

IA 122 in MASON CITY
FROM S. MONROE AVE TO S. CAROLINA AVE
CERRO GORDO COUNTY, IOWA
NHSX-122-1(14)--3H-17

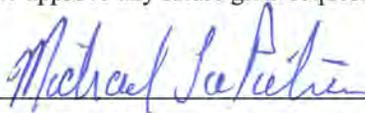
ENVIRONMENTAL ASSESSMENT

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

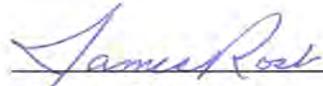
By The

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

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



For the Iowa Division Administrator
Federal Highway Administration



For the Office of Location and Environment
Iowa Department of Transportation

9/5/13
Date of Approval for Public Availability

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PREFACE

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

Table P-1 shows the resources considered during the environmental review for this project. The first column with a check means the resource is present in the project area. The second column with a check means the impact to the resource warrants more discussion in this document. The other listed resources have been reviewed and are included in the Streamlined Resource Summary.

Table P-1: Resources Considered

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

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SECTION 1

DESCRIPTION OF PROPOSED ACTION

This Environmental Assessment (EA) has been prepared in compliance with the requirements of the National Environmental Policy Act of 1969 (NEPA). This EA informs the public and interested agencies of the proposed action and alternatives to the proposed action in order to gather feedback on the improvements under consideration.

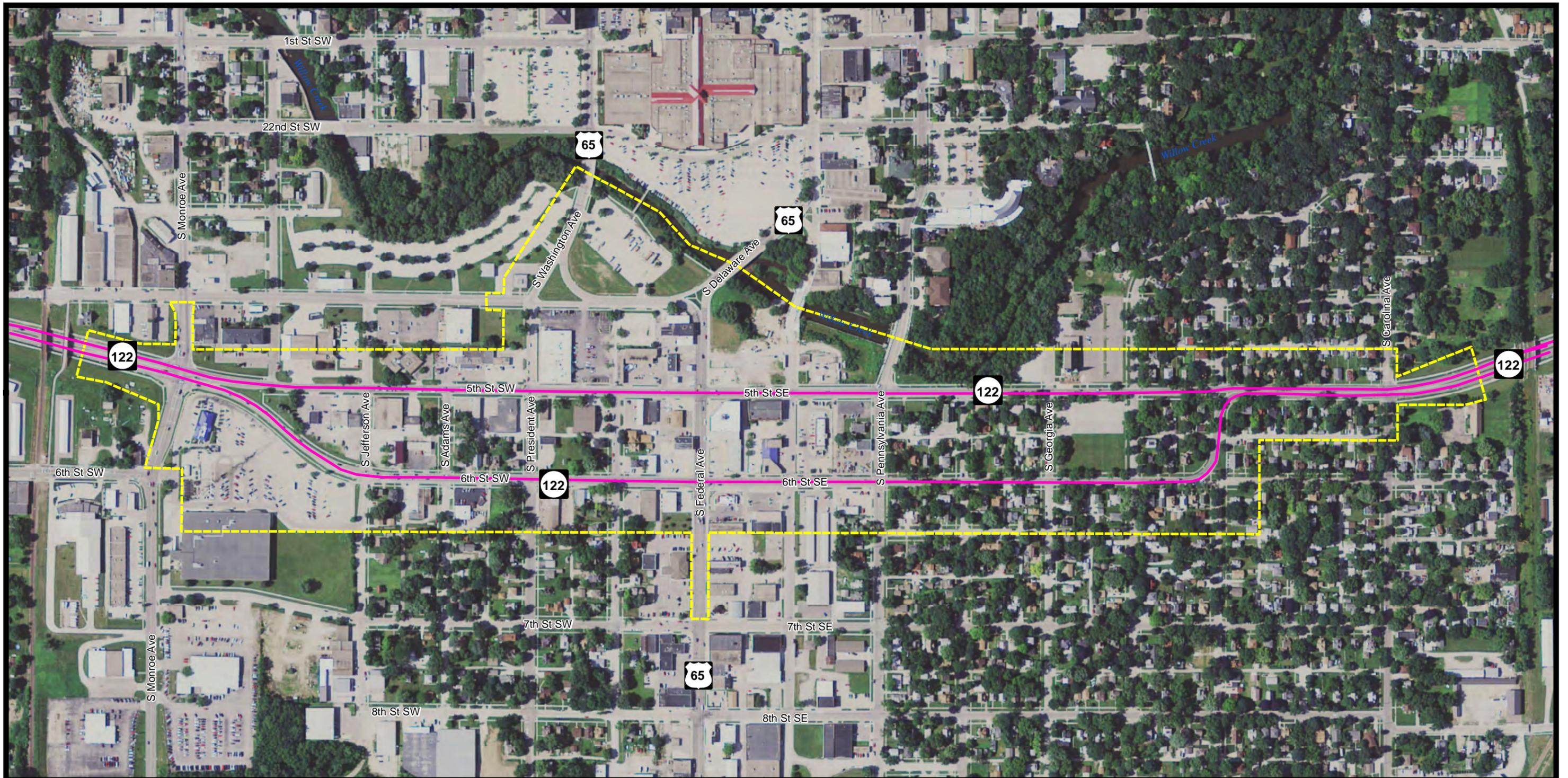
Proposed Action

The Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA) are evaluating potential alternatives to improve IA 122 in the City of Mason City. IA 122/Business US 18 is a primary east-west travel route through the City that transitions from a 4-lane undivided roadway, to 2-lane one-way pairs, then back to a 4-lane undivided roadway (Figure 1-1).

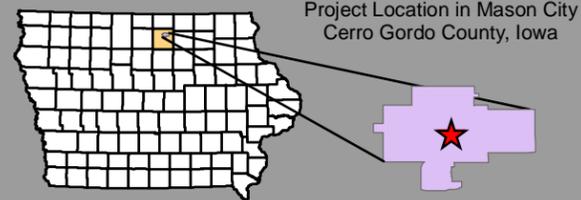
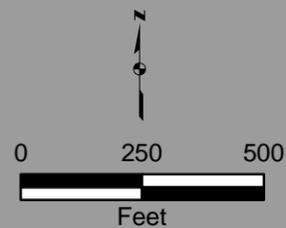
The Iowa DOT proposes to flatten the tight reverse curves on the east end of the project. The one-way pairs will be narrowed by eliminating on-street parking along the corridor to more clearly define travel lanes. This will serve to calm traffic flows and reduce crashes along the highway. Additionally, improvements to intersections as well as consolidating or removing access points to improve traffic operations are proposed within the project corridor. A new access road for the Mason City Fire Department on the west end of the project will allow emergency trucks better access to travel south and east.

Study Area

The primary area of investigation for the Project is generally bounded by IA 122 through Mason City, known locally as 5th and 6th Street Southwest from South Monroe Avenue to South Carolina Avenue. US 65, known locally as Federal Avenue, bisects the study area. At this intersection of US 65 and Iowa 122, the 5th and 6th Street SW changes to 5th and 6th St SE. For the purposes of this discussion, this area will be referred to collectively as the IA 122 corridor. The Study Area boundaries were established to allow the development of a wide range of alternatives that could address the purpose and need for the project. The Study Area is larger than the area proposed for construction activities for the Project. However, some impacts may extend beyond the Study Area; where this occurs, it will be noted and addressed in the Environmental Analysis Section (Section 5). Figure 1-1 outlines the Study Area of the proposed action.



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- Current IA 122 Alignment
- Project Study Area

Figure 1-1: Location Map

STP-122-1(14)--2C-17

Iowa 122 Improvements
Mason City, Iowa

SECTION 2 PROJECT HISTORY

In 2001, the City of Mason City conducted a traffic study to address congestion in the project area. Public hearings were conducted with business owners and homeowners in order to gain their perspective regarding existing conditions and a vision for the future. In 2002, the City conducted a Realignment Study. This study was conducted to identify changes in traffic patterns in the City. In 1999, the US Highway 18 expressway was constructed that diverted traffic south of town. The business route for US 18 shares the same route as IA 122 through the project corridor. After the expressway construction, traffic volumes and particularly the number of trucks using Iowa 122 were significantly reduced.

The Iowa DOT completed a Feasibility Study for IA 122 in Mason City in 2011 with the purpose of evaluating the existing traffic operations and recent crash history. The study identified potential alternatives to improve traffic flow and improve operations. The feasibility study indicated crash rates that were more than four times the statewide average and also found various roadway deficiencies.

SECTION 3 PURPOSE AND NEED FOR ACTION

This section describes the purpose and need for the proposed action based on the transportation system problems that currently exist in the Study Area. This section details the substandard nature of the existing highway, and explains the importance of the highway as a principal arterial in Mason City.

Purpose of the Proposed Action

The purpose of this study is to improve segments of IA 122 EB/WB through the City of Mason City from South Monroe Avenue to South Carolina Avenue.

Need for the Proposed Action

- **Improve Traffic Safety** - The crash rates are above the statewide average throughout the study corridor. The Iowa DOT crash analysis software, Safety Analysis, Visualization, and Exploration Resource (SAVER) was used for a crash analysis. The average statewide crash rate for an urban corridor is 325 crashes per hundred million vehicle miles (C/HMVM). During a five year period between 2007 and 2011, the crash rate on IA 122 eastbound in the project corridor was 1,215 C/HMVM. The westbound route of IA 122 had a crash rate of 1,326 (C/HMVM).

- **Operational Issues and Roadway Deficiencies** - The IA 122 corridor has numerous areas that do not meet current design standards and contribute to ongoing safety concerns. IA 122 is the primary east-west travel route through Mason City that transitions from a 4-lane undivided cross section, to 2-lane one-way pairs, then back to a 4-lane undivided cross section (Figure 1-1).

East of Connecticut Avenue, IA 122 eastbound has a horizontal reverse curve (a curve turning to the left immediately followed by a curve turning to the right) prior to joining back as a two-way roadway on the 5th Street SE alignment. The posted speed limits on IA 122 are 35 mph in the two-way segments and 30 mph in the one-way segments. This reverse curve is posted at 20 mph and causes traffic to slow down to maneuver the turn and causes larger vehicles to encroach into the adjacent travel lane. This disrupts the flow of traffic into the curve.

Along the IA 122 corridor, the curb returns have tight radii, which impacts turning movements especially at the intersection with US 65/Federal Avenue. The tight curb radii cause larger turning vehicles to decelerate to a low speed as well as encroach onto the curbs or into the oncoming traffic lanes in order to navigate the turn. This then disrupts the traffic flow within the corridor. The corridor also contains wide travel lanes with pavement markings that are difficult to maintain. The wide travel lanes cause driver

confusion and are likely a contributing factor to the higher than average crash rate within the corridor.

SECTION 4 ALTERNATIVES

This section discusses the alternatives investigated to address the purpose and need for the proposed action. A range of alternatives were developed and then a screening process was used for narrowing the range of alternatives. This section will discuss the No Build Alternative, the alternatives considered but dismissed, and the Preferred Alternative.

Existing Roadway Conditions

This section of IA 122 roadway is approximately 66 feet wide with 38 to 40 feet of existing pavement. Currently sidewalks are not continuous throughout the project area. There is parallel parking on both sides of the roadway that is unmarked and underutilized. For both alternatives considered, the proposed construction would eliminate the on-street parking and create five foot wide sidewalks that are continuous. Both alternatives propose a typical cross section of 28 to 34 feet. The cross sections propose the construction of two 12-foot travel lanes with allowance for curb and gutter. The Preferred Alternative utilizes a slightly larger cross section to incorporate a six-foot bicycle lane. This would be constructed within the existing right of way. These dimensions can be seen in Figure 4-3.

No Build Alternative

The No-Build Alternative would be the continuation of the system as it exists. Although it does not meet the purpose and need, the No-Build Alternative was carried forward for detailed study because it provides a baseline for comparing the potential impacts of other alternatives and consideration of a no action alternative is required by Council on Environmental Quality regulations for implementing NEPA (40 CFR 1500-1508).

Considered but Dismissed

Improvements to US 65:

Throughout the Feasibility Study (identified as Conceptual Alternative 3) and the early planning stages of the NEPA process, there were discussions regarding the inclusion of improvements to the US 65 (locally known as Federal Avenue) one-way pairs. Federal Avenue, or southbound US 65 intersects with IA 122 on 6th Street Southwest. Improvements were proposed to the US 65 one-way pairs to increase the flow of traffic. It was determined during the NEPA process that improvements would need to be incorporated into a larger study of the entire US 65 system throughout Mason City; therefore, a separate study is planned. It was also determined that improvements to US 65 did not meet the purpose and need for the current IA 122 project and was not carried forward for further review.

Alternative 1:

Alternative 1 (identified as Conceptual Alternative 2 in the Feasibility Study) was one of two alternatives shown to the public and to potentially interested agencies (Iowa Department of Natural Resources (IDNR), US Fish and Wildlife Service (USFWS), U.S. Army Corps of

Engineers (USACOE), and the Environmental Protection Agency(EPA)). Alternative 1 proposes to relocate the flattened reverse curves west of their present alignment through a vacant city block containing a parking lot and grassy area. This lot and grassy area is owned by St. John's Catholic Church and is used for church event parking. The grassy area serves as an unofficial community green space. Local community members utilize this area for playing games and picnics.

The posted speed limit for the entire corridor is 30 mph until the reverse curves are reached. At the reverse curves, the signed speed is reduced to an advisory speed of 20 mph. This causes an inconsistency in the speed throughout the corridor. Under Alternative 1, the curves will be redesigned to 30 mph in order to remove speed inconsistency. This alternative also proposes narrowing the one-way pairs by eliminating on-street parking along the corridor to clearly define travel lanes. This will serve to calm traffic flows and reduce crashes along the highway. Additionally, improvements to intersections as well as consolidating or removing access points to improve traffic operations are proposed within the project corridor. Finally, this alternative provides an access road for the Mason City Fire Department on the west end of 5th St SW to allow emergency trucks better access to go south and east. Alternative 1 is shown in Figure 4-1.

One attribute of this alternative that was selected to be added to the Preferred Alternative is the construction of an access road for the Mason City Fire Department on the west end of the project area to allow emergency trucks better access to go south and east. Currently, eastbound fire trucks must travel east on a frontage road to S. Jefferson Ave. Using signal pre-emption, they must proceed through both the 5th St SW and 6th St SW intersection before continuing travel east to turn right onto westbound IA 122 WB. An access road directly linking emergency vehicles will provide better emergency response time. This feature has been included in the Preferred Alternative below.

Alternative 1 was not carried forward for further review for several reasons. The plan to reconstruct the curves through the vacant lot owned by the church leaves a large vacant area for the City to maintain. The church was not in favor of this alternative as they currently use this lot for snow storage in the winter and an open green space in the summer. It is a fenced in property so it is popular in the neighborhood as a recreation area. While this open green space is not officially designated as a park or recreational area, it is considered of value for the community and church. The transfer of this property to transportation purposes would disrupt the current uses of picnicking and recreation. The eradication of the church lot would reduce community cohesion by eliminating a popular meeting place. The church parking lot to the east only has an entrance onto South Connecticut Avenue. The church traffic will not be able to exit the east parking lot and travel eastward on IA 122 unless they traverse through a quiet neighborhood with narrow streets and on-street parking. Church-goers will be required to travel 3 blocks east through one of 2 neighborhood streets, 4th Street SE and River Heights Drive then turn on to Carolina Avenue South to the traffic light to enter IA 122 eastbound.

Alternative 1 would create a four lane undivided highway near homes that currently only have one-way travel lanes. This alternative proposes the closure of side streets and would cause the southern residents to travel south, then west, then north, to reach the IA 122 west bound, the major thoroughfare. These types of neighborhood traffic patterns will create additional US 65 northbound to IA 122 westbound left turn movements, a movement which is at or over capacity at certain times of the day, and which only has one block currently to align and wait for a turn during the non-dedicated signal phasing.

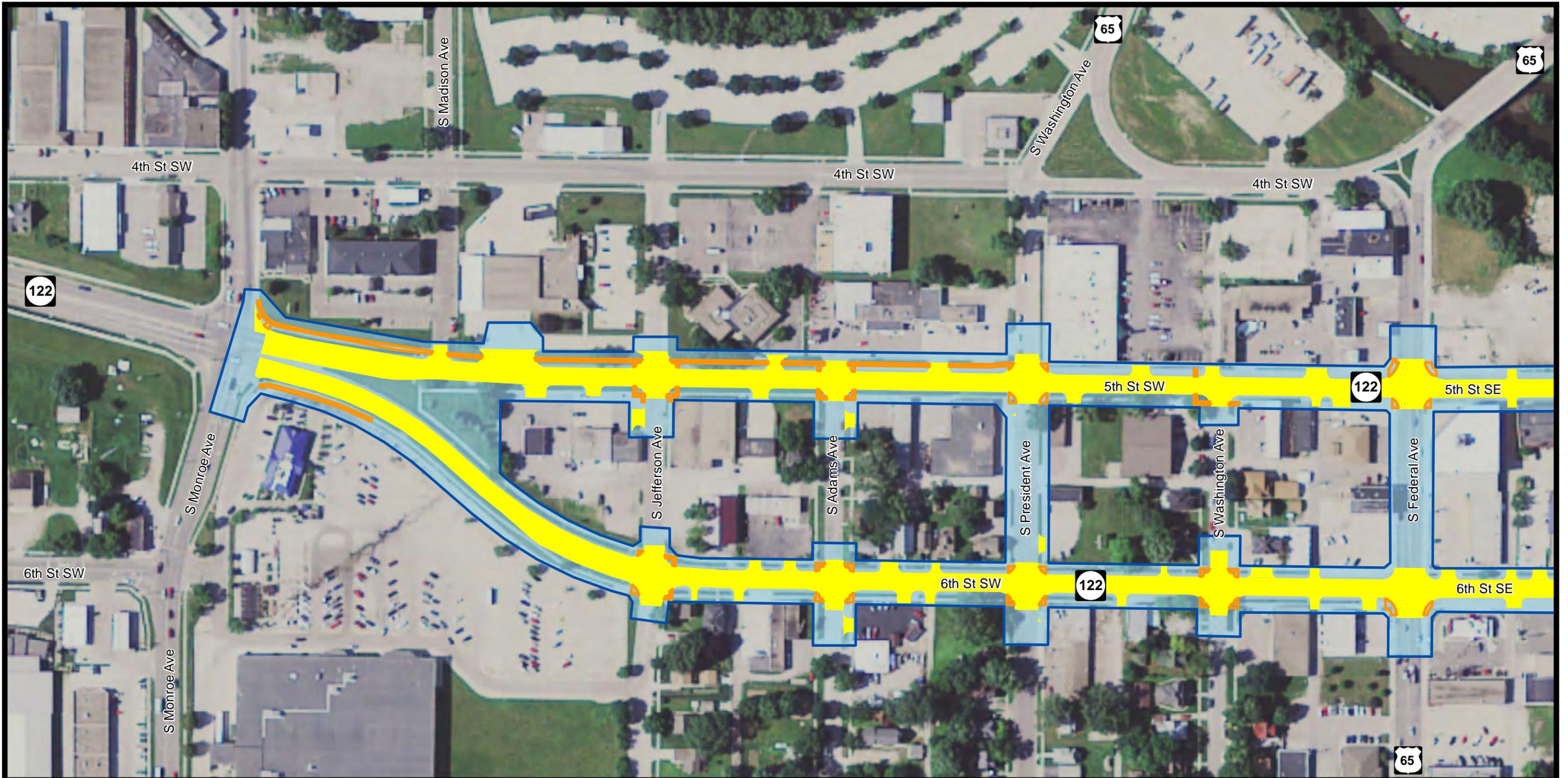
Preferred Alternative

The Preferred Alternative (identified as Alternative 1 in the Feasibility Study) proposes to flatten the tight reverse curves in their present alignment on the east end of the project. These curves are only designed for 20 mph which has contributed to crashes within a corridor that is otherwise designed for 30 mph. These curves will be redesigned to 30 mph to provide speed consistency. This alternative also proposes narrowing the one-way pairs by eliminating areas of on-street parking along the corridor to more clearly define travel lanes. This will serve to calm traffic flows and reduce crashes along the highway.

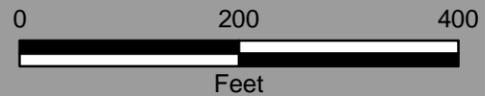
Additionally, improvements to intersections as well as consolidating or removing access points to enhance traffic operations are proposed within the project corridor. This alternative includes the access road for the Mason City Fire Department on the west end to allow emergency trucks better access to go south and east. This alternative also proposes the creation of bike lanes and expanded sidewalks for pedestrian use. The Preferred Alternative is shown in Figure 4-2. Typical roadway cross-sections for the Preferred Alternative are shown in Figure 4-3.

After reviewing the reasonable alternatives under consideration, Iowa DOT has identified this as the Preferred Alternative because it meets the Project purpose and need while minimizing overall impacts.

Final selection of an alternative, including a construction scenario, will not occur until FHWA and Iowa DOT evaluate all comments received as a result of their review of this document and the public hearing. Following public and agency review of this EA, FHWA and Iowa DOT will determine if an EIS is required. If one is not required, the selected alternative will be identified in the Finding of No Significant Impact (FONSI) document. If an EIS is required, then a preferred alternative would be selected through that process.



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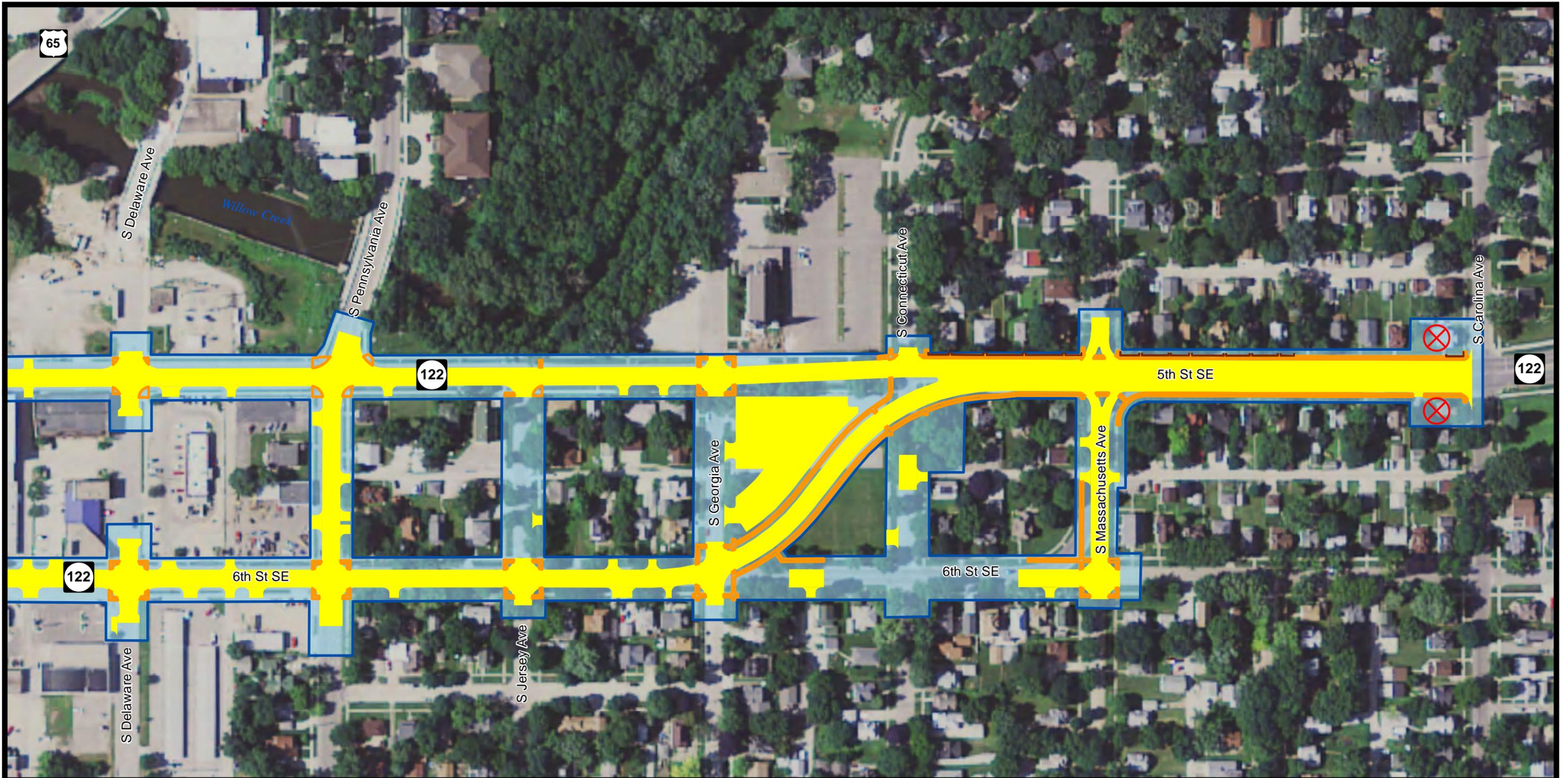


- Proposed Retaining Wall
- Proposed Sidewalks
- Proposed Pavement
- Impact Area
- X Potential Total Aquisitions

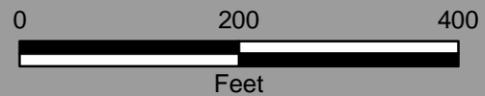
Figure 4-1: Alternative 1

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Iowa 122 Improvements
Mason City, Iowa



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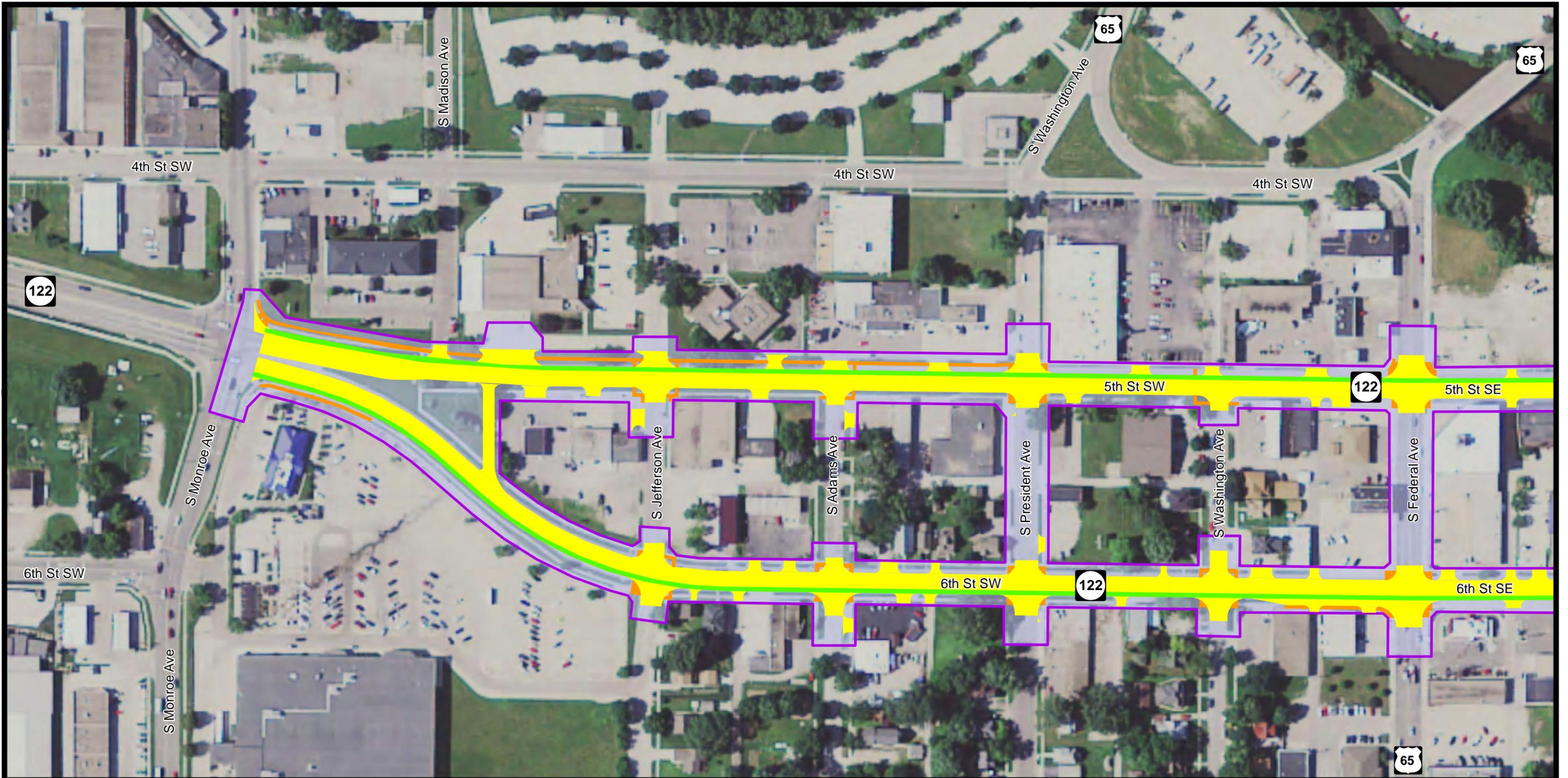
- Proposed Retaining Wall
- Proposed Sidewalks
- Proposed Pavement
- Impact Area
- X Potential Total Acquisitions

Figure 4-1: Alternative 1

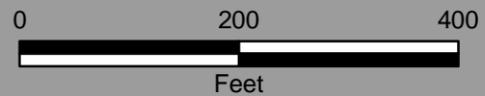
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Iowa 122 Improvements
Mason City, Iowa



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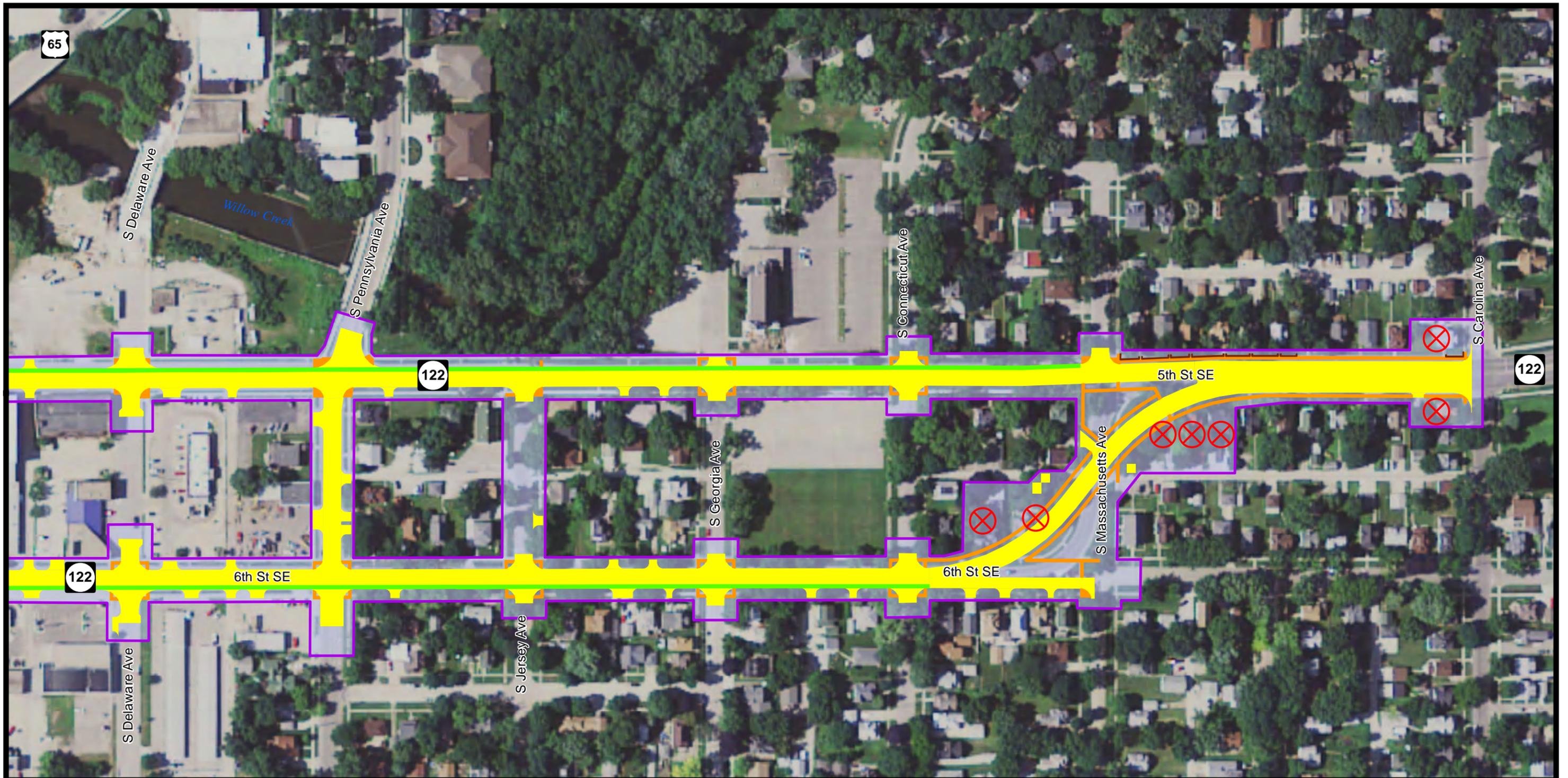


- Proposed Bike Lanes
- Proposed Pavement
- Proposed Retaining Wall
- Impact Area
- Proposed Sidewalks
- X Potential Total Aquisitions

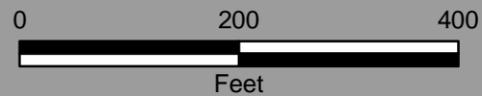
Figure 4-2: Preferred Alternative

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Iowa 122 Improvements
Mason City, Iowa



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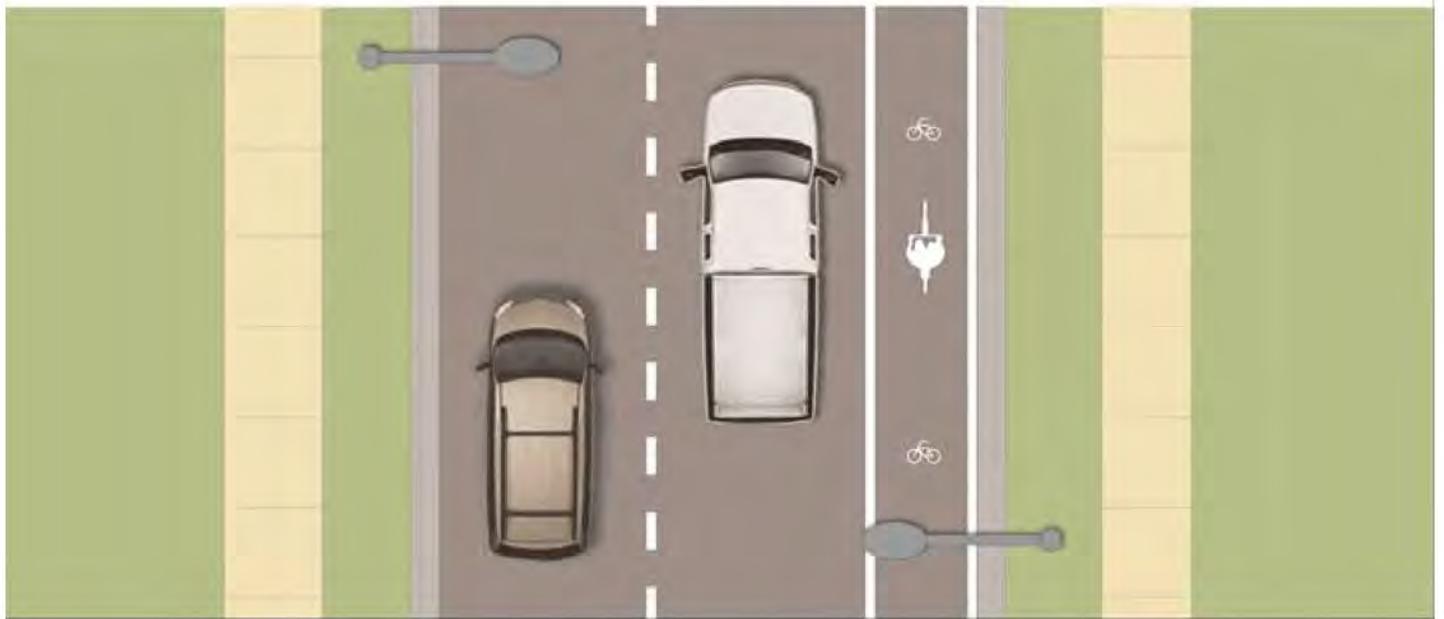
- Proposed Bike Lanes
- Proposed Pavement
- Proposed Retaining Wall
- Impact Area
- Proposed Sidewalks
- X Potential Total Acquisitions

Figure 4-2: Preferred Alternative

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Iowa 122 Improvements
Mason City, Iowa



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Figure 4-3: Preferred Alternative Cross Section

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Iowa 122 Improvements
Mason City, Iowa

SECTION 5

ENVIRONMENTAL ANALYSIS

This section describes the existing socioeconomic, natural, and physical environments in the project corridor that will be directly or indirectly impacted by the Preferred Alternative. The resources with a check in the second column in Table P-1, located at the beginning of this document, are discussed below.

Each resource section includes an analysis of the impacts of the No Build Alternative and the Preferred Alternative. Because it is early in the design process, a preliminary NEPA impact area was used for estimating direct and indirect impacts on the evaluated environmental resources. The preliminary NEPA impact area includes roadway right-of-way (ROW) needs and the area where construction could occur. The area actually impacted by the Project will likely be less than what is portrayed within the preliminary NEPA impact area, and some impacts to resources are expected to be minimized or avoided as the Project design is refined. Consequently, the potential impacts discussed in this section of the EA are conservative, as efforts to minimize direct and indirect impacts will be made during final design.

5.1 Socioeconomic Impacts

Evaluating the direct and indirect impacts that a transportation project has on socioeconomic resources requires consideration of impacts on land use as well as the project's consistency with development and planning by a city or other public entity.

Land Use

Evaluation of land use as it relates to transportation projects refers to the determination of direct and indirect effects on existing land uses, such as agricultural, residential, and commercial/industrial, as well as consistency with regional development and land use planning. Direct effects on existing land uses were determined by comparing the preliminary impact area to the existing land uses. Indirect effects were determined by evaluating potential access restrictions, out-of-distance travel, and induced development.

The project study area is situated in an urban area that includes a mix of residential and commercial land uses. The project area is zoned as a general urban district and as a multi-use district. The commercial businesses begin on South Monroe Ave on the west end of the project study area where 5th and 6th Avenues SE/SW split into one-way pairs and continues as a commercial area until South Pennsylvania Avenue. This is shown in Figure 1-1. At this location, the area changes to largely residential, single-family homes. Throughout the corridor, there are also several multi-family apartments. This area includes older abandoned buildings and vacant lots, obscuring the view into downtown Mason City.

Direct effects on existing land uses occur through acquisition of new ROW for roadway construction. A specific discussion on ROW and acquisition impacts is provided in a later section titled Right-of-Way. The affected area within the project area was determined by identifying land uses through aerial photograph review and windshield survey and comparing

results to local land use plans. Indirect effects were evaluated by studying access restrictions and their impact in causing out-of-distance travel. Changes in land use as a result of future development were considered, and the alternatives were also reviewed for consistency with the City’s future land use plans.

No Build Alternative

The No Build Alternative would result in continued use of the highway. This continued use would not affect the overall land use. The land use characterized by both commercial and residential properties would remain essentially unchanged.

Preferred Alternative

The Preferred Alternative would convert approximately 3.81 acres of land from existing use to a transportation use. This acquisition is broken down by land use type in **Table 5-1** below:

Table 5-1: Amount of Land Converted to Roadway Use

Land-Use Type	Preferred Alternative (acres)
Residential	2.00
Commercial	1.61
Church	0.16
Utilities	0.04

Per the City’s 2006 Comprehensive Plan, the study area’s zoning will not be impacted by this project. Properties identified as commercial are planned to remain as such, likewise for residential. The Preferred Alternative proposes to acquire small slivers of parcel frontages for grading and paving purposes as well as the potential acquisition of up to seven residential properties. The majority of the improvements will be constructed within existing ROW. There will be small modifications to access at Massachusetts and 5th and 6th Street SW and several driveway accesses. However, overall accessibility of the corridor will be improved by this construction. This alternative minimizes the need for out-of-distance travel. The proposed project is consistent with future land use plans. There are plans for redevelopment and revitalization in conjunction with proposed project improvements. **Figure 5-1** shows Mason City’s Future Land Use Plan.

Community Cohesion

Historically, the project area was bisected by east-west roadways, which after 1915 were designated as 5th and 6th Street SW. The path of 6th Street SW has been altered to control traffic, with both 5th and 6th Street SW converted to one-way travel. Iowa 122 which follows the route of 5th and 6th Street SW through the project area is now the primary east-west roadway through the City.

The project area is dominated by residential buildings constructed between 1890 and 1955; the primary property type being single family dwellings. Conversions of single family houses to multiple family houses are also found in the project area. Most properties are more than 50 years old. The former realignment of the roadway through the project area resulted in the demolition of at least two residences. In recent years, there has also been the demolition of two neighborhood schools, St. Joseph Academy and Garfield School. Where the schools once stood are now a large vacant lot and a parking lot for St. Joseph Church. The schools created a nearly daily relationship with the neighborhood residents that is now gone. The subsequent change to a one-way traffic pattern appears to have increased the volume of traffic as well as the speed of traffic.

Iowa 122 is a main thoroughfare through Mason City. Both 5th and 6th Street SW are routes on the City's bus line. Driving from west to east, there are a number of stand-alone businesses including a car wash, several auto repair shops, fast food restaurants, shops and supply stores, interspersed with both multi-and single-family residences.

No Build Alternative

The No Build Alternative would have continued adverse impacts on community cohesion. During PM peak travel hours, traffic at 5th Street SW/ S. President Ave and 5th Street SW/ S Monroe Ave is expected to operate at unacceptable levels. This real and perceived congestion results in utilization of side roads and further inhibits community cohesion. In addition, fire department access would continue to be restricted to reach 6th Street SW.

Preferred Alternative

The construction of this project will provide for continued and improved community cohesion. With the improvements in traffic operations throughout the project area, this will provide better access to residential and commercial properties. This project proposes to construct on-street bike and separated pedestrian paths that will serve to further connect the community to this area. The construction of an access lane for the Fire Department to connect with 6th Street SW will ensure better access to this community.

Churches and Schools

Churches and schools can contribute to a community's sense of identity. Therefore, the impacts of the Project on churches and schools in the study area relate in part to community cohesion. Churches and schools were identified through database searches and reconnaissance of the Study Area. There are three churches in the project area: The Iowa Society of the Friends of Jesus, North Delaware Church of Christ, and St. Joseph's Catholic Church. There are no schools in the project area.

No Build Alternative

The No Build Alternative would not result in any impacts on area churches or schools and would not affect churches and schools for the reason described above.

Preferred Alternative

Under the Preferred Alternative, the impacts to these churches will be minimal, with approximately 0.16 total acres required for sidewalk reconstruction for all church properties. These properties will not be partitioned, divided or otherwise rendered unusable for future church activities.

Environmental Justice

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

As the 2010 Census did not compile income data, the 2007-2011 American Community Survey (ACS) 5-year estimates regarding income were used to determine low income areas. For the purposes of this analysis, the most refined geographic level is at the census tract level. This analysis looks to compare the two census tracts of the project area with three communities of comparison (COC) to determine whether these tracts fall within 125% of the poverty level of their communities of comparison. **Table 5-2** displays income and demographics for the project area.

Table 5-2: Poverty Status of Individuals in Project Area

	Census Tract #9503	Census Tract #9504.02	Mason City	Cerro Gordo County	State of Iowa
Total Population	5,136	3,949	27,215	48,181	2,932,756
Persons in Poverty in the past 12 months	1,046	340	4,391	5,821	347,536
Percent of Persons in Poverty Status	20.4%	8.6%	16.1%	13.5%	14.8%
125% of COC	--	--	14.8%	16.9%	20.2%
Potential Poverty Environmental Justice Impact	YES	NO			

Source: 2007-2011 American Community Survey 5-year Estimates of Population Demographics

The 2010 Census was compiled regarding racial make-up of the project area. The project area include the two census tracts #9503 and 9504.02. For most accurate information, the census tracts were further analyzed down to the block level of data. Census tract #9503 is comprised of block groups #1, 3, and 5. Census tract #9504.02 is comprised of block groups #1 and 4. This information is displayed in Table #5-3. Please note that as different surveys were used to determine income and population data, the total populations vary slightly between the two tables.

Table 5-3: Racial Make-up of Persons in the Project Area

	<u>Census Tract #9503</u>	Block Group 1	Block Group 3	Block Group 5	<u>Census Tract #9504.02</u>	Block Group 1	Block Group 2	<u>Mason City</u>	<u>Cerro Gordo County</u>	<u>State of Iowa</u>
Total	4,861	1,094	1,041	794	4,130	947	1,119	28,079	44,151	3,046,355
White	4,540	949	952	750	3,921	903	1,040	26,345	41,964	2,781,561
Non-White Minority	321	145	89	44	209	44	79	509	578	89,148
Percent Minority	7.2%	13.3%	8.5%	5.5%	5.1%	4.6%	7.1%	6.2%	5.0%	8.7%
125 percent of COC	-	-	-	-	-	-	-	7.7%	6.2%	10.9%
Potential Minority EJ Impact	YES	YES	YES	No	No	No	YES	-	-	-

Source: U.S. Census Bureau, 2010 Census.

No Build Alternative

The No Build Alternative would not result in any impacts described as Environmental Justice.

Preferred Alternative

As stated above, the project area encompasses Census Tracts #9503 and 9504.02. These Census tracts encompass an area much wider than the actual project area. Figure 5-2 shows this distribution of census tracts and the block level tracts that are shown in Table 5-3.

A comparison of project area, County, and State data did reveal minority populations in the project area. Census tract #9503 showed block group #3 to be higher than 125% of the city and state COC and block group #1 is higher than all three COCs. Analysis of census tract #9504.02 identified block group #4 with a higher percentage of minorities than 125% of the County COC. As such, these areas were designated as potential environmental justice community as it relates to minority populations.

According to the ACS, census tract #9503 indicates a higher percentage of individuals whose incomes in the past 12 months were below the poverty level. Based on the analysis of census data, this census tract had 20.4% low income populations which is greater than the city, county,

and state percentages. As such, these areas were designated as potential environmental justice community as it relates to income levels.

Upon consideration of the nature of the project and the impacts to these minority and low-income populations, it is unlikely to present a real environmental justice impact. This project intends to create safer and more easily navigable sidewalks and bicycle routes as well as improved overall appearance of the project corridor. As a result, implementation of the Preferred Alternative is not anticipated to result in disproportionate impacts to minority or low-income populations and therefore complies with Executive Order 12898.

Throughout the project, the public involvement process has been inclusive of all residents and population groups in the study area and did not exclude any individuals on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation, or veteran's status.

No minority or low-income populations have been identified that would be disproportionately adversely affected by this project as determined above. Therefore, this project has met the provisions of Executive Order 12898 as it is supported by Title VI of the Civil Rights Act.

Economic

This section addresses the economic character of the Study Area. The sources for information are a site visit and the County assessor's database.

Iowa 122 serves as a primary thoroughfare for businesses in the project area. Approximately 14,500 vehicles per day utilize 5th and 6th St SE/SW. Businesses in the area include retail shops, restaurants, financial institutions, repair shops, a hotel, and gas station.

No Build Alternative

The No Build Alternative would result in continued use of the highway as it currently exists. No new commercial facilities are expected to develop within or near the corridor. As evidenced by the growing number of vacant commercial properties and lots, economic growth is only expected to continue to erode without improvements to the project area. Due to congestion and safety concerns, the no build alternative has potential long-term negative impacts on economic vitality in the corridor.

Preferred Alternative

The Preferred Alternative will have a positive economic impact on the Mason City area. The safety and intersection improvements will encourage revitalization of this area's many vacant lots. Improvements to the pavement surface, repairs to curbs and sidewalks, and the addition of bike lanes will likely have a positive impact on the value of adjacent property.

This project proposes the removal of up to seven residential properties from the City's tax rolls. Combined, these properties contribute \$6,760 to the City. The removal of these properties will result in the loss of less than 0.05% of revenue per year for Mason City. There will be no displaced businesses and it is estimated that this project will contribute to a revitalization and

increased revenue for the businesses in the project area. There will be no jobs lost as a result of this project.

It is expected that the project will spur economic development in the project area. The City is currently considering expanding the Urban Revitalization District to include the commercial area along both one-way pairs between Monroe Ave and Pennsylvania Ave to allow tax abatement for new development. Reinvestment in the area will lead to additional property tax revenues from improved commercial properties.

Bicycle and Pedestrian Facilities

The project area currently does not have accommodation for bicycles that are separate from automobiles. Sidewalks are in poor condition and incomplete along several blocks of the corridor.

No Build Alternative

The No Build Alternative would have no effects on bicycle and pedestrian facilities along the highway.

Preferred Alternative

The Preferred Alternative proposes the construction of on street bicycle lanes on each of the one-way roads. In addition, fully connected paved sidewalks will be constructed throughout the length of the project. The bike lanes are being constructed in compliance with the City's participation in the Blue Zones Project. These bicycle and pedestrian facilities will result in better connectivity and a safer environment for users in the project area. All improvements will fully comply with the Americans with Disabilities Act (ADA) of 1990.

Right-of-Way

To assess the potential impacts associated with the alternatives, ROW acquisition and property relocations were evaluated based on existing ROW, private and public property boundaries, and future ROW needs. The evaluation for ROW needs is based on county tax assessor information, current multiple listing service and current new build costs.

No Build Alternative

The No Build Alternative would not require acquisition of any ROW along IA 122 in the corridor.

Preferred Alternative

The Preferred Alternative includes the potential total acquisition of up to seven residential parcels. There will be parcel strip acquisition of other properties for the purposes of grading and shaping. Figure 5-3 displays the locations of the proposed property acquisitions. The preliminary impact area (outside of existing ROW) includes approximately 2.0 acres of

residential land, 1.61 acres of commercial land, and less than 1 acre of exempt land, including churches and utilities. The amount of ROW acquisition has not yet been determined. During final design, an effort would be made to minimize ROW acquisition to the extent practicable. ROW acquisition would be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S. Code (USC) 4601 et seq.).

Relocation Potential

To assess the potential impacts associated with the Preferred Alternative, ROW acquisition and property relocations were evaluated based on the conceptual design for the proposed highway improvements. The affected area for this analysis is the preliminary impact area.

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

No Build Alternative

The No Build Alternative would not require relocation or acquisition of any property.

Preferred Alternative

The Preferred Alternative proposes the acquisition of up to seven residential properties. Of these four are owner occupied dwellings and three are tenant occupied dwellings. The project area appears representative of a moderately sized Iowa community. There does not appear to be any specific ethnic group adversely impacted by the project. The project does not appear to isolate or unusually disrupt the economy of the neighborhood. Comparable housing is in adequate supply to purchase and the market should be able to absorb the needs of the displacees who may search for replacement property. There are also an adequate number of rental properties currently on the market and sufficient number of building contractors in the area.

Construction and Emergency Routes

This section addresses potential impacts from construction routes and impacts on emergency routes. Emergency vehicles (ambulances, fire trucks, and police cruisers) respond to events using routes that are designated to reduce response times. Any construction delays should be coordinated to minimize access limitations, when possible, during construction. The IA 122 EB/WB routes are vital emergency corridors into and out of Mason City. These roads connect the eastern portions of Mason City to the Mercy Medical Center. The Mason City Fire Department is located directly north of 5th St SW uses IA 122. The Mason City Fire Department also provides ambulance service to the City. The Mason City Police Department, located at 78 S. Georgia Avenue, serves the project area.

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. There would be continued use of the four-lane highway that experiences frequent crashes and does not meet the anticipated future traffic demands. The increased risk of crashes could require occasional detours off the highway during emergency situations. Access by emergency service providers would continue along the same routes as currently used. In addition, failure to construct the access lane for the Fire Department will require continued out of distance travel for the department during emergency situations.

Preferred Alternative

The Preferred Alternative is expected to be constructed in two phases. Initially, 5th St SE/SW will be closed and traffic will be diverted south to 6th St SE/SW. On 6th St SE/SW, traffic will be maintained at all times through two-lane, two-way traffic. Once 5th St SE/SW is complete, the second phase will then close 6th St SE/SW and traffic will be diverted north in the same manner. It is anticipated that at a minimum, one travel lane in each direction will be maintained through the entire construction process. Traffic delays may occur throughout the corridor during construction due to reduced roadway capacity.

Single and multifamily residences with existing direct access to 5th and 6th St SE/SW may have driveway access points modified during construction in order to maintain access.

Emergency responders and the traveling public will be notified in advance of all temporary detours, closures, and traffic control changes in the IA 122 corridor. The Mason City Police and Fire Department will be consulted and coordinated with to ensure that response times remain acceptable. Adjacent property owners will also be consulted prior to construction to convey expectations and durations of temporary driveway access and pedestrian closures and modifications.

5.2 Cultural Impacts

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

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

Historical Sites or Districts

An Intensive Architectural Survey was completed in September 2012 for portions of the Study Area. This study included a thorough review of archival records including: State Historical Society of Iowa, State Historical Library, and Mason City records (including the City Engineer’s office). Additionally, other records reviewed include previous architectural investigations, county histories and plats as land records, and records maintained by the Office of the State Archaeologist. Field inspection of all properties reviewed for this investigation was completed with digital photography and geospatial data.

It was determined that the following properties are eligible for the National Register of Historic Places (NRHP).

Table 5-4 National Register of Historic Places (NRHP)

Address	Property Name	Inventory Number
302 5 th St SE	St. Joseph’s Catholic Church	17-00182
202 6 th St SE	Ladwig-Edna House	17-00193
203 6 th St SE	Kelroy House	17-00194
253 6 th St SE	Johnson House	17-00195
221 6 th St SW	Blakesley Home	17-00201
510 S Delaware Ave	Mason City Bottling Co.	17-00231
406 S Federal Ave	Bennett Block	17-00383
503 S Federal Ave	Letts, Spencer & Smith Co Warehouse	-
-	Mason City & Clear Lake Trolley Line	17-01361

The Mason City & Clear Lake (MC & CL) Trolley Line is believed to be the longest running electric railway in the country and is associated with Mason City developer William B. Brice. It was determined that the existing sections of the MC & CL trolley line are eligible for the NRHP but the portion that is not visible and has been paved over is not eligible.

In addition to the Tribal governments identified in Section 7, the Iowa DOT on behalf of the Federal Highway Administration also consulted with the Mason City Historic Preservation Commission and the River City Society for Historic Preservation regarding the potential effects to historic properties. No comments were received from any of these consulting parties.

Figure 5-4 displays an overview of historic properties in the project area that are considered eligible for listing on the NRHP.

No Build Alternative

The No Build Alternative would not result in any expansion of the highway in the Study Area. No construction activities would occur, and no new ROW would be needed. Therefore, the No Build Alternative would have no effect on historic structures or districts.

Preferred Alternative

The Iowa DOT, on behalf of FHWA, determined the project will have a determination of No Adverse Effect with Conditions upon historic structures. The State Historic Preservation Office (SHPO) concurred with the findings on October 3, 2012. This finding was conditional upon the following steps being taken to avoid any adverse effects to these properties:

- A preconstruction survey of the above listed properties will be completed that will document their present condition. The preconstruction survey will also establish a peak particle velocity (PPV) threshold for vibration.
- Sensors (crack and/or seismic) will be installed and tested daily. If 80 percent of the PPV threshold is reached, sensors will alert the contractor and in turn the construction engineer.
- If the PPV is reached, a meeting with the contractor and the construction engineer will identify alternative demolition/construction methods and/or equipment to be used to minimize project vibration.
- A post construction survey will be performed.

Archaeological Sites

Due to the nature of the project, no archaeological work was completed for this project.

5.3 Physical Impacts

This section characterizes physical resources in the Study Area and addresses potential impacts of the No Build Alternative and the Preferred Alternative. The resources discussed are noise, contaminated and regulated materials sites, and utilities.

Noise

A traffic noise study was completed for the proposed improvements on November 29, 2012. The study was conducted in accordance with the Iowa DOT's traffic noise policy and the requirements set forth in the FHWA Noise Standard at 23 Code of Federal Regulations (CFR) Part 772.

Per Iowa DOT noise policy, a receptor is defined as a location of a noise sensitive area, primarily a residential exterior that is frequently used by people. A receptor is considered to have a project related traffic noise impact if noise levels approach or exceed the Noise Abatement Criteria (NAC) established in the FHWA regulations and Iowa DOT noise policy, or if there is a substantial increase in traffic noise as a result of the project. Noise impact areas are identified as residential areas with noise values greater than 66 dB(A) or 71 dB(A) for commercial areas. It is general considered a substantial noise impact if a change of 10dB(A) or more from existing noise conditions are expected.

According to the Iowa DOT traffic noise policy, noise abatement must be considered and evaluated for feasibility and reasonableness if traffic noise impacts are identified. Feasibility refers to the ability to provide abatement in a given location considering the acoustic and engineering limitations of the site. A noise abatement option must achieve a 5 dB(A) traffic noise reduction at an impacted receptor to be considered feasible. In addition, each of the following three factors must be met in order for noise abatement to be considered reasonable:

- Noise abatement measures shall not exceed a cost of \$40,000 per benefitted receptor.
- Noise abatement measures must provide a benefit of a minimum of 10 dB(A) for at least one benefitted receptor.
- Viewpoints of owners and residents considered benefitted by a noise abatement option that meets the above criteria must be obtained.

No Build Alternative

Under the No Build Alternative, noise levels in 2015 are predicted to be between 1 and 7 dBA lower than the Preferred Alternative noise levels. Neither existing nor future build scenarios yielded representative noise receptor noise levels approaching the NAC.

Preferred Alternative

Of the 8 sensitive receivers modeled in the Study Area, one residential property showed an increase of 7 dB(A); however, under the Preferred Alternative, this property will be acquired for right-of-way needs.

No representative receptors have been identified as being impacted by the project; therefore, no special noise abatement considerations are necessary.

Table 5-5 below summarizes the Traffic Noise Model (TNM) noise level results for representative receptors and compares existing conditions with build conditions of the Preferred Alternative. Note that traffic noise levels discussed in this report represent “peak hour” noise levels.

Table 5-5 – Noise Levels at Representative Project Receptors – Preferred Alternative

Receptor Address	Land Use	No Build	Preferred Alternative	No Build vs. Preferred Alternative	Build Approaches or Exceeds Criteria
536 5TH 5T 5E	Residential	56	57	1	no
5085 CAROLINA AVE	Residential	61	62	1	no
535 5TH 5T 5E	Residential	55	56	1	no
515 5TH 5T 5E	Residential	56	57	1	no
513 5TH 5T 5E	Residential	56	59	3	no
423 5TH 5T 5E	Residential	60	60	0	no
507 5TH 5T 5E	Residential	58	65	7	no
409 5TH 5T 5E	Residential	57	58	1	no
320 5TH 5T 5E	Worship	59	60	1	no
215 5TH 5T 5E	Residential	54	55	1	no
5015 FEDERAL AVE	Commercial	63	64	1	no

During the construction phase of the Project, noise from on-site construction equipment and construction activities would add to the noise environment in the immediate Study Area. The driving and operation of construction equipment would also generate ground vibrations. The vibrations are not projected to be of a sufficient magnitude to affect normal activities of occupants in the Study Area. Increased truck traffic on area roadways would also generate noise associated with the transport of heavy materials and equipment. The noise increase and vibrations from construction activities would be temporary in nature and are expected to occur during normal daytime working hours. Equipment operating at the Project site would conform to contractual specifications requiring the contractor to comply with all local noise control rules, regulations, and ordinances. Although construction noise impacts would be temporary, several steps will be taken to minimize these impacts whenever possible. These steps include limiting

operation of heavy equipment and other noisy procedures to non-sleeping hours, installing and maintaining effective mufflers on equipment, and limiting unnecessary idling of equipment. In addition, community members will be informed the possible inconvenience related to the project and its approximate duration. It is the policy of the Iowa DOT that information concerning the upcoming project construction be submitted to all local news media.

Contaminated and Regulated Materials Sites

Properties in the Study Area where hazardous materials have been stored may present a future risk if spills or leaks have occurred. Contaminated or potentially contaminated properties are of concern for transportation projects because of the associated liability of acquiring the property through ROW purchase, the potential cleanup costs, and safety concerns related to exposure to contaminated soil, surface water, or groundwater.

Sites that may have regulated materials within the area of potential impact were identified through US Environmental Protection Agency (EPA) and Iowa Department of Natural Resources (DNR) database searches. These sites were then assessed for their potential risk using criteria published in Iowa DOT’s Office of Location and Environment Manual (Iowa DOT 2009). Iowa DOT classifies sites as high, moderate, low, or minimal risk. Sites characterized as minimal risk do not warrant further evaluation or notation.

The database searches identified 52 sites with known or potential recognized environmental conditions (REC’s) within the initial project study area.

No Build Alternative

The No Build Alternative would not involve construction of the Project, and regulated materials sites would not be affected. Any contamination at the sites has the potential to migrate. Petroleum contamination could possibly degrade naturally over time.

Preferred Alternative

There are 12 regulated material sites within the impact area of the Preferred Alternative. These sites include:

Table 5-6:

Site Name	Address	Risk Level
Mason City Coal Gasification Plant	5 th St. SE & S. Delaware Ave.	High
Former Classic Cleaners	138 5 th St. SW	Moderate
Aamco Transmissions	311 5 th St. SW	Moderate
Kum & Go #496	418 S. Federal Ave.	Moderate

Mechanical Air Systems	425 S. Federal Ave.	Moderate
Former Gamble and Robinson	502 S. Delaware Ave.	Moderate
Carl Thompson	518 S. Pennsylvania	Moderate
C & S Autoland Inc	606 S. Federal Ave.	Moderate
Mason City Fire Department	350 5 th St. SW	Low
R & G Oil #6	603 S. Federal Ave.	Low

Figure 5-5 shows a map detailing the regulated material sites within the project area.

Moderate and Low Risk Sites:

There are nine moderate and low risk sites in the footprint of the Preferred Alternative. These sites include a former dry cleaning site and numerous underground storage tanks (USTs).

Depending upon the extent of the impact to the Moderate and Low Risk sites, as determined during final design, Phase II Environmental Site Assessments (ESAs) may be warranted to confirm the presence or absence of contamination and to determine the appropriate form of acquisition. Coordination may be needed with the Iowa DNR on addressing potential impacts to these sites.

High Risk Site:

Mason City Coal Gasification Plant Site: 5th St. SE and S. Delaware Ave, is an identified Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) site (IAD980969190). The site covers approximately two-acres and is bounded by S. Pennsylvania Ave to the east, 5th St SE to the south, S. Delaware Ave to the west, and Willow Creek to the north. Coal tar contamination was first discovered in 1984 and the site was placed on the National Priorities List (NPL) in 1994. Contaminated soils were removed and treated in 1996 and current activities involve the monitoring of natural decrease in toxicity. Contamination continues to be found in monitoring well MW-38, located in the right-of-way of S. Delaware Ave. A free product recovery well (MW39) was installed in 2012 with an automated recovery system. Two environmental covenants have been put in place to restrict site usage and activities.

Any subsurface impact to the High Risk site (Mason City Coal Gasification Plant Site) needs to be avoided. Acquisition for construction along the existing right-of-way should be by temporary or permanent easement. While it is anticipated that any impacts to this site would be for surface grading and construction of curb and gutter, any unexpected subsurface impact to this parcel may require review, comment, and approval from the US EPA.

Should contaminated materials be encountered during project construction, they will be handled in accordance with applicable federal and state regulations.

Visual

The IA 122 EB/WB corridor serves as a major thoroughfare connecting residents to shopping, retail, and dining destinations. The views throughout this corridor are largely commercial with mixed single and multi-family residences on the east end of the project area.

No Build Alternative

The No Build Alternative would have no impact on visual features.

Preferred Alternative

The Preferred Alternative will have a positive impact on this area of Mason City. Bicycle lanes and sidewalks will provide a more open visual characteristic of the project area. The areas along 5th and 6th St SE/SW that are already vegetated with grassed lawn and trees will be preserved to the extent possible. The introduction of strategic plantings for the purpose of beautification to the area will be considered at later design phases by the City.

Utilities

The potential for the Project to affect utilities in the Study Area was considered by identifying utility locations and orientation in relation to the highway. Potential effects were evaluated with respect to major utilities crossed by or located within the ROW for the Preferred Alternative. These utilities include:

Utility Name	Utility Type
Iowa Network Services	Aerial cable
City of Mason City	Water, Sewer, Storm Sewer, & Traffic Light Conduit
Iowa Hospital Association	Fiber
Century Link Local Network	Copper and Fiber
Alliant Energy	Natural Gas and Electric
Mediacom	Cable
Cerro Gordo County	Fiber

No Build Alternative

Under the No Build Alternative, the highway would not be expanded and utility lines would not be affected.

Preferred Alternative

As detailed design plans are developed for the Preferred Alternative, construction activities would be coordinated with public utilities to avoid potential conflicts and to minimize planned

interruptions of service. When service interruptions are unavoidable, an effort would be made to limit their duration.

5.5 Cumulative

A cumulative impact is defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7). Cumulative impacts include the direct and indirect impacts of a project together with impacts from reasonably foreseeable future actions of others. For a project to be reasonably foreseeable, it must have advanced far enough in the planning process that its implementation is likely. The impacts of reasonably foreseeable future actions not associated with the improvement project include the impacts of other Federal, state, and private actions. Reasonably foreseeable actions are not speculative, are likely to occur based on reliable sources, and are typically characterized in planning documents.

Past Actions:

Construction of US 18 bypass-The US 18 bypass was completed in 1999. This bypass was constructed to alleviate congestion throughout Mason City. At that time, the roadway in the City was renamed IA 122.

Demolition of Neighborhood Schools- There were two schools located in the project area: St. Joseph’s Catholic Church and Garfield school. These schools were closed and demolished. Where the schools once stood are now large, vacant lots (in the case of St. Joseph’s Academy it is a parking lot). The schools created a nearly daily relationship with the neighborhood residents that is now gone.

Other construction activities in the area-The following table details other projects that have taken place near the project study area:

Table 5-7: Past Construction Actions near Project Area

Project Name	Project Type
IA 122 Chelsea Creek	Bridge Replacement
IA 122/Village Green/Roosevelt	Intersection Reconstruction
IA 122/Tiffany Drive	Off-set Turn lanes
IA 122/Illinois Ave	Turn Lane
IA 122/Illinois to California Ave	Resurfacing and Lane Realignment
Indianhead Road/IA 122	Retail Development Area

Present Actions:

Iowa 122 Improvement project-This project proposes the improvement of intersections, changes in access and the flattening of a reverse curve at the east end of the project area. This is being constructed to address safety and operational concerns.

Future Actions:

Planned Transportation projects – The following projects are programmed in the State Transportation Improvement Program (STIP) for Mason City:

Table 5-8: Future Construction Actions near Project Area

Project Name	Project Type
South Kentucky Ave	Pavement widening
Monroe Ave	Pedestrian/Bike Development
E. State St	Pavement Rehab/Widening

Summary of Cumulative Impacts:

Cumulative impacts to resources in the project study area may result from residential, commercial, light industrial, and roadway development as well as conversion of agricultural land to higher intensity uses. However, it is uncertain how much actual future development would be indirectly attributed to the construction of the proposed improvements. The vicinity of the project study area is identified in the local jurisdictions' comprehensive future land use plans as an area positioned for future residential, commercial, and light industrial development. However, the vicinity of the study area is currently experiencing development pressures absent of construction of the proposed improvements.

Based on the Eleven Steps in Cumulative Analysis (CEQ, *Considering Cumulative Effects under the National Environmental Policy Act*, January 1997), it was determined there will be no negative cumulative impacts as a result of this project and other known projects in the project impact area.

While this analysis did not reveal any negative cumulative impacts associated with this action, there are several positive cumulative impacts. The following resources will have a positive impact:

- *Economic Development*
- *Community Cohesion*
- *Churches and Schools*
- *Visual*

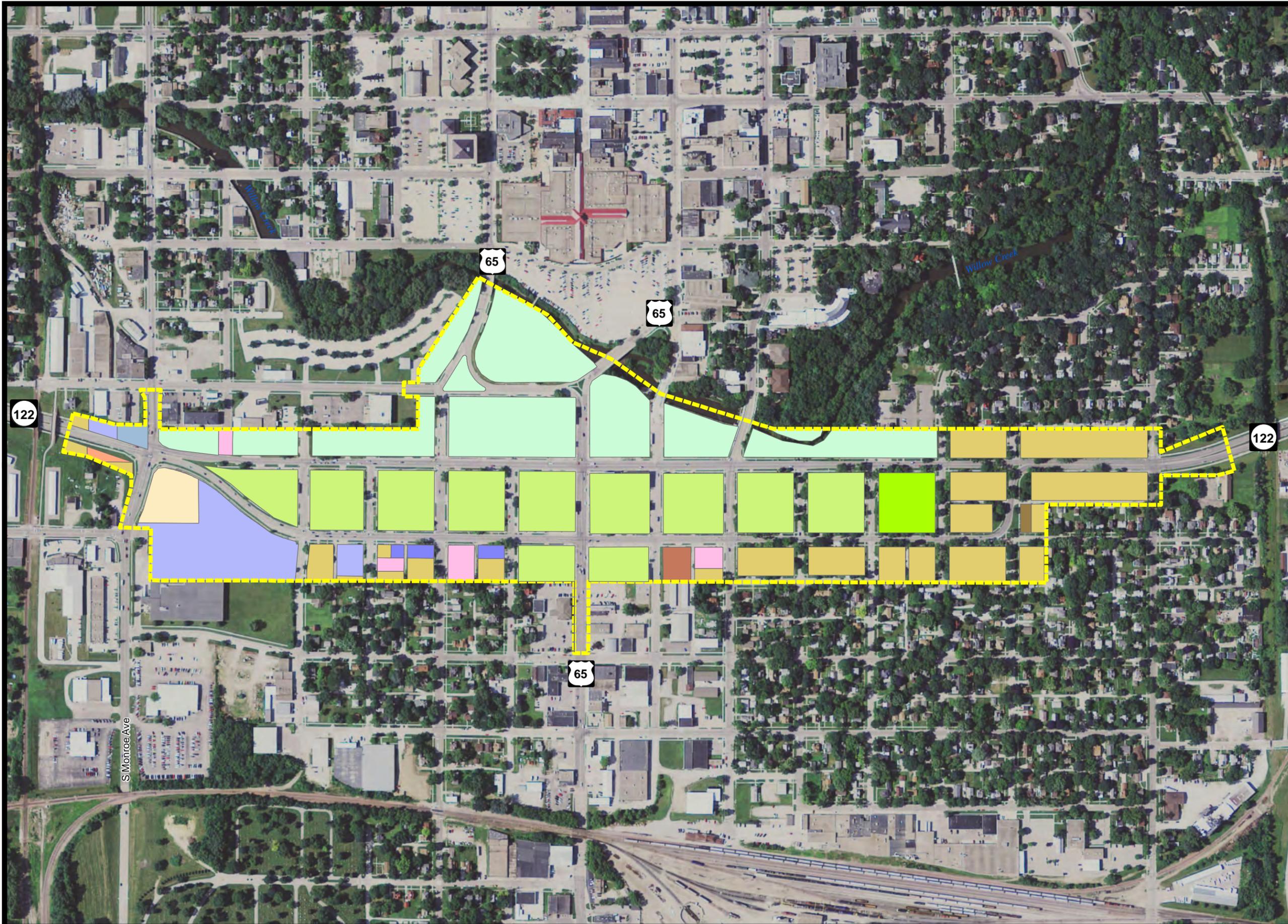
These positive impacts are a result of better connectivity throughout the corridor through bike and pedestrian facilities. Currently, there are no continuous sidewalks throughout the project area and there are no dedicated lanes for bicycles. Another factor for positive impacts is the improvements to traffic lighting, updating access management, modernized intersections, and safety improvements. Cumulatively, all of these separate factors lend themselves to renewed growth for the area and revitalization of this area.

5.6 Streamlined Resource Summary

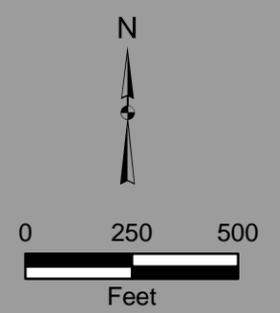
Resources not discussed in the body of the EA are located in the Streamlined Resource Summary, Appendix A. The summary includes information about the resources, the method used to evaluate them, and when the evaluation was completed. Table 5-9 summarizes the Preferred Alternative's impacts to resources discussed in the sections above.

Table 5-9: Summary of Impacts

<u>Resource</u>	<u>No Build Alternative</u>	<u>Preferred Alternative</u>
Churches and Schools	0	<0.10 ac. For strip acquisition
Bicycle and Pedestrian Facilities	0	Construction of 1.6 mile bicycle lane.
Right-of-Way (ac)	0	3.81 acres
Relocation Potential	0	7 potential property acquisitions
Construction and Emergency Routes	0	Improved connectivity due to creation of a fire lane south.
Historical Sites or Districts	0	Potential vibration impacts with construction
Noise Impacts (Number of Receptors)	0	1 receptor site that will be a total acquisition
Contaminated and Regulated Material Sites	0	1 high risk site, 8 moderate risk sites, 3 low risk sites
Visual	0	Improved visuals throughout corridor
Utilities	0	No effects

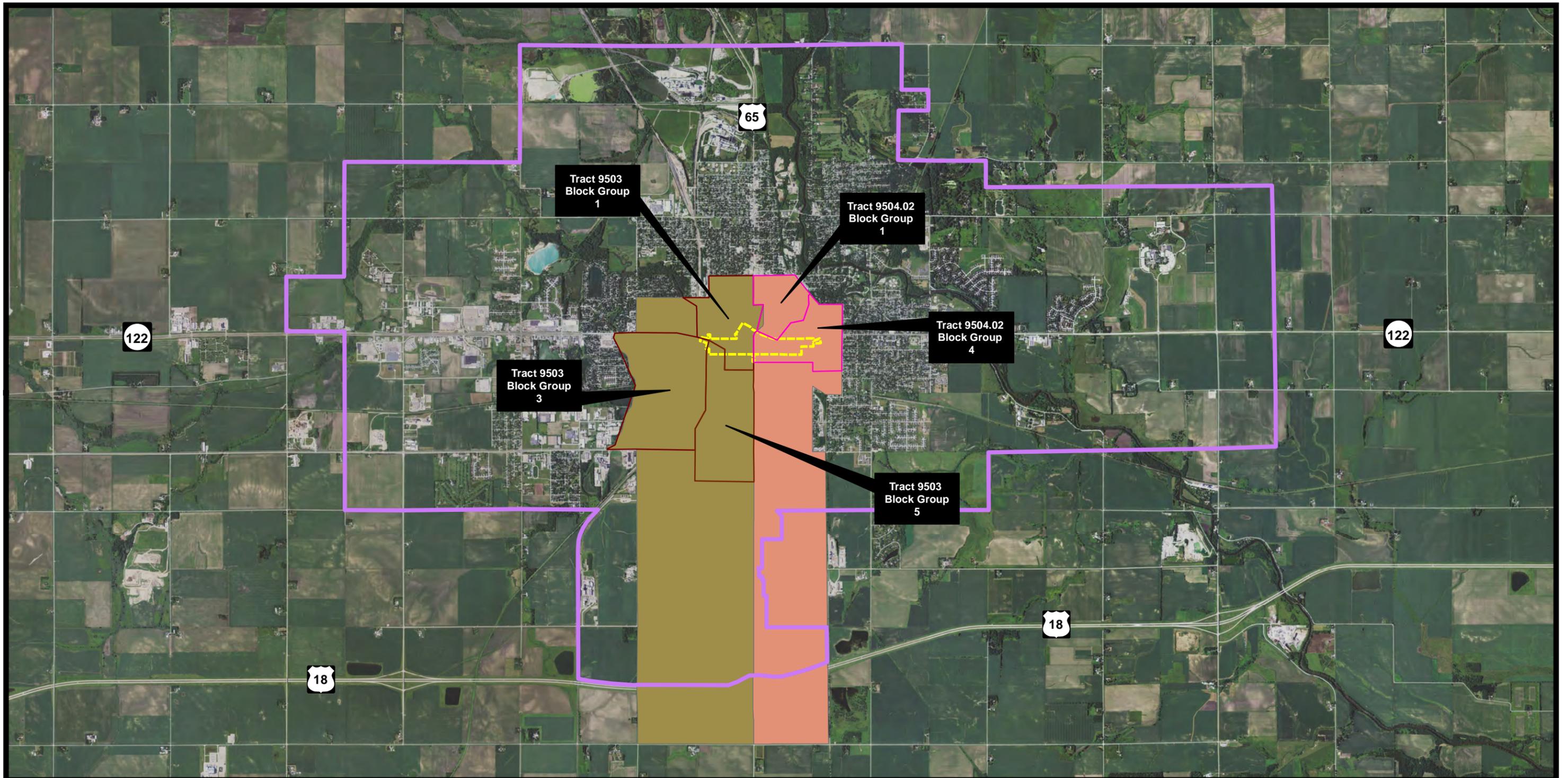


- Project Study Area
- Commercial**
 - Downtown/Mixed Use
 - Financial/Office
 - Restaurant/Entertainment
 - Retail
 - Services
- Residential**
 - High Density Residential
 - Single Family
- Industrial**
 - Agriculture/Open Space
 - Business Park
- Civic**
 - Other Civic Uses
 - Parks/Recreation/Greenway
 - Public Facilities/Utilities
- Vacant Urban Land**
 - Vacant Building
- Redevelopment**
 - Redevelopment

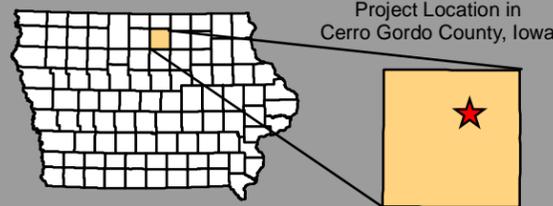
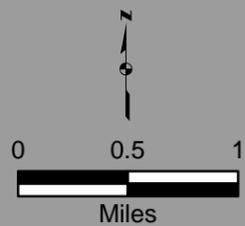


**Figure 5-1:
Mason City
Future
Land Use Map**

Data Source: City of Mason City



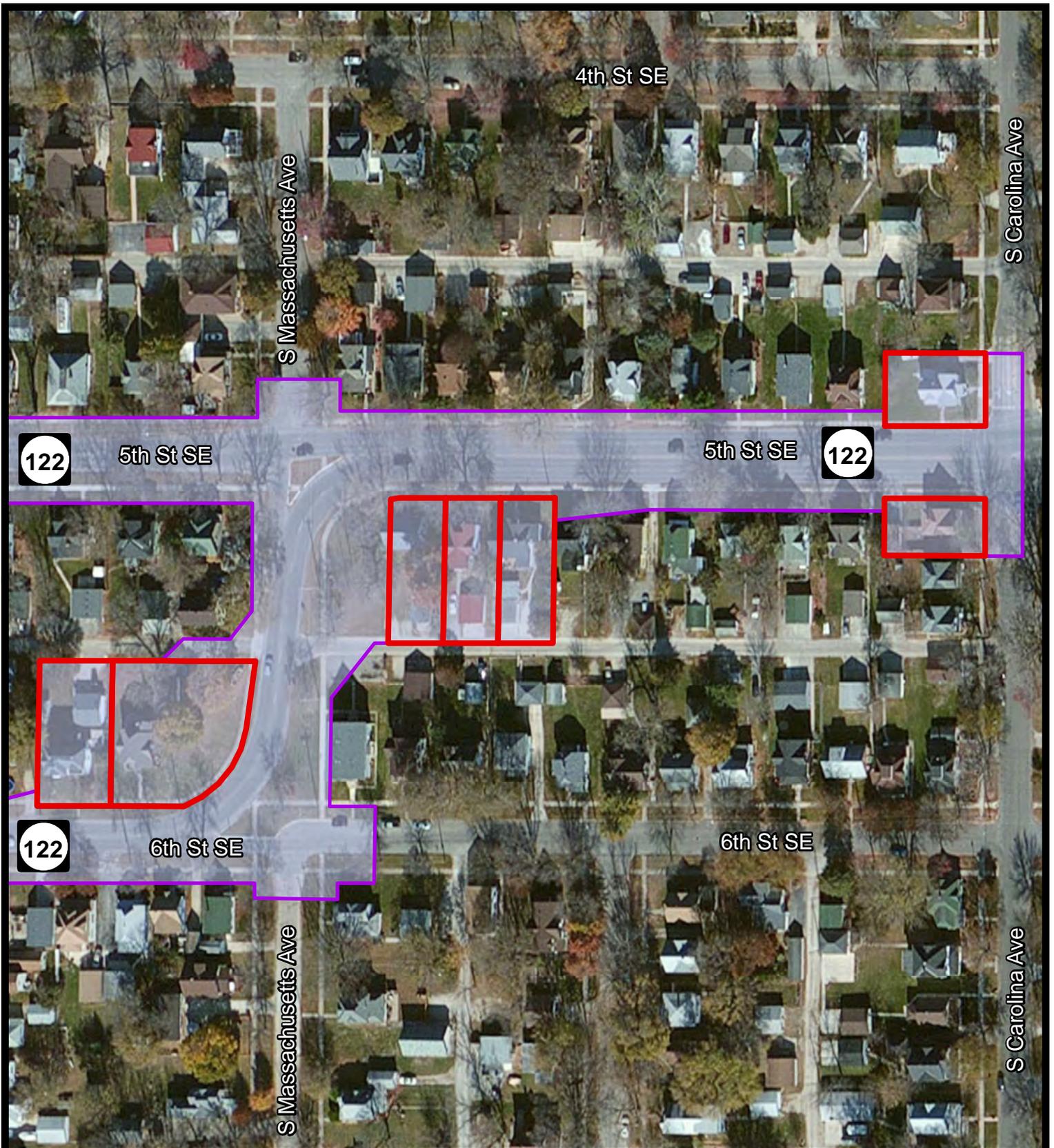
Created May 2013



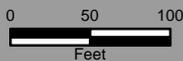
- Census Tract 9503
- Census Tract 9504.02
- City of Mason City
- Project Study Area

Figure 5-2: Census Tract Overview

STP-122-1(14)--2C-17
Iowa 122 Improvements
Mason City, Iowa



Created May 2013
2011 Aerial



Potential Total Acquisitions

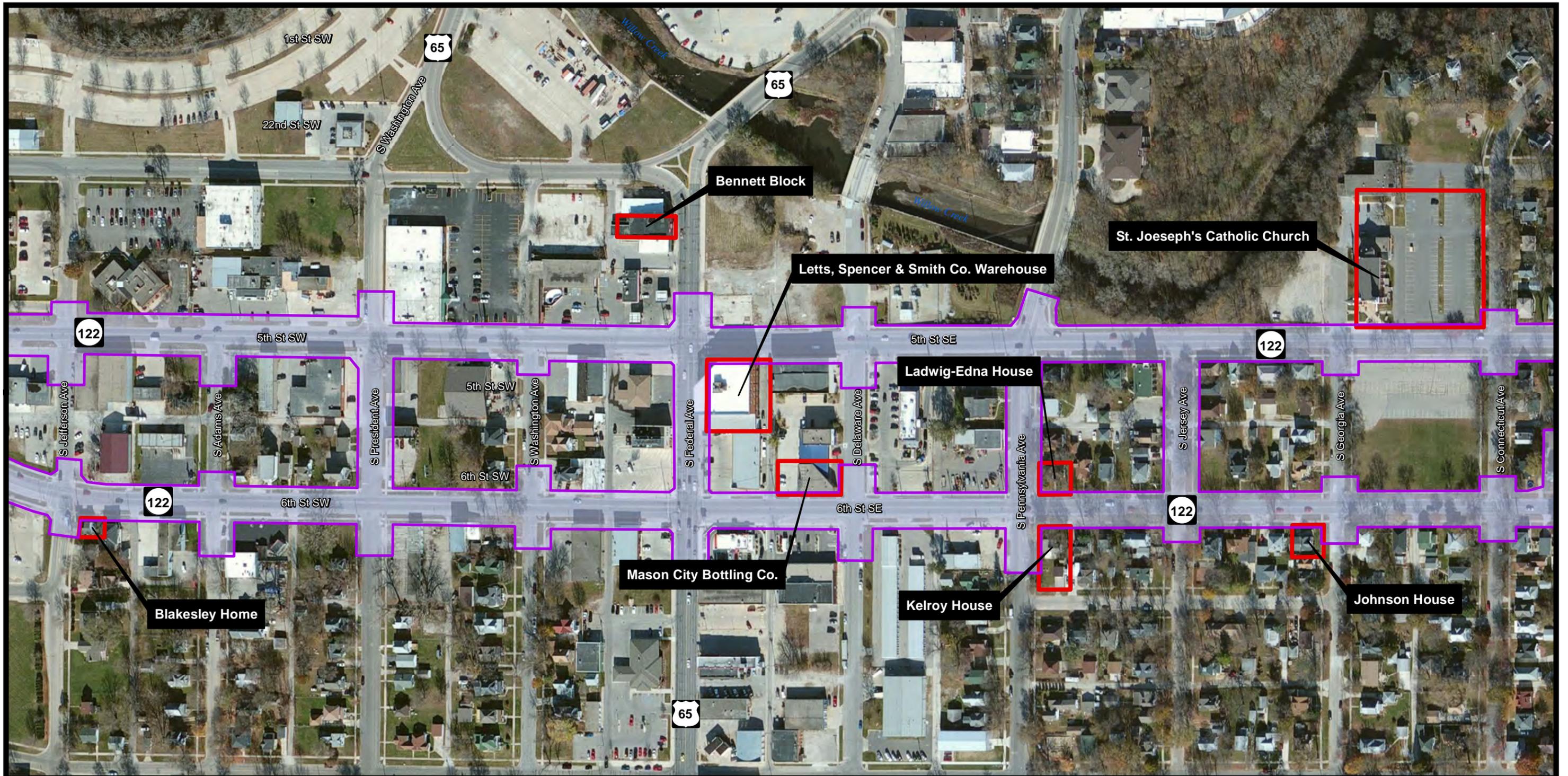


Impact Area

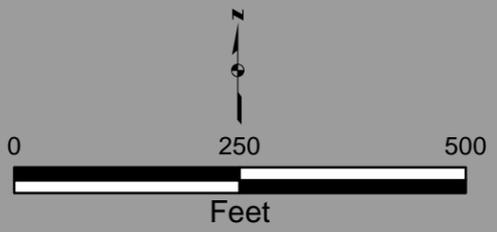
Figure 5-3: Potential Total Property Acquisitions

STP-122-1(14)--2C-17

Iowa 122 Improvements
Mason City, Iowa

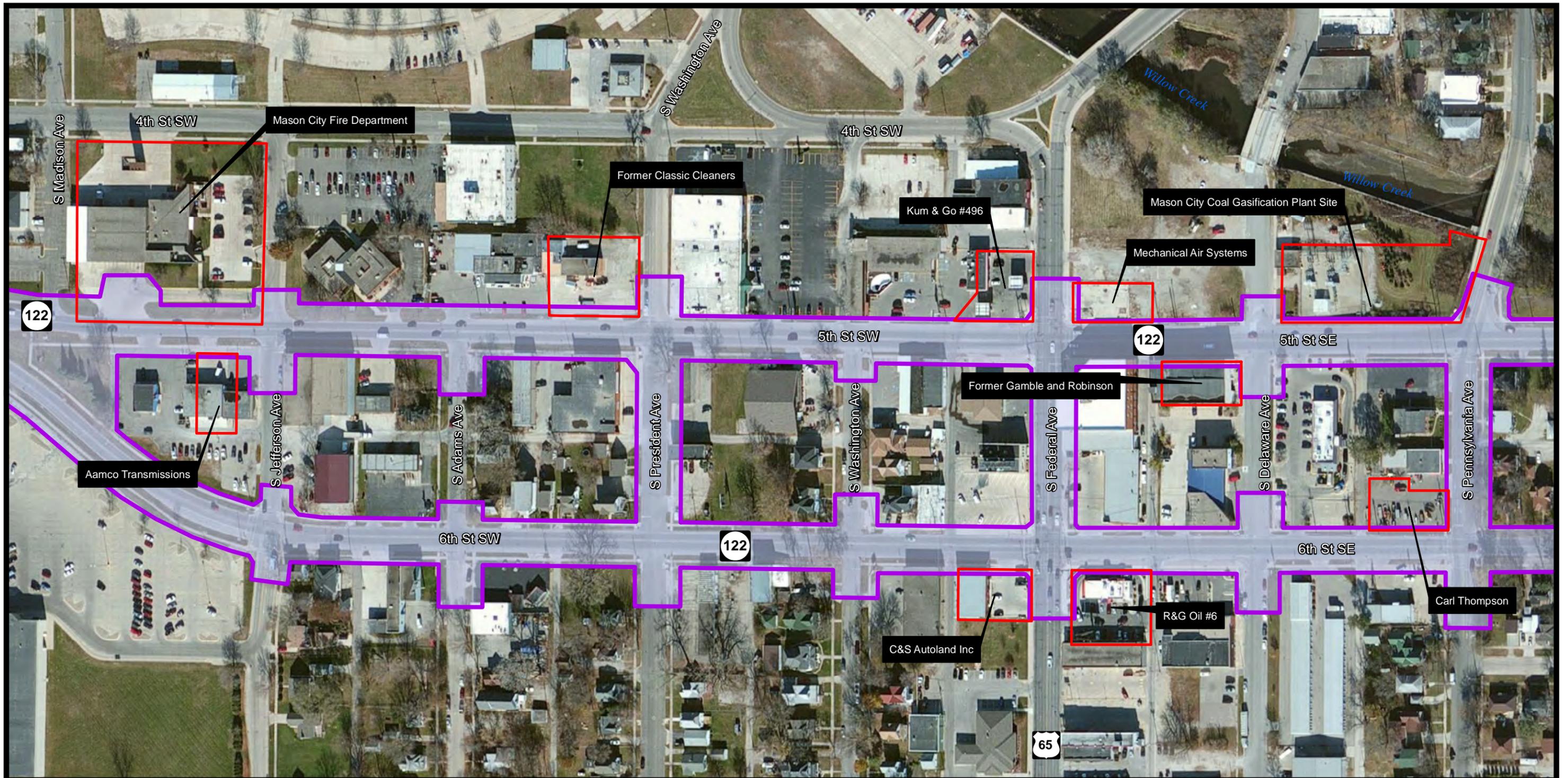


Created May 2013
2011 Aerial

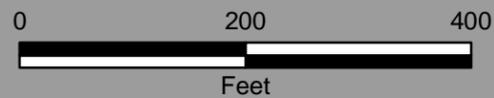


- NRHP Eligible Properties
- Preferred Alternative Impact Area

Figure 5-4: Historic Properties Overview
STP-122-1(14)--2C-17
Iowa 122 Improvements
Mason City, Iowa



Created May 2013
2011 Aerial



- Regulated Materials Parcels
- Preferred Alternative Impact Area

Figure 5-5: Regulated Materials Sites

STP-122-1(14)--2C-17

Iowa 122 Improvements
Mason City, Iowa

SECTION 6 DISPOSITION

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

This EA is being distributed to the agencies and organizations listed. Individuals receiving this EA are not listed for privacy reasons.

Federal Agencies

Federal Aviation Administration
Federal Emergency Management Agency
U.S. Army Corps of Engineers – Rock Island District (Regulatory) and Omaha District (Planning)
U.S. Department of Agriculture – Natural Resources Conservation Service
U.S. Department of the Interior – Office of Environmental Policy and Compliance
U.S. Environmental Protection Agency – Region 7, National Environmental Policy Act Team
U.S. Fish & Wildlife Service – Rock Island Field Office
Natural Resource Conservation Service, State Conservationist
Federal Railroad Administration

State Agencies

Iowa Department of Agriculture and Land Stewardship
Iowa Department of Natural Resources – State Office and Field Office #2
Iowa Soil and Water Conservation
State Historical Society of Iowa

Local/Regional Units of Government

Cerro Gordo County Board of Supervisors
Cerro Gordo County Conservation Board
Cerro Gordo County Engineer
Cerro Gordo County Historical Society
City of Mason City– Mayor, City Administrator, Public Works Department, Director of Planning and Zoning
North Iowa Area Council of Governments

Locations Where this Document Is Available for Public Review:

Mason City Public Library
225 2nd St SE
Mason City, IA 50401

Federal Highway Administration
105 6th Street
Ames, IA 50010

Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

This document is available for viewing on this Iowa DOT website: <http://www.iowadot.gov/>

Potential Permits Required for the Project:

- Iowa DNR National Pollutant Discharge Elimination System General Permit No. 2 for Storm Water Discharge Associated with Construction Activities (NPDES Storm Water Permit)

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

The Regional Planning Authority 2 Regional Transportation Policy Board has awarded \$1.8 Million in federal STP funds toward this project. These STP funds are currently programmed in Federal Fiscal Year 2016. The total cost is estimated at \$11 Million and construction is scheduled to begin in 2017. The STP funds are intended to be matched by the Iowa DOT and the City of Mason City.

SECTION 7 COMMENTS AND COORDINATION

Agency and Tribal Coordination

This section includes a summary of agency coordination, public involvement, and tribal coordination that has occurred during the development of this EA. Future public involvement efforts that are planned for the Project are also discussed. Appendix B contains agency and tribal comment letters received in response to Iowa DOT’s coordination request letters to initiate the NEPA process for the Project.

Early agency coordination began on March 2, 2012, with letters sent to the Federal, state, and local government agencies listed below. The letters announced the initiation of the NEPA process for the highway project, solicited feedback as it relates to the agencies’ relevant areas of expertise, and solicited tribal interest in the Project. Table 7-1 lists the agencies that were contacted through early coordination and the response date, if applicable. Written responses to the early coordination requests are provided in Appendix B.

As part of the early coordination process, Iowa DOT also notified the Tribes of initiation of the proposed project and solicited their feedback. The Tribes contacted are listed in Table 7-2. The coordination information sent to the Tribes is included in Appendix B.

Table 7-1: Agency Coordination

Agency Type	Agency	Date of Response
Federal	US Army Corps of Engineers	3/27/2012
Federal	Federal Transit Authority	4/23/2012
Federal	Environmental Protection Agency	4/2/2012
State	State Historical Society of Iowa	3/14/2012
State	Iowa Department of Natural Resources	3/8/2012
City	Mason City Chamber of Commerce	3/29/2012
County	Cerro Gordo County Board of Supervisors	3/8/2012

The comments received from federal, state, county, and local agencies are summarized as follows:

In general, the agencies that responded explained their regulatory requirements if applicable. The County and City both noted support for the project. The EPA stated this project may be in an Environmental Justice (EJ) area and explained other permitting and regulatory requirements applicable to the project.

Table 7-2: Tribal Coordination

Tribe	Date of Coordination	Date of Response
Ho-Chunk Nation	2/26/2013	N/A
Iowa Tribe of Kansas and Nebraska	2/26/2013	3/1/2013
Miami Tribe of Oklahoma	2/26/2013	N/A
Omaha Tribe of Nebraska	2/26/2013	N/A
Otoe-Missouria Tribe	2/26/2013	N/A
Pawnee Nation	2/26/2013	3/5/2013
Peoria Tribe of Indians of Oklahoma	2/26/2013	N/A
Sac and Fox of Mississippi in Iowa	2/26/2013	N/A
Sac and Fox Nation in Oklahoma	2/26/2013	N/A
Winnebago Tribe of Nebraska	2/26/2013	3/5/2013
Yankton Sioux Tribe	2/26/2013	N/A

There were responses from three tribes. The Pawnee Nation and Winnebago Tribe of Nebraska requested no further need for consultation on this project. The Iowa Tribe of Kansas and Nebraska requested a copy of archaeology report.

NEPA/404 Merge Coordination

FHWA and Iowa DOT coordinated with resource agencies using the Iowa DOT concurrence point process. The process incorporates planning, design, agency coordination, public involvement elements, and integrates compliance with NEPA and Section 404 of the Clean Water Act. The transportation agencies request agency concurrence regarding four points in the NEPA process:

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

Concurrence Points 1 and 2 were conducted at the same time. Due to the lack of impact on resources, an informal process was chosen. This informal process does not require a face to face

meeting, rather information about the project alternatives and potential impacts are reviewed in packets sent via email. Representatives from the USACE, USFWS, FHWA, Iowa DNR, and Iowa DOT concurred on August 17, 2012 that this project is not of sufficient complexity to warrant additional coordination and handling. Therefore, further pursuit of the Concurrence Point Process was halted after this concurrence.

Public Involvement

A public information meeting was held on June 14, 2012 in the Mason City Hall located at 10^{1st} St NW, Mason City, Iowa. The purpose of the meeting was to discuss alternatives for the proposed project. The meeting was held from 5:00 to 7:00 PM and was attended by 84 people. In general, most that attended the meeting were in favor of the Preferred Alternative. There were positive comments for the proposed fire department lane. Several attendees noted support for the access changes along the corridor to ease congestion and confusion. The Iowa DOT summarized written comments received and prepared responses to comments on July 16, 2012.

APPENDIX A

STREAMLINED RESOURCE SUMMARY

SOCIOECONOMIC IMPACTS SECTION:

O t h e r	Land Use	
	Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
	Method of Evaluation:	
	Completed by and Date:	
	Community Cohesion	
	Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
	Method of Evaluation:	
	Completed by and Date:	
	Churches and Schools	
	Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
	Method of Evaluation:	
	Completed by and Date:	
Environmental Justice		
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis	
Method of Evaluation:		
Completed by and Date:		
Economic		
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis	
Method of Evaluation:		
Completed by and Date:		
Joint Development		
Evaluation:	Resource is not in the study area	
Method of Evaluation:	Database	
Completed by and Date:	IA DOT NEPA Manager, 6/10/2013	
Parklands and Recreational Areas		
Evaluation:	Resource is not in the study area	
Method of Evaluation:	Database	
Completed by and Date:	IA DOT NEPA Manager, 6/10/2013	
Bicycle and Pedestrian Facilities		
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis	
Method of Evaluation:		
Completed by and Date:		
Right-of-Way		
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis	
Method of Evaluation:		
Completed by and Date:		
Relocation Potential		
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis	
Method of Evaluation:		
Completed by and Date:		

SOCIOECONOMIC IMPACTS SECTION Continued:

Construction and Emergency Routes	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Transportation	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	IA DOT NEPA Manager, 6/10/2013

CULTURAL IMPACTS SECTION:

Historic Sites or Districts	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Archaeological Sites	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 9/3/2012
Cemeteries	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 9/3/2012

NATURAL ENVIRONMENT IMPACTS SECTION:

Wetlands	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 8/23/2011
Surface Waters and Water Quality	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 8/23/2011
Wild and Scenic Rivers	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 8/23/2011
Floodplains	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 8/23/2011
Wildlife and Habitat	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 8/29/2012
Threatened and Endangered Species	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 8/29/2012
Woodlands	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE Staff, 8/29/2012
Farmlands	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Database
Completed by and Date:	OLE NEPA Manager, 7/8/2013

PHYSICAL IMPACTS SECTION:

Noise	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Air Quality	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Database
Completed by and Date:	OLE NEPA Manager, 7/8/2013
MSATs	
Evaluation:	<p>This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.</p> <p>Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.</p>
Method of Evaluation:	FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents, September 30, 2009
Completed by and Date:	OLE NEPA Manager, 7/8/2013
Energy	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	OLE NEPA Manager, 7/8/2013
Contaminated and Regulated Materials Sites	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Visual	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	
Utilities	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	
Completed by and Date:	

APPENDIX B

AGENCY AND TRIBAL COORDINATION

FEB 18 2013



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

Phone: 515-239-1795

Fax: 515-239-1726

February 14, 2013

Ref. STP-122-1(14)--2C-17
Primary System
Cerro Gordo County
BCA 1959 (Vol. III)
R&C: 120317045

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

RE: Archival Research of the Mason City-Clear Lake Trolley Line, Mason City, Cerro Gordo County, Iowa; T96N-R20W Section 10; No Adverse Effect

Dear Ralph:

Enclosed for your review and comment is volume three of the intensive investigation for the upcoming project on Iowa 122 in Mason City. As you recall you reviewed Volumes I and II on 12/05/2012. The enclosed report documents the Mason City & Clear Lake (MC & CL) Trolley line (17-01361).

As you will read in our consultant has made a clear case for National Register eligibility under Criterion A and B. Criterion A is applicable at the local level as the MC & CL is associated with industrial and residential growth and development of Mason City. Our consultant also notes that the MC & CL is significant under Criterion A as it is believed to be the longest running electric railway in the country. The MC & CL is also significant at the local level under Criterion B as it is associated with Mason City developer William B. Brice. We agree with the application of these National Register criteria.

Our consultant has recommended that:

The remaining section of the MC & CL line (comprised of roughly 13.7km [8.5 mi] of track) runs parallel to Highway 106 between Interstate 35 on the west and South Hampshire Avenue on the east, with diversions from the highway at each end and including the rails, rail bed, overhead electrical system, the poles that support the electrical lines, and the equipment (historic freight and service cars) is considered eligible for listing on the National Register of Historic Places (NRHP) ..."

Mr. Ralph Christian
Page 2
February 14, 2013

We are of the opinion (and agree with our consultant) that the above described extant section of the original MC & CL trolley line is eligible for nomination to the National Register. However, we do not believe that the non-extant portion of the MC & CL trolley line is eligible for the National Register (see Figures 1 & 2 of the site inventory sheet). Further, we do not agree with the consultants recommendations that a plan for dealing with an encounter of tracks and/or brick pavers is needed as this portion of the resource is considered not eligible.

As stated previously we anticipate using a Special Provision within the contract to avoid adverse effects related to vibration to historic properties located near this route. The following steps will be detailed within the Special Provision to avoid any adverse effects to these historic properties:

- A preconstruction survey of these properties will be completed that will document their present condition. The preconstruction survey will also establish a peak particle velocity (PPV) threshold for vibration.
- Sensors (crack and/or seismic) will be installed and tested daily. If 80 percent of the PPV threshold is reached sensors will alert the contractor and in turn the construction engineer.
- If the PPV is reached, a meeting with the contractor and the construction engineer will identify alternative demolition/construction methods and/or equipment to be used to minimize project vibration.
- A post construction survey will be performed.

Below is a list of National Register eligible properties along entire project that will be identified in the Special Provision.

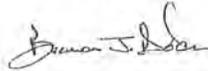
Address	Property Name	Inventory No.
302 5 th Street SE	St. Joseph's Catholic Church	17-00182
202 6 th Street SE	Ladwig-Edna House	17-00193
203 6 th Street SE	Kelroy House	17-00194
253 6 th Street SE	Johnson House	17-00195
221 6 th Street SW	Blakesley Home	17-00201
510 S Delaware Ave	Mason City Bottling Co.	17-00231
406 S Federal Ave	Bennett Block	17-00383
503 S. Federal Ave	Letts, Spencer & Smith Co Warehouse	-

With the conditions identified for the above listed properties we believe that a project determination of **No Adverse Effect** is appropriate. At this time we are requesting your concurrence with our determination that the extant portion of the MC & CL is eligible for nomination to the National Register, and that the non-extant portion of the MC & CL trolley line is not eligible. Further, we request your concurrence with our project determination of effect. If you concur please sign below, add any comments you may have, and return this letter to our office.

Mr. Ralph Christian
Page 3
February 14, 2013

If you have any questions, please contact me at (515) 239-1795 or
brennan.dolan@dot.iowa.gov.

Sincerely,

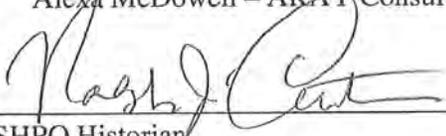


Brennan J. Dolan
Office of Location and Environment

BJD:sm
Enclosures

cc: Vicki Dumdei – District 2 Engineer
Dave Little – Assistant District 2 Engineer
Roger Larson – Location Engineer
Charles Berhard – Vibration Engineer
DeeAnn Newell – NEPA Section Leader
David Stanley – Bear Creek Archeology
Alexa McDowell – AKAY Consulting

Concur:


SHPO Historian

Date:

2/19/13

Comments:



Iowa Department of Transportation
TRIBAL NOTIFICATION

RECEIVED

Form 536002
08-12

To: Iowa Tribe of Kansas and Nebraska

MAR 07 2013

Date 02/26/2013 IA DOT contact Brennan Dolan Office of Location & Environment
IADOT project # STP-122-1(14)--2C-17 Phone # 515-239-1795
Location Iowa Highway 122 - Cerro Gordo County E-mail brennan.dolan@dot.iowa.gov
Description Four Lane Re-Configuration

Type of Project (see map)

- VERY SMALL - Disturb less than 12-inch depth (plow zone)
- SMALL - Grading on existing road, shouldering, ditching, etc.
- SMALL - Bridge or culvert replacement
- LARGE - Improve existing road from 2 lanes to 4 lanes
- LARGE - New alignment
- X OTHER - lane re-configuration

Type of Coordination/Consultation Points

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

Type of Findings

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

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

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

Affected National Register Properties

- Investigating avoidance or minimizing harm options
- Protected
- X Avoided
- Mitigation Proposed

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

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

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

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

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

Comments _____

[Signature] _____ THPO Iowa Tribe of K&NE _____ 02/01/13 _____
 Name Tribe or Nation Date

(Comments continued on back)



Iowa Department of Transportation
TRIBAL NOTIFICATION

RECEIVED

MAR 07 2013

Form 536002
 08-12

To: Winnebago Tribe of Nebraska

Office of Location & Environment

Date 02/26/2013 IA DOT contact Brennan Dolan
 IADOT project # STP-122-1(14)--2(-17) Phone # 515-239-1795
 Location Iowa Highway 122 - Cer Gordo County E-mail brennan.dolan@dot.iowa.gov
 Description Four Lane Re-Configuration

Type of Project (see map)

- VERY SMALL - Disturb less than 12-inch depth (plow zone)
- SMALL - Grading on existing road, shouldering, ditching, etc.
- SMALL - Bridge or culvert replacement
- LARGE - Improve existing road from 2 lanes to 4 lanes
- LARGE - New alignment
- X OTHER - lane re-configuration

Type of Coordination/Consultation Points

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

Type of Findings

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

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

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

Affected National Register Properties

- Investigating avoidance or minimizing harm options
- Protected
- X Avoided
- Mitigation Proposed

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

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

Emily Smith - DeLeon P.O. Box 687 Winnebago ne 68071
 Name Street Address City, Zip Code
402 878 3313 smith-deleon77@yahoo
 Phone E-mail

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

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

Comments

Emily DeLeon Winnebago Tribe NE 3-5-13
 Name Tribe or Nation Date

(Comments continued on back)



Iowa Department of Transportation
TRIBAL NOTIFICATION

Form 536002
 08-12

To: Pawnee Nation of Oklahoma

Date 02/26/2013 IA DOT contact Brennan Dolan
 IADOT project # STP-122-1(14)--2C-17 Phone # 515-239-1795
 Location Iowa Highway 122 - Cerro Gordo County E-mail brennan.dolan@dot.iowa.gov
 Description Four Lane Re-Configuration

Type of Project (see map)

- VERY SMALL - Disturb less than 12-inch depth (plow zone)
- SMALL - Grading on existing road, shouldering, ditching, etc.
- SMALL - Bridge or culvert replacement
- LARGE - Improve existing road from 2 lanes to 4 lanes
- LARGE - New alignment
- X OTHER - lane re-configuration

Type of Coordination/Consultation Points

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

Type of Findings

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

RECEIVED

MAR 4 2013

Office of Historic Preservation

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

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

Affected National Register Properties

- Investigating avoidance or minimizing harm options
- Protected
- X Avoided
- Mitigation Proposed

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

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

Name GORDON ADAMS P.O. Box 410
 Street Address _____
 Phone 918.762.3227
 City, Zip Code Pawnee, OK 74058
 E-mail GADAMS@PAWNEENATION.ORG

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

No

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

Comments

 Name [Signature] Tribe or Nation Pawnee Nation of OK Date 3/5/2013

(Comments continued on back)

Additional Comments _____

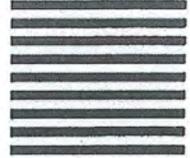
Fold first

(TAPE--Do NOT Staple.)

*Paumotu Nation of Oklahoma
P.O. Box 470
Paumotu, OK 74058*

(TAPE--Do NOT Staple.)

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



RECEIVED

MAR 11 2013

Office of Location & Environment

BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 651 AMES, IA.

POSTAGE WILL BE PAID BY ADDRESSEE

OFFICE OF LOCATION AND ENVIRONMENT
CULTURAL RESOURCES SECTION
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



Fold last



Iowa Department of Transportation
TRIBAL NOTIFICATION

RECEIVED

Form 536002
08-12

To: Iowa Tribe of Kansas and Nebraska

MAR 07 2013

Date 02/26/2013 IA DOT contact Brennan Dolan Office of Location & Environment
IADOT project # STP-122-1(14)--2C-17 Phone # 515-239-1795
Location Iowa Highway 122 - Cerro Gordo County E-mail brennan.dolan@dot.iowa.gov
Description Four Lane Re-Configuration

Type of Project (see map)

VERY SMALL - Disturb less than 12-inch depth (plow zone)
SMALL - Grading on existing road, shouldering, ditching, etc.
SMALL - Bridge or culvert replacement
LARGE - Improve existing road from 2 lanes to 4 lanes
LARGE - New alignment
X OTHER - lane re-configuration

Type of Coordination/Consultation Points

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

Type of Findings

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

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

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

Affected National Register Properties

Investigating avoidance or minimizing harm options Protected
X Avoided Mitigation Proposed

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

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

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

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

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

Comments

Name [Signature] Tribe or Nation THPO Iowa Tribe of K&NE Date 03/01/13

(Comments continued on back)

From: [Kelly, Mary](#)
To: [Thomas, Terisa \[DOT\]](#)
Cc: [Rush, Michelle](#); [Drzycimski, Tom](#)
Subject: Hwy 122 Project - EA
Date: Thursday, March 08, 2012 10:07:24 AM
Attachments: [20120308100427966.pdf](#)

Terisa:

I am replying on behalf of the Supervisors in receipt of the letter from your office which is attached.

The study area has been reviewed and attached is a map of the parcels checked for ownership. It appears that the County does not own property within the study area. Therefore, it does not directly impact any existing parcel owned by the County. The County has no interest in developing in this area at this time. The Courthouse is located approximately 7 blocks north of the project area and access should remain easily available throughout the duration and after any project.

As for development within this study area, the Mason City EDC or the City of Mason City could probably better address this issue.

If you need additional information or I have not addressed the contents of the letter appropriately, please let me know.

Mary Kelly
County Engineer

Thomas, Terisa [DOT]

From: Schwake, Christine [DNR]
Sent: Friday, March 02, 2012 7:07 AM
To: Thomas, Terisa [DOT]
Subject: RE: IA 122 in Mason City Improvement Project- Environmental Assessment; STP-122-1(14)--2C-17; 11-17-122-020

Dear Ms. Thomas:

This letter is in response to the March 1, 2012 email concerning the update of the above referenced project. Thank you for inviting our comments.

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

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

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

Sincerely,

Christine Schwake
Environmental Specialist

From: Thomas, Terisa [DOT]
Sent: Thursday, March 01, 2012 4:01 PM
To: 'darrell.tisor@dot.gov'; 'steven.fender@dot.gov'; 'david.gregory@dot.gov'; 'joan.roeseler@dot.gov'; Schwake, Christine [DNR]; Poole, Kelly [DNR]; Moench, Kathleen [DNR]; 'Nicholas_Chevance@nps.gov'; 'James.P.Ryan@hud.gov'; 'Carrie.E.Dobbins@hud.gov'; 'robert_f_stewart@ios.doi.gov'
Cc: Larsen, Roger [DOT]; Dolan, Brennan [DOT]; Bradley, Bryan [DOT]
Subject: IA 122 in Mason City Improvement Project- Environmental Assessment; STP-122-1(14)--2C-17; 11-17-122-020

To Whom It May Concern:

For the purpose of complying with the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Iowa Department of Transportation, is initiating the preparation of an environmental assessment (EA) for improvement project on IA 122 from South Monroe Ave to South Carolina in Mason City in Cerro Gordo County. The study will include alternatives that will address safety and



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
ROGER L. LANDE, DIRECTOR

March 8, 2012

RECEIVED

Terisa Thomas
IDOT - NEPA Section
800 Lincoln Way
Ames, IA 50010

MAR 12 2012

Office of Location & Environment

Dear Ms. Thomas:

This letter is in response to your request for information on potential impacts to IA 122 from South Monroe Ave to South Carolina in Mason City, Cerro Gordo County, Iowa, as they relate to the Federal Land & Water Conservation Fund (LWCF).

After review of the LWCF projects awarded to the City of Mason City, it does not appear that there are any conflicts within study corridor.

After review of the Resource Enhancement & Protection Fund (REAP) projects awarded to Mason City, I have found one project that could potentially be impacted, Project 90-R4-AA, River City Greebelt and Trail. The City received \$150,000 to acquire and develop riverfront property as a trail. A portion of the trail is included in the northern project corridor along the river. If the trail and/or property the trail sits on will be impacted or removed by the project, the City or IDOT would need to notify our office for further consultation.

Your early coordination process is very helpful to our office. If our department or the Park Service find a potential conflict with the viaduct project, we will be in contact with your office right away. If you have any questions, I can be reached at 515-281-3013.

Sincerely,

Kathleen Moench
Budget & Finance Bureau

IOWA DEPARTMENT OF NATURAL RESOURCES
WALLACE STATE OFFICE BUILDING
502 E 9TH STREET
DES MOINES, IOWA 50319-0034

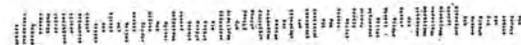
LatE

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FIRST CLASS



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0008004960 MAR 09 2012
MAILED FROM ZIP CODE 50319

BG*RS31 50010





STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
ROGER L. LANDE, DIRECTOR

April 26, 2012

RECEIVED

IOWA DEPT OF TRANSPORTATION
Attn: TERISA THOMAS
800 LINCOLN WAY
AMES IA 50010

MAY - 1 2012

Office of Location & Environment

RE: Environmental Review for Natural Resources
Improvement project on IA 122
Mason City, IA
Cerro Gordo County
Section , Township N, Range W
Various Locations

Dear Ms. Thomas,

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

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

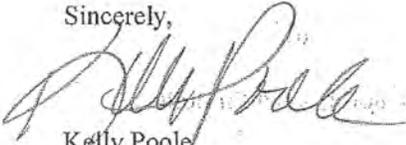
Any construction activity that bares the soil of an area greater than or equal to one acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information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

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

Please reference the following IDNR Environmental Review/Sovereign Land Program tracking number assigned to this project in all future correspondence related to this project: 7161.

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

Sincerely,



Kelly Poole
Environmental Specialist
Conservation and Recreation Division

FILE COPY: Kelly Poole

Tracking Number: 7161

cmz

IOWA DEPARTMENT OF NATURAL RESOURCES
WALLACE STATE OFFICE BUILDING
502 E 9TH STREET
DES MOINES, IOWA 50319-0034

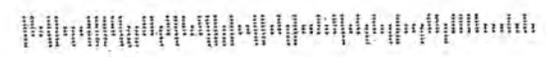
Location

PRESORTED
FIRST CLASS



02 1M \$ 00.37⁴
0008004930 APR 30 2012
MAILED FROM ZIP CODE 50319

DS-RS31 50010



Thomas, Terisa [DOT]

From: Amber Tucker [Tucker.Amber@epamail.epa.gov]
Sent: Monday, April 02, 2012 3:45 PM
To: Thomas, Terisa [DOT]
Subject: EPA Review Comments: Iowa 122 Improvements EA Preparation
Attachments: 120084.040212.Iowa 122 Improvement.pdf

Dear Ms. Thomas:

This letter is in response to your request for comments related to the preparation of an environmental assessment (EA) for the proposed improvements to Iowa 122. The proposed improvements would extend from Monroe Avenue to South Carolina in Mason City, Cerro Gordo County, Iowa. Thank you for informing the U.S. Environmental Protection Agency (EPA) of this project and for the opportunity to comment.

In preliminarily evaluating this action, I referred to EPA Region 7's NEPAssist database for spatial relationships of environmentally regulated facilities and remediation sites. There are several EPA-regulated facilities that are located in or near the project area, in the following categories; air emissions, CERCLIS (Superfund), PCS and RCRA facilities. For further information, please see the following attachments.

In addition, EPA would like to also note that part of the project study area falls within an area that is listed as an EPA Environmental Justice (EJ) area for population living in poverty at greater than 25%. Please consider any impacts to potentially impacted populations, especially sensitive populations that include children, the elderly and persons with disabilities by taking proactive measures to minimize adverse effects.

In addition, several facilities located in or near the project area, are listed as being eligible for listing or currently listed as a National Historic Place. If these properties may be affected by the scope of the project work, please contact the Iowa State Historic Preservation Office. You can view their website at <http://www.iowahistory.org/historic-preservation/>.

The Iowa Department of Natural Resources (IDNR) requires construction activity that disturbs one or more acres to be covered by a storm water permit before any soil is disturbed at the site. The permit coverage must be continued until all building is completed and the ground is completely stabilized with a permanent, perennial, vegetative cover.

Thank you for involving the Environmental Protection Agency (EPA) during the consideration of environmental impacts either to or from this project. As further planning and studies progress, EPA would appreciate being notified of future meetings and/or project documents that may be issued. If you have any other questions, you can contact me at 913-551-7565, or via email at tucker.amber@epa.gov.

Sincerely,

Amber Tucker
US EPA R7
ENSV-NEPA Team
901 N 5th St
Kansas City, KS 66101
913-551-7565

"Unless someone like you cares a whole awful lot, nothing is going to get better, it's not." -Dr. Seuss, from The Lorax

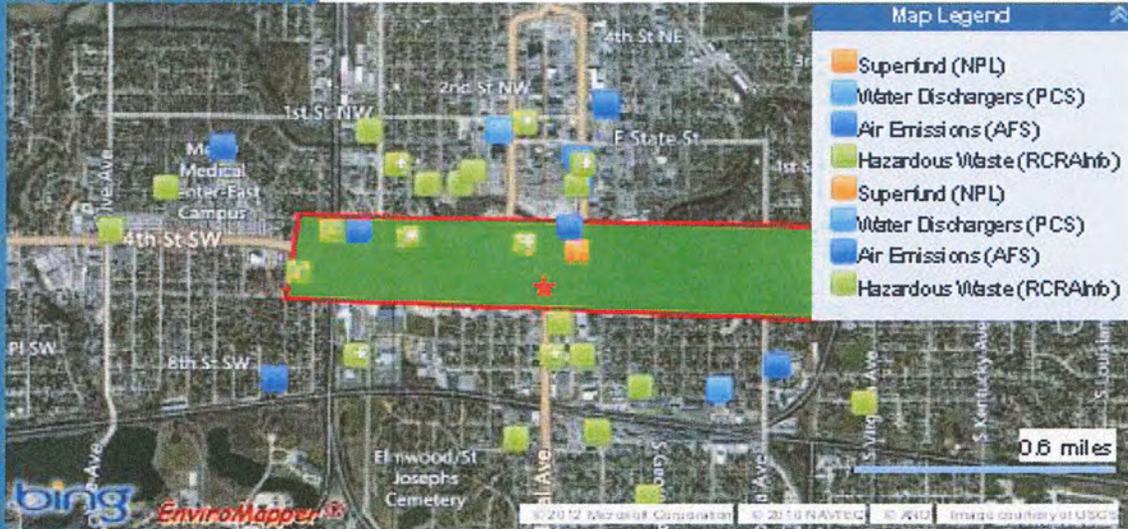
Iowa 122 Improvement



http://r7a

NEPAssist

Project Location Map



Geographic coordinates:

POLYGON

(-93.212342,43.149245,-93.187022,43.148806,-93.188310,43.145550,-93.212900,43.146270,-93.212342,43.149245)

Project Area 0.27 sq mi

R7 Layers

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

NatureServe data

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

Facilities

Report question: *Within 500 meters of a National Historic Place?* yes

Modify question by entering a new buffer distance and unit for the selected study area:

Features within Study Area

Features found: 18

Name	Distance	Units
Rock Crest-Rock Glen Historic District	0	meters
Keerl--Decker House	0	meters
Stockman, Dr. G. C., House	0	meters
Rule, Duncan, House	0	meters
Yelland, Curtis, House	0	meters
Franke, C. F., House	1.06	meters
Romey, George, House	4.19	meters
MBA (Modern Brotherhood of America) Building	68.01	meters
Andrus, A. J., Duplex	75.66	meters
Rye, Chris, House	122.67	meters
State Street Bridge	124.17	meters
Mason City YMCA	161.66	meters
Wagner-Mozart Music Hall	178.27	meters
Parker's Opera House	214.89	meters
Kirk, The	292.28	meters
Hotel Lester--Lester Cafe	318.21	meters
Shiple, C. P., House	451.68	meters
Norris, F. M., House	491.96	meters

Report question: *Within 500 meters of an AIRS/AFS site?* yes

Modify question by entering a new buffer distance and unit for the selected study area:

Features within Study Area

Features found: 10

Name	Distance	Units
MASON CITY MILLWORK	0	meters
CUSTOM AUTO BUILDERS INCORPORATED	0	meters
REWIND ASSOCIATES	98.72	meters
CREMATION SERVICES OF NORTH IOWA	107.81	meters
QWEST COMMUNICATIONS	211.24	meters
MARTIN MARIETTA MATERIALS INC-	299.83	meters

RIVERVIEW

VARIED INDUSTRIES CORP (VI-COR)	327.72	meters
NORTH IOWA MERCY HEALTH CENTER	332.52	meters
CURRIES DIVISION OF AADG, INC - 9TH STREET	337.33	meters
MAJOR ERICKSON FUNERAL HOME	428.17	meters

Report question: *Within 500 meters of a CERCLIS site?* yes

Modify question by entering a new buffer distance and unit for the selected study area:

500

Features within Study Area

Features found: 1

Name	Distance	Units
MASON CITY COAL GAS	0	meters

Report question: *Within 500 meters of a RCRA facility?* yes

Modify question by entering a new buffer distance and unit for the selected study area:

500

Features within Study Area

Features found: 40

Name	Distance	Units
CLASSIC CLEANERS-FORMER SITE OF	0	meters
MBM CO-FORMER SITE OF	0	meters
RON'S TRUCK & AUTO REPAIR	0	meters
CUSTOM AUTO BUILDERS INCORPORATED	0	meters
KUM & GO #496	0	meters
MBM CO-FORMER SITE OF	0	meters
MASON CITY MILLWORK	0	meters
MASON CITY TENT AWNING	0	meters
MASON CITY WAREHOUSE CORP	0	meters
AUTO GLASS CENTER	0	meters
IOWA DEPT OF TRANSPORTATION	33.25	meters
IOWA DEPT OF TRANSPORTATION	33.25	meters
IOWA DEPT OF TRANSPORTATION	33.25	meters
COOPER CAP AND GOWN	91.18	meters
BERRY MACHINE INC	96.82	meters
TIRES PLUS MASON CITY-FORMER SITE OF	98.63	meters
ONE HOUR CLEANERS	100.67	meters

STAR AUTO BODY	127.95	meters
APPAREL CARE CLEANERS	144.87	meters
PRINCIPAL INSURANCE CO PARKING LOT	147.96	meters
MIDAS MUFFLER CTR	183.78	meters
MASON CITY BUSINESS SYSTEMS	191.23	meters
CLARK RETAIL STORE #2336	196.76	meters
RIVER CITY AUTO BODY	198.02	meters
LARSON PRINTING	198.52	meters
STOYLES GRAPHIC SERVICES	216.45	meters
SCHUKEI CHEVROLET INC	235.04	meters
SCHUKEI CHEVROLET INC	235.04	meters
STOYLES GRAPHIC SERVICES	244.07	meters
PRICE MOTORS INC	265.27	meters
AMERICAN AUTO BODY SHOP INC	297.86	meters
BANK OF AMERICA	305.39	meters
FIRST CITIZENS NATIONAL BANK-PARKING LOT	326.73	meters
CURRIES DIVISION OF AADG, INC - 9TH STREET	337.33	meters
GOODYEAR AUTO SERVICE CENTER	403.88	meters
PRIVATE RESIDENCE OF BRENDA BILLINGS	415.41	meters
MERCY MEDICAL CTR-NORTH IOWA	451.70	meters
MERCY MEDICAL CTR-NORTH IOWA	451.70	meters
PARK HOSPITAL FOUNDATION	469.48	meters
NORTHERN CEDAR SVC CO INC	473.76	meters

Report question: *Within 500 meters of a PCS facility?* **yes**

Modify question by entering a new buffer distance and unit for the selected study area:

500

Features within Study Area

Features found: 2

Name	Distance	Units
ALEXANDER BATTERIES	313.80	meters
CURRIES COMPANY	323.42	meters

Thomas, Terisa [DOT]

From: dee.phan@dot.gov
Sent: Tuesday, April 03, 2012 9:57 AM
To: Thomas, Terisa [DOT]
Subject: STP-122-1(14)--2C; 11-17-122-020 IA 122 in Mason City Improvement- EA

Ms. Thomas,

FTA received the scoping letter for the subject project. We have no comments. There should be no further coordination with FTA unless there is a major change in the project scope or footprint.

Thank you.

Dee Phan

Environmental Protection Specialist
FTA Region VII
901 Locust St., Suite 404
Kansas City, MO 64106
Phone: 816-329-3934
Fax: 816-329-3921
Email: Dee.Phan@dot.gov



9 North Federal Avenue
Mason City, IA 50401
Ph. (641) 423-5724
Fax (641) 423-5725
chamber@masoncityia.com
www.masoncityia.com

March 28, 2012

Terisa Thomas, NEPA Document Manager
Iowa Department of Transportation Commission
800 Lincoln Way
Ames, IA 50010

Re: IA 122 in Mason City Improvement Project-Environmental Assessment
STP-122-1(14)—2C; 11-17-122-020

On behalf of the Mason City Area Chamber of Commerce and its 650 member businesses, please accept our support for the environmental assessment under consideration for the Hwy. 122 corridor in Mason City from South Monroe Avenue to South Carolina.

Several redevelopment plans have proposed improvements to this heavily traveled thoroughfare, particularly the cross-section of Hwy. 122 and Hwy. 65. Alternatives that address safety and operational issues in this corridor are welcome and will be of valuable assistance in future community planning.

Thank you for requesting our organization's input regarding this project.

Sincerely,

Robin Anderson
Executive Director



REPLY TO
ATTENTION OF

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

March 27, 2012

Planning, Programs, and
Project Management Division

Ms. Terisa Thomas
NEPA Document Manager
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Ms. Thomas:

I received your letter dated March 5, 2012, concerning proposed improvements to IA 122 in Mason City, Iowa (Environmental Assessment STP-122-1(14)--2C-17; 11-17-122-020). Rock Island District Corps of Engineers staff reviewed the information you provided and have the following comments:

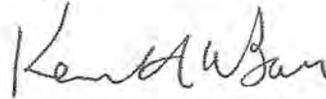
- a. Your proposal does not involve Rock Island District administered land; therefore, no further Rock Island District real estate coordination is necessary.
- b. Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. We require additional details of your project before we can make a final determination of permit requirements. When detailed plans are available, please complete and submit an application packet to the Rock Island District for processing. The application should include determinations of wetlands and other waters of the United States, size estimations of impacts to those areas, and wetland types and relative functions.
- c. The Responsible Federal Agency should coordinate with Ms. June Strand, Iowa Historic Preservation Agency, ATTN: Review and Compliance Program, State Historical Society of Iowa, 600 East Locust, State Historical Building, 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 (County) Field Office address is: 1511 - 47th Avenue, Moline, Illinois 61265. Mr. Rick Nelson is the Field Supervisor. You can reach him by calling 309/757-5800.

e. The Iowa Emergency Management Division should be contacted to determine if the proposed project may impact areas designated as floodway. Mr. John Wagman is the Iowa State Hazard Mitigation Team Leader. His address is: 7105 NW 70th Avenue, Camp Dodge-Building W4, Johnston, Iowa 50131. You can reach him by calling 515/725-3231.

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 Environmental and Economic Branch, telephone 309/794-5174.

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

Sincerely,

A handwritten signature in black ink that reads "Kenneth A. Barr". The signature is written in a cursive style with a large initial "K".

Kenneth A. Barr
Chief, Environmental and
Economic Branch

IOWA DEPARTMENT OF

CULTURAL AFFAIRS

MARY TIFFANY COWNIE, DIRECTOR

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

January 12, 2011

**In reply refer to:
R&C#: 120317045**



JEROME THOMPSON
ADMINISTRATOR



MATTHEW HARRIS
ADMINISTRATOR

600 E. LOCUST
DES MOINES, IOWA
50319

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

CULTURALAFFAIRS.ORG

Terisa Thomas, NEPA Section Document Manager
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RE: FHWA – CERRO GORDO COUNTY – STP-122-1(14)—2C-17 – PIN NO 11-17-122-020 – PROPOSED IA 122 IMPROVEMENT PROJECT – SOUTH MONROE AVENUE TO SOUTH CAROLINA AVENUE – INITIATION OF PREPARATION OF ENVIRONMENTAL ASSESSMENT

Dear Ms. Thomas,

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

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

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

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

- The Area of Potential Effect (APE) for this project needs to be adequately defined (36 CFR Part 800.16 (d)).

- Information on what types of cultural resources are or may be located in the APE (36 CFR Part 800.4).
- The significance of the historic properties in the APE in consideration of the National Register of Historic Places Criteria.
- A determination from the responsible federal agency of the undertaking's effects on historical properties within the APE (36 CFR Part 800.5).

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

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

Sincerely,



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

cc: Mike La Pietra, FHWA
Randall Faber, OLE, IDOT, Ames
Brennan Dolan, OLE, IDOT, Ames
Ralph Christian, Historian, State Historical Society of Iowa