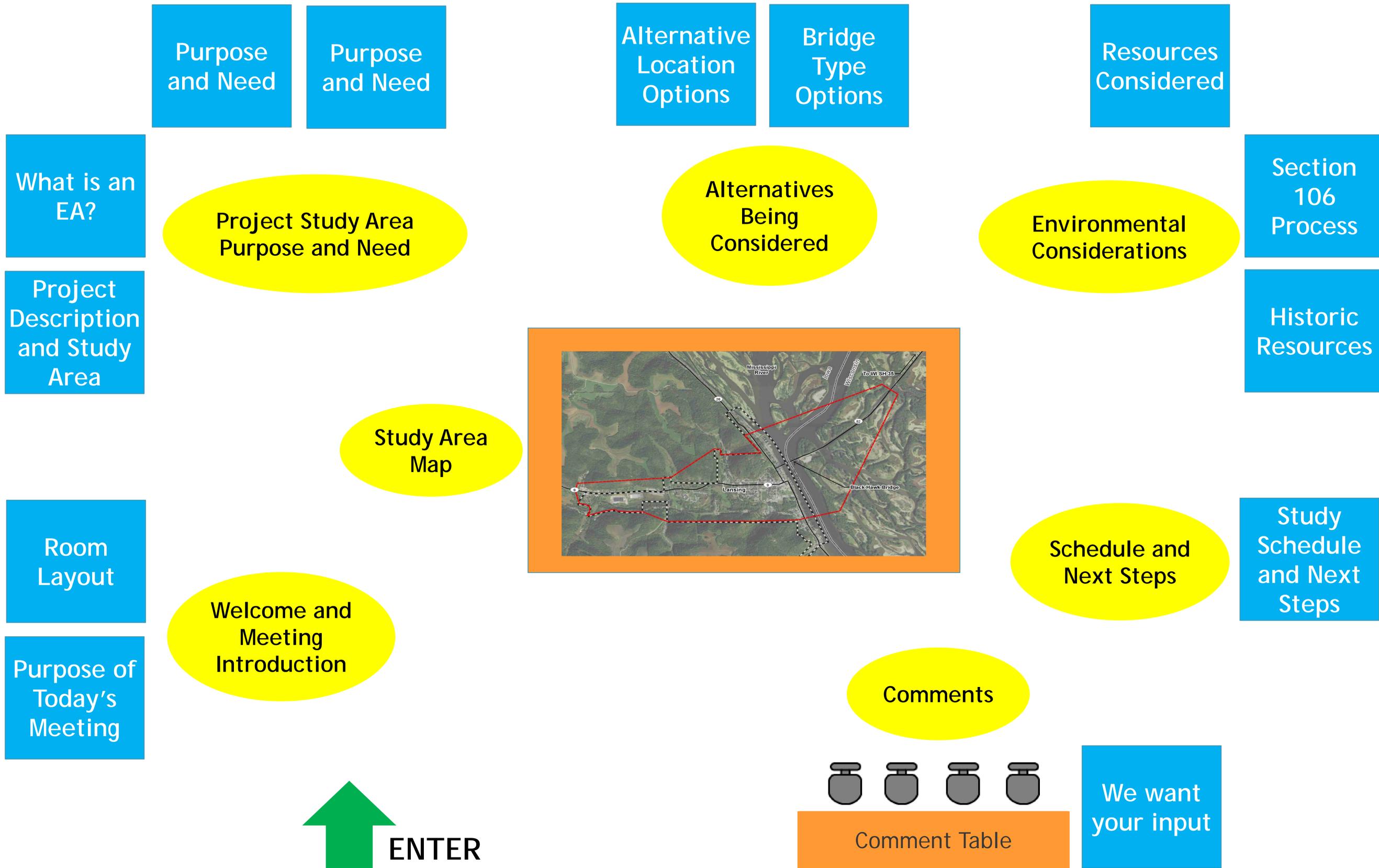


MISSISSIPPI RIVER BRIDGE AT LANSING



PURPOSE OF TODAY'S MEETING:

We want to share information on the study of the Mississippi River Bridge at Lansing:

- Purpose and Need for improvements
- Alternatives being considered
- Issues to be addressed

We want to hear your thoughts:

- Talk with project staff
- Visit our comment station
- Submit a comment (by mail or online) by August 21, 2017

PROJECT DESCRIPTION AND STUDY AREA

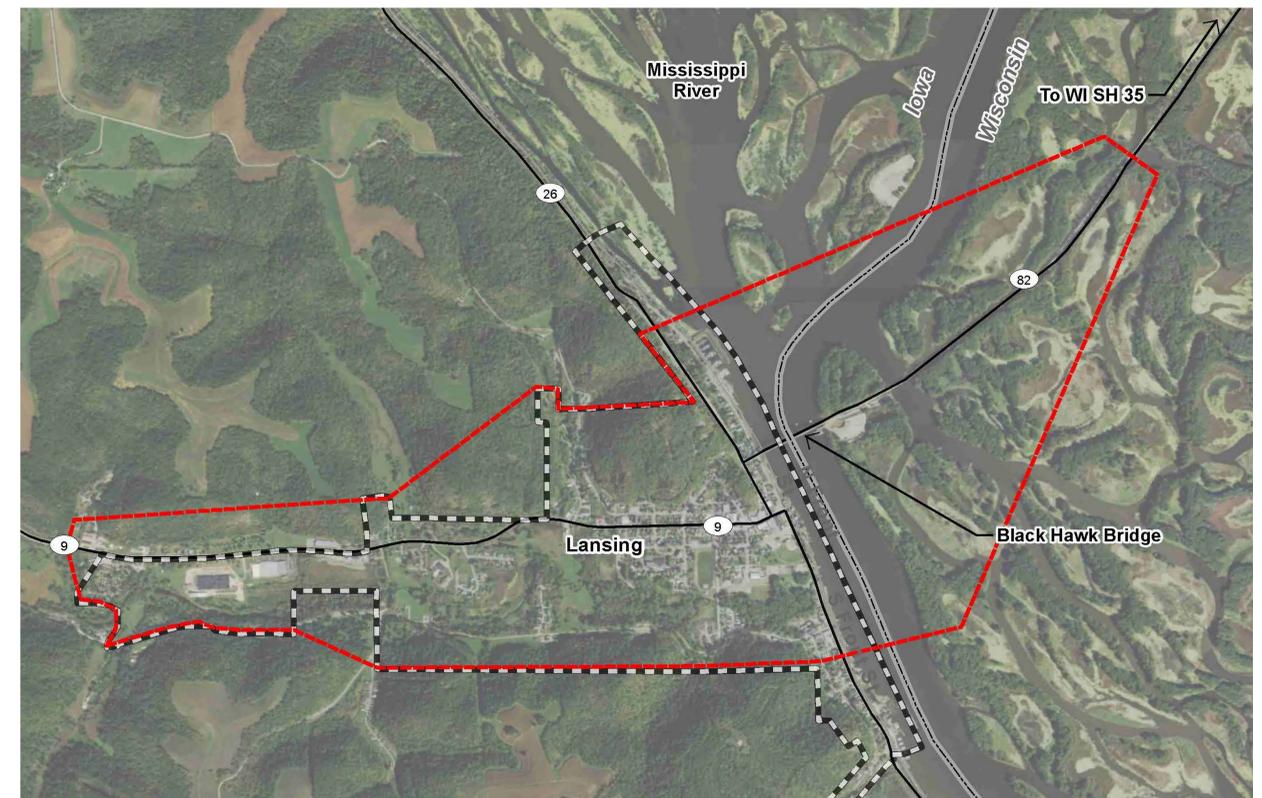
The Iowa Department of Transportation (Iowa DOT) and the Wisconsin Department of Transportation (WISDOT) have initiated a study to improve transportation infrastructure across the Mississippi River in Lansing, Iowa.

The study objectives are to:

- Provide infrastructure that meets current operational standards
- Provide appropriate clearances for river navigation
- Consider impacts to environmental and community resources

Black Hawk Bridge, which carries IA 9 and WI 82 over the Mississippi River, is nearly 90 years old. The study will examine operational issues that affect vehicles crossing the river and navigational challenges for barges traveling on the river.

Work completed as part of the *2004 Black Hawk Bridge Feasibility Study* is serving as the foundation for this detailed study of the crossing and improvement options to address the transportation needs identified in the study area.



A large map of the study area is located in the center of the room. We encourage you to share what you know about the study area with the project team.

WHAT IS AN ENVIRONMENTAL ASSESSMENT?

The Federal National Environmental Policy Act (NEPA) requires us to complete an Environmental Assessment (EA) to document the impacts a transportation project may have on the human and natural environment. We will review historic and cultural interests of the community; endangered species and their habitats; along with the Mississippi River, the National wildlife refuge, and wetlands. Through this process, we will coordinate and document public and agency input on the proposal, alternatives, impacts, and mitigation. In addition to the public, the US Coast Guard, US Army Corps of Engineers, US Fish and Wildlife Service, Native American Tribes, conservation groups, local governments, and many others will be engaged in the study process.

Steps to develop an Environmental Assessment:

DEFINE PURPOSE AND NEED	IDENTIFY REASONABLE ALTERNATIVES	ASSESS IMPACTS ON HUMAN & NATURAL ENVIRONMENT	DEVELOP EA DOCUMENT
<ul style="list-style-type: none">• Define the Study Area• Identify what problems or deficiencies need to be addressed• Public Meeting #1 - August 8, 2017	<ul style="list-style-type: none">• Identify feasible crossing locations and bridge types• Identify design criteria• Determine which alternatives should be carried forward for detailed study• Conduct Public Meeting #2	<ul style="list-style-type: none">• Conduct studies• Coordinate with agencies• Modify alternatives to avoid or minimize impacts• Determine appropriate mitigation (if needed)• Identify preferred alternative	<ul style="list-style-type: none">• Summarize study findings• Publish document for public review and comment• Conduct Public Hearing• Obtain FHWA and Cooperating Agency approvals



WE ARE HERE

PURPOSE AND NEED

The first step in the study process is to define the reasons why improvements should be made to a roadway or bridge. Referred to as the “Purpose and Need”, these statements identify the issues to be addressed by the options or alternatives that are proposed.

The purpose of the proposed action is to improve the river crossing that carries IA 9 and WI 82 across the Mississippi River at Lansing, Iowa.

PURPOSE AND NEED

The need for the proposed action is based on a combination of the following factors:

Roadway Deficiencies

- Black Hawk Bridge lacks shoulders and has narrow travel lanes
- The bridge has a weight restriction
- The T-intersection at IA 9 and IA 26/North Second Street does not provide adequate space for large trucks to enter/exit the bridge nor space to queue vehicles at the intersection

System Linkage

- The crossing supports regional mobility and connectivity to employment, retail, and education centers and recreational facilities within the region
- The physical and structural limitations of the crossing affect the types of traffic using it

Modal Interrelationships

- The location of the existing bridge piers pose challenges to river navigation resulting in collisions (referred to as allisions) with barges
- The design of the crossing is prohibitive to its use by bicycles, motorcyclists, and pedestrians

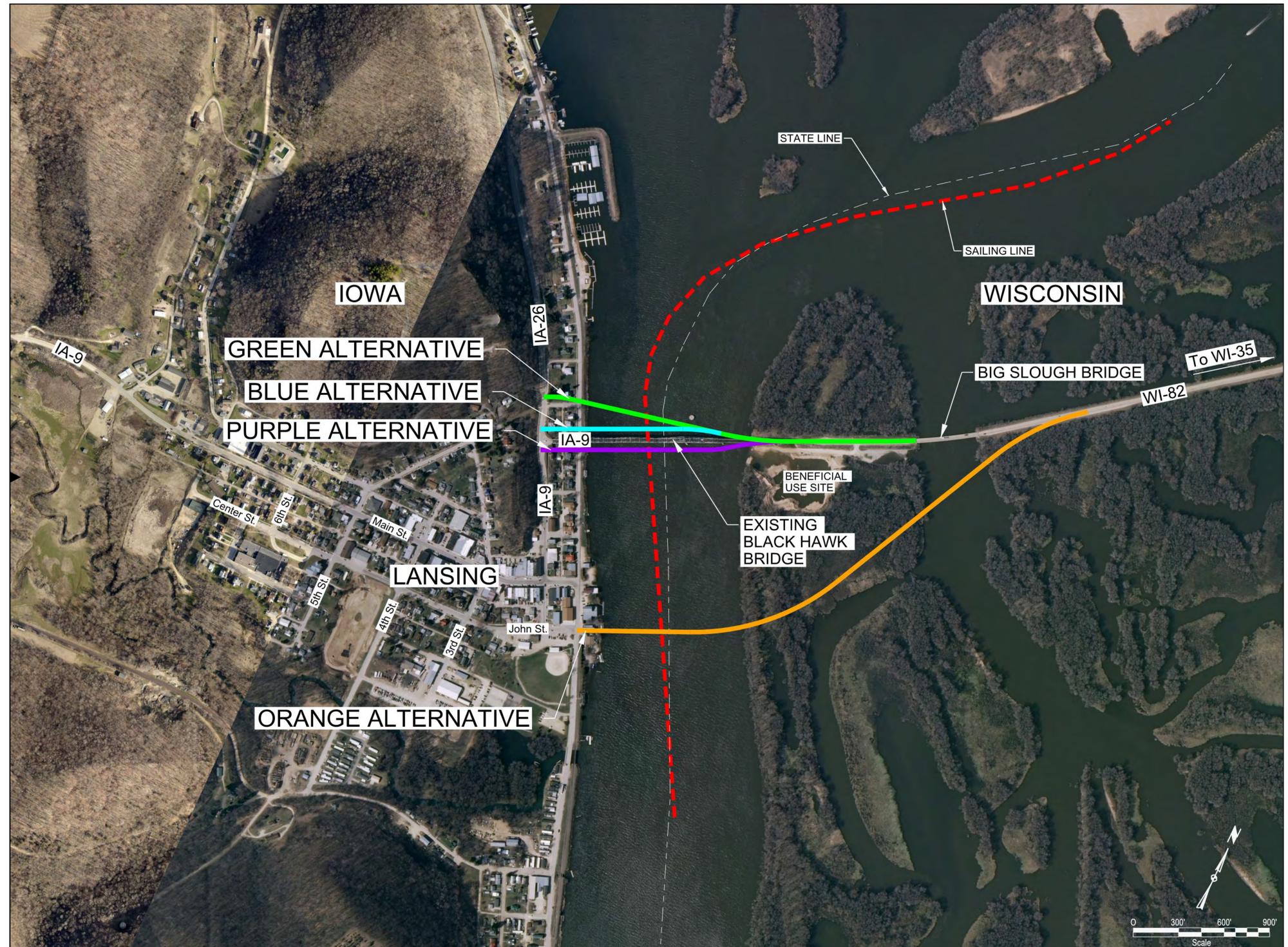
MISSISSIPPI RIVER BRIDGE AT LANSING

ALTERNATIVE LOCATION OPTIONS

The image at the right depicts the alternative locations currently under study.

The Blue, Purple, and Orange alternatives were carried forward from the 2004 Feasibility Study.

The Green alternative was added as part of this study.



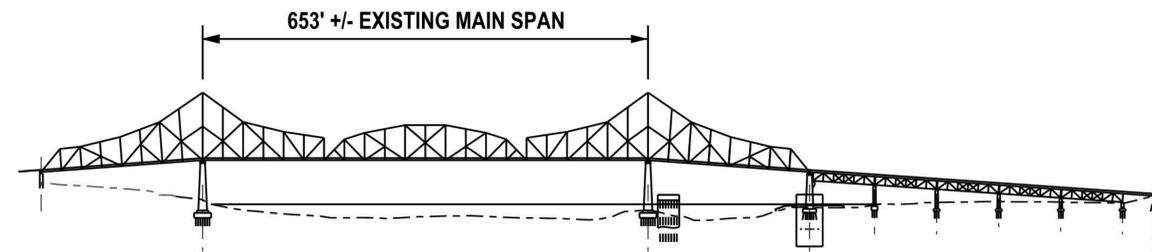
MISSISSIPPI RIVER BRIDGE AT LANSING

BRIDGE TYPE OPTIONS

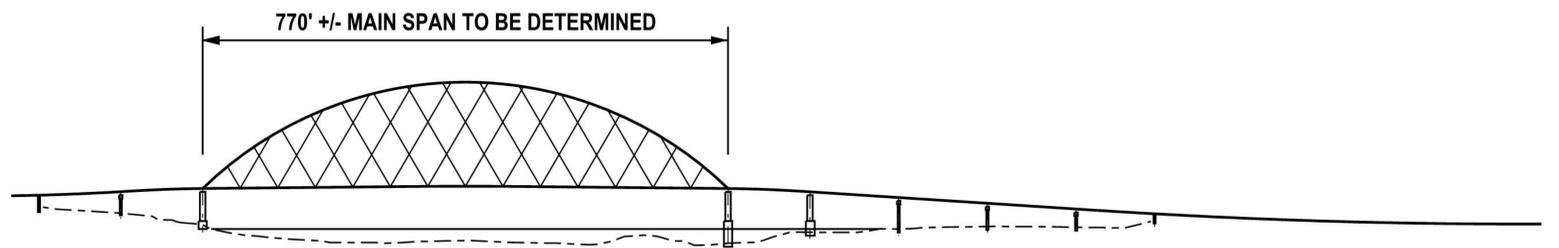
The bridge types shown at the right could be used on all of the alternative locations under study.

At this location on the river, the bridge span length (opening between 2 piers) required by the US Coast Guard to allow barges to move up and down the navigation channel is +/- 770 feet.

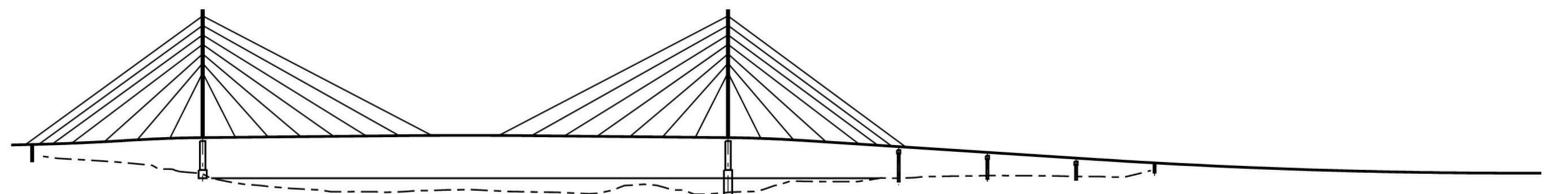
All of these bridge types could accommodate that span length.



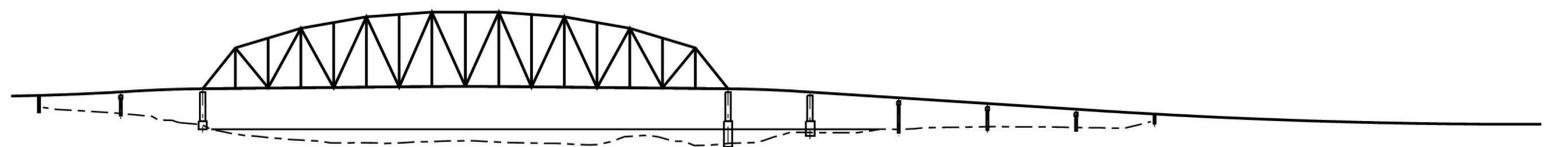
EXISTING TRUSS BRIDGE



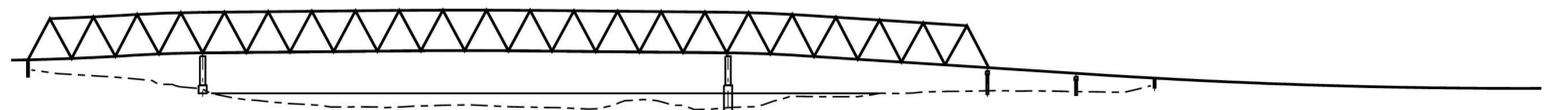
ARCH BRIDGE ALTERNATIVE



CABLE STAY BRIDGE ALTERNATIVE



SIMPLE SPAN TRUSS BRIDGE ALTERNATIVE



CONTINUOUS TRUSS BRIDGE ALTERNATIVE

RESOURCES CONSIDERED

Potential impacts to a variety of environmental resources will be evaluated during the study process. We welcome your input on which are the most important:

- Land use
- Farmland
- Geology and Soils
- Socioeconomics
- Low Income/Minority Populations
- Relocations
- Considerations Relating to Pedestrians and Bicycles
- Transportation
- Air Quality
- Noise and Vibration
- Light Emissions
- Hazardous Materials and Wastes
- Construction Impacts
- Historic, Architectural, and Archaeological Resources
- Wetlands and Waters of the US
- Water Quality and Pollution Prevention
- Floodplains/Floodways
- Permits
- Wildlife, Plants, and Fish
- Threatened or Endangered Species
- Public Lands
- Recreation
- Visual Resources
- Indirect/Cumulative Effects

Resources in the study area are shown on the large map in the center of the room. We encourage you to share what you know about the study area with the project team.

CULTURAL RESOURCES

Section 106 Process

One of the key environmental factors that must be considered in an Environmental Assessment (EA) is **cultural resources**. The study team uses a systematic process to identify these resources, evaluate potential impacts on them, and determine what action will be taken to avoid or mitigate those impacts.

For cultural resources, this is commonly referred to as the **Section 106 Process**. Section 106 is named after the portion of the National Historic Preservation Act that requires agencies to take into account the effects of those actions on historic properties.

There are a number of resources that are listed in or considered eligible for listing in the National Register of Historic Places (NRHP). Examples include: Black Hawk Bridge, Lansing Main Street Historic District, and Lansing Stone School.

The study team will be conducting further investigations and consulting with interested groups throughout the study process to consider project effects on Black Hawk Bridge and other historic resources.

Cultural resources are defined as:

Any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places.

This includes artifacts, records, and material remains related to such properties. Some examples include national and local historic landmarks, Native American and pioneer cemeteries, prehistoric settlements, and architecturally significant structures and buildings.

It is the specific policy of the United States Government that:

Special efforts be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites of the United States.

The Mississippi River Bridge at Lansing study will follow a four step process to determine and address any potential impacts to cultural resources.

1

Establish Area of Potential Effects (APE)

The study area for the Mississippi River Bridge at Lansing extends from IA 9 on the west edge of Lansing to east of Big Slough Bridge on WI 82. The APE will be defined to encompass both direct (project footprint) and indirect (adjacent areas) effects. The APE will be used to examine the potential effects of the project on architectural resources as well as historic districts.

2

Identify Resources and Their Significance

Data and field research is conducted to identify cultural resources within the APE. Their significance or potential significance is documented and discussed with staff of the Iowa State Historic Preservation Office (SHPO) and other parties interested in cultural resources, including the historic preservation commission and tribal governments.

3

Determination of Effect

The study team determines how the alternatives might affect cultural resources within the APE. If a resource is adversely affected, options for avoiding or mitigating those effects are proposed.

4

Resolve Adverse Effects

The study team works with the SHPO, other state and Federal agencies, and consults with the public to determine the best course of action for resolving adverse effects on historic properties.

MISSISSIPPI RIVER BRIDGE AT LANSING

CULTURAL RESOURCES

There are several historic resources documented within the Lansing community. As the EA is developed, the potential effect of the proposed project on these resources will be evaluated following the Section 106 process. These resources may include:

Black Hawk Bridge

Black Hawk Bridge is a three-span cantilevered through-truss, approximately 1,127 feet long. Constructed in 1931, the bridge originally was a tolled crossing over the Mississippi River until 1945 when ice damaged the approach spans. The bridge was closed for several years until it was re-opened to traffic in 1957. The bridge carries IA 9 and WI 82 across the river.

The bridge was named in honor of Chief Black Hawk, leader of the Sauk.



Lansing Main Street Historic District

Nominated to the NRHP in 2014, this district encompasses most of the present central business district along Main Street. The Italiante architectural style, common during the late 1800's, dominates the district. Several buildings, already individually NRHP-listed, are included in the district: the G. Kerndt & Brothers Office Block (1861), the G. Kerndt & Brothers Warehouses Nos. 11, 12, and 13 (1868), the former jail and fire station (ca. 1855-1865), the former City Hall (Art Deco, 1938), and the U.S. Post Office (Modern, c. 1960).

Lansing Stone School

The Lansing Stone School, constructed between 1864 and 1867, was listed in the NRHP in 1973. This former elementary school is one of the oldest schoolhouses in continuous use in the state of Iowa and in the Midwest, west of the Mississippi River. The building was constructed of locally quarried limestone, oak, and pine.



STUDY SCHEDULE AND NEXT STEPS

2004

- Black Hawk Bridge Feasibility Study completed
- 3 location alternatives recommended for further study

Spring of 2017 -
Summer of 2017

- Define Purpose and Need
- Early coordination with agencies and elected officials
- Collect data
- Review alternatives from Feasibility Study
- Conduct Public Meeting #1

Summer of 2017 -
Spring of 2018

- Review input received
- Review and refine alternatives
- Continue coordinating with agencies
- Conduct background studies
- Conduct Public Meeting #2 - *describe process for evaluating alternatives, determine which ones move forward for detailed evaluation*

Spring of 2018 -
Spring of 2019

- Complete studies
- Coordinate with agencies
- Prepare Environmental Assessment document
- Conduct Public Hearing (anticipated)

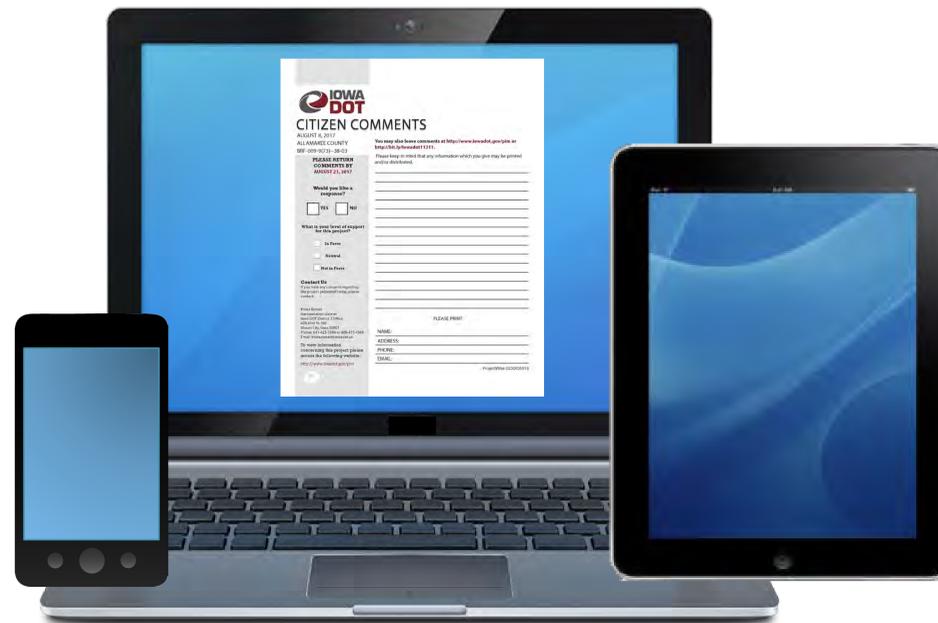


WE ARE HERE

MISSISSIPPI RIVER BRIDGE AT LANSING

WE WANT YOUR INPUT!

Comment Period: August 8, 2017 - August 21, 2017



Visit the computer comment station tonight

or

To submit a comment online using your home computer, smartphone, or tablet, go to:
<http://bit.ly/iowadot11311>

You may also visit www.iowadot.gov/pim to see the displays from today's meeting.