

Year	Policy Milestone	Construction Milestone
1958		Short segment opens east of Merville.
1959		Three miles open in southwest Dubuque.
1964		Expressway opens between Sioux City and Merville.
1968	Iowa state highway map lists the I-35 to US 169 segment as IA 520.	Three miles from I-35 to U.S. 69 opens.
1974	The concept of relocating US 20 to new right of way is listed in policy manuals and maps as I- 520.	Nine mile segment around Manchester was completed.
1974		Sixteen miles open from Iowa 187 to Iowa 38 in Eastern Buchanan and western Delaware Counties.
1975	Ed Augustine chairs a very loose organization of Iowa and Illinois interests to develop a four-lane road from Fort Dodge to Chicago.	
1976		Nine miles from Iowa 17 to U.S. 69 in Hamilton and Webster Counties opened.
1976		Short segment in Sioux City opens from Missouri River to Lakeport Street, in partial completion of I-129.
1979		From Lakeport Street to U.S. 20 completed in Sioux City.
1979		Twelve mile segment from Iowa 150 to Iowa 187 around Independence.
1979		Four mile segment between Iowa 17 and Webster City interchange opened.
1980	Ed Augustine develops a coalition to discourage IDOT from selling four-lane right of way in Ida and Woodbury Counties, an important milestone in later lobbying efforts.	
1983		Segment from Iowa 279 near Raymond and Iowa 150 at Independence opened.
1984		Seven miles between Iowa 21 and Iowa 297 in Waterloo completed.
1984		Three miles between US 63 and Iowa 21 in Waterloo completed.
1986		Seven mile segment from Black Hawk/Grundy County line to US 63 completed.

1987		Ten mile segment from P-59 to Iowa 17 in Webster and Hamilton Counties completed.
1987		Eleven mile segment from Iowa 38 to the Delaware/Dubuque County line west of Dyersville opened.
1988		One mile segment through Dyersville opened.
1988		Six miles from Peosta to west of Dubuque opened.
1988		Four miles in and around Epworth opened.
1988		Eight miles from Dyersville to Epworth opened.
1990		Four mile segment from P-59 to U.S. 169 south of Fort Dodge opened.
1990	IDOT begins a campaign of corridor expansion for economic development. US 20 and US 30 were the final two projects on the list and were initially competing for funds and pecking order.	
1991	IDOT proposes a Super Two alignment concept from Fort Dodge to Moville.	
1991		Fifteen mile segment between I-35 and US 65 in Hardin County opened.
1992	Senator Harkin Earmarks \$2 million to complete a detailed economic feasibility study of Highway 20 west of Fort Dodge. The study essentially says a four-lane expressway at a 65 mph speed limit would be feasible. A four-lane freeway would not be economically justified. At the time the speed limit was set at 55 mph. Highway 20 Association actively works to advocate the four-lane dream for western Iowa.	
	Highway 20 West Association begins and soon merges with eastern interests to work together. This coalition lasts until the Fort Dodge to Dubuque section is a near certainty at which time eastern support erodes in favor of localized projects.	
1992	Floyd Magnusson began monthly meetings between the chairperson of the Highway 20 Association and IDOT Staff Director - first Daryl Rensink, then Mark Wandro, and now Nancy Richardson. These meetings became invaluable to the lobbying process and communications continue.	

1994	The speed limit on expressways within Iowa rose to 65 mph and the Highway 20 Association suddenly had renewed emphasis for lobbying.	
1994	V.H. "Buck" Boekelman began to attend every IDOT Commission monthly workshop and official meeting. He soon became a fixture with the IDOT staff and individual Commission members. This effort was huge in the overall success of completing Highway 20 as a four lane.	
1994	Senator Rod Halvorson shepherds legislative initiatives (Access Iowa and Iowa Industrial and Commercial Network) to mandate that all communities of Iowa over 25,000 population are connected by four-lane highways for economic development purposes. These two items have become very important in the lobbying process.	
1994	The concept of the Midwest Connector is enhanced as Wisconsin begins in earnest the section from Dubuque to Madison. Nebraska begins feasibility studies between Norfolk and Sioux City. Illinois begins the concept of the Glacier Pass section between Galena and Freeport.	
1995	V.H. Boekelman begins to talk of the Midwest Connector and support was soon generated in Wisconsin, Illinois, and Nebraska. This concept of a highway that connects the Midwest begins to place separation in the priority for funding with other competing projects,	
1995	Maps showing <i>The Midwest Connector</i> and the presence, or lack thereof, of four-lane highways and population loss counties becomes a key lobbying tool as graphics won the day in the lobbying process.	
2000		Completion of additional two lanes between R-77 and U.S. 65.
2000		Twelve mile segment between Iowa 14 and Grundy/Black Hawk County line opened.
2002	Intense lobbying of federal and state legislators became the Association's focus.	
2003		Twenty-Seven mile segment between US 65 and Iowa 14 opened.
2004	The Association focuses on support for TIME-21. Tremendous support is shown by area Legislators along the Corridor.	

2005		Four miles of additional two lanes from US 169 and Moorland opened.
2008	Senator Daryl Beall and other legislators along the Corridor assure that the language of the Access Iowa and Iowa Industrial and Commercial Network initiatives do not lapse by securing their continuation in “sense of the Legislature” and code language.	
2010		Moorland to Rockwell City segment set to open.
2012		Rockwell City to Early segment set to open.
2013 - 2020		Early to Merville ????????