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

## ENVIRONMENTAL ASSESSMENT

**Submitted Pursuant To 42 U.S.C. 4332(2) (c)**

**By The**
**U.S. DEPARTMENT OF TRANSPORTATION**
**Federal Highway Administration**
**and**
**IOWA DEPARTMENT OF TRANSPORTATION**
**Planning and Research Division**
**Office of Project Planning**

3-1-85

**Date of Approval**
**For Public Availability**

**For The Division Administrator**
**Federal Highway Administration**

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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.

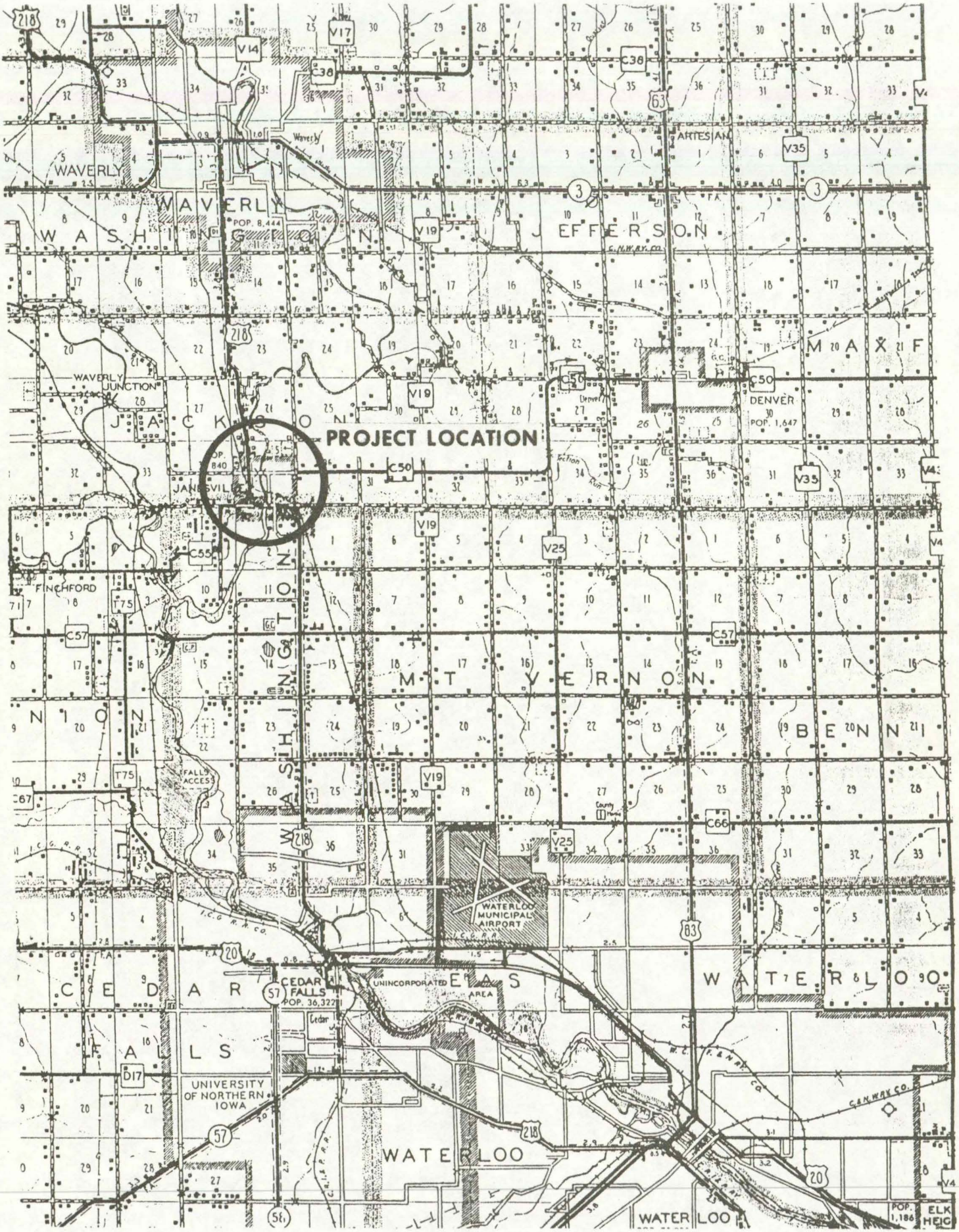
## NEED FOR PROJECT

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 |

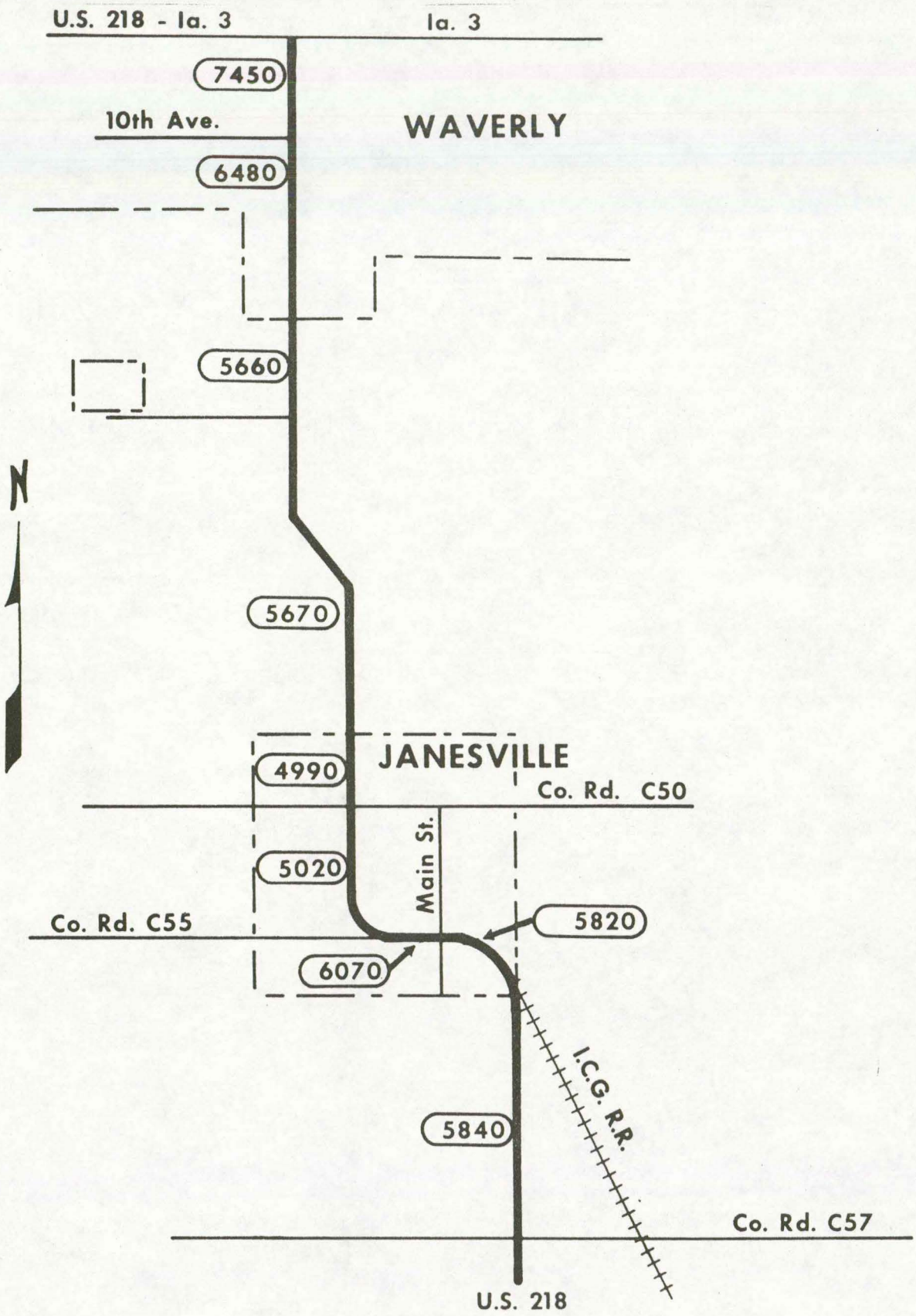
This project is a segment of the proposed four-lane project from relocated US 20 south of Cedar Falls to IA 3 in Waverly. Construction of this project will complete a segment of the overall proposal.

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.

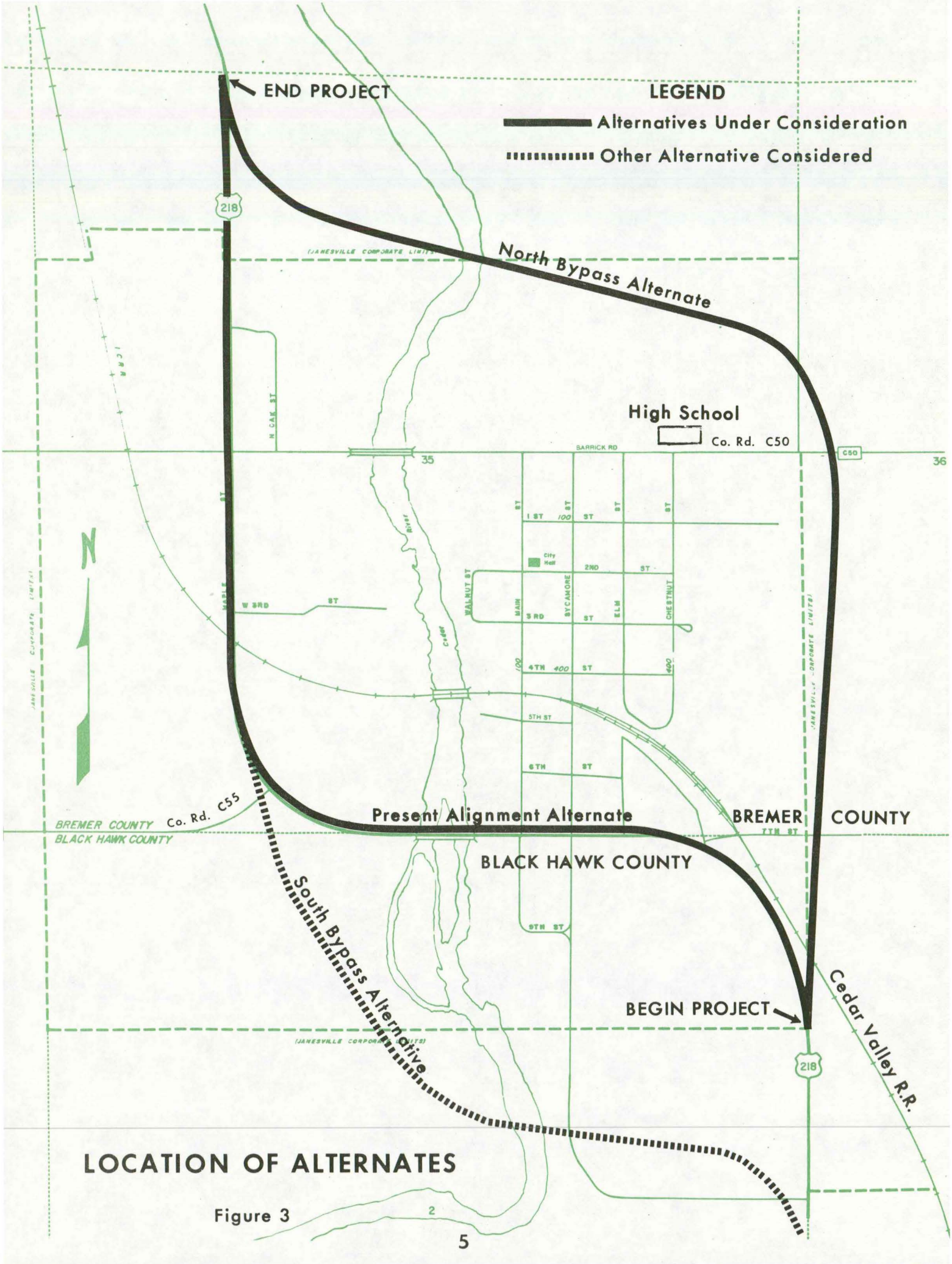
Present Alignment Alternate

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

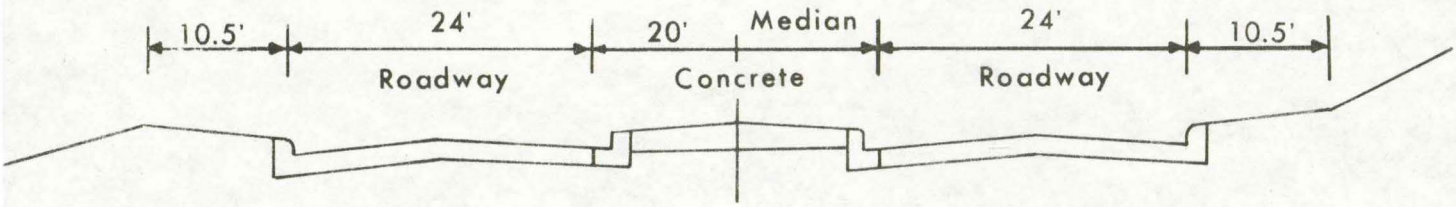
Figure 2

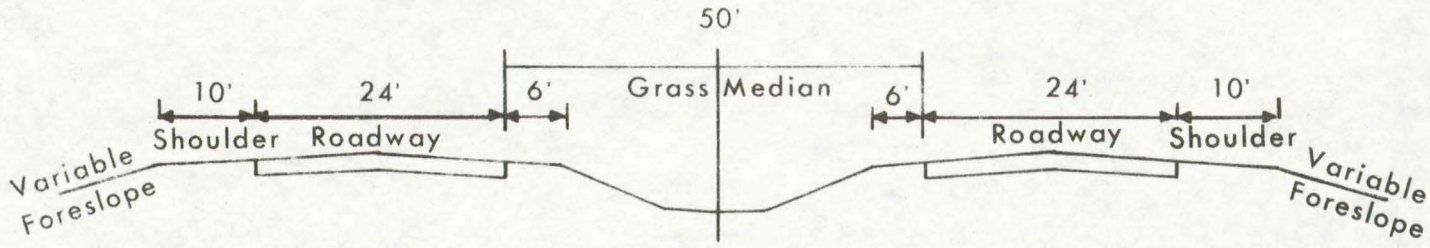



# LOCATION OF ALTERNATES

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.

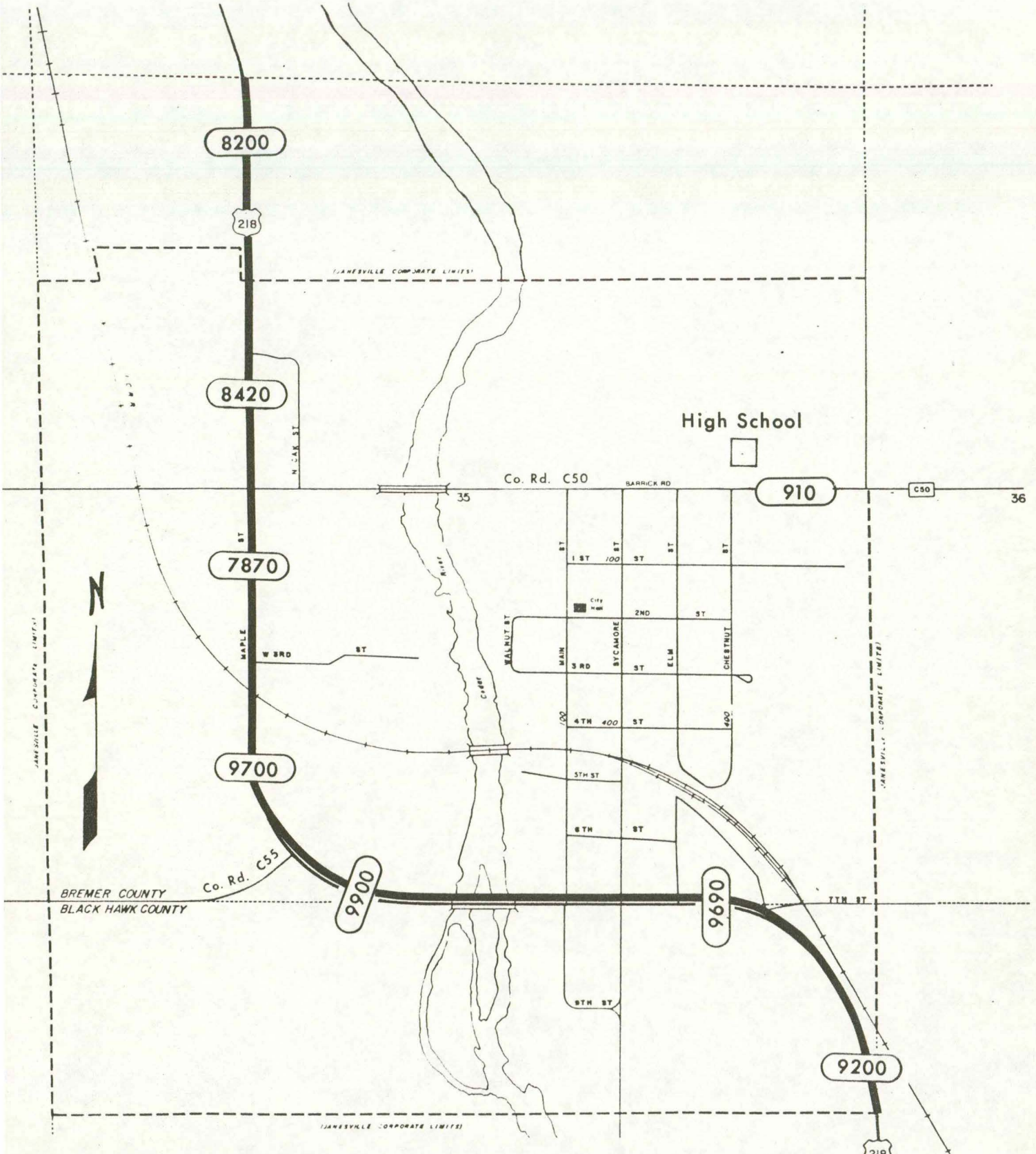
The alignment continues in a northwesterly direction crossing the Cedar River near the north corporation line of Janesville then curves to the north tying into existing US 218 about 0.25 mile north of the north corporation line of Janesville. A four-lane bridge is proposed across the Cedar River. See 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)

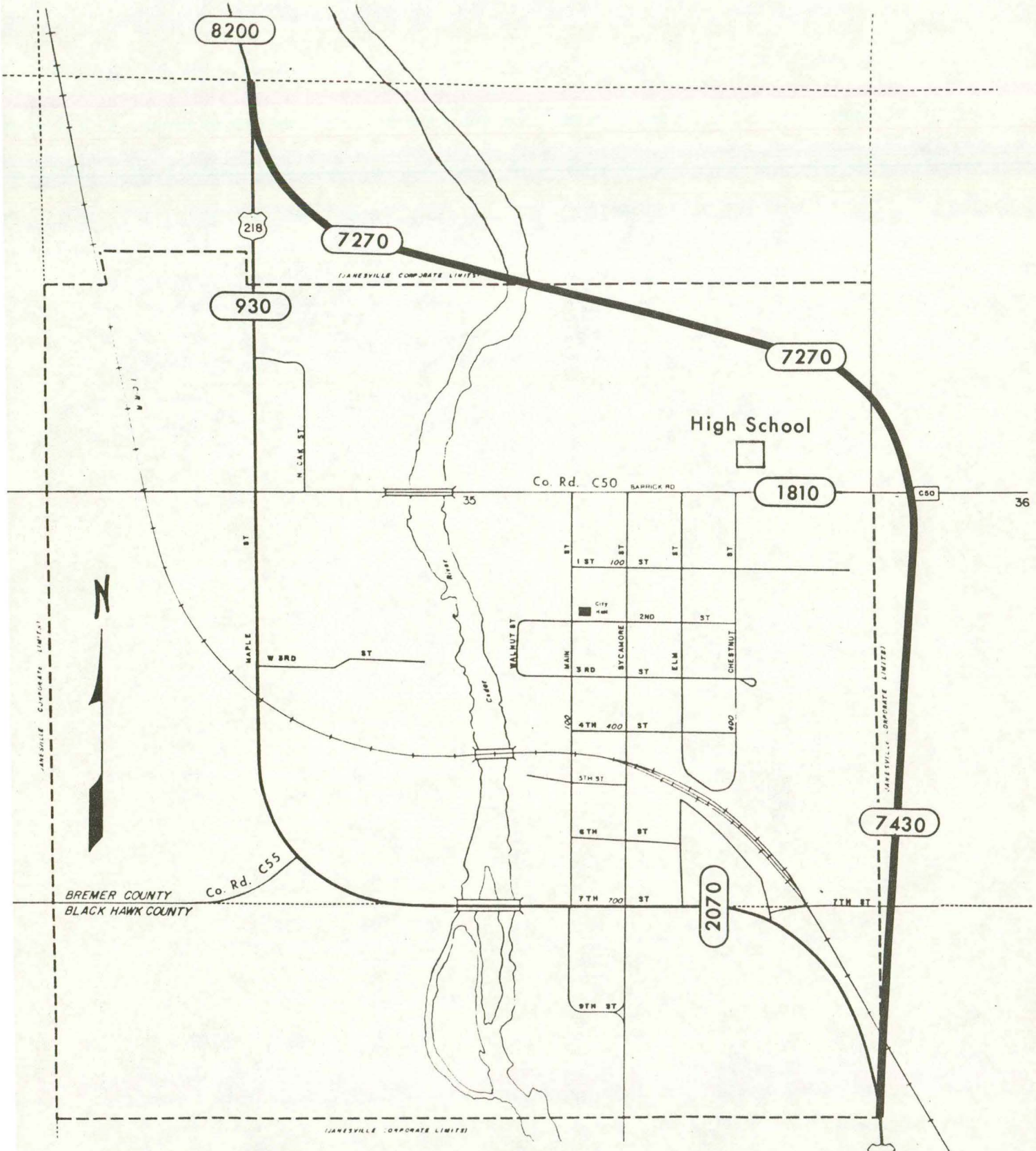
Another alternate which bypassed Janesville on the south was also studied but later eliminated from further consideration because of environmental concerns and approximately $1,500,000 higher project cost. This alternate extended northwesterly from US 218 crossing the Cedar River just south of the Janesville 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

individuals because that corridor is presently less developed, the anticipated degree of exposure on the existing alignment is not significant from an air quality standpoint based on analyses of similar highway projects. Short-term air quality impacts, primarily increased particulates (dust), would be more noticeable on the existing alignment alternate during the construction period. None of the national ambient air quality standards would be expected to be exceeded as a result of the project. Further, this project is in an area where the state implementation plan for maintaining Iowa's air quality does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project.

## Floodplain

If the bridge is replaced on its present location the design will be consistent with the Janesville flood insurance study and other state and local floodplain ordinances and regulations. No raise in base flood levels is anticipated. The design of the North Bypass Alternate will be in accordance with state regulatory requirements.

## Noise Impacts

The proposed project involves the reconstruction and/or relocation of a 1.8 mile segment of US 218 in or near the City of Janesville. The project begins near the south corporate limits of Janesville just south of the intersection of US 218 and 7th Street. The project ends approximately one quarter mile north of the north corporate limits of Janesville.

Two "Build" alternates are being analyzed for this project. The existing alignment alternate would result in the reconstruction of US 218 through Janesville generally following the present alignment. However, for that portion of US 218 which has an east-west orientation through Janesville, it is proposed that all four lanes of new roadway will be constructed to the north of the present roadway. For that portion of US 218 west of the Cedar River two additional lanes will be built west of the existing two lanes. The relocation alternate would result in the construction of a four lane divided roadway on an entirely new alignment. This new alignment would begin several hundred feet south of the existing US 218-7th Street intersection. From this point relocated US 218 would proceed in a northerly direction to just north of Barrick Road where the alignment will curve in a westerly direction passing just east and north of the Janesville Community School. The alignment will proceed in a westerly direction, crossing the Cedar River and intersecting with the existing US 218 alignment just north of Janesville.

Both of the proposed alignments were examined to determine the location of noise sensitive land uses adjacent to each alternate alignment. As noted, reconstructing US 218 on the present alignment through Janesville will result in the construction of four new lanes of roadway on the north side of the existing roadway on the north side of the existing roadway. Therefore a number of homes and businesses which are now exposed to US 218 traffic noise will be displaced by construction.

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.

IOWA
CONSERVATION COMMISSION

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

An EQUAL OPPORTUNITY Agency

May 1, 1984

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

RE: Freeway 518, IX-58-1
Relocated Iowa 58
Black Hawk County

Dear Mr. Welch:

These comments relate input from Conservation Commission field staff following their on-site inspection of the proposed realignment of Highway 58 in Black Hawk County on April 11, 1984. Members of our Fisheries, Wildlife, Parks, and Planning Sections were present. These comments also incorporate information provided by staff members of our natural areas inventory section.

The project review began at South Main Street. It is our understanding that the Hudson Road alternate in this location is no longer being seriously considered. We feel that this is still the least damaging alternate and should remain under active consideration. Of the other alternates discussed, the railroad alternate to the east of the South Main Preserve would provide the least disturbance to fish and wildlife populations in the area. Care should be taken to minimize impacts on the UNI arboretum.

The Adams Street alternate from University Avenue north to Pfeiffer Spring Park would also minimize fish and wildlife detrimental impacts. This would eliminate the need for extensive Dry Run Creek channelization in the area with the associated disturbance of vegetation along the creek.

The alignment near the Pfeiffer Spring Park area should be kept as far to the west as possible. The route would reduce fragmentation of this small woodland habitat, and would avoid disturbance to the mouth of Dry Run Creek. The mouth of this creek is significant from a sport fishery standpoint. The state threatened gravel chub has also been collected from this location.

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,

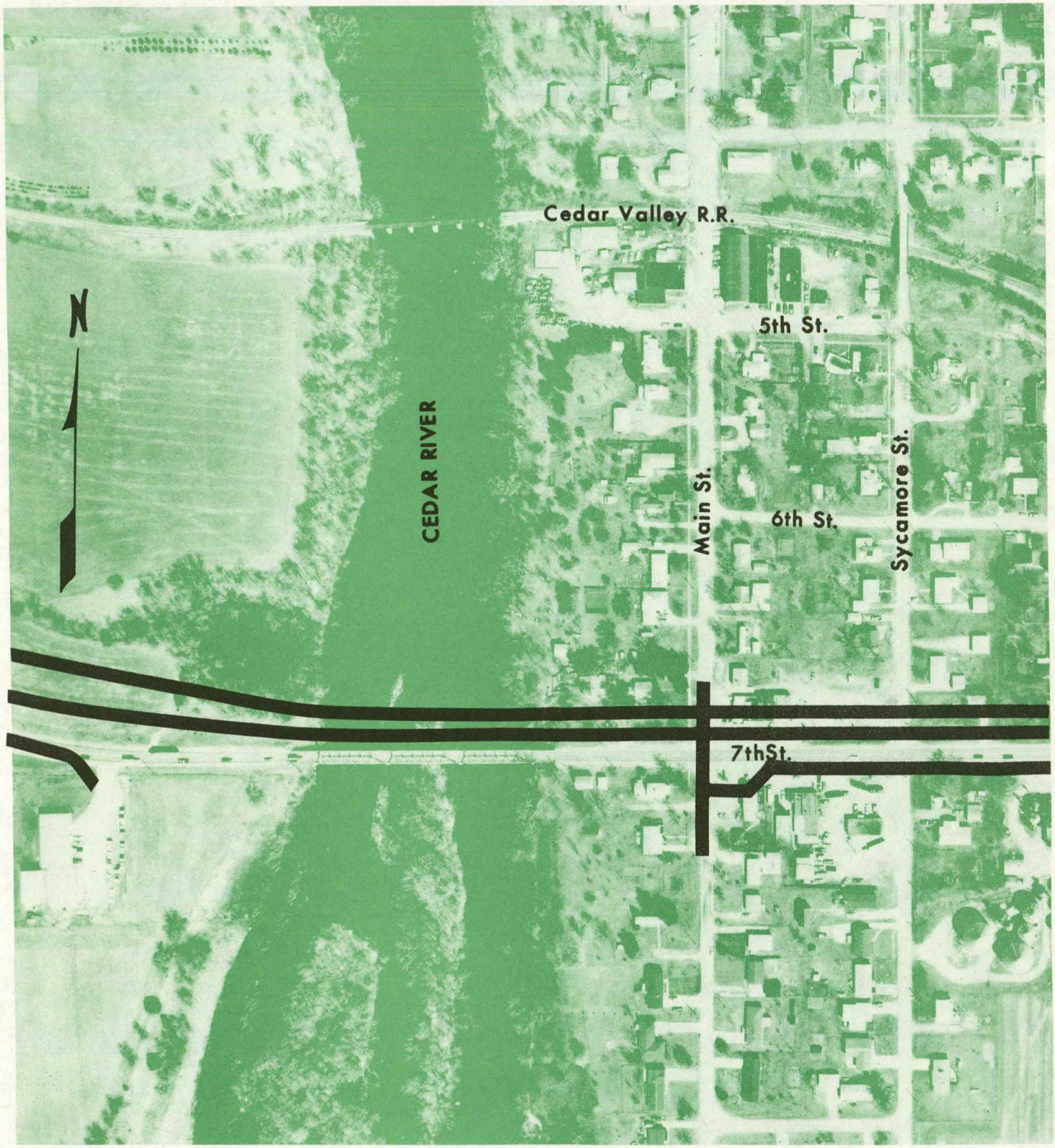
Dean Dalziel

Dean Dalziel
District Wildlife Supervisor

DD/kl
cc: Cummings
Moeller
Roseland
file

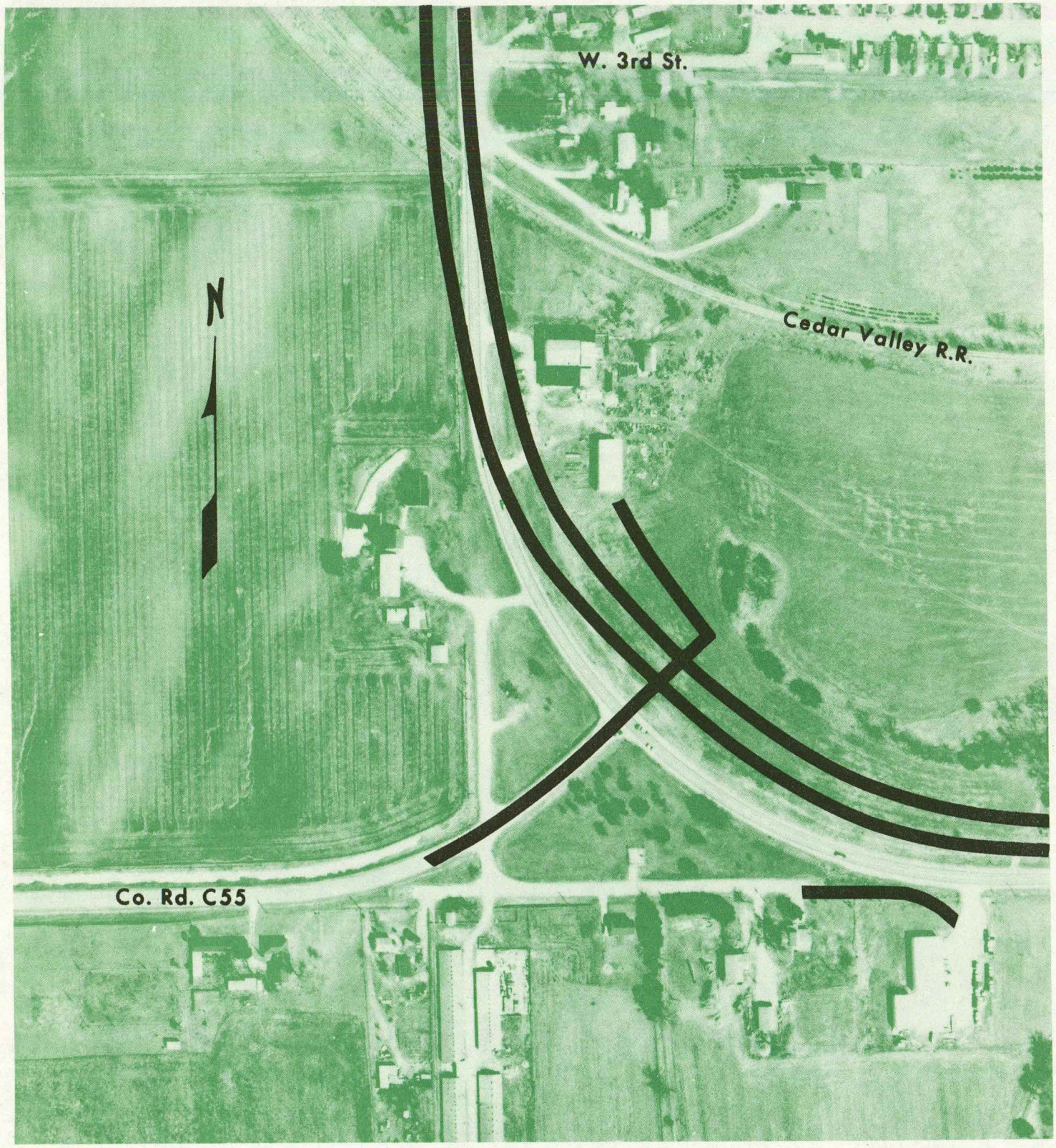

**PRESENT ALIGNMENT ALTERNATE**
**NORTH BYPASS ALTERNATE**

| SCALE: 1 INCH = 250 FEET | PLATE 1 |
|---|---|



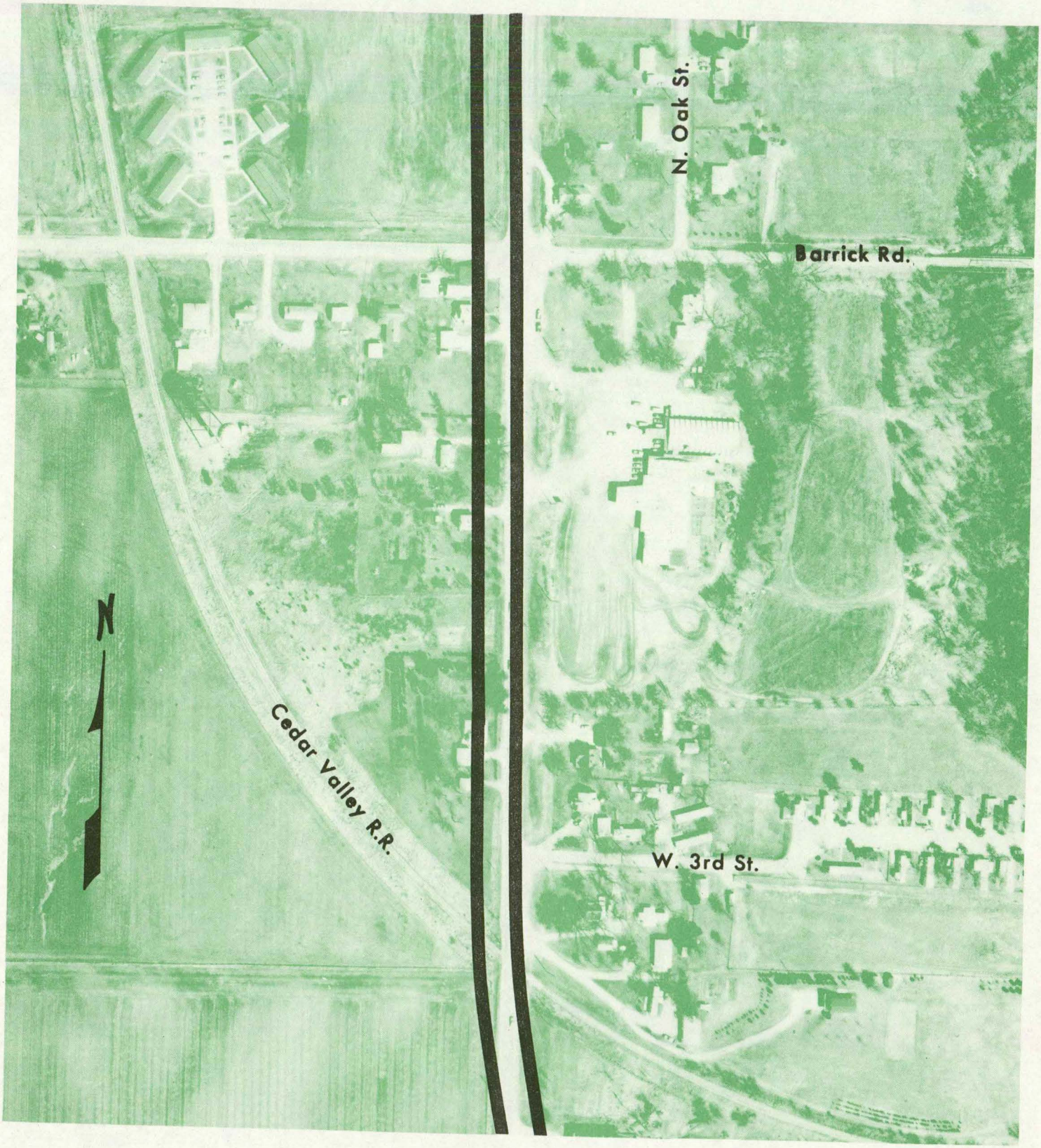

**PRESENT ALIGNMENT ALTERNATE**

| SCALE: 1 INCH = 250 FEET | PLATE 2 |
|---|---|




**PRESENT ALIGNMENT ALTERNATE**

| SCALE: 1 INCH = 250 FEET | PLATE 3 |
|---|---|

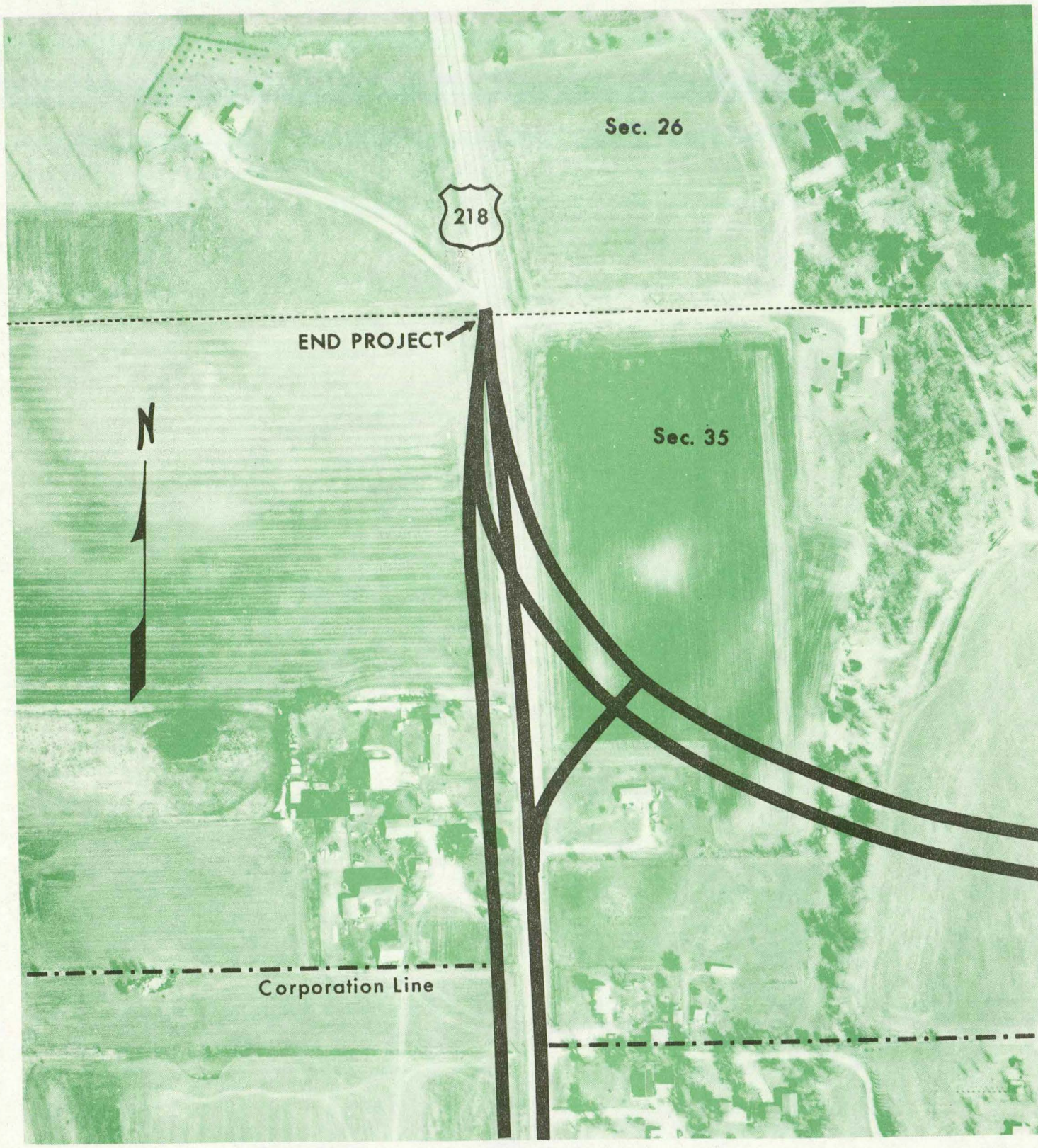



**PRESENT ALIGNMENT ALTERNATE**

| 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

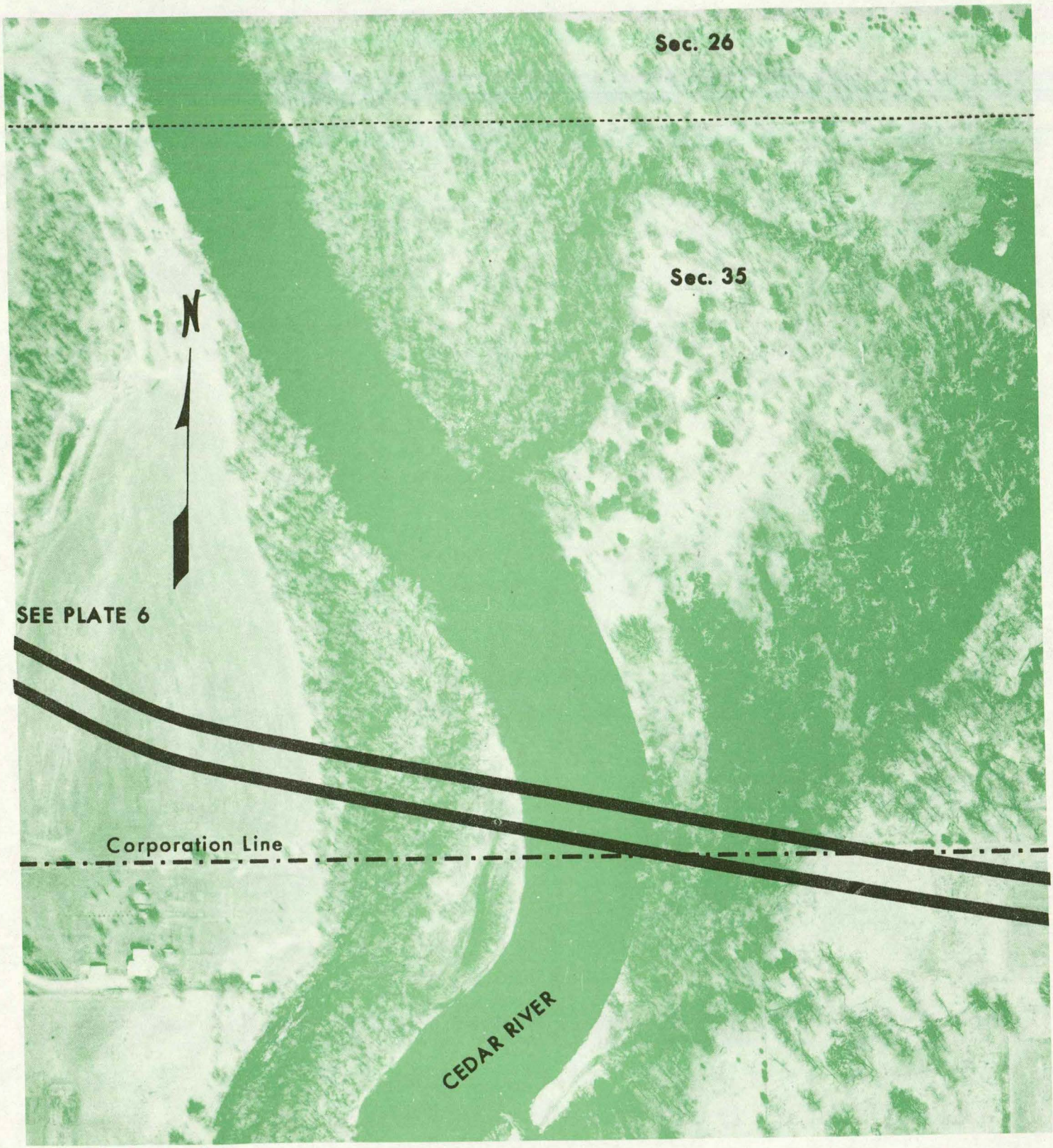
| SCALE: 1 INCH = 250 FEET | PLATE 7 |
|---|---|


## 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 |
|---|---|