



# Impact Changes Since Publication of the Draft EIS



Resource Issue	Unit of Measurement	Local Roads (within the Central Section)			
		U.S. 67 Diagonal Transition Design Variation with Interchange Variation B1		Holmes Street/Mississippi Boulevard Local Roadway Underpass Design Variations	
		Preferred Alternative as Presented in DEIS	Refined Preferred Alternative	Preferred Alternative as Presented in DEIS	Refined Preferred Alternative
<b>Land Conversions</b>					
Net Increase in Highway ROW	Acres	2.7	4.1	0.1	0
Residential Converted to ROW	Acres	0.2	0.2	0.4	0
Commercial Converted to ROW	Acres	4.0	3.6	0	0
<b>Real Estate</b>					
Residential Structures Required	Number	7 <sup>a</sup>	9 <sup>a</sup>	1	0
Businesses Required	Number	19	20	0	0
Churches Required	Number	1 <sup>b</sup>	1	0	0
<b>Environmental Issues</b>					
Wetlands Impacted	Acres	0	0	0	0
Floodplain Crossings	Number (type)	0	0	0	0
Stream/River Crossings	Number	0	0	0	0
Endangered Species	Yes/No	No	No	No	No
Historic Properties	Number	0	0	0	0
Parks	Number	0	0	1	0
Archaeological Sites	Number	0	0	0	0
Contaminated Sites	Number	10	8	0	0

<sup>a</sup> Two structures are multi-family; one has two units and the other has eight units.

<sup>b</sup> The DEIS erroneously attributed the impacted church to the Bettendorf Interchange Variation 1 in Tables S-1a and 4-30a, *Impact Summary Table – Mainline/Interchange Variations*. It should have been attributed to the U.S. 67 diagonal transition design variation for the Interchange Variations B1 and B2 in Tables S-1b and 4-30b: *Impact Summary Table – Bettendorf Local Roadway Variations*.