

U.S. 63  
FROM FRANKLIN STREET TO DONALD STREET  
IN  
WATERLOO, BLACK HAWK COUNTY, IOWA  
NHSX-63-6(69)--3H-07

**ENVIRONMENTAL ASSESSMENT**

And

**Draft Section 4(f) Statement**

Submitted Pursuant to 42 USC 4332(2)(c) and 23 CFR Part 771

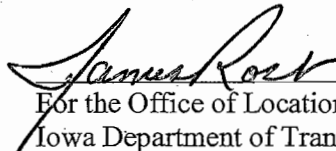
By The

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
and  
CITY OF WATERLOO, IOWA

These 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 request to fund the preferred alternative.



For the City of Waterloo



For the Office of Location and Environment  
Iowa Department of Transportation



For the Iowa Division Administrator  
Federal Highway Administration

11/21/2008

Date of Approval for Public Availability

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**TABLE OF CONTENTS**

	<u>Page</u>
<b>I. DESCRIPTION OF THE PROPOSED ACTION .....</b>	<b>1</b>
<b>II. PROJECT HISTORY .....</b>	<b>1</b>
<b>III. PURPOSE AND NEED FOR THE PROJECT.....</b>	<b>1</b>
<b>IV. ALTERNATIVES.....</b>	<b>3</b>
No Action Alternative.....	4
Other Alternatives Considered and Dismissed .....	4
West Alternative .....	4
East Alternative.....	4
Spot Improvements .....	5
Preferred Alternative.....	5
Recreational Trail and Sidewalk.....	7
<b>V. PROJECT IMPACTS .....</b>	<b>8</b>
Socioeconomic Impacts .....	8
Environmental Justice.....	8
Right-of-Way Impacts .....	10
Churches and Schools.....	11
Bus Routes .....	11
Pedestrians and Bicyclists.....	12
Air Quality .....	12
Mobile Source Air Toxins .....	12
Noise Impacts .....	16
Noise Impacts .....	16
Noise Abatement Analysis.....	17
Natural Resources and Wetland Impacts .....	17
Water Quality.....	18
Parks and Recreational Areas .....	18
Cultural Resources .....	18
Regulated Materials .....	18
Utilities.....	19
Cumulative Impacts Analysis .....	19

<b>VI.</b>	<b>SUMMARY AND COMPARISON OF ALTERNATIVES.....</b>	<b>22</b>
<b>VII.</b>	<b>DISPOSITION .....</b>	<b>22</b>
<b>VIII.</b>	<b>COMMENTS AND COORDINATION.....</b>	<b>23</b>
	Agency Coordination.....	23
	Public Coordination .....	24
	<b>REFERENCES.....</b>	<b>25</b>

**LIST OF TABLES**

Table

- 1 Summary of Crash Rates, 2001-2007
- 2 Summary of Impacts, U.S. 63 Corridor Alternatives

**LIST OF FIGURES**

Figure

- 1 Location Map
- 2a Preferred Alternative
- 2b Preferred Alternative
- 3 Protected Populations in the Study Area
- 4 Preferred Alternative With Displacements and Historic Properties
- 5a Noise Receiver Locations
- 5b Noise Receiver Locations

**LIST OF APPENDICES**

Appendix

- A State Historic Preservation Office Concurrence Letters
- B Agency Coordination Letters

**DRAFT SECTION 4(f) STATEMENT**

## **I. DESCRIPTION OF THE PROPOSED ACTION**

The proposed action consists of upgrading U.S. Highway 63 through the northern portion of Waterloo, Iowa. The project extends from Franklin Street to Donald Street and passes through a mix of commercial, industrial and residential land uses. U.S. 63 is also known as Logan Avenue, Mullan Avenue and 1<sup>st</sup> Street as it passes through the project corridor. The length of the project is approximately 1.6 miles (Figure 1).

In the 1960s, the former 2-lane roadway was widened to a 53-foot, 4-lane urban roadway. This change to U.S. 63 has been the source of many proximity impacts to the surrounding neighborhoods. This project consists of upgrading U.S. 63 to a 5-lane roadway which includes center left-turn lanes, right-turn lanes at key intersections, a recreational trail and added green space adjacent to the roadway.

## **II. PROJECT HISTORY**

U.S. 63 is a primary highway that passes through the center of Waterloo, Iowa. It was constructed as a 4-lane urban roadway in the early 1960s. No right-turn lanes are provided at the major intersections. Left-turn lanes are provided only at Newell Street and at Franklin Street (southbound and eastbound). New, 4-foot wide sidewalks were constructed on each side of the street, separated by a narrow, 3.5-foot setback. The last major rehabilitation of U.S. 63 is now about 45 years old.

In 2003, the city of Waterloo initiated a planning study to evaluate the corridor and analyze potential alternatives for the roadway. Because this roadway traverses neighborhoods with high percentages of low income and/or minority populations, and has been the source of many proximity-related impacts, an Environmental Justice study was undertaken as part of the planning study. It was completed in 2005.

Following the planning study phase, the Environmental Assessment was initiated under the National Environmental Policy Act (NEPA) to fully analyze alternatives and their associated impacts.

## **III. PURPOSE AND NEED FOR THE PROJECT**

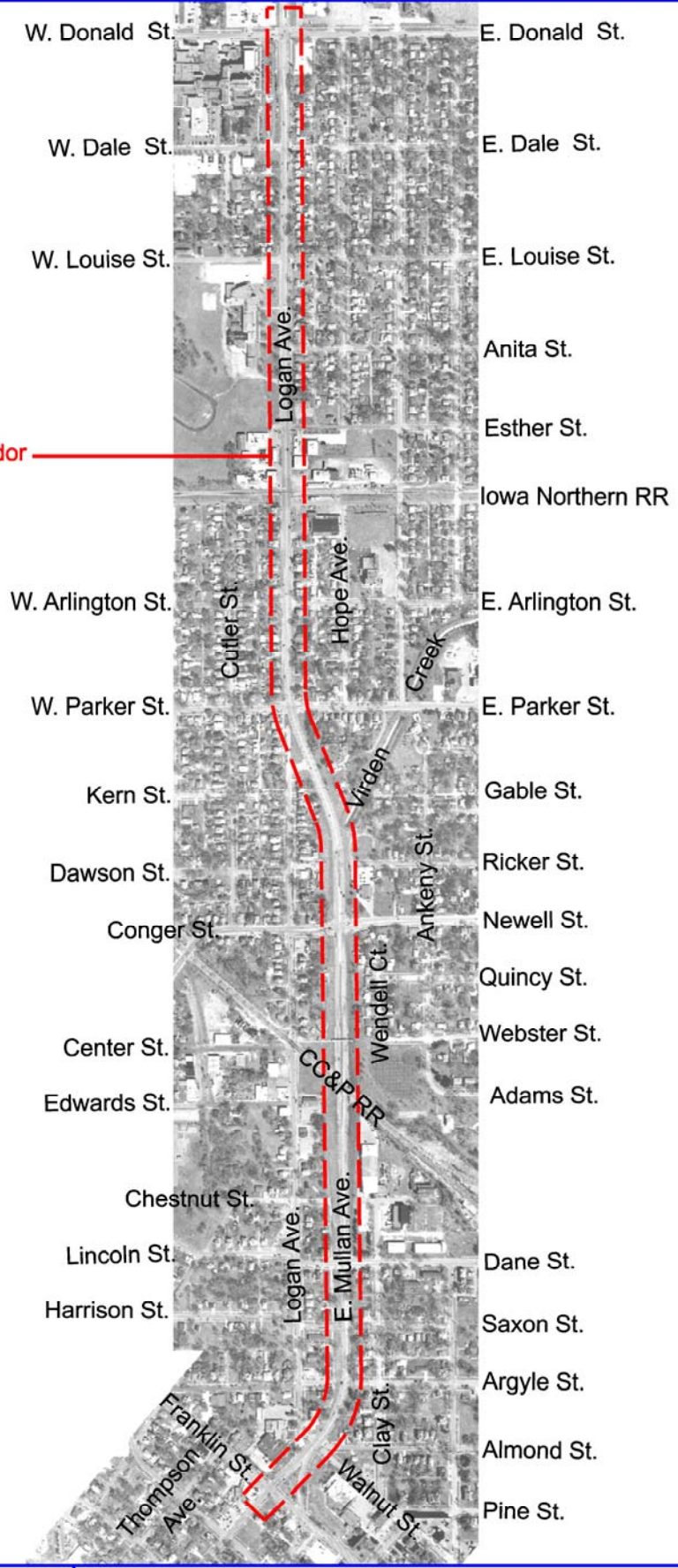
The purpose of the proposed U.S. 63 improvements is to safely accommodate future traffic and access needs in this corridor, to correct the major deficiencies of the existing highway, and to provide the transportation infrastructure needed to support planned economic development.

The need for these improvements is supported by the city and includes several factors:

- Aging Facility - The existing highway is over 40 years old and is in need of major rehabilitation.
- Capacity - Traffic volumes and turning movements on the highway have increased since its original design. The current lane configuration, access spacing and geometry do not meet the needs for a major arterial primary roadway with this level of traffic flow.
- Crash History and Safety Concerns - One segment of this roadway currently has an injury crash rate nearly 30 percent higher than the state average. The statewide crash rate for an urban roadway is 0.9, and the crash rate for the project corridor ranges from 0.11 to 1.13 at the



Franklin St. to Donald St. Corridor



**FIGURE 1**  
Location Map

intersection of U.S. 63 and Almond Street. Traffic safety is a major consideration and supporting element for the need to improve U.S. 63.

- Pedestrian Accommodations - Pedestrian accommodations need to be improved to serve Logan Middle School, a shopping area and residential areas adjacent to U.S. 63. One pedestrian crash was recorded in the 6-year analysis period ending in 2007. However, in a 5-year period ending in 1999, a total of six pedestrian crashes were recorded. In addition, the subject of pedestrian safety was brought up numerous times in public meetings for the project. Many nearby residents cited pedestrian safety as a major concern, and noted that near misses occur frequently along the roadway. The factors contributing to pedestrian safety were frequently noted as lack of protected crosswalks and inadequate setback between the roadway and sidewalk.
  
- Proximity of Residential Housing and Utility Setbacks - The closest residential properties along U.S. 63 are within 10 feet of the highway, with many being 24 feet or less. These homes are subject to noise and vibration. The 3.5-foot setback between the road and sidewalk is also insufficient to accommodate signing, light poles, utility poles, fire hydrants, snow storage and pedestrian safety.

#### IV. ALTERNATIVES

The U.S. 63 project corridor extends from Franklin Street north to Donald Street, a distance of approximately 1.6 miles.

From Franklin Street north to Donald Street, U.S. 63 is a two-way, divided 4-lane roadway with a narrow raised median. Several access points occur in this segment from intersections and commercial driveways. Protected left-turn lanes are not currently present at most intersections, except for the intersections at Newell Street and Donald Street.

Traffic crash records were investigated from 2001-2007. Several types of crashes occur frequently along this segment of U.S. 63, but most of the accidents were found to occur at intersections. The traffic safety evaluation provided information on the traffic crash rates at intersections along U.S. 63 from Franklin Street Donald Street. This data is summarized below in Table 1.

**TABLE 1  
SUMMARY OF CRASH RATES  
2001-2007**

Intersection	Total Crashes In 7 Years (2001-2007)	Average Daily Traffic (Estimated, Based on 2005 DOT Counts)			Crash Rate (Crashes Per Million Entering Vehicles)	Statewide Average Crash Rate	Above/Below Statewide Average (%)
		U.S. 63	Side Road	Total			
Mullan/Franklin	39	7,150	9,250	16,400	0.93	0.9	3.3
1 <sup>st</sup> /Franklin	35	6,300	10,750	17,050	0.80	0.9	-11.1
Almond	39	12,650	900	13,550	1.13	0.9	25.6
Dane	32	12,300	600	12,900	0.97	0.9	7.8
Newell/Conger	33	12,300	5,080	17,380	0.74	0.9	-17.8
Parker	44	13,450	2,900	16,350	1.05	0.9	16.7
Arlington	15	14,600	600	15,200	0.39	0.9	-56.7
Esther	21	14,600	300	14,900	0.55	0.9	-38.9
Anita	4	14,600	300	14,900	0.11	0.9	-87.8
Louise	13	14,400	900	15,300	0.33	0.9	-63.3
Dale	17	12,550	1,490	14,040	0.47	0.9	-47.8
Donald	36	10,200	5,800	16,000	0.88	0.9	-2.2

Note: Side street volumes based on DOT counts where available. Other side street volumes estimated.

The concept for U.S. 63 is to provide an improved 4-lane urban roadway that provides left-turn lanes at all intersections, adds signalization at two or more intersections, and provides an increased setback for adjacent property owners.

Alternatives considered include widening U.S. 63 to the west and widening U.S. 63 to the east. The Preferred Alternative is a blend of these alternatives; it widens to the east then crosses over and widens to the west. These alternatives and the No Action Alternative are described below.

## **NO ACTION ALTERNATIVE**

The No Action Alternative would be the continuation of the street system as it exists at the present time. No physical changes would be made in the pavement width, lane configuration, intersection layouts or traffic patterns.

The No Action Alternative would not correct the adverse conditions of adjacent property owners on U.S. 63. Noise and vibration impacts are issues that would be improved by a build alternative for U.S. 63. The No Action Alternative would have less impact in regard to land acquisition and relocations, but it would not be consistent with the purpose and need of this project and the intended function of U.S. 63 as a route of regional and local importance.

If no changes are made to the existing street system, it is expected that traffic congestion and traffic-related crashes on U.S. 63 will continue to increase in proportion to future traffic volume increases. The existing highway would start to experience high traffic congestion and delay if left in its present configuration. In addition, the existing at-grade intersections on U.S. 63 would experience more congestion and a greater likelihood of crashes at these locations. Therefore, a portion of the future traffic would need to find alternative routes. Some of this traffic would be expected to divert onto other streets throughout the community, such as Parker and 4<sup>th</sup> Streets.

For these reasons, the No Action Alternative would not meet the purpose and need requirements of this project. It is, nevertheless, carried forward as a detailed study alternative to serve as a baseline for comparison to the Preferred Alternative and for evaluation of their environmental impacts.

## **OTHER ALTERNATIVES CONSIDERED AND DISMISSED**

During the planning and location study phase of this project, alternatives were examined that would address traffic flow, pedestrian and motor vehicle safety, noise, vibration and other proximity impacts. Two Build Alternatives were considered in addition to the Preferred Alternative and the No Action Alternative. The East Alternative and West Alternative meet the purpose and need for the project, and each is briefly discussed below.

### **West Alternative**

The West Alternative would include widening U.S. 63 entirely on the west, from Parker Street to Donald Street. It would include the same left-turn lanes and signalization as the Preferred Alternative. The bike trail and sidewalk would be the same for this alternative as well.

This alternative would acquire 32 homes and two businesses on the west side of the roadway, between Parker Street and Donald Street. This alternative would acquire two National Register-eligible houses and displace approximately 7 more residences than the Preferred Alternative. This alternative meets the purpose and need for the project and could be constructed in a way that would address the traffic, safety and proximity issues in the corridor. However, it has greater socio-economic impacts than the Preferred Alternative and was therefore dismissed from further consideration.

### **East Alternative**

The East Alternative would include widening U.S. 63 entirely on the east, between Parker Street and Donald Street. It would include the same features as the Preferred Alternative, including left-turn lanes

and additional signalization. A bike trail and sidewalk would be added to this alternative as well. This alternative would address the traffic, safety and proximity issues that occur in the corridor.

The East Alternative would acquire the same two historic houses displaced by the Preferred Alternative. However, the East Alternative would displace 46 houses (approximately 21 more than the Preferred Alternative) and two to three businesses. So, although this alternative meets the purpose and need for project and could be constructed to include all the elements sought for the U.S. 63 corridor, the severe impact on adjacent property owners made this alternative less desirable and it was dismissed from further consideration.

### **Spot Improvements**

This alternative would involve constructing a series of turning lanes at intersections from Franklin Street to Donald Street. Signals would be added to intersections as discussed with the Preferred Alternative.

The Spot Improvements Alternative, while avoiding the historic houses and having fewer other environmental impacts, would not be consistent with the overall planning efforts for U.S. 63.

If the Spot Improvements Alternative were implemented, the concept for increasing setbacks for adjacent houses would not be addressed. An important element of this project is to undo many of the proximity impacts that resulted when U.S. 63 was upgraded from 2-lane to 4-lane in the 1960s. Currently, there is a narrow, 3.5-foot setback between the sidewalk and street curb. This 3.5-foot width is used for street signs, light poles, utility poles, fire hydrants and snow storage. Impacts to neighboring houses due to the proximity with U.S. 63, such as noise, vibration, pedestrian safety and poor visual quality, would continue. Many of the persons living adjacent to U.S. 63 and experiencing these impacts are low-income, minority, elderly or a combination of these. Under the Spot Improvements Alternative, there would be no additional right-of-way to incorporate a bike trail, which is considered another important element in this project.

The addition of turning lanes and other spot improvements would help reduce the number of crashes related to turning movements at intersections and improve traffic safety. The Spot Improvements Alternative would improve traffic flow as well. However, these are issues related to only part of the purpose and need for the project, and this alternative does not address all the issues related to this corridor.

For these reasons, this alternative would not meet the project purpose and need and was therefore dismissed from further consideration.

### **PREFERRED ALTERNATIVE**

In 2004, the city of Waterloo completed a corridor plan of U.S. Highway 63 from US 218 to Donald Street. It examined several alternatives, including the East and West Alternatives discussed above. This study recommended that the best alternative for this corridor would be a 5-lane highway with a continuous left-turn lane. A recreational trail and sidewalk would be added to this corridor also. Based on this recommendation and upon further investigation as part of the NEPA process, the Preferred Alternative was determined to be a 4-lane divided roadway with left-turn lanes. It is described in more detail in the following paragraphs.

The Preferred Alternative between Franklin Street and Donald Street would generally follow the existing alignment of U.S. 63 and would consist of a 4-lane section with 12-foot travel lanes and left-turn lanes at several locations. Figures 2a and 2b show the Preferred Alternative in more detail.

From Franklin Street to Parker Street, the existing roadway is already a 4-lane divided roadway and would not change significantly under the Preferred Alternative. However, left-turn lanes would be added at intersections. The existing right-of-way is quite wide in this portion of U.S. 63, so only a minimal amount of additional land will be needed to implement the improvements.

Between Parker Street and the Iowa Northern Railroad (INRR), the widening would be to the east of U.S. 63. The centerline of the new roadway would be approximately 35 feet east of the existing centerline of U.S. 63. Near the INRR, the roadway would transition to the west and continue to Dale Street. The centerline of the new roadway would be approximately 35 feet west of the existing centerline of U.S. 63. Beginning near Dale Street, the new roadway would curve slightly east so that it would be nearly back to the existing alignment at the Donald Street intersection. This adjustment reduces impacts to Allen Hospital as much as possible.

Left-turn lanes would be provided at the following intersections:

- Franklin Street\*
- Almond Street\*
- Dane Street
- Newell Street/Conger Street\*
- Parker Street\*
- Arlington Street
- Esther Street\*\*
- Louise Street\*\*
- Dale Street
- Donald Street\*

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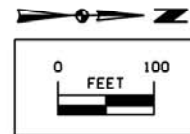
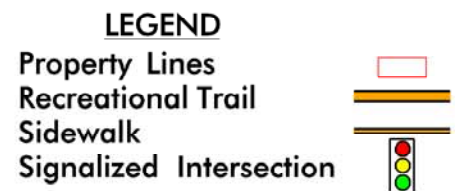
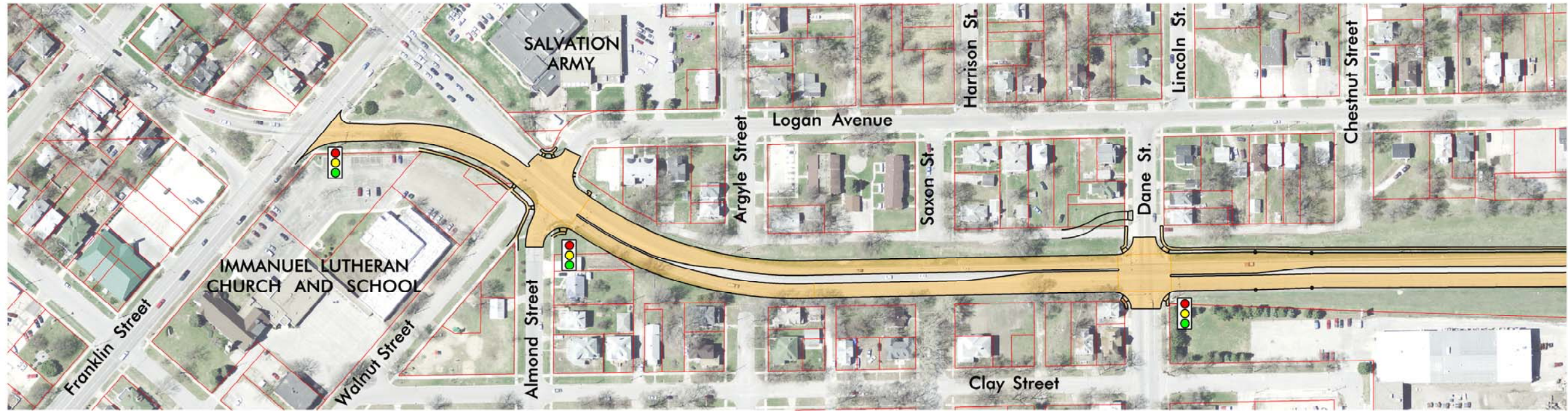
\* These intersections are currently signalized.

\*\* These intersections would be signalized.

An important element of this project is the addition of raised medians throughout the corridor. The medians may be earthen, with grass and appropriate maintainable landscaping plants, or they may be concrete. This decision will be made during the design phase of the project. Currently, there is a narrow raised median in many portions of the corridor that is unsightly and unsubstantial. The raised median widths proposed are presented below.

	Franklin Street to Parker Street and Dale Street to Donald Street	Parker Street to Dale Street
Areas With Turning Lanes	3 Feet	5 Feet
Areas Without Turning Lanes	15 Feet	17 Feet





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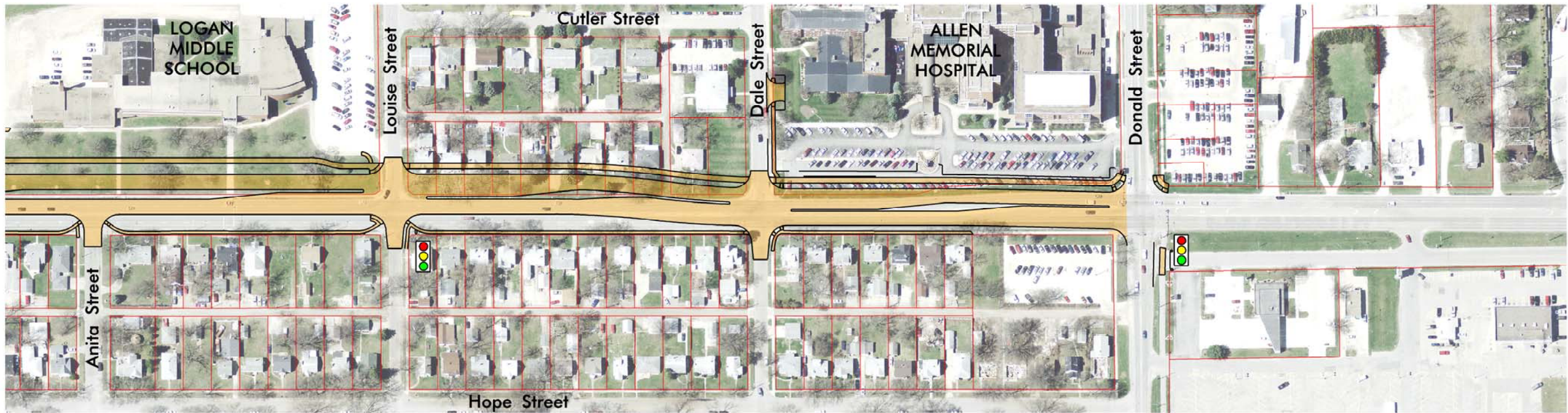
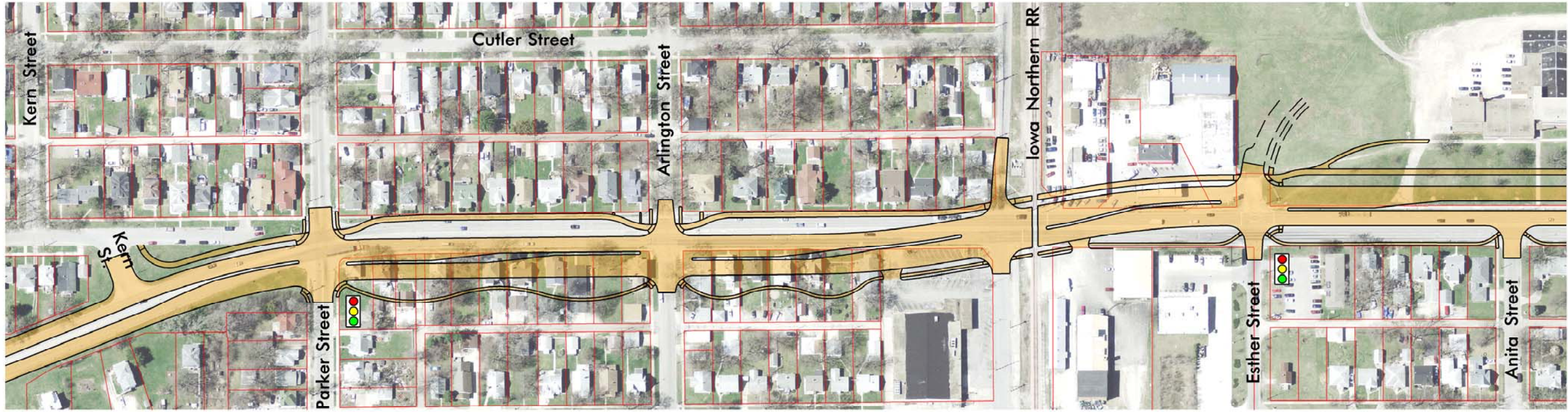
**FIGURE 2a**  
Preferred Alternative





Environmental Assessment  
US Highway 63  
Waterloo, Iowa

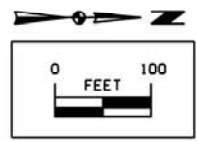
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- LEGEND**
- Property Lines 
  - Recreational Trail 
  - Sidewalk 
  - Signalized Intersection 



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**FIGURE 2b**  
Preferred Alternative

Environmental Assessment  
US Highway 63  
Waterloo, Iowa

September 2008

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### **Recreational Trail and Sidewalk**

A recreational trail and/or bicycle accommodations would be included in the U.S. 63 project. Currently, it is proposed to begin at the intersection of U.S. 63 and Logan Avenue, traveling north on Logan Avenue to Kern Street as a shared roadway concept. Signage would be installed on Logan Avenue alerting drivers to possible bike traffic. A separated trail would be added on the west side of U.S. 63 from just south of Parker Street north to Donald Street. See Figures 2a and 2b for the proposed recreational trail route.

Sidewalk would be added to the project where there is adequate setback available to ensure the safety of pedestrians. It is anticipated that sidewalk would be installed for the project from Parker Street to Donald Street.

## **V. PROJECT IMPACTS**

### **SOCIOECONOMIC IMPACTS**

The U.S. 63 project corridor is located in Waterloo, Iowa, which has a population of 66,483 (2005 U.S. Census Bureau estimate). The project study area extends from Franklin Street at the south end of the corridor, north to Donald Street for a distance of approximately 1.6 miles. The project passes through areas of residential, commercial and institutional land uses. Census data showed areas of protected populations (low income and minority persons) within the corridor. Therefore, an Environmental Justice report was completed. The area studied for purposes of Environmental Justice were from Franklin Street to Donald Street, and approximately 500 feet wide to encompass the second tier of houses adjacent to the corridor. The results of this report are discussed below.

#### **Environmental Justice**

In January 2005, an Environmental Justice Report for the U.S. 63 project corridor was completed. This report covered a larger area than the current project area; therefore, the data pertaining to this project (Franklin Street to Donald Street) has been summarized here.

In the early 1960s, the previous 2-lane roadway was widened to a 53-foot wide, 4-lane curbed roadway. New 4-foot wide sidewalks were constructed on each side of the street, separated from the curb by a narrow 3.5-foot setback. The existing street signs, light poles, utility poles, fire hydrants and snow storage area are located within this 3.5-foot setback. This segment of U.S. 63 has been the source of many proximity-related impacts to the surrounding neighborhoods, and it currently has traffic and roadway characteristics that are undesirable. These proximity-related impacts are listed below:

- Insufficient Setbacks Between the Roadway and Adjacent Homes
- High Traffic Noise Levels
- Vibrations From Truck Traffic
- Insufficient Space Between the Sidewalk and Highway for Snow Storage and Pedestrian Safety
- Lack of Left-Turn Lanes, Resulting in High Traffic Crash Rates
- Frequent Pedestrian “Near Miss” Accidents
- Poor Access to the Highway Which Discourages Economic and Retail Development
- Poor Access to Public Transportation Due to Lack of Bus Stop Turnouts on U.S. 63
- Poor Visual Quality Along the Highway

As required by Executive Order 12898 (Environmental Justice), members of protected populations residing in the study area were included in the public involvement process. The public participation component of the U.S. 63 corridor project included seven main activities to gather public opinion and understanding regarding the project:

- Corridor-Wide Public Forum
- Agency Surveys
- Confidential Interviews
- Potentially Affected Interests (PAI) Assessment
- Small Area Forums
- Open Public Information Meetings
- Information to Neighborhoods Through Neighborhood Newsletters, Public Access Television and Participation in Neighborhood Association Activities and Meetings

A key component of the public involvement process was to inform the public of the features and impacts of the various alternatives. Comments received were considered in development of the Preferred Alternative. In general, people attending the public information meetings were supportive of the project.

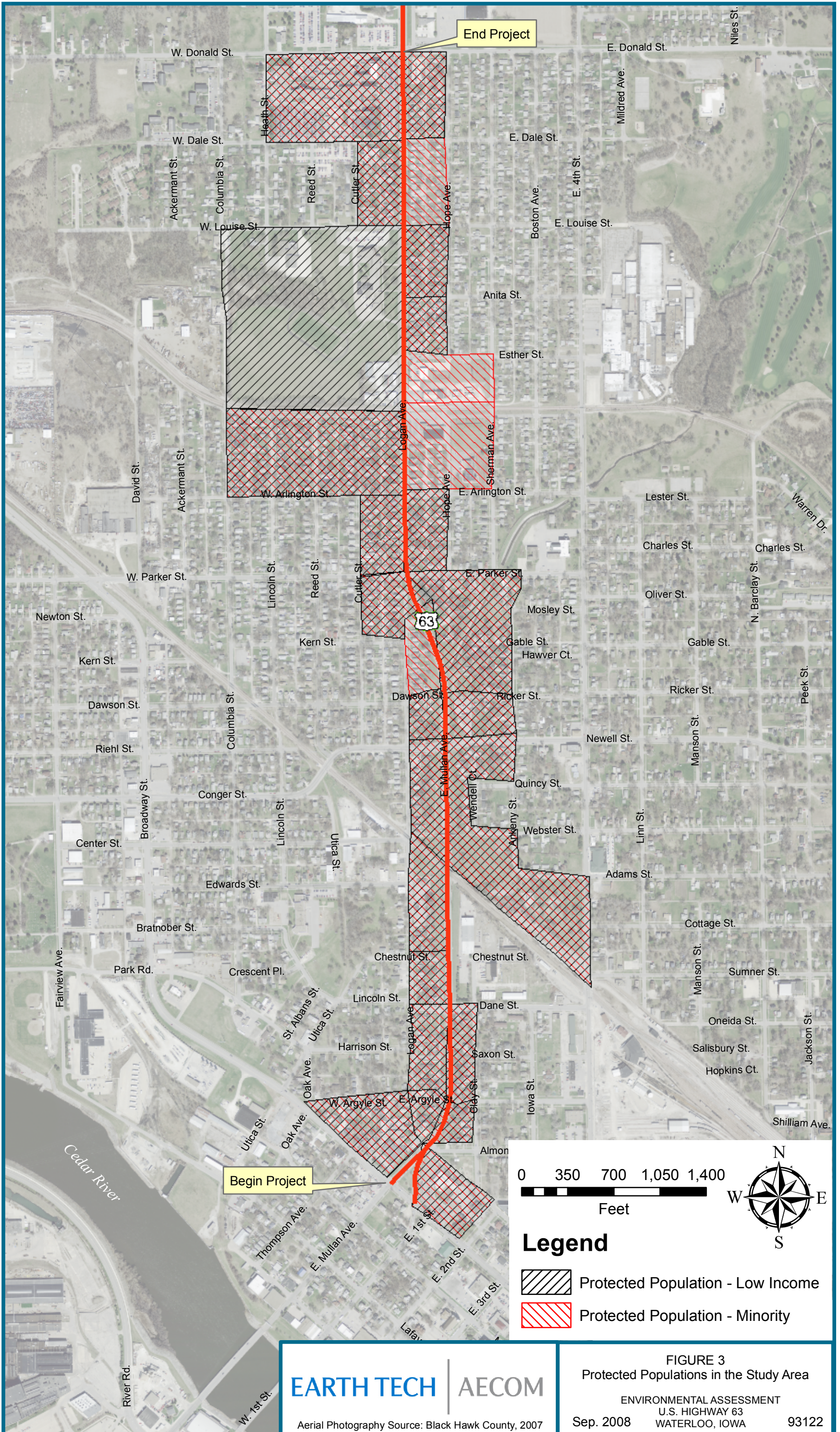
The Waterloo/Cedar Falls Metropolitan Statistical Area (MSA) includes all of Black Hawk County, Iowa. In the 2000 U.S. Census, the MSA included 37 census tracts, 100 block groups and 4,153 census blocks. The percentage of minorities (defined here as the total population minus the white population) was 11.6 percent, and the percentage of persons living in households with incomes below the poverty level was 13.1 percent.

Review of the 2000 U.S. Census data indicates there are 27 census blocks in the study area, all of which are populated. Of these 27 populated census blocks, all are considered to have areas of protected populations which include either minority or low-income persons, or both. Most census blocks contained persons of both protected populations, while only five census blocks met only one category when compared to the population as a whole (Figure 3).

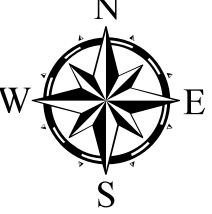
Right-of-way impacts, including residential displacements, would constitute the primary negative impact of the project. However, the many total parcel acquisitions which would provide the space needed to widen the roadway would leave additional space for increasing the setback to remaining properties. In large part, because of this, the other impacts of the proposed project would be positive. These would include:

- Traffic Service - Improved traffic flow as a result of turning lanes, lane configuration and roadway characteristics increase U.S. 63 level of service.
- Traffic Safety - Fewer accesses, improved intersections, additional turn lanes and signalization all contribute to improving traffic safety. These improvements also include pedestrian crossings, pedestrian refuges and greater separation of pedestrians from the roadway.
- Noise and Vibration - Setback to adjacent remaining houses would be greater at reducing vibration and noise.
- Health Care and Emergency Response Access - Better access to health care services would be possible for non-emergency traffic because of better traffic flow. Emergency services response times are estimated to be about 20 seconds longer than currently; however, this is not considered significant.
- Public Transit - The proposed Preferred Alternative would be able to accommodate bus service; however, MET Transit has no plans to add a stop on U.S. 63 at this time.
- Visual Quality - Increased setback, green space, recreational trail and tree plantings would all enhance the visual aesthetics along the corridor for adjacent property owners and travelers.
- Recreational Opportunities - The additions of a recreational trail, sidewalk and related features, such as benches and lighting, are beneficial recreational amenities within easy distance for use by adjacent property owners and the neighborhoods as a whole.





0 350 700 1,050 1,400  
 Feet



**Legend**

- Protected Population - Low Income
- Protected Population - Minority



Overall, the 2005 U.S. 63 Environmental Justice Report found that these protected populations would experience disproportionately both negative and positive impacts from the Preferred Alternative.

### **Right-of Way Impacts**

Right-of-way impacts, including residential and business displacements as well as land-only acquisitions, are the major impact of the project. Figure 4 shows the displacements as a result of the Preferred Alternative. All but two of the displacements are between Parker Street and Donald Street. A total of 26 residential properties and three business properties would be acquired for the project. Several residential and commercial properties would have partial acquisition as a result of the project. It is estimated at this time that 18 homes, two commercial properties, one hospital and two schools would have some right-of-way purchased in order to construct the U.S. 63 project. For most of these properties, the partial acquisition would be strip right-of-way adjacent to the existing right-of-way.

Allen Memorial Hospital would have some impact from the U.S. 63 project. At this time, it is estimated that one row of parking would be acquired in order to construct the roadway for a total of approximately 20 spaces. Project leaders have met with Allen Hospital officials to develop an acceptable plan at their property. The Allen Hospital campus is undergoing a major capital improvement project and, at this time, parking for their facility is in flux as their project and the U.S. 63 project move forward. The final result will be a reconfiguration of the parking lot with a minimal amount of parking space lost.

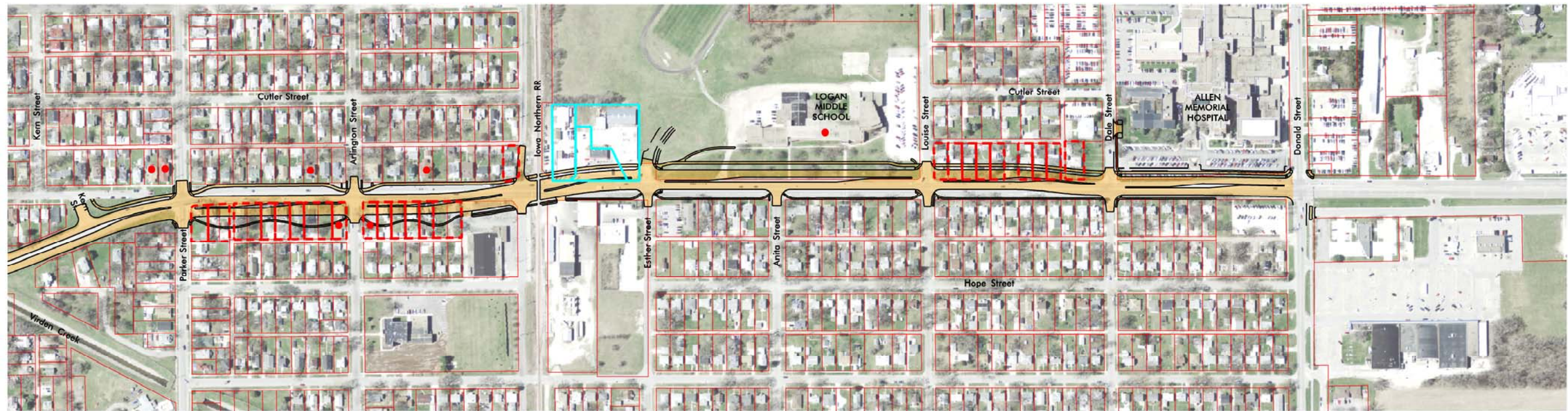
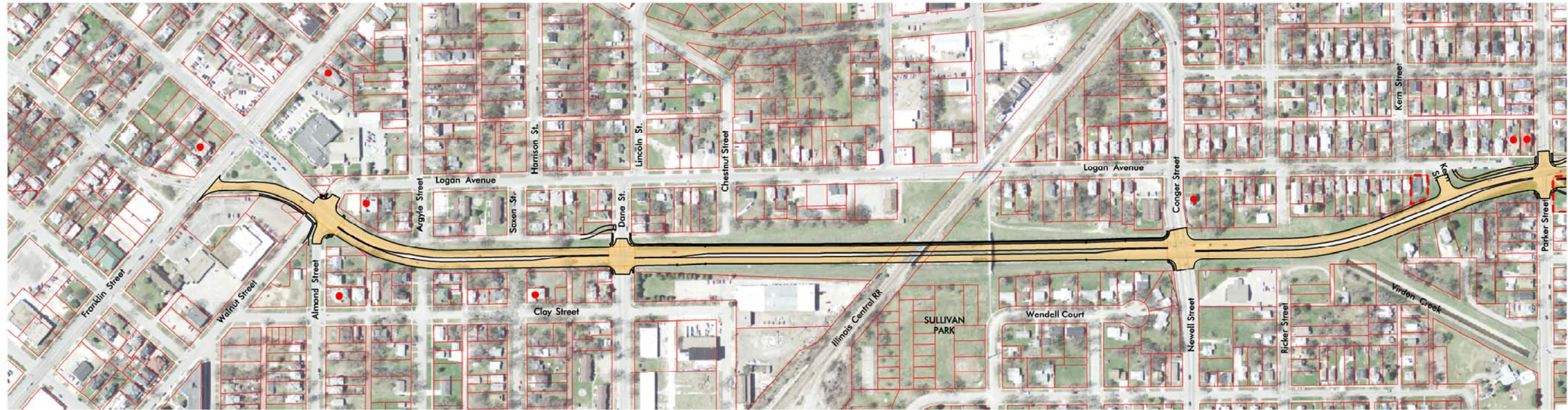
Preliminary right-of-way estimates show that approximately 7 acres of new right-of-way would be needed to construct the Preferred Alternative from Franklin Street to Donald Street. Some of this right-of-way will be used to create a green space buffer between the reconstructed roadway and the remaining houses in the two blocks from Parker Street to the Iowa Northern Railroad. Landscaping is proposed to provide a screen so that the backs of properties are not visible to drivers and to shield the roadway from property owners' views.

Adequate available replacement housing is located in the vicinity of the project area. In an area bordered by Franklin Street on the south, Donald Street on the north, Columbia Street on the west and East 4<sup>th</sup> Street on the east, there are 22 houses for sale as of April 17, 2008. A larger area that encompasses the project area is the Waterloo North 2 (WAN 2), which is an area established by the Waterloo-Cedar Falls Board of Realtors to aid in real estate searches. As of April 17, 2008, there were 41 active houses on the market. Sale prices for houses in this area range from \$14,500 to \$122,500, with the average list price of \$56,900. With this number of houses in this price range, there appears to be adequate replacement housing in the vicinity. The exact number of available houses, location and price range will depend on the houses that are on the market at the time the U.S. 63 acquisitions occur.

All properties to be acquired would fall under the state of Iowa's Acquisition and Relocation Program. This program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), as amended, by the Surface Transportation and Uniform Relocation Assistance Act of 1987. The program provides relocation resources to all residential and business relocates without discrimination. This includes just compensation for such acquired properties (42 USC 4601 et seq., as amended, 1989).

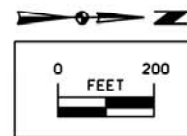
In addition, it is FHWA's policy that persons displaced from their property receive uniform and equitable treatment and do not disproportionately bear the impacts of a project that is intended to provide benefits to a larger group of people (U.S. Department of Transportation - Federal Highway Administration and Iowa Department of Transportation, 1999). FHWA has programs and policies that enforce the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, such as an early





**LEGEND**

- Total Residential Acquisition
- Total Commercial Acquisition
- Historic House \ Building



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**FIGURE 4**  
Preferred Alternative with  
Displacements and Historic Properties

Environmental Assessment  
US Highway 63  
Waterloo, Iowa

September 2008

93122



acquisition program to assist individuals who meet certain hardship criteria and policies to ensure comparable (that is, equal or better) housing for residential relocations.

It is the policy of the state of Iowa that displaced individuals receive fair and equitable treatment and do not suffer disproportionately from highway projects planned for the public as a whole. Persons required to move as a result of this or any highway project are eligible for relocation assistance and may be eligible for moving assistance, supplemental replacement housing payments, and reimbursement for other expenses incurred in purchasing replacement housing. A relocation assistance agent will work with each relocatee to smooth the transition.

### **Churches and Schools**

No churches or schools would be displaced by the project. There are three churches in the project corridor - Immanuel Lutheran Church, Salvation Army and Kingdom Hall of the Jehovah's Witness (Figure 2a). The Immanuel Lutheran Church campus includes a K-8 school at the northeast corner of Franklin Street and U.S. 63. The Salvation Army is located at the northwest corner of Franklin Street and U.S. 63. Kingdom Hall of the Jehovah's Witness is located at Newell Street and U.S. 63.

Immanuel Lutheran School has a total enrollment of 175 students from preschool through 8<sup>th</sup> grade. According to the school's principal, students are not crossing U.S. 63 as pedestrians, as most arrive to school by motor vehicle. Less than 0.03 acre of right-of-way will need to be acquired from the northeast corner of the property near Walnut Street and U.S. 63.

Logan Middle School is located at Louise Street and U.S. 63. The school building has been determined to be eligible for the National Register of Historic Places as an excellent example of the type of schools built after the mid-20<sup>th</sup> century and because it was designed by prominent architect Mortimer B. Cleveland. This school currently has 366 students in grades 6-8 according to the Waterloo Community School District website ([www.waterloo.k12.ia.us](http://www.waterloo.k12.ia.us)). Although this school would not be displaced, some right-of-way would be acquired to construct the roadway and a bike trail along the east side of the Logan School property, adjacent to existing U.S. 63. Since the school is eligible for the National Register because of its architecture, FHWA was consulted to determine if a Section 4(f) Statement would be required. However, since the loss of right-of-way from the property does not have an impact to the structure itself, the project would not require a Section 4(f) Statement according to FHWA. The Waterloo School District has started construction of a new school behind the existing building but plans to also keep the current building. The main access for vehicles will be at the intersection of Esther Street and U.S. 63.

Currently, students cross U.S. 63 mid-block to get to and from the school. This is an unsafe practice that the Waterloo School District hopes to solve, in part, with the improvement of U.S. 63. Fencing will be added between the new sidewalk/recreational trail and U.S. 63 in an attempt to force students to cross U.S. 63 at intersections only. Pedestrian crossings will be allowed at two intersections near Logan Middle School, at Louise Street and Esther Street. Pedestrian signals are planned at these intersections, and the crossings will be clearly demarcated for both pedestrians and drivers to easily see.

### **Bus Routes**

Currently, there are no city buses that stop on U.S. 63. Because of the volume of traffic and the physical constraints of the roadway, there is no place to safely have a bus stop. Short portions of two city bus routes use U.S. 63. During construction, detours for these routes would be necessary. There are parallel city streets that could likely be used during time of construction. Waterloo Community District school buses travel on U.S. 63 to get to Logan Middle School and Lincoln and Longfellow Elementary Schools.

Bus stops on U.S. 63 are not planned, according to the Waterloo Metropolitan Transit Authority, and would not be incorporated into the project; however, there is space to accommodate them should one or more be requested.

### **Pedestrians and Bicyclists**

A multi-use pedestrian/bicycle trail is planned for the project. The 10-foot wide trail would be on the west side of U.S. 63 and extend from just south of Parker Street to Donald Street (Figures 2a and 2b). At Logan Middle School, the trail is proposed to curve up onto this property to create additional open space, serve as a walkway for students and add interest for trail users.

To aid in increasing a pedestrian-friendly facility, a 5-foot sidewalk will be added along the east side of U.S. 63 from Parker Street to Donald Street. Safety is a concern among local residents; therefore, pedestrian crossings will be incorporated on all signalized intersections. The signalized intersections will be at Almond Street, Newell Street/Conger Street, Parker Street, Esther Street, Louise Street and Donald Street. All crossings will conform to Americans with Disabilities Act requirements.

### **AIR QUALITY**

Air quality impacts of this project are expected to be very minor. There would be temporary air quality impacts during construction of the project. Standard construction specifications require contractors to comply with state regulations, including limitations on generation of fugitive dust.

This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project.

### **Mobile Source Air Toxins**

This EA includes a basic analysis of the likely Mobile Source Air Toxins (MSAT) emission impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the alternatives in this EA. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

**Information that is Unavailable or Incomplete:** Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

- **Emissions** - The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE 6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE 6.2 is a trip-based model -- emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only



approximate the operating speeds and levels of congestion likely to be present on the largest scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter (PM), the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE 6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, EPA has identified problems with MOBILE 6.2 as an obstacle to quantitative analysis.

These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE 6.2 is an adequate tool for projecting emissions trends and performing relative analyses between alternatives for very large projects, but it is not sensitive enough to capture the effects of travel changes tied to smaller projects or to predict emissions near specific roadside locations.

- **Dispersion** - The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide to determine compliance with National Ambient Air Quality Standards (NAAQS). The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.
- **Exposure Levels and Health Effects** - Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

***Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs.*** Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxic air pollutants when aggregated to a national or state level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust** (DE) is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.
- **Diesel exhaust** also represents chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA and industry, has undertaken a series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes -- particularly respiratory problems. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria (CO<sub>2</sub>, O<sub>3</sub>, NO<sub>x</sub>, and PM<sub>10</sub>) and other pollutants. The FHWA cannot evaluate the validity of these studies but, more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

***Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of impacts Based Upon Theoretical Approaches or Research Methods Generally Accepted in the Scientific Community.*** Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have “significant adverse impacts on the human environment.”

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled “A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives.” This document can be found at: [www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm](http://www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm).

For each alternative in this EA, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives is slightly higher than that for the No Build Alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE 6 emissions model, emissions of all of the priority MSATs, except for diesel particulate matter, decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

Because the estimated VMT under each of the alternatives is nearly the same, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the Preferred Alternative will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, there may be localized areas where ambient concentrations of MSATs could be higher under this alternative compared with the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built from Parker Street to Donald Street under the

Preferred Alternative. The homes on the west side of U.S. 63, from Parker Street to the Iowa Northern Railroad (INRR), would likely have a decrease in MSATs because the roadway would be moving farther away while homes along U.S. 63 on the east side from Parker Street to the INRR would be displaced. The second tier of homes on the east side would possibly experience increases in MSATs since the roadway would be closer. From the INRR to Donald Street, Logan Middle School and houses on the west side of U.S. 63 would be closer to the roadway than they are currently and could experience higher MSATs than they currently do. Houses on the east side within this segment could have a decrease in MSATs since the Preferred Alternative for U.S. 63 would be farther away. However, as discussed above, the magnitude and the duration of these potential increases and decreases compared to the No Build Alternative cannot be accurately quantified due to the inherent deficiencies of current models. In sum, when a highway is widened and, as a result, moves closer to receptors, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will, over time, cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

In this document, FHWA has provided a qualitative analysis of MSAT emissions relative to the various alternatives and has acknowledged that the Preferred Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated.

## **NOISE IMPACTS**

This section presents a summary of the analysis of the potential noise impacts generated by the Preferred Alternative. A comparison of existing (2005) and future (design year 2025) noise levels is made.

Noise-sensitive locations in the project area consist mostly of residences located along the project area. Other noise-sensitive locations include a hospital, a school and two churches. Several businesses are located throughout the corridor. The terrain surrounding the corridor consists mostly of level ground.

### **Noise Impacts**

The majority of the 160 receivers represent single-family or other residential structures located adjacent to the proposed facility. The remaining receivers include several businesses, a school, a hospital and two churches. Figures 5a and 5b show the location of each noise receiver in the project area.

Existing noise levels range from 53 to 72 dBA. One church and 97 out of the 147 residences adjacent to the corridor are currently impacted by traffic noise, according to FHWA criteria. No commercial locations are now impacted. Of the 160 locations modeled, 61 percent currently experience traffic noise impacts.

In the design year under the No Action Alternative, noise levels are expected to increase by 1 to 2 decibels to a range of from 54 to 73 dBA. One church and 101 out of 147 residences are expected to be impacted by traffic noise under the No Action Alternative by 2025. No commercial locations would be impacted. Of the 160 locations modeled, 64 percent would experience traffic noise impacts under the No Action Alternative by 2025.



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Aerial Photography Source: Black Hawk County, 2007

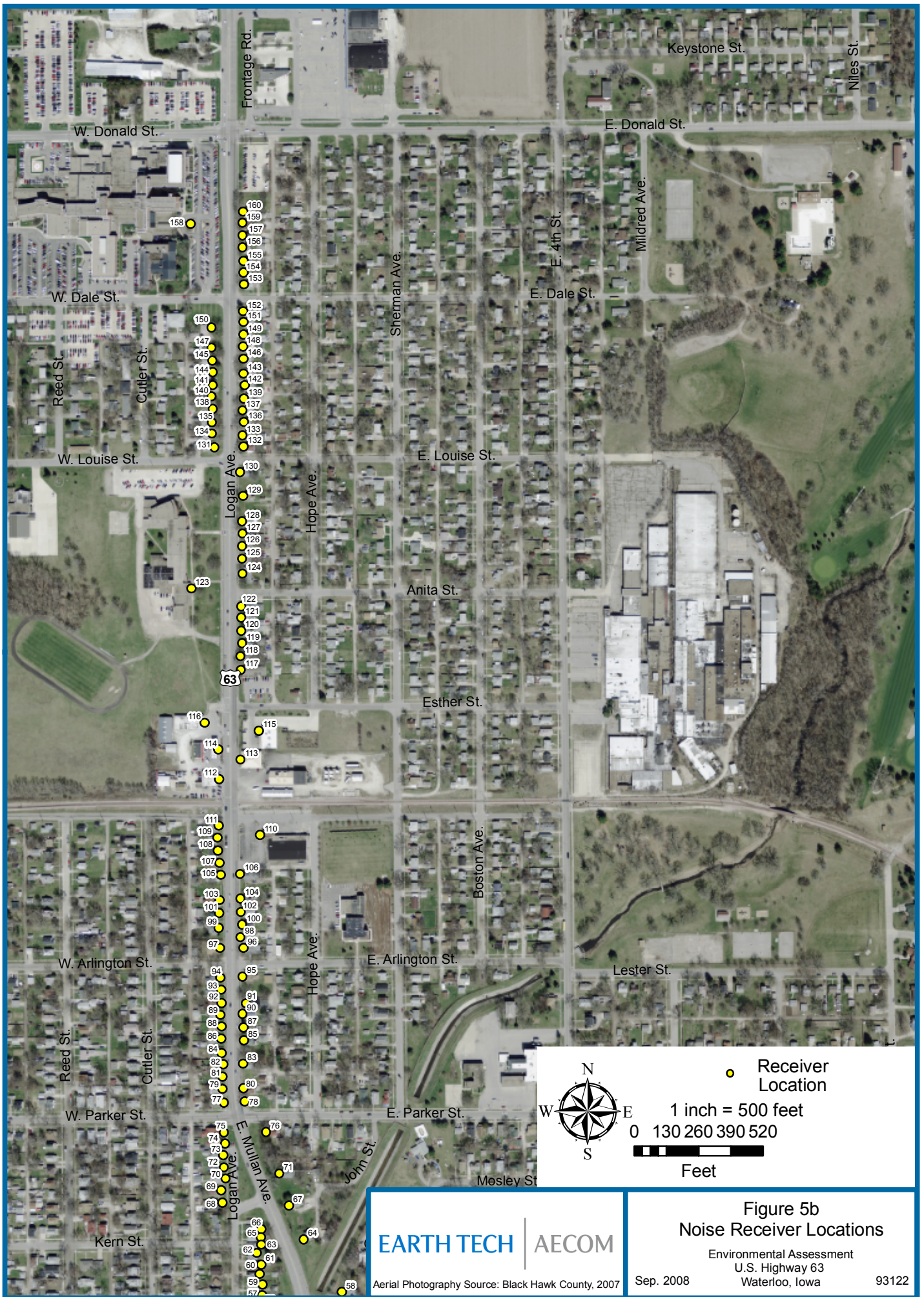
Figure 5a  
Noise Receiver Locations

Environmental Assessment  
U.S. Highway 63  
Waterloo, Iowa

Sep. 2008

93122





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Aerial Photography Source: Black Hawk County, 2007

Figure 5b  
Noise Receiver Locations

Environmental Assessment  
U.S. Highway 63  
Waterloo, Iowa

Sep. 2008

93122

In the design year under the Preferred Alternative, noise levels are expected to range from 53 to 71 dBA. Of the 160 locations modeled, 29 would be displaced by the Preferred Alternative. Noise levels would be either reduced by as much as 2 dBA or would remain unchanged at 70 locations. At all of the other 61 locations not displaced by the project, traffic noise would be expected to increase by as much as 3 dBA. One church and 73 residences are expected to be impacted by traffic noise under this alternative. Of these 74 locations, 71 are currently impacted. No commercial locations would be impacted. Of the 131 locations not displaced by the project, 56 percent would experience traffic noise impacts under the Preferred Alternative by 2025.

### **Noise Abatement Analysis**

In keeping with Iowa DOT policy, a traffic noise abatement analysis was performed for the locations that would experience traffic noise impacts under the Preferred Alternative.

Noise walls placed adjacent to the roadway would attenuate traffic-related noise and are the most practical and commonly used measure. When proven effective and feasible, such barriers may be used for noise abatement. An effective barrier must break the line-of-sight and typically extends parallel to the roadway alignment for a length of four times the perpendicular distance to the last protected receptor. A substantial noise reduction is the goal when implementing a noise barrier. Iowa DOT considers at least a 5 dBA noise reduction as substantial, and this is the minimum goal for this project.

Noise barriers must also meet criteria for reasonableness, including cost effectiveness. Iowa DOT considers a maximum cost of \$35,000 per benefited receptor (based on 2007 costs) to be reasonable from the standpoint of cost effectiveness. In addition, reasonable barriers must generally protect at least two residences (i.e., barriers will not be built to protect individual residences).

Noise barriers were considered for the impacted locations. At all potential noise wall locations considered, noise walls were found to not be effective or not feasible from an engineering standpoint. The effectiveness of noise walls is substantially compromised when access openings for driveways and cross streets need to be provided. In the U.S. 63 corridor, noise walls would need to have gaps at each intersection, which occur every 500 to 600 feet. This would reduce the effectiveness of a wall for properties near the intersections. Noise walls would also need to be set back far enough to allow sight distance at the intersections; thus, noise walls would block access to the sidewalk and other amenities that will be provided in the right-of-way. Several of the impacted receivers represent locations occupied by single residences; construction of noise walls to protect these locations would also not be reasonable.

Because none of the noise wall locations considered were reasonable, feasible and effective, the construction of noise walls to provide noise abatement at the impacted locations will not be included as part of this project.

### **NATURAL RESOURCES AND WETLAND IMPACTS**

Iowa Department of Natural Resources found no record of unique natural communities or for rare species within the project corridor. A field check conducted by the project's biologist on February 7, 2007, did not find any natural areas within the impact area for the project.

A check of the National Wetland Inventory maps shows no wetlands in the project corridor except for the Viriden Creek channel. Viriden Creek will not be impacted by the construction of this project.



## **WATER QUALITY**

Only one waterway occurs in the project corridor -- Virden Creek (see Figure 2a). It is a goal of this project to maintain water quality of this creek during construction. An erosion control plan will be developed during the final design phase and will be implemented during construction to achieve this goal.

## **PARKS AND RECREATIONAL AREAS**

No parks or recreational areas would be impacted by construction of the project. Sullivan Park is located along U.S. 63 south of Newell Street (see Figure 2a). It has many amenities, including a playground, basketball courts, picnic tables, a shelter, restrooms and a ball diamond. The ball diamond is the park feature adjacent to U.S. 63; however, improvements to the roadway will not require any right-of-way or easements from the park.

## **CULTURAL RESOURCES**

An intensive-level survey of structures on both sides of U.S. 63 from Franklin Street to Donald Street was done to determine if any of the buildings were considered significant under National Register of Historic Places (NRHP) criteria. The report was completed in June 2007 and found that 11 structures within the project corridor were eligible for listing on the NRHP. The State Historic Preservation Office (SHPO) concurred with this finding on November 8, 2007 (see letter in Appendix A). Of the 11 significant properties, two will be impacted by the project. These properties are located at 1252 and 1302 Logan Avenue; both are single-family residences. (Logan Avenue is also known as U.S. 63.) In accordance with FHWA guidelines and requirements, a Section 4(f) Statement has been prepared to address the impacts to these properties. The Draft Section 4(f) Statement appears at the back of this document. A Memorandum of Agreement for the mitigation of these structures appears in Appendix D of the Draft Section 4(f) Statement.

Seven of the significant historic structures are adjacent to U.S. 63, including the National Register-listed Dunsmore House and contributing elements to it. All of this site will be avoided by the project. It is recommended that precautions be taken to prevent indirect impacts to these structures from vibration. Some precautionary methods include a precondition survey of adjacent structures, threshold and peak limits on vibration, seismic monitoring of the structures during construction, and special construction methods that limit vibration.

An archeological survey was completed in April 2007 on parcels that contained potential for recovering information as determined by the archaeological consultant. These parcels were located within the area of potential effect (APE). Of the 156.5 acres examined, a total of 11 previously unknown sites were recorded. Ten of these sites are considered ineligible for the National Register of Historic Places. One site (13BH159) is considered significant as a historic habitation site. However, this site will be avoided by the project. SHPO concurred with the findings of this report on May 24, 2007 (see letter in Appendix A). There were two limitations to the SHPO concurrence, including: 1) Site 13BH159 be avoided, and 2) unsurveyed properties, if determined to be impacted by the project, be surveyed during final design.

## **REGULATED MATERIALS**

Regulated materials are an important issue in a roadway project since current legislation requires the identification of known sites where hazardous substances are present. To avoid costly cleanup liabilities



and project delays, early location of any recognized environmental conditions should be brought to the attention of highway planners.

A records search found no CERCLA (Superfund) sites in the project corridor. Also, no former solid waste disposal sites or current landfill locations would be affected by the proposed project or the Preferred Alternative.

A gas station, the New Star Mart #1, 1415 Logan Avenue, is the site of a former leaking underground storage tank. Cleanup was completed in 2003 and currently no action is required, but it is a regulated underground storage tank (UST) site. This business is planned to be a total acquisition because of the damages to it. For construction of the proposed project, the pumps would be impacted. The pumps would have to be moved in order for the business to continue operation, and there is no space on the property to do so. Several regulated USTs are located at Allen Hospital, 1825 Logan Avenue. None of the tanks would be impacted by the proposed project.

## **UTILITIES**

There are several utilities in the project corridor. Some utilities are entirely underground, including gas (MidAmerica), sanitary sewer, storm sewer, and water (city of Waterloo). Electric is owned by the city of Waterloo for street lighting and traffic signals which are underground, but MidAmerica owns the remainder which is all overhead. Telephone is both underground and above ground in the project area and is owned by Qwest. Mediacom service lines are overhead and are located on MidAmerican poles primarily in alleys only crossing the project at Franklin Street, Conger Street and Donald Street.

Utilities located above ground within the project's construction limits will need to be relocated by the owner of that utility. Underground utilities within the project's construction limit will have the option of relocating their services at their expense. Continued coordination with utility companies will be done as the project moves into final design.

## **CUMULATIVE IMPACTS ANALYSIS**

This section addresses cumulative impacts of other projects on and near U.S. 63 over time. Cumulative impacts are the combination of direct and indirect impacts of U.S. 63 added to the impacts of other past, present and reasonably foreseeable future actions of other projects.

Prior to the 1960s, U.S. 63 was a 2-lane rural roadway. It was a typical cross section for the time, with a 66-foot right-of-way and granular-surfaced shoulders with ditches. Many of the houses within the project corridor had driveway access directly onto the highway. Then, in the early 1960s, the roadway was widened to a 53-foot wide, 4-lane curbed roadway with a 70-foot right-of-way which put the roadway as close as 10 feet from some houses. The driveways were relocated to the back of the properties to limit access to the highway. New, 4-foot wide sidewalks were constructed on each side of the street, separated from the curb by a narrow, 3.5-foot setback. The existing street signs, light poles, utility poles, fire hydrants and snow storage area are located within this 3.5-foot setback. This widening of U.S. 63 has been the source of many proximity-related impacts to the adjacent houses and surrounding neighborhoods. Some of these proximity-related impacts are listed below.

- High Traffic Noise Levels
- Vibrations From Truck Traffic
- Lack of Left-Turn lanes, Resulting in High Traffic Crash Rates and Injuries

- Lack of Safe Pedestrian Crossing Areas at Logan Middle School
- Several Pedestrian Injury Accidents and Frequent Pedestrian “Near Misses”
- Poor Access to Public Transportation Due to Lack of Bus Stop Turnouts on U.S. 63
- Frequent Water Service Line Breaks Due to Water Main Being Located Under the Pavement
- Poor Visual Quality Along the Highway

Over the past 10 years, new development has occurred immediately north of Donald Street. The following are new businesses that have been constructed, listed from newest to oldest:

- Hy-Vee Food Store
- Hy-Vee Gas Station
- McDonald’s Restaurant
- Rent-a-Center
- Motel 6

Although U.S. 63 can handle the additional capacity these projects have created, the increased traffic has contributed to the negative impacts houses adjacent to U.S. 63 have been experiencing, particularly noise and safety issues. Many of the houses that will remain after U.S. 63 is constructed will have no change or a decrease in noise since the roadway will be farther away than it is currently. These property owners also benefit from the new developments due to their close proximity and the added convenience.

Other new developments are planned in the Donald Street vicinity. A new Walgreen’s store is under construction at the southeast corner of U.S. 63 and Donald Street. It will open in the summer of 2008 and have access available off both U.S. 63 and Donald Street. Allen Hospital is planning a \$47 million capital improvement to their campus. Construction is underway, and the project is expected to be completed by spring 2009. A new Cardiac Healthcare Professional Building is being constructed just east of U.S. 63 on Donald Street. Logan Plaza is planning a face lift to its property, with plans in the development phase. Menard’s has plans to build a new home improvement store with out-lots about 0.5 mile north of Donald Street. This is an area of Waterloo that has been previously underserved for services such as Menard’s and Walgreen’s.

Three other projects to improve U.S. 63 are in progress; two are planned in the future and one was recently completed. They are briefly discussed in the following paragraphs.

The recently completed project is referred to as the Westfield Avenue Connection and was classified as a Categorical Exclusion (CE) under NEPA. This project connects northbound U.S. 63 directly to Westfield Avenue. The main purpose of this project was to provide a direct access to John Deere and TechWorks, two employment centers on Westfield Avenue whose employees previously had to go through downtown Waterloo to reach their destination. This connection is not anticipated to have a direct or indirect effect on the Franklin Street to Donald Street portion of U.S. 63 as it is approximately 1 mile south of Franklin Street.

Sidewalk and pedestrian signal improvements near the U.S. 218/U.S. 63 interchange are planned for an early 2009 letting. This project was classified as a CE under NEPA. The purpose of this project is to provide pedestrian accommodations and access to the neighborhood south of this interchange. Currently, there are worn paths in the right-of-way indicating where persons walk through the interchange at uncontrolled locations. Sidewalks and bike trails will be added to accommodate this usage and provide safe crosswalks where none exist currently. When this interchange was constructed in the 1980s, sidewalks were removed, and this project is returning it to its pre-interchange pedestrian accessibility.

This project is consistent with the Franklin Street to Donald Street portion in that it is providing safe, accessible pedestrian accommodations.

A third project has been identified on the long-range planning for U.S. 63. This project, which would relocate the downtown crossover between East Mullan Avenue and East First Street, is currently not funded and is a low priority. It is not included in any schedule for construction at this time. Currently, U.S. 63 “crosses over” to become a one-way couplet between Franklin Street and Mulberry Street. This project proposes to move this crossover two blocks south, between Lafayette Street and Sycamore Street. The purpose of this project is to better accommodate traffic for business development in these blocks by providing more two-way traffic. This project would likely require an Environmental Assessment under NEPA to address the impacts to homes, right-of-way, businesses, traffic, etc. Overall, it is anticipated this project would have both beneficial and negative impacts on this area of downtown.

Future development along U.S. 63 could be reasonably expected to continue, particularly from Parker Street north. Other development along the corridor, such as additional housing areas and/or commercial areas, may also be expected. None of these possible projects, nor the U.S. 63 projects, will have any impact on wetlands, threatened or endangered species, unique natural communities, or churches and schools in the corridor. The Preferred Alternative would have adequate capacity to accommodate unknown development activities, and it would accommodate future bus turnouts, if requested by MET Transit, to assist in low-income transportation needs.

One of the key goals of this project is to rectify many of the proximity impacts that affect adjacent homeowners and the surrounding neighborhoods. By creating greater setbacks, more green space, turn lanes, safer pedestrian accommodations and recreational opportunities, most of these impacts are anticipated to be reduced or eliminated, even with continued growth and development in the area. The overall cumulative impact of U.S. 63 and the consequences of subsequent related actions to resources examined in this EA have been evaluated and are not considered to be collectively significant.

## VI. SUMMARY AND COMPARISON OF ALTERNATIVES

This section summarizes the impacts between the No Action Alternative and the Preferred Alternative for the improvements of U.S. 63. The impacts and general features of each alternative are summarized in Table 2.

**TABLE 2**  
**SUMMARY OF IMPACTS**  
**U.S. 63 CORRIDOR ALTERNATIVES**

	No Action Alternative		Preferred Alternative	
Length (Mi)	1.6		1.6	
Right-of-Way Acquired (Acres)	0		7	
Parcels Affected (No.)	<u>Total</u>	<u>Partial</u>	<u>Total</u>	<u>Partial</u>
Commercial	0	0	3	3
Residential	0	0	29*	18
Schools	0	0	0	2
Hospital	0	0	0	2
Businesses Acquired (No.)	0		3	
Residences Acquired (No.)	0		26	
Compatible With Land-Use Plans	Yes		Yes	
Archaeology Sites Impacted	0		0	
Historic Properties Impacted (No.)	0		2	
Noise Impacts (No. Receptors)	102 <sup>1</sup>		70 <sup>2</sup>	
Estimated Construction Cost (2008 Dollars)	**		\$10.35 Million	

\* Includes vacant lots.

<sup>1</sup> Currently 98 receptors are impacted.

<sup>2</sup> Currently 68 receptors are impacted.

\*\* Costs associated with the No Action Alternative were not estimated for this project; however, routine maintenance costs would be expected. Further, the life expectancy for this segment of roadway is 5-10 years and would require a total reconstruction which would cost several million dollars to construct.

## VII. DISPOSITION

This EA concludes that the proposed project is necessary for safe and efficient travel within the project corridor. The project will have no significant social, economic or environmental impacts of a level that would warrant an environmental impact statement. Final alternative selection will occur following completion of a public review period and Location Public Hearing.

Permits that will be required for this project include a water main relocation permit, NPDES permit and a construction permit for work done on Iowa DOT right-of-way. Also, stipulations of the Memorandum of Agreement for cultural resources must be met as this project moves forward.

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



## VIII. COMMENTS AND COORDINATION

### AGENCY COORDINATION

Appropriate federal, state and local agencies were contacted on July 14, 2006 as part of early coordination, for their comments concerning this project. Comment letters received are shown in Appendix B. The agencies contacted are listed below.

#### **U.S. Environmental Protection Agency**

U.S. Department of Interior – Office of Environmental Policy and Compliance

U.S. Fish and Wildlife Service

#### **U.S. Army Corps of Engineers**

Federal Emergency Management Agency

Iowa Northland Regional Council of Governments (INRCOG)

State Historical Society of Iowa

Iowa Department of Natural Resources – Environmental Protection Division

#### **Iowa Department of Natural Resources – Parks, Recreation and Preserves Division**

Waterloo Leisure Services

Waterloo Mayor Tim Hurley

Waterloo City Council

#### **Waterloo Water Works**

Waterloo Community School District

Metropolitan Transit Authority

Waterloo Housing Authority

Waterloo Community Planning and Development Department

---

\*Agencies responding to early coordination are shown in **bold**.

Comments received include:

- U.S. Environmental Protection Agency (EPA) does not anticipate significant impacts as a result of this project.
- U.S. Army Corps of Engineers (COE) commented that the project does not involve any COE administered land. Any proposed placement of fill or dredged material into waters of the United States requires Department of the Army authorization.
- Iowa Department of Natural Resources stated their records for the project area found no site-specific information related to rare species or unique natural communities. They also noted that a storm water discharge permit would be required if construction activity involves 1 acre of bare soil or more.
- Waterloo Water Works commented that relocation of water mains should be paid for as part of the project. The water mains in the project area are very dependable, and leaks that occur are from service lines owned by private customers.

## **PUBLIC COORDINATION**

Public involvement has been extensive for this project. During the Corridor Study phase of the project, several opportunities were given for the public to comment, including a community-wide forum, two public information meetings, two small area forums, numerous neighborhood meetings and one-on-one meetings. These meetings helped keep the public informed of the project while also giving them opportunities to influence some aspects of the project.

Keeping the public informed of the project has been a goal of the Environmental Assessment phase of the project. A public information meeting (PIM) was held on March 20, 2007, at the Waterloo Center for the Arts (225 Commercial Street). A questionnaire was distributed at that time, and 57 people returned a completed form over the succeeding four months. Most of the focus of this meeting was on the U.S. 63/U.S. 218 interchange area which is not part of this EA.

A U.S. 63 Citizens Advisory Committee (CAC) was organized to provide a forum for neighborhood representatives and other interested citizens to be involved with the U.S. 63 project. The first meeting of the 14-member Advisory Committee was held on June 7, 2007. An overview of the project goals, work completed to date and schedule was presented and discussed. Subsequent meetings with the CAC were held on September 20, 2007, and January 31, 2008; and future meetings are planned approximately every three to four months through the life of the project.

Public Involvement Unlimited, LLC, (PI) has been actively meeting on behalf of the city of Waterloo with individuals, neighborhood groups and businesses regarding the U.S. 63 project since 2006. PI has attended over 150 meetings with all neighborhood associations within the U.S. 63 project corridor, business owners and managers, organizations and individuals. Neighborhood associations that have boundaries within the U.S. 63 project corridor include: Common Grounds Neighborhood Association, Cityview Neighborhood Association, Franklin Gateway Neighborhood Association, Gates Park Neighborhood Association, MAPLES Neighborhood Association, Good Shepherd Neighborhood Association and Walnut Neighborhood Association.

**REFERENCES**

- Earth Tech. January 2005. Environmental Justice Report: Highway 63 Corridor Plan, Waterloo, Iowa. Prepared for City of Waterloo, Iowa, and Iowa Department of Transportation.
- Earth Tech. February 2005. Highway 63 Corridor Plan From U.S. Highway 218 to Donald Street in Waterloo, Iowa. Prepared for City of Waterloo, Iowa, and Iowa Department of Transportation.
- Earth Tech. August 2008. U.S. 63 Franklin Street to Donald Street Cumulative Impacts Technical Memorandum, Waterloo, Iowa. Prepared for City of Waterloo, Iowa, and Iowa Department of Transportation.



**APPENDIX A  
STATE AND TRIBAL  
HISTORIC PRESERVATION OFFICE  
CONCURRENCE LETTERS**

800 Lincoln Way, Ames, Iowa 50010

515-239-1795  
FAX # 515-239-1726

July 20, 2007

Ref. # NHSX-63-6(69)--3H-07  
Black Hawk County  
Primary

Ralph Christian  
Review & Compliance  
Community Program Bureau  
State Historical Society of Iowa  
600 East Locust St.  
Des Moines, IA 50319

**R&C# 050907102**

Dear Ralph:

**RE: U.S. 63 Improvements, U.S. 218 to Donald Street**

Enclosed for your review and comment is the Historic Architectural Evaluation for the above-mentioned federally funded project. The report covers a project area from Donald St south to US 218 to improvement the traffic flow. The 316 properties on either side of the 2.25 miles corridor were examined. Properties within the corridor are very diverse and range in age from 1865 to 2005. A total of 26 properties were found to be listed or eligible for listing on the National Register of Historic Places. [see table 1]

A total of 176 previously evaluated properties were re-examined. Six previously eligible properties were found to have lost integrity through the years and determined not eligible for the NR. Of the newly evaluated properties all but 2 properties were found ineligible due to modern age, poor integrity or lack of significance.

The US 63 improvement corridor has recently been reduced to extend from Donald St south to Franklin St. Twelve historic properties are located within the adjusted corridor. The corridor is wide and not expected to impact the five historic properties between Franklin and Newell St.

**Historic Properties between Franklin and Newell St.**

Inventory #	Address	Impact
07-04393	71 Franklin	Avoided
0704399	112 Franklin	Avoided
07-06431	216-218 Logan	Avoided
07-02106	337 Almond	Avoided
07-08344	339 Saxon	Avoided

The corridor will be widened between Newell and Donald St. Four properties are at risk, two of which are expected to be a total take depending on the chosen alignment.

Ralph Christian  
US 63 – US 218-Donald St  
July 20, 2007

**Historic Properties between Newell and Donald St.**

07-06478	902 Logan	Avoided
07-06516	1139 Logan	Avoided
07-06515	1135 Logan	Avoided
07-06530	1239 Logan	Potential take
07-06533	1252 Logan	Potential take
07-06534	1302 Logan	Potential take
07-06541	1319 Logan	Potential take
07-11143	1515 Logan	Avoided

All the historic properties within the corridor that are avoided by direct impact should be reviewed for the potential for construction vibration when the project development has progressed to the extent such can be determined.

Based upon the results of the historic report and conversation with the environmental consultant, the Department has made the determination of **Adverse Effect**. When the preferred design has been established, consultation according to 36CFR 800.6 will proceed to mitigate the total takes and minimization of potential vibration affects. If you agree with the determination, Please sign the concurrence line below, attach comments, and return this letter. If you have any questions, please contact me.

Sincerely,

Judy McDonald  
Office of Location & Environment  
Judy.mcdonald@dot.iowa.gov

JM

Enclosure

cc: Vicki Dumdei, District 2  
DeeAnn Newell, OLE--NEPA  
Brenda Durban, Earth Tech  
Leah Rogers, Tallgrass

Concur:

\_\_\_\_\_  
SHPO

\_\_\_\_\_  
Date



APR 24 2007  
0510 07071



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035

FAX # 515-239-1726

April 20, 2007

Ref. # NHSX-63-6(69)--3H-07  
Black Hawk County  
Primary

Doug Jones  
Review & Compliance  
Community Program Bureau  
State Historical Society of Iowa  
600 East Locust St.  
Des Moines, IA 50319

R&C# **051007071**  
**050907102**

Dear Doug:

## **RE: U.S. 63 Improvements, U.S. 218 to Donald Street**

Enclosed for your review and comment is the Phase I Archaeological Investigation for the above-mentioned federally funded project. The project proposes to improve the traffic flow on US 63 from Donald St south to US 218 at Belmond Ave. The corridor extends approximately 50-150 ft on either side of the current right of way plus areas along side streets where improvements are planned. A total of 156.5 acres was surveyed for this investigation.

The archaeological investigation included background research of site records, soils maps and historic maps. Eleven archaeological sites were recorded during this survey. These sites include historic habitation sites (13BH151, 152, 154, 156, 158 and 159), multi-component prehistoric /historic sites (13BH153 and 155), and historic flood control feature (13BH160), and a historic railroad grade (13BH163). All of these sites were found to be individually ineligible for the National Register. The only exception is 13BH159, which may be potentially considered a contributing element of the National Register listed Dunsmore House property.

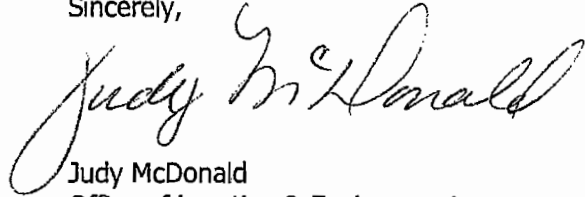
The consultant was unable to obtain access to two properties, 216 Dane Street and the SE corner of Lafayette/Thompson Streets. The Dane St properties is considered to have limited potential for a significant archaeological site. The other property has the potential for containing prehistoric materials.

Based upon the results of the Phase I report, we have made the determination of **No Historic Properties with the condition** that 13BH159 and the un-surveyed properties are avoided. If any of the three un-surveyed properties are to be impacted, this determination will be reconsidered in light of the new information. If you agree

Doug Jones  
US 63 - US 218-Donald St  
April 20, 2007

with the determination, Please sign the concurrence line below, attach comments, and return this letter. If you have any questions, please contact me.

Sincerely,



Judy McDonald  
Office of Location & Environment  
Judy.mcdonald@dot.iowa.gov

JM

Enclosure

cc: Vicki Dumdei, District 2  
DeeAnn Newell, OLE--NEPA  
Brenda Durban, Earth Tech  
Leah Rogers, Tallgrass

Concur:

Douglas W. Jones  
SHPO

5/24/2007  
Date



# Iowa Department of Transportation TRIBAL NOTIFICATION

Date July 24, 2006 IA DOT contact Randy Faber  
 IADOT project # MHSX-63-(69)-3H-07 Phone # 515-239-1215  
 Location Black Hawk County, Waterloo E-mail randall.faber@dot.iowa.gov  
 Description US 63 from Cedar River north to Donald Street

**Type of Project**

<input type="checkbox"/> VERY SMALL - Disturb less than 12 inch depth (plow zone)	<input checked="" type="checkbox"/> LARGE - Improve existing road from 2-lanes to 4-lanes
<input type="checkbox"/> SMALL - Grading on existing road, shouldering, ditching, etc.	<input type="checkbox"/> LARGE - New alignment
<input type="checkbox"/> SMALL - Bridge or culvert replacement	<input type="checkbox"/> OTHER

**Type of Coordination/Consultation Points**

<input checked="" type="checkbox"/> 1--Early project notification (project map and description)	<input type="checkbox"/> 3--Consultation regarding site treatment
<input type="checkbox"/> 2--Notification of survey findings (Phase I)	<input type="checkbox"/> 4--Data Recovery Report
<input type="checkbox"/> 2a--Notification of site evaluation (Phase II)	<input type="checkbox"/> 5--Other

**Type of Findings**

<input type="checkbox"/> No American Indian sites found --Section 106 Consultation Process ends *	<input type="checkbox"/> Potentially significant American Indian sites found (see map and list of sites)
<input type="checkbox"/> American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*	<input type="checkbox"/> American Indian sites eligible for National Register listing cannot be avoided (see map)
<input type="checkbox"/> Avoided American Indian sites eligible for National Register listing (see map and list of sites) --Section 106 Consultation Process may or may not end	<input type="checkbox"/> Burial site found

\* in the event of a late discovery consultation will be reopened

\_\_\_\_\_ # of non-significant prehistoric sites  
 \_\_\_\_\_ # of potentially significant prehistoric sites  
 \_\_\_\_\_ # of National Register eligible prehistoric sites

**Affects National Register Properties**

<input type="checkbox"/> Investigating avoidance or minimizing harm options	<input type="checkbox"/> Protected
<input type="checkbox"/> Avoided	<input type="checkbox"/> 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** \_\_\_\_\_

Mildred Hudson Name  
Oto-Missouria Tribe of Oklahoma Tribal Name  
7/29/06 Date



**APPENDIX B**  
**AGENCY COORDINATION LETTERS**



REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS  
CLOCK TOWER BUILDING - P.O. BOX 2004  
ROCK ISLAND, ILLINOIS 61204-2004

<http://www.mvr.usace.army.mil>

August 10, 2006

Planning, Programs and  
Project Management Division

Ms. Brenda J. Durbahn  
Earth Tech  
501 Sycamore Street, Suite 222  
Waterloo, Iowa 50703

Dear Ms. Durbahn:

I received your letter dated July 14, 2006, concerning U.S. 63 Environmental Documentation and Design Project, Waterloo, Iowa (NHSX-63-6(69)—3H-07, Earth Tech Project No. 93122). Rock Island District staff reviewed the information you provided and have the following comments:

- a. Your proposal does not involve Rock Island District Corps of Engineers (Corps) administered land; therefore, no further Rock Island District Corps real estate coordination is necessary. However, construction will occur in the vicinity of the Waterloo Local Flood Protection (LFP) project levee and floodwall located along Cedar River at Mullan Avenue and First Street. The project's designers in conjunction with the City of Waterloo will need to submit a project modification request through the Corps Emergency Management offices if any changes are being made to the bridge, abutments, piers, floodwalls or levee part of the Waterloo LFP project. Mr. Kent Stenmark is the Division Chief and can be contacted by writing to this address or telephone at 309/794-5325.
- b. Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army (DA) authorization. We require additional details of your project before we can make a final determination. When detailed plans are available, please complete and submit the enclosed application packet to the Rock Island District for processing (enclosure).

c. The Responsible Federal Agency should coordinate with Ms. Lavon Grimes, Iowa Historic Preservation Agency, ATTN: Review and Compliance Program, State Historical Society of Iowa, Capitol Complex, Des Moines, Iowa 50319 to determine impacts to historic properties.

d. The Rock Island Field Office of the U.S. Fish and Wildlife Service should be contacted to determine if any federally listed endangered species are being impacted and, if so, how to avoid or minimize impacts. The Rock Island Field Office address is: 4469 - 48th Avenue Court, Rock Island, Illinois 61201. Mr. Rick Nelson is the Field Supervisor. You can reach him by calling 309/793-5800.

e. The Iowa Emergency Management Division should be contacted to determine if the proposed project may impact areas designated as floodway. Mr. Dennis Harper is the Iowa State Hazard Mitigation Team Leader. His address is: Hoover State Office Bldg., Level A, Des Moines, Iowa 50319. You can reach him by calling 515/281-3231.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Economic and Environmental Analysis Branch, telephone 309/794-5174.

You may find additional information about the Corps' Rock Island District on our web site at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit web site: <http://www.usace.army.mil/divdistmap.html>.

Sincerely,



Kenneth A. Barr  
Chief, Economic and Environmental  
Analysis Branch

Enclosure





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII  
901 NORTH 5TH STREET  
KANSAS CITY, KANSAS 66101

08 AUG 2006

Brenda Durbahn  
Earth Tech  
501 Sycamore Street, Suite 222  
Waterloo, Iowa 50703

Dear Ms. Durbahn:

Re: U.S. 63 widening project at Waterloo, Iowa (Earth Tech Project No. 93122)

This letter responds to your July 14, 2006, letter to the U.S. Environmental Protection Agency (EPA) requesting comments on three actions being documented through two categorical exclusions and one environmental assessment. Beyond temporary impacts during the construction phase, EPA does not anticipate significant adverse effects. A review of available information for the project alignment does not show impacts to any environmental cleanup site or regulated activity (map enclosed).

Thank you for notifying EPA of these planned actions and for including us in the early coordination. If you have any questions or require further assistance, please contact me at (913) 551-7148.

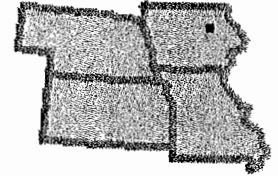
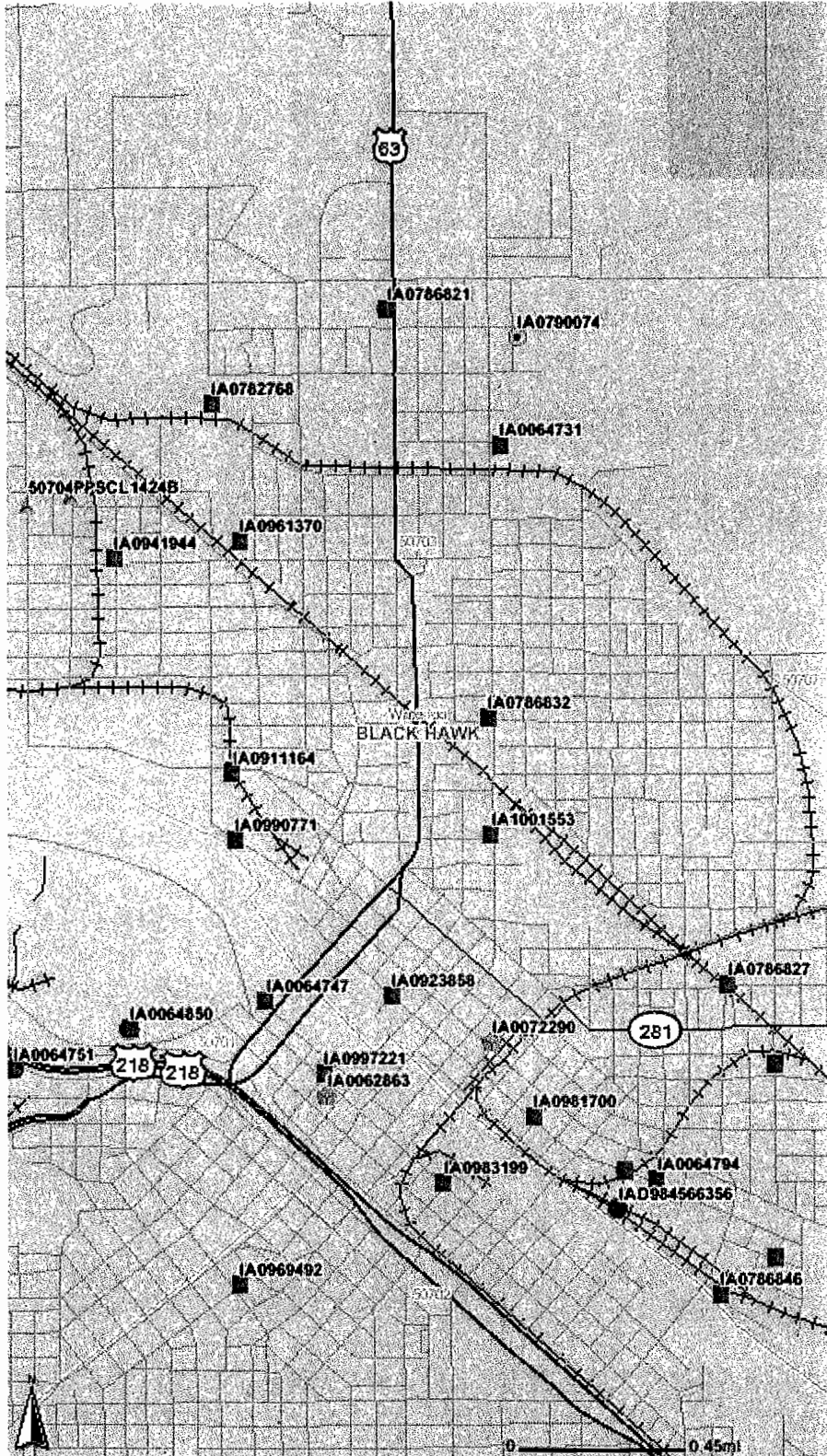
Sincerely,

A handwritten signature in cursive script that reads "Joseph E. Cothern".

Joseph E. Cothern  
NEPA Team Leader  
Environmental Services Division

Enclosure

# U.S. 63 @ Waterloo, Iowa



- AFS - Major
- AFS - Minor
- RCRA TSD
- ✦ RCRA LQG
- Superfund NEI
- Superfund
- ▲ TRIS
- ⊗ NPDES - Major
- ⊗ NPDES - Minor
- ⊙ PWS Wells
- PWS Intakes
- Interstate Highways
- US Highways
- State Highways and County Roads
- Roads
- Railroads
- 303d Streams
- National Entry

JTE: The Environmental Protection Agency does not guarantee the accuracy, completeness, or timeliness of the information shown, and shall not be liable for any loss or injury resulting from reliance upon the information shown.

**REGION 7**  
**ENSV Division**



# STATE OF IOWA

THOMAS J. VILSACK, GOVERNOR  
SALLY J. PEDERSON, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES  
JEFFREY R. VONK, DIRECTOR

July 21, 2006

Ms. Brenda J. Durbahn  
EarthTech  
501 Sycamore Street, Suite 222  
Waterloo, IA 50703

RE: Environmental Review for Natural Resources  
U.S. 63 Design Project, NHSX-63-6(69)—3H-07, Earth Tech Project No. 93122

Dear Ms. Durbahn:

Thank you for inviting our comments on the impact of the above referenced project. We have searched our records of the project area and found no site-specific records of rare species or significant natural communities that would be impacted by this project. However, our 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.

The Cedar River at this location is a meandered stream. Meandered streams are sovereign land and owned by the State of Iowa. Any construction on, over, under or through sovereign lands or waters requires a sovereign lands construction permit prior to construction. To facilitate the application process, a joint application form is attached.

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 any potential comment from the Environmental Services Division of this Department. This letter does not constitute a permit and before proceeding with this project, permits may be needed from this Department or from other state or federal agencies.

Effective March 10, 2003, any construction activity that bares the soil of an area greater than or equal to 1 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

06-4884L.doc

WALLACE STATE OFFICE BUILDING / 502 EAST 9th STREET / DES MOINES, IOWA 50319

515-281-5918 TDD 515-242-5967 FAX 515-281-6794 www.iowadnr.com



other vertical structures or haul roads. All questions regarding fugitive dust regulations should be addressed to Jim McGraw at 515/242-5167.

If you have any questions about this letter or if you require further information, please contact me at (515) 281-8967.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith L. Dohrmann", with a long horizontal flourish extending to the right.

Keith L. Dohrmann, Environmental Specialist  
Policy and Coordination  
Conservation and Recreation Division

Attachment: Joint Application Form

FILE COPY: Keith L. Dohrmann

# WATERLOO WATER WORKS

**DENNIS D. CLARK, P.E.**  
General Manager & Secretary

325 SYCAMORE STREET • P.O. BOX 27  
WATERLOO, IOWA 50704

319-232-6280  
FAX: 319-232-1962

TRUSTEES: **CRAIG CASLAVKA**, Chair  
**TERRY KUNTZ**, Vice-chair  
**RODGER BURRIS**

August 3, 2006

Brenda J. Durbahn  
Earth Tech  
501 Sycamore Street, Suite 222  
Waterloo, IA. 50703

Re: U.S. 63 Environmental Documentation and Design Project

Dear Ms. Durbahn:

Thank you for your letter regarding the Environmental Assessment of the above referenced project. Previously, the Waterloo Water Works has supplied facility location information to your firm regarding location of underground and above ground infrastructure. Please contact us if you need any additional information regarding the location of our facilities.

One of the elements of the project that has been discussed is the relocation of existing water mains. The water mains in the vicinity of the project have been very dependable with little or no maintenance required. Water problems in the corridor have been caused by leaks in the service lines from the water main to the customer. The water mains are owned and maintained by the Waterloo Water Works. The service lines are owned and maintained by the individual customer.

With the large demand we are experiencing for maintenance and improvements in our distribution and treatment systems, the Water Works feels that relocation of a low maintenance water main should be paid for by others. We understand that federal funds were available for such relocations on previous federally funded projects.

Finally, known plumes of contaminated soil should be investigated to insure that the contaminants are properly remediated to prevent contamination of underground infrastructure, including water and sewer.

Thank you for your review of our comments. Please feel free to contact us if you have any comments or questions.

Sincerely,

WATERLOO WATER WORKS



Dennis D. Clark, P.E.  
General Manager

DDC/cm

