

Newell, Deeann [DOT]

From: LaPietra, Mike [Mike.LaPietra@fhwa.dot.gov]
Sent: Thursday, January 19, 2006 2:17 PM
To: Newell, Deeann [DOT]
Subject: RE: I-29/Singing Hills & System Interchanges Section 4(f) Decision Process Step 1

Yes,

I concur

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

From: Newell, Deeann [DOT] [mailto:DeeAnn.Newell@dot.iowa.gov]
Sent: Friday, January 13, 2006 2:47 PM
To: LaPietra, Mike
Subject: FW: I-29/Singing Hills & System Interchanges Section 4(f) Decision Process Step 1

Mike, do you concur?

From: Newell, Deeann [DOT]
Sent: Tuesday, December 06, 2005 10:48 AM
To: 'LaPietra, Mike'
Subject: RE: I-29/Singing Hills & System Interchanges Section 4(f) Decision Process Step 1

The IDOT has prepared a memo based on the FHWA Iowa Division Office 4(f) Decision Process. The following recommendations have been prepare for the listed properties:

Step 1: Is it 4(f)?

FOR PARKS

- Chatauqua Park - Yes
- Lewis and Clark Ballpark - No
- Soap Box Derby Track - No
- Proposed Wetland Restoration Area - Yes, according to the FHWA Section 4(f) Policy Paper dated March 1, 2005, page 22, question 17.
- Gateway 2000 River's Edge Trail DOT Property - No
- Gateway 2000 River's Edge Trail City of Sioux City Property - Yes

HISTORIC BUILDINGS AND DISTRICTS

None

IDOT is requesting concurrence on the above recommendations based on the attached memo. After Step 1 concurrence has been received, a Step 2 - 5 memo will be prepared and presented.

(A map will sent in a separate email due to it's size.)

DeeAnn Newell

Newell, Deeann [DOT]

From: Newell, Deeann [DOT]
Sent: Wednesday, November 30, 2005 9:59 AM
To: 'Mike LaPietra (mike.lapietra@fhwa.dot.gov)'
Subject: FW: I-29/Singing Hills & System Interchanges Section 4(f) Decision Process Step 1

The IDOT has prepared a memo based on the FHWA Iowa Division Office 4(f) Decision Process. The following recommendations have been prepared for the listed properties:

Step 1: Is it 4(f)?

FOR PARKS

- Chatauqua Park - Yes
- Lewis and Clark Ballpark - No
- Soap Box Derby Track - No
- Proposed Wetland Restoration Area - No
- Gateway 2000 River's Edge Trail DOT Property - No
- Gateway 2000 River's Edge Trail City of Sioux City Property - Yes

HISTORIC BUILDINGS AND DISTRICTS

None

IDOT is requesting concurrence on the above recommendations based on the attached memo. After Step 1 concurrence has been received, a Step 2 - 5 memo will be prepared and presented.

(A map will be sent in a separate email due to its size.)

DeeAnn Newell
NEPA Section
515.239.1364
deeann.newell@dot.iowa.gov



To: DeeAnn Newell, Iowa DOT
From: Mike Fisher
Subject: Section 4(f) Decision Process Step 1: I-29/Singing Hills & System Interchanges
Date: November 28, 2005

Introduction:

A Section 4(f) resource is any significant publicly owned park, recreation area, or wildlife and waterfowl refuge, and any land from a historic site of national, state, or local significance. The Section 4(f) requirements apply only to the actions of federal agencies within the United States Department of Transportation (US DOT). These agencies include the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), and the Federal Transit Administration (FTA).

The FHWA is proposing to improve Interstate 29 (I-29) through Sioux City, Iowa. The project study area includes approximately 4.5 miles of I-29 from 8th Street to approximately ¼ mile south of the Burlington Northern Santa Fe Railroad Bridge as shown in the Study Area Map. The project study area includes the I-29 Singing Hills and System Interchanges. A Categorical Exclusion is being prepared in conjunction with the Section 4(f) evaluation of the proposed improvements.

Methodology:

In this document, each parcel of land that appears to be used for recreation or is known to be publicly owned that is either inside, touching, or immediately adjacent to the project corridor is evaluated against the criteria listed above. Section 4(f) resources were preliminarily identified by using:

- City of Sioux City GIS information
- City of Sioux City Assessor website (<http://sidwellmaps.com/website/siouxcity/sc.asp>)
- Historic aerial photographs (1938, 1949, 1955, 1960, 1973, 1981, 1990, 2002)
- Review of legal documents and agreements
- Review of past project information
- Discussions with local and state agencies

Significance of the potential Section 4(f) parcels and recreation areas was determined by a phone conversation with Sioux City Parks and Recreation Department of August 10, 2005.

Chautauqua Park:

Chautauqua Park is located along the Missouri River and in the southwest quadrant of the I-129/ I-29/ US 20 Interchange as shown in the attached Study Area Map. The physical address of this park is 2500 Chautauqua Drive. Three parcels make up Chautauqua Park for a total of 39.1 acres. Chautauqua Park was purchased by the City of Sioux City in 1991 and is a trail head for the Gateway 2000 River’s Edge Trail.

Chautauqua Park Section 4(f) Evaluation

Criteria Number	Parks Category Criteria Questions	Answer
1.	Is the property a park, recreation area, or wildlife and waterfowl refuge?	Yes - Park and Recreation Area. Chautauqua Park’s amenities include softball fields, concession stand, restrooms, picnic area, playground, and trail head parking.
2.	Is the property publicly owned?	Yes. This property is owned by the City of Sioux City.
3.	Is the property significant?	Yes. The City of Sioux City considers this a significant property.
4.	Is the property open to the public?	Yes.
5.	Is the property a wildlife or waterfowl refuge?	No.

Lewis and Clark Ballpark:

Lewis and Clark Ballpark is located in the southeast quadrant of the I-129/ I-29/ US 20 Interchange. The physical address of Lewis and Clark Ballpark is 3400 Line Drive. The Lewis and Clark Ballpark includes the stadium and the majority of the parking lot for a total of 15 acres. This ballpark was purchased by the City of Sioux City in 1992, is leased to the Sioux City Baseball Club, and is home of the Sioux City Explorers minor league baseball team. This property is potentially not subject to Section 4(f) requirements because it is only open to the public during ballpark events. In addition, this ballpark is more of an entertainment venue than a recreation area.

Lewis and Clark Ballpark Section 4(f) Evaluation

Criteria Number	Parks Category Criteria Questions	Answer
1.	Is the property a park, recreation area, or wildlife and waterfowl refuge?	No. This property is a minor league baseball stadium with no amenities outside the stadium’s gates.
2.	Is the property publicly owned?	Yes. This property is owned by the City of Sioux City but is leased to a private for profit baseball club.
3.	Is the property significant?	Yes. The City of Sioux City considers this a significant property.
4.	Is the property open to the public?	No. This property is only open to the public during ballpark events.
5.	Is the property a wildlife or waterfowl refuge?	No.

Soap Box Derby Track:

The Soap Box Derby Track is located in the southeast quadrant of the I-129/ I-29/ US 20 Interchange adjacent to the Lewis and Clark Ballpark. This property is approximately four acres. The City of Sioux City owns the land and leases it to the Greater Siouxland Soap Box Derby Association. The track was paved with concrete in 2004. The track has hosted regional rally competitions and is hosting the 2006 Soap Box Derby National Rally in August 2006. The track is potentially not subject to Section 4(f) requirements because it is only open to the public during the Derby Association’s events.

Soap Box Derby Track Section 4(f) Evaluation

Criteria Number	Parks Category Criteria Questions	Answer
1.	Is the property a park, recreation area, or wildlife and waterfowl refuge?	No. This property is a paved roadway specifically for soap box derby cars.
2.	Is the property publicly owned?	Yes. This property is owned by the City of Sioux City but is leased to the Greater Siouxland Soap Box Derby Association.
3.	Is the property significant?	Yes. The City of Sioux City considers this a significant property.
4.	Is the property open to the public?	No. This property is only open to the public during soap box derby events.
5.	Is the property a wildlife or waterfowl refuge?	No.

Proposed Wetland Restoration Area:

The proposed wetland restoration area is located in the northeast quadrant of the I-129/ I-29/ US 20 Interchange. The physical address is 3100 S. Lewis Boulevard. Two parcels make up this area for a total of approximately 94 acres. Portions of these parcels are proposed to be converted from the City’s wastewater treatment lagoons into a wetland and potential public recreational area. Plans for the wetland area are currently in the conceptual phase and include a trail around the wetland area that could be open to the public. It is likely that construction could begin in 2007. The proposed wetland area is potentially not subject to Section 4(f) requirements because the land is not currently being used as a park, recreation area, or wildlife and waterfowl refuge.

Proposed Wetland Restoration Area Section 4(f) Evaluation

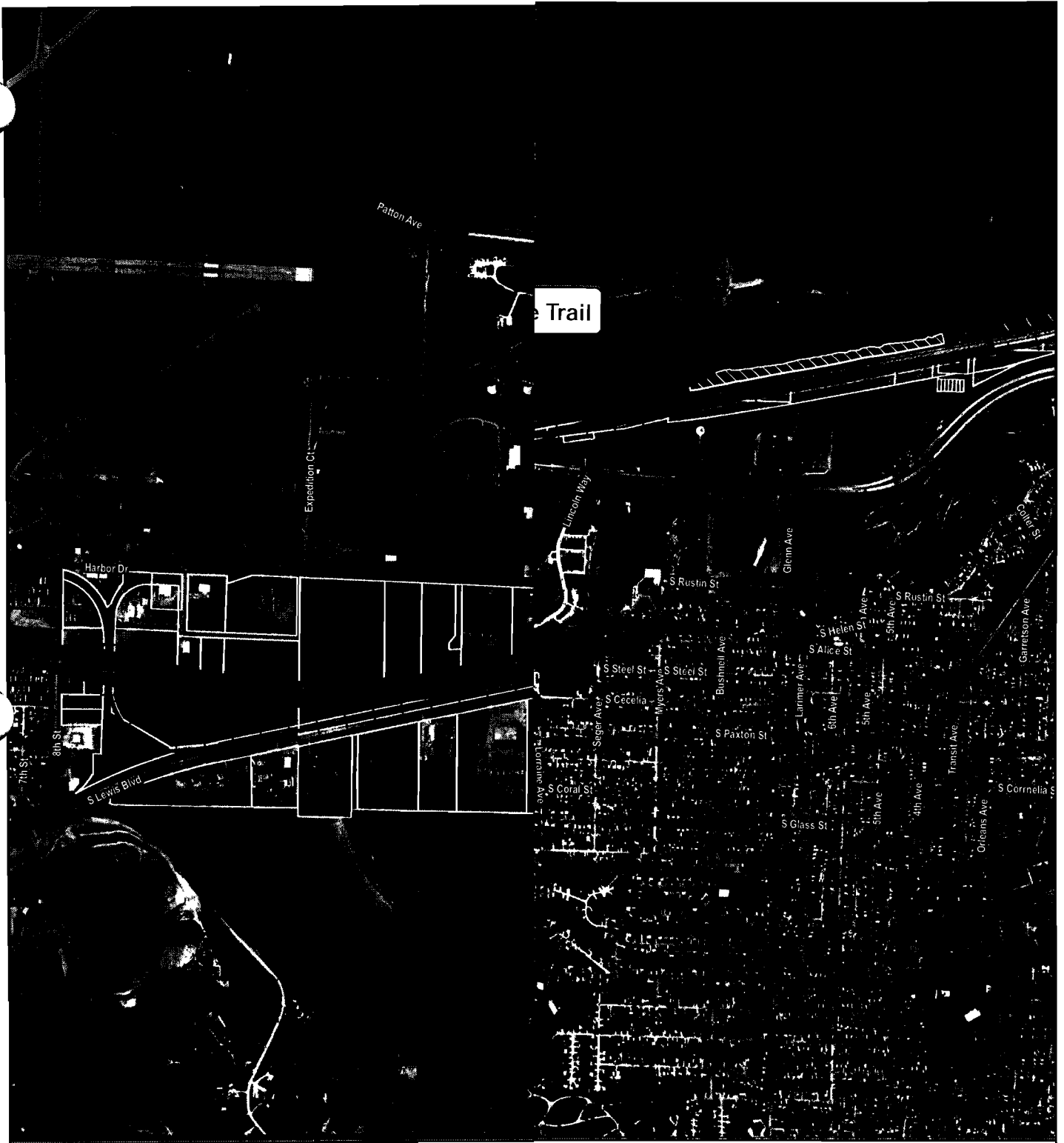
Criteria Number	Parks Category Criteria Questions	Answer
1.	Is the property a park, recreation area, or wildlife and waterfowl refuge?	No. This property could become a recreation area within the next two or three years if the City continues with their plans.
2.	Is the property publicly owned?	Yes. This property is owned by the City of Sioux City.
3.	Is the property significant?	Yes. The City of Sioux City considers this a significant property.
4.	Is the property open to the public?	No. This property could be open to the public within the next two or three years if the City continues with their plans.
5.	Is the property a wildlife or waterfowl refuge?	No.









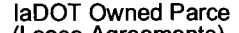
Gateway 2000 River's Edge Trail:

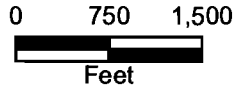
The Gateway 2000 River's Edge Trail is located in two areas along the Missouri River divided by Chris Larsen Park as shown in the attached Study Area Map. In the I-29/Singing Hills Boulevard and System Interchange study area, the Trail crosses seven parcels of land for a total of 116.4 acres. Of this land, three parcels (16.0 acres) are owned by the State of Iowa and are potentially not subject to Section 4(f) requirements due to agreements between the State of Iowa and City of Sioux City. The City of Sioux City owns four parcels for a total of 100.4 acres.

Gateway 2000 Rivers Edge Trail Section 4(f) Evaluation

Criteria Number	Parks Category Criteria Questions	Answer
1.	Is the property a park, recreation area, or wildlife and waterfowl refuge?	Yes - Recreation Area. The Gateway 2000 River's Edge Trail is approximately five miles long, is paved, and has benches for people to sit on along the trail.
2.	Is the property publicly owned?	Yes. The Iowa DOT owns three parcels (16.0 acres) and the City of Sioux City owns four parcels (100.4 acres) of the Gateway 2000 Rivers Edge Trail located in the I-29/Singing Hills and System Interchange study area.
3.	Is the property significant?	Yes. The City of Sioux City considers this a significant property.
4.	Is the property open to the public?	Yes.
5.	Is the property a wildlife or waterfowl refuge?	No.



-  Study Area
-  Study Area Parcels
-  Parkland
-  Rail Center Line
-  Soap Box Derby Track
-  Lewis & Clark Ballpark
-  Proposed Wetland Reclamation
-  Potential Section 4(f)
-  IADOT Owned Parcel (Lease Agreements)



Newell, Deeann [DOT]

From: Rold, Lisa [Lisa.Rold@fhwa.dot.gov]
Sent: Tuesday, October 03, 2006 2:05 PM
To: Newell, Deeann [DOT]
Cc: LaPietra, Mike
Subject: RE: System Interchnage-Section 4(f) Steps 2-5

Dee Ann
FHWA Concurs.

Lisa Rold, PE
105 6th Street
Ames, Iowa 50010-6337
Phone: (515)233-7307
e-mail: lisa.rold@fhwa.dot.gov
fax: 515-233-7499

From: LaPietra, Mike
Sent: Friday, September 29, 2006 3:03 PM
To: Rold, Lisa
Subject: FW: System Interchnage-Section 4(f) Steps 2-5

Lisa,

Technically this is yours as it is Interstate. If you want to discuss let me know.

Mike

From: Newell, Deeann [DOT] [<mailto:DeeAnn.Newell@dot.iowa.gov>]
Sent: Friday, September 29, 2006 10:22 AM
To: LaPietra, Mike
Subject: System Interchnage-Section 4(f) Steps 2-5

The IDOT has prepared a memo based on the FHWA Iowa Division Office 4(f) Decision Process (process). Step 1 of the process was concurred on January 19, 2006 by FHWA. Properties that were identified and concurred as 4(f) properties are as follows:

Step 1: Is it 4(f)?

Chatauqua Park - Yes
Proposed Wetland Restoration area - Yes
Gateway 2000River's Edge Trail City of Sioux City Property - Yes

The properties listed above were then moved to Step 2:

Step 2: Is There A Use of the 4(f) Property?

Chatauqua Park - No

10/6/2006

Proposed Wetland Restoration area - No

Gateway 2000 River's Edge Trail City of Sioux City Property - No (The City of Sioux City has prepared a letter stating they were aware that there may be a temporary closure during construction.)

The IDOT is requesting concurrence on the above recommendations based on the attached memo.

Woodbury County
Project # IM-29-6(104)142—13-97

PMT Meeting Agenda
Sioux City I-29 Reconstruction – Segment 1
August 29, 2006

I. Review Project Schedule

- D1:5/12/06 – Survey Complete
- T1:8/11/06 – District ROW available
- 09/08/06 Preliminary interchange review (6 weeks prior to D2)**
- D2:~~11/17/06~~ – Field Exam (Tentative trip date, plans submitted to DOT 2 weeks prior).
- D3:1/10/07 – First submittal of TSL's, Pinks with design and Culvert Plats
- B1:3/14/07 – Final submittal of TSL's, Pinks and Plats (allows 1 month DOT review and 1 month to address comments).
- S2: 5/11/07 – Soils investigations and analysis complete
- Field work generally begins after D2. With number of borings and winter time frame, would like to advance this work to prior to D2.**
- D5:6/11/07 – Submittal of plans to ROW
- R1:9/11/07 – Completion of ROW plot plans and ROW Field Exam Plans (by IaDOT).
- P6:10/25/07 – Design Public Information Meeting

Field exam
10/19/06?

II. Development Status

- Environmental
 - CE Status
- Survey
 - Photo control provided to the DOT for additional through Sergeant Bluff.
 - Status of Field surveys
- Design
 - Review plan set
 - 3R Design Criteria ? Need more info to decide
 - 8% max super used on US 20 ramps/loops if tying to super'ed pavement
- Soils
 - Preliminary borrows located
 - Discuss boring schedule
- Structures
 - RCB Conditions
 - Pinks -
- Wetlands
 - He needs construction limits delineation this Spring
- ROW
 - Reports of Liens
 - Relocation Parcels – None anticipated
 - RCB Parcels

Borrows to
- Archy
- Wetlands

Soils not here

✓ Land Corner Survey 80% done

III. Review Project Costs

PREVIOUS COST ESTIMATE \$65,000,000 FOR SEGMENT 1.

52,000,000?

Double check this #

IV. Review Coordination Status

✓ Traffic

- Singing Hills Traffic Memo Sent 6 wks ago
- Staging Reduce throwaway
- Proposed Detours

3 vs 2 year staging

✓ Utilities involvement - point 25 project

✓ RR & Rec. Trail Agreements

- RR ditch capacity
- Options to address trail impacts

outside ROW

Move towards River?
~~Avoiding~~ Trail
move trail?

□ City & County Agreements

□ Contract Packaging - HANDOUT

□ Value Engineering

- Incorporate any Segment 2 VE items? BRIFEN?

□ Interchange Review

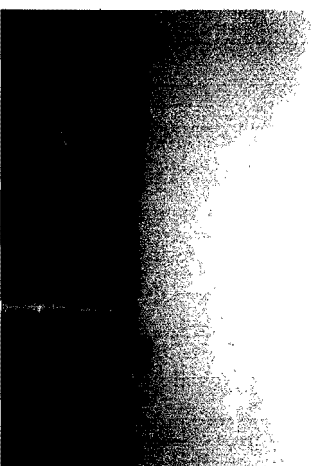
- Preliminary interchange submittal anticipated to Methods 9-8-06

check on laws/reg. w/ lowering trail in 100y flood plain vs/way?

I-29 Singing Hills Boulevard



Sioux City, Iowa



INFORMATION:

- Begins at 8th St/ Sergeant Bluff and ends 1/4 mi S of BNSF
- On October 26, 2005, it was classified as at Documented CE
- Reconfiguring Singing Hills and US20 System's Interchanges to increase safety etc

IOWA DEPARTMENT OF TRANSPORTATION

To Office Federal Highway Administration

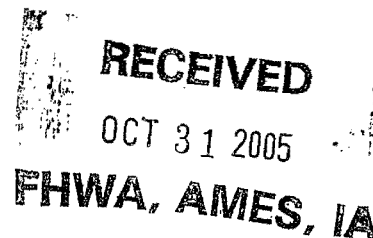
Date October 26, 2005

Attention Mike LaPietra

From DeeAnn Newell

Office Location and Environment

Subject Project Concurrence - I-29 Sioux City Interstate Study



The Iowa DOT is asking for FHWA concurrence based on the I-29 Sioux City, IM-29-6(104)142--123-97, Project Study Limits Memo dated October 20, 2005.

I-29 Riverside Boulevard Interchange Improvement Area

Project Concept

This project begins at Judd Street and ends at the Big Sioux River. The proposed improvements will consider reconfiguring the Riverside Boulevard Interchange geometry to increase safety, enhance connections to the arterial roadway system and alleviate some of the merging issues. The Riverside Blvd. Bridge over I-29 may be replaced and the future expandability of the Interstate will also be considered.

Parkland is located northwest and southwest of the interchange and a trail is located between I-29 and the Missouri River. A railroad line is located north of I-29.

Recommendation

It is recommended that this be a Documented Categorical Exclusion

I-29 Singing Hills Blvd. Interchange and System Interchange Improvement Areas

Project Concept

The project area begins at 8th Street/Sergeant Bluff and ends approximately ¼ mile south of the Burlington Northern Santa Fe (BNSF) Railroad Bridge over the Missouri River. The project area encompasses the existing Singing Hills Blvd. and System Interchanges. The proposed improvements will consider reconfiguring the Singing Hills Blvd. Interchange and possibly the U.S. 20 System's interchange geometry to increase safety, enhancing connections to the arterial roadway system, and alleviating some of the merging issues currently experienced in the project area. The proposed improvements will also consider future expandability of the Interstate.

Environmental constraints include parkland and a trail located east of the Systems Interchange, railroad on both sides of the interstate, and the Missouri River on the east.

Recommendation

It is recommended that this be a Documented Categorical Exclusion

IOWA DEPARTMENT OF TRANSPORTATION

I-29 Sioux City Downtown Study Area

Project Concept

This project consists of the area along the existing I-29 corridor from approximately 1/4 mile south of the Burlington Northern Santa Fe Railroad Bridge over the Missouri River to Judd Street. The proposed improvements will consider reconfiguring the several interchanges to increase safety, enhancing connections to the arterial roadway system, improving driver expectancy, and alleviating some of the merging issues currently experienced in the project area. Future expandability will also be considered.

Environmental constraints consist of parkland, historic properties, relocations, T&E species, and the location of the Missouri River and railroad.

Recommendation

It is recommended that this be an Environmental Impact Statement

Concur: Michael J. Peltier
Federal Highway Administration

10/31/05
Date

Attachment

Memo

From: Mike Fisher

To: I-29 Sioux City Interstate Study Project File, DeeAnn Newell, Brad Hofer

Date: October 20, 2005

Subject: I-29 Sioux City, IM-29-6(104)142--123-97, Project Study Limits

On November 18, 2004 the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA) issued a notice in the Federal Register to advise the public of its intent to prepare an Environmental Impact Statement (EIS) for a proposed Interstate 29 (I-29) corridor study in Sioux City, Iowa from the Sioux Gateway Airport/Sergeant Bluff Interchange (MP 141) to the South Dakota State border (MP 151). The proposed improvements would include approximately 10 miles of I-29 in Sioux City, Woodbury County, Iowa. Construction funding in the amount of \$30M in 2009 and \$37M in 2010 currently appears in the draft 2006-2010 Highway program. Additional funding is anticipated in subsequent years. The purpose of this Memo is to describe the decision process that resulted in proposed redefined study limits of the corridor in October 2005.

In April 2005, Iowa DOT and FHWA defined the purpose and need for the project and developed alternatives to meet the project objectives. The purpose and need as well as the alternatives were then presented to resource agencies as part of the NEPA-404 merged process. With concurrence on the project purpose and need as well as initial range of alternatives from the Iowa Department of Natural Resources, U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service on April 27, 2005, the purpose and need and initial range of alternatives served as the basis for subsequent NEPA evaluation.

In February 2005 a Siouxland Metropolitan Advisory Committee (SMAC) made up of representatives from the City, Downtown Partners, Siouxland Chamber of Commerce, Iowa, Nebraska and South Dakota DOT representatives, and the community was formed to provide additional public input into the process. In June 2005, following the development of the initial alternatives, the SMAC requested the Iowa DOT consider a new interchange that would provide access directly to the former Stockyards Area (Yards), east of the Floyd River Channel. Further discussions with the SMAC and development of preliminary alternatives that incorporated such an interchange resulted in the original project schedule being delayed between 5-9 months. This delay has caused concern from the Project Management Team (PMT) with regard to the project being able to remain on schedule. One of the schedule concerns stems from the fact that portions of the interstate north and south of the downtown segment are in more immediate need of improvement and if this need is not addressed interim improvements may be necessary. These interim improvements would be needed to address safety issues stemming from the physical condition of the roadway as well as operational and geometric features. These deficiencies are discussed further in subsequent sections of this memorandum.

On August 11, 2005 the Yards interchange issue was discussed in detail by representatives from Iowa DOT and FHWA at a meeting in Rockwell City. Those in attendance at that meeting are as follows: Phil Barnes – FHWA, John Cater – FHWA, Mike LaPietra – FHWA, Lisa Rold –

FHWA, Kevin Mahoney – IDOT, Mitch Dillavou – IDOT, Rich Michaelis – IDOT, Jim Rost – IDOT, Dakin Schultz – IDOT, and Brad Hofer – IDOT.

Three options of how to proceed surfaced through the discussion.

1. Maintain current course and complete the EIS for the entire corridor and study the Hoeven Valley, Gordon Drive, and Stockyards area, including the Yards interchange, in an independent stand alone study. The Yards would be identified in the current EIS document as a potential future interchange. This approach would require a separate agreement with the city for the independent study.

2. Withdraw the current pending EIS and complete the entire corridor under a Tiered EIS document. Break out Segments 1 (south segment) and 3 (north segment) as either CE's or EA's. Complete a Tier 1 document for the downtown (Segment 2) and then follow such with a Tier 2 EIS document for the downtown.

3. Redefine the limits of each segment of the current EIS and continue with a single system's IJR and independent NEPA documents for each of the three segments. This would likely introduce delay on the downtown segment which would be expected to be classified as an EIS. However, on the north and south segments, with anticipated NEPA reclassification, the assessment and documentation process required for each of those segments would result in reduced time and expense. The north and south segments would be expected to be categorical exclusions (CEs); however, depending on impacts, could result in more extensive studies. Each segment appears to have independent utility. The "Yards" Interchange area could then be included (if needed) in the EIS and evaluated in conjunction with the other downtown segment alternatives developed along I-29.

Meeting attendees reached consensus that Option #3 was the preferred direction. After additional discussion between Iowa DOT OLE staff and FHWA on October 12, 2005 on revised project termini, independent utility, and timing of needed improvements on the previously defined segments, FHWA tentatively agreed that proposed revisions to the previously defined study followed the intent of the CEQ regulations for implementing NEPA as well as FHWA regulations at 23 CFR 771.111(f) and would be more appropriate to meeting each defined study areas needs.

Three general principles are outlined in the FHWA regulations in 23 CFR 771.111(f) that are to be used to frame or define a highway project. In order to ensure meaningful evaluation of alternatives, and to avoid commitments to related transportation improvements before they are fully evaluated, the action evaluated in each EIS or finding of no significant impact (FONSI) shall:

- 1) *Connect logical termini and be of sufficient length to address environmental matters on a broad scope;*
- 2) *Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and,*
- 3) *Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.*

Furthermore, the logical termini for project development are defined as rational end points for (1) a transportation improvement and (2) a review of the environmental impacts.

With regard to project need and timing, it was agreed that defined portions of the Interstate north and south of the downtown segment were in need of improvement and if that need was not addressed interim improvements would be necessary. The range of alternatives that meets the purpose and need in each of the following study areas varies, but are currently limited to one alternative each in the Riverside Blvd. and Singing Hills Blvd. areas. Each of the alternatives being considered is predominantly contained within existing right of way with no new interchanges. In contrast to the North and South areas, the downtown study area will require consideration of several reasonable and practical alternatives including potential new interchanges and may require substantial new Right of Way. The discussion included the following revised definition of the project study area with each area having clearly different needs.

I-29 Riverside Boulevard Interchange Improvement Area:

The area of study is the northern most portion of I-29 in Sioux City. The project area begins at Judd Street and ends at the Big Sioux River and encompasses the existing Riverside Boulevard Interchange (see attached study area map). Judd Street is a logical endpoint for this area of study because it is approximately the point at which design concepts that would meet needs surrounding the northbound onramp from Hamilton Boulevard Interchange end. The location of the I-29 mainline in this area is also constrained by the Missouri River to the South and the Railroad to the North. The Big Sioux River is a logical endpoint to the north because no improvements are needed or proposed to or beyond the Interstate Bridge over the Big Sioux River. The proposed improvements will consider reconfiguring the Riverside Boulevard interchange geometry to increase safety, enhance connections to the arterial roadway system, and alleviate some of the merging issues currently experienced in the project area. The Riverside Boulevard Bridge over I- 29 would also be proposed for replacement. The proposed improvements will also consider future expandability of the Interstate in the project area.

The need exists to address specific issues in the next two to three years including the issues of roadway deficiency, driver expectancy, and safety. The Riverside Boulevard Interchange is the only interchange located in the study area where the existing configuration and geometry of the on and off ramps are deficient. The horizontal sight stopping distance is also deficient in areas between Hamilton Boulevard Interchange and the Riverside Boulevard Interchange. The decision sight distance is deficient for southbound I-29 traffic near the Riverside Boulevard Interchange. The pavement in the study area currently exhibits distress with some full depth patching, some unevenness, and warping of the roadbed. Additionally, Riverside Boulevard Interchange Bridge has been hit by vehicles with highloads approximately four times in the last five years. While repairs have made the bridge functional and safe, replacement to improve structural integrity and lesson the probability of future crashes is imminent.

I-29 Singing Hills Boulevard Interchange and System Interchange Improvement Area:

The area of study is the southern most portion of I-29 in Sioux City. The project area begins at 8th Street/Sergeant Bluff and ends approximately ¼ mile south of the Burlington Northern Santa Fe (BNSF) Railroad Bridge over the Missouri River (see attached study area map). The project area encompasses the existing Singing Hills Blvd. and System Interchanges. The area south of Railroad Bridge is a logical endpoint for this segment because the Railroad Bridge will remain unaltered and thus any improvements in this southern section of the Interstate will be limited by the Railroad Bridge structure and constrained by the Missouri River to the West and the bluff and parallel railroad line to the East. The proposed improvements will consider reconfiguring the Singing Hills Blvd. Interchange and possibly the U.S. 20 System's interchange geometry to increase safety, enhancing connections to the arterial roadway system, and alleviating some of

the merging issues currently experienced in the project area. The proposed improvements will also consider future expandability of the Interstate.

The need exists to address roadway and structural deficiencies as well as safety concerns within the next two or three years. The ramp spacing between the Singing Hills Blvd. and System Interchanges is deficient in both directions. Horizontal stopping site distance is deficient in the area of the I-29 overpass of Singing Hills Blvd. The shoulder width is deficient in the area of the I-29 overpass of Singing Hills Blvd. and median widths are deficient between Singing Hills Blvd. and US 20 without using median barrier walls. Taper lengths are deficient for the northbound on ramp to I-29 from Singing Hills Blvd. and acceleration lengths are deficient for the northbound on ramp to I-29 from eastbound US 20. In addition, the I-29 bridges over Singing Hills Blvd. and the US 20/US 75/I-129 bridges over I-29 exhibit minor section loss and cracking despite being structurally sound. From 2001 to 2004, the Singing Hills Blvd. Interchange experienced a crash rate that is 9% above the statewide average crash rate from 2001-2003. The recently completed I-29 Sioux City Interstate Study, Traffic Conflict Study (September 2005) indicates this crash rate may be as high as 25% above the state wide average when considering more recent traffic data.

I-29 Sioux City, Downtown Study Area:

The I-29 Sioux City Downtown Study Area consists of the area along the existing I-29 corridor from approximately ¼ mile south of the Burlington Northern Santa Fe Railroad Bridge over the Missouri River to Judd Street (see attached study area map). Judd Street is a logical endpoint for reasons discussed for the northern portion of the Interstate. The area south of the Railroad Bridge is a logical endpoint for reasons discussed for the southern portion of the Interstate. The proposed improvements will consider reconfiguring several interchanges to increase safety, enhancing connections to the arterial roadway system, improving driver expectancy, and alleviating some of the merging issues currently experienced in the project area. The proposed improvements will also consider future expandability of the Interstate.

The need exists to improve safety within the downtown portion of the Interstate. Interchanges at Floyd Boulevard, Nebraska Street/Pierce Street, and U.S. 77/Wesley Parkway (Tri-Level) were 199%, 363%, and 319% above the statewide average crash rate, respectively. Ramp sequence and spacing is deficient around the Floyd Boulevard Interchange, between the Nebraska/Pierce Street Interchange and the Tri-Level Interchange, and between the Tri-Level Interchange and the Hamilton Boulevard Interchange. Guide signage is deficient in some locations near the Tri-Level Interchange. A lane balance issue exists on southbound I-29 between Wesley Parkway and Floyd Boulevard. I-29 exit and entrance ramp designs are deficient at Floyd Boulevard, Nebraska Street/ Pierce Street, and Hamilton Boulevard. The quality of the access between Sioux City's downtown and river front areas needs to be improved. Additionally, short acceleration and deceleration lanes, tight curves, and poor sight distance relating to geometric deficiencies are existing factors that contribute to not meeting driver expectations which can result in crashes. The pavement is deficient in the downtown portion of the interstate. I-29 bridges over the old Floyd Channel and Floyd Boulevard are also deficient.

The safety and functionality of the Sioux City I-29 corridor and options for improving the corridor remain a primary concern of the PMT and SMAC. The needs in the northern portion of the corridor carry independent utility in that they are clearly distinct from the adjacent downtown portion of the Interstate. Future alternative solutions that address the purpose and need for improvements to the downtown section would not be restricted or limited by the anticipated proposed improvements to the northern section of interstate. The needs identified for the northern section also require a nearer-term solution relative to the downtown portion. These

conclusions also hold true for the southern portion of I-29 that includes the Singing Hills and System's Interchange. As defined above, both the northern and southern portions of the corridor have independent utility and logical termini. Each area appears to have one reasonable and practical alternative design concept that would occur predominantly within existing right of way without adverse environmental impacts. As such, the Iowa DOT is requesting concurrence on the project limits for northern and southern project areas as defined in this memo. With that concurrence the Iowa DOT is also requesting classification of these projects as separate categorical exclusions.

As described above the needs associated with the downtown section of I-29 in Sioux City are more complex involving several interchanges and multiple alternatives for improving the facility. With distinct needs, this section of the I-29 in Sioux City appears to have independent utility and logical termini as defined above. Proposed improvements would occur along the existing corridor and use existing right of way; however, the development of multiple alternatives that deviate from existing roadway design as well as alter existing bridge and interchange placement and design could result in the need for considerable additional right of way. Consequently, the potential exists for impacts on commercial, industrial, and City-owned property. The potential environmental impacts associated with the downtown section of the Interstate are unique from the northern and southern portion of the Interstate and established termini serve as rational endpoints for a review of the environmental impacts. Consequently, the downtown section of the Interstate will require a more extensive analysis of potential impacts relative to each alternative. As such, the Iowa DOT is requesting concurrence on the project limits for the downtown section of I-29 as described in this memo. With that concurrence the Iowa DOT is also requesting that the original NOI for the I-29 Sioux City Interstate study be revised based on the redefined project limits and continue to be classified as an EIS.

K. Riesenbergs
OLE/NEPA.



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097

515-239-1726 FAX

July 19, 2005

Ref. No: IM-29-6(104)142-13-97

Woodbury

Primary

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

R&C: _____

Dear Doug:

**RE: Phase I Archaeological Survey: U.S. Interstate 29- Sergeant Bluffs to Sioux City
Woodbury County, Iowa: Sections 18, 19, and 30, T88N-R47W
Sections 1, 12, 13, and 24, T88N-R48W, Sections 29, 30, 33, and 34, T89N-R47W
Sections 25 and 26, T89N-R48W**

Enclosed for your review is the Phase I archaeological survey for the above-mentioned federally funded project. The project proposes a series of road improvement along Interstate 29: Between Sergeant Bluff to Sioux City, in Woodbury County, Iowa.

The area of potential impact encompasses a project corridor that is approximately 8.5 miles in length with a maximum project width of 3400 ft. A total area of 566.6 acres was investigated by this survey. (A total of 367.5 acres was investigated using subsurface testing)

This Phase I survey was conducted using an extensive archival / records search, along a pedestrian survey and subsurface testing. This subsurface testing included the use of Giddings soil probes, hand soil probes, bucket auger testing and shovel tests. During this investigation, seven historic archaeological sites were identified, Sites 13WD151 through 13WD157.

Archaeological Sites 13WD151 to 13WD153, along with sites 13WD155 through 13WD157 represent twentieth century household debris. These sites were determined not eligible for the National Register of Historic Places and no further work is recommended for them.

Site 13WD154, however, represents a historic scatter of 19th century historic artifacts. These artifacts have little research value, yet there are indications of carbon deposits in the deeper soil horizons, and more excavation could turn up prehistoric items. This site is located in the present-day Riverside Park area, an area that is considered the location of the Council Oak. This tree represents a meeting-point for Native American tribes during the Proto-Historic and early Historic Periods.

Due to this and the possibility of additional undiscovered prehistoric archaeological resources, Site 13WD154 and the Riverside Park area are recommended for avoidance or additional investigations. After reviewing project plans and consulting the design engineers, this site, as well as the Riverside Park area, will not be impacted by this project.



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010-6993 515/239-1215, FAX 239-1726

August 31, 2005

Ref. IM-29-6(104)142--13-97
Woodbury County
Primary Road

RC# 041197039

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 Historic Architectural Survey Report for a project to improve the operational characteristics along eight miles of Interstate 29 in Sioux City from Singing Hills Boulevard (interchange south of US20) to the Big Sioux River on the South Dakota border. The greatest potential for impacts is from changes to ramps and connecting roads at the interchanges. The survey corridor was narrow between interchanges because we anticipate that little additional right of way will be acquired in those sections.

The survey consisted of inspection and documentation of property characteristics, archival/record searches, and 35 mm photographs of the properties. A total of 91 properties are listed in the report. Twenty-six have structures more than 50 years old. Site inventory forms were completed for 30 properties over 40 years old.

Four properties in or near the project area were previously listed or found eligible for listing on the National Register: the Sergeant Floyd riverboat (97-04880)(a National Historic Landmark), the Bruguier Cabin in Riverside Park, the Municipal Auditorium (97-02774), and the Gordon Drive/Grand Avenue viaduct (97-02775).

Four additional properties were evaluated in this study as eligible for the National Register: the Hobson School (97-02695), the Wall Street Mission/Hobson Hall (97-02696), the Prospect Hill octagonal house (97-03083), and the Simmons Hardware Co. Building (97-04077).

The Bruguier Cabin, the Prospect Hill octagonal house (97-03083), and the Gordon Dr./Grand Ave. viaduct (97-02775) should be outside of areas of construction impacts. Therefore, we believe a finding of No Historic Properties Affected is applicable. (For your information, a separate project concept for improvements to the viaduct has been initiated.)

December 15, 2005

Ref. 510
Woodbury County
IM-029-6(149)147--13-97
PIN: 03-97-029-010

Dear Sir or Madam:

The Iowa Department of Transportation (Iowa DOT), Office of Location and Environment, would like to inform you that the project limits for the I-29 Sioux City Interstate Study have been revised. This letter is for your information and to include in your project files.

Concurrence points 1 and 2 for this project were discussed at the Iowa DOT's quarterly Environmental Concurrence Meeting on Wednesday, April 27, 2005 from 9:00 AM to 11:30 AM. At that time, the I-29 Sioux City Interchange Study project limits were from the Sioux Gateway Airport/Sergeant Bluff Interchange to the South Dakota State border.

Since that meeting, the I-29 Sioux City Interstate Study has been redefined and now includes three distinct areas within the original study limits. The components of the study area are described in the table below. Documentation of these decisions and concurrence from FHWA are enclosed for your information and files. The enclosures include:

- Memo dated Oct. 20, 2005 from Mike Fisher (Howard R. Green Company) to DeeAnn Newell (Iowa DOT) including maps of the project areas described in the table below.
- Letter dated Oct. 26, 2005 from Iowa DOT to FHWA including FHWA concurrence.
- Draft revision of the notice of intent.

Project	Termini	Document Type	FHWA Concurrence
I-29 Singing Hills Boulevard Interchange and System Interchange Improvement Area	Begins at 8 th Street/Sergeant Bluff and ends approximately ¼ mile south of the Burlington Northern Santa Fe Railroad Bridge.	Categorical Exclusion	LaPietra, 10/31/05
I-29 Sioux City Downtown Study Area	Begins approximately ¼ mile south of Burlington Northern Santa Fe Railroad Bridge and ends at Judd Street.	Environmental Impact Statement	LaPietra, 10/31/05
I-29 Riverside Boulevard Interchange Improvement Area	Begins at Judd Street and ends at the Big Sioux River.	Categorical Exclusion	LaPietra, 10/31/05

If you have any questions about the content of this letter or revisions to the projects limits please contact DeeAnn Newell at (515) 239-1364 or at deeann.newell@dot.state.ia.us.

Sincerely,

James P. Rost, Director

Office of Location and Environment

Enclosures

cc (hardcopy with enclosures):

Richard Michaels, Iowa DOT District 3
Tony Lazarowicz, Iowa DOT District 3
Dakin Schultz, Iowa DOT District 3
Todd Huju, Iowa DOT District 3
Brad Hofer, Iowa DOT
DeeAnn Newell, Iowa DOT
Scott Marler, Iowa DOT
Marc Solberg, Iowa DOT

cc (email w/o attachments):

Location & Environment:

Mark Kerper
Randy Faber
Gary Hood
Stephen Larson
Ron Ridnour
Roger Boydston

ROW: Ron Otto, Jim Olson

Design: Mike Kennerly, Dan Ohman, Dave Skogerboe

Bridges & Structures: Norm McDonald, Chris King

Traffic & Safety: Troy Jerman

Director's Staff: Mary Christy

Highway Division: Kevin Mahoney

Engineering Bureau: Mitch Dillavou

Records Center

I-29 Sioux City Interstate Study Segment 1 Project Management Team Meeting #2 Agenda

May 2, 2006
10:00am - noon

1. Introductions
2. Project Limits
 - a. Southern Transition
 - b. Updated Construction Cost Opinion
3. Public Information Meeting
 - a. Review and Comment on Displays
 - b. Hand-Outs
 - c. Room Arrangement
 - d. Attendance
 - e. Pre-PIM meeting
4. Survey
 - a. PHO file and aerial-gathered model now available.
5. Schedule
 - a. Establish date for Recon Field Exam 7/19?
 - b. D1:5/12/06 – Survey Complete
 - c. T1:8/11/06 – District ROW available
 - d. D2:11/17/06 – Field Exam (Tentative trip date, plans submitted to DOT 2weeks prior).
 - e. D3:1/10/07 – First submittal of TSL's, Pinks with design and Culvert Plats
 - f. B1:3/14/07 – Final submittal of TSL's, Pinks and Plats (allows 1 month DOT review and 1 month to address comments).
 - g. D5:6/11/07 – Submittal of plans to ROW
 - h. R1:9/11/07 – Completion of ROW plot plans and ROW Field Exam Plans (by IaDOT).
 - i. P6:10/25/07 – Design Public Information Meeting
6. Other Items

District #1 vs AH 2

Alt 1 - 57 mi
Alt 2 - 62 mi

Decision
Southern Limit
is for
Interchange

How does
4 lanes vs 6 lanes

District
@ 3:30

5-7

Name Tag

? 401 vs 402 MI

Design - VI

SIoux CITY INTERSTATE STUDY

Section 3 PMT Agenda

May 2, 2006

2:00pm-4:00pm

1. Introductions
2. Corrections to Minutes from April 5 PMT
3. PHOTOGRAMMETRY ISSUES
 - a. Photogrammetry updates by Howard R. Green
 - b. New Aerials?
4. RAILROAD ISSUES
5. CITY ISSUES
 - a. Update from Chris Payer on his meeting with the BNSF rep.
6. OLE ISSUES
 - a. Update on Environmental status from DeeAnn.
7. DESIGN ISSUES
 - a. Review of Display
8. BRIDGE ISSUES
9. CONSULTANT ISSUES
10. DISTRICT ISSUES
11. FHWA ISSUES
12. RIGHT OF WAY ISSUES
13. SOILS ISSUES
14. TRAFFIC & SAFETY ISSUES
15. UTILITIES ISSUES

SIoux CITY INTERSTATE STUDY

Section 3 PMT Meeting Minutes

April 5, 2006

9:00am-11:30am

1. ATTENDEES

Iowa DOT:

Design

Jim Schoenrock Sinclair Stolle Kelly Bell Jim Galliard Ryan Miller
Wes Mayberry Stacy Ryan Jason Holst Bob Stanley Dale Eilders
Dan Ohman

ROW

Tom Gettings

Bridge Design

Chris King

District 3

Dakin Schultz Rich Michaelis Tony Lazarowicz Steve Milligan
Todd Huju

Rail Office

Bill Lounsbury

OLE

DeeAnn Newell

Local Systems

Barry Sieh

FHWA:

Lisa Rold

City of Sioux City:

Chris Payer

Howard R. Green Company:

Rick White

John Narigon

2. RAILROAD ISSUES

a. Update on location of railroad utilities (fiber optic, signals, etc...)

At this time, BNSF does not have any plans for adding a second track to the line adjacent to I-29; however, they still need to get input from their upper management on this issue. BNSF will wait until provided a need line by Design before reviewing utility impacts. BNSF will notify IDOT if any of their utilities are impacted and will likely relocate affected utilities.

Chris Payer will show Mark Leeman the display of our current concept when he sees him in the near future to get him familiar with the project.

For design purposes, Bill Lounsbury said that the railroad desires a minimum of 12 feet from the edge of tracks clear of any obstructions. This distance is needed for operating clearance. Crash walls will be required if there are obstructions within 25 feet.

b. Railroad ROW Entry

Tony Lazarowicz mentioned that surveyors were trying to get track shots for the T1 and were told that they needed to meet several railroad requirements such as training, flaggers, indemnify the railroad, etc., before accessing the railroad ROW. After legal counsel from the Attorney General, it has been determined IDOT will not be able to meet the railroad's terms.

HRG previously took shots on the rail from a water line project they did for the City. Therefore, IDOT will not need access to the railroad ROW for the T1. However, access may be needed for soil borings in the future. Bob Stanley will

evaluate the plans and see if borings are required on railroad ROW. Dakin Schultz said he'd be receptive to doing borings on the I29 shoulders. Bob will coordinate lane closures with Mark Wright. The railroad requires that if there is equipment within 25 feet of the tracks that flagger presence is required.

3. PHOTOGRAMMETRY ISSUES

- a. Photogrammetry changes by Howard R. Green
John Narigon expects the updates to the PHO file to be done in about three weeks.
- b. T1 update
IDOT was attempting to locate the railroad tracks relative to our ROW. HRG is doing a water line project for the City and has obtained track shots for that project. Jeff Hutton (HRG) will coordinate with Steve Milligan (IDOT) to get this data. This will eliminate IDOT's need to be on railroad ROW for the T1.

4. BRIDGE ISSUES

- a. SD DOT's future plans for the bridges over Big Sioux
South Dakota has no future plans for replacing or widening the bridges over the Big Sioux River.

5. DESIGN ISSUES

- a. Update on I-29 and Riverside Blvd.

I-29

- ☐ This will not be a Machine Controlled Grading Project.
- ☐ Design speed is 70 mph. (*see attached document for design criteria*)
- ☐ West end tie-in with existing South Dakota bridges over Big Sioux:
 - NB – Need to drop a lane at Riverside
 - SB – Can add the lane at South Dakota bridges (Iowa side)
 - We will pave mainline like it is three lanes west of Riverside, but we'll use paint to shift the inside two lanes of traffic to the outside in order to get rid of the median lane.
- ☐ Staging
 - The District prefers to use a minimal amount of TBR during staging.
 - The Districts preference is to strengthen the shoulders, put traffic on the outside, and construct the median pavement. Then put traffic in the median and construct the outside. Design will investigate this proposal.
 - Riverside Blvd. may be constructed prior to mainline work.
 - Lane closures will most likely be needed for off-peak hours during this project. Design will need the permissible hours from the District. Design can provide examples from the I235 project.
- ☐ Section 2 will be 6 lanes, as well as Section 3.
- ☐ Tie-in/dividing line with Section 2 is 583+20/Judd St.
- ☐ Design may need to acquire ROW from a couple of parcels to the east of Riverside Blvd., north of I29. The District OK'd this. Dakin said the area in question is actually more developed than our aerial

shows. The 2006 flight to update IDOT's aerial backdrop has recently been completed; however, it will take several weeks before this new flight can be used.

- ☐ Chris King didn't know if the Riverside Blvd. bridge would be a 2 or 4 span bridge.
- ☐ There were requests to make the mainline profile more of a rolling profile (minimum 0.4% grades). John Narigon said that they ran into problems with drainage because of the flood planes and being in close proximity to the river. Design will look into this further.

Riverside Blvd.

- ☐ Current posted speed and Design speed is 40mph.

☐ Lanes

- There will be two lanes going over I29.
- There will be a 4-lane approach from the north with the two outer lanes dropping at the north ramp terminals. The outer southbound lane will drop at the northbound I29 entrance ramp terminal. The outer northbound lane will be added at the northbound I29 exit ramp terminal.
- Lanes will be 12 feet wide.
- No raised median.

☐ Curbs

- The District would prefer to use 10 foot granular shoulders instead of curb. However, if curbs are used, we may collect runoff using intakes, but outlet into ditches utilizing a culvert system instead of constructing a full storm sewer system.

- ☐ South end – how do we prevent drivers from going down the slope to the bike trail?

RUMBLE STRIPS - no

SAFETY RAMP W/GUARDRAIL OR BRIEFEN DOWN THE SLOPE - maybe

ROUNDBABOUTS - no

BERM AT BOTTOM OF SLOPE BEFORE TRAIL - maybe

STOP SIGNS- no

- ☐ The temporary connection to the existing loop at the south end of Riverside can be used for staging, but should be removed when done.

- ☐ Riverside Blvd. construction will be tied-in south of the intersection with War Eagle Dr. and the park.

- ☐ There will be no accommodations for pedestrians within the reconstruction area on Riverside Blvd.

6. DISTRICT ISSUES

a. Public Information Meeting

Because this project has not been out to the public since November 2004, the District has requested that we have an unofficial Public Information Meeting (PIM). It was emphasized that this will be more like a progress meeting, than an official PIM. Some things Dakin wanted to see would be a schedule, trail impacts, costs, and typicals. Design stated that with the time given, they

would not be able to have definite trail impacts for this project. The public will be told that the trail will be replaced, but the information provided for the PIM will not show alignments or grades.

This PIM will be for Sections 1 and 3 of the I-29 reconstruction.

The PIM is scheduled for May 10th, 5-7pm at the Long Lines Family Center, 3rd Floor Conference Room. The Center is located at 401 Gordon Drive, Sioux City.

b. VE Study Update

According to Dakin, the VE team has chosen to do Section 2 for their study. However, Lisa Rold said that now there are three separate NEPA documents which would result in a need for a VE study on all three sections. These could be planning or design VE studies. She is working on putting the documentation together and will be reporting her findings soon.

7. RIGHT OF WAY ISSUES none

8. OLE ISSUES none

9. TRAFFIC & SAFETY ISSUES none

10. FHWA ISSUES

The cost estimate for Section 2 is approximately \$100 million. The FHWA has a new policy that states that projects over \$100 million become Major Projects and must have a Financial Plan.

HRG is currently working on a system-wide IJR, with the timing based on the Section 2 project. A special IJR may need to be written for Section 3 due to the timing (Section 3 will be constructed before Section 2). Before the CE can be signed, it is required that the IJR be completed. In addition, a signed CE is required before ROW can be purchased.

There may need to be a follow-up meeting to discuss this. The District will talk with HRG to address this.

11. UTILITIES ISSUES

Barry Sieh sent out maps to the various utility companies to get locations as part of the POINT 25 process. These maps should be back by May 29th.

12. CITY ISSUES none

13. SOILS ISSUES

Soils is currently working on the S1. They have a field review scheduled for May 22nd to look at potential borrow sites. If anyone has any sites for them to review, please let Bob Stanley know.

Soils is trying to get a scope prepared for GSI to do the S2 and S3 work. Bob needs plans and retaining wall information send to him in order to get GSI on board.

Soils will coordinate with Chris Payer to get access onto city properties for the borings.

NEXT PMT: May 2 at 2pm – Ames West Materials Conference Room

Newell, Deeann [DOT]

From: Woodson, Stacy [swoodson@hrgreen.com]
Sent: Wednesday, February 28, 2007 10:19 AM
To: Newell, Deeann [DOT]
Cc: Fisher, Mike
Subject: Collins Road Figures for Sections 1-4
Attachments: Figure 1-1 Regional Connectivity Map.pdf; Figure 1-2 Project Study Area.pdf; Figure 2-1 Collins Road Intersections.pdf; Figure 4-1A Six Lane Constant Median West.pdf; Figure 4-1B Six Lane Constant Median East.pdf

DeeAnn,

Here are the figures that correspond to Sections 1-4 of the Collins Road EA for your review.

- Figure 1-1, Regional Map
- Figure 1-2, Project Study Area
- Figure 2-1, Collins Road Intersections
- Figure 4-1A, Six Lane Constant Median Width Alternative (West)
- Figure 4-1B, Six Lane Constant Median Width Alternative (East)

Thanks,

Stacy E. Woodson, P.E.

Project Engineer

Howard R. Green Company

8710 Earhart Lane SW, P.O. Box 9009

Cedar Rapids, IA 52404-9009

Phone: (319) 841-4390 Fax: (319) 841-4012

swoodson@hrgreen.com



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035

515-239-1726 FAX

July 21, 2008

Ref. No: Interstate 29

Sergeant Bluff

Woodbury County

Primary

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

R&C: _____

Dear Doug:

**RE: Phase I Archaeological Investigation for proposed I-29/Sergeant Bluff drainage ditch,
Section 19 T88N R47W; *No Historic Properties Affected***

Enclosed for your review and concurrence is the Phase I Archaeological Investigation for the above mentioned federal funded project. This investigation was conducted for the proposed drainage ditch excavation located approximately 0.75 miles (1.2 km) northwest of the city limits of Sergeant Bluff and immediately northeast of the Sioux City Airport. The excavation will begin west of the current I-29 ROW and extend westward approximately 1,070 ft (325 m) to connect with the existing ditch immediately west of Harbor Drive. A total of 2.6 acres (1.0 ha) was surveyed for this investigation.

This archaeological and historical survey consisted of an extensive archival and site records search, field investigation, and evaluation of past investigations. The field investigation included a pedestrian survey and subsurface tests. No cultural resources were identified within the Area of Potential Effect. One site, 13WD181, was identified during this investigation, but is 125 m south of the project area and will not be affected. As a result, no further archaeological investigations are recommended for the project area.

Based on this investigation, the determination is **No Historic Properties Affected**. If you concur, please sign the concurrence line below, add your comments, and return this letter. If you have any questions, please feel free to contact me.

Sincerely,

Libby Wielenga

Office of Location and Environment

Libby.Wielenga@dot.iowa.gov

LJCW

Enclosure

cc: Dee Ann Newell, NEPA / OLE

Tony Lazarowicz, District 3 Engineer

Carl A. Merry, HAP

Concur: _____ Date: _____

SHPO Archaeologist

Comments:



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035

515-239-1726 FAX

July 21, 2008

Ref. No: Interstate 29

Sergeant Bluff

Woodbury County

Primary

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

R&C: _____

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Sincerely,

Libby Wielenga

Office of Location and Environment

Libby.Wielenga@dot.iowa.gov

LJCW

Enclosure

cc: Dee Ann Newell, NEPA / OLE
Tony Lazarowicz, District 3 Engineer
Carl A. Merry, HAP

Concur: _____ Date: _____
SHPO Archaeologist

Comments:



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1035

515-239-1726 FAX

July 21, 2008

Ref. No: Interstate 29

Sergeant Bluff

Woodbury County

Primary

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

R&C: _____

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Sincerely,

Libby Wielenga

Office of Location and Environment

Libby.Wielenga@dot.iowa.gov

LJCW

Enclosure

cc: Dee Ann Newell, NEPA / OLE

Tony Lazarowicz, District 3 Engineer

Carl A. Merry, HAP

Concur: _____ Date: _____

SHPO Archaeologist

Comments:



Howard R. Green Company

8710 Earhart Lane SW - P.O. Box 9009
CEDAR RAPIDS, IOWA 52409
(319) 841-4000

LETTER OF TRANSMITTAL

Date: July 30, 2007
Job No. 816440J
Attn: DeeAnn Newell
Re: Segment 1 CE

To: Iowa DOT - Office of Location & Environment
800 Lincoln Way
Ames, IA 50010

We are sending you the following items:

- Attached
- Under Separate Cover
- Via US Mail

RECEIVED

AUG 02 2007

OFFICE OF LOCATION & ENVIRONMENT

- Shop Drawings
- Prints
- Plans
- Samples
- Submittals
- Specifications
- Copy of Letter
- Change Order

COPIES	DATE	NO.	DESCRIPTION
2	7/30/07		I-29/System Interchange Categorical Exclusion

- For Approval
- Reviewed as submitted
- Resubmit
- Copies for approval
- For Your Use
- Reviewed as noted
- Submit
- Copies for distribution
- As Requested
- Returned for corrections
- Return
- Corrected prints
- For Review and Comment
- Prints Returned After Loan To Us
- For Bids Due

Hold Engineer must be in receipt of additional shop drawing information by; otherwise submittal will be returned (in its entirety) as Revise and Resubmit/Rejected status.

Remarks:
 One copy for your files and the other for FHWA. Please let us know if you need anything else. Thanks.

Copies to: File

Signed: 
 Stacy E. Woodson, PE

MARCH 30, 2007
PROJECT REVIEW MEETING MINUTES

Attendees: Sinclair Stolle, Brad Hofer, Steve Gent, Troy Jerman, Kent Nicholson, Kelly Bell, Roger Larsen, Dennis Smith, Donna Matulac, Lisa Rold, John Abrams, Fred Cerka, Michael Kennerly, Gary Novey, Marty Sankey, Mark Kerper, Mitch Dillavou, Jim Rost, Max Grogg, Clyde Bartel, Michael Nop, Tim Simodynes, Todd Huju, Mark Wright, Dwight Rorholm, Tony Lazarowicz, Mike Kruger, Mike Clayton, Mark Swenson, Jim Schoenrock, Norm McDonald, Rich Michaelis, Don Drake, and Kevin Mahoney.

1. I-29 Segment 1 in Sioux City VE Study: Mark Kerper and John Abrams

Location: On I-29 in Sioux City from Sergeant Bluff to the UPRR over the Missouri River (Segment 1)

Team Members: Clyde Bartel, John Abrams, Mike Nop, Tim Simodynes, and Donna Matulac

The reconstruction includes reconstructing the existing four-lane section on the south end of the project, reconstructing and widening to six lanes from south of Singing Hills Blvd. to the EOP.

Five recommendations:

1. VE recommendation: Replace concrete median barriers with high tension cable
 - Decision: Use concrete median barriers
2. VE recommendation: Close US 20/75 ramps and detour traffic
 - Decision: Needs to be carried forward; may be resistance locally.
3. VE recommendation: Change staging of southbound I-29
 - Decision: As we develop the project, this issue should be reviewed and considered. Ties in with #4.
4. VE recommendation: Change in project termini
 - Decision: Reservations about one lane head to head; moves issue into segment 2. As we develop the project, this issue should be reviewed and considered.
5. VE recommendation: Bridge Span arrangement on the Singing Hill Bridge (EB only)
 - Decision: Carry forward -- will be part of the development process (will be reviewed when consultant reviews).

2. I-29 Segment 3 VE Study: Dennis Smith, Mark Bortle, and Mark Kerper

Location: I-29 Segment 3 in Sioux City, Woodbury County

Team Members: Dennis Smith, Mark Bortle, Mike Kruger, Chin-Ta Tasi, and Roger Larsen

Three recommendations:

1. VE recommendation: Advance construction of permanent median barrier.
- Decision: Requires further study in consultation with contractor(s)
2. VE recommendation: Lower trail profiles grade Sta. 597-611 and Sta. 621-635
- Decision: proceed.
3. VE recommendation: Steepen foreslopes of common ditch along RR.
Drainage
- Decision: proceed

3. NE Mixmaster, Polk County – Impacts of New Traffic Forecasts: Mike Kennerly

I-35/I-80/I-235 NE Systems Interchange

Fred Cerka from the Office of Design gave a presentation outlining the issues associated with a revised traffic forecast they had received for the systems interchange from the Office of Systems Planning. The data was needed to fill out a tab in the plans and is a fairly common request. However, the forecast they received was significantly higher than the previous forecast and indicated that a two-lane ramp would be required to handle the projected volume on the eastbound I-80 to northbound I-35 movement.

They met with Systems Planning to verify the numbers, and once that was completed they began looking at whether the current modification of the interchange would accommodate a future two-lane ramp. The original numbers had not indicated a two-lane ramp would be required and so that possibility had not been factored into the current design. Initially there were concerns about the vertical and horizontal clearances as well as lane configurations with a two-lane ramp and whether the current design would need to be modified.

After their review it was determined that we could accommodate a future two-lane ramp without affecting the current design, however significant modification would need to be made to I-80 leading up to the interchange and that is what they reviewed at Project Review.

In order to meet minimum criteria on the geometry on the approach to the two-lane ramp and maintain lane balance the alignment of I-80 between East 14th Street and the systems interchange would need to be adjusted. The curvilinear

alignment would need to be straightened and moved south in order to accommodate an auxiliary lane on the left in advance of the two-lane exit. The alignment shift will also provide motorists with better opportunity to see the ramp and make lane adjustments as necessary prior to the interchange.

IJR Requirement?
NEPA Doc?

However, moving the lanes south will require the removal and reconstruction of the Delaware Ave. Bridge over I-35\80 and the replacement will need to be significantly longer. The new structure would impact several businesses particularly on the south side of I-80, and there was brief discussion on how those businesses would be affected and what accommodations might be necessary.

We also discussed the impacts to the NE 54th St Bridge over I-35 just north of the interchange because it would need to be replaced with a significantly longer structure as well. Accommodating an additional lane on the ramp would require adjustments to the existing ramps merging onto northbound I-35 including the westbound I-80 to northbound I-35 resulting in more lane width required under the bridge than is currently available. We discussed the need to get in before development takes a strong foothold in the area, and the possibility of just removing the structure for a time since there is a good local road network. It was decided that it would be best to proceed with a remove and replace option and that we would begin preliminary environmental work in FY 2008.

54th St Priority
NEPA Doc?

We decided to begin the environmental review of the Delaware Ave. Bridge at the same time as the review of the 54th St Bridge, but getting environmental approval for that bridge would probably take longer and be more involved due to the number of impacts. In addition, they felt that improvements at NE 54th St would have a more immediate impact on the operational characteristics of the interchange and therefore we should try to complete that structure first. The District was asked to begin a dialogue with Polk County over the replacement of both structures. The Office of Location and Environment will coordinate with Design to establish an environmental impact footprint for the anticipated geometric modifications.

The Office of Bridges and Structures requested approval to use a different style pier on the four bridges over I-80 that are planned for replacement in the systems interchange. We planned to use Delta Piers similar to those on I-235 bridges, but they are not conducive to future widening and we know two of the new bridges will need to be widened. Therefore, Bridges and Structures would like to use something that will maintain the aesthetics, but accommodate the widening. This was approved.

We also discussed the need for an incident management connection between the southbound I-35 to eastbound I-80 loop ramp and the new SB I-235 through lanes. Initially this connection was being made to accommodate the WB to SB ramp traffic during construction of the new ramp bridge over eastbound I-80. The

thought was that we could leave the connection in after project was complete to assist with incident management on mainline between the ramps.

However, a revised staging plan at this location eliminated the need for a connection, and the question was whether we still wanted to build it. Design had concerns with the geometrics associated with the connection due to the super elevation crossover crown break on the ramp. It was decided that we would make the connection; although, Kevin Mahoney suggested that we grade the connection but not pave it. This will need to be reviewed by the District and the Office of Design

A similar capacity issue on the southbound to westbound ramp (SB I-35) will also require a two-lane ramp. Although not specifically addressed in the presentation, the impact this ramp widening will have on the geometry, environmental studies, bridge length on Delaware Ave and 54th Street and ROW will be evaluated as well .

Roetman, Margaret [DOT]

From: King, Chris [DOT]**Sent:** Wednesday, March 21, 2007 10:45 AM**To:** Ohman, Daniel [DOT]; 'Narigon, John'; Michaelis, Richard [DOT]; Lazarowicz, Tony [DOT]; Schultz, Dakin [DOT]; Wright, Mark [DOT]; Bell, Kelly [DOT]; Stolle, Sinclair [DOT]; Hofer, Brad [DOT]; Widick, David [DOT]; Jerman, Troy [DOT]; Stanley, Robert [DOT]; Cerka, Fred [DOT]; Schoenrock, Jim [DOT]; 'ahayes@dot.gov'; Newell, Deeann [DOT]; 'Balash, Michael'; 'Knievel, Paul J.'; 'Meier, Dave, HDR Omaha'; Bishop, Darwin [DOT]; Rorholm, Dwight [DOT]; 'sheldon@simpco.org'; City Sioux City; 'MBostinelos@simpco.org'; Sievers, Laura [DOT]; Huju, Todd [DOT]; 'Lisa.Rold@fhwa.dot.gov'; mlustig@gsinetwork.com**Cc:** 'Lyons, Michael'; 'White, Rick'**Subject:** RE: Preliminary Drainage approach in section with wall on Segment 3

I am not sure I understand your concerns, so let me know if this does not respond to your comments.

-The final modifications to RA-49 will be done in Design, but there should be no reason to make the access any taller than necessary to clear the upper pipe. Since this is below top of subgrade, the RA-49 will be completely buried.

-The RA-49 is a road standard for an access designed to be up to 16 ft high. As such, the design should already have accounted for water dropping from that height. The drop in these accesses should be less than that. If this is a problem, one of the modifications to the standard should be a note that the water drop should not cause cavitation.

I cannot think of any special shaping which will provide a vertical drop, other than something like the RA-49 already provides.

From: Ohman, Daniel [DOT]**Sent:** Tue 3/20/2007 7:19 AM**To:** King, Chris [DOT]; 'Narigon, John'; Michaelis, Richard [DOT]; Lazarowicz, Tony [DOT]; Schultz, Dakin [DOT]; Wright, Mark [DOT]; Bell, Kelly [DOT]; Stolle, Sinclair [DOT]; Hofer, Brad [DOT]; Widick, David [DOT]; Jerman, Troy [DOT]; Stanley, Robert [DOT]; Cerka, Fred [DOT]; Schoenrock, Jim [DOT]; 'ahayes@dot.gov'; Newell, Deeann [DOT]; 'Balash, Michael'; 'Knievel, Paul J.'; 'Meier, Dave, HDR Omaha'; Bishop, Darwin [DOT]; Rorholm, Dwight [DOT]; 'sheldon@simpco.org'; City Sioux City; 'MBostinelos@simpco.org'; Sievers, Laura [DOT]; Huju, Todd [DOT]; 'Lisa.Rold@fhwa.dot.gov'; mlustig@gsinetwork.com**Cc:** 'Lyons, Michael'; 'White, Rick'**Subject:** RE: Preliminary Drainage approach in section with wall on Segment 3

Just a couple of comments. Please make sure the solid top of the RA-49 is a couple of feet below the treatment zone. The top of the RA-49 will become a hard spot, and could reflect up into the pavement, creating a problem. I would also include special shaping in the RA-49 to improve the redirection of the water, and minimize the cavitations from the water going through the drop.

From: King, Chris [DOT]**Sent:** Monday, March 19, 2007 4:37 PM**To:** Narigon, John; Michaelis, Richard [DOT]; Lazarowicz, Tony [DOT]; Schultz, Dakin [DOT]; Wright, Mark [DOT]; Bell, Kelly [DOT]; Stolle, Sinclair [DOT]; Hofer, Brad [DOT]; Widick, David [DOT]; Jerman, Troy [DOT]; Stanley, Robert [DOT]; Cerka, Fred [DOT]; Ohman, Daniel [DOT]; Schoenrock, Jim [DOT]; ahayes@dot.gov; Newell, Deeann [DOT]; Balash, Michael; Knievel, Paul J.; Meier, Dave, HDR Omaha; Bishop, Darwin [DOT]; Rorholm, Dwight [DOT]; sheldon@simpco.org; City Sioux City; MBostinelos@simpco.org; Sievers, Laura [DOT]; Huju, Todd [DOT]; Lisa.Rold@fhwa.dot.gov; mlustig@gsinetwork.com**Cc:** Lyons, Michael; White, Rick**Subject:** RE: Preliminary Drainage approach in section with wall on Segment 3

3/28/2007

This concerns drainage in crossroad pipes in Segment 3. This is 'for information only' for those of you who are only concerned with Segment 1 or not concerned with drainage.

The proposed pipes were included in the attachment to John's 3/13 letter. We have shifted the utility access [noted in the letter as 'junction box'] so that it will not interfere with proposed retaining wall ties for these pipes. This type of pipe is only proposed in Segment 3 where crossroad pipes have to go under/through the retaining wall and trail.

The proposed utility access is essentially a RA-49 with a solid concrete cap, so any access would be along the pipe. Since there is a vertical drop, rungs will be provided in the access. The pipes are 1101 or 1103 RF-1s, so the amount of disturbance to existing [poor] soil is minimized. They are 48" diameter, which will allow for inspection.

TO DISTRICT 3—It has been mentioned that you might have some questions or concerns on this type of structure. **Now** would be the time to discuss these questions/concerns.

The **only** alternative to this proposal is a 1501 [1603] with a steel letdown specified. As you know, this type of pipe has problems also.

If anyone has questions or concerns on this, feel free to email or call me at 515-233-7945.

From: Narigon, John [mailto:jnarigon@hrgreen.com]

Sent: Tue 3/13/2007 3:47 PM

To: Michaelis, Richard [DOT]; Lazarowicz, Tony [DOT]; Schultz, Dakin [DOT]; Wright, Mark [DOT]; Bell, Kelly [DOT]; Stolle, Sinclair [DOT]; Hofer, Brad [DOT]; Widick, David [DOT]; Jerman, Troy [DOT]; Stanley, Robert [DOT]; Cerka, Fred [DOT]; Ohman, Daniel [DOT]; King, Chris [DOT]; Schoenrock, Jim [DOT]; ahayes@dot.gov; Newell, Deeann [DOT]; Balash, Michael; Knievel, Paul J.; Meier, Dave, HDR Omaha; Bishop, Darwin [DOT]; Rorholm, Dwight [DOT]; sheldon@simpco.org; cpayer@sioux-city.org; MBostinelos@simpco.org; Sievers, Laura [DOT]; Huju, Todd [DOT]; Lisa.Rold@fhwa.dot.gov

Cc: Lyons, Michael; White, Rick

Subject: Preliminary Drainage approach in section with wall on Segment 3

After this morning's PMT meeting, Chris King provided details of the concept being developed by the Office of Bridges and Structures to convey drainage across I-29 in the areas with a wall adjacent to the roadway. This concept is not finalized; it is still to be determined how/if to avoid interaction between the wall and the junction box, among other things. As Chris mentioned, one way is to locate the junction box inside of the reinforced fill.

Sincerely,

John Narigon, P.E.
Transportation Project Manager
Howard R. Green Company
4685 Merle Hay Road, Suite 106
Des Moines, IA 50322
Phone: 515)278-2913 ext. 4521
Cel: 515)559-4389
Toll Free: 800)593-2339
Fax: 515.278.1846
www.hrgreen.com

3/28/2007

Funnell, Luella [DOT]

From: Hood, Gary [DOT]
Sent: Tuesday, June 12, 2007 6:41 PM
To: Lazarowicz, Tony [DOT]
Cc: Michaelis, Richard [DOT]; Schultz, Dakin [DOT]; Schoenrock, Jim [DOT]; Newell, Deeann [DOT]; Hofer, Brad [DOT]; Funnell, Luella [DOT]
Subject: RE: Draft Project Statement for I-29 Hearing

I suppose we could put something in the environmental considerations section. We'll check with DeeAnn.

If we add a statement here, we'll have to remember to include a similar statement on the other segments, when applicable.

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

From: Lazarowicz, Tony [DOT]
Sent: Tuesday, June 12, 2007 5:53 PM
To: Funnell, Luella [DOT]; Michaelis, Richard [DOT]; Schultz, Dakin [DOT]; Newell, Deeann [DOT]; Schoenrock, Jim [DOT]; Hofer, Brad [DOT]
Cc: Hood, Gary [DOT]
Subject: RE: Draft Project Statement for I-29 Hearing

Do we need to say anything in this statement about the fact that during the segment 2 Public Information Meeting the De minimis effect of the parklands for this segment was presented to the public for comment?

The project statement looks fine to me as written unless something would need to be added pertaining to the above issue.

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

From: Funnell, Luella [DOT]
Sent: Thursday, June 07, 2007 2:44 PM
To: Michaelis, Richard [DOT]; Lazarowicz, Tony [DOT]; Schultz, Dakin [DOT]; Newell, Deeann [DOT]; Schoenrock, Jim [DOT]; Hofer, Brad [DOT]
Cc: Hood, Gary [DOT]
Subject: Draft Project Statement for I-29 Hearing

Attached is the draft project statement for the upcoming hearing for I-29 segment 3 in Sioux City. Please review and provide comments to me by next Tuesday, June 12.

Thanks for your help. << File: proj stmt.doc >>

Lu Funnell
Office of Location and Environment
Iowa Department of Transportation
800 Lincolnway
Ames, IA 50010
515-239-1431
e-mail: Luella.Funnell@dot.iowa.gov

District Staff reviewed the outstanding issues as described on Friday and offer the following:

Southbound I-29 ditch:

We would like to see a defined ditch as shown in the "ditch option" included in the project. We note the loss of trees to get this built, but there will still be a good stand of trees between most of the trail and the interstate. Rather than daylighting the ditch outlet, we would like to see the ditch grade lowered and pipes placed under each location where the ditch outlets under the trail. District wonders if additional right of way will be needed and if a possible 4f issue may develop.

Northbound I-29 ditch:

We would like to continue supporting the decision not to excavate in the ditch between the railroad and I-29. Little benefit would be gained with a great risk of damage to the aging sanitary sewer facility caused by heavy equipment working in the area. The decision could be revisited if the railroad has concerns about diminished drainage ditch capacity due to our roadway improvement.

Trail Extension: We support the construction of a separate trail structure rather than extending the RCB. The structure height and length should be sufficiently great to allow maintenance activities around and in the area of the flume crossed by the structure. Such requirement may increase the cost of the structure.

District had received comments from Brad Hofer and Jim Schoenrock regarding these issues and their thoughts were included in our review.

Mark Wright
District 3 Design
712-274-5836

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

From: Knievel, Paul J. [mailto:Paul.Knievel@hdrinc.com]

Sent: Tuesday, July 24, 2007 11:10 AM

To: Schoenrock, Jim [DOT]; Hofer, Brad [DOT]; Schultz, Dakin [DOT]; Wright, Mark [DOT]

Cc: White, Rick; Narigon, John; Meier, Dave

Subject: I-29, Sioux City, Segment 1, Remaining Design Issues

The following design issues from the north portion of Segment 1 are worthy of Iowa DOT attention as Segment 1 advances toward the D5 milestone, the HDR handoff of the north portion to H.R. Green, and the start of the right-of-way process. Two of the issues, treatment of the southbound I-29 roadside and the northbound I-29/UPRR ditch, affect the right-of-way need. The final issue, the trail extension at the north end of Segment 1, affects an existing drainage structure.

Southbound I-29 Ditch

The existing drainage pattern for the southbound I-29 roadside area north of the twin 8' x 10' RCB at Sta. 1339+31 is not well defined. Currently the area includes two median drain structures that outlet to the southbound side, but no apparent drainage channels beyond the outlets of the pipes. The southbound roadside, shown in Figure 1, includes a series of sumps adjacent to I-29 and a series of crests adjacent to the trail, suggesting that a defined ditch may have previously existed. It is possible that a better defined ditch exists, but was not picked up in the aerial survey due to trees, shown in the aerial background of Figure 2, that are growing along the right-of-way fence. It appears that runoff from the median drain at Sta. 1346+00 +/- flows to the north and daylights across the recreational trail around Sta. 1351+00.

The current proposed I-29 cross sections, shown in Figure 3, do not include a southbound I-29 ditch section in an effort to minimize right-of-way impacts on the City of Sioux City parcels west of I-29 and to reduce the number of tree removals in the roadside area. The fill slope intercept line, shown on Figures 1 and 2, sits outside the existing right-of-way just north of the twin 8' x 10' RCB, but generally stays within Iowa DOT right-of-way north of Sta. 1345+00. The intercept line encroaches on the previously noted sump areas and would require the removal of some trees.

The current proposed pavement drainage plan in the area consists of median intakes that feed a trunk line that runs in the median of I-29. No drainage system outlets are currently proposed for the southbound ditch, but the outside lanes of pavement and shoulder will drain toward the outside of the section. It is difficult to assess how the

8/10/2007

pavement drainage toward the southbound roadside will reach the Missouri River if a new ditch is not graded given the ambiguous drainage patterns in the area.

It appears possible to create a defined ditch, labeled "ditch option" in the sections of Figure 3, which would drain the southbound side of the section. The ditch would include a crest at Sta. 1346+00 and drain both north and south at about a 0.5% grade from that point. The ditch would daylight to the trail at Sta. 1341+00 on the south end, placing the ditch drainage on the trail where it is in cut. The drainage would run along the trail cut section for approximately 200' before it would drain toward the river. The ditch would drain north to Sta. 1351+00, requiring a channel cut to daylight the ditch across the trail.

The ditch option would move the I-29 cross section intercept line further into the southbound roadside area. As shown in Figures 1 and 2, the ditch section intercept line would fall wholly outside the existing right-of-way line (onto City of Sioux City Property) and require removal of numerous trees that separate the trail from I-29.

As previously noted, the current design does not include a southbound I-29 ditch section in an attempt to minimize City of Sioux City right-of-way impacts and to limit tree removals in the roadside area. If Iowa DOT has any reservations about the impact minimizing approach currently in the design, it would be appropriate to resolve these concerns prior to the start of the right-of-way process. If the inclusion of a ditch in this section is desirable, HDR will work to incorporate the ditch into the Segment 1 design.

Northbound I-29 Ditch

Northbound I-29 and the UPRR share a common ditch. The proposed cross sections at Sta. 1378+00, shown in Figure 4, minimize impacts to the ditch by utilizing cable guardrail and a 3:1 fore slope. No excavation was proposed in the ditch section because the location and elevation of a City of Sioux City sanitary force main in the ditch were unknown and because of a desire to minimize work on UPRR right-of-way.

Since the decision not to excavate the ditch was made, additional elevation data for the sanitary force main has been received. It appears from the sanitary line as-built plans that the line is somewhat deeper than first believed. The sanitary line's shallowest buried depth occurs around Sta. 1349+00 where it is approximately 1.5' below existing grade. The line's buried depth increases as the line continues north and would allow some regrading.

The proposed I-29 drainage system in the north portion of Segment 1 drains the median and inside lane using intakes that empty into a center trunk line that outlets south of the twin 8' x 10' box culvert. As a result, the northbound ditch is not anticipated to convey appreciably more drainage after the project than in the existing condition. Cleanout of the ditch to offset the loss of channel cross-sectional area is not necessary for drainage, but may be desired by the Iowa DOT and UPRR.

Northbound ditch regrading, labeled "Ditch Option" in Figure 4, would not impact UPRR operations, but would require easements beyond the limits needed for the fill slopes alone. Additional impacts on UPRR would likely include the series of billboards in the northbound ditch south of the BNSF Missouri River bridge.

As previously noted, the current design does not include northbound I-29 ditch cleanout in an attempt to minimize UPRR right-of-way impacts. If Iowa DOT has any reservations about this approach, it would be appropriate to resolve these concerns prior Green's discussion with UPRR and the start of the right-of-way process. If northbound ditch regrading is deemed desirable, HDR will work to incorporate the ditch into the Segment 1 design.

Status of Trail Extension at the 8' x 10' RCB

While the recreational trail along the north portion of Segment 1 will not be extended with the Segment 1 projects, trail extension options at the north end of the existing trail have been considered and are shown on Figure 4. The first option involves using the existing 8' x 10' RCB as constructed and building a separate structure for the trail that would cross over the more recently constructed flume. The proposed MSE wall that runs over the RCB and ends at Sta. 1393+00 does not require extension of the culvert and would set just inside the existing parapet.

The second option involved extending the existing box culvert and rebuilding a shortened flume to accommodate the recreational trail. The proposed MSE wall would also be present in the second option and would be located between the edge of the trail and mainline I-29 paving.

Both options are estimated to cost about \$30,000 with a slight cost advantage for the separate trail structure. Given the slight cost advantage of building a separate trail structure at the culvert and that the relative newness of the existing flume, current plans show no 8' x 10' RCB extension and anticipate construction of a separate trail

bridge.

Paul Knievel, P.E.

HDR ONE COMPANY*Many Solutions*

8404 Indian Hills Drive

Omaha, NE 68114-4098

Phone: 402.399.4846

Fax: 402.399.4979

Email: paul.knievel@hdrinc.com

Newell, Deeann [DOT]

From: Fisher, Mike [mfisher@hrgreen.com]
Sent: Friday, August 10, 2007 8:59 AM
To: Newell, Deeann [DOT]
Subject: FW: I-29, Sioux City, Segment 1, Remaining Design Issues, Text Only

Mike Fisher
Environmental Business Unit Leader
Howard R. Green Company
8710 Earhart Lane SW
Cedar Rapids, IA 52404
(319) 841-4354 (direct)
(319) 841-4012 (fax)
(319) 551-1579 (cell)
mfisher@hrgreen.com

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

From: Knievel, Paul J. [mailto:Paul.Knievel@hdrinc.com]
Sent: Wednesday, August 08, 2007 1:28 PM
To: Fisher, Mike
Cc: Meier, Dave
Subject: FW: I-29, Sioux City, Segment 1, Remaining Design Issues, Text Only

Mike,

I am not sure what is causing the pdf files to come across garbled, so I will write them up to my ftp space instead. The three file will be in a folder called "fisher 070808". The password/access info is as follows:

Use Internet Explorer to go to FTP Public Site (<ftp://ftp.hdrinc.com>), and enter your User name and Password. For additional information refer to the [Guest Guidelines](#).

User name: UAD\PKNIEVELHDR
Password: n^9QvHvV

The text thread below includes the original e-mail sent to DOT about the area and their response.

If you have any question or need anything else, please let me know. Thanks for your help.

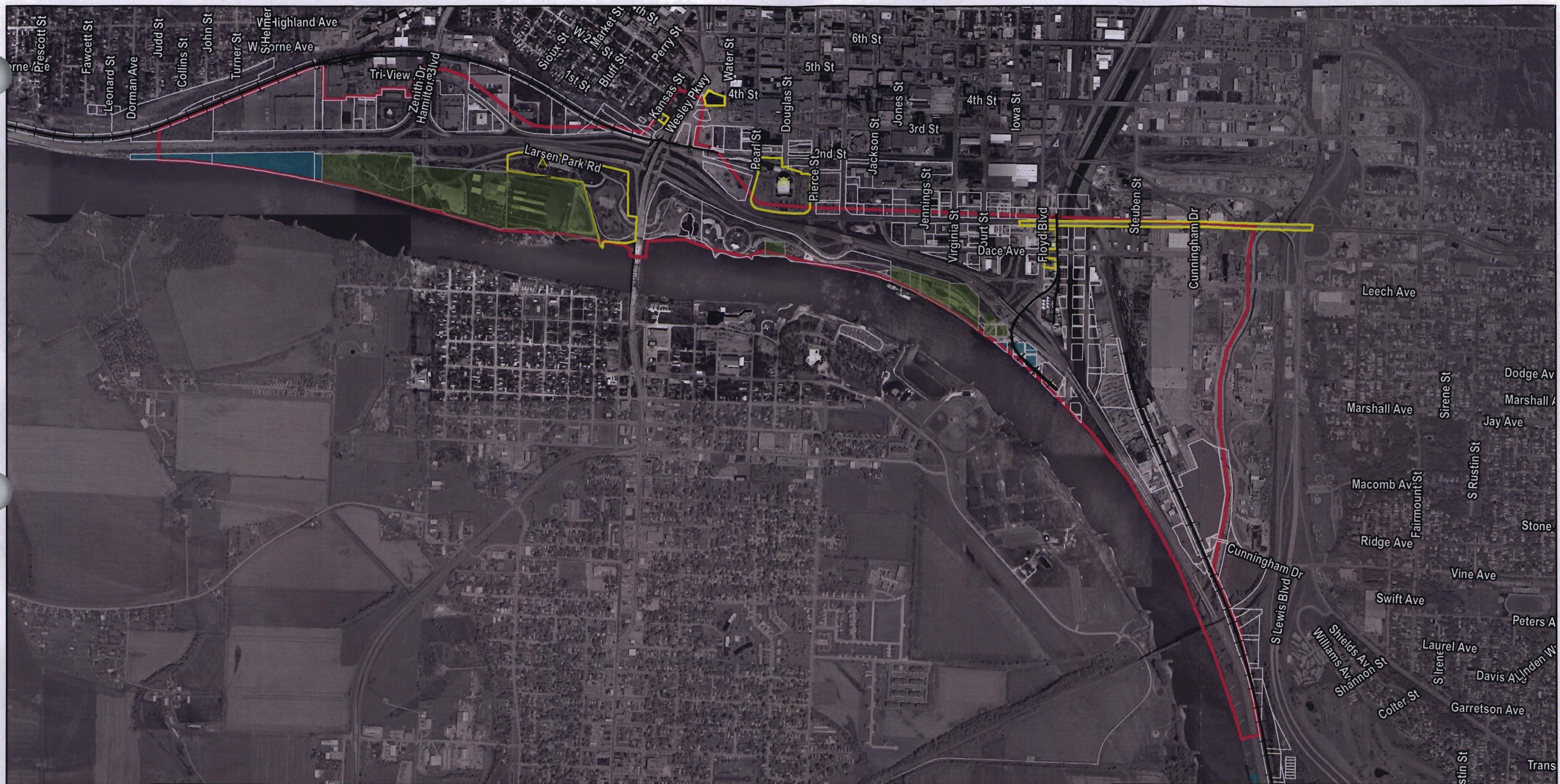
Paul Knievel, P.E.

HDR ONE COMPANY *Many Solutions*
8404 Indian Hills Drive
Omaha, NE 68114-4098
Phone: 402.399.4846
Fax: 402.399.4979
Email: paul.knievel@hdrinc.com

From: Wright, Mark [DOT] [mailto:Mark.Wright@dot.iowa.gov]
Sent: Monday, August 06, 2007 9:24 AM
To: Knievel, Paul J.
Cc: Michaelis, Richard [DOT]; Lazarowicz, Tony [DOT]; Schultz, Dakin [DOT]; Schoenrock, Jim [DOT]; Hofer, Brad [DOT]; White, Rick; Narigon, John; Meier, Dave
Subject: RE: I-29, Sioux City, Segment 1, Remaining Design Issues

Paul:

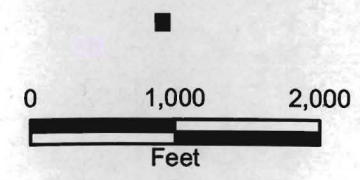
8/10/2007



- Study Area
- Study Area Parcels
- Gateway 2000 River's Edge Trail Subject to Section 4(f)
- Chris Larsen Park Subject to Section 4(f)
- + + + Rail Center Line
- Potential or Registered Historic Site
- ^ Listed or in Process of Being Listed on National Register

STUDY AREA MAP
Downtown Sioux City

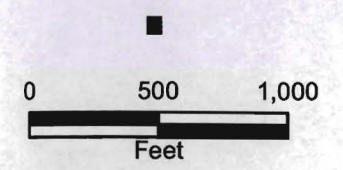
Termini:
Approximately 1/4 Mile South of
BNSF Railroad Bridge to Judd Street





- Study Area
- Study Area Parcels
- Riverside Park Subject to Section 4(f)
- Gateway 2000 River's Edge Trail Subject to Section 4(f)
- Rail Center Line

STUDY AREA MAP
I-29/Riverside Boulevard Interchange
Termini:
Judd Street to Big Sioux River

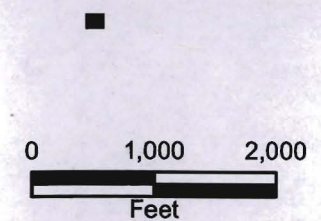




- Study Area
- Study Area Parcels
- Chautauqua Park Subject to Section 4(f)
- Gateway 2000 River's Edge Trail Subject to Section 4(f)
- Rail Center Line

STUDY AREA MAP
I-29/Singing Hills & System Interchanges

Termini:
8th Street/Sergeant Bluff to Approximately
1/4 Mile South of BNSF Railroad Bridge



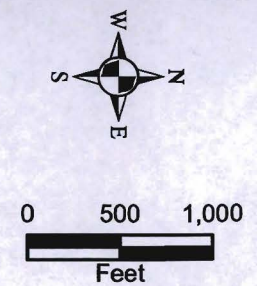


- | | |
|--|------------------------------------|
| Proposed Right of Way | Potential Contaminated Properties |
| Benzene Free Product | Noise Monitoring Locations |
| Williams-Benzene Plume | Noise Receptors Exceeding FHWA NAC |
| Potential Wetland Area | Section 4(f) Parcels |
| Prime Farmland | Study Area Parcels |
| Ag Land | Study Area |
| Coralberry & Violet Present | |
| Purple Coneflower & Coralberry Present | |

CATEGORICAL EXCLUSION
Study Area Map

Segment 1
I-29/ Singing Hills, System, and Airport
Interchanges

Sioux City, Iowa



3/27/07

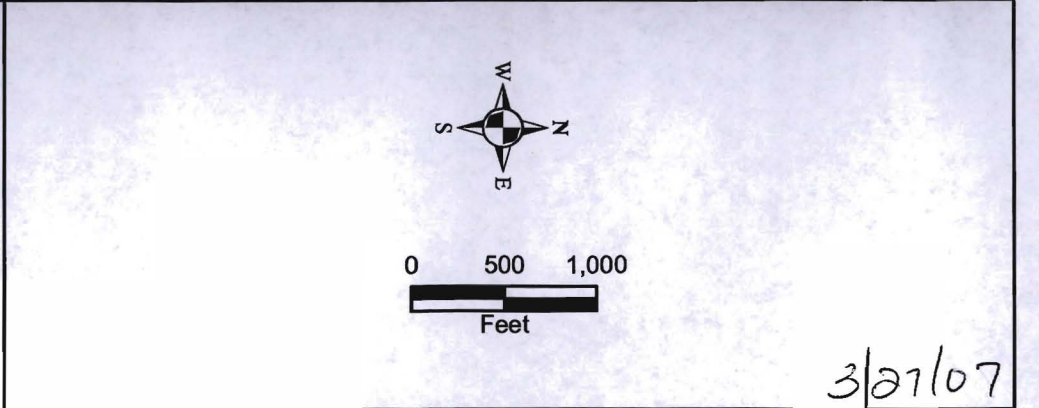


- | | |
|--|------------------------------------|
| Proposed Right of Way | Potential Contaminated Properties |
| Benzene Free Product | Noise Monitoring Locations |
| Williams-Benzene Plume | Noise Receptors Exceeding FHWA NAC |
| Potential Wetland Area | Section 4(f) Parcels |
| Prime Farmland | Study Area Parcels |
| Ag Land | Study Area |
| Coralberry & Violet Present | |
| Purple Coneflower & Coralberry Present | |

**CATEGORICAL EXCLUSION
Study Area Map**

**Segment 1
I-29/ Singing Hills, System, and Airport
Interchanges**

Sioux City, Iowa



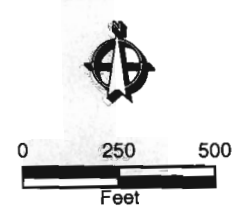


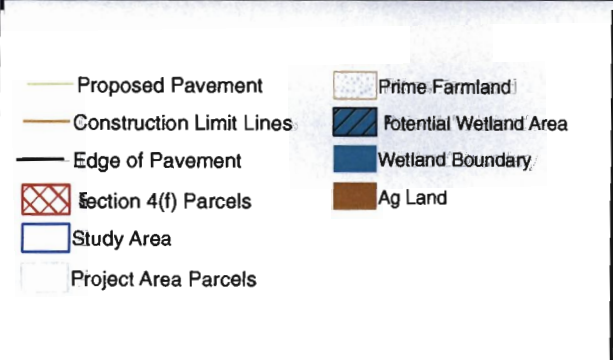
-  Proposed Pavement
-  Construction Limit Lines
-  Edge of Pavement
-  Section 4(f) Parcels
-  Study Area
-  Project Area Parcels
-  Prime Farmland
-  Potential Wetland Area
-  Wetland Boundary
-  Ag Land

I-29 Sioux City Interstate Study

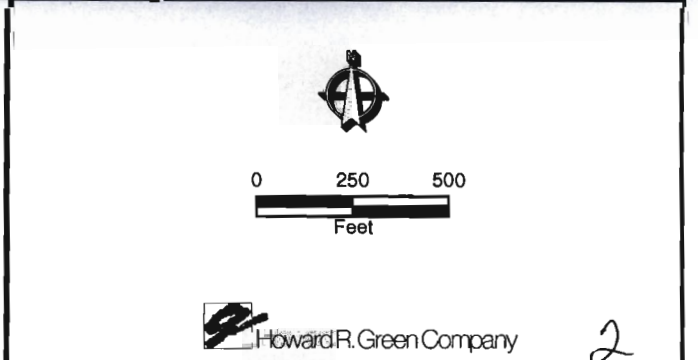
**Segment 1
I-29/ Singing Hills, System, &
Airport Interchanges**

Sioux City, Iowa



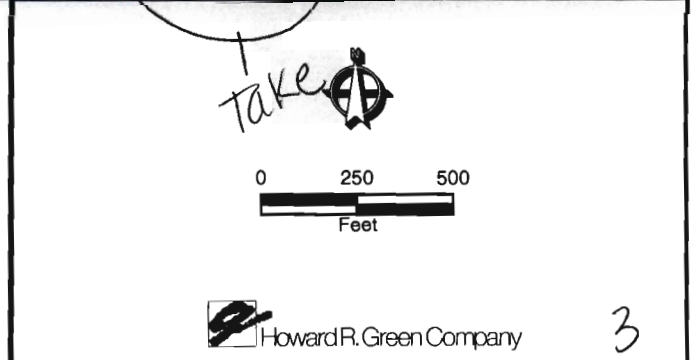


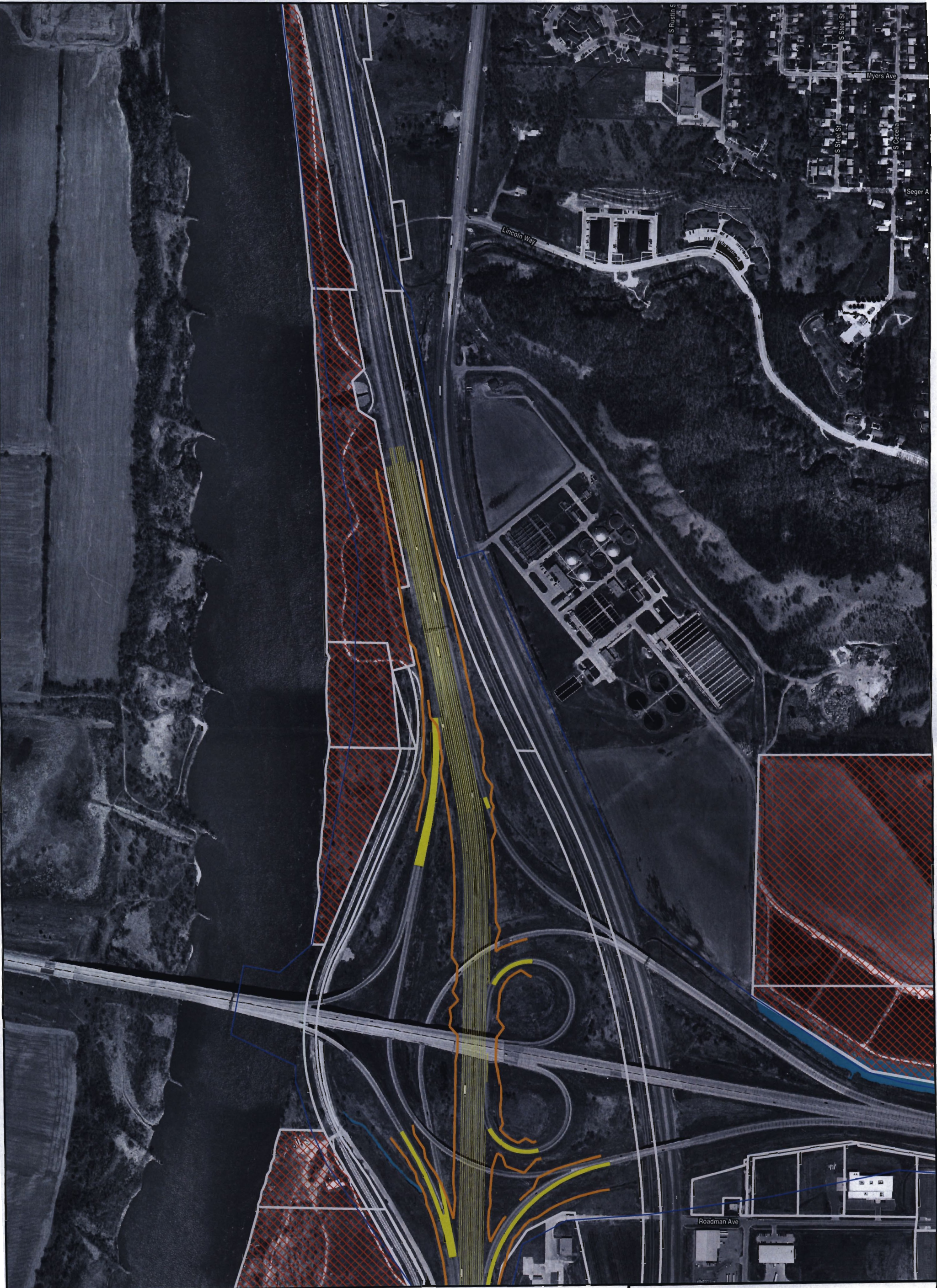
I-29 Sioux City Interstate Study
Segment 1
I-29/ Singing Hills, System, & Airport Interchanges
Sioux City, Iowa







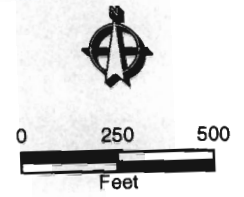
I-29 Sioux City Interstate Study
Segment 1
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-  Proposed Pavement
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I-29 Sioux City Interstate Study
Segment 1
I-29/ Singing Hills, System, &
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Sioux City, Iowa



MISSOURI RIVER

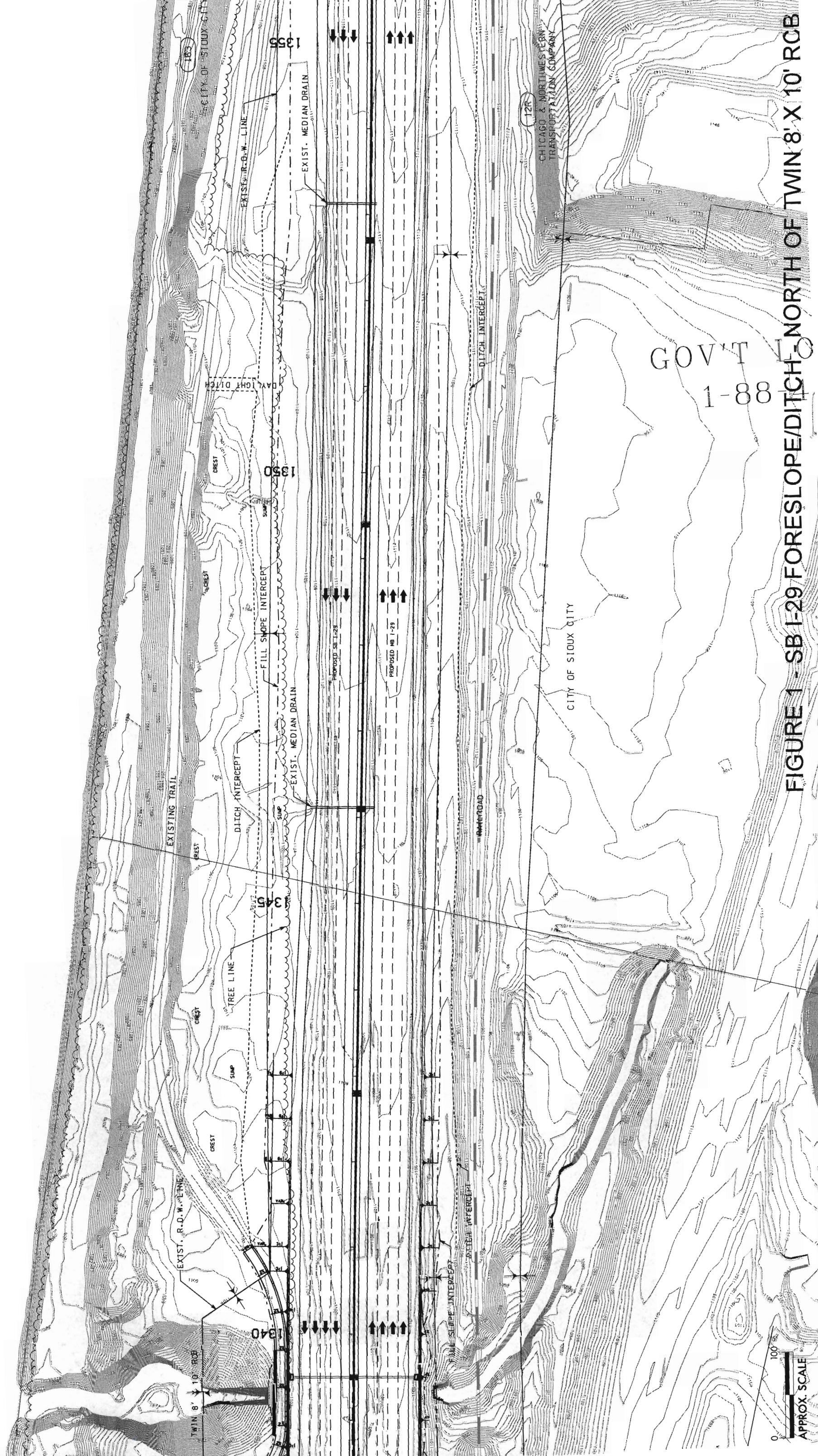
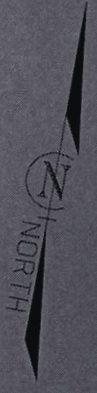


FIGURE 1 - SB I-29 FORESLOPE/DITCH NORTH OF TWIN 8' X 10' RCB



MISSOURI RIVER



0 100
APPROX. SCALE

FIGURE 2 - SB I-29 FORESLOPE/DITCH - NORTH OF TWIN 8' X 10' RCB