

Federal Highway Administration
Finding of No Significant Impact
and
Section 4(f) *De Minimis* Impact Finding
for
U.S. 20 Widening Project
Woodbury, Ida, and Sac Counties, Iowa

NHS-20-1(77) – 19-97

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human and natural environment. This Finding of No Significant Impact is based on the environmental assessment (EA), which has been independently evaluated by FHWA and determined to discuss adequately and accurately the purpose and need for the project, its environmental impacts, and appropriate mitigation measures. The EA provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

10/20/08
Date


For Division Administrator
Federal Highway Administration

Federal Highway Administration

Finding of No Significant Impact for the Widening of US 20 Through Woodbury, Ida, and Sac Counties, Iowa

Description of the Proposed Action

The Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA) are proposing to improve 44 miles of U.S. Highway 20 (U.S. 20) in Woodbury, Ida, and Sac counties, Iowa. The project study area is located in a rural part of western Iowa. The proposed project begins 3.5 miles east of Iowa 140 (IA 140) near Moville and extends east to the north junction of U.S. 20 and U.S. 71 near Early (Figure 1). The study area extends 500 feet north and south of U.S. 20 for a total width of 1,000 feet.

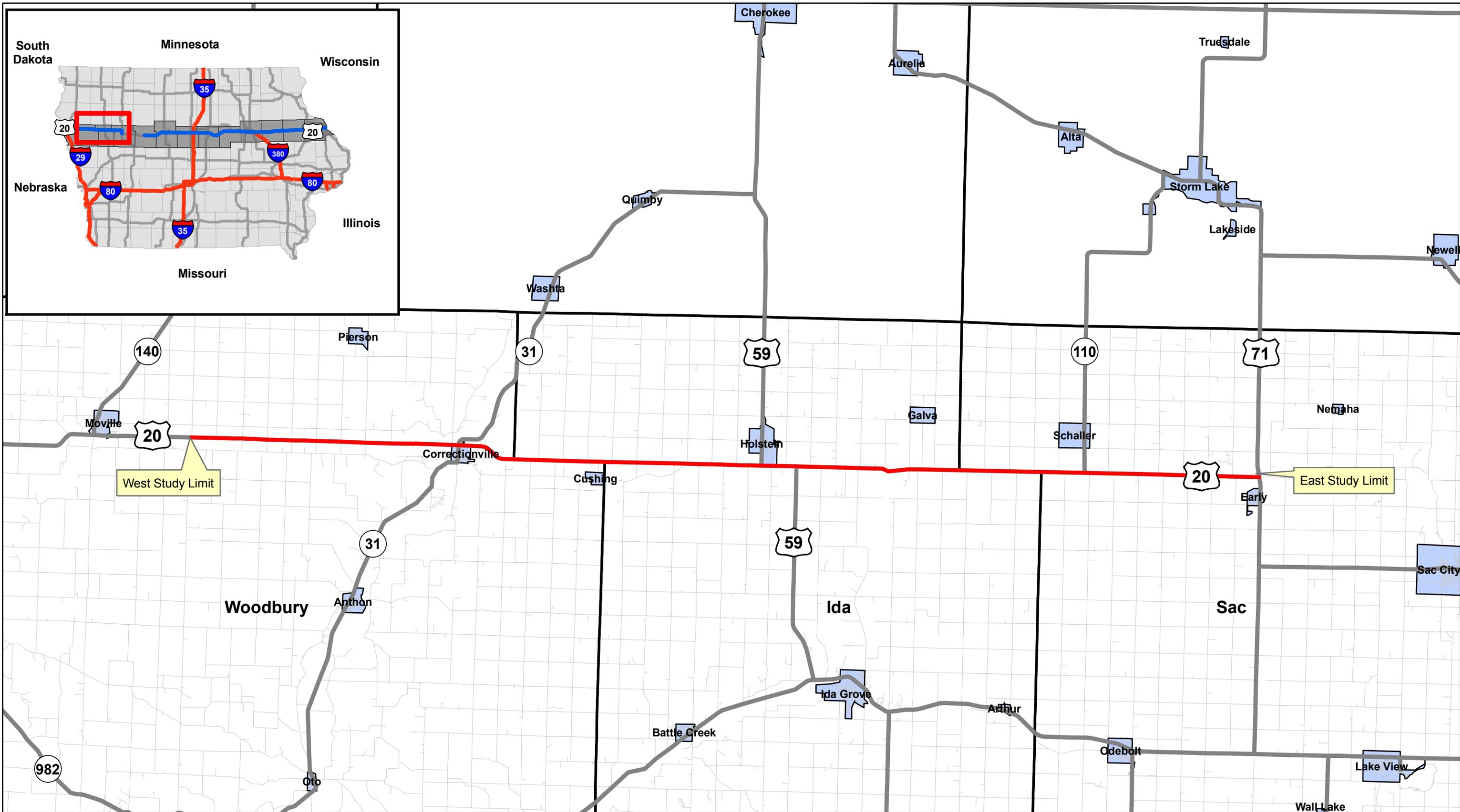
The proposed improvements consist of widening the two-lane highway between Moville and Early to a four-lane divided highway with a vegetated median. Given the length of the corridor, and to help facilitate the discussion of the alternatives considered, the preferred improvement is described in four separate segments (Figure 2). U.S. 20 will be widened to the north side of existing U.S. 20 in Segment 1, through the City of Correctionville in Segment 2, to the south side of existing U.S. 20 in Segment 3, and north of existing U.S. 20 in Segment 4. In Segments 1, 3, and 4, existing U.S. 20 will become two lanes of the proposed four-lane divided highway, although some parts may be reconstructed because of poor pavement conditions and to meet current design standards. In Segment 2, U.S. 20 will be widened through Correctionville from two lanes to five, with two lanes in each direction, a center turn lane, curbs, and storm sewers. Right-of-way acquisition in Correctionville might affect properties, but no homes or businesses would be displaced.

The Preferred Alternative would affect one Section 4(f) property. The Section 4(f) impact includes a 15-20-foot-strip acquisition from the property fronting the historic Van Houten House. The new right-of-way would be 20 to 25 feet from the structure. Temporary easements beyond the new right-of-way would be required during construction of the proposed improvements. Coordination with the State Historic Preservation Office (SHPO) has found that there is no adverse effect to the Van Houten House, and FHWA has determined this to be a *de minimis* 4(f) impact to the property.

Notice of Environmental Assessment Availability

Copies of the environmental assessment (EA) were provided to 29 local entities, as well as State and Federal resource/regulatory agencies for review and comment. Copies of the EA also were distributed to the following area libraries for public review: Moville, Cushing, Correctionville, Holstein, Galva, and Schaller. A notice of public availability of the EA and a public hearing for the project was published on:

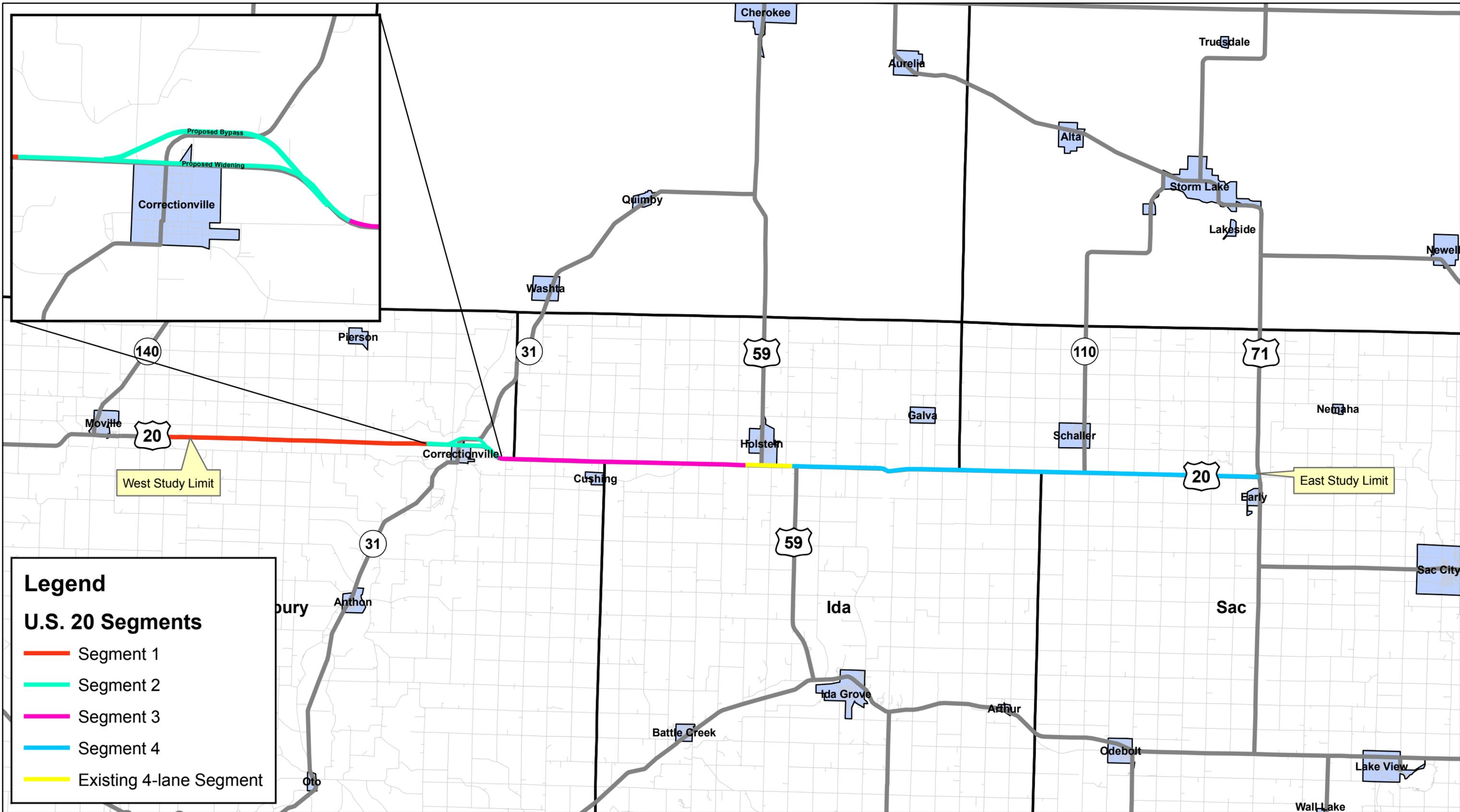
- August 5, 2008, in the *Sac Sun* (Sac City)
- August 6, 2008, in the *Sioux Valley News* (Anthon), *Ida County Courier*, *Schaller Herald*, and *The Storm Lake Times*
- August 7, 2008, in the *Moville Record*, and *The Advance/Holstein News*



CH2MHILL

Iowa Department of Transportation

PROJECT LOCATION AND STUDY LIMITS	
U.S. 20: WOODBURY, IDA, AND SAC COUNTIES, IOWA	
DATE	September 2008
FIGURE	1



CH2MHILL

Iowa Department of Transportation

<p>U.S. 20 SEGMENTS</p> <p><i>U.S. 20: WOODBURY, IDA, AND SAC COUNTIES, IOWA</i></p>	DATE September 2008
	FIGURE 2

Review and Comment Period

Following publication of the EA, federal and state resource/regulatory agencies and the public were given an opportunity to comment on the proposed action. Resource and regulatory agencies were invited to submit comments and correspondence to Iowa DOT. Agency letters are included in Attachment A and summarized below under *Agency Comments*. The public was invited to attend a public hearing for the project, held on August 26, 2008, at the Correctionville Community Center from 5:00–7:00 p.m. A written record of the hearing was prepared and a summary of the hearing is provided below under *Public Hearing* section. The review and comment period for agencies and the public closed on September 15, 2008.

Agency Comments

The Iowa DOT uses a concurrence point process that integrates compliance with the National Environmental Policy Act (NEPA) and Section 404 of the Clean Water Act. Concurrence points are associated with milestones of the NEPA process where the Iowa DOT requests agency concurrence regarding four points: (1) purpose and need, (2) alternatives to be analyzed, (3) alternatives to be carried forward, and (4) the Preferred Alternative. The intent of the concurrence point process is to encourage early participation by the regulatory agencies in an effort to validate decisions made by the transportation agency during the NEPA process and to avoid revisiting decisions after effort has been expended performing detailed analyses and design.

A concurrence meeting was held on January 30, 2008, to cover concurrence points one through three. On July 23, 2008, a meeting was held regarding concurrence point 4, the Preferred Alternative. At the meeting, the U.S. Army Corps of Engineers concurred on the selection of the Preferred Alternative of U.S. 20: widening to the north in Segment 1, widening through the City of Correctionville in Segment 2, widening to the south in Segment 3, and widening to the north in Segment 4. Minutes from the meeting are included in Appendix B. The following agencies provided concurrence in writing following the event:

- U.S. Environmental Protection Agency, August 8, 2008
- Iowa Department of Natural Resources (IDNR), August 11, 2008
- U.S. Fish and Wildlife Service, August 27, 2008

The following agencies provided written comments on the circulated EA. Their comments are summarized below.

- U.S. Department of Agriculture, Natural Resources Conservation Service: Completed the *Farmland Conversion Impact Rating* form (Form AD-1006) for each County. No additional comments.
- IDNR: IDNR issued a letter of review for the U.S. 20 project on January 17, 2008, published in the August 4, 2008, EA, as requested. It is also included in Appendix A of this document. IDNR noted that the method by which the Little Sioux River will be bridged is unknown. IDNR searched records for rare species/significant natural communities and found none. If such species/communities are found during project planning and construction, additional studies/mitigation may be required. IDNR also noted that construction activity that bares the soil of an area greater or equal to one acre may require a stormwater discharge permit.

- U.S. Army Corps of Engineers, Rock Island District–Operations Division: Confirmed concurrence on the Preferred Alternative and requested that concurrence and meeting minutes be described in the document (see *Agency Comments*, first paragraph, and Appendix B).
- U.S. Army Corps of Engineers, Rock Island District–Planning, Programs, and Project Management Division: Indicated that if designated floodways have not been identified, then the design should ensure that the 100-year floodwater surface elevation is not increased by more than one foot relative to pre-project conditions. Suggested coordination with U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, Historical Society of Iowa, and IDNR. *Note:* All the aforementioned agencies received copies of the EA.

Public Hearing

Notification for the August 26, 2008 Public Hearing at the Correctionville Community Center ran in several different newspapers as listed in the *Notice of EA Availability* section of this document.

The hearing was attended by 131 people, including affected landowners, elected officials, representatives from Woodbury and Sac Counties, the U.S. 20 Association, local school districts, utilities, and area planning Siouxland Interstate Metropolitan Planning Council (SIMPCO) and business groups (Chamber of Commerce). During the hearing, the public had the opportunity to comment orally, in writing, or by sending comments to the Iowa DOT after the meeting. People generally were supportive of the project. Most of the questions and concerns expressed during the public hearing concerned land acquisition, timeline of the project, and access issues.

One individual provided written comment at the meeting. The comment pertained to his desire that his property not be used as a borrow location. Six additional comments were received following the meeting, as summarized below:

- One resident believes speed interruptions (traffic signals) should be eliminated to accommodate through-traffic. He feels that improvements through Correctionville will leave traffic conflicts to be resolved in the future, and that the addition of a fifth lane used for left-turns will create unsafe transportation for current users. He is concerned about the two main intersections in Correctionville: one at the local public school facility, the other with Iowa 31. He suggests relocating U.S. 20 to the south of Correctionville, where he believes land use intrusions are minimal. He also suggests redesigning the proposed alignment with the following: relocate Iowa 31 to the western edge of the community; provide full intersection access at the access road serving the school; and limit left-turns along U.S. 20 at local intersections.
- One resident is pleased that the U.S. 20 project is progressing. Initially she had supported a Correctionville bypass to the north but now supports routing U.S. 20 through Correctionville.
- One resident would like reconsideration of four exits in Correctionville. He also supports elimination of two of the cross traffic turns.

- Two residents would like to see a left-turn lane incorporated into other parts of the project. They feel that the corner 1 mile west of Holstein at the junction of U.S. 20 and Eagle Avenue is unsafe. The Galva Holstein school bus uses this junction daily.
- One resident supports the 4-lane U.S. 20 project. He suggests that the Correctionville segment consider building eastbound lanes to the south of Correctionville and using the present roadway as the westbound lanes. The concept with five lanes raises safety concerns, unless there is very limited access.

New Information

A field investigation, including in-stream sampling, was conducted on October 9, 2008 in the Little Sioux River where the river crosses under the U.S. Route 20 Bridge near Correctionville, Iowa. The current flow rate in the vicinity of the project area was 341 cfs (cubic feet per second), slightly above its median flow of record for this date of 240 cfs. The sampling area extended 100 meters upstream and downstream of the U.S. Route 20 crossing. The river bottom substrate composition was largely gravel, and fine sand, with boulders (largely rip-rap along the east shore), and silt, and clay. Water quality parameters such as temperature, conductivity, and dissolved oxygen were well within standards for the support of aquatic life. The water was very turbid. There was no aquatic vegetation present. This stream reach had a partially closed canopy with trees (silver maple) and grasses the most prevalent riparian vegetation. Overall in-stream habitat was sub-optimal, with little woody debris, shifting sand bottom and no aquatic vegetation.

Red shiner (*Cyprinella lutrensis*), river carpsucker (*Carpiodes carpio*), and channel cat (*Ictalurus punctatus*) were collected in the survey area. These species are common within the Little Sioux River watershed. No amphibians or mussels were found in the vicinity of the project area. Species of concern in Woodbury County are the federally endangered Topeka shiner (*Notropis topeka*) and pallid sturgeon (*Scaphirhynchus albus*), and the state threatened blacknose shiner (*Notropis heterolepis*). Available data from the IDNR (2005 and 2006) did not find these species above or below the project area. Based on the habitat requirements of these species, it is highly unlikely that the Topeka shiner or the blacknose shiner would be found in the Little Sioux River. The pallid sturgeon has not been located in the Little Sioux, but its general habitat is present so its presence cannot be ruled out. In addition no freshwater mussels or amphibians were located in the project area.

Basis for Finding of No Significant Impact

The EA evaluated resources present in the project area for effects that they may incur as a result of the widening of U.S. 20. The EA documents the absence of significant impacts associated with the implementation of the Preferred Alternative.

Special Conditions for Location Approval

The following will be implemented during the design process, prior to construction:

- A National Pollutant Discharge Elimination System (NPDES) General Stormwater Discharge Permit for Construction must be obtained from Iowa DNR.

- A Section 404 permit from USACE is required for placement of dredged or fill material in wetlands and other waters of the U.S. A permit application will be submitted to USACE for approval.
- Section 401 certification from Iowa DNR concerning the protection of surface water quality is needed if an individual Section 404 permit is required.

Appendix A

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	7/29/08
Name Of Project	US Route 20 Widening (Woodbury, Ida, Sac)	Federal Agency Involved	FHWA/Iowa DOT
Proposed Land Use	Transportation	County And State	Ida County, IA

PART II (To be completed by NRCS)		Date Request Received By NRCS	7/29/08
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated	0
		Average Farm Size	447
Major Crop(s)	Corn, Soybeans	Farmable Land In Govt. Jurisdiction Acres: 271,196	% 98
		Amount Of Farmland As Defined in FPPA Acres: 126,085	% 46
Name Of Land Evaluation System Used	Ida County	Name Of Local Site Assessment System	None-FPPA
		Date Land Evaluation Returned By NRCS	8/18/08

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	232.6			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	232.6	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	140.1			
B. Total Acres Statewide And Local Important Farmland	77.0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	51.8			

PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted <i>(Scale of 0 to 100 Points)</i>	60	0	0	0
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PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(These criteria are explained in 7 CFR 658.5(b))</i>	Maximum Points				
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	5				
8. Creation Of Nonfarmable Farmland	25				
9. Availability Of Farm Support Services	5				
10. On-Farm Investments	10				
11. Effects Of Conversion On Farm Support Services	25				
12. Compatibility With Existing Agricultural Use	0				
TOTAL SITE ASSESSMENT POINTS	160	115	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland <i>(From Part V)</i>	100	60	0	0	0
Total Site Assessment <i>(From Part VI above or a local site assessment)</i>	160	115	0	0	0
TOTAL POINTS <i>(Total of above 2 lines)</i>	260	175	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	7/29/08
Name Of Project	US Route 20 Widening (Woodbury, Ida, Sac)	Federal Agency Involved	FHWA/Iowa DOT
Proposed Land Use	Transportation	County And State	Sac County, IA

PART II (To be completed by NRCS)		Date Request Received By NRCS	7/29/08
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 <input checked="" type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated	621
		Average Farm Size	438
Major Crop(s)	Corn, Soybeans	Farmable Land In Govt. Jurisdiction Acres: 359,444	% 97
		Amount Of Farmland As Defined in FPPA Acres: 290,298 % 78	
Name Of Land Evaluation System Used	Sac County	Name Of Local Site Assessment System	None-FPPA
		Date Land Evaluation Returned By NRCS	8/18/08

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		266.2			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		266.2	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		261.1			
B. Total Acres Statewide And Local Important Farmland		5.1			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		28.1			

PART V (To be completed by NRCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		78	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		5			
8. Creation Of Nonfarmable Farmland		25			
9. Availability Of Farm Support Services		5			
10. On-Farm Investments		10			
11. Effects Of Conversion On Farm Support Services		25			
12. Compatibility With Existing Agricultural Use		0			
TOTAL SITE ASSESSMENT POINTS		160	115	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	78	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	115	0	0
TOTAL POINTS (Total of above 2 lines)		260	193	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Reason For Selection:

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)	Date Of Land Evaluation Request 7/29/08
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Name Of Project US Route 20 Widening (Woodbury, Ida, Sac)	Federal Agency Involved FHWA/Iowa DOT
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Proposed Land Use Transportation	County And State Woodbury County, IA
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PART II (To be completed by NRCS)	Date Request Received By NRCS 7/29/08
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Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated 3564	Average Farm Size 389
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Major Crop(s) Corn, Soybeans	Farmable Land In Govt. Jurisdiction Acres: 536,248 % 96	Amount Of Farmland As Defined in FPPA Acres: 117,829 % 21
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Name Of Land Evaluation System Used Woodbury County	Name Of Local Site Assessment System None-FPPA	Date Land Evaluation Returned By NRCS 8/18/08
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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	370.7			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	370.7	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	100.5			
B. Total Acres Statewide And Local Important Farmland	258.2			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	44.2			

PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted <i>(Scale of 0 to 100 Points)</i>	54	0	0	0
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PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(These criteria are explained in 7 CFR 658.5(b))</i>	Maximum Points				
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	5				
8. Creation Of Nonfarmable Farmland	25				
9. Availability Of Farm Support Services	5				
10. On-Farm Investments	10				
11. Effects Of Conversion On Farm Support Services	25				
12. Compatibility With Existing Agricultural Use	0				
TOTAL SITE ASSESSMENT POINTS	160	115	0	0	0

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland <i>(From Part V)</i>	100	54	0	0
Total Site Assessment <i>(From Part VI above or a local site assessment)</i>	160	115	0	0
TOTAL POINTS (Total of above 2 lines)	260	169	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:



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

REPLY TO
ATTENTION OF

<http://www.mvr.usace.army.mil>

August 27, 2008

Operations Division

SUBJECT: CEMVR-OD-P-2008-991

Ms. Janet M. Vine
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RECEIVED

SEP 02 2008

OFFICE OF LOCATION & ENVIRONMENT

Dear Ms. Vine:

Thank you for the opportunity to comment on the Environmental Assessment (EA) for the widening of U.S. 20 through Woodbury, Ida, and Sac Counties in Iowa.

The comments in our letter to CH2MHill dated December 6, 2000, and included in Appendix E still pertain. In addition to those comments, please consider the following comments.

As you know, a NEPA/404 Concurrence Meeting on the project was held on July 23, 2008. At that meeting, an alignment was presented to satisfy concurrence point number 4. That alignment appears to be the least environmentally damaging practicable alternative. Therefore, I was able to concur with it being chosen as the preferred alternative.

The preferred alternative agreed upon at the July 23, 2008 meeting should be the preferred alternative described in both the maps and text of the EA. Also, the minutes of the July 23, 2008, meeting should be included.

Should you have any questions, please contact me by letter, or telephone me at (309) 794-5379.

Sincerely,

Neal Johnson
Project Manager
Regulatory Branch

Enclosures



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

August 18, 2008

Janet M. Vine
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Dear Ms. Vine:

Thank you for the opportunity to comment on the U.S. Highway 20 project in Woodbury, Ida, and Sac Counties.

The Natural Resources Conservation Service has no new or additional comments at this time.

Sincerely,

A handwritten signature in blue ink that reads "Richard Sims".

Richard Sims
State Conservationist

cc: Sheila Cox, ASTC(FO), NRCS, Sioux City, IA
Lorne Miller, DC, NRCS, Ida Grove, IA
Lane Collins, DC, NRCS, Sac City, IA
Jerry Sindt, DC, NRCS, Sergeant Bluff, IA

RECEIVED

AUG 19 2008

OFFICE OF LOCATION & ENVIRONMENT



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
RICHARD A. LEOPOLD, DIRECTOR

RECEIVED
AUG 20 2008

OFFICE OF LOCATION & ENVIRONMENT

August 18, 2008

Janet Vine
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RE: Environmental Review for Natural Resources
US 20 Widening
Environmental Assessment
NHS-20-1(77)—19-97
Woodbury, Ida, and Sac County

Dear Ms Vine:

Thank you for inviting our comments on the impact of the above referenced project. The Department issued a letter of review for this project on January 17, 2008; that letter of review is not published in the August 4, 2008, Environmental Assessment (EA) for the project. The Department also issued a letter of review for the project November 27, 2000, which is published in the current EA. The Department requests that this letter of review is included in future revisions of the EA.

The Iowa Department of Natural Resources (Department) notes that the method by which the Little Sioux River will be bridged as part of this project is unknown. If a box culvert is used, the Department recommends buried or open-bottom box culverts to allow normal stream flow and substrate material.

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.

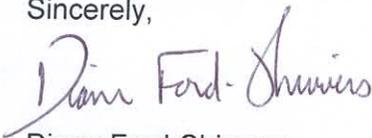
This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include any potential comment from the Environmental 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 require further information, please contact me at (515) 281-6341.

Sincerely,

A handwritten signature in cursive script that reads "Diane Ford-Shivvers".

Diane Ford-Shivvers
Deputy Division Administrator
Conservation and Recreation Division

CC: Christine Schwake, Water Quality Bureau, Iowa DNR (by email)

FILE COPY: Inga Foster

Tracking Number: 2047_II



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

August 27, 2008

RECEIVED

SEP 05 2008

OFFICE OF LOCATION & ENVIRONMENT

Planning, Programs, and Project Management Division

Ms. Janet M. Vine
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Dear Ms. Vine:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated August 8, 2008 regarding the EA concerning widening of US 20. The Corps offers the following comments:

It should be ensured that the proposed project is in compliance with flood plain management criteria of Woodbury County and the State of Iowa. As a minimum, the design should ensure that the 100-year flood water surface elevation of any stream affected that has a designated floodway, is not increased relative to pre-project conditions. If a designated floodway has not been identified then the design should ensure that the 100-year floodwater surface elevation is not increased by more than one-foot relative to pre-project conditions. It is desirable, however, that water surface elevations either remain the same or decrease as a result of this project.

Your plans should be coordinated with the U.S. Environmental Protection Agency, which is currently involved in a program to protect ground water resources. If you have not already done so, it is recommended you consult with the U.S. Fish and Wildlife Service and the Iowa Department of Natural Resources, regarding fish and wildlife resources. In addition, the Historical Society of Iowa should be contacted for information and recommendations on potential cultural resources in the project area.

If construction activities involve any work in waters of the United States, a Section 404 permit may be required. For a detailed review of permit requirements, preliminary and final project plans should be sent to:

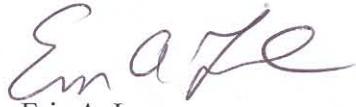
U.S. Army Corps of Engineers
Wehrspann Regulatory Office
Attention: CENWO-OD-R-NE/Moeschen
8901 South 154th Street
Omaha, Nebraska 68138-3621

In addition, please update your records with our current mailing address:

U.S. Army Corps of Engineers, Omaha District
Planning Division
Attention: CENWO-PM-AE
1616 Capitol Ave.
Omaha, Nebraska 68102-4901

If you have any questions, please contact Ms. Cindy Upah of my staff at (402) 995-2672.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eric A. Laux".

Eric A. Laux
Chief, Environmental, Economics, and
Cultural Resources Section
Planning Branch

Appendix B

US 20 Concurrence Point #4 Meeting: Preferred Alternative

ATTENDEES: Colin Greenan, Iowa DOT
Jill Rudloff, Iowa DOT
Mike Carlson, Iowa DOT
Scott Marler, Iowa DOT
Janet Vine, Iowa DOT
Mike LaPietra, FHWA
Neal Johnson, Corps
Jeff Frantz, CH2M HILL

Libby Braband, CH2M HILL
Christine Norrick, CH2M HILL
Roger Larsen, Iowa DOT
Tony Lazarowicz, Iowa DOT
Dakin Schultz, Iowa DOT
Todd Huju, Iowa DOT
Clyde Bartel, Iowa DOT

DATE: July 23, 2008

Scott Marler opened the meeting and introduced the project. Colin Greenan began the presentation recapping the project location and limits; he turned the presentation over to Janet Vine. Janet summarized agency and public coordination, including the Segment 1 north side resident coordination that had occurred in May and June of 2008. She also recapped the purpose and need as presented at the January 30, 2008 meeting.

Roger Larsen summarized concurrence points 2 and 3, Alternatives to be Analyzed and Alternatives to be Carried Forward, which achieved concurrence at the January meeting.

Colin then provided a summary of resource studies that have occurred since the January concurrence meeting. These included aquatic surveys and wetland delineations (previously, wetland determinations had been performed). Colin presented slides that depicted several wetland areas within the project limits.

Colin continued by presenting the impacts of the preferred alternative in each of the four segments of the project.

Neal Johnson: Are there more wetland resources on the north or south in Segments 3 and 4?

Colin: In Segment 3 the road is creating a barrier that is actually leading to the presence of wetlands on the north – far fewer are on the south side because there is impoundment on the north. The terrain flattens considerably in Segment 4, however, and this type of impoundment does not occur. In fact, there are more water resources located on the south side of US 20 in Segment 4.

Neal: Can you explain the high stream crossing/waterway impact numbers?

Scott/Colin: The quantity of waterway impacts shown is the total amount within the study area – not the need line. It was explained that when the follow-up wetland delineations were determined those – unlike stream crossings – were calculated based on the amount of wetland within the need line. The DOT is considering revising their practice in the future to make both consistent, but at present this is their accepted practice.

Roger presented the preferred alternative. By segment, this includes:

- Segment 1 - Alternative B would reconstruct two lanes and add a median and two new lanes to the north side of U.S. 20.
- Segment 2 - U.S. 20 through Correctionville would be widened from a two lane facility to a five lane facility having two lanes in each direction, a center turn lane, curbs, and storm sewers.
- Segment 3 - A median and two new lanes would be added to the south side of the existing two lanes, with some areas of complete four-lane construction to meet current design and safety standards.
- Segment 4 - A median and two new lanes would be added to the north side of U.S. 20, with some areas of complete four-lane construction to meet current design and safety standards.

Neal: Why in some segments is the proposed US 20 not right on top of the existing?

Roger: Various factors including upgrading the facility to meet current design standards, slope issues, and resource avoidance lead to the need to shift the alignment in some locations.

Neal: Why would there be more displacements with a bypass option than with the through-town option in Segment 2?

Roger: Given the amount of set-back for the buildings along existing US 20 and the tight urban cross-section proposed through Correctionville, the through-town alternative avoids all commercial and residential structures. Alternately, north of town there is a cluster of commercial and residential buildings that would have been unavoidable. Neal: What is Walling Access?

Colin: Canoe access to the Little Sioux River owned by Woodbury County Conservation Board.

Neal: Does the City of Correctionville prefer the through-town alternative?

Roger: In the past, the City had supported the bypass alignment. However, when the District discussed the issue with officials in May, they expressed that either alternative was acceptable and their desire is just to get US 20 widened to 4-lanes.

Neal: Will there be a bridge across the Maple River, and will armoring be required?

Roger: Yes, it will be a bridge, we do not yet know about armoring.

Neal: Will Boyer River also be crossed by a bridge?

Roger: Yes.

Neal indicated that he appreciated the work that had been done to avoid or minimize impacts to wetlands and water resources and concurred with the preferred alternative.

Janet closed the discussion explaining that the Environmental Assessment is scheduled to be completed later this month, and that following the circulation of the environmental

document, a public hearing would be held. The only outstanding resource issues, aquatic surveys in the Little Sioux River, will be conducted when water levels return to near-normal flows.

The following agencies were unable to attend the meeting, but provided formal concurrence via email:

- US Environmental Protection Agency (August 8, 2008)
- Iowa Department Natural Resources (August 11, 2008)
- US Fish and Wildlife Service (August 27, 2008)

Concurrence Point 4 Sign-In Roster
 10:45 AM 7/23/2008

Name	Agency	Phone No.	Email Address
Colin Greenan	DOT		
Jill Rudloff	DOT		
Mike Carlson	DOT		
Scott Marler	DOT		
JANET VINE	DOT		
MISE LAPIEIRA	FHWA		
Neal Johnson	Corps of Engineers		
Jeff Franze	CH2MHILL		
Libby Braband	CH2M HILL		
Christine Norrick	CH2M HILL		
Sarah Hansen	Ia DOT		
Tony Lopez	DOT District 3		
Dakin Schultz	↓		
Todd Hujiv			
Clyde Burtel			
not present:			
DNR - rep. on vacation, need to send .ppt			
EPA - opted out, need to send .ppt			
USFWS - no show, no contact			

Greenan, Colin [DOT]

From: Joseph_Slater@fws.gov
Sent: Wednesday, August 27, 2008 9:21 AM
To: Marler, Scott [DOT]
Cc: Greenan, Colin [DOT]
Subject: re:Concurrence Points for I-80/I-380 System Interchange in Johnson County, IA and US 20 Widening in Woodbury, Ida and Sac Counties. IA

Scott and Colin,

After reviewing the powerpoint slides you sent me, the Service is providing it's concurrence on both the above listed projects via this e-mail. I apologize for not being able to attend the July 23, 2008 meeting.

Thanks, Joe

Joe Slater
USFWS
1511 47th Avenue
Moline, IL 61265
(309) 757-5800 ext.208

" The only progress that counts is that
on the actual landscape of the back forty"
Aldo Leopold

Greenan, Colin [DOT]

From: Daniels.Jason@epamail.epa.gov
Sent: Friday, August 08, 2008 6:56 PM
To: Greenan, Colin [DOT]
Cc: Marler, Scott [DOT]; Neal.J.Johnson@mvr02.usace.army.mil; Schwake, Christine [DNR]; Cothorn.Joe@epamail.epa.gov
Subject: Concurrence Point 4 I-80/I-380 and US 20 from the July 23, 2008 meeting

Colin,

After reviewing the information for Concurrence Point 4 on I-80/I-380 and US 20 from the July 23, 2008 meeting, I concur with Concurrence Point 4 for both projects.

Thanks,
Jason M. Daniels
U.S. Environmental Protection Agency, Region 7
Watershed Support, Wetland and Stream Protection Section
901 N. 5th
Kansas City, KS 66101
913-551-7443
daniels.jason@epa.gov

Greenan, Colin [DOT]

From: Schwake, Christine [DNR]
Sent: Monday, August 11, 2008 10:01 AM
To: Greenan, Colin [DOT]
Cc: Marler, Scott [DOT]; Johnson, Neal J MVR; Daniels.Jason@epamail.epa.gov
Subject: Concurrence Point 4 US 20 in Woodbury, Ida & Sac Counties

Hi Colin,

I've reviewed the project information for the US 20 upgrade in Woodbury, Ida and Sac Counties. I would like to thank the DOT for its hard work to avoid and minimize impacts to wetlands. I concur with Concurrence Point 4.

Thanks, Chris