FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR THE IMPROVEMENT
OF U.S. 218
IN JANESVILLE
BLACK HAWK AND BREMER COUNTIES, IOWA
PROJECT NO. F-218-8

Notification of the availability of this environmental assessment was forwarded to state and areawide clearinghouses on March 4, 1985. Public availability of the assessment was included with the notice of the corridor public hearing on February 12 and March 5, 1985. The review period for the attached environmental assessment expired on April 10, 1985. Comments and revisions are included on the following pages.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

12-12-85
Date

For the Division Administrator
Federal Highway Administration

PROJECT ACTION
AFTER THE AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT

A corridor public hearing for this project was held on March 13, 1985, in Janesville. The hearing was attended by 224 people. The hearing transcript is available upon request. The Department of Agriculture's Forms AD 1006 in regard to farmland conversion have been completed and are included in the following pages.

The Iowa Department of Transportation on July 16, 1985, approved the corridor public hearing and selected the North Bypass Alternate in Janesville for further development. The City of Janesville had previously endorsed this alternate. However, property owners along the bypass route objected to it.

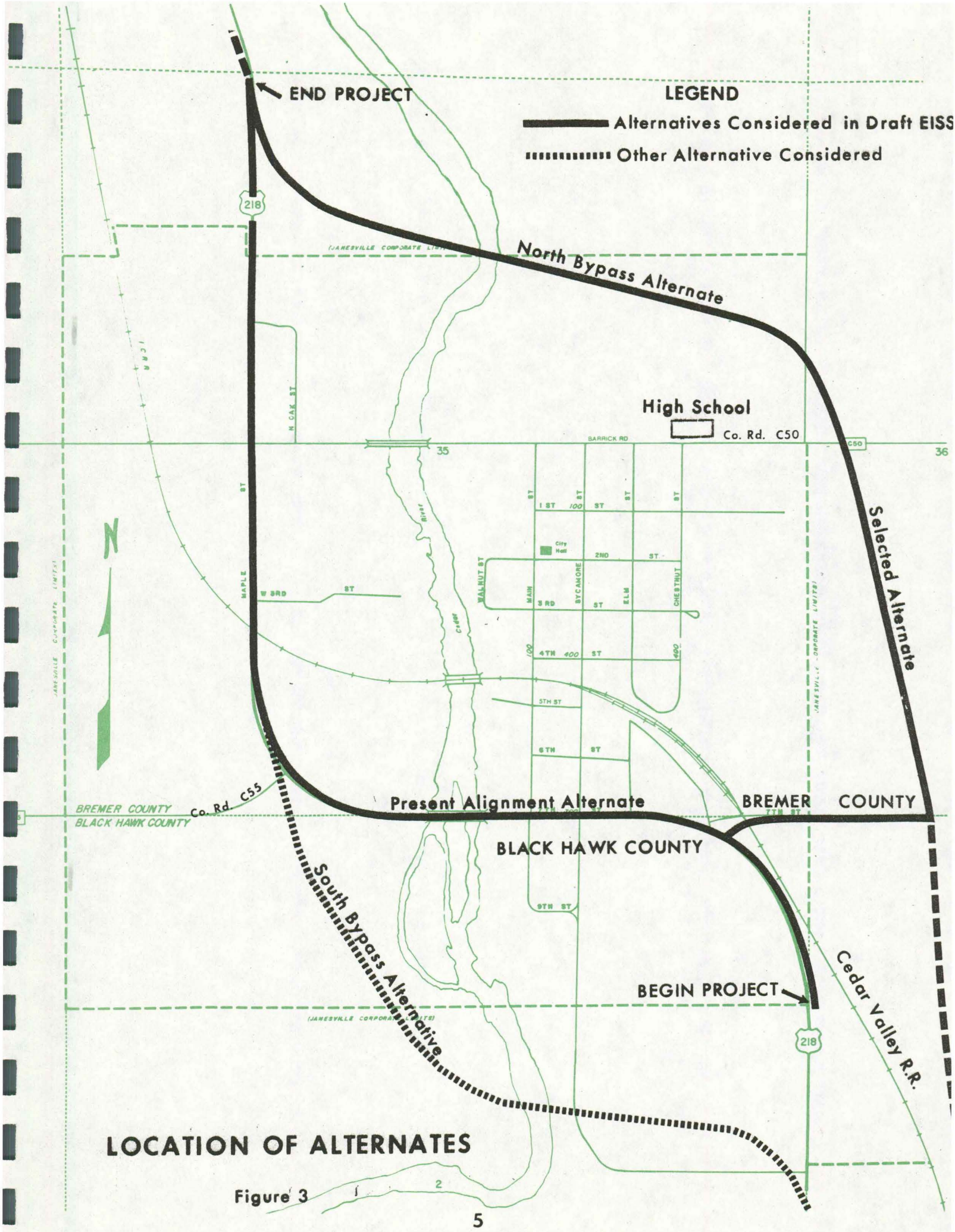
Reasons the North Bypass Alternate was selected are:

1. Provides continuity in traffic service by eliminating a restricted speed zone and numerous access points as required for the Present Alignment Alternate.
2. The social and economic impacts will be much less for the North Bypass with one home displaced compared to 18 for the Present Alignment and no businesses displaced by the North Bypass compared to 4 with the Present Alignment.
3. The cost of constructing the North Bypass will be approximately $1 million less than the Present Alignment Alternate.

The Bremer County Board of Supervisors requested the Iowa DOT study an alignment south of Janesville. The Iowa Conservation Commission reviewed this area as well as the other two alignments. They concluded a south bypass would result in larger environmental impacts than would either the North Bypass Alternate or the Present Alignment Alternate. Their comments are included in the "Comments Received" section on the following pages.

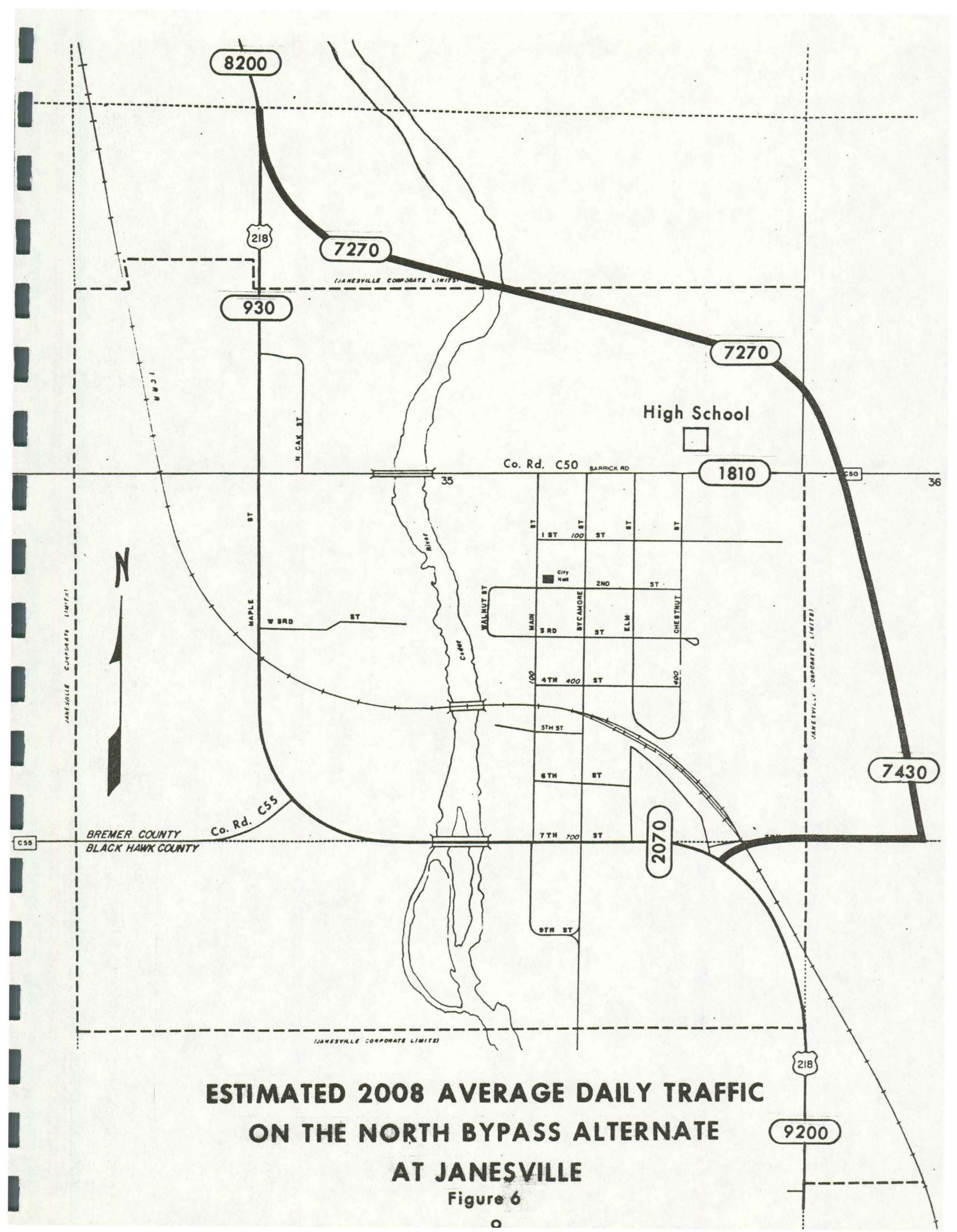
A meeting was held in Cedar Falls on October 23, 1985, with representatives from the Iowa Conservation Commission, the U.S. Department of Interior's Fish and Wildlife Service, the Federal Highway Administration and the Iowa Department of Transportation. The Department of Interior and the Iowa Conservation Commission reconfirmed their support of the alternates selected by the Iowa Department of Transportation.

The meeting also produced a general agreement on mitigation for the entire project from Cedar Falls to Waverly including this project in Janesville. The general agreement provides for approximately 130 acres of replacement land for the Iowa Conservation Commission to help mitigate the impact of this project on environmentally sensitive areas. This replacement land includes 85 acres of surface water. This mitigation proposal will appropriately resolve the concerns of the State Office for Planning and Programming and the Iowa Department of Water, Air and Waste Management. Their comments on the project are included in the "Comments Received" section on the following pages.



LOCATION OF ALTERNATES

Figure 3



ESTIMATED 2008 AVERAGE DAILY TRAFFIC ON THE NORTH BYPASS ALTERNATE AT JANESVILLE

Figure 6

COMMENTS RECEIVED
AFTER THE AVAILABILITY OF THIS
ENVIRONMENTAL ASSESSMENT

Office for Planning and Programming

Capitol Annex, Des Moines, Iowa 50319 Telephone (515) 281-3711

TERRY E BRANSTAD
Governor

EDWARD J STANEK, PhD
Director

April 8, 1985

Harry S. Budd, Director
Iowa Department of Transportation
Office of Project Planning
Planning and Research Division
800 Lincoln Way
Ames, IA 50010

Re: IA 850306-193
F-218-8 Janesville

Dear Mr. Budd:

The State Clearinghouse has completed the review of the Environmental Assessment relating to the Improvement of U.S. 218 by constructing a by-pass of Janesville. The Iowa Department of Water, Air and Waste Management has sent the clearinghouse a copy of Mr. McAllister's letter of March 29, 1985 to you encouraging the selection of the present route rather than the alternative north by-pass which would cause disruption of the natural environment. The clearinghouse agrees with DWAWM's recommendation and supports the use of the present site for crossing the Cedar River.

The clearinghouse has not received any comments, other than the above mentioned one, from any state agency. The review of the environmental assessment is, therefore, completed unless there is a major amendment to it.

Sincerely,

A. Thomas Wallace

A. Thomas Wallace
Federal Funds Coordinator

ATW/sb

Iowa
department of water, air and waste management

March 29, 1985

Harry S. Budd, Director
Office of Project Planning
Iowa Department of Transportation
Ames, Iowa 50010

RE: COMMENTS
U.S. 218
Improvement in Janesville
Black Hawk and Bremer Counties, Iowa
Project No. F-218-8
ENVIRONMENTAL ASSESSMENT - dated 3-1-85

Dear Mr. Budd:

This department has received and reviewed the above mentioned document. Two alternative routes are discussed in the environmental assessment - a present alignment alternate and a north bypass alternate. It appears that the only significant natural areas encountered by the two alignments under study are where they cross the Cedar River. The existing alignment has of course been previously disturbed by the existing bridge construction and adjacent development while the north bypass alternate remains in its natural state.

Based on the information provided in the environmental assessment, this department would encourage and support the selection of the present alignment alternate. Environmental impacts associated with the present alignment alternate are minimal; whereas the impacts associated with the river crossing in the north bypass alternate are significant and would cause an irreversible loss of this scenic and natural area. The Cedar River in the affected project area is an identified high potential area of the Iowa Conservation Commission's Protected Water Areas (PWA) Program. It would appear that the exceptional value of this river corridor as a scenic and natural area of the State has been demonstrated through its scrutiny during the PWA study. In addition, no evaluation of the integrity of the existing aquatic habitat and aquatic community in the north bypass alternate river crossing area was presented. Only environmental impacts from land modification have been addressed in the environmental assessment.

A flood plain construction permit and Section 401 Water Quality Certification may be needed from this department for the selected activity. Please coordinate with Bill Cappuccio (515) 281-8942 if you have any questions pertaining to the

DM:MW:blb/WRW088D01.01

flood plain construction application materials or Monica Wnuk (515) 281-4117 for Section 401 Certification requirements. Please keep us informed of the status of this project.

Sincerely,

PROGRAM DEVELOPMENT DIVISION

Darrell McAllister
Director

DM:MW:blb/PDW088D01.02

cc: Bill Cappuccio, WAWM
Darrell Hayes, ICC

Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319
515/281-5145

May 22, 1985

Mr. Ron Ridenour
Environmental Planning
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RE: Iowa DOT Project, Relocated Iowa 58 and U.S. 218, Black Hawk and Bremer Counties, Specifically, Routing at Janesville, Iowa

Dear Mr. Ridenour:

On May 3, 1985, Art Roseland, Wildlife Biologist, met with you to conduct a field review of the three alternatives relative to the U.S. 218 routing near Janesville, Iowa.

The following comments were received relative to this field review:

COMMENTS RELATIVE TO U.S. 218 ROUTING - JANESVILLE, IOWA

1. Considering the three alternatives - South Bypass, North Bypass, Existing Route - it is clear that the existing route is preferred. The project would be confined to existing corridors with no additional intrusions on the river or riparian habitats.

2. Comparison of South and North Bypass Alternatives.

   The South Bypass would traverse an estimated 2,000 feet of river, riparian woodlands, and other relatively undeveloped habitats. The North Bypass would traverse an estimated 1,250 feet of these habitats.

   The South Bypass would disjoin an estimated 19 acres of nonagricultural, riparian habitats, between Janesville and the Bypass, from downstream, contiguous habitats.

   The North Bypass would disjoin an estimated 15 acres of these lands between Janesville and the Bypass from upstream, contiguous habitats.

   Woodlands on each Bypass are predominantly located on bottomland areas. On the North Bypass, however, the route traverses approximately 400 feet of woodland on higher elevations. Recent research in Iowa

indicates that: (1) floodplain woodlands support higher densities of breeding birds than upland woodlands, and (2) that bird species richness increases with the width of wooded, riparian habitats. The South Bypass traverses more bottomland, through a wider riparian habitat.

3. Each Bypass alternative will have negative environmental impacts including additional intrusion on the river system with a new crossing, loss of woodland habitat, and segmentation of riparian habitat. Considering all factors discussed above, the magnitude of impacts appear less with the North Bypass, as compared with the South Bypass.

From an environmental viewpoint, the alternatives would be ranked in the following order, from least impact to greatest impact:

1. Existing Route - no significant, additional impact over existing route.

2. North Bypass - substantial impact to local flora and fauna and extends the urban atmosphere further on the river system. Magnitude of disturbance is less than the South Bypass.

3. South Bypass - impacts similar to North Bypass, but with greater magnitude due to larger acreage of right-of-way through riparian habitat, etc.

We hope these comments will aid you in making an appropriate decision in the routing of the highway.

If you have any questions, please contact this office.

Sincerely,

LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

(L61/cje)

cc: Art Roseland - ICC
Dean Dalziel - ICC

Iowa Department of Transportation
800 Lincoln Way, Ames, IA 50010 515.239-1321

July 22, 1985

Ref. No: Relocated IA 58/US 218
Black Hawk - Bremer

Mr. Arnie Sohn
Planning Section
Iowa Conservation Commission
Wallace State Office Building
Des Moines, IA 50319

Dear Arnie:

On July 16, 1985, the DOT Commission, having considered all of the testimony received, selected the following alignment for Relocated Iowa 58/US 218 in the Cedar Falls area:

1) Westerly Main Street Alternate in Division I
2) Dry Run Creek Elevated in Division II
3) Railroad Alternate (eastside) in Division III
4) North Bypass at Janesville

We may now begin preparation of the Final EIS Supplement based on this selection. Approval of this Final Supplement by the Federal Highway Administration is requisite to location approval by that agency and the authorization to begin design work on the highway facility. Additionally the bypass of Janesville is being processed separately to expedite the needed bridge improvements for that community; an environmental assessment has been circulated and a Finding of No Significant Impact (FONSI) will allow the development of this portion of the US 218 project to be accellerated.

The successful completion of both the Supplement and the FONSI will depend largely upon the preparation of an acceptable plan to mitigate the adverse effects of the overall project upon the corridor's wetland and woodland resources. The U.S. Department of Interior--Fish and Wildlife Service has indicated that a specific and fairly detailed plan which adequately compensates for such effects and described in the environmental document would satisfy the concerns of that federal agency.

Based on our best location stage information, approximately 19 acres of woodland would be taken by the highway alignment between Seerley Boulevard and the Cedar River crossing. Another 4.2 acres would be removed between the Cedar River crossing and the railroad corridor including one acre from George Wyth Park. An additional 4.2 acres of woodland would be required at the new Cedar River crossing at Janesville making a total of 27.4 acres of wooded area consumed by the project. This compares favorably to the 58 acres of forest which

would have been required by the original 518 freeway alignment which crossed the Cedar River twice near Waverly.

In terms of wetland effects a 1.3 acre wetland is crossed just north of existing US 20. It appears this river overflow area would be bridged to maintain the existing drainage capacity, thus the natural character of this wetland would be largely maintained. Two areas totalling 4.5 acres along the east side of the railroad would be filled to allow highway construction directly adjacent to the railroad right-of-way. A total of 5.8 acres of wetland then, would be required in addition to the channelizations of Dry Run Creek in the Central Park area and in the area south of the UNI arboretum.

The DOT would intend to mitigate the above enumerated effects on the area's natural resources by transferring to the jurisdiction of the Iowa Conservation Commission approximately 125 acres of excess right-of-way between the proposed highway corridor and existing George Wyth Park. This parcel would include approximately 24 acres of vegetated area. Additionally the DOT would agree to obtain borrow material from a portion of this area designated by the Iowa Conservation Commission and in a manner prescribed by ICC which is consistent with the best usage of the excavated area for recreation and fisheries development. It appears the size of the borrow area would be limited only by the emphasis to be placed on surface water needs for the park. Appropriate landscaping adjacent to the highway corridor would also be envisioned to provide an eventual buffer for aesthetic transition between the two land uses.

Inasmuch as this mitigation plan will be an important part of the environmental documents required for project advancement, your timely attention to the development of a preliminary site plan would be appreciated. We look forward to meeting with your staff and Lee Niblock as this cooperative effort takes shape.

Sincerely,

Thomas M. Welch

Thomas M. Welch
Project Engineer
Office of Project Planning
Planning & Research Division

TMW:RR:lah
cc: C. C. Kauffman, FHWA
Gail Peterson, U.S. Fish & Wildlife Service
Jim Krieg, City of Cedar Falls

IOWA CONSERVATION COMMISSION

Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-0034
515/281-5145

August 27, 1985

Mr. Tom Welch
Project Engineer
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RE: Relocated IA58/US218 Project

Dear Tom:

As followup to your letter of July 22, 1985, several staff members of the Conservation Commission met on August 7, to review the DOT's proposed mitigation measures. While we concur with the concept of mitigating for unavoidable damages to natural features, and while proposed actions by the DOT will help lessen net impacts, it is our feeling that the proposal stops short of what is necessary for satisfactory mitigation.

There are obvious benefits to be derived from the creation of additional borrow pit lakes east of the Highway 58 corridor. Based on discussions at our August 7 review, field staff are developing recommendations for borrow pit design. Factors such as depth, shoreline configuration, bottom structure and berming sufficient to prevent frequent flooding, are being taken into account. It would appear that additional borrow sites will be necessary if we are to make a serious attempt at creating useful, productive borrow pits and still have sufficient volumes of borrow material to meet DOT needs. It seems quite likely that additional borrow sites west of the proposed Highway 58 alignment and north of existing Highway 20 could provide this additional borrow and serve to further mitigate environmental impacts along the entire route, including those associated with Dry Run Creek, and the Cedar River crossing at Janesville. The Conservation Commission already owns property west of the relocated 58 and north of 20, and properly designed borrow operations could serve to enhance the public recreation and resource management potentials on these existing public lands.

We are endeavoring to put together a recommended mitigation package, and will forward additional details of our proposal as they become available. We appreciate the opportunity of working with the DOT to design a project that will maximize public benefits and minimize environmental impacts.

Sincerely,

Arnold J. Sohn

ARNOLD SOHN
PLANNING COORDINATOR

AS/DH/mk:D1
cc: State Representative, Marvin E. Diemer

IOWA CONSERVATION COMMISSION

Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-0034
515/281-5145

September 23, 1985

Mr. Thomas Welch
Project Engineer
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RE: U.S. 218 Black Hawk, Bremer Counties, Iowa - North Janesville Bypass

Dear Mr. Welch:

The Iowa Conservation Commission has reviewed the field reports and correspondence of the three alternatives involved in the U.S. 218 crossing of the Cedar River at Janesville, Iowa.

As stated in previous correspondence, it has been the position of this agency to choose the existing route as being the least environmentally damaging. However, with the mitigation being developed between our agencies, we feel there will be no significant losses associated with the north bypass crossing which cannot be mitigated.

We would still encourage consideration of incorporating a recreational access near this location which would provide parking area and access for boat and canoe launching facilities to the Cedar River.

Your cooperation in this project has been appreciated.

Sincerely,

LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

mk:H1

IOWA STATE HISTORICAL DEPARTMENT
OFFICE OF HISTORIC PRESERVATION

ADRIAN D. ANDERSON, Executive Director
STATE HISTORIC PRESERVATION OFFICER

October 3, 1985

David Cook
Historic Preservation Specialist
Planning and Research Division
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear David:

We write concerning the cultural resource assessment for the Janesville North Bypass Alternate for the U.S. 218 Project (F-218-8). Our staff has reviewed this project and found that it has no effect upon known historic or other cultural resources, and therefore we recommend approval. However, if construction work uncovers an item or items that may be of historic, archeological, or architectural interest or if important new historical data comes to light in the project area, the work should be delayed sufficient time to notify our office and to allow the significance of the discovery to be determined.

If you have further questions or concerns, please contact either Dr. Kay Simpson, Chief of Archeological Surveys, or Mr. Ralph J. Christian, Chief of Architectural Surveys.

Sincerely,

Dr. Lowell J. Soike, Director
Deputy State Historic Preservation Officer

cc: Cay Kauffman, FHWA

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request: March 12, 1985
Name Of Project: U.S. 218 Improvement in Janesville	Federal Agency Involved: Federal Highway Administration
Proposed Land Use: Highway	County And State: Black Hawk, Iowa
PART II *(To be completed by SCS)*	Date Request Received By SCS: MARCH 14, 1985 RRC

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).* Yes ☒ No ☐	Acres Irrigated: 0	Average Farm Size: 228	
Major Crop(s): CORN	Farmable Land In Govt. Jurisdiction Acres: 294,495 % 81	Amount Of Farmland As Defined in FPPA Acres: 243,590 % 67	
Name Of Land Evaluation System Used: BLACK HAWK COUNTY	Name Of Local Site Assessment System: NONE	Date Land Evaluation Returned By SCS: MARCH 22, 1985	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating: Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	4	6		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	4	6		
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	2.4	6.0		
B. Total Acres Statewide And Local Important Farmland	0	0		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.001	.001		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	47.4	51.8		
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	79	76		

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points	Site A	Site B	Site C	Site D
1. Area In Nonurban Use	15	10	10		
2. Perimeter In Nonurban Use	10	8	10		
3. Percent Of Site Being Farmed	20	8	12		
4. Protection Provided By State And Local Government	20	0	0		
5. Distance From Urban Builtup Area	N/A	--	--		
6. Distance To Urban Support Services	N/A	--	--		
7. Size Of Present Farm Unit Compared To Average	10	6	5		
8. Creation Of Nonfarmable Farmland	25	0	0		
9. Availability Of Farm Support Services	5	5	5		
10. On-Farm Investments	20	12	8		
11. Effects Of Conversion On Farm Support Services	25	0	0		
12. Compatibility With Existing Agricultural Use	10	2	2		
TOTAL SITE ASSESSMENT POINTS	160	51	52		
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	79	76		
Total Site Assessment *(From Part VI above or a local site assessment)*	160	51	52		
TOTAL POINTS *(Total of above 2 lines)*	260	130	128		

Site Selected: B	Date Of Selection: July 16, 1985	Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection:

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request: March 12, 1985
Name Of Project: U.S. 218 Improvement in Janesville	Federal Agency Involved: Federal Highway Administration
Proposed Land Use: Highway	County And State: Bremer, Iowa
PART II *(To be completed by SCS)*	Date Request Received By SCS: March 13, 1985

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).*	Yes ☒	No ☐	Acres Irrigated: 0	Average Farm Size: 195

Major Crop(s): Corn	Farmable Land In Govt. Jurisdiction: Acres: 261,866 % 95.2	Amount Of Farmland As Defined in FPPA: Acres: 234,804 % 85.4
Name Of Land Evaluation System Used: Bremer Co.	Name Of Local Site Assessment System: None – FPPA	Date Land Evaluation Returned By SCS: 4-8-85

PART III *(To be completed by Federal Agency)*	Alternative Site Rating: Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	21	54		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	21	54		
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	5.2	20.4		
B. Total Acres Statewide And Local Important Farmland	0	0		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.01	.01		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	81	77		
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	62	70		

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	5	5		
2. Perimeter In Nonurban Use	10	3	10		
3. Percent Of Site Being Farmed	20	0	8		
4. Protection Provided By State And Local Government	20	0	0		
5. Distance From Urban Builtup Area	N/A	--	--		
6. Distance To Urban Support Services	N/A	--	--		
7. Size Of Present Farm Unit Compared To Average	10	4	0		
8. Creation Of Nonfarmable Farmland	25	0	2		
9. Availability Of Farm Support Services	5	5	5		
10. On-Farm Investments	20	20	15		
11. Effects Of Conversion On Farm Support Services	25	0	0		
12. Compatibility With Existing Agricultural Use	10	8	8		
TOTAL SITE ASSESSMENT POINTS	160	45	50		
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	62	70		
Total Site Assessment *(From Part VI above or a local site assessment)*	160	45	50		
TOTAL POINTS *(Total of above 2 lines)*	260	107	120		

Site Selected: B	Date Of Selection: July 16, 1985	Was A Local Site Assessment Used? Yes ☐ No ☒

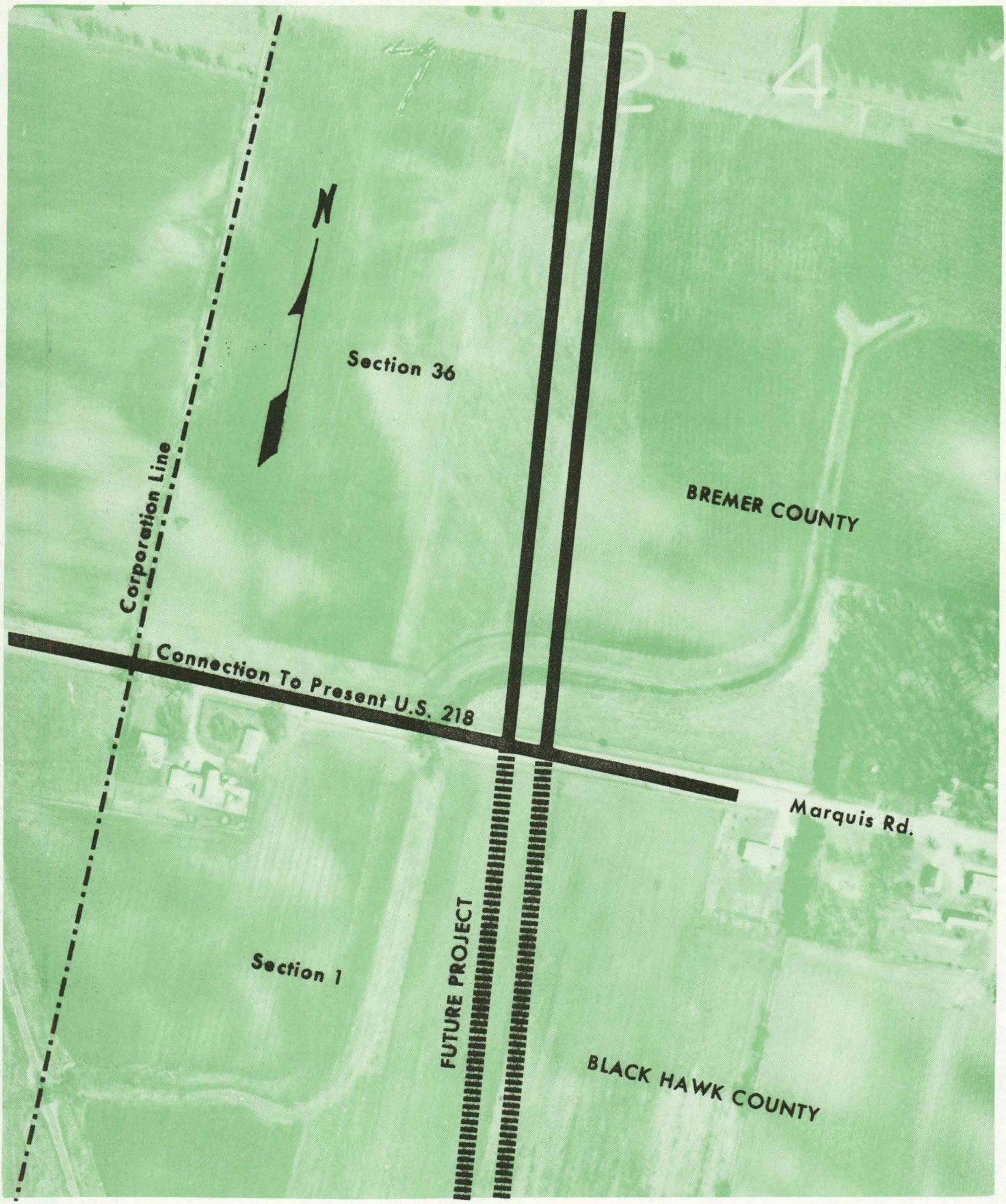
Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

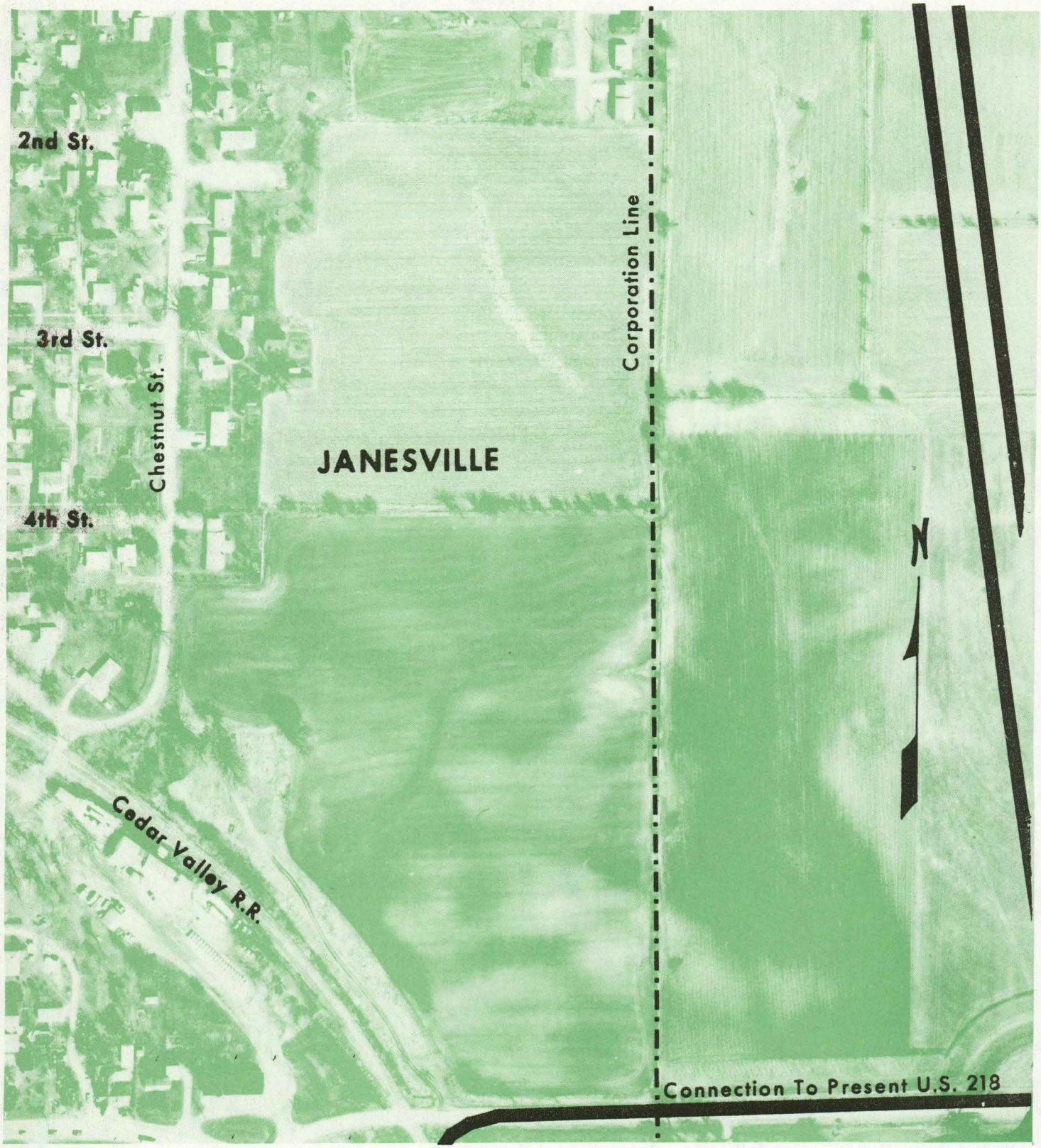
PRESENT ALIGNMENT ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 1



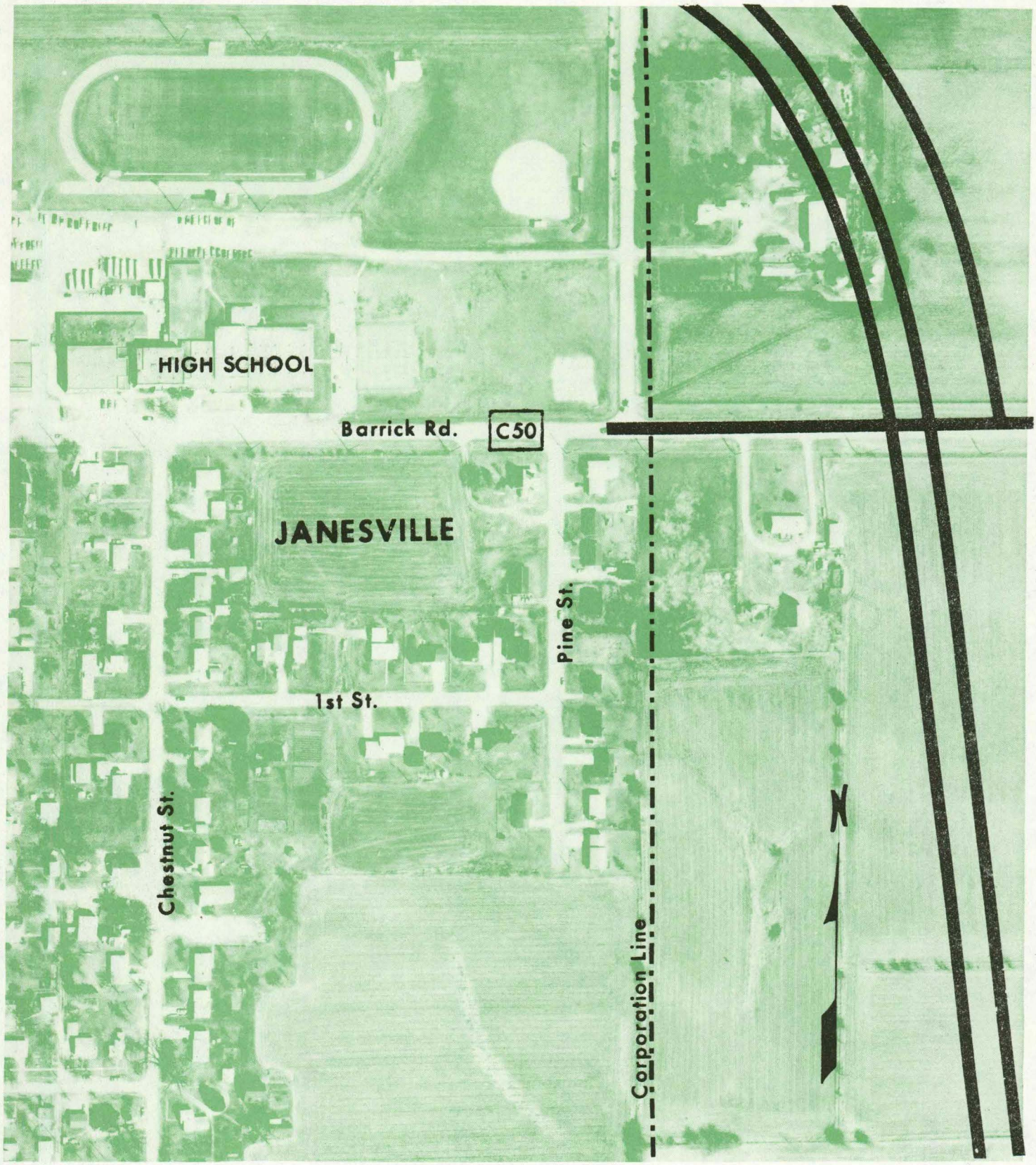
NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 7



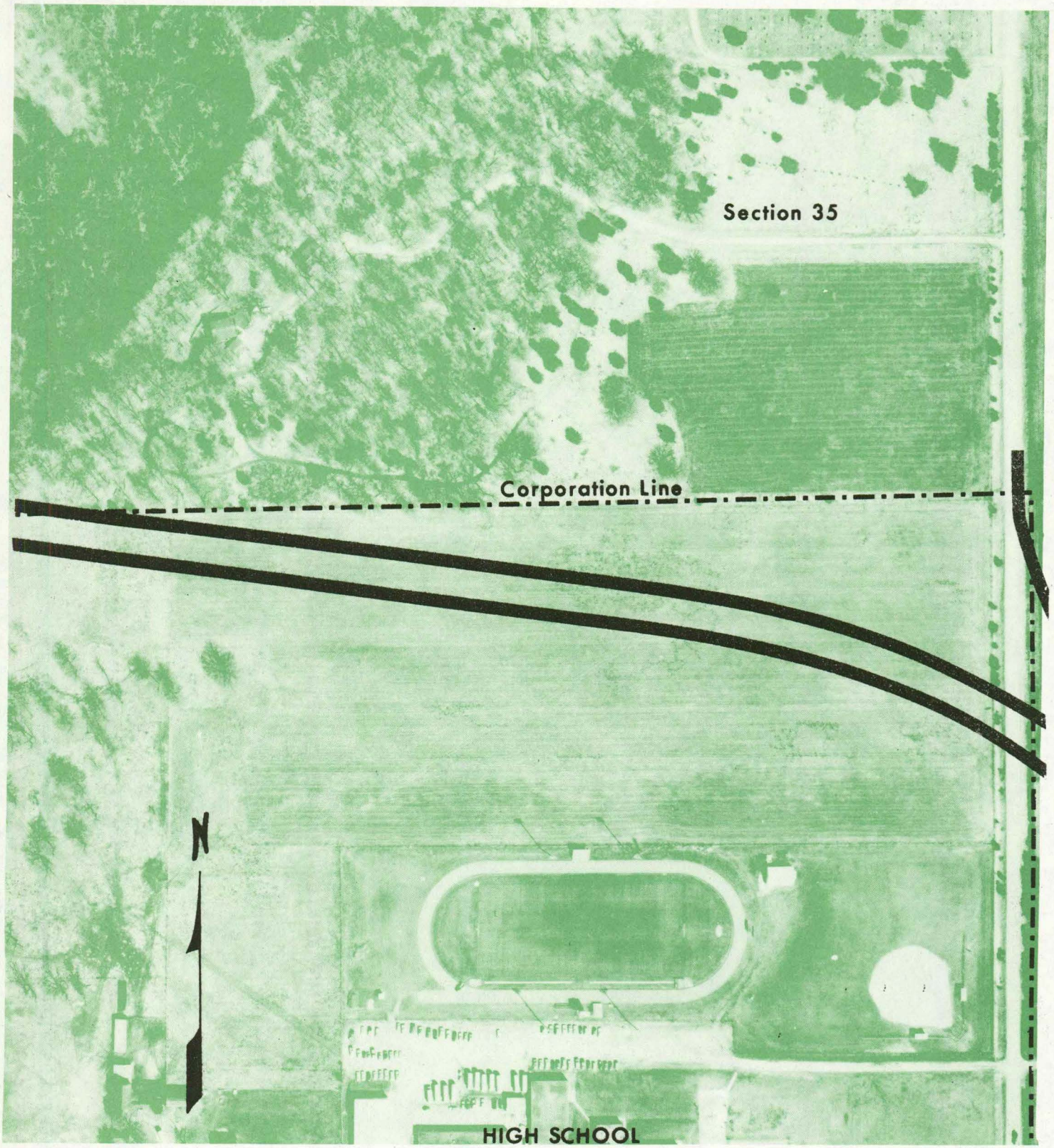
NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 8



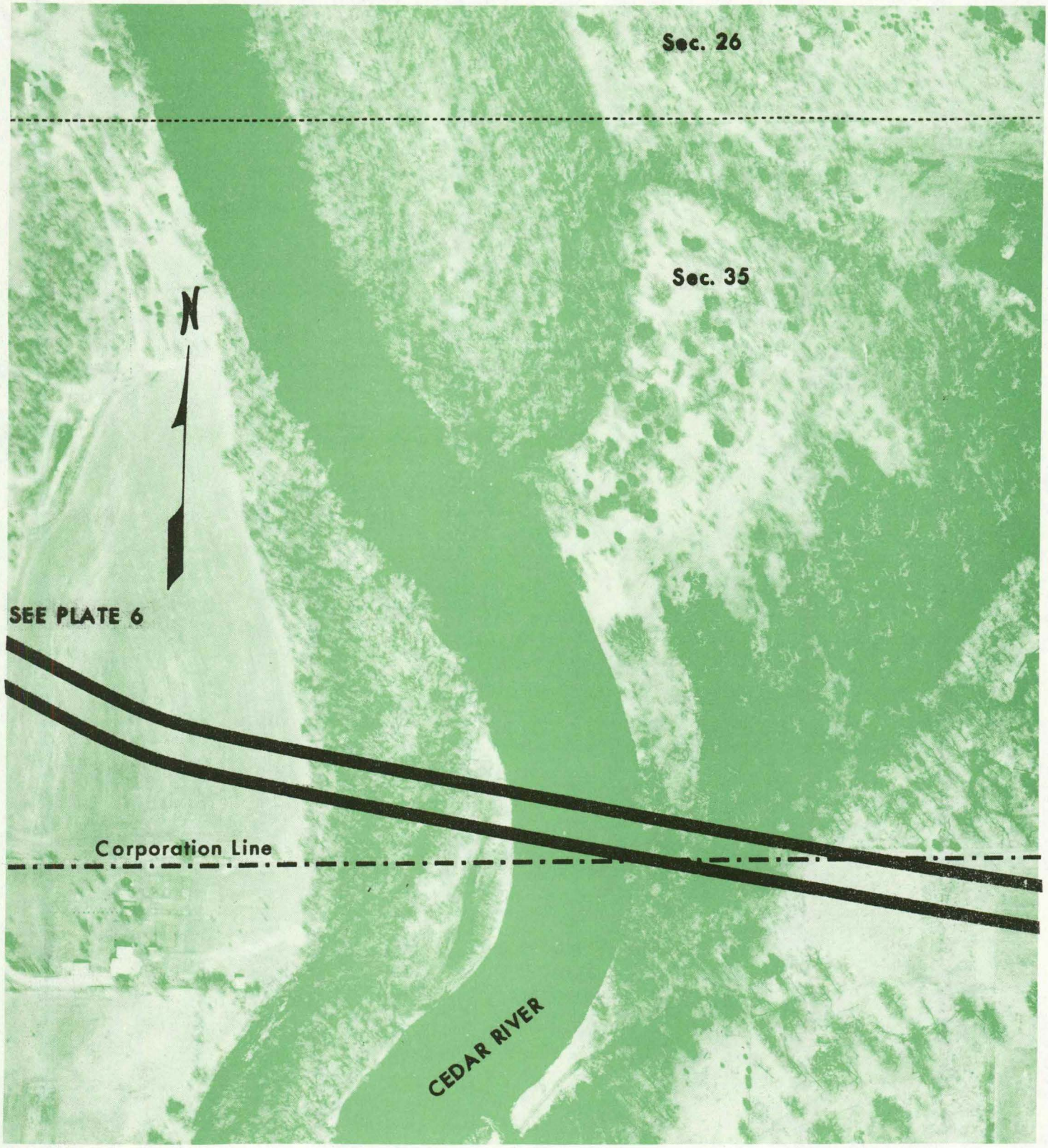
NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 9



NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 10



NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 11

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DESCRIPTION OF THE PROPOSED ACTION AND PROJECT BACKGROUND

The proposed project involves the reconstruction or relocation of US 218 from the south corporation line of Janesville to the north line of Section 35, 0.25 mile north of Janesville. The project is approximately 1.8 miles in length and will provide for a four-lane facility. See Figure 1 for the location of the project. Two construction alternates are being considered--one on the present alignment of US 218 through Janesville and the other bypassing Janesville on the east and north. Both alternates include a new bridge over the Cedar River.

This project is a segment of the relocated IA 58 and US 218 project between Cedar Falls and Waverly. It was formerly the Freeway 518 project. A Draft Environmental Impact Statement Supplement was recently completed for it. An analysis of the entire corridor including the Janesville segment is included in this Draft EIS Supplement (FHWA-IOWA-EIS-72-04-DS-01).

This Environmental Assessment (EA) was prepared in order to accelerate the clearances and documentation required for early construction of a new bridge over the Cedar River. The existing bridge is in poor condition and in need of replacement as described in the next section--"Need For Project." The termini at the north and south side of Janesville are common points and are located on existing US 218. This project would function effectively whether or not the projects north and south of Janesville were ever built. Therefore, this project has separate utility and logical termini.

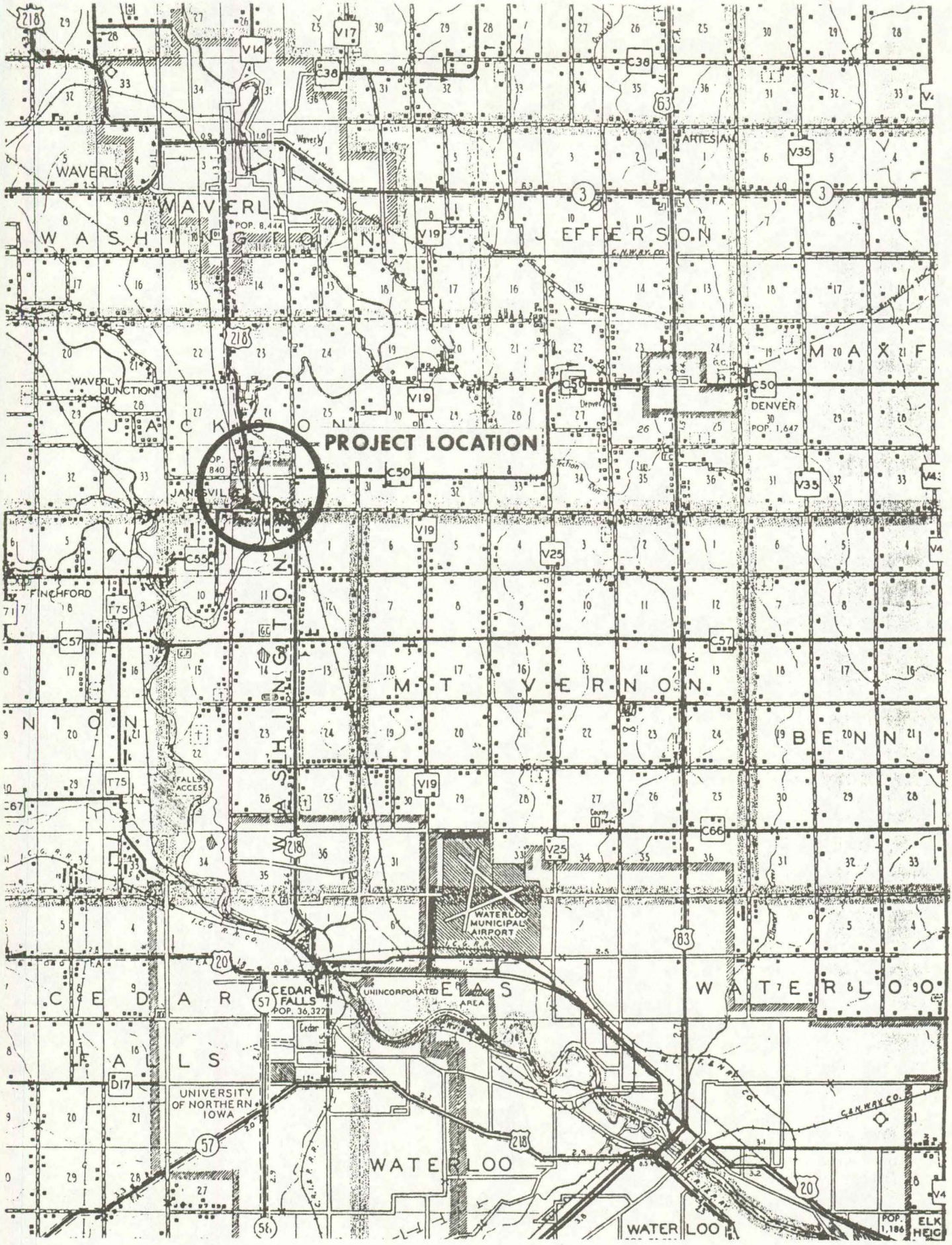
NEED FOR PROJECT

The existing Cedar River bridge is a 482 foot x 20 foot wide high truss structure originally constructed in 1928. The bridge has been inspected and found to be marginally adequate for two-lane legal loads. According to Federal Bridge Inspection Requirements, the existing structure has a sufficiency rating of 12.5.

The existing pavement in the project area was originally constructed in 1928 to a width of 18 feet. The roadway was widened in 1955 to provide a 24-foot wide pavement. It was also resurfaced in 1955. US 218 is classified as an arterial connector highway under the Iowa DOT's functional classification system.

The section of US 218 under study has a current sufficiency rating ranging from 32 to 87 in Janesville. The rural section north of Janesville to Waverly has a sufficiency rating of 11. Sufficiency ratings in Iowa are composed of three major categories which measure the roadway's structural adequacy, safety, and capability to accommodate specific traffic volumes with a minimum of conflict. A rating of 90-100 is classified as excellent; 80-89 is good; 65-79 is fair; 50-64 is tolerable and 0-49 is poor.

Table 1 lists the 1984 sufficiency ratings in the project area.



PROJECT LOCATION MAP

Figure 1

TABLE 1
1984 SUFFICIENCY RATINGS

Section	Suff. Rat.
SCL Janesville to Main St.	63
Main St. to Co. Rd. C55	32
Co. Rd. C55 to NCL Janesville	87
NCL Janesville to End of Project	11

The 1982 average daily traffic from County Road C57, south of Janesville, to Iowa 3 in Waverly is shown in Figure 2. There were 26 accidents on US 218 in Janesville for the three-year period--1980, 1981, and 1982. There were no fatalities. Losses sustained in these accidents are estimated at $61,815. The accident data for this three-year period is shown in Table 2.

TABLE 2
ACCIDENT RATE PER 100 MILLION VEHICLE MILES

Year	Number of Accidents	Project Area Accident Rate	Statewide Accident Rate
1980-83	26	285	651

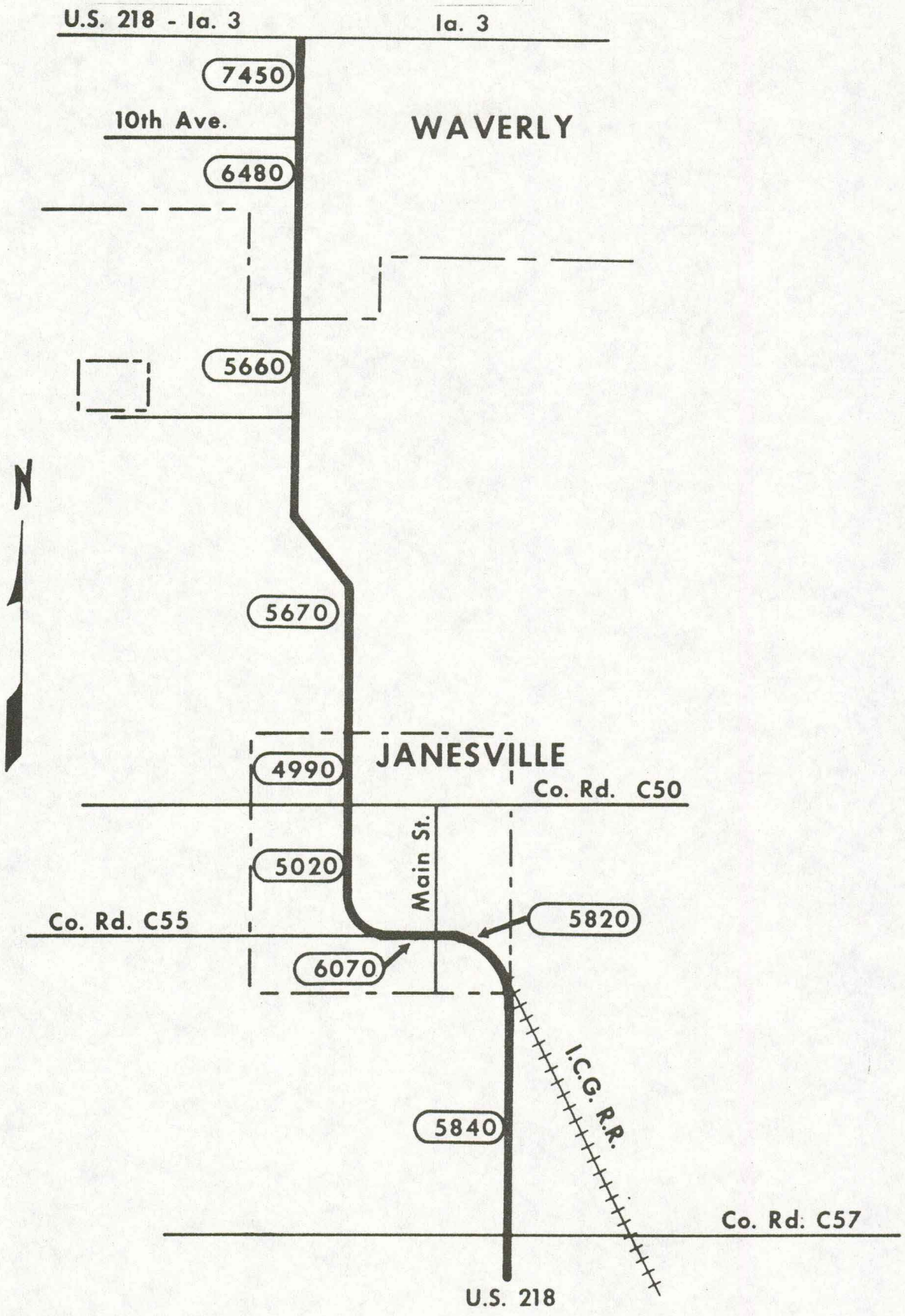
This project is a segment of the proposed four-lane project from relocated US 20 south of Cedar Falls to IA 3 in Waverly. Construction of this project will complete a segment of the overall proposal.

ALTERNATIVES CONSIDERED

Both alternates being considered for this project propose construction of a four-lane divided highway. See Figure 3 for the location of the alternates and Figure 4 for the typical cross sections.

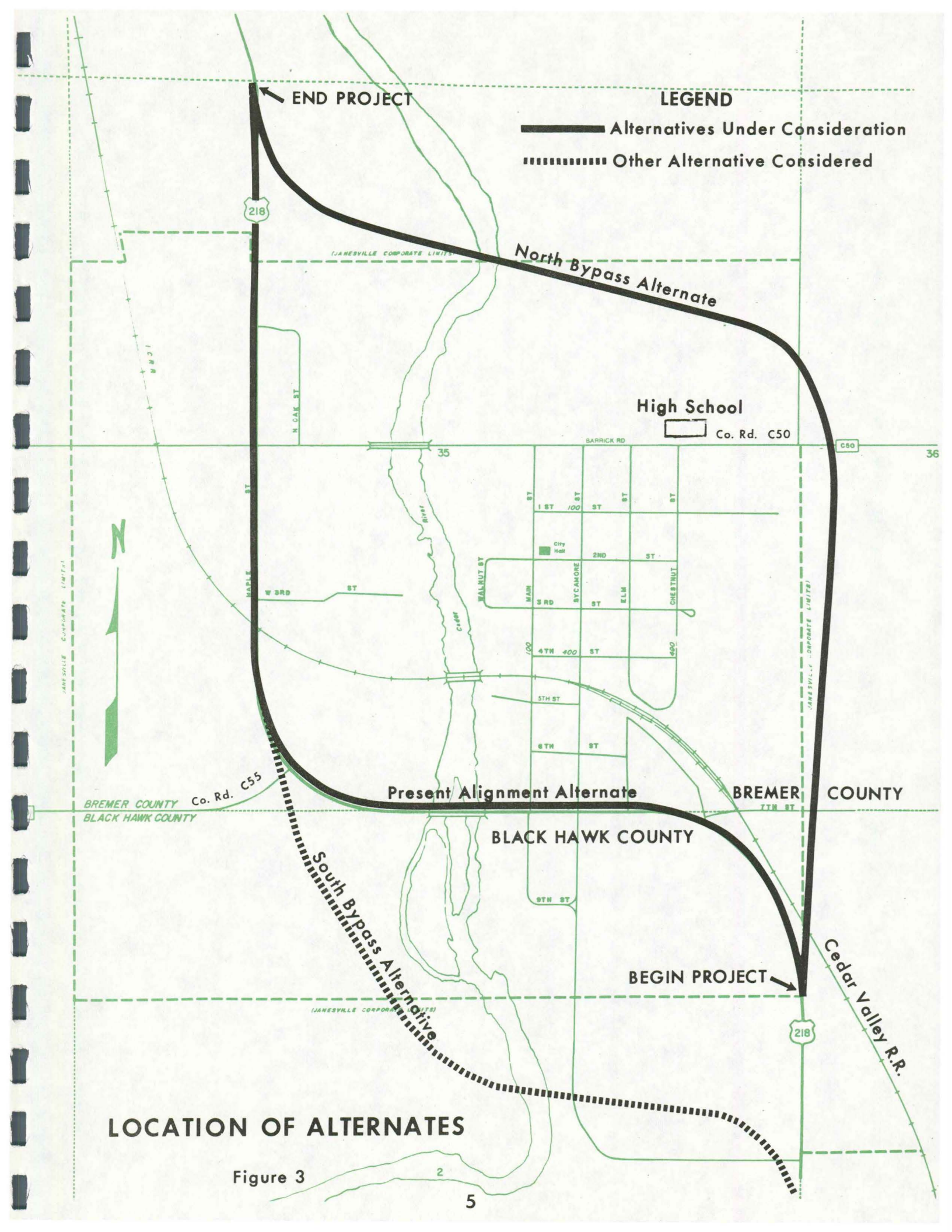
Present Alignment Alternate

The Present Alignment alternate begins on present US 218 at the south corporation line of Janesville and extends northerly approximately 1,200 feet to the connection with the county road extending east from Janesville. This section would have a 50-foot median and would taper into the existing two-lane highway south of Janesville. The section of the proposed highway from the county road east of Janesville to County Road C55 west of Janesville will have a 16-foot median. This entire section will be shifted to the north side of the existing pavement. The existing bridge over the Cedar River will be replaced with a four-lane bridge. Access to Janesville will be provided at Elm Street and Main Street. A frontage road is proposed along the south side of the new facility between Elm and Main Streets.



1982 AVERAGE DAILY TRAFFIC

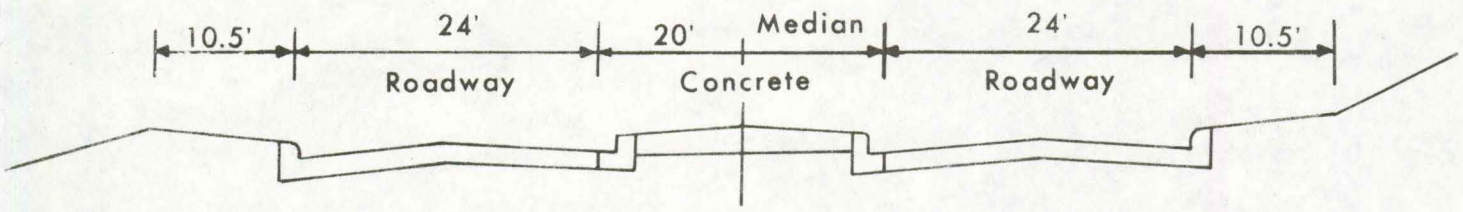
Figure 2

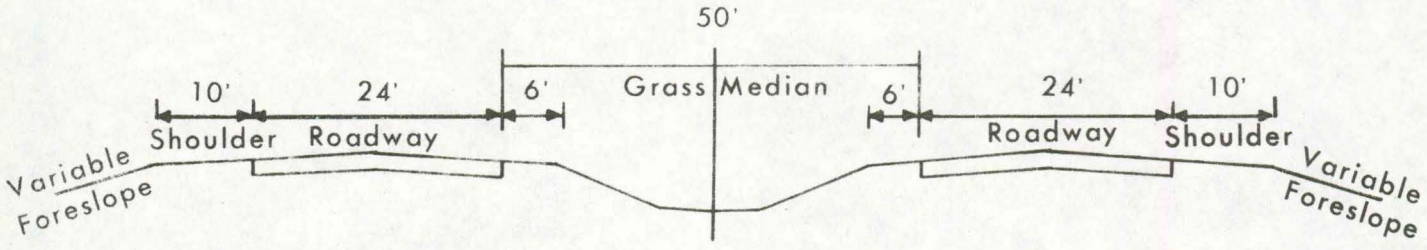


LOCATION OF ALTERNATES

Figure 3

TYPICAL CROSS SECTIONS





Not to Scale

Figure 4

The section north of County Road C55 will also have a 50-foot median. The project will end 0.25 mile north of the north corporation line of Janesville at the north line of Section 35 where it will taper into the existing two-lane highway. The northbound lanes will be constructed on the existing alignment and the southbound lanes on the west side. See Figure 5 for the estimated 2008 average daily traffic for this alternate.

The length of this alternate is 1.8 miles. The alignment is shown on aerial photographs in the back of this document. It is estimated that 18 residences and 4 businesses will be displaced. The estimated cost for the Present Alignment alternate is $6,500,000 and will require 25 acres of land of which 6 acres is considered prime farmland.

North Bypass Alternate

The North Bypass alternate begins at the same point and ends at the same point on US 218 as the Present Alignment alternate. This alternate will provide for a 50-foot wide median for its entire length. The alignment extends northerly just east of the east corporation line of Janesville. It crosses County Road C50 approximately 875 feet east of the high school building then curves to the west passing 875 feet north of the building.

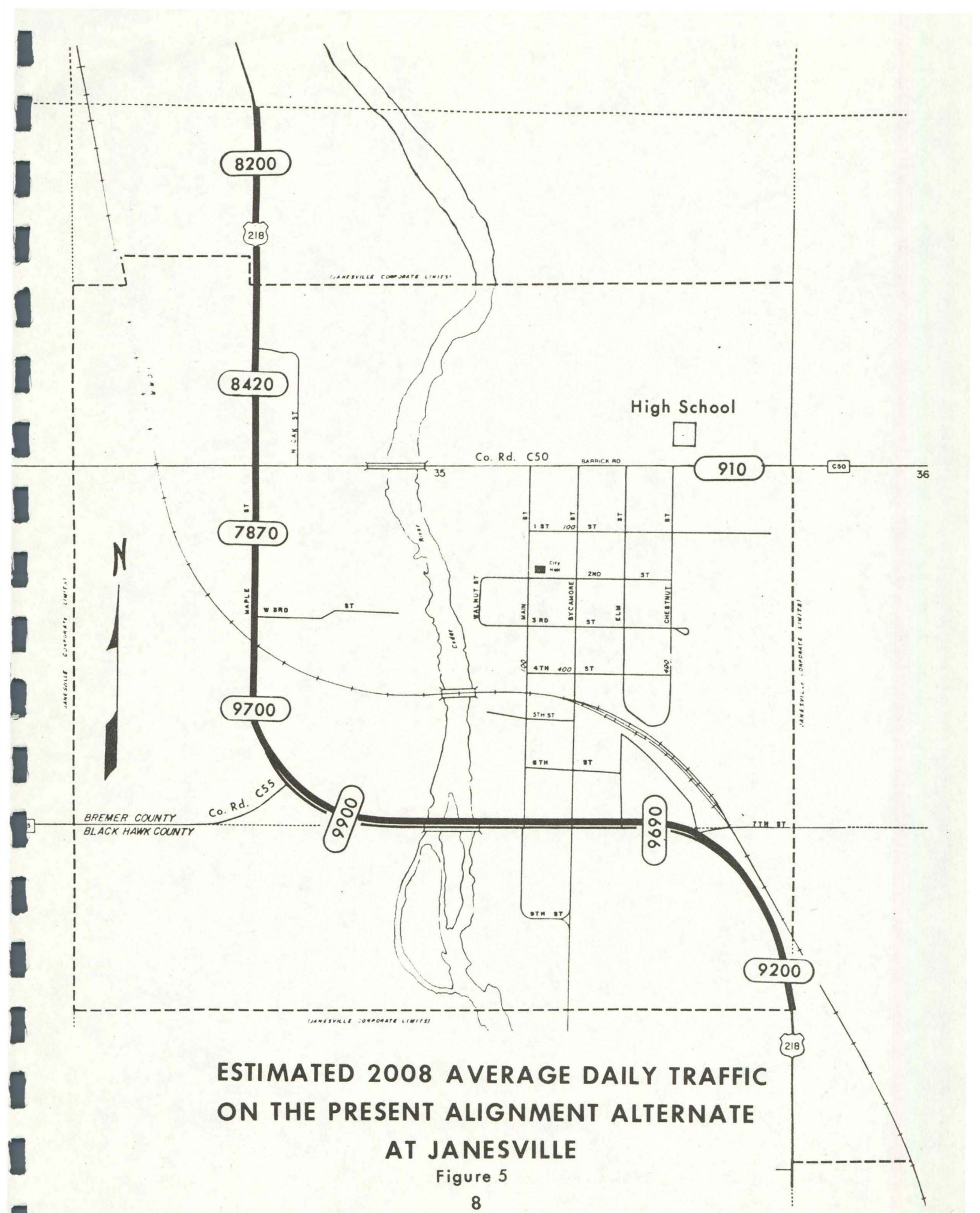
The alignment continues in a northwesterly direction crossing the Cedar River near the north corporation line of Janesville then curves to the north tying into existing US 218 about 0.25 mile north of the north corporation line of Janesville. A four-lane bridge is proposed across the Cedar River. See Figure 6 for the estimated 2008 average daily traffic for this alternate.

The length of this alternate is 1.8 miles. The alignment is shown on aerial photographs in the back of this document. It is estimated that three residences will be displaced. The estimated cost for the North Bypass alternate is $5,400,000 and will require 60 acres of land of which 29 acres is considered prime farmland.

Other Alternative Considered (South Bypass Alternate)

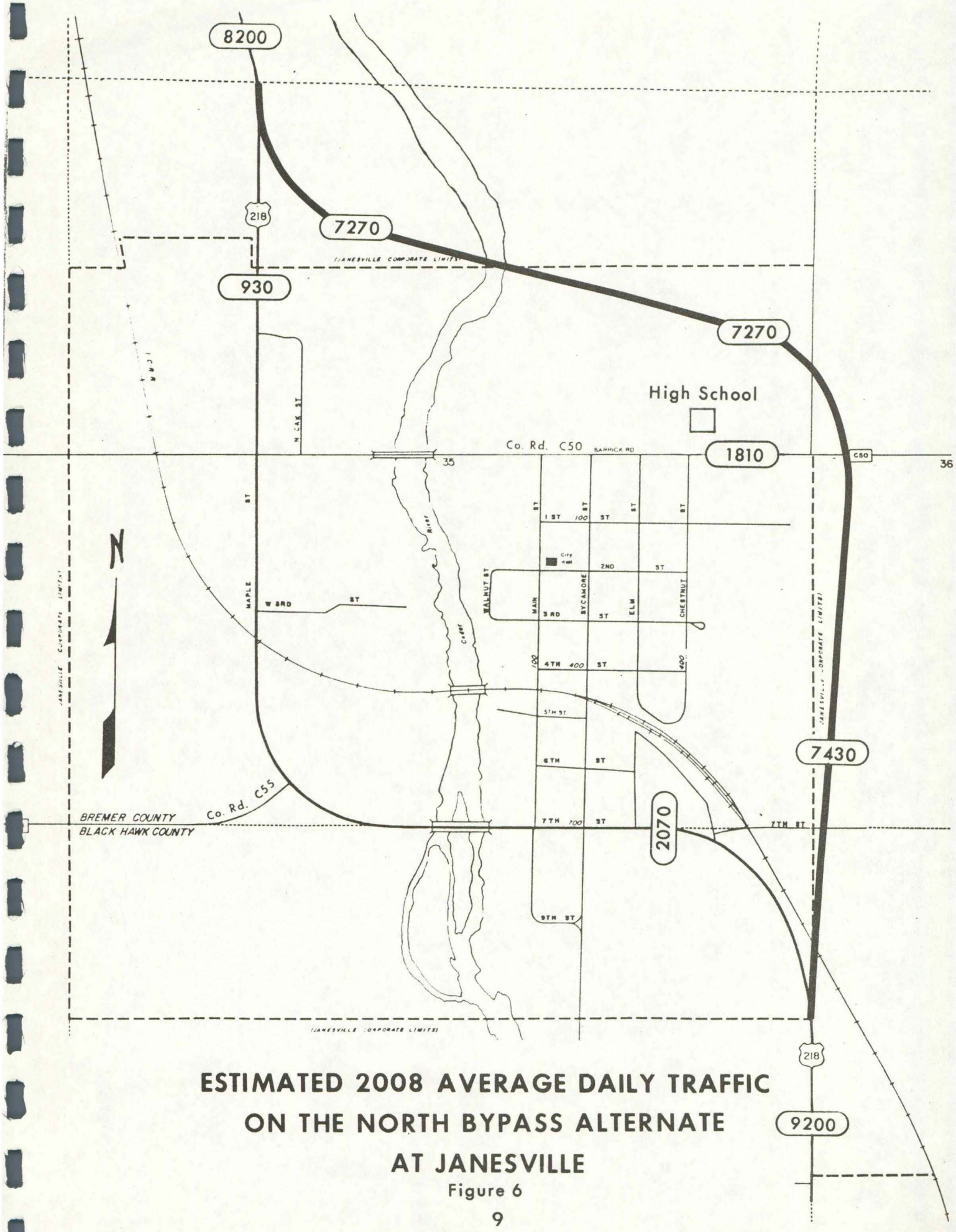
Another alternate which bypassed Janesville on the south was also studied but later eliminated from further consideration because of environmental concerns and approximately $1,500,000 higher project cost. This alternate extended northwesterly from US 218 crossing the Cedar River just south of the Janesville corporation line. See Figure 2. It bypassed the section of Janesville east of the river, but followed the existing US 218 alignment north of County Road C55 in Janesville west of the river.

This alternate required two bridges to cross the Cedar River and the overflow channel resulting in higher construction costs. The crossing of the Cedar River is in an environmentally sensitive area and provides a large excellent wildlife habitat area. An early coordination letter



ESTIMATED 2008 AVERAGE DAILY TRAFFIC ON THE PRESENT ALIGNMENT ALTERNATE AT JANESVILLE

Figure 5



ESTIMATED 2008 AVERAGE DAILY TRAFFIC ON THE NORTH BYPASS ALTERNATE AT JANESVILLE

Figure 6

from the Iowa Conservation Commission in regard to this area is included in the "Comments and Coordination" section of this document.

PROJECT IMPACTS

Social-Economic

The primary beneficial impact of the proposed improvement would be the increase in operating safety, capacity and convenience provided by the upgraded highway facility and new bridge over the Cedar River. The primary adverse impact of this project would be the displacement of homes, businesses, farmland, timber and wildlife habitat.

To reduce any potential hardships which might be caused by the displacements, eligible property owners will receive compensation through acquisition payments and through the Iowa Department of Transportation comprehensive relocation assistance program.

Although this project is either in or near the urban area of Janesville, some farmland would be required for right-of-way. An estimate of the number of acres of prime farmland needed is shown in Table 3. Since most of the prime farmland required for this highway project is already in or committed to urban development it may not be necessary to process Form AD 1006 from the Farmland Protection Policy Act. However, in order to identify the effects of this project on the conversion of farmland to highway use, the processing of Form AD 1006 will be completed and included in the final environmental document for this project.

Public service facilities will not be significantly impacted. Any adjustments will be coordinated with local utilities in order to maintain essential services during the time of project construction. Temporary inconveniences will occur during construction, but access will be provided for local traffic and emergency vehicles.

The following table compares the two "build" alternates under consideration.

TABLE 3

Alternate	Prime Farmland (acres)	Total (acres)	Displacements Homes	Displacements Businesses	Estimated Construction Cost
Present Alignment	6	25	18	4	$6,500,000(1)
North Bypass	29	60	1-3	0	$5,400,000

(1) An additional $400,000 will be required for railroad relocation.

Natural Areas

The only significant natural areas encountered by the two alignments under study are where they cross the Cedar River. The existing alignment alternate crossing has of course been previously disturbed by the existing bridge construction and adjacent development while the area of the north alternate remains in its natural state with typical mature bottomland timber species dominating the area of the crossing. The area

of the north river crossing is characterized by oaks on the limited upland portion which with the 30-40 foot bluff provides a rapid descending transition from cleared agricultural land to bottomland timber on the alignment corridor. The larger bottomland species include black willow, basswood, honey locust and silver maple. Occasional red cedars are scattered on both upland and bottomland portions of the alignment on the east side of the river. A very large silver maple with a trunk in excess of 20 feet in circumference and with foliage of more than 100 feet in diameter is located on the east riverbank approximately 300 feet north of the proposed alignment centerline. It appears this unique tree will not be affected by the highway project. Similar but denser timber occurs on the west side of the crossing.

The area of the crossing serves as a travel corridor and habitat for deer, raccoon, other typical woodland mammals. Small seasonally marshy open areas within the floodplain on the east side of the river provide habitat for amphibians and wetland birds. A total of approximately seven acres of natural area would be taken by this alignment. No protected, rare, or otherwise unique plant or animal species is known to exist in the study corridor and the area traversed by the north bypass alignment does not constitute a unique community type from a statewide perspective.

Aesthetically, the north alignment crossing would significantly alter the natural river environment. The earth fill and bridge structures needed would permanently remove the natural setting which currently exists near the proposed crossing. These physical changes and increased noise levels would constitute the major effects upon the existing environment of the study corridor. As the area of the crossing is in private ownership and not generally accessible to the public these effects would be experienced primarily by nearby residents and nature enthusiasts such as hunters and fishermen who have permission to hike into the area.

Water Quality

Construction of the Cedar River bridge at either location will cause some temporary deterioration of surface water quality in the vicinity of the river crossing. This will result from the approach roadway grading, bridge construction, and other construction activity. Increased turbidity and siltation caused by erosion of exposed land and disturbance of the streambed will be the greatest impact on water quality. These impacts will be minimized by requiring compliance with Iowa Standard Specifications for erosion control measures. Ground water quality should not be appreciably affected by construction operations.

Air Quality

The air quality impacts of the alternates under consideration for reconstructing or relocating US 218 through or around Janesville are judged to be minimal and insignificant. The estimated traffic volumes expected efficient vehicular operating conditions and absence of especially sensitive land use in the study corridors are factors which support this judgment. While the north bypass route would affect fewer

However, shifting the roadway to the north and removing many existing buildings will result in a number of homes being exposed to significant traffic noise for the first time. Five homes and one mobile home located on the north side of US 218 between Elm Street and the Cedar River were identified as being likely to be exposed to traffic noise from reconstructed US 218. Only nine homes were identified as likely to experience an increase in noise levels if US 218 were relocated around Janesville. Eight of these homes are located on the east side of Pine Street, south of Barrick Road. The ninth home is located in an undeveloped area approximately 400 feet north of the Janesville corp. line on the bluff east of the Cedar River. Four homes were selected to represent noise sensitive land uses adjacent to the proposed project alternates. Two are located along the existing alignment alternate, and two are along the relocation alternate.

Site 1A is a home located on the east side of Sycamore Street approximately 100 feet north of US 218. This site represents the five homes and one mobile home located on the north side of US 218 which would be exposed to traffic noise from reconstructed US 218. If US 218 is reconstructed this home would be only 30 feet from the new lane of US 218 instead of the present 100 feet.

Site 2A is a home located on the west side of Main Street approximately 40 feet south of existing US 218. This site represents the noise sensitive receivers on the south side of US 218 in Janesville. The reconstruction of US 218 would result in moving the near lane of the roadway approximately 35 to 40 feet farther away from this site.

Site 3A is a home located on the east side of Pine Street south of Barrick Road. This site represents the eight homes located on the east side of Pine Street. Relocated US 218 would pass approximately 230 feet east of this site.

Site 4A is the previously described home overlooking the Cedar River. The near lane of Relocated US 218 would pass approximately 250' south of this home.

The following table summarizes the noise data for each site:

Table 4

Site No.	Existing Leq	Reconstruction Alt. 2008 Leq	Relocation Alt. 2008 Leq	No Build Alt. 2008 Leq
1A.	60-62dBA	68-70dBA	57dBA	63dBA
2A.	68dBA	65dBA	61dBA	70dBA
3A.	50dBA	50dBA	61dBA	50dBA
4A.	45dBA	45dBA	55dBA	45dBA

The Federal Aid Highway Program Manual 7-7-3(FHWA). August 1982, established Leq noise abatement criteria levels which serve as guidelines for determining the level of traffic noise impact. The FHPM states that if the criteria level is approached or exceeded or if there is a significant increase in noise levels (over 10 decibels), noise mitigation measures must be examined. The noise abatement criteria level for a residence is an Leq (average noise level) of 67dBA.

Existing Leq noise levels at noise sensitive sites near the proposed project alignments, range from approximately 45 decibels at homes located away from any roadways to 68 decibels at homes adjacent to the present US 218 alignment. As can be seen on the above table, the impact that this project will have on future noise levels ranges from positive (down 7 decibels) to negative (up 8 to 11 decibels), depending on the alternate selected for construction. The following summarizes the impact that each alternate will have on each of the three sites.

The reconstruction of US 218 through Janesville would have a significant negative impact on those homes represented by Site 1A; with noise levels increasing by as much as 10 decibels. For those noise sensitive receivers located on the south side of US 218, the reconstruction alternate would result in slightly lower Design Year noise levels. Staying on the existing alignment will mean continued low noise levels at Sites 3A and 4A.

The relocation of US 218 will result in moderately lower noise levels at all noise sensitive receivers adjacent to the present US 218 alignment through Janesville. However, it is predicted that noise levels in the backyards of the eight homes represented by Site 3A and the single home represented by Site 4, will increase 10 to 12 decibels if US 218 is relocated. Even though a noise level increase of this magnitude is considered significant, the resulting Leq's of 55 and 62 dBA are low enough noise levels that a significant impact on normal outdoor activities is not anticipated. It should be noted that the predicted future noise level at Site 4 would be about five decibels higher were relocated US 218 not being placed as much as 18 feet below the existing ground line on the east side of the Cedar River.

Noise Mitigation

Since it is predicted that for those sensitive receivers represented by Site 1A noise levels could increase by as much as 10 decibels to levels exceeding the 67 dBA Noise Abatement Criteria Levels and that those homes represented by Site 3A could experience a noise level increase exceeding 10 decibels, the possible application of noise mitigation techniques was analyzed.

It was determined that the inclusion of any kind of noise mitigation techniques into either the Reconstruction Alternate or the Relocation Alternate design would not be feasible. The construction of noise barriers adjacent to reconstructed US 218 in Janesville would likely be possible, however due to breaks in the barrier to allow for street connections or other access points, the effectiveness of any barrier would be very limited. Also, even though noise levels are predicted to

increase by 10 or more decibels at Site 3A if US 218 is relocated, effective noise mitigation is not possible. This is due to the large distance separating these homes from the proposed US 218 alignment. Even if a berm or wall were constructed, it is predicted that noise levels would be reduced by a maximum of 3 or 4 decibels. This difference is only barely disernable to the normal human ear.

As noted above, future noise levels at Site 4 are partially mitigated due to the "cut" section on the east side of the river. This "cut" will block the line-of-sight along a large segment of US 218 in this area.

From an overall noise impact standpoint, the construction of US 218 around Janesville would be the preferred alternate. Although this alternate does introduce traffic noise into areas which now are exposed to very little noise, only nine homes will be exposed to traffic noise. This exposure will not be significant. The relocation of US 218 will reduce noise levels noticeably along existing US 218 through Janesville.

COMMENTS AND COORDINATION

This project has previously been coordinated through the Relocated Iowa 58 and US 218 Draft Environmental Impact Statement Supplement with the following agencies:

US Army Corps of Engineers
US Department of Interior
US Fish and Wildlife Service
US Environmental Protection Agency
US Department of Housing and Urban Development
US Department of Agriculture
Federal Emergency Management Agency
Iowa Conservation Commission
State Historic Preservation Officer
Department of Water, Air, and Waste Management
State Ecologist

The only comments received in regard to the segment covered by this EA were from the Iowa Conservation Commission. These comments are attached on the following pages. Coordination has also continued over the past several years with officials of Janesville, Bremer County, Black Hawk County, and the Iowa Northland Regional Council of Governments. Public Information Meetings have recently been held in Janesville to inform the citizens of the alternatives being studied in this area. A meeting on December 12, 1984, was attended by 65 people. Another meeting on January 21, 1985, was attended by 175 people.

A cultural resources survey will be performed on this project. The survey will be coordinated with the State Historic Preservation Officer and his comments will be included in the final environmental document for this project.

The 1985-1990 Iowa Transportation Improvement Program lists right-of-way acquisition for the Cedar River bridge replacement project for fiscal year 1986 and bridge construction for fiscal year 1987. A public hearing is scheduled to be held on March 13, 1985, in Janesville and March 14, 1985, in Cedar Falls.

The Cedar River crossing at George Wyth Park is naturally of great concern to us. The transfer of excess right-of-way in this vicinity to the Conservation Commission for incorporation into George Wyth Park would help to mitigate fish and wildlife losses. The existence of the state endangered blue-spotted salamander has been recently documented at George Wyth Park, including one location in the northwest corner of the park. Public ownership of the land east of the proposed highway adjacent to the park would prohibit extensive development in the area, and would provide an environmental buffer for the salamander population.

There was some indication that fill material could be removed from George Wyth Lake for highway construction purposes. We feel that the enlargement of George Wyth Lake through this fill removal would provide recreational benefits to park users and should be considered. The movement of the entrance to George Wyth Park would alter the natural integrity of this park and should be avoided. Special efforts should also be made to minimize damage to natural features and man-made structures in George Wyth Park such as the blacktopped bikeway. The continuity of this existing and proposed bikeway should also be considered in final alignment plans. Consideration should also be made for providing additional recreational access to the river at this point.

We see no significant environmental problems with the proposed alignments from Highway 20 north to the Cedar River. The existing U.S. 218 alignment would naturally be least damaging. The alignment on the west side of the existing railroad right-of-way would be somewhat more damaging. We would recommend that disturbance to prairie vegetation along this right-of-way be kept at a minimum. Further vegetative analysis along these railroad tracks has been proposed by our Natural Areas staff and should be pursued.

The existing 218 alignment or railroad alignment crossings of the Cedar River at Janesville would have the least environmental impact. If the Chicago and Northwestern Railroad is abandoned through Janesville, this alternate should be more seriously considered. This alignment would avoid the environmentally damaging crossing of the Cedar River south of Janesville. This south crossing would transect an excellent deer area and could lead to potential deer/vehicle collision problems. We would also strongly recommend that recreational access to the river be provided adjacent to any of the Janesville crossing alternates.

We appreciate the opportunity for early input on the environmental impacts of these alternate proposals. We will provide further input when more finalized alignment proposals have been formulated.

Sincerely,

LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

INTRADEPARTMENTAL COMMUNICATION

(Please confine to one subject)

STATE CONSERVATION COMMISSION - DES MOINES, IOWA

TO Darrell Hayes DATE January 16, 1985

FROM Dean Dalziel

SUBJECT: Highway 218 Realignment - Janesville Bypass

Darrell:

Mr. Ron Ridnour, of the Iowa DOT staff, recently contacted Art Roseland relative to an additional alternative for a highway bypass around the city of Janesville, in Bremer County. Mr. Ridnour was requesting field staff input and consideration of this potential alternative. They would like to receive the ICC comments by the end of January if at all possible.

I have discussed the subject with Art Roseland and Dave Moeller and we do not see a particular problem with this routing. Our comments in this regard are as follows:

1. The proposed alternative to bypass the city of Janesville, Iowa, by routing Highway 218 around the east and north sides of town, would not appear to result in any great environmental problems. The route involving the least environmental impact, however, would be to follow the existing Hwy. 218 alignment through Janesville.

2. A preliminary examination of aerial photos of the north bypass alternate, indicates there should not be insurmountable environmental problems associated with this route. However, there would be increased potential for deer-vehicle accidents and other wildlife losses with the north route in contrast to that of the existing alignment. There would also be a negative impact on the riparian woodland habitat at that point and the wildlife species that utilize it.

3. It has not been possible to conduct a field survey of the area due to time limitations and weather factors. Further consideration will need to be given this alternative if any off-channel wetlands are associated with it.

4. Consideration should be given to the possibility of providing recreational access to the Cedar River, i.e., off-road access, parking lot, boat and canoe launch facilities.

5. We would reserve the opportunity to provide further comments after receiving the draft environmental statement for the project.

Perhaps Dean Roosa or the INAI staff should be asked for additional comments they might have. If more information is needed in regard to this project, please advise.

Sincerely,

Dean Dalziel

Dean Dalziel
District Wildlife Supervisor

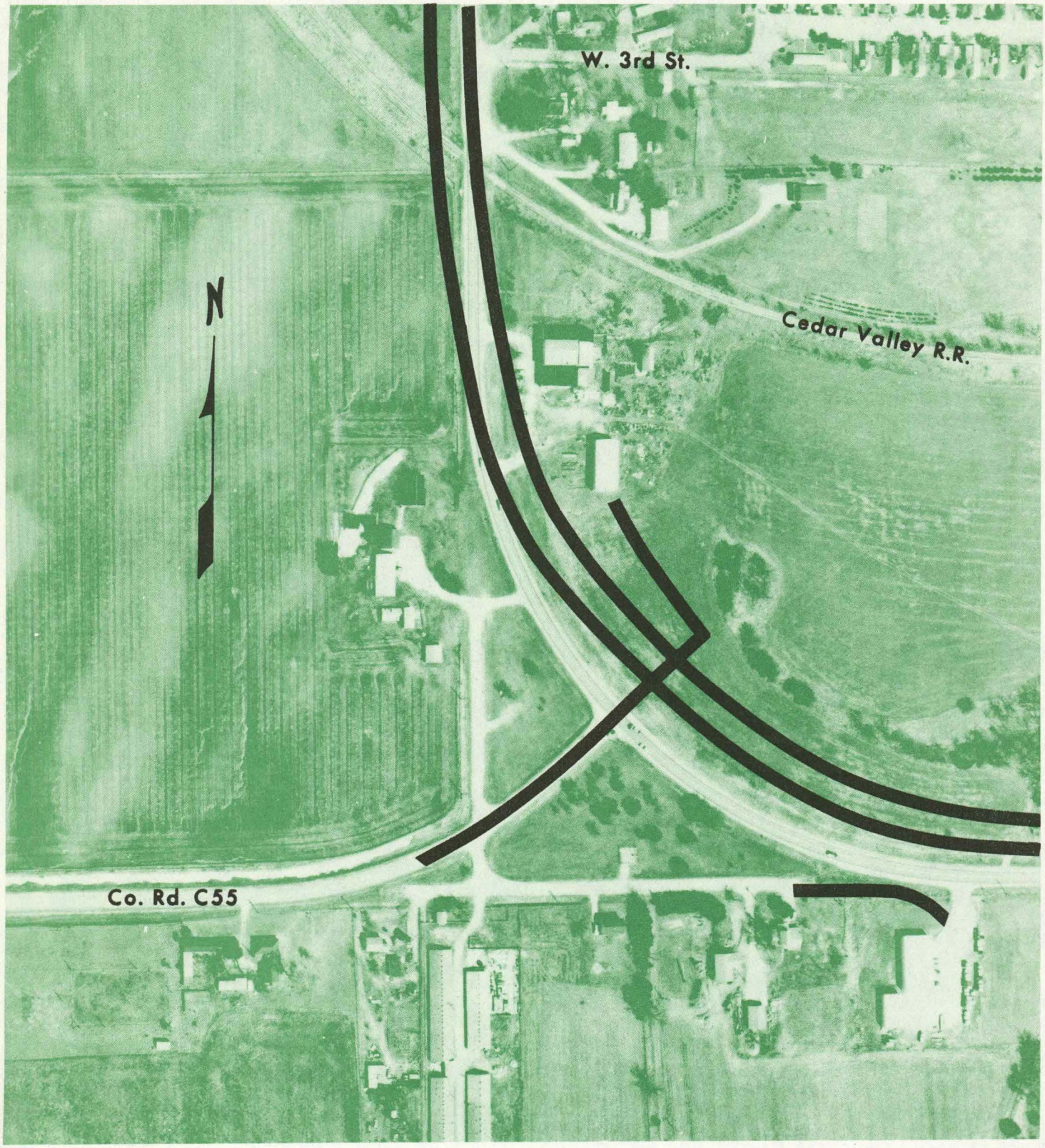
DD/kl
cc: Cummings
Moeller
Roseland
file

PRESENT ALIGNMENT ALTERNATE
NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 1

PRESENT ALIGNMENT ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 2

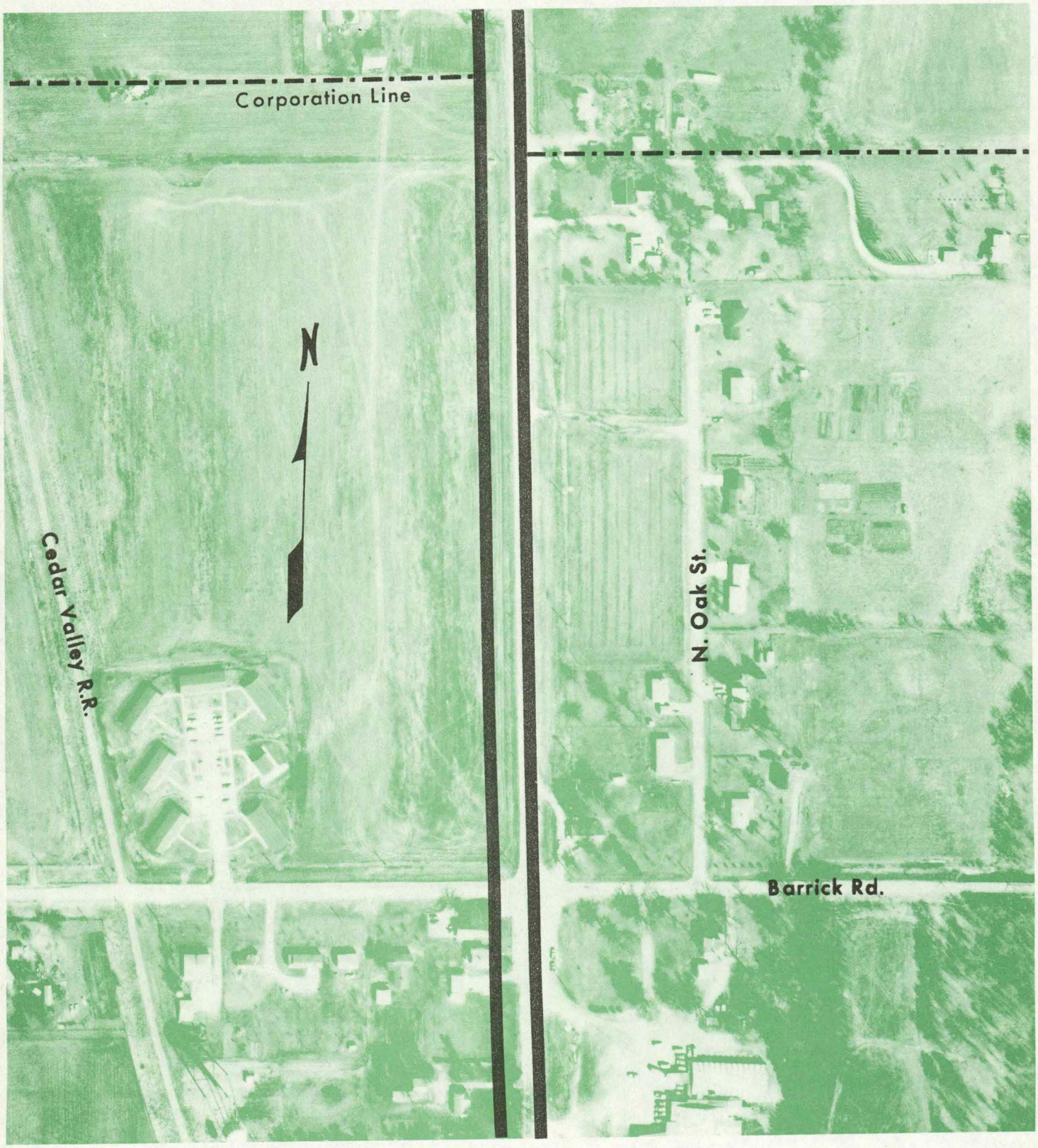


PRESENT ALIGNMENT ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 3

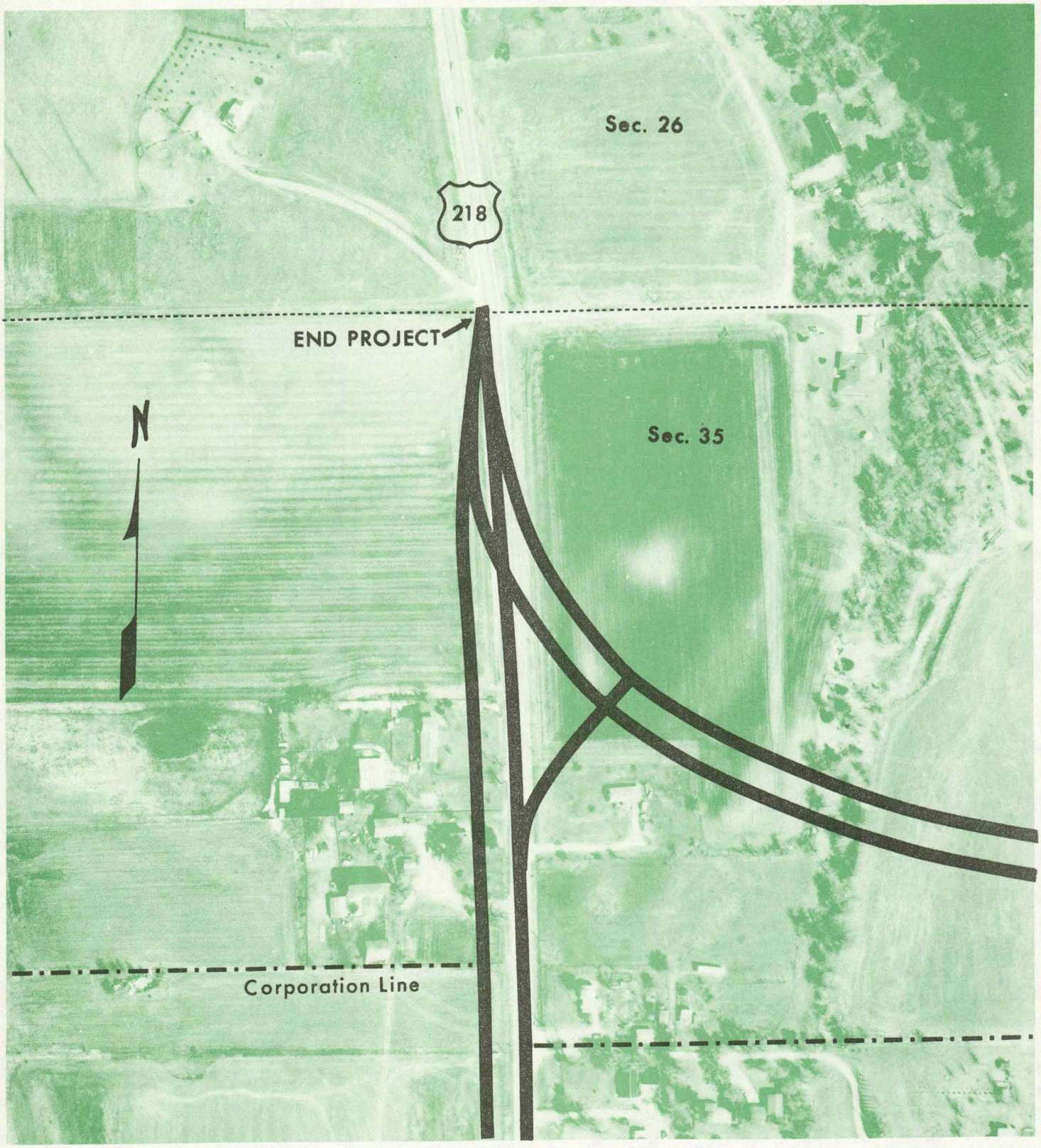
PRESENT ALIGNMENT ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 4



PRESENT ALIGNMENT ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 5



PRESENT ALIGNMENT ALTERNATE

NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 6

NORTH BYPASS ALTERNATE

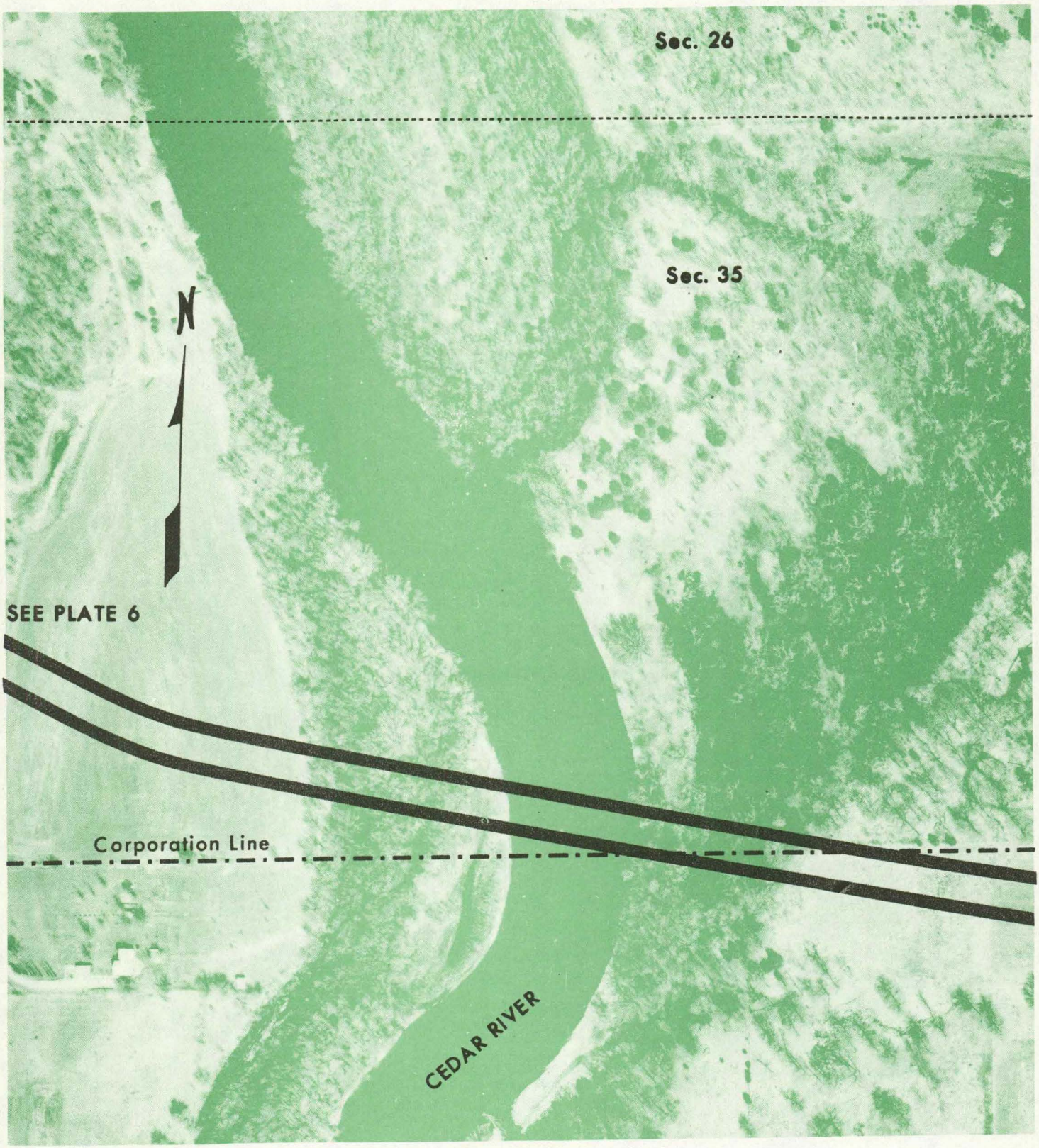
SCALE: 1 INCH = 250 FEET	PLATE 7

NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 8

NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 9



NORTH BYPASS ALTERNATE

SCALE: 1 INCH = 250 FEET	PLATE 10