avenue to Ansborough Avenue	0.51	59
Ansborough Avenue to Fletcher Avenue	0.50	70
Fletcher Avenue to U.S. 63	0.63	88
Corridor Weighted Average	4.78	65

Source: Iowa DOT, 2011 Pavement Primary Sufficiency Ratings

For bridge condition, the sufficiency rating helps determine which bridges may need repair or replacement and affects their eligibility for federal funding for maintenance, rehabilitation, or replacement activities. For bridges to qualify for federal replacement funds, they must have a rating of 50 or below. To qualify for federal rehabilitation funding, a bridge must have a sufficiency rating of 80 or below. There are three bridges located along the corridor, the bridge over Greenhill Road, the bridge over Black Hawk Creek, and the bridge over an abandoned railroad line, which now serves as the Sergeant Road Trail. These bridges have sufficiency ratings within a range of 78.2 to 89.2. This indicates that today the bridges are in acceptable condition; however, the bridge over the Sergeant Road Trail does not qualify for federal rehabilitation funding since its sufficiency rating is below 80.

3.2.2 Enhance Safety

A detailed review of traffic safety was performed using the Iowa DOT's traffic crash data for the most recent five-year period from 2006 to 2010. A total of 695 crashes were documented in the corridor during the five-year period. Of these crashes, two were fatal crashes and 193 were injury crashes. The majority of crashes in the corridor were rear end collisions (36% of total crashes) and broadside crashes (31% of total crashes). Rear end collisions can indicate sudden changes in travel speeds, such as abrupt stops for signalized intersections, or congested travel conditions. Broadside crashes can indicate issues with turning movements at intersections.

There were four crashes involving pedestrians and six crashes involving bicyclists within the five-year period. The location with the highest number of these types of crashes was the IA 58 northbound signalized ramp terminal intersection, which had three of the ten crashes involving bicyclists and pedestrians. The Cedar Prairie Trail and the Peet Junior High School are located near this interchange, which may result in higher bicycle and pedestrian crossings at this location.

Intersections along the University Avenue/IA 934 corridor with higher than typical traffic safety incidents have been identified by comparing their crash rates to the statewide average for urban intersections. The current statewide average for urban intersections in Iowa is approximately 0.9 crashes per million vehicles entering the intersection. According to the safety data, University Avenue/IA 934 has eight intersections that are at or above the statewide average crash rate for similar facilities (ranging from a crash rate of 0.9 to 2.0). These intersections are Valley Park Drive, Holiday Drive, Cedar Heights Drive, Progress Avenue, Falls Avenue, Ansborough Avenue, Fletcher Avenue, and U.S. 63.

3.2.3 Provide Bicycle and Pedestrian Access and Mobility

University Avenue/IA 934 is currently a six-lane expressway with a posted speed of 45 miles per hour. The corridor has intermittent and discontinuous sidewalks and pedestrian signals and crosswalks are either not present or are not consistently demarcated at the majority of intersections along the corridor. Additionally, most of the intersections do not meet Americans with Disabilities Act (ADA) compliance requirements. The current facility also has curb and gutter on each side of the roadway with no paved shoulders or bike lanes available for bicyclists to share the road. As a result, the existing corridor does not provide adequate bicycle and pedestrian accommodations.

3.2.4 Improve Traffic Flow

University Avenue/IA 934 is currently a six-lane, divided expressway with nearly 25 at-grade intersections and intermittent frontage roads paralleling sections of the corridor. Corridor operations were analyzed for existing (2011) and design year (2040) conditions. In 2011, average daily traffic volumes ranged from 7,000 vehicles per day at U.S. 63 to 22,000 vehicles per day near the western end of the corridor. Traffic forecasts for 2040 were developed by the Iowa DOT, in coordination with INRCOG, and show relatively flat growth for the study corridor, averaging 0.75% per year. This is due in part to the mature, built out nature of the study corridor, as well as the shifting of traffic to other parallel routes, including relocated U.S. 218 and Greenhill Road, over the past few decades. By 2040, the average daily traffic volumes were projected to range from 8,000 vehicles per day at U.S. 63 to 30,000 vehicles per day near the western end of the corridor.

The results of the traffic analysis indicate that the existing 6-lane mainline roadway would function at an acceptable level of service (LOS C or better) through the design year 2040 in both the morning (a.m.) and evening (p.m.) peak periods. While the mainline was projected to operate acceptably, operational issues were projected at several corridor intersections during the weekday p.m. peak period. The intersections experiencing LOS D or worse operating conditions during the weekday p.m. peak period in 2011 include Hillcrest Drive, Veralta Drive and Ansborough Avenue. By 2040, this delay is projected to increase and operational issues would be expected in the p.m. peak period at the IA 58 southbound ramps, Tucson Drive, Hillcrest Drive, Veralta Drive, Greenhill Road westbound ramp terminal, and Ansborough Avenue. With the exception of the IA 58 ramp signals, Tucson Drive and Ansborough Avenue, these intersections are two-way, stop-controlled intersections, indicating that the delay is being experienced on the cross streets rather than on the mainline of University Avenue/IA 934. The signalized intersections at the IA 58 southbound ramps and Tucson Drive are closely spaced and uncoordinated, which results in stop-and-go travel conditions. Ansborough Avenue has a high northbound left-turn volume and moderate through movements in the eastbound and westbound directions, which result in LOS E operations during the weekday p.m. peak hour.

In addition, travel time runs were performed in 2011 for the a.m. and p.m. peak hours. The travel time runs indicate that it takes approximately nine minutes to travel the full length of the corridor, and that the only delay experienced is due to stops at signalized intersections. The existing signalized intersections within the western portion of the corridor in Cedar Falls are not phased and timed to allow for signal coordination, which causes greater stop-and-go operations and congested operating conditions. Additionally, some of the existing intersection types impede traffic flow along the corridor and do not allow for free flow travel conditions.

The results of the traffic analysis and travel time runs indicate that while traffic capacity constraints are not an issue for the corridor, delay due to stop-and-go conditions at corridor intersections is experienced, causing a perception of corridor congestion for motorists.

3.2.5 Support Economic Growth and Revitalization

University Avenue/IA 934 is a critical commercial corridor connecting the communities of Cedar Falls and Waterloo within the Iowa Northeast metro area. In addition, the corridor connects these communities to the University of Northern Iowa campus to the west of the study area, which attracts approximately 13,000 students annually to the region. Since the relocation of the original U.S. 218 to a new alignment, there has been a shift in travel patterns and a decrease in traffic along the original U.S. 218 (current University Avenue/IA 934). These changes have

resulted in a gradual decline in the economic vitality of the corridor, with an increase in vacant properties for sale or for lease. In addition, the deteriorating condition of the University Avenue/IA 934 pavement, and the lack of consistent and visible bicycle and pedestrian crosswalks, striping, landscaping and other corridor aesthetic treatments negatively impacts the metro area's ability to sustain and attract residential development, commercial development, and employment opportunities along the study corridor.

SECTION 4 ALTERNATIVES

This section discusses the alternatives investigated to address the purpose and need for the proposed action. A range of alternatives was developed on the existing University Avenue/IA 934 alignment between IA 58 in Cedar Falls and U.S. 63 in Waterloo. The No-Build Alternative, the alternatives considered but dismissed, and the Proposed Alternative being carried forward in the Environmental Assessment (EA) are discussed in the following sections.

4.1 Alternatives Development and Screening

4.1.1 Alternatives Considered

In addition to the No-Build Alternative, a full range of build alternatives was considered. Four build alternatives (Alternatives 1 through 4) were developed by the Iowa DOT in coordination with INRCOG and the cities of Cedar Falls and Waterloo. The alternatives considered in this study were based upon the conceptual alternatives developed as part of the previous 2010 University Avenue Corridor Study.

- Alternative 1 - Retain a six-lane roadway and optimize traffic signals at intersections.
- Alternative 2 - Reduce the roadway to four lanes and optimize traffic signals at intersections.
- Alternative 3 - Reduce the roadway to four lanes and construct roundabouts at intersections.
- Alternative 4 - Reduce the roadway to four lanes and include either an optimized traffic signal or a roundabout at intersections.

Each of the build alternatives would incorporate bicycle and pedestrian accommodations, including an on-street bike lane in each direction, a sidewalk on the north side of the roadway, a multiuse path on the south side of the roadway and improved intersection crosswalks. Corridor aesthetic treatments, such as landscaping and public art, could also be incorporated into each build alternative. Additionally, each of the build alternatives was evaluated for different intersection improvement types and geometrics, such as optimized traffic signals and roundabouts, to improve traffic and safety operations. Modifications were also identified for local connecting cross streets, frontage roads and backage roads to improve traffic flow and access to and from adjacent businesses and residences along the corridor.

Optimized Traffic Signals

Traffic signal optimization includes installing new, modern traffic signal equipment and coordinating the traffic signals to improve traffic flow. Through traffic on a main roadway can travel through multiple, coordinated signals without having to stop. Optimizing traffic signals includes the following key benefits:

- Reduces congestion by increasing intersection capacity and smoothing traffic flow;
- Reduces vehicle emissions and improves safety by reducing congested, stop-and-go travel conditions and promoting uniform speed; and
- Reduces delay and travel time along a corridor.

Roundabouts

Roundabouts provide operational and safety benefits in comparison to traffic signals at many intersections, including intersections with high crash locations, large traffic delays, complex geometry, frequent left-turn movements, and relatively balanced traffic flows. Because roundabouts improve the efficiency of traffic flow, they also reduce vehicle emissions and fuel consumption over signalized intersections.

Several features of roundabouts promote safety. At stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights. Highway Safety Manual analysis conducted for the alternatives found that incorporating roundabouts at intersections could reduce the severity and frequency of crashes at intersections along the corridor.

Roundabouts generally are safer for pedestrians than signalized intersections. In a roundabout, pedestrians walk on sidewalks around the perimeter of the circulatory roadway. If it is necessary for pedestrians to cross the roadway, they cross only one direction of traffic at a time. In addition, crossing distances are relatively short, and traffic speeds are lower than at traditional intersections.

4.1.2 Alternatives Screening Process

A screening process was used to evaluate the range of alternatives and determine which alternatives would best meet the purpose and need for the project. Alternatives were evaluated and screened based on their potential social and environmental impacts, as well as the following screening criteria:

- Engineering – ability to minimize right-of-way acquisition and construction costs, and avoid or minimize impacts to structures, such as businesses and residences.
- Safety – ability to reduce the severity of crashes, reduce the number of conflict points between vehicles, as well as vehicles and pedestrians/bicyclists, and better manage sudden changes and inconsistencies in travel speeds along the corridor.
- Traffic Operations – ability to provide good traffic operations, minimize delay at intersections, and improve traffic progression along the corridor.
- Multimodal – ability to provide new or improved connections for transit, bicycles and pedestrians along the corridor.
- Local Access & Aesthetics – ability to minimize impacts to connecting streets, access to area businesses and amenities, and improve community image and aesthetics.

Alternative intersection types for each intersection along the corridor were also evaluated and screened based on their ability to provide the best traffic and safety operational benefits for the corridor. Each intersection was evaluated first on an individual, standalone basis, and then as part of a zone of several intersections operating together as a system.

4.2 No-Build Alternative

This baseline alternative preserves the existing six-lane University Avenue/IA 934 corridor and its existing intersection configurations through long-term roadway and bridge rehabilitation, and performing ongoing maintenance. This alternative would not make any capacity changes or system safety or operational improvements in the corridor. It would also not improve bicycle and pedestrian accommodations across and along the corridor.

While this alternative does not meet the purpose and need, described in Section 3.0 of this EA, it is carried forward for further study because it provides a baseline for comparing the potential impacts of the other alternatives being considered, as required by Council on Environmental Quality (CEQ) regulations for implementing NEPA. The No-Build Alternative is shown on **Figure 4-1**.

4.3 Alternatives Considered but Dismissed

The alternatives considered but dismissed are summarized in the following sections.

4.3.1 Alternative 1

Alternative 1 would retain the existing six-lane roadway configuration and improve traffic flow by optimizing existing traffic signals at intersections. For this alternative, intersection geometrics, such as turn lanes, vehicle storage lengths and signal timings and phasings would be modified and improved where needed, but intersection types (e.g., signalized or stop-controlled intersection) would remain the same as under existing conditions. Alternative 1 is shown on **Figure 4-2**.

Alternative 1 would meet the need for the project to improve roadway pavement condition. However, the alternative would retain the 6-lane cross-section, which is more travel lanes than needed to serve existing and projected traffic volumes. This would result in construction, operations, and maintenance costs for the facility that are not warranted by the traffic volumes and could result in the infrastructure being underutilized. Alternative 1 would also not incorporate roundabouts at any corridor intersections, and would therefore not include the enhanced safety and traffic operational benefits provided by roundabouts.

Alternative 1 would not provide the same level of vehicular and pedestrian/bicycle safety as the other alternatives because it would require crossing a greater number of lanes for intersection crossing and turning movements. Also, the addition of on- and off-street bicycle and pedestrian accommodations to the existing 6-lane corridor would result in the need for more right-of-way impacts along the mainline of the roadway than for the other alternatives. For these reasons, Alternative 1 was dismissed from further consideration in the study.

4.3.2 Alternative 2

Alternative 2 would reduce the roadway from six lanes to four lanes and improve traffic flow by optimizing existing traffic signals at intersections. The roadway would remain a 6-lane section between the western study limits at IA 58 and Valley Park Drive in order to provide satisfactory traffic operations. For this alternative, intersection geometrics, such as turn lanes, vehicle storage lengths, and signal timings and phasings would be modified and improved where needed to provide improved traffic and safety operations. However, the majority of intersection types (e.g., signalized or stop-controlled intersection) would remain the same as under existing

conditions. Roundabout intersections were not considered for Alternative 2. Alternative 2 is shown on **Figure 4-3**.

Under Alternative 2, the following changes in access would occur along the corridor:

- New intersection access points would be developed at Royal Drive and Melrose Drive on the north side of University Avenue/IA 934, and at the south frontage road just east of Cedar Heights Drive. These new access points would be developed as right-in/right-out intersection types to improve traffic flow and facilitate access and connectivity to adjacent businesses.
- The existing Wallgate Avenue intersection would be modified from a signalized intersection to a two-way stop-controlled intersection.

Alternative 2 would address the purpose and need for the project adequately in comparison to the No-Build Alternative. Alternative 2 also requires less right-of-way and has fewer potential impacts to structures than the other build alternatives. However, Alternative 2 retains existing signalized intersections; therefore, the ability to minimize delay at intersections and improve traffic progression along the corridor is not as effective as the alternatives that incorporate roundabouts. For these reasons, Alternative 2 was dismissed from further consideration in the study.

4.3.3 Alternative 3

Alternative 3 would reduce the roadway from six lanes to four lanes and convert the majority of intersection types along the corridor to roundabouts. The roadway would remain a 6-lane facility between the western study limits at IA 58 and Valley Park Drive in order to provide satisfactory traffic operations. For this alternative, each intersection along the corridor was evaluated to determine if it met the criteria for consideration as a roundabout – both on an individual, standalone operational basis and as a system within a zone of adjacent intersections. Alternative 3 is shown on **Figure 4-4**.

Because Alternative 3 would include roundabouts at nearly all intersections, it would have the highest social and environmental resource impacts of any of the alternatives considered. This is because roundabouts can require more space than stop-controlled intersections or traffic signals to accommodate the central island and circulating lanes. Also, several of the intersections where roundabouts were initially proposed under Alternative 3 did not meet traffic operational standards and/or were not recommended for roundabouts, based on the alternatives screening. For these reasons, Alternative 3 was dismissed from further evaluation.

4.4 Proposed Alternative

Alternative 4 would meet the project's purpose and need and is carried forward in the EA for further study and evaluation as the Proposed Alternative for the project. Alternative 4 would reduce the roadway from six lanes to four lanes and incorporate the operational benefits of both optimized traffic signals and roundabouts at appropriate intersections along the corridor. The roadway would remain a 6-lane facility between the western study limits at IA 58 and Valley Park Drive in order to provide satisfactory traffic operations. Alternative 4 is shown on **Figure 4-5**, and conceptual layouts of the alternative showing the proposed changes in roadway typical section, intersection configurations and access are provided on plan plates in **Appendix B**.

As shown on **Figure 4-6**, the typical roadway section for the Proposed Alternative would include two, 12-foot travel lanes in each direction, a 16-foot raised median, a 6-foot on-street bike lane in each direction, and a 2-foot curb and gutter. In addition, a 6-foot sidewalk would be included on the north side of the roadway and a 10-foot multiuse path would be included on the south side of the roadway. Depending on the location of social or environmental constraints along the corridor, the typical section for median widths, green space, and multiuse paths could vary in certain locations to avoid or minimize impacts.

For this alternative, each intersection along the corridor was evaluated to determine if it met the criteria for consideration as a roundabout – both on an individual, standalone operational basis and as a system within a zone with adjacent intersections. Additionally, modifications were identified for local, public connecting cross streets, as well as public and private access driveways, frontage roads and backage roads to improve traffic flow and access to and from adjacent businesses and residences along the corridor. Final decisions on the modifications to public and private connections and their associated funding would be made by the cities of Cedar Falls and Waterloo during the design phase of the project. Those local connections directly linking to the Proposed Alternative were included within the assessment of environmental impacts within the EA.

Under Alternative 4, the following changes in access would occur along the corridor:

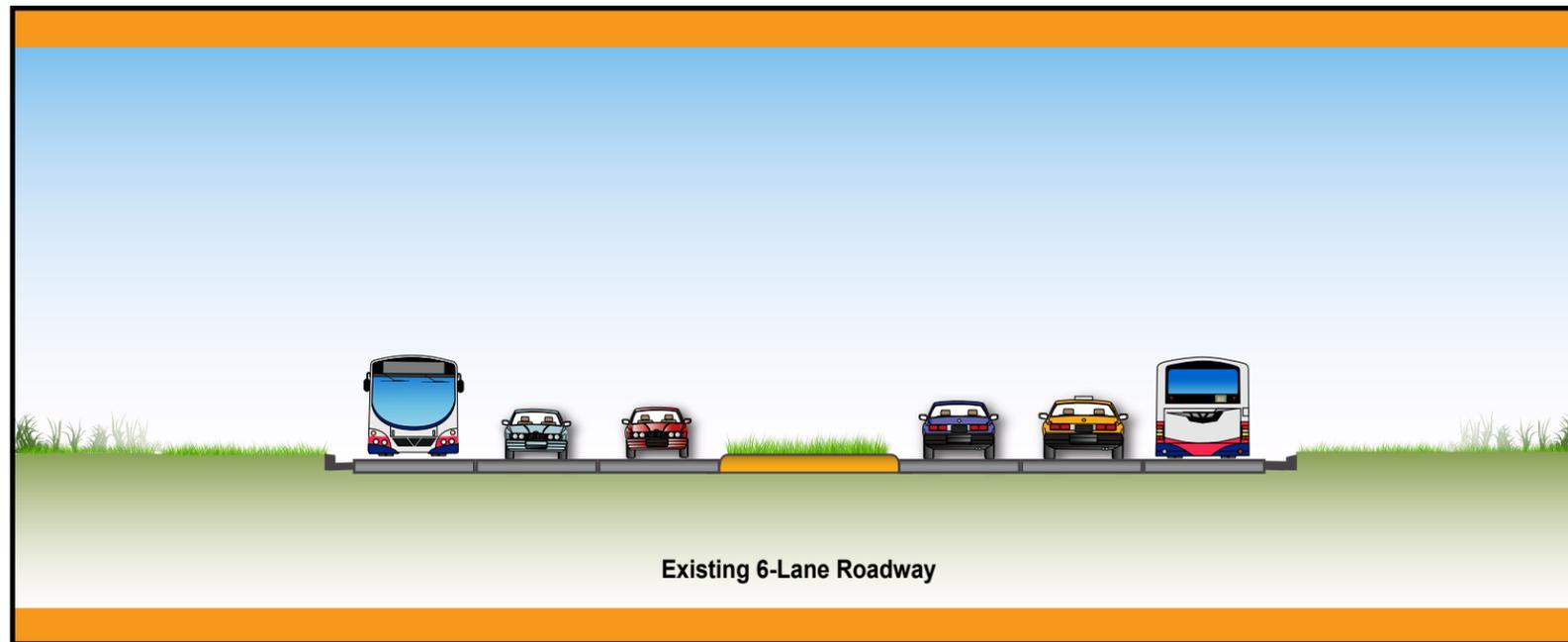
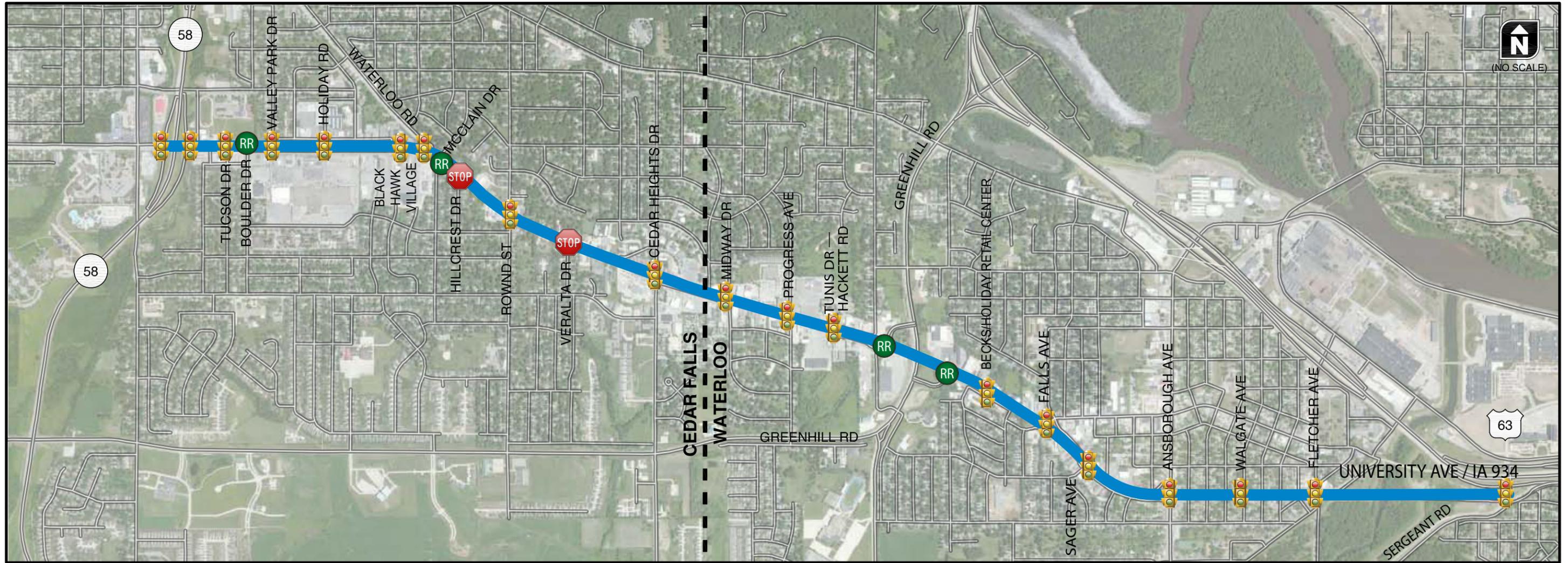
- Valley Park Drive, Holiday Road, Waterloo Road, Cedar Heights Drive, Midway Drive, Progress Drive, the Greenhill Road western terminal, Falls Avenue, Sager Avenue, Fletcher Avenue and U.S. 63 intersections would be converted to multilane roundabouts.
- New intersection access points would be developed at Royal Drive and Melrose Drive on the north side of University Avenue/IA 934, and at the south frontage road just east of Cedar Heights Drive. Royal Drive and the south frontage road access point would be developed as right-in/right-out intersection types to assist with traffic flow and access and connectivity to adjacent businesses. Melrose Drive would include a right-in/right-out and additional left-in movement for use by traffic traveling eastbound on University Avenue/IA 934.
- The Black Hawk Village shopping center intersection would be converted from a signalized intersection to a right-in/right-out and additional left-in movement for use by traffic traveling westbound on University Avenue/IA 934.
- Tunis Drive would be converted from a signalized intersection to a right-in/right-out and additional left-in movements, for use by traffic traveling eastbound and westbound on University Avenue/IA 934.
- Wallgate Avenue would be converted from a signalized intersection to a two-way stop controlled intersection.

All other intersections along the corridor would maintain their existing intersection types, but would still incorporate improvements to intersection geometrics, such as turn lanes, vehicle storage lengths and signal timings and phasings, where needed, to provide improved traffic and safety operations.

Alternative 4 was preferred over Alternative 1 because it reduces the mainline travel lanes from six to four lanes, which reduces the construction, operations, and maintenance costs for the facility and ensures infrastructure is not being underutilized based on the projected 2040 traffic volumes. Alternatives 1 and 2 would not incorporate roundabouts at any corridor intersections, and would therefore not include the enhanced safety and traffic operational benefits provided by roundabouts. In addition, Alternative 4 was predicted to have 23 percent fewer total crashes and

22 percent fewer fatal and injury crashes than Alternative 2 in the future year 2040. Alternative 4 would also incorporate the operational benefits of both optimized traffic signals and roundabouts at appropriate intersections with fewer resource impacts than Alternative 3.

Alternative 4 will be referred to as the Proposed Alternative through the remainder of this document and a detailed evaluation of the potential impacts for the Proposed Alternative is included in Section 5.0 of the EA.



LEGEND

- Traffic Signal
- Traffic Signal Optimized
- 2 Way Stop Controlled
- Right In/Right-Out
- Right In/Right-Out/Left-In
- Multilane Roundabout
- Single Lane Roundabout
- 6 Lanes
- 4 Lanes
- Bicycle/Pedestrian Accommodations and Aesthetic Treatments

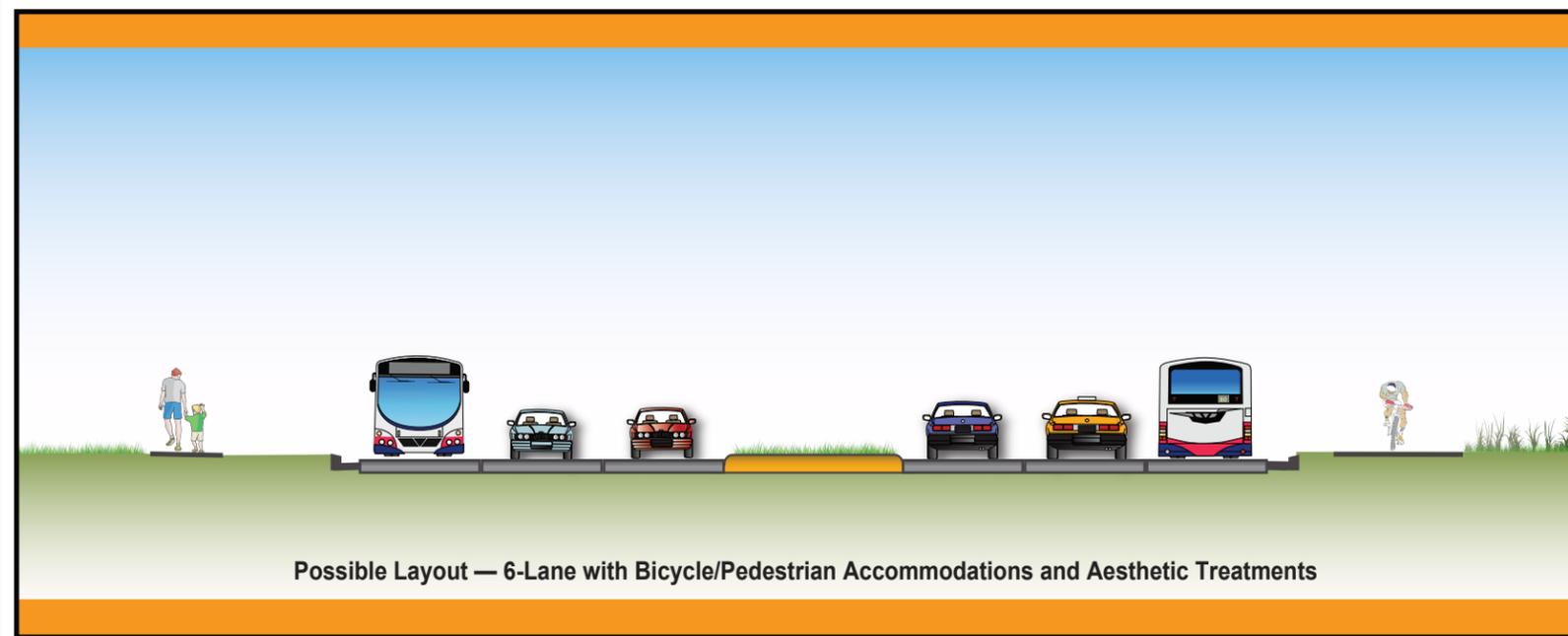
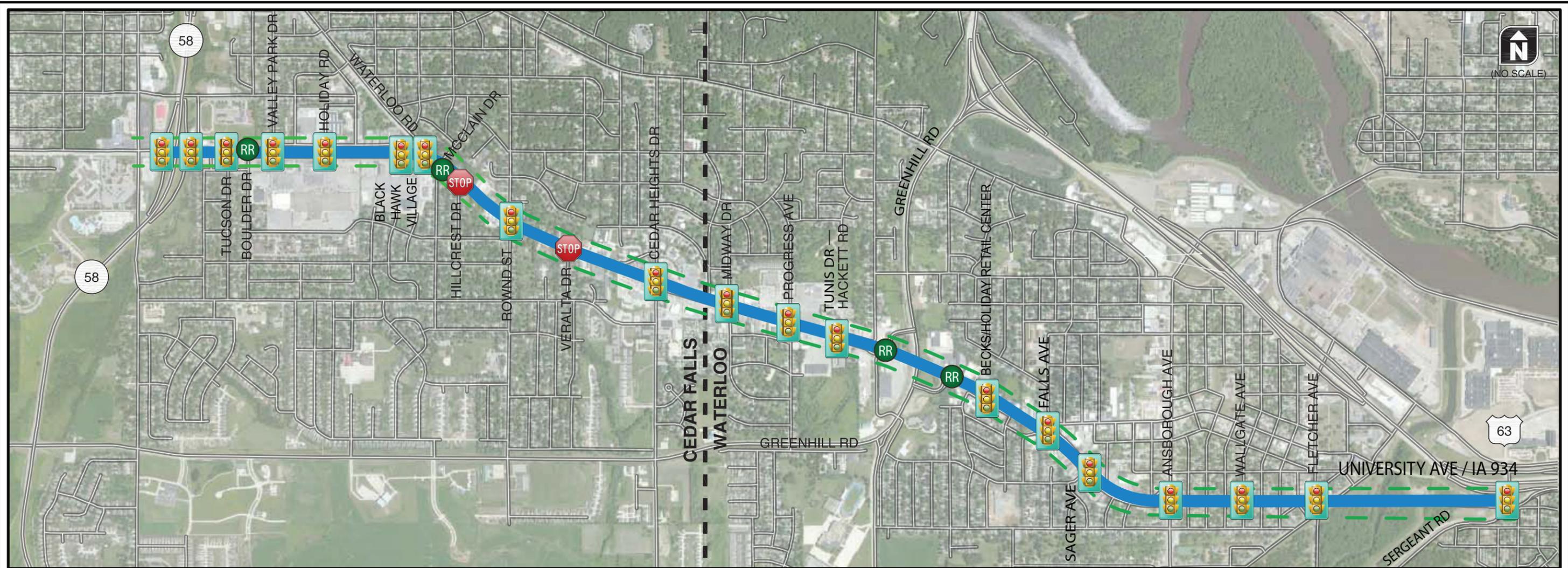
Note: Recommendations for intersection concepts are preliminary and may be modified based on further analysis and public input during the design phase of the project.



No-Build Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

Figure 4-1
August 27, 2013



LEGEND

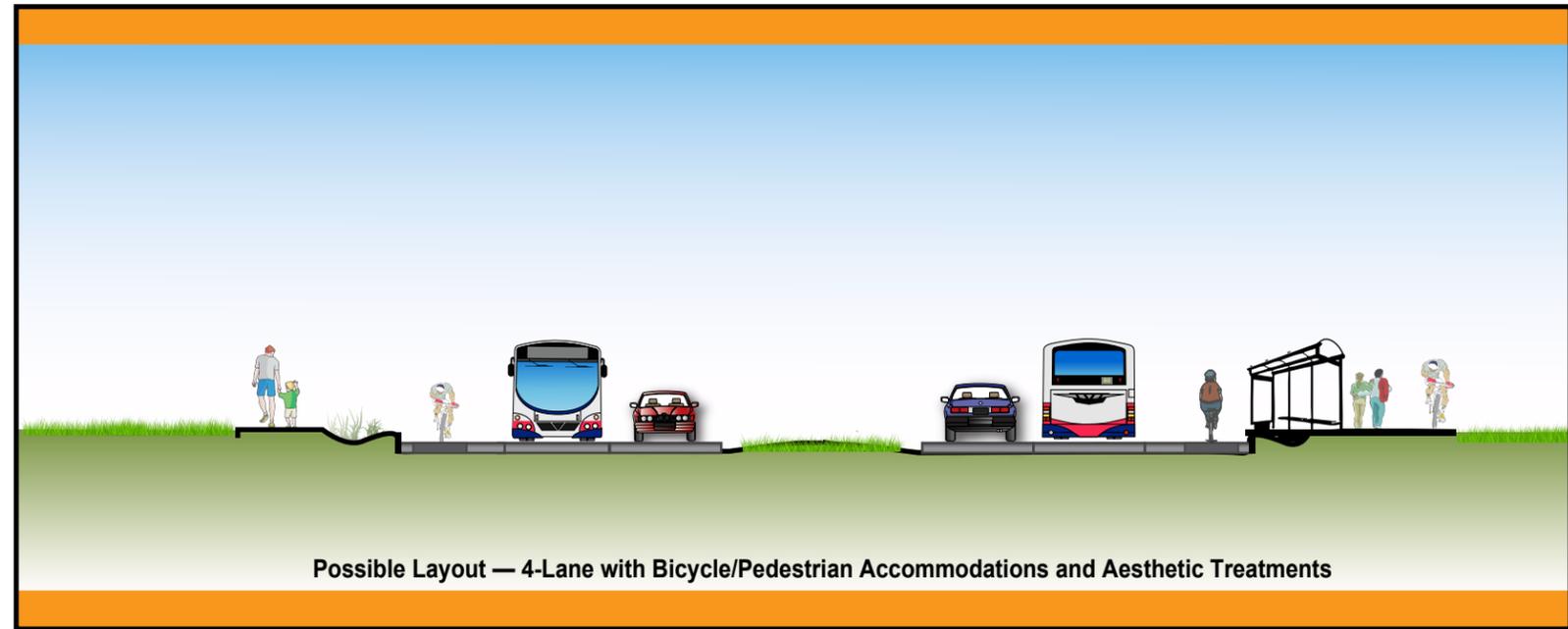
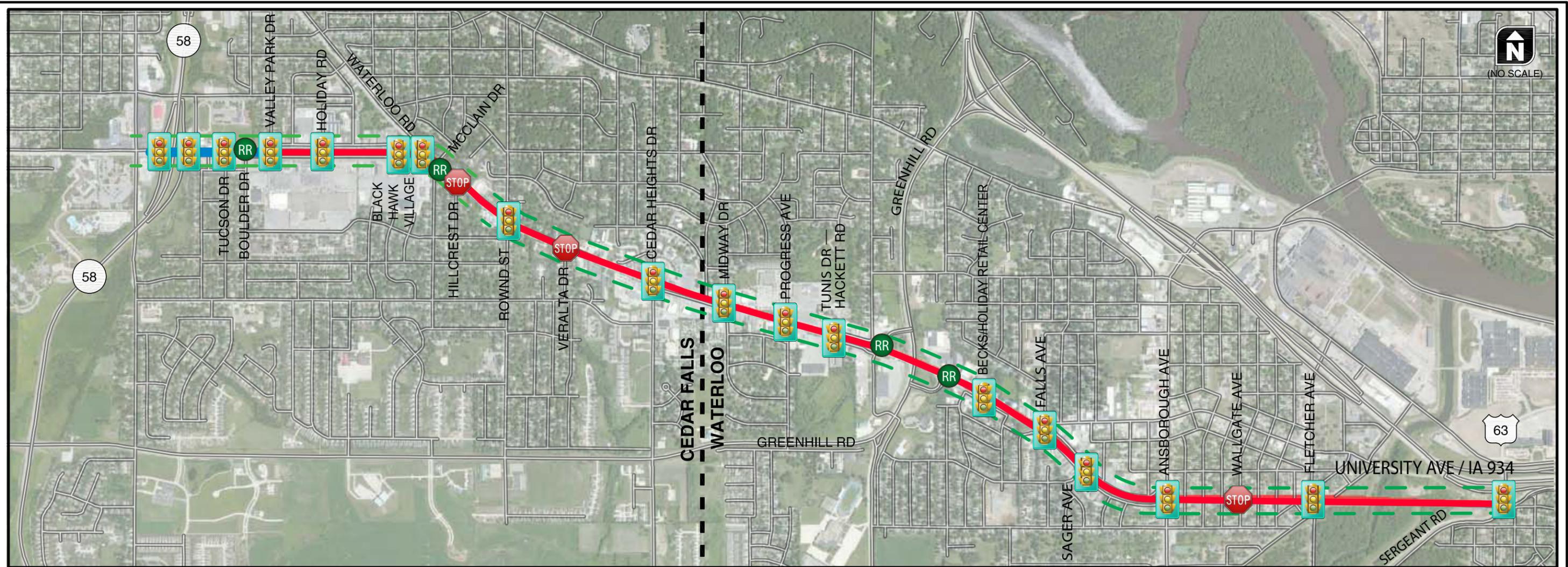
- Traffic Signal
- Traffic Signal Optimized
- 2 Way Stop Controlled
- Right In/Right-Out
- Right In/Right-Out/Left-In
- Multilane Roundabout
- Single Lane Roundabout
- 6 Lanes
- 4 Lanes
- Bicycle/Pedestrian Accommodations and Aesthetic Treatments

Note: Recommendations for intersection concepts are preliminary and may be modified based on further analysis and public input during the design phase of the project.



Alternative 1
6 Lanes with Traffic Signals Optimized
 University Avenue/ IA 934
 Cedar Falls and Waterloo, Iowa
 Environmental Assessment

Figure 4-2
 August 27, 2013



LEGEND

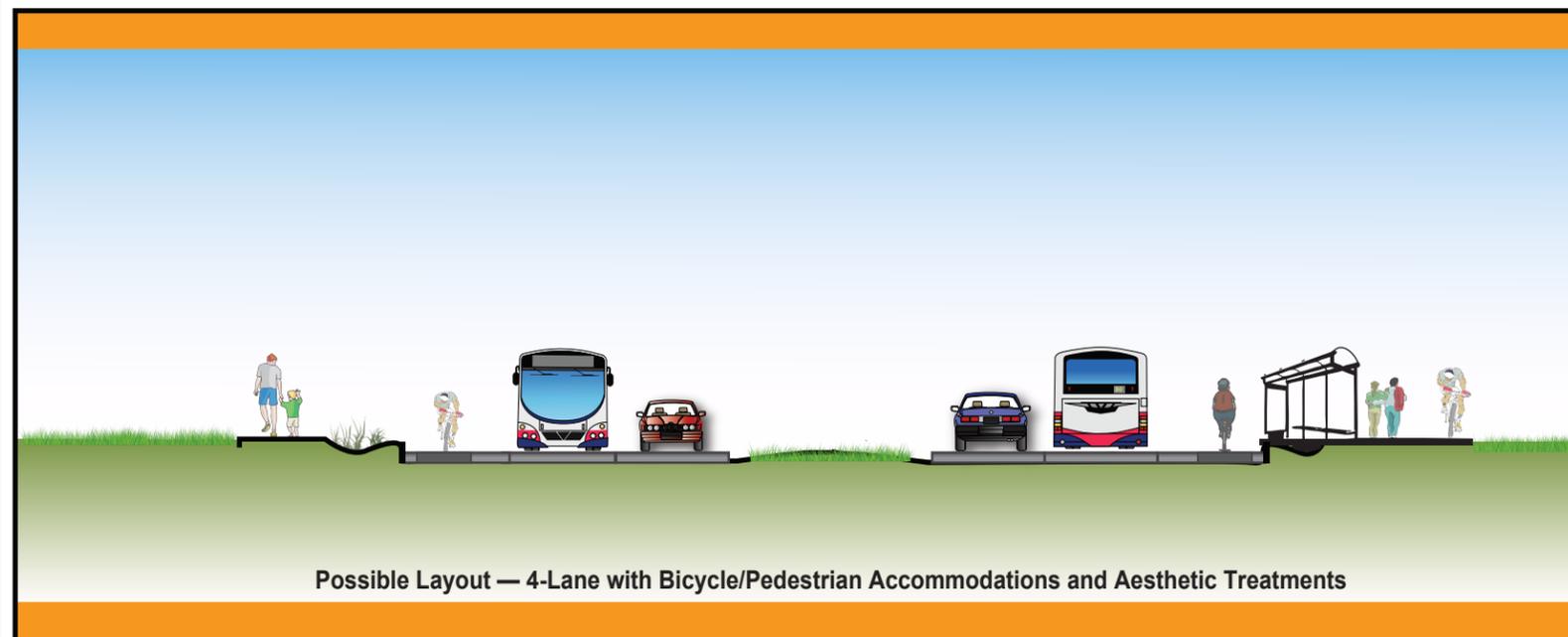
- Traffic Signal
- Traffic Signal Optimized
- 2 Way Stop Controlled
- Right In/Right-Out
- Right In/Right-Out/Left-In
- Multilane Roundabout
- Single Lane Roundabout
- 6 Lanes
- 4 Lanes
- Bicycle/Pedestrian Accommodations and Aesthetic Treatments

Note: Recommendations for intersection concepts are preliminary and may be modified based on further analysis and public input during the design phase of the project.



Alternative 2
4 Lanes with Traffic Signals Optimized
 University Avenue/ IA 934
 Cedar Falls and Waterloo, Iowa
 Environmental Assessment

Figure 4-3
 August 27, 2013



LEGEND

- Traffic Signal
- Traffic Signal Optimized
- 2 Way Stop Controlled
- Right In/Right-Out
- Right In/Right-Out/Left-In
- Multilane Roundabout
- Single Lane Roundabout
- 6 Lanes
- 4 Lanes
- Bicycle/Pedestrian Accommodations and Aesthetic Treatments

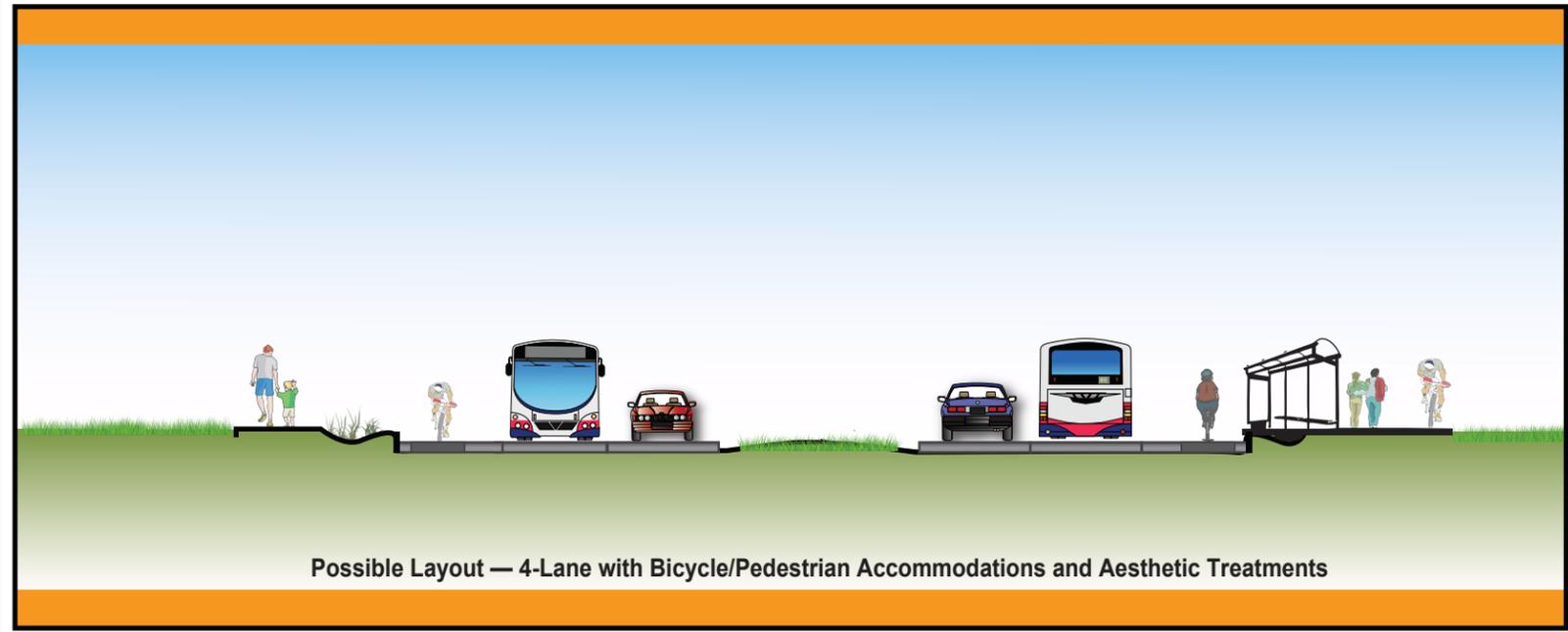
Note: Recommendations for intersection concepts are preliminary and may be modified based on further analysis and public input during the design phase of the project.



Alternative 3 4 Lanes with Roundabouts

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

Figure 4-4
August 27, 2013



LEGEND

- Traffic Signal
- Traffic Signal Optimized
- 2 Way Stop Controlled
- Right In/Right-Out
- Right In/Right-Out/Left-In
- Multilane Roundabout
- Single Lane Roundabout
- 6 Lanes
- 4 Lanes
- Bicycle/Pedestrian Accommodations and Aesthetic Treatments

Note: Recommendations for intersection concepts are preliminary and may be modified based on further analysis and public input during the design phase of the project.



Alternative 4
4 Lanes with Signals and Roundabouts
 University Avenue/ IA 934
 Cedar Falls and Waterloo, Iowa
 Environmental Assessment

Figure 4-5
 August 27, 2013



Note: Recommendations for typical roadway section are preliminary and may be modified based on further analysis and public input during the design phase of the project.



Typical Roadway Section

University Avenue/ IA 934
 Cedar Falls and Waterloo, Iowa
 Environmental Assessment

Figure 4-6
 August 27, 2013

SECTION 5 ENVIRONMENTAL ANALYSIS

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 first and second columns in the Resources Considered table in the Preface are discussed below. **Figures 5-1** through **5-5** show the environmental constraints present within the project study area.

5.1 Socioeconomic Impacts

5.1.1 Land Use

The existing land uses along the University Avenue/IA 934 corridor are primarily commercial and are zoned as such. Other existing land uses include a few semi-public areas and some pockets of residential use immediately adjacent to the corridor. A small area of park/open space exists at the western end of the study area, and a larger area of open space exists along the Black Hawk Creek riparian area at the eastern end of the study area.

The Cedar Falls *Comprehensive Plan Update*, prepared by INRCOG and adopted by the Cedar Falls City Council on November 11, 2002, was reviewed. The city's land use goals, objectives and policies stated in the Comprehensive Plan Update which are relevant to the project include the following:

- Develop a safe, efficient, and economical transportation system.
- Consider all modes of transportation (highways, streets, air, rail, bus, recreational trails, and pedestrian) when planning and development is occurring.
- Capitalize on the existing highway transportation system.
- Encourage bicycle-friendly street designs.
- Support the continued maintenance, improvement, redevelopment, and expansion of ...University Avenue.....and other commercial development areas in the community.

The city of Cedar Falls Future Land Use map was updated in December 2007 and shows changes that would occur to some of the existing land uses adjacent to University Avenue/IA 934. The updated map shows two existing commercial areas, just east of the IA 58 interchange, changing to greenbelt and semi-public use in the future. In addition, some of the existing residential areas located directly adjacent to the University Avenue/IA 934 corridor (east and west of Rownd Street) would change to neighborhood commercial use in the future. The Cedar Falls Zoning Map was reviewed and indicated consistency with existing land uses.

The city of Waterloo's Future Land Use map, updated December 2009, shows future land uses within the project area remaining the same as existing. Commercial uses are expected to continue between Midway Drive and Ansborough Avenue, transitioning to residential and finally open space east of Fletcher Avenue. The Waterloo Zoning Map was reviewed and indicated consistency with existing land uses.

Impacts of the No-Build Alternative

The No-Build Alternative would be consistent with future land use plans for both Cedar Falls and Waterloo and no adverse impacts would occur. While the Cedar Falls Future Land Use map

calls for changing uses along the western portion of the study area, these changes are not dependent on improvements to the corridor.

Impacts of the Proposed Alternative

Under the Proposed Alternative, some existing commercial and residential land uses would change to roadway use where property displacements would occur and where partial property acquisition would be necessary. However, the Proposed Alternative would be consistent with zoning and the existing and future land uses adjacent to the roadway and would not substantially affect future land use plans of the municipalities. The preliminary design for the Proposed Alternative has been closely coordinated with Cedar Falls and Waterloo to ensure the proposed improvements and any modified or new access points and frontage/backage roads are coordinated with adjacent land use needs.

The Proposed Alternative would be consistent with the Cedar Falls land use goals. The Waterloo Future Land Use Map identifies land uses adjacent to University Avenue/IA 934 remaining the same as existing, and the Proposed Alternative would be consistent with those land uses.

5.1.2 Community Cohesion

Community cohesion considers potential impacts to neighborhoods, community facilities, businesses, institutions and community resources important to the social fabric and setting of the project area and adjacent communities. Potential impacts to public safety, including police, fire, EMS, and hospitals as well as emergency routes are important aspects of community cohesion. Potential impacts were evaluated for the creation of real or perceived barriers that limit the ability of the project area to achieve a sense of community.

The project area comprises multiple neighborhoods and community resources across both Cedar Falls and Waterloo. The current University Avenue/IA 934 facility lacks continuous sidewalks and pedestrian facilities, and contains limited connections between neighborhoods on each side of the facility. These amenities exist intermittently throughout the study area, but are not continuous and lack connections to a larger system. Public transportation facilities do exist throughout the study area; however these facilities are intermittent and often consist of a bus shelter at an intersection with no pedestrian connections or parking facilities.

Neighborhoods

Residential areas in Cedar Falls occur across from College Square Mall on the north side of the roadway; northeast of the Waterloo Road/University Avenue/IA 934 intersection, on each side of the roadway; and just east of Rownd Street on each side of the roadway. The Bickford Cottage senior housing building is also located on the south side of the roadway.

Residential areas in Waterloo occur just west of the Falls Avenue/University Avenue/IA 934 intersection, on the south side of the roadway; just west of Ansborough Avenue, on the south side of the roadway; between Ansborough Avenue and just west of Fletcher Avenue, on each side of the roadway; and adjacent to the southeast quadrant of the Sergeant Road/University Avenue/IA 934 intersection.

Community Facilities

There are also community facilities along the study area. Some are located at the Greenhill Road/University Avenue/IA 934 interchange, on the north side of the roadway, and include the following:

- YMCA (Young Men's Christian Association) – northwest corner
- Iowa State University County Extension office – northeast corner
- IowaWORKS Cedar Valley office (job services) – northeast corner
- North Star Community Services office (services for people with disabilities) – northeast corner
- Pathways Behavioral Services office (substance abuse and mental health prevention and treatment services) – northeast corner

Additional community facilities in the study area are located just west of the Ansborough Avenue/University Avenue/IA 934 intersection. They are all located in one building on the north side of the roadway and include the following offices:

- Visiting Nurses
- Junior League
- Girl Scouts of America
- American Red Cross
- Big Brothers and Big Sisters

Public Safety Facilities

The University Avenue/IA 934 corridor serves as a primary emergency response route through Cedar Falls and Waterloo. Most of the public safety facilities that serve the area, including fire, police, ambulance, hospitals, and medical centers, are located outside of the study area. The one exception is Fire Station #4 in Waterloo, which is located at the intersection of Ansborough Avenue and University Avenue/IA 934.

Impacts of the No-Build Alternative

The No-Build Alternative would continue to have negative impacts associated with the limited connections across University Avenue/IA 934 and lack of multimodal facilities, since improving these amenities would not be included with the No-Build Alternative. The lack of these amenities forces community residents to find alternative travel routes and impedes access to the community resources within the study area.

Impacts of the Proposed Alternative

Community cohesion would be temporarily affected during construction activities, as a result of detours and lane closures. Residences that currently have direct access onto University Avenue/IA 934 would retain access under the Proposed Alternative. However, current access to some residential neighborhoods would be modified in the following locations, although no direct impacts would occur to the residences in these neighborhoods:

- The neighborhood located between Victory Drive and McClain Drive, northeast of the Waterloo Road intersection, would no longer have direct access onto Waterloo Road and University Avenue/IA 934, but would have access to a frontage road.

- The neighborhood located east of Greenhill Road, on the south side of the Frontage Road, would continue to have access from the intersection just east of the Greenhill Road interchange. However, the existing access from University Avenue/IA 934 onto Alabar Avenue would be closed to allow space for a roundabout.
- The neighborhood located west of Ansborough Avenue, on the south side of the South Frontage Road, would still have access from the South Frontage Road. In addition, the current access to the South Frontage Road from Ansborough Avenue would be modified to right-in/right-out.

These changes in access can be referenced on the plan plate layouts for the Proposed Alternative in **Appendix B**.

None of the public safety facilities would be directly impacted by the Proposed Alternative. Although Fire Station #4 (shown on **Figure 5-4**) would continue to have access to and from Ansborough Avenue and the South Frontage Road, the current direct access from the South Frontage Road onto Ansborough Avenue would be modified; potentially being limited to only right-in/right-out access, if determined during the design phase to be needed for safe operations. In addition, the fire trucks could be allowed to continue to have full access (e.g., left turning movements) to the south frontage road during emergency events.

In the long term, the Proposed Alternative would be expected to improve local and regional area circulation. The proposed improvements would enhance the overall public safety by providing smoother flowing transportation facilities along the corridor, which in turn would result in improved response times for emergency vehicles and police personnel. In addition, new local access or backage roads are proposed near cross streets along the corridor to address modified access for businesses and residences, or provide better access and circulation at corridor intersections. These new connections can be referenced on the plan plate layouts for the Proposed Alternative in **Appendix B**.

In summary, the Proposed Alternative would not bisect neighborhoods or directly impact any community or public safety facilities. The Proposed Alternative would have a positive effect on community cohesion by providing bicycle and pedestrian facilities, optimized traffic signals, roundabouts, improved demarcation of crosswalks, and improved traffic safety and circulation, all of which would result in better connections across the University Avenue/IA 934 corridor for multimodal facilities including vehicles, bicycles, pedestrians, and transit. In addition, the proposed bicycle and pedestrian facilities would be capable of connecting to similar existing facilities beyond the study area, such as recreational trails.

5.1.3 Churches and Schools

Churches and schools within the project area were inventoried using information from the Iowa Department of Natural Resources (Iowa DNR) as well as the cities of Cedar Falls and Waterloo. This information was verified during a field visit conducted in October of 2011.

The project area contains multiple schools and churches, including:

Churches

- Nazareth Evangelical Lutheran Church – Located immediately west of the western limits of the project area, on the southwest corner of the intersection of Main Street and University Avenue/IA 934.

- St. Luke's Episcopal Church – Located at 2410 Melrose Drive, northwest of the Waterloo Road/University Avenue/IA 934 intersection.
- IHope Church – Located in the southwest quadrant of the Hackett Road/University Avenue/IA 934 intersection.

Schools

- Blessed Beginning Preschool – Located immediately west of the western limits of the project area, on the southwest corner of the intersection of Main Street and University Avenue/IA 934.
- Peet Junior High School –The property borders University Avenue/IA 934 along the north side of the roadway along Seerley Boulevard, east of the Tucson Drive/ University Avenue/IA 934 intersection. On the north side of University Avenue/IA 934 there are outdoor athletic fields associated with the school.
- Valley Park Elementary School – Located on Seerley Boulevard, northwest of the Waterloo Road/University Avenue/IA 934 intersection.
- A to Z Learning Center and Day Care –east of the Rownd Street/University Avenue/IA 934 intersection, on the north side of the roadway.
- A to Z Learning Center and Day Care – west of the Falls Avenue/University Avenue/IA 934 intersection, on the south side of the roadway.

Impacts of the No-Build Alternative

The No-Build Alternative would not have any adverse impacts on churches or schools.

Impacts of the Proposed Alternative

No church or school building within the study area would be directly impacted by the Proposed Alternative. However, a small portion of land from the Peet Junior High School property would require acquisition. This portion of the property is open space adjacent to outdoor play fields, but the play fields would not be impacted. Churches and schools may experience temporary impacts during construction, such as detours or lane closures; however these impacts are not expected to restrict access to any facility.

The bicycle and pedestrian accommodations related to the Proposed Alternative would provide access and connectivity benefits to the schools and churches in the study area and would improve the crossing conditions at corridor intersections.

5.1.4 Economic

The economic activity within the study area consists of commercial uses, including (but not limited to) retail shops, offices, new and used car dealerships, automotive repair shops, gas stations/convenience stores, hotels, fast food shops, and restaurants. The most recent Black Hawk County property tax statements for 2012-2013 indicate that the amount of property tax revenue comprising the tax base is distributed among the city of Cedar Falls, the city of Waterloo, the county, and the state. The total tax base is approximately \$152.5 million for Fiscal Year (FY) 2012 and \$160.1 million for FY 2013.

Impacts of the No-Build Alternative

Under the No-Build Alternative, commercial and residential displacements would not occur. Therefore, no adverse or beneficial economic impacts would occur.

Impacts of the Proposed Alternative

The Proposed Alternative would displace sixteen (16) commercial properties and eight (8) residential properties, through acquisition of the entire parcel and structure on the parcel. As a result, property tax revenue would be lost when these properties are taken out of the tax base. According to the most recent Black Hawk County property tax statements (2012-2013) for the displaced properties, the Cedar Falls tax base would be reduced by approximately \$109,950 and the Waterloo tax base would be reduced by approximately \$122,400. The total tax base reduction would be approximately \$232,350, equating to an approximate 0.15 percent reduction of the total tax base for both FY 2012 and FY 2013. The tax bases of the individual cities would also be affected. The Cedar Falls tax base would be reduced by approximately 0.31 percent for FY 2012 and approximately 0.29 percent for FY 2013. The Waterloo tax base would be reduced by approximately 0.16 percent for FY 2012 and approximately 0.15 percent for FY 2013. Consequently, the reduction in property taxes, because of commercial and residential displacements, would not be substantial.

There would also be a minor tax base reduction as a result of partial property acquisition that would reduce the land area of several parcels adjacent to the existing right-of-way, thereby reducing the land value and associated taxes of the affected parcels. However, the land area reductions and building reductions would be relatively minimal, and the additional tax base reduction would not be substantial.

There would also be jobs affected by the sixteen commercial displacements. A range of 100 to 200 jobs could be permanently or temporarily affected as a result of the proposed project, as shown in **Table 5-1** in Section 5.1.5. These job losses could also negatively affect the income tax base for Cedar Falls and Waterloo.

During construction of the Proposed Alternative, short-term economic impacts to businesses may occur, but are not expected to cause adverse effects on the income of businesses located along the project corridor. As a result of lane closures and possible detours, access to some businesses could be temporarily restricted or rerouted. However, some traffic lanes would remain open and access to businesses would be modified, through detours and provision of adjacent access locations, all of which would be temporary and limited to the construction period in the area of each business. The impact of roadway construction on local business patronage can vary, depending on individual customers' preferences in regard to shopping at businesses near construction sites. These decisions are typically based on whether or not alternate locations and/or products are available; the duration of project construction; the convenience or difficulty of access to businesses during construction; and the degree or amount of construction activity.

Access to some existing businesses would change after construction, with some businesses having slightly increased access distances from certain locations. Access to some frontage roads would either change to "right-in/right-out" only, or would be moved farther away from the immediate intersection to prevent or minimize traffic conflicts at certain locations, including Boulder Drive, Valley Park Drive, Holiday Road, Cedar Heights Drive, Midway Drive, Progress Avenue, South Hackett Road, Falls Avenue, Sager Avenue, and Ansborough Avenue. Because the area businesses serve mostly local customers who are making the area or business their destination, rather than drive-by impulse customers, these modifications to access are not expected to adversely affect business income.

As a result of realigning an access road in the vicinity of Melrose Drive, partial impacts would occur to one business, a self-storage facility, as discussed previously. Three of the eleven storage buildings on the property would be removed, or partially removed. Although some reduction in business income would result, mitigation would be negotiated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended.

Several businesses along University Avenue/IA 934 include parking directly adjacent to the roadway. As such, some partial impacts to these parking areas would result from the Proposed Alternative. However, most parking impacts would be minor, in relation to the total parking available on those parcels and is not expected to adversely affect business income. Parking impacts would be mitigated through compensation or replacement of parking adjacent to, or in another portion of the parcel.

Short-term economic benefits would be derived from construction of the Proposed Alternative through an increase in construction-related employment and increased economic activity from those employees patronizing local businesses and service establishments along the project corridor.

Long-term economic benefits would include the potential for increased economic activity because of safer access, improved traffic circulation with fewer delays at intersections, improved public transportation facilities, improved bicycle-pedestrian facilities, and potential corridor aesthetics such as landscaping and public art. The Proposed Alternative may also help to revitalize development of some of the vacant commercial areas, and may encourage commercial development in some areas, in accordance with the future land use plans; all of which in turn would provide additional employment opportunities and tax revenue.

5.1.5 Right-of-Way and Relocation Potential

The University Avenue/IA 934 right-of-way width currently ranges from approximately 110 feet to 180 feet. Areas through the corridor without adjacent frontage roads have right-of-way within the 110 foot range, while areas with adjacent frontage roads are approximately 180 feet wide.

Impacts of the No-Build Alternative

Under the No-Build Alternative there would be no additional right-of-way acquired, and therefore no displacements of residences or businesses.

Impacts of the Proposed Alternative

Right-of-way impacts for the Proposed Alternative were estimated using projected impact limits for the conceptual design. Limited additional right-of-way is needed along the mainline of the corridor since the Proposed Alternative would include reducing the current University Avenue/IA 934 facility from six lanes to four lanes. This allows the mainline roadway improvements to be constructed principally within existing right-of-way. However, plans to add bicycle and pedestrian facilities on each side of the roadway would require minor additional right-of-way throughout the corridor in some locations. Property acquisition would be needed primarily at intersections where roundabouts are proposed.

Right-of-way impact estimates were calculated assuming a worst case condition that includes both temporary and permanent right-of-way impacts. Some right-of-way impacts would only be temporary during the construction of the project, and others may require only minor amounts of property acquisition adjacent to the roadway, without affecting the main building, or all of the

buildings on the property. The actual amount of property required throughout the corridor would be refined as the project progresses into the design stage.

It is estimated that the Proposed Alternative would affect a total of 387 individual parcels, totaling approximately 63.9 acres of property that would be impacted by property acquisition and/or construction. The Proposed Alternative would impact a total of 134 residential parcels, 219 commercial/business parcels, and 34 other parcels that fall into the public/semi-public category.

Of the 387 parcels that would be impacted, there would be a minor amount of total property acquisition, or displacements, equaling 13.75 acres. As shown on **Figures 5-1** through **5-4** sixteen (16) commercial properties and eight (8) residential properties are anticipated to be displaced by the Proposed Alternative. Three (3) of the commercial properties (2807 University Avenue, 2751-2755 University Avenue, and 4021-4029 University Avenue) contain space for two separate businesses at each property. Consequently, there would be 19 potential business relocations, as indicated in **Table 5-1**. However, as noted in the table, three of the existing businesses are currently vacant. There would be no total acquisition of public/semi-public property.

According to parcel information obtained from the Black Hawk County assessor’s website for Year 2012 property valuations, total value for the displacements would be approximately \$6.2 million, including \$915,940 for residential property and \$5,255,960 for commercial property. In addition, **Table 5-1** shows the commercial property displacements and the range of employees affected by the displacements.

Table 5-1: Commercial Displacements

Business	Address	Description	Range of Employees
Cedar Falls			
O'Reilly Auto Parts	4105 University Avenue	Vehicle parts and tools	5 to 10
L&M Transmission & Towing	4326 University Avenue (includes 2 parcels)	Vehicle repair and towing	5 to 10
Vacant	4418 University Avenue	Retail/office space	0
JLL Extended Stay Inn	4410 University Avenue	Traveler accommodations	25 to 50
Hong Kong Restaurant	6306 University Avenue	Restaurant/Buffer	10 to 20
Waterloo			
Quick Wok	2936 University Avenue	Restaurant/Buffer	10 to 20
University Chiropractic & Craig Fairbanks Homes	2807 University Avenue	Medical office and retail office	1 to 5 1 to 5
NAPA Auto Parts	2761 University Avenue	Vehicle parts, tools and repair	10 to 20
ATA Martial Arts & Business Systems, Inc.	2751-2755 University Avenue	Health/exercise and retail office	1 to 5 1 to 5
Bel Air Motel	3031 University Avenue	Traveler accommodations	5 to 10

Business	Address	Description	Range of Employees
Foster's Mattress	3840 University Avenue	Retail space	5 to 10
Rausch Law Firm	3909 University Avenue	Law office	1 to 5
Vacant	4003-4005 University Avenue.	Retail/office space	0
Walk-in Tubs and More	4007-4009 University Avenue	Retail space	5 to 10
Dan's TV	4015 University Avenue	Retail space	10 to 15
Hartzell Family Chiropractic & Additional Vacant Office	4021-4029 University Avenue	Medical office and retail/office space	1 to 5 0

Replacement Housing and Commercial Properties

The Iowa DOT offers a relocation assistance program to property owners or tenants that are displaced by a state highway project, including relocation assistance advisory services and payment for moving expenses. 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. 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. Iowa DOT follows a similar process for commercial property displacements.

Difficulties in locating replacement housing should be minimized by incorporating additional lead time into the relocation planning process. Complicated relocation problems that may arise will be addressed by the state's commitment to the provisions of 49 CFR 24.404 (Replacement Housing of Last Resort).

As shown on **Figures 5-1** through **5-4**, eight (8) residential properties and sixteen (16) commercial properties are anticipated to be displaced by the Proposed Alternative. A search and review of houses and commercial properties for sale on the *Waterloo-Cedar Falls Board of Realtors* website was conducted in September 2013 to determine the availability of replacement housing and commercial properties near the study area. A search was conducted in zip code 50613, encompassing the study area and a large surrounding area in Cedar Falls; and zip code 50701, which encompasses the study area in Waterloo. Nearby zip code 50702 in Waterloo was also included in the search.

Using this information, the assessed values of the displaced residences were compared to the characteristics of houses for sale on the *Waterloo-Cedar Falls Board of Realtors* website. The values of displaced residential properties in the study area in Cedar Falls range from approximately \$115,000 to \$158,000. Available housing for sale in zip code 50613 at the time of the search included the following:

- \$100,000 to \$125,000 – 5 properties
- \$125,000 to \$150,000 – 12 properties
- \$150,000 to \$175,000 – 17 properties

The values of displaced residential properties in the study area in Waterloo range from approximately \$67,000 to \$78,000. Available housing for sale in zip codes 50701 and 50702 at the time of the search included the following:

- \$50,000 to \$75,000 – 27 properties
- \$75,000 to \$100,000 – 50 properties

This research indicates that there were sufficient houses for sale in both Cedar Falls and Waterloo during the analysis period with similar characteristics to each residence needing relocation. As a result, this EA concludes that, considering the number of available housing units in Cedar Falls and Waterloo and the length of time it would take to complete the University Avenue/IA 934 project improvements, there would be sufficient housing available for relocation within or near the study area.

The values of displaced commercial properties in the study area in Cedar Falls range from approximately \$208,000 to \$968,000. Although there was one hotel displacement, there were no hotel properties on the market at the time of the search. Available commercial property for sale in zip code 50613 at the time of the search, for the applicable commercial value categories, included the following:

- \$200,000 to \$225,000 – 1 property
- \$250,000 to \$275,000 – 0 properties
- \$275,000 to \$300,000 – 0 properties
- \$500,000 to \$600,000 – 0 properties
- \$900,000 to \$1,000,000 – 1 property

The values of displaced commercial properties in the study area in Waterloo range from approximately \$158,000 to \$370,000. Although there was one motel displacement, there were no motel properties on the market at the time of the search. Available commercial properties for sale in zip codes 50701 and 50702 at the time of the search included 22 properties in the following price ranges:

- \$150,000 to \$175,000 – 1 property
- \$175,000 to \$200,000 – 3 properties
- \$200,000 to \$225,000 – 2 properties
- \$225,000 to \$250,000 – 2 properties
- \$250,000 to \$275,000 – 5 properties
- \$275,000 to \$300,000 – 5 properties
- \$300,000 to \$325,000 – 0 properties
- \$325,000 to \$350,000 – 3 properties
- \$350,000 to \$375,000 – 1 property

At the time of the analysis period, it appears that there could be a shortage of available replacement commercial property for sale with similar characteristics to those commercial properties affected by the proposed project in Cedar Falls. Waterloo was determined to have a sufficient supply of replacement commercial properties for sale. As the project construction and real estate acquisition dates become more certain, the Iowa DOT will reassess housing and commercial building availability as part of a detailed Acquisition Stage Relocation Plan. In addition, once the proposed project is constructed, adjacent right-of-way at corridor intersections could become available for redevelopment.

5.1.6 Construction and Emergency Routes

This section addresses potential impacts from construction of the proposed project on emergency routes and access. Ambulances, fire trucks, and police cruisers respond to

emergencies using routes that are designated to reduce response times and account for access limitations. University Avenue/IA 934 is a vital emergency route in Cedar Falls and Waterloo. It connects with IA 58, U.S. 63 (Sergeant Road), and U.S. 218; and with major cross streets including Main Street, Waterloo Road, Greenhill Road, and Ansborough Avenue. Although the only emergency facility located within the study area is Fire Station #4, near the University Avenue/Ansborough Avenue intersection, police stations, hospitals, and ambulance providers in the two cities are located within 1.75 to 3.5 miles of the study area and can be accessed by way of University Avenue/IA 934, the adjacent highways, and major cross streets. **Figure 5-4** shows Fire Station #4.

Impacts of the No-Build Alternative

The No-Build Alternative would not involve construction therefore it would have no impacts to emergency routes.

Impacts of the Proposed Alternative

The construction of the Proposed Alternative would be phased, and may use temporary pavement so that traffic circulation and access to properties would be maintained as much as possible. Detailed staging and phasing plans for the Proposed Alternative would be developed during final design of the project, and construction would take place while traffic uses the existing roadway system as much as possible to reduce and minimize disruption to traffic and access. Although some traffic lane closures and detours may be necessary, it is anticipated that the impacts of the Proposed Alternative to traffic and access would be minimal.

Construction related activities may temporarily disrupt routes and travel patterns in the short term for police, fire and ambulance services responding to calls in the vicinity of the study area. If it becomes necessary during construction, police and emergency responders may have to temporarily use alternate emergency service routes to and from properties along and located off of, or in the vicinity of, University Avenue/IA 934. These routes may include, but would not be limited to, Rainbow Drive, U.S. 218, Greenhill Road, and Waterloo Road. However, impacts to emergency services are anticipated to be minimal and additional coordination with emergency service providers would occur in the final design and construction phases of the project in order to facilitate the planning of temporary alternate routes for emergency vehicles.

The one emergency facility within the study area, Fire Station #4, would not be directly impacted by the proposed alternative. The south frontage road at University/IA 934 and Ansborough Avenue is located just north of the fire station. Access to this frontage road would be modified as part of the Proposed Alternative; potentially being limited to only right-in/right-out access, if determined during the design phase to be needed for safe operations. The fire station direct driveway access on to Ansborough Avenue would be retained as part of the Proposed Alternative. In addition, the fire trucks could be allowed to continue to have full access (e.g., left turning movements) to the south frontage road during emergency events.

5.1.7 Transportation

Several modes of transportation operate in the study area, including passenger and freight (truck) vehicles, bicycle and pedestrian, and bus transit. Air transportation modes are not located in the study area. The closest airport, the Waterloo Regional Airport, is approximately three miles north of the study area. In addition, there are no water modes of transportation or rail modes of transportation in the study area. The former Chicago and North Western railroad corridors that, at one time, crossed the east and west ends of the study area, were previously

abandoned and converted to recreational trails (the Cedar Prairie Trail at the west end, and the Sergeant Road Trail at the east end).

University Avenue/IA 934 is a six-lane, divided arterial street with approximately 25 at-grade intersections and intermittent frontage roads throughout the corridor. Within the study area, grade-separated interchanges currently exist at IA 58 (western end) and at Greenhill Road (middle of corridor).

Traffic Operations

Although traffic capacity constraints are not currently, and are not projected to be an issue for the corridor through the future design year 2040, delays due to closely spaced and uncoordinated signalized intersections, which results in stop-and-go travel conditions, causes a perception of corridor congestion for motorists. Existing and future 2040 projected truck traffic in the corridor represents only about two (2) percent of the traffic volume throughout the corridor, which indicates that the corridor would not generate a significant amount of freight traffic.

Bicycle and Pedestrian Operations

The corridor has limited areas of sidewalks, which are intermittent and discontinuous along its length, and the majority of intersections do not meet Americans with Disabilities Act (ADA) compliance requirements. Multi-use paths exist only as perpendicular crossings connected to the existing trail system, rather than as parallel facilities to University Avenue/IA 934.

Transit Service

Transit services are provided throughout the corridor by the Metropolitan Transit Authority (MET) of Black Hawk County. Two bus routes service the University Avenue/IA 934 corridor: Route 6 (Cedar Falls-UNI Yellow) and Route 7 (Cedar Falls-Rainbow Yellow). Established stops are located at various locations throughout the corridor, as shown in **Table 5-2**, and are provided with an uncovered bench. Full bus shelters and bus pull-outs are not currently provided along the corridor.

Table 5-2: Metropolitan Transit Authority Bus Stops along University Avenue/IA 934

Stop	Location	Route 6	Route 7	Route 8
51	University Avenue & Fletcher Avenue	X	X	
52	K-Mart (near Progress Avenue)	X	X	
53	Hy-Vee @ College Square Mall	X	X	
54	Maplewood Drive & Boulder Drive.	X		
61	McClain Drive & University Avenue		X	
62	North Frontage Road near Greenhill Road intersection			X
63	Greenhill Road & S. Hackett Road			X

Source: Metropolitan Transit Authority of Black Hawk County.

There are also several additional routes that cross perpendicular to the corridor. Route 1 (West Blue) travels along Fletcher Avenue and Falls Avenue, where it crosses the corridor at those two locations. There is no stop located at the Falls Avenue intersection, but there is a stop (#51) at the Fletcher Avenue/University Avenue/IA 934 intersection for Routes 6 and 7. Route 8 (West Loop Grey) travels along Fletcher Avenue and Falls Avenue, then along the North Frontage Road before it crosses the corridor at the Greenhill Road interchange. Route 9 (Cedar

Falls Loop Purple) travels along Main Street where it crosses the west terminus of the corridor, however no stops are located at its intersection with University Avenue/IA 934.

Impacts of the No-Build Alternative

Under the No Build Alternative pedestrian sidewalks and crosswalks throughout the corridor would continue to be discontinuous and, in many locations, non-compliant with ADA requirements; and additional bicycle accommodations through on-street bicycle lanes or off-street multiuse paths would not be constructed to better serve this mode of travel. In addition, improvements for transit, such as bus pullouts and bus shelters, would not be added to the corridor.

Impacts of the Proposed Alternative

Under the Proposed Alternative, traffic operations at corridor intersections are projected to improve over the No-Build by 2040, due to the incorporation of roundabouts and the optimization of signalized intersections along the corridor. Bicycle and pedestrian facilities would undergo improvements by providing continuous sidewalks, a multi-use path, on-street bike lanes, and intersection crossing improvements; thereby enhancing bicycle and pedestrian connections throughout the corridor. Trails located in close proximity to University Avenue/IA 934 may be temporarily impacted by the Proposed Alternative during the construction phase. However, the trails would be restored and traffic patterns would remain the same after the project is completed.

The Proposed Alternative would affect existing Bus Route 1 (West Blue). The bus would no longer be able to cross University Avenue/IA 934, as the access from University Avenue/IA 934 to Alabar Avenue on the south side of that existing intersection would be modified to allow space for a proposed roundabout. However, the route could be modified to travel on University Avenue/IA 934 and take the next signalized intersection 1/4-mile to the west, where it could access the frontage road on the south and continue the existing route back to Alabar Avenue and onto Littlefield Road. Coordination with MET officials would continue during the public involvement process and in to the design stage of the project to determine necessary route modifications. In addition, consultation with MET officials would take place to determine locations of bus pull-out areas and improved bus shelters along the corridor, thereby providing opportunities for MET to plan bus stop improvements and rider amenities.

The improved traffic operations resulting from the Proposed Alternative would also apply to truck traffic. Trucks delivering or picking up freight in commercial areas would benefit from smoother flowing traffic, as well as access to frontage and backage roads. In addition, the roundabouts are designed for the turning radii of truck and semi-trailer vehicles. In most cases, the trucks can stay within the circulatory lanes of a roundabout. However, if truck drivers feel they need more space for turning when traversing a roundabout, the paved interior truck apron, adjacent to the inside lane of the roundabout, allows for the back tires to encroach on the apron.

The Proposed Alternative would result in the modification of access at numerous points along the corridor, which would alter traffic circulation patterns throughout the corridor, as described below. However, it is anticipated that these changes in traffic patterns would improve traffic flow and enhance safety, especially at corridor intersections. Access points could be permanently closed or modified (e.g., realigned or converted to restricted, right-in/right-out only access) as part of the Proposed Alternative. Final decisions on these modifications to access points would be determined during the design phase of the project. The location of access points to be

modified as part of the Proposed Alternative are shown on the plan plates in **Appendix B**, and are discussed further in the following sections.

Access Modifications

Frontage Roads and Cross Streets – The following frontage roads and cross street access points would be modified:

- Boulder Drive/University Avenue/IA 934: south side, frontage road access to Boulder Drive
- Valley Park Drive/University Avenue/IA 934: south side, frontage road access to Mall entrance
- Valley Park Drive/University Avenue/IA 934: north side, frontage road access to Valley Park Drive
- Holiday Road/University Avenue/IA 934: south side, frontage road access to Mall Entrance
- Holiday Road/University Avenue/IA 934: north side, frontage road access
- Black Hawk Village/University Avenue/IA 934: just west of Waterloo Road intersection, south side, frontage road access to Mall
- Cedar Heights Drive/University Avenue/IA 934: south side, frontage road access to Cedar Heights Drive
- Midway Drive/University Avenue/IA 934: south side, frontage road access to Midway Drive
- Progress Drive/University Avenue/IA 934: north side, frontage road (S. Hackett Rd.) access to Progress Drive
- South Hackett Road/University Avenue/IA 934: south side, intersection of frontage road moved slightly to the south
- Stephan Avenue/Falls Avenue: intersection realigned to the northeast
- Falls Avenue/University Avenue/IA 934 (continuation of Stephan Avenue): access from northeast frontage road to Falls Avenue moved to the east
- Sager Avenue/University Avenue/IA 934: southwest side, frontage road access on east and west to Sager Avenue
- Ansborough Avenue/University Avenue/IA 934: south side, frontage road access to Ansborough Avenue (would still allow full access by emergency vehicles from Fire Station)
- Ansborough Avenue/University Avenue/IA 934: north side, frontage road access to Ansborough Avenue
- Fletcher Avenue/University Avenue/IA 934: northeast corner, Joder Avenue access to Fletcher Avenue
- U.S. 63/University Avenue/IA 934: north side, northwest of intersection, access to pump station realigned to the west

Businesses –The following business accesses would be modified:

- 5809 University Avenue/IA 934: Amigo’s Restaurant and Wendy’s, south side at Waterloo Road
- 5305 University Avenue/IA 934: Cedar Heights Pet Clinic, southwest corner of University Avenue/IA 934 and Rownd Street, access to Rownd Street
- 4040 University Avenue/IA 934: northeast corner of Midway Drive intersection, Tractor Supply, access to Midway Drive
- 4116 University Avenue/IA 934: northwest corner of Midway Drive intersection, Mini Mall, various tenants, access to Midway Drive
- 3909 University Avenue/IA 934: southwest corner of Progress Avenue intersection, Rausch Law Firm, business is relocated by Proposed Alternative
- 3551 University Avenue/IA 934: several businesses, entrance off of South Hackett moved to the south
- Ansborough Avenue/University Avenue/IA 934: Pizza Hut, northwest corner, frontage road access to Ansborough Avenue
- Ansborough Avenue/University Avenue/IA 934: northeast corner, Wonder/Hostess Outlet (potentially vacant) access to Ansborough Avenue
- 245 Fletcher Avenue, northeast corner of Fletcher Avenue/University Avenue/IA 934: Hallman Accounting, Joder Avenue access to Fletcher Avenue

Residences– Access would be modified at the six residential properties listed below:

- Waterloo Road/University Avenue/IA 934 – Six houses (addresses listed below) along access drive between University Avenue/IA 934 and Waterloo Road, northeast of intersection. New access drive provided, tying into Victory Drive and McClain Drive.
 - 5634 University Avenue/IA 934
 - 2806 Waterloo Road
 - 2734 Waterloo Road
 - 2728 Waterloo Road
 - 2722 Waterloo Road
 - 2716 Waterloo Road

Residential and commercial driveways located along University Avenue/IA 934 may be temporarily impacted by the Proposed Alternative during the construction phase. However, the driveways would be restored or relocated after completion of the project.

Access Closures

Access to University Avenue/IA 934, would be closed at the four locations listed below:

- Waterloo Road/University Avenue/IA 934: south side, access from Waterloo Road and frontage road to University Ave/IA 934
- McClain Drive/University Avenue/IA 934: north side, access from McClain
- Falls Avenue/University Avenue/IA 934: south side, access from Falls Avenue and frontage road (Alabar Ave.) to University Avenue/IA 934

- Sager Avenue/University Avenue/IA 934: north side, access from Sager Avenue and frontage road to University Avenue/IA 934

New Access

New access to University Avenue/IA 934 would be provided at the following locations:

- Royal Drive/University Avenue/IA 934: new right-in/right-out access to University Avenue/IA 934
- Melrose Drive/University Avenue/IA 934: new right-in/right/out/left-in access to University Avenue/IA 934
- Boulder Drive to McClain Drive: south side of University Avenue/IA 934, new east-west access/backage road to College Square Mall area
- Royal Drive to Melrose Drive: north side of University Avenue/IA 934, new east-west access/backage road on north side of commercial properties
- 4227 University Avenue/IA 934 (just east of Cedar Heights Drive) – New right-in/right-out access from University Avenue/IA 934 to frontage road on south side of University Avenue/IA 934
- Cedar Heights Drive/University Avenue/IA 934: new east-west access/backage road on south side of commercial properties connecting between south frontage road to the east
- Between Falls Avenue and Sager Avenue: new east-west access/backage road on south side of commercial properties connecting between south frontage road to the west and east

As stated previously, air, rail, and water modes of transportation are not present in the study area, and therefore would not be affected by the project. The Proposed Alternative improvements would result in a safer and more efficient flow of vehicular, freight and bus transit traffic, provide improved bicycle and pedestrian facilities and connectivity within the study area, and provide enhanced access and connectivity to adjacent area businesses through new and/or improved frontage/backage roadways.

5.1.8 Parklands and Recreational Areas

A site visit and review of local and state park and recreational resources indicated that there are several parks and recreation properties in or near the study area. In addition, correspondence was conducted with the Cedar Falls Department of Recreation, Parks & Art; the Waterloo Department of Leisure Services; the Black Hawk County Conservation Board; and Iowa DNR. The parks and recreation properties located in or near the study area are shown on **Figures 5-1, 5-3, 5-4 and 5-5**.

Parks and Recreation Areas in Cedar Falls

- *Rownd Park* – This property is a neighborhood park located at the southeast quadrant of the University Avenue/IA 934/IA 58 interchange. The park is located along the northbound off-ramp, near the western end of the study area. The park is publicly-owned by the city of Cedar Falls, open to the public, and covers an area of approximately 14.7 acres. Dry Run Creek flows through this passive park consisting of mostly open space and containing the Cedar Prairie Trail, which is a recreational

bicycle-pedestrian trail. The land for the park was acquired by the city in 1995 and was formerly the University of Northern Iowa's golf course.

- *Paw Park* – This 3.3-acre property, located adjacent to the south end of Rownd Park, is owned by the city of Cedar Falls and open to the public. The primary use of the property is a dog park where the public can play with their dogs and exercise them off-leash. Facilities include open space, a picnic shelter, picnic tables, and a restroom.
- *Skate Park* – Skate Park is located near the northeast quadrant of the University Avenue/IA 934/IA 58 interchange, between the northbound on-ramp and Grove Street, on the west end of the study corridor. The park is publicly-owned by the city of Cedar Falls and open to the general public. The park includes several features such as a fenced concrete area with a grind rail; a half-pyramid with ledge; a 4-foot quarter-pipe; a 5-foot quarter-pipe; a fun grind box; a fly box with ledge; and a seasonal restroom. It covers an area of approximately one (1) acre.
- *Central Park* – This 20.5-acre property is a neighborhood park located north of E. Seerley Boulevard, adjacent to the east side of IA 58. It is owned by the city of Cedar Falls and open to the general public for recreation. Facilities include play equipment, a youth ball diamond, picnic area, open space, play fields, and a parking lot.
- *Falls Aquatic Center* – This property, covering 12.4 acres, is an aquatic center owned by the city of Cedar Falls and open to the general public for swimming and recreation. It is located just south and west of the University Avenue/IA 934/IA 58 interchange, and includes a large outdoor pool and two indoor pools.
- *Cedar Prairie Trail* – This property is a recreational trail, approximately eight (8) miles in length, owned by the city of Cedar Falls, and open to the general public for recreational use. It provides a link to the metropolitan recreational trail system and is located through Rownd Park, along the south side of University Avenue/IA 934 at IA 58, and on the north side of University Avenue/IA 934 along the south branch of Dry Run Creek. There is also a 0.4-mile loop of the trail, called Main Street Trail, which parallels Main Street from Paw Park to University Avenue/IA 934. Cedar Prairie Trail is designated as a portion of the American Discovery Trail, a 6,800-mile nationally recognized recreation trail system that will stretch across 15 states when complete.
- *Peet Junior High School Athletic Fields* – This public school property, consisting of 17.6 acres, is located near the western end of the study area just east of IA 58, and is owned by the city of Cedar Falls Community School District. The open space recreation area is located on the north side of University Avenue/IA 934. The primary use of the open space is practice fields for various sports. The city considers the open space to be significant for its use by the public and the Cedar Falls Recreation Department. The open space is open to the public, generally after school hours, and is also used by the Cedar Falls Recreation Department during after school hours, on weekends, and in the summer.

Parks and Recreation Areas in Waterloo

- *Greenhill Trail* – The portion of this paved trail within the study area is located within the Greenhill Road right-of-way and is owned by the city of Waterloo for public recreational use including walking, jogging, and bicycling. It travels along the west side of Greenhill

Road, under University Avenue/IA 934, and through the interchange. Its total length is approximately four (4) miles, providing a link to the metropolitan recreational trail system to the west and north.

- Hope Martin Memorial Park – Hope Martin Memorial Park is located near the eastern end of the study area, on the east and west side of Fletcher Avenue, and on the south side of University Avenue/IA 934. The park is publicly-owned by the city of Waterloo and covers an area of approximately 128 acres. The park contains an area with play equipment, open play areas, picnic shelter, restrooms, water fountains, and natural woodland areas.
- Black Hawk Creek Water Trail – The Black Hawk County Conservation Board, in coordination with the Iowa DNR, is in the process of designating Black Hawk Creek as a “Water Trail”. The portion of Black Hawk Creek located south of the University Avenue/IA 934 bridge is contained within the boundaries of Hope Martin Memorial Park, and is approximately 0.75 mile in length within the park. The portion of the creek located under the bridge and north of University Avenue/IA 934, is not contained within the boundaries of a park.
- Sergeant Road Trail – The Sergeant Road Trail, owned by the city of Waterloo, is a hiking and biking trail that was built on approximately 10 miles of an old railroad grade that parallels Sergeant Road (U.S. 63) and travels under University Avenue/IA 934. Sergeant Road Trail is designated as a portion of the American Discovery Trail, a 6,800-mile nationally recognized recreation trail system that will stretch across 15 states when complete.
- Elks Park – Elks Park is located just south of Sergeant Road (U.S. 63) at the eastern end of the project corridor. The park is publicly-owned by the city of Waterloo and covers a square block area of approximately 1.8 acres. Amenities of this neighborhood park include play equipment, open play areas, and a paved playing surface with basketball goals.
- Leland Park Parcels – This property is open space located at the east edge of the project study area, at the University Avenue/U.S. 63 interchange ramp. It contains three (3) parcels, totaling 0.45 acre, owned by the state (Iowa DOT). These parcels do not include any recreational amenities and are not included on Waterloo’s list of parks. The name, Leland Park, is in the parcel legal description, most likely referring to the name of the residential subdivision.

All of the city-owned parks, recreation areas, and trails described above are open to the general public for recreational use, and have been determined by FHWA as Section 4(f)-eligible resources. However, the state-owned open space area, described as the Leland Park Parcels, is not included on the city of Waterloo’s list of public parks and has no recreational amenities. Therefore, it is not considered a Section 4(f) resource. Additional information regarding Section 4(f) eligibility of the parks and recreation resources is discussed in Section 5.2.3.

Land and Water Conservation Funds [Section 6(f)]

The review of parkland information also indicated that none of the parks were the recipient of Section 6(f) Land and Water Conservation Funds. However, the city of Cedar Falls received Land and Water Conservation Funds in 1976 for development of the tennis courts at Peet Junior

High School. Although part of the school property is directly adjacent to University Avenue/IA 934, the tennis courts are approximately 485 feet from the road right-of-way.

Impacts of No-Build Alternative

The No-Build Alternative would not cause adverse impacts to any parklands or recreational areas.

Impacts of the Proposed Alternative

The Proposed Alternative would avoid impacts to Paw Park, Skate Park, Central Park, the Falls Aquatic Center, the Black Hawk Creek Water Trail, and Elks Park. The Proposed Alternative would impact relatively minor amounts of park and recreation area property from Rownd Park, the Peet Junior High open space, Hope Martin Memorial Park, and the Cedar Prairie Trail. The Cedar Prairie Trail would be relocated as part of the project and may be temporarily closed during construction or relocated during construction to maintain trail continuity. The Greenhill Trail and the Sergeant Road Trail are grade-separated from University Avenue/IA 934 and would experience only temporary closures or temporary relocations during construction. The Proposed Alternative would not impact the Peet Junior High tennis courts, which are approximately 445 feet from the preliminary impact area limits. Details of impacts to the parks and recreation resources are discussed in more detail in Section 5.2.3 and are shown on **Figures 5-1, 5-3, 5-4 and 5-5**.

5.1.9 Bicycle and Pedestrian Facilities

A review of information pertinent to bicycle and pedestrian facilities took into consideration on-street bicycle lanes, sidewalks, and multi-use recreational trails. Existing GIS databases were used to identify bicycle and pedestrian facilities in the study area as well as a field visit conducted in October of 2011.

Bicycle Lanes

There are currently no existing dedicated on-street bicycle lanes or marked shared lanes within the study area.

Sidewalks

There is one 8-foot wide sidewalk located within the study area. It is considered a short extension of the Cedar Prairie Trail, located within existing right-of-way on the south side of University Avenue/IA 934, and traveling east from IA 58 about 3 blocks to Boulder Drive. There are also some 4 to 6-foot wide sidewalks within the study area, although they are mostly sporadic and discontinuous. Most of the existing sidewalks include ramps at the street crosswalks that comply with Americans with Disabilities Act (ADA) requirements, but not all of the crosswalks are marked.

Multi-use Recreation Trails

Information included in the *Cedar Falls Bicycle Plan* and the *Black Hawk County - 2008-2012 Resource Enhancement and Protection Plan* (July 31, 2007) prepared by INRCOG, indicates that there are three bicycle-pedestrian recreation trails within the study area (See **Figures 5-1, 5-3, and 5-5**). These trails are approximately 10 feet wide and are paved, and include the Cedar Prairie Trail, the Greenhill Trail, and the Sergeant Road Trail.

Cedar Falls Bicycle Plan

In April 2009, the Cedar Falls Bicycle Task Force developed the *Cedar Falls Bicycle Plan*. One of the proposals in the plan was to coordinate with the Iowa DOT to convert the outside lanes of University Avenue/IA 934 in each direction to dedicated and shared bus/bicycle lanes to Midway Drive (corporate boundary of Cedar Falls).

Blue Zones Project

According to Healthways (http://www.bluezonesproject.com/about_bluezones_project) the Blue Zones Project™ “is a community well-being improvement initiative designed to make healthy choices easier through permanent changes to environment, policy, and social networks”. Wellmark Blue Cross and Blue Shield and Healthways are co-sponsoring Blue Zones Project demonstration sites in Iowa, which includes (among a few others) the communities of Cedar Falls and Waterloo, which have both formed Blue Zone Community Policy Committees. The goal of Blue Zones Projects is to live a longer and healthier life by following nine basic principles, the first of which centers on “moving naturally”, which includes exercise and providing better opportunities to walk and bike throughout the communities.

Impacts of the No-Build Alternative

Under the No-Build Alternative, bicycle and pedestrian facilities within the project area would remain the same. Existing facilities are currently incomplete and discontinuous, are in poor physical condition, and do not meet ADA guidelines in regards to ramps and crosswalks.

Impacts of the Proposed Alternative

Changes to bicycle and pedestrian facilities are expected under the Proposed Alternative. Impacts to the existing sidewalk segments and bicycle-pedestrian facilities would be expected, either as temporary closings or as relocated sidewalks. Impacts to the three multi-use recreation trails would involve temporary closures and/or relocations and were discussed previously in Section 5.1.8. Beneficial improvements to sidewalks and bicycle-pedestrian facilities within the project area would result through the inclusion of continuous sidewalks and a multi-use path through the entire length of the corridor, as well as on-street bicycle lanes. In addition, improved pedestrian cross walks and ADA compliant ramps would be incorporated at corridor intersections.

5.2 Cultural Impacts

According to Title 36 CFR, Part 800.8, federal agencies are encouraged to coordinate compliance of Section 106 and any steps taken to meet the requirements of NEPA. Coordination of both reviews should occur early in the process to fulfill the respective requirements.

36 CFR 800.8 also details the general principles of coordinating NEPA and Section 106, relevant NEPA actions, and the use of the NEPA process for satisfying portions of the Section 106 requirements, including standards for developing NEPA environmental documents for Section 106 purposes.

5.2.1 Historical Sites or Districts

An intensive architectural history survey and evaluation of the study area, and a reconnaissance level architectural history survey, were conducted in June and August of 2012, culminating in

two reports dated September 2012. The intensive level survey covered the initial study area, and the subsequent reconnaissance level survey covered an expanded area to the south and east of College Square Mall and Black Hawk Village (commercial buildings to the east of the mall).

In the initial intensive survey, properties were evaluated to determine if any are potentially eligible for inclusion in the National Register of Historic Places (NRHP). The initial survey resulted in the recording of eight (8) separate properties (not within an historic district) that are individually eligible for the NRHP. As described in **Table 5-3**, these properties include six (6) houses, one (1) bowling alley, and one (1) water tower. In addition, a previously recorded historic district, comprised of ten (10) post-World War II era homes, was determined to be eligible for inclusion in the NRHP. The NRHP-eligible properties and previously recorded historic district are shown on **Figures 5-1 through 5-5**.

A subsequent reconnaissance survey was performed to determine if any historic features exist in the expanded study area, and to act as an aid for further design planning. The survey resulted in the recommendation for more research of four (4) residential properties within a possible historic district south of the Black Hawk Village commercial area. At the time the reconnaissance survey was conducted, the expanded study area had the potential to be included in the project's preliminary impact area. However, after additional preliminary design was performed, it was determined that the expanded study area would not be included in the preliminary impact area; therefore additional research of the residential properties was not performed.

The State Historic Preservation Office (SHPO) concurred with the findings of the architectural history surveys and NRHP eligibility recommendations on January 9, 2013 (See correspondence letter dated December 12, 2012 in **Appendix C**).

Impacts of the No-Build Alternative

No historic properties would be impacted by the No-Build Alternative.

Impacts of the Proposed Alternative

The Proposed Alternative would avoid direct impacts to five (5) of the individually eligible properties, but would impact (by partial property acquisition and/or temporary construction impacts) two (2) of the individually eligible residential properties, the water tower property, and the ten (10) residential properties of the historic district. The NRHP-eligible buildings or structures would not be directly affected, and access would either be retained or realigned as indicated in **Table 5-3** and as shown on **Figures 5-1 through 5-5**. In addition, the preliminary impact area shown on the exhibits includes temporary construction activities and may not involve permanent acquisition of the entire parcel within the impact area. Retaining walls may be used where necessary to minimize impacts, and a new sidewalk would be constructed at the front of most of the properties. In addition, if existing driveways are impacted by the project, the driveways would be replaced and access would be restored to the property.

In consideration of the impacts on the NRHP-eligible properties, and measures to avoid and minimize impacts, a "no adverse effect" determination has been made by the Iowa DOT and concurrence has been received from the SHPO (See letter in **Appendix C** dated August 6, 2013).

Of the four (4) properties recommended for more research in the expanded study area, the nearest is approximately 630 feet from the closest preliminary impact area limit. Therefore, the project would have no effect on those four properties.

Table 5-3: NRHP Eligible Properties

Figure Number	Site Inventory ID Number	Property Name	Address	NRHP Eligibility Criteria*	Property Impact Type
5-1	07-11618	Holst Trust House	2620 Ashland Ave.	C	Avoided - No direct impacts to property or building
5-1	07-11624	Rownd / Kelley House	5634 University Ave.	A, C	Minor property acquisition and/or temporary construction impacts at street – access road realigned – no building impacts - retaining walls may be used to minimize property impacts
5-1	07-11625	Noreen / Fischer House	5614 University Ave.	C	Avoided - No direct impacts to property or building
5-2	07-11915	R. P. Speer / Nelson House	5202 University Ave.	A	Minor property acquisition and/or temporary construction impacts at street – driveway access to University Avenue retained and sidewalk added – no building impacts
5-2	07-12095	Cedar Falls Post-War Homes Residential Historic District	4904-5110 University Ave.	C	Minor property acquisition and/or temporary construction impacts at street – driveway access to University Avenue retained and sidewalk added – no building impacts
5-3	07-09762	city of Waterloo Water Tower	3240 University Ave.	A, C	Minor property acquisition and/or temporary construction impacts at street – driveway access to University Avenue retained and sidewalk added – no tower impacts - retaining walls may be used to avoid tower impacts
5-4	07-11836	Maple Lanes Bowling Alley	2608 University Ave.	C	Avoided - No direct impacts to property or building
5-5	07-07823	Reppert / Ondo House	418 Randall St.	C	Avoided - No direct impacts to property or building
5-5	07-12027	Boswell Duplex	229 Oaklawn Ave.	A	Avoided - No direct impacts to property or building

*A – associated with events that have made a significant contribution to the broad patterns of our history;
 C – embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

5.2.2 Archaeological Sites

Phase I archaeological investigations were conducted for the study area in September and October of 2012. The results of the initial survey included the identification and recording of five (5) previously unrecorded archaeological sites, and the re-evaluation of one (1) previously recorded site. The results of a second survey included the recording of one (1) previously unrecorded archaeological site, a rumored burial site. In total, seven (7) sites were identified.

Of the seven (7) sites identified, one site (Site 13BH176) is considered potentially eligible for listing in the National Register of Historic Places (NRHP) under Criterion A and is briefly described in **Table 5-4**. Of the remaining six (6) sites, two (2) were considered not eligible for listing in the NRHP, three (3) of the sites remained unevaluated because only the portion of the site within the study area was tested and did not contribute to the significance of the property as a whole, and one rumored burial site (Site 13BH179 in **Table 5-4**) remained without a formal NRHP determination. The SHPO concurred with the findings of the archaeological studies and NRHP-eligibility recommendations on November 30, 2012. (See correspondence letter dated November 1, 2012 in **Appendix C**).

Table 5-4: Potential NRHP Eligible Archaeological Sites

Site Inventory ID Number	Site Period and Type	NRHP Eligibility	Recommendations/Notes
13BH176	Historic Racetrack	Potentially eligible under Criterion A*	Avoidance – Phase II testing recommended if avoidance is not possible
13BH179	Historic Cemetery	Potentially eligible under Criterion A* and B** (no formal NRHP determination made)	Avoidance – Phase II testing recommended if avoidance is not possible

*A – associated with events that made a significant contribution to the broad patterns of our history

**B - associated with the lives of persons significant in our past

Impacts of the No-Build Alternative

The No-Build Alternative would not impact any identified archaeological sites.

Impacts of the Proposed Alternative

The Proposed Alternative would avoid the potentially eligible archaeological site 13BH176, as well as the rumored burial site 13BH179 (no formal NRHP determination); therefore, there would be “no historic properties affected”. Because these sites would be avoided, it is not necessary to perform further analysis in conjunction with this project, to determine if they would warrant “preservation in place”.

5.2.3 Section 4(f) Properties

Publicly-owned land from parks, recreation areas, wildlife and waterfowl refuges of national, state, or local significance (as determined by officials having jurisdiction over those properties), and private or public historic sites of national, state, or local significance (as determined by such officials) have special status under the provisions of Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (49 USC 303). Before a transportation project is allowed

to be approved, all proposed alternatives must be evaluated for encroachment on any Section 4(f) property. If a Section 4(f) property is to be used in the completion of the project, an evaluation must determine that there is no feasible and prudent alternative to the use of that Section 4(f) resource. In addition, the evaluation must determine that all possible planning has been undertaken to minimize harm to the Section 4(f) resource.

If impacts to the Section 4(f) resource are “minimal”, the Federal Highway Administration (FHWA) can make a determination that the effects on the 4(f) property are *de minimis*, and an analysis of avoidance alternatives is not required. In order for impacts to be considered *de minimis*; it must be determined that a project would not adversely affect the activities, features, or attributes that qualify a park, recreation area, or refuge for protection under Section 4(f), after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures). For impacts to be considered *de minimis* in regard to historic resources there must be a Section 106 finding of “no adverse effect” or “no historic properties affected”.

As discussed in Section 5.1.8, there would be no Section 6(f) LWCF resources impacted by the project.

Section 4(f) Parks and Recreation Area Resources

The Iowa DOT corresponded with the Cedar Falls Department of Recreation, Parks & Art; the Waterloo Department of Leisure Services; the Black Hawk County Conservation Board; and the Iowa DNR regarding the designation of existing parks and recreation resources within the study area as Section 4(f) resources. Letters were sent to the officials of these agencies who have jurisdiction over the parks and recreation resources in the study area to determine if the properties are open to the general public, the designation or classification of the properties, the primary function or use of the properties, and the significance of the property in relation to the jurisdiction’s overall park and recreation system (see 2013 correspondence in **Appendix C**, dated February 14, March 6, March 29, April 9, June 11, and June 13). Based on the information received from those agencies, the FHWA determined that the publicly-owned parks, recreation areas, and trails listed in **Table 5-5**, and shown on **Figures 5-1, 5-3, 5-4 and 5-5**, are Section 4(f)-eligible resources. Details of these Section 4(f) resources are described in Section 5.1.8.

Section 4(f) Historic and Archaeological Sites

Section 4(f) also applies to all historic sites that are listed, or eligible for inclusion, in the NRHP at the local, state, or national level of significance, regardless of whether or not the historic site is publicly owned or open to the public.

As discussed in Sections 5.2.1. and 5.2.2., the historic sites listed in **Table 5-3** and shown on **Figures 5-1 through 5-5**, and one archaeological site listed in **Table 5-4**, were determined to be eligible for inclusion in the NRHP. Through correspondence, the Iowa DOT coordinated with FHWA, determining that all of the historic sites are Section 4(f) eligible. Regarding the archaeological sites, Section 4(f) applies only to those that are on or eligible for the NRHP and that warrant “preservation in place”. As discussed in Section 5.2.2., these sites would be avoided, and as such, there would be no Section 4(f) use and no need for a Section 4(f) determination for the archaeological sites in conjunction with this project.

Impacts of No-Build Alternative

The No-Build Alternative would not cause adverse impacts to any of the identified Section 4(f) resources.

Impacts of the Proposed Alternative**Parks and Recreation Area Impacts**

The Proposed Alternative would avoid impacts to Paw Park, Skate Park, Central Park, the Falls Aquatic Center, the Black Hawk Creek Water Trail, and Elks Park. The Proposed Alternative would impact relatively minor amounts of park and recreation area property from Rownd Park, the Peet Junior High open space, Hope Martin Memorial Park, and the Cedar Prairie Trail, as summarized in **Table 5-5** and as shown on **Figures 5-1, 5-3, 5-4** and **5-5**. The Cedar Prairie Trail would be relocated as part of the project and may be temporarily closed at times during construction or relocated during construction to maintain trail continuity. The Greenhill Trail and the Sergeant Road Trail are grade-separated from University Avenue/IA 934 and would experience only temporary closures or temporary relocations during construction, which would not be considered a use of those Section 4(f) properties. However, the Iowa DOT has determined, and FHWA has concurred, that there would be a Section 4(f) use of Rownd Park, the Peet Junior High open space, Hope Martin Memorial Park, and the Cedar Prairie Trail; resulting in *de minimis* impacts.

Table 5-5: Impacts to Parks and Recreation Area Resources

Park/Recreation Area Name	Section 4(f) Resource	Total Size	Impact Quantity	Type of Impacts
Cedar Falls				
Rownd Park	Yes	14.7 ac.	0.07 ac. (property)	Property acquisition. Relocation impacts to trail within park during construction (see Cedar Prairie Trail below)
Paw Park	Yes	3.3 ac.	0	No impacts
Skate Park	Yes	1.0 ac.	0	No impacts
Central Park	Yes	20.5 ac.	0	No impacts
Falls Aquatic Center	Yes	12.4 ac.	0	No impacts
Cedar Prairie Trail (& Main Street Trail loop)	Yes	13.9 ac., 8 mi.	0.16 ac. (trail property) 1,330 l.f. (trail relocation)	Property acquisition. Trail relocated/reconstructed to maintain continuity. Temporary closures or relocation during construction.
Peet Jr. High Athletic Fields	Yes	17.6 ac.	0.45 ac.	Property acquisition of open space, but no impacts to athletic fields. Impact limit boundary is 5 to 6 feet away from (south of) goal posts of fields.
Waterloo				
Greenhill Trail	Yes	4 mi.	345 l.f. (temporary)	Potential temporary closures or relocation during construction.
Hope Martin Memorial Park	Yes	128 ac.	0.27 ac.	Property acquisition of open space only, on each side of Fletcher Avenue. No features or attributes

Park/Recreation Area Name	Section 4(f) Resource	Total Size	Impact Quantity	Type of Impacts
				impacted.
Black Hawk Creek "Water Trail"	Yes (within Hope Martin Park)	0.75 mi. (within the park)	0	No direct impacts within the park or outside of the park. Project would utilize existing bridge.
Elks Park	Yes	1.8 ac.	0	No impacts
Sergeant Road Trail	Yes	49.9 ac., 10 mi.	310 l.f. (temporary)	Potential temporary closures or relocation during construction.

The Iowa DOT, in coordination with FHWA, has notified the officials having jurisdiction over the 4(f) properties of the Iowa DOT's intent to make a *de minimis* impact finding, based on the project's effects on the activities, features, or attributes that qualify the properties for Section 4(f) protection (See letters included in **Appendix C** dated August 16, 2013). Through a public hearing, the public will be afforded the opportunity to review and comment on the Proposed Alternative's effects on the 4(f) properties and the *de minimis* impact finding intent. Following the public hearing, Iowa DOT will ask the jurisdictional officials for written concurrence that the project will not adversely affect the activities, features, or attributes of the Section 4(f) properties.

Historic and Archaeological Site Impacts

The Proposed Alternative would avoid direct impacts to five (5) of the individually eligible historic properties, but would impact (by partial property acquisition and/or temporary construction impacts) two (2) of the individually eligible residential properties, the water tower property, and the ten (10) residential properties of the historic district. The NRHP-eligible buildings or structures that potentially qualify these properties for protection under Section 4(f) would not be directly affected, and access would either be retained or realigned, as indicated in **Table 5-3** and as shown on **Figures 5-1** through **5-5**. In addition, the preliminary impact area shown on the plan plates includes temporary construction activities and may not involve permanent acquisition of the entire parcel within the impact area. Retaining walls may be used where necessary to minimize impacts, and a new sidewalk would be constructed at the front of most of the properties. In addition, if existing driveways are impacted by the project during construction, the driveways would be replaced and access would be restored to the property.

In consideration of the impacts on the historic properties that FHWA has determined to be Section 4(f) eligible, and measures to avoid and minimize impacts; a "no adverse effect" determination has been made by the Iowa DOT, and the SHPO concurred with that determination on August 14 and 15 (See letter in **Appendix C** dated August 6, 2013). The FHWA intends to make a *de minimis* impact finding, based on the SHPO's written concurrence with the determination of "no adverse effect" on the historic properties.

The Proposed Alternative would avoid the NRHP-eligible archaeological site 13BH176, and archaeological site 13BH179 (no formal NRHP determination), therefore, a determination of "no historic properties affected" would apply and no Section 4(f) analysis would be required pertaining to archaeological sites.

5.3 Natural Environment Impacts

5.3.1 Wetlands

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 of unavoidable impacts.

To determine the locations of potential wetland areas within the study area, data was gathered from USGS quadrangle maps, the U.S. Fish and Wildlife Service’s (USFWS) National Wetland Inventory (NWI) maps, aerial photography, and field investigations. During the 2012 growing season, on-site field delineation was performed using guidance outlined in the 1987 Corps of Engineers Manual for Wetland Delineation and its Midwest Regional Supplement. The purpose of the field delineation was to determine the existence and extent of potential wetland areas. The locations of field-identified wetlands within the study area are displayed on **Figures 5-1 and 5-5**.

Based on the results of the field delineation, it was determined that there are 12 potential wetlands within the study area. Eleven (11) of those are located within the Black Hawk Creek riparian corridor, and one is located at the west end of the study area adjacent to the South Branch of Dry Run Creek, just northwest of the IA 58/E. Seerley Boulevard area. Eight (8) wetlands are emergent (PEM – Palustrine Emergent) and four (4) are forested (PFO – Palustrine Forested). **Table 5-6** provides information related to each of the wetland areas, including type, size, and impacts.

Impacts of the No-Build Alternative

The No-Build Alternative will not impact any wetlands in the project area.

Impacts of the Proposed Alternative

The extension of embankment to accommodate improvements of the Proposed Alternative would result in the permanent filling of approximately 0.01 acre of wetland W-1, located on the north side of University Avenue/IA 934, and west of Black Hawk Creek (see **Figure 5-5**). No other wetland areas would be permanently impacted. Although some wetlands may be temporarily impacted during construction, those wetlands would be restored to pre-construction conditions and elevations when construction is complete.

The identified wetland areas are located adjacent to or within the floodplain of waters of the U.S. (WUS), and as such, are potential jurisdictional WUS, pending an official jurisdictional determination by the USACE Rock Island District, who has jurisdiction over the WUS, including wetlands, in the study area. Section 404 of the Clean Water Act prohibits the discharge of dredged or fill material into wetlands and other WUS unless exempted or authorized by the USACE (see USACE letter dated October 26, 2011 in **Appendix C**). For the proposed project, if impacts to WUS, including wetlands, cannot be avoided a Joint Application Form (Protecting Iowa Waters) must be submitted to the USACE to obtain a Section 404 permit, and to Iowa DNR to obtain Section 401 Water Quality Certification.

Table 5-6: Potential Impacts to Wetlands

Wetland No.	Wetland Type (Field Verified)	Wetland Size (acres)	Wetland Impacts (acres)
W-1	PEM	0.08	0.01
W-2	PFO	0.03	0
W-3	PFO	0.12	0
W-4	PEM	0.12	0
W-5	PEM	0.11	0
W-6	PEM	0.02	0
W-7	PEM	0.02	0
W-8	PFO	0.04	0
W-9	PFO	0.09	0
W-10	PEM	0.05	0
W-11	PEM	0.14	0
W-12	PEM	0.02	0
Total		0.84	0.01

The Proposed Alternative would avoid impacts to almost all of the WUS, including wetlands in the study area. During the design phase, wetland impacts will be recalculated based on final design plans. If unavoidable wetland impacts occur, a wetlands mitigation plan may be required to complete the Section 404 permit portion of the Protecting Iowa Waters permit application, depending on the amount of wetland impacts. Mitigation options could include purchasing credits from existing wetlands mitigation banks, paying in-lieu wetland mitigation fees, or restoring or enhancing existing lower-quality wetlands located in the Black Hawk Creek riparian corridor. The USACE and Iowa DNR will be consulted to determine the preferred option or options for wetland mitigation.

5.3.2 Surface Waters and Water Quality

The study area is located within the Middle Cedar Watershed (USGS Hydrologic Unit Code 8: 07080205). During 2012, waters of the U.S. (WUS) determinations were conducted using guidance from the U.S. Army Corps of Engineers (USACE) Regulatory Guidance Letter 05-05. It was determined that there are four WUS in the project area totaling 4,487 linear feet.

As shown on **Figures 5-1** and **5-5**, the two main surface water resources within the study area are the South Branch of Dry Run Creek, a perennial stream flowing through a concrete box culvert/bridge at University Avenue/IA 934 just west of the IA 58 interchange; and Black Hawk Creek, a perennial stream flowing under a University Avenue/IA 934 bridge at the east end of the study area. In addition, the headwater of a small intermittent unnamed tributary to Dry Run Creek is located just west of Valley Park Drive, on the north side of University Avenue/IA 934 and east of the IA 58 interchange. There is also an open water channelized ditch to Black Hawk Creek located on the south side of University Avenue/IA 934 and the east side of the creek. The waters of all of these streams eventually flow to the Cedar River, which is designated by Iowa DNR as a High Quality Resource Water, and is located approximately $\frac{3}{4}$ of a mile to one mile to the northeast of the study area.

These streams have discernible channels with Ordinary High Water Marks (OHWMs), and meet criteria to be identified as WUS. If dredged or fill materials are discharged into these waters, they are regulated by Section 404 of the Clean Water Act, and a Section 404 Permit would be required from the USACE. In addition, Black Hawk Creek is in the process of being designated as a Water Trail (navigable by canoe) by Iowa DNR, and connects with the Cedar River which has already been designated as a Water Trail. There are no open water ponds within the study area. There are currently no federally-listed Wild and Scenic Rivers in Iowa, and therefore there are none located in or near the study area.

303(d) Impaired Waters

Section 303(d) of the federal Clean Water Act requires that, every two years, each state identify and provide a list of those waters (lakes, wetlands, streams, rivers, and portions of rivers) that are not meeting the state's water quality standards. These are considered "impaired" water bodies, and the failure to meet water quality standards might be due to pollutants or an unknown cause of impairment.

The Iowa DNR *Draft 2012 Integrated Report* (IR) for Section 303(d) list of impaired waters and the Environmental Protection Agency's (EPA) Surf Your Watershed website and its 2010 Water Body Report were reviewed and it was determined that the south branch of Dry Run Creek, near the west end of the study area, is listed as a 303(d) impaired water. The cause of impairment for the reporting year 2010 was the pathogen *Escherichia coli* (*E. coli*).

Impacts of the No-Build Alternative

The No-Build alternative would not cause any impacts to surface waters or water quality beyond those that may be occurring under existing conditions.

Impacts of the Proposed Alternative

As shown in **Table 5-7** and on **Figures 5-1** and **5-5**, the Proposed Alternative would impact approximately 101 linear feet of the south branch of Dry Run Creek [303(d) impaired water] as a result of culvert extensions. Also, approximately 93 linear feet of the unnamed tributary of Dry Run Creek would be impacted as a result of a box culvert/bridge extension. The Proposed Alternative would utilize the existing bridge over Black Hawk Creek; therefore, no new piers or embankment fill material would impact the creek. In addition, the improvements would not impact the open water channelized ditch to Black Hawk Creek. In summary, the Proposed Alternative would potentially impact a total of 194 linear feet of stream channel.

The USACE is the federal agency authorized to issue Section 404 Permits for activities that result in the discharge of dredged, excavated, or fill material in streams and other WUS (see USACE letter dated October 26, 2011 in **Appendix C**). To obtain authorization to disturb regulated WUS, the permit applicant must avoid protected resources where possible, minimize unavoidable impacts, and if necessary, mitigate any remaining impacts. Mitigation for stream impacts will be determined during the permitting process and can include measures such as mitigation banking, in-lieu fees, on-site mitigation, and off-site mitigation.

To minimize impacts to water quality, such as soil erosion, sedimentation, and construction pollutants; the project must comply with conditions of the Section 401 Water Quality Certification, which is administered by the Iowa DNR pursuant to Section 401 of the Clean Water Act. The USACE requires this certification before the Section 404 permit can be issued. Section 401 Certification represents the Iowa DNR's concurrence that the project is consistent

with Iowa's Water Quality Standards as set forth in Chapter 61, Iowa Administrative Code 567. This can include measures such as minimizing disturbance to the stream banks and riparian zones, and seeding and mulching graded areas as soon as possible using native plant species where appropriate. During the design phase of the project, a Joint Application Form for Protecting Iowa Waters must be submitted to the Iowa DNR and the USACE to obtain a Section 404 Permit and Section 401 Water Quality Certification.

Table 5-7: Potential Impacts to Surface Waters

Stream Name	Type	Potential Impacts	
		No-Build Alternative	Proposed Alternative
		Lin. Ft.	Lin. Ft.
South Branch Dry Run Creek ¹	Perennial	0	101
Unnamed Trib. of Dry Run Creek	Intermittent	0	93
Black Hawk Creek ²	Perennial	0	0
Open water channelized ditch to Black Hawk Creek	Intermittent	0	0
TOTAL		0	194

¹ 303(d) Impaired Water

² Black Hawk Creek is currently bridged, and the Proposed Alternative will utilize the existing bridge. No impacts to the creek would occur.

In addition, land disturbance activities which involve more than one acre, require a National Pollutant Discharge Elimination System (NPDES) permit from the Iowa DNR. This storm water runoff permit requires that slopes and ditches be properly designed to prohibit or minimize erosion, and that all standard temporary erosion protection devices be installed at the outset of construction and inspected and maintained throughout the construction period. The NPDES permit also requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) which would include specific measures to control soil erosion, sedimentation, and construction pollutants. The Iowa DNR recommended the use of Best Management Practices (BMPs) (see letter dated October 25, 2011 in **Appendix C**) such as the following:

- Stabilization practices such as seeding, mulching, and geotextiles to keep the soil in its original place.
- Diverting run-off from undisturbed areas before it reaches disturbed areas.
- Velocity dissipation devices such as rock check dams, to provide a non-erosive flow to a receiving watercourse.
- Installation of sediment basins, berms, silt fence, and slope drains.

5.3.3 Floodplains

Executive Order 11988, Floodplain Management (42 FR 26951), requires that federal agencies assess the impacts of floodplain encroachment and consider avoidance and minimization of impacts. The Federal Emergency Management Agency (FEMA) and FHWA guideline 23 CFR 650 has identified the base flood (100-year) as the flood having a one percent probability of being equaled or exceeded in any given year. The base floodplain is the area of 100-year flood hazard within a county or community. The regulatory "floodway" is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without increasing the base flood elevation more than a predetermined volume. FEMA has mandated that projects can cause no rise in the regulatory floodway, and a one-foot cumulative rise for all projects in the base (100-year) floodplain.

FEMA Flood Insurance Rate Maps (FIRM) showing the 100-year floodplain and the regulatory floodway (effective date: July 18, 2011) were reviewed for the study area, and are shown on **Figures 5-1** and **5-5**. At project initiation, letters soliciting comments and information were sent to FEMA and the Iowa DNR. The Iowa DNR regulates construction on all floodplains and floodways in the state and issues floodplain development permits, if necessary. No comments regarding floodplains were received from FEMA; however, a reply letter was received from Iowa DNR (dated October 25, 2011 in **Appendix C**) stating that the appropriate water-related permits would be required for the project.

At the west end of the study area, the FIRM Maps indicate that the 100-year floodplain and regulatory floodway of the South Branch of Dry Run Creek are contained in a box culvert under IA 58 and extend beyond each end of this culvert, and under University Avenue/IA 934. Because of stream channelization on the north side of University Avenue/IA 934, the floodplain and floodway share the same 63-foot wide boundary. On the south side of the roadway, the floodway width varies between 62 feet and 98 feet. The 100-year floodplain, on the south side of the roadway, is approximately 120 feet wide.

Just west of the residential neighborhood along Valley Park Drive, a small portion of the 100-year floodplain of an unnamed tributary of Dry Run Creek extends over University Avenue/IA 934, with a width of approximately 115 feet on the north side of the roadway and 68 feet on the south side. However, there is no regulatory floodway at this location.

From Valley Park Drive east, there is no designated floodplain in the study corridor until reaching the east end where the 100-year floodplain and regulatory floodway of Black Hawk Creek occur. The floodplain and regulatory floodway along Black Hawk Creek are confined between the levees and share the same boundary. At University Avenue/IA 934, the width is approximately 595 feet on the north side of the roadway and approximately 1,600 feet on the south side of the roadway. The dike and levee system in Waterloo was designed to withstand a 100-year flood and was built by the U.S. Army Corps of Engineers (USACE). This system also includes large doors where Fletcher Avenue crosses the levee, just south of University Avenue/IA 934. These doors can be closed during flooding to contain the water within the levees. During the flood of 1993, the levee system effectively held back most of the water and prevented severe flood damage to several homes and businesses.

The FIRM data show that a "Zone X" area occurs beyond the levees and extends from approximately Magnolia Parkway to just east of the Sergeant Road Trail. However, the FIRM map contains a note pertaining to Zone X that states the following: "this area is shown as being protected from the 1-percent-annual-chance or greater flood hazard by a levee system that has been provisionally accredited. Overtopping or failure of any levee system is possible."

Through coordination with the planning departments of Cedar Falls and Waterloo, it was determined that there are no Flood Buyout Properties located within the study area along either of the floodplains of Dry Run Creek (South Branch) or Black Hawk Creek.

Impacts of the No-Build Alternative

The No-Build Alternative would not cause any impacts to the floodplains or regulatory floodways in the study area.

Impacts of the Proposed Alternative

The Proposed Alternative would impact the floodplain in three separate areas, as summarized in **Table 5-8**. At the crossing of the South Branch of Dry Run Creek, the Proposed Alternative improvements would encroach on 0.02 acre of floodplain and 0.16 acre of regulatory floodway, for a total of 0.18 acre of impacts.

Table 5-8: Potential Impacts to Floodplains and Regulatory Floodways

Floodplain Location	100-Yr. Floodplain Width (Feet)	Regulatory Floodway Width (Feet)	Potential Impacts (Acres)			
			No-Build Alternative		Proposed Alternative	
			Floodplain	Floodway	Floodplain	Floodway
South Branch Dry Run Creek	-	63 – N	-	0 – N	-	0.07 – N
	120 – S	62-98 – S	0 – S	0 – S	0.02 – S	0.09 – S
Unnamed Trib. of Dry Run Creek	115 – N	-	0 – N	-	0.32 – N	-
	68 – S	-	0 – S	-	0.21 – S	-
Black Hawk Creek	-	595 – N	-	0 – N	-	0.43 – N
	-	1600 – S	-	0 – S	-	2.03 – S
SUBTOTAL			0	0	0.55	2.62
TOTAL			0		3.17	

N = North side of University Avenue/IA 934; S = South side of University Avenue/IA 934

At the crossing of the unnamed tributary of Dry Run Creek, the Proposed Alternative would encroach on approximately 0.53 acre of the 100-year floodplain. There is no regulatory floodway at this location.

At the crossing of Black Hawk Creek, the Proposed Alternative improvements would encroach on 2.46 acres of the regulatory floodway, which also includes an area at Fletcher Avenue.

In summary, the Proposed Alternative would encroach on 0.55 acre of 100-year floodplain and 2.62 acres of regulatory floodway, for a total of approximately 3.17 acres of impacts. Because the existing roadway currently crosses floodplain areas at a perpendicular angle, additional floodplain impacts resulting from the project cannot be avoided. However, efforts will be made to minimize or reduce floodplain impacts as the project proceeds into the design phase.

During final design of the proposed project, a Joint Application Form for Protecting Iowa Waters must be submitted to the Iowa DNR to obtain a Floodplain Construction Permit (see letter from Iowa DNR dated October 25, 2011 in **Appendix C**). Potential floodplain mitigation that may be required will be determined, based on final design of the project.

Any temporary or permanent alteration of Federal Project levees; or work on, under, or near a federal levee; requires approval from the USACE under Section 408 (33 USC 408) of the Clean Water Act. Because University Avenue/IA 934 abuts the levee system at Black Hawk Creek, Section 408 approval would most likely be required during the design phase to ensure that the Proposed Alternative would not pose a public safety hazard. There are two levels of Section 408 approvals: minor and major. Based on the minimal type of impacts that would occur at the levees, it is anticipated that the USACE would issue a minor approval for the project.

5.3.4 Woodlands

Woodlands are defined as areas consisting of three acres or greater of forested land having at least 200 trees per acre (3-inch diameter at breast height or greater), or an area of one-half (1/2) acre or greater, but less than three acres of forested land having at least 200 trees per acre (3-inch diameter at breast height or greater) that is connected to a larger tract of forested land, with the entire area being greater than 3 acres (not including treed fence rows and trees along property lines).

The only woodlands within the study area occur along the riparian corridor of Black Hawk Creek, on the east end of the study area. This riparian area, occurring on each side of University Avenue/IA 934 (see **Figure 5-5**), is characterized by floodplain woodlands that are dominated by tree species such as cottonwood, silver maple, American elm, and green ash. Approximately 8.43 acres of woodlands are located within the study area in the Black Hawk Creek riparian corridor.

Impacts of the No-Build Alternative

The No-Build Alternative would have no impacts on the identified woodland areas.

Impacts of the Proposed Alternative

The Proposed Alternative would impact approximately 1.38 acres of woodlands in the Black Hawk Creek riparian corridor (see **Figure 5-5**). During construction of the Proposed Alternative, clearing of trees would be minimized. In accordance with Iowa Code 314.23, Environmental Protection, woodland removed would 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.

5.4 Physical Impacts

5.4.1 Energy

Energy use related to roadway projects includes fossil fuels, labor, and roadway construction materials.

Impacts of the No-Build Alternative

Although the No-Build Alternative would not require labor or consume construction materials, without the improvements, stop-and-go traffic conditions would continue, thereby resulting in increased congestion, delays, and ultimately increased fuel consumption.

Impacts of the Proposed Alternative

The Proposed Alternative's direct effects include the energy consumed by vehicles for normal operation and maintenance. The proposed improvements that would be made in the University Avenue/IA 934 corridor would reduce the stop-and-go travel conditions at corridor intersections and provide better traffic progression along the corridor. As a result, idling and delays would be reduced, thereby reducing the use of fuel required for travel on the roadway.

Indirect effects would include the energy used for construction of the project, as well as such items as the effects of any changes in automobile usage due to the construction of the facility.

Large amounts of fossil fuels, labor, and acquisition and placement of construction materials such as steel, cement, aggregate and asphalt would be required to construct the proposed project. The proposed project would also cause traffic delays and congestion during construction. These various delays for traffic traveling through a construction zone would result in a temporary increased use of energy, in this case gasoline and diesel fuel.

5.4.2 Contaminated and Regulated Materials Sites

A hazardous materials assessment was performed to identify sites within the study corridor that are contaminated or potentially contaminated with hazardous materials or waste. The contaminated and regulated materials assessment involved data collection efforts for an area within ½-mile on each side of University Avenue/IA 934, including review of lists and files recorded with government agencies, most of which involve the EPA and the Iowa DNR. The review of available federal, state, local, and tribal records included a computer database search provided by Environmental Data Resources, Inc. (EDR), December 5, 2011, and compiled in a document titled, *EDR Data Map™ Corridor Study, University Avenue, Cedar Falls, IA 50613 (Inquiry Number: 3216279.2s)*. In addition, correspondence was received from the EPA Region 7 (email dated November 3, 2011 in **Appendix C**) and a site visit of the study corridor was conducted from public rights-of-way in October 2011.

Based on a review of the site data, and in accordance with the Iowa DOT Office of Location and Environment site ranking system and Iowa Code 567.148, sites were categorized into four contamination risk categories - high, moderate, low, and minimal - in order to prioritize sites to determine the need for avoidance and/or the potential for contamination and impact.

There were no sites within the study area that were considered to have a “high” contamination risk. Of the 58 sites identified in the study area, 28 sites were rated as “low” risk and one was rated as “minimal” risk. The “low” risk sites are exempt small quantity generators of regulated materials, or small quantity generators, or have had underground storage tanks (USTs) or leaking underground storage tanks (LUSTs) removed and have been cleaned up. The one “minimal” risk site is a business that does not currently generate hazardous waste. The remaining 29 sites are rated as “moderate” risk. These sites are either commercial UST sites, facilities that engage in vehicle repair or maintenance, or auto body/paint shops. In addition, there is one property listed as a “brownfield” site (O’Reilly Auto Parts - #31). **Figures 5-1** through **5-5** show the locations of the parcels associated with the facilities identified in the study area for the Proposed Alternative.

Impacts of the No-Build Alternative

Under the No-Build Alternative, no contaminated or regulated materials sites would be impacted.

Impacts of the Proposed Alternative

The Proposed Alternative would result in partial impacts to one minimal risk property and 21 low risk properties (see **Figures 5-1** through **5-5**). However, only small portions of the parcels adjacent to the roadway would be impacted by acquisition and/or construction, but the facilities that contain the materials would not be affected. Therefore, there would be a low potential for impacts to public health and the environment at these properties.

The Proposed Alternative would also result in partial impacts to 27 moderate risk sites (see **Figures 5-1** through **5-5**). However, only small portions of these parcels adjacent to the roadway would be impacted by partial acquisition and /or construction. None of the facilities on

these sites containing the contaminated or regulated materials, nor the gas pumps, nor the USTs containing the fuel would be directly or permanently affected. Therefore, there would most likely be a low potential for impacts to public health and the environment at these properties.

Under the Proposed Alternative, two “moderate” risk sites would be acquired: L & M Transmission (#27), located just east of Cedar Heights Drive; and O’Reilly Auto Parts (#31), located near the southwest corner of the University Avenue/IA 934/Midway Drive intersection. A summary of recorded information for these two sites is shown below.

- L & M Transmission – This site was indicated as a small quantity generator, with USTs and LUSTs. Tanks were removed in 1989-1990, and cleanup was completed in 1992 with no further action required. Gas pumps still exist near the right-of-way of University Avenue.
- O’Reilly Auto Parts – This property was listed as a “brownfield” site. It now contains new concrete pavement and a building that was remodeled in 2010, and as such has the potential to have been cleaned up. However, the recorded information states only that the previous facility was “closed”. Since no cleanup records were found, it is rated as a “moderate” risk site.

All known and unknown hazardous materials encountered during roadway improvements would be handled per federal, state, and local laws and regulations. Where hazardous material or solid waste is identified in the required right-of-way, resolution with the property owner would be conducted prior to purchase. If an unknown site is encountered during construction, the local public works department and the Iowa DNR will be contacted and appropriate laws and EPA regulations would be followed to eliminate or minimize any adverse environmental consequences. Standard best management practices would be used for demolition, clearing and grubbing. Buildings that are identified for demolition would be thoroughly inspected for both stored hazardous materials and hazardous materials used in the construction of the building (i.e. asbestos, etc.).

5.4.3 Visual

Visual quality impacts of a roadway project are determined by the degree of change in the visual environment as related to views and viewer response. For the purpose of visual assessment for highway projects, there are two distinct categories of views to be considered: (1) views *from* the road, and (2) views *of* the road by people from an adjacent vantage point (sensitive visual receptors).

Views from the Road: The users of the roadway can have varying views *from* the road. Within the study area, visual resources with scenic qualities are the Black Hawk Creek wooded riparian corridor, and to a lesser extent, the residential areas adjacent to the corridor, as the lawns, trees, and homes provide a softer, greener environment that contrasts with the harder and somewhat chaotic commercial development along the corridor. Those residential areas occur along the study area east of the Waterloo Road intersection, east of the Rownd Street intersection, and east of Ansborough Avenue.

Views of the Road: The most potential for undesirable views *of* the road is experienced by the sensitive visual receptors that are located in residential areas (previously described as visual resources) adjacent to University Avenue/IA 934; and users of the Cedar Prairie Trail, Greenhill Trail, and Sergeant Road Trail as they cross or travel adjacent to the project corridor. The

existing roadway facility contains deteriorating pavement, few and discontinuous sidewalks, and minimal landscaping.

Impacts of the No-Build Alternative

The No-Build Alternative would not result in a change in the visual environment, including views *of* and *from* the road. However, the existing roadway facility is currently not aesthetically pleasing and would continue to lack aesthetic treatments and bicycle and pedestrian accommodations. Pavement repairs may occur, even without the proposed project, and would improve the corridor's pavement condition.

Impacts of the Proposed Alternative

Under the Proposed Alternative the views *from* the road would remain similar to existing views, but would be enhanced with the installation of landscaping within street medians and areas adjacent to the roadway, as well as the addition of aesthetically pleasing bicycle and pedestrian facilities. In addition, bicyclists on the bike lanes and pedestrians on the sidewalks on the bridge over Black Hawk Creek would be provided with excellent views of the stream and wooded riparian corridor.

The views *of* the road would still exist for the adjacent sensitive visual receptors. However, the proposed roadway improvements would result in a positive change to those views. Although the visual receptors, such as residences, are already accustomed to existing views of a paved roadway, those views would become more aesthetically pleasing with the installation of new surface pavement and striping, as well as landscaping within street medians and adjacent areas, and bicycle and pedestrian accommodations.

The Proposed Alternative would include roundabouts at certain intersections. Although roundabouts utilize more area than signalized intersections, they provide more median space and inner circle open space for landscaping treatments and possible gateway/monument features that would enhance the views *of* and *from* the road.

Aesthetic Quality

The Proposed Alternative would have a positive effect on views *from* the road, as well as views *of* the road by incorporating aesthetically pleasing elements, such as monuments, signage, lighting, bus transit amenities, bicycle and pedestrian accommodations, and landscaping to enhance the appearance and scenic qualities of the corridor and its parkway characteristics, where appropriate. These aesthetic features will provide a partial contribution to the desired "complete streets" character for the corridor.

5.4.4 Utilities

The potential for the project to affect utilities in the study area was considered by identifying utility locations and orientation in relation to the roadway. Potential effects were evaluated with respect to major utilities crossed by or located within the ROW for the Proposed Alternative.

The utilities in the study area include storm sewer, sanitary sewer, water, electric, natural gas, telephone, cable television, and internet. Cedar Falls Utilities (CFU), which is owned and operated by the city of Cedar Falls, provides electricity, natural gas, water, cable television, and internet services to Cedar Falls. In Waterloo, MidAmerican Energy, an investor-owned utility, provides electricity and natural gas; and Waterloo Water Works provides water service for that community.

Telephone service in the study area can be provided separately by private companies such as CenturyLink, AT&T, Comcast, MCI, Sprint, and Vonage. In Waterloo, internet, cable television, and phone service can also be bundled and are provided by private companies such as Comcast, Mediacom, CenturyLink, AT&T, and Time Warner.

Overhead power/telephone lines cross University Avenue/IA 934 at Scenic Drive, Cedar Heights Drive, Rownd Street, Melrose Drive, Boulder Drive and Grove Street. Above ground structures are limited to the traffic signal lights at intersections and the street lights that run parallel to University Avenue/IA 934 throughout the study area, as well as some fire hydrants, telephone risers, detention basins, and a natural gas riser. In addition, a water tower is located on the north side of University Avenue/IA 934 approximately 1,900 feet east of Greenhill Road. At the east end of the study area, there is 60-inch sanitary sewer and a building that houses a pump station on the north side of University Avenue, and a sanitary sewer holding facility on the south side of University Avenue.

Impacts of the No-Build Alternative

The No-Build Alternative would have no impacts to utilities.

Impacts of the Proposed Alternative

The Proposed Alternative would result in some utility relocations or modifications. During the design process, proper coordination with utility companies will take place to determine further details regarding location, extent, and relocation of utilities; and to ensure utility service disruptions are minimized. Utility relocations will be completed in accordance with project specifications during construction of the Proposed Alternative.

In order to improve its ability to manage extreme flooding situations, the city of Waterloo has been planning the construction of various new storm water lift stations throughout the community, including one at the southeast quadrant of the University Avenue/IA 934/Fletcher Avenue intersection. The proposed University Avenue/IA 934 alternative includes a roundabout at that intersection, which would impact this proposed, future lift station. However, avoidance of this lift station is necessary in order to preserve the vital function of the lift station, preserve public safety and minimize or prevent property damage from flooding. The final decision about intersection type will be made by the city during the final design process, pending the final decision on the location of the lift station.

At the east end of the study area, the Proposed Alternative would avoid the building that houses a pump station on the north side of University Avenue/IA 934, and would also avoid the sanitary sewer holding facility on the south side of University Avenue/IA 934.

5.5 Cumulative

Cumulative impacts are those that result from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable actions, regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively substantial actions taking place over a period of time. For a project to be reasonably foreseeable, it must have advanced far enough in the planning process that its implementation is likely. Reasonably foreseeable future actions are not speculative, are likely to occur based on reliable sources, and are typically characterized in planning documents.

CEQ regulations developed for implementing NEPA require the assessment of cumulative impacts of federal, state, and private actions. A cumulative impact assessment was conducted in accordance with the CEQ guidance to look at the collective effects imposed by individual land use plans and projects in the same vicinity of the proposed project.

Section 5 (Impacts) of this document indicates that the Proposed Alternative would affect a school, economics, parks, a recreation area, bicycle and pedestrian facilities, right-of-way, displaced properties, historic sites, an historic district, a wetland, streams, floodplains, woodlands, and contaminated and regulated materials sites. As such, these resources are the focus of this cumulative impact assessment.

Past Actions

University Avenue/IA 934 was originally designated U.S. 218 and served as the only major route between Cedar Falls and Waterloo. In the mid-1980s, the Iowa DOT constructed a new 6-lane freeway north of the existing U.S. 218, designating this new highway as U.S. 218, and renaming the original U.S. 218 as University Avenue/IA 934. In this same timeframe, Greenhill Road, a new 4-lane arterial street, was constructed approximately one mile south of University Avenue/IA 934. Due to the addition of these new alternate routes, there was a shift in travel patterns and a decrease in traffic usage along University Avenue/IA 934. These changes have resulted in a gradual decline in the traffic volumes and have negatively affected the economic vitality of the corridor, with an increase in vacant properties for sale or for lease. In addition, the deteriorating condition of the University Avenue/IA 934 pavement, and the lack of consistent and visible bicycle and pedestrian crosswalks, striping, landscaping and other corridor aesthetic treatments negatively impacts the metro area's ability to sustain and attract housing, commercial development and employment opportunities along the corridor.

Present and Reasonably Foreseeable Actions

Several projects are planned or under construction in or near the study area. Some may not occur during the same period as the University Avenue/IA 934 project, but they are included here because these actions have to be considered within the cumulative impacts assessment. The following are ongoing or reasonably foreseeable future projects in or near the study area:

- ***Bank*** - At the northwest corner of the University Avenue/IA 934/Cedar Heights Drive intersection, a new bank (University of Iowa Community Credit Union) is being constructed. This project is displacing a previous office building on that corner, but replacing it with a new commercial building.
- ***Blue Zones Project*** - Pedestrian and bicycle facilities planning will be a priority in the continuing development of each city, and minor amounts of right-of-way acquisition may be necessary for the development of those facilities in the immediate future.
- ***Gas Station*** - A Hy-Vee Gas Station/Convenience Store is being planned on the site of the vacant Platt's Nursery business, located about ¼-mile west of Greenhill Road, on the north side of University Avenue/IA 934. This site is a low-risk contaminated/regulated materials site and some of the existing buildings on the property will be removed (displaced).
- ***Car Wash*** - To the northwest of the University Avenue/IA 934/Rownd Street intersection, a new car wash is being constructed on a vacant piece of land.

- ***Pump Station*** - The city of Waterloo is planning a new storm water lift station at the southeast quadrant of the University Avenue/IA 934/Fletcher Avenue intersection. Although the land is vacant in this area, the project will impact woodlands, the 100-year floodplain of Black Hawk Creek, and open space property of the Hope Martin Memorial Park, which is owned by the city of Waterloo.
- ***Corridor Redevelopment*** - The cities of Cedar Falls and Waterloo are also considering future revitalization of vacant commercial areas and improvements to street systems and frontage/backage roads adjacent to the University Avenue/IA 934 corridor. While some of these future improvements may require the eventual removal of buildings (displacements), the revitalization would have positive economic benefits for the communities.

Based on a review of the INRCOG Transportation Improvement Program (TIP) for FY 2014-2017 and the Iowa Statewide Transportation Improvement Program (STIP) for FY 2014-2017, it was determined that several transportation projects are proposed within the city limits of Cedar Falls and Waterloo that could result in minor cumulative impacts. **Table 5-9** lists these projects and their potential impacts.

Table 5-9: Reasonably Foreseeable Transportation Projects

Name of Project	Type of Project	Potential Impacts
Cedar Falls		
Center Street Trail (Cedar River to Lone Tree Rd.)	Trail construction	Minimal impacts to Island Park, woodlands, and streams
W. 1 st St. / IA 57 (Hudson Rd. to Franklin St.)	Reconstruction of existing roadway	None foreseeable. Most likely within existing right-of-way
Hudson Road Trail (W. 12 th St. to W. 1 st St.)	Trail construction	Potential minor right-of-way acquisition/impacts
Greenhill Road (Hudson Rd. to W. 27 th St.)	New roadway construction	Wetlands, streams, and potentially one business
IA 58 (IA 58 at Viking Rd.)	Corridor improvements (grade and pave)	Some potential minor right-of-way acquisition from businesses at intersection
Waterloo		
Cedar Valley Lakes Trail Bridge (between Brinker Lake & Cedar River)	Trail bridge construction	Minor impacts to woodlands, stream, wetlands, and floodplain
US 63 (Jefferson St. to Newell St.)	Reconstruction, new bridge, grade, and pave	Potential minor right-of-way acquisition/impacts and minor stream and floodplain impacts
Esther Street (Logan Ave. to Sherman Ave.)	Sidewalk construction	Minor right-of-way acquisition/impacts
Mobile Street SRTS (Newell St. to Cottage St.)	Sidewalk & crossing improvements	Minor right-of-way acquisition/impacts
Kimball Avenue (Tower Park Dr. to Acadia St.)	Construction (existing street)	Potential minor right-of-way impacts
Shaulis Road Trail (IA21 to Isle of Capri Blvd.)	Trail construction	Minor stream and wetland impacts, and potentially minor right-of-way acquisition
I-380 & US 218 (Mitchell Ave. to River Forest Rd.)	Pavement rehabilitation	None anticipated with pavement rehabilitation

I-380 Ramp (over Cedar River)	Bridge rehabilitation	Potential minor stream impacts
Dawson Street	Highway-Railroad crossing - surface repair	None anticipated
Columbia Street	Highway-Railroad crossing - surface repair	None anticipated
Polk Street	Highway-Railroad crossing - surface repair	None anticipated
W. Eighth Street	Highway-Railroad crossing - surface repair	None anticipated
W. Seventh Street	Highway-Railroad crossing - surface repair	None anticipated

Impacts of the Proposed Alternative

The Proposed Alternative would have impacts within and adjacent to the University Avenue/IA 934 existing roadway right-of-way. Section 5, Impacts, describes the specific resource impacts of the proposed project in greater detail. **Table 5-10** summarizes the cumulative effects of the Proposed Alternative and other ongoing or reasonably foreseeable projects on these resources.

Table 5-10: Potential Cumulative Effects

Resources Affected	Direct and Indirect Effects of Proposed Alternative	Potential Cumulative Effects
Schools (no. & ac.)	0.45 acre – open space from Peet Jr. Hi. School	No additional impacts anticipated
Economics	Increase in economic vitality	Positive effects of commercial revitalization along University Avenue/IA 934, and improvements at IA 58/Viking Road intersection commercial area.
Parks and Recreation Areas (no. & ac.)	2 parks, 1 recreation area, 1 recreational trail. 0.95 acre of potential property acquisition.	Additional minimal impacts to parkland: Hope Martin Memorial Park for pump station; Island Park for Center Street Trail.
Bicycle & Pedestrian Facilities (no. & l.f.)	1 recreational trail impacted by relocation of 1,330 linear feet of trail.	Blue Zones Projects and future trail and sidewalk projects could result in other, beneficial effects to bicycle and pedestrian facilities.
Right-of-Way Acquisition (ac.)	63.9	Minor amounts of additional right-of-way acquisition along city streets or adjacent intersection parcels for bicycle and pedestrian facility development in coordination with Blue Zones projects, future trail/sidewalk projects or city bicycle plans; other future roadway projects, and city connecting roadway improvements and redevelopment plans.
Displacements (no.)	Commercial – 16 Residential – 8	Additional commercial displacements as a result of city revitalization of commercial areas and street system improvements, and future Greenhill

Resources Affected	Direct and Indirect Effects of Proposed Alternative	Potential Cumulative Effects
		Road project.
Historical Sites or Districts (no.)	Individually eligible properties - 3 Historic district - 1	No additional impacts anticipated since no direct affects to buildings and only minor right-of-way impacts to properties at street.
Wetland Impacts (ac.)	0.01	Minor impacts from future roadway improvements and trail construction.
Surface Water Impacts (Streams – l. f.)	194	Additional direct stream impacts from other future roadway improvement projects and trail construction. There is also the potential for increased sedimentation and pollutant loading from construction of projects.
100-year Floodplain Impacts (ac)	3.17	Additional minor impacts to 100-year floodplain of Black Hawk Creek for pump station, and Cedar River floodplain from other future roadway improvement projects and trail bridge construction.
Woodland Impacts (ac.)	1.38	Additional minor impacts to woodlands in Black Hawk Creek riparian corridor for pump station, and Cedar River riparian corridor for future trail construction.
Contaminated and Regulated Material Sites (no. of minimal/low and moderate risk sites)	Minimal/low risk sites: <ul style="list-style-type: none"> • Total acquisition – 0 • Partial impacts – 22 Moderate risk sites: <ul style="list-style-type: none"> • Total acquisition – 2 • Partial impacts – 27 	Additional low risk site impacted for Hy-Vee gas station.

Summary of Cumulative Impacts

The Proposed Alternative has been designed to avoid or minimize impacts to resources to the greatest extent possible. Remaining impacts that cannot be avoided will be mitigated. The construction of the Proposed Alternative would be a beneficial impact for the safe and efficient movement of passenger and freight vehicular traffic, transit and bicycle and pedestrian traffic. In addition, it would have a positive effect on the commercial revitalization and economic productivity of the corridor. Both Cedar Falls and Waterloo have comprehensive plans in place to allow for development that is consistent with the goals of the communities. The cities and INRCOG have also been coordinating with the Iowa DOT on the proposed roadway and intersection improvements included within the Proposed Alternative to ensure access and proposed modifications are consistent with their local land use plans, goals, and objectives, connecting roadway facilities and adjacent residential and commercial land uses.

As a result, the overall cumulative impact of the Proposed Alternative, the past and present projects, and the reasonably foreseeable future projects, to the social and environmental resources have been evaluated and are not considered to be collectively significant.

5.6 Streamlined Resource Summary

The resources not discussed in the body of the EA are located in the Streamlined Resource Summary in **Appendix A**. The summary includes information about the resources, the method used to evaluate them, and when the evaluation was completed. **Table 5-11** summarizes the impacts of the Proposed Alternative to the resources discussed in the sections above.

Table 5-11: Summary of Impacts

Resource	Unit	No-Build Alternative	Proposed Alternative
Approximate Length	Miles	5.0	5.0
Churches & Schools	No. and acres	0	0.45 acre – open space from Peet Jr. High School; 0 churches
Environmental Justice Impacts (Displacements in EJ area)	No.	0	0
Economic	Positive / Negative Impacts	Negative Impacts	Positive Impacts
Parklands and Recreation Areas	No. and acres	0	2 parks, 1 recreation area, 1 recreational trail. 0.95 acre of potential property acquisition.
Bicycle & Pedestrian Facilities	No. and linear feet	0	1 recreational trail impacted by relocation of 1,330 linear feet of trail.
Historical Sites or Districts	No.	0	3 – Individually eligible properties 1 – historic district
Archaeological Sites	No.	0	0
Section 4(f) Properties	No.	0	2 parks, 1 recreation area, 1 recreational trail. 3 – Individually eligible historic properties 1 – historic district
Right-of-way Acquisition	Acres	0	63.90 acres
Displacements	No.	0	Commercial – 16 Residential – 8 Public/Semi-public use - 0
Wetland Impacts	Acres	0	0.01
Surface Water Impacts (Streams)	Linear feet	0	194
100-year Floodplain Impacts	Acres	0	3.17
Woodland Impacts	Acres	0	1.38
Noise Impacts	No. of sensitive receptors	0	Type III project. Noise analysis not required.
Contaminated and Regulated Material Sites (minimal/low and moderate risk sites)	No.	0	Minimal/low risk sites: ▪ Total acquisition – 0 ▪ Partial impacts – 22 Moderate risk sites: ▪ Total acquisition – 2 ▪ Partial impacts – 27

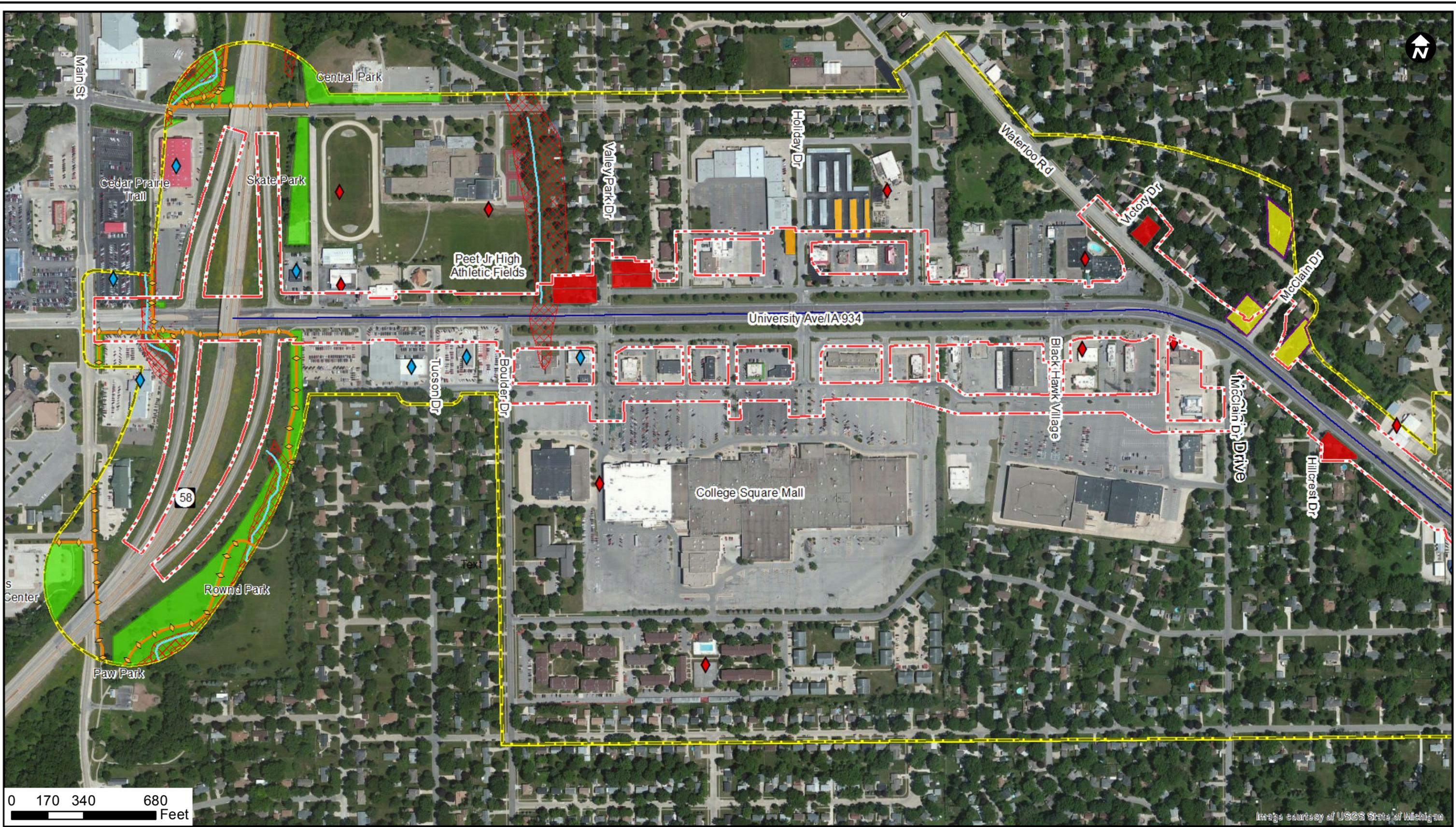
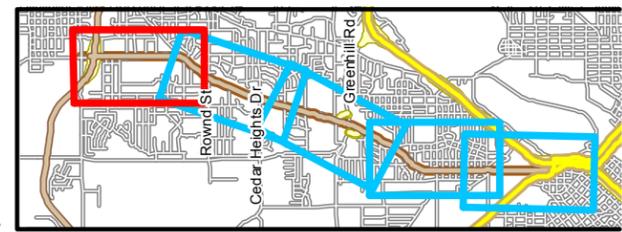


Image courtesy of USGS State of Michigan

- Legend**
- Preliminary Impact Area
 - Study Area
 - ◆ Regulated Material Sites-Moderate Risk
 - ◆ Regulated Material Sites-Low Risk
 - Streams
 - Trails
 - Parks
 - Historic Districts
 - Historic Properties
 - 100 Yr Floodplain & Floodway
 - Wetlands
 - Woodlands
 - Displacements - Business
 - Displacements - Residential



Environmental Constraints

University Avenue/ IA 934
 Cedar Falls and Waterloo, Iowa
 Environmental Assessment

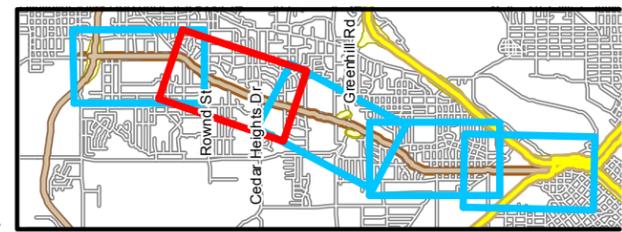
Figure 5-1
 September 30, 2013



Image courtesy of USGS State of Michigan

Legend

- | | | |
|--|---------------------|------------------------------|
| Preliminary Impact Area | Streams | 100 Yr Floodplain & Floodway |
| Study Area | Trails | Wetlands |
| Regulated Material Sites-Moderate Risk | Parks | Woodlands |
| Regulated Material Sites-Low Risk | Historic Districts | Displacements - Business |
| | Historic Properties | Displacements - Residential |



Environmental Constraints

University Avenue/ IA 934
 Cedar Falls and Waterloo, Iowa
 Environmental Assessment

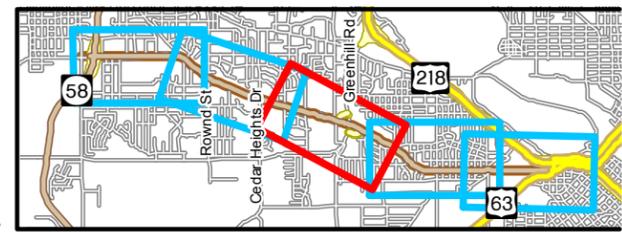
Figure 5-2
 September 30, 2013



Image courtesy of USGS © 2013 Microsoft Corporation

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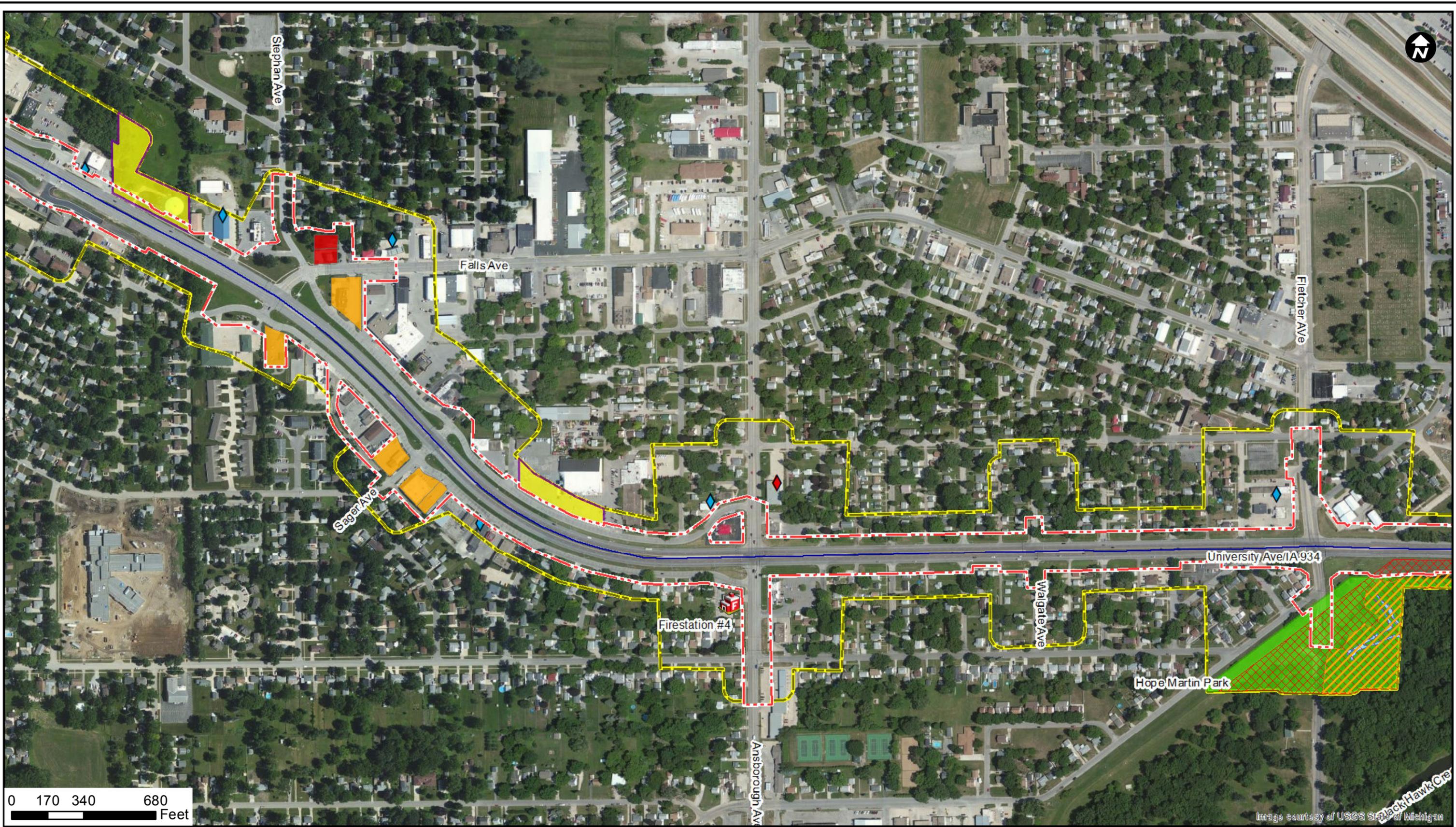
- | | | |
|--|---------------------|------------------------------|
| Preliminary Impact Area | Streams | 100 Yr Floodplain & Floodway |
| Study Area | Trails | Wetlands |
| Regulated Material Sites-Moderate Risk | Parks | Woodlands |
| Regulated Material Sites-Low Risk | Historic Districts | Displacements - Business |
| | Historic Properties | Displacements - Residential |



Environmental Constraints

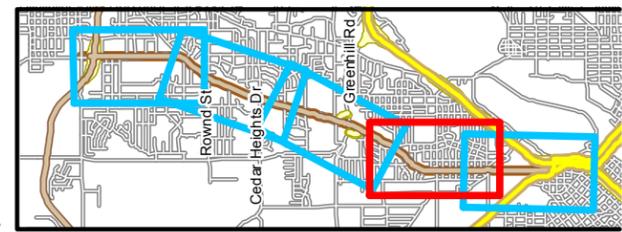
University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

Figure 5-3
September 30, 2013



Legend

- Preliminary Impact Area
- Study Area
- ◆ Regulated Material Sites-Moderate Risk
- ◆ Regulated Material Sites-Low Risk
- Streams
- Trails
- Parks
- Historic Districts
- Historic Properties
- 100 Yr Floodplain & Floodway
- Wetlands
- Woodlands
- Displacements - Business
- Displacements - Residential



Environmental Constraints

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

Figure 5-4
September 30, 2013

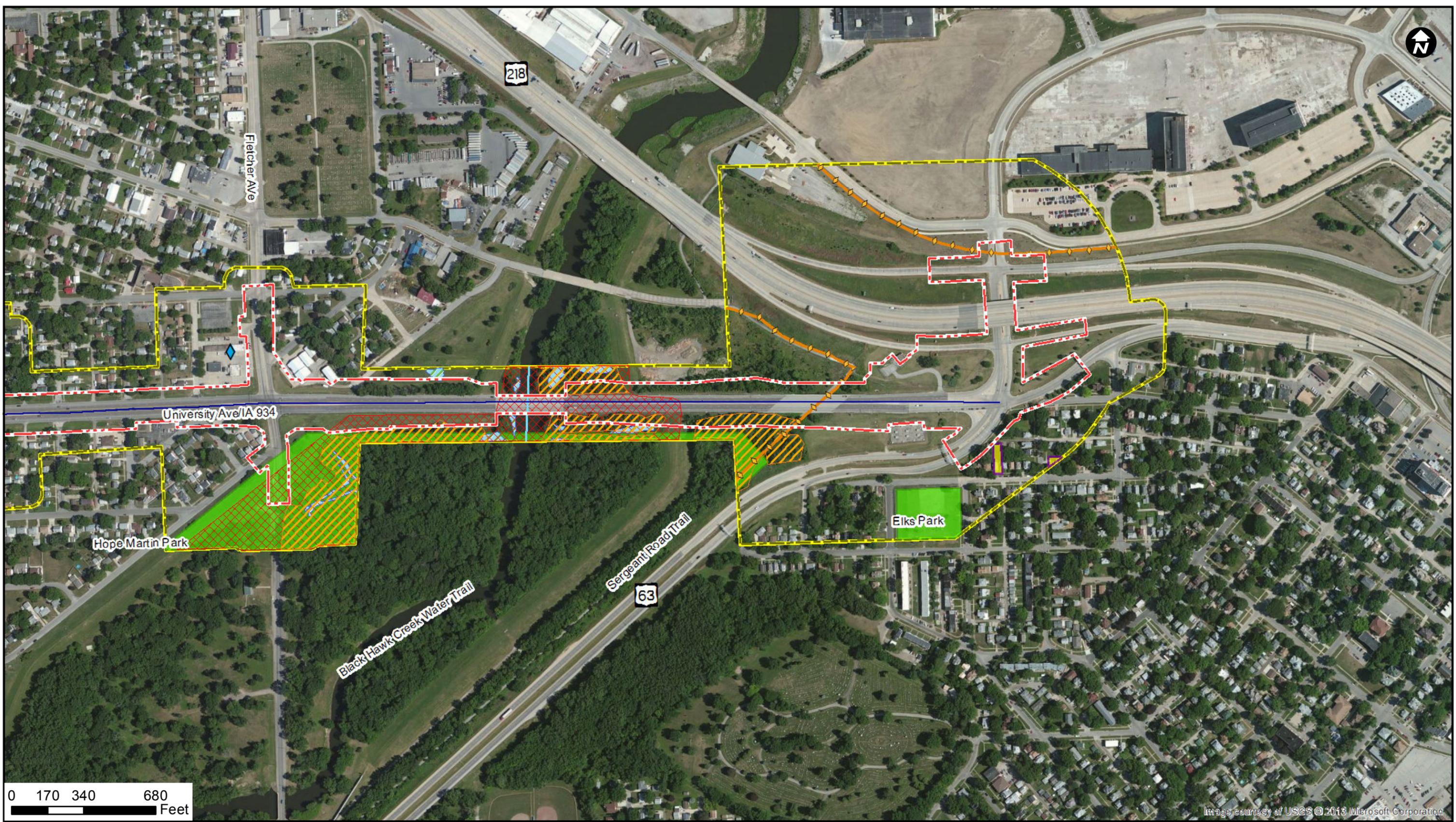
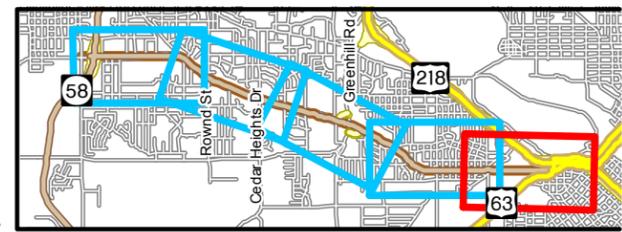


Image courtesy of USGS © 2013 Microsoft Corporation

Legend

- | | | |
|--|---------------------|------------------------------|
| Preliminary Impact Area | Streams | 100 Yr Floodplain & Floodway |
| Study Area | Trails | Wetlands |
| Regulated Material Sites-Moderate Risk | Parks | Woodlands |
| Regulated Material Sites-Low Risk | Historic Districts | Displacements - Business |
| | Historic Properties | Displacements - Residential |



Environmental Constraints

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

Figure 5-5
September 30, 2013

SECTION 6 DISPOSITION

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 would 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 the public review or at the public hearing, a Finding of No Significant Impact (FONSI) will be prepared for the proposed action.

The University Avenue/IA 934 EA is being distributed to the following agencies and organizations. Individuals receiving the EA are not listed for privacy reasons.

6.1 Federal Agencies

- Federal Aviation Administration
- Federal Emergency Management Agency
- Federal Railroad Administration
- Federal Transit Administration – Region VII
- National Park Service (NPS)
- U.S. Army Corps of Engineers – Rock Island District
- U.S. Coast Guard
- U.S. Department of Agriculture – Natural Resources Conservation Service
- U.S. Department of Housing and Urban Development
- U.S. Department of the Interior
- U.S. Environmental Protection Agency
- U.S. Fish & Wildlife Service

6.2 State Agencies

- Iowa Department of Natural Resources, Conservation and Recreation Division, Environmental Services Division, and Section 6(f) Funds Coordinator
- State Historical Society of Iowa

6.3 Local/Regional Units of Government

- City of Waterloo
- City of Cedar Falls
- Iowa Northland Regional Council of Governments

6.4 Locations Where this Document Is Available for Public Review

Federal Highway Administration
105 6th Street
Ames, IA 50010

Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Iowa Department of Transportation
District 2 Office
1420 Fourth Street SE
Mason City, IA 50401

Iowa Northland Regional Council of Governments
501 Sycamore, Suite 333
Waterloo, IA 50703

Cedar Falls Public Library
524 Main Street
Cedar Falls, IA 50613

Rod Library
University of Northern Iowa
1227 W 27th Street
Cedar Falls, IA 50614

Waterloo Public Library
415 Commercial Street
Waterloo, IA 50701

6.5 Potential Permits Required for the Project

The following permits may be required for this project:

- Section 404 Permit from U.S. Army Corps of Engineers, Rock Island District and Section 401 Water Quality Certification from Iowa Department of Natural Resources (Joint Application Form for Protecting Iowa Waters)
- Section 408 Approval from U.S. Army Corps of Engineers, Rock Island District
- Floodplain Construction Permit from Iowa Department of Natural Resources (Joint Application Form for Protecting Iowa Waters)
- Iowa Department of Natural Resources National Pollutant Discharge Elimination System General Permit No. 2 for Storm Water Discharge Associated with Construction Activities (NPDES Storm Water Permit)

6.6 Statewide Transportation Improvement Program and Transportation Improvement Program Status

The Iowa Statewide Transportation Improvement Program (STIP) FY 2014-2017 includes the Project Iowa 934: IA 58 to U.S. 63 under the Surface Transportation Program (STP) for outside services engineering. The Project is identified as STP-PA30()-2C-07 and is funded with \$213,000 STP funds and a \$53,000 local match.

SECTION 7 COMMENTS AND COORDINATION

This section includes a summary of agency coordination, public involvement, and tribal coordination that has occurred during the development of the University Avenue/IA 934 EA. Future public involvement efforts that are planned for the project are also discussed. **Appendix C** contains agency coordination letters and comment letters received during the NEPA process for the project.

7.1 Agency and Tribal Coordination

Appropriate federal, state, and local agencies were contacted by letter on October 18, 2011 as part of the early agency coordination process. The letter was used by the study team to announce the initiation of the University Avenue/IA 934 EA and solicit comments from each agency on the proposed project within their relevant areas of expertise. The list of agencies contacted and their response date, if applicable, are shown below in **Table 7-1**. Written responses to the early coordination requests are provided in **Appendix C**.

Table 7-1: Agency Early Coordination

Agency Type	Agency	Date of Response
Federal	Federal Aviation Administration	Nov. 3, 2011
Federal	Federal Emergency Management Agency	None
Federal	Federal Railroad Administration	None
Federal	Federal Transit Administration – Region VII	None
Federal	National Park Service (NPS)	None
Federal	U.S. Army Corps of Engineers – Rock Island District	Oct. 26, 2011
Federal	U.S. Coast Guard	Oct. 25, 2011
Federal	U.S. Department of Agriculture, Natural Resource Conservation Service	None
Federal	U.S. Department of Housing and Urban Development	Oct. 19, 2011
Federal	U.S. Department of Interior	None
Federal	U.S. Environmental Protection Agency	Nov. 3, 2011
Federal	U.S. Fish and Wildlife Service	None
State	Iowa Department of Natural Resources – Conservation and Recreation Division	Oct. 25, 2011
State	Iowa DNR – Environmental Services Division	Nov. 9, 2011
State	Iowa DNR – Section 6(f) Funds Coordinator	None
State	State Historical Society of Iowa	May 10, 2011

The comments received from agencies are summarized as follows:

- Iowa Department of Natural Resources (DNR) – No site-specific records of rare species or significant natural communities were found in the project area. A storm water discharge permit is required from Iowa DNR if the construction bares the soil of an area greater than one acre, including clearing, grading, or excavation. Reasonable precautions must be taken to prevent the discharge of visible emissions of fugitive dust into adjacent properties. Impacts to waters of the United States, including wetlands, should be avoided and minimized to the extent practicable. Any remaining adverse

impacts should be adequately compensated for as part of the project. Best Management Practices should be used to control erosion and protect water quality.

- U.S. Army Corps of Engineers (USACE) – The project may impact waters of the United States including wetlands and may require USACE authorization under Section 404 of the Clean Water Act. The application for authorization should include wetland delineations and details of impacts on wetlands and other waters of the United States.
- U.S. Coast Guard (USCG) – There are no waterways in the project area over which the Coast Guard exercises jurisdiction. A USCG bridge permit is not required for this project.
- U.S. Department of Housing and Urban Development (HUD) – The project will not have detrimental effects to any HUD projects in the area.
- U.S. Environmental Protection Agency (USEPA) – The USEPA enclosed a map showing EPA regulated facilities in or near the project area for reference for the project. Additionally, USEPA provided recommendations for minimizing effects on air quality during construction activities and noted several impaired streams near the project area. USEPA also noted that the project is close to designated Environmental Justice areas, which should be considered within the study.
- Federal Aviation Administration (FAA) – The project may require formal notice for airspace. The FAA website is recommended to determine whether the project needs to be filed with FAA.
- State Historical Society of Iowa – The State Historical Society of Iowa stated that it will be a consulting party with FHWA and Iowa DOT for the project in accordance with the Programmatic Agreement between the parties as part of the Section 106 consultation process.

As part of the early coordination process, Iowa DOT also notified the Tribes of initiation of the proposed project and solicited their feedback. The Tribes contacted are listed in **Table 7-2**.

Table 7-2: Tribal Coordination

Tribe	Date of Coordination	Date of Response
Iowa Tribe of Kansas and Nebraska	Oct. 25, 2011	Nov. 28, 2011
Iowa Tribe of Oklahoma	Oct. 25, 2011	No Response
Miami Nation of Oklahoma	Oct. 25, 2011	Dec. 7, 2011
Omaha Tribe of Nebraska	Oct. 25, 2011	No Response
Otoe-Missouria Tribe	Oct. 25, 2011	No Response
Peoria Tribe of Indians of Oklahoma	Oct. 25, 2011	Nov. 28, 2011
Sac and Fox Nation of Oklahoma	Oct. 25, 2011	No Response
Sac and Fox Tribe of the Mississippi in Iowa	Oct. 25, 2011	No Response
Winnebago Tribe of Nebraska	Oct. 25, 2011	Oct. 31, 2011
Ho-Chunk Nation	Oct. 25, 2011	No Response

A copy of the tribal notification letter and packet sent by the Iowa DOT to the Tribes can be viewed in **Appendix C**. No comments were received from the Tribes regarding the proposed

project. However, the Iowa Tribe of Kansas and Nebraska, Peoria Tribe of Indians of Oklahoma and Winnebago Tribe of Nebraska asked to receive continued notification about the project as it progresses.

7.2 NEPA / 404 Merge Coordination

FHWA and Iowa DOT coordinated with the resource agencies using the Iowa DOT Concurrence Point Process. As a part of this process, concurrence packets are developed and provided to the agencies via e-mail for a 30-day review period. The intent of this process is to encourage early participation by the regulatory agencies in an effort to validate decisions made by the transportation agency during the NEPA process and to avoid revisiting those decisions after significant effort has been expended performing detailed analyses and design. The transportation agencies request agency concurrence regarding four points in the NEPA process:

- Concurrence Point 1 – Purpose and Need
- Concurrence Point 2 – Alternatives to be Analyzed
- Concurrence Point 3 – Alternatives to be Carried Forward
- Concurrence Point 4 – Preferred Alternative

For the University Avenue/IA 934 EA, Concurrence Points 1 and 2 were initiated concurrently on April 17, 2012 via email. A concurrence packet was prepared and distributed to representatives from the USACE, USEPA, USFWS, and Iowa DNR for their 30-day review. The concurrence packet for Concurrence Point 1 included information on the Purpose and Need for the project, project location map, agency early coordination scoping results and a summary of Public Information Meeting #1. The concurrence packet for Concurrence Point 2 included a description and exhibit of each Alternative to be Analyzed, and an exhibit and assessment of each alternative's potential social and environmental impacts. Concurrence on Points 1 and 2 was received from all agencies between April 20, 2012 and May 23, 2012.

Concurrence Point 3 was initiated on October 23, 2012 via email. The concurrence packet for Concurrence Point 3 included a project location map, a project constraints map, exhibits of each Alternative to be Carried Forward, and exhibits showing the potential impacts for each alternative. Concurrence was received from all agencies by November 28, 2012.

Concurrence Point 4 will be coordinated with the agencies following the public hearing on the EA and the close of the public comment period. A public hearing on the signed EA is anticipated for Fall 2013.

7.3 Public Involvement

Development of the University Avenue project was a collaborative process and involved a wide variety of opportunities for public involvement. The objective of the public involvement plan was to engage the public and stakeholders along University Avenue/IA 934 on a continuous basis throughout the study, and to obtain information which would assist in the evaluation of alternatives. The following sections describe the key components of this program.

7.3.1 Public Information Meetings

As part of the ongoing NEPA process, two public information meetings (PIM) have been provided for the public to view project progress and provide input on the proposed improvements. The first PIM was held from 5:00 to 7:00 p.m. on December 13, 2011, at St.

Timothy's United Methodist Church, 3220 Terrace Drive, Cedar Falls, Iowa. The PIM was publicized via the following methods:

- Paid advertisement on November 29, 2011 in the Waterloo/Cedar Falls Courier and via the paper's online edition; and
- Press releases sent to the local media and posted on the Iowa DOT Web site.

At the meeting, attendees had an opportunity to learn about the study process, provide input regarding corridor needs and issues, review the concepts considered during the previous 2010 University Avenue Corridor Study, and discuss the next steps for the study. The public was also given the opportunity to provide comments to the study team orally or in writing as well as by sending in their comments after the meeting. Additionally, all attendees received a newsletter summarizing the study and an FHWA informational brochure on how roundabouts operate. Sixty-nine people attended the meeting.

The majority of the public supported the need to rehabilitate or reconstruct the existing pavement along University Avenue/IA 934 and viewed it as a key need for the project. Many citizens also expressed an interest in incorporating bicycle and pedestrian accommodations and improved intersection crossings when the corridor is rehabilitated. Comments received indicated that attendees were divided on whether the corridor should be reduced from 6 lanes to 4 lanes, and if roundabouts should be incorporated into the proposed improvements. Both of these improvement concepts generated significant discussion during the meeting. The Iowa DOT prepared responses to comments in December 2011.

The second public information meeting was held from 5:00 to 7:00 p.m. on August 7, 2012 at the Clarion Inn, located at 5826 University Avenue, Cedar Falls, Iowa. The PIM was publicized via the following methods:

- Paid advertisement on July 24, 2012 in the Waterloo/Cedar Falls Courier and via the paper's online edition; and
- Press releases sent to the local media and posted on the Iowa DOT Web site.

The purpose of the second PIM was to discuss alternatives for the proposed project. Seventy-three people attended the meeting. Comments received at the second PIM were of a similar nature to those provided at the first meeting. Comments received indicated that the public was still divided on whether the corridor should be reduced from 6 lanes to 4 lanes, and if roundabouts should be incorporated into the proposed improvements. Some business owners along the corridor were concerned about construction and right-of-way impacts of the proposed improvements and wanted to ensure they would still have good visibility and access to their businesses. Bicycle and pedestrian accommodations and corridor aesthetic treatments were also key topics of discussion at the meeting. The Iowa DOT prepared responses to comments in August 2012.

7.3.2 Local Advisory Committee

A local advisory committee (LAC) comprised of three representatives from the city of Cedar Falls, five from the city of Waterloo, and four from INRCOG was formed for the study. Many of these representatives were a part of the Project Technical Committee for the 2010 University Avenue Corridor Study and continued forward to collaborate and provide their input for the University Avenue/IA 934 EA. The LAC met throughout the study to review and provide input on key project milestones. The following meetings were held:

- December 8, 2011 – meeting to discuss the Purpose and Need for the project, overview the study process and the planned content for the first PIM.
- July 12, 2012 – meeting to discuss the Alternatives to be Analyzed for the project and overview the planned content for the second PIM.
- August 7, 2012 – meeting to discuss the traffic and safety operational analysis of the proposed alternatives.

In addition to these LAC meetings, presentations on the proposed project were made to the city councils of Waterloo and Cedar Falls on December 17 and 18, 2012.

7.3.3 Future Public Involvement

A public hearing on the signed EA is anticipated for Fall 2013.

APPENDIX A

STREAMLINED RESOURCE SUMMARY

SOCIOECONOMIC IMPACTS SECTION:

Land Use	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Community Cohesion	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Churches and Schools	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis. No churches are impacted by the project.
Method of Evaluation:	
Completed by and Date:	
Environmental Justice	
Evaluation:	Resource, including minority or low-income populations of 50% or greater, is not present in the study area.
Method of Evaluation:	Review of 2010 U.S. Census data and the Environmental Protection Agency's EJ Viewer website, discussions with public at public meetings.
Completed by and Date:	Consultant, 6/4/2013
Economic	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Joint Development	
Evaluation:	Resource is not in the study area. Joint Development is not proposed as a part of this project.
Method of Evaluation:	Other
Completed by and Date:	Consultant, 10/15/2012
Parklands and Recreational Areas	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Bicycle and Pedestrian Facilities	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Right-of-Way	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	

SOCIOECONOMIC IMPACTS SECTION Continued:

Relocation Potential	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	_____
Completed by and Date:	_____
Construction and Emergency Routes	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	_____
Completed by and Date:	_____
Transportation	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	_____
Completed by and Date:	_____

CULTURAL IMPACTS SECTION:

Historic Sites or Districts	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	_____
Completed by and Date:	_____
Archaeological Sites	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis. Resource was found to be in the study area, but will not be impacted.
Method of Evaluation:	_____
Completed by and Date:	_____
Cemeteries	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study, land use review, and review of Northeast Iowa Genealogical Society inventory of Black Hawk County cemetery.
Completed by and Date:	Consultant, 6/19/2013

NATURAL ENVIRONMENT IMPACTS SECTION:

Wetlands	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Surface Waters and Water Quality	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Wild and Scenic Rivers	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Review of National Wild and Scenic Rivers database.
Completed by and Date:	Consultant, 6/18/2013
Floodplains	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Wildlife and Habitat	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study, and coordination with Iowa Department of Natural Resources to identify unique natural communities.
Completed by and Date:	IA DOT NEPA Manager, 5/23/2012
Threatened and Endangered Species	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study, and coordination with Iowa Department of Natural Resources and U.S. Fish and Wildlife Service to identify Threatened and Endangered species.
Completed by and Date:	IA DOT NEPA Manager, 5/23/2012
Woodlands	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Farmlands	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study. Highly developed urban area within city limits.
Completed by and Date:	Consultant, 10/13/2011

PHYSICAL IMPACTS SECTION:

Noise	
Evaluation:	The Iowa DOT determined that the proposed project is a Type III highway project (i.e. the proposed improvements would not include the addition of traffic lanes or a substantial horizontal shift in the existing roadway alignment). As such, the project does not require a noise analysis or consideration of noise abatement measures.
Method of Evaluation:	Other
Completed by and Date:	IA DOT NEPA Manager, 6/6/2013
Air Quality	
Evaluation:	The project area is in attainment and 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.
Method of Evaluation:	Other
Completed by and Date:	Consultant, 6/27/2013
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:	Consultant, 6/19/2013
Energy	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Contaminated and Regulated Materials Sites	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Visual	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	

Utilities

Evaluation: Resource is discussed in Section 5 of the Resource Analysis

Method of Evaluation:

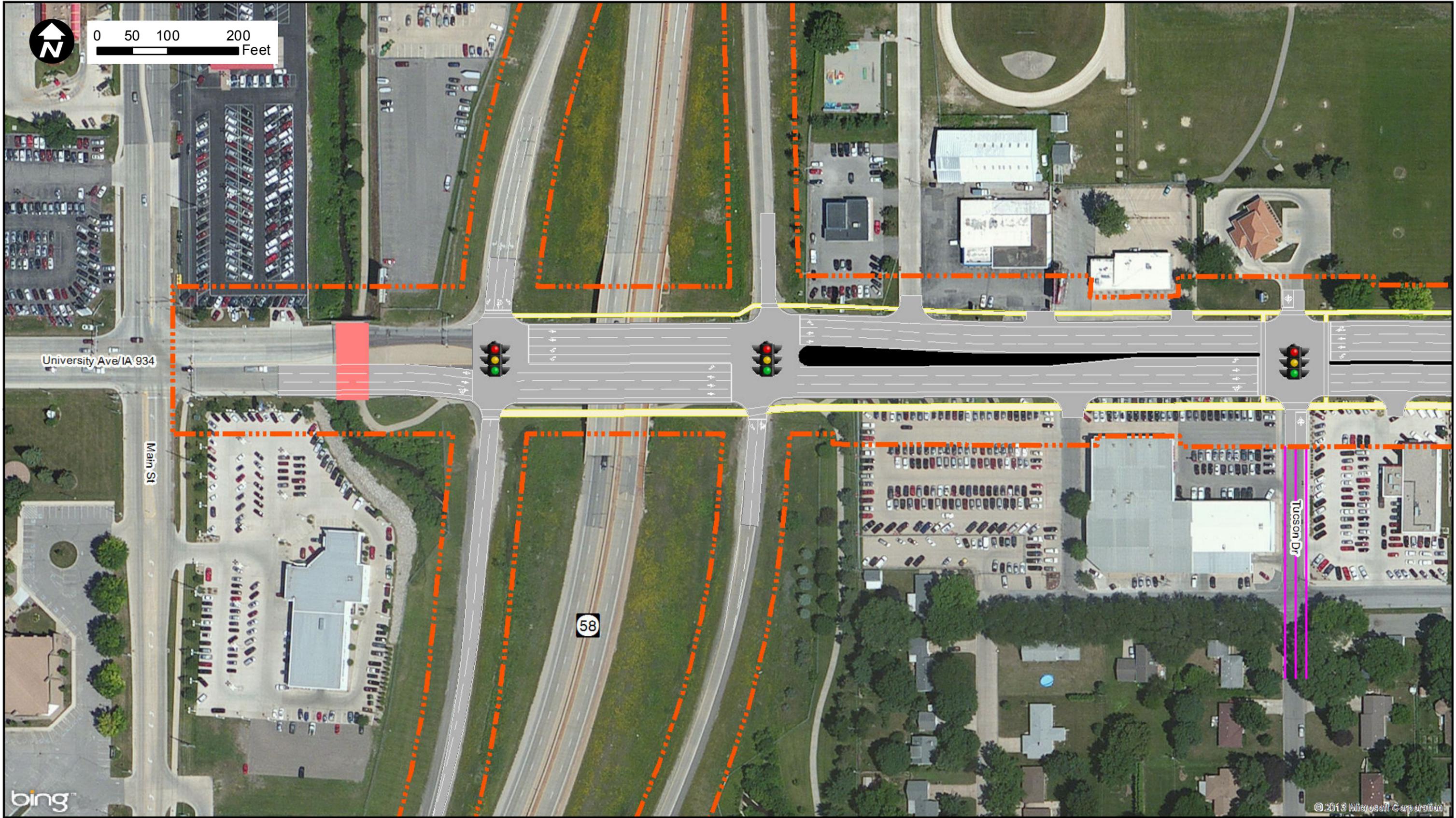
Completed by and Date:

APPENDIX B

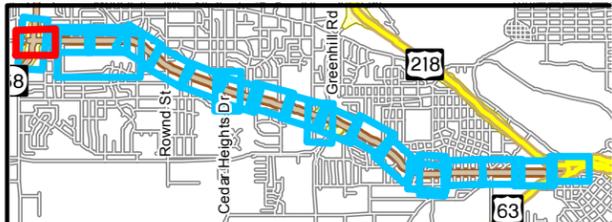
**PROPOSED ALTERNATIVE
PRELIMINARY ENGINEERING PLAN PLATES**



0 50 100 200 Feet



- Legend**
- Preliminary Impact Area
 - New Access
 - Optional Private Connection
 - Median
 - Proposed Signal
 - Modified Access Within Influence Area of Intersection
 - Optional Public Connection
 - Sidewalk or Multiuse Path
 - Revised Striping Only
 - Bridge
 - Pavement



Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

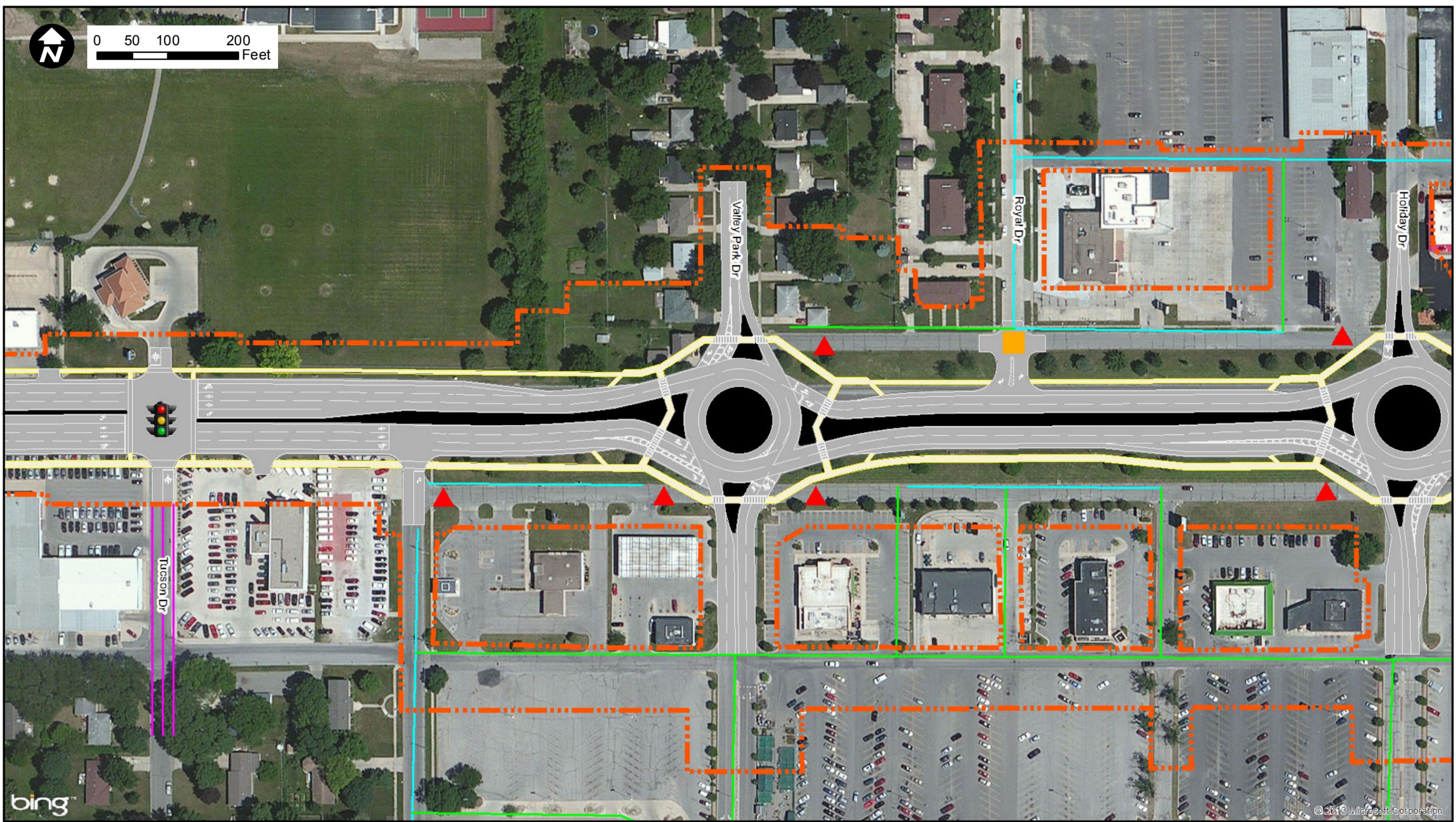
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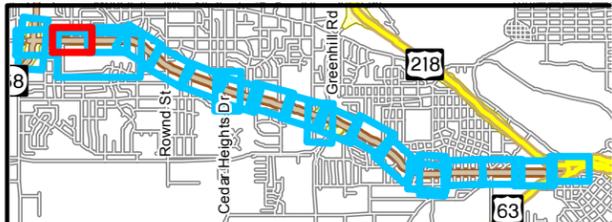
July 9, 2013



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Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

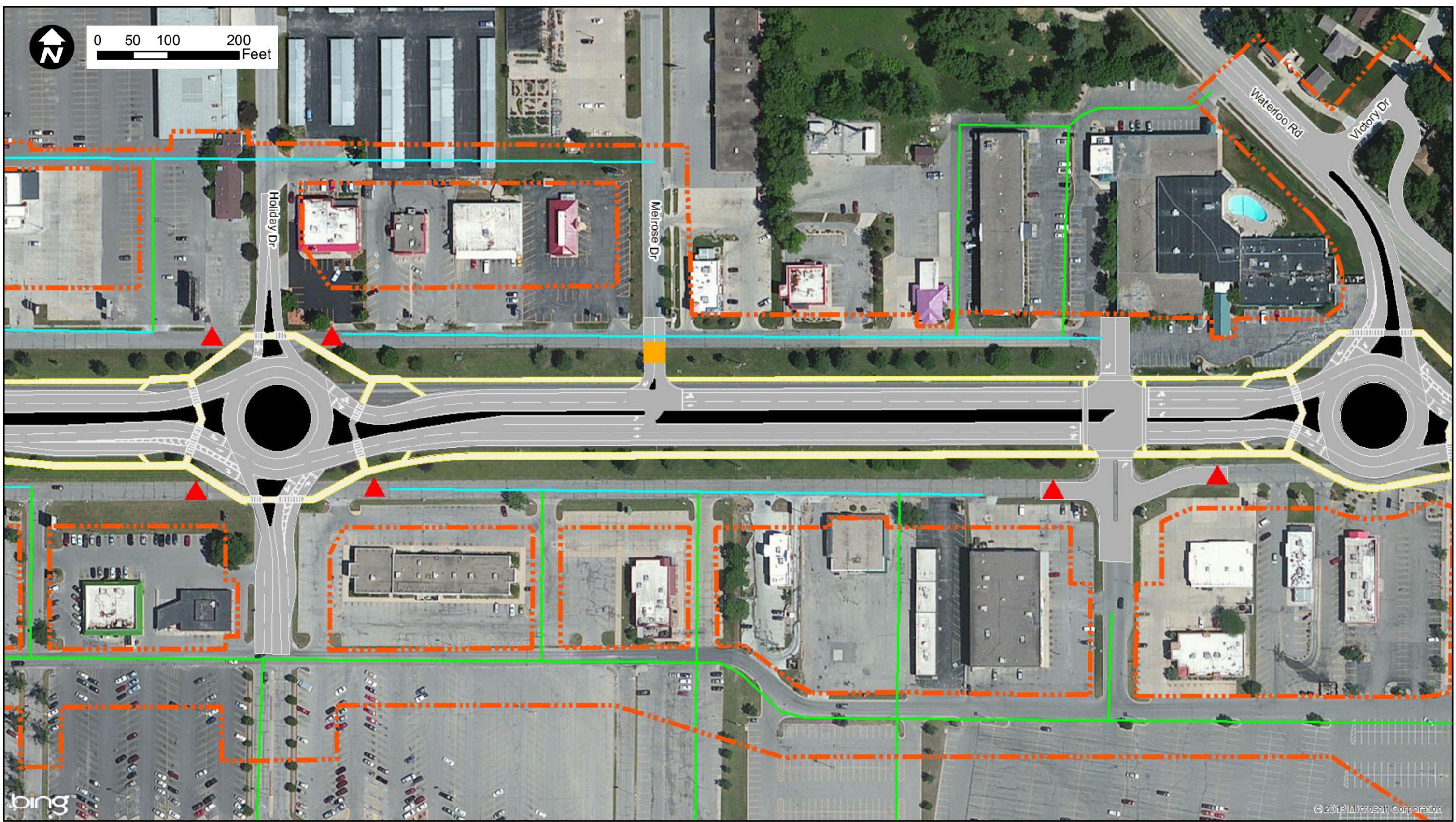
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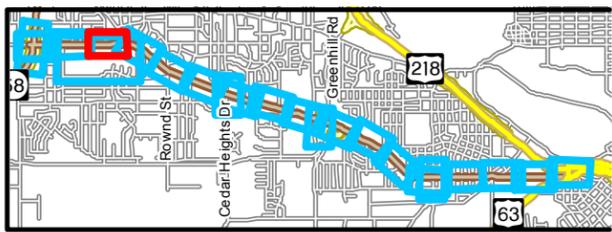
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Legend

-  Preliminary Impact Area
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Proposed Alternative

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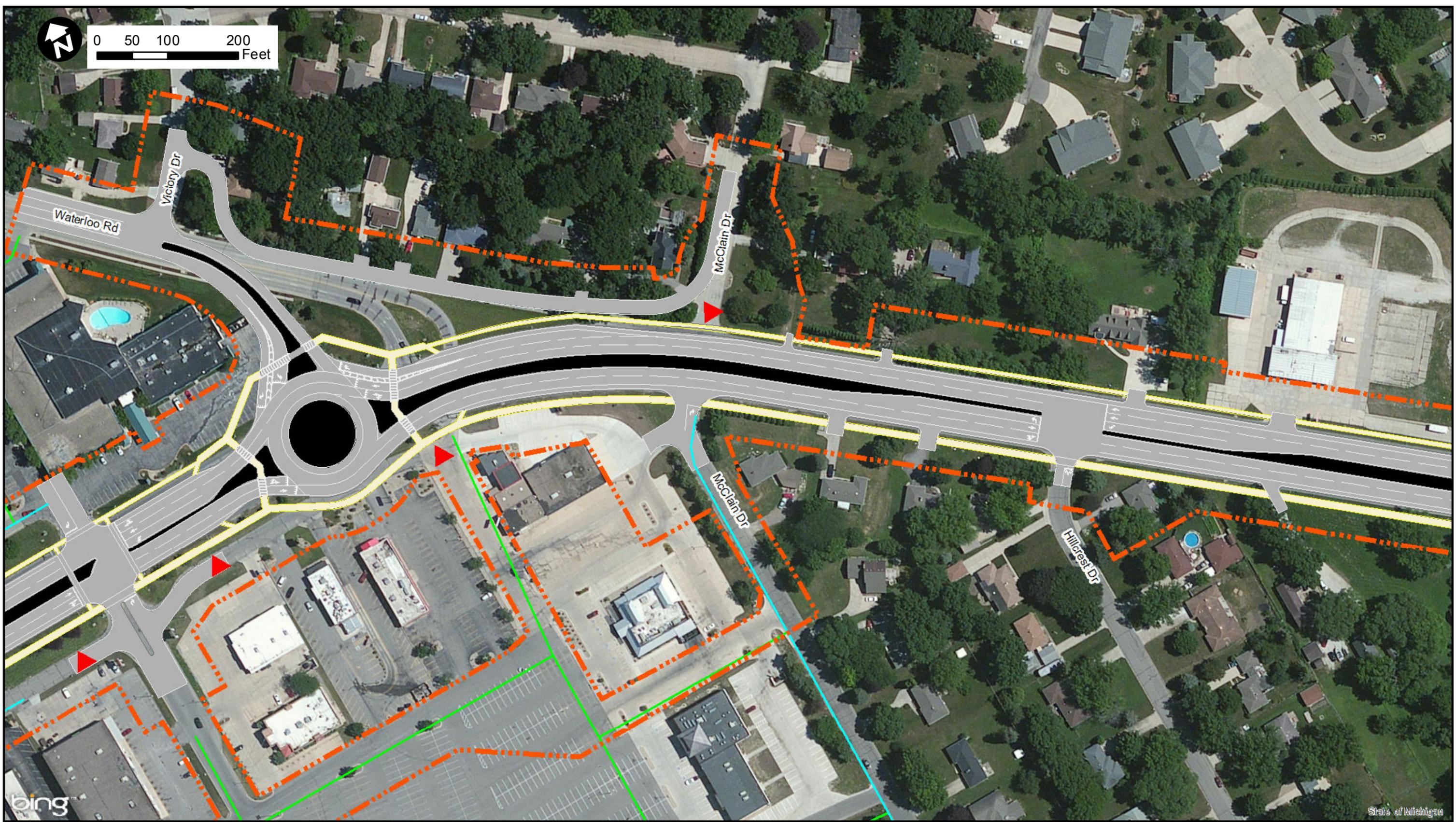
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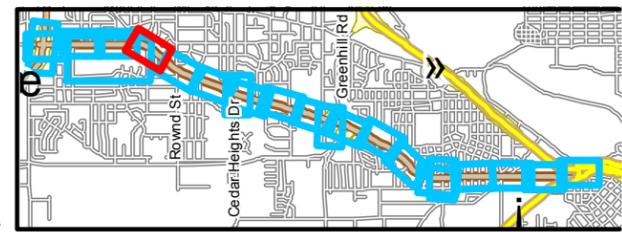


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State of Michigan

Legend

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Iowa Department of Transportation

Proposed Alternative

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Cedar Falls and Waterloo, Iowa
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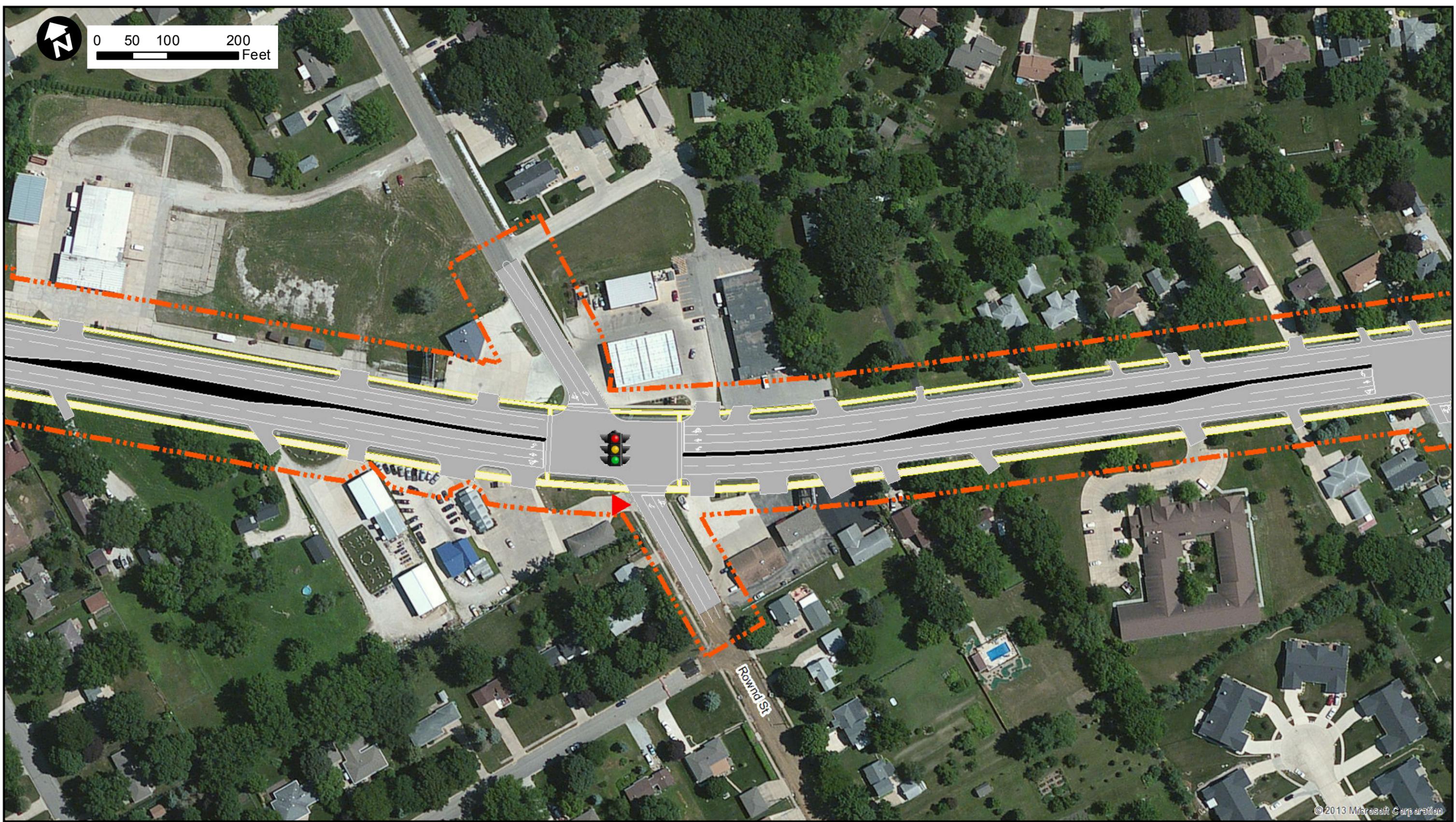
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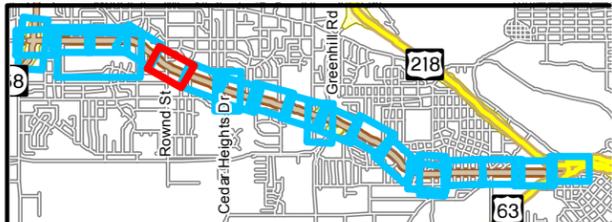
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Legend

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Iowa Department of Transportation

Proposed Alternative

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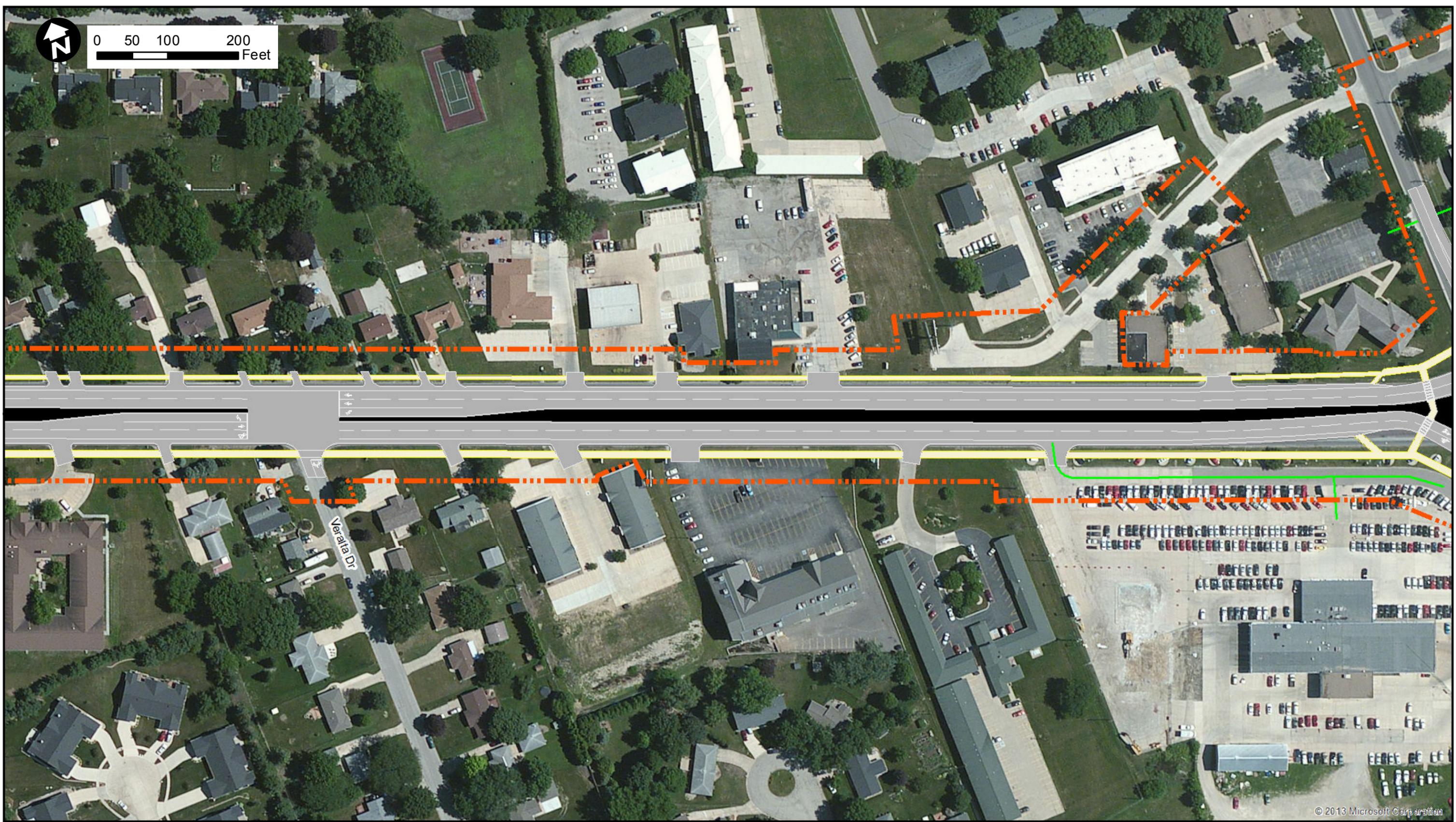
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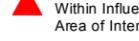
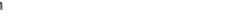
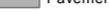


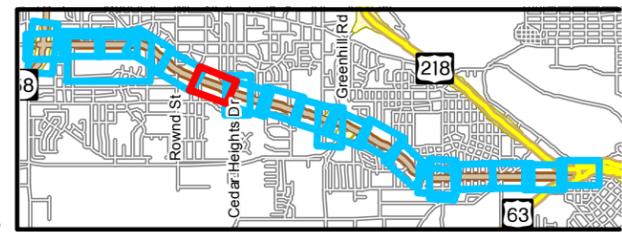
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Legend

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Iowa Department of Transportation

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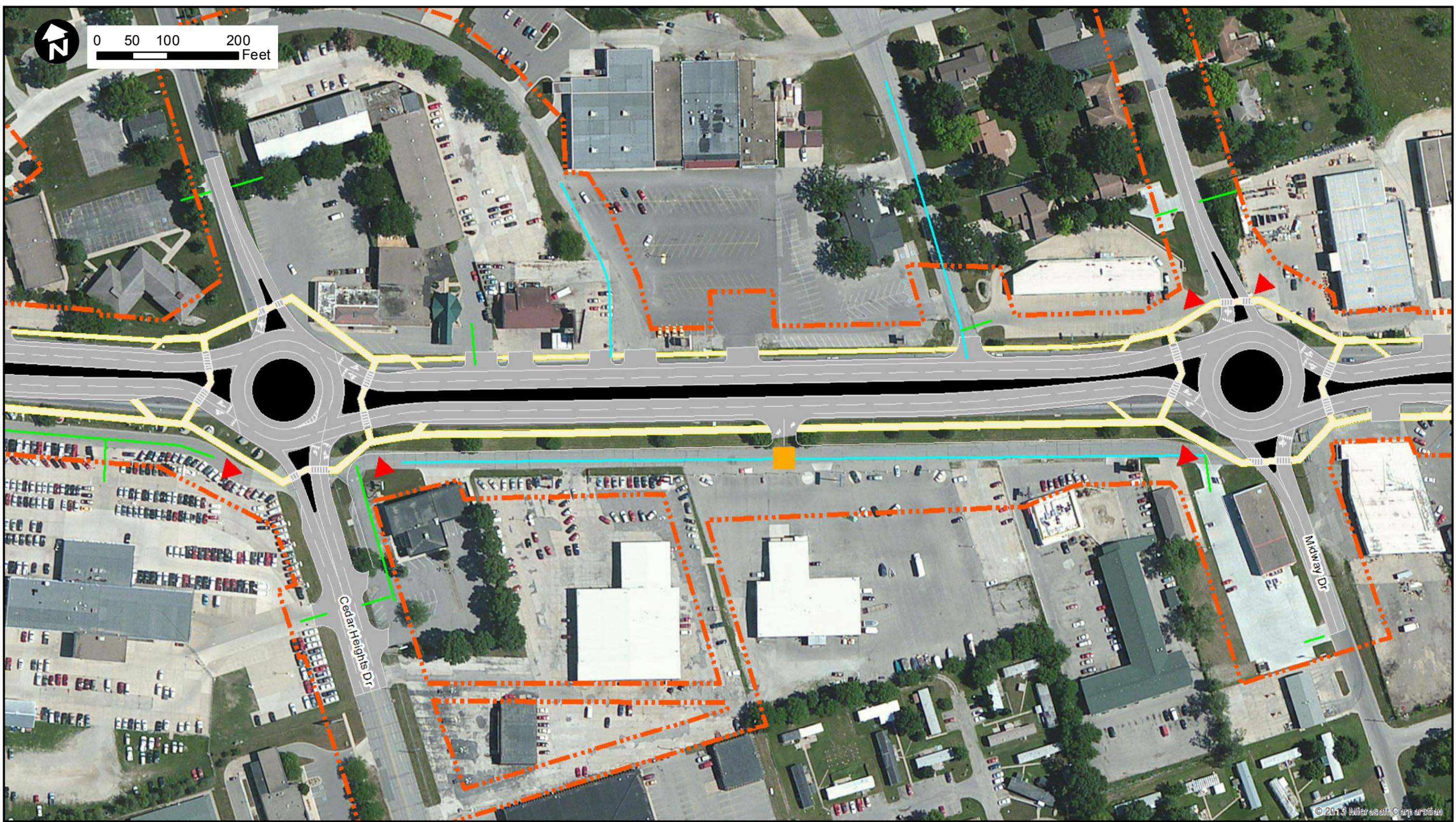
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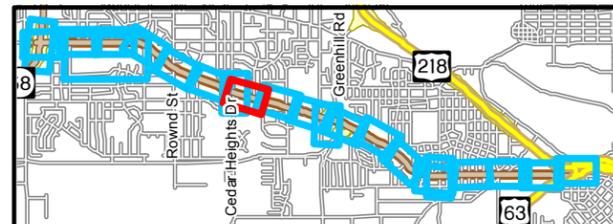
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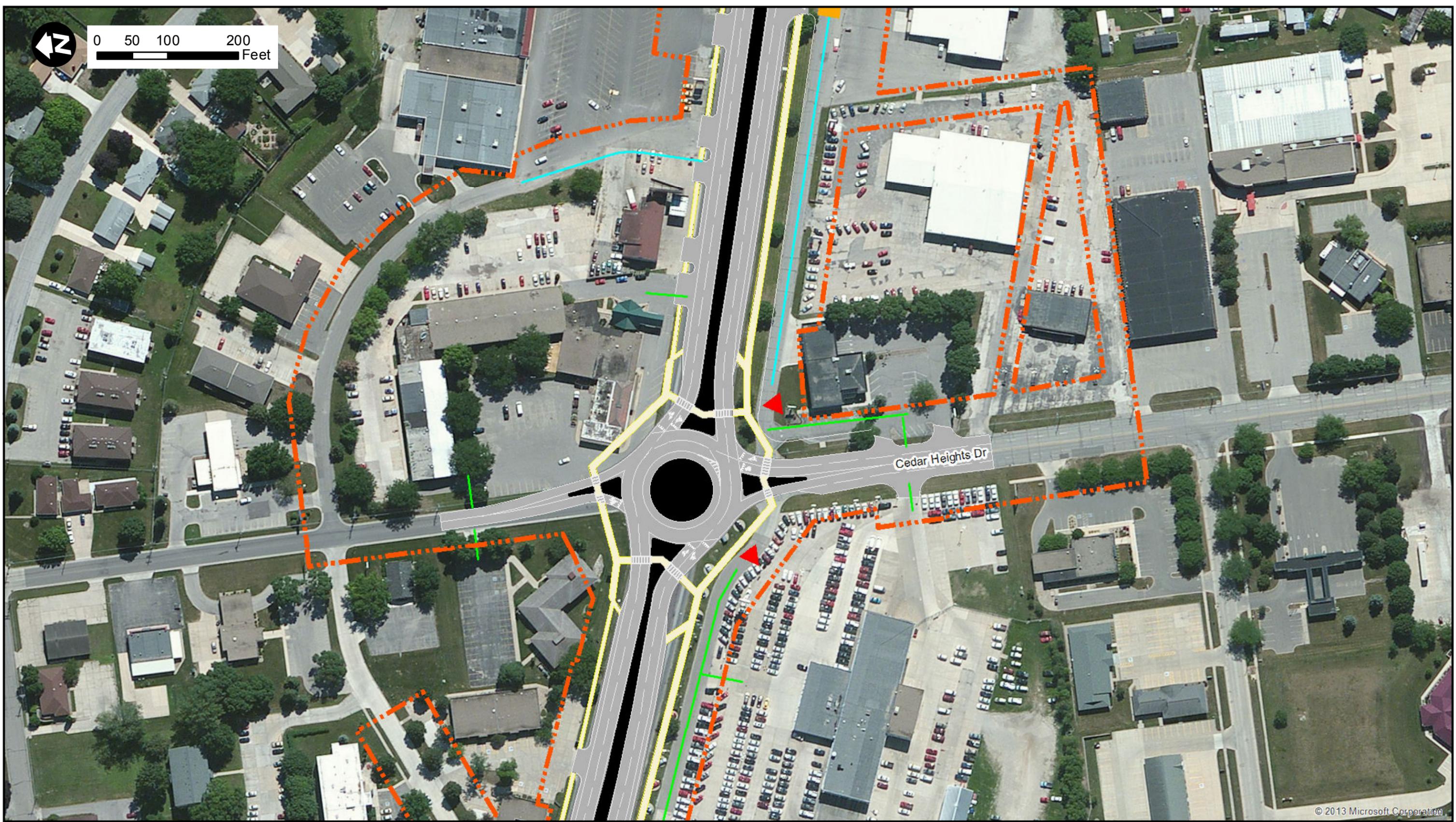
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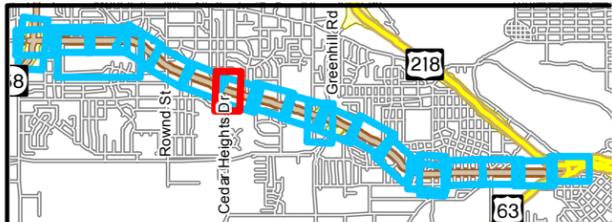
0 50 100 200 Feet



© 2013 Microsoft Corporation

Legend

-  Preliminary Impact Area
-  New Access
-  Optional Private Connection
-  Median
-  Optional Public Connection
-  Modified Access Within Influence Area of Intersection
-  Revised Striping Only
-  Sidewalk or Multiuse Path
-  Bridge
-  Proposed Signal
-  Pavement



Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

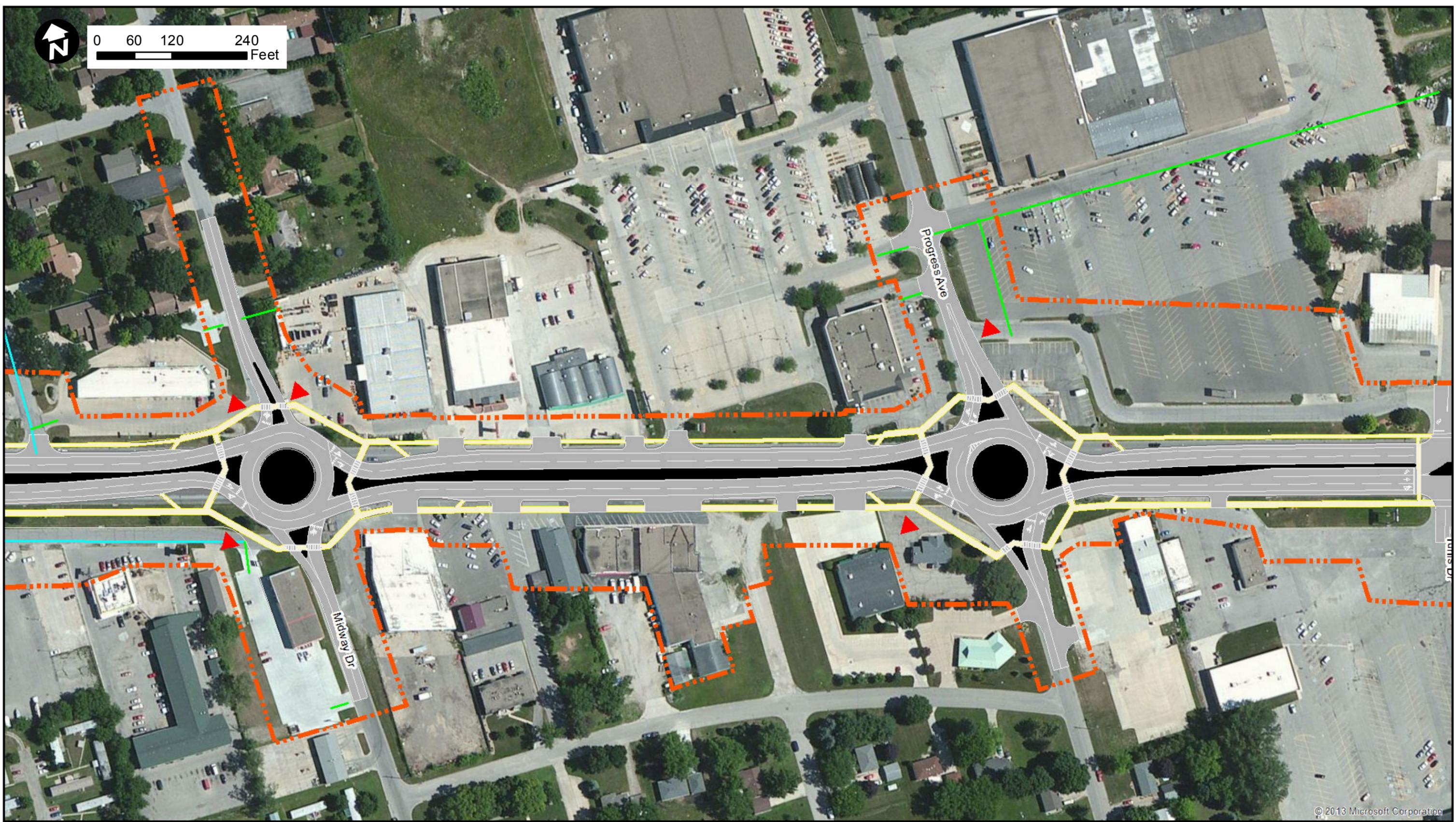
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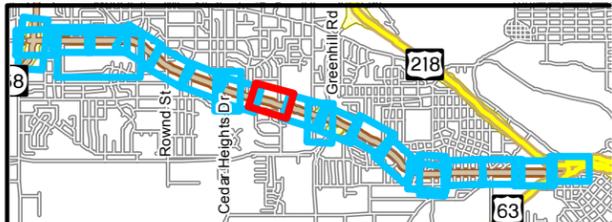
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© 2013 Microsoft Corporation

Legend

-  Preliminary Impact Area
-  New Access
-  Optional Private Connection
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-  Bridge
-  Pavement



Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

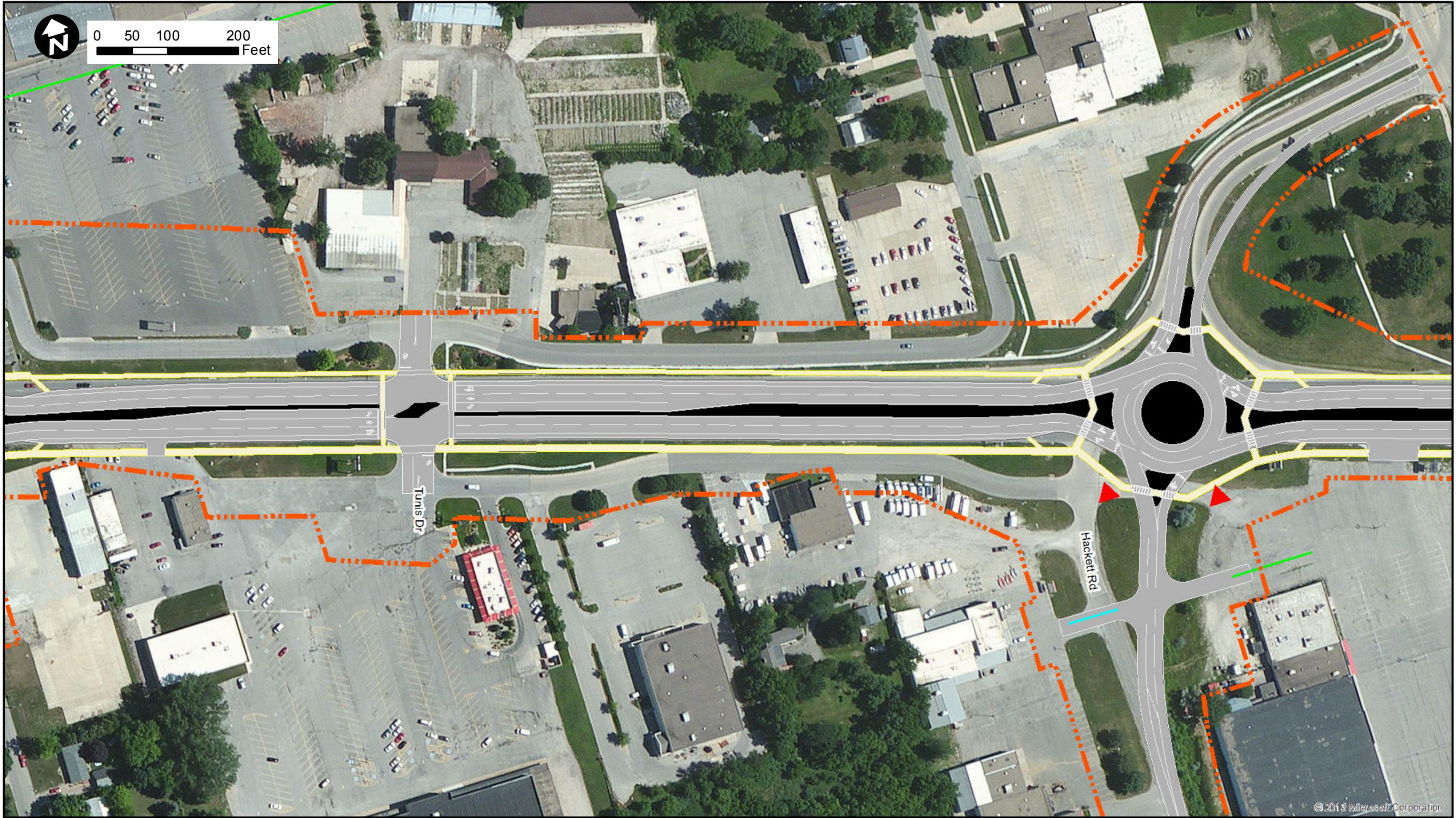
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July 9, 2013



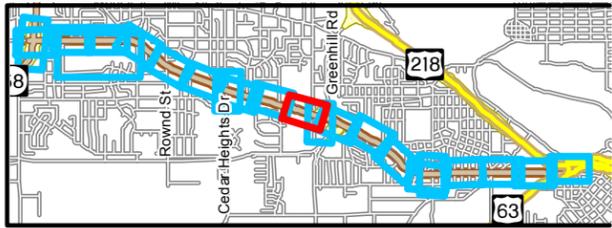
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Legend

-  Preliminary Impact Area
-  Proposed Signal
-  New Access
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-  Optional Public Connection
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-  Bridge
-  Pavement



Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

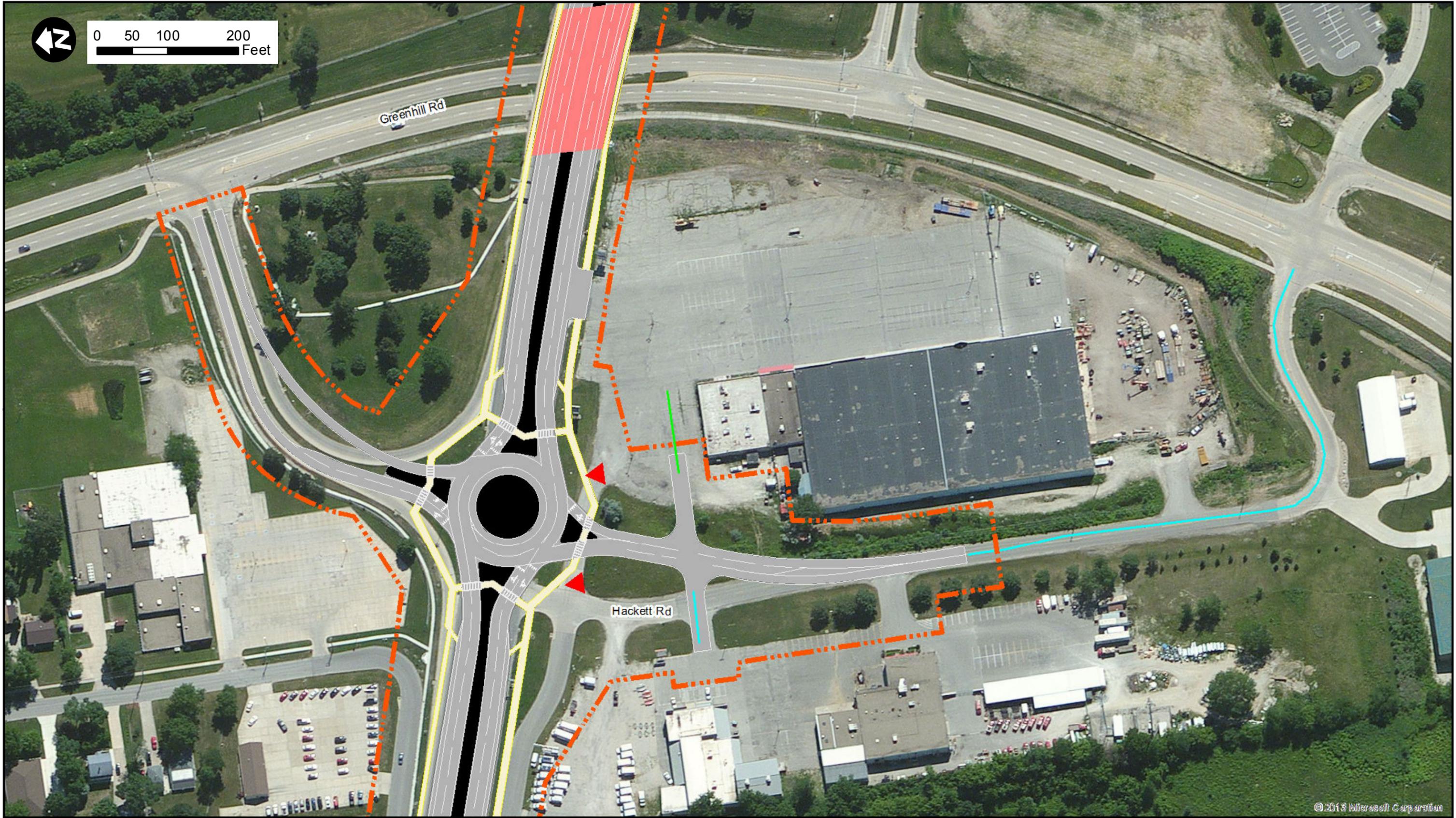
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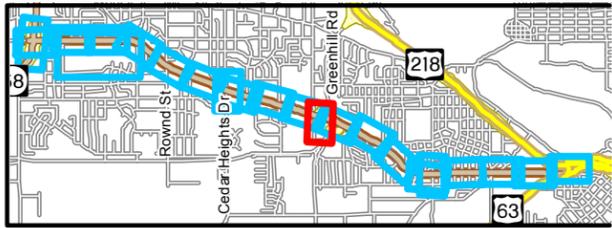
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Legend

-  Preliminary Impact Area
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Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

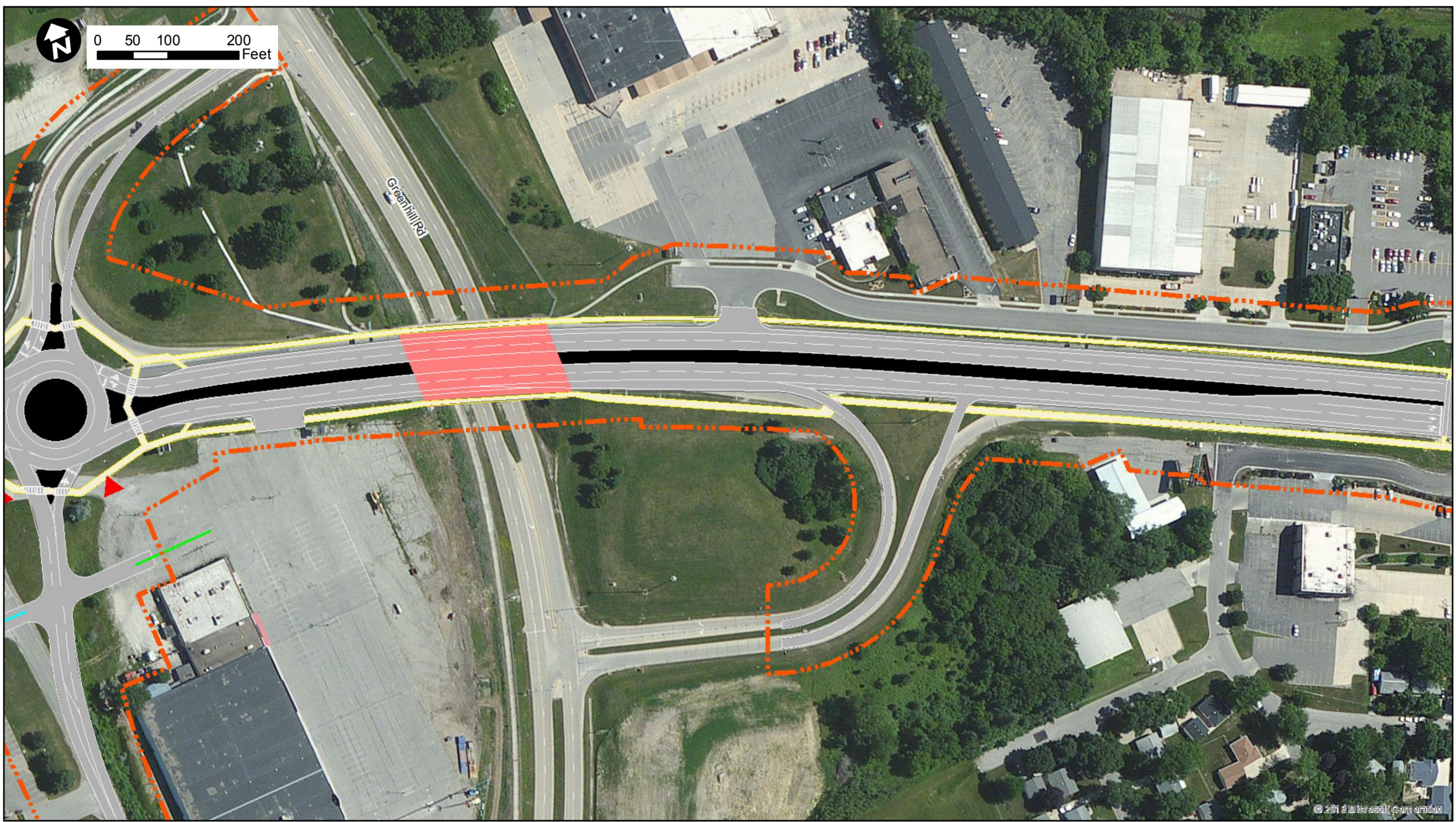
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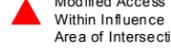


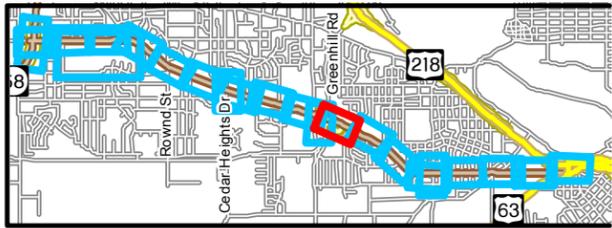
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Legend

-  Preliminary Impact Area
-  New Access
-  Optional Private Connection
-  Median
-  Proposed Signal
-  Modified Access Within Influence Area of Intersection
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-  Pavement



Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

Appendix B

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July 9, 2013



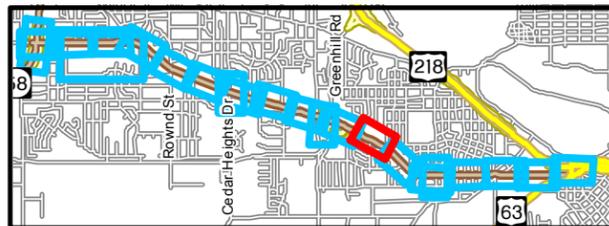
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Legend

-  Preliminary Impact Area
-  New Access
-  Modified Access Within Influence Area of Intersection
-  Optional Private Connection
-  Optional Public Connection
-  Revised Striping Only
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-  Sidewalk or Multiuse Path
-  Bridge
-  Pavement



Iowa Department of Transportation

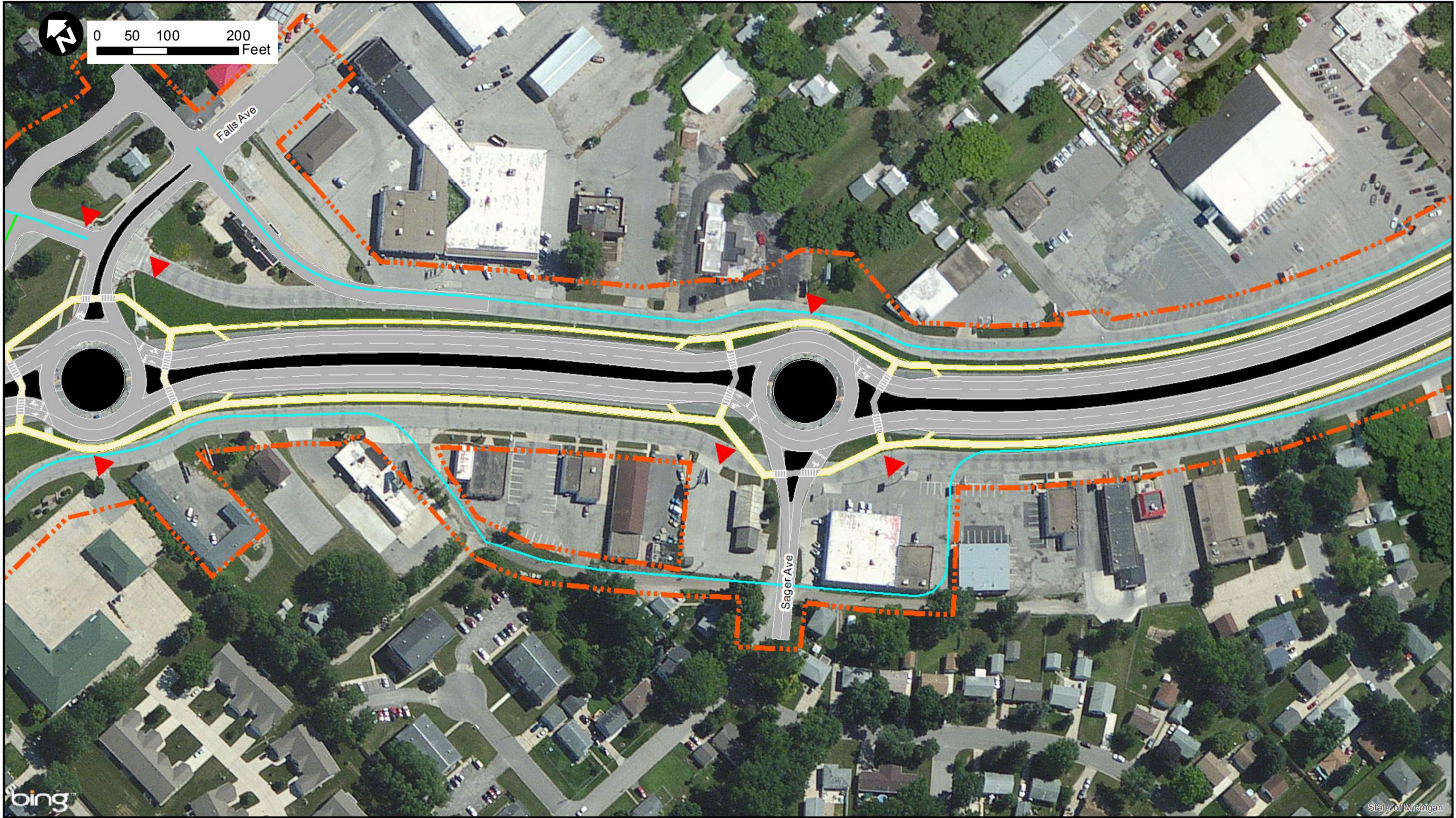
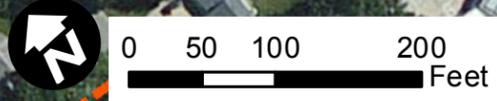
Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

Appendix B

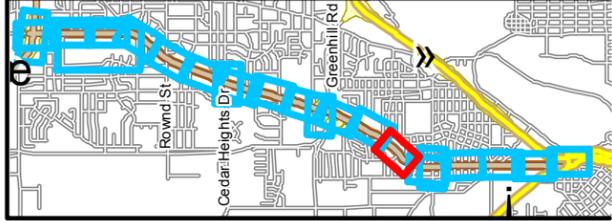
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July 9, 2013



Legend

Preliminary Impact Area	New Access	Optional Private Connection	Median
Proposed Signal	Modified Access Within Influence Area of Intersection	Optional Public Connection	Sidewalk or Multiuse Path
	Revised Striping Only	Bridge	Pavement



Proposed Alternative

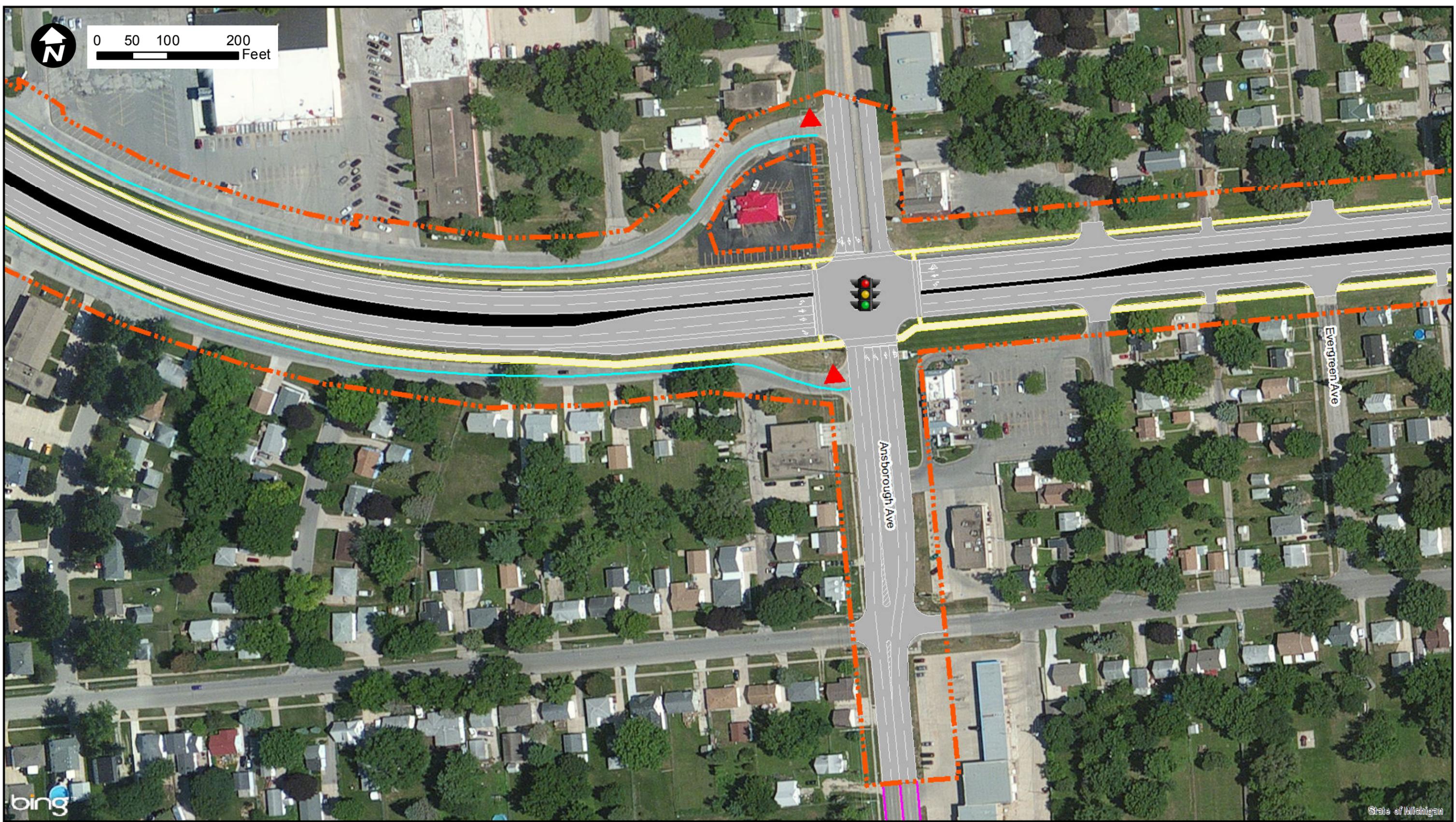
University Avenue/ IA 934
 Cedar Falls and Waterloo, Iowa
 Environmental Assessment

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State of Michigan



0 50 100 200 Feet

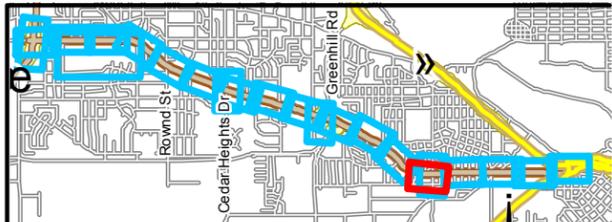


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State of Michigan

Legend

-  Preliminary Impact Area
-  Proposed Signal
-  New Access
-  Modified Access Within Influence Area of Intersection
-  Optional Private Connection
-  Optional Public Connection
-  Revised Striping Only
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-  Bridge
-  Pavement



Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

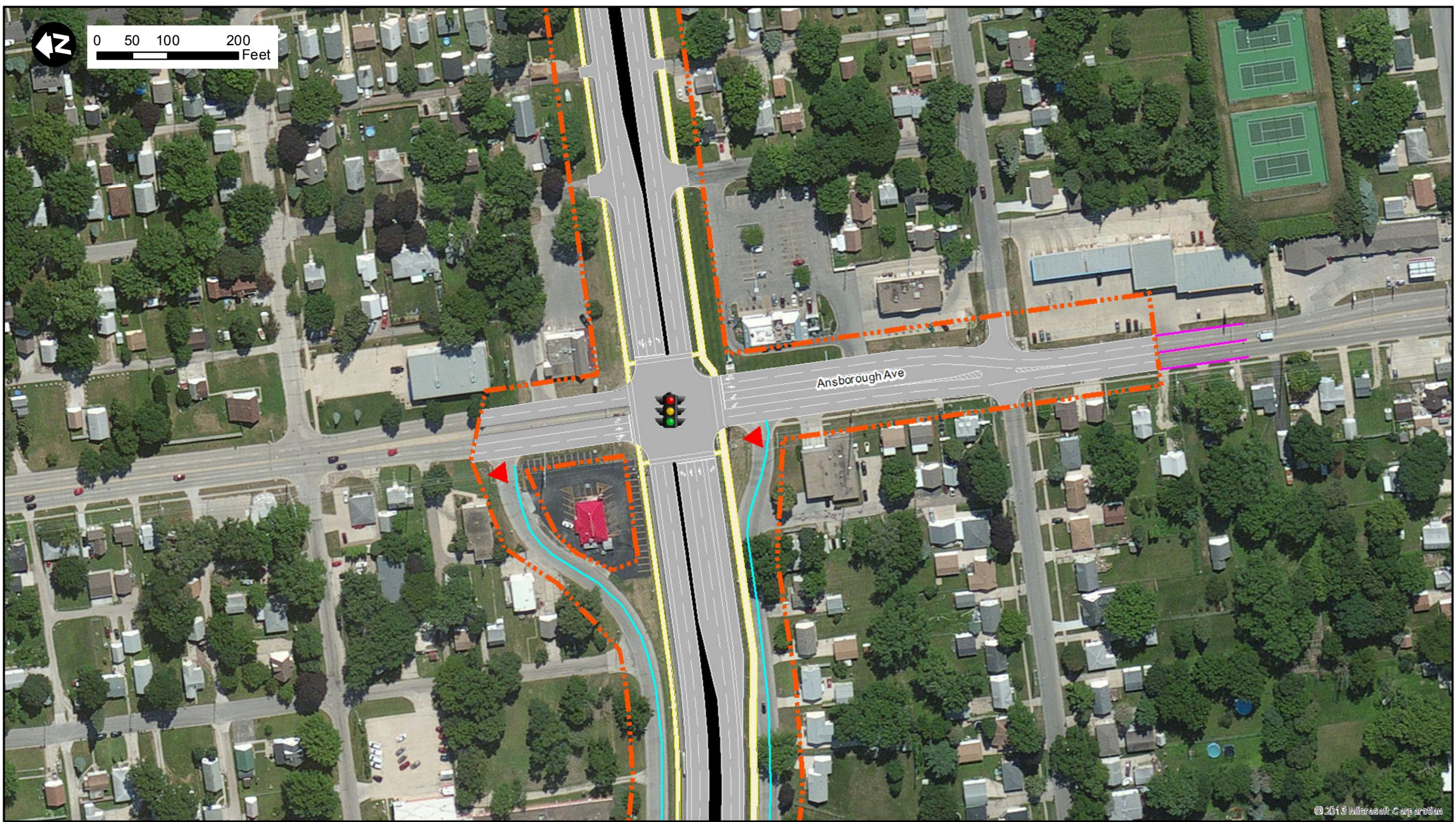
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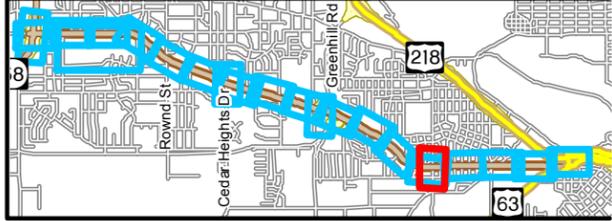
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Legend

-  Preliminary Impact Area
-  New Access
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-  Median
-  Proposed Signal
-  Modified Access Within Influence Area of Intersection
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Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

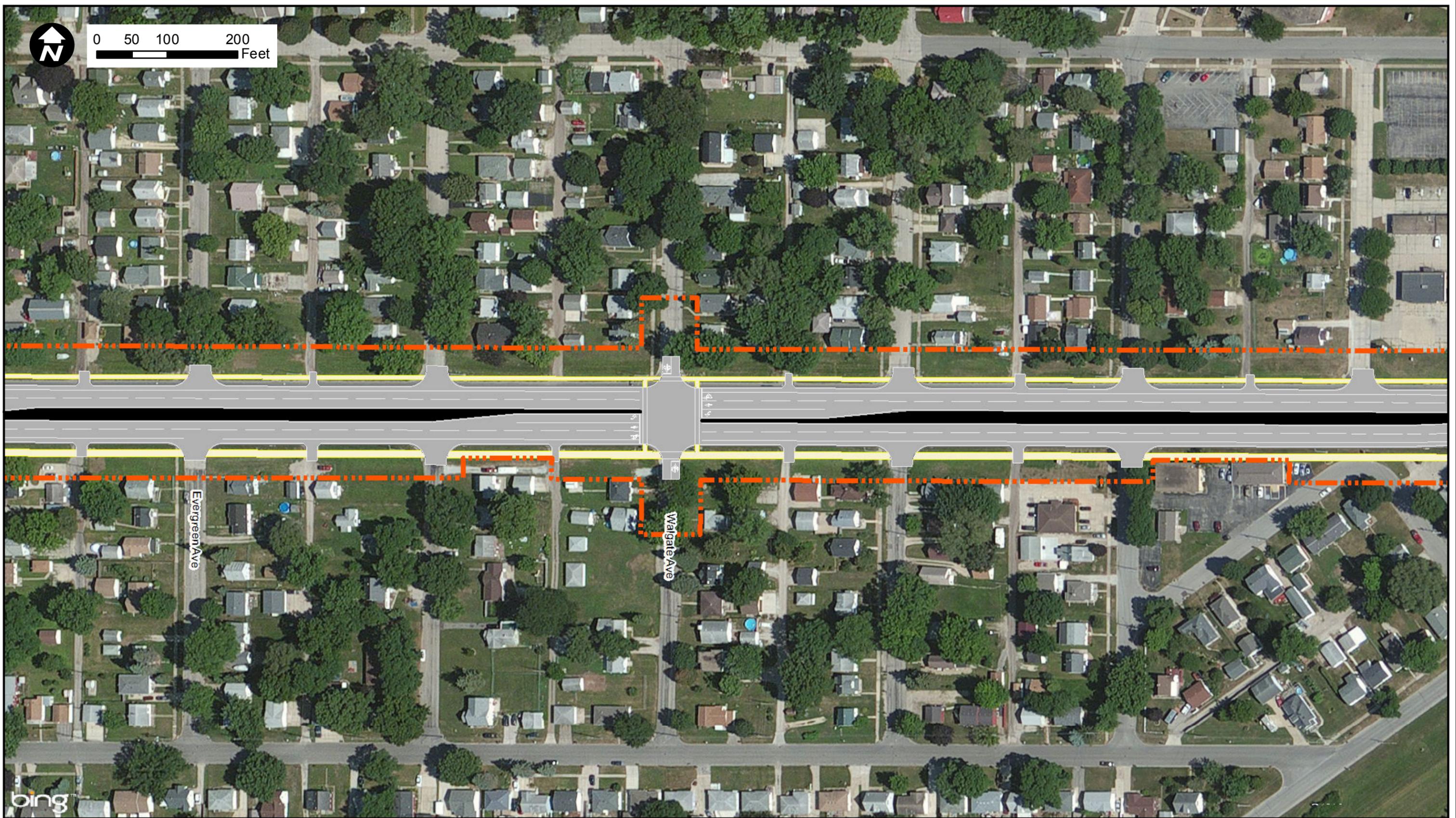
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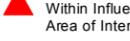
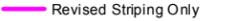
July 9, 2013

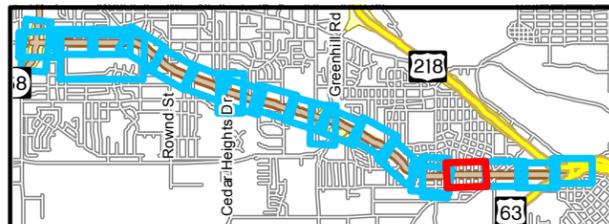


0 50 100 200 Feet



Legend

-  Preliminary Impact Area
-  New Access
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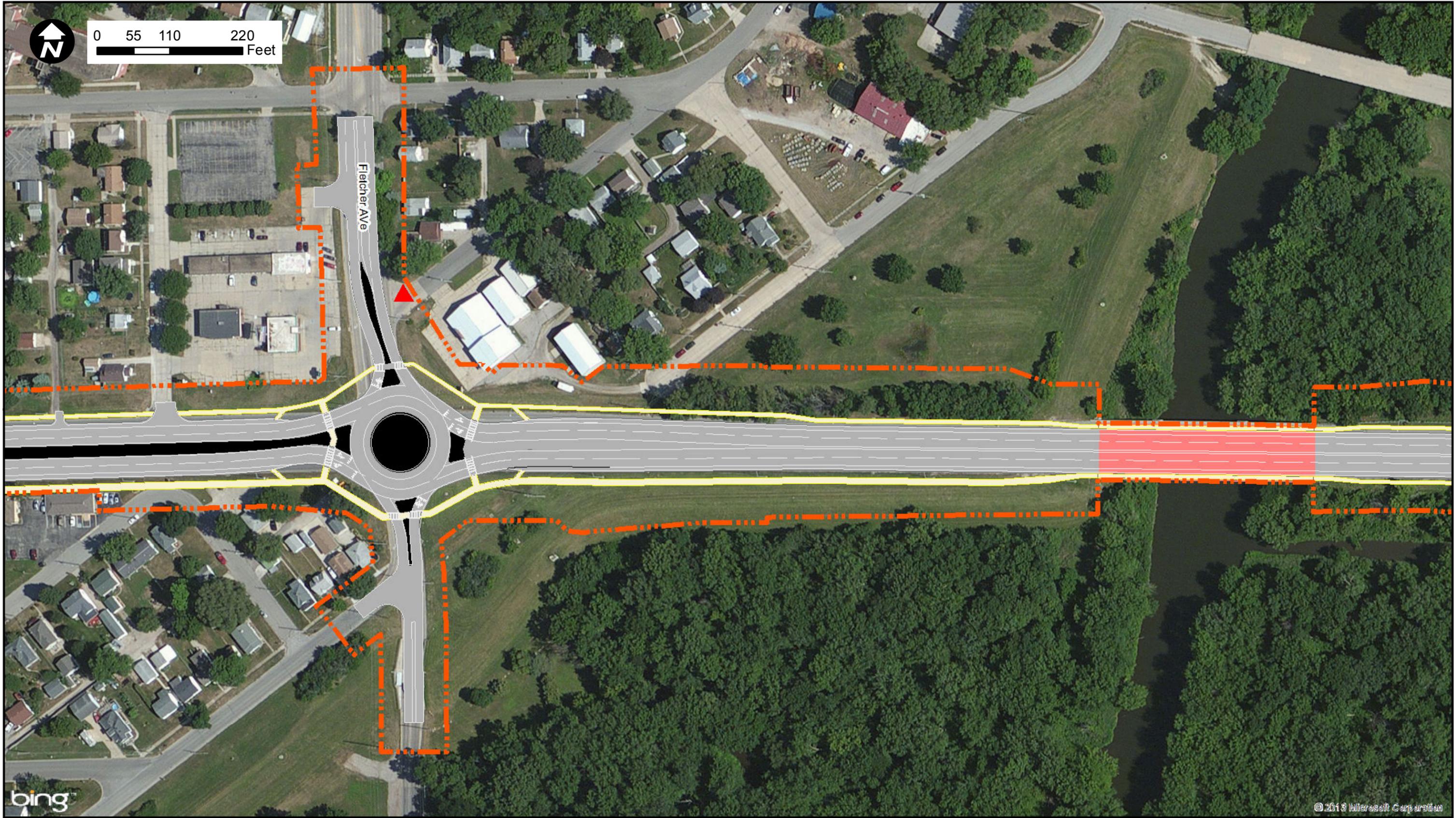
Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment



0 55 110 220 Feet

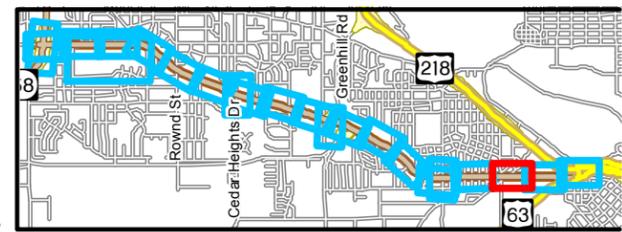


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Legend

- Preliminary Impact Area
- New Access
- Optional Private Connection
- Median
- Modified Access Within Influence Area of Intersection
- Optional Public Connection
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- Proposed Signal
- Revised Striping Only
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- Pavement



Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

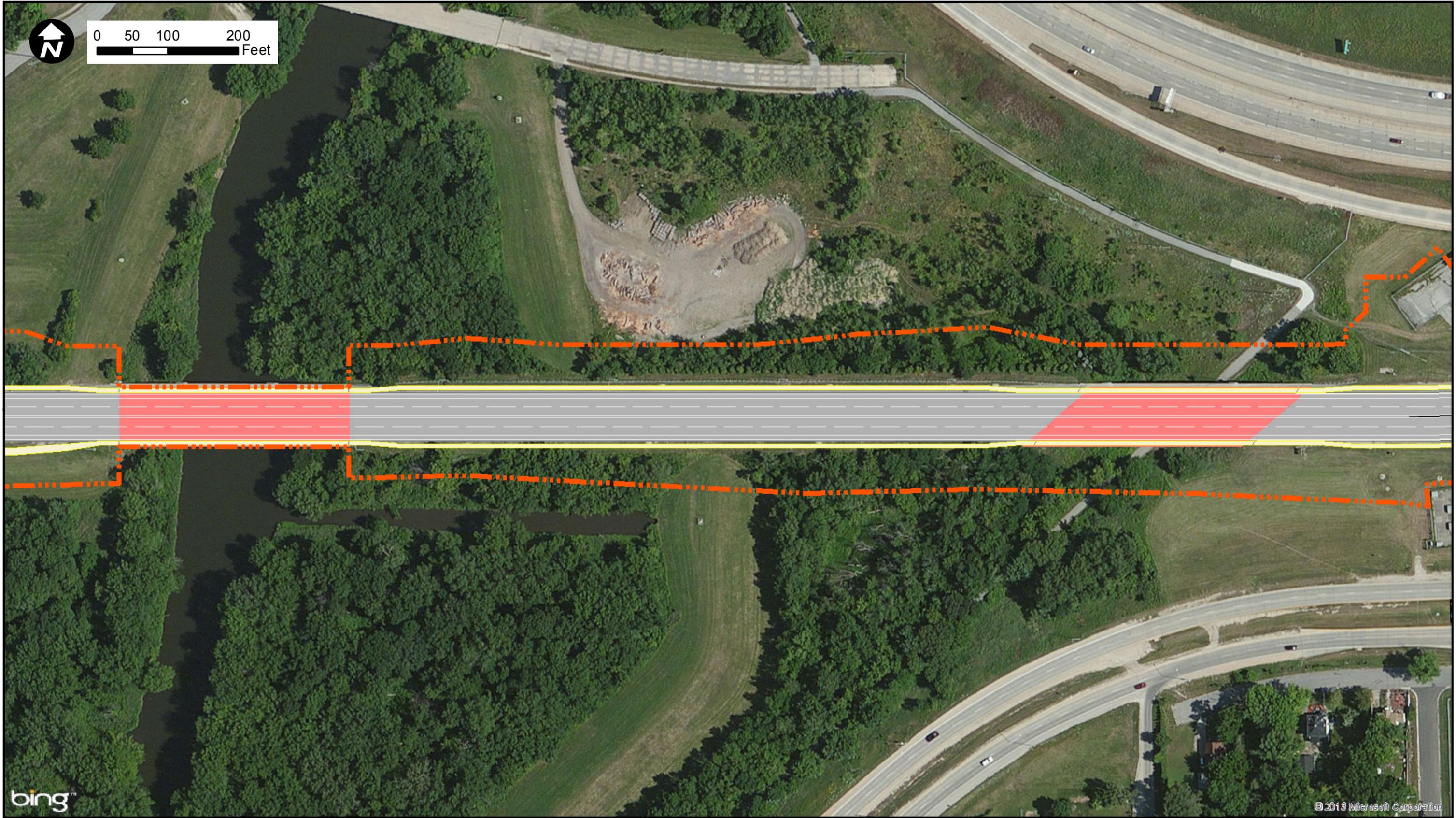
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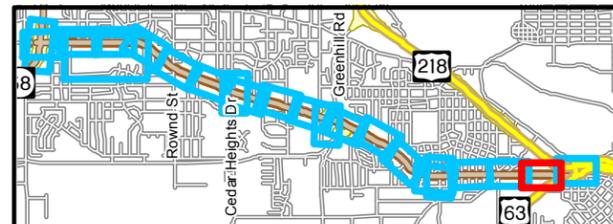


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Legend

-  Preliminary Impact Area
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Iowa Department of Transportation

Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

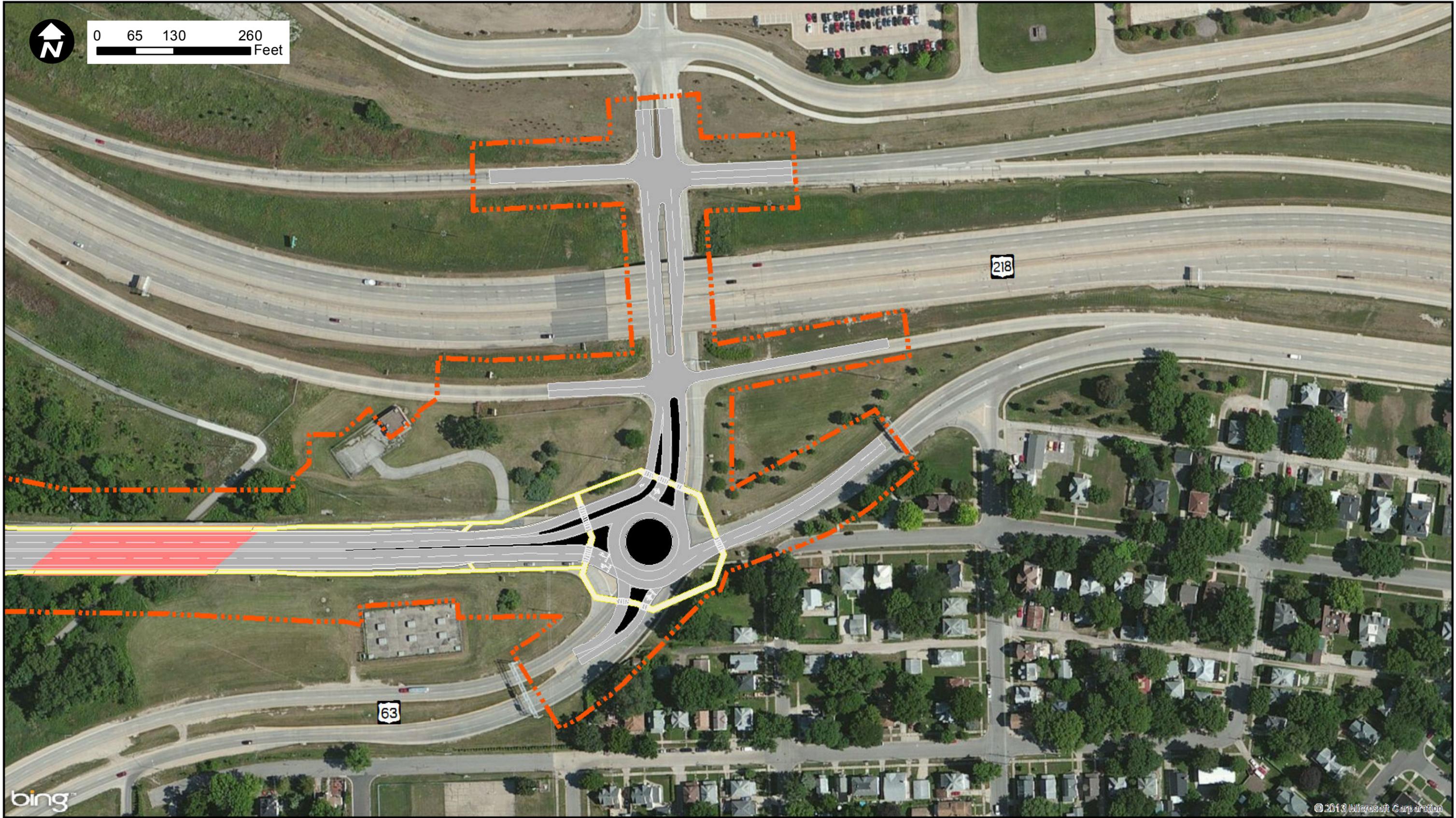
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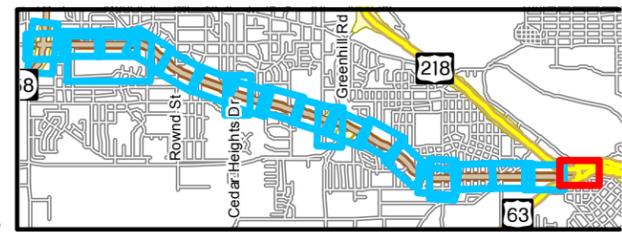


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© 2013 Microsoft Corporation

Legend

-  Preliminary Impact Area
-  Optional Private Connection
-  Median
-  New Access
-  Optional Public Connection
-  Sidewalk or Multiuse Path
-  Modified Access Within Influence Area of Intersection
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Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

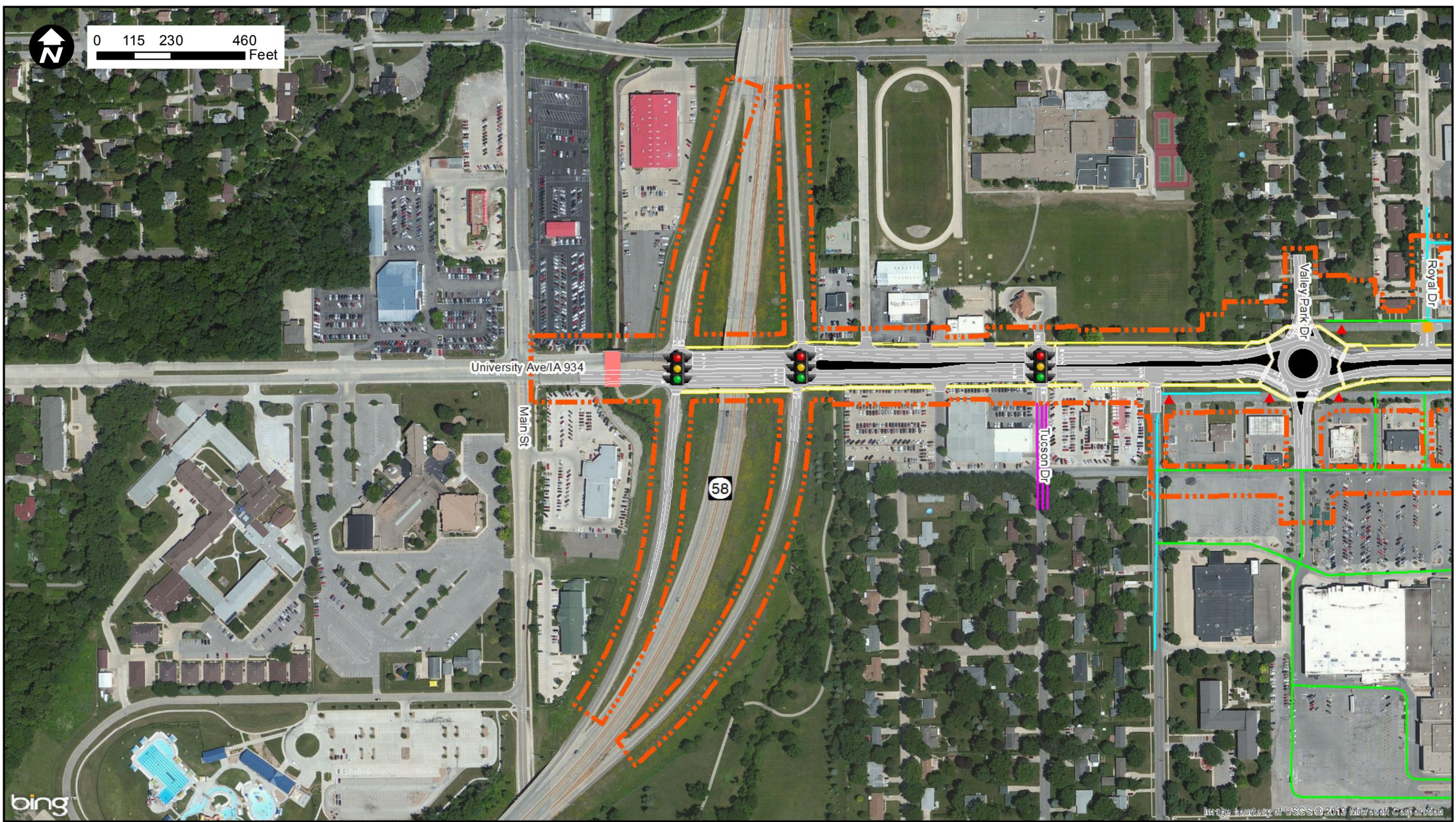
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0 115 230 460 Feet

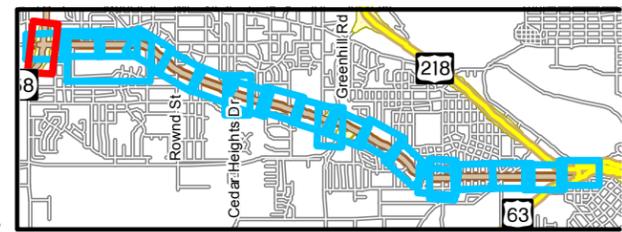


bing

Image courtesy of USGS © 2013 Microsoft Corporation

Legend

-  Preliminary Impact Area
-  New Access
-  Optional Private Connection
-  Median
-  Proposed Signal
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-  Optional Public Connection
-  Sidewalk or Multiuse Path
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Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

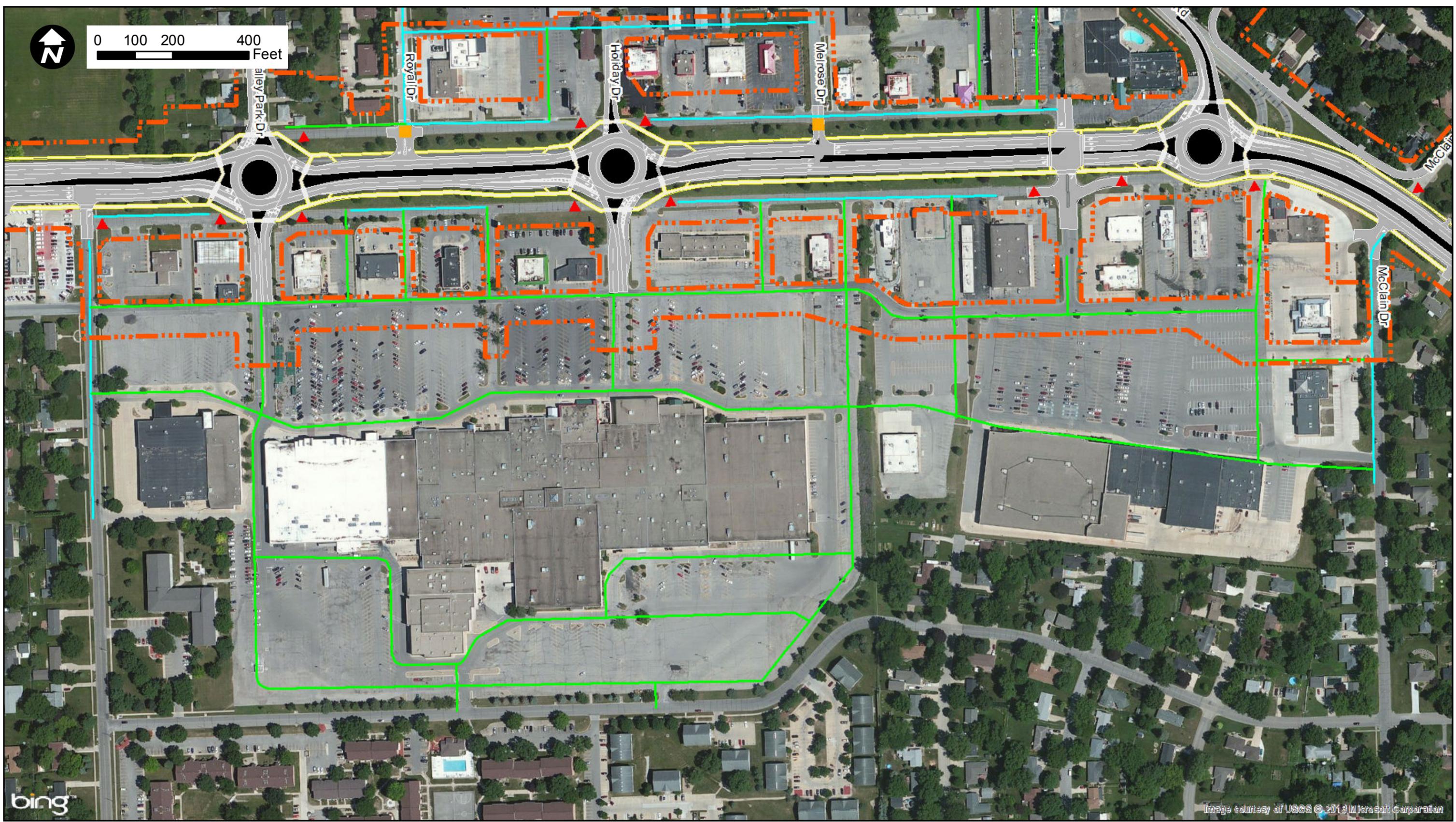
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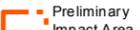
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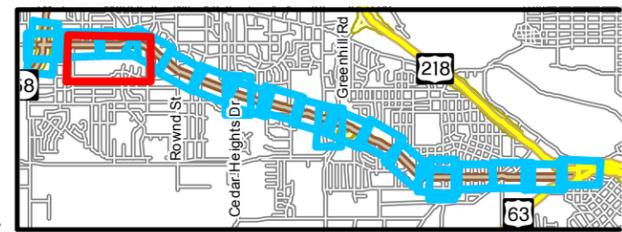


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Image courtesy of USGS © 2013 Microsoft Corporation

Legend

-  Preliminary Impact Area
- Optional Private Connection
- Optional Public Connection
- Modified Access Within Influence Area of Intersection
- New Access
- Median
- Bridge
- Pavement
-  Proposed Signal
- Sidewalk or Multiuse Path
- Revised Striping Only



Proposed Alternative

University Avenue/ IA 934
Cedar Falls and Waterloo, Iowa
Environmental Assessment

Appendix B

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July 9, 2013

APPENDIX C

AGENCY AND TRIBAL COORDINATION

Early Agency Coordination

IOWA DEPARTMENT OF
**CULTURAL
AFFAIRS**

MARY TIFFANY COWNIE, DIRECTOR

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

May 10, 2011

**In reply refer to:
R&C#: 110407244**

Janet Vine, NEPA Document Manager
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RE: FHWA – BLACK HAWK COUNTY – STPN-934(7)—2J-07 – IA 934 /
UNIVERSITY AVENUE PROJECT FROM CEDAR FALLS TO WATERLOO
– PROPOSED PREPARATION OF ENVIRONMENTAL ASSESSMENT

Dear Ms. Vine,

Thank you for notifying our office about the above referenced proposed project. We understand that this project will be a federal undertaking for the Federal Highway Administration (FHWA) and will need to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and its implementing regulations, 36 CFR Part 800 (revised, effective August 5, 2004) and with the National Environmental Policy Act (NEPA).

Per our programmatic agreement with your agency and the Federal Highway Administration, our office understands that the appropriate cultural resources investigations will be implemented and conducted to determine whether any historic properties will be affected by the proposed undertaking. If during your scoping process, a cultural resource issue is identified, our agency can provide further technical assistance to your agency.

Our office will be a consulting party to the responsible federal agency and your agency acting on behalf of FHWA in accordance with our Programmatic Agreement as part of the Section 106 consultation process. We request that all correspondence related to this undertaking for Section 106 consultation be provided to our office through the Office of Location and Environment at the Iowa Department of Transportation in accordance with our Programmatic Agreement.

We look forward to consulting with your office and the Federal Highway Administration on the Area of Potential Effect for this proposed project and whether this project will affect any significant historic properties under 36 CFR Part 800.4. We will need the following types of information for our review:

- The Area of Potential Effect (APE) for this project needs to be adequately defined (36 CFR Part 800.16 (d)).
- Information on what types of cultural resources are or may be located in the APE (36 CFR Part 800.4).

STATE
HISTORICAL
SOCIETY of
IOWA
JEROME THOMPSON
ADMINISTRATOR



MATTHEW HARRIS
ADMINISTRATOR

600 E. LOCUST
DES MOINES, IOWA
50319

T. (515) 281-5111
F. (515) 282-0502

CULTURALAFFAIRS.ORG

- The significance of the historic properties in the APE in consideration of the National Register of Historic Places Criteria.
- A determination from the responsible federal agency of the undertaking's effects on historical properties within the APE (36 CFR Part 800.5).

Also, the responsible federal agency will need to identify and contact all potential consulting parties that may have an interest in historic properties within the project APE (36 CFR 36 Part 800.2 (c)).

Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with the Office of Location and Environment at the Iowa Department of Transportation and the Federal Highway Administration on this project. Should you have any questions please contact me at the number below.

Sincerely,



Douglas W. Jones, Archaeologist and Review and Compliance Program Manager
State Historic Preservation Office
State Historical Society of Iowa
(515) 281-4358

cc: Mike La Pietra, FHWA
Randall Faber, OLE, IDOT, Ames
Brennan Dolan, OLE, IDOT, Ames
DeeAnn L. Newell, NEPA Compliance, OLE, IDOT, Ames
Ralph Christian, Historian, State Historical Society of Iowa



U.S. Department of Housing and Urban Development

Iowa State Office
Federal Building
210 Walnut Street, Room 239
Des Moines, Iowa 50309-2155

RECEIVED

OCT 21 2011

October 19, 2011

Office of Location & Environment

Janet Vine
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Subject: IA 934/University Avenue – Environmental Assessment,
Cedar Falls to Waterloo, Black Hawk County, Iowa

Dear Ms. Vine:

We have received your inquiry to the subject location for Environmental Assessment Documentation and have reviewed such.

We do not contemplate any detrimental effects on any of our projects in the area under review.

Sincerely,

A handwritten signature in black ink, appearing to read "James P. Ryan".

James P. Ryan, Director
Des Moines Multifamily
Program Center



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
ROGER L. LANDE, DIRECTOR

October 25, 2011

RECEIVED

OCT 29 2011

Ms. Janet Vine
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Office of Location & Environment

RE: IA 934 / University Avenue – Environmental Assessment
Cedar Falls to Waterloo, Black Hawk County

Dear Ms. Vine:

This letter is in response to the October 17, 2011 letter concerning the above referenced project. Thank you for inviting our comments on the above referenced project.

As you are aware, waters of the United States (includes wetlands) should not be disturbed if a less environmentally damaging alternative exists. Unavoidable adverse impacts should be minimized to the extent practicable. Any remaining adverse impacts should be adequately compensated for through restoration, enhancement, creation and/or preservation activities. We would ask that Best Management Practices be used to control erosion and protect water quality near the project.

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization. When detailed plans are available, please complete and submit the joint application form to the Rock Island District Corps of Engineers (1 copy) and Iowa Department of Natural Resources (2 copies) for processing. The application form may be obtained at <http://www.iowadnr.gov/InsideDNR/RegulatoryLand/FloodPlainManagement/FloodPlainDevPermits.aspx>. An electronic copy of the application form and instructions may also be obtained on the Corps' website: <http://www2.mvr.usace.army.mil/Regulatory/default.cfm>.

If you have any questions, please call me at (515) 281-6615.

Sincerely,

A handwritten signature in cursive script that reads "Christine M. Schwake".

Christine Schwake
Environmental Specialist
Section 401 Water Quality Certification

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2379
Fax: (314)269-2737
Email: rodney.l.wurgler@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591.1/ Black Hawk, IA
October 25, 2011

RECEIVED

OCT 28 2011

Office of Location & Environment

Ms. Janet Vine
Iowa Department of Transportation,
NEPA Document Manager
800 Lincoln Way
Ames, Iowa 50010

Subj: IA 934/UNIVERSITY AVENUE, BLACK HAWK COUNTY, IOWA

Dear Ms Vine:

Please refer to your letter of October 17, 2011. Pursuant to the Coast Guard Authorization Act of 1982, it has been determined this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on this project.

Sincerely,

A handwritten signature in cursive script that reads "Eric A. Washburn".

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, ROCK ISLAND DISTRICT
PO BOX 2004 CLOCK TOWER BUILDING
ROCK ISLAND, ILLINOIS 61204-2004

October 26, 2011

RECEIVED
OCT 31 2011
Office of Location & Environment

Ms. Janet Vine
NEPA Document Manager
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Ms. Vine:

Our office reviewed your letter dated October 17, 2011 concerning the initiation of an Environmental Assessment for the Highway 934/University Avenue Corridor-Cedar Falls to Waterloo in Black Hawk County, Iowa.

If your project would impact waters of the United States (including jurisdictional wetlands), Department of the Army (DA) Section 404 authorization will be required. Additional information will be required before we can determine the need for, and what form of Section 404 authorization will be needed to cover your project. Please submit a complete application for DA authorization as early as possible. Your complete application must include a wetland delineation using the Corps' 1987 Wetland Delineation Manual and Midwest Regional Supplement and a discussion of all impacts to the nation's waters.

Should you have any questions, please contact our Regulatory Branch by letter or telephone me at 309/794-5367.

Sincerely,

A handwritten signature in cursive script that reads "Michael D. Hayes".

Michael D. Hayes
Project Manager
Permit Evaluation Section

From: Summerlin.Joe@epamail.epa.gov
To: [Vine, Janet \[DOT\]](#)
Subject: IA 934/University Ave - EA, Cedar Falls to Waterloo, Black Hawk County, IA
Date: Thursday, November 03, 2011 10:36:53 AM

Janet Vine
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RE: IA 934 / University Avenue – Environmental Assessment,
Cedar Falls to Waterloo, Black Hawk County, Iowa

Dear Ms. Vine:

This letter responds to your correspondence dated October 17, 2011 concerning the reconstruction and revitalization project connecting Cedar Falls to Waterloo via University Avenue. Thank you for involving the U.S. Environmental Protection Agency during the consideration of the environmental affects your project may have on the area.

In evaluating this action, I referred to EPA Region 7's NEPAssist database for spatial relationships of environmentally regulated facilities and remediation sites. Though no issues were found that should interfere with the planned project, EPA would like to note that there are several EPA regulated facilities along the route of your project. I have enclosed a map that shows the EPA regulated facilities. It also denotes areas that may be sensitive to construction such as schools, churches and hospitals.

Although, the completed project should have no direct cumulative effects on air quality, construction activities may have the potential to affect the proximate air quality for the short term duration of activities. EPA has the following recommendations regarding the construction period of the project:

- Use ultra low sulfur fuel (<15 ppm) in all diesel engines
- Use add-on controls such as catalysts and particulate traps where suitable
- Minimize engine idling (e.g., 5-10 minutes per hour)
- Use equipment that runs on clean, alternative fuels as much as possible
- Use updated construction equipment that was either manufactured after 1996 or retrofit to meet 1996 emissions standards
- Prohibit engine tampering and require continuing adherence to manufacturer's specifications
- Phase project construction to minimize exposed surface areas
- Reduce speeds to 10 to 15 mph in construction zones
- Conduct unannounced site inspections to ensure compliance
- Locate haul truck routes and staging areas away from sensitive population centers

Regarding stormwater runoff, there are several impaired streams located near the proposed construction area. Although the cumulative long-term effects should be negligible, the short-term effects could exacerbate negative conditions in those streams.

We would also like to note that the project locations fall very close to areas designated as an Environmental Justice (EJ) Areas by EPA R7. This area is indicated as having both a minority and a poverty population of greater than 25%. During the planning and implementation of the proposed project, please consider any impacts to potentially affected populations, especially sensitive populations that include children, the elderly and persons with disabilities by taking proactive measures to minimize adverse effects.

If you have any questions, please contact me at 913-551-7029, or via email at summerlin.joe@epa.gov, or you may contact Joe Cothorn, NEPA Team Leader, at 913-551-7148 or via email at cothorn.joe@epa.gov.

Sincerely,

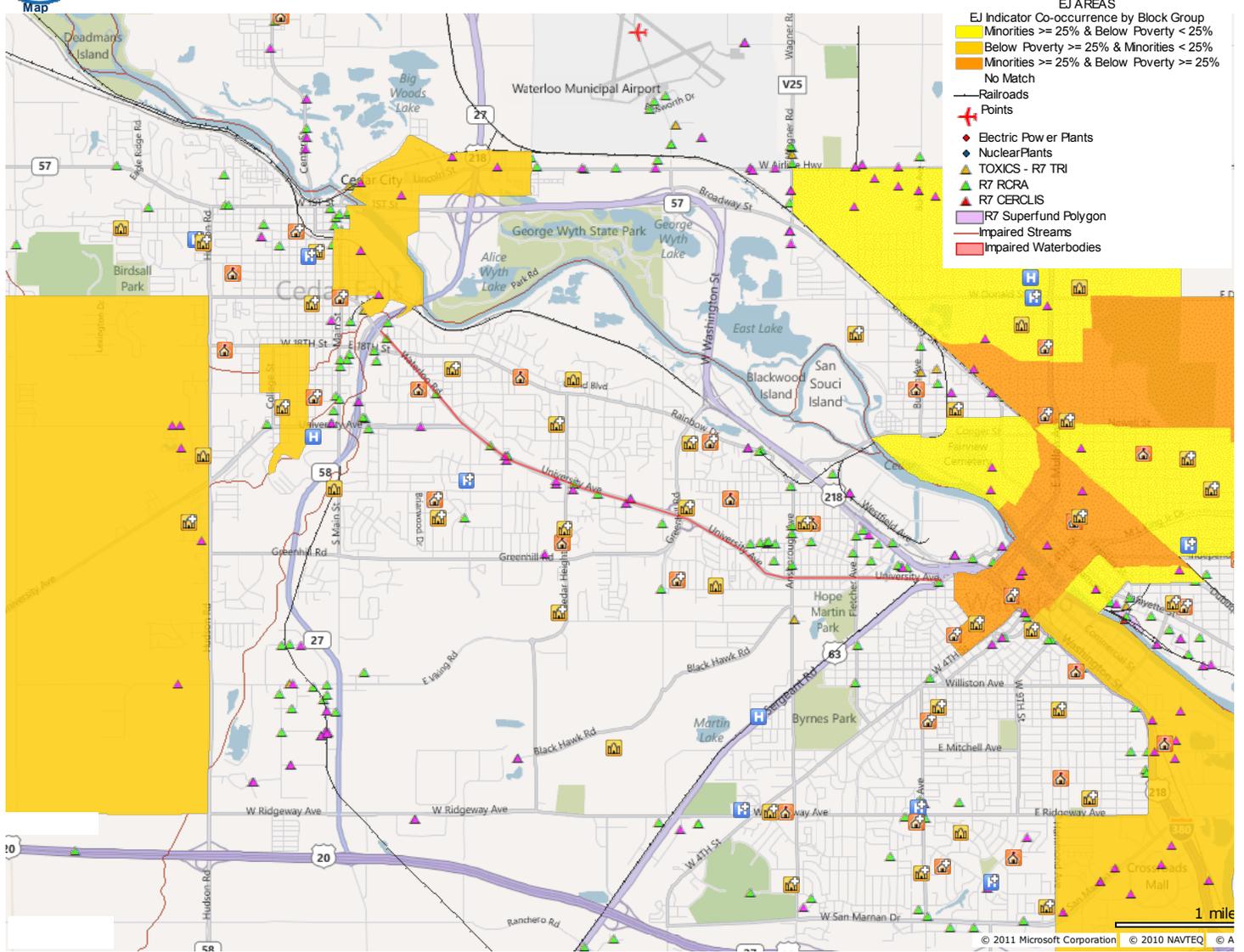
Joe Summerlin
ENSV/IO
EPA Region 7
Phone: (913) 551-7029
Fax: (913) 551-9029





NEPAssist

You are here: [EPA Home](#) [NEPAssist Home](#)



Length of digitized line 5.01 mi

R7 Layers

- [Within 1000 meters of an airport?](#) [no](#)
- [Within an EJ COOCCURRENCE \(Minority/Poverty/Both\) blockgroup?](#) [no](#)
- [Within 500 meters of a National Historic Place?](#) [no](#)
- [Within 500 meters of a National Heritage T/E Hexagon?](#) [no](#)
- [Within 500 meters of an AIRS/AFS site?](#) [yes](#)
- [Within 500 meters of a CERCLIS site?](#) [no](#)
- [Within 500 meters of a RCRA facility?](#) [yes](#)
- [Within 500 meters of a LQG RCRA facility?](#) [no](#)
- [Within 500 meters of a PCS \(NPDES\) Major facility?](#) [yes](#)
- [Within 500 meters of a PCS facility?](#) [yes](#)
- [Within 500 meters of a SWDIS facility?](#) [no](#)

NatureServe data

Within an area with know n rare, endangered, or at-risk species? [click here](#)

[Download XML](#) [Environmental Justice Analysis](#)



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

November 3, 2011

Ms. Janet Vine
NEPA Document Manager
Office of Location & Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Re: IA 934/University Avenue – Environmental Assessment
Cedar Falls to Waterloo, Black Hawk County, Iowa

Dear Ms. Vine:

The Federal Aviation Administration (FAA) reviews other federal agency environmental documents from the perspective of the FAA's area of responsibility; that is, whether the proposal will have negative effects on aviation. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the material furnished with your letter dated October 17, 2011 and have no comments regarding environmental matters.

Airspace Considerations

The project may require formal notice and review for airspace review under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. To determine if you need to file with FAA, go to <http://oeaaa.faa.gov> and click on the "Notice Criteria Tool" found at the left-hand side of the page.

If you determine that filing with FAA is required, I recommend a 120-day notification to accommodate the review process and issue our determination letter. Proposals may be filed at <http://oeaaa.faa.gov>.

More information on this process may be found at:
<http://www.faa.gov/airports/central/engineering/part77/>

If you have questions, please contact me at glenn.helm@faa.gov or 816-329-2617.

Sincerely,

Glenn Helm, P.E.
Environmental Specialist

NOTE: This letter was e-mailed to janet.vine@dot.iowa.gov No hard copy will follow.



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
ROGER L. LANDE, DIRECTOR

November 9, 2011

RECEIVED

NOV 16 2011

Iowa Department of Transportation
Attn: Janet Vine
800 Lincoln Way
Ames, IA 50010

Office of Location & Environment

RE: Environmental Review for Natural Resources
IA 934/University Avenue
Cedar Falls to Waterloo
Black Hawk County
Section 17-23/ 26-30, Township 89N, Range 13W
Section 13/24, Township 89N, Range 14W

Dear Ms. Vine,

Thank you for inviting Department comment on the impact of this project. The Department has searched for records of rare species and significant natural communities in the project area and found no site-specific records that would be impacted by this project. However, these records and data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required. If the construction plans change, the Department should be contacted for another review.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include comment from the Environmental Services Division of this Department. This letter does not constitute a permit. Other permits may be required from the Department or other state or federal agencies before work begins on this project.

Any construction activity that bares the soil of an area greater than or equal to one acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information regarding this matter, please contact Ruth Rosdail at (515) 281-6782.

The Department administers regulations that pertain to fugitive dust IAW Iowa Administrative Code 567-23.3(2)"c." All persons shall take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of property during construction, alteration, repairing or demolishing of buildings, bridges or other vertical structures or haul roads. All questions regarding fugitive dust regulations should be directed to Jim McGraw at (515) 242-5167.

APPENDIX C

AGENCY AND TRIBAL COORDINATION

Cultural Resources (Section 106) Coordination

NOV 02 2012



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

Phone: 515-239-1795

Fax: 515-239-1726

November 1, 2012

Ref. STPN-934(7)--2J-07
Black Hawk County
Iowa 934 - Primary System
WVA #s 667 & 693
R&C: 110407244

Mr. Doug Jones
Review and Compliance Program Manager
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319

Dear Doug:

RE: Phase I Archeological Survey for Proposed Improvements to Iowa 934 (University Avenue), Black Hawk County, Iowa [T89N-R13W Sections 18, 19, 20, 21, 22, 23, 26, and 27]; *No Determination of Effect*

Enclosed for your review and comment are two phase I archaeological investigations for the above referenced project. The first deals with five areas identified in the phase Ia investigation for this project which your office reviewed in June of 2011, and a total of 203 acres (82.15 ha) were surveyed for the first investigation. The second report is phase I investigation that focused solely on a rumored burial associated with the former Platt's Nursery parcel.

The first investigations included: archival records searches, an assessment of the physiographic region and geomorphology, intensive surface survey, and auger testing. One previously recorded site and four newly recorded sites are discussed. Site 13BH67 is the "lower village" which was originally documented by John Hartman to Charles Keyes. This investigation like others before it did not uncover remains of this site. Site 13BH171 was recorded based on a GLO cabin site, which likely corresponds with the Hanna family homestead. Site 13BH171 remains unevaluated. Site 13BH175 consists of two pieces of flaking debris, and it is not considered eligible for the National Register. Site 13BH176 is the remains of the Tunis Speedway, as you will read this unusual site type may be eligible under Criterion A, and thusly should be avoided. Site 13BH177 is affiliated with the R.P. Speer House, and while the portion of the site tested for this project did not contribute to the significance of the property, the site as a whole remains unevaluated.

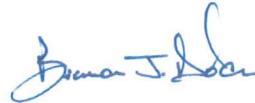
Mr. Doug Jones
Page 2
November 1, 2012

Site 13BH178 is connected with the James M. Rownd House, and like 13BH177 the portion of the site tested for this project did not contribute to the significance of the property, but the site as a whole remains unevaluated.

The second investigation consisted of extensive archival research and recorded Site 13BH179. This site is identified as the burial location of Mary Virden and probably two other individuals. This site likely dates to 1852 or 1853; no formal National Register determination has been made. The Iowa DOT will work to avoid impacts to this site.

Our agency is still evaluating alternatives for this project, and therefore a determination of effect is not offered at this time. If you concur with the recommendations offer within these reports, please sign below, add your comments and return this letter. If you have any questions, please feel free to contact me at 515-239-1795 or brennan.dolan@dot.iowa.gov.

Sincerely,



Brennan J. Dolan
Office of Location and Environment

BD:sm

Enclosures

cc: Vicki Dumdei – District 2 Engineer
Dave Little – Assistant District 2 Engineer
Kristin Brostrom – Location Engineer
DeeAnn Newell – NEPA Section Leader
Nurit Finn – Wapsi Valley Archaeology

Concur: _____


SHPO Archaeologist

Date: _____



Comments:

DEC 12 2012



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

Phone: 515-239-1795

Fax: 515-239-1726

December 12, 2012

Ref. STPN-934(7)--2J-07
Primary System
Black Hawk County
R&C: 110407244

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

**RE: Intensive Architectural History Survey for the Iowa Highway 934 /
University Avenue Project Area Cedar Falls and Waterloo, Black Hawk
County, Iowa; and
Reconnaissance Level Architectural History Survey for the Iowa Highway 934;
*No Determination of Effect***

Dear Ralph:

Enclosed for your review and comment is a two volume set of reports regarding two architectural studies for the project on Iowa 934/University Avenue. The first is an intensive architectural/historical study that builds on our earlier reconnaissance report (Olive Full 2011). The second report is an additional reconnaissance report that looks at an expanded area. At this time the final alignment for this project is not known. This project will largely consist of resurfacing, and will likely include some frontage road reconfiguration and some intersection modification which may include the use of roundabouts.

The intensive study included thorough review of archival records including: the Waterloo Public Library, the Cedar Falls Public Library, the Cedar Falls Historical Society, Rod Library at the University of Northern Iowa, Parks Library at Iowa State University, and the State Historical Society of Iowa, additionally other records reviewed include previous architectural investigations, county histories and plats as well as land records, and holdings from various web-based services. Field inspection of all properties within the corridor was completed with digital photography and geospatial data. Table 1 below identifies properties recommended by the consultant as eligible for nomination to the National Register of Historic Places. None of the other properties reviewed by this study have been determined eligible for nomination to the National Register.

Table 1

Address	Property Name	Inventory No.
2620 Ashland Ave	Holst Trust House	07-11618
5634 University Ave	Rownd / Kelley House	07-11624
5614 University Ave	Noreen / Fischer House	07-11625
2608 University Ave	Maple Lanes Bowling Alley	07-11836
5202 University Ave	R.P. Speer/Nelson House	07-11915
229 Oaklawn Ave	Boswell Duplex	07-12027
418 Randal St	Reppert/Ondo House	07-07823
3240 University Ave	City of Waterloo Water Tower	07-09762
4904-5110 University Ave	Cedar Falls Post-War Homes Residential Historic District	07-12095

A historic district is present within the Area of Potential Effects. The Cedar Falls Post-War Homes Residential Historic District was identified by Olive-Full 2011, and found eligible by the present study. With a total of ten residences, all of these properties are located along Iowa 934/University Avenue. The Iowa DOT will work at avoiding direct impacts to these properties. We anticipate using a Special Provision within the contract to avoid adverse effects related to vibration to these properties.

You will note that our consultant did recommend the Platt's Nursery Barn as eligible for National Register listing. We disagree with that determination, primarily because the case for eligibility was made through Criterion A, and the association with settlement of the Waterloo Area. This barn was built in 1925, and cannot date to the period of significance for settlement. Further, there is not a clear association drawn between the Hanna family and the construction of the barn. Lastly, review of historic aerial photos suggests a minimum of three exterior additions have been completed on this barn whereby diminishing its integrity. We recommend the Platt's Nursery Barn as not eligible for the National Register.

The second report is a reconnaissance survey that spans from Iowa 934/University Avenue west toward Iowa 27. The Iowa DOT in cooperation with the City of Cedar Falls may look at adjusting traffic flow in this area, which may include some pavement removal. Table 2 below identifies the properties recommended for more research by this reconnaissance report. It is noted that a possible historic district may exist in this area, related to some uniquely modern aspects of this neighborhood.

Table 2

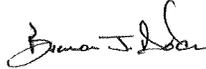
Address	Notes
3311 Pridemore Dr.	Flinn, Siato and Anderson design and build / Possible historic district
3210 Carlton Dr.	Flinn, Siato and Anderson design and build / Possible historic district
3305 Homeway Dr.	Flinn, Siato and Anderson design and build / Possible historic district
3123 Pridemore Dr.	Individually eligible / Possible historic district

Mr. Ralph Christian
Page 3
December 12, 2012

Finally, we recognize that there is a discrepancy within Section 1 (Name of Property) of the site inventory forms provided for this project. We have discussed this with our consultant and with Mr. Berry Bennett of your staff; we recognize this issue and will work to ensure forms are completed properly in the future. We appreciate you accepting these forms this time.

At this time we are requesting your concurrence with our recommendations. If you concur please sign below, add any comments you may have, and return this letter to our office. If you have any questions, please contact me at (515) 239-1795 or brennan.dolan@dot.iowa.gov.

Sincerely,

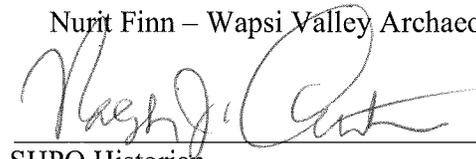


Brennan J. Dolan
Office of Location and Environment

BJD:sm
Enclosures

cc: Vicki Dumdei – District 2 Engineer
Kristin Brostrom – Location Engineer
DeeAnn Newell – NEPA Section Leader
Nurit Finn – Wapsi Valley Archaeology

Concur: _____



SHPO Historian

Date: _____

1/9/13

Comments:



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

Phone: 515-239-1795

Fax: 515-239-1726

August 6, 2013

Ref. STPN-934(7)--2J-07
 Primary System
 Black Hawk County
 R&C: 110407244

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

RE: Determination of Effect for the Iowa Highway 934 / University Avenue Project Area Cedar Falls and Waterloo, Black Hawk County, Iowa; T89N-R13W Section 19; *No Adverse Effect*

Dear Doug and Ralph:

On November 30, 2012 and January 9, 2013, you concurred with the findings of our investigations for the above referenced federal project. A design alternative has been selected for the purposes of completing the environmental assessment; with the selected alternative we are now able to assess impacts to historic properties. As you may recall this project will consist of pavement replacement throughout that will include some minor frontage road reconfiguration and some intersection modifications which include the use of roundabouts. Additionally, bicycle and pedestrian facilities may also be developed.

Regarding archaeological sites, Table 1 below identifies sites located within or near the project area, and the determination made for the project. None of these sites has been fully evaluated for National Register eligibility, but to do so would be far beyond the scope of this project, as all sites will be avoided. Minor right-of-way (ROW) acquisitions may be completed near 13BH177, but the area was tested by Morrow (2012) and no further work for the project area was recommended. Also, project limits will not be expanded beyond current hard surfaces near Sites 13BH171 and 13BH179.

Table 1

Site	Name/Site Type	Project Determination
13BH67	Lower Village / Prehistoric	Avoided
13BH171	Hanna House / Historic Residence	Avoided
13BH176	Tunis Speedway / Historic Recreational	Avoided
13BH177	R.P. Speer House / Historic Residence	Avoided
13BH179	Virden Cemetery / Historic Family Cemetery	Avoided

Mr. Doug Jones
Mr. Ralph Christian
Page 2
August 6, 2013

Regarding architectural properties, Table 2 below identifies properties that have been determined eligible for nomination to the National Register of Historic Places (Medanic et al. 2012). Again, some minor ROW acquisitions may occur near these properties, but all additional easement will be limited to no more than 20 feet from the construction limits, and will likely measure much less than 20 feet. None of the minor ROW work will affect any of the character defining features of these properties.

Table 2

Address	Property Name	Inventory No.	Project Determination
2620 Ashland Ave	Holst Trust House	07-11618	Avoided
5634 University Ave	Rownd / Kelley House	07-11624	Avoided*
5614 University Ave	Noreen / Fischer House	07-11625	Avoided
2608 University Ave	Maple Lanes Bowling Alley	07-11836	Avoided
5202 University Ave	R.P. Speer/Nelson House	07-11915	Avoided*
229 Oaklawn Ave	Boswell Duplex	07-12027	Avoided
418 Randal St	Reppert/Ondo House	07-07823	Avoided
3240 University Ave	City of Waterloo Water Tower	07-09762	Avoided*
4904-5110 University Ave	Cedar Falls Post-War Homes Residential Historic District	07-12095	Avoided*

*minor ROW acquisition may occur

You may recall that a second architectural reconnaissance survey report was provided to you last winter that held a potential connection to this project (College Square Mall area). Work with that project is no longer included as part of this project.

It is anticipated that some vibration will be created during demolition and construction for the proposed undertaking. Therefore, the following steps will be taken to avoid any adverse effects to these National Register eligible properties:

- The construction plans will contain a plan note to the contractor informing them that the above listed properties are eligible for listing in the National Register of Historic Places.
- The construction plans shall contain a plan note to the contractor informing them that demolition and construction methods and equipment to be used shall achieve low project vibration levels when working near these properties.
- If damage to a property occurs during construction or demolition, all activities will cease until approval from the construction engineer occurs.
- Check plans will be provided to the Office of Location and Environment and SHPO for their review.
- Final plans will be provided to the Office of Location and Environment and SHPO for their information.

Mr. Doug Jones
Mr. Ralph Christian
Page 3
August 6, 2013

With the above noted conditions in place we request your concurrence with our determination of **No Adverse Effect**. 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 Office of Location and Environment shall be contacted immediately. If you have any questions, please feel free to contact me at 515-239-1795 or brennan.dolan@dot.iowa.gov.

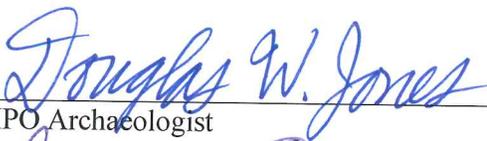
Sincerely,



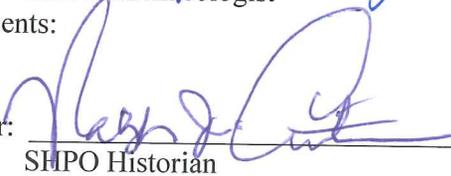
Brennan J. Dolan
Office of Location and Environment

BJD:sm
Enclosures

cc: Dave Little – Assistant District 2 Engineer
Kristin Brostrom – Location Engineer
Donna Matulac – Location Engineer
DeeAnn Newell – NEPA Section Leader
Nurit Finn – Wapsi Valley Archaeology

Concur:  Date: 8/15/2013
SHPO Archaeologist

Comments:

Concur:  Date: Aug 14, 2013
SHPO Historian

Comments:

APPENDIX C

AGENCY AND TRIBAL COORDINATION

Section 4(f) Coordination



Iowa Department of Transportation

District 2, 1420 4th Street SE, Mason City, IA 50401-4438
641-423-7584 or 800-477-4368, Fax 641-423-0246

February 13, 2013

Mark Ripplinger, Director
Human & Leisure Services
606 Union Road
Cedar Falls, Iowa 50613

Dear Mr. Ripplinger:

FHWA is in the process of determining the applicability of 49 USC 303, commonly referred to as Section 4(f) of the DOT Act of 1966.

Section 4(f) indicates: *the Secretary shall not approve any program or project which requires the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless:*

1. *there is no feasible and prudent alternative to the use of such land, and*
2. *such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.*

This letter and your response is part of the Section 4(f) determination process for the University Avenue / IA 934 project and its potential effect on several properties. The properties that may be affected are Paw Park, Round Park, Skate Park, Central Park, Cedar Prairie Trail, and the Falls Aquatic Center. In order to complete the determination, FHWA is gathering input from the official with jurisdiction over the properties to establish the properties' function, designation, and significance. For each of the 6 properties listed above, please answer the questions in the attached table.

Based on your answers and any additional input, FHWA will make the 4(f) applicability determination. If you would like to know the results of the determination, please indicate so in the response. FHWA has a website for additional information on Section 4(f) (<http://environment.fhwa.dot.gov/projdev/pd5sec4f.asp>). If you have any questions or comments on the attached questions or the project, please let me know. I can be contacted at Krista.Rostad@dot.iowa.gov and 641.422.9447.

Sincerely,


Krista L. Rostad
District 2 Transportation Planner

KLR/ac

cc: Janet Vine, Iowa DOT
Mike LaPietra, FHWA

From: [Rostad, Krista \[DOT\]](#)
To: [Vine, Janet \[DOT\]](#); [Brostrom, Kristin \[DOT\]](#)
Cc: [Matulac, Donna \[DOT\]](#)
Subject: FW: University Avenue Letter for Section 4(f)
Date: Thursday, February 14, 2013 2:59:24 PM
Attachments: [Response University Avenue.pdf](#)

Cedar Falls!

From: Mark Ripplinger [mailto:Mark.Ripplinger@cedarfalls.com]
Sent: Thursday, February 14, 2013 8:42 AM
To: Rostad, Krista [DOT]
Cc: Ron Gaines; David Sturch
Subject: RE: University Avenue Letter for Section 4(f)

Thanks for your email. I have attached my response to your chart. Let me know if I have provided enough information for your use.

Mark

From: Rostad, Krista [DOT] [mailto:Krista.Rostad@dot.iowa.gov]
Sent: Wednesday, February 13, 2013 3:52 PM
To: Mark Ripplinger
Cc: Ron Gaines; David Sturch
Subject: University Avenue Letter for Section 4(f)

Mark,

The Iowa DOT and city of Cedar Falls are jointly working on a study of the University Avenue corridor. This study follows the National Environmental Policy Act, NEPA, a policy requiring that highway projects consider many facets of a corridor. As part of the NEPA process, the Federal Highway Administration has to determine whether several properties in the project study area are eligible for Section 4(f) protection. To help make the determination, we need information about the properties in Cedar Falls.

The University Avenue Corridor study committee includes Ron Gaines and David Sturch from your city.

The attached letter explains a little more and includes a chart to be filled out by you or city staff. Please return the information to me. And at anytime, let me know if you have questions.

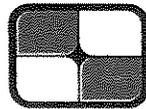
Thank you.

Krista

Krista Rostad
District 2 Transportation Planner
District 2 Office
1420 Fourth Street SE
Mason City, IA 50401

Property Name	Do you have jurisdiction over the property?	What is the official designation or classification of the property?	What is the primary function or use of the property?	Is the property open to the public?	Is the property considered significant or important for its use? If not, why?
Paw Park	The property is owned by the City of Cedar Falls.	Parkland	Dog Park	Yes	Yes, it is the only facility of this kind in Cedar Falls
Round Park	The property is owned by the City of Cedar Falls	Parkland	Public Park	Yes	Yes, property serves as neighborhood park.
Skate Park	The property is owned by the City of Cedar Falls	Parkland	Skateboard Park	Yes	Yes, it is the only facility of this kind in Cedar Falls
Central Park	The property is owned by the City of Cedar Falls	Parkland	Public Park	Yes	Yes, property serves as neighborhood park
Cedar Prairie Trail	The property is owned by the City of Cedar Falls	Recreation Trail	Recreation Trail	Yes	Yes, trail is a link to the metropolitan recreation trail system.
Falls Aquatic Center	The property is owned by the City of Cedar Falls	Aquatic Center	Outdoor swimming and water recreation	Yes	Yes, it is the only facility of this kind in Cedar Falls

Property Name	Do you have jurisdiction over the property?	What is the official designation or classification of the property?	What is the primary function or use of the property?	Is the property open to the public?	Is the property considered significant or important for its use? If not, why?
Hope Martin Memorial Park	yes	City Park	Public Park	YES	YES
Sergeant Road Trail	yes	Recreational Trail	Bike Trail	YES	YES



CITY OF WATERLOO
LEISURE SERVICES
 SPORTS • PARKS • FORESTRY • GOLF

PAUL HUTING
 LEISURE SERVICES DIRECTOR
 PH: (319) 291-4370

1101 CAMPBELL AVE.
 WATERLOO, IOWA 50701
 FAX: (319) 291-4297

EMAIL:
 paul.hutting@waterloo-ia.org

IOWA DEPARTMENT OF TRANSPORTATION
 DISTRICT 2

MAR 06 2013

MASON CITY, IA

From: [Rozendaal, Todd \[DNR\]](#)
To: [Vine, Janet \[DOT\]](#)
Subject: 4(f) Determination Black Hawk Creek Water Trail
Date: Friday, March 29, 2013 11:08:36 AM
Attachments: [20130329110455372.pdf](#)

Janet,

This is in response to the attached letter regarding the Section 4(f) determination process for the University Avenue/ IA 934 project. It is my understanding that Section 4(f) pertains only to publicly owned land. The land in question is privately owned. That being said, below are the questions asked and our response. If you need me to put this into a written letter, I can do that also. Please let me know if you have any questions.

- Do you have jurisdiction over the Black Hawk Creek water trail?

The Iowa DNR does not have jurisdiction over the Black Hawk Creek water trail. The water trail is in the developmental stage and has not been designated as a water trail at this time. Even after designation, the water trail will still be located on privately owned property, and the DNR will not have jurisdiction over the property.

- What is the official designation or classification for the property?

The property is privately owned. There are plans for future designation of a water trail on Black Hawk Creek, which runs across the privately owned property.

- What is the primary function or use of the property?

The primary use is recreational use by paddlers.

- Are there any secondary functions of the property?

No, not as it pertains to public use.

- Is the property open to the public?

The public has the right to navigate the creek that runs through the property, but the property is privately owned and not open to the public.

- Is the property considered significant or important for its use? If not, why?

The creek is important for recreational use by paddlers.

Todd Rozendaal, Land Management

Land & Waters Bureau

IA Dept. of Natural Resources

502 E. 9th Street, Des Moines, IA 50319

Ph. 515-281-8621 | Fax 515-281-6629
todd.rozendaal@dnr.iowa.gov

From: vernfish@aol.com
To: [Vine, Janet \[DOT\]](#)
Cc: PAUL.HUTING@WATERLOO-IA.ORG; cnorthrup@co.black-hawk.ia.us
Subject: Black Hawk Creek Water Trail
Date: Tuesday, April 09, 2013 2:40:54 PM

Janet,

This email is in response to your letter of April 3 requesting information about the status of the Black Hawk Creek Water Trail for the purposes of determining the Section 4(f) status on the University Avenue project. You asked the following questions:

1. Do you have jurisdiction over the Black Hawk Creek Water Trail?

The Black Hawk County Conservation Board (BHCCB) was awarded a grant by the Iowa DNR to develop a water trail from Grundy Center to Waterloo. This water trail is a partnership between the Grundy County Conservation Board, Grundy Center, Reinbeck, Hudson and the City of Waterloo. Thus, the water trail is jointly managed by numerous organizations including the Iowa DNR. The BHCCB actually owns land along Black Hawk Creek from Hudson to the Waterloo city limits. The BHCCB is coordinating the development of the trail with the Iowa DNR.

The BHCCB does not manage the land or the creek as it passes under University Avenue in Waterloo. I believe this land is the responsibility of the City of Waterloo

2. What is the official designation or classification for the property?

Since the BHCCB does not own or manage this land, I can not answer this question. At this point the Iowa DNR has not designated Black Hawk Creek as a water trail. We are still working our way through the approval process.

3. What is the primary function or use of the property?

Since the BHCCB does not own or manage this land, I can not answer this question.

4. Are there any secondary functions of the property?

Since the BHCCB does not own or manage this land, I can not directly answer this question. The public, however, does use Black Hawk Creek as a water trail to and from the Cedar River.

5. Is the property open to the public?

Since the BHCCB does not own or manage this land, I can not answer this question. The public does use Black Hawk Creek as a water trail to and from the Cedar River.

6. Is the property considered significant or important for its use?

The public does use Black Hawk Creek as a water trail to and from the Cedar River. I would hope that any plans for this bridge crossing would take this public access and passage into consideration. For example:

Signing the bridge so that paddlers know where they are either paddling up or down stream

Possibly providing access to the water trail

Removing any objects that could prevent passage up or down the water trail or cause harm to the paddlers.

Please let me know if you need any follow up to these questions.

Vern Fish
Executive Director
Black Hawk County Conservation Board
1346 West Airline Highway
Waterloo, Iowa 50703
319-433-7275 (PARK)
www.blackhawkcountyparks.com

NOTICE: Subject to the requirements of the Iowa Open Records Law, this message and accompanying documents are covered by the Electronic Communications Privacy Act, 18 U.S.C. Subsection 2510-252, and contains information intended for the specified individual(s) only. This information may be confidential. If you are not the intended recipient or an agent responsible for delivering this message to the intended recipient, you are hereby notified that you have received this message in error and that any review, dissemination, copying or the taking of any action based on the contents of this message may be prohibited. If you have received this message in error, please notify us immediately by e-mail and delete this message.

From: [Doug Nefzger](#)
To: [Vine, Janet \[DOT\]](#)
Cc: [Jason Wedgbury](#)
Subject: Re: Iowa Department of Transportation University Avenue Study
Date: Tuesday, June 11, 2013 9:28:36 AM

Ms. Vine - please see responses to the questions asked from your letter dated March 27, 2013. Response to your questions are in **red**

Do you have jurisdiction over the property? **Yes**

What is the official designation or classification for the property? **R-3 Residential - Public School**

What is the primary function or use of the property? **Public Junior High School (grades 7, 8 & 9)**

Are there any secondary functions of the property? **Property also used by City of Cedar Falls Recreation Department after school hours, weekends and summer time.**

Is the property open to the public? **Generally yes after after school hours.**

If there is public use of the property, is the property considered significant or important for that use? **Yes**

If you have additional questions, please feel free to contact me. Thank you, Doug Nefzger

On Mon, Jun 10, 2013 at 2:20 PM, Vine, Janet [DOT] <Janet.Vine@dot.iowa.gov> wrote:

Mr. Nefzger,

The Iowa Department of Transportation and the Federal Highway Administration are proposing to upgrade and improve University Avenue/ IA 934 between IA 58 in Cedar Falls and US 63 in Waterloo. As part of the National Environmental Policy Act study being conducted for this project, FHWA must determine whether any of the properties that may be affected by the project are eligible for protection under Section 4(f) of the Department of Transportation Act of 1966. The attached letter explains the purpose of the Act and request information about Peet Junior High School open space property north of University Avenue and east of Tucson Drive.

The information requested in the letter can be returned to me either by email or regular mail. Another option would be for me to call you, at your convenience, and document your answers to the questions in an email that you could concur on.

Please let me know your preference.

Thank you,

Janet M. Vine

NEPA Compliance Section

Office of Location and Environment, Iowa DOT

800 Lincoln Way

Ames, IA 50010

Phone: [515.239.1467](tel:515.239.1467)

From: Jason Wedgbury [mailto:jason.wedgbury@cfschools.org]

Sent: Monday, June 10, 2013 1:45 PM

To: Vine, Janet [DOT]

Cc: Cedar Falls Comm School District (CFO); Michelle Weber

Subject: Re: Iowa Department of Transportation University Avenue Study

Janet,

I have received your messages and have communicated with Doug Nefzger, our director of business affairs. His email is: Doug.Nefzger@cfschools.org

Please direct all communication to Mr. Nefzger as he is the one that can provide the best assistance with your requests for information. His telephone number is [319-553-2431](tel:319-553-2431).

Sincerely,

Jason Wedgbury

On Thu, May 9, 2013 at 9:39 AM, Vine, Janet [DOT] <Janet.Vine@dot.iowa.gov> wrote:

Mr. Wedgbury,

Thank you for speaking with me this morning. Attached is the letter I described and a figure showing where the University Avenue project may affect school property.

Feel free to call if you have questions.

Janet M. Vine

NEPA Compliance Section

Office of Location and Environment, Iowa DOT

800 Lincoln Way

Ames, IA 50010

Phone: [515.239.1467](tel:515.239.1467)

--

Jason Wedgbury, Principal

Peet Jr High School

[319.553-2710](tel:319.553-2710) Office

[319.404-5028](tel:319.404-5028) Cell

CONFIDENTIALITY NOTICE: This email message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. Furthermore, the e-mail system, equipment, network, back up files and records are property of the Cedar Falls Community School District.

--

Doug Nefzger
Director of Business Affairs
Cedar Falls Community School District
Cedar Falls, Iowa 50613

319-553-2433

doug.nefzger@cfschools.org

CONFIDENTIALITY NOTICE: This email message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. Furthermore, the e-mail system, equipment, network, back up files and records are property of the Cedar Falls Community School District.

CONFIDENTIALITY NOTICE: This email message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. Furthermore, the e-mail system, equipment, network, back up files and records are property of the Cedar Falls Community School District.

From: [BILL BACHMAN](#)
To: [Vine, Janet \[DOT\]](#)
Subject: RE: Iowa Department of Transportation - University Avenue Project and Park Property
Date: Thursday, June 13, 2013 2:17:29 PM

Janet,

I answered your questions below in red.

Bill

From: Vine, Janet [DOT] [mailto:Janet.Vine@dot.iowa.gov]
Sent: Thursday, June 13, 2013 1:06 PM
To: BILL BACHMAN
Subject: Iowa Department of Transportation - University Avenue Project and Park Property

Bill,

There are 2 more Waterloo properties that I need information on for the project study. Please answer the questions below for each of the properties.

Elks Park

- Does the city have jurisdiction over the property? **yes**
- What is the official designation or classification of the property? **City park**
- What is the primary function or use of the property? **recreation**
- Are there any secondary functions of the property? **no**
- Is the property open to the public? **yes**
- Is the property considered significant or important for its use? **yes** If not, why?

Greenhill Trail

- Does the city have jurisdiction over the property? **yes**
- What is the official designation or classification of the property? **Recreation trail**
- What is the primary function or use of the property? **Bicycling, walking, jogging**
- Are there any secondary functions of the property? **no**
- Is the property open to the public? **yes**
- Is the property considered significant or important for its use? **yes** If not, why?

Thanks for your help on these.

Janet

Janet M. Vine
NEPA Compliance Section
Office of Location and Environment, Iowa DOT
800 Lincoln Way



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1364

Fax: 515-239-1726

August 16, 2013

Doug Nefzger, Director of Business Affairs
Peet Jr. High School
525 E Seerley Blvd
Cedar Falls, Iowa 50613

RE: Notice of Intent to make a De Minimis Impact Finding
IA 934 from the Waterloo/Cedar Falls City Limits E. to US 63
STP-934-0(9)--2C-07

Dear Mr. Nefzger,

The Iowa Department of Transportation (Iowa DOT) in coordination with the Iowa Division FHWA, is notifying the Peet Jr. High School of its intent to make a de minimis impact finding according to 23 CFR 774, also commonly referred to as Section 4(f) of the DOT Act of 1966.

The Administration may not approve the use, as defined in §774.17, of Section 4(f) property unless a determination is made that:

There is no feasible and prudent avoidance alternative, as defined in §774.17, to the use of land from the property; and

The action includes all possible planning, as defined in §774.17, to minimize harm to the property resulting from such use; or

The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in §774.17, on the property.

The public will be given the opportunity to review and comment on the Environmental Assessment (EA) and the intent to make a de minimis impact finding. The EA will discuss the effects of the IA 934 improvements on the protected activities, features, or attributes of the Peet Jr. High Athletic Fields:

Park/Recreation Area Name	Total Size	Impact Quantity	Type of Impacts
Peet Jr. High Athletic Fields	17.6 ac.	0.45 ac.	Property acquisition of open space, but no impacts to athletic fields. Impact limit boundary is 5 to 6 feet away from (south of) goal posts of fields.

As the official having jurisdiction over the Section 4(f) resource, following the public hearing we will ask you to concur in writing that the IA 934 Improvements will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

You may contact me at 515-239-1364 or deeann.newell@dot.iowa.gov if you have any questions or concerns.

Sincerely,

DeeAnn L. Newell
Iowa Department of Transportation
NEPA Section Leader

cc: Mike LaPietra, FHWA
Krista Rostad, IA DOT



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1364

Fax: 515-239-1726

Mark Ripplinger, Director
Human & Leisure Services
606 Union Road
Cedar Falls, Iowa 50613

RE: Notice of Intent to make a De Minimis Impact Finding
IA 934 from the Waterloo/Cedar Falls City Limits E. to US 63
STP-934-0(9)--2C-07

Dear Mr. Ripplinger,

The Iowa Department of Transportation (Iowa DOT) in coordination with the Iowa Division FHWA, is notifying the city of Cedar Falls of its intent to make a de minimis impact finding according to 23 CFR 774, also commonly referred to as Section 4(f) of the DOT Act of 1966.

The Administration may not approve the use, as defined in §774.17, of Section 4(f) property unless a determination is made that:

There is no feasible and prudent avoidance alternative, as defined in §774.17, to the use of land from the property; and

The action includes all possible planning, as defined in §774.17, to minimize harm to the property resulting from such use; or

The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in §774.17, on the property.

The public will be given the opportunity to review and comment on the Environmental Assessment (EA) and the intent to make a de minimis impact finding. The EA will discuss the effects of the IA 934 improvements on the protected activities, features, or attributes of the park/recreation areas listed below:

Park/Recreation Area Name	Total Size	Impact Quantity	Type of Impacts
Rownd Park	14.7 ac.	0.07 ac. (property)	Property acquisition. Relocation impacts to trail within park during construction (see Cedar Prairie Trail below)
Cedar Prairie Trail (& Main Street Trail loop)	13.9 ac., 8 mi.	0.16 ac. (trail property) 1,330 l.f. (trail relocation)	Property acquisition. Trail relocated/reconstructed to maintain continuity.

As the official having jurisdiction over the Section 4(f) resource, following the public hearing we will ask you to concur in writing that the IA 934 Improvements will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

You may contact me at 515-239-1364 or deeann.newell@dot.iowa.gov if you have any questions or concerns.

Sincerely,

DeeAnn L. Newell
Iowa Department of Transportation
NEPA Section Leader

cc: Mike LaPietra, FHWA
Krista Rostad, IA DOT



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1364

Fax: 515-239-1726

Paul Hutting, Director
Waterloo Leisure Services
1101 Campbell Avenue
Waterloo, Iowa 50701

RE: Notice of Intent to make a De Minimis Impact Finding
IA 934 from the Waterloo/Cedar Falls City Limits E. to US 63
STP-934-0(9)--2C-07

Dear Mr. Hutting,

The Iowa Department of Transportation (Iowa DOT) in coordination with the Iowa Division FHWA, is notifying the city of Waterloo of its intent to make a de minimis impact finding according to 23 CFR 774, also commonly referred to as Section 4(f) of the DOT Act of 1966.

The Administration may not approve the use, as defined in §774.17, of Section 4(f) property unless a determination is made that:

There is no feasible and prudent avoidance alternative, as defined in §774.17, to the use of land from the property; and

The action includes all possible planning, as defined in §774.17, to minimize harm to the property resulting from such use; or

The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in §774.17, on the property.

The public will be given the opportunity to review and comment on the Environmental Assessment (EA) and the intent to make a de minimis impact finding. The EA will discuss the effects of the IA 934 improvements on the protected activities, features, or attributes of the Hope Martin Memorial park/recreation area.

The impacts to Greenhill Trail and Sergeant Road Trail are only temporary impacts.

Park/Recreation Area Name	Total Size	Impact Quantity	Type of Impacts
Greenhill Trail	4 mi.	345 l.f. (temporary)	Potential temporary closures during construction.
Hope Martin Memorial Park	128 ac.	0.27 ac. de minimis	Property acquisition of open space only, on each side of Fletcher Avenue. No features or attributes impacted.
Sergeant Road Trail	49.9 ac., 10 mi.	310 l.f. (temporary)	Potential temporary closures during construction.

As the official having jurisdiction over the Section 4(f) resource, following the public hearing we will ask you to concur in writing that the IA 934 Improvements will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

You may contact me at 515-239-1364 or deeann.newell@dot.iowa.gov if you have any questions or concerns.

Sincerely,

DeeAnn L. Newell
Iowa Department of Transportation
NEPA Section Leader

cc: Mike LaPietra, FHWA
Krista Rostad, IA DOT

APPENDIX C

AGENCY AND TRIBAL COORDINATION

Tribal Coordination



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1795, Fax: 515-239-1726

October 25, 2011

Ref. STPN-934(7)--2J-01
Black Hawk County
Primary Systems
Assessment Report

Ms. Emily Smith-DeLeon
Winnebago Tribe of Nebraska
Box 687
Winnebago, NE 68071

**RE: Iowa 934/ University Avenue, Waterloo/Cedar Falls, Black Hawk County;
Early Coordination**

Dear Ms. Smith-DeLeon:

The Iowa Department of Transportation, in coordination with the Federal Highway Administration (FHWA), is proposing to reconstruct Iowa 934 (University Avenue) (Figures 1 & 2) in Waterloo/Cedar Falls and optimize the operations of the corridor to:

- Improve travel efficiency and traffic flow between Cedar Falls and Waterloo;
- Enhance the safety of the corridor for all modes of travel;
- Provide bicycle and pedestrian access and mobility along and across University Avenue consistent with Iowa's Complete Streets program; and
- Improve corridor aesthetics to support the economic growth and revitalization of Black Hawk County and the communities of Cedar Falls and Waterloo.

Enclosed for your review are excerpts from the archaeological assessment report completed earlier this year by Tallgrass Historians. This study recommends that five areas receive intensive Phase I archaeological investigation. Please note the study used John Hartman's 1926 sketch map to identify the location of a number of archaeological property types, including yet to be confirmed prehistoric burial mounds. At this time we are asking for your tribes input regarding the location of any places of religious or cultural significance which may be impacted by this proposed project.

Enclosed with the package is a postage-paid notification form that you may use, if you wish, to return comments about the project. Please feel free to call me at (515) 239-1795. If you wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515) 233-7302.

Ms. Emily Smith-DeLeon
October 25, 2011

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

Again if you have any questions, please feel free to contact me.

Sincerely,



Brennan J. Dolan
Office of Location and Environment
Iowa Department of Transportation
(515) 239-1795
brennan.dolan@dot.iowa.gov

cc:

Ho-Chunk Nation
Iowa Tribe of Oklahoma
Omaha Tribe of Nebraska
Pawnee Nation
Sac and Fox of Mississippi in Iowa
Winnebago Tribe of Nebraska

Iowa Tribe of Kansas and Nebraska
Miami Tribe of Oklahoma
Otoe-Missouria Tribe
Peoria Tribe of Indians of Oklahoma
Sac and Fox Nation in Oklahoma
Iowa SHPO



Iowa Department of Transportation
TRIBAL NOTIFICATION

To: Iowa Tribe of Kansas and Nebraska

Form 536002

08-05

Date October 25, 2011 IA DOT contact Brennan Dolan
 IADOT project # STPN-934(7)--2J-01 Phone # IA DOT - 515-239-1795 FHWA - 515-233-7302
 Location Black Hawk County E-mail Brennan.dolan@dot.iowa.gov
 Description Iowa 934 (University Avenue) improvements Waterloo/Cedar Falls Area

Type of Project (see map)

- | | |
|---|--|
| VERY SMALL - Disturb less than 12-inch depth (<i>plow zone</i>) | LARGE - Improve existing road from 2 lanes to 4 lanes |
| SMALL - Grading on existing road, shouldering, ditching, etc. | LARGE - New alignment |
| SMALL - Bridge or culvert replacement | OTHER - new road surface over old alignment w/ pedestrian facilities |
- X

Type of Coordination/Consultation Points

- | | |
|---|---|
| X 1 - Early project notification (<i>project map and description</i>) | 3 - Consultation regarding site treatment |
| 2 - Notification of survey findings (<i>Phase I</i>) | 4 - Data Recovery Report |
| 2a - Notification of site evaluation (<i>Phase II</i>) | 5 - Other |

Type of Findings

- | | |
|--|---|
| No American Indian site found
--Section 106 Consultation Process ends* | Potentially significant American Indian sites found
(<i>see map and list of sites</i>) |
| American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends* | American Indian sites eligible for National Register listing cannot be avoided (<i>see map</i>) |
| Avoided American Indian sites eligible for National Register listing
(<i>see map and list of sites</i>)
--Section 106 Consultation Process may or may not end. | Burial site found |
| | _____ # of non-significant prehistoric sites |
| * <i>In the event of a late discovery, consultation will be reopened</i> | _____ # of potentially significant prehistoric sites |
| | _____ # of National Register-eligible prehistoric sites |

Affected National Register Properties

- | | |
|--|-------------------|
| Investigating avoidance or minimizing harm options | Protected |
| Avoided | Data Recovery/MOA |

*****Please Respond*****

Who should we contact for site/project-related discussions?

Name _____	Street Address _____	City, Zip Code _____
Phone _____	E-mail _____	

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?

- | | |
|--|---|
| <input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input checked="" type="checkbox"/> We do not have a comment at this time, but request continued notification on this project. | <input type="checkbox"/> We have concerns and wish to consult. |
| <input type="checkbox"/> Please send a copy of the archaeology report. | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project. |

Comments

ALAN KELLEY
Name

IOWA TRIBE OF KS & NE
Tribe/Nation

11-28-11
Date



Iowa Department of Transportation
TRIBAL NOTIFICATION

To: Miami Nation of Oklahoma

Form 536002

08-05

Date October 25, 2011 IA DOT contact Brennan Dolan
IADOT project # STPN-934(7)--2J-01 Phone # IA DOT - 515-239-1795 FHWA - 515-233-7302
Location Black Hawk County E-mail Brennan.dolan@dot.iowa.gov
Description Iowa 934 (University Avenue) improvements Waterloo/Cedar Falls Area

Type of Project (see map)
VERY SMALL - Disturb less than 12-inch depth (plow zone)
SMALL - Grading on existing road, shouldering, ditching, etc.
SMALL - Bridge or culvert replacement
LARGE - Improve existing road from 2 lanes to 4 lanes
LARGE - New alignment
OTHER - new road surface over old alignment w/ pedestrian facilities

Type of Coordination/Consultation Points
X 1 - Early project notification (project map and description)
2 - Notification of survey findings (Phase I)
2a - Notification of site evaluation (Phase II)
3 - Consultation regarding site treatment
4 - Data Recovery Report
5 - Other

Type of Findings
No American Indian site found --Section 106 Consultation Process ends*
American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
Avoided American Indian sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end
Potentially significant American Indian sites found (see map and list of sites)
American Indian sites eligible for National Register listing cannot be avoided (see map)
Burial site found
of non-significant prehistoric sites
of potentially significant prehistoric sites
of National Register-eligible prehistoric sites

Affected National Register Properties
Investigating avoidance or minimizing harm options Protected
Avoided Data Recovery/MOA

Please Respond

Who should we contact for site/project-related discussions?
Name Street Address City, Zip Code
Phone E-mail

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?
Thank you for the information; however, we do not need to consult on this particular project.
We do not have a comment at this time, but request continued notification on this project.
Please send a copy of the archaeology report.
Thank you for the information. We are satisfied with the planned site treatment.
We have concerns and wish to consult.
We wish to participate in the Memorandum of Agreement for this project.

Comments

GEORGE STARK, THPO MIAMI TRIBE OF OKLAHOMA 12/2/11
Name Tribe/Nation Date



Iowa Department of Transportation TRIBAL NOTIFICATION

To: Peoria Tribe of Indians of Oklahoma

Form 536002
08-05

Date October 25, 2011 IA DOT contact Brennan Dolan
 IADOT project # STPN-934(7)--2J-01 Phone # IA DOT - 515-239-1795 FHWA - 515-233-7302
 Location Black Hawk County E-mail Brennan.dolan@dot.iowa.gov
 Description Iowa 934 (University Avenue) improvements Waterloo/Cedar Falls Area

Type of Project (see map)

VERY SMALL - Disturb less than 12-inch depth (*plow zone*)
 SMALL - Grading on existing road, shouldering, ditching, etc.
 SMALL - Bridge or culvert replacement

X LARGE - Improve existing road from 2 lanes to 4 lanes
 LARGE - New alignment
 OTHER - new road surface over old alignment w/ pedestrian facilities

Type of Coordination/Consultation Points

X 1 - Early project notification (*project map and description*)
 2 - Notification of survey findings (*Phase I*)
 2a - Notification of site evaluation (*Phase II*)

3 - Consultation regarding site treatment
 4 - Data Recovery Report
 5 - Other

Type of Findings

No American Indian site found
 --Section 106 Consultation Process ends*
 American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
 Avoided American Indian sites eligible for National Register listing (*see map and list of sites*)
 --Section 106 Consultation Process may or may not end

Potentially significant American Indian sites found (*see map and list of sites*)
 American Indian sites eligible for National Register listing cannot be avoided (*see map*)

Burial site found

_____ # of non-significant prehistoric sites

_____ # of potentially significant prehistoric sites

_____ # of National Register-eligible prehistoric sites

* In the event of a late discovery, consultation will be reopened

Affected National Register Properties

Investigating avoidance or minimizing harm options
 Avoided

Protected
 Data Recovery/MOA

Please Respond

Who should we contact for site/project-related discussions?

Frank Hecksher
 Name
918-540-2535
 Phone

P.O. Box 1527
 Street Address

Miami, OK. 74355
 City, Zip Code

fhecksher@peoriatribe.com
 E-mail

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?

- | | |
|--|---|
| <input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input checked="" type="checkbox"/> We do not have a comment at this time, but request continued notification on this project. | <input type="checkbox"/> We have concerns and wish to consult. |
| <input type="checkbox"/> Please send a copy of the archaeology report. | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project. |

Comments Please keep me updated regarding this project

Frank Hecksher
 Name

Peoria Tribe
 Tribe/Nation

11.28.2011
 Date



Iowa Department of Transportation TRIBAL NOTIFICATION

To: Winnebago Tribe of Nebraska

Form 536002
08-05

Date October 25, 2011 IA DOT contact Brennan Dolan
 IADOT project # STPN-934(7)--2J-01 Phone # IA DOT - 515-239-1795 FHWA - 515-233-7302
 Location Black Hawk County E-mail Brennan.dolan@dot.iowa.gov
 Description Iowa 934 (University Avenue) improvements Waterloo/Cedar Falls Area

Type of Project (see map)

VERY SMALL - Disturb less than 12-inch depth (plow zone)
 SMALL - Grading on existing road, shouldering, ditching, etc.
 SMALL - Bridge or culvert replacement

X

LARGE - Improve existing road from 2 lanes to 4 lanes
 LARGE - New alignment
 OTHER - new road surface over old alignment w/ pedestrian facilities

Type of Coordination/Consultation Points

X 1 - Early project notification (project map and description)
 2 - Notification of survey findings (Phase I)
 2a - Notification of site evaluation (Phase II)

3 - Consultation regarding site treatment
 4 - Data Recovery Report
 5 - Other

Type of Findings

No American Indian site found
 --Section 106 Consultation Process ends*
 American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*
 Avoided American Indian sites eligible for National Register listing (see map and list of sites)
 --Section 106 Consultation Process may or may not end

Potentially significant American Indian sites found (see map and list of sites)
 American Indian sites eligible for National Register listing cannot be avoided (see map)
 Burial site found

_____ # of non-significant prehistoric sites
 _____ # of potentially significant prehistoric sites
 _____ # of National Register-eligible prehistoric sites

* In the event of a late discovery, consultation will be reopened

Affected National Register Properties

Investigating avoidance or minimizing harm options
 Avoided

Protected
 Data Recovery/MOA

Please Respond

Who should we contact for site/project-related discussions?

Name _____ Street Address _____ City, Zip Code _____
 Phone _____ E-mail _____

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)?

- Thank you for the information; however, we do not need to consult on this particular project.
- We do not have a comment at this time, but request continued notification on this project.
- Please send a copy of the archaeology report.
- Thank you for the information. We are satisfied with the planned site treatment.
- We have concerns and wish to consult.
- We wish to participate in the Memorandum of Agreement for this project.

Comments

Emily Smith-DeLeon Winnebago Tribe NE 10-31-11
 Name Tribe/Nation Date