

EASTERN IOWA INDUSTRIAL CENTER
RAILROAD EXTENSION
IN
DAVENPORT, ELDRIDGE, AND SCOTT COUNTY, IOWA
PROJECT NO. RPD-FE06(01)--45--82

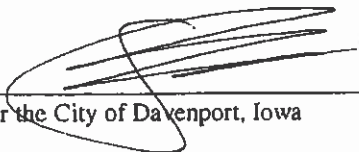
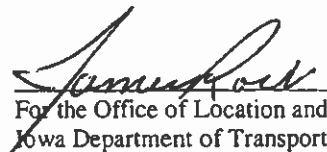
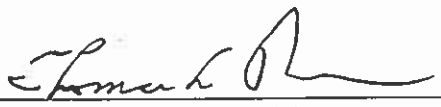
ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to USC 4332(2)(c)

By The

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
CITY OF DAVENPORT, IOWA

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


For the City of Davenport, Iowa
For the Office of Location and Environment
Iowa Department of Transportation
For the Iowa Division Administrator
Federal Highway Administration

3 - 17 - 08
Date of Approval for Public Availability

The following persons may be contacted for additional information

Mr. Philip Barnes
Iowa Division Administrator
Federal Highway Administration
Ames, IA 50010
Telephone: 515-233-7300

Ms. Laura Berkley, Planner I
Department of Community & Economic Development
City of Davenport
226 West Fourth Street
Davenport, IA 52801
Telephone: 563-326-7765

The first column with a check means the resource is in the project area. The second column with a check means the impact to the resource warrants more discussion in this document. Resources without a check in the first and/or second column have been reviewed and are included in the summary (see the following page.)

SOCIOECONOMIC		NATURAL ENVIRONMENT	
☒	☒ Land Use	☐	☐ Wetlands
☐	☐ Community Cohesion	☐	☐ Surface Waters
☐	☐ Relocation Potential	☒	☒ Water Quality
☐	☐ Churches and Schools	☐	☐ Wild and Scenic River
☒	☐ Utilities	☒	☒ Flood Plain
☐	☐ Energy	☐	☐ Wildlife and Habitat
☐	☐ Emergency Routes	☒	☒ Farmlands
☐	☐ Environmental Justice	☐	☐ Threatened and Endangered
☐	☒ Transportation	☒	☐ Vegetation
☒	☒ Right of Way	☐	☐ Ecosystem
☐	☐ Construction	☐	☐
☐	☐ Pedestrian and Bicycle		
☐	☐		
CULTURAL		PHYSICAL	
☐	☒ Historical Sites or Districts	☒	☒ Noise
☐	☒ Archaeological Sites	☒	☒ Air Quality
☐	☐ Recreational	☒	☐ Temporary Impacts
☐	☐	☐	☒ Contamination
		☒	☒ Regulated Materials Sites
		☐	☐ Visual
☐		☐	☐
☐	CONTROVERSY POTENTIAL		
☐	Section 4(f): Specify details		

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	- 3 -
I. DESCRIPTION OF THE PROPOSED ACTION.....	- 3 -
II. PROJECT HISTORY	- 3 -
III. PROJECT PURPOSE AND NEED.....	- 6 -
IV. ALTERNATIVES	- 7 -
V. PROJECT IMPACTS	- 8 -
<i>Right-Of-Way</i>	<i>- 8 -</i>
<i>Farmland Protection Policy Act</i>	<i>- 9 -</i>
<i>Water Quality</i>	<i>- 9 -</i>
<i>Flood Plain</i>	<i>- 9 -</i>
<i>Cultural Resources.....</i>	<i>- 10 -</i>
<i>Air Quality</i>	<i>- 10 -</i>
<i>Noise</i>	<i>- 10 -</i>
<i>Regulated Materials</i>	<i>- 14 -</i>
<i>Transportation</i>	<i>- 18 -</i>
<i>Land Use</i>	<i>- 18 -</i>
<i>Cumulative Impacts.....</i>	<i>- 19 -</i>
<i>Comparison of Alternatives.....</i>	<i>- 20 -</i>
<i>Summary</i>	<i>- 20 -</i>
VI. EARLY COORDINATION AND COMMENTS	- 21 -
APPENDIX A.....	- 24 -
STREAMLINED RESOURCE SUMMARY TABLE.....	- 24 -
APPENDIX B.....	- 27 -
REFERENCED DOCUMENTS.....	- 27 -
APPENDIX C.....	- 33 -
EARLY COORDINATION COMMENTS	- 33 -

INTRODUCTION

This Environmental Assessment will be processed as a streamlined EA. Section 1309 of the Transportation Equity Act of the 21st Century (TEA-21) mandated environmental streamlining in order to improve transportation project delivery without compromising environmental protection. The Federal Highway Administration (FHWA) has set in place the Vital Few Environmental Streamlining and Stewardship Goals in order to set expectations and methods for improving the environmental review process. The main objectives are to improve the timeframe for completion and reduce the overall length of environmental documents.

A streamlining process was used to focus on issues that apply to the Eastern Iowa Industrial Center Railroad Extension project. This process allowed the study and discussion of resources present in the study area, rather than expend effort on resources that were either not present or not impacted. Although not all resources are discussed in the EA, they were considered during the planning process and are documented in a resource summary table shown in Appendix A and in the project file.

I. DESCRIPTION OF THE PROPOSED ACTION

The proposed project consists of a new railroad extension, approximately 2.8 miles in length, located in southern Eldridge, northern Davenport, and an unincorporated area of Scott County Iowa and will provide freight rail service to the Eastern Iowa Industrial Center (EIIC). The proposed alignment begins on Eldridge Line of the Iowa Chicago & Eastern Railroad (IC&E) Blackhawk Road crossing, curves to the west through Eldridge Industrial Park and Commercial Development, across First Street into agricultural land, turns south through agricultural land, and ends at the EIIC. The proposed project will realign the existing Eldridge Line spur of the IC&E located between Blackhawk Road and Trails Road further to the south and will end approximately 1200 ft north of Research Parkway in the EIIC in Davenport Iowa (Figure 1).

IC&E is a Class II railroad of regional significance which connects to the Burlington Northern Santa Fe Railroad, Class I railroad of multi-state level of significance¹. Figure 2 shows the railroad network in the Quad Cities area. The extension consists of one set of tracks, except for two proposed turnouts at the beginning and near the end of the proposed alignment. A crossing will be constructed over Crow Creek as part of this project. The crossing will consist of five cell box culverts approximately 53 feet in length. Four at-grade crossings will be part of this project, one of which is for a private drive.

II. PROJECT HISTORY

The Eastern Iowa Industrial Center (EIIC) is a 300-acre industrial park located along I-80 with access from Northwest Boulevard in Davenport, Iowa and the gateway to an industrial area with an ultimate build out of 1,200 to 1,300 acres. The venture is a cooperative effort involving local government and private business interests. The EIIC is managed by the Greater Davenport

¹ Railroads are categorized by the Surface Transportation Board by operation revenue. Class I railroads have operation revenues of greater than \$319.3 million; Class II railroads have operation revenues greater than \$25.5 million but less than \$319.3 million.

Redevelopment Corporation (GDRC), a public/private partnership that includes the City of Davenport, Scott County, DavenportOne, and MidAmerican Energy Company. The Cities of Eldridge and Bettendorf also have board membership.

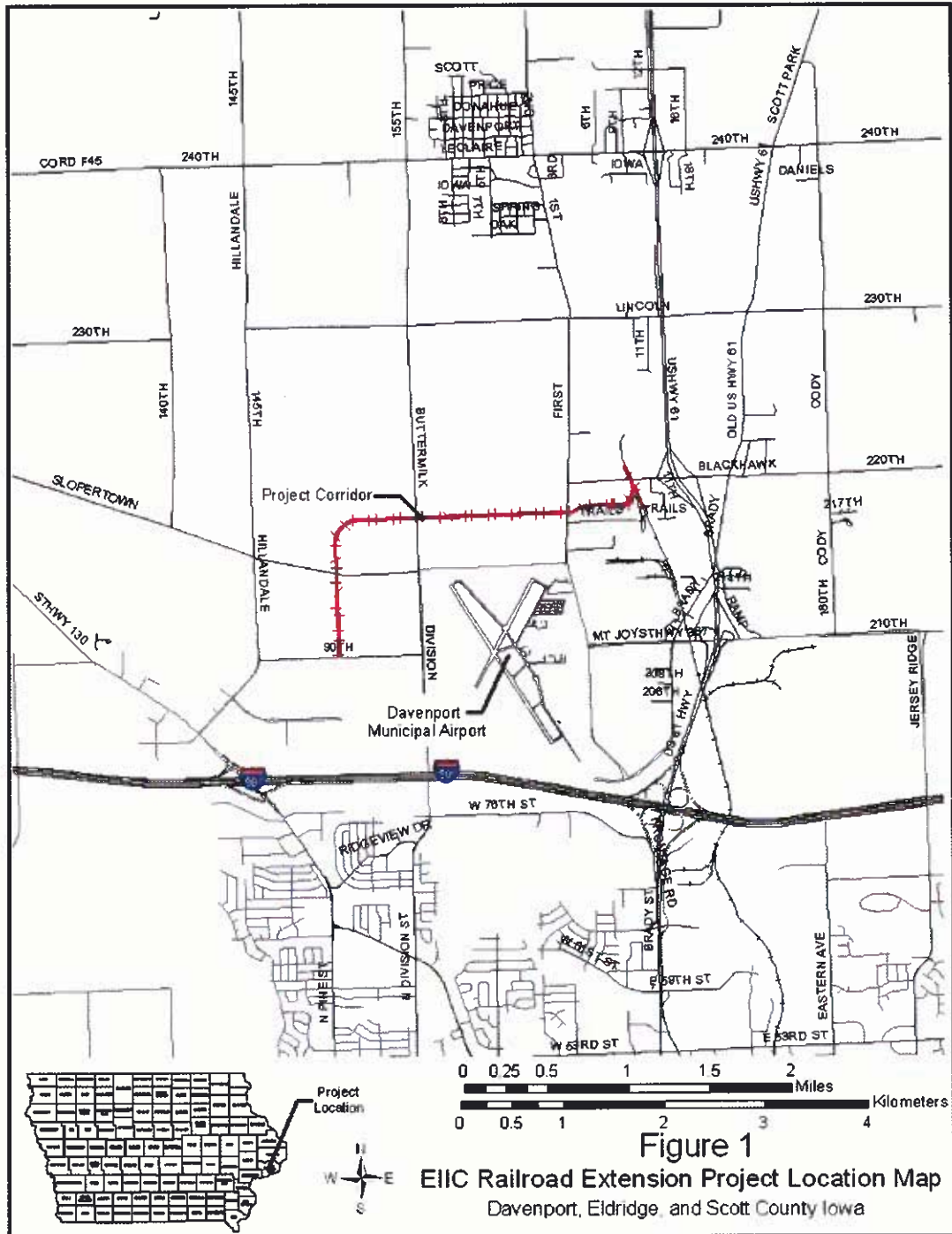
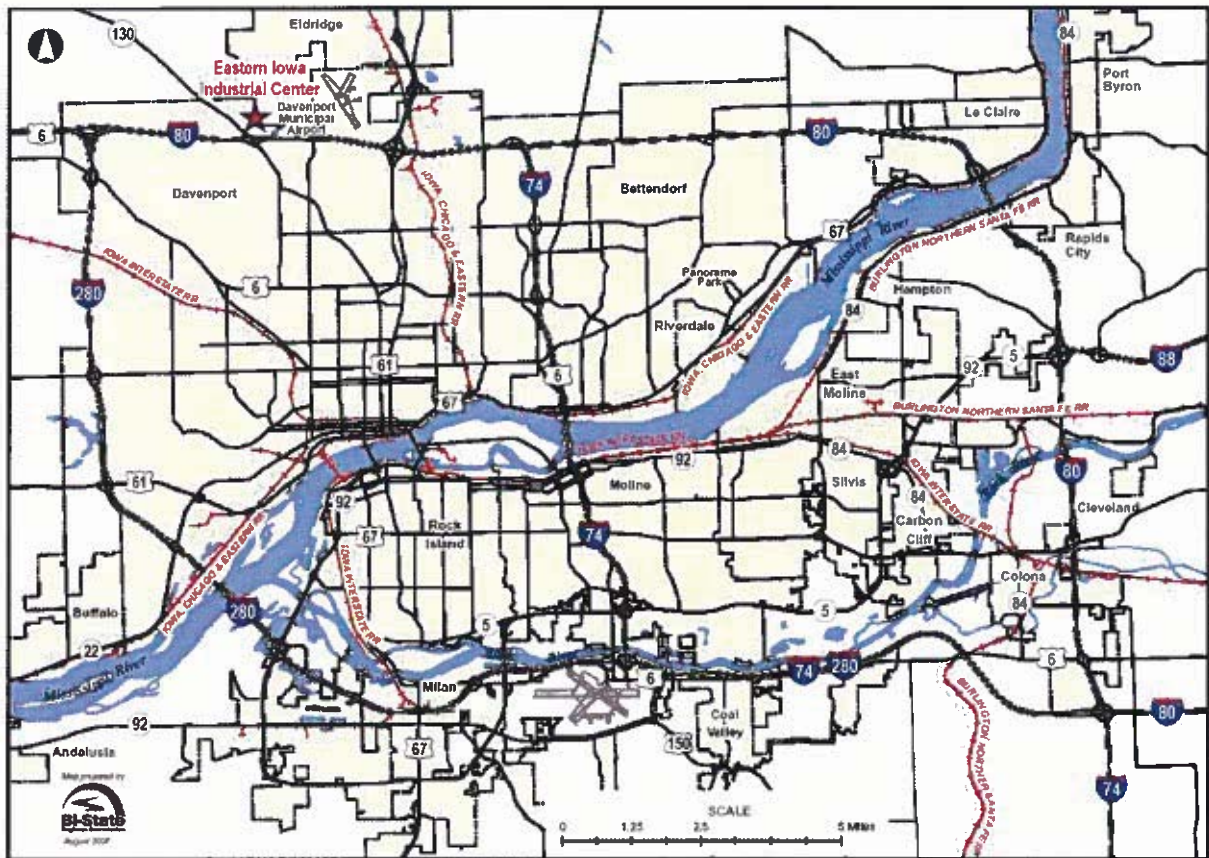


Figure 2

Project Location
with Quad Cities Area Railroads



The EIIC is located in the northeastern quadrant of the I-80 and Northwest Boulevard interchange. It was developed with the intention to provide large (20 acres or greater) industrial development sites ready for development with highway and rail access. The EIIC addressed a challenge issued by the Quad City Development Group (QCDG) and was intended to fill the void of large rail-served industrial sites ready for development in the region. This need is identified in the *Overall Economic Development Strategy for the Bi-State Region* which was adopted by the Bi-State Regional Commission. The document presents economic development needs for Muscatine and Scott Counties in Iowa and Henry, Mercer and Rock Island Counties in Illinois.

Other possible sites for the EIIC with established rail were considered; however the other sites did not offer the availability of water and sewer, and the flat topography that which EIIC at its current site had possessed. It was also chosen for the feasibility of extending rail service to the area, although funding was not made available until 2006. With construction beginning in 1998 and extending into 2000, the EIIC has become the premier, development-ready, large industrial tract site in the Quad Cities.

III. PROJECT PURPOSE AND NEED

The primary purpose of the proposed project is to provide rail connection between the EIIC and IC&E to promote economic development in the area. There are currently over 300 acres available and ready for development, with streets and utilities in place, with an ultimate build out of 1,200 to 1,300 acres of industrial sites along the proposed rail corridor.

There are several functional needs for this project which are described below.

- **Promote Economic Development.** Currently 77 full-time jobs are present within the EIIC, and the GDRC has estimated that rail access would create 300 jobs within the first two years of operation. Another potential 1200 jobs would be created from future developments with rail access for a total of 1500 jobs.

According to the QCDG and GDRC, Davenport sites have been presented to 130 prospective employers in the past three years. Of those, Economic Development staff has determined that approximately 20 percent of industrial development prospects expressed a need for rail service. There is interest from development already within the EIIC for rail access as well. In April 2002, a large distribution center for Deere and Company was constructed. This facility opened in January 2003. The company which operates the facility for John Deere has expressed interest in rail service to the facility in order to improve its efficiency and supply chain system for the multiple locations in eastern Iowa and western Illinois.

- **Relieve Traffic Congestion.** Relief from traffic congestion at the Northwest Boulevard interchange at I-80 is needed. The Iowa Department of Transportation 2003 annual average daily traffic counts were 11,900 on Northwest Boulevard north of the I-80/Northwest Boulevard interchange; 12,100 on Northwest Boulevard south of the interchange; 41,100 on I-80 east of the interchange; and 36,900 on I-80 west of the interchange. Truck traffic on the I-80 mainline is 10,530 trucks or 29.8% with overall traffic being 35,300 AADT. The *Quad City Area 2025 Long Range Transportation Plan* projected daily traffic counts are expected to increase by 2% on Northwest Boulevard north of the I-80/Northwest Boulevard interchange; 60% on Northwest Boulevard south of the interchange; 46% on I-80 east of the interchange; and 40% on I-80 west of the interchange.
- **Legislative, Regional and Local Plans.** In 2005 the proposed project was earmarked within the federal SAFETEA-LU legislation and the Bi-State Regional Commission described the proposed rail extension project in its *2035 Quad Cities Area Long-Range Transportation Plan*; and the proposed project was also listed in the *Comprehensive Economic Development Strategies* for the Bi-State Region adopted by the Bi-State Regional Commission in 2006. The City of Davenport has also invested over \$6 million in the development of the EIIC, including RISE funds from the Iowa Department of Transportation.

IV. ALTERNATIVES

Alternatives were limited by the need to be connected to the IC&E Railroad with its ending termini in the EIIC. Two main alternatives were considered for this project. One was located farther south than the Preferred Alternative and was dropped from further consideration very early in the review process after discussions with the Airport Commission because the alignment crossed the Davenport Municipal Airport clear zone of both of their runways and would greatly restrict any future expansion of the runways.

Preferred Alternative

The Preferred Alternative would realign the existing 1,654 linear feet of track and roadbed of IC&E spur and extend a total of 2.8 miles west and south to the EIIC (see Figure 1). This alternative has been approved by the Airport Commission, added to the airport layout plan in June 2007, and will not interfere with future expansion of the airport.

A slight variation to this alternative was considered during early planning. This alternative would have used the existing spur instead of the realignment; however property to the immediate west of the Eldridge Line of the IC&E is currently divided by the existing spur. After discussions with the property owner, the realignment was proposed to give more access to the property.

No Action Alternative

The No Action Alternative would be the continuation of current land uses and activities as they exist today. Land needed as right of way would continue to be used for industrial or agricultural purposes. No changes to Crow Creek would be needed to support a crossing.

Traffic Forecasts. The IC&E has estimated that 15-20 rail cars per month per customer can be expected in the EIIC. This estimate was based on a comparison of small, medium and large rail users along the IC&E line. Based on this information, the estimate rail contain traffic per customer would be 180-240 cars per year.

A modest build out scenario of the EIIC is estimated to have ten sites developed with rail access. Using the estimate provided by the IC&E as our model, the full build out of sites with rail access would be 1,800-2,400 rail containers per year. With two truck containers per rail car load, 3,600-4,800 truck containers per year would be removed from the roadway system. The estimated distance the rail car loads will travel is 175 miles, creating the total annual distance in rail car miles of 315,000-420,000. Should the containers remain on trucks, the miles per container would double to 630,000-840,000.

Cost Efficiency. Each truck container is estimated to have an average weight of 21 tons. Therefore EIIC railroad extension would enable an estimated 75,600-100,800 tons to be moved from road to rail. With an estimated cost of \$19.00 per net ton to transport on rail, the total annual cost of rail transportation with full build out is estimated at \$1,436,400-\$1,915,200. Comparatively, the estimated cost to truck 21 tons would be \$2,298,240-\$3,064,320 or 60%

more than rail resulting in the annual savings in transportation cost estimated at \$861,840-\$1,149,120.

The No Action Alternative, which would have fewer environmental impacts such as land acquisition, and floodplain management, would not resolve the need for rail service to the EIIC or be consistent with regional and local comprehensive plans and economic development strategies. Potential environmental benefits from the creation of the rail extension, such as air quality and energy conservation in the form of fossil fuels, would not be able to be taken advantage of with the No Action Alternative.

Additional developments which would be located in the EIIC would add to congestion on the Interchange at Northwest Boulevard and I-80, which the *2025 Long Range Transportation Plan* adopted by the Bi-State Regional Commission predicts will be at or over capacity.

For these reasons, the No Action Alternative would not meet the purpose and need requirements of this project; however it is carried forward as a detailed study alternative to serve as a baseline for comparison of the Preferred Alternative.

V. PROJECT IMPACTS

A table listing resource areas was shown at the beginning of this document. Those resources that show a check in the second column in the table are discussed in this section. Other resources not checked are documented in Appendix A.

Right-Of-Way

Approximately 16 acres of new right-of-way will be acquired as part of this project. Less than 2 additional acres will be needed as a temporary construction easement for the proposed railway. The proposed project would require the acquisition of land from 12 property owners for a total of 14 different parcels (see Table 1).

Table 1 Summary of Land Acquisition

Owner	Right-of-Way (Acres)	Temporary Construction Easement (Acres)
John J. O'Connell - Wholesale Lumber Co.	0.171	
Maryville Family Partnership, L.L.P.	0.945	
Bradley J. Dubil	0.298	
Materials for Todays Learning, Inc.	0.298	
Chemtreat, Inc.		0.064
Quad City Salvage Auction	0.829	
N & M Transfer Co.	1.013	0.202
George Behrens Trust	1.393	
Glendale, Inc.	1.526	0.128
George Behrens Trust	1.481	0.147
Select Acres, Inc.	4.516	0.458
Select Acres, Inc.	4.095	0.711
Ronald Keppy Trust		0.01
Betty L. Dexter and James Dexter Trust		0.06
Totals:	12 Property Owners	1.78

The remaining land in the project corridor is owned by the City of Davenport or existing right of way where the rail will cross 1st Street, Buttermilk Road, and Slopertown Road. The proposed project corridor will be using approximately 54,000 square feet of City owned land or easements purchased with 90% Federal Aviation Administration funds. In June of 2007, the Davenport City Council approved changes to the Airport Layout Plan which includes the railroad corridor. The City of Davenport is currently in negotiations to be released from the obligations associated with the FAA funded purchase.

In a public meeting held November 8, 2007 a property owner mentioned that the railroad will cut off existing access to a portion of his property. Properties where existing access would be inhibited by the introduction of the railroad will retain an access point to the remainder of the property.

Farmland Protection Policy Act

A Farmland Conversion Impact Rating Form, AD-1006, was completed to determine the impacts to prime and unique farmland in the project corridor (see Appendix B-1). The Preferred Alternative will use approximately 17 acres of farmland; 14.5 acres of this are considered prime farmland by the U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS). The project will not sever any parcels diagonally, and impacts are expected to be minimal. In a letter dated February 22, 2007 the NRCS stated that there are no concerns regarding this project at this time (see letter in Appendix B-2).

Water Quality

According to the Iowa DNR, land disturbance of over one acre in area requires a National Pollutant Discharge Elimination System (NPDES) permit to ensure best management practices are in place and practice during construction and soil stabilization of the project. The NPDES permit program regulates the direct discharge of wastewater to waters of the state, working to improve Iowa's water quality. The NPDES permit will be secured before construction commences.

Flood Plain

Crow Creek is a natural feature of this project. Its drainage area covers 5.3 square miles. There have been several concerns from interested parties regarding the potential impacts the proposed project will have on drainage in the surrounding area. A high water table has created numerous existing drainage problems, and the introduction of this project will have an indirect effect on drainage. Drainage calculations show that the proposed project would redirect runoff into the ditch along Buttermilk Road. The existing ditch is not able take on this additional runoff and heavy rains could cause the ditch to overflow. The City of Davenport plans to re-grade the ditches along Buttermilk Road from the project corridor north approximately 1320 feet (0.25 mile) to create a deeper, wider ditch. A temporary construction easement is needed to conduct this work and is reflected in the Right of Way impact section. These ditches currently direct flow to Hickory Creek and will continue to do so.

A crossing over Crow Creek is proposed as part of this project. The railroad extension project corridor will be approximately 18 feet wide over the creek and crosses approximately 600 feet of floodplain. At the proposed crossing location, the creek channel is approximately 26 feet wide. The proposed crossing at Crow Creek will be a box culvert structure approximately 53 feet long, consisting of five cells. The preliminary set of design plans show the existing, required and proposed opening for the waterway as 540 square feet (see Appendix B-3). The crossing over Crow Creek at this location is subject to approval from the Iowa Department of Natural Resources for floodplain construction and Section 401 Water Quality Certification. The U.S. Army Corps of Engineers will require a 404 permit for the crossing.

Cultural Resources

A Phase I Cultural Resources survey was conducted in March 2007 to determine if any standing structures or archeological sites within the impact area of the Preferred Alternative are eligible for the National Register of Historic Places (NRHP). The survey identified two archeological sites. One site contained the remains of a razed school house and the other site was identified as lithic scatter. The artifacts at both sites were confined to the plow zone, and neither site was found to be eligible for NRHP. The State Historic Preservation Office concurred with the findings of this survey on April 19, 2007 (see letter in Appendix B-4).

Air Quality

Iowa has no non-attainment areas for transportation-related air pollutants. Therefore, the project complies with both Iowa's State Implementation Plan for attaining the national ambient air quality standards, which contains no transportation control measures and also complies with the conformity requirements for the Clean Air Act Amendments of 1990. Short-term air quality impacts associated with dust and equipment emissions during construction are controlled by standard contract and equipment specifications.

In addition, Iowa railroad fuel efficiency has increased 46 percent since 1985 when a gallon of diesel fuel moved a ton of freight an average of 294 miles. In 2006, railroads moved a ton of freight an average of 431 miles per gallon. In comparison, trucks move a ton of freight 60 miles per gallon of fuel. It takes four times more diesel fuel to move one ton of freight one mile by truck than it takes to move one ton of freight one mile by rail. Overall, the project is expected to reduce the pollutants contributing to the production of ground-level ozone which include Volatile Organic Compounds and Nitrogen Oxides. The calculations estimating the reductions can be found in Appendix B-5.

Noise

Under FHWA recommendation, Federal Rail Administration (FRA) and Federal Transit Administration (FTA) procedures were used for the noise impact assessment and noise level prediction. The FHWA Traffic Noise Model would require some alterations and was not recommended by the FHWA. The Chicago Rail Efficiency and Transportation Efficiency (CREATE) project has modified the FTA prediction procedure to include freight rail noise sources, and the FRA includes noise prediction procedures for rail horn noise, enabling both

procedures to better predict noise impacts. The Federal Rail Administration (FRA) relies on the Federal Transit Administration's (FTA) noise and vibration impact assessment procedures.

To evaluate impacts from train noise, the FHWA recognizes three different types of noise sensitive land uses. Table 2 defines these categories and provides examples. Applying the FHWA's Land Use Category criteria, there are six houses located on farmsteads in the EIIC proposed railroad spur area and are considered noise sensitive land uses that fall into Land Use Category B. The locations of these receivers are shown in Figure 3. The industrial area, located on the northeast end of the proposed rail extension, is not considered a noise sensitive location. The remainder of the corridor is agricultural lands which fall Category D and are not considered noise sensitive receivers.

Table 2 Land Use Category Descriptions

Land Use Category	Description of Land Use Category
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals.
C	Developed lands, properties or activities not included in Categories A or B above.
D	Undeveloped Lands

Four noise monitoring locations were selected due to their proximity to the proposed rail alignment. These locations are shown in Figure 3. Details of the conditions and times of the monitoring can be found in the noise study.

CREATE Freight Noise and Vibration Model. Two of the six noise receivers, R3 and R5, are expected to experience an increase average day-night sound level as a result of operations on the Preferred Alternative. Noise sensitive receiver R3 is predicted to increase two dBA and R5 is predicted to increase by one dBA (Table 3). Both of these increases are less than the average change that would be noticed by someone with normal hearing. None of the noise sensitive receivers will exceed the FHWA Noise Abatement Criteria for Land Use Category B.

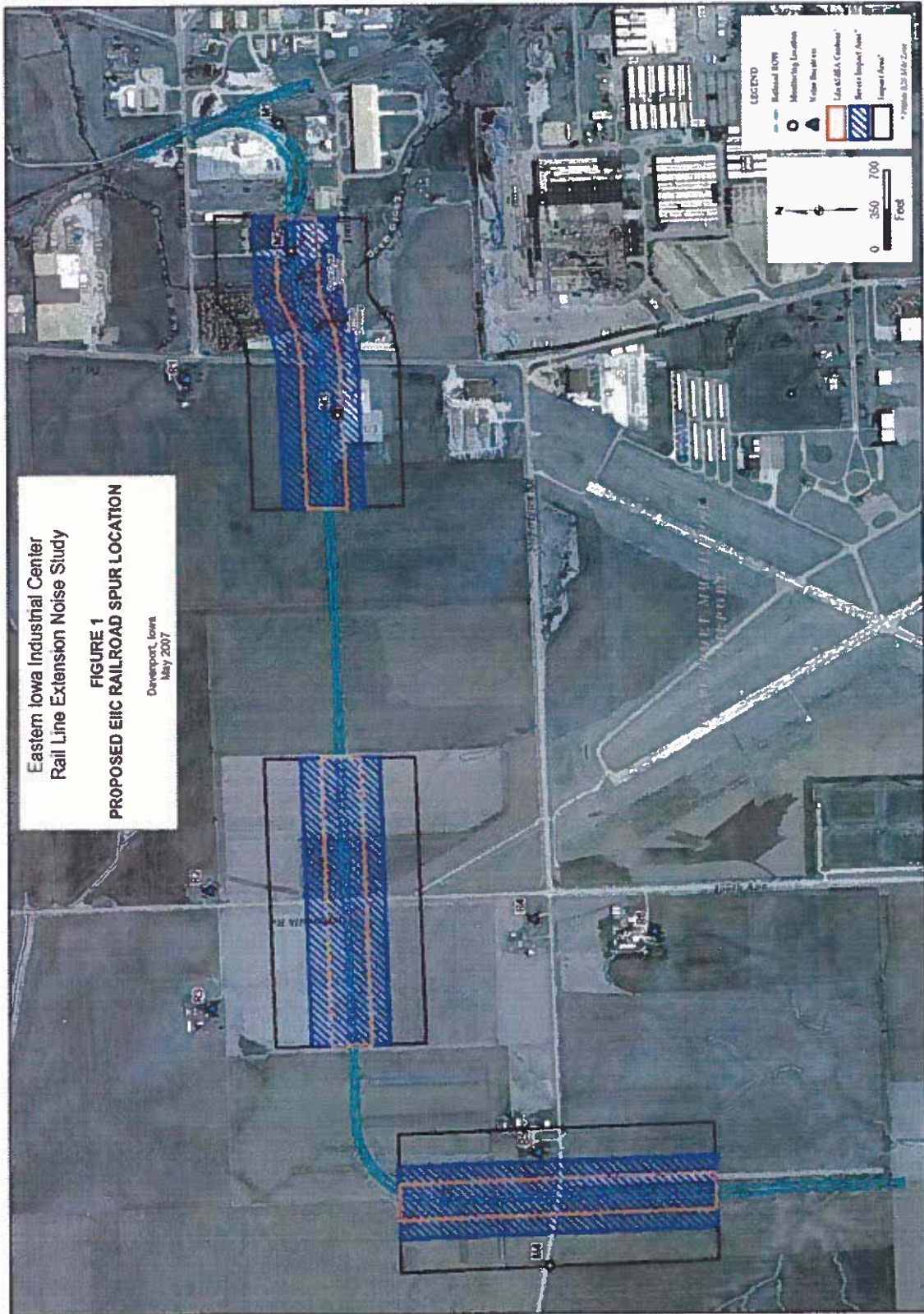
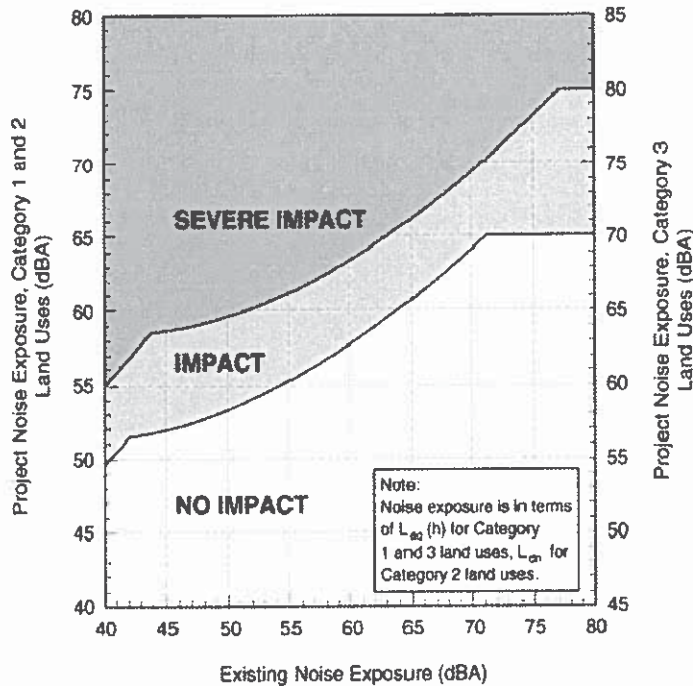


Table 3 CREATE Noise Model Results

Sensitive Noise Receiver	No Build Alternative Modeled Noise Levels Ldn (dBA)	Build Alternative Modeled Noise Levels Ldn (dBA)	Predicted Change in Noise Levels (dBA)	FHWA Noise Abatement Criteria (Exterior Leq(h))
R1	58	58	0	67
R2	58	58	0	67
R3	46	48	2	67
R4	61	61	0	67
R5	59	60	1	67
R6	53	53	0	67

Train Horn Noise Model. Noise would be introduced at 1st Street, Buttermilk Road, and Slopertown Road where no trains currently exist. The horns are a safety feature to alert the traveling public of an approaching train. The noise from these horns averages 104 dBA about 100 feet in front of the train. The FRA's Train Horn Noise Model was used to model noise at 1st Street, Buttermilk Road, and Slopertown Road. Since train horn noise does not exist currently, only the Preferred Alternative was modeled for train horn noise.



The graph to the left illustrates the dBA levels associated with the terms severe impact, impact and no impact areas for a Category B land use. Only one of the six noise sensitive receivers, R5, is located within the predicted impact area of the train horn. The existing noise exposure at location R5 is 59 dBA; therefore the impact area in which it falls has a dBA between 57 dBA and 62 dBA. This falls below the FHWA noise abatement criteria of 67 dBA for the exterior of Category B land uses, and is not considered to substantially exceed the existing noise levels. No sensitive noise receivers are located within the severe impact area. The results of the Train Horn Noise Model are summarized in Table 4.

Table 4 Train Horn Model Results

	Zone Length *
Ldn 65 dBA Contour	160 feet **
Severe Impact Distance	320 feet **
Impact Distance	610 feet **
* Zone Length is the perpendicular distance from the centerline for the roadway (.25 mile or 1,320 feet) at the location where the locomotive would sound the horn	
** Distance is measured perpendicular to the centerline of the EIIC proposed railroad extension	

Summary. In general, the implementation of the EIIC proposed railroad extension would not increase the average noise levels in the project, but intermittent train horn noise would be introduced. The additional noise that the proposed EIIC rail extension would have on the area is the combination of both the freight train noise and the train horn noise.

The noise generated from the freight car movement on the proposed project is predicted to only slightly increase the noise in the project area. Two of the six sensitive noise receivers would experience an increase in noise under the Preferred Build Alternative, but the predicted increase is below the level where residents would perceive a change in average ambient sound levels.

Under the Preferred Alternative, noise from train horns will be introduced at 1st Street, Buttermilk Road, and Slopertown Road where no train horns currently exist. Only one (R5) of the six sensitive noise receivers is predicted to be located within the impact area when a train horn sounds. This noise is intermittent and would only occur when a train approaches the crossing; however the intermittent sound of the train horns during nighttime operations may disturb the residents at location R5. The FRA considers train horn noise to be a safety device that needs to be loud enough to warn motorists of oncoming trains. Therefore, FRA and the Iowa DOT Office of Rail Transportation do not have any noise level thresholds for mitigation. Noise levels are below the FHWA Noise Abatement Criteria and therefore no mitigation is necessary.

Regulated Materials

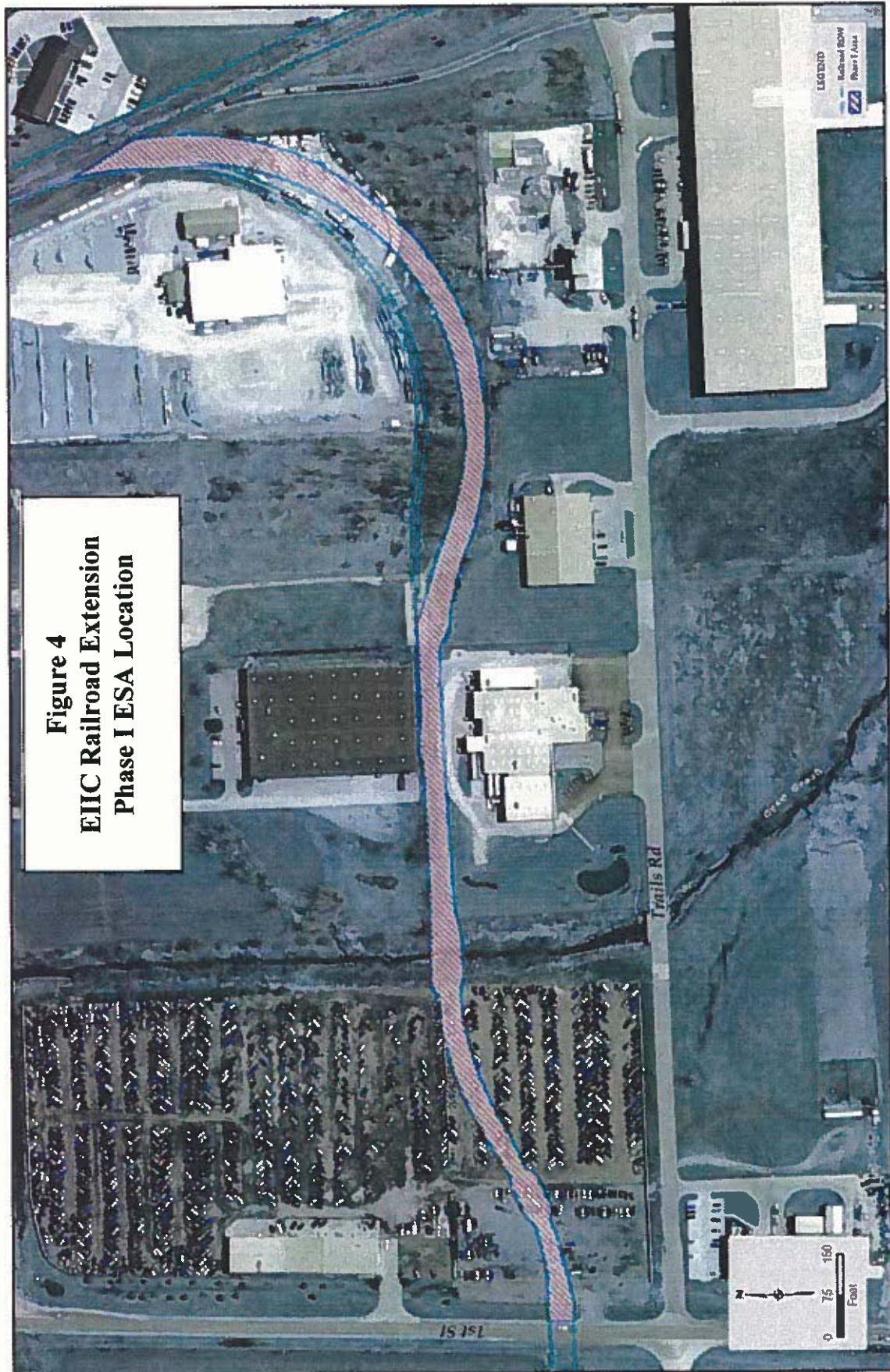
Upon site review, the identification of an automobile salvage yard and the proximity of an industrial water treatment facility indicated the need for further investigation. Information obtained from the Iowa DNR on CERCLA (Superfund) and Resource Conservation and Recovery Act (RCRA) sites indicates there are no hazardous waste sites within the remainder of the project corridor. In addition, no underground storage tanks are located within the remainder of the project corridor; however one leaking underground storage tank site was identified within one-half mile of the project corridor. A Tier 2 investigation was completed at the site and a No Further Action letter was issued by the Iowa DNR in 2001. This property is not considered a Recognizable Environmental Concern (REC).

A Phase I Environmental Site Assessment (ESA) was conducted from the corridor's beginning termini on the IC&E rail line to South First Street (see Figure 4). Three RECs were identified in the Phase I ESA. Small areas of staining of the gravel in the automobile salvage yard indicated the potential for fluids to have impacted the subsurface. Interviews with the property owner revealed that some of the gravel used to surface the lots of the automobile salvage yard is slag

obtained from a steel plant. Foundry slag inherently contains metal contamination that has potential to be washed with precipitation into the subsurface. A farmstead was located on the western one-third of the study area from sometime prior to 1937 until the late 1990's. Farmstead operations often involve vehicle fueling and/or repair, and storage and/or mixing of concentrated pesticides and herbicides. Waste management practices are unknown, and the potential exists for spills or leaks to have occurred.

A Phase II ESA was conducted on the portion of the project corridor crossing the automobile salvage yard. Three borings were taken and soil samples were taken from each boring location. See Figure 5 for Phase II ESA and boring locations. Laboratory results indicated that high levels of Chromium were found in Boring Two and high levels of Arsenic were found in all three borings. The detection of metals in the soils was most likely a result of the leaching process from the foundry slag while the arsenic is sometimes found in areas that historically used herbicides.

The exposure of construction workers to hazardous materials is deemed a negative impact; however the removal of hazardous materials from within the project corridor can also be interpreted as a beneficial impact. Construction workers will be notified of the metal contamination, and instructed to avoid ingestion of the soil (i.e.: wash hands prior to eating). In addition, all soils excavated from the Phase II ESA study area during construction will be disposed of properly, and will not be used as fill material at this site or at any other location.



Transportation

The IC&E has estimated that approximately 180-240 rail containers per year will be utilized by the average business with rail access in the EIIC. With two truck containers per rail car, the expected reduction in truck traffic would be 360-480 truck containers per year. With an estimated 10 sites expected with rail access, the total reduction in truck traffic would be 3,600-4,800 per year.

A modest build out scenario of the EIIC is estimated to have ten sites developed with rail access. Using the estimate provided by the IC&E as our model, the full build out of sites with rail access would be 1,800-2,400 rail containers per year. With two truck containers per rail car load, 3,600-4,800 truck containers per year would be removed from the roadway system. The estimated distance the rail car loads will travel is 175 miles, creating the total annual distance in rail car miles of 315,000-420,000. Should the containers remain on trucks, the miles per container would double to 630,000-840,000.

In coordination with the City of Eldridge concerns were raised as to the quality of railroad crossings over existing roads in Eldridge. Current project plans propose bituminous crossings, while Eldridge is requesting PCC plank or rubberized crossings. The City of Davenport has studied railroad crossings throughout the City of Davenport and received rough cost estimates to upgrade the crossings. Negotiations between the City of Davenport and City of Eldridge are continuing.

Additional concerns were raised by the City of Eldridge in regard to the level of warnings at the crossings and wishes to see a higher level of warning at each crossing. Current plans call for wooden crossbucks will be displayed. While there appears to be no definitive governmental standards for what the level of warning that should be provided, the IC&E has suggested that the number of tracks at the crossing; the traffic; and sight restrictions at the crossings should be important factors in making those decisions. Eldridge has asked that the level of warning provided elsewhere in Davenport should be the minimum of what Eldridge should be provided. Negotiations are continuing to finalize these plans.

Land Use

The City of Eldridge plans to develop land to the north of the Preferred Alternative project location and has been identified as future industrial area in the 2003 Bi-State Regional Commission's *Quad Cities, Illinois/Iowa Future Land Use* map. According to the Davenport 2025: Comprehensive Plan for the City, the land south of Slopertown Road and to the east of Hillandale Road has been slated for future development by the City of Davenport. The EIIC future development is expected to be south of Slopertown Road and east of Hillandale Road and is an indirect impact of the proposed project. Interest in developing additional lands surrounding the Preferred Alternative project corridor was expressed at the November 8, 2007 public meeting. Property owners with lands south of Slopertown Road have inquired into annexing into the City of Davenport and rezoning the property from agricultural to industrial with the intention of selling the property for development. This area is shown in the Davenport 2025 Comprehensive Plan within the future annexation limits and identified for future development.

Cumulative Impacts

A cumulative impact is defined as “the impact on the environment which results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions. For a project to be reasonably foreseeable, it must have advanced far enough in the planning process that its implementation is likely. Reasonably foreseeable future actions are not speculative, are likely to occur based on reliable sources, and are typically characterized in planning documents.

Ongoing projects. Projects that are ongoing include the following:

- Application of Macadam on Slopertown Road from Y52 to Hillandale Road.
- Right of Way acquisitions at the HWY 130 interchange of I-80, for grading and paving. This interchange upgrade is to accommodate future traffic demands.
- Paving of Northwest Boulevard from Pine Street to I-80. Parties owning property and/or operating businesses along Northwest Boulevard have requested that the City of Davenport widen the street in response to current and projected traffic demands and to enhance the corridor as an entrance to the community.

Reasonably Foreseeable Future Projects. Projects to occur in the reasonably foreseeable future include the following:

- Land acquisition north of Slopertown Road. The Davenport Municipal Airport Runway 15 existing runway Object Free Area (OFA) extends into Slopertown Road by 50 ft. The Airport Master Plan, approved in 2000, shows moving Slopertown Road. The land purchase would start that process. Land in the runway protection zone would also be purchased as the FAA encourages full ownership. Total land acquisition will be approximately 50 acres. Details of the Slopertown Road relocation are minimal, but as shown on the Airport Layout Plan will relocate approximately 4000 ft. of Slopertown Road approximately 750 ft. to the north. The segment of the road starts 2000 ft. to the east of Buttermilk Road/Division Street to 2000 ft. to the west of said road.
- Resurfacing of Slopertown Road from Y52 to Hillandale Road.

The effect of the proposed project is expected to have a cumulative impact on development of land use in the area by enhancing the environment for economic growth and development in the area. Annexation would result in the expansion of sewers further north and loss of farmland. No commitments have been made for development or annexation in the area. The City of Eldridge has also stated that they have the intention of resurfacing Buttermilk Road possibly in the summer of 2008; however plans have not been stated in planning documents, and if they proceed as intended, would predate the construction of the railroad extension. The 2025 Comprehensive Plans show the extension of Research Parkway to connect with the other segment of the road to the directly to the west of US 61 HWY, although no funds or grants have been allocated to the project.

There will also be a cumulative impact on drainage in the area. In the past, drainage was conducted by the use of drainage tiles and ditches along the roads. When the EIIC was created, a large storm water detention pond was developed. Future developments would decrease permeable surface within the area, thus exacerbating current drainage concerns. The City of Davenport has a storm water management ordinance to control surface water runoff for commercial and industrial developments of over one acre; residential developments of over two acres; or where the percentage of impervious area will be greater than 50%. The City of Eldridge also has a storm water detention regulation for all developments.

Comparison of Alternatives

Table 6 on the following page provides a final comparison between the Preferred Alternative and the No Action Alternative.

Table 6 Summary of Impacts for Build and No-Build Alternatives

	Preferred Alternative	No Action Alternative
Length km (mil)	4.51 (2.8)	0
Total Right-of-Way Required (ac)	16.394 (1.78 temp. construction easement)	0
No. Properties Affected	12	0
No. Businesses Affected	6	0
Residences Displaced	0	0
Farmland Impacted (ac)	17	0
Water Quality Impacts	BMPs Implemented for Erosion Control	None
River and Floodplain Crossings	Crossing over Crow Creek	None
Archaeology Impacts	None	None
Historic Properties Affected	None	None
Air Quality Impacts	Reduction of pollutants including VOC and NOx	None
Noise Impacts	Increase in dBA at two residences, both to remain under 67 dBA	None
Regulated Material Impacts	Removal of metal and arsenic contaminated soil	None
Land Use Impacts	Increased industrial development of area surrounding project corridor	Future industrial development planned

Summary

This Environmental Assessment concludes that the proposed project is necessary to provide cost efficient transportation infrastructure for the EIIC to promote economic development in the area. The project will have no significant adverse social, economic or environmental impacts of a level that would warrant and environmental impact statement. Final alternative selection will occur following completion of the public review period and location public hearing.

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

VI. EARLY COORDINATION AND COMMENTS

Agency Coordination

Appropriate federal, state agencies were contacted February 20, 2007 and local agencies were contacted May 4, 2007, as part of the early coordination for their comments concerning the project. The agencies contacted are listed below, bolded agencies responded with comment. Comment letters received are shown in Appendix C.

U.S. Army Corps of Engineers
Bi-State Regional Commission
U.S. Department of Agriculture – Natural Resources Conservation Service
Iowa Department of Cultural Affairs – State Historical Society of Iowa
Iowa Department of Economic Development
Iowa Department of Natural Resources – Conservation and Recreation Division
City of Eldridge
U.S. Environmental Protection Agency
Federal Aviation Administration
Federal Emergency Management Agency
U.S. Fish and Wildlife Service
Greater Davenport Redevelopment Corporation
U.S. Department of the Interior
Scott County Conservation Board
Scott County Board of Supervisors
Scott County Planning and Development

Comments received include:

- U.S. Army Corps of Engineers stated that no further Rock Island District real estate coordination is necessary and that a Section 404 permit is required.
- Bi-State Regional Commission stated that the project is listed in the 2006 Comprehensive Economic Development Strategy which supports goals and strategies listed in the document and is also described in the 2035 Quad City Area Long Range Transportation Plan.
- U.S. Department of Agriculture Natural Resources Conservation Service stated that they have no concerns regarding the project as presented and that there are no wetlands evident along the proposed corridor.
- Iowa Department of Cultural Affairs State Historical Society of Iowa gave the opinion that the project area has the potential to contain archaeological resources that may be considered eligible for listing in the National Register of Historic Places and recommends conducting a Phase I archaeological survey prior to construction.

- Iowa Department of Natural Resources Conservation and Recreation Division found no site-specific records of rare species or significant natural communities that would be impacted by this project. Any construction activity that bares soil of greater than one acre will require an NPDES permit. Also made known the fugitive dust law.
 - City of Eldridge City Engineer listed some concerns regarding final agreements between the City of Davenport and the City of Eldridge, desires to have higher quality crossings and warning devices at each crossing, as well as drainage concerns.
 - U.S. Environmental Protection Agency stated that there are no known issues to the EPA that would impede the project.
 - Federal Aviation Administration stated that the City of Davenport must have FAA approval before it can sell property located at the Davenport Municipal Airport. The proposed railroad may negatively impact the extension of a runway as it is not shown on the Airport Layout Plan. The City needs to submit a formal release request and may need to submit Notice of Proposed Construction or Alteration 30 days prior to construction.
 - The Greater Davenport Redevelopment Corporation offered their support for the proposed project.
-

Public Involvement

Throughout the planning process and environmental review of the proposed project, the City of Davenport has met with several groups to inform them of their intent, asking for feedback on the plans, and answering questions as they arise. The City of Davenport has presented information to the Scott County Board of Supervisors, Greater Davenport Redevelopment Corporation Board, City of Eldridge City Council, Airport Commission, and met with property owners affected by the project. These groups have also received periodic updates on the progress of the environmental review process.

A public information meeting was held in Davenport Iowa on November 8, 2007 to inform the public about the project and to allow them to comment and ask questions pertaining to the project. The main comments and concerns received include:

- Impacts to drainage on farmlands and Buttermilk Road.
 - Drainage calculations are being conducted to determine if additional mitigation is needed.
- Access to land which will be blocked due to the railroad.
 - Private access points will be given to those property owners whose access to lands currently accessible will be impeded by the introduction of the railroad.
- The quality of crossings and warning devices.
 - A study of the railroad crossings within the City of Davenport was conducted to determine whether an upgrade in crossing material was needed. The City of Davenport will provide comparable crossings to those located within the City of Davenport.
- Concern over potential contents of railroad cars, especially of hazardous materials and what would happen if hazardous materials should spill.

- There are currently mutual aid agreements between the Eldridge Fire Department and the City of Davenport. In addition, there are also restrictions on the containment mechanisms for hazardous materials transport which would have to be in place from a basic carrier perspective.
- Inquiry into possible annexation into the City of Davenport and rezoning to industrial land.
 - The City of Davenport is supportive of an annexation and there is a process to rezone land at the same time as annexation. The City of Davenport will provide more information on the annexation process.

APPENDIX A

Streamlined Resource Summary Table

1*

SOCIOECONOMIC Justification Section: (Project manager will delete fields that are covered in document.)

Community Cohesion	
Evaluation and Date:	Proposed railroad alignment will not go through neighborhoods. March 12, 2007.
Database Used:	Aerial Photo
Completed by:	L. Berkley, City of Davenport
Relocation Potential	
Evaluation and Date:	No homes or businesses are present in the corridor. No relocation is needed. March 12, 2007.
Database Used:	Aerial photo
Completed by:	L. Berkley, City of Davenport
Churches and Schools	
Evaluation and Date:	None present in corridor. March 12, 2007
Database Used:	NA
Completed by:	L. Berkley, City of Davenport
Utilities	
Evaluation and Date:	There will be one utility pole relocated in this project. Local utility companies will be contacted before construction begins, and Iowa One Call will be called before digging begins.
Database Used:	McClure Engineering Associates, Inc.
Completed by:	McClure Engineering Associates, Inc.
Energy	
Evaluation and Date:	No significant energy increases are expected
Database Used:	
Completed by:	L. Berkley, City of Davenport
Emergency Routes	
Evaluation and Date:	Road closures to construct rail crossings will be coordinated with local emergency response.
Database Used:	
Completed by:	L. Berkley, City of Davenport
Environmental Justice	
Evaluation and Date:	Minority and low-income populations are lower than the surrounding areas. These populations are not impacted disproportionately by the project.
Database Used:	U.C. Census Bureau website: www.census.gov
Completed by:	L. Berkley, City of Davenport
Construction	
Evaluation and Date:	Standard specifications will be used. No constructability issues anticipated.
Database Used:	NA
Completed by:	L. Berkley, City of Davenport
Pedestrian and Bicycle	
Evaluation and Date:	No pedestrian or bicycle paths are planned to cross this proposed project.
Database Used:	
Completed by:	D. Bulat, Bi-State Regional Commission
NATURAL ENVIRONMENT Justification Section: (Project manager will delete fields that are covered in document.)	
Wetlands	
Evaluation and Date:	No wetlands located within project corridor. March 21, 2007
Database Used:	U.S. Fish and Wildlife Service National Wetlands Inventory Wetlands Mapper; NRCS
Completed by:	L. Berkley, City of Davenport; Paul Viner, NRCS

Surface Waters	
Evaluation and Date:	Corridor crosses Crow Creek, 401 and 404 permits required
Database Used:	Army Corps of Engineers, Iowa Department of Natural Resources
Completed by:	L. Berkley, City of Davenport
Wild and Scenic Rivers	
Evaluation and Date:	Crow Creek is not a Wild and Scenic River. March 2007.
Database Used:	www.nps.gov/rivers/index/html
Completed by:	L. Berkley, City of Davenport
Wildlife and Habitat	
Evaluation and Date:	No unique or significant natural resources in project area.
Database Used:	USFWS Phone call
Completed by:	Jodi Millar
Threatened and Endangered	
Evaluation and Date:	No Threatened or Endangered species are located within the project corridor.
Database Used:	Iowa Department of Natural Resources, U.S. Fish and Wildlife Service.
Completed by:	Inga Foster, IDNR; Jodi Millar, USFWS
Vegetation	
Evaluation and Date:	Vegetation consists of cropland, March 2007
Database Used:	Aerial photo, windshield survey
Completed by:	L. Berkley, City of Davenport

CULTURAL Justification Section: (Project manager will delete fields that are covered in document.)

Ecosystem	
Evaluation and Date:	No protected or unique ecosystem occurs in the corridor. March 2007
Database Used:	Aerial photo, windshield survey
Completed by:	L. Berkley, City of Davenport
Recreational	
Evaluation and Date:	There are no recreational areas, private or public or public parks in the project site. Section 4(f) does not apply.
Database Used:	Windshield survey, city mapping
Completed by:	L. Berkley, City of Davenport

PHYSICAL Justification Section: (Project manager will delete fields that are covered in document.)

Temporary Impacts	
Evaluation and Date:	Impacts are anticipated to be minor and will be limited to construction activities
Database Used:	
Completed by:	L. Berkley, City of Davenport
Visual	
Evaluation and Date:	There are five farmsteads within 1500 ft of the proposed corridor, all would possibly be able to see the railroad, but impact is not considered significant.
Database Used:	Aerial photo, EIC Rail Extension Noise Study
Completed by:	L. Berkley, City of Davenport; Stacy Woodson, H.R. Green

APPENDIX B

Referenced Documents

- B-1Farmland Conversion Impact Rating Form AD-1006
- B-2February 22, 2007 Letter from Natural Resources Conservation Service
- B-3Plans for Box Culvert of Crow Creek
- B-4State Historic Preservation Office Concurrence Letter
- B-5Emission Reduction Calculations

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request <u>03/21/2006</u>	
Name Of Project <u>ELIC - Railroad Extension</u>		Federal Agency Involved <u>FHWA and DOT</u>	
Proposed Land Use <u>Railroad and crossings</u>		County And State <u>Scott County, Iowa</u>	
PART II (To be completed by NRCS)		Date Request Received By NRCS <u>3/23/06</u>	
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 ☐
Major Crop(s) <u>CORN</u>		Farmable Land In Govt. Jurisdiction Acres: <u>231,228</u> % <u>78</u>	Acres Irrigated <u>< 1000</u> Average Farm Size <u>309 acres</u>
Name Of Land Evaluation System Used <u>Scott Co.</u>		Name Of Local Site Assessment System <u>none - FPPA</u>	Amount Of Farmland As Defined In FPPA Acres: <u>154,152</u> % <u>52</u>
		Date Land Evaluation Returned By NRCS <u>4/6/06</u>	
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		12.5	
B. Total Acres To Be Converted Indirectly		4.5	
C. Total Acres In Site		17.0	0.0 0.0 0.0
PART IV (To be completed by NRCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland		14.5	
B. Total Acres Statewide And Local Important Farmland		1.0	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		20.1	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		37.4	
PART V (To be completed by NRCS) Land Evaluation Criterion			
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		87.0	0 0 0
PART VI (To be completed by Federal Agency)		Maximum Points	
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))			
1. Area In Nonurban Use		15	
2. Perimeter In Nonurban Use		10	
3. Percent Of Site Being Farmed		20	
4. Protection Provided By State And Local Government		0	
5. Distance From Urban Builtup Area		0	
6. Distance To Urban Support Services		0	
7. Size Of Present Farm Unit Compared To Average		0	
8. Creation Of Nonfarmable Farmland		25	
9. Availability Of Farm Support Services		0	
10. On-Farm Investments		0	
11. Effects Of Conversion On Farm Support Services		25	
12. Compatibility With Existing Agricultural Use		5	
TOTAL SITE ASSESSMENT POINTS		100	180 0 0 0 0
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)		87	180 0 0 0 0
Total Site Assessment (From Part VI above or a local site assessment)		100	180 0 0 0 0
TOTAL POINTS (Total of above 2 lines)		187	280 0 0 0 0
Site Selected: <u>Site A</u>		Date Of Selection	
Reason For Selection:		Was A Local Site Assessment Used? Yes ☐ No ☒	

(See instructions on reverse side)

Form 58-400B (4-04)

United States Department of Agriculture



Natural Resources Conservation Service
210 Walnut Street, Room 693
Des Moines, IA 50309-2180

FEB 26 2007

February 22, 2007

Ms. Laura Berkley, Planner I
City of Davenport
226 W 4th St
Davenport IA 52801

RE: Davenport Extension

Dear Ms. Berkley:

Thank you for the opportunity to review the above referenced project planned for Scott County.

At this time, the USDA Natural Resources Conservation Service has no concerns regarding this project as presented.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard Van Klaveren".

Richard Van Klaveren
State Conservationist

cc: Bruce Trautman, Assistant State Conservationist (FO), NRCS, Fairfield IA
Paul Viner, District Conservationist, NRCS, Davenport IA

APR 06 2007



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1795

FAX

515-239-1726

April 4, 2007

Ref. No. RFD-FE06(01)--49-82
City of Davenport
Scott County
Local

Doug Jones
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319

R&C# 030282100

Dear Doug:

RE: Eastern Iowa Industrial Center Railroad Extension

Enclosed for your review and comment is the cultural resource review for the above mentioned project. The city of Davenport proposes to use SAFETEA-LU funds to extend the existing railroad grade from the existing Iowa Chicago and Eastern track at Blackhawk Trail in Eldridge westward and south for a total of 2.8 miles to the Eastern Iowa Industrial Center in Davenport. The surveyed area of potential effect is about 60 acres.

The investigation included background research, analysis of landforms, soils maps and previous archaeological records. The pedestrian survey recorded two sites. Site **13ST211** contain the remains of a razed schoolhouse. Site **13ST212** was identified as lithic scatter on the surface. Neither site was found to be eligible for the National Register. No further archaeological survey is recommended.

Based on the results of the investigation, our determination is **No Historic Properties Affected**. If you agree with the determination and recommendation, please sign the concurrence line, date, add any comments, and return this letter. If you have any questions, please do not hesitate to call me.

Sincerely,

Judy McDonald
Office of Location & Environment
judy.mcdonald@dot.iowa.gov

JM

Enclosure

cc: Larry Mesenbrink, Office of Rail Transportation
Dave Stanley, BCA
Randy Hyler, OLE

Concur:

SHPO archaeologist

Comments:

4/19/07
Date

Emission Reduction Calculations

Eastern Iowa Industrial Center Rail Extension

Calculations/Assumptions	Factors
Travel Demand Model (Base Year 1998)	
QC Metro Average Trip Length (Trucks & E-I)	9.25 miles
QC Metro Average Trip Speed (Trucks & E-I)	33.12 mph
QC Metro Average Trip Length (Trucks & E-I)	16.765 minutes
Total QC Metro VMT	6,052,909 miles

Note: Trip Purposes shown above for truck trips and external-internal trips.

Initial Impact: Year One	1 year
Full Build-Out: Year Ten	1 year

	Carbon Dioxide CO	Volatle Organic Compounds VOC	Nitrogen Oxides NOx
Emission Factor*:			
Heavy Duty Diesel Vehicle (Ave. Speed 40 mph) grams/mile	2.806	0.438	14.58
Emission Factor X Trip Length (One directional trip) grams/trip	25.956	4.052	134.865

*Assuming rail extension efforts shift trips from heavy duty diesel powered vehicles to rail trips.

Net Reduction	grams/year	Carbon Dioxide CO	Volatle Organic Compounds VOC	Nitrogen Oxides NOx
Total HDDV reduced (Initial Build)	360-480 trucks*	9344.16- 12458.88	1458.72- 1944.96	48551.4- 64735.2
Total HDDV reduced (Full Build)	3600-4800 trucks**	93441.6- 124588.8	14587.2- 19449.6	485514- 647352

*Grams per vehicles removed per 365-day period

**Grams per vehicle removed in Year 10 per 365-day period

Net Reduction	kilograms/year	Carbon Dioxide CO	Volatle Organic Compounds VOC	Nitrogen Oxides NOx
Total HDDV reduced (Initial Build)	360-480 trucks*	9.34-12.46	1.46-1.94	48.56- 64.74
Total HDDV reduced (Full Build)	3600-4800 trucks**	93.44- 124.59	14.59- 19.45	485.51- 647.35

*Grams per vehicles removed per 365-day period

**Grams per vehicle removed in Year 10 per 365-day period

Initial Build: Assumes one EIIC site with 180-240 containers per year coming to Quad Cities by truck and another 180-240 trucks per year used to move products in/out of Quad Cities. Would allow bypassing of Chicago to bring containers directly to EIIC.

Full Build: Assumes ten EIIC sites accessible to rail extension with 3600-4800 trucking movements per year at Year 10, converted to rail to move freight. 10 sites x 360-480 trucks/year = 3600-4800 divided by 2 = 1800-2400; calculations indicate lowest emission reduction levels which in reality could be cumulative in nature as EIIC sites develop within the ten year timeframe.

APPENDIX C

Early Coordination Comments



REPLY TO
ATTENTION OF

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

March 29, 2007

Planning, Programs, and
Project Management Division

Ms. Laura Berkley
Planner I
City of Davenport
226 West Fourth Street
Davenport, Iowa 52801

APR - 2 2007

Dear Ms. Berkley:

I received your letter dated February 20, 2007, concerning proposed development of an extension of the Iowa Chicago & Eastern Railroad Eldridge line to the Eastern Iowa Industrial Center in Davenport, Eldridge and unincorporated Scott County, Iowa. Rock Island District Corps of Engineers staff reviewed the information you provided and have the following comments:

- a. Your proposal does not involve Rock Island District administered land; therefore, no further Rock Island District real estate coordination is necessary.
- b. Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization. We require additional details of your project before we can make a final determination of permit requirements. When detailed plans are available, please complete and submit the enclosed application packet to the Rock Island District for processing (enclosure).

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Economic and Environmental Analysis Branch, telephone 309/794-5174.

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

Sincerely,

Kenneth A. Barr
Chief, Economic and Environmental
Analysis Branch

Enclosure

*Eastern Iowa Industrial Center Railroad Extension Project
Cities of Davenport and Eldridge, Scott County, Iowa*

Chicago Eastern Railroad Eldridge line to Eastern Iowa Industrial Center. (UNCLASSIFIED).txt
From: Hayes, Michael D MVR
Sent: Monday, March 26, 2007 4:14 PM
To: 'lberkley@cidavenport.ia.us'
Subject: Chicago & Eastern Railroad Eldridge line to Eastern Iowa Industrial Center. (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Laura: If your project would involve the placement of fill material into waters of the United States, including jurisdictional wetlands, Section 404 authorization (permit) will be required.

Mike Hayes, Corps of Engineers
309/794-5367
Classification: UNCLASSIFIED
Caveats: NONE



Serving local governments in Muscatine and Scott Counties, Iowa.
Henry, Mercer and Rock Island Counties, Illinois

May 10, 2007

OFFICERS:
Chair
Dick O'Brien

VICE-CHAIR
Don Whitworth

SECRETARY
Tom Mahabian

TREASURER
Mike Freeman

MUNICIPAL REPRESENTATIVES:

City of Davenport
Ed Winberg, Mayor
Charles Brooks, Alderman
Brian Dumas, Alderman
Hep Vele, Citizen

City of Rock Island
Mark W. Salsenberry, Mayor
Chuck Austin, Councilman

City of Madison
Don Whitworth, Mayor
Bill Adams, Alderman

City of Bettendorf
Mike Freeman, Mayor

City of East Moline
John Theodor, Mayor

City of Muscatine
Dick O'Brien, Mayor

City of Keosauqua
James Smith, Mayor

City of Silvis, Village of
Andalusia, Carlton Cliff
Coal Valley, Gordon Hampton
Hilldale, Milan, Oak Grove
Port Byron, and Rapids City
Ken Williams, Mayor, Carlton Cliff

County of Allamakee, Calusa, Calva
Geneseo, Village of Alpha
Andrew Abraham, Carlisle
Haw, Boston, Olson, Stewart
Vada, Windhorst, and Woodruff
Denny McDonald, Mayor, Calusa

County of Blue Grass, Buffalo
Eldridge, LeClaire
Long Grove, McCausland
Preston, Riverside, Walnut
West Liberty, and Wilson
Wesson Springs, Mayor, LeClaire

COUNTY REPRESENTATIVES:

Henry County
Tom Mahabian, Chairman
Jo Anne Hillman, Member
Pat Rappaport, Member

Mercer County
Tom Harris, Chairman

Muscatine County
Ken Kelly, Chair
Ernie Olson, Member

Rock Island County
Jim Bohmstedt, Chairman
John Blawie, Member
Tom Rushwell, Member
Elizabeth Sherwin, Citizen

Scott County
Tom Sunderbruch, Vice Chair
Chris Golen, Member
Larry Mearns, Member
Cody Rangel, Citizen

PROGRAM REPRESENTATIVES:

Carl Becker
Ralph H. Hestinger
Mathew L. Lawrence
Jim Toak
Rory Woodburn
Tim Winkelman
Thomas A. Wilson

Executive Director
Denise Bulat

Ms. Laura Berkley
Planner I
City of Davenport
226 West Fourth Street
Davenport, Iowa 52801

Dear Ms. Berkley:

This letter is provided as comment to the City of Davenport rail infrastructure improvement project to extend rail service to the Eastern Iowa Industrial Center. The rail extension project is listed in the 2006 Comprehensive Economic Development Strategy (CEDS) for the Bi-State Region adopted by the Bi-State Regional Commission on September 27, 2006.

The project, as a whole, supports goals and strategies identified in the CEDS. Of these, Goal B: (RETAIN BUSINESS AND INDUSTRY AND ENCOURAGE EXPANSION), and Goal D: (PROVIDE INFRASTRUCTURE, INCLUDING STATE-OF-THE-ART TECHNOLOGY, TO SUPPORT BUSINESS GROWTH AND EXPANSION) are significant. Under Goal B, the rail extension project represents an opportunity to achieve Implementation Step 8, *Encourage the development and marketing of large-scale regional industrial parks and regional business/technology parks*. Under Goal D, the project represents an opportunity to achieve Implementation Step 2, *Pursue funding sources for construction, maintenance and expansion activities*.

The rail extension project is also described in the 2035 Quad City Area Long Range Transportation Plan adopted by the Bi-State Regional Commission on March 22, 2006.

Sincerely,

Denise L. Bulat

Denise L. Bulat
Executive Director

MAY 11 2007

DLB:
Transcript/Redlined comment Davenport.doc



1504 Third Avenue, P.O. Box 3366, Rock Island, Illinois 61204-3366
Phone (309) 793-6300, Fax (309) 793-6305
E-mail: info@bi-stateonline.org - Website: www.bi-stateonline.org



United States Department of Agriculture



Natural Resources Conservation Service
210 Walnut Street, Room 693
Des Moines, IA 50309-2180

FEB 26 2007

February 22, 2007

Ms. Laura Berkley, Planner I
City of Davenport
226 W 4th St
Davenport IA 52801

RE: Davenport Extension

Dear Ms. Berkley:

Thank you for the opportunity to review the above referenced project planned for Scott County.

At this time, the USDA Natural Resources Conservation Service has no concerns regarding this project as presented.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard Van Klaveren".

Richard Van Klaveren
State Conservationist

cc: Bruce Trautman, Assistant State Conservationist (FO), NRCS, Fairfield IA
Paul Viner, District Conservationist, NRCS, Davenport IA

An Equal Opportunity Provider and Employer

10/25/2007 10 08 FAX 5633880682

SCOTT CO USDA OFFICE

002/002

United States Department of Agriculture



Natural Resources Conservation Service
6370 Hillendale Rd
Davenport, IA 52806
Phone: (563) 391-1403
Fax: (563) 388-0682

From Paul Viner

October 25 2007

To: Clayton Lloyd
Community & Economic Development
Davenport Iowa

Subject: Proposed railroad spur

Dear Mr. Lloyd:

At your request I have reviewed the area along the proposed railroad spur with respect to wetlands. There are no official wetland determinations completed by the Natural Resources Conservation Service in these areas.

The National Wetland Inventory shows no wetlands in these areas. Our office also has a potential wetland inventory completed in 1987. No potential wetland areas were indicated in the areas of railroad spur expansion.

Soil maps indicate that there are some hydric soils present along the proposed rail spur. Due to the intensive agricultural use of this area, it appears these hydric soil areas must have all been converted at some time in the past. Reviewing aerial slides from the 1980's, there was no indication of crop loss or stress 3 out of 5 years in these areas.

There are no wetlands evident along the proposed railroad spur expansion route.

Sincerely

A handwritten signature in dark ink, appearing to read "Paul Viner", is written over a horizontal line.

Paul Viner
District Conservationist
Scott/Muscatine

The Natural Resources Conservation Service provides leadership in a partnership effort to help secure, conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer



A Division of the Iowa Department of Cultural Affairs

March 5, 2007

In reply refer to:
R&C#: 030282100

Ms. Laura Berkley, Planner I
City of Davenport
226 West Fourth Street
Davenport, Iowa 52801

RE: HUD - SCOTT COUNTY - CITY OF DAVENPORT - EASTERN IOWA INDUSTRIAL CENTER -
PROPOSED RAIL PROJECT IN AN AREA SLATED FOR INDUSTRIAL DEVELOPMENT - SECS. 22,
23, 26, 27, 28, 33, 34, T79N-R3E - ARCHAEOLOGICAL SURVEY (OSA/CCR 1064) - LETTER

Dear Ms. Berkley,

We have received your February 20, 2007 letter and attachments regarding the above-referenced federal undertaking. We make the following comments and recommendations based upon our review of this and previously submitted documentation and in accordance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. §§ 470 et seq.) and its implementing regulations 36 CFR Part 800 (revised, effective August 5, 2004).

Consultation has already begun on this project so the reason for your correspondence is somewhat perplexing. The Iowa State Historic Preservation Office had previously issued its comments and concerns relating to the development of the proposed rail project in a letter to Mr. Bruce Berger dated April 28, 2003. According to our records, we have not received the additional information requested including the results of a phase I corridor survey, which the City, upon the advice of its consulting archaeologist, was to pursue (see recommendations in OSA/CCR 1064 prepared by Mr. William E. Whittaker). Nor have we received the assessments of the farmsteads that will be affected by this project.

We understand from your letter that the project is to receive aid through the Federal Highway Administration (FHWA). If this is so, then FHWA will need to meet the requirements of Section 106 and we have yet to receive notification from that agency of how they intend to proceed with consultation, whether separately or jointly with the City.

Also, please understand that the Letter of Agreement (LOA) to which you refer is an agreement among the City and the SHPO and is not binding upon any other participating state or federal agencies that may have responsibilities under the National Historic Preservation Act (Act).

You will note that Stipulation A of the agreement states,

The geographic scope of the Phase I Cultural Resources Survey shall include the land to be acquired for the rail line as well as a 50 meter corridor surrounding it (an area of approximately 110 acres). Furthermore, the City of Davenport agrees to conduct further historic properties investigations of any land parcel(s) developed in conjunction with the rail extension within the City of Davenport, or annexed into the City of Davenport in the future, should the project include any federal funding, licenses, permits, or assistance.

I might add that the survey work required by the LOA must be completed at a time when field conditions are conducive to the identification and evaluation of historic properties.

600 EAST LOCUST STREET, DES MOINES, IA 50319-0290 P: (515) 281-5111

Since the identification and evaluation of historic properties within the project Area of Potential Effects (APE) has not yet been completed, the City has nothing upon which to base a determination of effect. Consequently, the 30-day comment period imposed by the last line of your letter is not valid, nor would be your assumption, prompted by its expiration, that 'this project complies with [our] standards and no mitigation or further study will be needed.'

Be advised that dismissal of further review by our office in such a manner followed by the preemption of the consultation process by construction activities would in our opinion constitute a foreclosure of comment and would certainly represent a breach of the LOA. Such action on the part of the City would invoke extended review under Section 110k of the Act thereby resulting in significant project delays. Please be aware that the outcome of such a review might impact the City's ability to draw upon federal funds.

We will resume review of this undertaking when we have received substantive documentation that addresses our concerns of April 28, 2003 and that satisfies the stipulations of LOA. Until then, we will provide no further written comment.

I can be reached by phone at (515) 281-8744 or you can email me at daniel.higginbottom@iowa.gov if you have any further questions.

Sincerely,



Daniel K. Higginbottom, Archaeologist
Iowa State Historic Preservation Office

Cc: Randall Faber, Office of Location and Environment, IDOT
Ken Oestreick, City of Davenport
Douglas W. Jones, Archaeologist, Iowa State Historic Preservation Office
Paula Mohr, State CLG Coordinator, Iowa State Historic Preservation Office



A Division of the Iowa Department of Cultural Affairs

April 28, 2003

In reply refer to:
R&C#: 030282100

Mr. Bruce Berger, Manager
Housing Rehab Division / City of Davenport
226 West Fourth Street
Davenport, IA 52801

RE: HUD - SCOTT COUNTY - CITY OF DAVENPORT - EASTERN IOWA INDUSTRIAL CENTER -
PROPOSED RAIL PROJECT IN AN AREA SLATED FOR INDUSTRIAL DEVELOPMENT - SECS. 22,
23, 26, 27, 28, 33, 34, T79N-R3E - ARCHAEOLOGICAL SURVEY [OSA/CCR 1064]

Dear Mr. Berger,

We have received the reported entitled *Phase IA Archaeological Investigation of a Proposed Commercial and Industrial Development at Davenport and Eldridge, T79N-R3E, Scott County, Iowa* [OSA/CCR 1064] prepared by Mr. William E. Whittaker of the General Contracts Program at the Office of the State Archaeologist of Iowa, Iowa City. Thank you for providing the Iowa State Historic Preservation Office [SIPO] with the opportunity to review this undertaking. We make the following comments and recommendations based on the results of this study and in accordance with sections 101 and 106 of the National Historic Preservation Act of 1966.

Considering the location of the project and the results of preliminary background investigations, it is our opinion that the project area has the potential to contain archaeological resources that may be considered eligible for listing in the National Register of Historic Places. And, given the nature of the undertaking as described, we believe the potential for adverse effects exists if such properties exist within the Area of Potential Effects (APE). The OSA report recommends supplemental archival study and an unspecified amount of phase I archaeological survey prior to construction. We agree that further study is warranted before any earthmoving ensues.

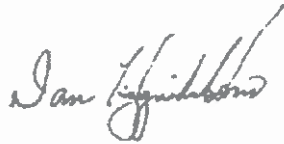
Farmstead A (page 6), which contains a suspicious grassy area, should certainly be investigated further. The addition or elimination of any specific areas within the overall project APE will be dependant upon several factors including: 1) the results of current and future archival study and informant interviews, 2) magnitude of past ground disturbance and/or soil erosion, 3) potential for deeply buried archaeological sites, which, based on the current study appears relatively minor in view of the APE's topographic setting; and, 4) the professional discretion of the consulting archaeologist.

Other recommended archival sources for consideration would include Ramsey and Mott's Inventories of abandoned villages and post offices, property abstracts and census records, and aerial photographs from which buried foundations might be discerned. We request that the consulting archaeologist prepare a map delineating areas recommended for survey and those that are not. Each area should include a brief physical description, an account of how project activities will impact the area, along with the archaeologist justification for recommending or excluding survey. We also require that the consultant complete Iowa Site Inventory forms on all those farmsteads include in the Phase Ia survey report that were not initially reviewed by Ms. Mitchell of our office. Once we have received this information we will be in a better position to evaluate the need for archaeological survey and provide further technical assistance.

Feel free to contact me at (515) 281-8744 if you have any questions or require further assistance.

Sincerely,

600 EAST LOCUST STREET, DES MOINES, IA 50319-0290 P: (515) 281-5111

A handwritten signature in cursive script, reading "Dan Higginbottom".

Daniel K. Higginbottom, Archaeologist
Iowa State Historic Preservation Office

Cc: John Doershuk, Director, General Contracts Program, Office of the State Archaeologist of Iowa



CHESTER J. CULVER, GOVERNOR
PATTY JUDGE, LT. GOVERNOR

STATE OF IOWA

DEPARTMENT OF NATURAL RESOURCES
RICHARD A. LEOPOLD, DIRECTOR

OCT 17 2007

October 12, 2007

Laura Berkley
City of Davenport
226 W 4th St.
Davenport, IA 52801

RE: Environmental Review for Natural Resources
Railroad extension
Iowa, Chicago, and Eastern Railroad
Eldridge line to the Eastern Iowa Industrial Center

Dear Ms. Berkley:

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

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

Any construction activity that bares the soil of an area greater than or equal to 1 acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information regarding this matter, please contact Ruth Rosdail at (515) 281-6782.

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

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

Sincerely,

Inga M. Foster

Inga Foster
Environmental Specialist
Conservation and Recreation Division

FILE COPY: Inga Foster
Tracking Number: 07-5391_II



SHIVE-HATTERY

March 20 2007

City of Eldridge
Attn: Mr. Matt Van Waus
305 North Third Street
Post Office Box 375
Eldridge, IA 52748-0375

MAR 21 2007

mark-up

(309) 764-7650
(800) 798-7650
FAX: (309) 764-8616
<http://www.shive-hattery.com>

Shive-Hattery, Inc.
1701 River Drive, Suite 200
Moline, IL
61265

RE: Eastern Iowa Industrial Center Rail Extension

Dear Matt:

I have reviewed the preliminary proposed plans (which I received February 14, 2007) for the above rail extension and have the following comments:

1. It seems to me that some type of Final Agreement is required between the City of Eldridge and the City of Davenport to allow Davenport (who I understand is the permitting or owning entity for the rail) access across City of Eldridge right-of-way. In this agreement the following should be addressed:
 - a. Liability waiver issues for Eldridge against any damages, personal injury, etc.
 - b. Maintenance of the entire rail system on City of Eldridge right-of-way, not just limited to the crossings. This should address the level of serviceability expected by the City of Eldridge.
 - c. Future street crossings and how future development drainage can connect into the system should be addressed.
 - d. Assurance is needed that equitable correction fees to the spur line will be charged to future users in Eldridge city limits.
2. It appears that an asphalt concrete crossing, with timber planks is proposed at all crossings. The City has generally required PCC plank or rubberized crossings only. At a minimum, PCC plank crossings should be used on all crossings.
3. No signalized crossings are being proposed. An existing signalized crossing exists on Blackhawk Trail, which has less vehicle traffic count than other proposed street crossings within the City. Given the precedent with Blackhawk I believe signalized crossings should be provided at all crossings.
4. The existing crossing at the existing track at Blackhawk Trail should be updated at the same time as the new rail is installed.
5. There is significant concern with the proposed drainage:
 - a. At First Street, 600 feet of railroad ditch to the west is being re-directed to First.

307101-0-054



City of Eldridge
March 20, 2007
Page 2

- b. On Buttermilk, 1870 feet of railroad ditch to the west and 3950 feet of railroad ditch to the east is being re-directed to Buttermilk.
 - c. 50' of right-of-way is proposed north of N & M Transfer Co. the existing stormwater detention facilities are in the immediate area and the City needs assurance that no impact to this detention will occur. In both the above locations, there is concern of existing ditches and drainage structures having capacity for this new drainage area. We understand that Buttermilk Road currently is overtopped with runoff and there is serious concern of the effect, in both locations, of this additional runoff. In the First Street ditch, there is a considerable amount of erosion. A detailed drainage evaluation should be provided to the City of Eldridge, prior to approval, especially regarding re-direction of natural drainage, and concentration of drainage in the ditches as surface drainage.
6. It appears that a roadway ditch profile of .30% is proposed for Buttermilk Road. .30% on a ditch usually does not drain very effectively and seems too flat.

Please call if any questions.

Sincerely,

SHIVE-HATTERY, INC.
CITY ENGINEER

Myron K. Scheibe, P.E., L.S.
City Engineer's Representative

Cc: ~~Clayton Lloyd~~ - City of Davenport
Valerie Chambers - McClure Engineering

MKS/vjw

307101-0-054

The concerns expressed in the previous letter from Myron Scheibe, City Engineer for the City of Eldridge are in the process of review. As mentioned under the Floodplain and Transportation sections of the main body of the document, drainage calculations are currently being reexamined and further action will take place after the calculations have been reviewed; and crossing upgrades are being priced and compared to crossings throughout Davenport. Additional warning devices are also being considered for the crossings.

The Final Agreement requests under item 1 have not been finalized, but the City of Davenport intends to enter into such an agreement with the City of Eldridge detailing those issues raised.

Berkley, Laura M.

From: Cothorn.Joe@epamail.epa.gov
Sent: Tuesday, February 27, 2007 2:28 PM
To: Berkley, Laura M.
Subject: Rail Line Extension - Davenport/Eldridge/Scott County



pic16575.gif (2 KB)



pic08090.gif (59 KB)



pic24638.gif (11 KB)

Dear Ms. Berkley:

This letter responds to your February 20, 2007 consultation request regarding a rail road line extension to the Eastern Iowa Industrial Center in Davenport, Eldridge and unincorporated Scott County, Iowa. In evaluating this action, I referred to EPA Region 7's SiteMapper database for spatial relationships of environmentally regulated facilities and remediation sites. It appears that there are no issues known to EPA that would impede this project. The results of this inquiry are provided below.

Site preparation that disturbs over 1 acre of soil will require a National Pollutant Discharge Elimination (NPDES-Stormwater) permit from the Iowa Department of Natural Resources.

Thank you for including EPA in your coordination efforts.

Joseph E. Cothorn
NEPA Team Leader
U.S. Environmental Protection Agency
Region 7 - Kansas City
(913) 551-7148
cothorn.joe@epa.gov

Davenport/Eldridge/Scott County Rail Line Extension -

Embedded image moved to file: pic16575.gif
pic08090.gif

(Embedded image moved to file:

NOTE: The Environmental Protection Agency does not guarantee the accuracy, completeness, or timeliness of the information shown, and shall not be liable for any loss or injury resulting from reliance upon the information

shown.

{End

added image moved to file: pic24638.gif)Legend

EPA Region 7 Logo

R E G I O N 7

ENSV Division

2-27-2007



U.S. Department
Of Transportation

Federal Aviation
Administration

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

February 27, 2007

Ms. Laura Berkley
Planner I
City of Davenport
226 West Fourth Street
Davenport, IA 52801

MAR - 5 2007

Dear Ms. Berkley:

Re: Project No. RPD-FE06(01)-45-82
Iowa Chicago and Eastern Railroad Extension to Eastern Iowa Industrial Center
Cities of Eldridge, Davenport and unincorporated Scott County, Iowa

The Federal Aviation Administration (FAA) reviews other federal agency environmental from the perspective of the FAA's area of responsibility; that is, whether the proposal will have effects on aviation and other FAA responsibilities. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the material furnished with your letter dated February 20, 2007, concerning the above referenced project, and have no comments regarding environmental matters.

As a reminder, the City of Davenport must have FAA approval before it can sell property located at the Davenport Municipal Airport, i.e., proposed railroad right-of-way where it crosses through the existing and ultimate Runway 15 Protection Zone (RPZ). It appears that the proposed alignment of the railroad may negatively impact the ultimate extension of Runway 15. The proposed railroad is not shown on the Davenport Municipal Airport Layout Plan (ALP), which was conditionally approved by the FAA on 3/3/04. Both the airport sponsor and the FAA must agree to the proposed railroad alignment, and it must be shown on the ALP approved by the FAA. If you have questions regarding the ALP, please contact Byron Baxter with the Davenport Municipal Airport, and Scott Tener, FAA Iowa Airport Planning Engineer, at 816-329-2639.

Before we can consider a request for release of airport property, the City will need to submit a formal release request and include those items listed on our web site at:
http://www.faa.gov/airports_airtraffic/airports/regional_guidance/central/airport_obligations/release/

If you have any questions regarding the release of airport property, please contact Nicoletta Oliver, FAA Airports Compliance Specialist, at 816-329-2642.

We remind you that you will need to consider whether or not the project will require formal notice and review from an airspace standpoint. The requirements for this notice may be found in Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace. This regulation is contained under Subchapter E, Airspace of Title 14 of the Code of Federal Regulations. We remind you that if any part of the project exceeds notification criteria under FAR Part 77, notice should be filed at least 30 days prior to the proposed construction date, following the process as shown on our web site at:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/central/construction/part77/

If you have any questions regarding the airspace process, please contact Brenda Mumper at 816-329-2524 for proposed construction off of airport property, and please contact Angela Muder at 816-329-2620 for proposed construction on airport property.

Sincerely,



Todd M. Madison, P.E.
Environmental Specialist

cc: Ms. Nicoletta Oliver, FAA ACE-610C
Mr. Scott Tener, FAA ACE-611C
Ms. Kay Thede, IDOT Office of Aviation
Mr. Byron Baxter, Davenport Municipal Airport
Ms. Angela Muder, FAA ACE-620F



Greater Davenport Redevelopment Corporation

130 W. 2nd Street • Davenport, IA 52801 • phone: 563.322.1706 • fax: 563.322.7804

November 8, 2007

NOV 13 2007

Laura Berkley
Office of Planning & Land Use
City of Davenport
226 W. Fourth Street
Davenport, IA 52801

RE: Environmental Review for the Proposed Rail Expansion to the EIIC

Dear Ms. Berkley,

On behalf of the Greater Davenport Redevelopment Corporation (GDRC), I would like to offer our support for this project to bring railroad access to the Eastern Iowa Industrial Center (EIIC).

As the owner of the EIIC, the GDRC strongly supports this crucial infrastructure improvement. Rail access is an important factor as companies make site decisions and right now, the EIIC is not served by rail.

We have reviewed the public materials related to the environmental impact of this rail expansion and remain in support of project. Please contact me with any questions or concern. I can be reached at (563) 327-0164.

Sincerely,



Renay Robison-Scheer
Executive Director
Greater Davenport Redevelopment Corporation.

www.eiic.net