

I-80/380 SYSTEM INTERCHANGE

JOHNSON COUNTY, IOWA

Project #

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ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332(2)(c)

By The

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

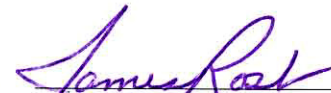
and

IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF LOCATION AND ENVIRONMENT

The signatures constitute 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 requests to fund the Preferred Alternative.



For the Iowa Division Administrator
Federal Highway Administration



For the Office of Location and Environment
Iowa Department of Transportation

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Preface

The Transportation Equity Act of the 21st Century (TEA-21) (23 CFR) mandated environmental streamlining to improve transportation project delivery without compromising environmental protection. In accordance with TEA-21, the environmental review process for this project has been documented as a streamlined environmental assessment (EA). This document addresses only those resources or features that apply to the project. This allowed study and discussion of resources present in the study area, rather than expense of effort on resources that were absent or unaffected. Although not all resources are discussed in the EA, they were considered during the planning process and are documented in the Streamlined Resource Summary (see Appendix A).

Table 1 lists the resources considered during the environmental review for the project. The first column with a check means the resource is present in the study area. The second column with a check means the impact to the resource warrants more discussion in this document. The other listed resources have been reviewed and are included in the Streamlined Resource Summary.

TABLE 1
Resources Considered

SOCIOECONOMIC		NATURAL ENVIRONMENT	
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Land Use	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Wetlands
<input checked="" type="checkbox"/>	<input type="checkbox"/> Community Cohesion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Surface Waters and Water Quality
<input type="checkbox"/>	<input type="checkbox"/> Churches and Schools	<input type="checkbox"/>	<input type="checkbox"/> Wild and Scenic Rivers
<input checked="" type="checkbox"/>	<input type="checkbox"/> Environmental Justice	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Floodplains
<input checked="" type="checkbox"/>	<input type="checkbox"/> Economic	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Wildlife and Habitat
<input type="checkbox"/>	<input type="checkbox"/> Joint Development	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Threatened and Endangered Species
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Parklands and Recreational Areas	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Woodlands
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Bicycle and Pedestrian Facilities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Farmlands
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Right-of-Way		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Relocation Potential		
<input type="checkbox"/>	<input checked="" type="checkbox"/> Construction and Emergency Routes		
<input type="checkbox"/>	<input checked="" type="checkbox"/> Transportation		
CULTURAL		PHYSICAL	
<input checked="" type="checkbox"/>	<input type="checkbox"/> Historical Sites or Districts	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Noise
<input checked="" type="checkbox"/>	<input type="checkbox"/> Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/> Air Quality
<input type="checkbox"/>	<input type="checkbox"/> Cemeteries	<input checked="" type="checkbox"/>	<input type="checkbox"/> Mobile Source Air Toxics (MSATs)
		<input type="checkbox"/>	<input type="checkbox"/> Energy
		<input checked="" type="checkbox"/>	<input type="checkbox"/> Contaminated and Regulated Materials Sites
		<input type="checkbox"/>	<input type="checkbox"/> Visual
		<input type="checkbox"/>	<input type="checkbox"/> Utilities
<input type="checkbox"/>	CONTROVERSY POTENTIAL Low		
<input checked="" type="checkbox"/>	Section 4(f): Coralville's Park, in the southeast quadrant of the interchange, would be affected, and therefore, Section 4(f) coordination would be required. FHWA proposes to make a 4(f) <i>de minimis</i> impact determination.		

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1. Description of the Proposed Action

The proposal involves improvements to the Interstate 80/Interstate 380/U.S. 218 (I-80/I-380/U.S. 218) System Interchange. The study area, in Johnson County, is within the corporate boundaries of three communities: Coralville, Tiffin, and North Liberty (Figure 1).

The improvement involves replacing all loop ramps with directional ramps. I-80 would be upgraded to an eight-lane section (four lanes each direction) having a closed median with a barrier section separating directions of travel. To the east, the proposed eight-lane section would transition to the existing six lanes near the Coral Ridge/IA 965 Interchange. To the west, the proposed eight-lane section would transition to the existing four lanes at the Ireland Avenue interchange. I-380/U.S. 218 would be upgraded to a six-lane section through the System Interchange. South of the interchange, U.S. 218 would transition back to the existing four-lane section near 355th Street SW. To the north, I-380 would transition back to the four-lane section south of Forevergreen Road. For ease of reference, this document refers to the project as the “System Interchange.”

2. Project History

I-80 is an important link in both the state and national transportation network. It is one of the primary east-west interstates traversing the country. I-380 serves an important regional role in connecting Iowa City, Cedar Rapids, and Waterloo to one another and through the I-80/I-380/U.S. 218 System Interchange, to the national interstate system. I-380 and U.S. 218 also serve as important links in the Avenue of the Saints corridor. The Avenue of the Saints is an access controlled divided highway that extends more than 600 miles from St. Paul, Minnesota, to St. Louis, Missouri.

I-80 in this area was built as a four-lane interstate in 1962. In 2000, an I-80 eastbound acceleration and merge lane was built. I-80 was then widened and reconstructed to accommodate six through lanes between the System Interchange and the Coral Ridge/IA 965 Interchange in 2004.¹ I-380 in this area was first built to a four-lane interstate north of I-80 around 1970. In 1982, U.S. 218 was reconstructed to a four-lane divided freeway south of I-80. Various roadway maintenance improvements have been made to I-80 and I-380/U.S. 218 over the years.

3. Purpose and Need for Action

3.1 Purpose of the Proposed Action

The purpose of the project is to enhance mobility and safety by improving ramp and mainline geometry, increasing traffic flow, and addressing safety issues associated with the current interchange design.

3.2 Need for the Proposed Action

The need for the project is based upon four factors:

- Accommodating existing and future traffic volumes and capacity
- Updating roadway geometry and interchange design

¹ While the pavement width can accommodate 6 lanes, presently only 5 are marked (3 westbound and 2 eastbound).

- Improving safety
- Enhancing travel continuity and access

3.2.1 Traffic Volumes and Capacity

Figures 2 and 3 show that significant traffic growth is expected in the study area. By 2030, traffic volumes are projected to at least double for the roadways approaching and leaving the interchange. Along U.S. 218 south of the interchange, traffic volumes are projected to triple. Traffic volumes on the ramps are expected to increase similarly. As shown in Figure 4, volume on both the loops and directional ramps generally is expected to at least double by 2030.

Highway capacity is typically represented by an indicator called level of service (LOS), which is denoted as a range from A (best) to F (worst). LOS A through C represent traffic conditions under which speeds are not impeded by other vehicles, and maneuverability within the traffic stream is good. LOS D describes traffic that is generally moving but borders on a threshold at which small increases in traffic flow may cause substantial increases in delay and decreases in speed. LOS E and F are indicative of frustrating stop and go conditions, significant delays, and reduced travel speeds, and motorists experience recurrent traffic flow breakdowns. The 2030 No-Action LOS is expected to be LOS D and below for all segments, with I-80 in particular performing at LOS F.

3.2.2 Geometry and Interchange Design

The design features and characteristics of the existing System Interchange were assessed to determine their compatibility with current design standards and policy. Four elements were found not to be ideal or not to meet current AASHTO² design criteria:

- **Weaving distance**—The weaving lengths³ between adjacent loop ramps are very short leading to reduced capacities and to the higher frequency of crashes at these locations.
- **Loop ramp radii and vertical geometry**—Several loop ramps have radii less than the desirable 250 feet, and the eastbound to northbound loop ramp has a grade of nearly 5 percent, the desired maximum per current criteria. The result is a sharp turning roadway combined with steep grades.
- **Decision sight distance approaching the interchange from the west**—The curvature of the I-80 profile near Jasper Avenue obscures the approaching pavement markings delineating the exit ramp to U.S. 218 southbound. Current design criteria call for a flatter roadway profile to provide additional sight distance to the exit ramp, allowing an approaching driver more time to process and make a decision on upcoming route change.
- **Stopping sight distance on I-80 near Clear Creek**—The curvature of the I-80 profile near Clear Creek is too sharp, limiting the sight distance available to a distance less than current design criteria.

Rectification of these issues would improve safety and the flow of traffic through the interchange.

²AASHTO: American Association of State Highway and Transportation Officials.

³ Weaving length is the area between entrance and exit ramps where entering and exiting vehicles cross paths while merging and diverging from the Interstate.

3.2.3 Safety

The weaving sections throughout the interchange have crash rates higher than the comparable statewide average. The statewide average total crash rate⁴ for an interstate freeway section is 75 crashes per 100 million vehicle miles traveled (VMT) and a fatal+injury crash rate⁵ of 28 crashes per 100 million VMT. The I-80 and I-380/U.S. 218 freeway sections interior to the System Interchange have total/fatal+injury crash rates of 230/54 and 124/30 crashes per 100 million VMT respectively. A high frequency of crashes was observed at these locations, many the result of merging, diverging, and weaving movements between loop ramps and the resultant capacity constraints at the System Interchange. These locations and the relationship between high crash locations and traffic volumes are depicted in Figure 4.

Between 1999 and 2003, the predominant crash types (Figure 5) were those often related to the geometric features of the roadway (broadside, rollover, fixed object/run-off-the-road, sideswipe and rear-end). Such crashes are indicative of fast braking or sudden lane changes to avoid conflict with vehicles entering a roadway.

3.2.4 Travel Continuity and Access

I-80 and I-380/U.S. 218 are two of the most heavily traveled corridors in Johnson County, providing access to several attractions in Iowa City and Coralville, such as the University of Iowa, the University of Iowa Hospital and Clinic, a major regional, shopping mall in eastern Iowa (Coral Ridge Mall), and other developments in the Coralville area. Both routes are major trucking corridors in eastern Iowa, and local and regional commuters use the System Interchange daily. The proposed improvements to the interchange are an important element in facilitating the safe and efficient movement of goods and services locally, regionally, and nationally. They will provide better access to destinations in the Iowa City area.

3.3 Summary

The proposed project is intended to enhance mobility and safety by improving ramp and mainline geometry, increasing traffic flow by adding capacity, and addressing safety issues associated with the current interchange design. The existing interchange has a higher than average crash rate, contains geometric elements that could be upgraded to more current design guidelines, and will experience traffic capacity concerns by 2030. Improvements that address these conditions would help the interchange to function and operate much more efficiently.

4. Alternatives

This section discusses the alternatives investigated to address the project's purpose and need. A range of alternatives was developed, including slight variations to the road's alignment. The Build Alternative, alternatives considered but dismissed, and the Preferred Alternative are discussed below.

⁴ The "total crash rate" accounts for all crashes.

⁵ The "fatal+injury rate" measures the rate of severe crashes by only including crashes resulting in fatalities and/or injuries.

4.1 No-Build Alternative

The No-Build Alternative represents base conditions for the study area. It involves long-term maintenance of the existing facility plus any committed improvements.⁶ The No-Build Alternative would not address concerns related to geometric deficiencies, travel efficiency, or safety defined by the project purpose and need statement. Traffic volumes are projected to increase and by 2030 operations will be at unacceptable levels. Without major improvements, the crash rate is also expected to increase.

4.2 Alternatives Considered but Dismissed

The development of initial conceptual alternatives for the interchange took into account various engineering and environmental constraints within the study area. Four alternatives groups were developed, each containing various interchange configurations:

- **A Alternatives: Three Loops**—The A Alternatives retained three loops and removed one loop, replacing it with a directional ramp. Three interchange configurations (A1, A2, and A3) were developed (Figure 6).
- **B Alternatives: Two Loops**—The B Alternatives retained two loops and removed two loops, replacing them with directional ramps. Seven configurations (B1–B7) were developed (Figure 7).
- **C Alternatives: One Loop**—The C Alternatives retained one loop and removed three loops, replacing them with directional ramps. Two configurations (C1 and C2) were developed (Figure 8).
- **D Alternatives: No Loops**—The D Alternative (D1) removed all loops and replaced them with directional ramps in all quadrants (Figure 8).

Screening Step 1

Screening was performed to narrow the range of conceptual alternatives. The alternatives were evaluated considering potential environmental and socioeconomic impacts, constructability, geometrics, and traffic operations. After reviewing the range of alternatives, two distinct criteria separated some alternatives from the others.

One criterion was related to the traffic operations and safety concerns with short weaving sections between adjacent entrance and exit loop ramps. The weaving sections were shown to have a high frequency of crashes with crash rates exceeding statewide averages under current conditions and the short weaving sections were shown to break down operationally under the no-build condition. Collector-distributor (C-D) roads were considered to remove the weaving movement from the freeway sections, but with the loop ramps the weaving sections on C-D roads still were short and raised concern. The lack of capacity and inability to address safety concerns were felt not to meet the project's purpose and need.

The other criterion was the use of unique loop ramp geometrics, namely wraparound loops designed to remove weaving sections and maintain loop ramps. The unique loop ramp designs

⁶ Committed improvements are those that have funding identified and there is a commitment to implement these improvements in the near future.

required a series of reverse curves and additional ramp or freeway bridges. Concerns with these configurations included driver expectation and confusion due to the unconventional loop ramp design and potentially higher construction cost when compared to other configurations in their respective alternative groups.

It was decided that any alternative that maintained a mainline weaving section or used unconventional loop ramp geometrics should be removed from further consideration. This resulted in the elimination of all A alternatives (A1, A2, and A3), two B alternatives (B6 and B7), and one C Alternative (C2). Alternative B4 was removed from further consideration because it was very similar to Alternative B1 geometrically, except that the westbound to northbound outer directional ramp in the northeast quadrant was pulled in tighter to the center of the System Interchange.

Screening Step 2

The alternatives that advanced to the next stage of evaluation were B1, B2, B3, B5, C1, and D1. Construction phasing was added as a consideration in evaluating the various alternatives, recognizing that it may be necessary to construct the Preferred Alternative in phases as construction dollars become available and as capacity demands dictate. The order in which the existing loop ramps should be removed was prioritized as follows:

- Because the southbound to eastbound loop in the southeast quadrant carries the heaviest traffic volumes through the interchange, it was concluded that that loop should be replaced first and that the northbound to westbound loop ramp in the northeast quadrant be replaced next, as that would remove all weaving sections. Removing the two loops would provide a B Alternative configuration. It was agreed that this would be the minimum configuration constructed as an interim project, as it addressed the need to remove the loop ramp weaving sections.
- The third loop to be removed was determined to be the eastbound to northbound ramp in the southeast quadrant. The southeast quadrant loop carries more traffic and is also the loop thought to be perceived as a problem by the traveling public. Removal of the third loop ramp would result in a C Alternative configuration, also concluded to be an acceptable interim project.
- The last loop to be removed would be the westbound to southbound ramp, which was projected to carry the lowest volume of traffic of the four loop ramps. Removal of the final loop ramp would result in a D Alternative configuration.

While acceptable as interim scenarios, alternative concepts B and C were dismissed as ultimate build alternatives because neither B nor C would have the reserve capacity of directional ramps for all movements at the System Interchange compared to the D Alternative. Furthermore, retaining one or more loop ramps would not address publicly perceived safety issues with the loop ramps. The D Alternative was identified as the best ultimate solution because it would best meet future traffic needs, would address all safety and perceived safety concerns, and could be phased in over time and as money became available or need increased.

Screening Step 3

In the final step of screening, the remaining alternatives were refined to allow for the interchange phasing and loop removal sequence starting with the remaining B alternatives (B1, B2, B3, and B5). The refined B alternatives were then built upon to create a set of C alternatives (C1, C2, C3, and C5). The resulting C alternatives were then built upon to develop a set of D Alternatives (D1,

D2, D3, and D5). The B Alternatives were then paired with the appropriate next tier C Alternative and then to the appropriate D Alternative to create four distinct groups of alternatives: B1 to D1 (Figure 9), B2 to D2 (Figure 10), B3 to D3 (Figure 11), and B5 to D5 (Figure 12).

These groups of alternatives were reviewed considering environmental and socioeconomic impacts, constructability, ramp geometrics, and cost. Of the four groups of alternatives, the estimated environmental impacts, constructability issues, geometrics, and cost were all felt to be similar, with the exception of the B5 to D5 Alternative group. The B5 to D5 Alternative concerns focused on locating the northbound to westbound and southbound to eastbound directional ramps near the center of the System Interchange, resulting in a true three level interchange with highly skewed top level bridges for the ramps. Because of this, it was felt that the B5 to D5 Alternative was the least feasible and so it was dismissed from further consideration.

The remaining three groups of alternatives were refined and vertical alignments developed. All three alternatives were shown to work vertically. The comparative differences between the ultimate D alternatives were as follows:

- The D1 Alternative provided overall smoother ramp geometrics than the other two because the ramps consisted of reverse curves, whereas the D2 and D3 alternatives both had broken back curves (successive curves in the same direction with short tangent sections between them). Reverse curves are typically easier to drive than broken-back alignments.
- Bridge design and construction were identified as distinguishable characteristics. The D1 Alternative provided fairly square crossings, but the D2 and D3 alternatives had one or more large directional flyover bridges with undesirable skews over the freeway, which complicates the design and construction of the bridges.
- Alternative D1 was more “spread out,” with the directional flyover and flyunder ramps farther from the center of the System Interchange, thus lowering its overall height. In comparison, the D2 and D3 Alternatives pull one or more of the directional ramps towards the center of the System Interchange, increasing the height of the interchange along with bridge and earthwork quantities. As a result, the D2 and D3 alternatives cost more than Alternative D1, but Alternative D1 requires a larger footprint than the others.

Evaluating these differences in roadway geometrics, bridge design and construction, staging and cost, Alternative D1 was identified as the preferred ultimate build option. Both the B1 and C1 Alternatives were felt to be adequate interim options to consider during future engineering studies and design.

4.3 Preferred Alternative

Figure 13 details the preferred interchange configuration, D1, which would replace all loop ramps with directional ramps. The configuration would result in a 2½-level directional system interchange. Single entrance and exit ramp design with secondary ramp splits would be constructed. For example, eastbound I-80 traffic destined for northbound I-380/U.S. 218 or southbound U.S. 218 would exit I-80 at a single diverge location. A second diverge location would be constructed to separate the southbound and northbound destined traffic exiting I-80 on the ramps. System Interchange ramps would be either single- or two-lane ramps, depending on traffic volumes and operations.

I-80 mainline would be an eight-lane section (four lanes each direction) having a closed median with a barrier separating directions of travel. Travel lanes would be 12 feet wide with 12-foot outside and inside shoulders. To the east, the proposed eight-lane section would transition to a six-lane section (three lanes each direction) near the Coral Ridge/IA 965 interchange (tying into a current Iowa Department of Transportation (DOT) project widening I-80 from two lanes each direction to three lanes each direction). To the west, the proposed eight-lane section would transition to the existing four lanes (two each direction) at the Ireland Avenue interchange.

I-380/U.S. 218 would be a six-lane section through the System Interchange. South of the System Interchange, U.S. 218 mainline would tie back to the existing four-lane section north of the Melrose Avenue interchange. North of the System Interchange, I-380/U.S. 218 mainline would tie back to the existing four-lane section south of the Forevergreen Road overpass. I-380/U.S. 218 mainline would consist of 12-foot travel lanes with 12-foot inside and outside shoulders. A 64-foot depressed grass median would separate directions of travel and would transition to the existing 50-foot grass median near Forevergreen Road.

Most of the directional ramps at the System Interchange are proposed to be 16 feet wide with 6-foot outside and 4-foot inside shoulders. The westbound to northbound and southbound to eastbound directional ramps would be two-lane ramps, since they carry the heaviest ramp movements through the interchange. The eastbound diverge from I-80 mainline would also be a two-lane exit to meet the operational needs at the diverge point. The southbound leg of the ramp would taper to single-lane ramps following the secondary split, whereas the northbound leg would be a single lane. The two-lane directional ramps would consist of two 12-foot travel lanes with 10-foot outside and 6-foot inside shoulders. Auxiliary lanes would be added to the I-80 mainline east approach in both the eastbound and westbound directions. Auxiliary lanes would be required on the north leg of the interchange because of the two-lane entrances to and exits from I-80. An auxiliary lane would also be needed on the west leg of the interchange in the eastbound direction to accommodate the two lane diverge to I-380/U.S. 218. All auxiliary lanes would be 12 feet wide.

Because of the wider cross section of I-80, new ramp connections would be required at the Ireland Avenue and Coral Ridge/IA 965 interchanges. At Ireland Avenue, new ramp connections would be required for the westbound exit ramp and the eastbound entrance ramp. Both ramps would remain single-lane ramps and tie into the existing ramp cross-section. At the Coral Ridge Avenue/IA 965 interchange, the westbound on ramp would require a new connection but would remain a single lane ramp with the tie to I-80 being the westbound auxiliary lane. The eastbound exit ramp would be converted to a two-lane exit to provide lane balance on I-80 at the diverge. The added ramp lane would be carried toward the side road so that it could be tied to the existing ramp pavement where the roadway widens to add turn lanes. Some connections may be required for the tapers of the eastbound and westbound entrance loops, depending on the location of I-80 mainline transition to a six-lane section.

I-80 and I-380/U.S. 218 both would have a design speed of 70 mph (posted speed of 65 mph). Outer directional ramps at the System Interchange would have a design speed of 60 mph with the directional flyover and flyunder ramps at 50 mph.

Local side roads (Jasper and Kansas avenues) would be modified as part of the project. Because of the wider I-80 mainline cross-section, the Jasper Avenue crossing over I-80 mainline would be reconstructed with a new bridge. The location of Jasper Avenue would remain unchanged from its current location, as vertical profile adjustments are needed only for the new crossing

over I-80. The new profile would be tied to the existing roadway as quickly as possible. Because of the new ramp configurations and wider interchange footprint at the System Interchange, Kansas Avenue in the southwest quadrant of the interchange would be relocated. The side road would be relocated to the west and south of its current location, providing access to residences from the south instead of from the north.

4.4 Potential Interim Build Alternatives

Because of funding constraints, it may be necessary to construct the build alternative in two or more construction phases. Several construction phasing scenarios are being considered, but the scenario to be constructed ultimately will depend on available funding. An interim configuration would remain in service until additional construction funds are available or until traffic needs dictate further expansion. If adequate funds are available, the build interchange could still be constructed without staging.

The phasing scenarios consist of removing the loop ramps and replacing them with directional flyover/flyunder ramps at the system interchange. Coordinated, sequential removal of the loop ramps will address the traffic and safety issues of the existing interchange. To address the immediate needs, it was determined that any interim configuration would at least remove all weaving sections between the existing loop ramps.

The sequential removal of the loop ramps would result in interim interchange configurations consistent with a B or C alternative, as noted. A “B” configuration would remove and replace the southbound to eastbound and northbound to westbound loop ramps. A “C” configuration would replace all loop ramps except the westbound to southbound loop ramp. The phasing scenarios being considered are:

- Existing to B configuration, then B configuration to C configuration, then C configuration to ultimate interchange
- Existing to C configuration, then C configuration to ultimate interchange

The ultimate interchange would be designed to accommodate interim projects. Regardless of the phasing sequence selected, any interim configuration would require partial or full reconstruction of I-80, I-380/U.S. 218/IA 27, and U.S. 218/IA 27 mainlines, the four outer directional ramps at the system interchange (eastbound to southbound, northbound to eastbound, westbound to northbound, and southbound to westbound), and relocation of Jasper and Kansas Avenues. Further engineering studies are required to determine the extent of reconstruction required for these mainline, ramp, and side road roadways under each potential phase of reconstruction. Any interim project would maintain no fewer than the number of existing travel lanes along I-80, I-380/U.S. 218/IA 27, U.S. 218/IA 27 roadways, and all movements at the system and adjacent service interchanges would be maintained. Impacts associated with the interim project would not exceed those of the ultimate project.

5. Impacts

This section describes the socioeconomic, cultural, natural, and physical environments in the project corridor that will be affected by the proposed Build Alternative. Resources with a check in the second column on Table 1 are discussed below.

5.1 Socioeconomic Impacts

5.1.1 Land Use

The study area is within the corporate limits of North Liberty, Tiffin, and Coralville (see Figure 14). Land uses along I-80 east of the I-80/I-380 interchange tend to be commercial, whereas uses along I-80 west of the interchange tend to be agricultural. Land use along I-380 north of I-80 is primarily agricultural. Along U.S. 218 south of I-80 land use is a mix of agricultural, park, and industrial uses.

Lands north of I-80 and west of I-380 are within the City of Tiffin. Properties within the study area generally are wooded areas, farmland, and farmsteads. The north end of the study area along I-380 is farmland within the community of North Liberty.

Lands east of I-380/U.S. 218, both north and south of I-80, are within the City of Coralville. Land uses include a mix of industrial/warehousing uses and residential uses. Industrial/warehouse uses include Hawkeye Foodservice Distribution Center, Beisser Lumber Company, and Consumer Coop Society. Residential development consists of Western Hills Mobile Estates Mobile Home Park. Lands to the southeastern part of the interchange are being developed as parkland by the City of Coralville. Further south of the interchange on the east side of U.S. 218 is Klein Quarry (River Products Company, Inc.), an active quarry. Lands to the southwest of the I-80/380 interchange (also within Coralville) contain agricultural lands and farmstead residences.

The proposed improvements are consistent with the Johnson County Council of Government's (JCCOG)⁷ Long-Range Multi-Modal Transportation Plan as well as Johnson County's Land Use Plan.⁸ The proposed interchange improvement is also consistent with the comprehensive plans adopted by the cities of Coralville,⁹ Tiffin,¹⁰ and North Liberty.¹¹ These communities' plans emphasize the importance of improving local transportation facilities and services to accommodate anticipated growth in the area.

The proposed improvement, which addresses the existing and future travel demands in the area, is not expected to be a catalyst for future development. It is expected that development will occur with or without the improvement. The improved interchange does not provide enhanced land use accessibility beyond what exists, as it does not connect to the street system, nor does it provide new access points to either I-80 or I-380/U.S. 218. As a System Interchange, its function is to merely allow the exchange of traffic between two facilities. To gain access to the areas adjacent to the interchanges, a traveler would still need to exit I-80 at the Coral Ridge Avenue or Ireland Avenue interchanges, I-380 at Forevergreen Road, or U.S. 218 at Melrose Avenue, and then travel local roads. Because the System Interchange will not improve direct access to adjacent land, it is not expected to spur growth or development. As there is an interchange at this location, the proposed improvements will merely improve safety and function.

⁷ JCCOG is the metropolitan planning organization (MPO) for the Iowa City urbanized area.

⁸ Johnson County Land Use Plan, December 1998.

⁹ Coralville Community Plan, March 1998.

¹⁰ City of Tiffin Comprehensive and Land Use Plan, 2001.

¹¹ North Liberty Comprehensive Plan, 2005.

5.1.2 Section 4(f) Resources: Parklands and Recreational Areas

Through field investigations, two park properties were identified within the project limits: one in Tiffin, one in Coralville (see Figure 15). Follow-up meetings and correspondence occurred with both communities regarding existing and planned uses for these properties (documented in Appendix B). Coordination with the Federal Highway Administration (FHWA) was undertaken to determine whether either property qualified for Section 4(f) protection.

Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, provides that the Secretary of Transportation “shall not approve any program or project that requires the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance or land of an historic site of national, state, or local significance as determined by the officials having jurisdiction thereof unless there is no feasible and prudent alternative to the use of such land and such programs or project includes all possible planning to minimize harm resulting from the use.” The term “Section 4(f)” is replaced by the term “Section 303” in the *2008 Safe Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). However, in keeping with current guidance from FHWA and the U.S. DOT, this EA retains the term “Section 4(f).”

FHWA and Iowa DOT have developed a Section 4(f) decision making process to determine the eligibility of properties or sites for protection under Section 4(f) and to evaluate them relative to the alternatives being considered. The Section 4(f) decision process involves five steps:

1. Is the property 4(f) eligible?
2. Is there a use of the 4(f) property?
3. Can the 4(f) property be avoided?
4. Can the impacts to the 4(f) property be minimized?
5. What documentation is needed?

Tiffin Park

The City of Tiffin has property adjacent to I-380 near Route 6 that is designated as a park. The property owned by the City is 88 acres in size and extends west from I-380 about 3,800 feet (3/4 mile). The property is bisected by Jasper Avenue. The land west of Jasper Avenue (about 71 acres) is developed with park facilities, including 4 baseball fields and 3 soccer fields. The land east of Jasper Avenue (about 17 acres) does not contain any recreation facilities and are presently farmed for row crops. In a meeting with the City of Tiffin staff to ascertain its future plans for the property, the City advised that it does not have any formally adopted plans for use of the property east of Jasper Avenue, but there are several potential future recreation uses for the site, including more ball fields, parking, play equipment, and a potential train depot park-and-ride (for the “Hawkeye Express” train to Iowa City). However, these potential uses for the property have not been formalized. FHWA concluded that the farmed part of Tiffin Park adjacent to I-380 does not qualify for 4(f) protection.

Coralville Creekside Park

Coralville Creekside Ballpark is located in the southeast quadrant of the I-80/I-380 Interchange. The site is 163 acres in size, and facilities include softball fields, parking area, and a concession stand. In the northern part of the property, between 340th Street and I-80, the City has constructed a 5.8-acre wetland mitigation site and is investigating other areas on the property as

future wetland mitigation and stream restoration sites. The City plans to incorporate a trail through the area with interpretive signage and picnic areas. The proposed trail is part of the planned regional Clear Creek Trail. The City's overall plan is that the northern part of the property be natural open space for passive recreation. Two barns are located on the western edge of the Coralville Creekside Ballpark property, south of 340th Street. The barns are not listed, or eligible for listing, on the National Register of Historic Places, but the City considers them to be locally important and intends to use the area near the barns for meetings, festivals, and the farmers' market. The long-term plan includes restoring the barns and using them as the basis for education on the history of the area. FHWA concluded that the Coralville Creekside Park is subject to Section 4(f) protection as a public park/recreation area.

A 16-acre strip of right-of-way adjacent to the southeastern quadrant of the I-80/380/U.S. 218 interchange and adjacent to I-80 will be required from Coralville Creekside Park. The areas adjacent to the interchange and interstate are not presently used for recreation purposes. Of the 16 acres required, 2.9 acres of impact are to the City's wetland mitigation site (discussed in more detail in subsection 5.2.1, Wetlands), 8 acres are to wooded areas (typically second growth forest, with understory plant species indicative of a history of heavy grazing—discussed in more detail in subsection 5.2.6, Woodlands), and 5 acres are old agricultural field areas. The barns on the western edge of the park property would not be affected directly but would be closer to the proposed right-of-way and roadway. Under the proposed roadway improvements, the north barn would be roughly 30 feet away from the proposed right-of-way and 110 feet away from the proposed roadway ramp. The south barn would be 170 feet away from the proposed right-of-way, and 270 feet away from the proposed roadway ramp.

The City and Iowa DOT have been working together to develop mitigation and enhancement options (trails, wetland areas, etc.) for the area of the park between 340th Street and I-80, and continue to sort out specific details. Taking into account the level of impact, along with all measures to avoid and minimize the impacts and any mitigation and enhancement measures developed by the City and Iowa DOT, FHWA proposes to make a *de minimis* determination. *De minimis* impacts to 4(f) resources are those that do not "adversely affect the activities, features and attributes" of the resource. This impact assessment is based on the level of impact, after consideration of any measures to minimize harm, including avoidance, minimization, mitigation, and enhancement measures. The positive benefits of any mitigation measures must be taken into account when determining whether the impact to the Section 4(f) resource is *de minimis*.

5.1.3 Bicycle and Pedestrian Facilities

The JCCOG Area Trails Map¹² shows a proposed trail in the study area between Coralville and Tiffin (see Figure 16). The plan shows the trail extending along Clear Creek from the east, through the City of Coralville's park property, and crossing under I-80 adjacent to Clear Creek. From there, the trail is to extend and cross under I-380 either at Clear Creek or at U.S. 6 and extend west through Tiffin's park property. The proposed System Interchange improvements would not preclude trail extensions under either I-80 or I-380. As the planned trail is shown to be adjacent to Clear Creek, it is expected that trail accommodation could be provided within the culverts or the bridges that will cross the creek. It is expected that these details will be addressed in subsequent phases of design, when detailed drainage plans are developed.

¹² Johnson County Council of Governments. JCCOG Area Trails Map, April 2005.

5.1.4 Right-of-Way

The Preferred Alternative would require acquisition of 134.8 acres of land for roadway purposes. Most of the new right-of-way (113.4 acres) would be in the form of strip right-of-way acquisitions adjacent to the existing facility. The remaining 21.4 acres would be new right-of-way associated with the relocation of Kansas Avenue, in the southwestern quadrant of the interchange. In addition, 389.1 acres of right-of-way would continue to be used, bringing the total amount of right-of-way for the improved System Interchange to 523.9 acres.

5.1.5 Relocation Potential

The Preferred Alternative would displace five houses, four in the southwestern quadrant of the interchange and one on the east side of I-380, north of I-80 (Figure 17). No business displacements would occur. Acquisition of property will follow the requirement of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) (42 USC 4601 et seq.) and the Iowa relocation assistance law (Iowa Code 316), which establishes a uniform policy for the fair and equitable treatment of displaced persons that serves to minimize the hardships of relocation.

5.1.6 Construction and Emergency Routes

Minimal delays and road closures are expected during construction of the System Interchange. Two lanes of traffic in each direction would be maintained for I-80 and I-380/U.S. 218, and all interchange movements would be maintained during construction. Short duration delays and closures may be required for typical roadway and bridge construction activities near existing roadways. Delays and closures typically would occur during off-peak hours. Nighttime construction could be used to minimize any impacts. Reductions to one lane of traffic in each direction during nighttime operations could further minimize impact. Short-term closures would be accompanied by a marked detour route.

Local access to all properties would be maintained while relocating Kansas Avenue. The Jasper Avenue bridge over I-80 may need to be closed to construct the new side road bridge. Local access to houses along Jasper Avenue would be maintained from the north and south.

Significant impacts to emergency response are not expected, since major closures are not expected. Some delays may occur because of congestion in and around work zones.

There may be short-term interruptions to freight rail service while reconstructing the bridges over the Iowa Interstate Railroad at I-80 and I-380. Construction would be coordinated with the railroad to avoid or minimize any impact.

5.1.7 Transportation

Improvements to the interchange are not expected to affect other modes of transportation. Temporary impacts to the Iowa Interstate rail line are discussed in subsection 5.1.6 and impacts to bicycle path connections in subsection 5.1.3. The proposed improvements necessitate changes to several side roads and frontage roads near the System Interchange, as discussed below.

In the southwestern quadrant of the interchange, Kansas Avenue would be relocated because of impacts from the construction of the interchange and relocation of ramps. Iowa DOT coordinated with the adjacent property owners and discussed various options for that area. As a result of the

discussions and review of right-of-way needs, it was determined that relocating Kansas Avenue to the south and providing access back to the existing parcels along existing Kansas Avenue is preferred.

West of the System Interchange, a new Jasper Avenue bridge over I-80 is needed because the I-80 roadway section will be widened, and the existing bridge over I-80 is not large enough to accommodate the new width of I-80. It is expected that the location of the Jasper Avenue bridge generally will remain unchanged. During construction of the new bridge, temporary closures or partial closures of Jasper Avenue over I-80 could be required at various times during construction. These details will be addressed during the next stages of design, and development of construction staging plans.

5.2 Natural Environment Impacts

5.2.1 Wetlands

Field investigations of the study area were undertaken in July 2004 and April and July 2008. The investigations consisted of onsite surveys and review of published data, including soil maps, NWI maps, and USGS stream gage data. Fifteen wetlands, totaling 35.2 acres in area, were identified (Figure 18).

TABLE 2
Potential Impacts to Wetlands

Wetland Number	Wetland Type	Wetland Size (acres)	Area Affected (acres)	Proposed Mitigation (acres)
1	Narrow fringe of floodplain forest (not mapped)	0.23	—	
2	PEMF	0.87	—	
3	Riparian fringe of floodplain forest (not mapped)	0.28	0.07	
4	Sedge meadow (PEMB)	4.15	0.05	
5	Narrow floodplain forest (not mapped)	2.62	0.4	
5a	Forested depression (PFO1A)	6.44	0.07	
6	PEMC	1.13	—	
7	Excavated pond (PUBGh)	0.48	0.3	
8	Former creek bottom or backwater of tributary (not mapped)	0.5	—	
9	Not mapped	5.84	—	
10	Headwaters of an intermittent flowing ditch (Not mapped)	0.5	—	
11	Extension of Wetland #9 (Not mapped)	2.96	—	
12	Not mapped	0.15	—	
13	Not mapped	1.92	—	
14	PEMB	1.28	0.15	
—	Coralville's wetland mitigation site: wet meadow	5.8	2.9	
Total		35.2	3.94	

The proposed improvements would affect seven wetland areas (W#3, W#4, W#5, W#5a, W#7, W#14, and Coralville's Creekside Park wetland mitigation site). Total wetland impacts would be 3.94 acres: 2.9 acres at Coralville's wetland mitigation site, and 1.04 acres in the other six delineated wetlands.

Wetland impacts have been avoided and minimized to the extent practicable. It may be possible to reduce impacts during detailed design by minimizing the amount right-of-way required, modifying ditch slopes, and oversizing culverts or bridges. For wetlands that cannot be avoided, measures to minimize impacts will be considered. Wetlands or wetland areas that cannot be avoided will be mitigated at a minimum ratio of 1.5:1. Total mitigation required will be determined by the regulating agency. Wetland mitigation is expected to be provided at an established wetland mitigation bank within the same watershed as the Project (see email from Roger Larsen to Dan Holderness on 11/28/2008 in Appendix B—4(f) Coordination). The Iowa DOT would purchase mitigation credits from the wetland bank. The U.S. Army Corps of Engineers (USACE) requires that a Section 404 Permit be issued under the Clean Water Act if the proposed action involves the discharge of dredged or fill material into jurisdictional waterways or wetlands. The Iowa Department of Natural Resources (DNR) will require a Section 401 Water Quality Certification. If required, the Iowa DOT will prepare a joint application for submittal to the USACE and the Iowa DNR as part of this permitting process.

5.2.2 Surface Waters and Water Quality

The Iowa DNR issues State Water Quality Certification pursuant to Section 401 of the Clean Water Act. The USACE requires State Certification before a Section 404 permit can be issued. Section 401 Certification represents the Iowa DNR's concurrence that the project certified is consistent with the Water Quality Standards of the State of Iowa as set forth in Chapter 61, Iowa Administrative Code 567.

Site investigations occurred in July 2004, and in April and July 2008. The study area lies within the watersheds of Clear, Buffalo, and Deer creeks. Each is tributary to the Iowa River. Eleven waters of the U.S. were identified within the study area during field investigations (Figure 19). There are also several excavated livestock ponds. The land cover immediately surrounding these water bodies is mostly row-cropped agriculture and pastured agriculture. Several large stands of riparian forest are adjacent to parts of some water bodies. The *Final 2004 Section 303(d) USEPA-Approved Iowa Impaired Waters* lists Clear Creek as a Category 3a Water. This means that there are insufficient data to determine whether any uses are met, and that no uses were assessed (see Table 3). Other data¹³ from the U.S. Environmental Protection Agency (USEPA) show that reaches of Clear Creek are impaired from organic enrichment. They also indicate that other water bodies in the watershed of the study area (Lower Iowa—Hydrologic Unit Code 07080209) are impaired as a result of biological oxygen demand, *E. coli* and other bacteria, and nitrates. The agricultural land cover in the study area is the likely cause of impairment through organic enrichment, siltation, excessive nutrients, and fertilizer and pesticide runoff.

The proposed improvements to the System Interchange would require six new stream crossings (bridges or culverts). These stream crossings, which occur under both existing and future improvements, are as follows: two crossings of Clear Creek, three crossings of Clear Creek

¹³ USEPA "'Surf Your Watershed". <http://cfpub.epa.gov/surf/locate/index.cfm>

TABLE 3

Summary of Water Quality Data for Waters of the U.S. in the I-80/ I-380 Study area

Water Body Name	Use Designation^a	Impairment/ Impairment Cause	Notes
WUS #1 (unnamed tributary of Clear Creek)	Unspecified	Undetermined	Intermittent. Channelized. Substrate silt and sand. Surrounding land use is row-cropped agriculture.
WUS #2 (unnamed tributary of Clear Creek)	Unspecified	Undetermined	Intermittent. Channelized. Substrate silt and sand. Surrounding land use is row-cropped agriculture.
WUS #3 (Clear Creek)	Category 3a ^b water	Undetermined	Perennial. Channelized in part. Substrate silt and fine sand. Surrounding land use is riparian forest in some reaches, row-cropped agriculture in others.
WUS #4 (unnamed tributary of Clear Creek)	Unspecified	Undetermined	Intermittent. Channelized. Substrate silt and sand. Surrounding land use is row-cropped agriculture.
WUS #5 (unnamed tributary of Clear Creek)	Unspecified	Undetermined	Intermittent. Channelized. Substrate silt and sand. Surrounding land use is pastured agriculture.
WUS #6 (unnamed tributary of Clear Creek)	Unspecified	Undetermined	Intermittent. Channelized. Substrate silt and sand. Surrounding land use is row-cropped agriculture.
WUS #7 (Clear Creek)	Category 3a ^b water	Undetermined	Perennial. Flows eastward. Is incised about 12 feet below the surrounding landscape
WUS #8 (unnamed tributary of Clear Creek)	Unspecified	Undetermined	Perennial. Substrate is a mosaic of sand, silt, and gravel. Stream is incised roughly 6 feet from surrounding steeply sloping landscape.
WUS #9 (unnamed tributary of Clear Creek)	Unspecified	Undetermined	Intermittent. Substrate is nearly entirely fine sand. Stream is not incised into surrounding landscape.
WUS #10 (headwaters of WUS #8)	Unspecified	Undetermined	Intermittent and flows through culverts. Is roughly 2 feet wide and 4 inches deep and incised 3 feet into the base of a very steep wooded ravine. Substrate is mostly silt.
WUS #11 (unnamed tributary of Clear Creek)	Unspecified	Undetermined	Pond formed from the impoundment of an unnamed tributary of Clear Creek.

^a Source: Final 2004 Section 303(d) USEPA-approved Iowa Impaired Waters.

^b Insufficient data to determine if uses are met; no uses assessed.

tributaries, and one crossing of Deer Creek. The total length of all streams within the proposed footprint is roughly 4,100 feet. However, length of stream actually affected will not be determined until subsequent phases of design. Measures to avoid and minimize impacts to stream resources will be developed in the detailed design phase for the interchange. Where impacts to stream resources cannot be avoided, compensatory stream mitigation will be provided.

5.2.3 Floodplains

Executive Order 11988, Floodplain Management (42 FR 26951), requires that federal agencies identify potential floodplain encroachment of projects they fund and that they assess the impacts of encroachment on human health, safety, and welfare and on the natural and beneficial values of the floodplain. Federal Emergency Management Agency (FEMA) mapping was used to

determine the extent of the 100-year floodplain within the study area (the area expected to flood at least once every 100 years).

Deer, Buffalo, and Clear creeks are located in the study area along with numerous tributaries to Clear Creek. Buffalo Creek crosses the far northern section of the study area but has no associated floodplain. Deer Creek, which is south of the System Interchange and crosses U.S. 218, has 100-year floodplain associated with the stream. Clear Creek has extensive floodplain associated with it, and involves areas north and east of the System Interchange, as well as the northeast quadrant of the interchange itself. The Clear Creek tributaries do not have any associated floodplain. Figure 19 shows stream crossing locations and floodplain within the study area.

The proposed improvements would continue to cross the Clear Creek and Deer Creek floodplains (the tributaries to Clear Creek do not have 100-year floodplains associated with them). The total area of Clear Creek's 100-year floodplain within the proposed footprint would be 71.2 acres and that of Deer Creek's would be 6.5 acres (see Table 4), although actual amount of encroachment would not be that high. Specific floodplain impact would be determined in subsequent design phases, when detailed drainage studies are completed.

TABLE 4
Preferred Alternative, Preliminary Stream and Floodplain Impacts

	Stream Crossing Length within Proposed Footprint	Area of 100-year Floodplain Impact (acres)
Clear Creek	Two totaling 1,800 ft	71.2
Clear Creek Tributaries	Three totaling 1,800 ft	0
Deer Creek	One totaling 500 ft	6.5

A determination regarding the extent of regulated work will be developed during the final stage of design. It is expected that Section 401 water quality certification will be required, as will state floodplain construction permits. Appropriate permit application materials will be prepared and forwarded to the USACE and the Iowa DNR for processing and approval once the project enters the design phase.

5.2.4 Wildlife and Habitat

The field surveys were undertaken in July 2004 and in April and July 2008. All lands within the project area were surveyed. Field investigations included extant natural plant communities and areas of sandy soils as mapped by the NRCS. Sandy soils throughout the Midwest, where relatively undisturbed, tend to support uncommon plant communities and protection for rare species.

Three prairie¹⁴ areas were identified in the project area. Those areas historically have been farmed and, according to the Johnson County Farm Service Administration (FSA), all three recently were part of the Conservation Reserve Program¹⁵ (CRP). The CRP encourages farmers to convert highly erodible cropland or other environmentally sensitive acreage to vegetative cover, such as tame or native grasses, wildlife plantings, trees, filter strips, or riparian buffers. The mesic prairie remnants observed in the project area were mostly planted, of low floristic diversity, and with an assemblage of species very tolerant to disturbance.

¹⁴Prairie refers to a plant community that principally supports native warm season grasses and forbs, with few trees.

¹⁵ The Conservation Reserve Program (CRP) is a voluntary program for agricultural landowners. Through CRP, farm owners can receive annual rental payments and cost-share assistance to establish long-term, resource conserving covers on eligible farmland. The CRP designation generally runs 10-15 years. Parcel 1 and Parcel 2's CRP designation just expired September 30, 2008; the east portion of Parcel 3's CRP designation expired in approximately 2006 and the west portion has never been in CRP.

Combined, the three areas total 24.1 acres (see Figure 20). The Preferred Alternative would affect 2.1 acres (Table 5).

5.2.5 Threatened and Endangered Species

In a letter dated May 4, 2005, the U.S. Fish and Wildlife Service (USFWS) identified six federal species of concern. In a letter dated April 5, 2005, the Iowa DNR identified one state concern species as potentially occurring in the study area (Table 6). The I-80/I-380 study area was surveyed for federal- and state-listed threatened and endangered species in July 2004 and April and July 2008. No state-listed plant or animal species were found, but potential habitat was found for the eastern massasauga rattlesnake, Indiana bat, and bald eagle.

TABLE 5
Prairie Remnant Areas within the Study Area

Prairie Areas	Total Area (ac)	Area Affected (ac)
Prairie Parcel #1	14.8	1.7
Prairie Parcel #2 (grass fringe)	2.0	0.1
Prairie Parcel #3	7.3	0.3

TABLE 6
Threatened and Endangered Species Potentially Occurring in the Study area

Common Name	Scientific Name	Status
Indiana bat	<i>Myotis sodalis</i>	State and federal endangered
Bald eagle ^a	<i>Haliaeetus leucocephalus</i>	Federal threatened and state endangered
Prairie bush clover	<i>Lespedeza leptostachya</i>	Federal threatened
Western prairie fringed orchid	<i>Platanthera praeclara</i>	Federal threatened
Eastern prairie fringed orchid	<i>Platanthera leucophaea</i>	Federal threatened
Eastern massasauga rattlesnake	<i>Sistrurus catenatus catenatus</i>	State endangered and federal candidate
Ornate box turtle	<i>Terrapene ornata</i>	State threatened

^aAs of August 8, 2007, the bald eagle is no longer on federal the list of threatened and endangered species, but it remains protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. The bald eagle is, however, still a state-listed endangered species.

The eastern massasauga rattlesnake, a federal candidate species and an endangered species in the state of Iowa, has been documented to occur in Johnson County and two counties adjacent to Johnson County. The species prefers low-lying moist habitat at the perimeter of marshes and shrubby wetlands. Fifteen wetlands totaling 35.2 acres were found in the study area (impacts are discussed in subsection 5.3.1). Although only 3.9 acres of the 7 wetlands would be affected, some areas may contain potentially suitable habitat for the rattlesnake. Field surveys found that the potential habitat present is marginal. Row-cropping throughout the area further reduces the likelihood of the species being present. Based on this information, a Determination of Effect form was completed, indicating that the Preferred Alternative may affect the species, but not likely adversely. The form was submitted to the USFWS for concurrence on the determination and coordination with USFWS will continue.

The Indiana bat, endangered at both the state and federal levels, prefers stream corridors with well-developed riparian areas that are forested with submature to mature trees. The trees may be either dead or alive, but they must have exfoliating bark, broken limbs, or cavities. Many species of trees have been documented as used for summer roosting or as maternity trees. While the Indiana bat has not been documented in Johnson County, it has been documented in four

counties immediately adjacent to Johnson County (Muscatine, Louisa, Washington, and Iowa). Three areas of riparian forest along Clear Creek contain trees that provide potential summer roosting habitat for the Indiana bat. One is in the northwestern quadrant of the interchange, another in the northeastern quadrant, and the third in an area south of I-80 and west of Route 6 (on the City of Coralville’s park/natural area site). Strip right-of-way for roadway improvements would be required near all three areas. Any clearing of trees or vegetation would occur within the period September 16 to April 14, which is outside the summer roosting months for Indiana bat. A Determination of Effect form was completed, indicating that the Preferred Alternative may affect, but is not likely to adversely affect, this species. The form was submitted to the USFWS for concurrence on the determination and coordination with USFWS will continue. Bald eagles, which are endangered¹⁶ in the state of Iowa, use supercanopy trees that are dead or partially dead, or that have some branches that are leafless, standing along permanent water bodies. Some marginal perching habitat for the bald eagle is present in forested riparian areas adjacent to Clear Creek, south of I-80 and west of U.S. 6 (on the City of Coralville’s park/natural area site). Although within the study area, the area is not within the proposed project footprint and would not be affected directly by the proposed improvements.

5.2.6 Woodlands

Forested parcels were surveyed in the study area during July 2004, April 2008, and July 2008 field investigations (Figure 20). Five areas containing extant degraded remnants of mesic forest or wet-mesic forest were identified. All sites contain second growth forest, with understory plant species indicative of a history of heavy grazing. These five forested tracts total 161.8 acres in area, of which 44.5 acres would be affected as a result of the proposed alternative (Table 7).

TABLE 7
Forested Parcels within the Study Area

Forest Parcels	Description	Total Area (acres)	Area Affected (acres)
#1	Submature second growth mesic/wet-mesic forest includes basswood, American elm, hackberry, box elder, bur oak, and silver maple. This is the largest contiguous wooded area within the study area.	73.5	25.9
#2	Submature second growth mesic forest includes American elm, hackberry, and bur oak trees.	7.0	3.2
#3	Mosaic of submature second growth mesic/wet-mesic forest includes hawthorn, osage orange, and box elder trees.	15.0	2.1
#4	Submature second growth wet-mesic forest includes American elm, box elder, silver maple, and eastern cottonwood trees.	15.4	1.9
#5	Submature second growth wet-mesic forest includes white mulberry, silver maple, and box elder trees.	50.9	11.4
Total		161.8	44.5

Iowa Code 314.23, Environmental Protection, provides for the protection and preservation of woodlands, as follows: Woodland removed shall be replaced by plantings as close as possible to

¹⁶ While the bald eagle is no longer on federal the list of threatened and endangered species (as of August 2007), it is still on the state-listed endangered species list in Iowa.

the initial site, or by acquisition of an equal amount of woodland in the general vicinity for public ownership and preservation, or by other mitigation deemed comparable to the woodland removed, including the improvement, development, or preservation of woodland under public ownership.

5.2.7 Farmlands

The purpose of the Farmland Protection Policy Act of 1981 is “to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses, and to assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland.”

The study area contains large areas of prime farmland as defined by the U.S. Department of Agriculture, Natural Resources Conservation Service. Most of the study area serves agricultural purposes and is largely planted in row crops (i.e., corn and soybeans). There are also limited areas of pasture/grazing lands and livestock feeding areas within the study area. The high percentage of prime farmland in the study area makes it impossible to avoid farmland impacts. The project would affect 90.5 acres of lands designated as agricultural/farmland. Of that, 51.8 acres are important soils, 29.2 acres are prime soils, and the remaining 9.5 acres are neither prime nor important soils. USDA form AD-1006 was submitted to the NRCS and a Farmland Conversion Rating of 260 was obtained from NRCS for prime farmland (letter from NRCS dated August 1, 2008 and included in Appendix C).

The relocation of Kansas Avenue would sever three farm properties (see Figure 21). Although the local roadway alignment generally is along the western part of the property for one parcel and along the northern part for the other two parcels, it is possible that some small landlocked parcels would result. In subsequent design phases, the alignment would be further refined to attempt to avoid and minimize property parcel impacts.

5.3 Physical Impacts

5.3.1 Noise

Two areas of potential noise sensitive receptors were identified near the project location: the small group of homes in the southwest quadrant of the interchange, and Coralville’s recreational property in the southeast quadrant. The front-line land uses in the northeast and northwest quadrants is agricultural. There are no sensitive receptors in those areas.

The recreational property being developed in the southeast quadrant was purchased by the City of Coralville after studies of the system interchange began. The property formerly was in intensive agricultural use and was not considered a noise sensitive land use. Further, the distance to part of the property where outdoor human use is expected is greater than 500 feet, the distance typically protected by noise abatement measures.

In the southwest quadrant, several homes are expected to be displaced by the proposed project. The other homes are sufficiently distant from the project area that noise abatement is not likely to be effective.

Although traffic volumes at the interchange would increase in the future, noise levels are not expected to exceed FHWA noise abatement criterion. Although traffic noise effects are expected

to be minor, it is recommended that noise effects be considered when future land use in the area of the reconstructed interchange is discussed.

During construction, dump trucks, graders, bulldozers, and pavement construction equipment will be employed. Noise generated by construction equipment varies greatly, depending on equipment type, model, make, duration of operation, and specific type of work being performed. Adverse effects related to construction noise are expected to be localized, temporary, and transient. The following measures will be taken to minimize noise:

- Install and maintain effective mufflers on equipment.
- Locate equipment and vehicle storage area as far from residential areas as possible.
- Limit unnecessary idling of equipment.
- Limit noisy procedures to daylight hours where possible.

5.4 Cumulative Impacts

A cumulative impact is “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7). Cumulative impacts include the direct and indirect impacts of a project together with impacts from reasonably foreseeable future 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.

CEQ regulations developed for implementing NEPA require the assessment of cumulative impacts of federal, state, and private actions. An analysis was conducted in accordance with CEQ guidance (CEQ, January 1997; June 24, 2005) and other sources, including FHWA’s “Interim Guidance: Questions and Answers Regarding Indirect and Cumulative Impact Considerations in the NEPA Process” (January 2003) and its “Position Paper: Secondary and Cumulative Impact Assessment in the Highway Project Development Process” (April 1992).

Section 5, *Impacts*, of this report indicates that the proposed Build Alternative would affect wetlands, surface water resources, floodplains, and farmlands. It would also cause displacements. Therefore, these resources are the focus of the cumulative impacts analysis.

Several projects are planned or under construction in or near the study area. Some may not occur during the same period as the System Interchange project, but they are included here because past and future actions have to be considered in the cumulative impacts analysis (CEQ, June 24, 2005). The following are ongoing or reasonably foreseeable future projects:

- Coralville continues to develop its park at the southeast quadrant of the interchange. Additional softball fields, parking, and trails are planned. The northern part of the property (between 340th Street and I-80) will contain restored wetland areas, trails, and interpretive signage and picnic areas. The barns on the property will be retained and used as an interpretive/education center.
- The Westcorp Industrial Park, at the northeast quadrant of the interchange, will continue to be developed. The 140-acre site is developed with nine buildings, all containing light

industrial uses. The City of Coralville states that areas in the industrial park remain to be developed, and that similar light industrial uses will be added to the area in the future.

- A mixed-use commercial and residential subdivision is under construction at the western edge of the study area, north of I-80. The lands adjacent to I-80 near Ireland Avenue are planned to be commercial development (no specific businesses have been determined); those closer to Jasper Avenue will contain residential uses (most likely a mix of single- and multi-family).

The System Interchange project will have impacts within and adjacent to the highway right-of-way. Specifically, 3.94 acres of wetlands would be directly affected by the proposed improvements. There are six creek crossings (two of Clear Creek, three of Clear Creek Tributary, one of Deer Creek) of 4,100 feet of stream channel within the study limits, some part of which would be affected. The two crossings of Clear Creek and one of Deer Creek would require fill in the floodplain. Within the study limits, 90.5 acres of farmland would be affected, and five residences would be displaced. Some aspects of the other ongoing projects would affect the same resources. For instance, the Coralville Park is the location for several of the delineated wetlands and affected streams. The site with proposed residential development on the west end of the study area also contains wetlands. Table 8 summarizes the cumulative impacts of the project and ongoing projects.

TABLE 8
Potential Cumulative Effects

Resources Affected	Direct and Indirect Effects	Potential Cumulative Effects
Wetlands	Conversion of 3.94 acres for roadway improvements	Combined regional effects of wetland impacts associated with other regional transportation and other development projects, include loss of habitat, loss of water quality, and flood attenuation benefits.
Water Resources/ Floodplain	Replace bridges or culverts at 6 stream crossings. 100-year floodplain encroachment at Clear Creek and Deer Creek	Increased sedimentation and pollutant loading; altered hydrology; potential impact to designated water uses; habitat fragmentation and loss; more rapid, higher discharge runoff pattern.
Farmland	Conversion of 90.5 acres	Loss of productive farmland, although most is strip right-of-way adjacent to the System Interchange.

The System Interchange has been designed to avoid and minimize impacts to resources. As a result of coordination with regulatory and resource agencies, the proposed improvement was developed to minimize impacts to stream channels and wetlands. Remaining impacts that cannot be avoided will be mitigated. Impacts to farmlands will be minimized by using existing right-of-way to the maximum extent possible and by avoiding diagonal severances.

The overall cumulative impact of the System Interchange, the ongoing projects, and the reasonably foreseeable future projects to the resources examined in this EA have been evaluated and are not considered collectively significant.

5.5 Streamlined Resource Summary

Resources not discussed in the EA are located in Appendix A, which includes information about the resources, the method used to evaluate them, and when the evaluation was completed.

6. Disposition

The streamlined EA concluded that the proposed project is necessary for safe and efficient travel within the project corridor and that the project meets the purpose and need. The project will have no significant adverse social, economic, or environmental impacts of a level that would warrant an environmental impact statement. Final alternative selection will occur following completion of the public review period and a public hearing. Unless significant impacts are identified as a result of public review or at the public hearing, a finding of no significant impact will be prepared for this proposed action as a basis for federal-aid corridor location approval. Table 10 lists required permits.

TABLE 9
Summary of Impacts

Issue	No Action	Preferred Alternative
Approximate Length (mi)		
Level of Service (design year 2030)	Level/rolling terrain	Level/rolling terrain
I-80	LOS F	LOS C
I-380 north	LOS E	LOS C
U.S. 218 south	LOS D	LOS C
Interchange ramps	LOS F	LOS C
Average Daily Traffic (design year 2030)		
I-80 west of System Interchange	90,100 vehicles per day	90,100 vehicles per day
I-80 east of System Interchange	100,300 vehicles per day	100,300 vehicles per day
I-380 north of System Interchange	81,900 vehicles per day	81,900 vehicles per day
U.S. 218 south of System Interchange	67,900 vehicles per day	67,900 vehicles per day
Right-of-way acquisition (acres)	0	134.8
Farmland Impacts (acres)	0	90.5
Conservation Reserve Program / Prairie Areas (acres)	0	2.1
Wetland Impacts (acres)	0	3.94
Woodland Impacts (acres)	0	44.5
Displacements	0	5
Parkland/Bike Trail	No property required from park; no change to current trail system	16 acres of strip right-of-way required from Coralville park property. Potential to design bridges/culverts to accommodate bicycle path between Coralville and Tiffin, per JCCOG's trail plan

TABLE 10
Permits and Approvals

Permit or Approval	Granting Agency	Reason
Section 404 permit, Clean Water Act	USACE	Authorization is required to place dredged or fill material in wetlands or other waters of the U.S. This would occur from pier or culvert placements in Clear, Buffalo, or Deer Creeks and any tributaries, and likely under Nationwide Permit 14. In addition to authorization for permanent impacts, Nationwide Permit 33 may be required for temporary impacts related to construction access.
Sovereign Lands Construction Permit	Iowa DNR	This permit is required for construction on, above, or under state-owned water and land in Iowa.
Section 401 of the Clean Water Act, Water Quality Certification	Iowa DNR	This certification is required as part of the Section 9 bridge permit and Section 404 permit issuance.
National Pollutant Discharge Elimination System general stormwater discharge permit for construction activities, Clean Water Act	Iowa DNR	The National Pollutant Discharge Elimination System permit, required for construction sites greater than 1 acre in size, authorizes (with implementation of permit-specified mitigation) the discharge of stormwater associated with site construction activities.
Floodplain Development Permit, including no-rise certification	Iowa DNR	A Floodplain Development Permit must be obtained from state-designated agencies as authorized by FEMA for various types of floodway/floodplain development as part of participation in the National Flood Insurance Program.
Section 7 of the Endangered Species Act	USFWS	Section 7 consultation with the USFWS must occur regarding potential impacts on threatened and endangered species and their habitats.
Air Quality Construction Permit	Iowa DNR	The permit is required if a new emission unit is needed for construction (such as portable batch plant for paving applications). Acquisition of the permit may be the responsibility of the roadway construction contractor.

7. Comments and Coordination

7.1 Agency and Tribal Coordination

Early agency coordination commenced in March 2005, through letters to federal, state, and local government agencies to announce the initiation of the I-80/I-380 System Interchange Improvement Project and to solicit feedback from agencies on their relevant areas of expertise. The entities listed in Table 11 were contacted as part of the early coordination efforts. Appendix D contains written responses to the early coordination request.

Important issues identified or raised in as a result of this coordination included the following:

- Overall support for interchange improvements
- Identification of federal and state threatened and endangered species, and species of concern (both plant and animal)
- Information regarding a USACE Section 206 feasibility/concept study of Clear Creek south of I-80 on property owned by the City of Coralville (a project that has, to date, been unfunded)

TABLE 11
Agency and Tribal Coordination

Agency Type	Agency	Date of Response
Federal	Federal Highway Administration, Iowa Division	
	U.S. Army Corps of Engineers	4/18/2005
	U.S. Environmental Protection Agency	
	U.S. Department of Agriculture, Natural Resource Conservation Service	3/24/2005
	U.S. Fish and Wildlife Service	5/4/2005
	Federal Emergency Management Agency	
	U.S. Department of the Interior	
State	State Historic Preservation Officer	3/29/2005
	Iowa Department of Natural Resources / Conservation & Recreation Division	4/5/2005
	Iowa Department of Natural Resources / Environmental Protection Division	
	Iowa Department of Natural Resources / Environmental Services Division	3/30/2005
	Iowa Department of Economic Development	
Iowa Department of Agriculture and Land Stewardship		
Regional	Johnson County Council of Governments	4/21/2005
County	Johnson County Department of Planning and Zoning	
	Johnson County Conservation Department	
	Johnson County Board of Supervisors	
	Johnson County Soil and Water Conservation District	
Local	City of Coralville	4/28/2005
	City of Tiffin	
Other	Iowa City Area Chamber of Commerce	3/2005
	Hawkeye Food Service	3/28/2005

- Suggestion that an interchange at I-380/U.S. 6 be considered as a future improvement (This was determined to be infeasible in accordance with AASHTO guidance regarding interchange spacing as well as being unable to design an interchange that would fit within the physical limitations of the location.)
- Information about planned trail extensions and a wetland restoration site in the southeast quadrant of the interchange

Under the guidance of Section 106 of the National Historic Preservation Act of 1966 (16 USC 470f), states are required to coordinate with Indian tribes if a project could affect lands with cultural or religious significance. Each state has its own process of notification. Iowa employs a four-step process, beginning with early coordination. The following tribes were contacted to seek comment concerning the project:

- Otoe-Missouria Tribe
- Iowa Tribes
- Sac and Fox Nations (Meskwakis)

To date, no responses have been received.

7.2 NEPA / 404 Merge Coordination

The project has followed Iowa DOT's Can-Do¹⁷ development process. Coordination occurred in conjunction with the NEPA/404 Merge¹⁸ process, as a component of the Can-Do process. Agencies involved in the process included USACE, USFWS, USEPA, and Iowa DNR. Information, including meeting summaries and correspondence, is provided in Appendix E. Agency coordination consisted of meetings on the following concurrence points: (1) project purpose and need, (2) alternatives to be analyzed (3) alternatives to be carried forward, and (4) the Preferred Alternative.

On October 26, 2005, a meeting was held to introduce the project and to review the purpose and need and the alternatives to be analyzed. Concurrence on these two points was not requested at the meeting because a public meeting had not yet been held. Iowa DOT, FHWA, and CH2M HILL were present. Representatives from Iowa DNR, USACE, and USFWS attended.

A second meeting was held on July 26, 2006, to request formal concurrence for points #1, #2, and #3. Iowa DOT and CH2M HILL attended to present the project. Representatives from USACE and Iowa DNR attended. USFWS and USEPA did not attend but submitted written comments in advance of the meeting. Concurrence on all three points was obtained at the meeting.

A third meeting was held on July 23, 2008, to obtain concurrence for point #4. Iowa DOT, FHWA, CH2M HILL, and a representative from USACE attended. USFWS, USEPA, and Iowa DNR did not attend but requested that the presentation and meeting summary notes be forwarded to them for review and comment. USACE concurred with point #4 at the meeting. The other three agencies concurred by e-mail following the meeting.

7.3 Public Involvement

7.3.1 Public Information Meeting

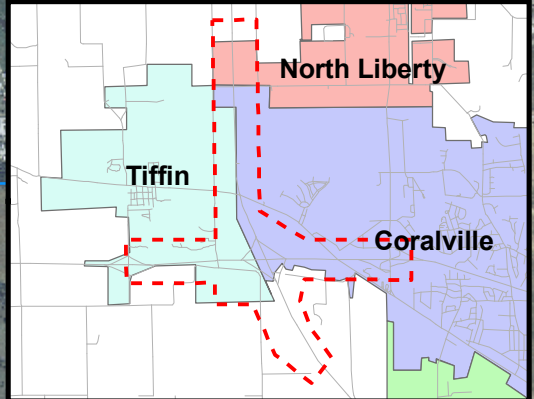
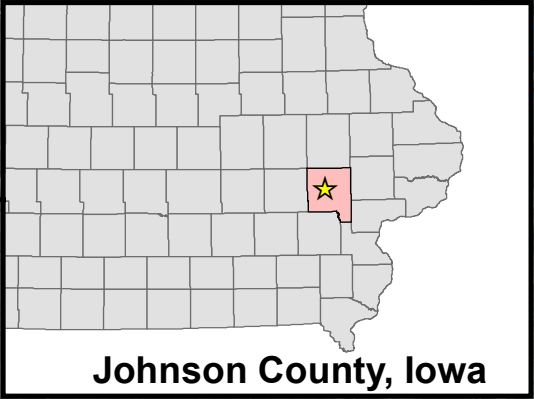
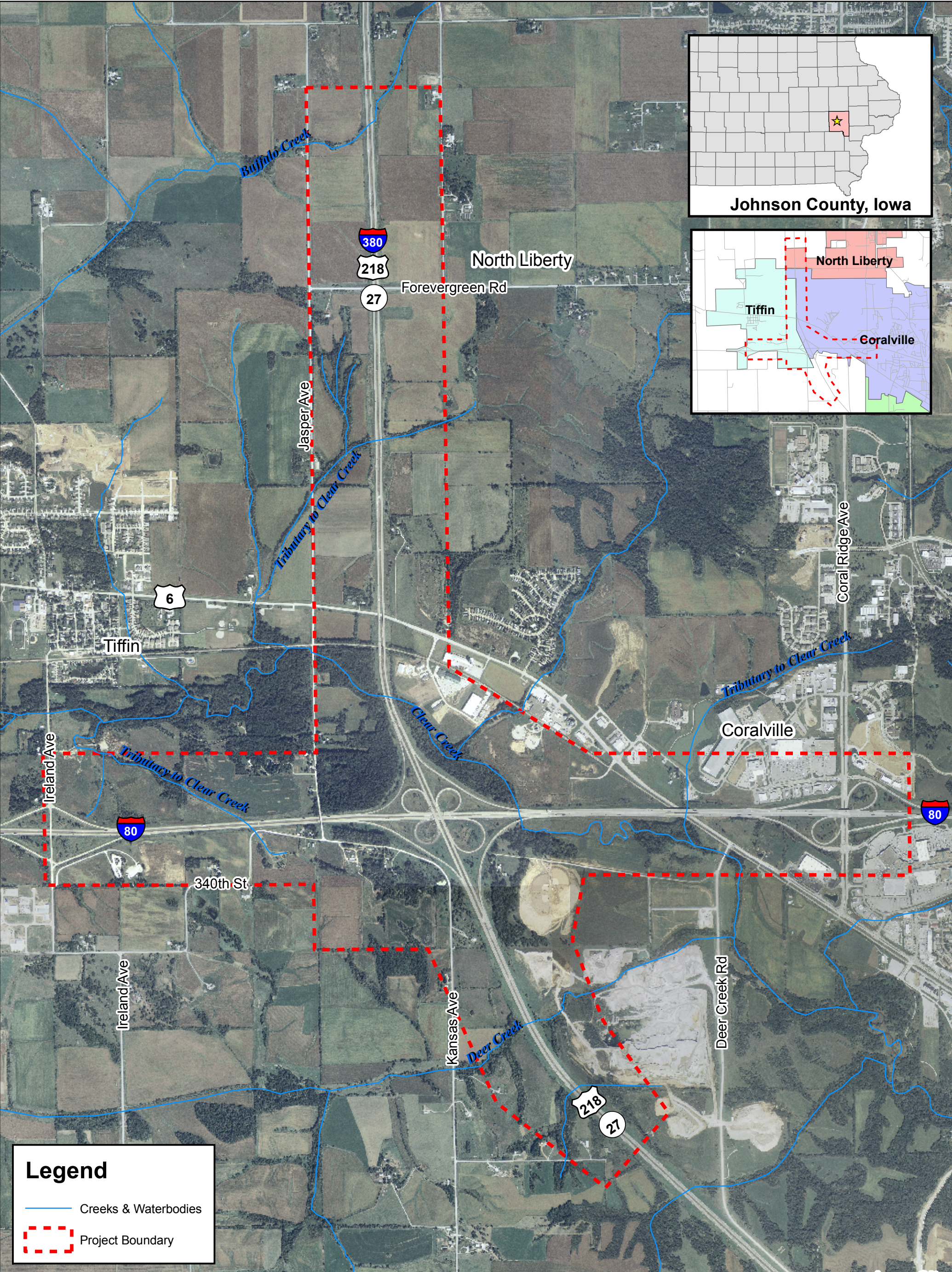
A public information meeting was held on March 28, 2006, from 5:00 to 7:00 PM at Iowa City West High School in Iowa City. The meeting was an open-house format, with CH2M HILL and Iowa DOT available to answer questions and to receive comments. Displays included aerial photographs of the project, traffic data, alternative concepts developed, and those to be carried forward for detailed analysis. About 40 citizens, and representatives from Iowa DOT and the consultant team, attended the meeting. Most concerns that were expressed related to residential displacements. Iowa DOT provided a written response to one resident concerned about impact to her property.

7.3.2 Public Hearing

A public hearing will be held in summer 2009 to present the findings of this draft EA and the proposed 4(f) *de minimis* determination, and to obtain public comment on the EA and the project. Exhibits will be available for review, staff will be available to discuss the project, and a court reporter will be available take formal comments at the hearing.

¹⁷ The purpose of the Can-Do process is to strengthen the partnership among Iowa DOT, FHWA, and other agencies by streamlining and shortening project development without losing program integrity and quality. The process incorporates planning, design, agency coordination, and public involvement elements, and it integrates compliance with NEPA and Section 404 of the Clean Water Act.

¹⁸ The NEPA/404 concurrent process was initiated to streamline project decision making on federal aid highway projects requiring an Individual Section 404 permit. The rationale for conducting the NEPA and Section 404 permit processes concurrently is to help expedite project decision making by executing one overall federal public interest decision for a federal aid project, rather than separate decisions at various points in time that could require an agency to revisit its decision based on another agency's decision.



Legend

- Creeks & Waterbodies
- Project Boundary

0 1,500 3,000 Feet

Iowa Department of Transportation

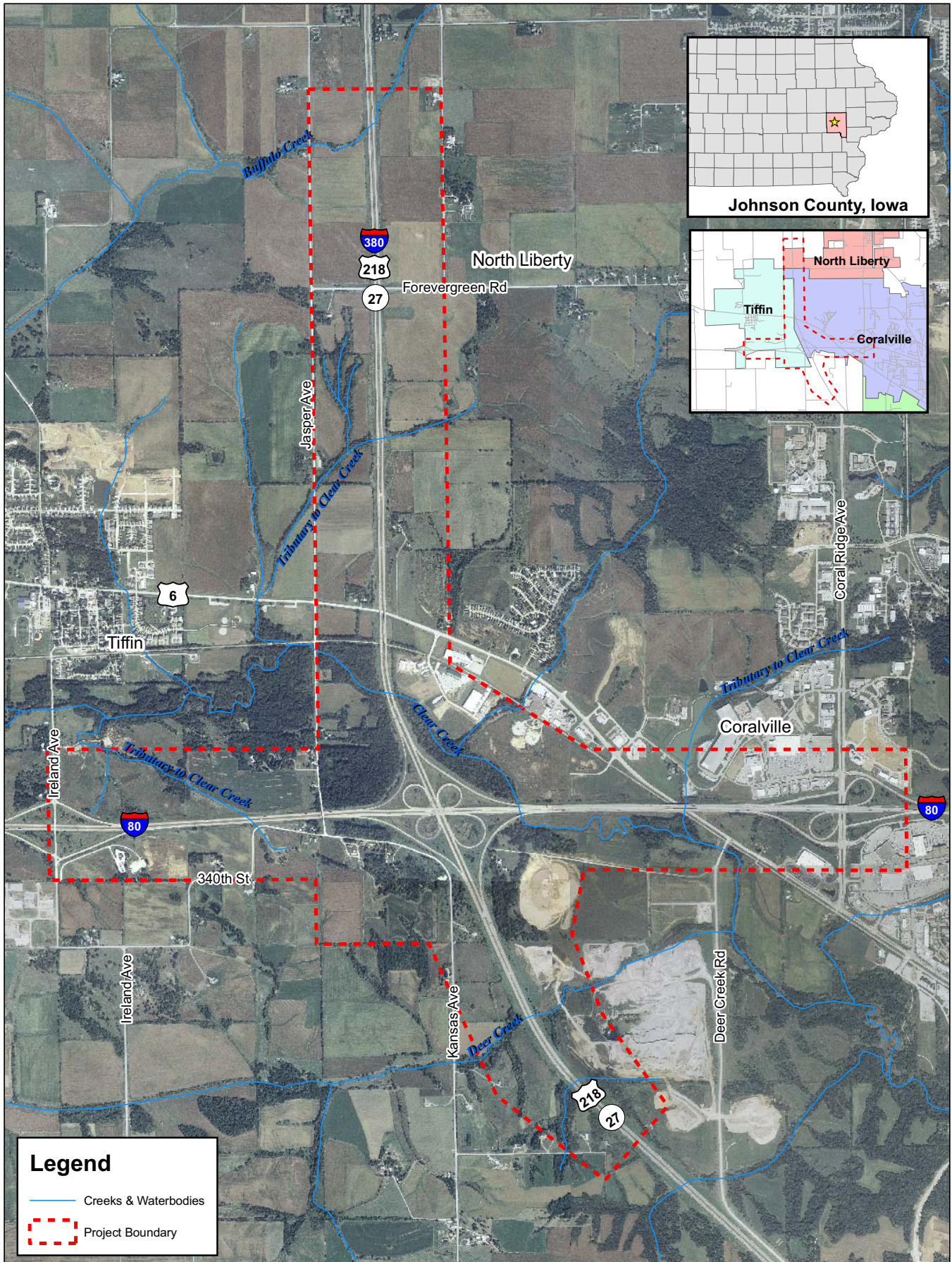
CH2MHILL

Project Study Area

I-80/I-380 System Interchange

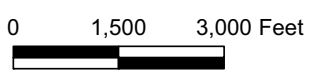
DATE
December 2008

FIGURE
1



Legend

- Creeks & Waterbodies
- Project Boundary



Project Study Area I-80/I-380 System Interchange	DATE December 2008
	FIGURE 1

FIGURE 2
Existing and Projected Traffic Volumes

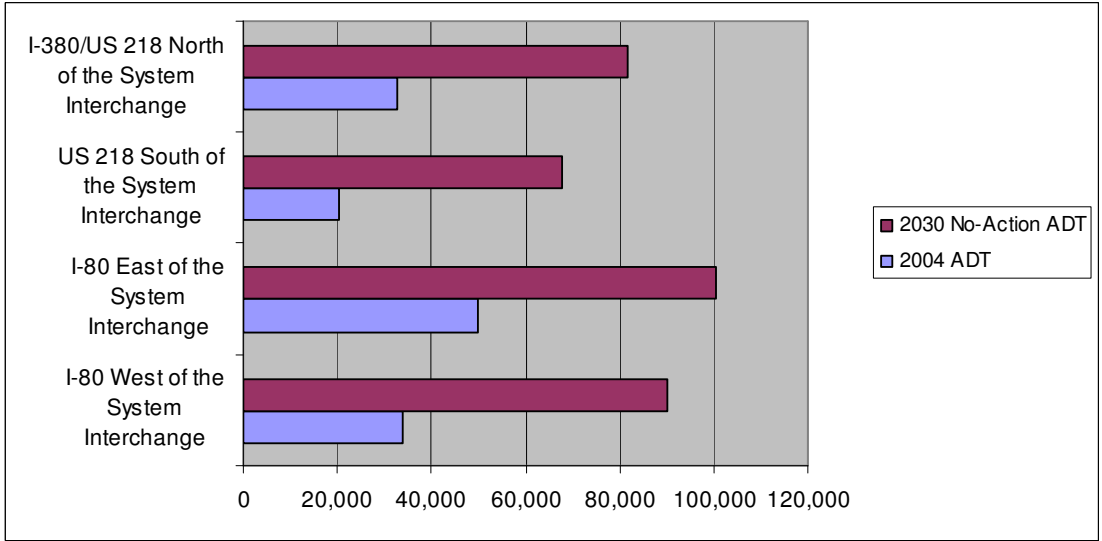
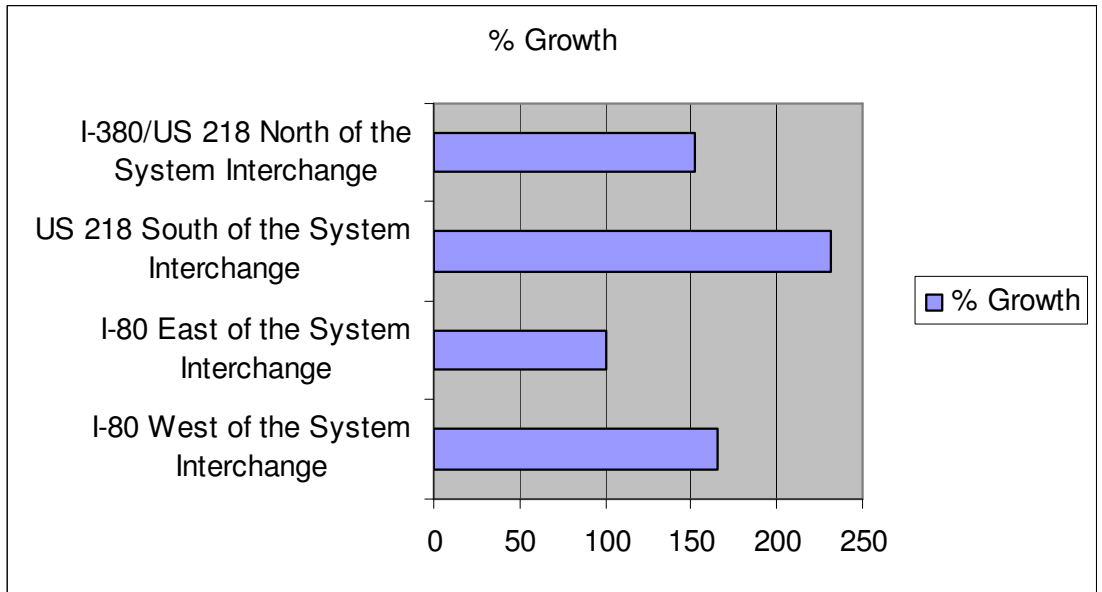
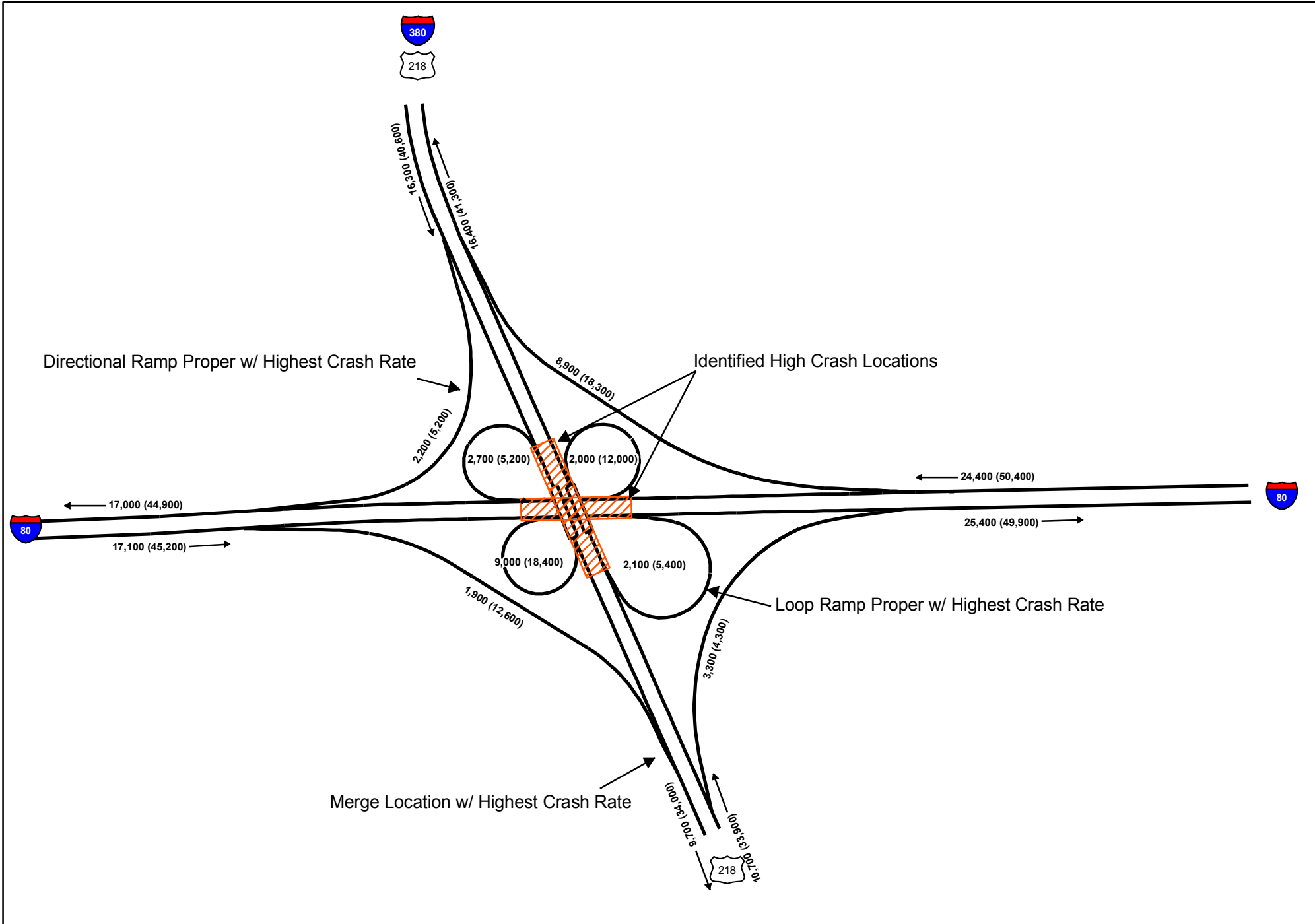


FIGURE 3
Traffic Growth 2004-2030 (Percent)





Not to Scale



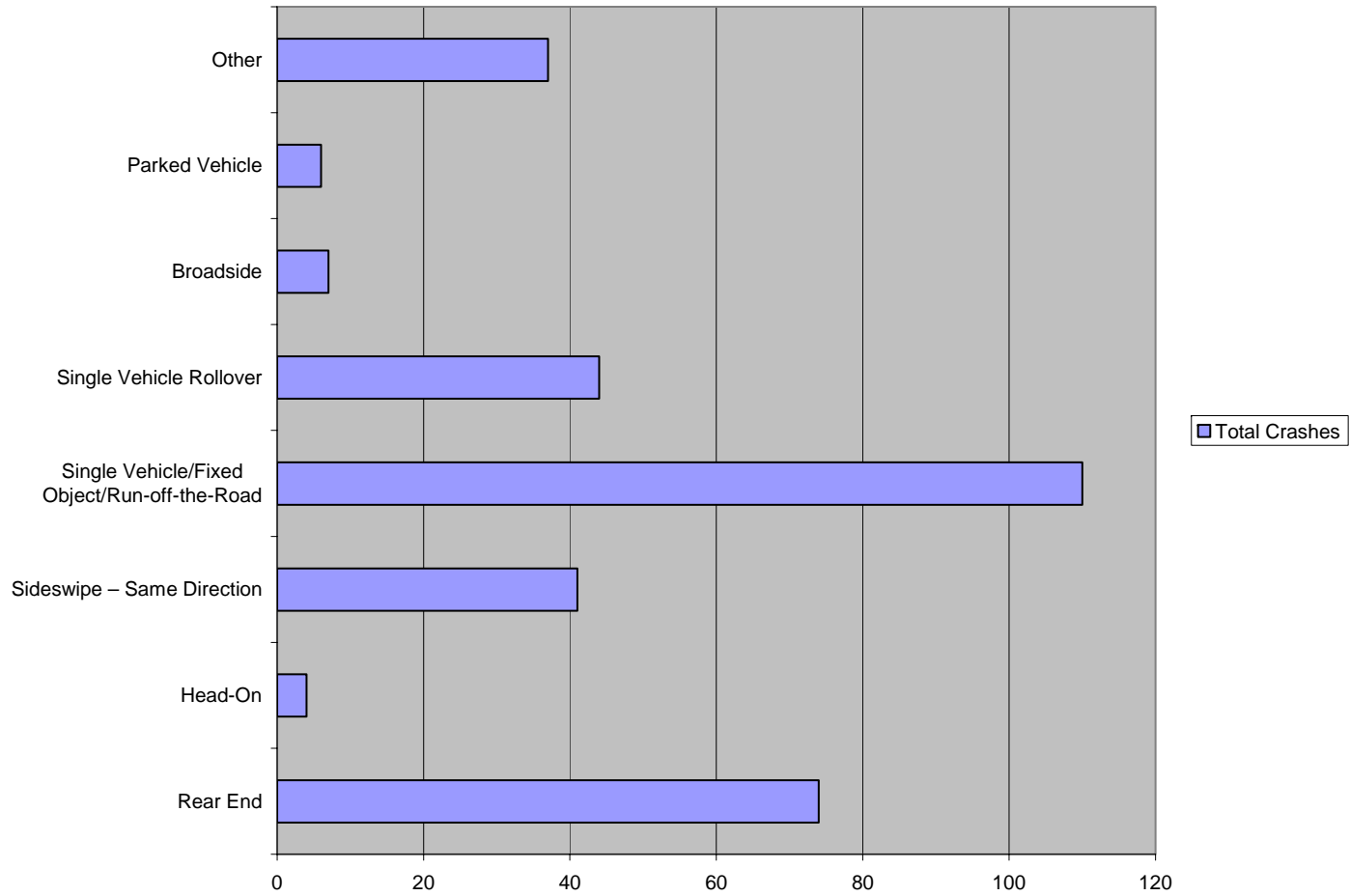
Traffic Volumes vs. High Crash Locations

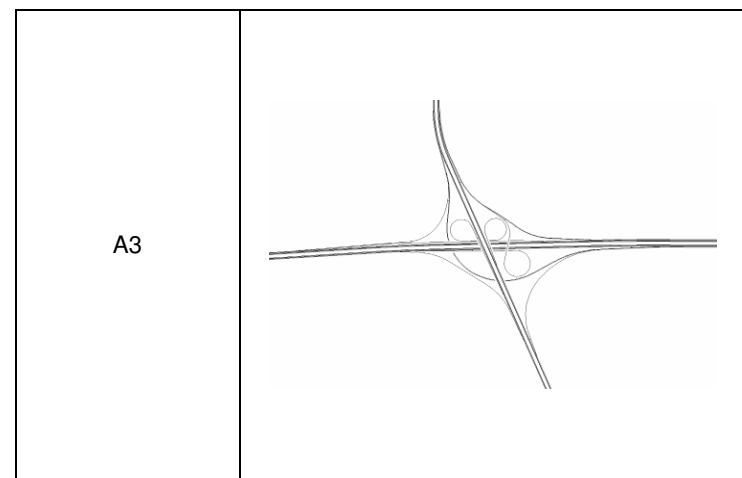
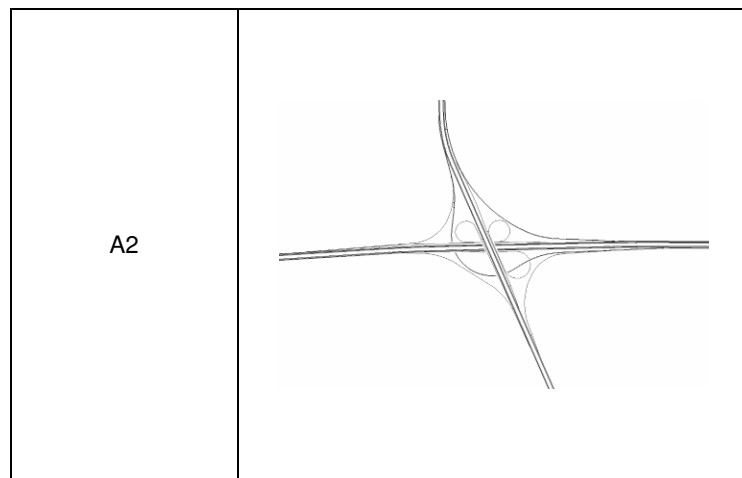
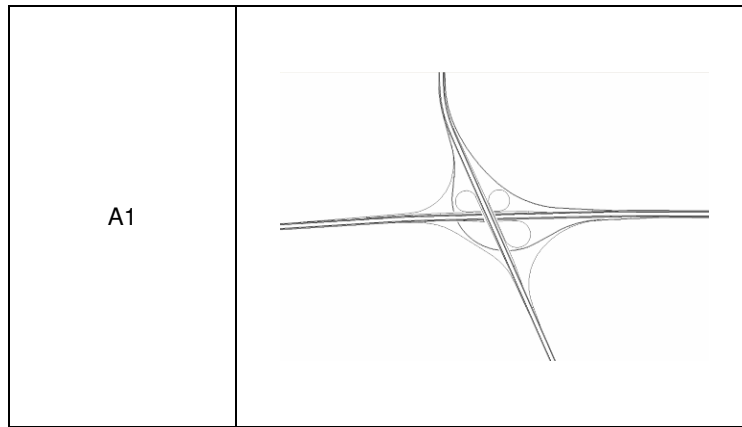
I-80/I-380 System Interchange

DATE
December 2008

FIGURE
4

FIGURE 5
1999–2003 Total Reported Crashes by Type



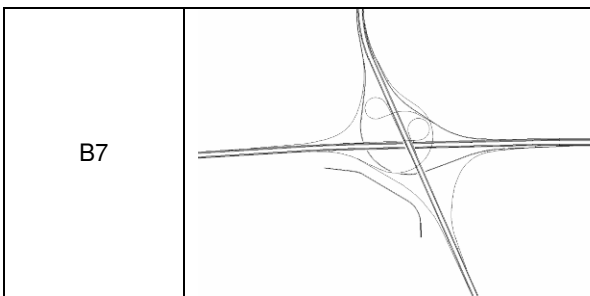
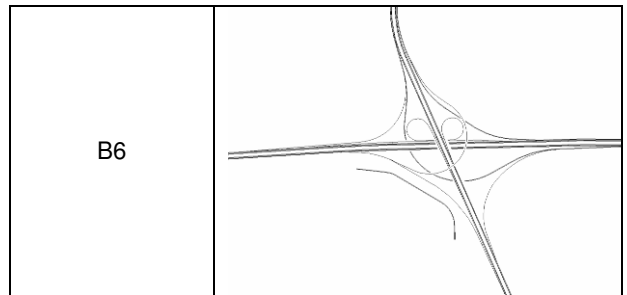
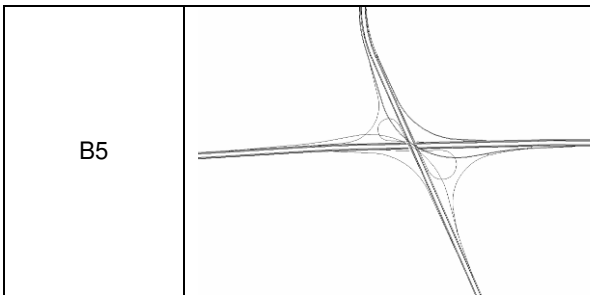
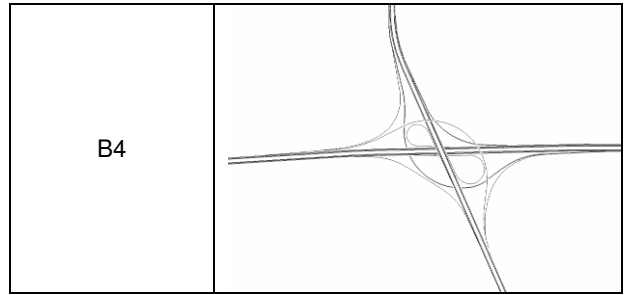
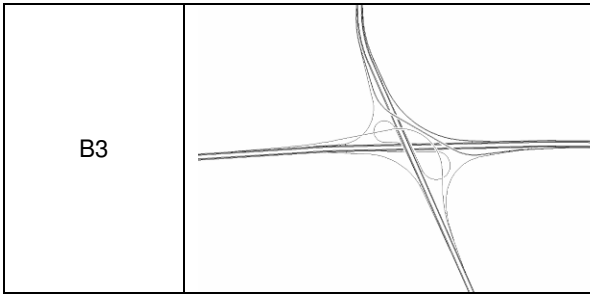
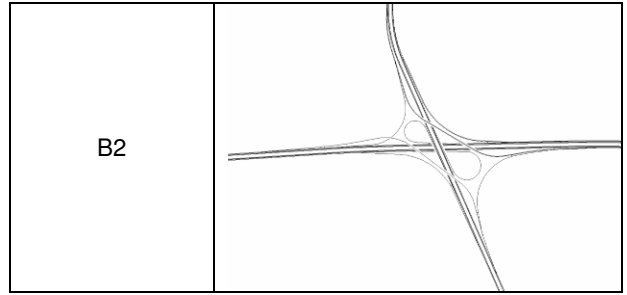
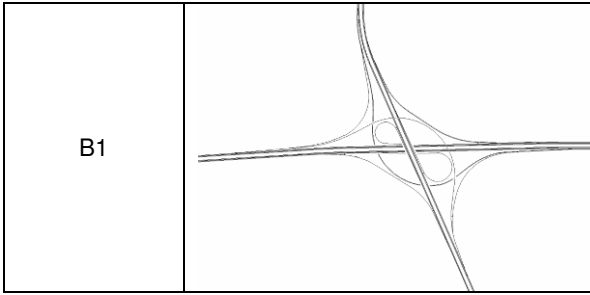


A Alternatives

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
6

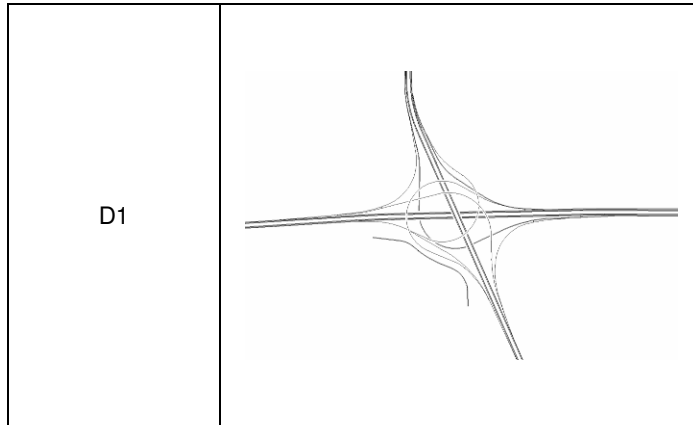
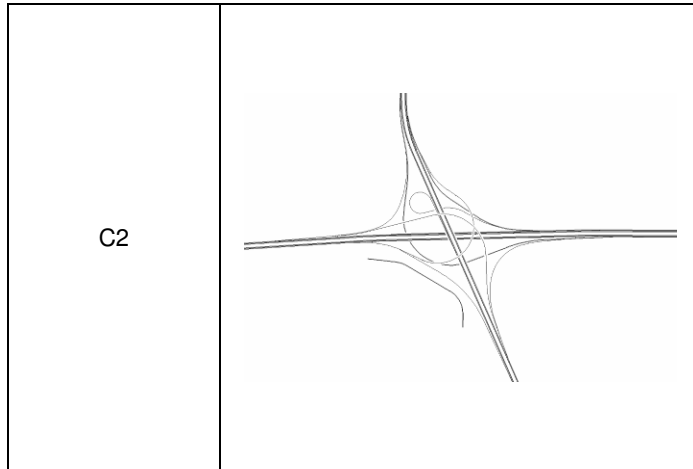
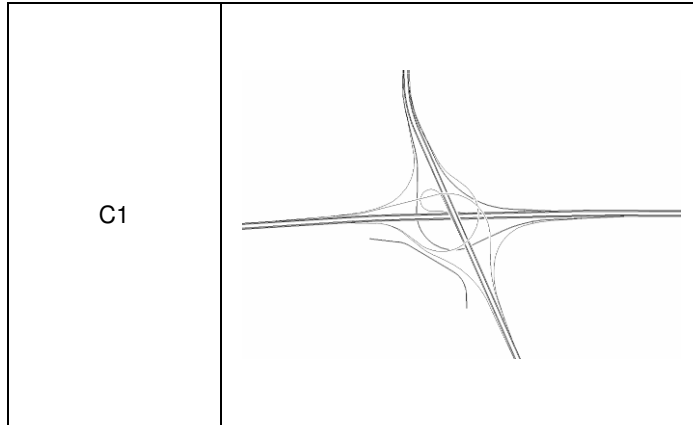


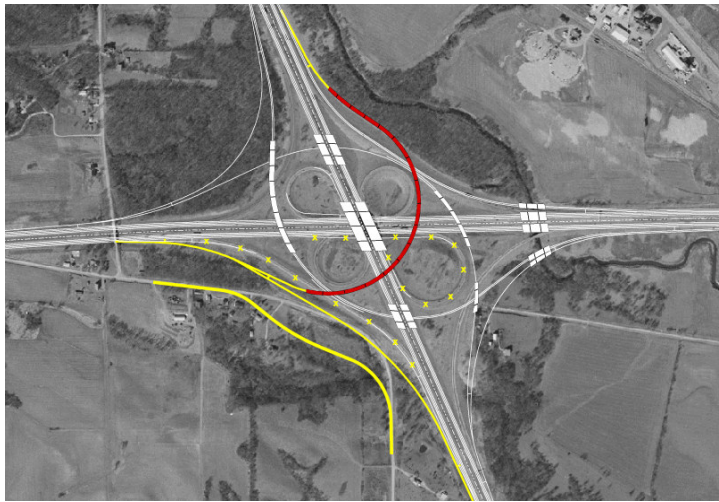
B Alternatives

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
7





 Iowa Department of Transportation

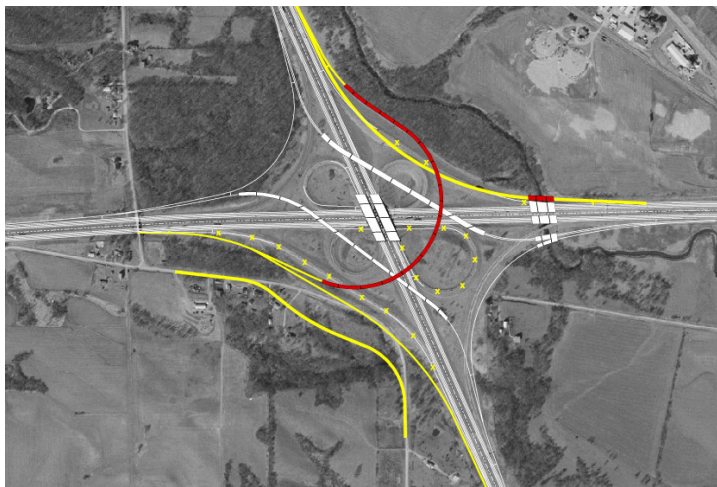
 CH2MHILL

B1 to C1 to D1 Alternative

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
9



 Iowa Department of Transportation

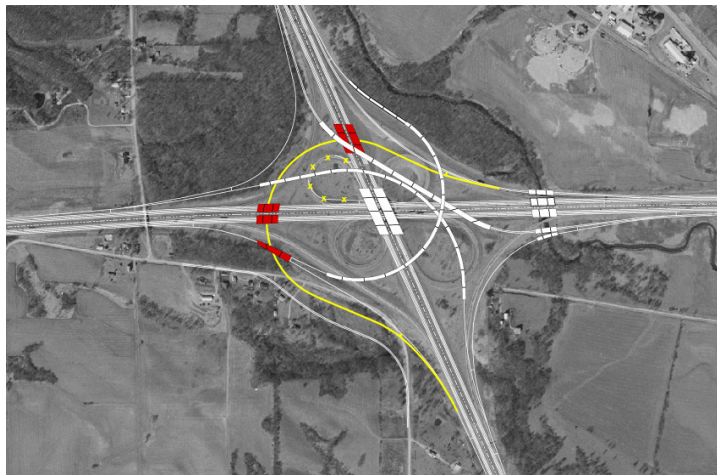
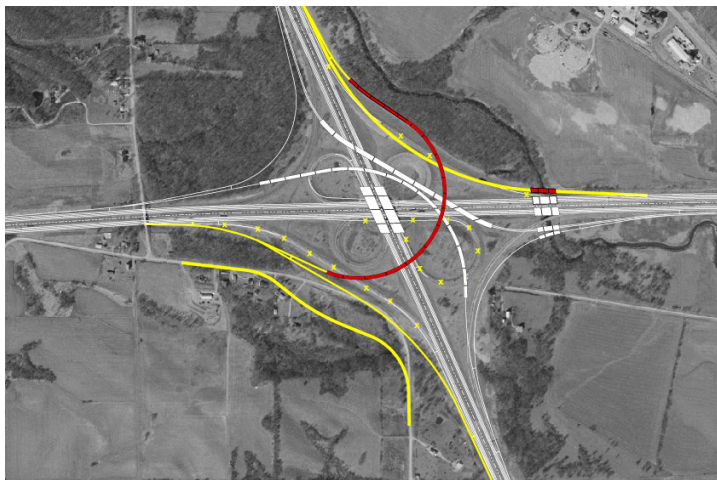
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B2 to C2 to D2 Alternative

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
10



 Iowa Department of Transportation

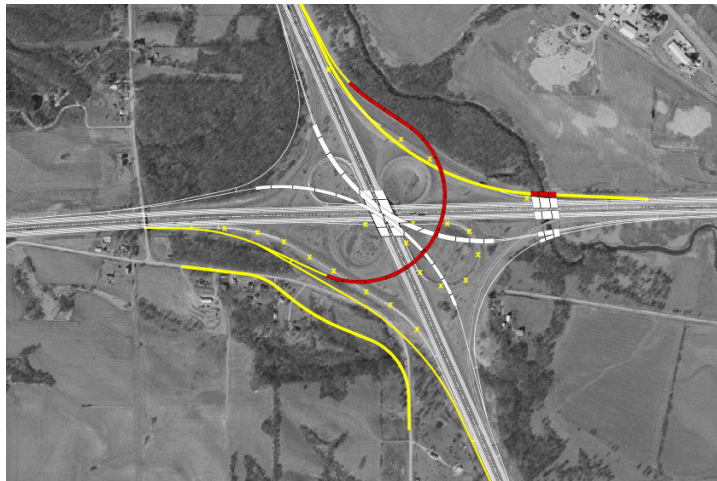
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B3 to C3 to D3 Alternative

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
11



 Iowa Department of Transportation

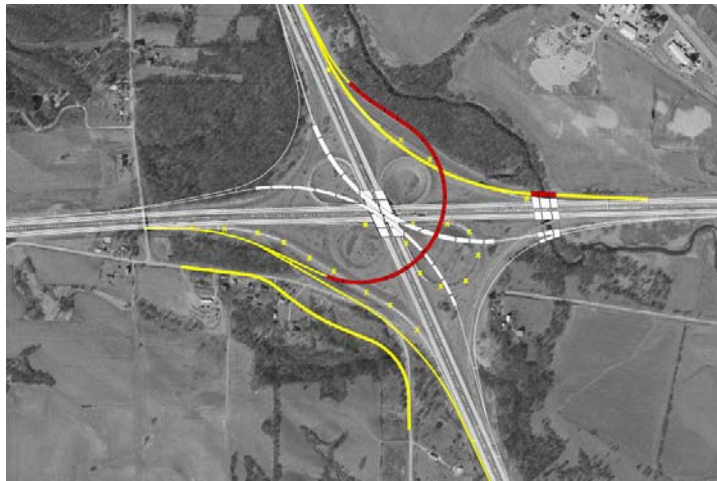
 CH2MHILL

B5 to C5 to D5 Alternative

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
12



 Iowa Department of Transportation

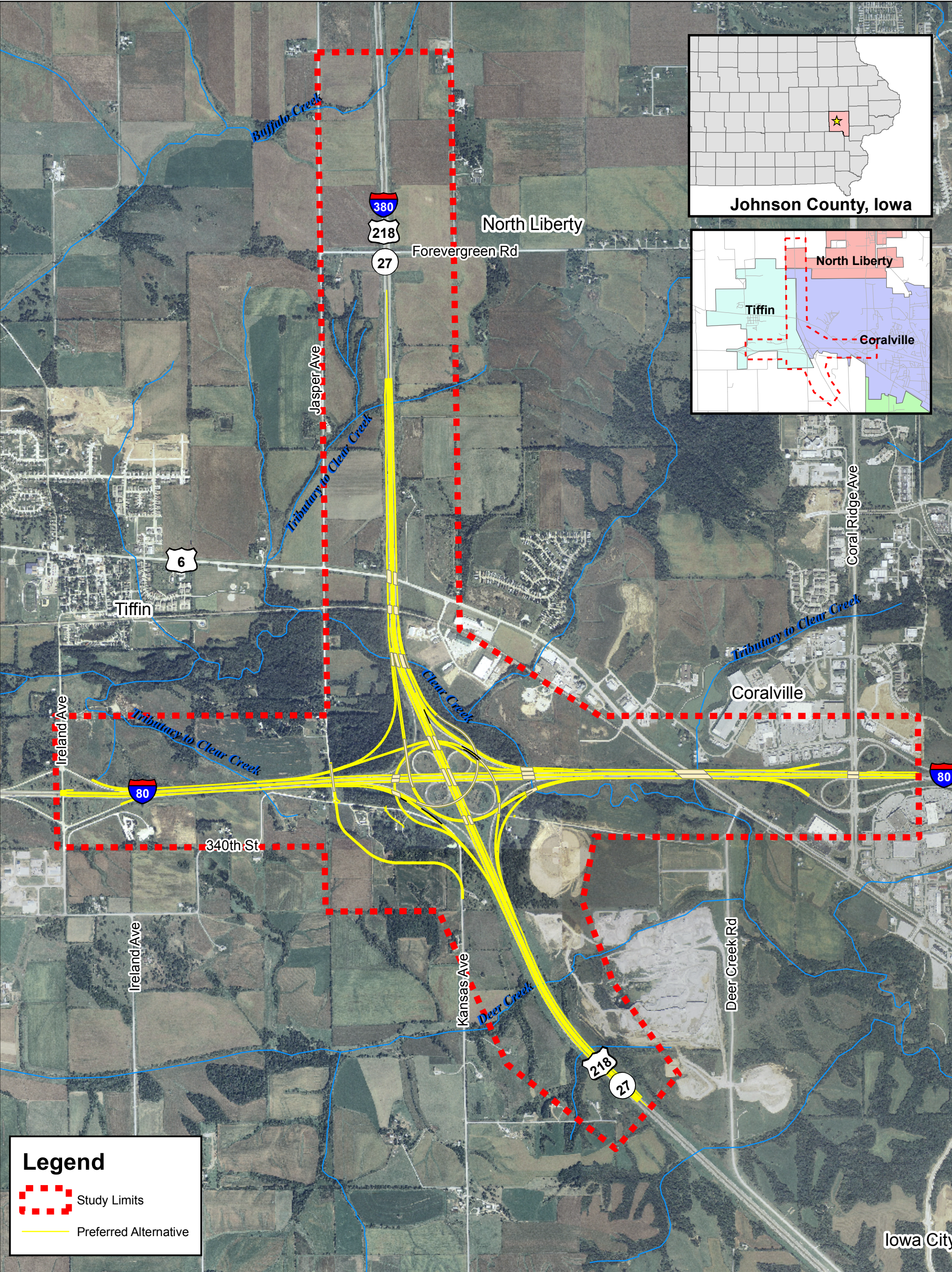
 CH2MHILL

B5 to C5 to D5 Alternative

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
12



Legend

- Study Limits
- Preferred Alternative

0 1,500 3,000 Feet

Iowa Department of Transportation

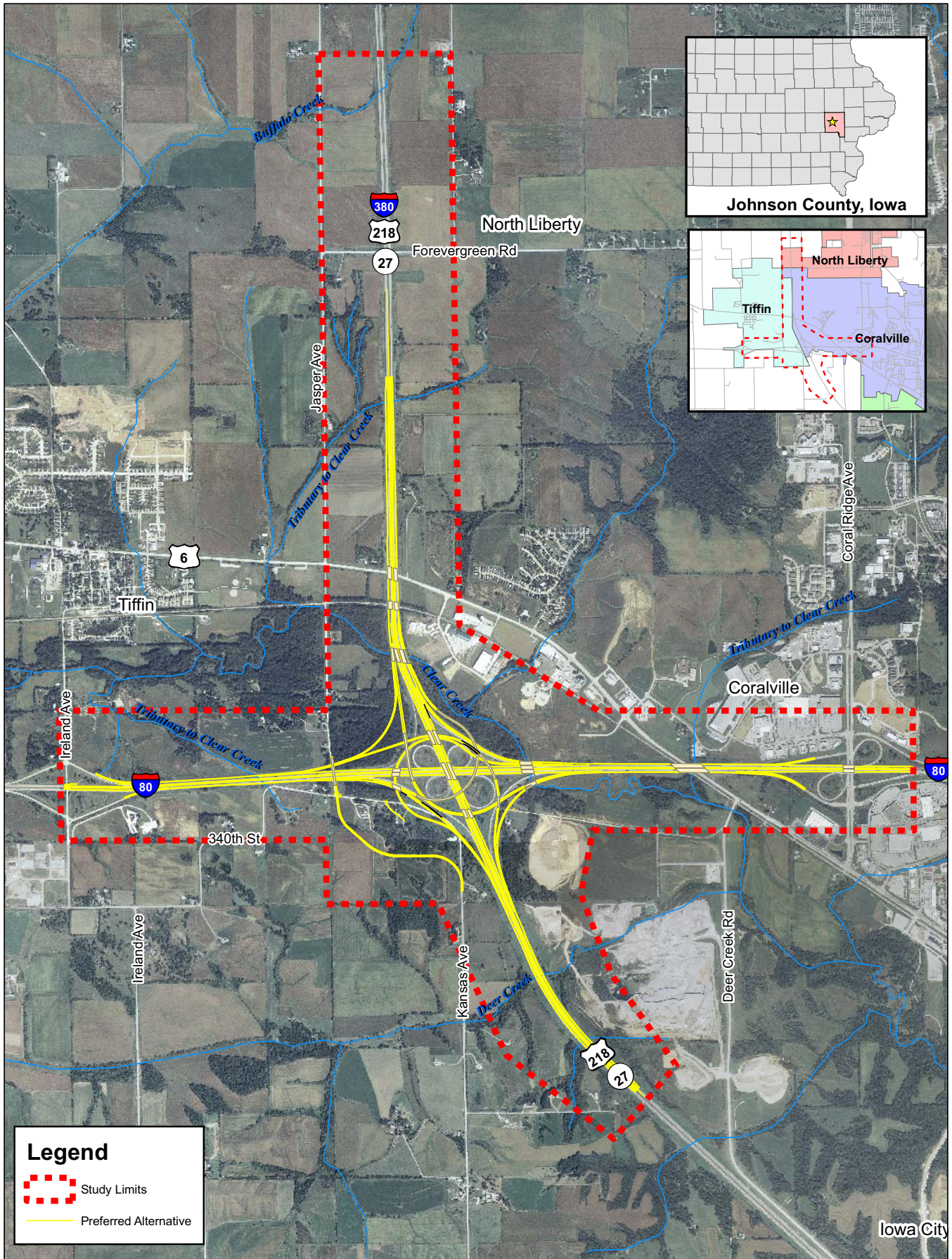
CH2MHILL

Proposed Interchange

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
13



Legend

- Study Limits
- Preferred Alternative



0 1,500 3,000 Feet

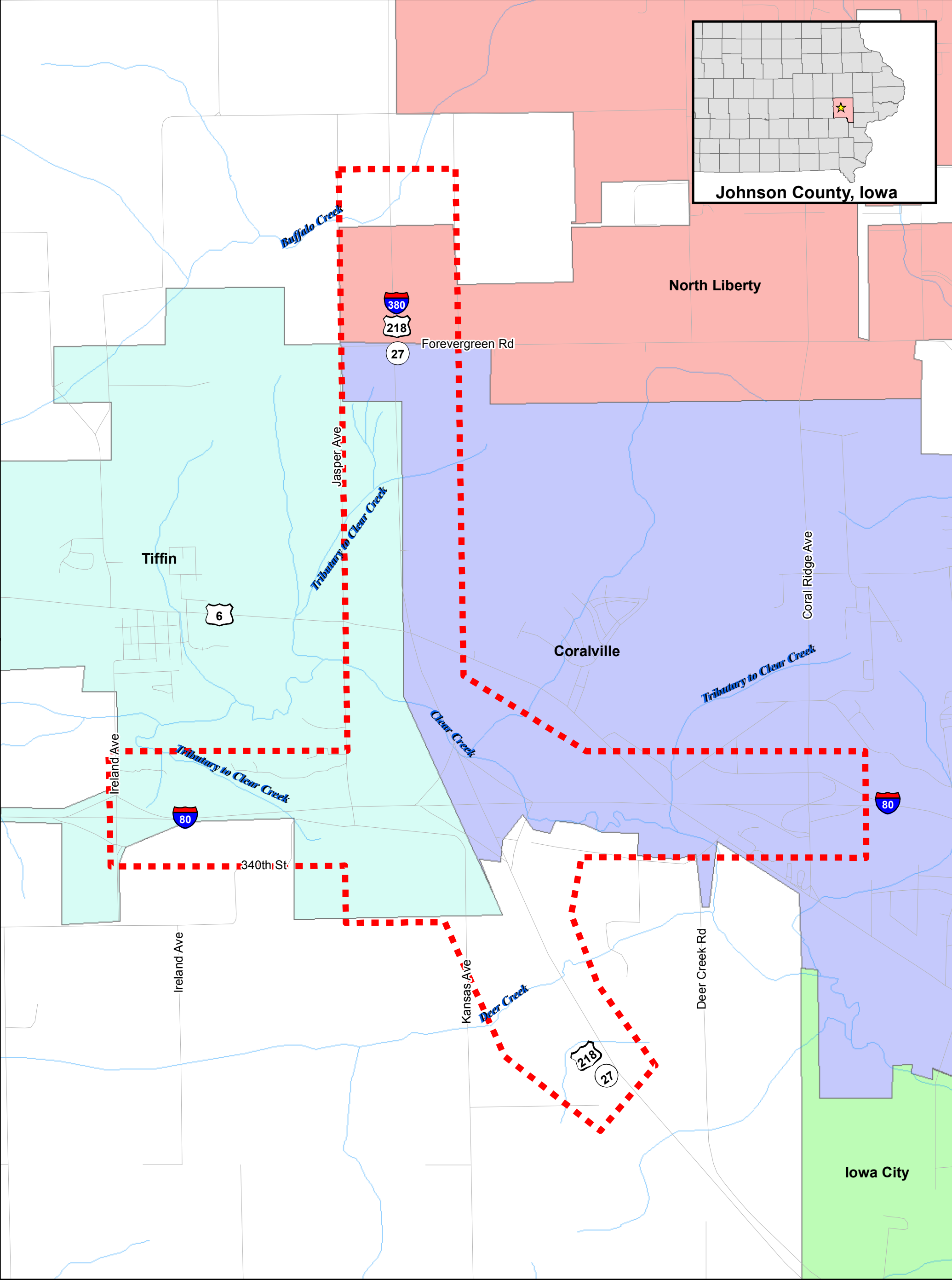
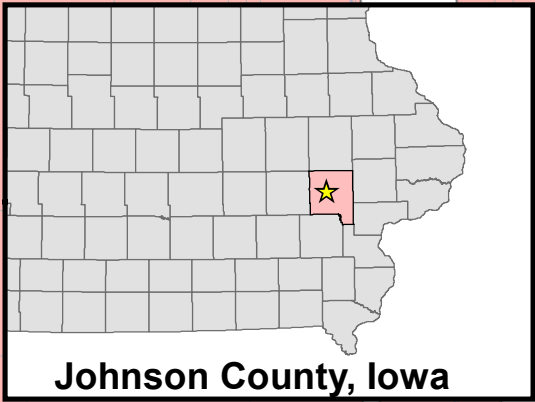


Proposed Interchange

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
13



0 1,500 3,000
Feet

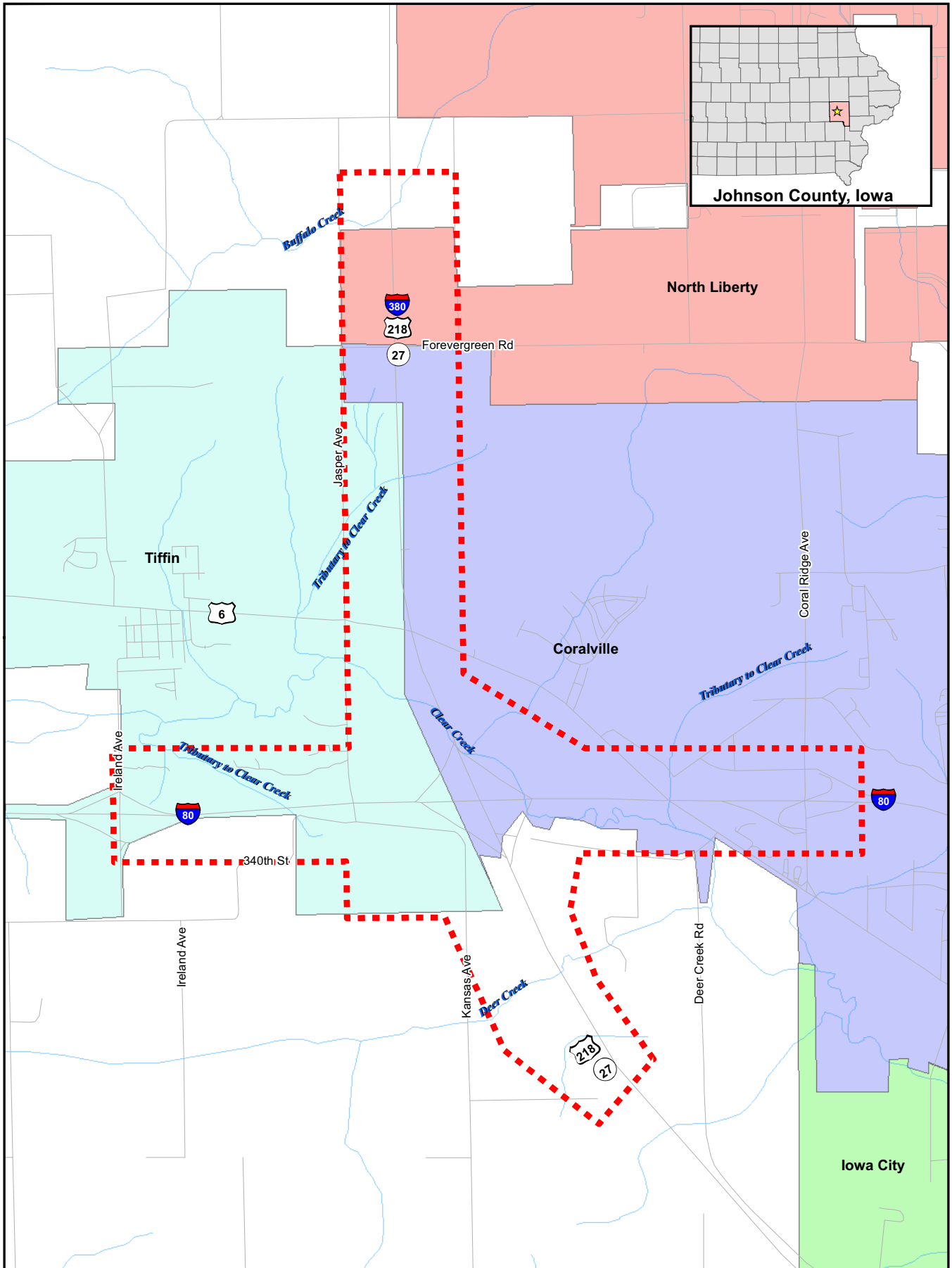


Communities Within the Study Area

I-80/I-380 System Interchange

DATE
December 2008

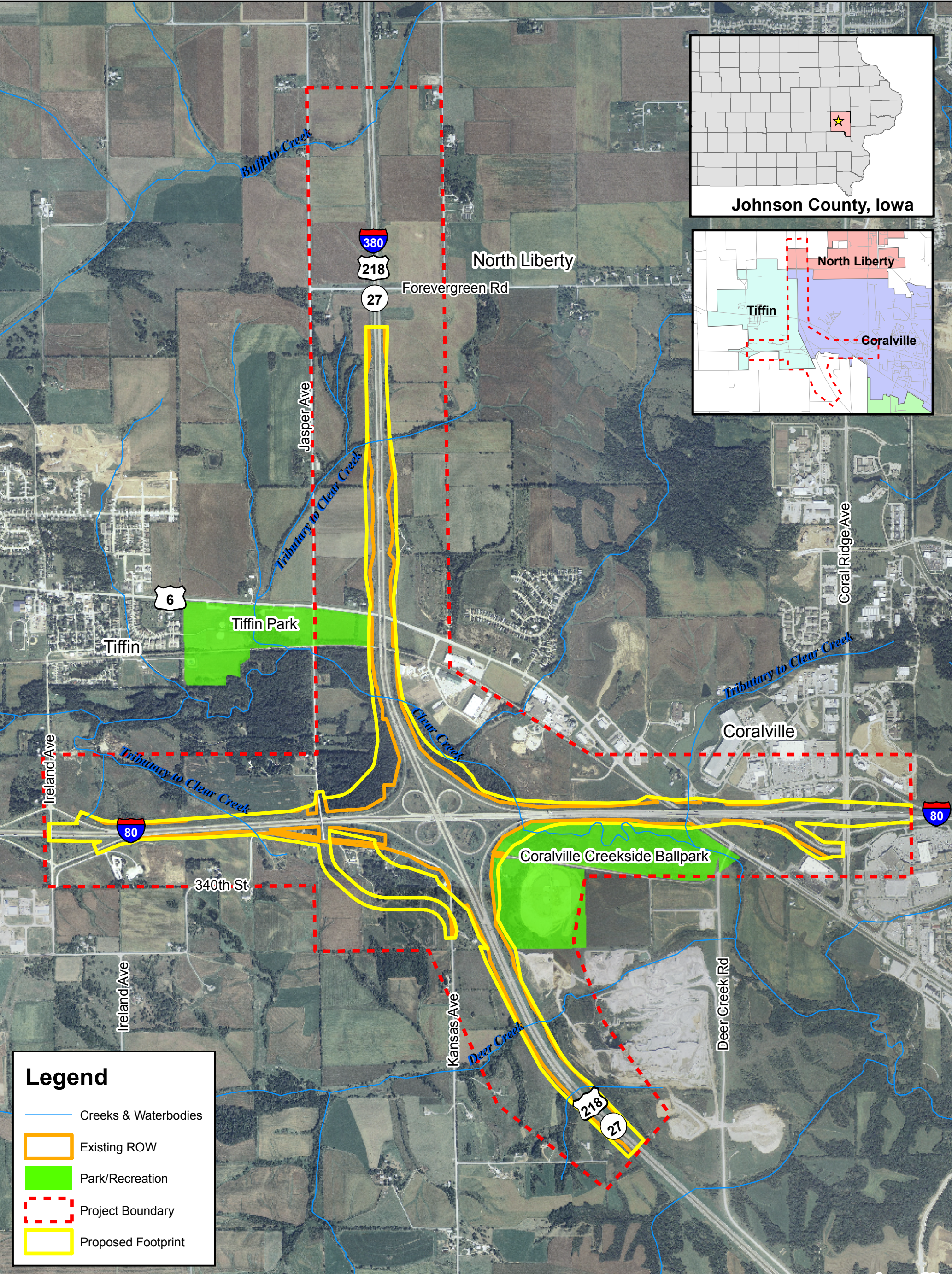
FIGURE
14



0 1,500 3,000
 Feet



Communities Within the Study Area I-80/I-380 System Interchange	DATE December 2008
	FIGURE 14



Legend

- Creeks & Waterbodies
- Existing ROW
- Park/Recreation
- Project Boundary
- Proposed Footprint



Iowa Department of Transportation

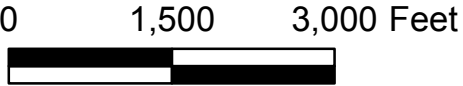
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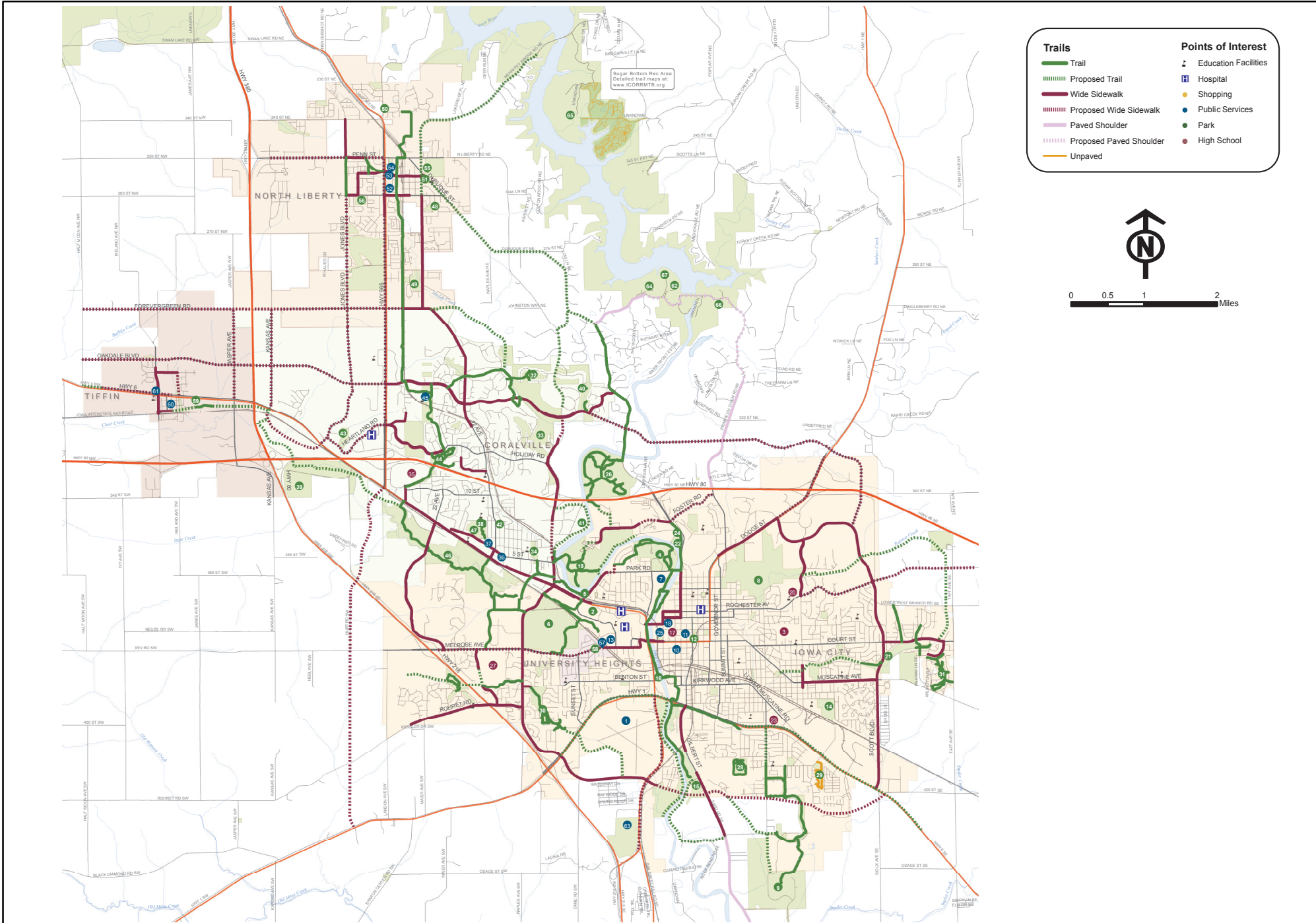
Parkland and Recreational Properties

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
15





Source: Johnson County Council of Governments

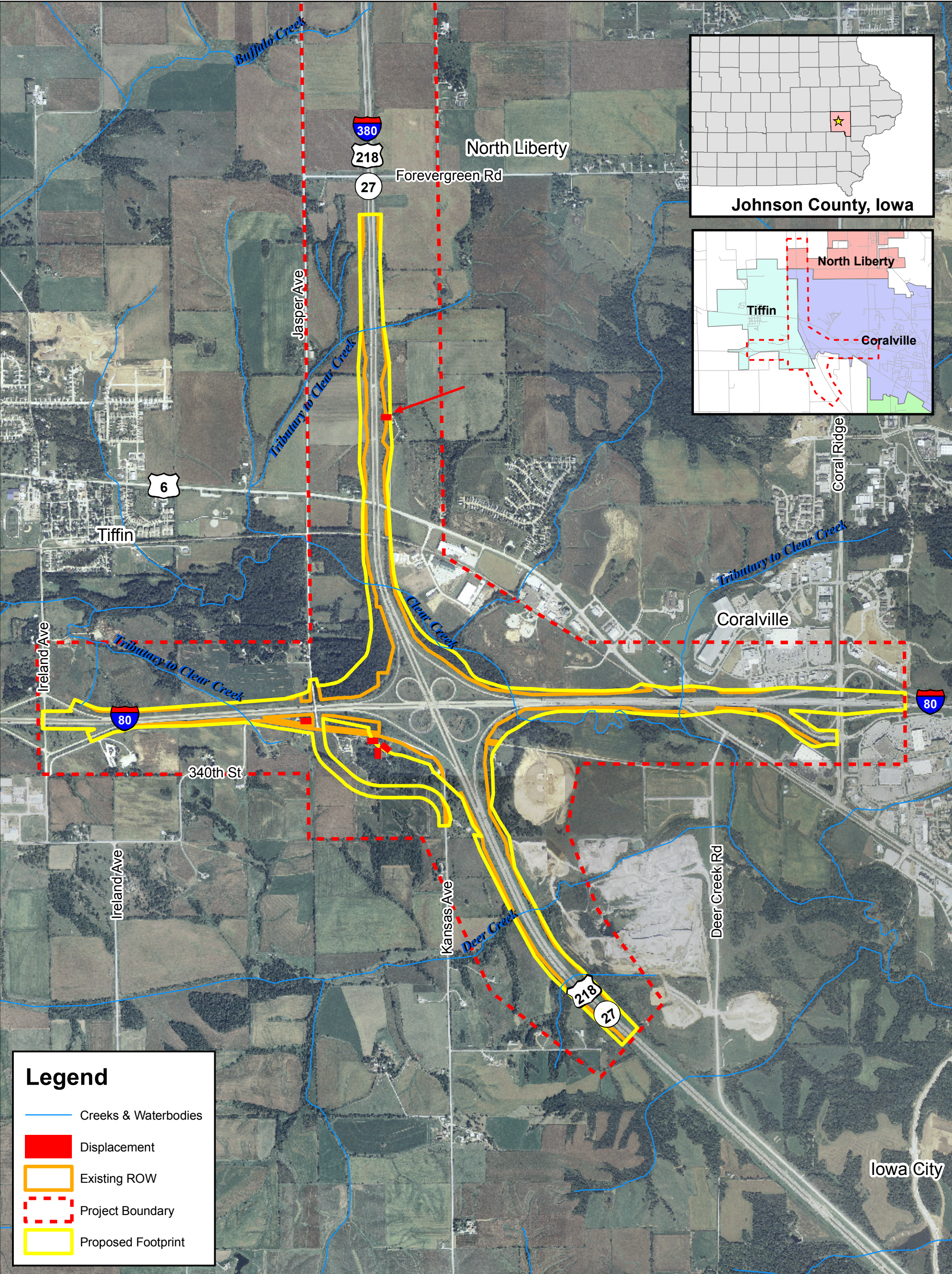


JCCOG Bicycle Path Plan

I-80/I-380 System Interchange

DATE
May 2009

FIGURE
16



Legend

- Creeks & Waterbodies
- Displacement
- Existing ROW
- Project Boundary
- Proposed Footprint



Iowa Department of Transportation

CH2MHILL

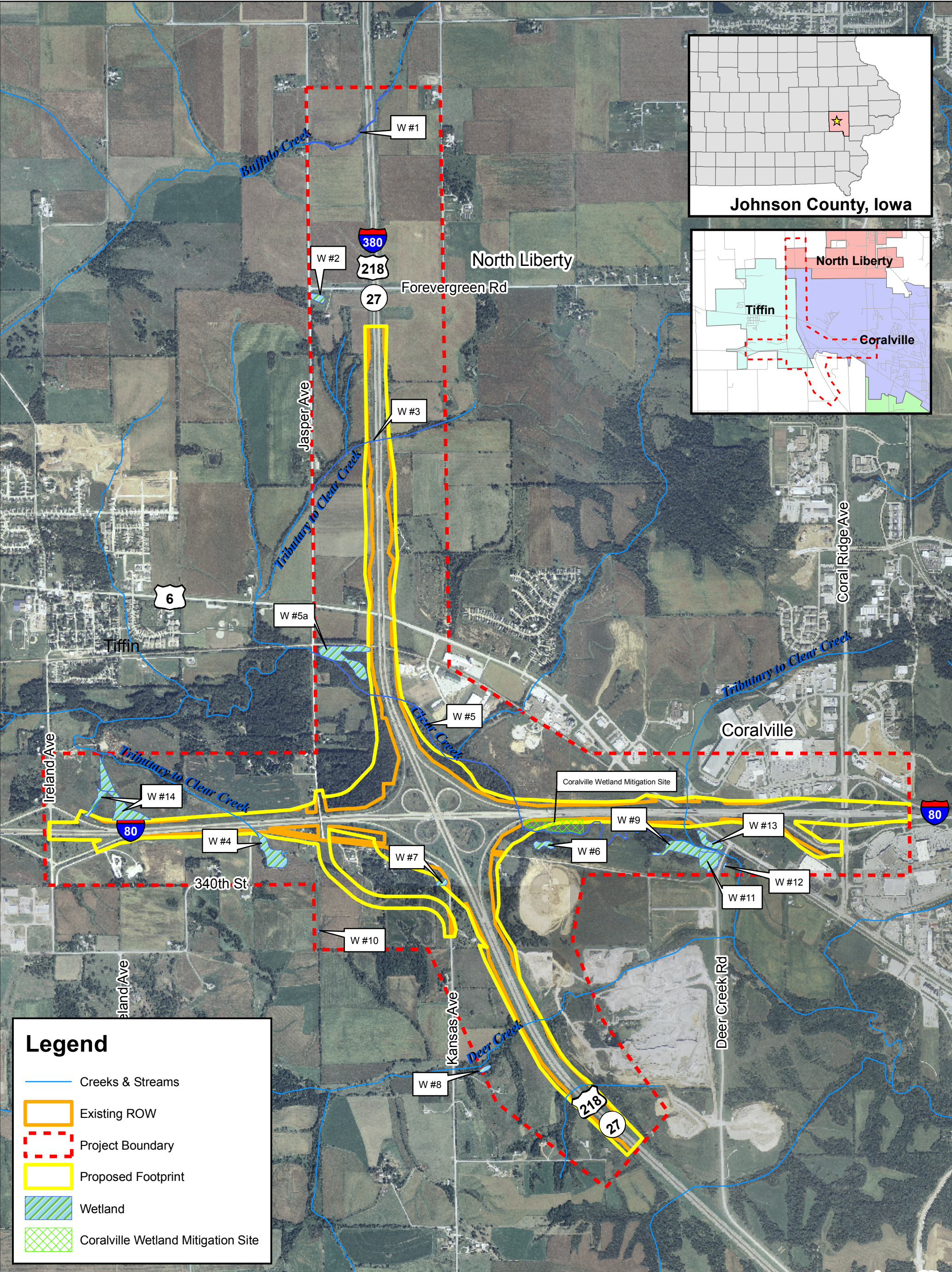
Residential Displacements

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
17

0 1,500 3,000 Feet



Legend

- Creeks & Streams
- Existing ROW
- Project Boundary
- Proposed Footprint
- Wetland
- Coralville Wetland Mitigation Site

0 1,500 3,000 Feet

Iowa Department of Transportation

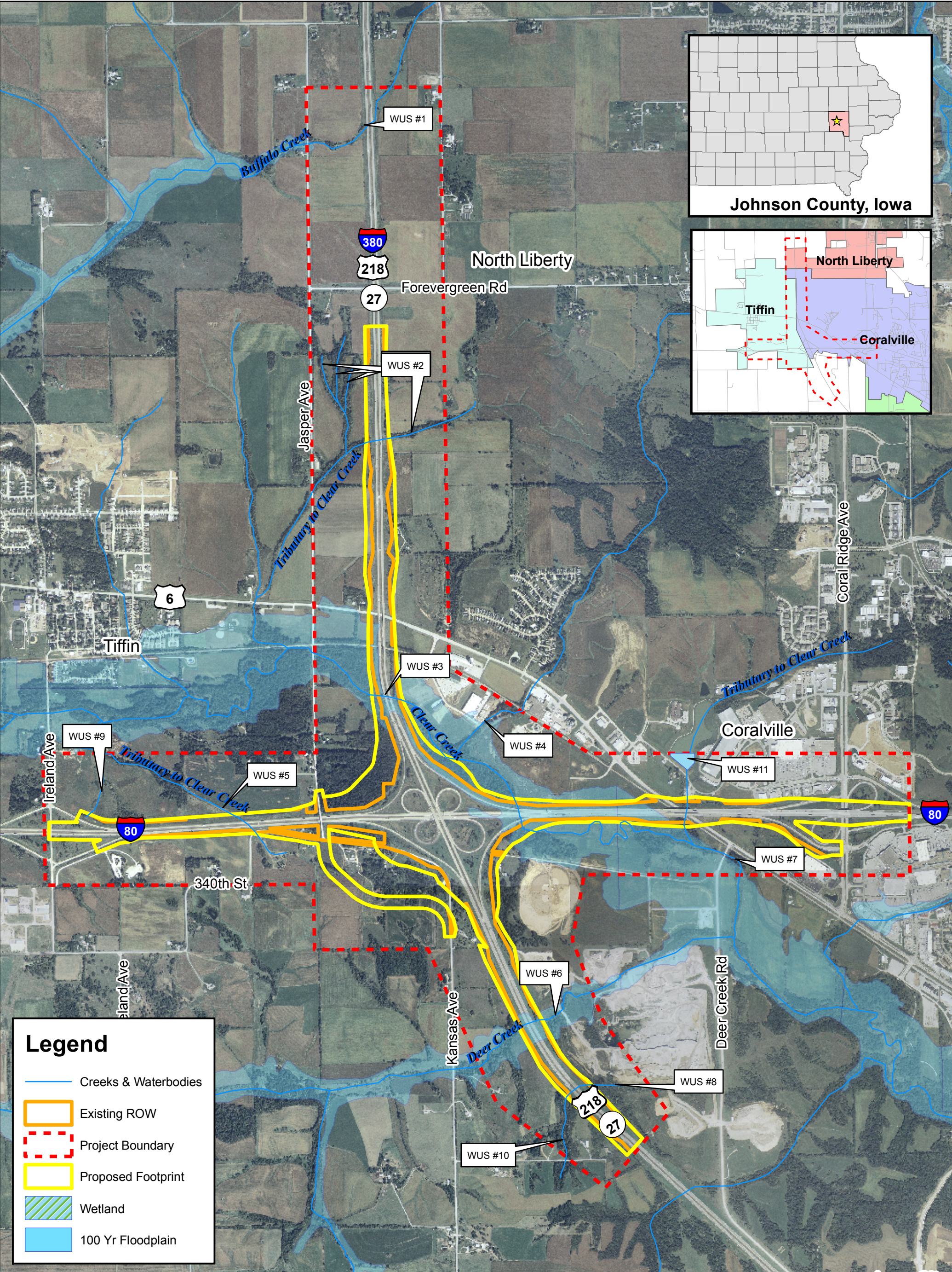
CH2MHILL

Wetland Impacts

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
18



Legend

- Creeks & Waterbodies
- Existing ROW
- Project Boundary
- Proposed Footprint
- Wetland
- 100 Yr Floodplain

0 1,500 3,000 Feet

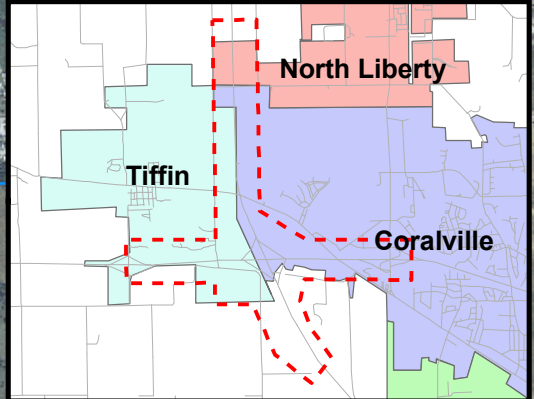
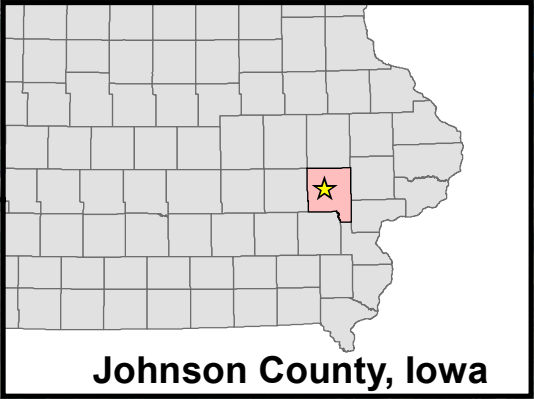
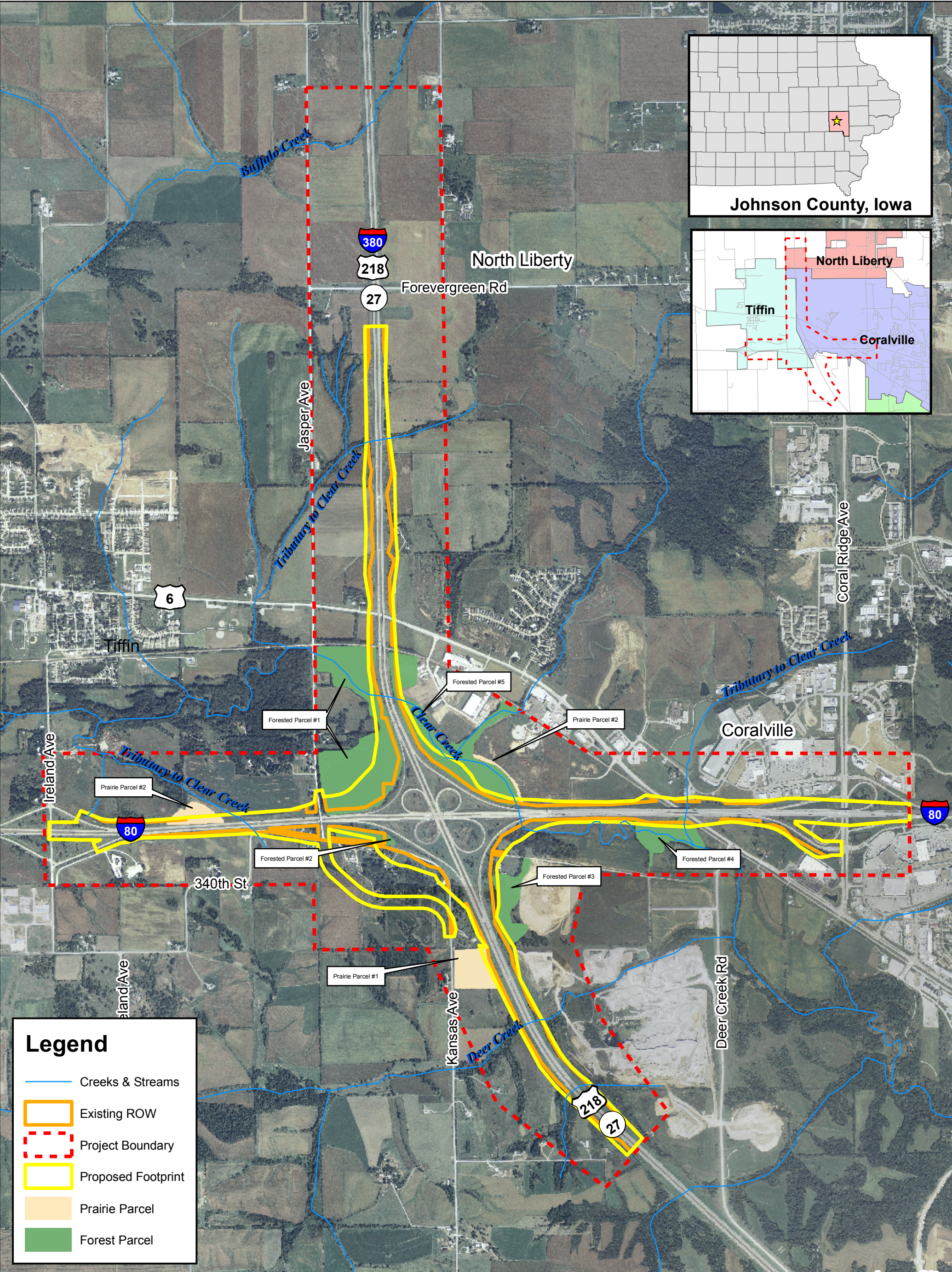
Iowa Department of Transportation

CH2MHILL

Floodplains and Waters of the U.S.

I-80/I-380 System Interchange

DATE	December 2008
FIGURE	19



Legend

- Creeks & Streams
- Existing ROW
- Project Boundary
- Proposed Footprint
- Prairie Parcel
- Forest Parcel

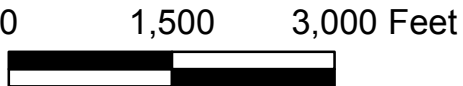


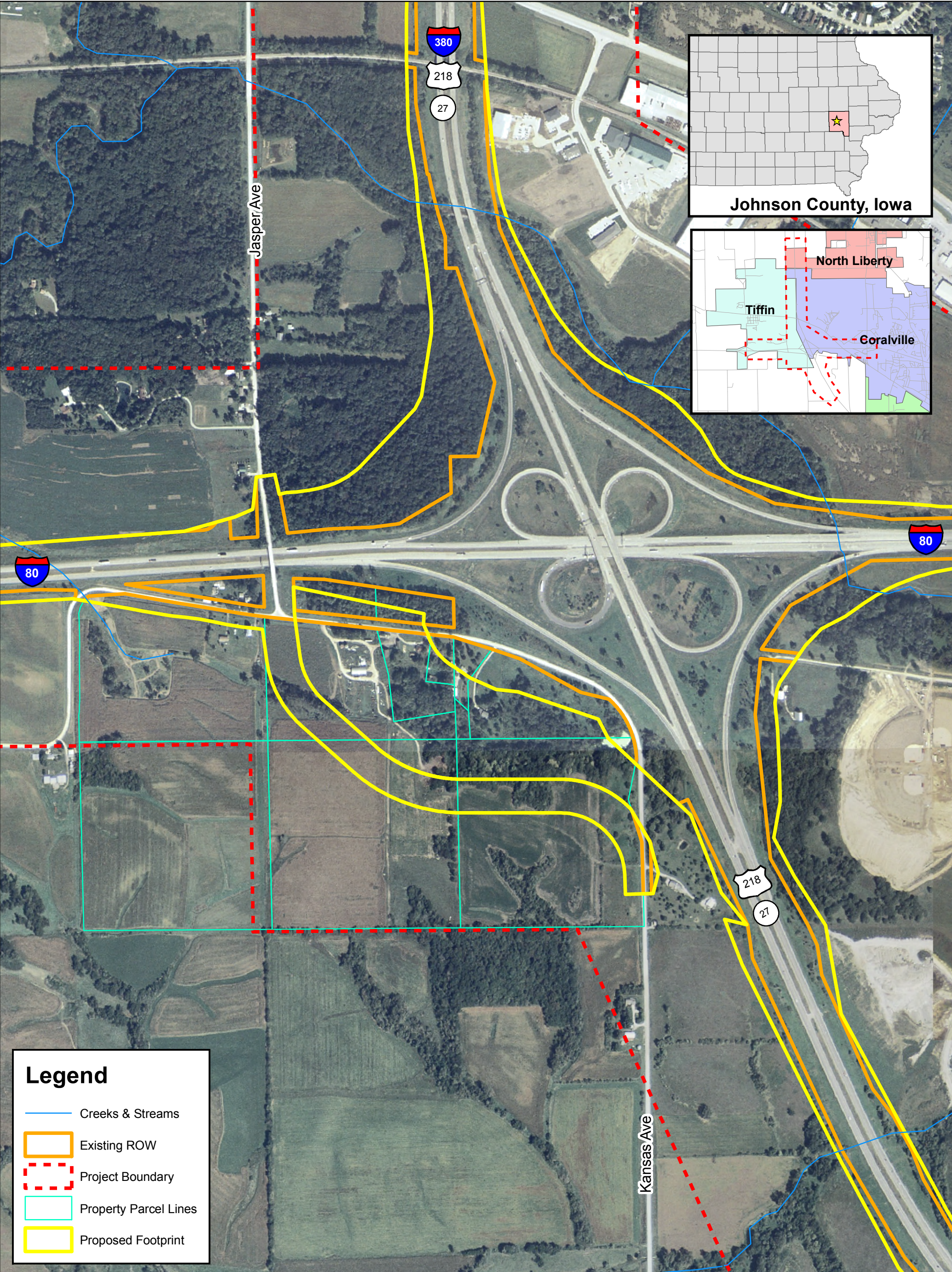
Forested and Prairie Parcels

I-80/I-380 System Interchange






DATE
December 2008

FIGURE
20





Legend

-  Creeks & Streams
-  Existing ROW
-  Project Boundary
-  Property Parcel Lines
-  Proposed Footprint



 Iowa Department of Transportation

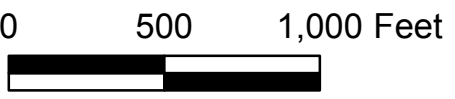
 CH2MHILL

Farm Severances

I-80/I-380 System Interchange

DATE
December 2008

FIGURE
21



APPENDIX A
STREAMLINED RESOURCE SUMMARY

Streamlined Resource Summary

SOCIOECONOMIC IMPACTS SECTION	
Community Cohesion	
Evaluation	Improvements to the interchange would not affect community cohesion, as community patterns have developed over decades around the facility. The area is predominantly rural, and any nearby development occurred after the interchange was in place.
Method of Evaluation	Field visit / review of aerial photography
Completed by and Date	CH2M HILL; 2008
Environmental Justice	
Evaluation	<p>The study area (consisting of the census tracts in which the project is located) is 85 percent white, and 15 percent being of other races. Within that 15 percent, Asians comprise 8 percent of the population, followed by African Americans (4 percent), and the remaining 3 percent come from all other races. These racial breakdowns are similar to Coralville's population. The communities of North Liberty and Tiffin, as well as Johnson County, contain smaller percentages of minority residents compared to the study area.</p> <p>The median income of families residing in the study area is \$55,767, which is comparable to Coralville's median family income. Median family incomes in Tiffin and North Liberty are slightly lower, and for all of Johnson County it is slightly higher. The study area's median family income is well above the HHS poverty level of \$16,600 for a family of three.</p> <p>The study area, with a poverty rate of about 11 percent, does not qualify as a poverty area (defined by the U.S. Census Bureau as a census tract or block numbering area with a poverty rate equal to or greater than 20 percent). Thus, no environmental justice impact would occur as a result of the proposed improvements.</p>
Method of Evaluation	Review and analysis of Census Information
Completed by and Date	CH2M HILL; 2008
Churches and Schools	
Evaluation	There are no churches or schools within the project study limits. The nearest church is approximately 1.5 miles northwest of the interchange, in Tiffin. Schools located in the study area are in the Clear Creek-Amana School District. The nearest schools, Grace United Preschool and Clear Creek High School (both in Tiffin), are at least one mile away from the interchange.
Method of Evaluation	Field review and internet search
Completed by and Date	CH2M HILL; 2004, 2008
Economic	
Evaluation	No economic impacts
Method of Evaluation	Field review, online research, review of 2000 Census data
Completed by and Date	CH2M HILL, 2008

CULTURAL IMPACTS SECTION

Historic Sites or Districts

Evaluation	The historic structures survey resulted in the recording of 33 properties, none of which were determined to be NRHP eligible either as individual buildings or as a district. The State Historic Preservation Officer (SHPO) concurred with these findings on November 2, 2005. Tribal notification occurred.
Method of Evaluation	Cultural Resource Investigations and coordination with SHPO
Completed by and Date	University of Iowa Highway Archaeology Program, 2004; Bear Creek Archaeology, 2005; Louis Berger Group, 2007

Archaeological Sites

Evaluation	The Phase I archeological investigations recorded 65 sites in the study area. Of those, 24 were recommended for avoidance or Phase II testing. Eight sites were subject to Phase II testing because of their proximity to the proposed improvements. The findings of the Phase II investigations indicated that none of the sites was NRHP eligible. The SHPO concurred with these archaeological findings on July 10, 2007.
Method of Evaluation	Cultural Resource Investigations and coordination with SHPO
Completed by and Date	University of Iowa Highway Archaeology Program, 2004; Bear Creek Archaeology, 2005; Louis Berger Group, 2007

Cemeteries

Evaluation	There are no cemeteries within the study area.
Method of Evaluation	Review of aerial photography and USGS Quadrangle Maps, field verified during windshield and natural resource surveys
Completed by and Date	CH2M HILL; 2004, 2008

NATURAL ENVIRONMENT IMPACTS SECTION

Wild and Scenic Rivers

Evaluation	None of the creeks in the study area (Clear Creek, Deer Creek, and Buffalo Creek) are designated "wild and scenic".
Method of Evaluation	Internet review
Completed by and Date	CH2M HILL; 2004, 2008

Wildlife and Habitat

Evaluation	Three prairie remnant areas were identified. Combined, the three areas total 24.1 acres; however, these areas were mostly planted, of low floristic diversity, and with an assemblage of species very tolerant to disturbance.
Method of Evaluation	Field investigations in July 2004, and April and July 2008; review of sandy soil areas as mapped by NRCS
Completed by and Date	CH2M HILL; 2004, 2008

PHYSICAL IMPACTS SECTION

Air Quality

Evaluation	<p>The study area is in attainment of the national ambient air quality standards for the transportation-related pollutants, carbon monoxide and ozone. Therefore, the conformity requirements of the Clean Air Act Amendments of 1990 do not apply to this project. The proposed improvements would improve the overall traffic flow and, therefore, reduce vehicular emissions. This is expected to result in a slight improvement in air quality.</p> <p>Air quality could be affected by motor vehicle and machinery emissions during construction and by particulate emissions resulting from earthwork and other construction activities. Construction vehicle activity and the disruption of normal traffic flows may result in increased motor vehicle emissions in certain areas. Construction would be monitored to ensure that work proceeds in conformance with local and state air quality regulations. Standard construction specifications require contractors to comply with state regulations, including limitations on generation of fugitive dust (Iowa DOT Construction Manual, Section 2.12). Carbon monoxide and suspended particulate levels cannot exceed National Ambient Air Quality Standards.</p>
Method of Evaluation	Review of Iowa DOT BLE Manual requirements
Completed by and Date	CH2M HILL; 2008

MSATs

Evaluation	<p>This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.</p> <p>Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.</p>
Method of Evaluation	FHWA Interim Guidance on Air Toxic Analysis in NEPA Documents, February 3, 2006
Completed by and Date	Iowa DOT; 2009

Energy

Evaluation	Reduced energy consumption is expected to result from reduced congestion and improved travel times and level of service.
Method of Evaluation	Review of Iowa DOT BLE Manual requirements
Completed by and Date	CH2M HILL; 2008

Contaminated and Regulated Materials Sites

Evaluation	One property was identified as having known or potential REC on the western end of the project on the south side of I-80. No right-of-way is required from this property.
Method of Evaluation	Iowa DOT internal review and memo 9/28/2004
Completed by and Date	Iowa DOT; 2004

Visual

Evaluation	No impact.
Method of Evaluation	Coordination with agencies, field survey
Completed by and Date	CH2M HILL; 2008

Utilities

Evaluation	Relocation of major utilities is not expected as a result of this project.
Method of Evaluation	Field survey, document review of utilities in vicinity of project
Completed by and Date	CH2M HILL; 2004/2008

APPENDIX B
4(f) COORDINATION

I-80/I-380 System Interchange 4(f) Coordination

ATTENDEES: Christine Norrick/CH2M HILL Mike Carlson/IADOT
 Jeff Frantz/CH2M HILL Roger Larsen/IADOT
 Janet Vine/IADOT Judy Krieg/Earth Environmental
 Kenneth Yanna/IADOT Kevin Olson/City of Coralville
 Catherine Cutler/IADOT Dan Holderness/City of Coralville
 Newman Abnissa/IADOT

FROM: CH2M HILL

DATE: February 22, 2008

The meeting was held at Coralville's City Hall on February 13, 2008, to discuss impacts to Coralville's parkland at the southeast quadrant of the interchange. Jeff Frantz, CH2M HILL, started the meeting by covering the agenda and reviewing the status of the engineering design of the I-80/I-380 System Interchange.

Dan Holderness, City of Coralville, then gave an overview of the City's site, and also existing and planned recreation uses for the property. Three softball fields and one-half of the parking area have been developed at the site. Two softball fields and the remainder of the parking area are to be constructed.

The area north of 340th Street is planned to be open, natural space. The plan shows creation of wetland areas and trails through that part of the property. Dan explained that the overall intent is to provide passive recreation in that area, including trails and interpretive signage. There have been some preliminary discussions about providing water trail activities along the river through the area (such as canoe/kayak put-in). The proposed trail through the property is part of the regional Clear Creek Trail. The Clear Creek Trail would connect to Tiffin, Kemp Park, and eventually to the Amana Colonies. Dan noted that the trail is an important spine in the regional trail system.

Dan shared the official JCCOG trail map with the group. He clarified that the official endorsed JCCOG trail is the north route. (The map shows several trail routes, but the pink dashed line is the line that Tiffin has supported.)

The area near the existing barns is envisioned to be an area for small events, separate from the recreation uses that occur at the softball complex. Dan mentioned meetings, festivals, and the farmer's market as potential uses. He stated that there would not be food production at the facility; at most, it may contain a warming/staging area for food brought to the site (in the case of meetings, for example). The long-term plan includes restoring the barns and creating an educational component related to them, as they are considered to be locally significant to the area's history. He noted that one of the barns was one of the earliest structures in the area. The City has a photo of the barn dating from 1840.

Dan noted that the wooded area in the northeastern quadrant of the interchange is in the process of being deeded to the City. The City's plan is to extend the trail through that area

(as shown on the regional trail system map). Beyond that, the site would remain as open, wooded space. Dan noted that the site is low and swampy. IADOT needs to determine if Section 4(f) applies to the property.

There were questions about the area labeled "Phase 5" on the City's master park plan map. Dan explained that the City has been purchasing property in the Clear Creek floodway in order to protect the floodplain and wetland areas. There is only one parcel that it does not own within the Phase 5 area.

Christine Norrick, CH2M HILL, gave a brief overview of the Section 4(f) process and how it ties into the rest of the documentation.

Dan stated that the City would want to review the detailed design and specific areas needed for right-of-way near the parkland. He also noted several issues that the City was interested in as part of the project (and use of their lands):

- The City noted two areas of particular concern within the site: the area near the ramp from US 218/IA 27 to I-80 (near the existing barns) and the area along I-80 near the City's wetland mitigation site. These would be areas where the City would like a buffer provided to screen the roadway from the park facility.
- The City would like an aesthetic buffer to be provided between the interchange and park use areas.
- The City prefers that a native mix of plant species be used for areas adjacent to its park/wetland site.
- The City noted that there are locations within the park site where it is considering accommodating wetland mitigation and possibly restoring the stream. Its preference is for one large, well done wetland mitigation site, rather than several small, scattered sites. To that end, it offered the potential to use its property for the project's wetland mitigation. IADOT stated that this seemed to be a win-win situation, as IADOT would have a location for its mitigation and could help fulfill the City's long-term plans for the site. In addition, the City could provide long-term maintenance for the wetland areas.

There were some questions about the USACE's Section 206 Project and its proposed wetland mitigation demonstration site (which was proposed on the City of Coralville's site). The City explained that the USACE does not have funding for development of the wetland site, and that the City is not bound by anything the USACE has proposed.

The City's wetland mitigation site is a wet meadow wetland of roughly 5 acres with some forested areas. The City is in year 4 of its monitoring. The roadway design would affect the site, so IADOT would be obligated to employ mitigative measures at the site. There was discussion about whether the entire site or just part of it would be affected. Judy Krieg, Earthview Environmental, suggested that if the entire wetland is affected, the portion not used for roadway purposes could be used for stormwater detention or filtering.

Roger Larsen, IADOT, offered to provide the wetland determinations to the City, including a technical memorandum and the GIS shape file. It was clarified that these are not delineations but determinations. It was explained that determinations are one step short of being full delineations, and that the delineation forms are not completed at this level.

Judy asked questions about stormwater and culvert locations as it affects the property. Kevin Olson, City of Coralville, also asked whether IADOT was required to adhere to MS4 permit requirements, which is part of the NPDES Phase 2 permit. Jeff responded that he does not think the permit applies. He further stated that he thought there may be other DOT requirements that address some of the same issues as those in the permit. Dan suggested that the stormwater mitigation requirements (or at least some of them) could apply to the site. Roger stated that IADOT would like to work with the City on locating stormwater requirements on the City's site, to the extent possible.

The following issues, unrelated to the park property but about properties within Coralville's corporate limits were also discussed:

- The area between IL 6 and I-80, east of the park property, is known as the Colony Property. A preliminary plat was approved for the site, but the developer has walked away from the project. Nevertheless, commercial development will occur at the site in time.
- Areas on the north side of I-80 have been platted. No specific commercial development has been proposed.
- At Forevergreen Road, the City of Coralville controls the areas on the south side of the road (on both sides of I-380). Tiffin controls the northwest corner and North Liberty the northeast corner. The City envisions an interchange at Forevergreen Road, as well as extension of Oakdale Road west to I-380 and extension of Kansas Avenue south (to extended Oakdale Road).

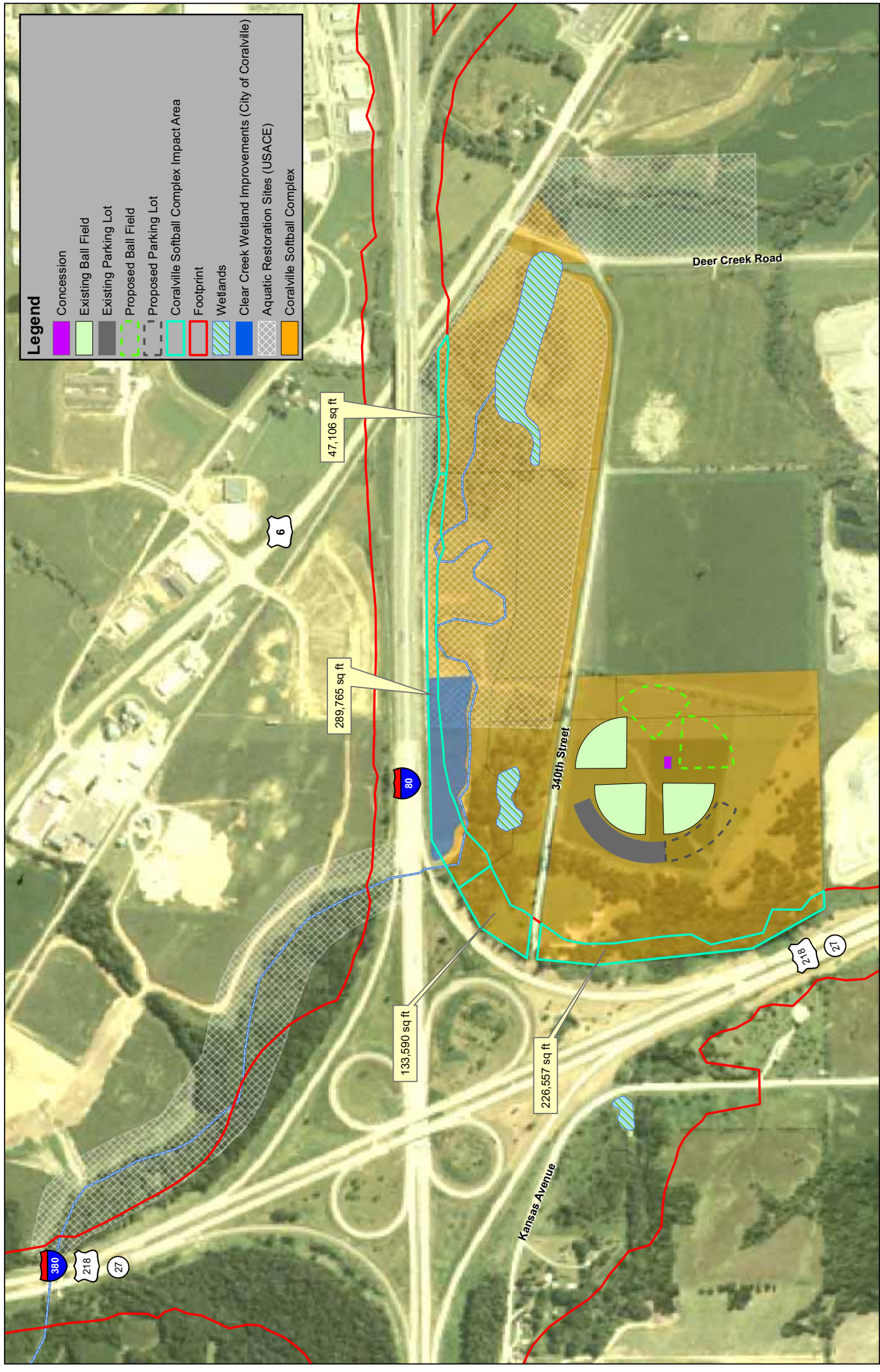
Roger stated that the IADOT would be happy to share any information that it has collected as part of the project.

Action Items

- CH2M HILL to provide the functional plan set to IADOT.
- Once review and revisions are complete, IADOT to provide functional plans to City of Coralville.
- IADOT to provide Wetland Determination Memo and GIS file to City of Coralville.
- Coordination on stormwater, seeding, and planting issues between IADOT and City will continue.
- City to provide to IADOT a letter stating support of the project and affirming consistency with its overall plans for the site.
- CH2M HILL to provide City of Coralville a sample 4(f) letter.
- City to provide to IADOT a copy of the potential wetland mitigation site report prepared by its consultant, when complete (c. late spring).
- City to provide GIS file of existing wetland mitigation site to CH2M HILL.
- City to provide information on land to be deeded to it at the northeastern quadrant of the interchange.

Legend

	Concession
	Existing Ball Field
	Existing Parking Lot
	Proposed Ball Field
	Proposed Parking Lot
	Coralville Softball Complex Impact Area
	Footprint
	Wetlands
	Clear Creek Wetland Improvements (City of Coralville)
	Aquatic Restoration Sites (USACE)
	Coralville Softball Complex



CONCEPTUAL MASTER PLAN

Charles Gay Farm Property - City of Coralville - Coralville, Iowa

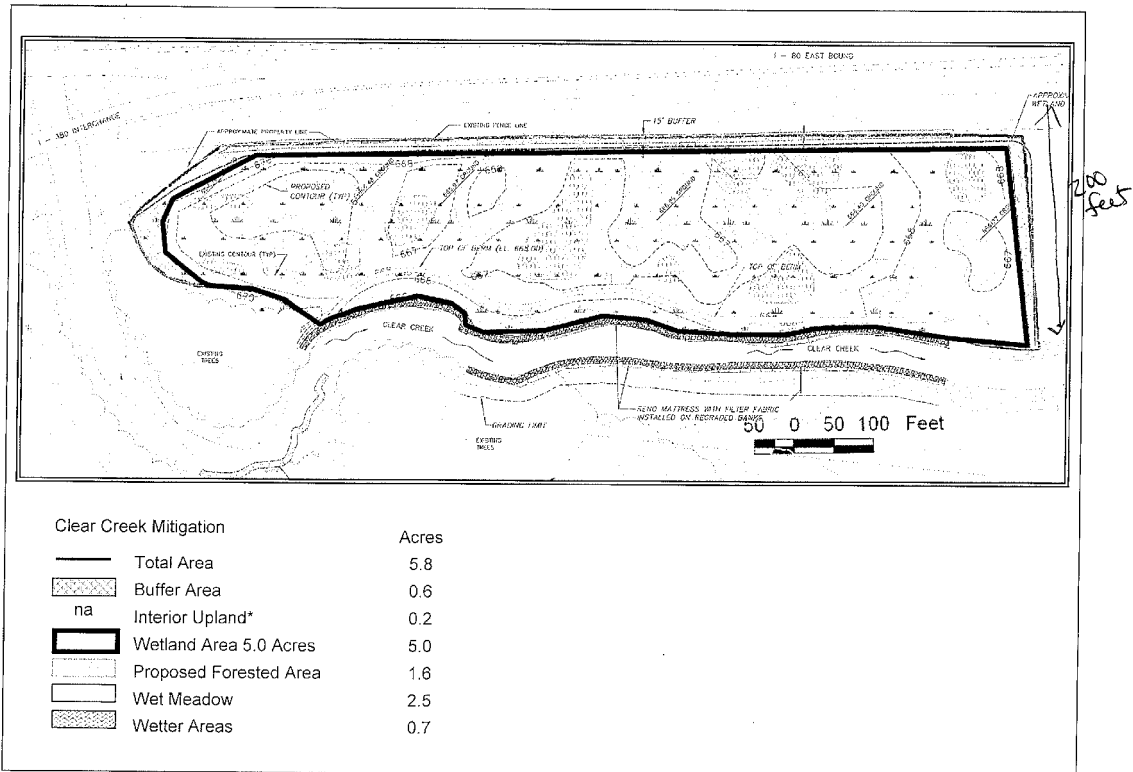


Conceptual Master Plan
March 2007

RDG Planning & Design, 301 Grand Avenue, Des Moines, IA 50319, Phone: 515.281.3147, Fax: 515.281.9021, www.rdgplanning.com
Architectural landscape architecture preparation: Robert Joseph, Planning Consultant; Charles L. Grady, AIA; Dan Morris, AIA; Jeff Myers, P.E.; Timothy R.

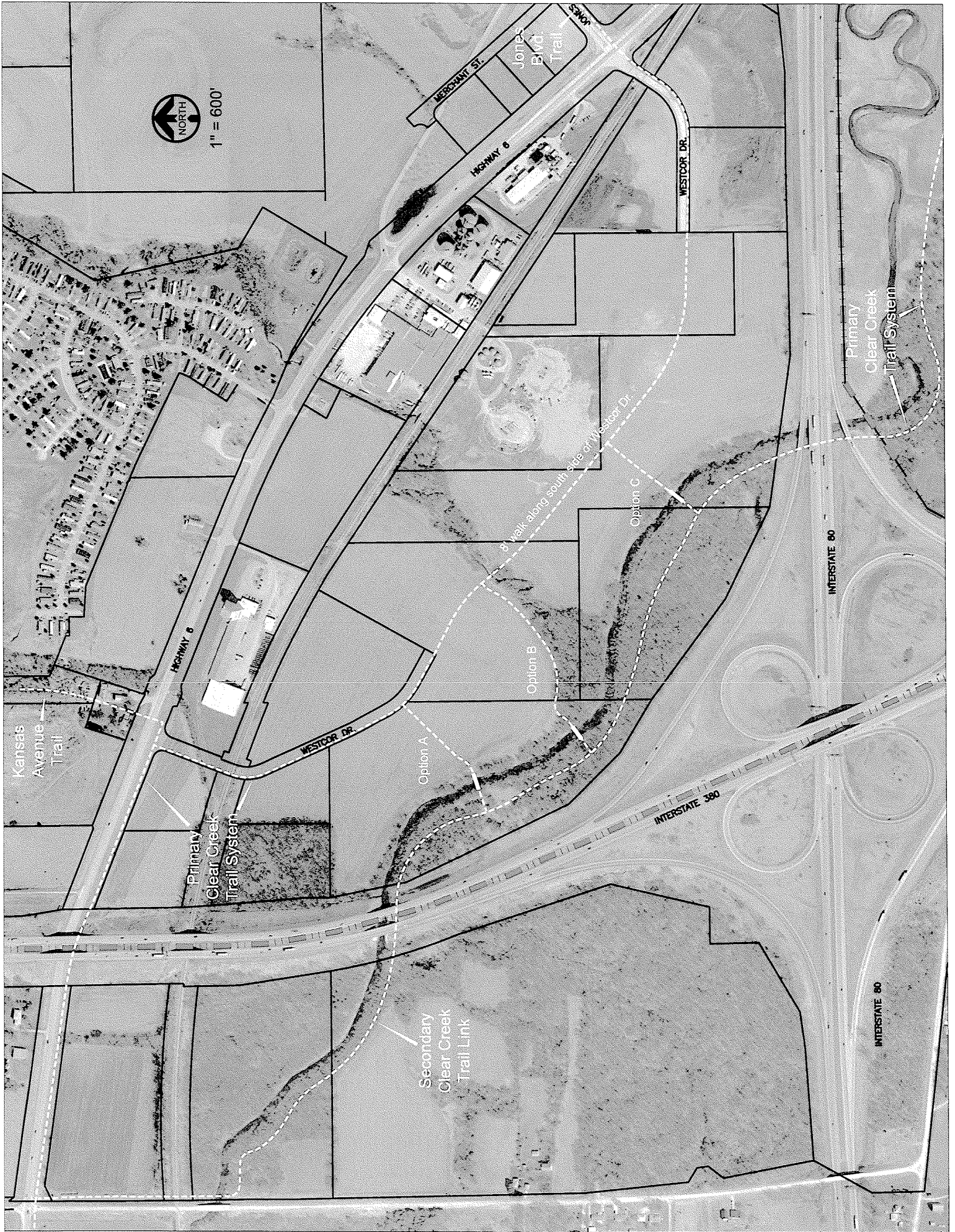


Clear Creek Mitigation Wetland Planting and Maintenance



- ❖ Trees and Shrub Plantings 2.0 acres
 - 300-400 Small trees and Shrubs
 - ◆ Option 1: Hand plant with cages and mulch
 - ◆ Option 2: Machine plant, no cages with or without mulch
 - ◆ Option 3: As above with Educational Outreach
 - ◆ Option 4: Mix and Match
 - ◆ Access?
- ❖ Watering
 - ◆ Access Issues
- ❖ Plugs and Reseeding
 - Identify areas where vegetation did not survive and replant (with or without educational outreach)
- ❖ Weed Removal
 - Identify plants to be removed and/sprayed
 - Mowing
 - ◆ First mowing in March/April to 2 inches
 - ◆ Second mowing in early June to 8 inches
 - ◆ Last mowing should leave 8 inches
 - ◆ Do not mow over trees and shrubs
- ❖ Trash Removal
- ❖ Animal Control
 - ◆ Deer
- ❖ Stream Restoration
 - ◆ New tree growth and weed maintenance
 - ◆ Logs and Trash removal

*3 in 2007
done in 5 yrs.*



1" = 600'

Kansas Avenue Trail

Secondary Clear Creek Trail Link

Primary Clear Creek Trail System

Primary Clear Creek Trail System

Option A

Option B

Option C

8' walk along south side of Westcor Dr

Highway 6

Highway 6

Westcor Dr

Interstate 380

Interstate 80

Interstate 80

Westcor St

Jones Blvd Trail

Westcor Dr

Email to: mike.lapietra@fhwa.dot.gov

From: Vine, Janet [DOT] [Janet.Vine@dot.iowa.gov]

Sent: Tuesday, May 20, 2008 11:22 AM

To: LaPietra, Mike

Cc: Parham, Tom; program.delivery-IA@fhwa.dot.gov; Norrick, Christine/CHI; Frantz, Jeff/CHI; Larsen, Roger [DOT]

Subject: FW: I-80/380 Interchange, IMN-080-6(235)239--0E-52, 4(f) Decision Process

Mike,

I'm following up on our visit this morning about 4(f) and impacts to the two properties in Coralville in the northeast and southeast quadrants of the existing interchange. The results of our discussion follow:

Property in the northeast quad of the interchange:

Although the property is expected to be deeded to the City, it is currently privately owned and therefore is not protected by 4(f).

Coralville Creekside Ballpark:

The impacts to this property qualify as de minimis, provided the City concurs.

Do you concur?

Janet

Email to: tom.parham@fhwa.dot.gov

From: Vine, Janet [DOT] [Janet.Vine@dot.iowa.gov]

Sent: Tuesday, April 15, 2008 3:32 PM

To: Parham, Tom

Cc: mike.lapietra@fhwa.dot.gov; program.delivery-IA@fhwa.dot.gov; Larsen, Roger [DOT]; Norrick, Christine/CHI; Rees, Jon/DMS; Frantz, Jeff/CHI

Subject: I-80/380 Interchange, IMN-080-6(235)239--0E-52, Additional 4(f) Decision Process

Tom,

Below is a summary of the 4(f) decision process for a third site in the project study area that the City of Coralville told us about at a recent meeting. The City does not currently own the property but informed us that the property will be donated to it. I'll send two copies of the decision process memo and supporting documents through interoffice mail tomorrow. Do you concur with these findings?

PARKS/RECREATION AREAS

Lot E: Step 1: Is it 4(f)? Yes.

This property currently is privately owned but will be donated to the City of Coralville. Lot E is approximately 40 acres in size and is located immediately adjacent to the existing system interchange in the north east quadrant.

Once Lot E is deeded to the City of Coralville, it will be designated as open space. The City plans to construct a bicycle/pedestrian trail on the property. This will be part of the Iowa River Corridor Trail, as designated on the Johnson County Council of Government (JCCOG) Trail Plan and is intended to connect to the proposed trails in the City's Coralville Creekside Ballpark in the southeast quadrant of the I-80/380 interchange, and to the proposed North Ridge Trail into Tiffin (also on the JCCOG Trail Plan).

Step 2: Is there a use of the 4(f) property? Yes

A 9.7-acre strip of the property would be converted to transportation use for the proposed interchange improvements.

Step 3: Can the 4(f) property be avoided? No

The project is reconstruction of an existing interchange that abuts Lot E. Alternatives that would avoid impacts to the property, such as shifting the entire interchange to the south or west are not prudent and feasible.

Step 4: Can the impacts to the 4(f) property be minimized? Yes

The ramp alignments have been tightened to near minimum radii.

Janet

From: Parham, Tom [tom.parham@fhwa.dot.gov]
Sent: Monday, March 17, 2008 10:54 AM
To: Vine, Janet [DOT]
Cc: LaPietra, Mike; Delivery-IA, Program; Larsen, Roger [DOT];
Christine.Norrick@CH2M.com; jeff.frantz@ch2m.com
Subject: RE: I-80/380 Interchange, IMN-080-6(235)239--0E-52 - 4(f) Decision Process

Janet,

I do concur with the findings. I will give one copy of the memo and supporting documentation to Mike.

Thomas L. Parham, P.E.
Federal Highway Administration
phone: 515-233-7314
e-mail: tom.parham@dot.gov

From: Vine, Janet [DOT] [mailto:Janet.Vine@dot.iowa.gov]
Sent: Thursday, March 06, 2008 3:38 PM
To: Parham, Tom
Cc: LaPietra, Mike; Delivery-IA, Program; Larsen, Roger [DOT];
Christine.Norrick@CH2M.com; jeff.frantz@ch2m.com
Subject: I-80/380 Interchange, IMN-080-6(235)239--0E-52 - 4(f) Decision Process

Tom,

Below is a summary of the 4(f) decision process for two sites in the project study area. I'll deliver two copies of the decision process memos and supporting documents to your Office this afternoon. Do you concur with these findings?

PARKS/RECREATION AREAS

Tiffin City Park: Step 1: Is it 4(f)? No.

This property is approximately 88 acres and is located between the City of Tiffin and I-380. It is owned by the City of Tiffin and includes three baseball/softball fields, soccer fields, two open shelters, and a hard surface trail. It is open to the public year around at no cost. It's primary function is recreation. However, the portion of this property that is located between I-380 and Jasper Avenue is not developed for recreational uses and is currently farmed for row crops. This area has no features or attributes, nor does it support activities, that would qualify it as a Section 4(f) resource. Therefore, we believe this portion of the property does not qualify for 4(f) protection. Also note that LAWCON funds were used to construct two open shelters and a hard surface trail, and for landscaping, tree planting, lighting, and support facilities, which are all located in the central and western portions of the park, west of Jasper Avenue. Therefore, we believe 6(f) does not apply to the portion of the property that is east of Jasper Avenue.

Coralville Creekside Ballpark: Step 1: Is it 4(f)? Yes

This property is located in the southeast quadrant of the I-80/380 interchange. It is owned by the City of Coralville and is managed by their Parks and Recreation Department. It includes three softball fields, parking area, and a concession stand. Two more ball fields, additional parking, and a trail are planned. The park is open to the public. In the northern portion of the property, between 340th Street and I-80, the City constructed a 5.8 ac. wetland mitigation site and has been monitoring it for approximately 3 years. The City is investigating other areas in this portion of the property as potential future wetland mitigation and stream restoration sites. The City also plans to incorporate a trail through this area with interpretive signage and picnic areas. The proposed trail is part of the planned regional Clear Creek Trail. The City's overall plan is that the northern portion of the property will be natural open space used for passive recreation.

Step 2: Is there a use of the 4(f) property? Yes

The project will require approximately 16 acres of right-of-way from the west and northwest portions of the park property.

Step 3: Can the 4(f) property be avoided? No

The project is reconstruction of an existing interchange that abuts the park property. Alternatives that would avoid impacts to the park, such as shifting the entire interchange to the west or constructing retaining walls throughout the portion of the roadway adjacent to the park property, are not prudent and feasible.

Step 4: Can the impacts to the 4(f) property be minimized? Yes

The ramp alignments have been tightened to near minimum radii.

HISTORIC PROPERTIES AND DISTRICTS

There are two barns located on the western edge of the Coralville Creekside Ballpark property, south of 340th Street. These barns are not listed, or eligible for listing, on the National Register of Historic Places. Therefore, these barns are not protected under Section 4(f). However, the City considers them to be locally significant and intends to use the area near the barns for meetings, festivals, and the farmers' market. The long-term plan includes restoring the barns and using them as the basis for education on the history of the area.

Janet

Janet M. Vine
Iowa Department of Transportation
Office of Location and Environment
NEPA Compliance Section
Phone: 515.239.1467
Fax: 515.239.1726
janet.vine@dot.iowa.gov



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010
Fax:

515-239-1467
515-239-1726

June 18, 2008

Dan Holderness, P.E.
City of Coralville Engineer
1512 7th Street
Coralville, IA 52241

Dear Mr. Holderness:

I am following up on our February 13, 2008, meeting in which we discussed the Iowa Department of Transportation (IA DOT) plans to reconstruct the Interstate 80 / Interstate 380 (I-80/380) system interchange and the potential effects of the project on Coralville's Creekside Park located in the southeast quadrant of the interchange. During the meeting, you informed us that the portion of the park that is north of 340th Street is planned to be open, natural space that will provide passive recreational opportunities. The park master plan indicates that the northern portion of the park currently contains a 5-acre wetland, which was created as compensatory mitigation for a previous City project, and that additional wetlands, walking trails, and interpretive signs are planned for the area. The portion of the park south of 340th Street consists of softball fields, a concession stand, and parking lots.

Public parks and recreational properties such as the Coralville Creekside Park are protected by Section 4(f) of the U.S. Department of Transportation Act. Section 4(f) states that the Secretary of Transportation may approve the use of Section 4(f) property only if there is no feasible and prudent alternative to using land from the property, and the project includes all possible planning to minimize harm to the 4(f) property, or the project has a *de minimis* impact on the Section 4(f) property. *De minimis* impacts to 4(f) resources are defined as those that do not "adversely affect the activities, features and attributes" of the resource. This impact assessment is based on the level of impact, including minimization, mitigation, avoidance, and enhancement measures included in the project related to the 4(f) resource. The positive benefits of any mitigation measures must be taken into account when determining whether the impact to the 4(f) resource is *de minimis*. A *de minimis* finding also requires that the public has been afforded an opportunity to review and comment and that the officials with jurisdiction of the 4(f) property provide written concurrence with the finding.

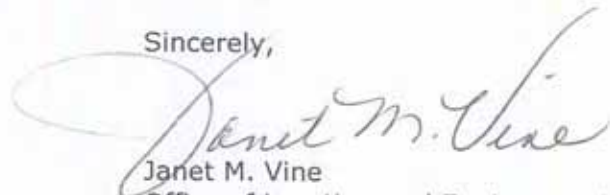
Because the project involves reconstruction of an existing interchange that abuts the park, impacts to the park property cannot be completely avoided. However, we are minimizing impacts to the park property through such measures as utilizing minimum design criteria, shifting ramp alignments, and using steeper foreslopes. As a result of these efforts, based on our current

Dan Holderness, P.E.
Page 2
June 18, 2008

level of design, we estimate that in order to reconstruct the interchange we will need to acquire approximately 16 acres of land from the portion of the park that is north of 340th Street. During our February 13th meeting, we discussed potential options for mitigating the impact of incorporating 16 acres of park land into transportation right-of-way, including developing portions of wetland areas and other passive recreation uses designated on your plan in the area north of 340th Street. As the design is refined and finalized, we are committed to coordinating with you to determine the best mitigation options that are consistent with your master plan goals for the property. Since the use of 16 acres of park property will be mitigated, and since the project will not affect the softball fields and other existing active recreation areas, we anticipate that we will not adversely affect the activities, features, and attributes that qualify the park for 4(f) protection. Later this year, after we've published the Environmental Assessment for the project, including documentation of the effects of the project on Coralville Creekside Park, and held a public hearing on the project, we expect to request your written concurrence that the effect of the project on the park is *de minimis*.

I look forward to continued coordination with you on this subject. If you have any comments or questions, please call me at (515) 239-1467.

Sincerely,



Janet M. Vine
Office of Location and Environment

JMV/mrj

copies: Ken Yanna, District 6
Cathy Cutler, District 6
Roger Larsen, Location
Jim Rost, Location and Environment
Tom Parham, FHWA
Mike La Pietra, FHWA

From: LaPietra, Mike [mailto:Mike.LaPietra@fhwa.dot.gov]
Sent: Tuesday, October 28, 2008 2:21 PM
To: Vine, Janet [DOT]
Subject: RE: I-80/380 Interchange, IMN-080-6(235)239--0E-52, Additional 4(f) Decision Process

Janet,

The land is not under public ownership. The land has not yet been developed as a park. It is not 4(f).

Mike

From: Vine, Janet [DOT] [mailto:Janet.Vine@dot.iowa.gov]
Sent: Tuesday, October 28, 2008 1:55 PM
To: LaPietra, Mike
Cc: Parham, Tom; Delivery-IA, Program
Subject: FW: I-80/380 Interchange, IMN-080-6(235)239--0E-52, Additional 4(f) Decision Process

Mike,

I'm following up on this morning's telephone conversation to confirm my understanding of the Section 4(f) status of the property described below. Specifically, that Lot E does not qualify for Section 4(f) protection because it hasn't yet been donated to the City, therefore it's not publicly owned. Is that correct?

Janet

From: Vine, Janet [DOT] [mailto:Janet.Vine@dot.iowa.gov]
Sent: Tuesday, April 15, 2008 3:32 PM
To: Parham, Tom
Cc: mike.lapietra@fhwa.dot.gov; program.delivery-IA@fhwa.dot.gov; Larsen, Roger [DOT]; Norrick, Christine/CHI; Rees, Jon/DMS; Frantz, Jeff/CHI
Subject: I-80/380 Interchange, IMN-080-6(235)239--0E-52, Additional 4(f) Decision Process

Tom,

Below is a summary of the 4(f) decision process for a third site in the project study area that the City of Coralville told us about at a recent meeting. The City does not currently own the property but informed us that the property will be donated to it. I'll send two copies of the decision process memo and supporting documents through interoffice mail tomorrow. Do you concur with these findings?

PARKS/RECREATION AREAS

Lot E: Step 1: Is it 4(f)? Yes.

This property currently is privately owned but will be donated to the City of Coralville. Lot E is approximately 40 acres in size and is located immediately adjacent to the existing system interchange in the north east quadrant.

Once Lot E is decided to the City of Coralville, it will be designated as open space. The City plans to construct a bicycle/pedestrian trail on the property. This will be part of the Iowa River Corridor Trail, as designated on the Johnson County Council of Government (JCCOG) Trail Plan and is intended to connect to the proposed trails in the City's Coralville Creekside Ballpark in the southeast quadrant of the I-80/380 interchange, and to the proposed North Ridge Trail into Tiffin (also on the JCCOG Trail Plan).

Step 2: Is there a use of the 4(f) property? Yes

A 9.7-acre strip of the property would be converted to transportation use for the proposed interchange improvements.

Step 3: Can the 4(f) property be avoided? No

The project is reconstruction of an existing interchange that abuts Lot E. Alternatives that would avoid impacts to the property, such as shifting the entire interchange to the south or west are not prudent and feasible.

Step 4: Can the impacts to the 4(f) property be minimized? Yes

The ramp alignments have been tightened to near minimum radii.

Janet

From: Larsen, Roger [DOT]
Sent: Thursday, November 20, 2008 12:31 PM
To: City Coralville
Cc: Schnoebelen, Jim [DOT]; Yanna, Kenneth [DOT]; Abuissa, Newman [DOT]; Vine, Janet [DOT]
Subject: RE: I80/I380

Dan-

Based on your email last Friday and our subsequent telephone conversation Monday morning, my understanding is that Coralville has two concerns regarding the IA DOT's proposed I-80/I-380 Interchange improvements:

- 1). Coralville is concerned that they wouldn't be compensated for the property acquired by the IA DOT for the I80/I380 improvements and that the city is expected to donate the land to the IA DOT for the project.
- 2). Coralville is concerned that if the IA DOT mitigates wetlands impacts adjacent to the existing wetlands walking/interpretive trail ("on-site"), that the city would lose their ability to mitigate their own projects on site. This would then cause the city to purchase land elsewhere to mitigate their own projects. Therefore, Coralville should be compensated for the cost of the land that the IA DOT would use for "on-site" mitigation.

Regarding your first concern, I checked with our Right of Way Office. The Iowa Administrative Code requirements found in 761 IAC Chapter 150.2(1) state:

761—150.2(306) Improvements and maintenance on extensions of freeways.

150.2(1) Construction. Except as otherwise provided, the department shall be responsible for all right-of-way and construction costs associated with the construction of freeways and their extensions.

- a. The department shall expect the city to be responsible for providing, without cost to the department, all necessary right-of-way which involves:
 - (1) Dedicated streets or alleys, and
 - (2) Other city-owned lands, except parklands, subject to the condition that the department may reimburse the city for the functional replacement value of improved property and advanced purchases negotiated by the city for project purposes.
- b. Outside the federal control limits, the department shall be responsible for the costs of construction of longitudinal and outlet storm sewers made necessary by highway construction in the proportion that the street right-of-way of the primary road extension bears to the total drainage area to be served by the proposed sewers. The city shall be expected to be responsible for the remaining portion of storm sewer costs not paid for by the department.
- c. The department shall be responsible for all storm-sewer related costs within the federal control limits.

By Iowa Administrative Code, the IA DOT would normally expect the city to provide, without cost to the department, all necessary right-of-way. However, according to exception (2) above, the IA DOT "**may**" (emphasis added) reimburse the city for the functional replacement value of improved property and advanced purchases negotiated by the city for project purposes." It should be noted that the Iowa Administrative Code does not require reimbursement and that reimbursement under this rule is discretionary. From the NEPA perspective though, affected 4f properties require mitigation which could potentially be in the form of compensation or some other mutually agreeable (negotiated) solution. This email does not constitute a decision or commitment on the IA DOT's part to reimburse or not to reimburse Coralville for any property acquired and does not constitute an admission, decision or commitment that the exception stated has application to any property acquired. At this point, I'm only identifying the governing administrative code.

(p. 2 of email)

Regarding your second concern, I checked with our Office of Location and Environment, Water Resources Section. The Corps of Engineers ground rules regarding mitigation have changed since we met with the City of Coralville last winter. The IA DOT is now considering purchase of wetlands credits from a mitigation bank to account for project impacts, including Coralville's mitigation site. Purchase of mitigation credits from an established mitigation bank is now the Corps' primary option for wetland mitigation, and a wetland bank is available within the same watershed as the project. This will be easier to get permitted and should better address the City's concern of having future mitigation areas available.

As stated in our meeting last winter, the IA DOT is willing to work with the City of Coralville to reach a mutually agreeable mitigation to the 4f affects to the City's park. I hope that I have adequately addressed the City's concerns regarding this project and please feel free to contact me if you have any further questions. Thank you.

Roger Larsen, P.E.
Iowa Department of Transportation
Office of Location & Environment
Ames, IA 50010
515-239-1791
roger.larsen@dot.iowa.gov

From: Dan Holderness [mailto:dholderness@ci.coralville.ia.us]
Sent: Friday, November 14, 2008 5:00 PM
To: Larsen, Roger [DOT]
Subject: RE: I80/I380

Roger - we need an accurate estimate of the acreage required from the NE and SE quads of the interchange improvements project.

Once we have this information, we should be able to respond.

Thanks

Dan Holderness, P.E.
City Engineer
City of Coralville, IA
dholderness@ci.coralville.ia.us
Phone # 319.248.1720
Fax # 319.248.1894
PO Box 5172
1512 7th St.
Coralville, IA 52241
www.coralville.org



December 18, 2008

Mr. Jim Schnoebelen, P.E.
District 6 Engineer
Iowa Department of Transportation
430 16th Ave. SW
Cedar Rapids, IA 52406-3150

Re: I-80/I-380 Systems Interchange Improvements
Information Request

Dear Jim:

As discussed at our recent meeting, I am requesting the following information on the impacts of the above-referenced project on City of Coralville owned property:

SE Quadrant

1. The city purchased some of the property required by the DOT with a DNR REAP grant. This grant required a conservation easement be placed on this property. A copy is included for your information. What will the impact be to the city if the DOT's acquires a portion of this property?
2. A portion of the property required by the DOT is within a city owned wetlands mitigation site which was required and is being monitored by the USACE. If the wetlands mitigation site is not fully approved by the USACE prior to the DOT acquisition, what impact will a partial acquisition have on the city's mitigation requirements? If the USACE has approved the wetlands mitigation site, what are the impacts to the City?
3. Our assumption is that the DOT will meet all of the requirements of our existing Construction Site Erosion and Sediment Control Ordinance (a copy is included for your information) as well our Post Construction Stormwater Runoff Control Ordinance which is being drafted for adoption by our Council early in 2009.
4. Cross sections based on the most current preliminary plans depicting the impacts from all proposed ramps on our existing historic barns and any planned mitigating efforts.
5. Additionally, we do not concur with the DOT's statement that neither of these barns qualify for the National Historic Register – we believe that one does qualify based on its age and type of construction.

City Administration
1512 7th Street
Coralville, Iowa 52241-
1708
Ph: 319-248-1700
Fax: 319-248-1894

NE Quadrant

1. The City will have ownership of the property impacted by this project prior to the project's construction. A copy of this agreement is included for your information.
2. How will this project impact our future proposed Clear Creek Trail in this area? A copy of our Trails Map is included for your information.

General Comment

1. As you can see by our Trails Map, the mainline route of our Clear Creek Trail goes through this interchange area. We are concerned about the impact this improvements project will have on this future trail.
2. The official JCCOG Clear Creek Trail alignment is along Hwy 6 where the trail crosses under I-380 from Coralville to Tiffin. We have always been concerned about the safety of the trail users with this alignment so close to Hwy 6. We are talking to our neighbors in Tiffin about changing the official Clear Creek Trail alignment from Hwy 6 to an alignment along Clear Creek. We will let you know if this trail alignment change is approved.

Our desire is to work with you to negotiate an agreement with the DOT addressing our concerns mentioned above as well as compensation for the city owned properties which the DOT wants to acquire for this project.

Please let me know if you need additional information on this matter from us.

Sincerely,



Dan Holderness
City Engineer
1512 7th Street
Coralville, IA 52241-0127
(319) 248-1720
dholderness@ci.coralville.ia.us

Fee 11.00

FILED NO. 001279
BOOK 3092 PAGE 457
01 JUL 13 PM 1:20
JOHNSON COUNTY RECORDER
IOWA CITY, IOWA

Prepared By: Kathleen Moench, IDNR, Wallace State Office Bldg., Des Moines, Ia 50319 515-281-3013

**NOTICE OF USE RESTRICTIONS IMPOSED BY STATE ADMINISTRATIVE RULE
ON CERTAIN REAL ESTATE**

Notice is hereby given that on **December 22, 2000**, an agreement was made between the Iowa Department of Natural Resources and the **City of Coralville, Johnson County, Iowa**, Iowa to provide state funds for the acquisition or development of real estate legally described as:

DESCRIPTION: #01-R4-KH, Clear Creek Greenbelt -- Phase 4
(See Legal Description Attached)

The state funds provided by the above-mentioned agreement were appropriated pursuant to the Iowa Resources and Enhancement, Chapter 455A, Code of Iowa and administered pursuant to the Resource Enhancement and Protection Program: County, City, and Private Open Spaces Grant Programs, Chapter 33, Iowa Administrative Code. This rule imposes the following restrictions on use of the above-described real estate:

33.17(2) Land Disposal. Whenever the department, and, if a city or county, the grantee, determine that land acquired or developed with resource enhancement and protection fund assistance is no longer of value for the program purposes, or that the grantee can show good cause why the land should no longer be used in accord with the approved project purpose; the land may be disposed of with the director's approval and the proceeds therefrom used to acquire or develop an area of equal value, or all grant funds shall be returned to the state for inclusion in the account from which the grant was originally made. If land acquired through the private grant program is determined to be no longer of interest by the state, the proposed dispersal of the property shall be reviewed by the grantee, and the grantee shall have the first right of refusal on an option to take title to the property in question.

The notice will be filed by the City of Coralville, Johnson County, Iowa
Iowa in the office the Recorder of the county in which the subject real estate is located.

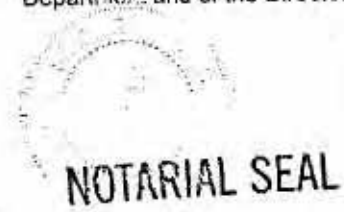
IOWA DEPARTMENT OF NATURAL RESOURCES
State Capitol Complex
Des Moines, Iowa 50319-0034

July 13, 2001 By: *[Signature]*
Date Title: Larry J. Wilson, Deputy Director

STATE OF IOWA }
 } ss:
COUNTY OF POLK }

On **June 4, 2001**, A.D., before me, the undersigned, a Notary Public in and for the state of Iowa, personally appeared Larry J. Wilson, to me known to be the identical person named in and who executed the foregoing instrument and acknowledged that the said Director of the Iowa Department of Natural Resources and that the Director, or the Director's designee, executed the instrument as the voluntary act and deed of the Department and of the Director.

Karen A. Stone
NOTARY PUBLIC
in and for the state of Iowa



000457

Exhibit "A"

CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL ORDINANCE

SECTION 1. Short Title. This Chapter shall be known as the Construction Site Erosion and Sediment Control Ordinance.

SECTION 2. Purpose. It is the purpose of this Ordinance to:

- (a) Protect, maintain and enhance the environment of the City of Coralville and the public health, safety, and general welfare of the public by controlling discharges of pollutants to the City's storm water system and to maintain and improve the quality of the receiving waters into which the storm water flows; and
- (b) Enable the City of Coralville to comply with its National Pollution Discharge Elimination System Permit (NPDES) and applicable statutes and regulations for storm water discharges.

SECTION 3. Findings.

- (a) The United States Environmental Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) permit program administered by the Iowa Department of Natural Resources (IDNR) requires that cities meeting certain demographic and environmental criteria obtain from the IDNR an NPDES permit for the discharge of storm water from a Municipal Separate Storm Sewer System (MS4) Permit. The City of Coralville is subject to the NPDES permit program and is required to obtain, and has in fact obtained, an MS4 permit; the City's MS4 permit is on file at the office of the City Clerk and is available for public inspection during regular office hours.
- (b) The Program requires certain individuals engaged in construction activities to submit an application to the Department for a State NPDES General Permit No. 2. Notwithstanding any provision of this ordinance, every Applicant(s) bears final and complete responsibility for compliance with a State NPDES General Permit No. 2 and a City Construction Site Runoff Permit, and any other requirement of state or federal law or administrative rule.
- (c) As a condition of the City's MS4 permit, the City is obliged to undertake responsibility for administration and enforcement of the Program by adopting a Construction Site Erosion and Sediment Control ordinance designed to achieve the following objectives:
 - (i) Any Person required by law or administrative rule to apply to the Department for a State NPDES General Permit No. 2 shall also be

MEMORANDUM OF AGREEMENT

THIS AGREEMENT entered into by and between the City of Coralville, Iowa, 1512 7th Street, P.O. Box 5127, Coralville, Iowa 52241, hereinafter referred to as the "City"; and Southgate Development Company, 755 Mormon Trek Boulevard, Iowa City, Iowa 52246, hereinafter referred to as the "Developer."

WHEREAS, the City submitted application to the Iowa Department of Transportation on behalf of Southgate Development Company for funding via the Revitalize Iowa's Sound Economy ("R.I.S.E.") Program; and

WHEREAS, the Iowa Department of Transportation, on January 9, 2001, approved said application to provide R.I.S.E. funds in the amount of \$309,375.00 to be used to construct a portion of Jones Boulevard into the proposed WestCor Business Park (the "Project"); and

WHEREAS, the local matching share of said Project is also \$309,375.00; and

WHEREAS, it is now necessary for the City and Developer to enter into an agreement regarding cost-sharing, reimbursement of funds and design standards in connection with this Project.

NOW, THEREFORE, FOR THEIR JOINT AND MUTUAL CONSIDERATION, THE PARTIES AGREE AS FOLLOWS:

A. Payment of Invoices

1. Upon submission of an invoice and subsequent review and approval by the City Council at its next regularly scheduled meeting, the City shall pay any and all invoices associated with this Project.
2. After payment by the City and subject to Section B below, the Finance Officer or her designee shall forward an invoice to the Developer for reimbursement of funds, that invoice being equal to the total invoice paid by the City less any reimbursement by the Iowa Department of Transportation under the R.I.S.E. Agreement. Said invoice is due and payable to the City of Coralville upon receipt. Please send payments to:

Finance Officer
City of Coralville
1512 7th Street, P.O. Box 5127
Coralville, Iowa 52241

3. In the event that the Developer does not reimburse the City under the terms of this Agreement, the additional costs paid by the City on behalf of the Developer which are not reimbursed by the Iowa Department of Transportation shall become a lien upon the property known as the "WestCor Business Park," and need not meet the requirements of notice, benefit or value as provided for by the Code of Iowa for assessing municipal improvements.

District 6 Office
430 Sixteenth Avenue SW
P.O. Box 3150
Cedar Rapids, IA 52406-3150

PHONE: 319-364-0235
FAX: 319-364-9614

January 16, 2009

REF: IMN-80-6(235)--0E-52
Johnson County
City of Coralville

Mr. Dan Holderness, P. E.
City of Coralville, Engineering
1512 7th Street P. O. Box 5127
Coralville, Iowa 52241-1708

SUBJECT: I-80 / I-380 Interchange

Dear Dan:

This letter is in response to questions outlined in your letter of Dec. 18, 2008.

1. Regarding the City owned property purchased with a REAP grant, the provided agreement with Iowa DNR only indicates how the disposal of the land should be accomplished. While this project may not constitute a disposal of the land, it would seem that if the Iowa DOT needs to acquire any of the land purchased or developed with REAP funds, the City, as recipient of the funds, and the DOT will have to coordinate with DNR to obtain approval for the acquisition.
2. With the issuance of the DOT's 404 permit for the project by the USACE, the City will be relieved of the responsibility for the portion of their Section 404 wetland mitigation acres that the DOT acquires or otherwise impacts with the road project. The DOT will, in essence, assume responsibility for that portion of the City's original wetland mitigation. In addition, we expect to be required by the USACE to mitigate beyond the City's original requirement. Whether the USACE has approved the mitigation site and has released the City from further reporting or corrective actions on their Coralville mitigation site does not matter.
3. All Iowa DOT construction projects which disturb 1 acre of land or more are required to have a storm water permit. Storm Water Discharge requirements are mandated by Iowa Code in Chapter 455B.105 and 455B.173. Further guidance is provided in Iowa Administrative Code 567 Chapter 64. Contractors are required to obtain the appropriate storm water permit for any activities that involve asphalt plants, concrete batch plants, rock crushing plants, as well as construction sand and gravel facilities. The contractor shall provide proof of coverage to the resident construction engineer prior to that site being allowed to provide material to the project. All contractors and subcontractors who deal with or have an impact on storm water pollution issues shall sign a co-permittee certification prior to conducting land disturbing work on the project. This signed certificate is submitted to the Office of Contracts when the signed contract is submitted. The Contractor is presumed to be familiar with all laws,

ordinances, and regulations that may in any manner affect the conduct of the work. The specifications note that the Contractor shall conduct the work so conflict from any such laws, ordinances, and regulations will be avoided. If desired, a note can be added to the construction plan which notifies the Contractor of specific ordinances which they will be required to follow.

4. The ROW line did include some buffer based on engineering judgment to account for some of the unknowns. We can give you an approximate number of feet from the barn based on this information but please just note that it is preliminary and subject to change as the design is further refined in the future. We have asked the consultant to produce some additional cross sections showing the barns approximate locations and will provide to you. If you then require additional information, please let us know.
5. The DOT, through our cultural resource consultant, collected information about the barns. Based on the consultant's findings, the DOT made a recommendation to the Iowa State Historic Preservation Officer (SHPO) that the barns did not meet one or more of the National Park Service's four criteria of eligibility for listing on the National Register of Historic Places. The SHPO concurred in this finding.
6. 6. As noted in #4 above, the barns are not affected by this project. Therefore, the IA DOT believes that the City of Coralville will need to consult with the SHPO if the eligibility of the barns for the National Register is in question. Also, while the DOT has avoided impacting the barns, if an alignment change is required later during the design phase, their proximity and eligibility status could complicate addressing the safety and operational concerns underlying the project.

NE Quadrant

1. Thank you for the copy of the agreement.
2. We would react to any alignment of the Clear Creek trail when the project is built. It would be helpful for the City to strive to avoid the footprint of the project with any trail to avoid future land use conflicts. It is likely that a trail along U.S. 6 is viable. (Also addresses General Comment 1 and 2).

Regarding an agreement and property acquisition of City land for the project, typically the DOT would reimburse for functional replacement of any improvements within the area to be acquired; for example, paths, fountains, ponds, gazebos, etc. The DOT would also typically cover the cost of replacement land to mitigate the acquisition if the park was 4f or wetlands, and in order to secure the necessary permits the DOT is required to mitigate. We reference here Iowa Code 761 Chapter 150.0(1). The precise details of the agreement will be developed as the project progresses.

If you have further questions or we need to discuss any issues, please let me know.

Sincerely,

James R. Schnoebelen, P. E.
District 6 Engineer

cc: Roger Larsen, Iowa DOT-Office of Location and Environment/Ames
Ken Yanna, P. E., Assistant District Engineer, Iowa DOT-Cedar Rapids
Catherine Cutler, Transportation Planner, Iowa DOT-Cedar Rapids
Newman Abuissa, P. E., Iowa City Area Engineer, Iowa DOT-Cedar Rapids

APPENDIX C
FARMLAND PROTECTION FORM



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010
FAX:

515-239-1467
515-239-1726

July 15, 2008

Ref: I-80/380 Interchange
Johnson County

Mark LaVan
Resource Soil Scientist
Natural Resources Conservation Service
1805 W. Jefferson
Fairfield, IA 52556

Dear Mr. LaVan:

The Iowa Department of Transportation is proposing to upgrade and reconstruct the Interstate 80/ Interstate 380 interchange in Coralville, Johnson County, Iowa. Because the project will affect farmland, I am enclosing a completed Farmland Conversion Impact Rating form (AD-1006) and supporting documentation for your review.

If you have any questions, please call me at (515) 239-1467.

Sincerely,

A handwritten signature in cursive script that reads "Janet M. Vine".

Janet M. Vine
Office of Location and Environment

Enclosures

cc:
Roger Larsen, OLE
Christine Norrick, CH2M Hill
Jeff Frantz, CH2M Hill



Natural Resources Conservation Service
1805 W Jefferson
Fairfield IA 52556

RECEIVED

AUG - 6 2008

OFFICE OF LOCATION & ENVIRONMENT

Date: August 1, 2008

TO: Iowa Department of Transportation
Janet M. Vine
Office of Location and Environment
800 Lincoln Way
Ames, Iowa, 50010

RE: Form AD-1006
Farmland Conversion Impact Rating
Interstate 80/380 Interchange
Coralville/Johnson County, Iowa

Janet,

Your request for the completion of a Farmland Impact Rating for the upgrade and reconstruction of the Interstate 80/380 Interchange in Coralville has been received by the Natural Resources Conservation Service. Parts II, IV, and V, as shown on the attached AD-1006 Form, have been completed by this office.

Please contact me if you have any questions about the completion of the attached AD-1006 Form.

A handwritten signature in blue ink that reads "Mark R. La Van".

Mark R. La Van
Resource Soil Scientist

cc: Wendell Jones, District Conservationist, NRCS

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project	I-80/I-380 System Interchange	Federal Agency Involved	Iowa DOT/FHWA
Proposed Land Use	Highway Interchange	County And State	Johnson County IA

PART II (To be completed by NRCS)		Date Request Received By NRCS	
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"/>
Major Crop(s)	Corn	Acres Irrigated	<1000
		Average Farm Size	243 acres
Name Of Land Evaluation System Used	Johnson County	Amount Of Farmland As Defined in FPPA	Acres: 203,562 % 51
		Name Of Local Site Assessment System	LESA
		Date Land Evaluation Returned By NRCS	8/1/08

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	90.5			
B. Total Acres To Be Converted Indirectly	0.0			
C. Total Acres In Site	90.5	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	29.2			
B. Total Acres Statewide And Local Important Farmland	51.8			
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	77.1			

PART V (To be completed by NRCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	51.3	0	0	0

PART VI (To be completed by Federal Agency)					
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use	10				
2. Perimeter In Nonurban Use	10				
3. Percent Of Site Being Farmed	10				
4. Protection Provided By State And Local Government	20				
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average	0				
8. Creation Of Nonfarmable Farmland	0				
9. Availability Of Farm Support Services	5				
10. On-Farm Investments	10				
11. Effects Of Conversion On Farm Support Services	0				
12. Compatibility With Existing Agricultural Use	5				
TOTAL SITE ASSESSMENT POINTS	160	70	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	70	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	70	0	0	0

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

APPENDIX D
EARLY COORDINATION

March 18, 2005

Mr. Joe Cothern
National Environmental Policy Act Team
US Environmental Protection Agency
901 North 5th Street
Kansas City, KS 66101

Subject: **I-80/I-380 System Interchange Improvement Project**
Johnson County, Iowa
IMN-80-6(235)--0E-52

Dear Mr. Joe Cothern:

The Iowa Department of Transportation (Iowa DOT) has initiated planning and preliminary design studies for the reconstruction of the I-80/I-380 System Interchange in Johnson County, Iowa. The purpose of the proposed project is to improve ramp geometry, traffic flow and safety issues associated with the current cloverleaf interchange design. The improvements may include components such as the removal of some or all of the existing loop ramps, along with the possible introduction of directional ramps (including flyover ramps), the provision of auxiliary lanes, collector-distributor roads, and improved ramp spacing and weaving lengths. An Interchange Justification Report, which will consider the effects of the system interchange alternatives on adjacent interchanges, will also be prepared as part of the project. A project map is attached.

An Environmental Assessment (EA) will be prepared for the proposed project. An EA is a National Environmental Policy Act (NEPA) document that is required in the preliminary stages of the planning process. The EA is a written record of the analysis of potential impacts to the environment resulting from the proposed project and is prepared for projects for which the potential for significant impacts is unclear. Impacts to both the natural and socioeconomic environment will be assessed, with the evaluation to include issues relating to cultural and recreational resources, air and noise quality, displacements of homes and businesses, and potential wetland, floodplain, water quality, wildlife habitat, and threatened and endangered species involvement.

While it is the expectation that existing right-of-way will be used whenever practicable, some additional acreage may be required to accommodate certain aspects of the proposed improvement. As planning and design activities continue, the precise right-of-way needs, as well as potential project impacts upon these resources will be more accurately determined.

For the project as described above, and as part of our required early coordination processing, the Iowa DOT is soliciting comments from your agency in regard to the project and its potential impacts as related to your area of expertise and jurisdiction by law. This project is being developed for federal funding participation through the Federal Highway Administration, U.S. Department of Transportation. Your response by May 1, 2005, would be greatly appreciated.

Very truly yours,



James Rost
Director
Office of Location and Environment
515-239-1225

Mr. Joe Cothorn
National Environmental Policy Act Team
US Environmental Protection Agency
901 North 5th Street
Kansas City, KS 66101

Dr. Lowell Soike, Deputy Director
State Historical Society of Iowa
Department of Cultural Affairs
East 12th and Grand Avenue
Des Moines, IA 50309

Mr. Scott Vander Hart
Environmental Services Division
Iowa Department of Natural Resources
502 East 9th Street
Des Moines, IA 50319

Federal Funds Coordinator
Iowa Department of Economic Development
200 East Grand
Des Moines, IA 50309

Johnson County Board of Supervisors
Johnson County Administration Building
913 South Dubuque Street
Suite 201
Iowa City, Iowa 52240

Jim Fausett
Coralville Mayor
814 14th Avenue
Coralville, Iowa 52241

NRCS Service Center
51 Escort Lane SW
Iowa City, Iowa 52240

Steven M. McCann
Federal Funds Coordinator
Iowa Department of Economic Development
Division for Community Progress
200 E Grand Avenue
Des Moines, IA 50319

Mr. Robert F. Stewart
Office of Environmental Policy & Compliance
US Department of the Interior
PO Box 25007 (D-108)
Denver, CO 80225-0007

Mr. Dick Hainje
Regional Director
Federal Emergency Management Agency
2323 Grand Boulevard, Suite 900
Kansas City, MO 64108

Mr. Mike Valde, Administrator
Environmental Protection Division
Iowa Department of Natural Resources
502 E 9th Street
Des Moines, IA 50319

Mr. Keith Dohrmann, Administrator
Parks, Recreation & Preserve Division
Iowa Department of Natural Resources
502 East 9th Street
Des Moines, IA 50319

Rick Dvorak, Administrator
Johnson County Department of Planning and
Zoning
913 Dubuque Street
Suite 204
Iowa City, Iowa 52240

Dan Holderness, City Engineer
Coralville Engineering Department
1512 7th Street
PO Box 5127
Coralville, Iowa 52241

Iowa Department of Agriculture and Land
Stewardship
Wallace State Office Building
502 East 9th Street
Des Moines, Iowa 50319

Lowell Soike, SHPO
Bureau of Community Programs
State Historical Society of Iowa
Department of Cultural Affairs
600 E Locust St.
Des Moines, IA 50319-0290

Mr. Richard C. Nelson
US Fish & Wildlife Service
4469 48th Avenue Court
Rock Island, IL 61201

Colonel William J. Bayles
U.S. Army Corps of Engineers
Clock Tower Building
Rock Island, IL 61201

Mr. Leroy Brown
State Conservationist
U.S. Department of Agriculture
Natural Resource Conservation Service
210 Walnut Street
Des Moines, IA 50309
Harry Graves, Director
Johnson County Conservation Department
F.W. Kent Park
2048 Hwy 6 NW
Oxford, Iowa 52322

Jeff Davidson
Executive Director and Transportation
Planner
Johnson County Council of Governments
410 East Washington Street
Iowa City, Iowa 52240

Wendell Jones, District Conservationist
Johnson County Soil and Water
Conservation District
51 Escort Lane
Iowa City, Iowa 52240

Iowa City Area Chamber of Commerce
325 East Washington Street
Iowa City, Iowa 52240

United States Department of Agriculture



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

RECEIVED

MAR 30 2005

OFFICE OF LOCATION & ENVIRONMENT

March 24, 2005

Mr. James Rost
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Subject: I-80/I-380 System Interchange Improvement Project
Johnson County, Iowa
IMN-80-6(235)--OE-52

Dear Mr. Rost:

This letter is in response to your request for comments regarding the I-80/I-380 System Interchange Improvement Project referenced above. Although a significant portion of the activity may be in the existing right-of-way, there appears to be the opportunity or need to extend beyond the existing right-of-way.

Our preliminary identification of environmental impacts include:

- Potential removal of trees and shrubs that would affect area wildlife, including resident and migratory neo tropicals and Indiana bat habitat.
- Potential sedimentation entering Clear Creek.
- Potential to prime, important farm land.

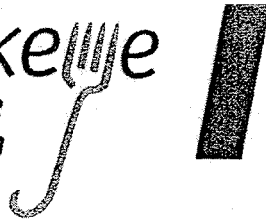
Contact Wendell Jones, NRCS District Conservationist, at 51 Escort Lane, Iowa City, Iowa, or telephone number 319/337-2322, to file the Farmland Protection Policy Act, Form AD 1006.

Sincerely,

A handwritten signature in cursive script that reads "Richard Van Klaveren".

Richard Van Klaveren
State Conservationist

cc: Bruce Trautman, ASTC-FO, NRCS, Fairfield, IA
Wendell Jones, DC, NRCS, Iowa City, IA



RECEIVED

MAR 30 2005

OFFICE OF LOCATION & ENVIRONMENT

March 28, 2005

Mr. James R. Schnoebelen, P.E.
Iowa Department of Transportation
P.O. Box 3150
Cedar Rapids, Iowa 52406-3150

Dear Mr. Schnoebelen,

Hawkeye Foodservice Distribution, Inc. is located on Highway 6 in Coralville and is included in the study of the I-80/US 218/IA 27 interchange in Johnson County. I appreciate the letter that you sent out on March 18, and will certainly cooperate with DOT personnel and/or other consultants contracted by the DOT.

We have been in the same location on Highway 6 since 1964. In 2001, we purchased the FS Feeds building, now 3800 2nd Street in Coralville. The amount of traffic growth we have witnessed over the years is significant. The growth in traffic since the opening of the Coral Ridge Mall has been staggering.

Highway 6, from the I-380 overpass to the west Lowe's entrance surely requires capacity improvements to improve flow and safety. We are big proponents of this. We are also big supporters of direct on/off access to I-380 from Highway 6. Our trucks and employees would then be able to avoid going through the town of Tiffin or through the congested Coral Ridge Mall accesses to the interstate system.

Thank you for your consideration. Please let me know if there are additional audiences that are interested in learning what landowners within the study area are thinking.

Sincerely,

Jeff A. Braverman
President

cc: Richard Kautz, District 6 Office, Iowa DOT
Catherine Cutler, District 6 Office, Iowa DOT
Mitch Dillavou, Engineering Building, Iowa DOT
Jim Rost, Office of Location and Environment, Iowa DOT
Roger Larsen, Office of Location and Environment, Iowa DOT

March 29, 2005

**In reply refer to:
R&C#: 050352113**

James Rost, Director
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RE: FHWA – JOHNSON COUNTY – IMN-80-6(235)—0E-52 – INTERSTATE 80 AND 380
SYSTEM INTERCHANGE IMPROVEMENT PROJECT - ENVIRONMENTAL
ASSESSMENT – PLANNING AND PRELIMINARY DESIGN STUDIES INITIATED

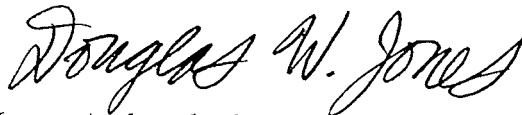
Dear Mr. Rost,

Thank you for notifying our office about the above referenced proposed project. We understand that this project will be a federal undertaking and will need to comply with Section 106 of the National Historic Preservation Act and with the National Environmental Policy Act. We look forward to consulting with you and the Federal Highway Administration on the Area of Potential Effect for this proposed project and whether this project will affect any significant historic properties under 36 CFR Part 800.4. In accordance with our Programmatic Agreement between your agency, the Federal Highway Administration, and our office; we will need the following types of information for our review:

- The Area of Potential Effect (APE) for this project needs to be adequately defined (36 CFR Part 800.16 (d)).
- Information on what types of cultural resources are or may be located in the APE (36 CFR Part 800.4).
- The significance of the historic properties in the APE in consideration of the National Register of Historic Places Criteria.
- A determination from your agency, as authorized by Federal Highway Administration, of the undertaking's effects on historical properties within the APE (36 CFR Part 800.5).

The responsible federal agency will need to identify and contact all potential consulting parties that may have an interest in historic properties within the project APE (36 CFR Part 800.2 (c)). Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with you and the Federal Highway Administration on this project. Should you have any questions please contact me at the number below.

Sincerely,



Douglas W. Jones, Archaeologist
State Historic Preservation Office
State Historical Society of Iowa
(515) 281-4358



STATE OF IOWA

THOMAS J. VILSACK, GOVERNOR
SALLY J. PEDERSON, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
JEFFREY R. VONK, DIRECTOR

March 30, 2005

RECEIVED

CERTIFIED MAIL

APR 01 2005

OFFICE OF LOCATION & ENVIRONMENT

James Rost, Director
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Re: I-80/I-380 System Interchange Improvement Project
Johnson County, Iowa
Request for comments

Dear Mr. Rost:

The Iowa Department of Natural Resources (DNR) Air Quality Bureau received your letter of March 18, 2005, requesting comments on a proposed reconstruction of the I-80/I-380 System Interchange in Johnson County, Iowa. Your letter has been forwarded to other areas within the DNR for review and comment.

The DNR is the regulatory authority for the air quality programs described below. These programs may or may not apply to the proposed I-80/I-380 System Interchange project.

- **Construction Permitting Requirements**

DNR issues construction permits for new and modified sources of air pollutants. If the project includes any new air emission units, including portable equipment, the project may be subject to these construction permitting requirements. You may wish to visit our website at www.iowadnr.com/air/prof/const/const.html for more information, or contact our permit hotline at 1-877-AIR-IOWA. You may also wish to review the rules for permitting contained in 567 Iowa Administrative Code (IAC) Chapter 22 (455B). The IAC is available on-line at www.legis.state.ia.us/IAC.html.

- **Asbestos**

Building renovations, demolitions and training fires are potentially subject to the asbestos release prevention efforts under the National Emission Standards for Hazardous Air Pollutants (NESHAP) for asbestos [40 Code of Federal Regulations (CFR) Part 61, subpart M]. The DNR has been delegated the authority to administer and enforce this program.

The asbestos NESHAP rules apply **before** renovation or demolition begin, and often require a thorough inspection and lab analysis of suspect asbestos containing material, notification to the DNR and, in some cases, proper removal and disposal. For more information, please contact the DNR Asbestos NESHAP Coordinator, Marion Burnside, at 515-281-8443.

- **Open Burning**

The DNR regulates open burning. "Open burning" is the burning of combustible materials where the products of combustion are emitted into the open air without passing through a chimney or stack. In general, open burning is prohibited, except for the specific exemptions listed in the state open burning rules. The open burning rules are contained in 567 IAC rule 23.2(455B). In addition, there are a number of definitions in 567 Chapter 20 that are applicable to open burning. The IAC is available on-line at www.legis.state.ia.us/IAC.html.

- **Fugitive Dust**

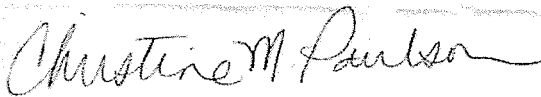
The DNR administers regulations that pertain to fugitive dust. In general, owners or operators must take reasonable precautions to prevent fugitive dust from becoming airborne and crossing the property line. These regulations, which may be applicable to this project, are contained in 567 IAC paragraph 23.3(2)"c", and can be found at the website indicated above.

- **Opacity**

The DNR administers regulations that pertain to opacity (visible emissions). In general, visible emissions in excess of 40 percent opacity are not allowed unless specifically exempted under rule. The rules for opacity, which may pertain to this project, are under paragraph 567 IAC 23.3(2)"d", and are available on-line at the link indicated above.

If you have any questions, please contact me at 515 242-5154 or by e-mail at christine.paulson@dnr.state.ia.us.

Sincerely,



Christine M. Paulson
Senior Environmental Specialist - Program Development Section
Air Quality Bureau

c: Scott VanderHart – DNR

325 East Washington Street
P.O. Box 2358
Iowa City, IA 52244-2358



Tel. 319.337.9637
Fax 319.338.9958
chamber@iowacityarea.com
www.iowacityarea.com

RECEIVED

APR 04 2005

OFFICE OF LOCATION & ENVIRONMENT

March 2005

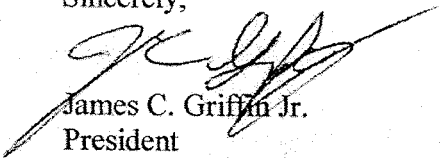
James Rost
Director
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Mr. Rost,

Thank you for contacting the Iowa City Area Chamber of Commerce regarding the I-80/I-380 System Interchange Improvement Project. We recognize that safety at this interchange is an issue that needs to be addressed.

If further investigation finds improvements are necessary and feasible, the Iowa City Area Chamber of Commerce will be supportive of the project. Please let me know if there is anything the Area Chamber can do to assist you in gaining federal funding.

Sincerely,



James C. Griffin Jr.
President

Iowa City Area Chamber of Commerce



STATE OF IOWA

THOMAS J. VILSACK, GOVERNOR
SALLY J. PEDERSON, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
JEFFREY R. VONK, DIRECTOR

April 5, 2005

Mr. James Rost
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RECEIVED
RECEIVED
APR 12 2005
OFFICE OF LOCATION & ENVIRONMENT
OFFICE OF LOCATION & ENVIRONMENT

RE: I-80/I-380 System Interchange Improvement Project, IMN-80-6(235)—0E-52, Johnson County, IA

Dear Mr. Rost:

Thank you for inviting our comments on the impact of the above referenced project.

The soil map shows areas of sandy soil (Chelsea, Sparta, and complexes including Chelsea) in the vicinity of this project. If this project will disturb land that is outside the existing right-of-way and that contains sandy soil with native vegetation, then a survey is recommended for the Ornate Box Turtle (*Terrapene ornata*, Iowa listed threatened).

The Indiana Bat (*Myotis sodalis*, state and federal endangered) may occur in the area of this project. The enclosed guidelines provide information about summer habitat requirements and survey methods for the Indiana Bat. If it appears that you will disturb potential Indiana Bat summer habitat, we suggest that you contact the U.S. Fish and Wildlife Service Rock Island Field Office at (309) 793-5800. If other 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.

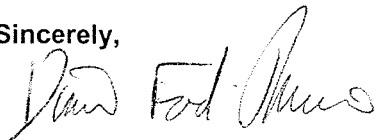
Effective March 10, 2003, any construction activity that bares the soil of an area greater than or equal to 1 acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge 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.

05-3617L.doc

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

Sincerely,

A handwritten signature in black ink, appearing to read "Diane Ford-Shivvers". The signature is written in a cursive style with a large initial "D".

DIANE FORD-SHIVVERS, SUPERVISOR
POLICY AND COORDINATION
CONSERVATION AND RECREATION DIVISION

DFS:kd

Attachment: Indiana Bat Guidelines (addressee only)

FILE COPY: Keith L. Dohrmann

IOWA DEPARTMENT OF NATURAL RESOURCES

GUIDELINES FOR PROTECTION OF INDIANA BAT SUMMER HABITAT

These guidelines were prepared to provide information about the Indiana bat and its summer habitat requirements in Iowa and to prevent inadvertent harm to the species through various human activities. This update of the guidelines is in response to changes in the U.S. Fish and Wildlife Service requirements for protecting this endangered species. The changes include:

- No cut dates changed to April 15 through September 15
- Drop the requirement for the number of roost trees/acre
- Use the U.S. Fish and Wildlife Service guidelines for mist net surveys

The Indiana bat is a federal (50 CFR Part 17) and state (Code of Iowa, Chapter 481B) listed endangered species that occurs in southern Iowa from May through August.

Female Indiana bats have their young beneath the loose or peeling bark of trees. Most nursery colonies have been found beneath the bark of standing dead trees on the trunk or large branches. Dead trees that retain sheets or plates of bark and which provide space beneath the bark such as red oak, post oak, and cottonwood are potential roost trees. Live trees such as shagbark and shellbark hickory are also used at times for roosting. The nursery colonies are located along streams and rivers or in upland forest areas. Riparian areas are also important feeding areas for this species. Indiana bats have been captured on the edge of urban areas. It is likely that the bats would be using only areas on the edge of the town or city and only if there is suitable habitat such as a greenbelt or a large park with a natural forest component that would have the below listed requirements. This would exclude city parks that are maintained as mowed areas.

Counties affected

Summer Range in Iowa:

Appanoose, Clarke, Davis, Decatur, Des Moines, Henry, Iowa, Jasper, Jefferson, Keokuk, Lee, Louisa, Lucas, Madison, Mahaska, Marion, Monroe, Muscatine, Poweshiek, Ringgold, Union, Van Buren, Wapello, Warren, Washington, and Wayne.

The U.S. Fish and Wildlife Service considers all counties south of Interstate 80, including those portions of Dallas, Polk, Jasper, Poweshiek, Iowa, Johnson, Muscatine, and Scott counties south of Interstate 80, as being within the potential range of the species in Iowa.

If a survey of the habitat within the project area finds that suitable summer habitat for the Indiana Bat, as defined above, is present then there are two options available.

Option 1:

Conduct a mist net survey of the project area for Indiana Bats

The U.S. Fish and Wildlife Service developed guidelines for conducting mist net surveys. A copy titled "Mist Netting Guidelines" may be obtained from the following office:

U. S. Fish and Wildlife Service
4469 48th Avenue Court
Rock Island, Illinois 61201

Survey results should be submitted to:

Iowa Department of Natural Resources,
Wallace State Office Building
502 East Ninth
Des Moines, IA 50319
(Attention: Daryl Howell)

U.S. Fish & Wildlife Service
4469 48th Ave. Court
Rock Island, IL 61201

If Indiana bats are found during the survey then no removal of the trees will be allowed between April 15 and September 15.

Option 2:

Conduct tree clearing and cutting between September 16 and April 14 or remove all potential roost trees identified during the habitat survey between these dates.

The IDNR can offer assistance in identifying qualified professionals to conduct habitat surveys and bat surveys. Contact Daryl Howell if you have questions about these guidelines at the above listed address or (515) 281-8524.

Please contact the U.S. Fish and Wildlife Service at the above listed address or (309) 793-5800, for information about the most current federal guidelines for the Indiana bat.

These guidelines may be revised based on the availability of new research or management information or to clarify particular points in the guidelines. You may wish to check with the DNR to determine if you have the most current set of guidelines.



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

RECEIVED

APR 25 2005

OFFICE OF LOCATION & ENVIRONMENT

April 18, 2005

Planning, Programs, and
Project Management Division

Mr. James Rost
Director
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Mr. Rost:

I received your letter dated March 18, 2005, concerning I-80/I-380 System Interchange Improvement Project, Johnson County, Iowa (IMN-80-6(235)-0E-52). Rock Island District staff reviewed the information you provided and have the following comments:

a. The Rock Island District Corps of Engineers (Corps) is currently conducting the Iowa River Clear Creek Section 206 feasibility study with the potential for construction in 2006/2007. Our project includes bankline stabilization, construction of wetlands and riparian buffers, and the installation of riffle structures. Our proposed project has two sites that are located within your proposed study corridor. In addition, the City of Coralville has recently constructed a mitigation site that is within your study corridor. (See enclosure)

Additional coordination with the Corps will need to take place so that both of these projects may be developed to the benefit of our respective agencies and the local sponsor. Ms. Amy Moore (amy.r.moore@usace.army.mil) is the project engineer for the Iowa River Clear Creek Section 206 feasibility study and may be contacted by telephone at 309-794-5831. You may also write to Ms. Moore at the above address, ATTN: Amy Moore, ED-DN.

b. Any proposed placement of fill or dredged material into waters of the United States (including wetlands) requires Department of the Army (DA) authorization. We require additional details of your project before we can make a final determination. When detailed plans are available, please complete and submit an application packet to the Rock Island District for processing.

c. The Responsible Federal Agency should coordinate with Ms. Maria Pandullo, Iowa Historic Preservation Agency, ATTN: Review and Compliance Program, State Historical Society of Iowa, Capitol Complex, Des Moines, Iowa 50319 to determine impacts to historic properties.

d. The Rock Island Field Office of the U.S. Fish and Wildlife Service should be contacted to determine if any federally listed endangered species are being impacted and, if so, how to avoid or minimize impacts. The Rock Island Field Office address is: 4469 - 48th Avenue Court, Rock Island, Illinois 61201. Mr. Rick Nelson is the Field Supervisor. You can reach him by calling 309/793-5800.

e. The Iowa Emergency Management Division should be contacted to determine if the proposed project may impact areas designated as floodway. Mr. Dennis Harper is the Iowa State Hazard Mitigation Team Leader. His address is: Hoover State Office Building, Level A, Des Moines, Iowa 50319. You can reach him by calling 515/281-3231.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Ms. Sandra Brewer of our Economic and Environmental Analysis Branch, telephone 309/794-5171.

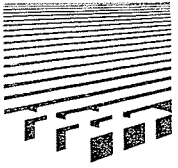
You may find additional information about the Corps' Rock Island District on our web site at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit the web site <http://www.usace.army.mil/divdistmap.html>.

Sincerely,



Kenneth A. Barr
Chief, Economic and Environmental
Analysis Branch

Enclosure



Johnson County Council of Governments

410 E. Washington St. Iowa City, Iowa 52240

RECEIVED

APR 26 2005

OFFICE OF LOCATION & ENVIRONMENT

April 21, 2005

James Rost, Director
Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Re: Your correspondence of March 18, 2005; I-80/I-380 system interchange improvement project; Johnson County, Iowa; IMN-80-6(235)-0E-52

Dear Mr. Rost:

Pursuant to your letter of March 18, 2005, any improvement to the I-80/I-380 system interchange in Johnson County Iowa to improve ramp geometry, traffic flow, and safety issues is consistent with the JCCOG Long-Range Multi-Modal Transportation Plan. As Metropolitan Planning Organization for the Iowa City Urbanized Area, we look forward to these improvements.

Let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Davidson".

Jeff Davidson
Executive Director

✓

RECEIVED

MAY 3 2005

OFFICE OF LOCATION & ENVIRONMENT



April 28, 2005

Mr. James Rost
Director, Office of Location and Environment
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

RE: I-80/I-380 System Interchange Improvement Project
Johnson County, IA
IMN -80-6(235)- -0E-52

Dear Mr. Rost:

The City of Coralville supports the IJR study of this systems interchange and subsequent improvements. This interchange in its current condition is getting increasingly dangerous as the volumes of traffic overall and percentage of trucks continue to increase.

The city owns ground immediately south of I-80 and east of the systems interchange. The grading and initial seeding has been completed for a wetlands mitigation project in this area. The final plantings will occur in 2005. A copy of the as-built plans for this project are enclosed for your information.

The city is also involved with the US Army Corps of Engineers in a 206 Aquatic Ecosystem Restoration Project on ground we own immediately east of the above-mentioned wetlands restoration project. This project is in the feasibility stage of planning at this time. My understanding is that Amy Moore of the USACE is sending preliminary plans for this project to you for your information.

The city is planning a trail system through our land along Clear Creek to eventually attach to trails from Tiffin to the west. A map detailing the proposed routes of these trails is included for your information. As you can see, our proposal is to route these trails under existing bridges on I-80 and I-380. We are interested in working with the DOT to make sure these trails can be constructed in the future.

I am sending under separate cover to CH2M Hill the private development plans for the ground on the NE quadrant of the systems interchange.

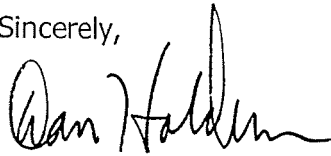
Finally, the city is interested in constructing a future interchange at the I-380/US Highway 6 crossing. Our understanding is that one of the outcomes of the systems IJR is determine if an interchange at the I-380/US Highway 6 location is

City Administration
1512 7th Street
Coralville, Iowa 52241-1708
319-248-1700
Fax: 319-248-1894

possible. We think there are a lot of advantages of an interchange at this location one of which is direct connectivity from the interstate system to Hwy 6.

Thank you for the opportunity to share information in the early stages of this IJR. We are anxious to see the results. Please let me know if you require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Holderness". The signature is fluid and cursive, with a prominent loop at the end.

Dan Holderness, P.E.
City Engineer

Enc.

A simple, curved handwritten flourish or scribble in black ink, located below the "Enc." text.

Proposed Clear Creek Trail Alignment at
Interstate 80 / 380 Interchange

Proposed Trail

City Property

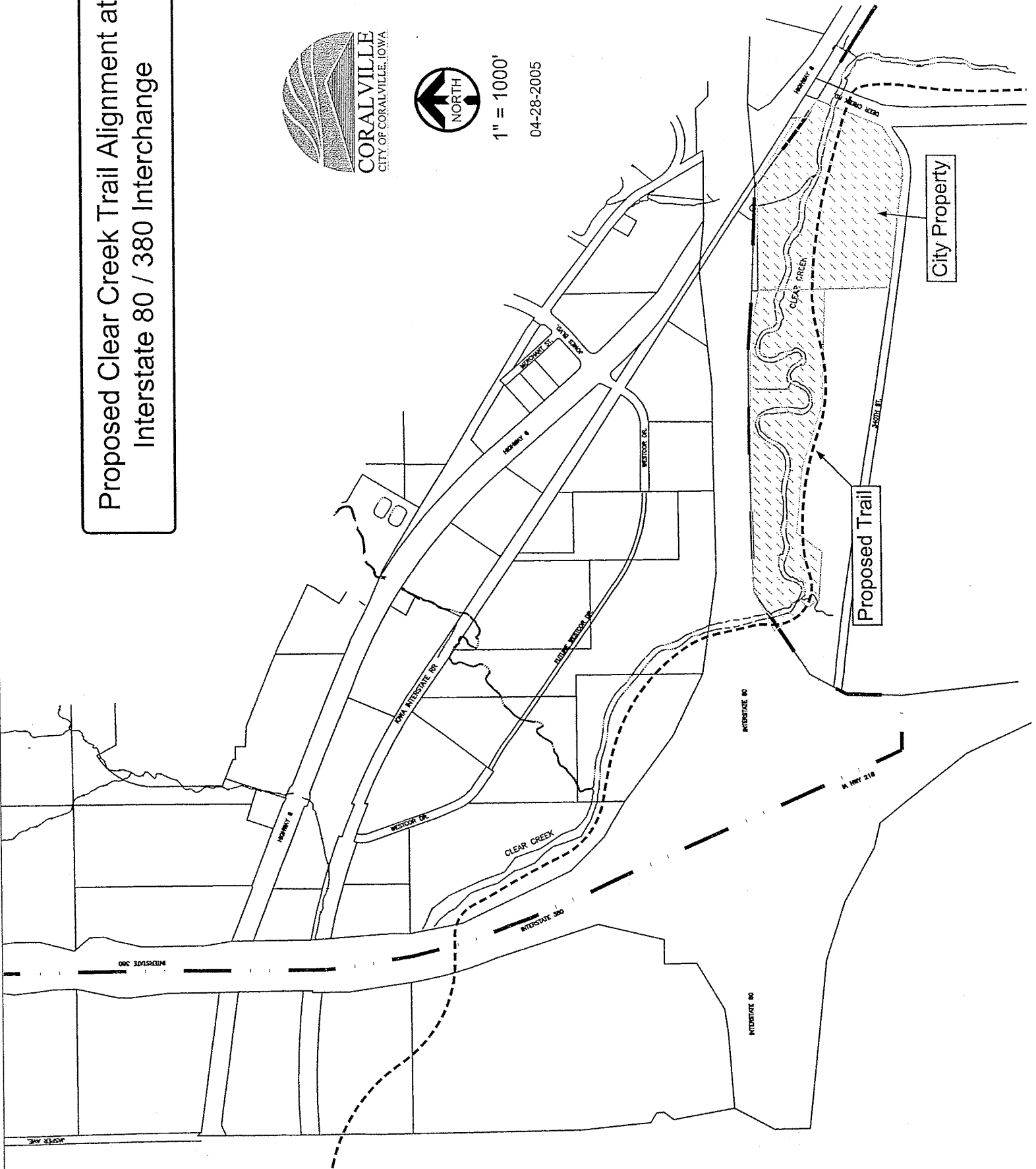


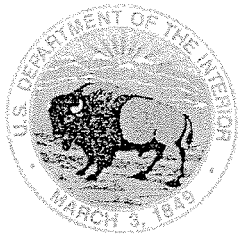
Proposed Clear Creek Trail Alignment at
Interstate 80 / 380 Interchange



1" = 1000'

04-28-2005





United States Department of the Interior

FISH AND WILDLIFE SERVICE

Rock Island Field Office
4469 48th Avenue Court
Rock Island, Illinois 61201
Phone: (309) 793-5800 Fax: (309) 793-5804



IN REPLY REFER
TO:
FWS/RIFO

RECEIVED

MAY 9 2005

May 4, 2005

OFFICE OF LOCATION & ENVIRONMENT

Mr. James Rost
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Mr. Rost:

This letter responds to the your request for information regarding federally threatened or endangered species in the project area being considered for the reconstruction of the I-80/I-380 System Interchange in Johnson County, Iowa. We have the following comments.

To facilitate compliance with Section 7(c) of the Endangered Species Act of 1973, as amended, Federal agencies are required to obtain from the Fish and Wildlife Service information concerning any species, listed or proposed to be listed, which may be present in the area of a proposed action. Therefore, we are furnishing you the following list of species which may be present in the concerned area:

<u>Classification</u>	<u>Common Name (Scientific Name)</u>	<u>Habitat</u>
Threatened	Bald eagle (<i>Haliaeetus leucocephalus</i>)	Wintering
Endangered	Indiana bat (<i>Myotis sodalis</i>)	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
Threatened	Prairie bush clover (<i>Lespedeza leptostachya</i>)	Dry to mesic prairies with gravelly soil
Threatened	Western prairie fringed orchid (<i>Plantanthera praeclara</i>)	Mesic to wet prairies

Threatened	Eastern prairie fringed orchid (<i>Platanthera leucophaea</i>)	Mesic to wet prairies
Candidate	Eastern massasauga rattlesnake (<i>Sistrurus c. catenatus</i>)	Shrub wetlands

The threatened bald eagle (*Haliaeetus leucocephalus*) is listed as wintering along large rivers, lakes, and reservoirs in Johnson County, Iowa. During the winter, this species feeds on fish in the open water areas created by dam tailwaters, the warm water effluents of power plants and municipal and industrial discharges, or in power plant cooling ponds. The more severe the winter, the greater the ice coverage and the more concentrated the eagles become. They roost at night in groups in large trees adjacent to the river in areas that are protected from the harsh winter elements. They perch in large shoreline trees to rest or feed on fish. There is no critical habitat designated for this species. The eagle may not be harassed, harmed, or disturbed when present nor may nest trees be cleared.

The endangered Indiana bat (*Myotis sodalis*) could potentially occur in all counties south of Interstate 80, including those portions of Johnson County south of Interstate 80.

Indiana bats migrate seasonally between winter hibernacula and summer roosting habitats. Winter hibernacula include caves and abandoned mines. Females form nursery colonies under the loose bark of trees (dead or alive) and/or cavities, where each female gives birth to a single young in June or early July. A single colony may utilize a number of roost trees during the summer, typically a primary roost tree and several alternates. The species or size of tree does not appear to influence whether Indiana bats utilize a tree for roosting provided the appropriate bark structure is present.

During the summer, the Indiana bat frequents the corridors of small streams with riparian woods as well as mature upland forests. It forages for insects along stream corridors, within the canopy of floodplain and upland forests, over clearings with early successional vegetation (old fields), along the borders of croplands, along wooded fencerows, over farm ponds, and in pastures.

Suitable summer habitat in Iowa is considered to have the following characteristics within a ½ mile radius of a project site:

- 1) forest cover of 15% or greater;
- 2) permanent water;
- 3) one or more of the following tree species: shagbark and shellbark hickory that may be dead or alive, and dead bitternut hickory, American elm, slippery elm, eastern cottonwood, silver maple, white oak, red oak, post oak, and shingle oak with slabs or plates of loose bark;
- 4) potential roost trees with 10% or more peeling or loose bark

If the project site contains **any habitat that fits the above description**, it may be necessary to conduct a survey to determine whether the bat is present. In addition, a search for this species should be made prior to any cave-impacting activities. If habitat is present or Indiana bats are known to be present, they must not be harmed, harassed, or disturbed when present, and this field office should be contacted for further assistance.

The prairie bush clover (*Lespedeza leptostachya*) is listed as threatened and is considered to potentially occur statewide in Iowa based on historical habitat. It occupies dry to mesic prairies with gravelly soil. There is no critical habitat designated for this species. Federal regulations prohibit any commercial activity involving this species or the destruction, malicious damage or removal of this species from Federal land or any other lands in knowing violation of state law or regulation, including state criminal trespass law. This species should be searched for whenever prairie remnants are encountered.

The western prairie fringed orchid (*Platanthera praeclara*) is listed as threatened and is considered to potentially occur statewide based on historical records and habitat distribution. It occupies wet grassland habitats. There is no critical habitat designated for this species. Federal regulations prohibit any commercial activity involving this species or the destruction, malicious damage or removal of this species from Federal land or any other lands in knowing violation of state law or regulation, including state criminal trespass law. This species should be searched for whenever wet prairie remnants are encountered.

The eastern prairie fringed orchid (*Platanthera leucophaea*) is listed as threatened for Johnson County in Iowa. It occupies wet grassland habitats. There is no critical habitat designated for this species. Federal regulations prohibit any commercial activity involving this species or the destruction, malicious damage or removal of this species from Federal land or any other lands in knowing violation of state law or regulation, including state criminal trespass law. This species should be searched for whenever wet prairie remnants are encountered.

The project lies within the range of the **eastern massasauga** (*Sistrurus c. catenatus*), a docile rattlesnake that is declining throughout its national range and is currently a Federal Candidate species. The snake is currently listed as endangered by the State of Iowa and is believed to occur in Johnson County. Your proactive efforts to conserve this species now may help avoid the need to list the species under the Endangered Species Act in the future. Due to their reclusive nature, we encourage early project coordination to avoid potential impacts to massasaugas and their habitat.

The massasauga is often found in or near wet areas, including wetlands, wet prairie, or nearby woodland or shrub edge habitat. This often includes dry goldenrod meadows with a mosaic of early successional woody species such as dogwood or multiflora rose. Wet habitat and nearby dry edges are utilized by the snakes, especially during the spring and fall. Dry upland areas up to 1.5 miles away are utilized during the summer, if available.

At a minimum, project evaluations should contain delineations of whether or not massasauga habitat occurs within project boundaries. Descriptions should indicate the quality and quantity

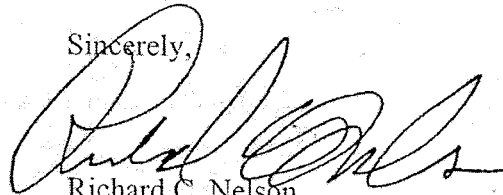
Mr. James Rost

4

of massasauga habitat (holes, crayfish burrows, foraging area, or basking sites) that may be affected by the project. In cases where massasaugas are known to occur or potential habitat is rated moderate to high, massasauga surveys may be necessary. Please contact this office for further information should massasauga or their habitat be suspected.

This letter provides comments under the authority of and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.); and the Endangered Species Act of 1973, as amended. If you have any questions concerning our comments, please contact Ms. Heidi Woeber of my staff at 309/793-5800, ext. 209.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard C. Nelson', written over the word 'Sincerely,'.

Richard C. Nelson
Field Supervisor

S:\Office Users\Heidi\dotjohnsonco.doc



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1215

Fax: 515-239-1726

October 30, 2008

Tribal Chair
Iowa Tribe of Oklahoma
RR 1, Box 721
Perkins, OK 74059

Re: Interstate 80/Interstate 380 (I-80/380) Interchange/U.S. 218

Dear Chairperson:

The Federal Highway Administration (FHWA) and the Iowa Department of Transportation (Iowa DOT) are evaluating the I-80/380 Interchange/U.S. 218 project. We have recently become aware that for this project we did not contact you as we typically do during the early coordination process. We apologize for our error and are correcting that oversight by providing project information now for your review and comment.

This project is in Johnson County, within the corporate boundaries of Coralville, Tiffin, and North Liberty. The project involves improvements to the I-80/380/U.S. 218 system interchange as shown on the attached map. Land uses along I-80, east of the I-80/380 interchange, tend to be commercial while uses along I-80 west of the interchange tend to be agricultural. I-380 north of I-80 is primarily agricultural. U.S. 218/IA 27 south of I-80 is a mix of agricultural, park, and industrial uses.

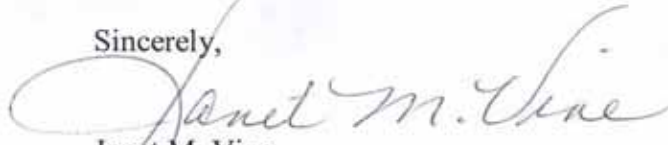
The proposed improvements include replacing all four loop ramps of the existing I-80/380/U.S. 218 interchange with directional ramps and widening I-80 and I-380/U.S. 218. To improve safety and achieve the proper alignment, acquisition of right-of-way and/or construction easements is anticipated from several adjacent property owners.

As part of this coordination effort, we request that you contact us if you have any concerns that the project could impact sites of religious or cultural importance to your tribe. We will provide any additional project information that may be of interest to you as it becomes available, including the results of archaeological surveys that will be made of any undisturbed right of way needed for the project.

Enclosed with the map is a postage-paid notification form that you may use, if you wish, to return comments about the project. Please feel free to call Mr. Randall B. Faber, Iowa DOT, at (515)239-1215 or email him at randall.faber@dot.iowa.gov. If you

wish to contact a representative of the U.S. government, call Mr. Michael LaPietra, Federal Highway Administration, Iowa Division, at (515)233-7302.

Sincerely,

A handwritten signature in cursive script that reads "Janet M. Vine". The signature is written in black ink and is positioned above the printed name.

Janet M. Vine
Office of Location and Environment
Iowa Department of Transportation

Enclosures:

Project Description
Map of Project Limits
Tribal Notification

cc:

Randy Faber, Iowa DOT
Mike LaPietra, FHWA

~~~~~  
Ms.  
Tribal Chair  
Iowa Tribe of Oklahoma  
RR 1, Box 721  
Perkins, OK 74059

~~~~~  
Tribal Chairperson
Sac & Fox of Oklahoma Business
Council
Route 2 - Box 246
Stroud, OK 74079

~~~~~  
Tribal Chairperson  
Iowa of Kansas-Nebraska Executive  
Committee  
3345 Thrasher Rd #B  
White Cloud, KS 66094-4028

~~~~~  
Ms. Sandra Massey, NAGPRA
Coordinator
Sac & Fox Nation of Oklahoma
Rt.2 - Box 246
Stroud, OK 74079

~~~~~  
Tribal Council  
Sac and Fox Nation of Missouri  
305 N Main St.  
Reserve, KS 66434-8122

~~~~~  
Barbara Childs-Walton
Otoe-Missouri Tribe
NAGPRA Coordinator
8151 Highway 177
Red Rock, OK 74651

~~~~~  
Ms. Deanne Bahr, NAGPRA  
Coordinator  
Sac & Fox Nation of Missouri  
305 N Main St.  
Reserve, KS 66434

~~~~~  
Executive Director
Sac & Fox Nation of Mississippi in
Iowa
349 Meskwaki Road
Tama, Iowa 52339-9629

~~~~~  
Mr. Jonathon Buffalo  
Historic Preservation Coordinator  
Sac & Fox Nation of Mississippi in  
Iowa  
349 Meskwaki Road  
Tama, Iowa 52339-9629



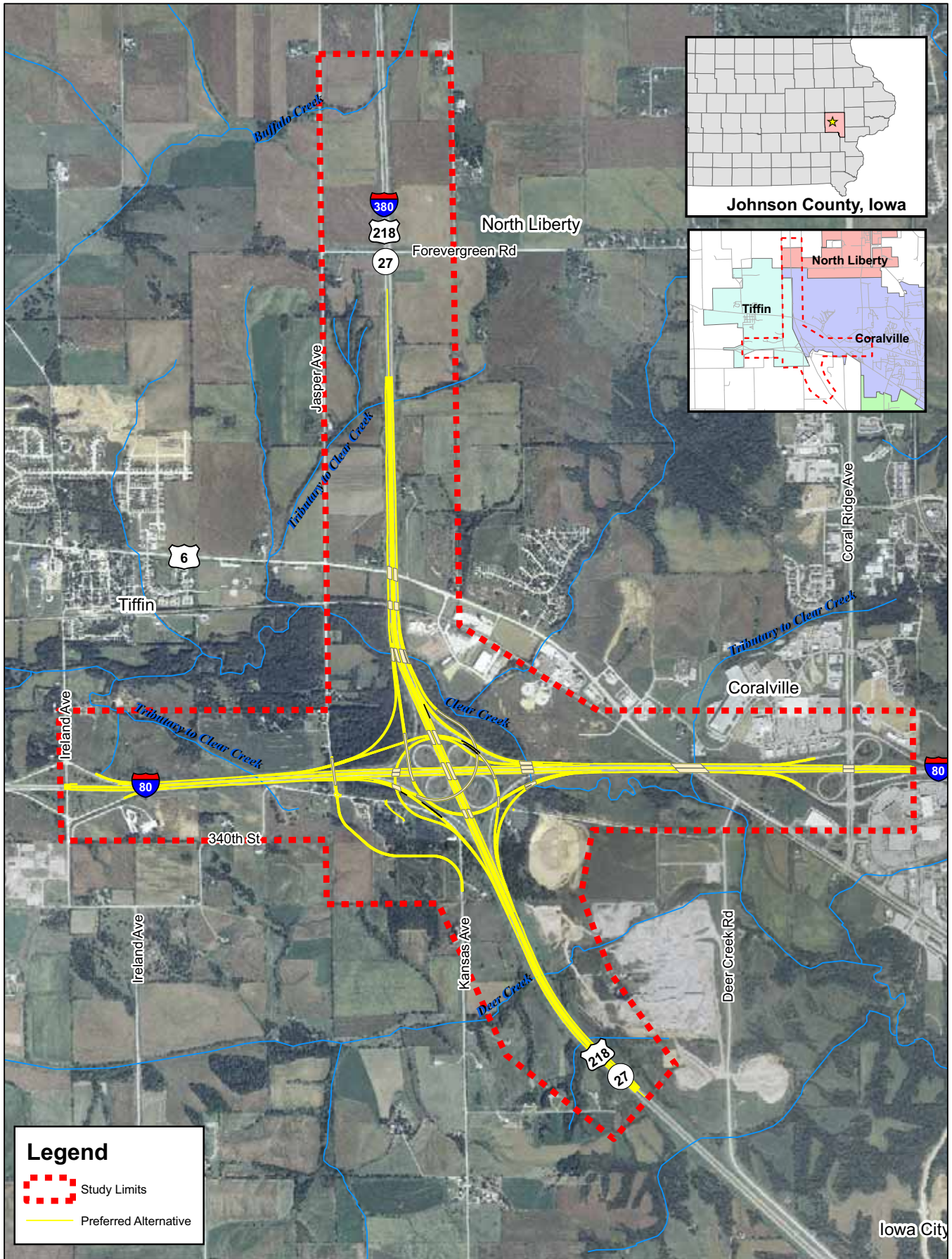
**Interstate 80/Interstate 380/U.S. 218 Interchange  
Improvements Project  
Johnson County, Iowa**

**IMN-080-6(235)239-0E-52**

PROJECT DESCRIPTION

The proposed project involves improvements to the Interstate 80/Interstate 380 (I-80/I-380/U.S. 218) System Interchange. The study area, in Johnson County, is within the corporate boundaries of three communities: Coralville, Tiffin, and North Liberty.

The improvement involves replacing all loop ramps with directional ramps. I-80 would be upgraded to an eight-lane section (four lanes each direction) having a closed median with a barrier section separating directions of travel. To the east, the eight-lane section would transition to the existing six lanes near the Coral Ridge/IA 965 interchange. To the west, the proposed eight-lane section would transition to the existing four lanes at the Ireland Avenue interchange. I-380/U.S. 218 would be upgraded to a six-lane section through the System Interchange. South of the interchange, U.S. 218 would transition back to the existing four-lane section near 355th Street SW. To the north, I-380 would transition back to the four-lane section south of Forevergreen Road. The study area and proposed project are shown in the attached map.



**Legend**

- Study Limits
- Preferred Alternative



0 1,500 3,000 Feet



**Proposed Interchange**

I-80/I-380 System Interchange

DATE  
October 2008

FIGURE  
6



# Iowa Department of Transportation TRIBAL NOTIFICATION

Form 536002  
08-05

Date October 30, 2008 IA DOT contact Randy Faber  
 IADOT project # IMN-080-6(235)239-0E-52 Phone # IA DOT - 515-239-1215 FHWA - 515-233-7300  
 Location Johnson County, Iowa E-mail Randall.Faber@dot.iowa.gov  
 Description Improvements to the Interstate-80/Interstate 380/U.S. 218 interchange

**Type of Project (see map)**  
 VERY SMALL - Disturb less than 12-inch depth (*plow zone*)  
 SMALL - Grading on existing road, shouldering, ditching, etc.  
 SMALL - Bridge or culvert replacement  
 LARGE - Improve existing road from 2 lanes to 4 lanes  
 LARGE - New alignment  
 OTHER - Interchange reconstruction & road widening

**Type of Coordination/Consultation Points**  
 1 - Early project notification (*project map and description*)  
 2 - Notification of survey findings (*Phase I*)  
 2a - Notification of site evaluation (*Phase II*)  
 3 - Consultation regarding site treatment  
 4 - Data Recovery Report  
 5 - Other

**Type of Findings**  
 No American Indian site found  
 --Section 106 Consultation Process ends\*  
 American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends\*  
 Avoided American Indian sites eligible for National Register listing (*see map and list of sites*) --Section 106 Consultation Process may or may not end  
 Potentially significant American Indian sites found (*see map and list of sites*)  
 American Indian sites eligible for National Register listing cannot be avoided (*see map*)  
 Burial site found  
 \_\_\_\_\_ # of non-significant prehistoric sites  
 \_\_\_\_\_ # of potentially significant prehistoric sites  
 \_\_\_\_\_ # of National Register-eligible prehistoric sites

\* *In the event of a late discovery, consultation will be reopened*

**Affected National Register Properties**  
 Investigating avoidance or minimizing harm options  
 Protected  
 Avoided  
 Data Recovery/MOA

\*\*\*\*\*Please Respond\*\*\*\*\*

Who should we contact for site/project-related discussions?  
 Name \_\_\_\_\_ Street Address \_\_\_\_\_ City, Zip Code \_\_\_\_\_  
 Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (*please describe*)?  
 Thank you for the information; however, we do not need to consult on this particular project.  
 We do not have a comment at this time, but request continued notification on this project.  
 Please send a copy of the archaeology report.  
 Thank you for the information. We are satisfied with the planned site treatment.  
 We have concerns and wish to consult.  
 We wish to participate in the Memorandum of Agreement for this project.

**Comments** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Name \_\_\_\_\_ Tribal name \_\_\_\_\_ Date \_\_\_\_\_

(Comments continued on back)



**Additional Comments**

Fold first

(TAPE--Do NOT Staple.)

(TAPE--Do NOT Staple.)

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**

FIRST-CLASS MAIL PERMIT NO. 651 AMES, IA.

POSTAGE WILL BE PAID BY ADDRESSEE

OFFICE OF LOCATION AND ENVIRONMENT  
CULTURAL RESOURCES SECTION  
IOWA DEPARTMENT OF TRANSPORTATION  
800 LINCOLN WAY  
AMES IA 50010-9902



Fold last

**APPENDIX E**  
**NEPA/404 CONCURRENCE**





Jeff Frantz summarized the resource studies which had been and are currently being completed. He discussed socioeconomic resources, noise, regulated materials, natural resources, and cultural resources. Jeff mentioned that due to the rural project location, there are no anticipated traffic noise impacts. No potential regulated materials sites were found within the study limits. Studies for wetlands, surface/groundwater, floodplains, wildlife/habitat, and agriculture/farmland have been completed or are underway. Initial surveys of cultural resources have been completed, resulting in the identification of several sites for Phase II surveys for archaeological resources. Additionally, one barn was identified as having potential local historical importance.

Finally, Jeff provided a brief summary of the early coordination contacts from the following agencies: SHPO, Iowa DNR, NRCS, Iowa City Chamber of Commerce, Corps of Engineers, Johnson County Council of Governments, City of Coralville, and the Fish and Wildlife Service. The floor was then opened for discussion, which is summarized below.

#### **Coralville Wetland Mitigation Site:**

Scott Marler noted that there is a potential recreational property (City of Coralville) in the SE quadrant of the System Interchange and a proposed trail through the Coralville mitigation site, which led to the following discussion points.

- Neal Johnson (COE) also noted the mitigation site, commenting that all of the alternatives discussed would impact the site. Scott noted that they might need a permit modification with the City of Coralville. Neal stated that the COE would prefer the City of Coralville and DOT work together to modify the City's permit. With this approach, the site would not be completely mitigated at this time, compared to being completed and adversely impacted later during construction. Such a situation would likely create negative public perception about the involved agencies.
- Chris Schwake mentioned that the mitigation site may have already been recorded with the County, however, she was not sure. She mentioned that this would be a concern, as it would make things difficult to modify once it has been recorded.
- Neal Johnson recommended that the DOT work with the City of Coralville now to replace the portion of the mitigation site that would be impacted by the project and obtain credit to be used later. Scott Marler expressed concern that due to the time between when the mitigation work may occur and when it would be needed, the DOT may not be recognized for the credit subsequently. Neal noted that the COE staff is willing to work with the DOT and the City of Coralville concerning this issue.
- Chris Schwake noted that the DNR would prioritize avoidance of impacts to the Coralville mitigation site.
- Neal Johnson requested avoidance of impacts to streams, and noted some recent stream stabilization at Clear Creek. Overall, Neal had no concerns with wetland impacts, other than at the mitigation site. As well, Chris Schwake had no other concerns about wetland impacts.
- Scott Marler has a copy of plans for the natural resource work in the SE quadrant. He noted that he will provide this information to CH2M HILL.

**Wildlife:**

- Scott Marler asked about the status of the wildlife surveys. Jeff Frantz noted that CH2M HILL has completed wildlife surveys and will be submitting them to the DOT for review.
- Heidi Woeber (Fish and Wildlife) had concern with dashed lines (phased construction) with the B Alternatives on the refined alternative exhibits, as there was conflict with Indiana bat habitat due to sandy soils. It was recommended that a netting survey (sampling technique to catch Indiana bats) be completed.
- Heidi noted that mist surveys would not be necessary after looking at figures concerning the Indiana bat habitat areas. She said that previous surveys in Johnson County have not netted Indiana bats (survey data as close as Coralville Lake). She will be sending DOT (Scott Marler) a letter regarding Indiana bat consultation; however, on smaller projects that do not meet a No Effect ruling, but are NLAA, email correspondence is all that is needed. (Additional information included from an email from Heidi Woeber to Scott Marler on November 1, 2005)
- Scott Marler suggested waiting and doing winter tree removal opposed to mist surveys.
- Chris Schwake noted the need to ask John Pearson (DNR) on appropriate timing concerning ornate box turtle studies.

**Project Schedule and Additional Action Items:**

- Need to obtain map of Section 206 project for file
- The Public Information Meeting is anticipated for late January/early February.
- The next concurrence meeting will be held in April 2006 (covering concurrence points 1, 2, and possibly 3)
- By April 2006 the Iowa DOT will have calculated quantities of resource impacts for the build concepts

The meeting adjourned at 10:15 a.m.

**I-80 / I-380 / US 218 / IA 27 System Interchange Study**  
**Summary of Early Coordination Comments**  
**NEPA / 404 Concurrence Meeting #1**  
**Attachment 5**

The following is a summary of the comments received from early coordination activities conducted in the Spring of 2005 via the distribution of an Early Coordination packet to resource and regulatory agencies, local government officials, and other interested parties potentially affected by the project.

R :

Douglas W. Jones, Archaeologist  
State Historic Preservation Office  
State Historical Society of Iowa

***Summary***

This letter confirms that they received the early coordination letter. SHPO states that this is a federal undertaking and will need to comply with Section 106 of the National Historic Preservation Act and NEPA. They will need the following information:

- Area of Potential Effect
- Information on cultural resources
- Significance of historical properties in consideration of the National Register of Historic Places Criteria
- A determination of the undertaking's effects on historical properties

R :

Christine M. Paulson  
Senior Environmental Specialist- Program Development Section  
Air Quality Bureau

***Summary***

The DNR Air Quality Bureau received the early coordination letter and forwarded it to other areas within the DNR. The DNR is the authority for air quality programs that may or may not apply to the 80/380 System Interchange. These programs are:

- Construction Permitting Requirements
- Asbestos
- Open Burning
- Fugitive Dust
- Opacity



R :

Richard Van Klaveren  
State Conservationist  
Natural Resources Conservation Service

**Summary**

The NRCS identified the following as potential impacts:

- Removal of trees/shrubs would affect wildlife (Indiana bat habitat)
- Sedimentation entering Clear Creek
- Potential to prime, important farmland

R :

James C. Griffin Jr., President  
Iowa City Area Chamber of Commerce

**Summary**

This letter states that they received the early coordination letter and are supportive of the project.

R :

Diane Ford-Shivvers, Supervisor  
Policy and Coordination  
Conservation and Recreation Division  
Iowa DNR

**Summary**

This letter responded with a soils map indicating locations with Chelsea, Sparta, and complexes including Chelsea. A survey is recommended if sandy soils within the project study area will be impacted. This survey is recommended for the Ornate Box Turtle (Iowa listed threatened). The letter also indicates to contact the US Fish and Wildlife Service Rock Island Field Office since there is Indiana Bat summer habitat in the project area.

R :

Kenneth A. Barr, Chief  
Economic and Environmental Analysis Branch  
Department of the Army  
Rock Island District Corps of Engineers

**Summary**

The Corps received the early coordination letter and is currently conducting the Iowa River Clear Creek Section 206 feasibility study. This includes bank stabilization, wetland

construction, and installation of riffle structures. Their proposed project has two sites located in the 80/380 study limits. The City of Coralville also has constructed a mitigation site in the study area. The letter also states that proposed placement of fill/dredged materials in US waters and wetlands requires Department of the Army authorization. An application must be completed and submitted with the Rock Island District office. Also need to coordinate with Maria Pandullo at the Iowa Historic Preservation Agency concerning impacts to historic properties. Noted that the project team should also contact FEMA division for floodway information.

R :  
Jeff Davidson, Executive Director  
Johnson County Council of Governments (JCCOG)

**Summary**

This letter responded by stating that they received the early coordination letter and any improvement to ramp geometry, traffic flow, and safety issue is consistent with the JCCOG Long-Range Multi-Modal Transportation Plan. As the MPO for the Iowa City urban area, JCCOG looks forward to these improvements.

R :  
Dan Holderness, P.E.  
City Engineer  
City of Coralville

**Summary**

This letter states that the City of Coralville is in support of the IJR study. The city owns land immediately south of I-80 to the east of the system interchange, where there is a wetlands mitigation project. The City is also involved with the US Army Corps of Engineers in a 206 Aquatic Ecosystem Restoration Project at this site. The City is planning a trail system through land along Clear Creek, to attach to trails with Tiffin. Attached to this letter are private development plans for the ground on the NE quadrant of the system interchange. The letter also mentions interest in constructing a future interchange at the I-380 and US 6 crossing.

R :  
Richard C. Nelson, Field Supervisor  
Rock Island Fish and Wildlife Service

**Summary**

This letter contains a list of threatened and endangered species and their suitable habitat. These include: Bald eagle, Indiana bat, Prairie bush clover, Western prairie fringed orchid, Eastern prairie fringed orchid, and Eastern massasauga rattlesnake.

O

:

Iowa Department of Transportation  
City of Coralville  
Iowa DNR  
Rock Island District Corps of Engineers

A meeting was held on September 23, 2005 with staff from the agencies listed above. Discussed at the meeting were the following: COE Section 206 program, City of Coralville wetlands mitigation project south of I-80 and east of U.S. 218, potential for flooding of I-80 east of U.S. 218, potential for flooding of the ramp in the northeast quadrant, the proposed recreational trail in the southeast and northeast quadrants, and City plans for developing a park in the southeast quadrant. The City recently purchased property in the southeast quadrant and noted potentially historic barns on the site and their intentions to develop the area into a softball field complex.





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII  
901 NORTH 5TH STREET  
KANSAS CITY, KANSAS 66101

19 JUL 2006

Mr. James Rost  
Director, Office of Location and Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

Dear Mr. Rost:

RE: Concurrence Point 3, I-80/I-380 Interchange near Iowa City, Tiffin and Coralville

Thank you for providing the review materials for the I-80/I-380 Interchange relative to Concurrence Point 3 "Alternatives to be Carried Forward". Myself and Jason Daniels, of the Watershed Planning and Implementation Branch, have reviewed this information and provide the U.S. Environmental Protection Agency's (EPA) concurrence for carrying forward Alternatives D1, D2 and D3.

No EPA personnel will be attending the meeting at Ames on July 26, 2006. Please keep us informed of any matters that EPA may be able to provide assistance.

Sincerely,

Joseph E. Cothorn  
NEPA Team Leader  
Environmental Services Division

RECEIVED  
JUL 24 2006  
OFFICE OF LOCATION & ENVIRONMENT

**Marler, Scott [DOT]**

---

**From:** Heidi\_Woeber@fws.gov  
**Sent:** Tuesday, July 25, 2006 7:00 AM  
**To:** Marler, Scott [DOT]  
**Subject:** concurrence for I-29 Sioux City and I-80/I-380

Scott,

Via this email we are providing concurrence on Concurrence Point 3 for I-29 Sioux City Interstate Study and for Concurrence points 1-3 for the I-80/I-380 Interchange.

I will be out the next two weeks after today. So, any questions feel free to call today.

Heidi Woeber  
Fish and Wildlife Biologist  
Ecological Services, Rock Island Field Office  
4469 48th Avenue Court  
Rock Island, Illinois 61201  
309/793-5800 Ext. 209  
309/793-5804 Fax  
heidi\_woeber@fws.gov

"Our life is frittered away by detail.  
Simplify, simplify."  
-Henry David Thoreau

This message was scanned by U.S. Fish and Wildlife, Region 3 by Symantec Anti-Virus. Warning: Although we have taken reasonable precautions to ensure no viruses are present in this email, we cannot accept responsibility for any loss or damage arising from the use of this email or attachments. Recipients should use common sense and IT "Best Practices" before opening any attachment.

FW Fw Concurrence for I-80I-380 Interchange.txt  
From: Larsen, Roger [DOT] [Roger.Larsen@dot.iowa.gov]  
Sent: Thursday, September 07, 2006 6:13 AM  
To: Norrick, Christine/CHI  
Subject: FW: Concurrence for I-80/I-380 Interchange

Christine-  
I will still check on emails/copies of the other letters of concurrence.  
r]

-----Original Message-----  
From: Marler, Scott [DOT]  
Sent: Wednesday, September 06, 2006 4:13 PM  
To: Larsen, Roger [DOT]  
Cc: Solberg, Marc [DOT]  
Subject: FW: Fw: Concurrence for I-80/I-380 Interchange

fyi

--  
Scott C. Marler, PWS  
Iowa Department of Transportation  
Office of Location and Environment  
Water Resources Program Manager  
800 Lincoln Way  
Ames, Iowa 50010  
515/239-1510  
515/233-7966 FAX  
scott.marler@dot.iowa.gov

-----Original Message-----  
From: Cothorn.Joe@epamail.epa.gov [mailto:Cothorn.Joe@epamail.epa.gov]  
Sent: Wednesday, September 06, 2006 2:03 PM  
To: Daniels.Jason@epamail.epa.gov  
Cc: Marler, Scott [DOT]  
Subject: Re: Fw: Concurrence for I-80/I-380 Interchange

Jason,

I'm ok with concurring with all three points on this project.

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

Jason  
Daniels/WWPD/R7/  
USEPA/US  
  
09/06/2006 01:57  
PM

To  
Joe Cothorn/WWPD/R7/USEPA/US@EPA  
CC  
  
Subject  
Fw: Concurrence for I-80/I-380  
Interchange



FW Fw Concurrence for I-80I-380 Interchange.txt

Joe,

Evidently, the I-80/I-380 interchange had concurrence points 1-3, and our letter said just #3. I am ok with all three points.

Jason M. Daniels  
U.S. Environmental Protection Agency, Region 7 Watershed Planning and Implementation Branch  
901 N. 5th  
Kansas City, KS 66101  
913-551-7443  
daniels.jason@epa.gov

<http://www.epa.gov/owow/wetlands/>

----- Forwarded by Jason Daniels/WWPD/R7/USEPA/US on 09/06/2006 01:53 PM  
-----

"Marler, Scott  
[DOT]"  
<Scott.Marler@dot.iowa.gov>  
09/06/2006 01:40 PM

Jason  
Daniels/WWPD/R7/USEPA/US@EPA  
"Larsen, Roger [DOT]"  
<Roger.Larsen@dot.iowa.gov>  
Concurrence for I-80/I-380  
Interchange

To  
cc  
Subject

Jason,  
We received your letter regarding concurrence for Concurrence Point 3 for the I-80/I-380 Interchange project. The concurrence meeting was 7/26/06. At the meeting, we were seeking concurrence for Concurrence Points 1 - 3.

Would you mind clarifying whether you concurrence applies to Concurrence Points 1 and 2 as well?

Thank you.

--  
Scott C. Marler, PWS  
Iowa Department of Transportation  
Office of Location and Environment  
Water Resources Program Manager  
800 Lincoln Way  
Ames, Iowa 50010  
515/239-1510  
515/233-7966 FAX  
scott.marler@dot.iowa.gov

FW Fw Concurrence for I-80I-380 Interchange.txt

## I-80/I-380 System Interchange NEPA/404 Concurrence

ATTENDEES: Scott Marler/Iowa DOT  
 Roger Larsen/Iowa DOT  
 Steve Larson/Iowa DOT  
 Kelly Poole/ Iowa DOT  
 Cathy Cutler/Iowa DOT  
 Jim Schnoebelen/Iowa DOT  
 Tammy Nicholson/Iowa DOT

Dan Holderness, City of Coralville  
 Neal Johnson/USACE  
 Chris Schwake/ Iowa DNR  
 Todd Ashby/CH2M HILL  
 Christine Norrick/CH2M HILL

FROM: CH2M HILL

DATE: September 13, 2006

A meeting was held at 10:00 A.M. on Wednesday July 26, 2006, to review the project and seek formal concurrence from the resource agencies for NEPA concurrence points 1 – Purpose and Need, 2 – Alternatives To Be Analyzed, and 3 – Alternatives To Be Carried Forward.

Scott Marler/Iowa DOT began the meeting with introductions of attendees and reiterated that the purpose of the meeting was to receive formal NEPA concurrence from the resource agencies for the first three concurrence points.

Roger Larsen/Iowa DOT gave a brief background on the project and study area. He stated that the resource agencies had seen much of this information at the previous meeting held on October 26, 2005 but that concurrence had not been sought because a public meeting had not been held for the project. Since that meeting, the Iowa DOT has held a public meeting, discussed later in this presentation.

C P : P N

Christine Norrick/CH2M HILL reviewed the purpose of and need for the project. She stated that the purpose and need have not changed since last presented to and discussed by the group. The purpose and need are based largely on engineering needs related to traffic projections, safety issues, and substandard design features. The purpose of the action is to improve ramp and mainline geometry, increase traffic flow, and correct safety issues with the current interchange design. The project is needed to accommodate existing and future traffic volumes and capacity, to update roadway geometry and interchange design, to improve safety, and to enhance travel continuity and access.

Scott Marler/IA DOT read two written transmittals: one from the U.S. Fish and Wildlife Service (USFWS) and one from the U.S. Environmental Protection Agency (USEPA), as representatives from these agencies were unable to attend the meeting.

- The transmittal from USFWS stated its concurrence on Points 1 through 3 without further question.



- The transmittal from USEPA stated its concurrence on Point 3. It was noted that the EPA's letter did not specifically state concurrence on Points 1 and 2. The DOT stated that it would follow up with USEPA to clarify its intent. In response, USEPA clarified that it also concurred on Points 1 and 2.
- U.S. Corps of Engineers (USACE) concurred with Point 1.
- The Iowa Department of Natural Resources (IA DNR) concurred with Point 1.

In summary, all coordinating agencies agreed on Concurrence Point 1.

## C P A T B A

Scott Marler/IA DOT presented an overview of the engineering concepts developed over the course of the study. Fifteen alternative concepts were developed for the interchange, including a no-build alternative. Many of the concepts are derivatives of one another. These variations focused on the number of loop ramps removed from the interchange. The alternatives were grouped as follows:

- A – Alternatives that would remove the loop in the southwest quadrant only
- B – Alternatives that would remove the loops in the southwest and northeast quadrants
- C – Alternatives that would remove the loops in the southwest, northeast and southeast quadrants
- D – Alternatives that would remove all loops and put in directional ramps

After initial analysis, nine alternatives (B1, B2, B3, B4, B5, C1, D1, D2, D3) were retained for further analysis. All A alternatives were eliminated because of continued safety concerns and because of an unconventional loop design of one ramp that possibly would not meet driver expectations. Because Alternative B6 had an undesirable loop design/configuration and Alternative B7 an unconventional loop design, both were eliminated. Alternative C2 also was eliminated because of an unconventional loop design.

The group discussed avoiding impact to the southeast quadrant of the interchange, where the City of Coralville is developing a park and the USACE has a wetland mitigation site under development. Roger Larsen/Iowa DOT and Tammy Nicholson/Iowa DOT explained that the existing loop must be replaced with a directional flyer to accommodate traffic, and thus the USACE's wetland mitigation site cannot be avoided. Design has not yet been refined to determine whether City property will be affected. They stated that, as the engineering design proceeds, the project team will continue to coordinate and attempt to minimize the area affected. It was agreed that detailed documentation will be needed in the alternatives discussion of the environmental assessment about the southeast quadrant of the interchange.

- The written transmittal from USFWS stated its concurrence on Point 2.
- In DOT's subsequent followup, USEPA clarified its concurrence on Point 2.
- USACE concurred with Point 2.
- IA DNR concurred with Point 2.

In summary, all coordinating agencies agreed on Concurrence Point 2.

## C P A T B C F

Nine alternatives had been retained from the initial analysis. Roger Larsen/Iowa DOT referred to a screening matrix (described as a *Consumer Reports*-type chart) generally comparing the alternatives. It was noted that this was a subjective rating, and that the alternatives were rated against each other. He stated that the intent was to provide clearance for the whole area, even if the project were to be built in phases over time. He then summarized why the B and C alternatives should be eliminated and only the D alternatives carried forward:

- The B alternatives (B1, B2, B3, B4, B5) still pose problems. The loop ramps do not have the capacity to accommodate future traffic loads. Further, with the loop ramps there are still operational issues such as weaving patterns, speed differences between entering and exiting traffic and exit loops, and undesirable design.
- The C alternative (C1) does not meet future traffic operations and retains an existing loop ramp of undesirable design.
- The D alternatives (D1, D2, D3) meet future traffic needs; can be built (phased-in) over time as needed and as money becomes available; and the design meets driver expectations.

Neal Johnson/USACE asked whether the reason these six alternatives were being eliminated would be documented somehow, as in a technical memorandum. He suggested that in the environmental assessment, there be ample discussion of why alternatives were eliminated. He asked if there was a table showing quantitative impacts for the nine alternatives, rather than just the D alternatives. (He was referring to the preliminary environmental impact table for D alternatives, presented in the slideshow.) Roger Larsen and Tammy Nicholson both explained that because the design of the nine alternatives was very preliminary, there was not sufficient engineering design to conduct a detailed environmental analysis. Further, because the six alternatives were being eliminated because of failure to satisfy the purpose and need requirements (safety, design, etc.), it was unnecessary to do more detailed engineering design in order to do detailed evaluations of environmental impacts.

There was discussion and clarification about specific alternatives, as follows:

- Alternative D1 has flyover ramps with curvature.
- Alternative D2 has broken-back curve-type ramps, which are undesirable and require numerous structures that would drive up cost.
- Alternative D3 retains one broken-back curve-type ramp and one fly-over curvature-type ramp. This includes one long structure.
- Neal Johnson/USACE asked for more specifics regarding the undesirable loop in Alternative C1. Tammy Nicholson/Iowa DOT clarified that it is the loop itself that is undesirable, noting that as traffic volumes increase, loops do not function as well as other design types.

- Neal Johnson/USACE asked why the exit ramps are considered undesirable in the B alternatives. Iowa DOT explained that weaving from the ramps to the mainline, or vice versa, is undesirable because it causes speed differentials and increases safety risks.
- It was noted that the ultimate buildout will be in the future. The desire and need now is to clear the footprint for the ultimate design so that the project can be built in phases over time. Each existing loop ramp would be removed in phases as time and money allow.
- Neal Johnson/USACE remained concerned about not having detailed environmental impact data to support elimination of the six alternatives.

It was agreed that the presentation would continue, and we would see if USACE's concerns were addressed in the remaining presentation.

Christine Norrick/CH2M HILL presented the resource review part of the presentation. She stated that some environmental resources were not considered significant and would not be analyzed in great detail. These include:

- **Regulated materials** – There are no hazardous materials near the study area.
- **Socioeconomic resources** – The area near the interchange is rural. The closest community is Tiffin, but improvements will not bisect neighborhoods or greatly affect the community itself.
- **Noise** – There are few receptors to be analyzed.
- **Land Use/Park** – We have recently learned that a park in Tiffin may be affected. The need for a 4(f) analysis will be investigated. If there is 4(f) involvement, this would become a significant issue to be addressed in detail in the environmental assessment.

Ms Norrick reviewed the field surveys and findings done to date, noting that 80+ hours of field work had been completed. Field investigations for wetlands and for habitat and individual species were completed. Wetland determination forms and documentation forms for the Indiana bat were completed, and two technical memorandums were submitted to Iowa DOT. She then reviewed resources considered significant and environmental findings to date:

- **Wetlands** – There are approximately 22 acres of wetlands within the project area.
- **Threatened and endangered species** – No federal or state listed threatened and endangered species or their habitat was observed. Some degraded remnants of mesic forest were found, but they are severely degraded. Sandy soil areas were investigated, but no special concern species were found.
- **Surface water resources** – There are three watersheds in the project area. I-80 and I-380 cross Clear Creek at two locations within the project area.
- **Floodplain** – There is a history of overtopping of mainline I-80 and one of the ramps.
- **Archaeological resources** – One site is potentially eligible for NRHP. Also five sites may need a phase II survey, mainly along Jasper Road. Finally, tribal notification is complete.

- **Historic resources**—No structures were found to be NRHP eligible. One barn on property owned by the City of Coralville may be considered locally historic.

Neal Johnson/USACE commented that he was expecting there to be wetlands in northeast quadrant by Clear Creek and in the northwest quadrant where trees are. Review of the field notes and wetland determination forms confirmed that there is a wetland area along Clear Creek (Wetland No. 5), but the forested areas are not wetlands.

There was discussion of the draft environmental impact table and the range of environmental resource impacts presented for the D alternatives.

Public involvement activities to date were reviewed. About 40 people attended a public information meeting on March 28, 2006, in Iowa City. Most comments from the public were related to concern of residential impacts, particularly in the southwest quadrant.

Roger Larsen/IA DOT then returned to the issue of requesting concurrence on Point 3, Alternatives To Be Carried Forward. He asked if the agencies wished to move forward with the project and the alternatives as presented.

- The written transmittal from USFWS stated its concurrence on Point 3.
- In DOT's subsequent followup, USEPA clarified its concurrence on Point 3.
- USACE concurred with Point 3.
- IA DNR concurred with Point 3.

In summary, all coordinating agencies agreed on Concurrence Point 3.

## S C

The group discussed the wetland mitigation site in the southeastern quadrant of the interchange. If the project affects the wetland site, IA DOT will mitigate at the time of construction. Neal Johnson/USACE thinks that mitigation would need to occur on a different site. He noted that there is flexibility with 206 Corps money (which is partially funding construction of the mitigation site) at this stage of development and construction.

Dan Holderness/City of Coralville updated the group on the development of the park at the southeast quadrant of the interchange. Softball fields are under construction this year. The barns located on the site are an integral part of their park planning. Roger Larsen/IA DOT indicated that it would be necessary to look closely at the engineering issues in that area to see whether impact to the barns could be avoided. There was also discussion about 4(f) applicability at this site, as park development is underway.

## N S

A draft of the environmental document is scheduled to be complete in early 2007, provided that engineering design proceeds. A public hearing will be held after the environmental assessment is released.

The next concurrence meeting is planned for April 2007 (if Section 4(f) does not come into play). This would be before the signing of the draft document.



## I-80/I-380 System Interchange NEPA/404 Concurrence

ATTENDEES: Scott Marler/Iowa DOT  
Roger Larsen/Iowa DOT  
Janet Vine/Iowa DOT  
Jill Rudloff/IowaDOT  
Colin Greenan/Iowa DOT  
Mike Carlson/ Iowa DOT  
Cathy Cutler/Iowa DOT  
Jim Schnoebelen/Iowa DOT  
Ken Yanna/Iowa DOT  
Newman Abuissa/Iowa DOT  
Neal Johnson/USACE  
Mike LaPietra/FHWA  
Jeff Frantz/CH2M HILL  
Christine Norrick/CH2M HILL  
Libby Braband/CH2M HILL

FROM: CH2M HILL

DATE: July 23, 2008

USEPA, USFWS, and the Iowa DNR were not present at the agency concurrence meeting. Iowa DOT will coordinate with them following the meeting to seek concurrence.

### C P

Janet Vine introduced the project, summarizing the previous NEPA/Merger meetings for the project. She stated that the purpose of today's meeting was to request concurrence for Point 4: Preferred Alternative. Janet reviewed the project purpose and need, which had been agreed to in June 2006. Roger Larsen then reviewed the alternatives analyzed as part of the study, and the alternatives carried forward (Alternative D concepts). He explained the criteria used to evaluate the alternative carried forward for detailed analysis. The criteria were avoidance and minimization of impacts to environmental resources; safety considerations; vertical and horizontal geometry; interchange height; cost; and ease of phasing construction; and minimizing throwaway pavement and costs.

Christine Norrick then provided a review of environmental resource impacts resulting from the proposed footprint, including right-of-way and displacements, wetlands and threatened and endangered species, water resources, regulated materials, parkland/4(f) resources, agriculture, and cultural resource impacts.

**Right-of-Way/Displacements.** Approximately 135 acres of new right-of-way would be required for the proposed improvements. The total amount of right-of-way that the interchange would use would be 524 acres. There would be five residential displacements: four in the southwestern quadrant and one on the east side of I-380, north of Route 6.

**Wetlands/Threatened and Endangered Species.** Six wetlands would be affected, totaling about 3.8 acres of wetland area. Most of that (nearly 3 acres) would be to Coralville's wetland mitigation site, which cannot be avoided. It is expected that mitigation would be provided at Coralville's Creekside Park property. No federal- or state-threatened or endangered species were found within the project area.

**Water Resources.** Four crossings of Clear Creek, three of Clear Creek Tributaries, and one of Deer Creek occur under existing and future improvements. The length of stream within the

proposed footprint totals roughly 4,000 feet for all these streams. It was noted that this should not be interpreted as total stream length impact, and that impact would likely be less but would need to be determined as part of drainage studies in subsequent phases of design.

**Regulated Materials.** One site was identified in field investigations, on the south side of I-80 just east of the Ireland Avenue interchange. No right-of-way would be required there.

**Parkland/4(f).** There are two park properties within the project area. FHWA has determined that Coralville Park, at the southeast quadrant of the interchange, is subject to 4(f) processing. (It is expected that it would be processed as *de minimis*.) Roughly 16 acres would be required. FHWA has determined that Tiffin Park, on the west side of I-380, north of the interchange, is not subject to 4(f), as the affected part of the site does not contain recreation facilities and is farmed. Less than 1 acre would be required from the property.

**Agriculture.** The project would affect nearly 91 acres of farmland, most of which consists of prime or important soils. Coordination with USDA/NRCS is under way.

**Cultural Resources.** SHPO concurred with the findings that none of the 33 properties identified in the historic structures survey is NRHP eligible. It also concurred that none of the archaeological sites is NRHP eligible.

Following the environmental resource update, Roger explained that within Alternative D, the D1 configuration was determined to be the optimal design. He then showed the preferred D1 configuration.

Following the presentation, Roger asked if there were any questions regarding the project or impacts or resources.

Neal Johnson asked if the Clear Creek area in the northeast quadrant contained wetlands. He also asked if the project would involve relocating Clear Creek, and whether the east to northbound ramp would affect the creek. Jeff Frantz, Roger, and Mike Carlson responded to various aspects of his question, noting that there are no wetlands based on CH2M HILL's field work/delineations. Furthermore, the creek would not need to be relocated as part of the improvements, and the design has been tightened to minimize impacts at the creek crossing.

Scott Marler asked the USACE what mitigation requirements might be necessary as a result of affecting the Coralville wetland mitigation site. Neal stated that the wetland mitigation site has not been very successful, although the monitoring period is still in effect. He said that it would not be a problem to affect the site, but that DOT would need to mitigate, and perhaps at mitigation ratios higher than 1:1. Neal stated that he did not know whether the entire wetland would be considered affected or if the remaining area could still function. He noted that if the City still wanted to maintain what was left of the wetland site, and if it could function, that was fine with them. It would also be fine if the City elected to remitigate the remaining part in another location (in conjunction with the rest of the mitigation effort).

Following this discussion, Neal stated that the USACE concurred with Point 4: Selection of the Preferred Alternative.

Concurrence Point 4 Sign-In Roster  
 9:30 AM 7/23/2008

| Name                                      | Agency             | Phone No.    | Email Address                 |
|-------------------------------------------|--------------------|--------------|-------------------------------|
| Scott Markle                              | DOT                | 515239-1590  | Scott.Markle@dot.iowa.gov     |
| Jim Schnoebelen                           | DOT Dist 6         |              |                               |
| Cathy Cutler                              |                    |              |                               |
| Abu Issa                                  |                    |              |                               |
| Ken Yarns                                 |                    |              |                               |
| Jill Rudloff                              | DOT                | 239-1698     | jill.rudloff@dot.iowa.gov     |
| Mike Carlson                              | DOT                | 233-7742     |                               |
| Janet Vine                                | DOT                | 239-1467     | janet.vine@dot.iowa.gov       |
| Jeff Frantz                               | CH2M HILL          | 773.693.3800 | jeff.frantz@ch2m.com          |
| Christine Norrick                         | CH2M HILL          | 773.693.3800 | C.Norrick@ch2m.com            |
| Libby Braband                             | CH2M Hill          | 773.693.3800 | libby.braband@ch2m.com        |
| Neal Johnson                              | Corps of Engineers | 309/794-5379 | neal.j.johnson@usace.army.mil |
| MIKE LAPIETRA                             | FHWA               | 515 233-7302 | mike.lapietra@fhwa.dot.gov    |
| Colin Greenan                             | DOT                |              |                               |
| not present:                              |                    |              |                               |
| DNR - rep. on vacation, need to send .ppt |                    |              |                               |
| EPA - opted out, need to send .ppt        |                    |              |                               |
| USFWS - no show, no contact               |                    |              |                               |
| Robert Hansen                             | Ia DOT             | 515-239-1791 | robert.hansen@dot.iowa.gov    |

**Rees, Jon/DMS**

---

**From:** Vine, Janet [DOT] [Janet.Vine@dot.iowa.gov]  
**Sent:** Monday, August 11, 2008 9:58 AM  
**To:** Braband, Libby/CHI; Norrick, Christine/CHI  
**Cc:** Frantz, Jeff/CHI; Larsen, Roger [DOT]  
**Subject:** FW: Concurrence Point 4 I-80/I-380 and US 20 from the July 23, 2008 meeting

Libby and Chris,

Below is EPA's concurrence on point 4 for U.S. 20 and I-80/380.

Janet

-----Original Message-----

**From:** Greenan, Colin [DOT]  
**Sent:** Monday, August 11, 2008 9:55 AM  
**To:** Vine, Janet [DOT]; Larsen, Roger [DOT]  
**Subject:** FW: Concurrence Point 4 I-80/I-380 and US 20 from the July 23, 2008 meeting

FYI

Colin Greenan  
Office of Location and Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010  
515.233.7711 (office)  
515.460.0345 (cell)

colin.greenan@dot.iowa.gov

-----Original Message-----

**From:** Daniels.Jason@epamail.epa.gov  
[mailto: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



**Rees, Jon/DMS**

---

**From:** Vine, Janet [DOT] [Janet.Vine@dot.iowa.gov]  
**Sent:** Monday, August 11, 2008 10:00 AM  
**To:** Norrick, Christine/CHI  
**Cc:** Frantz, Jeff/CHI; Larsen, Roger [DOT]  
**Subject:** FW: Concurrence Point 4 I-80/I-380 interchange

Chris,

Below is Iowa DNR's concurrence on point 4.

Janet

---

**From:** Greenan, Colin [DOT]  
**Sent:** Monday, August 11, 2008 9:55 AM  
**To:** Vine, Janet [DOT]; Larsen, Roger [DOT]  
**Subject:** FW: Concurrence Point 4 I-80/I-380 interchange

FYI

Colin Greenan  
Office of Location and Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010  
515.233.7711 (office)  
515.460.0345 (cell)

colin.greenan@dot.iowa.gov

-----Original Message-----

**From:** Schwake, Christine [DNR]  
**Sent:** Monday, August 11, 2008 9:53 AM  
**To:** Greenan, Colin [DOT]  
**Cc:** Marler, Scott [DOT]; Johnson, Neal J MVR; Daniels.Jason@epamail.epa.gov  
**Subject:** Concurrence Point 4 I-80/I-380 interchange

Hi Colin,

I've reviewed the information for the I-80/I-380 interchange and can concur with Concurrence Point 4. As you refine the project, please continue to minimize the amount of wetland/water of the US impacts.

Thanks, Chris

10/27/2008

**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

**APPENDIX F**  
**CULTURAL RESOURCE CLEARANCES**



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010-6993

515/239-1215 , FAX 239-1726

September 28, 2005

Ref. IMN-80-6(235)-OE-52  
Johnson County  
Primary Road

RC# 050352113

Mr. Ralph Christian  
Bureau of Historic Preservation  
State Historical Society of Iowa  
600 East Locust  
Des Moines, IA 50319-0290

Dear Ralph:

Enclosed for your review is the Cultural Resources Survey Report for a project to upgrade the operational characteristics of the Interstate 80/380/US218 interchange at Iowa City. This includes possible widening along the I-380 mainline immediately north of the interchange. Improvements being considered may be programmed as several projects with different schedules.

Information regarding historic properties can be found in Chapters I, V, & VI of Volume I and in Volume III of the enclosed reports. The survey consisted of inspection and documentation of property characteristics, archival/record searches, and photographs of the properties. Another copy of Volume I along with Volume II and a CD copy of the entire report was sent previously for archaeological review.

A total of 49 properties including eight farmsteads are inventoried in the report. Twenty-seven of these properties include structures more than 50 years old. None of the properties are recommended as being eligible for listing on the National Register. Therefore we propose a finding No Historic Properties Affected for this project.

If you can agree with these findings and conclusions, please sign the concurrence line below, add or attach any comments you wish to make, and return this letter.

Sincerely,

Randall B. Faber

Office of Location and Environment  
randall.faber@dot.iowa.gov

RBF:

Encl.

cc: Mike LaPietra, Federal Highway Administration

Concur \_\_\_\_\_  
Comments:

Date

11/2/06





# Iowa Department of Transportation TRIBAL NOTIFICATION

Date October 26, 2005  
IADOT project # IMN-80-6(235)239-0E-52  
Location Johnson County  
Description Reconstruction of I-80/I-380 Interchange

IA DOT contact David M. Stember  
Phone # 515-239-1035  
E-mail david.stember@dot.iowa.gov

### Type of Project (see map)

- |                                                                                        |                                                                                                  |
|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> VERY SMALL - Disturb less than 12 inch depth (plow zone)      | <input type="checkbox"/> LARGE - Improve existing road from 2-lanes to 4-lanes                   |
| <input type="checkbox"/> SMALL - Grading on existing road, shouldering, ditching, etc. | <input checked="" type="checkbox"/> LARGE - <del>Reconstruction</del> Interchange Reconstruction |
| <input type="checkbox"/> SMALL - Bridge or culvert replacement                         | <input type="checkbox"/> OTHER                                                                   |

### Type of Coordination/Consultation Points

- |                                                                                     |                                                                                     |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <input type="checkbox"/> 1-Early project notification (project map and description) | <input checked="" type="checkbox"/> 3-Consultation regarding site treatment (scope) |
| <input type="checkbox"/> 2-Notification of survey findings (Phase I)                | <input type="checkbox"/> 4-Data Recovery Report                                     |
| <input type="checkbox"/> 2a-Notification of site evaluation (Phase II)              | <input type="checkbox"/> 5-Other                                                    |

### Type of Findings

- |                                                                                                                                                                                       |                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> No American Indian sites found<br>--Section 106 Consultation Process ends *                                                                                  | <input checked="" type="checkbox"/> Potentially significant American Indian sites found<br>(see map and list of sites) |
| <input type="checkbox"/> American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*                                         | <input type="checkbox"/> American Indian sites eligible for National Register listing cannot be avoided (see map)      |
| <input type="checkbox"/> Avoided American Indian sites eligible for National Register listing<br>(see map and list of sites)<br>--Section 106 Consultation Process may or may not end | <input type="checkbox"/> Burial site found                                                                             |
|                                                                                                                                                                                       | _____ # of non-significant prehistoric sites                                                                           |
|                                                                                                                                                                                       | _____ # of potentially significant prehistoric sites                                                                   |
|                                                                                                                                                                                       | _____ # of National Register eligible prehistoric sites                                                                |
- \* in the event of a late discovery consultation will be reopened

### Affected National Register Properties

- |                                                                             |                                            |
|-----------------------------------------------------------------------------|--------------------------------------------|
| <input type="checkbox"/> Investigating avoidance or minimizing harm options | <input type="checkbox"/> Protected         |
| <input type="checkbox"/> Avoided                                            | <input type="checkbox"/> Data Recovery/MOA |

### Please Respond

Who should we contact for site/project related discussions?

Name \_\_\_\_\_ Street Address \_\_\_\_\_ City, Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)? \_\_\_\_\_

- |                                                                                                                        |                                                                                                           |
|------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input type="checkbox"/> We do not have a comment at this time but request continued notification on this project.     | <input type="checkbox"/> We have concerns and wish to consult.                                            |
| <input type="checkbox"/> Please send a copy of the archaeology report.                                                 | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project.          |

Comments \_\_\_\_\_

Name \_\_\_\_\_ Tribal Name \_\_\_\_\_ Date \_\_\_\_\_



# Iowa Department of Transportation TRIBAL NOTIFICATION

Date October 11, 2005  
IADOT project # IMN-80-6(235)239-OE-52  
Location Johnson County  
Description 55 sites

IA DOT contact David Stember  
Phone # 515-239-1035  
E-mail david.stember@dot.iowa.gov

### Type of Project (see map)

- |                                                                                        |                                                                                           |
|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| <input type="checkbox"/> VERY SMALL - Disturb less than 12 inch depth (plow zone)      | <input checked="" type="checkbox"/> LARGE - Improve existing road from 2-lanes to 4-lanes |
| <input type="checkbox"/> SMALL - Grading on existing road, shouldering, ditching, etc. | <input type="checkbox"/> LARGE - New alignment                                            |
| <input type="checkbox"/> SMALL - Bridge or culvert replacement                         | <input type="checkbox"/> OTHER                                                            |

### Type of Coordination/Consultation Points

- |                                                                                     |                                                                  |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------|
| <input type="checkbox"/> 1-Early project notification (project map and description) | <input type="checkbox"/> 3-Consultation regarding site treatment |
| <input checked="" type="checkbox"/> 2-Notification of survey findings (Phase I)     | <input type="checkbox"/> 4-Data Recovery Report                  |
| <input type="checkbox"/> 2a-Notification of site evaluation (Phase II)              | <input type="checkbox"/> 5-Other                                 |

### Type of Findings

- |                                                                                                                                                                                       |                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> No American Indian sites found<br>--Section 106 Consultation Process ends *                                                                                  | <input checked="" type="checkbox"/> Potentially significant American Indian sites found<br>(see map and list of sites) |
| <input type="checkbox"/> American Indian sites found but not eligible for National Register listing -- Section 106 Consultation Process ends*                                         | <input type="checkbox"/> American Indian sites eligible for National Register listing cannot be avoided (see map)      |
| <input type="checkbox"/> Avoided American Indian sites eligible for National Register listing<br>(see map and list of sites)<br>--Section 106 Consultation Process may or may not end | <input type="checkbox"/> Burial site found                                                                             |
- \_\_\_\_\_ # of non-significant prehistoric sites  
 \_\_\_\_\_ # of potentially significant prehistoric sites  
 \_\_\_\_\_ # of National Register eligible prehistoric sites
- \* in the event of a late discovery consultation will be reopened

### Affected National Register Properties

- |                                                                             |                                            |
|-----------------------------------------------------------------------------|--------------------------------------------|
| <input type="checkbox"/> Investigating avoidance or minimizing harm options | <input type="checkbox"/> Protected         |
| <input type="checkbox"/> Avoided                                            | <input type="checkbox"/> Data Recovery/MOA |

### Please Respond

Who should we contact for site/project related discussions?

Name \_\_\_\_\_ Street Address \_\_\_\_\_ City, Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Do you know of any sensitive areas within or near the project the FHWA/DOT should avoid (please describe)? \_\_\_\_\_

- |                                                                                                                        |                                                                                                           |
|------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Thank you for the information; however, we do not need to consult on this particular project. | <input type="checkbox"/> Thank you for the information. We are satisfied with the planned site treatment. |
| <input type="checkbox"/> We do not have a comment at this time but request continued notification on this project.     | <input type="checkbox"/> We have concerns and wish to consult.                                            |
| <input type="checkbox"/> Please send a copy of the archaeology report.                                                 | <input type="checkbox"/> We wish to participate in the Memorandum of Agreement for this project.          |

Comments \_\_\_\_\_

Name \_\_\_\_\_ Tribal Name \_\_\_\_\_ Date \_\_\_\_\_

- Iowa Tribes
- Sac & Fox Nations (Meskwakis)
- Otoe-Missouria

copy of letter and list of tribes to Ken Tomson  
and Tamy M



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097

515-239-1726 FAX

May 29, 2007

Ref. No:IMN-80-6(235)239- -OE-52

Johnson

Primary

Doug Jones  
Review and Compliance  
Bureau of Historic Preservation  
State Historical Society of Iowa  
600 East Locust  
Des Moines, IA 50319-0290

R&C: 050352113

Dear Doug:

**RE: Phase II Archaeological Investigations for Prehistoric / Historic Sites:  
13JH1220, 13JH1221, 13JH1223, 13JH1224, 13JH1227, 13JH1233,  
13JH1236, 13JH1240. (Revised Letter)  
Interstate 80 / 380 Interchange Improvement Project  
Section 35, T80N-R7W -Johnson County, Iowa**

Enclosed for your review is the Phase II Archaeological Investigations for the above mentioned federally funded project. Eight archaeological sites were recommended for additional archaeological investigations during the initial Phase I surveys for this project. The sites recommended are as follows: 13JH1220, 13JH1221, 13JH1223, 13JH1224, 13JH1227, 13JH1233, 13JH1236, and 13JH1240.

These Phase II archaeological investigations were conducted using an extensive review of the records / archival resources as well as a review of the initial findings of the original surveys. The field work for the excavation of additional subsurface testing that included test units.

Site 13JH1220 was first recorded as a historic hunting camp (cabin) and prehistoric resource procurement location. The historic component of this site represents an abandoned 20<sup>th</sup> Century hunting cabin. The prehistoric component of this site represents a resource procurement location. The Phase II investigation of 13JH1220 determined that this site has been previously disturbed by burrowing animals. The site deposits are spatially limited and are characterized by very low artifact density. Due to this, Site 13JH1220 was determined not eligible for the National Register and no further work was recommended for it.

Site 13JH1221 and 13JH1233 represent prehistoric procurement locations. These sites appear to lack site integrity and were determined to be not eligible for the National Register and no further work was recommended.



Sites 13JH1223, 13JH1224, 13JH1236, and 13JH1240 represent prehistoric bivouac or short-term campsites. Archaeological investigations determined that Site 13JH1224 was has a Late Woodland cultural affiliation, while Site 13JH1236 was determined to have a Late Archaic / Early Woodland affiliation. These investigations were unable to determine the prehistoric affiliations for sites 13JH1223 and 13JH1240.

The Phase II investigations for these for sites determined that the four sites had limited research potential. Due to this, all four sites were not recommended for National Register and no further work was recommended for them.

Site 13JH1227 represents a prehistoric bivouac site or base camp with what appears to be a Woodland period association. The Phase II investigation of this site determined that 13JH1227 has very low potential for additional archaeological information and due to this, Site 13JH1227 was determined not eligible for the National Register. No further work was recommended.

Base on the findings of these Phase II investigations, the determination is **No Historic Properties Affected**. If you agree with this determination for these archaeological sites, please sign the concurrence line below and return this letter. If you have any questions regarding these sites or investigations, please do not hesitate to contact me.

Sincerely,



Matthew J.F. Donovan  
Office of Location and Environment  
[Matt.Donovan@dot.iowa.gov](mailto:Matt.Donovan@dot.iowa.gov)

MJFD  
Enclosure

cc: Dee Ann Newell- Location and Environment / NEPA  
Jim Schnoebelen- District Engineer- District 6  
Randy Withrow- Principal Investigator / Louis Berger Group

Concur Douglas W. Jones Date 7/10/2007  
SHPO Archaeologist  
Comments:

AUG 14 2008



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097  
515-239-1726 FAX

August 12, 2008

Ref. No: IMN-80-6(235)239- -OE-52  
Johnson  
Primary

Doug Jones  
Review and Compliance  
Bureau of Historic Preservation  
State Historical Society of Iowa  
600 East Locust  
Des Moines, IA 50319-0290

R&C: 050352113

Dear Doug:

**RE: Supplemental Phase I Archaeological Investigation for an Additional Parcel  
Interstate 80 / 380 Interchange Improvement Project  
Section 35, T80N-R7W -Johnson County, Iowa  
*No Historic Properties Affected***

Enclosed for your review is the Supplemental Phase I Archaeological Investigation for an additional parcel, in Johnson County, Iowa. This site was examined as part of the proposed improvements to the Interstate 80 / 380 Interchange, due to additional right of way needs that require the use of a land parcel adjacent to the southwest corner of the original 2005 archaeological investigations for this project.

The additional parcel encompasses a project area that has an approximate length of 2100 ft. and an approximate width of 1400 ft. A total area of 54 acres was investigated.

The supplemental archaeological investigation was conducted using an extensive archival / records search, along with a pedestrian survey. Subsurface testing was conducted using posthole tests, augur tests, and soil cores.

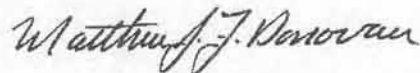
Due to their location, three previously recorded archaeological sites were revisited during this investigation: Sites 13JH1242, 13JH1243, and 13JH1244. (These sites are adjacent to the eastern boundary of the currently proposed survey area.) No additional artifacts were recovered from Site 13JH1242 and no further archaeological investigations were conducted for the site.

Artifacts were recovered from both 13JH1243 and 13JH1244. Additional archaeological testing was conducted for each of these sites, but both sites were determined to be heavily impacted by modern agricultural activities and erosion. The original determination made that neither of these sites were eligible for the National Register and no further work was recommended for them is supported by the present supplemental investigations.

This supplemental investigation also identified two previously unrecorded prehistoric sites, 13JH1308 and 13JH1309. Both these sites represent prehistoric short-term resource procurement stations. These sites have been impacted by agricultural activities and erosion. Due to this, both sites were determined to have low potential for intact archaeological remains and neither site is considered potentially eligible for the National Register. No further work is recommended for Sites 13JH1308 and 13JH1309.

Based on the findings of this supplemental archaeological investigation, the determination for this additional parcel area is **No Historic Properties Affected**. If you concur with the findings of this investigation and this determination, please sign the concurrence line below. If you have any questions regarding this site or this investigation, please do not hesitate to contact me.

Sincerely,



Matthew J.F. Donovan  
Office of Location and Environment  
[Matt.Donovan@dot.iowa.gov](mailto:Matt.Donovan@dot.iowa.gov)

MJFD  
Enclosure

cc: Dee Ann Newell- NEPA / OLE  
Jim Schnoebelen- District Engineer- District 6  
Mark L. Anderson- Project Archaeologist / HAP

Concur  Date 8/18/2008

SHPO Archaeologist

Comments:

DEC 05 2008



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097  
515-239-1726 FAX

December 3, 2008

Ref No: IMN-80-6(235)239- -OE-52  
Johnson  
Primary

Doug Jones  
Review and Compliance  
Bureau of Historic Preservation  
State Historical Society of Iowa  
600 East Locust  
Des Moines, IA 50319-0290

R&C: 050352113

Dear Doug:

---

**RE: Supplemental Phase I Archaeological Investigation for  
Interstate 80 / 380 Interchange Improvement Project (Seven Parcel Areas)  
Section 35, T80N-R7W -Johnson County, Iowa  
*No Historic Properties Affected***

Enclosed for your review is the Supplemental Phase I Archaeological Investigation for the above-mentioned federal-funded project, in Johnson County, Iowa. This supplemental investigation was conducted to examine additional parcel areas needed for the proposed improvements to the Interstate 80 / 380 Interchange. These areas of additional right of way were not covered in the original 2005 archaeological investigations.

This supplemental investigation surveyed seven parcels of land. These locations are contiguous to the existing highway or interstate right-of-way. A total area of 50.9 acres was examined for this investigation.

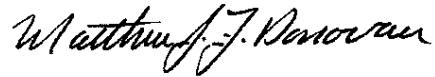
The supplemental archaeological investigation was conducted using an extensive archival / records search, along with a pedestrian survey. Subsurface testing was conducted using shovel testing and auger testing. No new archaeological sites were identified within the seven parcel areas.

The present investigation revisited and re-identified two prehistoric archaeological sites, 13JH70 and 13JH71. Both sites were identified in 1975 for the Highway 518 project and were determined at that time to be not eligible for the National Register and no further work was recommended for them. The present investigation supports the original conclusion and agrees that no further work is necessary for these two sites.



Based on the findings of this supplemental archaeological investigation, the determination for these additional parcel areas is **No Historic Properties Affected**. If you concur with the findings of this investigation and this determination, please sign the concurrence line below. If you have any questions regarding this site or this investigation, please do not hesitate to contact me.

Sincerely,



Matthew J.F. Donovan  
Office of Location and Environment  
[Matt.Donovan@dot.iowa.gov](mailto:Matt.Donovan@dot.iowa.gov)

MJFD  
Enclosure

cc: Dee Ann Newell- NEPA / OLE  
Jim Schnoebelen- District Engineer- District 6  
Brennan J. Dolan- Principal Investigator / Louis Berger Group

Concur *Douglas W. Jones* Date *12/10/2008*

SHPO Archaeologist  
Comments:

**APPENDIX G**  
**PUBLIC INFORMATION MEETING**

SUMMARY OF THE  
MARCH 28, 2006  
PUBLIC INFORMATION MEETING

## **I80/380 Public Information Meeting Summary**

### **March 28, 2006**

The **Iowa Department of Transportation** held a public information meeting (PIM) regarding the Interchange Improvement Study for the I-80/I-380/US 218/IA 27 interchange area. The purpose of the meeting was to present the progress of the study, solicit public comments and answer questions regarding the project.

An open-house public meeting was held from 5-7 pm in Iowa City. Forty-one people attended the PIM. Personnel from the Iowa Department of Transportation and project consultants were present to answer questions and receive comments.

Written comments were accepted through April 10, 2006. Twelve written comments were received and are included in this project summary document.

Project staff held a debriefing at the conclusion of the public meeting. The following are the major issues and comments heard by staff at the meeting. .

Comments recorded by staff during discussions with public:

1. Where can a new interchange be built?

Local developers support a new interchange at Oakdale Boulevard and they understand why US 6 isn't a good location. Staff explained that adding a new interchange is a long process and that an interchange located at Oakdale Boulevard would need to be included in local plans before any studies could begin.

2. Project Schedule - when can it start?

3. General support for project.

4. Property owner west of I-80 in Tiffin had questions on traffic counts.

5. Staff talked with Dan Holderness, City of Coralville, about city owned property in the SE quadrant. It has been annexed into the City of Coralville.

6. Jasper Avenue and Kansas Avenue: What are we planning to do? Farmers use Jasper Avenue to access the COOP; and to access U.S. 6.

7. Tiffin city clerk supports interchange at U.S. 6.

8. Staff spoke with media about:

Name of the proposed interchange: turbine interchange

Media agreed the weaving section and loops were problems.

9. Mr. & Mrs. Pat Rogers are homeowners in SW quadrant; middle house. They have questions on schedule and ROW process.

10. Questions on funding and ROW. Support for project.

11. Resident noted lots of overturned trucks in SE quadrant.

12. Questions on accident locations and LOS. Needed explanation.

13. Public asked what NEPA meant and did not note any big NEPA issues.

14. Residents from the Southgate development attended.

15. Chamber of Commerce annexation (Gil Janes with H.R Green) with regional transportation group voiced support for the project as primary transportation project in the Iowa City/Cedar Rapids area.



**INVITATION LETTER AND  
MAILING LIST FOR THE  
MARCH 28, 2006  
PUBLIC INFORMATION MEETING**



# Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1626

Fax: 515-239-1982

March 14, 2006

Ref: Johnson County  
IMN-80-6(235)239--0E-52

(Letter sent to the attached list)

Dear :

You are invited to attend a Public Meeting on March 28, 2006, to discuss the interchange improvement study for the I-80/I-380/US 218/IA 27 interchange in Johnson County. The meeting will be held between 5:00 and 7:00 p.m. at the Iowa City West High School cafeteria, 2901 Melrose Avenue, Iowa City, Iowa. The high school is located just east of U.S. 218 on Melrose Avenue.

This public meeting will be conducted utilizing an open house format. No formal presentation will be made. Iowa DOT staff members will be present to informally discuss the improvement study and the environmental process. Interested individuals are encouraged to attend the meeting anytime between 5:00 and 7:00 p.m. to express their views and ask questions about the study. Written statements will be accepted at the meeting.

Your involvement is encouraged. General information regarding the study and the meeting is available from Jim Schnoebelen, Assistant District 6 Engineer, Iowa DOT, P.O. Box 3150, 430 16<sup>th</sup> Avenue SW, Cedar Rapids, IA 52406-3150, telephone 800-866-4368 or 319-364-0235.

Sincerely,

A handwritten signature in cursive script that reads "Gary L. Hood".

Gary L. Hood  
Location and Environment

GLH:glh

cc: Richard Kautz, District 6 Office, Iowa DOT  
Jim Schnoebelen, District 6 Office, Iowa DOT

JOHNSON COUNTY  
IMN-80-6(235)239--0E-52  
MARCH 28, 2006 PIM

SIMPSON FAMILY FARM LTD  
8 ASHWOOD DR  
IOWA CITY, IA 52245

HAZEL I REEVE  
4081 2ND ST  
CORALVILLE, IA 52241

ROBERT RARICK  
2836 KANSAS AVE NE  
IOWA CITY, IA 52240

LEONARD W & MARGARET GOUGH  
3300 HEARTLAND DR  
CORALVILLE, IA 52241

JOHN R LOVETINSKY  
2720 JASPER AVE NW  
IOWA CITY, IA 52240

MARINEA A & SCOTT MEHRHOFF  
3390 KANSAS AVE SW  
OXFORD, IA 52322

BENJAMIN ALLEN  
605 MEADOW ST  
IOWA CITY, IA 52245

RIVER PRODUCTS CO INC  
PO BOX 2120  
IOWA CITY, IA 52244-2120

WARREN N & CARLA A SCHMIDT  
3486 KANSAS AVE SW  
OXFORD, IA 52322

GARY J & DEBRA J SPRATT  
3411 KANSAS AVE SW  
OXFORD, IA 52322

RICHARD D & JANE A GENT  
2847 340TH ST SW  
TIFFIN, IA 52340-9375

LORRAINE F VOGT  
2894 340TH ST SW  
TIFFIN, IA 52340

FREDERICK B & MARILYN CHARBON  
40 E CHESTNUT ST  
NORTH LIBERTY, IA 52317

ALL NATIONS BAPTIST CHURCH  
1715 MORMAN TREK BLVD.  
IOWA CITY, IA 52246

CWG PROPERTIES LLP  
% CHARLES W GAY  
3821 LOCUST RIDGE RD NE  
NORTH LIBERTY, IA 52317

MARION KLEIN  
3337 KANSAS AVE SW  
OXFORD, IA 52322

EUGENE D & MARCIA A CHARBON  
3335 KANSAS AVE SW  
OXFORD, IA 52322

KEITH PIRKL  
2794 340TH ST SW  
TIFFIN, IA 52340

KEITH D & CAROL W STROYAN  
2807 340TH ST SW  
TIFFIN, IA 52340-9375

DONALD J & SHIRLEY J GOEDKEN  
2447 BANBURY ST NE  
IOWA CITY, IA 52240

DENNIS F & DENISE A MOUGIN  
2830 340TH ST SW  
TIFFIN, IA 52340-9375

WOMBACHER PRTRNSHP  
218 CAYMAN ST  
IOWA CITY, IA 52245

SOUTHGATE BP PROPS LLC  
PO BOX 1907  
IOWA CITY, IA 52244

JANE E & DONALD R FRANTZ  
3220 HEARTLAND DR  
CORALVILLE, IA 52241

CHRISTOPHER H BURD  
3285 JASPER AVE NW  
IOWA CITY, IA 52240

ROBERT J UHLER  
1841 S GILBERT ST  
IOWA CITY, IA 52240

CAROLYNN & ROBERT SMELSER  
3253 JASPER AVE NW  
IOWA CITY, IA 52240



GARY L & CATHRYN L KEE  
PO BOX 176  
TIFFIN, IA 52340

RICHARD J & BRENDA L REEVE  
3259 JASPER AVE NW  
IOWA CITY, IA 52240-9730

DAWN M (MILLER) NIGHTINGALE  
3265 JASPER AVE NW  
IOWA CITY, IA 52240

MERRILL SMALLEY  
2959 270TH ST NE  
IOWA CITY, IA 52240

WILLIAM A & MONIKA A DEATSCH  
2757 KANSAS AVE NE  
IOWA CITY, IA 52240

CEDAR HOLDINGS LLC  
PO BOX 17  
NORTH LIBERTY, IA 52317-0017

AL STREB  
1700 COUNTRY CLUB RD  
CORALVILLE, IA 52241

JAMES BOWMAN  
2775 JASPER AVE NW  
IOWA CITY, IA 52240

MARK VAN GUNDY  
2922 JASPER AVE NW  
IOWA CITY, IA 52240

CAREW FAMILY LLC  
3921 2ND ST  
IOWA CITY, IA 52241

MELVIN R REEVE  
2852 HWY 6 NW  
IOWA CITY, IA 52240

LISA NOVAK  
1869 250TH ST NW  
OXFORD, IA 52322

WAYNE D & DENISE M GRELL  
1075 W FOREVERGREEN RD  
NORTH LIBERTY, IA 52317

HAWKEYE FOODS DIST INC  
% STEVE CONNER  
PO BOX 1820  
IOWA CITY, IA 52244-1820

DELORES E MADDEN  
PO BOX 96  
TIFFIN, IA 52340-0096

CONSUMERS COOP SOCIETY  
PO BOX 1108  
IOWA CITY, IA 52244-1108

SOUTHGATE DEV CO INC  
755 MORMON TREK BLVD  
IOWA CITY, IA 52240

ROBERT L & KATHARINE K GASKILL  
11 ARBURY DR  
IOWA CITY, IA 52246

JOHN A & PENNY L CONNER  
2894 RIDGE DR NW  
IOWA CITY, IA 52240

FRANCIS J & NANCY L SCHNEIDER  
1955 EATON AVE  
SAN CARLOS, CA 94070

MAGIC MEDIA INC  
P O BOX 1247  
TIFFIN, GA 31793-1247

LLPELLING CO  
1425 W PENN  
PO BOX 230  
NORTH LIBERTY, IA 52317-0230

RICHARD & MARILOU GAY  
610 GREENWOOD DR  
IOWA CITY, IA 52246-2120

DONNA DEATSCH  
1907 WOODBERRY CT  
IOWA CITY, IA 52246

THELMA MILLER  
2889 340TH ST SW  
TIFFIN, IA 52340

CRAIG MCCORMICK  
337 SHETLAND DR  
CEDAR RAPIDS, IA 52405

ELLEN BIGELOW  
2938 HIGHWAY 6 NW  
IOWA CITY, IA 52245

JIM FAUSETT, MAYOR  
CITY OF CORALVILLE  
1512 7TH ST  
CORALVILLE, IA 52241

**KELLY HAYWORTH  
CORALVILLE CITY ADMINISTRATOR  
1512 7TH ST  
CORALVILLE, IA 52241**

**DAN HOLDERNESS  
CITY ENGINEER  
1512 7TH ST  
CORALVILLE, IA 52241**

**BARRY BEDFORD  
POLICE CHIEF  
1503 5TH ST  
CORALVILLE, IA 52241**

**DAVID STANNARD  
FIRE CHIEF  
1501 5TH ST  
CORALVILLE, IA 52241**

**DAVE FRANKER, MAYOR  
CITY OF NORTH LIBERTY  
PO BOX 77  
NORTH LIBERTY, IA 52317**

**BRIAN JAMES  
NORTH LIBERTY CITY ADMINISTRATOR  
PO BOX 77  
NORTH LIBERTY, IA 52317**

**JIM WARKENTIN  
POLICE CHIEF  
PO BOX 77  
NORTH LIBERTY, IA 52317**

**ERIC VANDEWATER  
FIRE CHIEF  
PO BOX 77  
NORTH LIBERTY, IA 52317**

**ROSS WILBURN, MAYOR  
CITY OF IOWA CITY  
410 EAST WASHINGTON  
IOWA CITY, IA 52240**

**STEVE ATKINS, MANAGER  
CITY OF IOWA CITY  
410 EAST WASHINGTON  
IOWA CITY, IA 52240**

**RICK FOSSE  
PUBLIC WORKS DIRECTOR  
410 EAST WASHINGTON  
IOWA CITY, IA 52240**

**RON KNOCH  
CITY ENGINEER  
410 EAST WASHINGTON  
IOWA CITY, IA 52240**

**KARIN FRANKLIN, DIRECTOR  
PLANNING & COMMUNITY DEVELOPMENT  
410 EAST WASHINGTON  
IOWA CITY, IA 52240**

**SAM HARGADINE  
POLICE CHIEF  
410 EAST WASHINGTON  
IOWA CITY, IA 52240**

MAGGIE GROSVENOR MOWERY  
INTERIM PRESIDENT AREA CHAMBER  
325 EAST WASHINGTON  
IOWA CITY, IA 52244

GLENN POTTER, MAYOR  
CITY OF TIFFIN  
211 MAIN ST  
TIFFIN, IA 52340

MARGARET REIHMAN  
CITY CLERK  
211 MAIN ST  
TIFFIN, IA 52340

GARY KEE  
FIRE CHIEF  
211 MAIN ST  
TIFFIN, IA 52340

BRETT MEHMEN  
PUBLIC WORKS DIRECTOR  
211 MAIN ST  
TIFFIN, IA 52340

STEVE SPENLER  
DIRECTOR JOHNSON CO. AMBULANCE  
808 SOUTH DUBUQUE ST  
IOWA CITY, IA 52240

HARRY GRAVES  
DIRECTOR JOHNSON CO. CONSERVATION  
2048 HIGHWAY 6  
OXFORD, IA 52322

LONNY PULKRABEK  
COUNTY SHERIFF  
511 SOUTH CAPITOL  
IOWA CITY, IA 52240

RICK DVORAK, ADMINISTRATOR  
JOHNSON CO. PLANNING & ZONING  
913 SOUTH DUBUQUE ST  
IOWA CITY, IA 52240

JEFF DAVIDSON, EXECUTIVE DIRECTOR  
JOHNSON CO COUNCIL OF GOVERNMENTS  
410 EAST WASHINGTON  
IOWA CITY, IA 52240

TRIBAL CHAIRPERSON  
IOWA TRIBE OF OKLAHOMA  
R1, BOX 721  
PERKINS, OK 74059

ROBERT HYATT, CULTURAL COORDINATOR  
IOWA TRIBE OF OKLAHOMA  
R1, BOX 721  
PERKINS, OK 74059

TRIBAL CHAIRPERSON  
IOWA TRIBE OF KANSAS & NEBRASKA EX  
COMM  
3345 THRASHER RD #B  
WHITE CLOUD, KS 66094

JOANN COMER  
IOWA TRIBE OF KANSAS & NEBRASKA  
3345 THRASHER RD #B  
WHITE CLOUD, KS 66094-4028



**PAT MURPHY, NAGPRA REPRESENTATIVE  
IOWA TRIBE OF KANSAS & NEBRASKA  
206 SOUTH BUCKEYE  
ABILENE, KS 67410**

**TRIBAL COUNCIL  
SAC & FOX NATION OF MISSOURI  
305 NORTH MAIN ST  
RESERVE, KS 66343-9723**

**DEANNE BAHR, NAGPRA COORDINATOR  
SAC & FOX NATION OF MISSOURI  
305 NORTH MAIN ST  
RESERVE, KS 66343-9723**

**EXECUTIVE DIRECTOR  
SAC & FOX TRIBE OF THE MISSISSIPPI IN IOWA  
349 MESKWAKI RD  
TAMA, IA 52339-9629**

**JOHNATHAN BUFFALO, HIST. PRES. COORD.  
SAC & FOX TRIBE OF THE MISSISSIPPI IN IOWA  
349 MESKWAKI RD  
TAMA, IA 52339-9629**

**TRIBAL CHAIRPERSON  
SAC & FOX NATION OF OKLAHOMA BUSINESS  
COUNCIL  
ROUTE 2, BOX 246  
STROUD, OK 74079**

**SANDRA MASSEY, NAGPRA COORDINATOR  
SAC & FOX NATION OF OKLAHOMA  
ROUTE 2, BOX 246  
STROUD, OK 74079**

**COMMENTS RECORDED BY STAFF  
AT THE  
MARCH 28, 2006  
PUBLIC INFORMATION MEETING**

## Public Meeting Comment Summary

Johnson County

Project IMN-80-6(235)—0E-52

March 28, 2006

Staff Person: Todd Ashby

Citizen: John Bender  
Ament Engineering

Money – Where is the money coming from?  
Is there any ROW required?

---

Staff Person: Newman Abuissa

Citizen: ?

The City of Coralville has annexed the city-owned parcel on the SE quadrant of the interchange.

The property owner west of I-380 seems to be okay with the project. He owns a big parcel north and east of Tiffin.

---

Staff Person: Tammy Nicholson

Citizen: Pat Rogers

- SW quadrant – home owner (2<sup>nd</sup> house from I-380) (next to home with long driveway)
- Sees many accidents – everyday
- Water overtops I-80. Thinks Lowe's fill will contribute to high water problems.

Citizen: Dan Holderness  
City of Coralville

- Asked for PowerPoint of all PIM slides
- Jeff will send PIM (current) PowerPoint.
- Adult softball fields in SE quadrant– construction April 1, 2006

Citizen: Tiffin City Council

- Weaving is a problem  
SB ? EB
- Questions about crash rates.

Citizen: Charlie Gay

- Former owner of SE quadrant (barns)
  - Lots of truck overturning in SE quadrant
- 

Staff Person: Jeff Frantz

Citizen: Property on west  
side of 380, South  
of Evergreen

Questioned width of study areas; noted that it is a bad interchange (the system interchange)

**Citizen: ?**

Concern from property owner on Kansas Avenue regarding timeline, land acquisition; whether they would be directly impacted.

---

**Staff Person: Lee Benfield**

**Citizen: Glen Potter and  
Margaret Reiman,  
Council members  
in Tiffin**

Extension of Ireland Avenue

**Citizen: Southgate  
Development**

Just interested in the project.

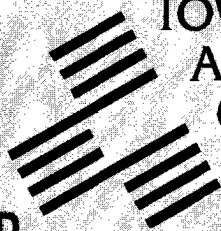
**Citizen: Randy Browerman**

Interested in a variety of issues related to project. Most of discussion was about U.S. 6 interchange issue.



**COMMENTS RECEIVED  
PRIOR TO THE  
MARCH 28, 2006  
PUBLIC INFORMATION MEETING**

325 East Washington Street  
P.O. Box 2358  
Iowa City, IA 52244-2358



IOWA CITY  
AREA  
CHAMBER OF  
COMMERCE

*Serving the communities of Johnson County*

Tel. 319.337.9637  
Fax 319.338.9958  
chamber@iowacityarea.com  
www.iowacityarea.com

RECEIVED

APR 04 2005

OFFICE OF LOCATION & ENVIRONMENT

March 2005

James Rost  
Director  
Office of Location and Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010

Dear Mr. Rost,

Thank you for contacting the Iowa City Area Chamber of Commerce regarding the I-80/I-380 System Interchange Improvement Project. We recognize that safety at this interchange is an issue that needs to be addressed.

If further investigation finds improvements are necessary and feasible, the Iowa City Area Chamber of Commerce will be supportive of the project. Please let me know if there is anything the Area Chamber can do to assist you in gaining federal funding.

Sincerely,

James C. Griffin Jr.  
President  
Iowa City Area Chamber of Commerce



*fast • focused • friendly*

**RECEIVED**

**MAR 30 2005**

**OFFICE OF LOCATION & ENVIRONMENT**

March 28, 2005

Mr. James R. Schnoebelen, P.E.  
Iowa Department of Transportation  
P.O. Box 3150  
Cedar Rapids, Iowa 52406-3150

Dear Mr. Schnoebelen,

Hawkeye Foodservice Distribution, Inc. is located on Highway 6 in Coralville and is included in the study of the I-80/US 218/IA 27 interchange in Johnson County. I appreciate the letter that you sent out on March 18, and will certainly cooperate with DOT personnel and/or other consultants contracted by the DOT.

We have been in the same location on Highway 6 since 1964. In 2001, we purchased the FS Feeds building, now 3800 2<sup>nd</sup> Street in Coralville. The amount of traffic growth we have witnessed over the years is significant. The growth in traffic since the opening of the Coral Ridge Mall has been staggering.

Highway 6, from the I-380 overpass to the west Lowe's entrance surely requires capacity improvements to improve flow and safety. We are big proponents of this. We are also big supporters of direct on/off access to I-380 from Highway 6. Our trucks and employees would then be able to avoid going through the town of Tiffin or through the congested Coral Ridge Mall accesses to the interstate system.

Thank you for your consideration. Please let me know if there are additional audiences that are interested in learning what landowners within the study area are thinking.

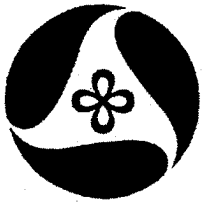
Sincerely,

Jeff A. Braverman  
President

cc: Richard Kautz, District 6 Office, Iowa DOT  
Catherine Cutler, District 6 Office, Iowa DOT  
Mitch Dillavou, Engineering Building, Iowa DOT  
Jim Rost, Office of Location and Environment, Iowa DOT  
✓ Roger Larsen, Office of Location and Environment, Iowa DOT

**COMMENTS RECEIVED**  
**AT THE**  
**MARCH 28, 2006**  
**PUBLIC INFORMATION MEETING**





# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239-0E-52

I think converting from a loop to ramp system would definitely be cost-effective:

\* The intersection is extremely hazardous.  
\* By calculating costs of crashes, would pay for itself rapidly.

Thanks for doing it.

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name:

Holly Berkowitz

Address:

612 Granada Ct

Iowa City IA 52246

Phone:

319 351 3489

**CORRESPONDENCE RECEIVED**

**AFTER THE**

**MARCH 28, 2006**

**PUBLIC MEETING**



# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239—0E-52

we have a business in Jiffin and it would be much more convenient for our clients coming from the north to have access to Hwy 6 exit rather than another exit into the North Liberty Area.

The number of businesses located in the Hwy 6 area between 965 and the western edge of Jiffin has grown tremendously in the last three years.

Although the access to these businesses is very limited I-380 to I-80 West, or exit the North Liberty exit to 965 South then Hwy 6 West, the convenience is missing for the citizens of Jiffin and the businesses established in this area.

It would also benefit the traffic during the U of IA athletic season.

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name:

Hart-Fredrick Consultants

Address:

510 E. State Street

P.O. Box 560

Jiffin, IA 52340-0560

Phone:

319-545-7215



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614  
Internet: jim.schnoebelen@dot.iowa.gov

May 17, 2006

Ref. No. IMN-80-6(235)239—0E-52  
Johnson County

Ms. Karen Dils  
Hart-Frederick Consultants  
510 East State Street  
P.O. Box 560  
Tiffin, IA 52340

Dear Ms. Dils:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you would like to see additional access to I-380 north of the systems interchange. The Iowa DOT believes the next feasible location for access to I-380 is at Forevergreen Road. A location closer than Forevergreen Road is not feasible because it would result in:

1. A short weaving section that would pose operational and safety concerns;
2. undesirable traffic operations - poor level of service;
3. undesirable interchange spacing (does not meet design guidelines for spacing);
4. inadequate space for a standard interchange configuration at U.S. 6.

New interchanges are subject to the approval of the Federal Highway Administration (FHWA) and the Iowa DOT is obligated to follow FHWA policies and federal code. One aspect of FHWA policy is that local roads and streets shall be improved to provide necessary access prior to adding an interchange on the interstate. If you have concerns about regional/local access, we recommend you work with local officials and the Metropolitan Planning Organization to improve the local/regional system. One potential improvement for access to the north noted by some at the Public Information Meeting was the improvement/extension of Jasper Avenue and/or Kansas Avenue.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone, or e-mail listed above.

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District 6 Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010





# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239-0E-52

There is A NEED for A Stop Sign ON  
 Roberts Ferry Road at the corner of Gold  
 Finch Drive in Tiffin. Not only would it  
 help to Avoid An Accident, But it would  
 control the Speed of Traffic. This Area  
 is Getting Very populated with Children And  
 pets. Lets Try to Avoid An Accident of  
 Any Kind. You ARE WELCOME to talk to  
 ANYONE in our Neighborhood About the  
 Needs.

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name: Brian McCubbin

Address: 303 W. Goldfinch Dr

Tiffin Iowa

Phone: 319-545-1636



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614  
Internet: jim.schnoebelen@dot.iowa.gov

May 17, 2006

Ref. No. IMN-80-6(235)239—0E-52  
Johnson County

Mr. Brian McCubbin  
303 W. Goldfinch Drive  
Tiffin, IA 52340

Dear Mr. McCubbin:

The Iowa Department of Transportation would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City.

I understand that your main concern is that you feel there is a need for a stop sign on Roberts Ferry Road at the corner of Goldfinch Drive in Tiffin. This intersection is part of the municipal street system of the City of Tiffin. Therefore, the Iowa Department of Transportation does not have jurisdiction over that intersection. We will refer your comment to the City of Tiffin by copy of this letter for local review and also suggest that you contact the City of Tiffin.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone, or e-mail listed above

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District 6 Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010



# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

**JOHNSON COUNTY**

**IMN-80-6(235)239—0E-52**

The number one priority should make this very dangerous intersection as safe as it can possibly be. Your chart graphically illustrates how many travelers have been harmed by this interchange. Until it is improved to the safest standards possible it should be marked with many signs alerting drivers to take every caution and point out its dangers

PLEASE PRINT

I ( do  do not  )  
desire a response.

Please return comments  
by April 10, 2006.

Name:

CATHERINE JOHNSON

242 FERSON AVE.

IOWA CITY, IOWA 52246

Address:

Phone:

337-5989



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614  
Internet: jim.schnoebelen@dot.iowa.gov

May 17, 2006

Ref. No. IMN-80-6(235)239—0E-52  
Johnson County

Ms. Catherine Johnson  
242 Ferson Avenue  
Iowa City, IA 52246

Dear Ms. Johnson:

The Iowa Department of Transportation (IA DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you would like to see safety improvements made to the Systems Interchange. Crash records from 1999 to 2003 indicate the need to make improvements to the existing interchange. Our studies also indicate that modifications to the interchange will be necessary to address operational and safety concerns due to future increases in traffic volume. Traffic forecasts for the year 2030 indicate that traffic will operate very poorly without improvements to the interchange.

You recommend that warning signs be placed near the Systems Interchange. We agree and currently the interchange is marked with signs advising motorists of several aspects of the interchange to pay attention to – speed, curve, merging traffic, etc.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone or e-mail listed above.

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District 6 Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010



RECEIVED

APR 06 2006

OFFICE OF LOCATION & ENVIRONMENT

April 4, 2006

Public Comment Department  
Office of Location and Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010-9902

Regarding: Changes at I380/I80 Interchange

Sirs:

I recently read where you were in Iowa City discussing the above mentioned interchange which has been a problem for many years. I am enclosing a rough copy of my suggestion. It is patterned after Texas highways which are very easy to travel even for an older person who likes two lane roads.(myself)

The main points are that the lanes be well marked many miles ahead. The ramps that are needed need to be more sweeping.

Gradual lanes on and off on feeder roads. From Tiffin a road coming off for North 380 and Coral Ridge and S 380. There would need to be at least two lanes at first. These roads would come to a stop under 380 and then proceed to where they want to go. Left turn to North 380 then gradual feeder road north and catch 380 maybe as far north as North Liberty exchange. Joining that road would be a lane for North Liberty from I 80 eastbound and North Liberty Lane.

From the south Starting at Highway 1 or Melrose a feeder road for Coral Ridge and East 80. Probably two lanes. Work with the county and the road that cuts off of Melrose and heads to Coral Ridge. Melrose traffic going to Coral Ridge does not need to get on 380. The feeder road on the west side would help the Melrose and West High traffic. They would not have to be on 380.

Traffic on I 80 wanting to go north 380 would have a lane coming off that stops under I 80 and turns left then gradually connects with I380 many miles down the road.

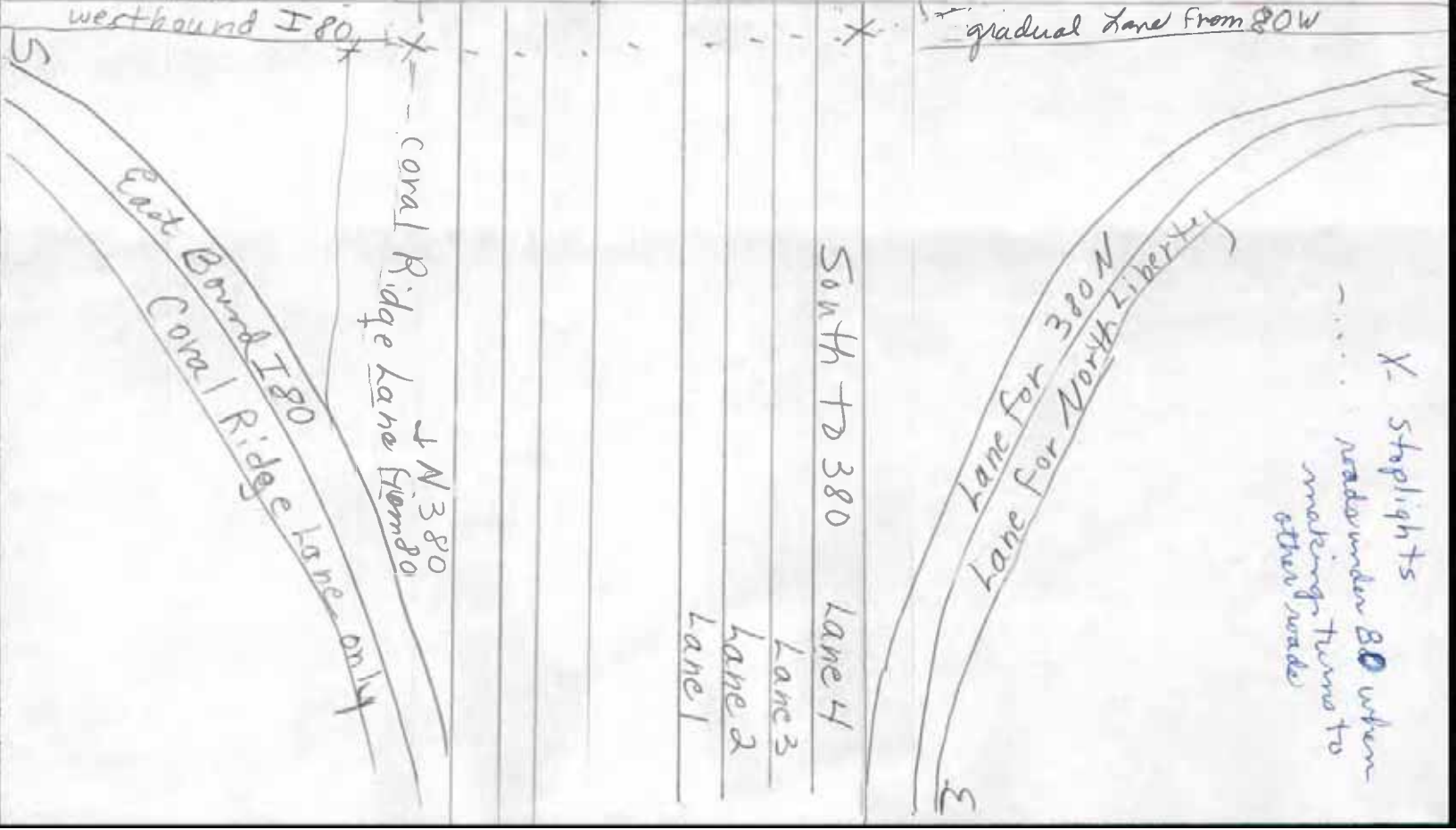
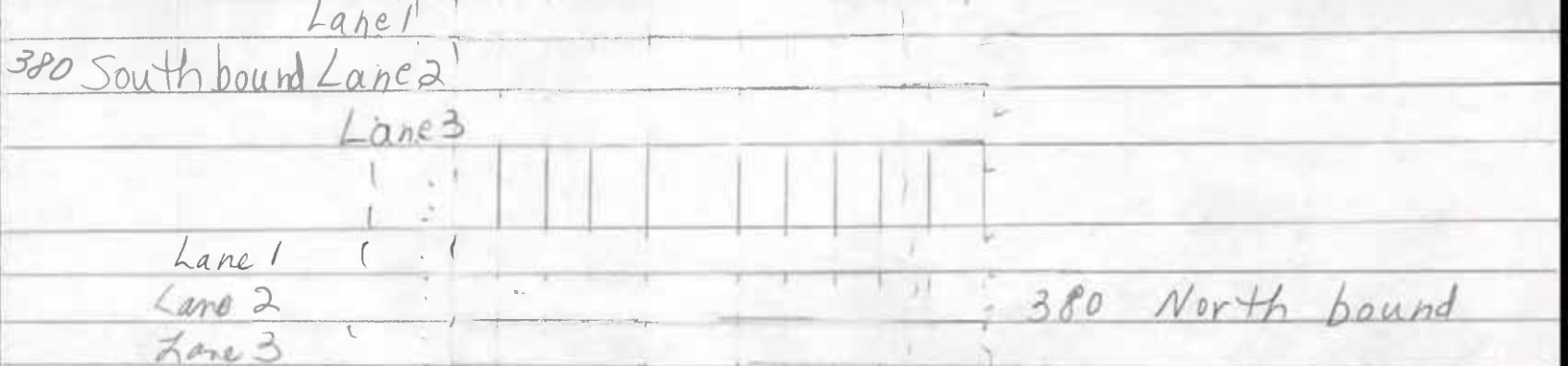
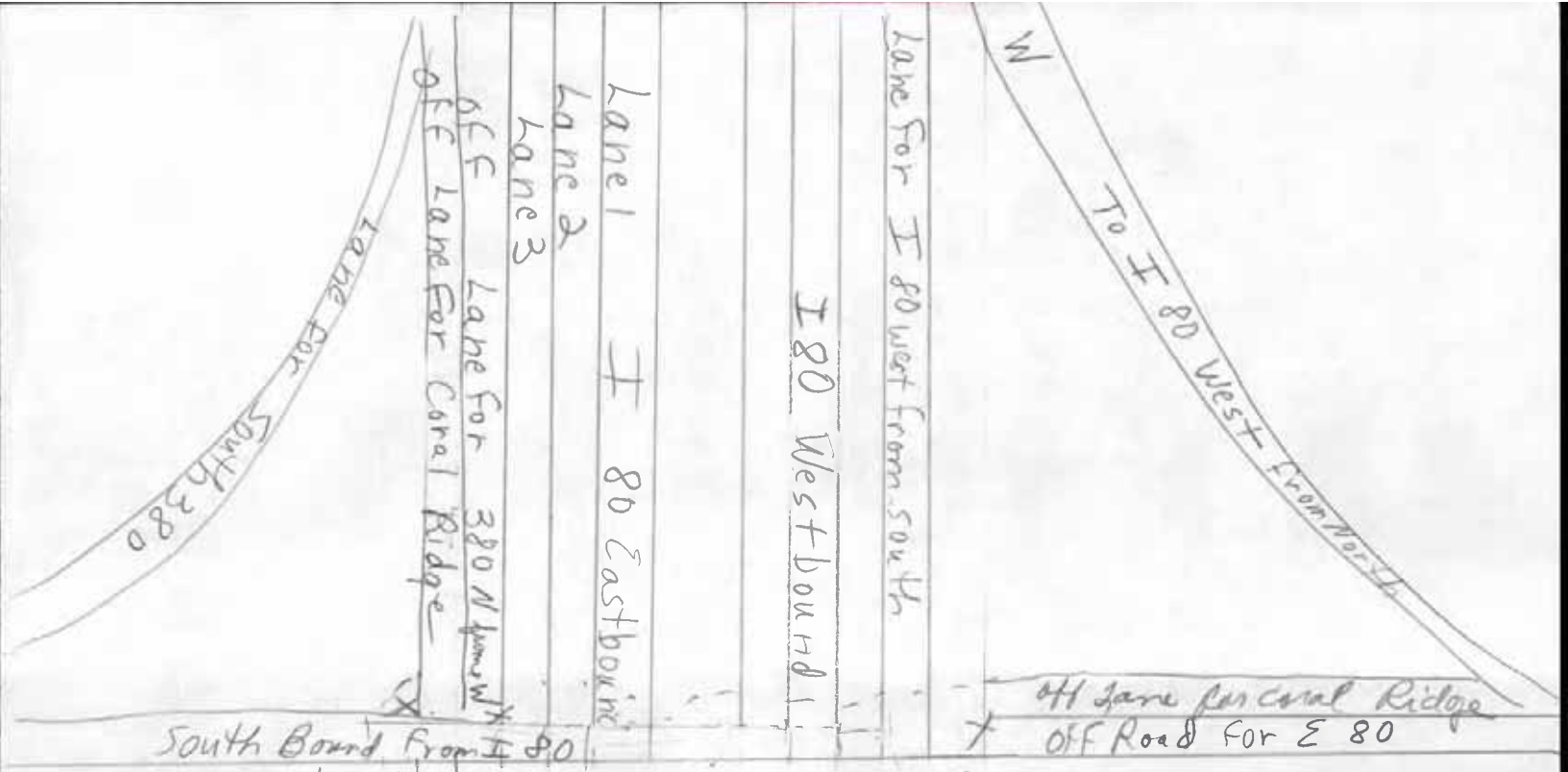
From the north 380 there would be feeder roads off 380 near North Liberty that are for Coral Ridge and East 80. They would stop under I80 and turn left at stoplights and proceed east into the proper lanes. East bound I 80 lanes could have feeder roads all across until they are past Highway 1 on the east side. They keep local traffic off I 80. The same thing on the westbound I 80 and the north side of it. It could extend all the way through Iowa City.

This plan would use the medians which would mean almost total reconstruction. That way the businesses along the highways would not have to be purchased. Use the property already owned by the State. There does not have to be medians. I realize the semis would not like to come to a stop under I 80 and make left turns however they would not be upsetting and would be slowed down. At 965 anyone wanting to go west has to stop and make a left turn into the Superwalmart and shops and etc. Study my crude drawing and you will find it will work. It will also prevent accidents that are on the current ramps. It could be worked out but I am sure at great expense. The feeder roads are long and go for miles. I would be happy to talk to anyone about this plan. You may call me at 319-657-2701. The concept is simple but very difficult to explain.

Sincerely,

A handwritten signature in blue ink that reads "Karen McCreedy". The signature is written in a cursive style with a long, sweeping underline.

Karen McCreedy  
1975 Vine Avenue  
Ainsworth, Iowa 52201-9224





# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614  
Internet: [jim.schnoebelen@dot.iowa.gov](mailto:jim.schnoebelen@dot.iowa.gov)

May 17, 2006

Ref. No. IMN-80-6(235)239—0E-52  
Johnson County

Ms. Karen McCreedy  
1975 Vine Avenue  
Ainsworth, IA 52201-9224

Dear Ms. McCreedy:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

The Iowa DOT will do everything that it reasonably can to make this interchange as safe as possible while minimizing impacts to the adjacent properties.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone or e-mail listed above,

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District 6 Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010





# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239—0E-52

1. The Speed limit between Coralville : TIFFIN is 55 mph.  
 but the speed limit Signs are missing. Please replace signs  
 Both East & West Bards.

2. I believe an Overpass Blvd Extension / Overpass is better  
 than one at Forevergreen Rd.

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name:

THOMAS BRADFIELDS

Address:

532 NORTH IRIS AVE.

TIFFIN, IA 52340

Phone:



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614

Internet: [jim.schnoebelen@dot.iowa.gov](mailto:jim.schnoebelen@dot.iowa.gov)

May 18, 2006

Ref. No. IMN-80-6(235)239—0E-52  
Johnson County

Mr. Thomas Bradfield  
532 N. Iris Avenue  
Tiffin, IA 52340

Dear Mr. Bradfield:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you would like to see additional access to I-380 north of the systems interchange. The Iowa DOT believes the next feasible location for access to I-380 is at Forevergreen Road. A location closer than Forevergreen Road is not feasible because it would result in:

1. A short weaving section that would pose operational and safety concerns;
2. undesirable traffic operations - poor level of service;
3. undesirable interchange spacing (does not meet design guidelines for spacing);
4. inadequate space for a standard interchange configuration at U.S. 6.

A new interchange would require an additional study for review of operational and safety benefits. Typically, those studies are initiated by requests from the local jurisdictions.

You also noted that the speed limit between Coralville and Tiffin is 55 MPH but that the speed limits signs are missing. The area has been reviewed by our traffic technician. He noted there is currently a sign for eastbound traffic (leaving Tiffin) and one for westbound traffic (leaving Coralville). As the distance between the two cities is less than 2.5 miles and there are no major intersecting county roads, we believe the 55 MPH signs already posted to be sufficient.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone, or e-mail listed above.

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District 6 Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010



# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239—0E-52

4/18/06

To whom it may concern,

Thank you very much for asking for citizen input on transportation issues. We have several ideas that we think would enhance the Tiffin, Iowa area:

- \* Build an off ramp from I-380 to HWY 6. It would probably relieve traffic congestion at the minimal intersections currently in place.
- \* Slow the speed limit down prior to Stephans St. in Tiffin to be 35mph. Traffic should not be going 45 + with all of the houses and streets on that end of town.
- \* Put in a stoplight at HWY 6 and Stephans St.

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name: John Cress (319) 331-2401

Address: 4506 Dryden Ct., Iowa City, IA 52245

Co-owner of Suburban bp Amoco in Tiffin  
at 403 N. Stephans St., Tiffin, IA52340

Phone: \_\_\_\_\_



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614

Internet: [jim.schnoebelen@dot.iowa.gov](mailto:jim.schnoebelen@dot.iowa.gov)

May 18, 2006

Ref: IMN-80-6(235)—0E-52  
Johnson County  
I-80/I-380/U.S. 218  
Systems Interchange

Mr. John Cress  
4506 Dryden Ct  
Iowa City, IA 52245

Dear Mr. Cress:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you would like to see additional access to I-380 north of the systems interchange. The Iowa DOT believes the next feasible location for access to I-380 is at Forevergreen Road. A location closer than Forevergreen Road is not feasible because it would result in:

1. A short weaving section that would pose operational and safety concerns;
2. undesirable traffic operations - poor level of service;
3. undesirable interchange spacing (does not meet design guidelines for spacing);
4. inadequate space for a standard interchange configuration at U.S. 6.

You also expressed interest in reducing the speed limit on U.S. 6 from 45 mph to 35 mph on the east side of Tiffin. The Iowa DOT has performed a recent speed study along U.S. 6 in this area and the result of the study was to not lower the present speed limit. Speed studies are based in part on the comfortable speed that the majority of motorists are traveling. To set a speed artificially low with little to no enforcement effort by the city will not have a significant impact on reducing speeds. You also suggest installing a stoplight at the intersection of U.S. 6 and Stephans Street. Traffic signals on state highways are owned and maintained by the city in which they are located so this is an issue you need to discuss with Tiffin city officials. However, certain national recognized "warrants" must be met for the Iowa DOT to allow the installation of traffic signals.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone, or e-mail listed above.

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010





# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239—0E-52

I would support any off/on ramps being built to access Hwy 6 and I-380. These are much needed for various reasons. ① There is too much truck traffic through Tiffin to businesses on Hwy 6. ② There is too much congestion at I-80/I-380 interchange. I travel a lot to CR and taking an indirect route through the 380/80 interchange has been very dangerous for many years. I have personally had numerous near misses for accidents. I think the DOT should do all that is necessary to lay out existing land to put an on/off interchange at I-380 and Hwy 6. Thanks.

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name: James Ebel

Address: 191 Stephens Street

Tiffin, IA 52340

Phone: (319) 545-8393



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614

Internet: jim.schnoebelen@dot.iowa.gov

May 18, 2006

Ref No. IMN-80-6(235)239—0E-52  
Johnson County

Mr. James Ebel  
191 Stephans Street  
Tiffin, IA 52340

Dear Mr. Ebel:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you would like to see additional access to I-380 north of the systems interchange. The Iowa DOT believes the next feasible location for access to I-380 is at Forevergreen Road. A location closer than Forevergreen Road is not feasible because it would result in:

1. A short weaving section that would pose operational and safety concerns;
2. undesirable traffic operations - poor level of service;
3. undesirable interchange spacing (does not meet design guidelines for spacing);
4. inadequate space for a standard interchange configuration at U.S. 6.

A new interchange would require an additional study for review of operational and safety benefits. Typically, those studies are initiated by requests from the local jurisdictions.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone or e-mail listed above,

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District 6 Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010



# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239—0E-52

Top of the lists

Improvements for safety the 180-380 midwest  
As a local resident using this area I  
find I avoid it regularly as it is too  
dangerous.

More access to 1380 North of 180 such  
as Oakdale Blvd or Foreman Road.  
The population of these areas need more access  
to distribute traffic

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name: LAURENE KINCADE

Address: 555 Kimberlite St

Tiffin IA 52340

Phone: (319) 545-9111



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614

Internet: [jim.schnoebelen@dot.iowa.gov](mailto:jim.schnoebelen@dot.iowa.gov)

May 22, 2006

Ref: IMN-80-6(235)—0E-52  
Johnson County

Ms. Laurene Kincade  
555 Kimberlite Street  
Tiffin, IA 52340

Dear Ms. Kincade:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you would like to see safety improvements made to the Systems Interchange. Crash records from 1999 to 2003 indicate the need to make improvements to the existing interchange. Our studies also indicate that modifications to the interchange will be necessary to address operational and safety concerns due to future increases in traffic volume. Traffic forecasts for the year 2030 indicate that traffic will operate very poorly without improvements to the interchange.

You also expressed interest in another access to I-380 north of the systems interchange. The Iowa DOT believes the next feasible location for access to I-380 is at Forevergreen Road. A location closer than Forevergreen Road is not feasible because it would result in:

1. A short weaving section that would pose operational and safety concerns;
2. undesirable traffic operations - poor level of service;
3. undesirable interchange spacing (does not meet design guidelines for spacing);
4. inadequate space for a standard interchange configuration at U.S. 6.

A new interchange would require an additional study for review of operational and safety benefits. Typically, those studies are initiated by requests from the local jurisdictions.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone or e-mail listed above.

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010



**Funnell, Luella [DOT]**

---

**From:** Cutler, Catherine [DOT]  
**Sent:** Friday, March 31, 2006 8:16 AM  
**To:** Larsen, Roger [DOT]  
**Subject:** 2006 PIM letter



2006 PIM letter.doc  
(162 KB)

Attached please find a response letter to Mrs. Mehroff. She called requesting information about the study and impacts to her property (listed below)

Parcel 0635352001 Mehrhoff, Marinea A and Scott  
3390 Kansas Ave SW Oxford 52322



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614  
Internet: [Catherine.cutler@dot.iowa.gov](mailto:Catherine.cutler@dot.iowa.gov)

March 31, 2006

Re: IMN-80-6(235)239—0E-52  
Johnson County

Mrs. Marinea Mehroff  
3390 Kansas Avenue SW  
Oxford, IA 52322

Dear Mrs. Mehroff,

Enclosed please find three sets of information from the March 28, 2006 public meeting concerning a study for proposed improvements to the I-80/I-380 interchange. Please share the information with your neighbors as you see fit. If you need additional copies, please let me know.

The Iowa DOT is studying the interstate interchange due to increasing traffic and the desire to improve the interchange configuration. The design work we have done so far directs us to look at elimination of all four loop ramps and replacing them with directional ramps. This project is in the environmental study phase and currently has no budget to proceed beyond the study phase.

I asked our design engineer to look at potential impacts to your property and he provided the following information: Assuming the limits extend to the north to around the location of the side road curve, it is likely that impacts would be to a northern piece of the property. Also, due to the lengthening and reconstruction of the eastbound to southbound ramp, some strip acquisition along the eastern property line may also be required. At this point it does not appear that taking the house would be required but we have not fully studied the design of the interchange. There could also be an indirect impact should Kansas Avenue be closed off in the area if it is impacted by the interchange.

I would caution you that the project design is not at all final and subject to change as further engineering refinements are done. As I mentioned on the phone, much more design work is needed to fully answer property impacts for land owners. If you would like to speak to someone from our office of right-of-way acquisition, I can send you a name and number.

If you need additional information or any clarification of the above information, please contact me at the address, telephone number or the e-mail address above.

Very truly yours,

Catherine Cutler  
Field Services Coordinator



# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

**JOHNSON COUNTY**

**IMN-80-6(235)239—0E-52**

The City of Tiffin will serve as the primary detour route for the inevitable accidents that will occur thru this upgrading project on the I 80 /I 380 intersection.

The current route is unacceptable, the City desires to complete a straight thru for Ireland Avenue prior to construction start on the interstate.

The current \$80,000 Road Use is insufficient to provide the needed detour route.

The detour should be completed prior to work start.

PLEASE PRINT

**City of Tiffin**

Name: **PH/FX 545-2572/545-4147**

Address: **PO Box 259 211 Main St.**

**Tiffin, IA 52340-0259**

Phone: \_\_\_\_\_

I (do  do not  )  
desire a response.

Please return comments  
by April 10, 2006.



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614  
Internet: jim.schnoebelen@dot.iowa.gov

May 17, 2006

Ref. No. IMN-80-6(235)239—0E-52  
Johnson County

Margaret Reihman, City Clerk  
211 Main St  
P.O. Box 259  
Tiffin, IA 52340

Dear Ms. Reihman:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you would like to see additional access to I-380 north of the systems interchange. The Iowa DOT believes the next feasible location for access to I-380 is at Forevergreen Road. A location closer than Forevergreen Road is not feasible because it would result in:

1. A short weaving section that would pose operational and safety concerns;
2. undesirable traffic operations - poor level of service;
3. undesirable interchange spacing (does not meet design guidelines for spacing);
4. inadequate space for a standard interchange configuration at U.S. 6.

A new interchange would require an additional study for review of operational and safety benefits. Typically those studies are initiated by requests from the local jurisdictions.

The Iowa DOT fully supports alternative transportation systems such as the trains and trolleys you mention. We recommend you continue to work with JCCOG to develop a local and regional approach towards transportation and tourism issues. However, as mentioned above and described in more detail in the Interstate Justification Report documents, the Iowa DOT does not consider an interchange at U.S. 6/I-380 as providing a net benefit to the interstate system.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone, or e-mail listed above.

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E..  
Assistant District 6 Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010





# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239—0E-52

The current consideration of only one exit between the "master mixer" and North Liberty exit neglects a concern for:

① the rapid local growth - that appears to continue far into the future

② mass transit movement of labor force in the future. Hwy 6 - Oakdale - Forevergreen

& N. Liberty exit all lend themselves to Park & Ride planning in the future

③ tourism-economic development of connecting IC/Coralville to the Amara Colonies along Hwy 6

④ homeland security planning - for movement of large numbers of people and cars out of the Coral Ridge mall in the time of an emergency

A maximum number of exits should be considered for the purpose of public safety, and economic growth.

PLEASE PRINT

Name:

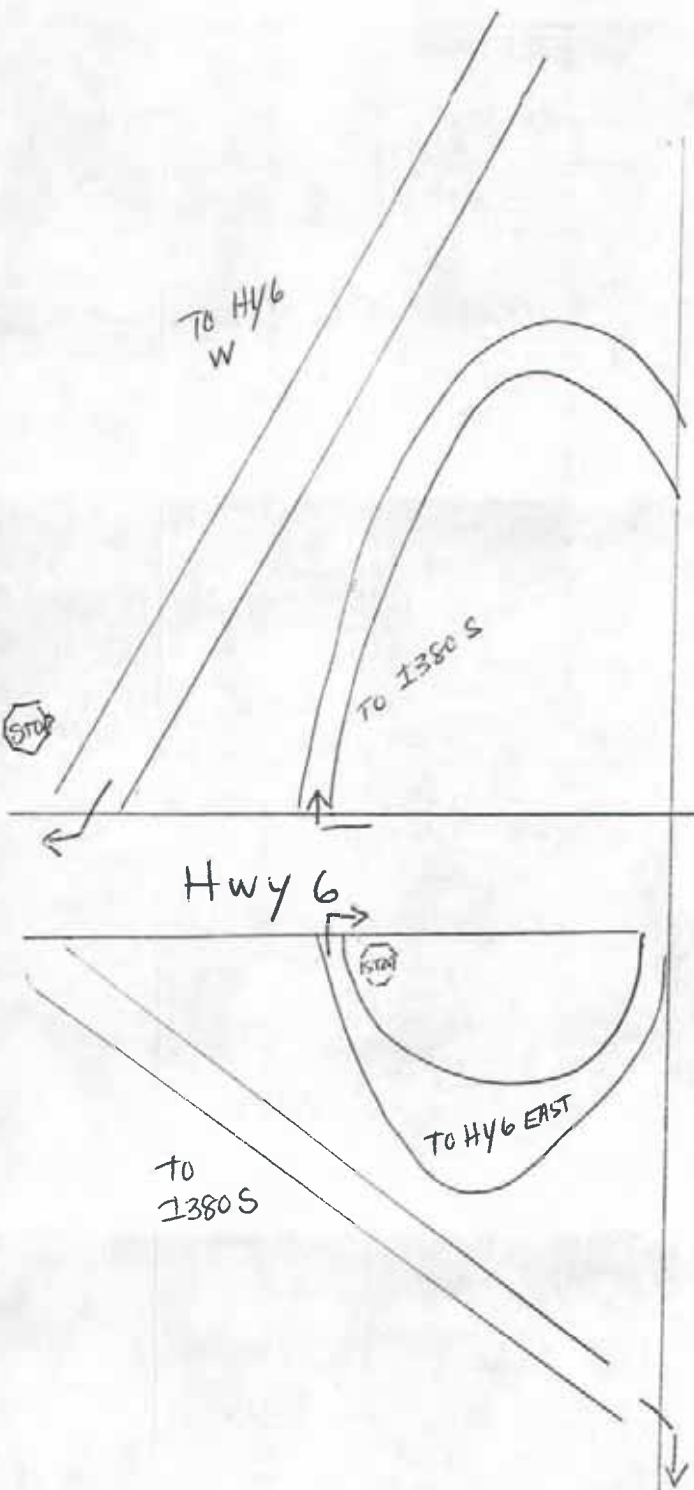
*Margaret Gale*

Address:

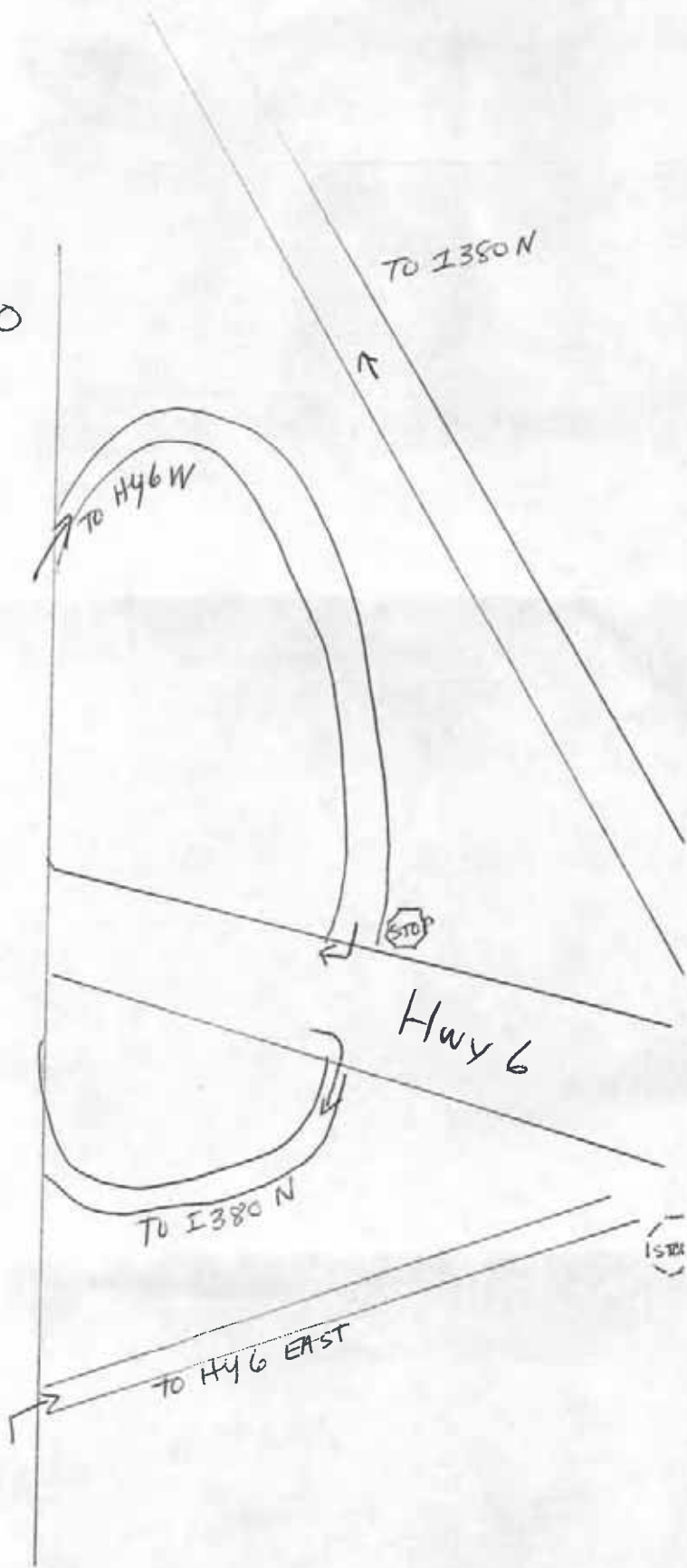
Phone:

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.



I-380



South 1/2 flattened



# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239-0E-52

If the trolley/train tourism effort  
 proposed for study by Linn and  
 Johnson Counties is going to work  
 - it would be necessary to make  
 Highway 6 accessible from I-380.  
 Exit onto Hwy 6 makes the tourism  
 triangle more accessible to people  
 coming into the state.  
 Highway 6 should be the scenic  
 route to Amasa Colonies.

*MJR*

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614

Internet: [jim.schnoebelen@dot.iowa.gov](mailto:jim.schnoebelen@dot.iowa.gov)

May 17, 2006

Ref. No. IMN-80-6(235)239—0E-52  
Johnson County

Margaret Reihman, City Clerk  
211 Main Street  
P.O. Box 259  
Tiffin, IA 52340

Dear Ms. Reihman:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you are concerned that the City of Tiffin would serve as the primary emergency detour route while improvements are constructed. The Iowa DOT does not yet know what, if any, detours will be needed. However, the traditional detour route for I-380 and I-80 is on the state system to the U.S. 218/Melrose Avenue interchange.

You also mention that the City of Tiffin wants Ireland Avenue to be a straight-through road prior to the start of construction for the systems interchange project. Improvements to Ireland Avenue are the responsibility of the county and/or municipality because this is a local road. Please feel free to continue to use our Local Systems Office for support in obtaining grants and other funding. The amount of Road Use funding you receive is a legislative matter. However, if there is data the city needs in order to provide information to decision makers, please let me know.

Again, thank you for your comments. If you have additional comments, I can be contacted at the address, phone, or e-mail listed above.

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District 6 Engineer

JRS/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010





# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT, 515-239-1225

## Citizen Comments

JOHNSON COUNTY

IMN-80-6(235)239—0E-52

*Leave as is -*

PLEASE PRINT

I (do  do not )  
desire a response.

Please return comments  
by April 10, 2006.

Name: Alverta Williams

Address: Box 198

Jeffers, Iowa 52340

Phone: 319-545-2885



# Iowa Department of Transportation

430 Sixteenth Avenue SW  
P.O. Box 3150  
Cedar Rapids, IA 52406-3150

319-364-0235  
FAX: 319-364-9614  
Internet: [jim.schnoebelen@dot.iowa.gov](mailto:jim.schnoebelen@dot.iowa.gov)

May 17, 2006

Ref. No. IMN-80-6(235)239—0E-52  
Johnson County

Ms. Alverta Williams  
Box 198  
Tiffin, IA 52340

Dear Ms. Williams:

The Iowa Department of Transportation (Iowa DOT) would like to thank you for attending the March 28, 2006 Public Information Meeting in Iowa City. Your input regarding potential improvements to the I-80/I-380/U.S. 218 Systems Interchange is greatly appreciated.

I understand from your comments that you would prefer to leave the interchange unchanged. Iowa DOT studies indicate that modifications to the interchange will be necessary to address operational and safety concerns due to future increases in traffic volume. Traffic forecasts for the year 2030 indicate that traffic will operate very poorly without improvements to the interchange. Traffic volumes on I-80 currently range from 34,100 to 49,800 vehicles per day (VPD) and are predicted to grow to a range of 90,100 to 100,300 VPD. Traffic volumes on U.S. 218/I-380 currently range from 20,400 to 32,700 VPD and are predicted to grow to a range of 67,900 to 81,900 VPD. Also, crash records from 1999 to 2003 indicate the need to make improvements to the existing interchange. A total of 406 crashes were reported within the study corridor during this five year period. For these reasons, the Iowa DOT continues to recommend that improvements be made to the interchange.

If you have additional comments, I can be contacted at the address, phone or e-mail listed above.

Sincerely,

A handwritten signature in black ink that reads "James R. Schnoebelen".

James R. Schnoebelen, P.E.  
Assistant District 6 Engineer

JRD/clc

cc: Richard E. Kautz, P.E., District Engineer, Iowa DOT, Cedar Rapids, IA 52406-3150  
Roger Larsen, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Gary Hood, Office of Location & Environment, Iowa DOT, Ames, IA 50010  
Jim Olson, Right of Way, Iowa DOT, Ames, IA 50010