

WEST 1<sup>st</sup> STREET/ IA 57  
FROM HIGHLAND DRIVE TO CENTER STREET/FRANKLIN STREET  
BLACK HAWK COUNTY, IOWA  
Project # STP-57-2(28)--2C-07

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

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

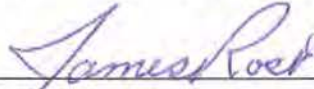
By The

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
And  
IOWA DEPARTMENT OF TRANSPORTATION  
OFFICE OF LOCATION AND ENVIRONMENT  
And  
CITY of CEDAR FALLS, IOWA

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



For Community Development  
City of Cedar Falls, Iowa

8/20/2015

Date of Approval for Public Availability

The following persons may be contacted for additional information:

Ms. Karen Bobo  
Iowa Division Administrator  
Federal Highway Administration  
105 6<sup>th</sup> Street  
Ames, Iowa 50010  
Telephone: 515-233-7300

Mr. Jim Rost  
Office of Location and Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010  
Telephone: 515-239-1225

Mr. Ron Gaines P.E.,  
Community Development  
City of Cedar Falls, Iowa  
220 Clay Street  
Cedar Falls, Iowa 50613  
Telephone: 319-273-8606



## PREFACE

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

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

**Table 1: Resources Considered**

SOCIOECONOMIC	NATURAL ENVIRONMENT
<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 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 checked="" type="checkbox"/> <input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> <input type="checkbox"/> Wetlands <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Surface Waters and Water Quality <input type="checkbox"/> <input type="checkbox"/> Wild and Scenic Rivers <input checked="" type="checkbox"/> <input type="checkbox"/> Floodplains <input type="checkbox"/> <input type="checkbox"/> Wildlife and Habitat <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Threatened and Endangered Species <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Woodlands <input type="checkbox"/> <input type="checkbox"/> Farmlands
CULTURAL	PHYSICAL
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Historical Sites or Districts <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Archaeological Sites <input type="checkbox"/> <input type="checkbox"/> Cemeteries	<input checked="" type="checkbox"/> <input type="checkbox"/> Noise <input checked="" type="checkbox"/> <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> <input type="checkbox"/> Mobile Source Air Toxics (MSATs) <input checked="" type="checkbox"/> <input type="checkbox"/> Energy <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Contaminated and Regulated Materials Sites <input checked="" type="checkbox"/> <input type="checkbox"/> Visual <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Utilities
<input checked="" type="checkbox"/>	<b>CONTROVERSY POTENTIAL Five residential properties and two commercial properties would require relocation.</b>
<input checked="" type="checkbox"/>	<b>Section 4(f): Historic Sites</b> Four parcels with historic properties eligible for listing on the NRHP, but not the structures themselves, are included in the preliminary impact area. There will be temporary impacts due to construction to the West 1 <sup>st</sup> Street Trail.





## TABLE OF CONTENTS

1.	Description of the Proposed Action .....	1
1.1.	Proposed Action .....	1
1.2.	Project Study Area.....	1
2.	Project History .....	4
3.	Purpose and Need for Action.....	6
3.1.	Purpose of the Proposed Action .....	6
3.2.	Need for the Proposed Action .....	6
3.2.1.	Improved Pavement Conditions .....	6
3.2.2.	Provide Pedestrian Access and Mobility within the Project Limits .....	7
3.2.3.	Update Roadway Geometry to Current Design Standards .....	7
3.2.4.	Reduce Conflict between Through Traffic and Transit Bus Stops .....	8
3.2.5.	Improved Access Management.....	8
3.2.6.	Update and Improve Utility Accommodations .....	8
3.2.7.	Support Regional Land Use Change and Development Pressures .....	8
4.	Alternatives .....	10
4.1.	Alternatives Considered .....	10
4.2.	No Build Alternative .....	11
4.3.	Alternatives Considered but Dismissed .....	11
4.4.	Alternative 3 – Preferred Alternative .....	13
5.	Environmental Analysis .....	19
5.1.	Socioeconomic Impacts.....	19
5.1.1.	Land Use .....	19
5.1.2.	Community Cohesion .....	20
5.1.3.	Churches and Schools .....	21
5.1.4.	Economic .....	22
5.1.5.	Bicycle and Pedestrian Facilities .....	23
5.1.6.	Right-of-Way .....	24
5.1.7.	Relocation Potential .....	24
5.1.8.	Construction and Emergency Routes .....	25
5.1.9.	Transportation .....	26

5.2.	Cultural Impacts .....	27
5.2.1.	Historical Sites or Districts .....	28
5.2.2.	Archaeological Sites .....	30
5.3.	Natural Environment Impacts .....	31
5.3.1.	Surface Waters and Water Quality .....	31
5.3.2.	Threatened and Endangered Species .....	32
5.3.3.	Woodlands .....	33
5.4.	Physical Impacts .....	33
5.4.1.	Energy .....	34
5.4.2.	Contaminated and Regulated Materials Sites .....	34
5.4.3.	Utilities.....	35
5.5.	Cumulative Impacts.....	36
5.6.	Streamlined Resource Summary .....	38
6.	Disposition .....	50
6.1.	Federal Agencies .....	50
6.2.	State Agencies .....	50
6.3.	Local Agencies .....	50
6.4.	Locations Where this Document is Available for Public Review .....	50
6.5.	Potential Permits Required .....	51
6.6.	Statewide Transportation Improvement Program and Surface Transportation Program Status .....	51
7.	Comments and Coordination .....	52
7.1.	Agency and Tribal Coordination .....	52
7.2.	Public Involvement.....	54
7.2.1.	Public Meetings .....	54
7.2.2.	Correspondence.....	56
7.2.3.	Future Public Involvement.....	56

## **LIST OF FIGURES**

Figure 1-1 Project Location

Figure 1-2 Project Study Area

Figure 4-1 Alternative 1

Figure 4-2 Alternative 2

Figure 4-3 Preferred Alternative

Figure 4-4 Alternative 4

Figure 5-1 Environmental Constraints

Figure 5-2 Planned Roadway Projects

Figure 5-3 Preferred Alternative Preliminary Engineering Plan

## **LIST OF TABLES**

1 Resources Considered

2.1 Relevant Studies Completed in or near the Project Area

5.1 Commercial Displacements

5.2 NRHP Eligible Properties

5.3 Potential Cumulative Effect

5.4 Summary of Impacts

7.1 Agency & Tribal Early Coordination

## **APPENDICES**

A. Streamlined Resource Summary

B. Agency & Tribal Coordination



## SECTION 1

### DESCRIPTION OF THE 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.

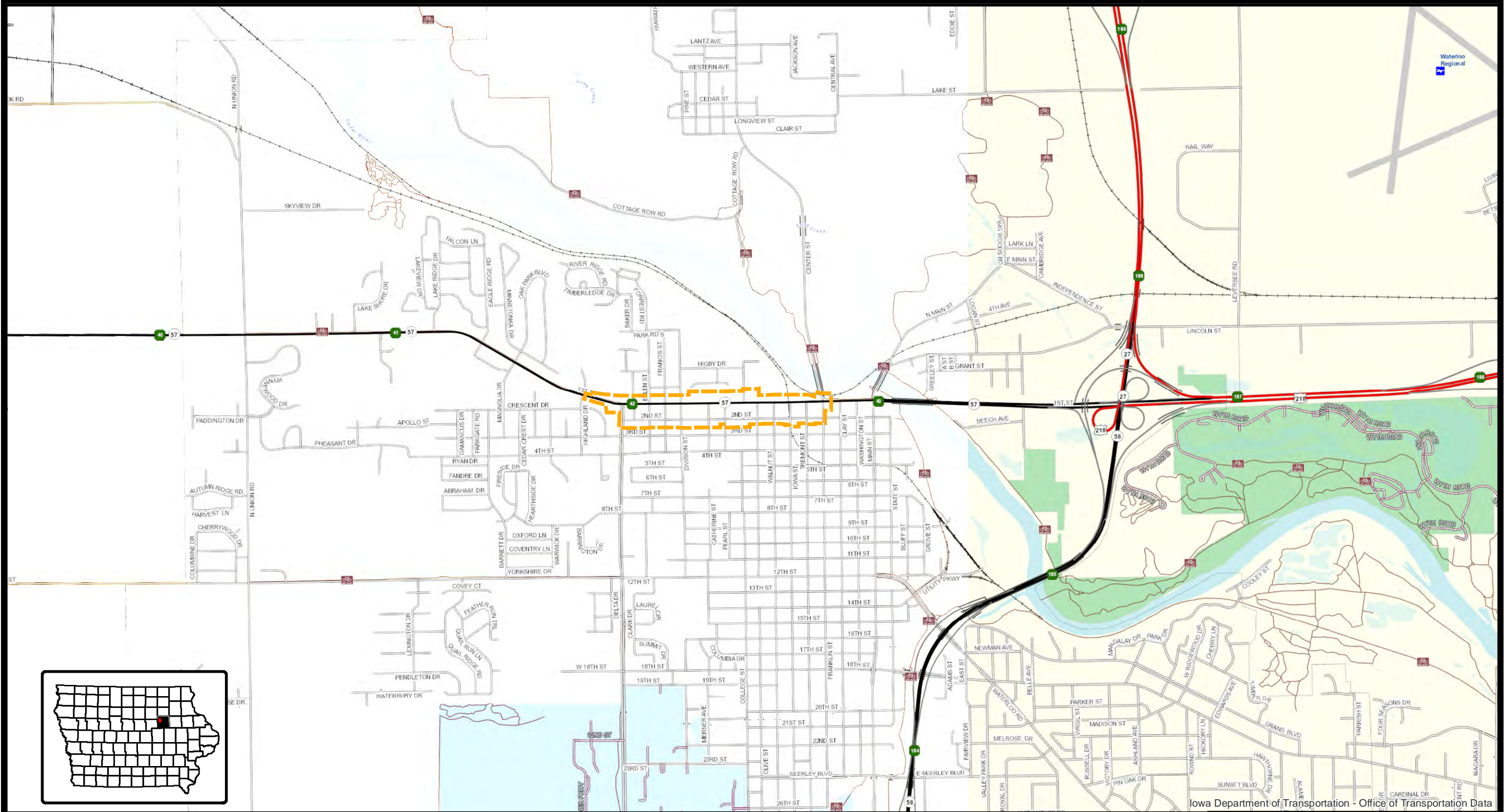
#### 1.1 Proposed Action

Iowa Northland Regional Council of Governments (INRCOG) and the City of Cedar Falls, in coordination with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), are proposing to upgrade and modernize an approximate 4,900-foot segment of Iowa Highway 57 (IA 57), locally known as West 1<sup>st</sup> Street, in Cedar Falls, Black Hawk County, Iowa. **Figure 1-1 *Project Location*** shows the general location of the proposed project.

#### 1.2 Project Study Area

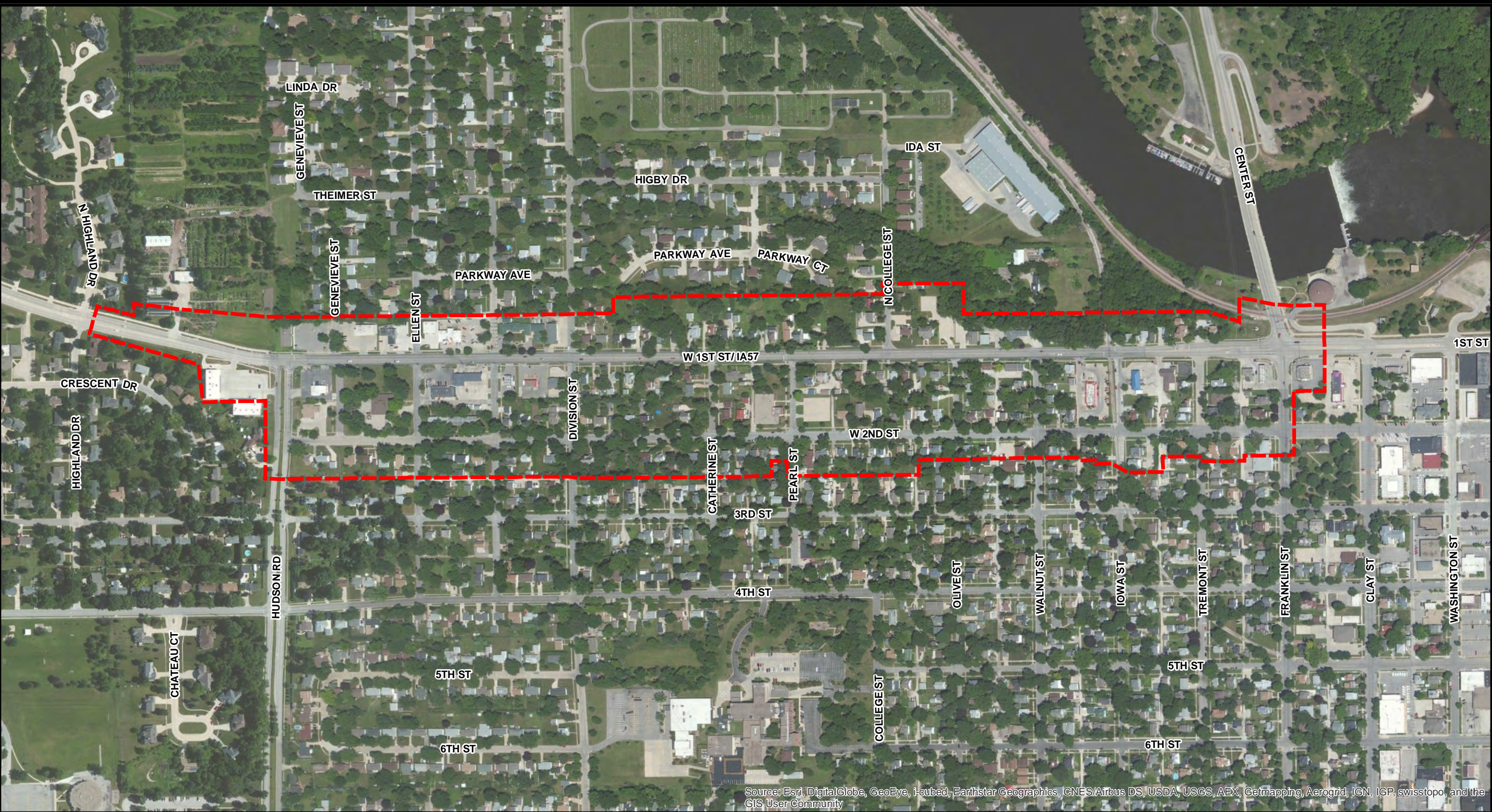
The project study area is located in Black Hawk County, Iowa, bounded by the Highland Drive intersection on the west and the Center Street/Franklin Street intersection on the east. The existing road is currently a four-lane, undivided street with turn lanes at the intersection of Center Street/Franklin Street. West 1<sup>st</sup> Street/IA 57 is functionally classified as a principal arterial, connecting major centers of activity in Cedar Falls. In the study area, West 1<sup>st</sup> Street/IA 57 currently provides 77 accesses for residential and commercial properties, alley ways, and side streets between Highland Drive and Center Street/Franklin Street. Immediately west of the Iowa Street intersection is an at-grade railroad spur crossing owned and operated by Iowa Interstate Railroad.


**Figure 1-2 *Project Study Area*** shows the study area for the project. The study area boundaries represent the logical limits for the infrastructure improvements and environmental review.




 <b>SNYDER &amp; ASSOCIATES</b> Engineers and Planners	 	 <p>0 1,000 2,000 Feet</p>	<p><b>Legend</b></p> <p> Study Area</p>	<p><b>Project Location</b></p> <p>West 1st Street / IA 57 Cedar Falls, Iowa Environmental Assessment</p> <p>Figure 1-1 August 25, 2014</p>
---	--	---	--	--




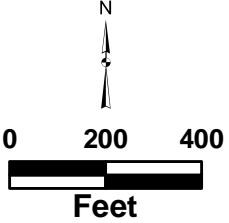




**SNYDER & ASSOCIATES**  
Engineers and Planners








0 200 400  
Feet

**Legend**

 Study Area

Project Study Area

West 1st Street / IA 57  
Cedar Falls, Iowa  
Environmental Assessment

Figure 1-2  
August 25, 2014



## SECTION 2

### PROJECT HISTORY

This section describes project background and events leading up to the proposed action.

A well-traveled state highway connecting community centers in Black Hawk County, West 1<sup>st</sup> Street/IA 57 is also an important local connector for the City of Cedar Falls. The West 1<sup>st</sup> Street/IA 57 corridor needs were identified through a combination of public engagement efforts and technical analysis of a range of data collected throughout the corridor. Meeting with city council members, city planning and public works staff, Iowa DOT staff, residents, and business owners along the corridor was the first step in the overall process.

The *Cedar Falls W. 1<sup>st</sup> Street Corridor Study* was prepared in February 2012 as a collaborative effort between INRCOG, the Iowa DOT, and the City of Cedar Falls. The purpose of the study was to examine the needs and functions of West 1<sup>st</sup> Street/IA 57 and to develop feasible alternatives for future reconstruction that would serve the current and future needs of this corridor. Community and project stakeholders were involved throughout the corridor study, providing feedback on the studies and its alternatives. The study considered alternatives to modify the current four-lane roadway as well as intersection modifications, projected traffic volumes, and pedestrian accommodations.

A Project Management Team (PMT) was formed in August 2013 and met throughout the preparation of the EA. Public meetings were held on December 5, 2013 and April 22, 2014 to gather input and comments from local residents during the early stages of the EA process and preliminary project design phase. Information about the proposed project was posted on the Iowa DOT and City of Cedar Falls websites, in local newspaper articles, and presented on local access cable television. A stakeholder survey and one-on-one meetings were also conducted to seek input from the business owners along the West 1<sup>st</sup> Street/IA 57 corridor. Early coordination letters were sent to federal, state, and local agencies to solicit additional input from designated agencies.

In May, 2014 the *West First Street Market and Land Use Analysis* was prepared to provide information about possible future land uses that would benefit the corridor while being feasible and desirable to the community. The purpose of the analysis was to assist the PMT in determining the configuration of the West 1<sup>st</sup> Street/IA 57 roadway improvements. The expansion of West 1<sup>st</sup> Street/IA 57 from Union Road to Hudson Road to five lanes in 2005 was also taken into consideration during the alternatives development process. Assessments of individual properties, side streets and alleys, developing alternatives, and evaluating the impacts associated with each alternative also took place during this time. A roadway sufficiency data provided by the Iowa DOT was review. An access management review and a condition survey of the sanitary and storm sewer systems were also completed. Traffic data collected in 2001, 2005 and 2009 along West 1<sup>st</sup> Street/IA 57 as part of the Iowa DOT quadrennial traffic count program as well as traffic data collected in 2010 was also analyzed. West 1<sup>st</sup> Street/IA 57 corridor crash data from the Iowa DOT for the three-year period from 2007 to 2009 was also studied to gain an understanding of current conditions and identify safety deficiencies. See **Table 2.1 Relevant Studies completed in or near the Project Area**.



**Table 2.1: Relevant Studies Completed in or near the Project Area**

Study	Summary
<i>Cedar Falls W. 1<sup>st</sup> Street Corridor Study.</i> Prepared by URS Corporation. February 2012.	Discusses the purpose and need for the project, developed alternatives to be considered and made recommendations for corridor improvements.
<i>West First Street Market and Land Use Analysis.</i> Prepared by URS Corporation, May 2014.	Provides information on possible future land uses that would benefit the community and assist in determining the configuration of the roadway.

*\*Studies available at the City of Cedar Falls, 220 Clay Street.*

## **SECTION 3**

### **PURPOSE AND NEED FOR ACTION**

This section describes the purpose of 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 Cedar Falls, Iowa.

#### **3.1 Purpose of the Proposed Action**

The purpose of the proposed project is to upgrade and modernize West 1<sup>st</sup> Street/IA 57 between the Highland Drive intersection and the Center Street/Franklin Street intersection in Cedar Falls, Black Hawk County, Iowa.

#### **3.2 Need for the Proposed Action**

The proposed project is needed to:

- Improve pavement condition;
- Provide pedestrian access and mobility throughout the project limits;
- Update roadway geometry to current design standards;
- Reduce conflicts between through traffic and transit bus stops;
- Improve access management;
- Update and improve utility accommodation within the project limits; and
- Support regional land use change and development pressures.

##### **3.2.1 Improved Pavement Conditions**

A review of the existing pavement condition of West 1<sup>st</sup> Street/IA 57 was performed using the Iowa DOT's 2011 pavement sufficiency ratings inspection system. Iowa DOT's sufficiency ratings are a numerical index of characteristics of a section of roadway. For pavement condition, the sufficiency rating is determined based on:

- Structural adequacy - the ability of a road to withstand traffic and climate;  
*rated on a 25-point scale*
- Safety - the ability of a road to offer motorists a safe route;  
*rated on a 40-point scale*
- Service - the ability of a road to accommodate traffic volumes with minimal conflict;  
*rated on a 35-point scale*

The combination of these three ratings makes a maximum possible basic sufficiency rating of 100. A rating of 90 to 100 is considered excellent, 80 to 89 is good, 70 to 79 is fair, 50 to 69 is tolerable, and 0 to 49 is poor. The basic sufficiency rating for West 1<sup>st</sup> Street/IA 57 is tolerable with a rating of 62.

The Pavement Condition Index (PCI) is a numerical index used to indicate the general condition of a pavement. PCI surveying processes and calculation methods have been standardized by American Society of Testing and Materials (ASTM):

- ASTM D6433 - 11: Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys

The method is based on a visual survey of the number and types of distresses in a pavement. The result of the analysis is a numerical value between 0 and 100, with 0 representing the worst possible condition and 100 representing the best possible condition. Pavement distress types for the West 1<sup>st</sup> Street/IA 57 section of pavement include:

- Low ride quality
- Alligator cracking
- Bleeding
- Block cracking
- Bumps and sags
- Corrugations
- Depressions
- Edge cracking
- Joint reflections
- Longitudinal and transverse cracking
- Patching and utility cut patching
- Potholes
- Rutting
- Shoving
- Slippage cracking
- Swelling
- Weathering and raveling

The corridor's pavement is considered poor with a PCI rating below 40.

### **3.2.2 Provide Pedestrian Access and Mobility within the Project Limits**

West 1<sup>st</sup> Street/IA 57 between Highland Drive and Center Street/Franklin Street is currently a four-lane undivided roadway with a posted speed limit of 30 miles per hour. The corridor has discontinuous sidewalks and the crosswalks are not present or are not consistently demarcated at the majority of the intersections along the corridor. The majority of the intersections do not meet Americans with Disabilities Act (ADA) compliance requirements. As a result, the existing corridor does not provide adequate pedestrian accommodations. Additionally, in the morning and afternoon peak periods, finding reasonable gaps to allow a safe pedestrian crossing is, at times, difficult.

### **3.2.3 Update Roadway Geometry to Current Design Standards**

West 1<sup>st</sup> Street/IA 57 is a four-lane undivided urban principal arterial that provides a vital regional connection between rural areas northwest of Cedar Falls' metropolitan area, downtown Cedar Falls and much of Waterloo as it connects to the US Highway 218 corridor.

The West 1<sup>st</sup> Street/IA 57 corridor from Hudson Road through Iowa Street is comprised of four through lanes approximately 11-feet wide with a six-inch curb section on each side. Current preferred design standards for an Urban Multilane Roadway (urban arterials) with posted speed limits similar to West 1<sup>st</sup> Street/IA 57 develop 12-foot wide through lanes, 14-foot wide two-way left turn lanes, and 2.5-foot wide curb and gutter sections on each side of the roadway.

The clear zone is the area behind the curb line that is kept free from permanent fixed objects. For this corridor the preferred clear zone is 12-feet. Currently, trees, utility poles, and other miscellaneous fixed objects exist within 12-feet of the curb line.

### **3.2.4 Reduce Conflict between Through Traffic and Transit Bus Stops**

The West 1<sup>st</sup> Street/IA 57 corridor between Hudson Road and Walnut Street serves as the Metropolitan Transit Authority of Black Hawk County (MET) Route No. 9 (Purple Loop). This portion of the Purple Loop travels eastbound through the project corridor and is considered a “wave stop” facility. There are no formal bus stops, however, the bus will stop anywhere along the corridor if a patron waves his or her hand. Transit buses stopping to let riders on or off create conflict with vehicles using the outside lane in the eastbound direction along the West 1<sup>st</sup> Street/IA 57 corridor.

### **3.2.5 Improved Access Management**

Within the West 1<sup>st</sup> Street/IA 57 corridor between Highland Drive and Center Street/Franklin Street there are 53 private drives to commercial and residential properties and 24 alley and public street intersections. The current density of access exceeds the Statewide Urban Design and Specifications (SUDAS) manual guideline of at least 245 feet between driveways on a principal arterial. Based on the project corridor length of approximately 4,900 feet, SUDAS guidelines would allow a maximum of 40 total access points. The present number of accesses is nearly twice the maximum recommended by SUDAS guidelines. Additionally, access locations along the south side of the corridor do not line up across from access locations along the north side of the corridor.

### **3.2.6 Update and Improve Utility Accommodations**

Currently, West 1<sup>st</sup> Street/IA 57 is 45 feet wide. The roadway consists of four, 11-foot through lanes, and a six-inch curb section on each side of the roadway. No gutter width currently exists, resulting in storm water surface flow spreading into one or more of the through lanes during rainfall storm events. Storm sewer capacity will be evaluated to ensure proper sizing in the event the roadway is widened to current design standards. The city sanitary sewer alignment is located beneath the roadway pavement. The sewer is approaching the expected life cycle and needs to be replaced or repaired. Consistent with the City of Cedar Falls’ and Cedar Falls Utilities’ (CFU) community-wide efforts, the overhead electric and other above ground utilities would be buried within the project limits.

### **3.2.7 Support Regional Land Use Change and Development Pressures**

Current land uses adjacent to West 1<sup>st</sup> Street/IA 57, between Highland Drive and Center Street/Franklin Street, include residential, retail/office, low-intensity highway, neighborhood commercial, and civic government/schools. West 1<sup>st</sup> Street/IA 57 is a gateway entrance to Cedar Falls for travelers in both the eastbound and the westbound direction. The project corridor serves as a regional, transitional facility as travelers enter this area from rural areas to the west and US 218 and Waterloo to the east.

Over time the corridor has experienced a series of development cycles, changes in land use, and individual parcel redevelopment. In response to development pressures, redevelopment and conversion of residential properties to commercial uses has occurred and adjacent parcels have been combined to provide adequate building and on-site parking.

According to the West 1<sup>st</sup> Street/IA 57 corridor *Market and Land Use Analysis Report*, the study area has three distinct land use segments, each with its own characteristics (URS, 2014).

- Segment 1 - Olive Street to Franklin Street
- Segment 2 - Division Street to Olive Street
- Segment 3 - Highland Drive to Division Street

Segment 1, the eastern segment, is represented by a collection of older structures. The commercial and residential structures in this segment are on commercially-zoned land and their uses vary from office space, single-family and renter-occupied, commercial, and retail uses. Future uses will likely continue to trend towards mixed land use.

Segment 2, the central segment, contains single-family homes, including some historically significant structures. Future land use for this segment may include continued residential uses and a denser pedestrian-friendly residential area.

Segment 3, the western segment, contains a number of fast-food and convenience use properties that are a contributor of the congestion in the area. The market analysis indicated small businesses that provide for retail gaps and compliment Main Street businesses should be encouraged in this area.

The recommendations in the market analysis for the West 1st Street/IA 57 corridor are based on urban form, demographic and real estate demand, and compatibility with surrounding areas and infrastructure. The recommendations include higher density housing with reduced parking, a mixed-use historical area in the southwest portion of the corridor, bicycle lanes south of the study area connecting to West 1st Street/IA 57 at Franklin/Center Streets, ADA compliant crosswalks and sidewalks along corridor, and sustainable transit-oriented transportation.

## 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. The No Build Alternative, the alternatives considered but dismissed, and the Preferred Alternative being carried forward are discussed below.

### 4.1 Alternatives Considered

In addition to the No Build Alternative, a full range of build alternatives were considered to address the transportation needs for the West 1<sup>st</sup> Street/IA 57 corridor. The alternatives considered in this EA were based upon the conceptual alternatives developed as part of the previous 2012 Cedar Falls W. 1<sup>st</sup> Street Corridor Study (URS, 2012).

Four potential build alternatives were developed by the City of Cedar Falls in coordination with Iowa DOT and the INRCOG. Early identification of environmental and community constraints was used to develop alternatives that would avoid or minimize environmental impacts. Other criteria used in the screening process of the alternatives included;

- *Driver expectancy* as it relates to a driver's readiness to respond to situations, events, and information in predictable successful ways,
- *Sight distance* defined as a near worst-case distance a vehicle driver needs to be able to see in order to have room to stop before colliding with something in the roadway, such as a pedestrian in a crosswalk, a stopped vehicle, or road debris,
- *Traffic operations* centering on the flow of traffic through the corridor.

Engineering requirements and guiding principles, as well as constructability and maintenance were also a factor in the alternatives screening process.

The build alternatives considered are listed below.

#### Alternative 1

- Retain a four-lane roadway
- Increase through-lane width from 11-foot to 12-foot
- Construct 3-foot wide curb and gutter sections
- 81-foot right-of-way

#### Alternative 2

- Reduce the roadway to three lanes: one through lane in each direction, one 14-foot wide continuous two-way-left-turn-lane
- Increase through-lane width from 11-foot to 12-foot
- Construct 3-foot wide curb and gutter sections
- 75 to 80-foot right-of-way

#### Alternative 3

- Increase the roadway to five lanes: two through lanes in each direction, one 14-foot wide continuous two-way-left-turn-lane
- Increase through-lane width from 11-foot to 12-foot

- Construct 2.5-foot wide curb and gutter sections
- 94-foot right-of-way

#### Alternative 4

- Increase the roadway to five lanes: two through lanes in each direction, one 11-foot wide continuous two-way-left-turn-lane
- Retain through lane width at 11-foot
- Construct 1.5-foot wide curb and gutter sections
- 85-foot right-of-way

All four alternatives would begin at the Highland Drive intersection and end at Center Street/Franklin Street intersection. The build alternatives would incorporate continuous ADA compliant pedestrian accommodations including a six-foot sidewalk along the north side of the corridor and five-foot sidewalk along the south side. Additionally, the build alternatives would have franchise utilities buried in the right-of-way on the north side of the corridor and the storm sewer located along the south side.

The build alternatives would require right-of-way acquisition to accommodate design elements including sidewalks, turn lanes and additional roadway width. As a result, Alternative 1 would potentially require four (4) residential relocations, Alternative 2 and Alternative 4 would potentially require three (3) residential relocations, Alternative 3 would require five (5) residential and two (2) commercial relocations to achieve right-of-way requirements.

## 4.2 No Build Alternative

Under the No Build Alternative there would be no new major construction along the West 1<sup>st</sup> Street/IA 57 corridor. Improvements implemented with the No Build Alternative would be limited to short-term restoration activities or maintenance improvements needed to ensure continued roadway pavement. Under the No Build Alternative, it is assumed that other committed and planned improvements would still be undertaken. See **Section 5.5 Cumulative Impact** and **Figure 5-2 Planned Roadway Projects** for information on committed and planned roadway projects in the vicinity of the proposed projects. However, the design of the existing roadway features and current capacity constraints would remain unchanged.

While the No Build Alternative does not meet the purpose and need of the proposed action it is carried forward as a basis for comparing the potential impacts of the other alternatives as required by Council on Environmental Quality (CEQ) regulations for implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508).

## 4.3 Alternatives Considered but Dismissed

Three alternatives were considered but dismissed and are summarized in the following sections. The alternative carried forward for further study in this EA is discussed in Section 4.4 *Preferred Alternative*.

### Alternative 1

This alternative consists of four 12-foot wide through-lanes between Hudson Road and Walnut Street, 3-foot wide curb and gutter sections and an 81-foot wide right-of-way. The roadway transitions to five lanes east of Walnut Street to accommodate a 14-foot wide two-

way-left-turn-lane to the Center Street/Franklin Street intersection. The roadway transitions to 6 lanes east of Iowa Street to accommodate a right turn-lane at the Center Street/Franklin Street intersection.

Alternative 1 was dismissed for several reasons. Level of Service (LOS) is a term used to describe the quality of service a roadway provides travelers with regards to travel time, delay, ease of movement and traffic volumes. Of the four alternatives considered, Alternative 1 was ranked third best for acceptable LOS. Retaining the four through-lanes without the addition of a turn-lane would not reduce conflict between traffic and stopped transit buses. This alternative would not improve side street delay or grouping of vehicles into queues that can create unsafe conditions. For these reasons, Alternative 1 was dismissed from further consideration. See **Figure 4-1 Alternative 1**.

## **Alternative 2**

This alternative consists of two 12-foot wide through-lanes, one 14-foot wide two-way-left-turn lane, 3-foot wide curb and gutter sections and a 75-foot to 80-foot wide right-of-way. The roadway transitions from four lanes to three lanes at the Hudson Road intersection to accommodate two through-lanes and one two-way-left-turn-lane east of Hudson Road. The roadway transitions to five lanes at Walnut Street to accommodate an additional through-lane to match the roadway geometry east of the Center Street/Franklin Street intersection. The roadway transitions to six lanes east of Tremont Street to accommodate a right turn-lane at the Center Street/Franklin Street intersection.

Alternative 2 was dismissed for several reasons. Of the four alternatives considered, Alternative 2 was ranked last for acceptable LOS. The roadway configuration of West 1<sup>st</sup> Street/IA 57 east and west of the project corridor includes four lanes of through traffic. Reducing the roadway from four through-lanes to two through-lanes would likely create a bottle neck effect with decreased capacity and increased travel times that would not support the regional connection that this principal arterial provides the adjacent communities. This alternative would likely increase side street delays and grouping of vehicles into queues along the corridor that can create unsafe conditions. This roadway configuration would also have a shorter pavement life due to increased traffic on fewer lanes and additional maintenance would be required. This alternative would not reduce conflict between traffic and transit bus stops. For these reasons, Alternative 2 was dismissed from further consideration. See **Figure 4-2 Alternative 2**.

## **Alternative 4**

Alternative 4 consists of four 11-foot wide through lanes, one 11-foot wide two-way-left-turn-lane, 1-foot 6-inch wide curb and gutter sections, and an 85-foot wide right-of-way. The roadway transitions from four lanes to five lanes at Hudson Road to accommodate a two-way-left-turn-lane east of Hudson Road. The roadway transitions to six lanes east of Tremont Street to accommodate a right turn-lane at the Center Street/Franklin Street intersection.

Alternative 4 was dismissed for several reasons. Of the four alternatives considered Alternative 4 was ranked second best for acceptable LOS. The 11-foot wide through-lanes included in this alternative design are an acceptable width, but not the preferred width, according to Iowa DOT roadway design standards. The turn-lane included in Alternative 4



would improve traffic flow with less grouping of vehicles into queues and reduced side-street delays, however the narrower 11-foot turn-lane would make turn movements more challenging for trucks with larger wheel bases such as semi-trucks with trailers that travel this highway. For these reasons, Alternative 4 was dismissed from further consideration. See **Figure 4-4 Alternative 4**.

#### **4.4 Alternative 3 – Preferred Alternative**

Alternative 3 was identified as the Preferred Alternative. This alternative would meet the purpose and need of the proposed action and is carried forward in the EA for further study and evaluation. As shown in **Figure 4-3 Alternative 3, Preferred Alternative**, this alternative would increase the roadway from four lanes to five lanes, including four through-lanes and one continuous two-way-left-turn-lane.

The width of the through-lanes would be increased from 11-foot to 12-foot, to meet Iowa DOT's preferred design standard, and a 14-foot wide two-way-left-turn-lane would be constructed. These design elements would increase capacity and improve traffic flow. The increased lane width would improve driver confidence and increase ease of movement for larger vehicles including semi-trucks traveling this highway.

This alternative would also reduce conflict between through traffic and transit buses as well as decrease grouping of vehicles into queues and side street delays. The four through-lanes would maintain traffic flow throughout the corridor, supporting the facility's regional connection to communities east and west of the corridor. Continuous ADA compliant sidewalks would be constructed along the corridor including a 6-foot wide sidewalk on the north side of the corridor and a five-foot wide sidewalk on the south side.

For this alternative, modifications were identified for accesses to the corridor to improve traffic flow and access to and from adjacent businesses and residences along the corridor. Through combining, eliminating, or modifying the existing 77 accesses, the number of access points along the corridor would be reduced to 66. Final decisions on the modifications to the accesses would be made by the City of Cedar Falls and the Iowa DOT during the final design phase of the project.

Additionally, modifications were made to the alignment of the Preferred Alternative during the evaluation of the environmental resources within the project study area. Minor changes were made to the alignment to avoid and minimize permanent impacts to structures and parking areas that are located close to the roadway. These changes included the following:

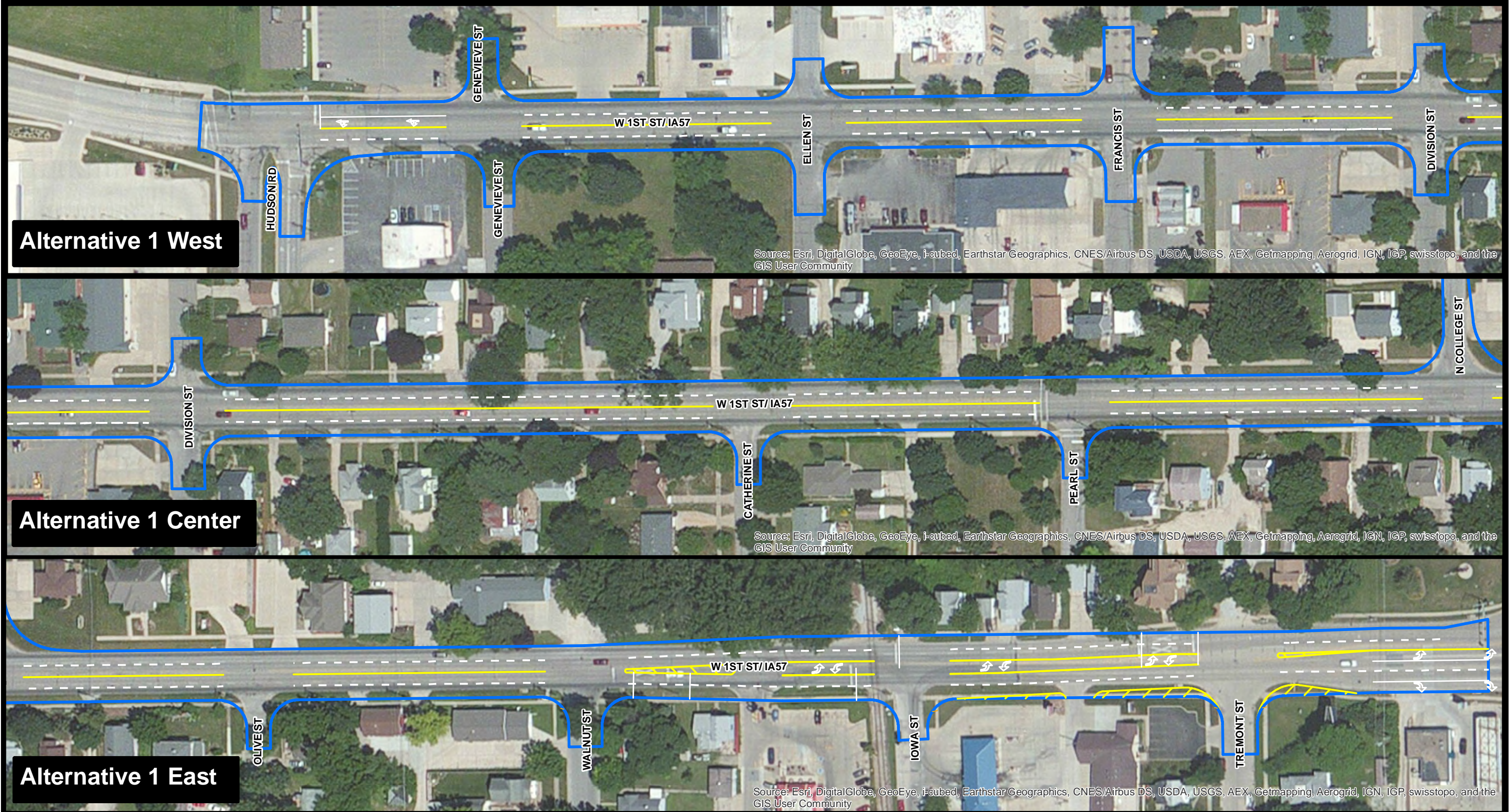
- Flattening the horizontal curve west of and through the Hudson Road intersection to reduce the impacts along the north side and avoid the parking lot impacts on the south side;
- Shifting the horizontal curve east of Hudson Road through the Ellen Street intersection to shift the roadway alignment south in order to avoid permanent parking lot impacts on the north side;
- Adding horizontal curves east of the College Street intersection and west of the Walnut Street intersection to avoid permanent impact to structures along the north side;
- Transitioning the roadway width from 67-foot wide to 61-foot wide east of the Walnut Street intersection to avoid permanent parking lot impacts along the south side.


As described in Section 4.1, all the build alternatives would require right-of-way acquisitions to accommodate design elements. The Preferred Alternative would require five (5) residential and two (2) commercial relocations to achieve right-of-way requirements. This is one (1) more residential and two (2) more commercial relocations than the other alternatives. However, the Preferred Alternative is the alternative that includes all of the following:

- Designed to the preferred Iowa DOT Roadway Design Standard Criterion. Compared to Alternative 4, designed to acceptable design standards.
- Longer pavement life due to dispersal of traffic over more lanes. Compared to Alternatives 1 and 2, designed with fewer lanes.
- Improved traffic flow due to a 14 foot turn lane and 4-12 foot travel lanes. Compared to Alternative 1 with no turn lane; Alternative 2 with fewer travel lanes; and Alternative 4 with narrower travel lanes.
- Increased driver comfort with wider lanes. Compared to Alternative 4 with narrower travel lanes.
- Wider turn lane accommodates truck turning. Compared to Alternative 1 with no turn lane and Alternative 4 with a narrower turn lane.
- Reduced conflict between vehicle traffic and transit bus stops. With four (4) travel lanes the inside lane is available for vehicle traffic during bus stops. Compared to Alternative 2 with two (2) travel lanes there is no inside lane.


The public and the resource agencies will have the opportunity to comment on the Preferred Alternative during the NEPA process. Final selection of an alternative would not occur until Iowa DOT and FHWA evaluate all comments received as a result of the public hearing on the West 1<sup>st</sup> Street/IA 57 EA. Following public and agency review of this EA, the Preferred Alternative would be identified in a Finding of No Significant Impact (FONSI) document.




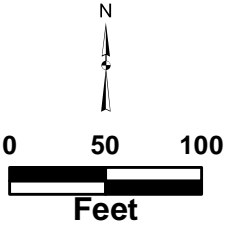




**SNYDER & ASSOCIATES**  
Engineers and Planners







0 50 100  
Feet

**Legend**

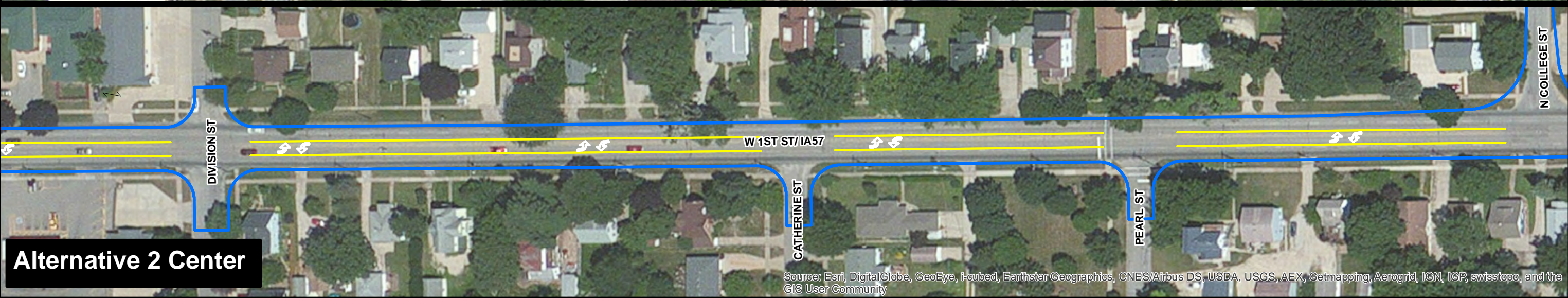
— Proposed Roadway Pavement Reconstruction Limits


Alternative 1

West 1st Street / IA 57  
Cedar Falls, Iowa  
Environmental Assessment


Figure 4-1  
August 25, 2014








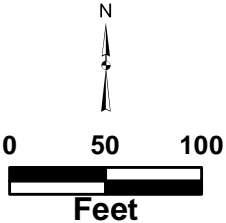
**SNYDER & ASSOCIATES**  
Engineers and Planners



**IOWA DOT**



CEDAR FALLS  
Iowa



0 50 100  
Feet

**Legend**

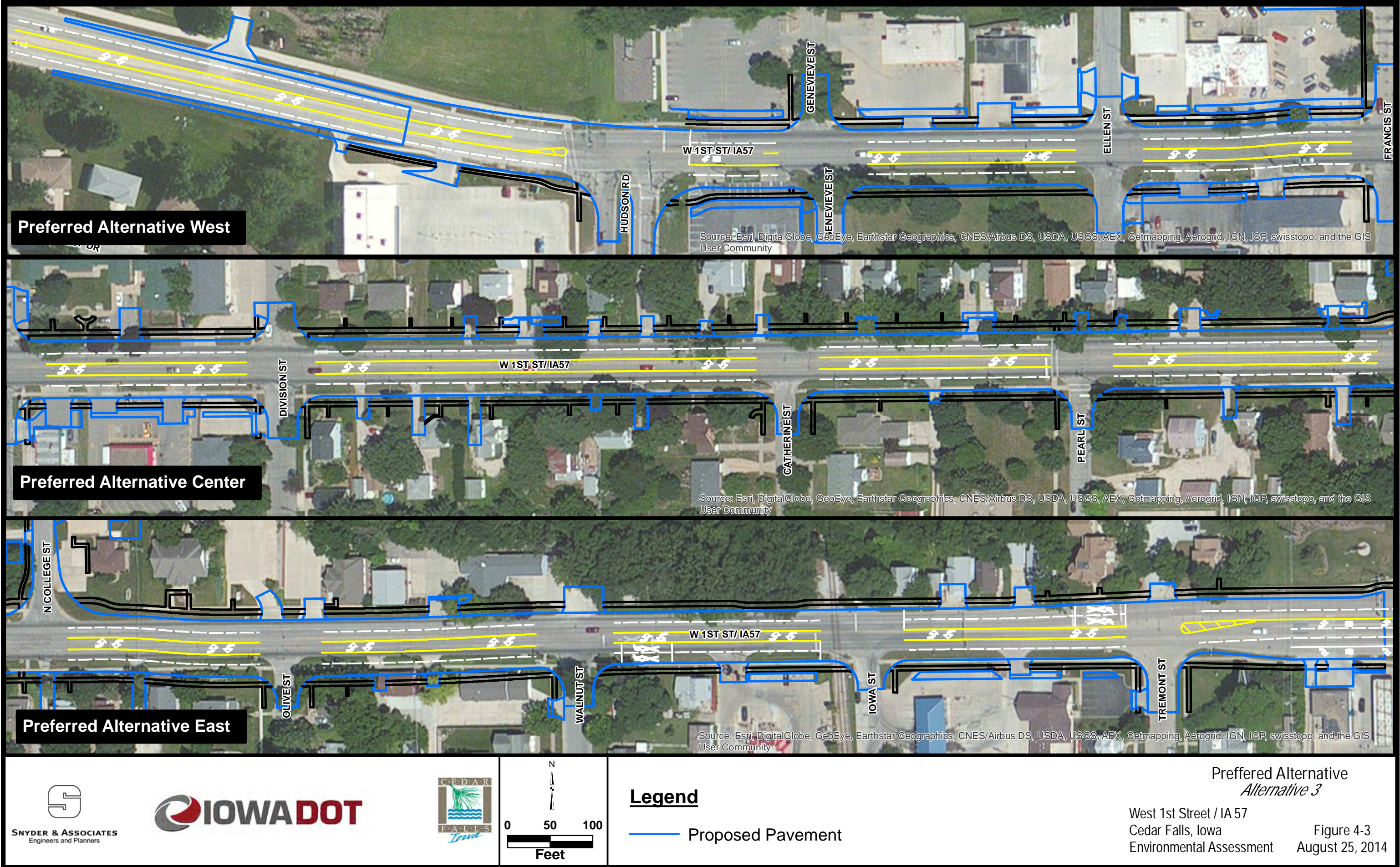
— Proposed Roadway Pavement Reconstruction Limits

Alternative 2

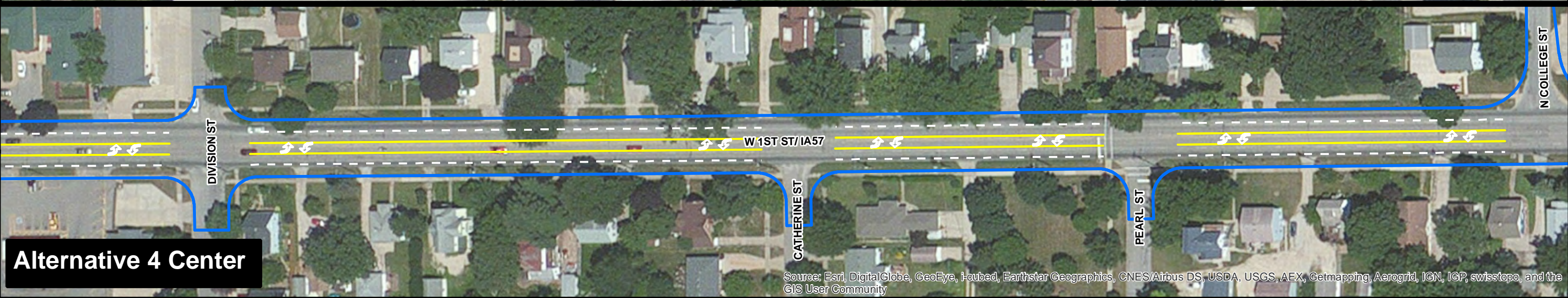
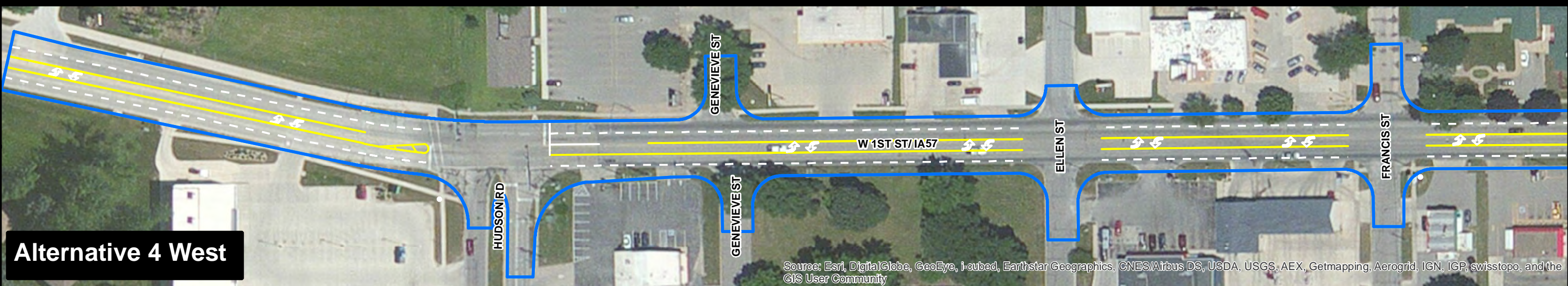
West 1st Street / IA 57  
Cedar Falls, Iowa  
Environmental Assessment




Figure 4-2  
August 25, 2014

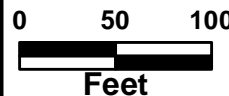













0 50 100  
Feet

**Legend**

— Proposed Roadway Pavement Reconstruction Limits

Alternative 4

West 1st Street / IA 57  
Cedar Falls, Iowa  
Environmental Assessment

Figure 4-4  
August 25, 2014



## SECTION 5

### ENVIRONMENTAL ANALYSIS

This section will describe the existing socioeconomic, cultural, natural, and physical environments in the project corridor that are affected by the Preferred Alternative. The resources with a check in the first and second column in Resources Considered table in the Preface are discussed below. **Figure 5-1 *Environmental Constraints*** shows the environmental constraints present within the project study area.

Each resource section includes an analysis of the impacts of the No Build Alternative and the Proposed 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 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.

##### 5.1.1 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 and future 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 *Comprehensive Plan for the City of Cedar Falls*, May 2012, containing the Cedar Falls Zoning Map indicates the West 1<sup>st</sup> Street/ IA 57 corridor study area is zoned retail commercial, neighborhood commercial, one- and two-family residential, and multi-family residential. Current land uses within the corridor include residential, retail/office, low-intensity highway and neighborhood commercial and civic government/schools uses that reflect the mixed use zoning. The land use goals and objectives stated in the *Comprehensive Plan for the City of Cedar Falls*, May 2012, include;

- promoting community character that encourages common spaces and connectedness to the greater community,
- mixed land uses with opportunities for a variety of housing types conveniently located near commercial and civic activities,
- housing diversity providing a variety of housing and mixed used development that physically and functionally combines residential, commercial, cultural, institutional or industrial uses,
- promoting walkable neighborhoods that increase opportunities for social interaction,

- transportation diversity with multi modal roadways accommodating different forms of transportation while maximizing mobility, reducing congestion, and improving public safety.

### ***Impacts of the No Build Alternative***

The No Build Alternative would result in the continued use of West 1<sup>st</sup> Street/IA 57 corridor. This continued use would not affect the overall land use of the study area. The No Build Alternative would be consistent with zoning and future land use plans for Cedar Falls and no adverse impacts would occur.

### ***Impacts of the Preferred Alternative***

Under the Preferred Alternative, some existing business and residential land uses would change where property displacements would occur and partial property acquisitions would be necessary. However, the Preferred Alternative would be consistent with zoning and the existing land use and future land use plans adjacent to the corridor. This alternative is also consistent with the Regional Transportation Authority's long range plan to provide improved roadway condition, safety, and travel time, while reducing pedestrian and transport bus conflicts with traffic along this regional transportation corridor. The preliminary design for the Preferred Alternative has been closely coordinated with the City of Cedar Falls to insure the proposed improvements and any modified, combined, or eliminated access points are coordinated with the adjacent land use needs.

## **5.1.2 Community Cohesion**

Community cohesion is a term for patterns of social networking within a neighborhood or community. The impacts of transportation projects on community cohesion may be beneficial or detrimental. Impacts on community cohesion can include bisecting neighborhoods, social isolation of a portion of a neighborhood, decrease in neighborhood size, changes in community access, or separation of residences from community facilities. Potential impacts to public safety, including police, fire, emergency management services, and hospitals as well as emergency routes are important aspects of community cohesion. Potential impacts were evaluated for the creation of real or perceived barriers that limit the ability of the project area to maintain community cohesion.

The study area consists of multiple neighborhoods with community resources in or adjacent to the project corridor. Currently the West 1<sup>st</sup> Street/IA 57 corridor lacks continuous pedestrian facilities. A transit bus route exists along the corridor; however buses stopping to pick up patrons experience conflict with vehicle traffic.

Residential areas occur throughout the corridor. Eight neighborhoods exist in the study area including Highland Enclave Addition, Highland Park Addition, Westphal Heights Addition, P E Mullarky's Addition, Humbert Addition, A Mullarky's Addition, Brown and Overman's Addition, and Cedar Falls Original Town neighborhood.

Community facilities within or adjacent to the study area include the Iowa State Patrol District 9 headquarters and the City of Cedar Falls City Hall that houses the City Administration, Development Services and the Police Department. Cedar Falls' Central Business District, the commercial, cultural and geographic center of the city, is located along Main Street just east of the project study area. Sartori Memorial Hospital is located south of the study area and Greenwood Cemetery is located north of the study area.



### ***Impacts of the No Build Alternative***

With intermittent pedestrian facilities and conflict between transit buses and vehicle traffic that currently exists along the corridor, the No Build Alternative would continue to have a negative impact on community cohesion. Improving these amenities would not be included in the No Build Alternative, resulting in impeded access to the community resources within and adjacent to the study area.

### ***Impacts of the Preferred Alternative***

Under the Preferred Alternative, neighborhoods adjacent to the corridor would be temporarily affected during construction activities. The City of Cedar Falls and Iowa DOT are committed to working with the affected property owners during final design and construction to maintain or optimize access to impacted parcels. The modified accesses will not affect existing community facilities.

The Preferred Alternative is expected to increase safety and mobility, which would enhance the quality of life for the existing residents as a result of the reconstruction improvements. Modified accesses would likely improve access to and from neighborhoods along the corridor. The Preferred Alternative would have a positive effect on community cohesion by providing sidewalk continuity, improving demarcated crosswalks, as well as reducing conflict between transit buses and vehicle traffic.

No community cohesion issues are anticipated as a result of the Preferred Alternative. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by Title VIII of the Civil Rights Act of 1968 and related statutes.

## **5.1.3 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.

Three religious institutions are located within or adjacent to West 1<sup>st</sup> Street/Iowa 57 study area. These include Faith Wesleyan Church, Covenant Orthodox Presbyterian, and the Christian Reformed Church.

The study area is located within Cedar Falls Community School District. The school district offers Iowa CORE Curriculum, advanced placement, a gifted and talented program, a career pathway program, and advanced technology education program. The Cedar Falls Community School District office is located within the study area. Helen Hansen Elementary School and Holmes Junior High are public schools located east of the project study area.

### ***Impacts of the No Build Alternative***

The No Build Alternative would have no adverse impacts on churches and schools.

### ***Impacts of the Preferred Alternative***

Under the Preferred Alternative, churches and schools within or adjacent to the study area would experience temporary impacts during construction such as traffic delays, detours, and temporary sidewalk closures. However, these impacts are not expected to restrict access to any facility.

Pedestrian accommodations included in the Preferred Alternative would provide access and connectivity benefits to the schools and churches in the study area and improved demarcated crosswalks would improve crossing conditions at corridor intersections.

#### 5.1.4 Economic

This section addresses the economic characteristics of the study area. Forty-four businesses are located in the study area. Services include retail, professional, personal, and food. The retail services mainly consist of small, independent, locally owned businesses. Three dentist offices and a significant number of business support establishments, including health services, investment banking, insurance, and real estate are also located within the project study area. Eating establishments include dine-in and delivery establishments, fast-food chain, and locally owned restaurants. Also included in the study area are unique businesses such as 4 Queens Dairy Cream, the Music Station, and the Motor-In Motel that dates to the 1940s.

Black Hawk County property tax statements indicate that the total tax base for the county is \$152.5 million for fiscal year (FY) 2012 and \$160.1 million for FY 2013.

##### *Impacts of the No Build Alternative*

Under the No Build Alternative commercial and residential displacements would not occur. The tax base under the No Build Alternative would reflect historic and current growth rates, with no reasonably foreseeable substantial increases in taxable property.

##### *Impacts of the Preferred Alternative*

The Preferred Alternative would displace two commercial businesses and five residential properties, through acquisition of the entire parcel and structure on the parcel. According to the most recent Black Hawk County property tax statements for the displaced properties, the Cedar Falls tax base would be reduced by approximately \$19,040. As a result the commercial and residential displacements would not be substantial. The Preferred Alternative would result in approximately 0.01% reduction in the tax base for Black Hawk County.

There would also be a minor tax base reduction as result of partial property acquisitions that would reduce land area of several parcels adjacent to the existing right-of-way, reducing the land value, and associated taxes of the affected parcels. The land area reductions would be minimal and the additional tax base reduction would not be substantial. The redevelopment of the property acquisitions could potentially provide benefits to the community including increased tax base and/or creation of new jobs.

There would also be jobs affected by the two commercial displacements. See **Table 5-1 Commercial Displacements**. Approximately 6 to 13 jobs could be permanently or temporarily affected as a result of the proposed project. It is anticipated that these businesses would be relocated within the vicinity of the study area and as result the impact to the jobs related to these businesses would not negatively affect the income base of Cedar Falls.

**Table 5.1: Commercial Displacements**

Business	Address	Description	Number of employees
Ultra Spray and Shine	1408 West 1 <sup>st</sup> Street	Car wash	1 to 4
Midwest Contractors, Inc.	706 West 1 <sup>st</sup> Street	Road maintenance, repair	5 to 9

During construction of the Preferred Alternative, businesses in the vicinity of the project area would be affected by temporary restriction to access. The impacts of construction activities on businesses would be dependent on individual customers' preferences regarding shopping at a business near a construction site. Short-term economic impacts to businesses may occur. Access to businesses could be temporarily restricted. Construction activities would be limited to the construction period in the area of each business and is not expected to cause long-term adverse effects on the income of businesses located along the corridor.

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

Construction of the Preferred Alternative would have a long-term beneficial impact on access to businesses in the vicinity of the project area due to improved traffic flow, fewer traffic delays, safer access, improved pedestrian facilities, and improve transit bus movement.

### **5.1.5 Bicycle and Pedestrian Facilities**

The Cedar Falls' *Complete Metro Trail Map*, available on the City's website, includes existing and planned bicycle and pedestrian trails for the City. A review of this information, as well as a review of GIS (global information systems) databases was used to identify bicycle lanes, sidewalks, and multi use trails within the study area. A field visit was also conducted November 26, 2013 of the study area.

There is currently an existing multi-use recreational trail within the project area, beginning at Hudson Road and continuing west to Highland Drive. This is the West 1<sup>st</sup> Street Trail, a paved trail approximately 10-foot wide. There is also a multi-use recreational trail planned from West 1<sup>st</sup> Street/IA 57 to West 12<sup>th</sup> Street along Hudson Road to connect existing trails. The Cedar Falls Bicycle Plan, April 2009, includes a proposal for dedicated bicycle lanes along West 1<sup>st</sup> Street/IA 57 from State Street to Hudson Road. However, a dedicated bicycle lane was not included in the proposed project due to the projected traffic volumes and type of traffic that includes transit buses and semi-trucks using this corridor that could potentially create unsafe conditions for bicyclists. During a meeting held August 18, 2014, the Bicycle Advisory Committee suggested a bicycle lane be constructed on West 4<sup>th</sup> Street.

There are currently sporadic and discontinuous sidewalks along the north and south side of West 1<sup>st</sup> Street/IA 57 within the project area. Some, but not all, sidewalks include ramps at the intersection crosswalks that meet ADA requirements.

#### ***Impacts of the No Build Alternative***

Under the No Build Alternative bicycle and pedestrian facilities within the project area would remain the same. Existing sidewalks would be discontinuous, and ramps/crosswalks would not meet ADA requirements.

#### ***Impacts of the Preferred Alternative***

The Preferred Alternative would impact bicycle and pedestrian facilities within the project area. See **Figure 5-1 Environmental Constraints**. Impacts to existing sidewalk segments would include temporary closure and replacement. Beneficial improvements to sidewalk facilities would result in continuous sidewalks as well as ADA compliant ramps and crosswalks at intersections throughout the project area. The West 1<sup>st</sup> Street multiuse

recreational trail will be temporarily impacted and relocated during construction of the proposed West 1<sup>st</sup> Street/IA 57 Reconstruction project.

The effect to the West 1<sup>st</sup> Street multi-use recreational trail will be temporary and there will be no use of the Section 4(f) property. The City of Cedar Falls, having jurisdiction over the West 1<sup>st</sup> Street multi-use recreational trail, is in agreement that this proposed reconstruction project and the impacts to the trail is acceptable and meets the criteria for a temporary – no Section 4(f) use of the property.

### **5.1.6 Right-of-Way**

The existing right-of-way, private property boundaries and public property boundaries were evaluated to assess potential right-of-way impacts associated with the Preferred Alternative. The existing right-of-way for West 1<sup>st</sup> Street/IA 57 study area corridor is generally 81-foot wide and includes approximately 10 acres of right-of-way.

Properties adjacent to West 1<sup>st</sup> Street/IA 57 within the study area are both privately and publicly owned.

#### ***Impacts of the No Build Alternative***

Under the No Build Alternative no acquisition of right-of-way would be required.

#### ***Impacts of the Preferred Alternative***

The preliminary impact area for the Preferred Alternative includes approximately 1.2 acres of private right-of-way from a total of 74 parcels. The preliminary impact acres include residential and commercial land. Right-of-way acquisition and relocation 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.).

### **5.1.7 Relocation Potential**

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

As discussed in the **Section 5.1.1 Land Use** and **Section 5.1.4 Economic**, the study area is a mix of commercial and residential properties. This section addresses the potential impact to these properties as a result of the proposed project.

#### ***Impacts of the No Build Alternative***

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

#### ***Impacts of the Preferred Alternative***

Right-of-way impacts for the Preferred Alternative were determined by evaluating the preliminary impact area associated with the preliminary design of the proposed reconstruction of West 1<sup>st</sup> Street/IA 57. The affected area for this analysis is the preliminary impact area. **Figure 5-1 Environmental Constraints** depicts the preliminary impact area. The preliminary impact area for the Preferred Alternative includes approximately 20.87 acres. The Preferred Alternative would require approximately 1.2 acres of private right-of-way from a total of 74 parcels and include residential and commercial property. The preliminary impact area is conservative and will become more refined as the design progresses.

The Preferred Alternative would potentially require seven relocations. This includes five residential relocations and two commercial relocations. Two of the potential residential relocations are owner-occupied and three are tenant-occupied. The residential properties have assessed values of approximately \$61,300, \$83,910, \$93,250 and \$112,640. All residences could potentially be relocated in the general vicinity of the original property. The two commercial properties have assessed value of approximately \$65,000 and \$160,820. Total acquisition of both these commercial properties would be required and the operating businesses would be relocated.

A relocation assistance program is offered to property owners and tenants that are displaced by federally funded projects, including relocation assistance advisory services and payment for moving expenses. Iowa Code 316, the “Relocation Assistance Law”, establishes a uniform policy for the fair and equitable treatment of displaced persons that serves to minimize the hardships of relocation. Relocations would be conducted in conformance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended by the Surface Transportation Assistance Act of 1987 and 49 CFR, Part 24, effective April 1989. Relocation assistance would be made available to all affected persons without discrimination. A similar process is followed for commercial property displacements. Problems that may arise concerning relocations will be addressed by the state’s commitment to the provisions 49 CFR 42.404, *Replacement Housing of Last Resort*.

The assessed values of the displaced residences were compared to the characteristics of houses for sale on the *Waterloo-Cedar Falls Board of Realtors* website. Available housing for sale in the 50613 zip code at the time of the search included 33 properties comprising:

- \$50,000 to \$75,000 – 11 properties
- \$75,000 to \$100,000 – 9 properties
- \$100,000 to \$125,000 – 13 properties

This research indicated that there are sufficient houses for sale in the 50613 zip code during the search period with similar characteristics to each residence needing relocation. A search of rental houses within the 50613 zip code indicated 10 rental houses including:

- \$400/month to \$600/month – 4 houses
- \$600/month to \$800/month – 5 houses
- \$800/month to \$900/month – 1 houses

Considering the number of available housing units and the length of time it would take to complete the West 1<sup>st</sup> Street/IA 57 reconstruction project, there would be sufficient housing available for relocation within or near the study area. At the time of the search, there were no available replacement commercial properties within the 50613 zip code. As the project construction and real estate acquisition dates become more certain, the City of Cedar Falls will reassess housing and commercial building availability.

### **5.1.8 Construction and Emergency Routes**

This section addresses potential impact from construction of the proposed project and impacts on emergency routes. Police and emergency responders use routes that are designated to reduce response time. Construction activities have the potential for impacting emergency routes during construction.

The Iowa State Patrol, District 9 office is located in the western portion of the project study area, the Cedar Falls Police Department and Fire and Rescue Department are located

southeast of the study area corridor, Sartori Memorial Hospital is located on College Street just south of the corridor.

### ***Impacts of the No Build Alternative***

The No Build Alternative would have no impact to emergency routes. Access to and from emergency services would continue along the same routes as currently used.

### ***Impacts of the Preferred Alternative***

Construction would primarily consist of earth removal, hauling, grading, repaving, restriping of lanes, sidewalk improvements, installation of curbs, burying utilities, and storm sewers. Construction would be scheduled to minimize disruption to businesses and residents. Specific construction schedules would be determined during final design and be provided in construction staging plans.

Traffic delays would likely occur during construction but would be temporary in nature. Some closures to streets and intersections would occur but would be limited in duration. Construction noise impacts can be expected to individuals living and working near the project area. However, considering the short-term nature of construction noise at any one location along the project corridor, these impacts are not expected to be substantial.

The public safety facilities would not be directly impacted by the Preferred Alternative. Construction of the Preferred Alternative is not anticipated to require detour routes for vehicles traveling West 1<sup>st</sup> Street/IA 57. Impacts to emergency services are anticipated to be minimal and additional coordination with emergency service providers would occur during construction of the project in order to facilitate planning alternate routes for emergency vehicles. Access to the Iowa State Patrol, Cedar Falls City Hall, Cedar Falls Police and Fire Rescue, and Sartori Memorial Hospital would be maintained throughout construction.

Emergency access would be safer and faster due to improved conditions with the Preferred Alternative.

## **5.1.9 Transportation**

Transportation resources for movement of people and materials within the study area include passenger and freight vehicles, pedestrian, railroad, and public transit buses. The nearest air transportation, Waterloo Regional Airport, is located approximately five miles east of the study area. The Cedar River is located northeast of the study area.

According to the *Cedar Falls W. 1<sup>st</sup> Street Corridor Study*, February 2012, the average daily traffic (ADT) along the corridor in 2010 was between 14,700 and 16,300 vehicles per day (vpd). The projected ADT for 2035 is between 15,200 and 17,600 vpd. Currently vehicles grouping into queues behind other vehicles making left turning movement can cause congestion along the corridor and contribute to side street access delays and create unsafe conditions.

The percentage of truck traffic during peak hours ranges from 4% to 10%, indicating the corridor can generate a significant amount of freight traffic during peak hours. This may be due to the presence of a manufacturing facility located north of the study area near College Street.

Intermittent sidewalks exist along the north and south side of the study area corridor. Sidewalk widths range from approximately four to five feet. With residential uses located

throughout the study area it is desirable to have a continuous sidewalk system that is ADA compliant on both sides of the corridor.

Metropolitan Transit Authority (MET) Route 9, Cedar Falls Purple Loop, services the West 1<sup>st</sup> Street/IA 57 study area corridor. There are scheduled bus stops along the corridor, however, the MET uses a “wave” stop policy allowing patrons to get on and off the bus at any intersection along the corridor. There is not sufficient shoulder or parking area for buses to pull out of the travelway along the study area corridor. Buses stopped for boarding or disembarking passengers disrupt the flow of traffic.

### ***Impacts of the No Build Alternative***

Under the No Build Alternative sidewalks and crosswalks throughout the corridor would continue to be discontinuous and in many locations non-compliant with ADA requirements. In addition, there would continue to be conflict between transit buses and vehicles along the study corridor. Vehicle grouping into queues behind vehicles making left turning movements would continue to create unsafe conditions and cause side street delays.

### ***Impacts of the Preferred Alternative***

The Preferred Alternative would include construction of continuous ADA compliant sidewalks and crosswalks throughout the corridor, improving the mobility and safety of pedestrians while providing continuity.

With the Preferred Alternative, it is anticipated the MET would continue to use the “wave” stop policy. Wider through-lanes and a continuous two-way-left-turn-lane would reduce conflict between transit buses and vehicles, increase traffic flow, decrease the effect of vehicles grouping into queues, and improve ease of movement for vehicles entering the corridor from the side streets. The Preferred Alternative would also improve operations for freight traffic. Truck traffic to commercial or industrial areas would benefit from improved traffic flow and ease of movement.

Modified, combined, and eliminated access points along the corridor would improve traffic flow and enhance safety. See ***Preferred Alternative*** Figures 1-4 for proposed access modifications. Residential and commercial driveways located along the West 1<sup>st</sup> Street/IA 57 corridor may be temporarily impacted by the Preferred Alternative during the construction phase. However, the driveways would be restored or relocated after completion of the project.

## **5.2 Cultural Impacts**

This section identifies existing historic and archaeological resources and potential impact on those resources. The West 1<sup>st</sup> Street/IA 57 study area was assessed to determine whether historic properties are present and whether property acquisition or temporary easements would impact the historically significant properties. Indirect effects on cultural resources as a result of noise, vibration, and access restriction were also evaluated.

According to Title 36 CFR, Part 800.8, federal agencies are encouraged to coordinate compliance of Section 106 and to meet requirements for NEPA. Coordination of cultural reviews has taken place early in the process of this proposed action to fulfill the respective requirements.

Title 36 CFR, Part 800.8 also details the general principles of coordinating NEPA and Section 106, relevant to NEPA actions, and the use of the NEPA process for satisfying portions of the

Section 106 requirements, including standard for developing NEPA environmental documents for Section 106 purposes.

### **5.2.1 Historical Sites or Districts**

An intensive level architectural history survey and evaluation of the project study area, and a reconnaissance level architectural history survey were conducted in August 2013 and March 2014 resulting in two reports dated May 2014 (Tallgrass, 2014a) and July 2014 (Tallgrass, 2014b). Properties were evaluated to determine if any were potentially eligible for inclusion in the National Register of Historic Places (NRHP). The investigation included on-site review of all properties, examination of a number of primary and secondary sources, research at the Cedar Falls Historical Society and an interview of a current resident.

As a result of this investigation, 11 properties were identified as eligible for nomination to the NRHP and a small historic district, the Wild District, was also identified. A number of these properties are located along West 2<sup>nd</sup> Street. It should be noted that early project design for the proposed action included potential closures to side streets between West 1<sup>st</sup> Street and West 2<sup>nd</sup> Street that are no longer being considered in the current project design.

Within the preliminary impact area of the proposed action, the survey resulted in recording one property, a motel, which is individually eligible for the NRHP. A historic district, the Wild District, was also recorded in the preliminary impact area. The Wild District consists of three turn of the century residential structures determined to be eligible for inclusion in the NRHP.

Historical sites of significance that are on or eligible for listing on the NRHP are protected under Section 4(f) of the U.S. Department of Transportation Act of 1966.

In addition, comments received by the Cedar Falls Historical Society dated September 4, 2014 requested avoidance of adverse effects to four properties (904 West 1<sup>st</sup> Street, 920 West 1<sup>st</sup> Street, 929 West 1<sup>st</sup> Street and 1120 West 1<sup>st</sup> Street) although these properties are not formally eligible for the NRHP.

#### ***Impacts of the No Build Alternative***

Under the No Build Alternative no historic structures or districts would be impacted.

#### ***Impacts of the Preferred Alternative***

The Preferred Alternative would impact one property that is individually eligible and three properties that make up the historic district. The NRHP eligible structures and the structures noted by the Cedar Falls Historical Society would not be directly impacted; however the properties would be impacted by partial property acquisition and temporary construction. In addition, the preliminary impact area shown on **Figure 5-1, Environmental Constraints**, includes temporary construction activities and may not involve permanent acquisition of the entire parcel within the impact area. Retaining walls may be used where necessary to minimize impacts, and a new sidewalk would be constructed at the front of the properties. If existing driveways are impacted by the proposed action, the driveways would be replaced and access would be restored to the property. Public utilities will be placed within the West 1<sup>st</sup> Street/IA 57 right-of-way adjacent to the four NRHP eligible properties to avoid any further impact to these properties.

The Iowa State Historical Preservation Office (SHPO) concurred with the effect determination of the architectural history surveys, the NHRP eligibility recommendation and a finding of



“No Adverse Effect” on historic properties. This determination is contingent on the use of a Special Provision for Vibration Monitoring to Protect Historic Structures at the following addresses, 423 West 1<sup>st</sup> Street, 501 West 1<sup>st</sup> Street, 509 West 1<sup>st</sup> Street, and 1315/1311 West 1<sup>st</sup> Street and the follow conditions:

- A preconstruction survey of the properties be completed to document their present condition and to establish a peak particle velocity (PPV) threshold for vibration.
- Sensors (crack and/or seismic) would 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 will be alerted.
- If the PPV is reached, a meeting with the contractor and the construction engineer will identify alternative construction/demolition methods and/or equipment to be used to minimize project vibration.
- A post construction survey will be performed.

Given the historic structures addressed in this section will be avoided and a determination of “No Adverse Effect” for these historic properties, SHPO has been informed of FHWA’s intent to make a Section 4(f) de minimis impact determination for the four properties.

**Table 5.2: NRHP Eligible Properties**

Site Inventory ID Number	Property Name	Address	NRHP Eligibility Criteria*	Property Impact
07-00122	Fox House	404 West 2 <sup>nd</sup> Street	A, B, C	Avoided – No direct impacts to property or structures
07-13167	NA	203 Tremont Street	C	Avoided – No direct impacts to property or structures
07-13209	Joseph and Florence Cowan House	1015 West 2 <sup>nd</sup> Street	C	Avoided – No direct impacts to property or structures
07-13211	I.A. and Anne McNabb House	1110 West 2 <sup>nd</sup> Street	C	Avoided – No direct impacts to property or structures
07-13214	Suckow/Nuhn House	1123 West 2 <sup>nd</sup> Street	B	Avoided – No direct impacts to property or structures
07-13218	NA	1222 West 2 <sup>nd</sup> Street	C	Avoided – No direct impacts to property or structures
07-13220	NA	1303 West 2 <sup>nd</sup> Street	C	Avoided – No direct impacts to property or structures
07-03118	Cedar Falls Hotel	1315/1311 West 1 <sup>st</sup> Street	A, C	Minor property acquisition and/or temporary construction impacts at street, temporary loss of 10 parking stalls, permanent loss of 5 parking stalls, no impacts to structures.
07-13237	<b>Wild Historic District</b>			
07-13080	Joseph and Rose Wild	509 West 1 <sup>st</sup> Street	A, B, C	Minor property acquisition and/or temporary construction impacts at

Site Inventory ID Number	Property Name	Address	NRHP Eligibility Criteria*	Property Impact
	House			street, replace private sidewalk, construct retaining wall, no impacts to structures.
07-00110	Daniel and Margaret Wild House	501 West 1 <sup>st</sup> Street	A, B, C	Minor property acquisition and/or temporary construction impacts at street, replace private sidewalk, construct retaining wall, no impacts to structures.
07-13079	Jacob and Eleanor Wild House	423 West 1 <sup>st</sup> Street	A, B, C	Minor property acquisition and/or temporary construction impacts at street, replace private sidewalk, construct retaining wall, no impacts to structures.

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

B – associated with the lives of significant persons in or past.

C – embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

## 5.2.2 Archaeological Sites

The West 1<sup>st</sup> Street corridor was the subject of a Phase 1A Archaeological and Architectural/Historical Reconnaissance study conducted in 2011 (Rogers 2011, Full 2011). The investigation noted there were no previously recorded archaeological sites within the corridor, however, the corridor had a moderate potential for significant archaeological sites. This prompted a Phase 1 Archaeological Investigation of the proposed project area from Hudson Road to Franklin Street resulting in the *Iowa 57/West 1<sup>st</sup> Street Study from Hudson Road to Franklin Street: Phase 1 Archaeological Investigation Report, January 2014*. The report took into consideration a previous survey of West 1<sup>st</sup> Street, west of Hudson Road, conducted in 2002 as part of the West 1<sup>st</sup> Street Reconstruction project from Union Road to Hudson Road (Rogers 2002).

The Phase 1 Archaeological Investigation included preliminary documentary research, field survey in November 2013, and evaluation of the research and field data. No archaeological sites were encountered during this investigation. Research of previous Phase 1 investigations conducted in the proximity of the proposed project area noted that seven archaeological sites had been reported. The seven sites were found to be located outside of the proposed project area. The recommendation of the report was that no further archaeological investigation was warranted for the current proposed project.

### ***Impacts of the No Build Alternative***

Under the No Build Alternative there would be no impacts to archaeological sites.

### ***Impacts of the Preferred Alternative***

Under the Preferred Alternative there would be no impacts to archaeological sites.

## 5.3 Natural Environment Impacts

This section characterizes the natural resources in the Study Area and addresses potential impacts of the No Build Alternative and the Proposed Alternative. The resources discussed are surface waters and water quality, threatened and endangered species, and woodlands.

### 5.3.1 Surface Waters and Water Quality

Water resources include rivers, lakes, ponds, and other surface water bodies. For the purpose of this analysis, the topic of water quality is also assumed to apply to groundwater. Important criteria in evaluating surface water and groundwater are adequate quantity and quality of these waters. Surface water features in the study area were determined through the use of aerial photography and topographic mapping.

The study area is located within the Middle Cedar River Watershed (USGS Hydrologic Unit Code (HUC) 07080205). The Waters of the U.S. (WUS) determination was conducted in November 2013 using guidance from the U.S. Army Corps of Engineers (USACE) Regulatory Guidance Letter 05-05. It was determined that there is one stream, 913 linear feet in length, considered WUS in the study area. See **Figure 5-1 Environmental Constraints**. This is a mapped, unnamed perennial stream that flows in an easterly direction, connecting to the Cedar River outside of the project area to the northwest of the Center Street/Franklin Street intersection. This stream has a discernible channel with an Ordinary High Water Mark (OHWM), and meets criteria to be identified as WUS. If dredge or fill materials are discharged into these waters, they are regulated by Section 404 of the Clean Water Act, and a Section 404 Permit would be required from the USACE. Additionally, this stream connects to the Cedar River, a river designated by the Iowa Department of Natural Resources (DNR) as a Water Trail (navigable by canoe). There are no federally listed Wild and Scenic Rivers in Iowa, therefore, there are none located in or near the study area.

Section 303(d) of the federal Clean Water Act requires that each state identify and provide a list of waters that are not meeting the state's water quality standards. These are considered "impaired" water bodies and the failure to meet water quality standards might be due to pollutants or an unknown cause of impairment. The Iowa DNR Draft 2012 Integrated Report for Section 303(d) of impaired waters and the Environmental Protection Agency's (EPA) 2012 Listed Waters for Middle Cedar Watershed were reviewed. The unnamed perennial stream located within the study area is not listed as impaired on these reports.

#### ***Impacts of the No Build Alternative***

The No Build Alternative would be no impact on the quality of the surface water in the study area.

#### ***Impacts of the Preferred Alternative***

There are 913 linear feet of an unnamed perennial stream considered WUS within the study area. Current roadway designs for the Preferred Alternative do not anticipate the construction activity will impact this stream. See **Figure 5-1 Environmental Constraints**. If it becomes necessary to engage activities that result in the discharge of dredged, excavated, or fill material in streams and other WUS, a Section 404 permit will be required from the USACE. Mitigation for stream impacts will be determined during the permitting process and can include measures such as mitigation banking, on-site mitigation, and off-site mitigation.

The project construction activities must comply with conditions of the Section 401 Water Quality Certification, administered by the Iowa DNR pursuant to section 401 of the Clean Water Act. The USACE requires this certificate before the Section 404 permit can be issued. The Section 401 Certificate insures that impacts to water quality, such as soil erosion, sedimentation, and construction pollutants are minimized and it also represents the Iowa DNRs concurrence that the project is consistent with Iowa's Water Quality Standards set forth in Chapter 61, Iowa Administrative Code 567. This can include measures to minimize disturbance to stream banks and riparian zones, and seeding and mulching graded areas with native plant species.

Land disturbance activities involving more than one acre require a National Pollutant Discharge Elimination System (NPDES) permit from the DNR. This stormwater runoff permit requires slope designs that prohibit or minimize erosion, and also requires standard erosion control devices be installed, inspected, and maintained throughout the construction process. The NPDES permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) which includes specific measures to control soil erosion, sedimentation and construction pollutants. Best Management Practices (BMPs) will be followed to avoid and minimize soil erosion including seeding, mulching, and geotextiles to stabilize soil, diverting run-off from undisturbed areas before it reaches disturbed areas, installation of sediment basis, berms, silt fence and slope drains.

### **5.3.2 Threatened and Endangered Species**

Section 7(c) of the Endangered Species Act of 1973, as amended, requires Federal agencies to consult with the Secretaries of the Interior and Commerce to ensure that actions are “not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of the critical habitat of such species.” Consultations will be conducted with the USFWS regarding a determination of potential effects to listed species.

Database research, desktop analysis, and a pedestrian field survey was conducted of the study area for federally listed species in December 2013. The USFWS listed two federally protected species in Black Hawk County: the western prairie fringed orchid, and the northern long-eared bat. There is no USFWS designated Critical Habitat within the study area.

The western prairie fringed orchid (*Platanthera praeclara*) is found in mesic to wet tallgrass prairies and sedge meadows. There are no wet tallgrass prairies or sedge meadows within the study area and no potential habitat for the western prairie fringed orchid.

The northern long-eared bat (*Myotis septentrionalis*) prefers loose or peeling bark of dead trees that retain sheets or plates of bark. Red oak, post oak, cottonwood, and shagbark hickory are tree species that provide this type of habitat. Approximately 2.09 acres of potential habitat for the northern long-eared bat were identified along the wooded stream corridor near the east end of the study area. Of the 2.09 acres of potential habitat, four trees were identified as suitable summer roosting and foraging habitat for the bat.

The Iowa DNR listed 32 state-protected species: three amphibians, three birds, two fish, four freshwater mussels, two mammals, 15 plants, and three reptiles. During the field survey of the study area in December 2013 no suitable habitat was found for these state-protected species. No other protected species listed in the USACE and Iowa DNR databases were identified within the study area.

### ***Impacts of the No Build Alternative***

The No Build Alternative would not affect T&E species within the study area.

### ***Impacts of the Preferred Alternative***

One area of northern long-eared bat habitat, 2.09 acres, occurs within the study area. Four trees suitable for summer roosting and foraging habitat were identified within the study area. This area has been avoided in an effort to avoid impacts to bats. There is no preferred habitat for the northern long-eared bat in the preliminary impact area for the Preferred Alternative. **See Figure 5-1 *Environmental Constraints***. The Preferred Alternative would not affect T&E species.

### **5.3.3 Woodlands**

The Iowa DOT defines woodlands as areas consisting of two (2) acres or greater of forested land having at least 200 trees 3-inches diameter at breast height (dbh); or the area consists of 0.5 acre or greater but less than two (2) acres of forested land having at least 200 trees, 3-inches dbh or greater, per acre and is connected to a larger tract of forested land with the entire area being greater than two (2) acres. The Iowa DOT does not consider woodland impacts to occur if the area of impact is less than two (2) acres.

Woodlands within the study area occur along the riparian area adjacent to the unnamed perennial stream in the northeast portion of the study area. **See Figure 5-1 *Environmental Constraints***. This riparian area is characterized by floodplain woodlands that are dominated by tree species such as box-elder, hickory, cottonwood, and American elm. Approximately 2.09 acres of woodlands are located within the study area.

### ***Impacts of the No Build Alternative***

The No Build Alternative would have no impact on the identified woodland area.

### ***Impacts of the Preferred Alternative***

Approximately 2.09 acres of woodland are located within the study area of the Preferred Alternative. This area has largely been avoided in an effort to minimize impacts to woodlands. There are approximately 0.29 acres of woodlands within the preliminary impact area for the Preferred Alternative. **See Figure 5-1 *Environmental Constraints***.

According to the Iowa DOT standard, woodland mitigation would not be required with the Preferred Alternative because the woodland impacts are less than two (2) acres. However, in accordance with Iowa Code 314.23, *Environmental Protection*, woodland removed is required to be replaced by planting as close as possible to the initial site; or by acquisition of an equal amount of woodland in the general vicinity for public ownership and preservation; or by other mitigation deemed to be comparable to the woodland removed. The City of Cedar Falls is considering various options to mitigate for impacts due to construction of the Preferred Alternative, and would commit to and implement the mitigation.

## **5.4 Physical Impacts**

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

### **5.4.1 Energy**

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

#### ***Impacts of the No Build Alternative***

With the No Build Alternative traffic congestion and delays would continue to persist resulting in increased fuel consumption.

#### ***Impacts of the Preferred Alternative***

The direct effect of the Preferred Alternative on energy use includes energy consumed by vehicles for normal operation and maintenance. The Preferred Alternative would result in improvements to traffic flow and ease of movement and decreased delays along the corridor that would result in reduced energy use required to travel this corridor.

Indirect effects would include the energy used for construction of the project. Fossil fuel, construction material and the placement of construction materials including steel, cement, aggregate and asphalt would be required to construct the Preferred Alternative. Traffic delays and congestion anticipated during construction would result in a temporary increased use of fossil fuel.

### **5.4.2 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.

A Phase 1 Environmental Site Assessment (ESA) for hazardous materials was performed to identify sites within the study area that are contaminated or potentially contaminated with hazardous materials or waste. The ESA involved data collection for the area within 0.5 miles of the West 1<sup>st</sup> Street/IA 57 study area corridor, including a review of available federal, state, local and tribal records. The review included a computer database search provided by Environmental Data Resources, Inc. (EDR), December 10, 2013, and compiled in a document titled, *EDR Radius Map<sup>®</sup> Report, West 1<sup>st</sup> Street Improvements, West 1<sup>st</sup> Street, Cedar Falls Iowa, 50613, (Inquiry Number 3807291.1s)*. A site visit of the study area corridor was also conducted from public rights-of-way on December 18, 2013.

In accordance with the Iowa DOT Office of Location and Environment site ranking system and Iowa Code 567.148, sites were categorized into four contamination risk categories – high, moderate, low, and minimal – in order to prioritize sites to determine the need for avoidance and the potential for contamination and impact. A review of the EDR report and the Iowa DNR files for underground storage tank (UST) found all the UST sites except The Music Station do not pose a significant threat to the soil and groundwater on the subject property.

The Music Station is located at 1420 W 1<sup>st</sup> Street, at the intersection of West 1<sup>st</sup> Street and Ellen Street. This property, originally a Quik Trip<sup>®</sup> gas station, has a “no further action required status”. The most current site monitoring report recommended that the site be listed as a “low risk”. This site is considered a Historic Recognized Environmental Condition (HREC). A letter sent to Iowa DNR from Blackhawk Environmental Testing reported “the

only remaining pathways of concern are the groundwater source to potential confined space and sanitary sewer receptors”. According to a review of soil plume contours maps, the most likely path for a contamination plume is southwest, toward Ellen Street.

***Impacts of the No Build Alternative***

Under the No Build Alternative no contamination or regulated materials sites would be impacted.

***Impacts of the Preferred Alternative***

The direct effect of the Preferred Alternative would result in partial impacts to one low risk property. See **Figure 5-1 Environmental Constraints**. However, only a small portion of the area adjacent to the UST site, Ellen Street, would be impacted by construction. The UST that contains the material would not be directly or permanently affected. Therefore there would be a low potential for impacts to public health and the environment from this property.

If construction activities such as deep excavations are required for the reconstruction of Ellen Street, a limited subsurface investigation should be performed. If minor activities such as removal of concrete, excavation within 1-2 feet, etc. are required then no additional environmental studies pertaining to soil or ground water contamination would be necessary.

All known and unknown hazardous materials encountered during roadway construction would be handled according to federal, state, and local laws and regulations. Where hazardous material or solid waste is identified in the required right-of-way acquisitions, resolution with the property owner would be conducted prior to purchase. If an unknown site is encountered during construction, the Cedar Falls Public Works department and the Iowa DNR will be contacted and appropriate laws and EPA regulations would be followed to eliminate or minimize any adverse environmental consequences.

### **5.4.3 Utilities**

The potential for the proposed project to affect utilities within the study area was considered by identifying utility locations and orientation in relationship to West 1<sup>st</sup> Street/IA 57. Potential effects were evaluated with respect to major utilities by, or located within, the right-of-way for the Preferred Alternative.

The utilities within the study area include storm sewer, sanitary sewer, water, electric, natural gas, telephone, cable television, and internet. Cedar Falls Utility (CFU), owned and operated by the City of Cedar Falls, provides electricity, natural gas, water, cable television, and internet services to Cedar Falls. Telephone and/or internet service in the study area can be provided separately by private companies such as Century Link, AT&T Comcast, MCI, Sprint CFU, Mediacom, INS and Vonage.

Above ground structures are limited to the traffic signal lights at the intersections and street lights that run parallel to West 1<sup>st</sup> Street/IA 57 throughout the study area, as well as the fire hydrants and telephone risers, and one small detention basin. An 8-inch gravity-fed sanitary sewer is located down the center of West 1<sup>st</sup> Street/IA 57.

***Impacts of the No Build Alternative***

The No Build Alternative would have no impact to utilities.

***Impacts of the Preferred Alternative***

The Preferred Alternative would result in some utility relocation and modification. During the design process, coordination with utility providers will take place to determine details regarding location, extent, and relocation of utilities; and to ensure utility service disruptions are minimized. When service interruptions are unavoidable an effort would be made to limit their duration. Utility relocation will be completed in accordance with project specifications during construction of the Preferred Alternative. Utility relocation and modification for the Preferred Alternative would require approximately 1.84 acres of public utility easement. The location of the easement would be along the north and south sides of the West 1<sup>st</sup> Street/IA 57 corridor. However, public utilities will be placed within the West 1<sup>st</sup> Street/IA 57 right-of-way adjacent to the four NRHP eligible properties to avoid any further impact to these properties. See **Figure 5.1 Environmental Constraints**.

Construction of the Preferred Alternative provides opportunity to upgrade utilities, relocate overhead power lines underground, replace the stormwater system, natural gas utilities and the 100-year-old sanitary sewer, as well as install new street lights, water lines, and hydrants.

## **5.5 Cumulative Impacts**

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” (40CFR 1508.7). Cumulative impacts include the direct and indirect impacts of a project together with impacts from reasonably foreseeable future actions not associated with the reconstruction of West 1<sup>st</sup> Street/IA 57 in Black Hawk County. This includes impacts as a result of other federal, state, and private actions. Reasonably foreseeable actions are not speculative, are likely to occur based on reliable sources, and typically are characterized in planning documents.

The assessment of the cumulative impacts of federal, state and private actions is required by CEQ regulations developed for implementing NEPA. Cumulative impacts of the Preferred Alternative were evaluated in accordance with CEQ guidance. The assessment focused on several resources susceptible to cumulative impacts. The timelines of other foreseeable major projects that would likely occur in the time frame of the project were compared to assess the combined effects of these projects on resources. The cumulative impact assessment also considered the region’s resources to determine whether any regionally significant impact could occur.

### **Local Projects**

Eight roadway projects are planned, or under construction, in or near the study area. Construction for these projects may not occur during the same period as the West 1<sup>st</sup> Street/IA 57 project, but they are included in the following list because these actions are being considered with the cumulative impacts assessment. See **Figure 5-2 Planned Roadway Projects**. The following are ongoing or reasonably foreseeable future projects in or near the study area:

#### **2015**

University Avenue, upgrade and modernize, IA 58 to U.S. 63.

Hudson Road, 0.70 miles, pedestrian/bike trail, grade and pave, West 12<sup>th</sup> Street to West 1<sup>st</sup> Street roadway improvements.



U.S. 218, 1.8 miles, pavement rehabilitation, Marigold Drive to US 20.

U.S. 218, 8.0 miles, pavement widening, West 1<sup>st</sup> Street in Cedar Falls to C50 in Janesville.

## 2016

Ellen Street roadway improvements.

Greenhill Road, 1.38 miles, grade and pave, Hudson Road to West 27<sup>th</sup> Street.

Center Street Trail (pedestrian/bicycle), construction from Cedar Valley Lakes Trail to Lone Tree Road.

## 2017

Cedar Heights Drive, pavement rehabilitation and widening, Greenhill Road to Viking Road.

IA 58/Viking Road intersection, construction of interchange.

Resources identified in **Section 5 *Environmental Analysis*** that would be impacted by the Preferred Alternative include three churches, two schools, economics, a bicycle/pedestrian facility, right-of-way, emergency routes, displaced properties, historic sites, an historic district, a stream, woodlands, energy, a contaminated and regulated material site and utilities. Listed in **Table 5.3 *Potential Cumulative Effect*** are the affected resources and the potential cumulative effect of the proposed project with other projects on the resources.

**Table 5.3: Potential Cumulative Effect**

Resource Affected	Direct and Indirect Effects of Preferred Alternative	Potential Cumulative Effects
Churches	3 - churches	No additional impacts anticipated
Schools	2 - schools	No additional impacts anticipated
Economic	0.01% decrease in tax base	No additional impacts anticipated
Bicycle and Pedestrian Facilities	1 multiuse recreational trail	Beneficial effects to bicycle and pedestrian facilities
Right-of-Way Acquisition	1.2 acres, approximately	Minor amount of additional right-of-way acquisition along city street or adjacent intersection parcels for pedestrian facilities
Displacements	5 – residential 2 – commercial	No additional impacts anticipated
Historic Sites	1 – individually eligible	No additional impacts anticipated
Historic Districts	1 – Historic District including 3 properties.	No additional impacts anticipated
Surface Water Impacts (stream)	913 linear feet of one stream	No additional impacts anticipated

Resource Affected	Direct and Indirect Effects of Preferred Alternative	Potential Cumulative Effects
Woodlands	2.09 acres	No additional impacts anticipated
Energy	Minor impact during construction	Minor impact during construction
Contaminated and Regulated Sites	1 - low risk site	No additional impacts anticipated
Utilities	1.84 acres, approximately, of Public Utility Easement. Potentially minor impact during construction.	Potential minor impacts during construction, beneficial impact due to utility upgrades during construction

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

As a result, the overall cumulative impact of the Preferred Alternative to the social and environmental resources has been evaluated and is not considered to be collectively significant.

## 5.6 Streamlined Resources Summary

The streamline process developed by the Iowa DOT and FHWA was used to focus the analysis on those resources potentially affected by the project and to eliminate or decrease the description and impact analysis of resources not affected by the project. Appendix A contains a Streamlined Resource Summary indicating the process used to identify resources that are not within the study area or would not be affected by the proposed project. It also includes rationale for performing only limited analysis on resources not described or analyzed in Section 5. **Table 5.4 Summary of Impacts** summarizes the differences in impacts on resources which would result from the No Build Alternative and the Preferred Alternative. The table does not list resources for which the anticipated impact would not differ substantially.

**Table 5.4: Summary of Impacts**

Resource	No Build Alternative	Preferred Alternative
Approximate length	4,900 feet	4,900 feet
Churches and Schools	No impact	3 – churches

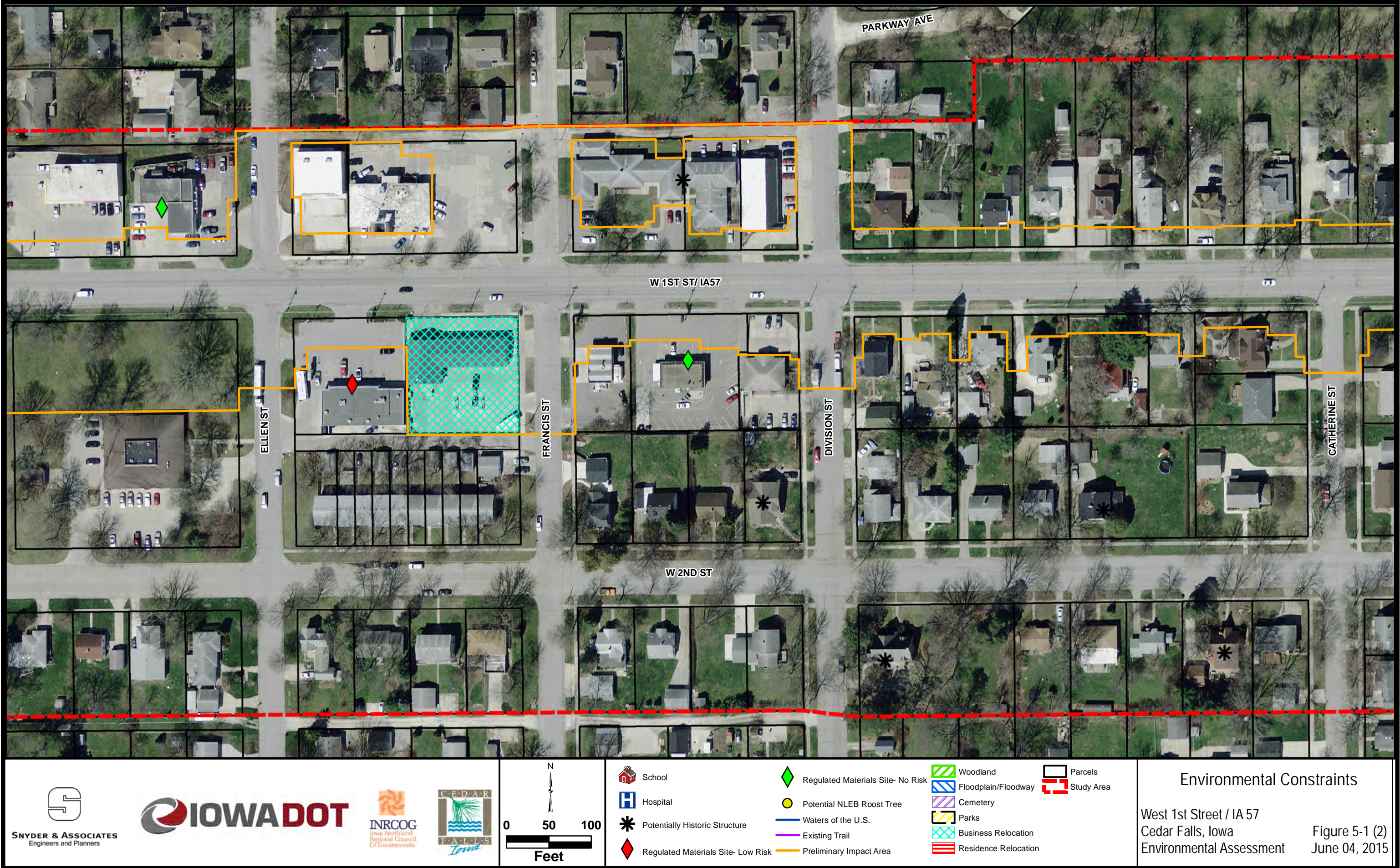
Resource	No Build Alternative	Preferred Alternative
		<p>2 – schools</p> <p>Temporary impact including traffic delays, detours, and temporary sidewalk closures during construction.</p> <p>There would be no restricted access to churches and schools.</p> <p>Increased access, connectivity and pedestrian mobility.</p>
Environmental Justice (EJ)	No displacement of EJ population	No displacement of EJ population (Snyder and Associates, Inc., 2014a)
Economic	No change in current trends	<p>Improved, safer access to businesses.</p> <p>0.01% reduction in reduction in Black Hawk County tax base.</p> <p>(Snyder &amp; Associates, Inc., 2014b)</p>
Parkland and Recreation Areas	No impact	No impact
Bicycle and Pedestrian Facilities	No impact	<p>1 – multiuse recreational trail</p> <p>Temporary closure and relocation of West 1<sup>st</sup> Street Trail.</p>
Right-of-way Acquisition	No impact	Acquisition of approximately 1.2 acres of additional right-of-way.
Relocation Potential	No impact	<p>5 – residential</p> <p>2 – commercial</p>
Construction and Emergency Routes	No impact	<p>Temporary increase in congestion, delays.</p> <p>Long-term improved access along this corridor.</p>
Transportation	Increased congestion with increased traffic volumes	<p>Increase safety, improved traffic flow.</p> <p>Reduced conflict between vehicle and bus traffic.</p> <p>Improved turning movement for larger vehicles and trucks.</p> <p>Decreased side street delay and cue lengths</p> <p>Improved access control.</p>
Historical Sites or Districts	No impact	<p>1 – Individually eligible historic property</p> <p>1 – Historic District, including 3 residences.</p> <p>De minimis impact on Section 4(f) properties.</p>

Resource	No Build Alternative	Preferred Alternative
		No adverse impact
Archaeological Sites	None	None
Wetlands	None	None (Snyder & Associates, Inc., 2014c)
Surface Waters and Water Quality	No impact	Temporary increase in soil erosion, stormwater runoff from construction activities.
Floodplains	None	None (Snyder & Associates, Inc., 2014d)
Wildlife and Habitat	None	None (Snyder & Associates, Inc., 2014e)
Threatened and Endangered Species	None	None (Snyder & Associates, Inc., 2014f)
Woodlands	No impact	0.29 acres of woodlands
Farmlands	None	None
Energy	Increased energy use from traffic congestion, delays.	Temporary increase in energy use during construction.
Noise	Not evaluated	No receptors affected
Contaminated and Regulated Materials Sites	No impact	1 – low risk site (Snyder & Associates, Inc., 2014g)
Visual	None	None
Utilities	No impact	Potential limited disruption of utility service during construction.  New sanitary sewer – replace 100-year-old sewer.  Relocated overhead power lines underground.  Removal of utility poles.  Installation of new street lights.  Installation of new water lines and hydrants.

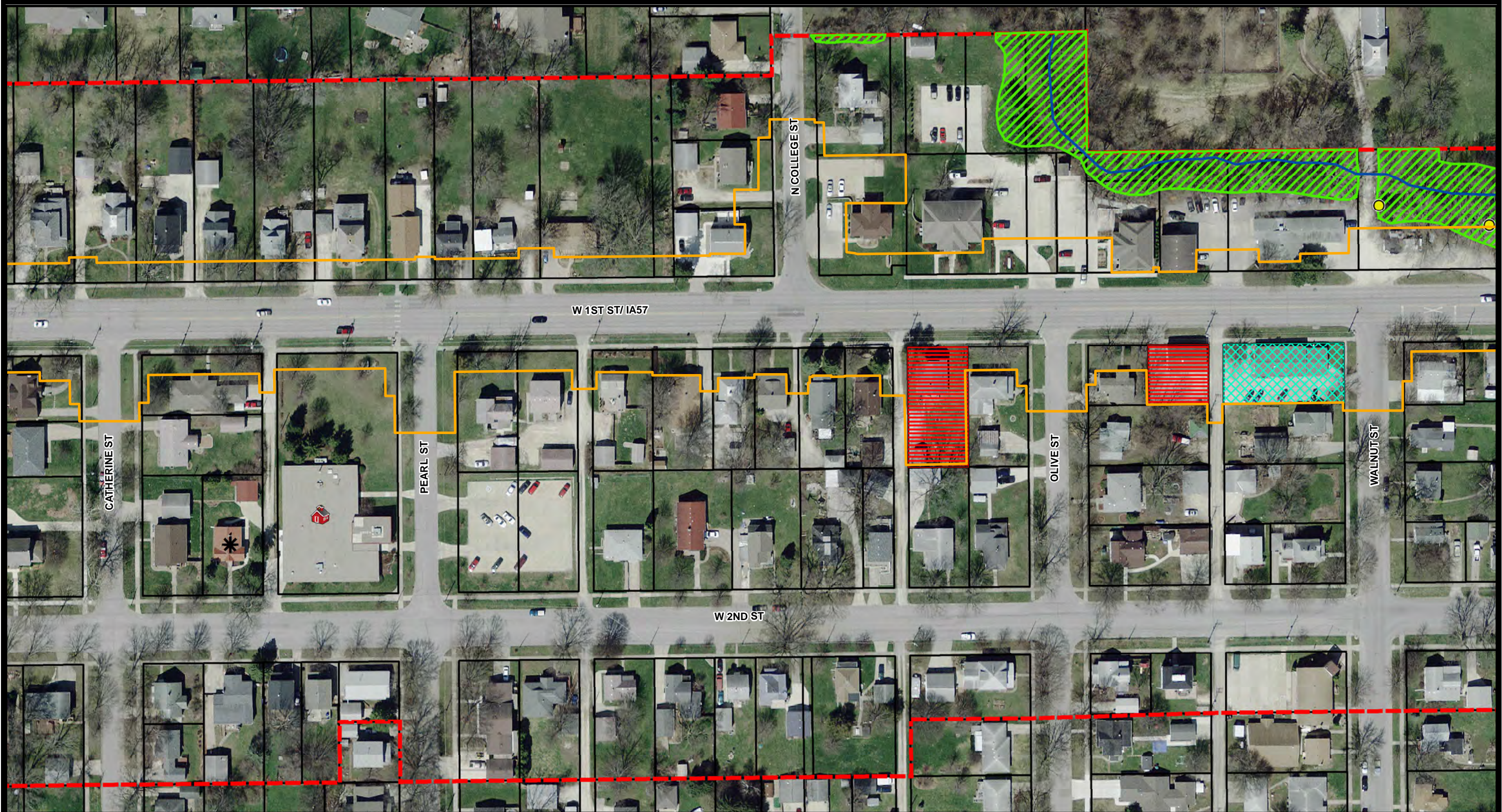


















**SNYDER & ASSOCIATES**  
Engineers and Planners



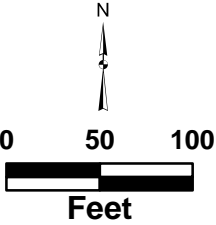
**IOWA DOT**




















**INRCOG**  
Iowa Northland  
Regional Council  
Of Governments



**CEDAR FALLS**  
Iowa



0 50 100  
Feet

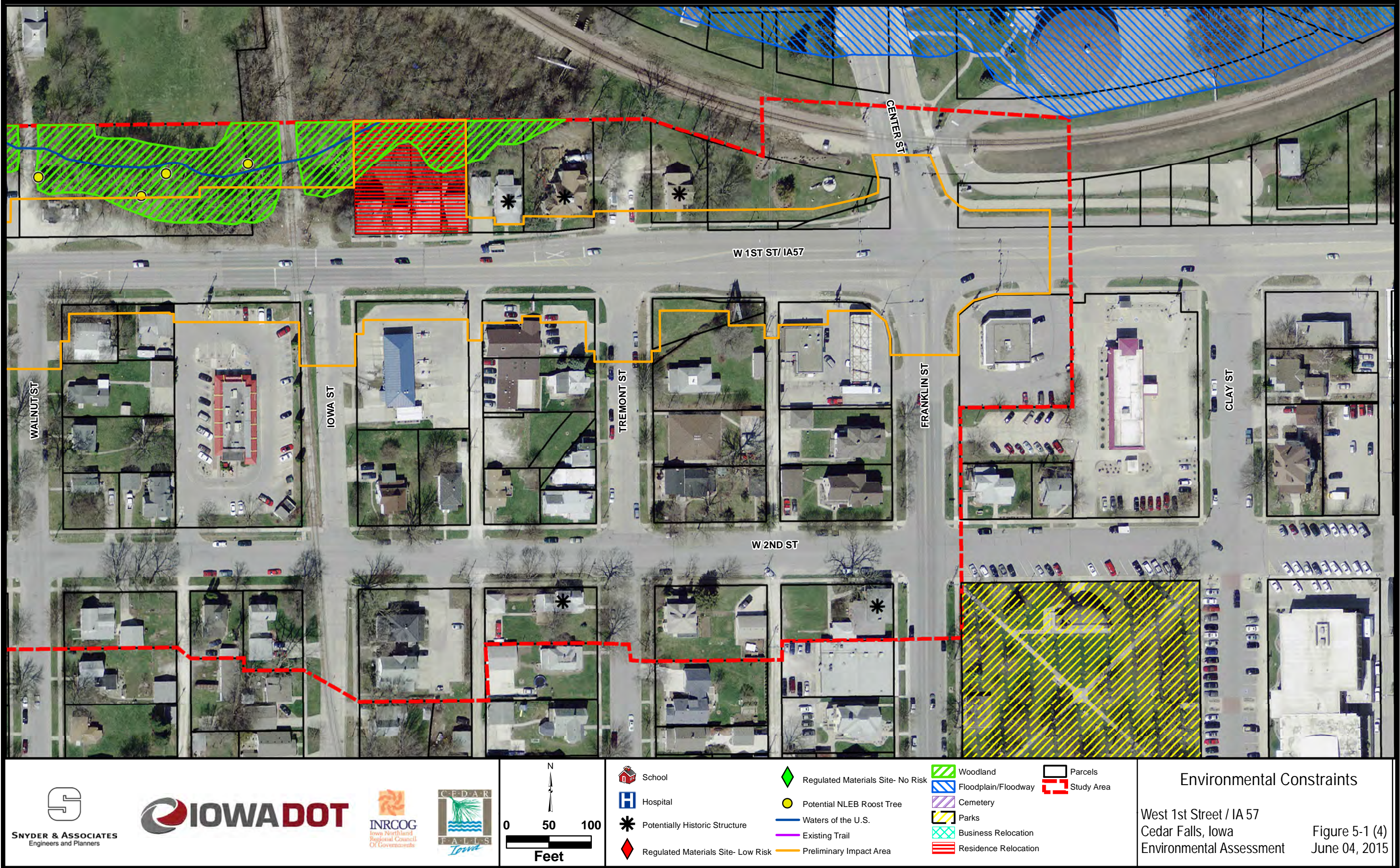
 School	 Regulated Materials Site- No Risk	 Woodland	 Parcels
 Hospital	 Potential NLEB Roost Tree	 Floodplain/Floodway	 Study Area
 Potentially Historic Structure	 Waters of the U.S.	 Cemetery	
 Regulated Materials Site- Low Risk	 Existing Trail	 Parks	
	 Preliminary Impact Area	 Business Relocation	
		 Residence Relocation	

### Environmental Constraints

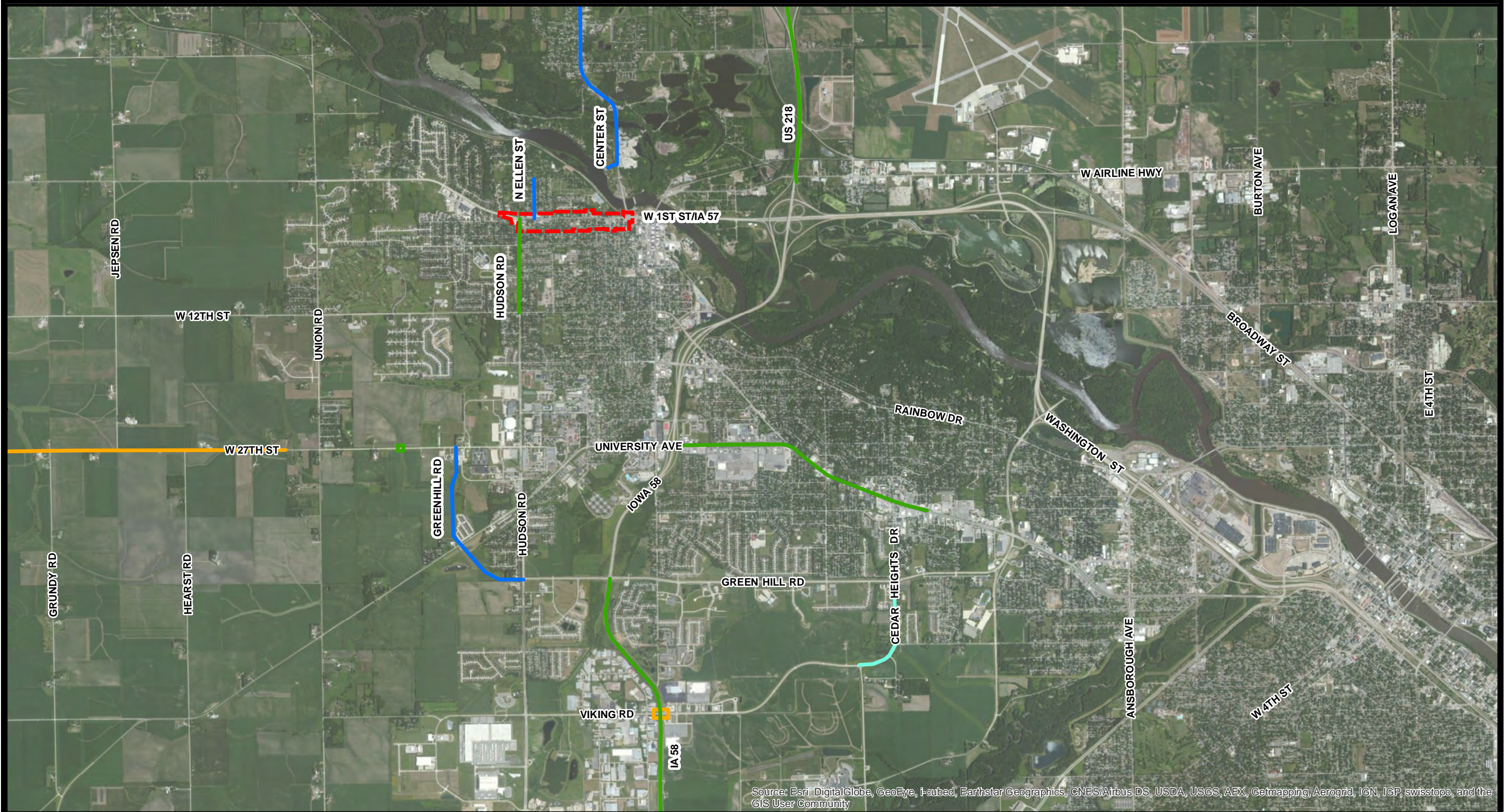
West 1st Street / IA 57  
Cedar Falls, Iowa  
Environmental Assessment

Figure 5-1 (3)  
June 04, 2015












Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



**Legend**

**Planned Roadway Projects**

- 2015
- 2016
- 2017
- 2018

 Study Area

**Planned Roadway Projects**

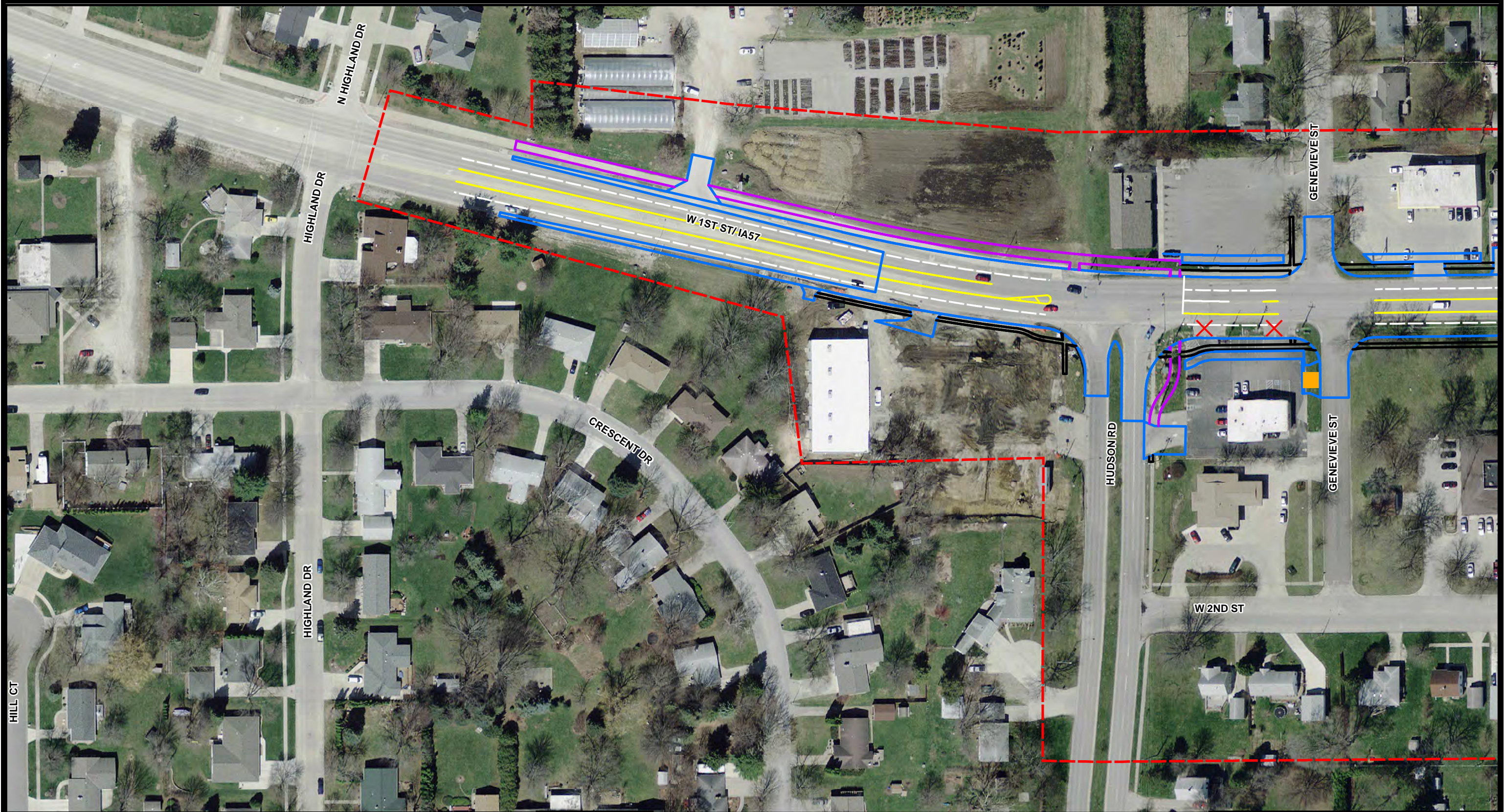
West 1st Street/IA 57  
Cedar Falls, Iowa  
Environmental Assessment




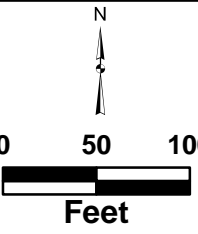





















**Figure 5-2**  
Date: 9/8/2014

0 1,850 3,700 Feet

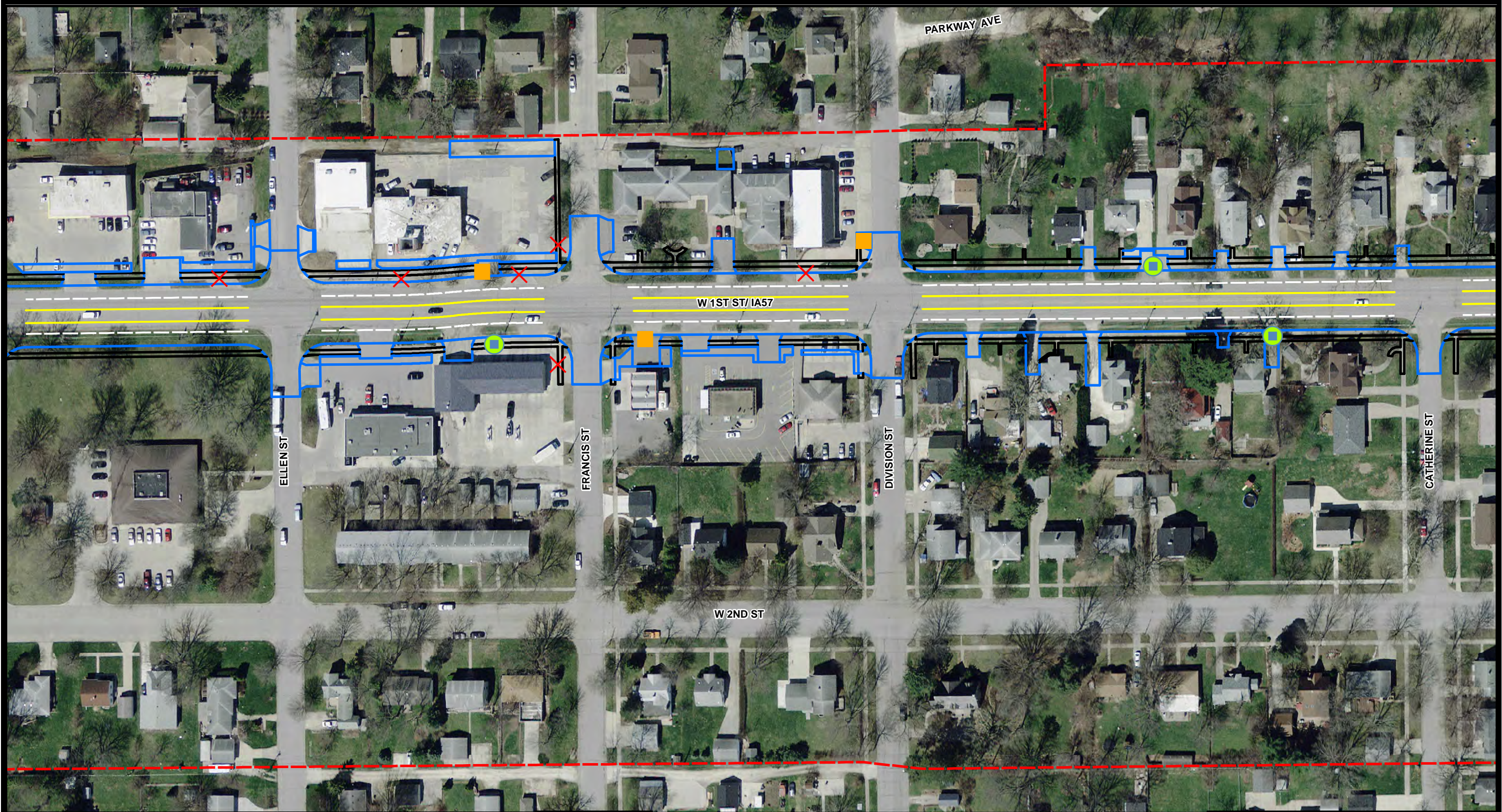
N




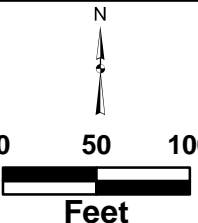

























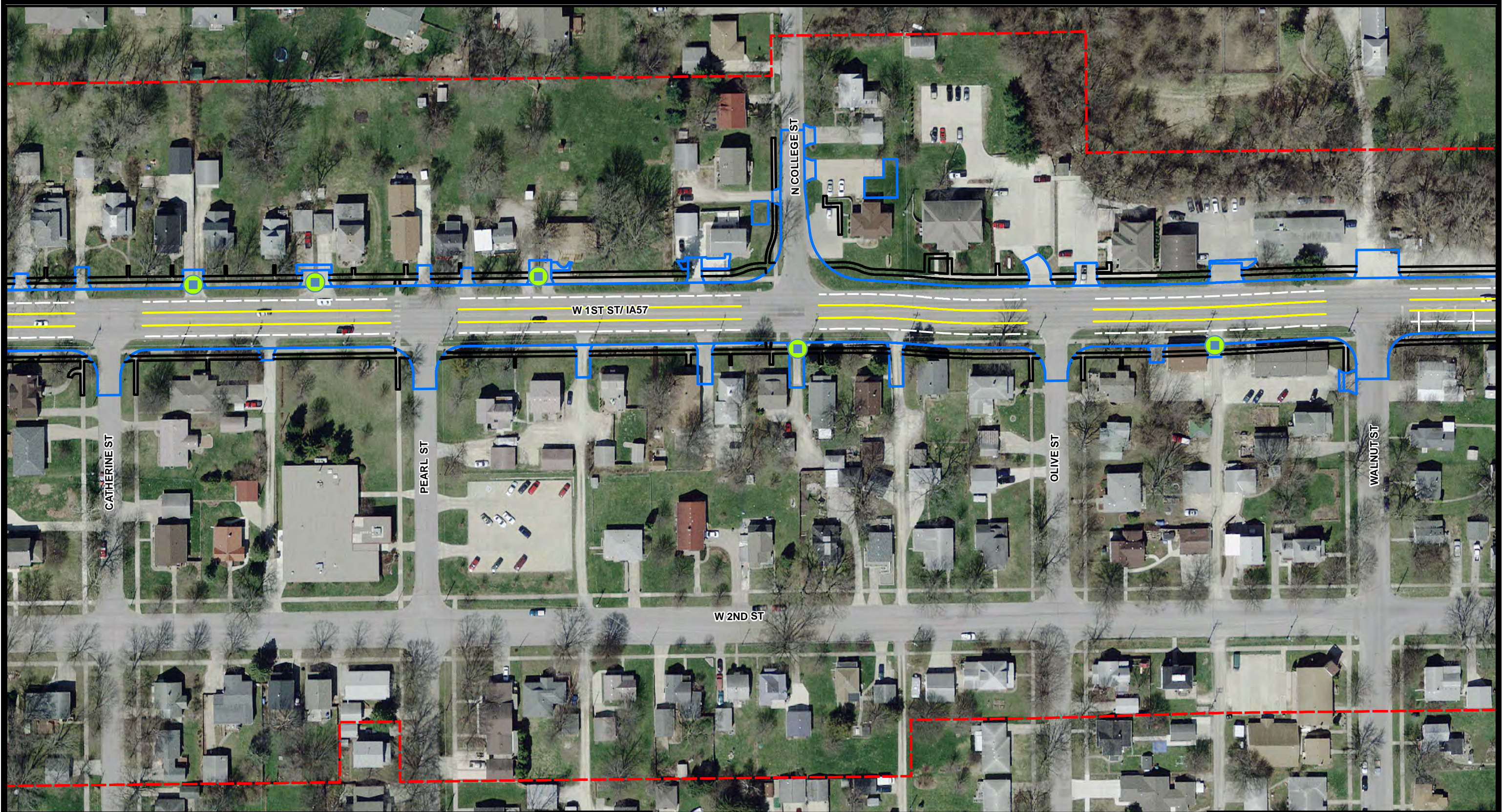
 SNYDER & ASSOCIATES Engineers and Planners	 	 0 50 100 Feet	<p><b>Legend</b></p> <table border="0"><tr><td> Modified Access</td><td> Proposed Trail</td><td> Study Area</td></tr><tr><td> Combined Access</td><td> Proposed Pavement</td><td></td></tr><tr><td> Eliminated Access</td><td> Proposed Sidewalk</td><td></td></tr></table>	 Modified Access	 Proposed Trail	 Study Area	 Combined Access	 Proposed Pavement		 Eliminated Access	 Proposed Sidewalk		<p>Preferred Alternative Preliminary Engineering Plan</p> <p>West 1st Street / IA 57 Cedar Falls, Iowa Environmental Assessment</p> <p>Figure 5-3 Page 1 of 4 June 04, 2015</p>
 Modified Access	 Proposed Trail	 Study Area											
 Combined Access	 Proposed Pavement												
 Eliminated Access	 Proposed Sidewalk												




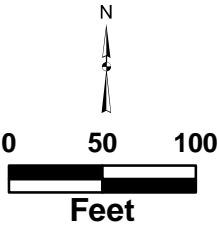

























 <b>SNYDER &amp; ASSOCIATES</b> Engineers and Planners	 	 0 50 100 Feet	<p><b>Legend</b></p> <table border="0"><tr><td> Modified Access</td><td> Proposed Trail</td><td> Study Area</td></tr><tr><td> Combined Access</td><td> Proposed Pavement</td><td></td></tr><tr><td> Eliminated Access</td><td> Proposed Sidewalk</td><td></td></tr></table>	 Modified Access	 Proposed Trail	 Study Area	 Combined Access	 Proposed Pavement		 Eliminated Access	 Proposed Sidewalk		<p>Preferred Alternative Preliminary Engineering Plan</p> <p>West 1st Street / IA 57 Cedar Falls, Iowa Environmental Assessment</p> <p>Figure 5-3 Page 2 of 4 June 04, 2015</p>
 Modified Access	 Proposed Trail	 Study Area											
 Combined Access	 Proposed Pavement												
 Eliminated Access	 Proposed Sidewalk												




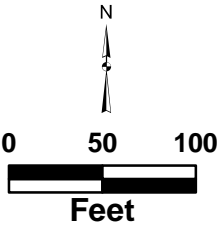

























 <b>SNYDER &amp; ASSOCIATES</b> Engineers and Planners	 	 <p>0 50 100 Feet</p>	<p><b>Legend</b></p> <table border="0"><tr><td> Modified Access</td><td> Proposed Trail</td><td> Study Area</td></tr><tr><td> Combined Access</td><td> Proposed Pavement</td><td></td></tr><tr><td> Eliminated Access</td><td> Proposed Sidewalk</td><td></td></tr></table>	 Modified Access	 Proposed Trail	 Study Area	 Combined Access	 Proposed Pavement		 Eliminated Access	 Proposed Sidewalk		<p>Preferred Alternative Preliminary Engineering Plan</p> <p>West 1st Street / IA 57 Cedar Falls, Iowa Environmental Assessment</p> <p>Figure 5-3 Page 3 of 4 June 04, 2015</p>
 Modified Access	 Proposed Trail	 Study Area											
 Combined Access	 Proposed Pavement												
 Eliminated Access	 Proposed Sidewalk												





 <b>SNYDER &amp; ASSOCIATES</b> Engineers and Planners	 	 <p>0 50 100 Feet</p>	<p><b>Legend</b></p> <table border="0"><tr><td> Modified Access</td><td> Proposed Trail</td><td> Study Area</td></tr><tr><td> Combined Access</td><td> Proposed Pavement</td><td></td></tr><tr><td> Eliminated Access</td><td> Proposed Sidewalk</td><td></td></tr></table>	 Modified Access	 Proposed Trail	 Study Area	 Combined Access	 Proposed Pavement		 Eliminated Access	 Proposed Sidewalk		<p>Preferred Alternative Preliminary Engineering Plan</p> <p>West 1st Street / IA 57 Cedar Falls, Iowa Environmental Assessment</p> <p>Figure 5-3 Page 4 of 4 June 04, 2015</p>
 Modified Access	 Proposed Trail	 Study Area											
 Combined Access	 Proposed Pavement												
 Eliminated Access	 Proposed Sidewalk												





## **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 project meets the purpose and need. The project would have no significant adverse social, economic, or environmental impact on a level that would warrant an environmental impact statement. Alternative selection would occur following the completion of the public review period and public hearing. Unless significant impacts are identified as a result of the public review or at the public hearing, a Finding of No Significant Impact will be prepared for the preferred alternative.

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

### **6.1 Federal Agencies**

Federal Aviation Administration (FAA)  
Federal Emergency Management Agency (FEMA)  
Federal Highways Administration – Iowa Division  
Federal Transit Administration  
U.S. Army Corp of Engineers (USACE) – Rock Island District  
U.S. Coast Guard  
U.S. Department of Agriculture (USDA) – Natural Resources Conservation Service (NRCS)  
U.S. Department of Housing and Urban Development (HUD)  
U.S. Department of the Interior – Office of Environmental Policy and Compliance  
U.S. Environmental Protection Agency (EPA) – Region 7  
U.S. Fish and Wildlife (USFWS) – Rock Island Field Office

### **6.2 State Agencies**

Iowa Department of Natural Resources (Iowa DNR) – State Office and Field Office #1  
Iowa Department of Transportation (Iowa DOT)  
State Historical Society of Iowa

### **6.3 Local Agencies**

City of Cedar Falls  
Iowa Northland Region Council of Governments (INRCOG)

### **6.4 Locations where this Document is Available for Public Review**

Federal Highway Administration  
105 6<sup>th</sup> Street  
Ames, Iowa 50010

Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010

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

Cedar Falls Public Library  
524 Main Street  
Cedar Falls, Iowa 50614

## **6.5 Potential Permits Required**

The following permits may be required for this project:

- Section 404 Permit from U.S. Army Corp of Engineers, Rock Island District and a Section 401 Water Quality Certificate from Iowa Department of Natural Resources (Joint Application Form for Protecting Iowa Waters) for stream impacts.
- Iowa Department of Natural Resources National Pollution Discharge Elimination System General Permit for stormwater discharge associated with construction activities.
- Federal Aviation Administration Notice Criteria Tool regarding potential airspace obstruction to the Waterloo Region Airport. Completed 1/17/2014.

## **6.6 Statewide Transportation Improvement Program and Surface Transportation Program Status**

The project is not currently included in the Iowa Statewide Transportation Improvement Program (STIP). The West 1<sup>st</sup> Street/IA 57 construction project is identified under the Surface Transportation Program (STP) as STP-57-2(28)--2C-07 and approved under INRCOG's Transportation Improvement Program (TIP) FY 2015-2018.

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.





## SECTION 7

### COMMENTS AND COORDINATION

This section includes a summary of agency coordination, public involvement, and tribal coordination that has occurred during the development of the West 1<sup>st</sup> Street/IA 57 EA. Future public involvement efforts that are planned for the project are also discussed. Appendix C contains agency coordination letters and comments received during the NEPA process for the project.

#### 7.1 Agency and Tribal Coordination

Appropriate federal, state, and local agencies were contacted by letter on December 20, 2013 as part of the early coordination process. Sovereign Tribes/Nations were also contacted by letter on February 25, 2014. The letters were used by the project management team to announce the initiation of the West 1<sup>st</sup> Street/IA 57 EA and solicit comments from each agency on the proposed project within their relevant areas of expertise. The list of agencies and tribes contacted and their response date, if applicable, is shown below in **Table 7.1: Agency & Tribal Early Coordination**. Written responses to the early coordination requests are provided in Appendix C.

**Table 7.1: Agency & Tribal Early Coordination**

Agency Type/Tribe	Agency/Tribe Name	Date of Response
Federal	Advisory Council for Historic Preservation	None
Local	Black Hawk County Conservation Board	None
Local	Black Hawk County Planning and Zoning Department	None
NA	Canadian National Railway	None
Local	Cedar Falls Historic Preservation Commission	None
Local	Cedar Falls Historical Society	Jan. 30, 2014
Local	Cedar Falls Planning and Zoning Department	None
Federal	Federal Aviation Administration	Jan. 3, 2014
Federal	Federal Emergency Management Agency	None
Federal	Federal Railroad Administration	None
Federal	Federal Transit Administration, Region VII	Jan. 9, 2014
Federal	Iowa Department of Natural Resources, Environmental Services	Jan. 7, 2014
Federal	Iowa Department of Natural Resources, Conservation and Recreation	Jan. 14, 2014
Federal	Iowa Department of Transportation, Transportation Engineer Specialist	None
Federal	Iowa Economic Development Authority	None
Federal	Iowa Homeland Security and Emergency Management	Jan. 3, 2014
Federal	Iowa Interstate Railroad, Ltd.	None

<b>Agency Type/Tribe</b>	<b>Agency/Tribe Name</b>	<b>Date of Response</b>
Federal	Iowa Northland Regional Council of Governments	None
Federal	National Park Service	None
Federal	National Trust for Historic Preservation	None
Federal	Iowa State Historic Preservation Office	Dec. 30, 2013
Federal	U.S. Army Corps of Engineers, District Engineer	Dec. 30, 2013
Federal	U.S. Army Corps of Engineers, Environmental Planning Branch	Jan. 16, 2014
Federal	U.S. Coast Guard	Jan. 6, 2014
Federal	U.S. Department of Agriculture	Sept. 3, 2014
Federal	U.S. Department of Housing and Urban Development	None
Federal	U.S. Department of Interior	None
Federal	U.S. EPA, NEPA Team, Region VII	None
Federal	U.S. Fish and Wildlife Service	None
Tribe	Ho-Chunk Nation	None
Tribe	Yankton Sioux Tribe	None
Tribe	Winnebago Tribe of Nebraska	Mar. 17, 2014
Tribe	Sac and Fox Nation of Oklahoma	None
Tribe	Peoria Tribe of Indians of Oklahoma	Mar. 16, 2014
Tribe	Otoe-Missouria Tribe	None
Tribe	Miami Nation of Oklahoma	None
Tribe	Sac and Fox Tribe of the Mississippi in Iowa	None
Tribe	Iowa Tribe of Kansas and Nebraska	None

The comments received from agencies are summarized as follows:

- Cedar Falls Historical Society: After extensive research of the history of West 1<sup>st</sup> Street, 11 properties were identified that have potential historical significance as well as two oak trees over 100 years old. These should be taken in to consideration during the planning of the project.
- Federal Aviation Administration: The project may require formal notice and review under Federal Aviations Regulations Part 77, Abject Affecting Navigable Airspace. To determine if it is necessary to file with FAA use the “Notice Criteria Tool” at FAA’s website. The tool will determine whether filing with FAA is required.
- Federal Transit Administration, Region VII: FTA has no comment on the project. Coordinate with Metro Transit Authority of Black Hawk County for potential impacts to Route 11, Panther Express.
- Iowa Department of Natural Resources, Conservation, and Recreation: The department found no site-specific records of rare species and significant natural

communities in the project area and found no site-specific record that would be impacted by this project.

- Iowa Homeland Security and Emergency Management: The HMGP currently has no projects in the area of the project.
- Iowa State Historic Preservation Office: Request to have all coordination related to the Section 106 consultation provided through the Office of Location and Environment at the Iowa DOT in accordance with the Programmatic Agreement.
- U.S. Army Corps of Engineers, District Engineer: Dredged and fill material placed in Waters of the U.S. requires a Section 404 permit.
- U.S. Army Corps of Engineers, Environmental Planning Branch: The project does not involve Rock Island District administered land; therefore, no further Rock Island District real estate coordination is necessary. Dredged and fill material placed in Waters of the U.S. requires a Section 404 permit.
- U.S. Coast Guard: The project will not require a Coast Guard Bridge Permit.
- Winnebago Tribe of Nebraska: The Tribe is satisfied with planned site treatment.
- Peoria Tribe of Indians of Oklahoma: The Tribe does not need to consult on this particular project.

## **7.2 Public Involvement**

A public involvement program was conducted during project development to effectively engage the general public and interested parties in the project. The key components of this program are outlined in the following sections.

### **7.2.1 Public Meetings**

As part of the ongoing NEPA process, two public information meetings (PIM) have been provided for the public to view project progress and provide input on the proposed involvements. The first PIM was held from 5:00 pm to 6:30 pm on December 5, 2013 in the Council Chamber at City Hall, 220 Clay Street, Cedar Falls, Iowa. The PIM publicized using the following methods:

- Paid advertisement on November 29, 2014 in the Waterloo/Cedar Falls Courier and the paper's online edition.
- Press releases sent to the local media and posted on the City of Cedar Falls website.

This PIM was held to provide information regarding corridor purpose and need and to inform the public of the environmental field studies and planning studies being completed on the proposed project. The meeting provided information on project development and schedule and solicited input from the public. The meeting was attended by 24 people. Attendees were interested in the timing of the project and how much impact the construction would have on adjacent properties. Right-of-way acquisitions were a concern for some business owners. Another issue mentioned was larger trucks and semi-trucks with trailers making right turns at intersections along West 1<sup>st</sup> Street. Not having enough room to turn at an intersection resulted in the trucks' rear wheels driving over the curb and onto the adjacent property.

A few property owners were concerned with access control and whether the project would affect their entrances and side streets. The effects of the project on parking, driveways, and sidewalks were a concern for some in attendance. Vehicles waiting to turn onto or off of West 1<sup>st</sup> Street were an issue mentioned by several attendees. A couple of property owners were

concerned with the historic significance of their homes and inquired about a historic district in the project area while another resident mentioned 200 year old oak trees on his property.

The following is a summary of public comments received:

- One property owner near the intersection of West 1<sup>st</sup> Street and Division Street was concerned about the number of accidents that occur near her home. She observed traffic waiting to enter businesses that backed up traffic down the block, creating a traffic hazard, and was concerned about traffic flow.
- Another property owner since 1956 was concerned the potential improvements would cut into sidewalk and parking areas and bringing the roadway closer to their home. They were concerned the roadway widening would cause snowplow deposits to be closer to their home. They mentioned the importance a turn lane can make in eliminating rear-end accidents. They suggested higher curbs and a better gutter system were needed to accommodate heavy rainfall.
- A business owner was concerned with keeping his parking area and the drive around the front of the building. He requested information on right-of-way acquisition.
- Another business owner expressed concern with snowplow deposits and the drain and slope of their parking lot, and how the project may affect these issues. Another concern was the slope of Genevieve Street makes it difficult to turn onto West 1<sup>st</sup> Street with the stoplight at Hudson Road so close.
- A business owner was concerned that their business has access to eat in and carry out customers and deliveries need to be made in a timely manner. They have only one access and mention that they also receive school buses and large groups of customers.
- A property owner sent a letter about her two rental properties that was hard to decipher so a phone interview was conducted with her to discuss any issues she may have with the project. She wanted to report items stored in the basements of her properties and had no issue with the project.

The second PIM was held from 5:00 pm to 6:30 pm on April 22, 2014, in the Council Chamber at City Hall, 220 Clay Street, Cedar Falls, Iowa. The PIM publicized using the following methods:

- Paid advertisement on April 17, 2014 in the Waterloo/Cedar Falls Courier and the paper's online edition.
- Press releases sent to the local media and posted on the City of Cedar Falls website.

The purpose of the second PIM was to discuss alternatives for the proposed project. The meeting was attended by 22 people. Comments received at the second PIM were of a similar nature to those provided at the first meeting. Attendees were particularly interested in how each alternative would affect their properties. Some business owners along the corridor were concerned about construction and right-of-way impacts of the proposed improvements and wanted to be ensured they would still have good visibility and access to their businesses during construction. Many comments pertained to the impacts to property, impacts to trees and tree replacement, and access closures. Several comments were in regards to impacts on traffic flow and individual parcels. The residents generally agreed that something needed to be done with the roadway but there wasn't a strong preference as to which alternative would be selected.

The following is a summary of public comment received:

- A resident stated that she prefers the four-lane or the three-lane with a turn lane option over the five-lane option. She is concerned with increased noise, traffic speed. She also has concerns with the real estate property values. She was concerned with parking, sidewalk improvement, and buried power lines. She was concerned that all four alternatives required the removal of her fence and reinstallation of the fence as well as the re-grading of a portion of her yard.

### **7.2.2 Correspondence**

Throughout the course of the project, correspondence was received from the public through a variety of means, including the PIMs, telephone calls, questionnaires, letters, emails, and one-on-one meeting. All public correspondence was logged.

### **7.2.3 Future Public Involvement**

A public hearing on the Signature EA is anticipated for spring 2015.





## **APPENDIX A**

### **STREAMLINED RESOURCE SUMMARY**

**SOCIOECONOMIC IMPACTS SECTION:**

<b>Land Use</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 8/20/2014
<b>Community Cohesion</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 7/16/2014
<b>Churches and Schools</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 7/16/2014
<b>Environmental Justice</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Report
Completed by and Date:	Consultant, 7/16/2014
<b>Economic</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 7/16/2014
<b>Joint Development</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Other
Completed by and Date:	Consultant, 1/13/2014
<b>Parklands and Recreational Areas</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Database
Completed by and Date:	Consultant, 1/13/2014
<b>Bicycle and Pedestrian Facilities</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 8/20/2014
<b>Right-of-Way</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Other
Completed by and Date:	Consultant, 8/20/2014
<b>Relocation Potential</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Other
Completed by and Date:	Consultant, 8/20/2014

**SOCIOECONOMIC IMPACTS SECTION Continued:**

<b>Construction and Emergency Routes</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 8/11/2014
<b>Transportation</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 8/11/2014

**CULTURAL IMPACTS SECTION:**

<b>Historic Sites or Districts</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Subconsultant, 7/1/2014
<b>Archaeological Sites</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Report
Completed by and Date:	Subconsultant, 1/24/2014
<b>Cemeteries</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Database
Completed by and Date:	Consultant, 1/13/2014

**NATURAL ENVIRONMENT IMPACTS SECTION:**

<b>Wetlands</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Report
Completed by and Date:	Consultant, 12/19/2013
<b>Surface Waters and Water Quality</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 11/26/2013
<b>Wild and Scenic Rivers</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Database
Completed by and Date:	Consultant, 11/26/2013
<b>Floodplains</b>	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Report
Completed by and Date:	Consultant, 1/13/2014
<b>Wildlife and Habitat</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 1/13/2014
<b>Threatened and Endangered Species</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 12/19/2013
<b>Woodlands</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Field Review/Field Study
Completed by and Date:	Consultant, 11/26/2013
<b>Farmlands</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Database
Completed by and Date:	Consultant, 1/13/2014



**PHYSICAL IMPACTS SECTION:**

<b>Noise</b>	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Other
Completed by and Date:	Consultant, 8/11/2014
<b>Air Quality</b>	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Database
Completed by and Date:	Consultant, 8/11/2014
<b>MSATs</b>	
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:	Consultant, 1/24/2014
<b>Energy</b>	
Evaluation:	Resource is in the study area but will not be impacted
Method of Evaluation:	Other
Completed by and Date:	Consultant, 8/11/2014
<b>Contaminated and Regulated Materials Sites</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Report
Completed by and Date:	Consultant, 1/24/2014
<b>Visual</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Other
Completed by and Date:	Consultant, 8/11/2014
<b>Utilities</b>	
Evaluation:	Resource is discussed in Section 5 of the Resource Analysis
Method of Evaluation:	Database
Completed by and Date:	Consultant, 8/11/2014



## **APPENDIX B**

### **AGENCY AND TRIBAL COORDINATION**



U.S. Department  
Of Transportation

**Federal Aviation  
Administration**

Central Region  
Iowa, Kansas  
Missouri, Nebraska

901 Locust  
Kansas City, Missouri 64106-2325

January 3, 2013

Ms. Polly Ready  
Environmental Scientist  
Snyder & Associates  
2727 SW Snyder Blvd.  
Ankeny, IA 50023

Re: Iowa 57/West 1<sup>st</sup> Street Study from Hudson Road to Franklin Street – Environmental Assessment  
Iowa DOT Project No.: STP-57-2(28)—2C-07, Cedar Falls, Black Hawk County, Iowa

Dear Ms. Ready:

We have received your letter dated December 20, 2013. We generally do not provide comments from an environmental perspective.

Airspace Considerations

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

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

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

If you have questions, please contact me at [glenn.helm@faa.gov](mailto:glenn.helm@faa.gov) or 816-329-2617.

Sincerely,

Glenn Helm, P.E.  
Environmental Specialist

**NOTE: This letter was e-mailed to [pready@snyder-associates.com](mailto:pready@snyder-associates.com) No hard copy will follow.**



## Polly Ready

---

**From:** dee.phan@dot.gov  
**Sent:** Thursday, January 09, 2014 5:57 PM  
**To:** Polly Ready  
**Subject:** RE: Iowa 57/West 1st Street Study; STP-57-2(28)

Polly,

FTA received your scoping letter regarding the above subject project. We have no comments on the project. However, be sure to coordinate with the local transit agency, MET (Metropolitan Transit Authority of Black Hawk County) for potential impacts on bus routes and services (i.e. Route 11, "Panther Express" that serves UNI).

*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](mailto:Dee.Phan@dot.gov)





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

## STATE OF IOWA

DEPARTMENT OF NATURAL RESOURCES  
CHUCK GIPP, DIRECTOR

January 3, 2014

SNYDER & ASSOCIATES  
Attn: POLLY READY  
2727 SW SNYDER BLVD  
ANKENY IA 50023

JAN - 7 2014

RE: Environmental Review for Natural Resources  
Roadway Improvement  
Ia 57/ W 1<sup>st</sup> St from Hudson Rd to Franklin St  
Black Hawk County  
Section 11-12, Township 89 N, Range 14 W  
DOT Project No.:STP-57-2(28)-2C-07

Dear Ms. Ready,

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.

Please reference the following IDNR Environmental Review/Sovereign Land Program tracking number assigned to this project in all future correspondence related to this project: 9668.

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: 9668

cmz

## Polly Ready

---

**From:** Schmitz, Dan [HSEMD] [Dan.Schmitz@iowa.gov]  
**Sent:** Friday, January 03, 2014 11:29 AM  
**To:** Polly Ready  
**Subject:** Environmental Assessment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Polly, this is in response from a request you submitted for comments for a project to do improvements along the Iowa 57/West 1<sup>st</sup> Street in Cedar Falls, IA. Iowa Homeland Security and Emergency Management Department, Hazard Mitigation Grant Program (HMGP) reviewed the area of concern. The HMGP current does not have projects in the area you are soliciting comments for.

If there is anything further I can assistance you with feel free to contact me.

Dan Schmitz  
Deputy State Hazard Mitigation Officer  
Iowa Homeland Security and Emergency Management Department  
7900 Hickman Road, Suite 500  
Windsor Heights, IA 50324  
[dan.schmitz@iowa.gov](mailto:dan.schmitz@iowa.gov)  
515-725-9369-Office  
515-249-2929-Cell



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

REPLY TO  
ATTENTION OF

January 16, 2014

JAN 21 2014

Regional Planning and  
Environmental Division North

Snyder & Associates  
Polly Ready, Environmental Scientist  
2727 SW Snyder Road  
Ankeny, Iowa 50023

Dear Ms. Ready:

I received your letter dated December 20, 2013, concerning preparation of an Environmental Assessment for the Iowa 57/West 1<sup>st</sup> Street Study from Hudson Road to Franklin Street in Cedar Falls, Black Hawk County, Iowa. Project Number: STP-57-2(28)-2C-07. 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. If you have any questions regarding permit requirements under Section 404 of the Clean Water Act, please contact Mr. Mike Hayes of our Regulatory Branch. You may reach Mr. Hayes by writing to our address above, ATTN: Regulatory Branch (OD-PP), or by telephoning 309/794-5367.
- c. The Rock Island District Flood Area Engineer should be contacted with further project details regarding any impacts to the levee system. The Cedar Falls Flood Risk Management System starts on the west side of the entrance road leading into the historic Ice House Museum. Any impacts within 15 feet of the toe of the levee system will need to go through the U.S. Army Corps of Engineers modification review process. In addition, if there is modification to the drainage through the line of protection that the system would have positive closure. If you have any questions regarding the levee system comments above please contact Mr. Kirk Sunderman, Flood Area Engineer. You may reach Mr. Sunderman by writing to our address above, ATTN: FAE, Design Branch (EC-DM), or by telephoning 309/794-5140.
- d. 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.




e. 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.

f. 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 70<sup>th</sup> Ave., Camp Dodge-Bldg. 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 Ms. Wendy Frohlich of our Environmental Compliance Branch, telephone 309/794-5573.

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, appearing to read "Kenneth A. Barr". The signature is fluid and cursive, with the first name "Kenneth" written in a larger, more prominent script than the last name "Barr".

Kenneth A. Barr  
Chief, Environmental Planning  
Branch, (RPEDN)

**From:** [Hayes, Michael D MVR](#)  
**To:** [Polly Ready](#)  
**Subject:** Cedar Falls West 1st Street Study. (UNCLASSIFIED)  
**Date:** Monday, December 30, 2013 1:38:46 PM

---

Classification: UNCLASSIFIED

Caveats: NONE

Poly: Should this project involve a discharge (placement) of fill material into waters of the United States (including wetlands) Section 404 authorization will be required. You should conduct a wetland delineation of the project's area of potential effect using the Corps 1987 Wetland Delineation Manual and Midwest Regional Supplement. Application for any required permits should be made as early as possible. Mike Hayes, Regulatory Project Manager, Iowa Section 309/794-5367

Classification: UNCLASSIFIED

Caveats: NONE

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District

1222 Spruce Street  
St. Louis, MO 63103-2832  
Staff Symbol: dwb  
Phone: (314) 269-2381  
Fax: (314) 269-2737  
Email: rob.e.mccaskey@uscg.mil

16591.1  
December 31, 2013

Ms. Polly Ready  
Environmental Scientist  
Snyder & Associates, Inc.  
2727 SW Snyder Blvd.  
Ankeny, IA 50023

JAN - 6 2014

Subj: IOWA 57/WEST 1<sup>ST</sup> STREET STUDY, IOWA DOT PROJECT NO: STP-57-2(28)-2C-07, CEDAR FALLS, BLACKHAWK COUNTY, IOWA

Dear Ms. Ready:

In reference to a letter dated December 20, 2013. The proposed project will not require a Coast Guard Bridge Permit as it does not cross a federally navigable river or waterway. Please advise if the plan changes in the future.

The opportunity to comment on this work that could have impact on matters under jurisdiction of the Coast Guard is appreciated. Please contact Mr. Rob McCaskey at the above number to provide updates or for additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Washburn".

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

## Polly Ready

---

**From:** Vobora, Robert - NRCS, West Union, IA [Robert.Vobora@ia.usda.gov]  
**Sent:** Wednesday, September 03, 2014 7:05 AM  
**To:** Polly Ready  
**Subject:** RE: Request for review - Farmland Conversion Impact Rating Form

Ms. Ready,

If this project is completely within the Cedar Falls incorporated area, no Farmland Conversion Impact Rating is required. The Farmland Conversion Impact Rating is for projects that will be impacting areas that are currently in agriculture production or could potentially be used for agricultural production. If you have additional questions please contact me.  
Bob

Robert J. Vobora  
Area Resource Soil Scientist  
120 N. Industrial Pkwy, Suite 4  
West Union, Iowa 52175  
Phone: 563-422-6201 office  
563-379-3892 cell  
<https://www.surveymonkey.com/s/3QX6C7C>

---

**From:** Polly Ready [mailto:[pready@snyder-associates.com](mailto:pready@snyder-associates.com)]  
**Sent:** Tuesday, September 02, 2014 4:15 PM  
**To:** Vobora, Robert - NRCS, West Union, IA  
**Subject:** Request for review - Farmland Conversion Impact Rating Form

Mr. Vobora,

I spoke with you a couple of weeks ago about a proposed transportation project in Cedar Fall, Iowa. I believe you are the Soil Scientist in NE Iowa that would be reviewing the Farmland Conversion Impact Rating Form.

Attached is Form AD-1006 and the web soil survey of prime farmland soils within the project area. The project area is completely within Cedar Falls urban area so there are prime farmland soils present.

I am sending another email with the Vicinity Map and Study Area Map because they were too big to fit in this email.

If you have any questions or need any more information please don't hesitate to contact me.

Thank you,

**Polly Ready**  
Environmental Scientist  
**SNYDER & ASSOCIATES, INC.**  
2727 SW Snyder Blvd. | Ankeny, IA 50023  
P: 515.964.2021 ext 2596 | F: 515.964.7938 | Cell: 918.370.0063  
[pready@snyder-associates.com](mailto:pready@snyder-associates.com)

---

NOTICE: This E-mail (including all attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C. §§ 2510-2521, is confidential and may contain legally privileged information. If you are not the intended recipient, you are hereby put on notice that any retention, dissemination, distribution, or copying of this communication or any part thereof is strictly prohibited. Please call or reply to the sender immediately that you have received this message in error, then permanently delete it.

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

Mr. Bill Quakenbush, THPO  
Ho-Chunk Nation  
W9814 Airport Road  
PO Box 667  
Black River Falls, WI 54615

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear Bill:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.



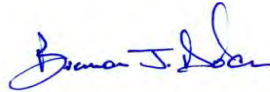
Mr. Bill Quakenbush  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

Mr. Lyle Miller, THPO  
Yankton Sioux Tribe  
PO Box 1153  
Wagner, SD 57380

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear Lyle:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.

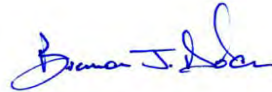
Mr. Lyle Miller  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

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

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear Emily:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.

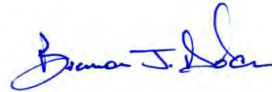
Ms. Emily Smith-DeLeon  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures



**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

Ms. Sandra Kaye Massey  
Sac and Fox Nation of Oklahoma  
920883 S Hwy 99  
Building A  
Stroud, OK 74079

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear Sandra:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.

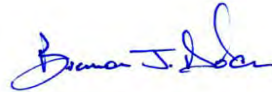
Ms. Sandra Kaye Massey  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

Ms. Cynthia Stacy, NAGPRA  
Peoria Tribe of Indians of Oklahoma  
118 S. Eight Tribes Trail  
Miami, OK 74355-1527

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear Cynthia:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.



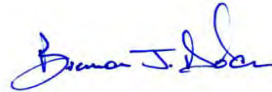
Ms. Cynthia Stacy  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

Mr. Sky Campbell  
Otoe-Missouria Tribe  
8151 Hwy 177  
Red Rock, OK 74651

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear Sky:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.

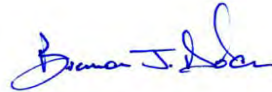
Mr. Sky Campbell  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures



**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

Mr. George Strack, THPO  
Miami Nation of Oklahoma  
PO Box 1326  
Miami, OK74355

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear George:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.

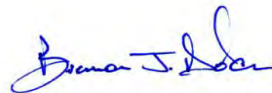
Mr. George Strack  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

Ms. Judith Bender, Chair  
Sac and Fox Tribe of the Mississippi in Iowa  
349 Meskwaki Road  
Tama, OK 52339

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear Chair Bender:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.



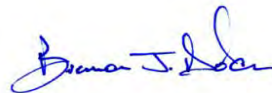
Ms. Judith Bender  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

February 25, 2014

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
R&C: 131207029

Mr. Lance Foster, THPO  
Iowa Tribe of Kansas and Nebraska  
3346 Thrasher Road  
White Cloud, Kansas 66094

RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination*

Dear Lance:

The City of Cedar Falls, in coordination with the Iowa Department of Transportation and the Federal Highway Administration, is proposing to reconstruct a portion the Iowa 57 (a.k.a. West 1<sup>st</sup> Street – Hudson Rd. to Franklin St.) within Cedar Falls. This proposed project is located near the Cedar River in northern Black Hawk County. Enclosed with this letter for your review and comment is the phase I archaeological investigation for the project. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end of the corridor near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation. As part of the coordination effort for this project we are consulting with you to see if your Sovereign Tribe/Nation has concerns about any sites that may be of religious or cultural significance within or near this proposed undertaking. Please use the enclosed Tribal Notification Form or contact me via email if you have any comments or concerns about this project.

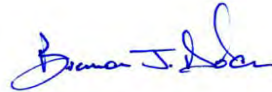
Mr. Lance Foster  
Page 2  
February 25, 2014

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor.

If you would like to help us reduce paper please contact me about receiving this information electronically via our web-based SharePoint consultation site.

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm  
Enclosures





Iowa Department of Transportation  
TRIBAL NOTIFICATION

RECEIVED

APR 21 2014

To: Winnebago Tribe of Nebraska

Office of Location & Environment

Form 336002  
08-12

Date 02/25/2014 IA DOT contact Brennan Dolan  
IADOT project # STP-57-2(28)--2C-07 Phone # 515-239-1795  
Location Iowa 57 - Cedar Falls; T89N-R14W Section 12 E-mail brennan.dolan@dot.iowa.gov  
Description Four lane reconstruction

**Type of Project (see map)**

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

X LARGE - Improve existing road from 4 lanes to 4 lanes  
LARGE - New alignment  
OTHER - small slide repair

**Type of Coordination/Consultation Points**

1 - Early project notification (*project map and description*)  
X 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  
Avoided

Protected

\*\*\*\*\*Please Respond\*\*\*\*\*

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

Name Emily Smith Delcon Street Address PO Box 687  
Phone 402 878 3313

City, Zip Code Winnebago NE 68701  
E-mail Smith-delcon77@yahoo

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 Emily S. Delcon Tribe or Nation Winnebago ne

Date 3-17-14

(Comments continued on back)



Iowa Department of Transportation  
TRIBAL NOTIFICATION

RECEIVED

To: Peoria Tribe of Indians of Oklahoma

MAR 10 2014

Form 536002

08-12

Date 02/25/2014 IA DOT contact Brennan Dolan Office of Location & Environment  
IADOT project # STP-57-2(28)--2C-07 Phone # 515-239-1795  
Location Iowa 57 -- Cedar Falls; T89N-R14W Section 12 E-mail brennan.dolan@dot.iowa.gov  
Description Four lane reconstruction

Type of Project (see map)

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

X LARGE - Improve existing road from 4 lanes to 4 lanes  
LARGE - New alignment  
OTHER - small slide repair

Type of Coordination/Consultation Points

1 - Early project notification (project map and description)  
X 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  
Avoided

Protected

\*\*\*\*\*Please Respond\*\*\*\*\*

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

Name Cynthia Stacy Street Address 118 S Eight Tribes Trail City, Zip Code Miami 74354  
Phone 918.540.2535 E-mail CStacy@peoria-tribe.com

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. ☐ 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

\_\_\_\_\_  
\_\_\_\_\_  
Name Cynthia Stacy Tribe or Nation Peoria Tribe of Indians of OK Date 3/6/14

(Comments continued on back)



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

Phone: 515-239-1795

Fax: 515-239-1726

December 3, 2013

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
TH10-509-1/TH10-509-2  
R&C: \_\_\_\_\_

Ms. Karen Smith  
Executive Director – Cedar Falls Historical Society  
308 W 3<sup>rd</sup> St  
Cedar Falls, Iowa 50613

**RE: Preliminary Study for Project STP-57-2(28)--2C-07; Phase IA  
Archaeological Assessment and Reconnaissance Level Study, City of Cedar  
Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination***

Dear Karen:

Enclosed with this letter for your review is the reconnaissance level architectural study for Iowa 57 (a.k.a. West 1<sup>st</sup> Street/Hudson Road) in Cedar Falls. At this time no firm construction plans have been made, and to this point discussions have suggested that this proposed project will include full depth pavement removal and replacement. Additionally, some utilities may be upgraded. At this time we are inquiring as to whether your organization wishes to act as a consulting party to the Section 106 process for this project; if you wish to do so we ask that you respond (see instructions below) in writing within the next 30-days.

The reconnaissance level study identified one property that is listed on the National Register of Historic Places which is located very near the project area. As you well know, the Cedar Falls Ice House was listed in 1977 and has long been associated with the Cedar Falls Historical Society. The reconnaissance level architectural study has recommended that nine properties have potential National Register significance; as such further intensive investigation for the project is warranted. Those properties are listed below in Table 1. We hope to avoid any adverse effects on this project. As you may recall if these properties are determined eligible we will likely evoke our vibration monitoring procedures to avoid any adverse effects.

At this time we are asking for input from your commission regarding these or any other properties you are aware of within an near this potential project. If you have any questions about the Section 106 process please feel free to contact me. Enclosed with the package is a postage-paid envelope that you may use to return comments to us about the project, or feel free to email me at the address below.



Ms. Karen Smith  
Page 2  
December 3, 2013

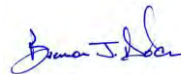
**Table 1**

Address	Name/Style	Inventory No.
423 W 1 <sup>st</sup> Street	Gable front w/ wing Vernacular	Unassigned
201 W 1 <sup>st</sup> Street	Queen Anne	Unassigned
509 W 1 <sup>st</sup> Street	Italianate	Unassigned
904 W 1 <sup>st</sup> Street	Craftsman	Unassigned
920 W 1 <sup>st</sup> Street	Gable end Vernacular	Unassigned
929 W 1 <sup>st</sup> Street	-	Unassigned
1120 W 1 <sup>st</sup> Street	Queen Anne	Unassigned
1311 W 1 <sup>st</sup> Street	Colonial Revival	Unassigned
1315 W 1 <sup>st</sup> Street	Colonial Revival	Unassigned
1 <sup>st</sup> Street and Franklin	Cedar Falls Ice House	07-00354

Currently, the City of Cedar Falls is planning to complete the intensive survey recommended within the enclosed report. A copy of that report will be provided to your organization. Lastly, consultation for this project as recently provided to the Iowa State Historic Preservation Officer and the Cedar Falls Historic Preservation Commission.

Again, if you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment  
[brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

BD - Enclosures

Cc: David Sturch – City of Cedar Falls  
Cynthia Sweet – Cedar Falls Historic Preservation Commission



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

Phone: 515-239-1795

Fax: 515-239-1726

December 3, 2013

Ref. STP-57-2(28)--2C-07  
Local System  
Black Hawk County  
TH10-509-1/TH10-509-2  
R&C: \_\_\_\_\_

Ms. Cynthia Sweet  
Chair – Cedar Falls Historic Preservation Commission  
1116 Washington Street  
Cedar Falls, Iowa 50613

**RE: Preliminary Study for Project STP-57-2(28)--2C-07; Phase IA  
Archaeological Assessment and Reconnaissance Level Study, City of Cedar  
Falls, Black Hawk County; T89N-R14W Section 12; *No Agency Determination***

Dear Mr. Sweet:

Enclosed with this letter for your review is the reconnaissance level architectural study for Iowa 57 (a.k.a. West 1<sup>st</sup> Street/Hudson Road) in Cedar Falls. At this time no firm construction plans have been made, and to this point discussions have suggested that this proposed project will include full depth pavement removal and replacement. Additionally, some utilities may be upgraded. At this time we are inquiring as to whether your organization wishes to act as a consulting party to the Section 106 process for this project; if you wish to do so we ask that you respond (see instructions below) in writing within the next 30-days.

The reconnaissance level study identified one property that is listed on the National Register of Historic Places which is located very near the project area. As you well know, the Cedar Falls Ice House was listed in 1977 and has long been associated with the Cedar Falls Historical Society. The reconnaissance level architectural study has recommended that nine properties have potential National Register significance; as such further intensive investigation for the project is warranted. Those properties are listed below in Table 1. We hope to avoid any adverse effects on this project. As you may recall if these properties are determined eligible we will likely evoke our vibration monitoring procedures to avoid any adverse effects.

At this time we are asking for input from your commission regarding these or any other properties you are aware of within an near this potential project. If you have any questions about the Section 106 process please feel free to contact me. Enclosed with the package is a postage-paid envelope that you may use to return comments to us about the project, or feel free to email me at the address below.

Ms. Cynthia Sweet  
Page 2  
December 3, 2013


**Table 1**

Address	Name/Style	Inventory No.
423 W 1 <sup>st</sup> Street	Gable front w/ wing Vernacular	Unassigned
201 W 1 <sup>st</sup> Street	Queen Anne	Unassigned
509 W 1 <sup>st</sup> Street	Italianate	Unassigned
904 W 1 <sup>st</sup> Street	Craftsman	Unassigned
920 W 1 <sup>st</sup> Street	Gable end Vernacular	Unassigned
929 W 1 <sup>st</sup> Street	-	Unassigned
1120 W 1 <sup>st</sup> Street	Queen Anne	Unassigned
1311 W 1 <sup>st</sup> Street	Colonial Revival	Unassigned
1315 W 1 <sup>st</sup> Street	Colonial Revival	Unassigned
1 <sup>st</sup> Street and Franklin	Cedar Falls Ice House	07-00354

Currently, the City of Cedar Falls is planning to complete the intensive survey recommended within the enclosed report. A copy of that report will be provided to your organization. Lastly, consultation for this project as recently provided to the Iowa State Historic Preservation Officer and the Cedar Falls Historical Society.

Again, if you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment  
[brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

BD - Enclosures

Cc: David Sturch – City of Cedar Falls  
Karen Smith – Cedar Falls Historical Society





January 29, 2014

**By Electronic Submission**

Brennan Dolan  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

RE: Iowa 57/West 1<sup>st</sup> Street Study from Hudson Road to Franklin Street  
Iowa DOT Project No.: STP-57-2(28)—2C-07, Cedar Falls, Black Hawk County, Iowa

Dear Mr. Dolan:

I am writing on behalf of the Cedar Falls Historical Society in response to your solicitation for comments regarding the Iowa 57/West 1<sup>st</sup> Street Study. The Historical Society is a nonprofit organization with over 700 members and a 50-year commitment to preserving and sharing Cedar Falls' history.

After extensive research into the history of West 1<sup>st</sup> Street, we have identified eleven properties that merit particular attention during the study and planning process for this corridor. One of the properties, the Ice House Museum, is currently listed on the National Register of Historic Places, and we believe that nine additional properties are significant enough to be National Register eligible. Those ten properties include:

- **Ice House Museum at 1<sup>st</sup> & Franklin**
- **423 W 1<sup>st</sup> St**
- **501 W 1<sup>st</sup> St**
- **509 W 1<sup>st</sup> St**
- **929 W 1<sup>st</sup> St**
- **904 W 1<sup>st</sup> St**
- **920 W 1<sup>st</sup> St**
- **1120 (1122) W 1<sup>st</sup> St**
- **1311 W 1<sup>st</sup> St**
- **1315 W 1<sup>st</sup> St**

**CEDAR FALLS HISTORICAL SOCIETY**

308 West 3rd Street, Cedar Falls, IA 50613 319.266.5149 cfhistory@cfu.net www.cfhistory.org

I have enclosed a document with further historical research, architectural analysis, and images to demonstrate the significance of these properties.

The eleventh property that warrants particular attention is the property at **923 W 1<sup>st</sup> St.** While the current home on that property is not historically significant, the site was formerly home to Solomon Barrick Humbert, a significant figure in Cedar Falls history. Humbert served in the Civil War, was a local civic leader, and was the namesake of the Humbert School. The community honored him in 2013 with a posthumous award for being an Outstanding Community Builder. The Humbert family home was destroyed in a fire in 1971, but two oak trees planted as saplings by Solomon Humbert remain on the property and are over 100 years old. These two significant trees should be considered in any future plans.

I thank you for inviting our comments on this project, and I hope you will feel free to contact me with any further questions you may have about our research or our comments. If it would be helpful for us to furnish any additional information or analysis, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Karen Smith".

Karen Smith  
Executive Director

cc: Cyndi Sweet – Cedar Falls Historic Preservation Commission

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

July 31, 2014

Ref. STP-057-2(28)--2C-07

Local System

Black Hawk County

R&C: 131207029

Ms. Karen Smith, Executive Director  
Cedar Falls Historical Society  
308 West 3<sup>rd</sup> Street  
Cedar Falls, Iowa 50613

RE: Intensive Level Architectural Survey for the Iowa 57/West 1<sup>st</sup> Street Study: Hudson Road to Franklin Street; Cedar Falls, Black Hawk County, Iowa; T89N-R14W Sections 11 & 12; **No Adverse Effect**

Dear Karen:

Enclosed for your review and comment is the intensive architectural investigation for the above referenced project. As you will recall you have previously reviewed and commented on a reconnaissance level investigation for this project under Iowa SHPO R&C 131207029. We shared the comments you provided on 07/29/2014 with our cultural resources consultant, and have reviewed the properties you identified. The enclosed study presents the culmination of a phased approach to cultural resources review of this undertaking.

Methods used for this investigation included on-site review of all properties and examination of a number of primary and secondary sources as well as research at the Cedar Falls Historical Society, and an interview of a current resident. As you know your society has aided this study significantly and to our understanding of Cedar Falls history. As you will read 11 properties have been identified as eligible for nomination to the National Register of Historic Places, and a small district, the Wild Historic District (07-13237) has also been identified. Table 1 below documents those 11 properties and the historic district. As you will read a number of these properties are located along West 2<sup>nd</sup> Street. At one point the project designers had proposed changes to this area, however, that is no longer the case and no development will occur along West 2<sup>nd</sup> Street. Our office agrees with these determinations. Due to proximity of this project to the Wild Historic District we are planning to use a Special Provision for vibration monitoring to avoid adverse effects to the eligible properties. Of note, some minor right-of-way acquisition will occur in front of the Wild Historic District; however this is minimal (five to ten feet) and is considered *de minimis* by the Federal Highway Administration.

During our early consultation for this project we contacted your society as well as the Cedar Falls Historic Preservation Commission to gather your comments pursuant to 36 CFR 800.3(f). You responded by identifying nine properties that you suggested were eligible for the National Register. Five of those properties were identified as eligible by Tallgrass for this investigation, and four were not, they are: 904 W 1<sup>st</sup> Street, 920 W 1<sup>st</sup> Street, 929 W 1<sup>st</sup> Street, and 1120 W 1<sup>st</sup> Street. As you will read the reason these properties were not considered eligible largely relates to integrity of the particular structures. As you know the National Register



forces us to heavily consider integrity when reviewing a property. We would like to note at this time that with the exception of 904 West 1<sup>st</sup> Street none of these properties appear to be at risk of impacts from the project including the two oak trees at 923 W 1<sup>st</sup> Street.

**Table 1**

Address	Name	Style	Inventory No.
423 W 1 <sup>st</sup> Street	Jacob and Eleanor Wild House	Cross-gabled Roof	07-13079*
501 W 1 <sup>st</sup> Street	Daniel and Margaret Wild House	Queen Anne	07-00110*
509 W 1 <sup>st</sup> Street	Joseph and Rose Wild House	Pyramidal	07-13080*
423-509 W 1 <sup>st</sup> Street	<i>Wild Historic District</i>	-	07-13237
1315/1311 West 1 <sup>st</sup> Street	Cedar Falls Motel	Ranch	07-13118
404 W 2 <sup>nd</sup> Street	Fox House	Italianate	07-00122
203 Tremont Street	-	Queen Anne	07-13167
1015 W 2 <sup>nd</sup> Street	Joseph and Florence Cowan House	Colonial Revival	07-13209
1110 W 2 <sup>nd</sup> Street	I.A. and Anne McNabb House	Tudor Revival	07-13211
1123 W 2 <sup>nd</sup> Street	Suckow/Nuhn House	Colonial Revival	07-13214
1222 W 2 <sup>nd</sup> Street	-	Tudor Revival	07-13218
1303 W 2 <sup>nd</sup> Street	-	Craftsman	07-13220

\*Wild Historic District Property

Lastly, the city is proposing to replace some sanitary and storm sewer as a part of this undertaking. Those systems post-date 1900 and are made of vitrified clay pipe or concrete pipe. Unlike other systems found eligible for across Iowa cities (Deiber and Yengling 2010; Rogers 2009; Van Erem 2008), these materials are not significant in terms of the National Register.

The following steps will be detailed within a Special Provision to the project contract to avoid any adverse effects to the Wild Historic District Properties (07-13237) [423W 1<sup>st</sup> Street, 501423W 1<sup>st</sup> Street and 509423W 1<sup>st</sup> Street]:

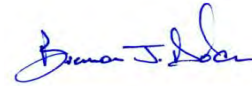
- A preconstruction survey of these properties will be completed that will document their present condition. The preconstruction survey will also establish a peak particle velocity (PPV) threshold for vibration.
- Sensors (crack and/or seismic) will be installed and tested daily. If 80 percent of the 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.

With the above noted conditions in place we have made a determination of **No Adverse Effect** for this undertaking and have requested concurrence from the Iowa SHPO. Please take this opportunity to review the enclosed electronic report and provide comments. As I have shared with you previously it has been a pleasure working with your society and we look forward to additional consultations with you and the CFHS in the future.

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

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm: enclosures

cc: David Sturch – City of Cedar Falls  
Ralph Christian – State Historic Preservation Office  
Cynthia Sweet – Cedar Falls Historic Preservation Commission  
John Haldeman – Snyder & Associates  
DeeAnn Newell – NEPA Team Lead  
Krista Rostad – District 2 Transportation Planner  
Jan Olive Full – Tallgrass Historians L.C.

**Office of Location and Environment**

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

July 31, 2014

Ref. STP-057-2(28)--2C-07

Local System

Black Hawk County

R&C: 131207029

Ms. Cynthia Sweet  
Chair - Cedar Falls Historic Preservation Commission  
116 Washington Street  
Cedar Falls, Iowa 50613

RE: Intensive Level Architectural Survey for the Iowa 57/West 1<sup>st</sup> Street Study: Hudson Road to Franklin Street; Cedar Falls, Black Hawk County, Iowa; T89N-R14W Sections 11 & 12; **No Adverse Effect**

Dear Cyndi:

Enclosed for your review and comment is the intensive architectural investigation for the above referenced project. As you will recall you have previously reviewed and commented on a reconnaissance level investigation for this project under Iowa SHPO R&C 131207029. We shared the comments provided on 07/29/2014 with our cultural resources consultant, and have reviewed the properties you identified. The enclosed study presents the culmination of a phased approach to cultural resources review of this undertaking.

Methods used for this investigation included on-site review of all properties and examination of a number of primary and secondary sources as well as research at the Cedar Falls Historical Society, and an interview of a current resident. As you know the Cedar Falls Historical Society has aided this study significantly and to our understanding of Cedar Falls history. As you will read 11 properties have been identified as eligible for nomination to the National Register of Historic Places, and a small district, the Wild Historic District (07-13237) has also been identified. Table 1 below documents those 11 properties and the historic district. As you will read a number of these properties are located along West 2<sup>nd</sup> Street. At one point the project designers had proposed changes to this area, however, that is no longer the case and no development will occur along West 2<sup>nd</sup> Street. Our office agrees with these determinations. Due to proximity of this project to the Wild Historic District we are planning to use a Special Provision for vibration monitoring to avoid adverse effects to the eligible properties. Of note, some minor right-of-way acquisition will occur in front of the Wild Historic District; however this is minimal (five to ten feet) and is considered *de minimis* by the Federal Highway Administration.

During our early consultation for this project we contacted your commission as well as the Cedar Falls Historical Society (CFHS) to gather your comments pursuant to 36 CFR 800.3(f). CFHS responded by identifying nine properties that they suggested were eligible for the National Register. Five of those properties were identified as eligible by Tallgrass for this investigation, and four were not, they are: 904 W 1<sup>st</sup> Street, 920 W 1<sup>st</sup> Street, 929 W 1<sup>st</sup> Street, and 1120 W 1<sup>st</sup> Street. As you will read the reason these properties were not considered eligible largely relates to integrity of the particular structures. As you know the National Register forces us to heavily



consider integrity when reviewing a property. We would like to note at this time that with the exception of 904 West 1<sup>st</sup> Street none of these properties appear to be at risk of impacts from the project including the two oak trees at 923 W 1<sup>st</sup> Street.

**Table 1**

Address	Name	Style	Inventory No.
423 W 1 <sup>st</sup> Street	Jacob and Eleanor Wild House	Cross-gabled Roof	07-13079*
501 W 1 <sup>st</sup> Street	Daniel and Margaret Wild House	Queen Anne	07-00110*
509 W 1 <sup>st</sup> Street	Joseph and Rose Wild House	Pyramidal	07-13080*
423-509 W 1 <sup>st</sup> Street	<i>Wild Historic District</i>	-	07-13237
1315/1311 West 1 <sup>st</sup> Street	Cedar Falls Motel	Ranch	07-13118
404 W 2 <sup>nd</sup> Street	Fox House	Italianate	07-00122
203 Tremont Street	-	Queen Anne	07-13167
1015 W 2 <sup>nd</sup> Street	Joseph and Florence Cowan House	Colonial Revival	07-13209
1110 W 2 <sup>nd</sup> Street	I.A. and Anne McNabb House	Tudor Revival	07-13211
1123 W 2 <sup>nd</sup> Street	Suckow/Nuhn House	Colonial Revival	07-13214
1222 W 2 <sup>nd</sup> Street	-	Tudor Revival	07-13218
1303 W 2 <sup>nd</sup> Street	-	Craftsman	07-13220

\*Wild Historic District Property

Lastly, the city is proposing to replace some sanitary and storm sewer as a part of this undertaking. Those systems post-date 1900 and are made of vitrified clay pipe or concrete pipe. Unlike other systems found eligible for across Iowa cities (Deiber and Yengling 2010; Rogers 2009; Van Erem 2008), these materials are not significant in terms of the National Register.

The following steps will be detailed within a Special Provision to the project contract to avoid any adverse effects to the Wild Historic District Properties (07-13237) [423W 1<sup>st</sup> Street, 501423W 1<sup>st</sup> Street and 509423W 1<sup>st</sup> Street]:

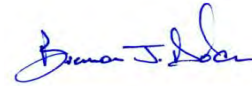
- A preconstruction survey of these properties will be completed that will document their present condition. The preconstruction survey will also establish a peak particle velocity (PPV) threshold for vibration.
- Sensors (crack and/or seismic) will be installed and tested daily. If 80 percent of the 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.

With the above noted conditions in place we have made a determination of **No Adverse Effect** for this undertaking and have requested concurrence from the Iowa SHPO. Please take this opportunity to review the enclosed electronic report and provide comments. As I have shared with you previously it has been a pleasure working with your society and we look forward to additional consultations with you and the CFHS in the future.

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

If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment

BJD:sm: enclosures

cc: David Sturch – City of Cedar Falls  
Ralph Christian – State Historic Preservation Office  
Karen Smith – Cedar Falls Historical Society  
John Haldeman – Snyder & Associates  
DeeAnn Newell – NEPA Team Lead  
Krista Rostad – District 2 Transportation Planner  
Jan Olive Full – Tallgrass Historians L.C.



September 4, 2014

**By Electronic Submission**

Brennan Dolan  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

RE: Iowa 57/West 1<sup>st</sup> Street Study from Hudson Road to Franklin Street

Dear Brennan:

Thank you for giving us the opportunity to comment once again on the West 1<sup>st</sup> St Project. We certainly support the Tallgrass Historians' findings regarding National Register eligibility for those they identified, and also appreciate your recommendation for a Special Provision for the Wild Historic District Properties.

As you noted in your letter, we identified four properties in our own research that we believe are historically and/or architecturally significant and should be protected—even if they are not formally National Register eligible. Those include 904 W 1<sup>st</sup> St (a classic 1925 stucco bungalow with original integrity), 920 W 1<sup>st</sup> St (which was identified as possibly being brick or stone under the vinyl; stone homes are extremely rare in this area), 929 W 1<sup>st</sup> St (home to the locally significant Livingston Family), and 1120 W 1<sup>st</sup> St (a distinctive Queen Anne style home). We would ask that care be taken during the project to avoid any adverse impact on these homes.

Thank you for your patience as we prepared our response. Please feel free to give me a call if you have any questions about our comments.

Sincerely,

Karen Smith  
Executive Director

**CEDAR FALLS HISTORICAL SOCIETY**

308 West 3rd Street, Cedar Falls, IA 50613 319.266.5149 cfhistory@cfu.net www.cfhistory.org



DEC 04 2013



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

Phone: 515-239-1795

Fax: 515-239-1726

December 2, 2013

Ref. STP-57-2(28)--2C-07

Local System

Black Hawk County

TH10-509-1/TH10-509-2

R&C: 131207029

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

**RE: Preliminary Study for Project STP-57-2(28)--2C-07; Phase IA  
Archaeological Assessment and Reconnaissance Level Study, City of Cedar  
Falls, Black Hawk County; T89N-R14W Section 12; No Agency Determination**

Dear Ralph and Doug:

Enclosed with this letter for your review and comment are the phase IA archaeological assessment and reconnaissance level architectural studies for Iowa 57 (a.k.a, West 1<sup>st</sup> Street/Hudson Road) in Cedar Falls. At this time no firm construction plans have been made, and to this point discussions have suggested that this proposed project will include full depth pavement removal and replacement. Additionally, some utilities may be upgraded.

One property is listed on the National Register of Historic Places which is located very near the project area. The Cedar Falls Ice House was listed in 1977 and has long been associated with the Cedar Falls Historical Society. The reconnaissance level architectural study has recommended that nine properties have potential National Register significance; as such further intensive investigation for the project is warranted. Those properties are listed below in Table 1. As you know if these properties are determined eligible we will likely evoke our vibration monitoring procedures to avoid any adverse effects.

**Table 1**

Address	Name/Style	Inventory No.
423 W 1 <sup>st</sup> Street	Gable front w/ wing Vernacular	Unassigned
201 W 1 <sup>st</sup> Street	Queen Anne	Unassigned
509 W 1 <sup>st</sup> Street	Italianate	Unassigned
904 W 1 <sup>st</sup> Street	Craftsman	Unassigned
920 W 1 <sup>st</sup> Street	Gable end Vernacular	Unassigned
929 W 1 <sup>st</sup> Street	-	Unassigned
1120 W 1 <sup>st</sup> Street	Queen Anne	Unassigned
1311 W 1 <sup>st</sup> Street	Colonial Revival	Unassigned
1315 W 1 <sup>st</sup> Street	Colonial Revival	Unassigned
1 <sup>st</sup> Street and Franklin	Cedar Falls Ice House	07-00354

Mr. Ralph Christian/Mr. Doug Jones

Page 2


December 2, 2013

The archaeological study documents various resources, including the now-destroyed Woodland period mound group located a few blocks south of the study area as well as the early history of Cedar Falls that began with Paul Someneaux and William Sturgis. The study also notes that the potentially eligible architectural properties may hold some archaeological significance. Lastly, the investigation notes that the proximity of the project area to a major river would have greatly increased the potential for the area to have been used prehistorically. Therefore, additional phase I investigation has been recommended.

In discussions with the city's design consultant we did note the potential for historically significant utilities as documented elsewhere in the state (Dieber 2010; Rogers 2009). If the project has reasonable potential to impact such resources we will consult with your office on those matters. Also, we anticipate consultation with the Cedar Falls Historical Society, as well as the new Cedar Falls Historic Preservation Commission for this project. Per 36CFR800.3(f) we are requesting your input regarding other potential consulting parties.

At this time no formal determination of effect can be made for this project. If you concur with the findings of these reports please sign and return this letter. A revised study area map is included for your review. If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,



Brennan J. Dolan  
Office of Location and Environment  
[brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov)

BD - Enclosures

Cc      DeeAnn Newell – NEPA Team Leader  
         David Sturch – City of Cedar Falls  
         John Haldeman – Snyder & Associates  
         Jan Olive Full / Leah Rogers – Tallgrass Historians. L.C.

Concur: Douglas W. Jones  
SHPO Archaeologist

Date: 12/19/2013

Comments:

Concur: Ralph J. Christian  
SHPO Historian

Date: 12/19/13

Comments:

RC# 131207029



## Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

Phone: 515-239-1795

Fax: 515-239-1726

February 11, 2014

Ref. STP-57-2(28)--2C-07

Local System

Black Hawk County

TH 13-580-1

R&C: 131207029

Mr. Douglas Jones  
State Historic Preservation Office  
600 East Locust  
Des Moines, Iowa 50319

FEB 13 2014

**RE: Phase I Archaeological Investigation for Project STP-57-2(28)--2C-07; City of Cedar Falls, Black Hawk County; T89N-R14W Section 12; No Agency Determination**

Dear Doug:

Enclosed with this letter for your review and comment is the phase I archaeological investigation for the Iowa 57 project (a.k.a. West 1<sup>st</sup> Street/Hudson Road) in Cedar Falls. No final construction plans are available yet, but the project has been further defined by the sponsor. As you will see impacts from the project are focused on the east end near the intersection of Iowa 57 (West 1<sup>st</sup> Street) and Center Street.

You may recall reviewing the archaeological assessment report for this project last December. The assessment recommended that a number of properties had potential for historic period archaeology, and that the corridor as a whole had moderate potential for prehistoric archaeology. The project sponsor has now begun to define the footprint of the project and some of the areas speculated as having archaeological potential will not be disturbed. As you will read the survey covered 39.2 acres (15.8 ha), and investigated areas on the north and south sides of the corridor. The investigation yielded negative results and has recommended no further archaeological study for this project. Our office agrees with this recommendation.

At this time no formal determination of effect can be made for this project. Currently, the project sponsor is working with their consultant to complete an intensive National Register study of architectural properties within the corridor. That study will be presented to your office when it is complete. If you concur with the findings of this report we ask that you sign and return this letter.



Mr. Doug Jones  
Page 2  
February 11, 2014

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

Sincerely,

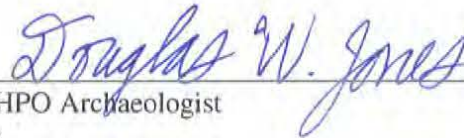


Brennan J. Dolan  
Office of Location and Environment  
brennan.dolan@dot.iowa.gov

BD - Enclosures

Cc      DeeAnn Newell – NEPA Team Leader  
         David Sturch – City of Cedar Falls  
         John Haldeman – Snyder & Associates, Inc.  
         Leah Rogers – Tallgrass Historians. L.C.

Concur:

  
SHPO Archaeologist

Date:



Comments:



SMARTER | SIMPLER | CUSTOMER DRIVEN

www.iowadot.gov

Office of Location and Environment

800 Lincoln Way | Ames, Iowa 50010

Phone: 515.239.1795 | Email: brennan.dolan@dot.iowa.gov

July 30, 2014

RECEIVED

AUG 4 2014

by SHPO

Ref. STP-057-2(28)--2C-07

Local System

Black Hawk County

R&C: 131207029

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

RE: Intensive Level Architectural Survey for the Iowa 57/West 1<sup>st</sup> Street Study: Hudson Road to Franklin Street; Cedar Falls, Black Hawk County, Iowa; T89N-R14W Sections 11 & 12; **No Adverse Effect**

Dear Ralph:

Enclosed for your review and comment is the intensive architectural investigation for the above referenced project. As you will recall you have previously reviewed a reconnaissance level investigation and an intensive phase I archaeological report for this project under R&C 131207029. The enclosed study presents the culmination of a phased approach to cultural resources review of this undertaking.

Methods used for this investigation included on-site review of all properties and examination of a number of primary and secondary sources as well as research at the Cedar Falls Historical Society, and an interview of a current resident. As you will read 11 properties have been identified as eligible for nomination to the National Register of Historic Places, and a small district, the Wild Historic District (07-13237) has also been identified. Table 1 below documents those 11 properties and the historic district. As you will read a number of these properties are located along West 2<sup>nd</sup> Street. At one point the project designers had proposed changes to this area, however, that is no longer the case and no development will occur along West 2<sup>nd</sup> Street. Our office agrees with these determinations and requests your concurrence with the findings of this investigation. Due to proximity to this project we are planning to use a Special Provision for vibration monitoring to avoid adverse effects to the eligible properties nearest to the project. Of note, some minor right-of-way acquisition will occur in front of the Wild Historic District; however this is minimal (five to ten feet) and is considered *de minimis* by the Federal Highway Administration.

During our early consultation for this project we contacted the Cedar Falls Historic Preservation Commission as well as the Cedar Falls Historical Society (CFHS) to gather their comments pursuant to 36 CFR 800.3(f). The CFHS responded by identifying nine properties that they suggested were eligible for the National Register (see enclosed letter). Five of those properties were identified as eligible by Tallgrass for this investigation, and four were not, they are: 904 W 1<sup>st</sup> Street, 920 W 1<sup>st</sup> Street, 929 W 1<sup>st</sup> Street, and 1120 W 1<sup>st</sup> Street. We ask for your opinion of eligibility regarding these properties; as they may not be avoidable by the project. Also, the CFHS

noted that two oak trees at 923 W 1<sup>st</sup> Street were connected to Solomon Barrick Humbert, a Civil War vet and honored Cedar Falls community builder. This property will be avoided by the proposed project.

**Table 1**

Address	Name	Style	Inventory No.
423 W 1 <sup>st</sup> Street	Jacob and Eleanor Wild House	Cross-gabled Roof	07-13079*
501 W 1 <sup>st</sup> Street	Daniel and Margaret Wild House	Queen Anne	07-00110*
509 W 1 <sup>st</sup> Street	Joseph and Rose Wild House	Pyramidal	07-13080*
423-509 W 1 <sup>st</sup> Street	<i>Wild Historic District</i>	-	07-13237
1315/1311 West 1 <sup>st</sup> Street	Cedar Falls Motel	Ranch	07-13118
404 W 2 <sup>nd</sup> Street	Fox House	Italianate	07-00122
203 Tremont Street	-	Queen Anne	07-13167
1015 W 2 <sup>nd</sup> Street	Joseph and Florence Cowan House	Colonial Revival	07-13209
1110 W 2 <sup>nd</sup> Street	I.A. and Anne McNabb House	Tudor Revival	07-13211
1123 W 2 <sup>nd</sup> Street	Suckow/Nuhn House	Colonial Revival	07-13214
1222 W 2 <sup>nd</sup> Street	-	Tudor Revival	07-13218
1303 W 2 <sup>nd</sup> Street	-	Craftsman	07-13220

\*Wild Historic District Property

Lastly, the city is proposing to replace some sanitary and storm sewer as a part of this undertaking. Those systems post-date 1900 and are made of vitrified clay pipe or concrete pipe. Unlike other systems found eligible across Iowa cities (Deiber and Yengling 2010; Rogers 2009; Van Erem 2008), these materials are not significant in terms of the National Register.

The following steps will be detailed within a Special Provision to the project contract to avoid any adverse effects to the Wild Historic District Properties (07-13237) [423W 1<sup>st</sup> Street, 501423W 1<sup>st</sup> Street and 509423W 1<sup>st</sup> Street]:

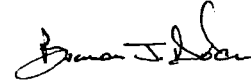
- A preconstruction survey of these properties will be completed that will document their present condition. The preconstruction survey will also establish a peak particle velocity (PPV) threshold for vibration.
- Sensors (crack and/or seismic) will be installed and tested daily. If 80 percent of the 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.

With the above noted conditions in place we request your concurrence with our determination of **No Adverse Effect** for this undertaking. As with any Iowa Department of Transportation project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease and the Office of Location and Environment shall be contacted immediately.



If you have any questions, please feel free to contact me at 515-239-1795 or [brennan.dolan@dot.iowa.gov](mailto:brennan.dolan@dot.iowa.gov).

Sincerely,

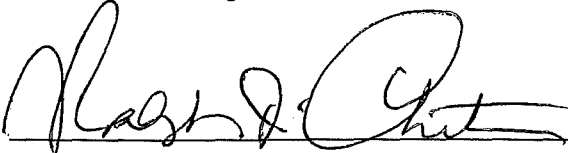


Brennan J. Dolan  
Office of Location and Environment

BJD:sm: enclosures

cc: David Sturch – City of Cedar Falls  
Doug Jones – State Historic Preservation Office  
Karen Smith – Cedar Falls Historical Society  
Cynthia Sweet – Cedar Falls Historic Preservation Commission  
John Haldeman – Snyder & Associates  
DeeAnn Newell – NEPA Team Lead  
Jan Olive Full – Tallgrass Historians L.C.

Concur:



Date:

8/22/14

SHPO Historian

Comments:

We Concur with the Consultant's findings on the ineligibility of 904 West 1st St, 920 W. First St, 929 West 1st St, and 1120 West 1st Street.

## Polly Ready

---

**From:** Dolan, Brennan [DOT] [Brennan.Dolan@dot.iowa.gov]  
**Sent:** Thursday, September 04, 2014 1:28 PM  
**To:** david.sturch@cedarfalls.com; Little, David [DOT]  
**Cc:** Newell, Deeann [DOT]; Marler, Scott [DOT]; Rostad, Krista [DOT]; Oetker, Matthew [DOT]; John W Haldeman; Polly Ready; Matulac, Donna [DOT]  
**Subject:** Cultural Resources Clearance - STP-57-2(28)--2C-07  
**Attachments:** Consultation - All.pdf

### No Adverse Effect

District: 2  
County: **Black Hawk**  
Project Number: **STP-57-2(28)--2C-07**  
Route: **Iowa 57/West 1<sup>st</sup> Street**  
Type: **Pavement Grade and Replace**  
Location: **W. 1<sup>st</sup> Street in Cedar Falls from Hudson Rd to Franklin St; T89N-R14W Sections 11 & 12**

In compliance with Section 106 of the National Historic Preservation Act (as amended) and the Statewide Programmatic Agreement (2012), the above referenced project has been evaluated for effects to cultural resources (SHPO). This project has been given a determination of **No Adverse Effect** with conditions, dated 09/04/2014. PSS has been updated with this clearance.

This evaluation and clearance is for cultural resources (SHPO) impacts only, and is based on information provided in the design plans (Alternative 3), dated 07/01/2010. Attached is record of consultation for this project including the multiple comment letters submitted to the State Historic Preservation Officer (SHPO), as well as additional consulting parties. This clearance is contingent on the use of a *Special Provision for Vibration Monitoring to Protect Historic Structures* at the following addresses, 423 West 1<sup>st</sup> Street, 501 West 1<sup>st</sup> Street, 509 West 1<sup>st</sup> Street, and 1315/1311 West 1<sup>st</sup> Street and the following conditions:

- 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.

Comments received by the Cedar Falls Historical Society dated 09/04/2014 are included in the attached file. The Cedar Falls Historical Society has request avoidance of adverse effects at 904 West 1<sup>st</sup> Street, 920 West 1<sup>st</sup> Street, 929 W 1<sup>st</sup> Street, and 1120 W 1<sup>st</sup> Street, although these properties are not formally eligible for the National Register of Historic Places.

This clearance memo signifies the completion of the forthcoming H03 event for this project.

Any changes to the project that may result in impacts not covered by the submitted information, including changes to the project scope, additional right of way, easements, or borrow needs, could require additional archaeological or historical surveys. If project changes are needed, please contact this office.

Brennan J. Dolan  
Office of Location & Environment, Iowa DOT  
800 Lincoln Way, Ames, IA 50010  
[Brennan.Dolan@dot.iowa.gov](mailto:Brennan.Dolan@dot.iowa.gov) Phone (515) 239-1795