Introduction

This chapter explains how environmental considerations were incorporated into the development of the DMATS 2055 Long Range Transportation Plan (LRTP). Although the LRTP is not a project-level environmental document, it provides a framework for identifying environmentally sensitive areas, considering potential social and natural resource effects, and supporting informed decision-making as projects advance.

It describes the planning-level approach used to address environmental review requirements, mitigation, and consultation with agencies and stakeholders. The chapter also summarizes the screening methods used to identify potential environmental concerns associated with projects in the fiscally constrained plan. Together, these efforts support a transportation system that responds to regional needs while recognizing environmental stewardship, community impacts, and applicable federal and state requirements.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act (NEPA) is the federal environmental review process that applies when specific transportation projects move toward implementation with federal funding, approval, or other federal involvement. While the MPO long-range transportation plan does not itself serve as a project-level NEPA document, it provides an important planning foundation by identifying needs, priorities, and potential environmental considerations early in the process. This helps support informed decision-making and can improve coordination as individual projects advance into more detailed environmental review.

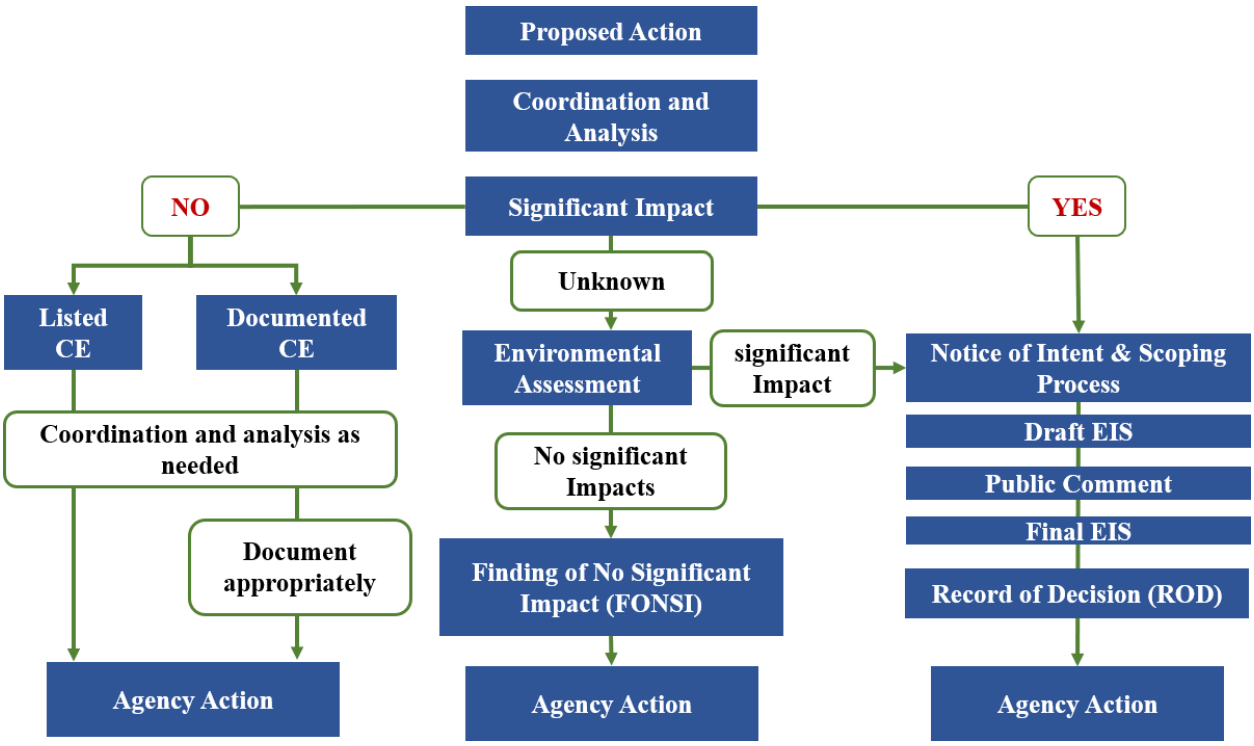

Figure 10.1 NEPA Document Decision Process
Source: U.S. Environmental Protection Agency

NEPA can be linked with MPO planning by considering environmental, community, and economic issues early in the long-range planning process and documenting that work in a way that can inform later project development. Through early coordination, public engagement, corridor-level analysis, and clear documentation of needs, alternatives, and potential impacts, the MPO can help create a stronger foundation for future project-level environmental review without replacing the separate NEPA process.

Levels of Environmental Analysis

NEPA review generally falls into three levels of analysis depending on the likely significance of a project's environmental effects:

- A Categorical Exclusion (CE) applies to actions that normally do not result in significant impacts.
- An Environmental Assessment (EA) is used when impacts are uncertain or expected to be limited.
- An Environmental Impact Statement (EIS) is required for projects expected to have significant environmental effects.

Together, these levels determine the amount of analysis, documentation, coordination, and public involvement needed as transportation projects move from planning into development. If environmental analysis and interagency review during the EA process finds that a project will have no significant impacts on the quality of the environment, a finding of no significant impact (FONSI) is issued. If significant impacts are found, an EIS is prepared.

Environmental Impact Screening

A planning-level environmental screening can help identify potential issues early, before a project moves into design and detailed NEPA review process described above. This type of screening, conducted as part of a Long Range Transportation Plan or other planning effort, allows local governments and project sponsors to recognize possible conflicts with environmentally sensitive areas, consider whether impacts can be avoided or reduced, and make better-informed decisions about project priorities.

Because the LRTP is regional in scope, this screening does not provide a detailed project-by-project environmental analysis. Instead, it highlights areas where future project development may require closer study as projects advance through NEPA and other applicable review processes. In general, roadway projects may have the greatest potential for impacts depending on their location and scale, while bicycle, pedestrian, and many transit improvements often involve smaller footprints and more limited environmental effects.

Title VI

The U.S Department of Transportation's (USDOT) Title VI regulations require that all programs which receive funding from the Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) must comply with Section 601 of Title VI of the Civil Rights Act of 1964, which states:

> No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

As recipients of federal transportation funds, MPOs must comply with Title VI and related nondiscrimination requirements. In practice, this means long-range transportation planning

should emphasize fair access, inclusive public engagement, language accessibility, and careful attention to whether transportation investments distribute benefits and burdens fairly across the region.

The assessment incorporated in this LRTP update is based on three basic principles derived from US DOT guidelines:

- The planning process should minimize, mitigate, or avoid environmental impacts (including economic, social, and human health impacts) that affect minority and low-income populations with disproportionate severity.
- The benefits intended to result from the transportation planning process should not be delayed, reduced, or denied to minority and low-income populations.
- Any community potentially affected by outcomes of the transportation planning process should be provided with the opportunity for complete and equitable participation in decision-making.

These principles apply to all programs, policies, and activities, including:

- Transportation planning decisions, including policy decisions and funding decisions.
- Environmental review associated with project development and the National Environmental Policy Act, or NEPA.
- Preliminary design and final design engineering of projects.
- Right-of-way, construction; and Maintenance and operations.

Additional information on this topic can be found in the *DMATS Title VI Non-Discrimination Program Plan*.

Environmental Mitigation

DMATS seeks to reduce the negative effects of transportation projects on the natural and built environment while preserving quality of life. The level of mitigation needed will vary based on the type of project and the severity of its expected impacts. Projects such as new roadways or roadway widening may require more extensive mitigation, while projects such as resurfacing, lighting, or intersection improvements often involve fewer impacts. To help determine the appropriate response for each project, DMATS uses the following three-step mitigation process:

- Identify and confirm environmentally sensitive areas throughout the project study area.
- Determine how and to what extent transportation projects will affect these environmentally sensitive areas.
- Develop and review appropriate mitigation strategies to lessen the impact of these projects on the environmentally sensitive areas.

To effectively mitigate environmental impacts, it is essential to know how federal regulations define mitigation:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.

- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments. (Source: 40 CFR 1508.20)

An ordered approach to mitigation, known as "sequencing," involves understanding the affected environment and assessing transportation effects throughout project development. Effective mitigation starts at the beginning of the environmental process, not at the end. Mitigation must be included as an integral part of the alternative's development and analysis process.

SEQUENCING:

- AVOID
- MINIMIZE
- REPAIR/RESTORE
- REDUCE OVER TIME
- COMPENSATE

FHWA's mitigation policy states: "Measures necessary to mitigate adverse impacts will be incorporated into the action and are eligible for Federal funding when the Administration determines that:

- The impacts for which mitigation is proposed actually result from the Administration action; and
- "The proposed mitigation represents a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation measures. In making this determination, the Administration will consider, among other factors, the extent to which the proposed measures will assist in the compliance with a Federal statute, Executive Order, or Administration regulation or policy." (Source: 23 CFR 771.105(d))

The table 10.1 below details mitigation activities and measures that should be considered when dealing with environmental impacts. Many of the measures are considered by the MPO during the project development phase. Measures considered include construction of sidewalks and bicycle lanes, design modifications to reduce community impacts, and consider noise barriers and landscaping to reduce noise and visual impacts.

Table 10.1 Mitigation Activities and Measures

Impacts	Mitigation Measures
Air Quality	• Designate pedestrian/transit-oriented development areas • Develop project that will reduce delay and over all Vehicles hours Traveled (VHT) in the metro area
Cultural Resources	• Design modifications to avoid area • Relocation of historical property (Design modification) • Landscaping to reduce visual impacts (Photo documentation) • Historic archival recording to present historic information to the public
Neighborhoods and communities, cultural resources, homes and businesses	• Minimize noise impact with sound barriers • Prevent the spread of hazardous materials with soil testing, well water tests and treatment • Avoid or minimize impact altogether
Communities	• Property owners paid fair market value for property acquired (Residential and commercial relocation)

Farmland	• Protect one to one farmland acre for every acre converted • Agricultural conservation easement on farmland (Compensation)
Wetlands and water resources including streams, lakes and watersheds	• Realign roadway corridors to avoid aquatic resources. Replace or restore wetlands. • Bridge sensitive areas instead of laying pavement directly onto the ground. Improve storm water management for construction and operation of facilities and development associated with projects
Endangered and Threatened Species	• Time of year restrictions • Construction sequencing • Species research and/or fact sheets • Memorandum of Agreement for species management • Bridge sensitive areas instead of laying pavement directly onto the ground • Design measures to minimize potential fragmenting of animal habitats • Enhancement or restoration of degraded habitat • Creation of new habitat • Establish buffer areas around existing inhabitants • Modifications of land use • Restrictions on land use
Noise	• Depressed roads • Noise barriers • Planting trees
Park Impacts	• Construct bike/pedestrian pathways • Replace impaired functions

Analysis

DMATS staff performed a qualitative environmental screening to assess the potential environmental impacts of the roadway projects recommended for inclusion in the DMATS 2055 LRTP. This analysis consisted of overlaying project locations with mapped sensitive natural and social resource locations.

This screening provides a general understanding of potential environmental impacts during the planning process. As project-specific plans are further developed, more precise environmental assessments will be required. For projects receiving federal funds, the NEPA process must be completed, and other applicable federal and state regulations must be met before any federal funds can be expended for construction. The projects included in the LRTP are at varying stages of development, and for some, additional environmental studies are already underway or have been completed.

The analysis includes two primary objectives:

1. Identify any potential conflicts between the proposed 2055 LRTP projects and key social and environmental resource areas.
2. Assess the nature and degree of the potential conflicts.

Potential Conflicts

The analysis is based on a buffer overlay technique. Staff mapped each project corridor and drew a zone of a specified distance, or buffer, around each one. All project corridors included in the fiscally constrained LRTP are analyzed.

Staff assigned buffer distances based on a corridor's potential impact on the surrounding environment. Corridors with higher speeds and larger traffic volumes are assumed to have a larger impact area and are assigned larger buffer distances. Table 10.2 provides the buffer distances used for the analysis.

Table 10.2 Corridor Types and Buffer Distance

Corridor Type	Buffer Distance
Principal Arterials with posted speeds 40 mph or greater	600 ft
Principal Arterials with less than 40 mph	400 ft
All other corridors	200 ft

Corridor buffers were overlaid on mapped indicators of key environmental and social resources. These indicators are summarized in Table 10.3, and Figures 10.4 – 10.10 provide the resulting overlay maps. The screening was performed using those features for which GIS coverage was available and no formal field investigation was conducted as part of this effort.

Potential Impacts

Based on the screening results, each project was assigned a potential impact classification of "Minor," "Moderate," or "Major." These classifications were based on a combination of objective and subjective criteria. These classifications were applied for planning-level screening purposes and do not replace detailed environmental analysis conducted during the NEPA process.

Classifying potential impacts is important because the effects of a project can vary significantly depending on the surround land use. For example, roadway widening is typically assumed to be less disruptive to the natural environment than construction on new alignment. However, widening may have greater community impacts depending on right-of-way availability, alignment, adjacent land use, and other factors.

In general, projects involving improvements to existing roadway alignments are expected to have lower impacts than projects on a new or widened alignment. Table 10.7 provides an estimate of how much of the existing corridor right of way will be used for the project. Impacts of projects requiring additional right of way acquisition are anticipated to have greater impacts.

In addition, the following guidelines were used to guide the impact classification process.

Minor Impacts

- Road widening with single small creek crossing
- Road widening near sensitive area

Moderate Impacts

- Road widening with multiple creek crossings
- Road widening through sensitive area
- New alignment with single small creek crossing
- New alignment near sensitive area

Major Impacts

- New alignment along stream
- New alignment with multiple stream crossings
- New alignment through sensitive area
- Road widening or new alignment with numerous impacts

Table 10.8 summarizes the results of the potential impact classification for each project corridor.

Table 10.3 Indicators Used in Screening

Nos.	Analysis	Elements	Impact
10.2–10.3	Floodplain	500-year Flood Plain 100-year Flood Plain Floodwall Protected	Resurfacing, Restoration, or Rehabilitation projects have a high chance of getting Categorical Exclusion (CE). Capacity Improvements need to go through NEPA process.
10.4-10.5	Environmentally Sensitive Areas	Conservation Recreation and Public Lands Underground Storage Tanks Trails	Resurfacing, Restoration, or Rehabilitation projects have a high chance of getting Categorical Exclusion (CE). Capacity Improvements need to go through NEPA process.
10.6-10.7	Social Facilities	School Cemetery Hospital Religious Facilities Cultural Resources	Resurfacing, Restoration, or Rehabilitation projects have a high chance of getting Categorical Exclusion (CE). Capacity Improvements need to go through NEPA process.
10.8-10.9	Poverty	Household Income by block groups	The average household size in the Dubuque metro area is 2.4 persons per household. The Very Low Income (VLI) for household size of 2.4 people to be eligible for vouchers from the

			Housing authority is $42,250. The analysis took into consideration households with income less than $50,000 as low income and poverty.
			Most households in poverty are located within downtown Dubuque and John F Kennedy Road. Projects in these areas need to take this into consideration while going through NEPA process.
10.10-10.11	Minority Population	Percentage of minority population within a block group.	The percentage of minority population is calculated by block group. Projects in areas that have more than 10% minorities need to be given more attention and provide provision for seeking their input.
			Block groups with 10% or more minorities are located within downtown Dubuque, NW Arterial, University Ave and on Pennsylvania Ave. Projects in these areas need to take this into consideration while going through NEPA process.
10.12-10.13	Limited English Proficiency	Percentage of minority population within a block group	The percentage of Limited English Proficiency (LEP) population is calculated by block group. Projects in areas that has more than 5% LEP population need to do special accommodations for seeking their input.
			There are no block groups with a concentration of 5% or more LEPs in the metro area. The most predominant LEP areas are located within downtown Dubuque and along NW Arterial.

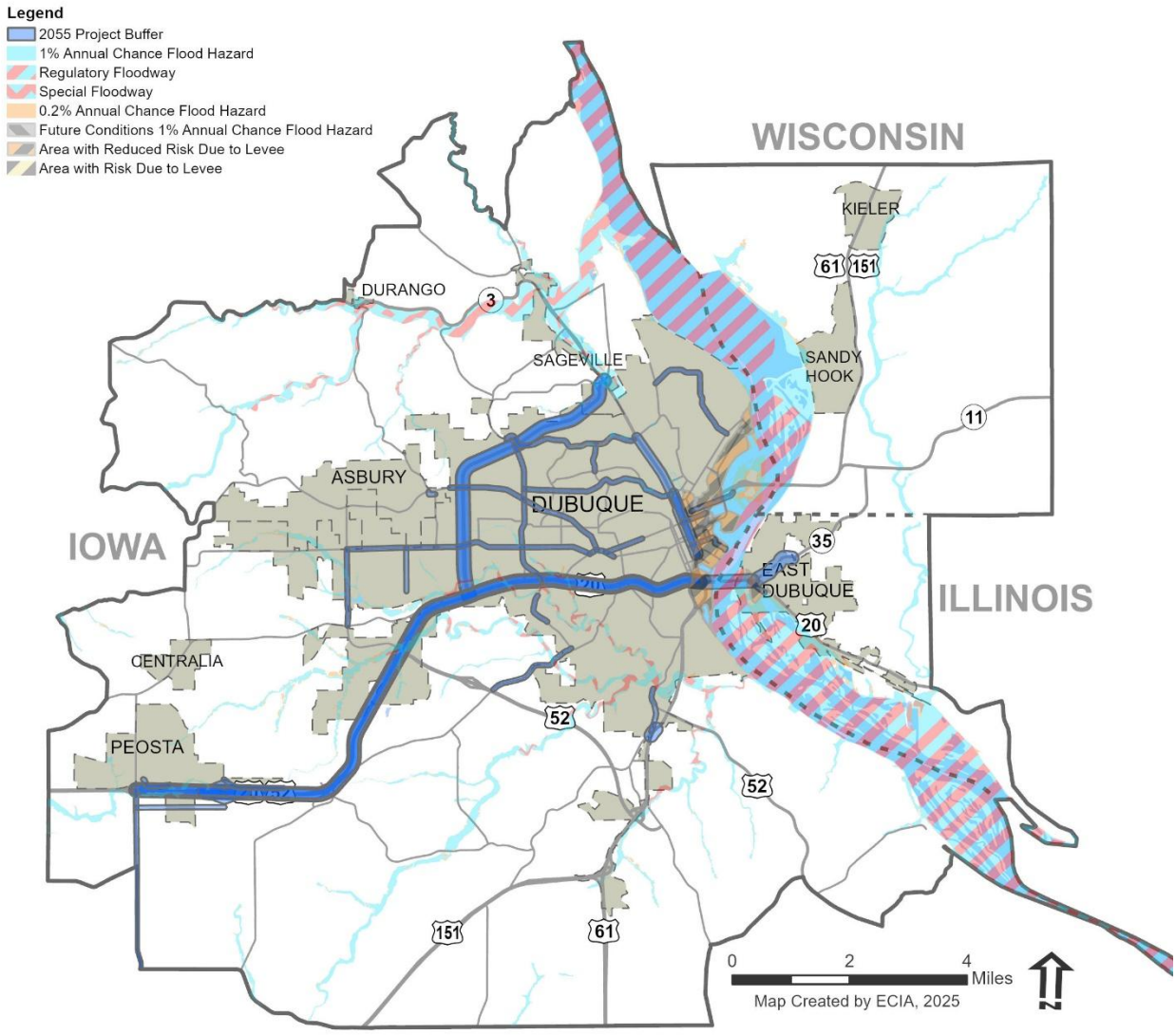

Figure 10.2 DMATS Flood Hazard Zones
Source: FEMA National Flood Hazard Layer

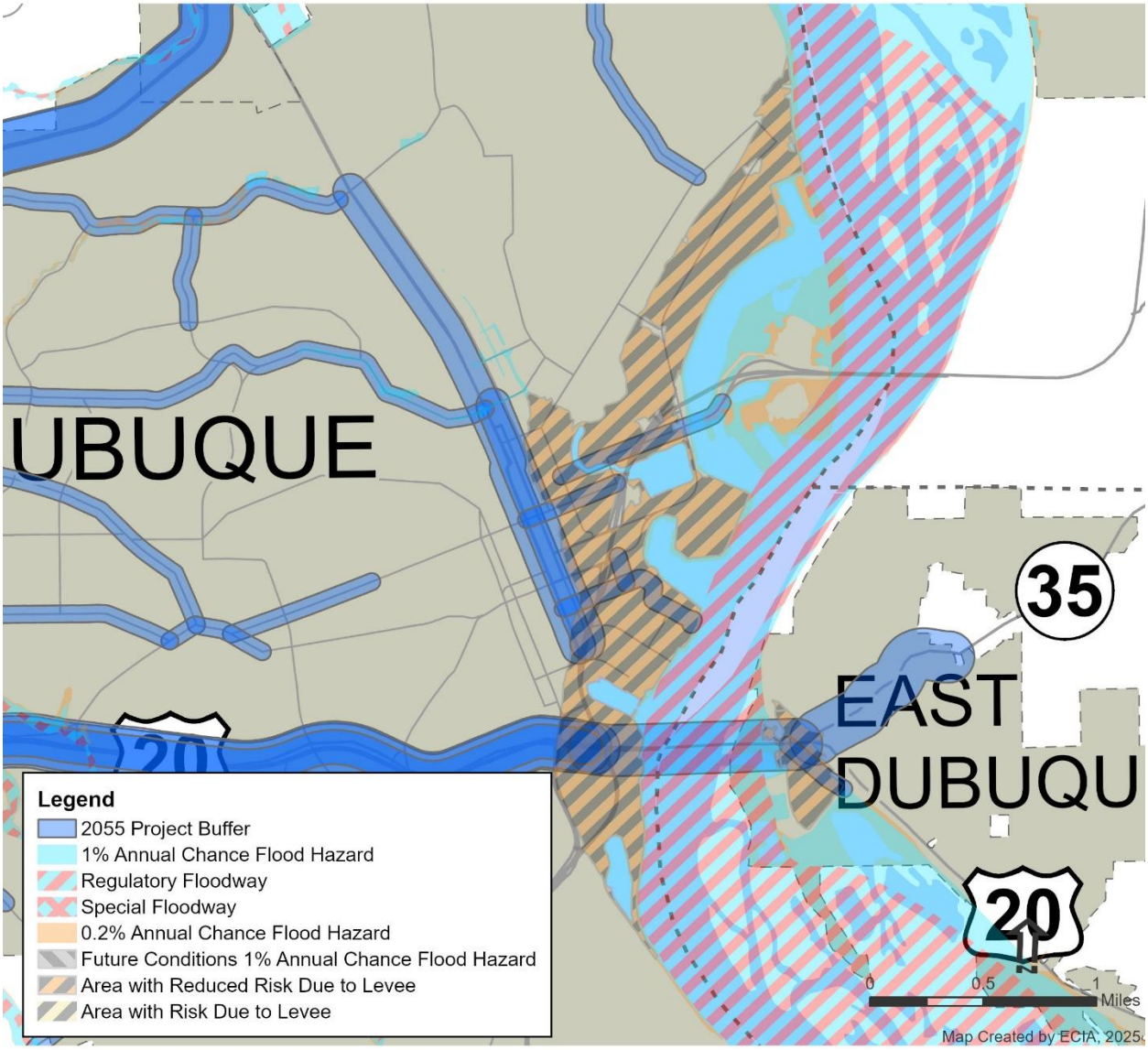

Figure 10.3 Downtown Dubuque Flood Hazard Zones
Source: FEMA National Flood Hazard Layer

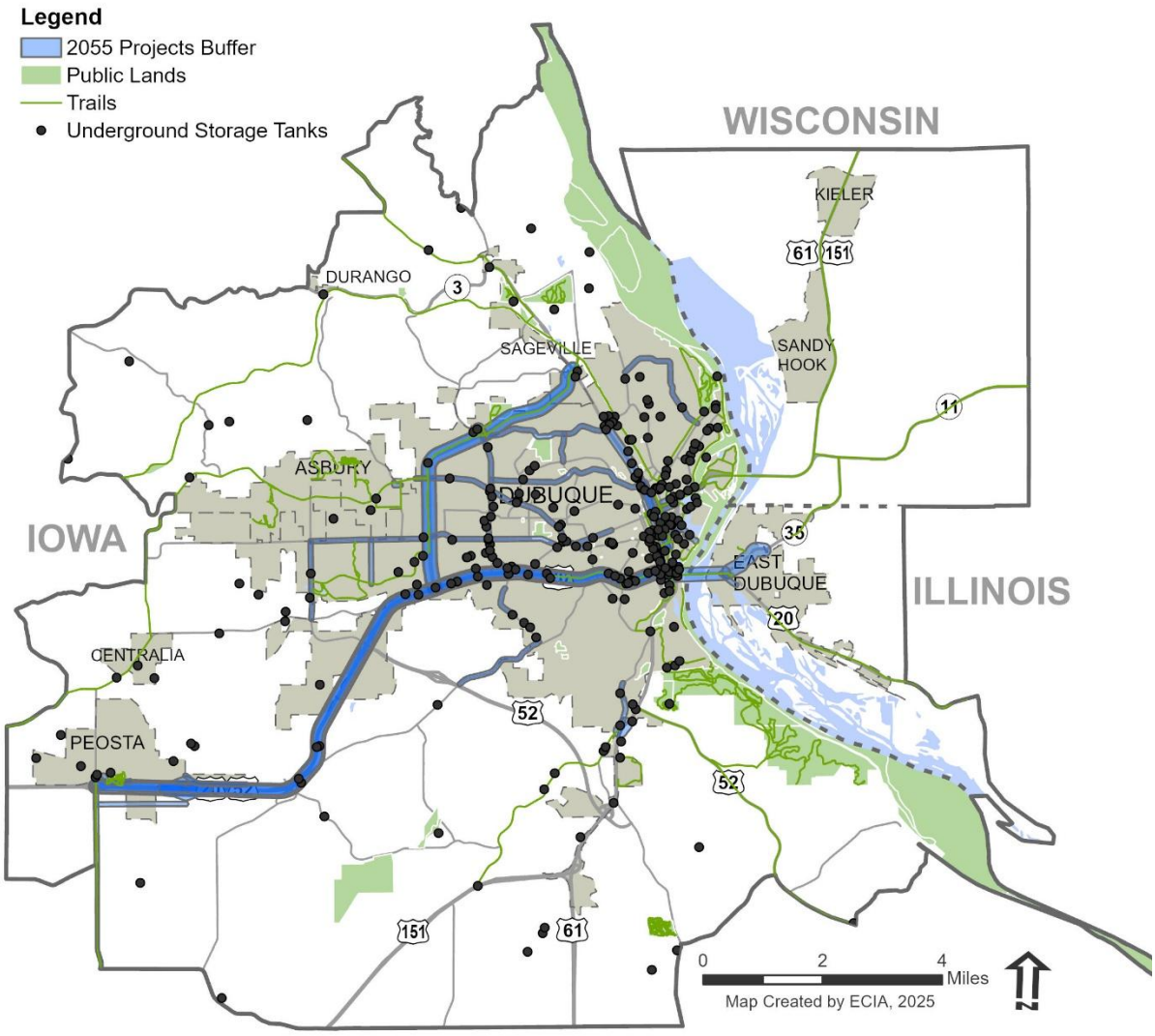

Figure 10.4 DMATS Environmentally Sensitive Areas
Source: Iowa DNR, Iowa DOT

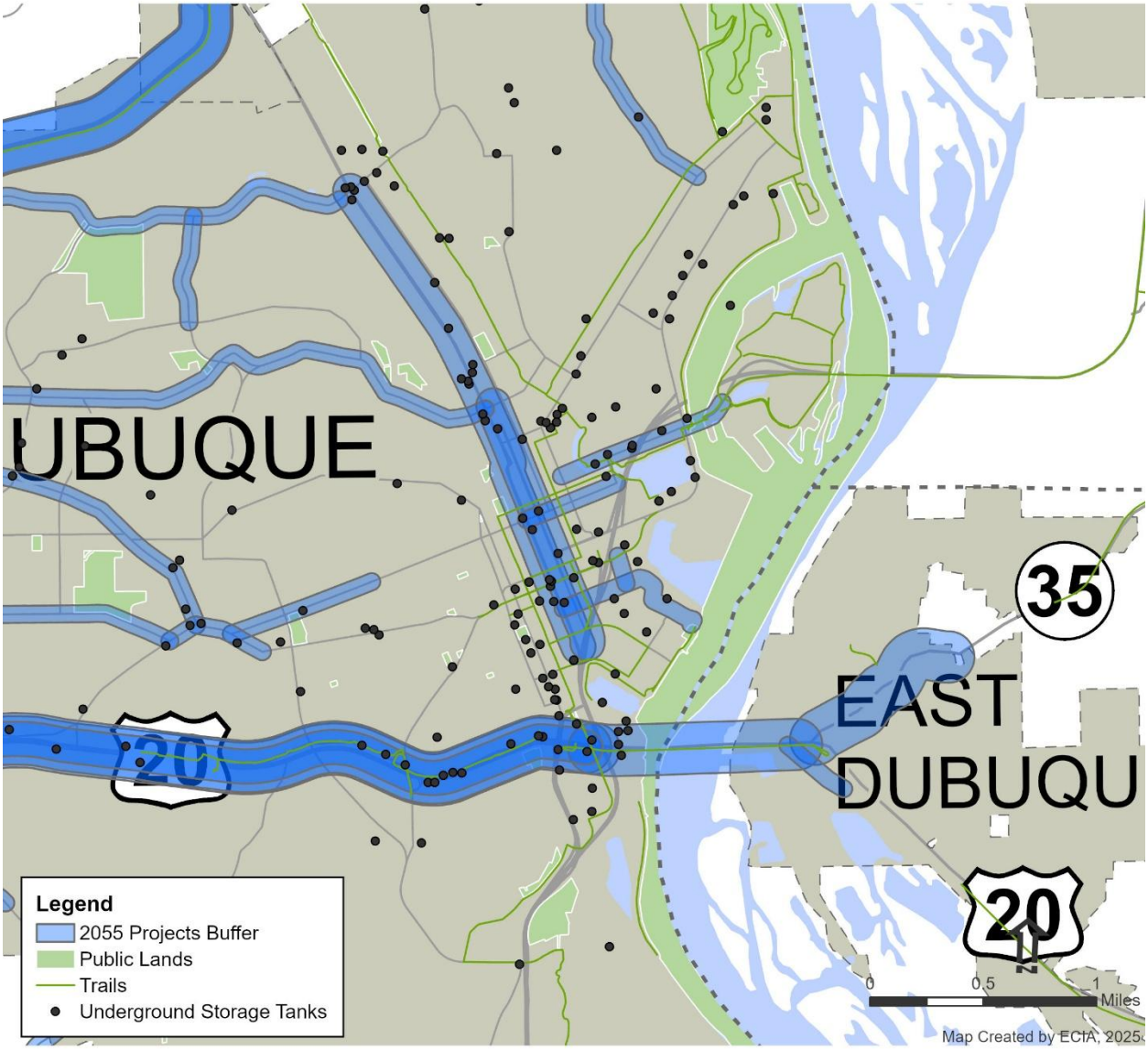

Figure 10.5 Downtown Dubuque Environmentally Sensitive Areas
Source: Iowa DNR, Iowa DOT

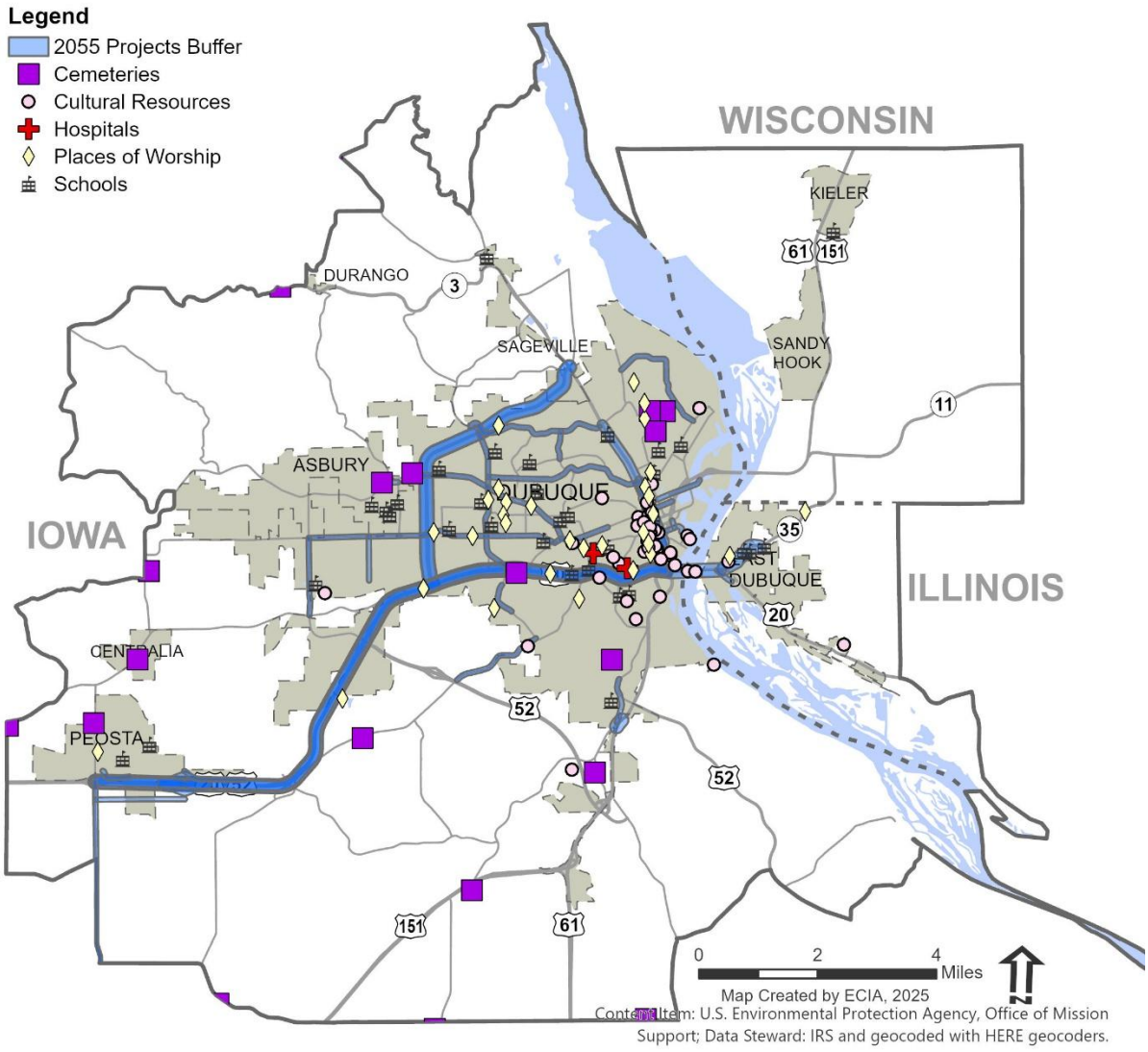

Figure 10.6 DMATS Social and Cultural Facilities
Source: ESRI, Iowa Department of Natural Resources, National Register of Historic Places, Iowa Department of Education

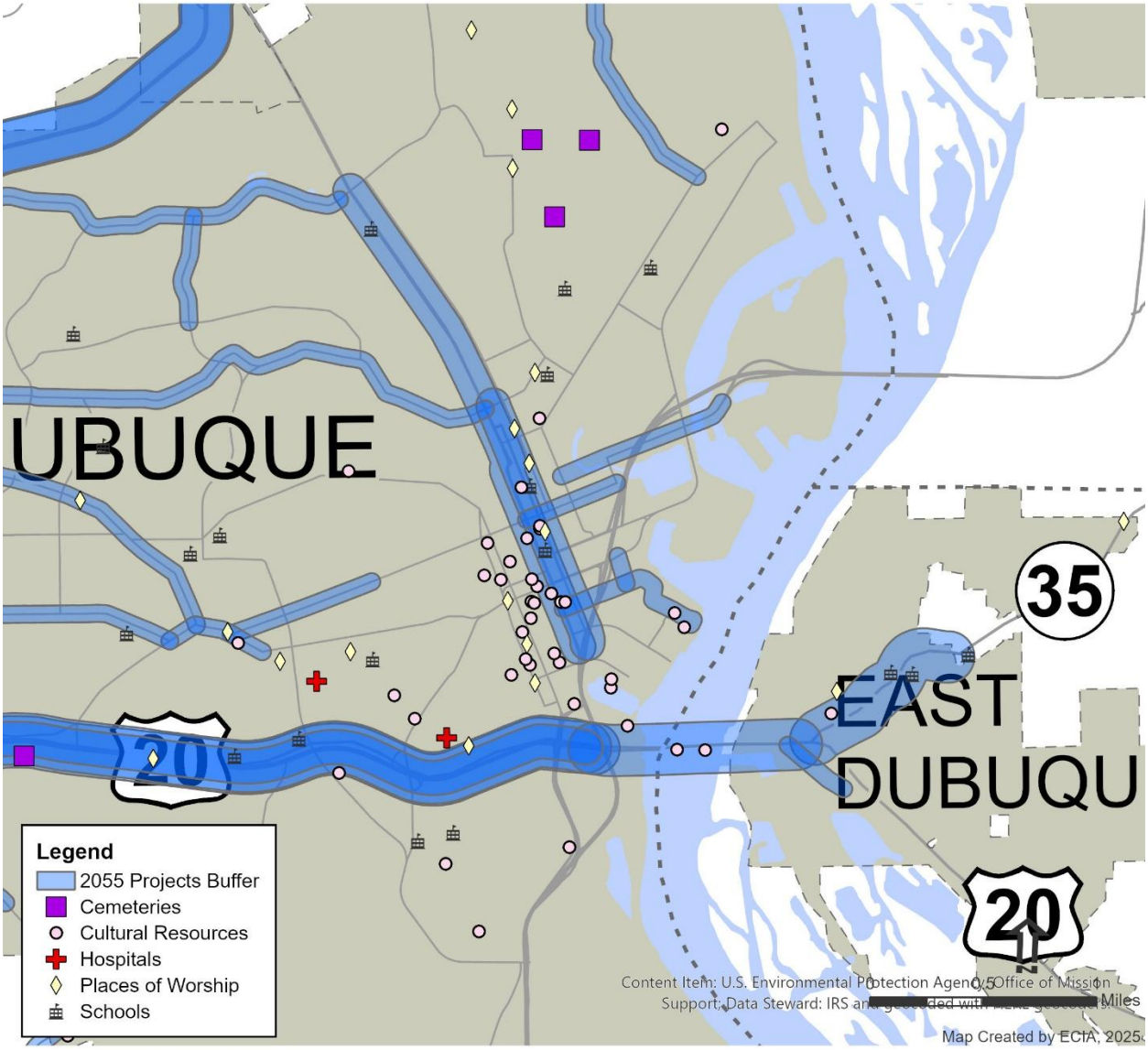

Figure 10.7 Downtown Dubuque Social and Cultural Facilities
Source: ESRI, Iowa Department of Natural Resources, National Register of Historic Places, Iowa Department of Education

Figure 10.8 DMATS Median Household Income
Source: US Census Bureau, 2019-2023 5-Year ACS Estimates, Table B19013

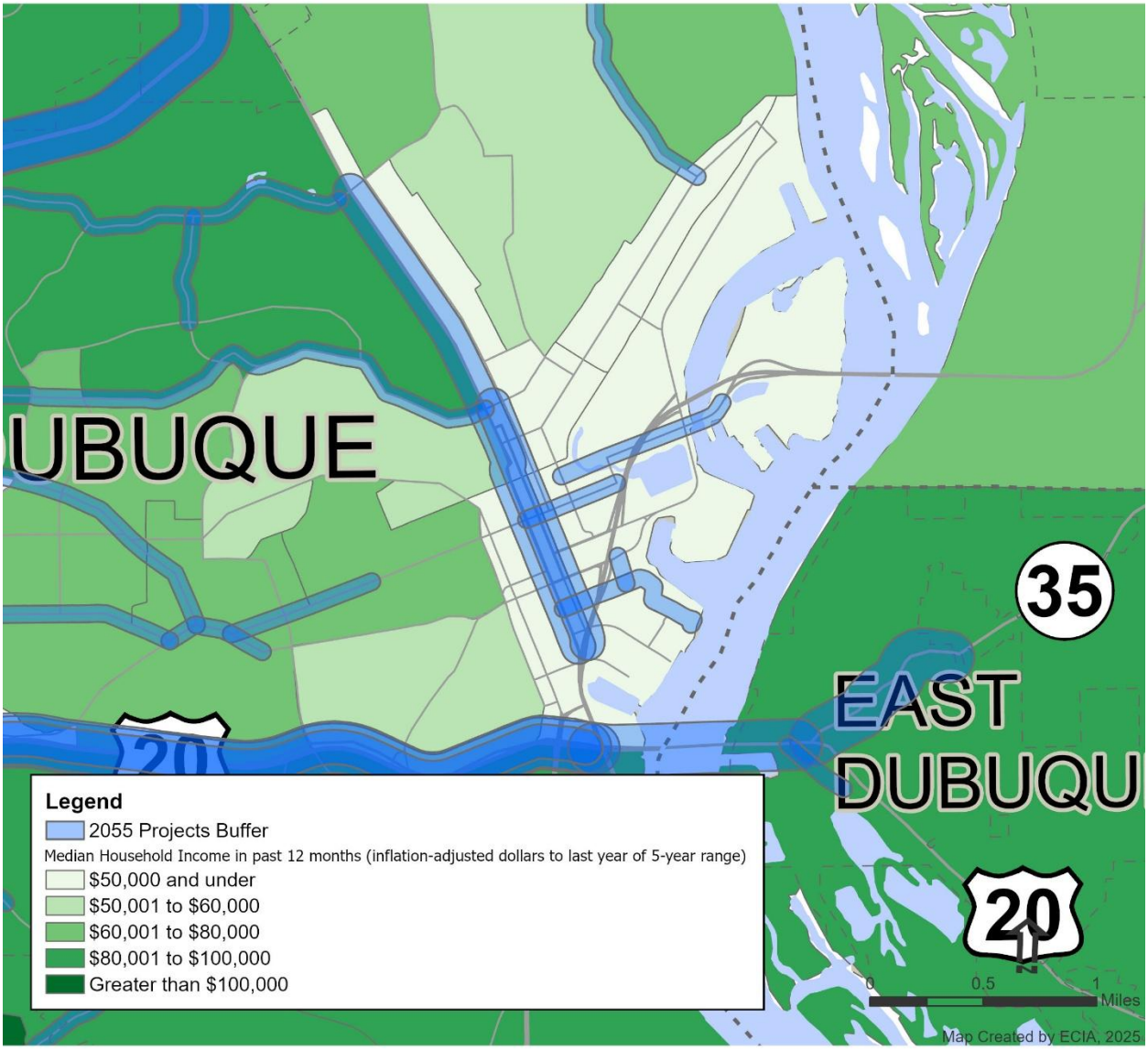

Figure 10.9 Downtown Dubuque Median Household Income
Source: US Census Bureau, 2019-2023 5-Year ACS Estimates, Table B19013

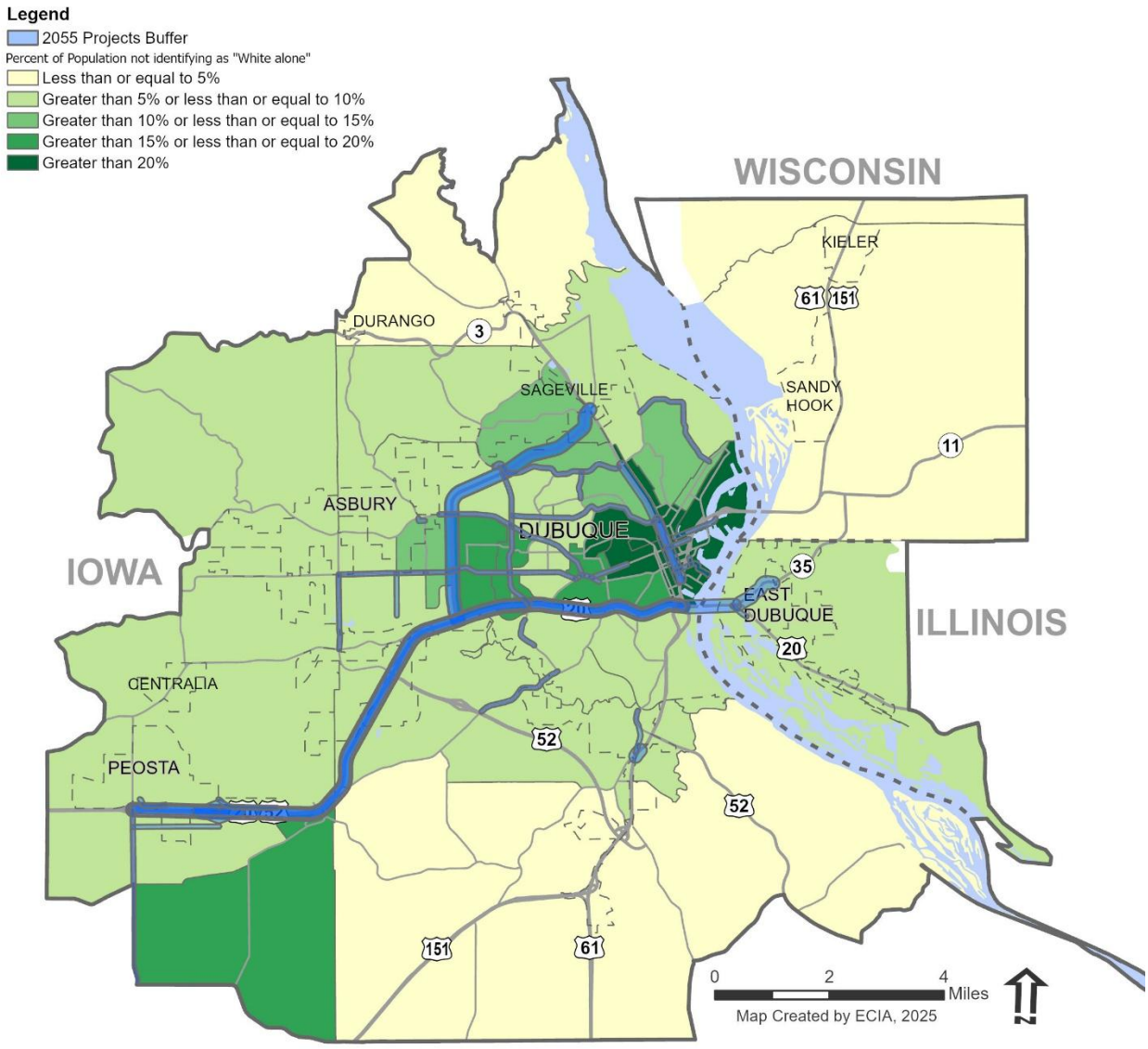

Figure 10.10 DMATS Non-White Population
Source: US Census Bureau, 2020 Decennial Census

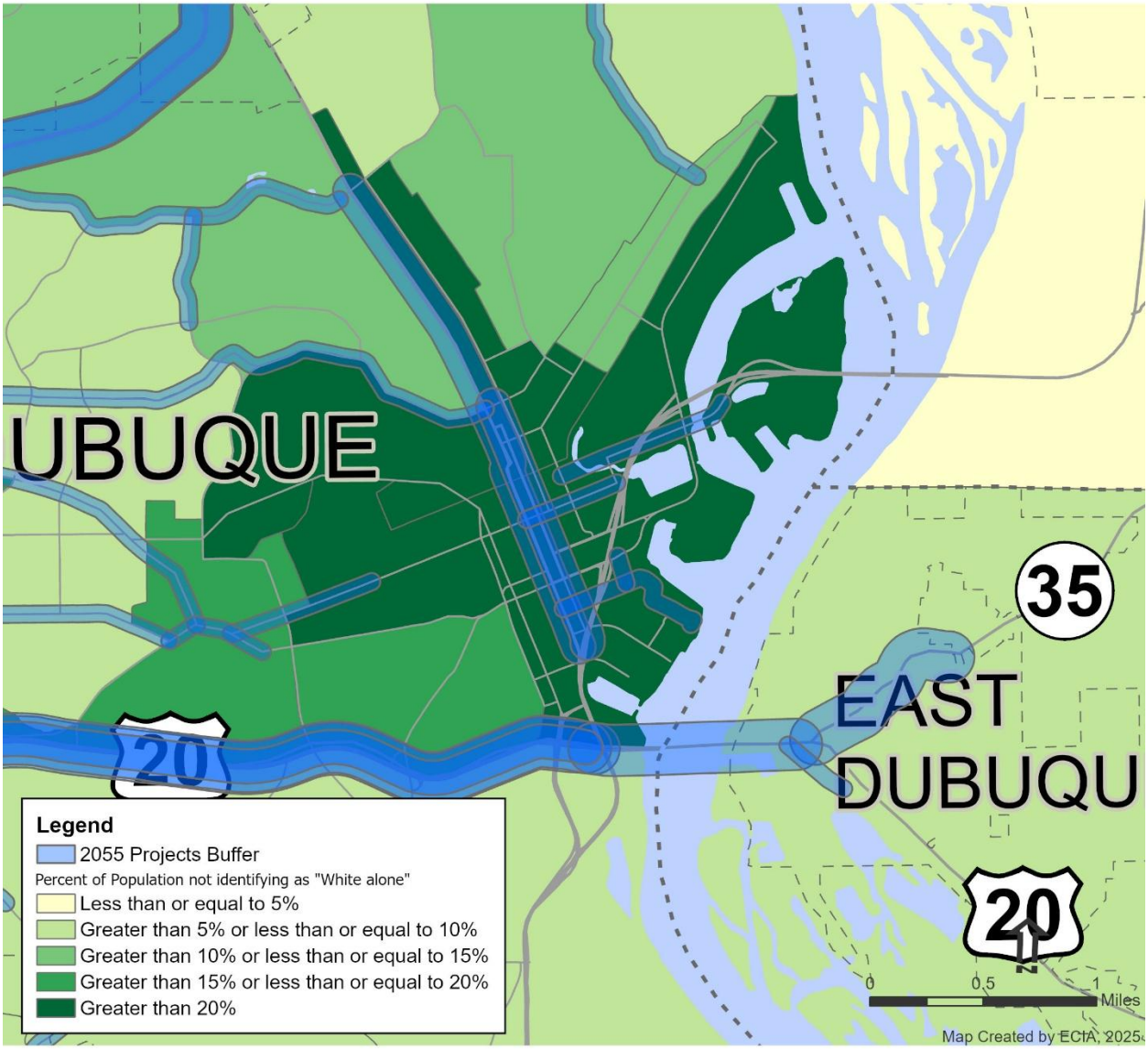

Figure 10.11 Downtown Dubuque Non-White Population
Source: US Census Bureau, 2020 Decennial Census

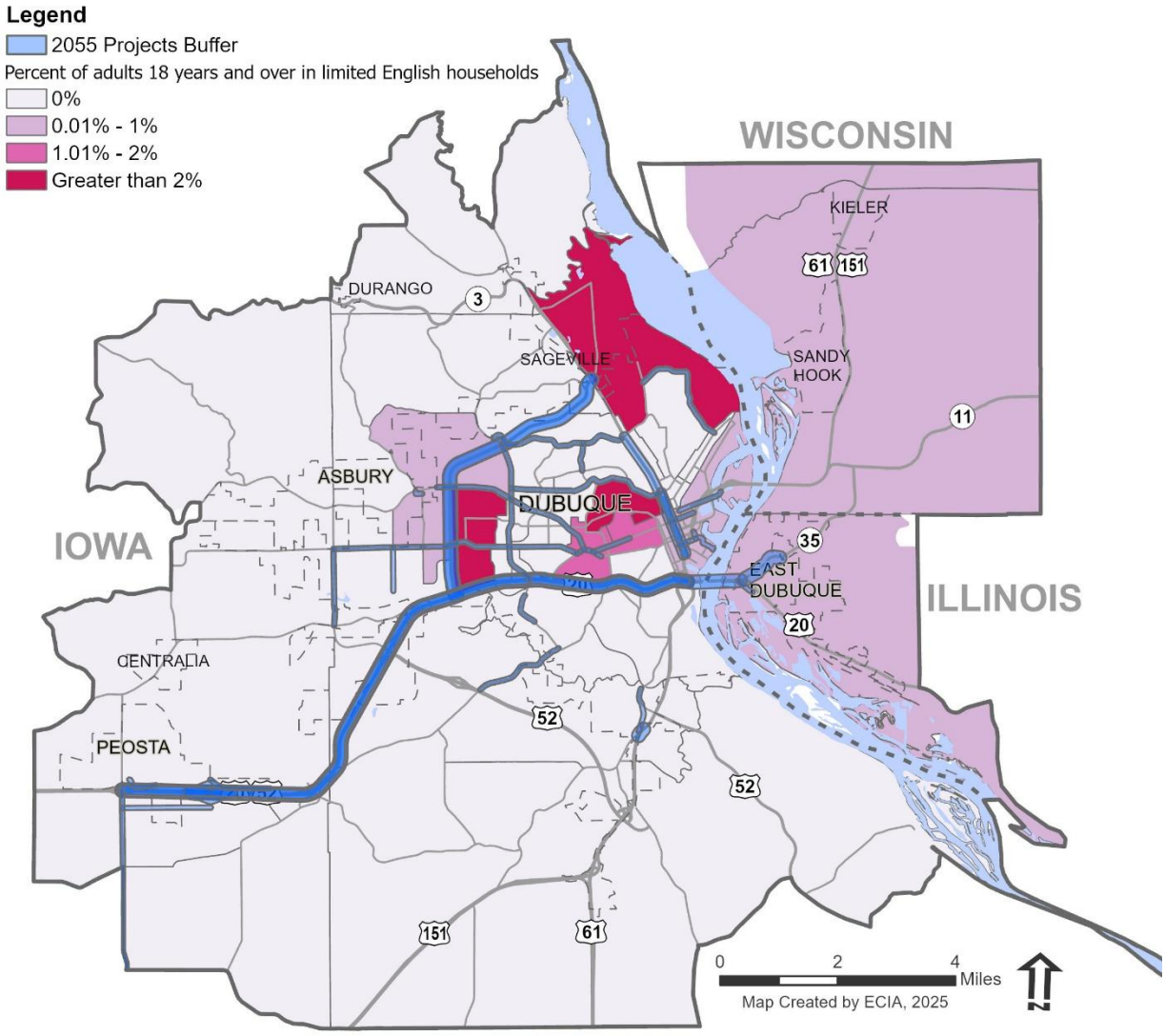

Figure 10.12 DMATS Limited English Population
Source: US Census Bureau, 2019-2023 5-Year ACS Estimates, Table S1602

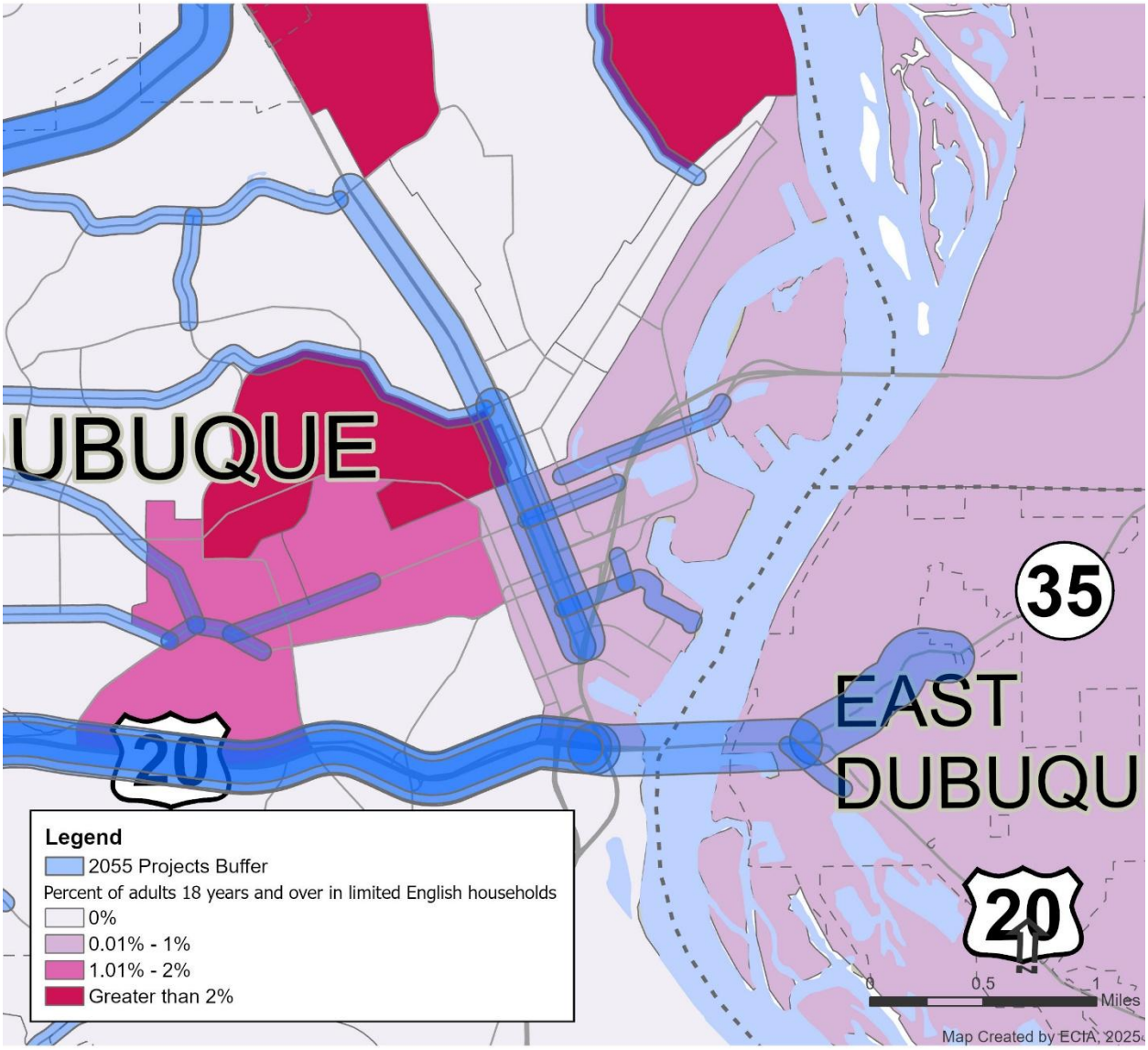

Figure 10.13 Downtown Dubuque Limited English Population
Source: US Census Bureau, 2019-2023 5-Year ACS Estimates, Table S1602

Table 10.4. DMATS 2055 LRTP Project Descriptions

Project Number	Project Name	From	To	Resurfacing	Reconstruction	Capacity Improvements	Bike & Pedestrian	Safety & Security	ITS improvements	Right of Way
	Iowa Projects									
1	JFK Rd	US Highway 20	NW Arterial				X	X	X	
2	Seippel Rd	Middle Rd	Old Highway Rd.		X					
3	Cedar Cross Rd	725' E of Starlite Dr	Lake Ridge Dr		X			X	X	X
4	NW Arterial	US Highway 20	Iowa Highway 3			X	X		X	
5	Pennsylvania Ave	University Ave	Radford Rd	X	X	X	X	X	X	X
6	Central Ave - White St	4th St	22nd St	X			X	X	X	
7	Heacock Rd Extension	Chavenelle Rd	Pennsylvania Ave		X					X
8	NW Arterial Pedestrian Overpasses	At Pennsylvania Ave and Asbury Rd					X			
9	Asbury Rd West	City Limits	JFK	X			X			X
10	7th St	Central Ave	Star Brewery Dr		X		X			
11	Rockdale Rd	Key West Dr	Old Mill Rd		X		X			X
12	Pine St	7th St	Kerper Blvd		X		X			X
13	Asbury Rd East	JFK Rd	University Ave	X	X	X	X	X	X	X
14	University Ave	Asbury Rd	Delhi St		X	X	X	X	X	X
15	North Cascade Rd	Cedar Cross Rd / Fremont Ave	SW Arterial		X	X	X			X
16	Grandview Av	Kane St	32nd St	X						
17	32nd St	NW Arterial	Lemon St		X		X			
18	US Highway 61/151	Maquoketa Dr Intersection			X	X	X	X	X	X
19	Kaufmann Ave	JFK Rd	Central Ave				X			
20	14th Street	Central Avenue	Sycamore Street		X					X
21	Loras Blvd	University Ave	Alta Vista St				X			
22	16th St	Kerper Blvd	Admiral Sheehy Dr				X			
23	Asbury Rd	Hales Mill Rd and Radford Rd Intersection			X					
24	Roosevelt St	Rhomberg Ave	Peru Rd		X		X			
25	Frontage Roads	US Highway 20			X					
26	Sundown Rd	Peosta City Limits	Monastery Rd		X					
	East Dubuque Projects									
1	Menominee Ave	2nd St	6th St	X						
	Iowa DOT Projects									
	SW Arterial Trail & ITS	US Hwy 20/Seippel Rd	US Hwy 61/151 Old Davenport Rd				X		X	
	US Hwy 20 Julien Dubuque Bridge	US 20 Julian Dubuque Bridge Replacement in IL			X					
	US Hwy 20 Improvements	Peosta Interchange	Julien Dubuque Bridge		X					
	Illinois DOT Projects									
	Passenger Rail in Illinois	Rockford	East Dubuque		X					
	US Highway 20	Julien Dubuque Bridge	DMATS Boundary		X					
	Wisconsin St/Illinois Hwy 35	Sinsinawa Ave	Cherry Ln		X					

Table 10.5. DMATS 2055 LRTP Projects and Environmentally Sensitive Areas

Project Number	Project Name	From	To	500-Year Flood Plain	100-Year Flood Plain	Underground storage Tanks	Conservation Rec Lands/ Parks
	Iowa Projects						
1	JFK Rd	US Highway 20	NW Arterial	Y	N	Y	N
2	Seippel Rd	Middle Rd	Old Highway Rd.	N	Y	N	N
3	Cedar Cross Rd	725' E of Starlite Dr	Lake Ridge Dr	N	N	N	N
4	NW Arterial	US Highway 20	Iowa Highway 3	N	N	N	N
5	Pennsylvania Ave	University Ave	Radford Rd	N	N	Y	N
6	Central Ave - White St	4th St	22nd St	N	N	Y	N
7	Heacock Rd Extension	Chavenelle Rd	Pennsylvania Ave	N	N	N	N
8	NW Arterial Pedestrian Overpasses	At Pennsylvania Ave and Asbury Rd		N	N	N	N
9	Asbury Rd West	City Limits	JFK	N	N	Y	N
10	7th St	Central Ave	Star Brewery Dr	Y	N	N	N
11	Rockdale Rd	Key West Dr	Old Mill Rd	N	N	Y	N
12	Pine St	7th St	Kerper Blvd	Y	N	N	N
13	Asbury Rd East	JFK Rd	University Ave	N	N	Y	N
14	University Ave	Asbury Rd	Delhi St	N	N	Y	N
15	North Cascade Rd	Cedar Cross Rd / Fremont Ave	SW Arterial	N	Y	N	N
16	Grandview Av	Kane St	32nd St	N	N	N	N
17	32nd St	NW Arterial	Lemon St	Y	Y	N	N
18	US Highway 61/151	Maquoketa Dr Intersection		N	N	Y	N
19	Kaufmann Ave	JFK Rd	Central Ave	N	N	Y	N
20	14th Street	Central Avenue	Sycamore Street	N	N	Y	N
21	Loras Blvd	University Ave	Alta Vista St	N	N	N	N
22	16th St	Kerper Blvd	Admiral Sheehy Dr	Y	Y	Y	Y
23	Asbury Rd	Hales Mill Rd and Radford Rd Intersection		N	N	N	N
24	Roosevelt St	Rhomberg Ave	Peru Rd	N	N	Y	N
25	Frontage Roads	US Highway 20		N	N	N	N
26	Sundown Rd	Peosta City Limits	Monastery Rd	N	N	N	N
	East Dubuque Projects						
1	Menominee Ave	2nd St	6th St	X			
	Iowa DOT Projects						
	SW Arterial Trail & ITS	US Hwy 20/Seippel Rd	US Hwy 61/151 Old Davenport Rd				X
	US Hwy 20 Julien Dubuque Bridge	US 20 Julian Dubuque Bridge Replacement in IL			X		
	US Hwy 20 Improvements	Peosta Interchange	Julien Dubuque Bridge		X		
	Illinois DOT Projects						
	Passenger Rail in Illinois	Rockford	East Dubuque		X		
	US Highway 20	Julien Dubuque Bridge	DMATS Boundary		X		
	Wisconsin St/Illinois Hwy 35	Sinsinawa Ave	Cherry Ln		X		

Table 10.6. DMATS 2055 LRTP Projects and Cultural and Social Resources

Project Number	Project Name	From	To	Cemetery	Hospital	Religious Facilities	Schools
	Iowa Projects						
1	JFK Rd	US Highway 20	NW Arterial	N	N	N	N
2	Seippel Rd	Middle Rd	Old Highway Rd.	N	N	N	N
3	Cedar Cross Rd	725' E of Starlite Dr	Lake Ridge Dr	N	N	N	N
4	NW Arterial	US Highway 20	Iowa Highway 3	N	N	N	N
5	Pennsylvania Ave	University Ave	Radford Rd	N	N	N	N
6	Central Ave - White St	4th St	22nd St	N	N	**Y**	**Y**
7	Heacock Rd Extension	Chavenelle Rd	Pennsylvania Ave	N	N	N	N
8	NW Arterial Pedestrian Overpasses	At Pennsylvania Ave and Asbury Rd		N	N	N	N
9	Asbury Rd West	City Limits	JFK	N	N	N	N
10	7th St	Central Ave	Star Brewery Dr	N	N	N	N
11	Rockdale Rd	Key West Dr	Old Mill Rd	N	N	N	N
12	Pine St	7th St	Kerper Blvd	N	N	N	N
13	Asbury Rd East	JFK Rd	University Ave	N	N	**Y**	N
14	University Ave	Asbury Rd	Delhi St	N	N	**Y**	N
15	North Cascade Rd	Cedar Cross Rd / Fremont Ave	SW Arterial	N	N	N	N
16	Grandview Av	Kane St	32nd St	N	N	N	N
17	32nd St	NW Arterial	Lemon St	N	N	N	N
18	US Highway 61/151	Maquoketa Dr Intersection		N	N	N	N
19	Kaufmann Ave	JFK Rd	Central Ave	N	N	N	N
20	14th Street	Central Avenue	Sycamore Street	N	N	N	N
21	Loras Blvd	University Ave	Alta Vista St	N	N	N	N
22	16th St	Kerper Blvd	Admiral Sheehy Dr	N	N	N	N
23	Asbury Rd	Hales Mill Rd and Radford Rd Intersection		N	N	N	N
24	Roosevelt St	Rhomberg Ave	Peru Rd	N	N	N	N
25	Frontage Roads	US Highway 20		N	N	N	N
26	Sundown Rd	Peosta City Limits	Monastery Rd	N	N	N	N
	East Dubuque Projects						
1	Menominee Ave	2nd St	6th St	N	N	N	N
	Iowa DOT Projects						
	SW Arterial Trail & ITS	US Hwy 20/Seippel Rd	US Hwy 61/151 Old Davenport Rd	N	N	N	N
	US Hwy 20 Julien Dubuque Bridge	US 20 Julian Dubuque Bridge Replacement in IL		N	N	N	N
	US Hwy 20 Improvements	Peosta Interchange	Julien Dubuque Bridge	N	N	N	N
	Illinois DOT Projects						
	Passenger Rail in Illinois	Rockford	East Dubuque	N	N	N	N
	US Highway 20	Julien Dubuque Bridge	DMATS Boundary	N	N	N	N
	Wisconsin St/Illinois Hwy 35	Sinsinawa Ave	Cherry Ln	N	N	N	N

Table 10.7. DMATS 2055 LRTP Project ROW Usage

Project Number	Project Name	From	To	Percentage on Existing Footprint
	Iowa Projects			
1	JFK Rd	US Highway 20	NW Arterial	75% - 100%
2	Seippel Rd	Middle Rd	Old Highway Rd.	75% - 100%
3	Cedar Cross Rd	725' E of Starlite Dr	Lake Ridge Dr	75% - 100%
4	NW Arterial	US Highway 20	Iowa Highway 3	75% - 100%
5	Pennsylvania Ave	University Ave	Radford Rd	75% - 100%
6	Central Ave - White St	4th St	22nd St	75% - 100%
7	Heacock Rd Extension	Chavenelle Rd	Pennsylvania Ave	0% - 25%
8	NW Arterial Pedestrian Overpasses	At Pennsylvania Ave and Asbury Rd		0% - 25%
9	Asbury Rd West	City Limits	JFK	75% - 100%
10	7th St	Central Ave	Star Brewery Dr	75% - 100%
11	Rockdale Rd	Key West Dr	Old Mill Rd	75% - 100%
12	Pine St	7th St	Kerper Blvd	75% - 100%
13	Asbury Rd East	JFK Rd	University Ave	75% - 100%
14	University Ave	Asbury Rd	Delhi St	75% - 100%
15	North Cascade Rd	Cedar Cross Rd / Fremont Ave	SW Arterial	75% - 100%
16	Grandview Av	Kane St	32nd St	75% - 100%
17	32nd St	NW Arterial	Lemon St	75% - 100%
18	US Highway 61/151	Maquoketa Dr Intersection		0% - 25%
19	Kaufmann Ave	JFK Rd	Central Ave	0% - 25%
20	14th Street	Central Avenue	Sycamore Street	50% - 75%
21	Loras Blvd	University Ave	Alta Vista St	0% - 25%
22	16th St	Kerper Blvd	Admiral Sheehy Dr	0% - 25%
23	Asbury Rd	Hales Mill Rd and Radford Rd Intersection		0% - 25%
24	Roosevelt St	Rhomberg Ave	Peru Rd	75% - 100%
25	Frontage Roads	US Highway 20		0% - 25%
26	Sundown Rd	Peosta City Limits	Monastery Rd	0% - 25%
	East Dubuque Projects			
1	Menominee Ave	2nd St	6th St	75% - 100%
	Iowa DOT Projects			
	SW Arterial Trail & ITS	US Hwy 20/Seippel Rd	US Hwy 61/151 Old Davenport Rd	0% - 25%
	US Hwy 20 Julien Dubuque Bridge	US 20 Julian Dubuque Bridge Replacement in IL		75% - 100%
	US Hwy 20 Improvements	Peosta Interchange	Julien Dubuque Bridge	0% - 25%
	Illinois DOT Projects			
	Passenger Rail in Illinois	Rockford	East Dubuque	75% - 100%
	US Highway 20	Julien Dubuque Bridge	DMATS Boundary	75% - 100%
	Wisconsin St/Illinois Hwy 35	Sinsinawa Ave	Cherry Ln	75% - 100%

Table 10.8. DMATS 2055 LRTP Projects, Environmentally Sensitive Groups and Overall Impact

Project Number	Project Name	From	To	Minority-Population >	Low-Income < $30,000	Low English Proficiency >	Overall Impact
	Iowa Projects						
1	JFK Rd	US Highway 20	NW Arterial	N	N	N	**Minor**
2	Seippel Rd	Middle Rd	Old Highway Rd.	N	N	N	**Minor**
3	Cedar Cross Rd	725' E of Starlite Dr	Lake Ridge Dr	N	N	N	**Minor**
4	NW Arterial	US Highway 20	Iowa Highway 3	N	N	N	**Minor**
5	Pennsylvania Ave	University Ave	Radford Rd	N	**Y**	**Y**	**Moderate**
6	Central Ave - White St	4th St	22nd St	**Y**	**Y**	**Y**	**Moderate**
7	Heacock Rd Extension	Chavenelle Rd	Pennsylvania Ave	N	N	N	**Minor**
8	NW Arterial Pedestrian Overpasses	At Pennsylvania Ave and Asbury Rd		N	N	**Y**	**Minor**
9	Asbury Rd West	City Limits	JFK	N	N	N	**Minor**
10	7th St	Central Ave	Star Brewery Dr	**Y**	**Y**	N	**Moderate**
11	Rockdale Rd	Key West Dr	Old Mill Rd	N	N	N	**Minor**
12	Pine St	7th St	Kerper Blvd	**Y**	**Y**	N	**Minor**
13	Asbury Rd East	JFK Rd	University Ave	N	N	**Y**	**Moderate**
14	University Ave	Asbury Rd	Delhi St	**Y**	N	N	**Minor**
15	North Cascade Rd	Cedar Cross Rd / Fremont Ave	SW Arterial	N	N	N	**Minor**
16	Grandview Av	Kane St	32nd St	N	N	N	**Minor**
17	32nd St	NW Arterial	Lemon St	N	N	N	**Minor**
18	US Highway 61/151	Maquoketa Dr Intersection		N	N	N	**Minor**
19	Kaufmann Ave	JFK Rd	Central Ave	**Y**	N	**Y**	**Minor**
20	14th Street	Central Avenue	Sycamore Street	**Y**	**Y**	N	**Moderate**
21	Loras Blvd	University Ave	Alta Vista St	**Y**	N	N	**Moderate**
22	16th St	Kerper Blvd	Admiral Sheehy Dr	**Y**	**Y**	N	**Moderate**
23	Asbury Rd	Hales Mill Rd and Radford Rd Intersection		N	N	N	**Minor**
24	Roosevelt St	Rhomberg Ave	Peru Rd	N	N	**Y**	**Moderate**
25	Frontage Roads	US Highway 20		N	N	N	**Minor**
26	Sundown Rd	Peosta City Limits	Monastery Rd	N	N	N	**Minor**
	East Dubuque Projects						
1	Menominee Ave	2nd St	6th St	N	N	N	**Minor**
	Iowa DOT Projects						
	SW Arterial Trail & ITS	US Hwy 20/Seippel Rd	US Hwy 61/151 Old Davenport Rd	N	N	N	**Minor**
	US Hwy 20 Julien Dubuque Bridge	US 20 Julian Dubuque Bridge Replacement in IL		**Y**	**Y**	N	**Major**
	US Hwy 20 Improvements	Peosta Interchange	Julien Dubuque Bridge	**Y**	N	**Y**	**Moderate**
	Illinois DOT Projects						
	Passenger Rail in Illinois	Rockford	East Dubuque	N	N	N	**Minor**
	US Highway 20	Julien Dubuque Bridge	DMATS Boundary	N	N	N	**Major**
	Wisconsin St/Illinois Hwy 35	Sinsinawa Ave	Cherry Ln	N	N	N	**Minor**

Consultation

Several Federal, State, Tribal, and local government agencies were notified when the draft LRTP document was available for review and comment. Feedback on topics relevant to their field of expertise was requested. Agencies notified include the following:

Table 10.9. Consulted Agencies

City of Dubuque Historic Preservation Commission	Iowa Department of Veterans' Affairs
City of Dubuque Leisure Services	Iowa Department on Aging
City of Dubuque Planning & Zoning	Iowa Economic Development Authority
Clarke University	Iowa Homeland Security and Emergency Management
Dubuque County Zoning	Iowa Northland Regional Transit Commission
Dubuque County Conservation	Iowa Tourism Board
Dubuque County Emergency Management	Iowa Utilities Board
Dubuque County REAP Committee	Iowa Workforce Development
Friends of Dubuque County Conservation Board	Jo Daviess County Conservation
Grant County Conservation	Loras College
Iowa Department for the Blind	Northern Iowa Community College
Iowa Department of Agriculture and Land Stewardship	Office of the State Archaeologist
Iowa Department of Cultural Affairs	Sac & Fox Tribe of the Mississippi
Iowa Department of Education	State Historical Society of Iowa
Iowa Department of Human Rights	Transit Advisory Committee
Iowa Department of Human Services	Travel Dubuque
Iowa Department of Natural Resources	U.S. Army Corps of Engineers, Rock Island District
Iowa Department of Public Health	U.S. Department of Agriculture – Natural Resources Conservation Service
Iowa Department of Public Safety	U.S. Department of the Interior Bureau of Indian Affairs, Midwest Regional Office
Iowa Department of Transportation, District 2	U.S. Environmental Protection Agency, Region 7
Iowa Department of Transportation, Systems Planning Bureau	U.S. Fish and Wildlife Service, Illinois-Iowa Field Office
	University of Dubuque