



**Welcome** to the public hearing for the Council Bluffs Interstate System Improvements Project (CBIS Improvements Project) sponsored by the Iowa Department of Transportation (Iowa DOT). The CBIS Improvements Project is a major effort focused on improving the Interstate System in the Council Bluffs metropolitan area. The purpose of this hearing is to present the Segment 3 Environmental Assessment (EA) and gather feedback from the public about the Project and environmental document.

## Public Hearing Format

This public hearing will be conducted utilizing a combined open forum and formal format. The hearing will begin with an open forum session during which interested individuals are encouraged to express their views and ask questions in an informal setting. A formal presentation, followed by a question and answer session, will follow the open forum session. Oral and written statements will be accepted during both the open forum and the formal sessions.

We encourage you to express your views concerning the proposed project in one or more of these ways:

- Individual discussion with Iowa DOT staff;
- Presentation of oral and written statements at the hearing. Written statements should be presented to the staff person near the entry of the hearing room;
- Submission of written statements following the hearing. Those received by the end of the EA comment period (April 18, 2011) will become part of the public hearing transcript.

Hearing transcripts will be provided to Iowa DOT staff, the Transportation Commissioners and the Federal Highway Administration (FHWA) for review. A copy will be forwarded to you if you send a written request to the Office of Location and Environment, Iowa DOT, 800 Lincoln Way, Ames, Iowa 50010.

## Segment 3 Environmental Assessment

The CBIS Improvements Project has been undergoing evaluation under the National Environmental Policy Act (NEPA) since its inception. Due to the size and complexity of the overall improvements, the system has been divided into five segments that can be designed and built independent of adjacent segments (see graphic on the following page). An EA was recently completed for Segment 3 and is being presented at this public hearing.

The EA analyzes the anticipated impacts of reconstructing the interstate system and consolidating railroad corridors in Segment 3. The proposed improvements would improve roadway capacity and traffic circulation, reduce the length of interstate bridges, and reduce the number of at-grade railroad crossings. The EA focuses on key issues of concern for the Segment 3 project, including (but not limited to) relocations and acquisition of right-of-way, traffic noise, and trail and wetland impacts.

*Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.*



Iowa DOT is currently designing the remaining improvements in Segment 2. Final design of Segment 3 improvements will begin as soon as the environmental document is complete.

### **Segment 3 Improvements**

The ultimate design for Segment 3 includes construction of a dual divided freeway (providing 3 lanes in each direction for both I-80 and I-29 - 12 lanes total) and complete reconstruction of the East System Interchange, as well as the South Expressway, U.S. 275/IA 92 and Madison Avenue Interchanges.

Key features of the dual divided freeway include:

- Improves flexibility in operations, maintenance and incident management
- Separates through traffic from local and event traffic
- Provides greater flexibility to maintain traffic during construction
- Satisfies traffic needs in the Year 2030 and has greater capacity for high traffic volumes

The Segment 3 improvements (shown by phase on Page 5) provide numerous benefits to the travelling public as well as the City of Council Bluffs:

- Improves safety, traffic flow, train movement efficiency, and traffic operations at South Expressway Interchange ramp intersections
- Reduces traffic congestion and roadway / railroad conflicts (net reduction of 13 crossings)
- Provides better access to the Power Center
- Eliminates a railroad corridor that bisects Lewis Central High School property

### **Segment 3 Construction Phasing**

Similar to Segment 2, the Segment 3 improvements will be constructed in two major phases due to funding constraints. The ultimate improvements are being constructed in phases to increase capacity and improve traffic flow as funding allows.

#### ***Phase 1 Improvements***

The first phase improvements for Segment 3 will include several construction projects over multiple years with the following key features:

- Construct Dual Divided Freeway (west of East System Interchange)
  - 3 lanes in each direction on I-80
  - 3 lanes in each direction on I-29
- Reconstruct interchange at South Expressway (excluding the I-29 southbound entrance ramp)
- Reconstruct interchange at U.S. 275/IA 92
- Consolidate railroad corridors in the vicinity of the East System Interchange and the U.S. 275/IA 92 Interchange
- Reconstruct key ramps for the East System Interchange
- Maintain existing 2 lanes in each direction on I-80 (east of Madison Avenue)
- Maintain existing interchange at Madison Avenue
- Construct interim freeway pavement between the new construction and existing pavement in the East System Interchange and east of Madison Avenue

The phase 1 improvements would add capacity and improve traffic flow along the I-29/I-80 overlap section and would provide full access to South Expressway and I-80 from I-29. The phase 1 improvements for Segment 3 will be coordinated with the phase 1 improvements for Segment 2 as previously presented.

### ***Phase 2 Improvements***

The second phase improvements for Segment 3 will also include several construction projects over multiple years. Depending on funding, the second phase of construction may not begin for 5 years or more after the first phase is complete and includes the following key features:

- Reconstruct interchange at Madison Avenue
- Construct separate I-29 southbound and I-80 eastbound entrance ramps and frontage road from South Expressway
- Construct 3 lanes in each direction on I-80 east of the Madison Avenue Interchange.

Phase 1 and 2 improvements are shown graphically on the following page.

### **Environmental Considerations**

The EA was completed in March 2011. Copies can be obtained from the Iowa DOT Office of Location and Environment, listed on page 2 of the handout. In addition, the EA is available for review at the following locations:

Council Bluffs Public Library  
400 Willow Ave.  
Council Bluffs, IA 51503  
(712)323-7553

Iowa DOT District 4 Office  
2210 East 7<sup>th</sup> Street  
Atlantic, IA 50022  
(712)243-3355

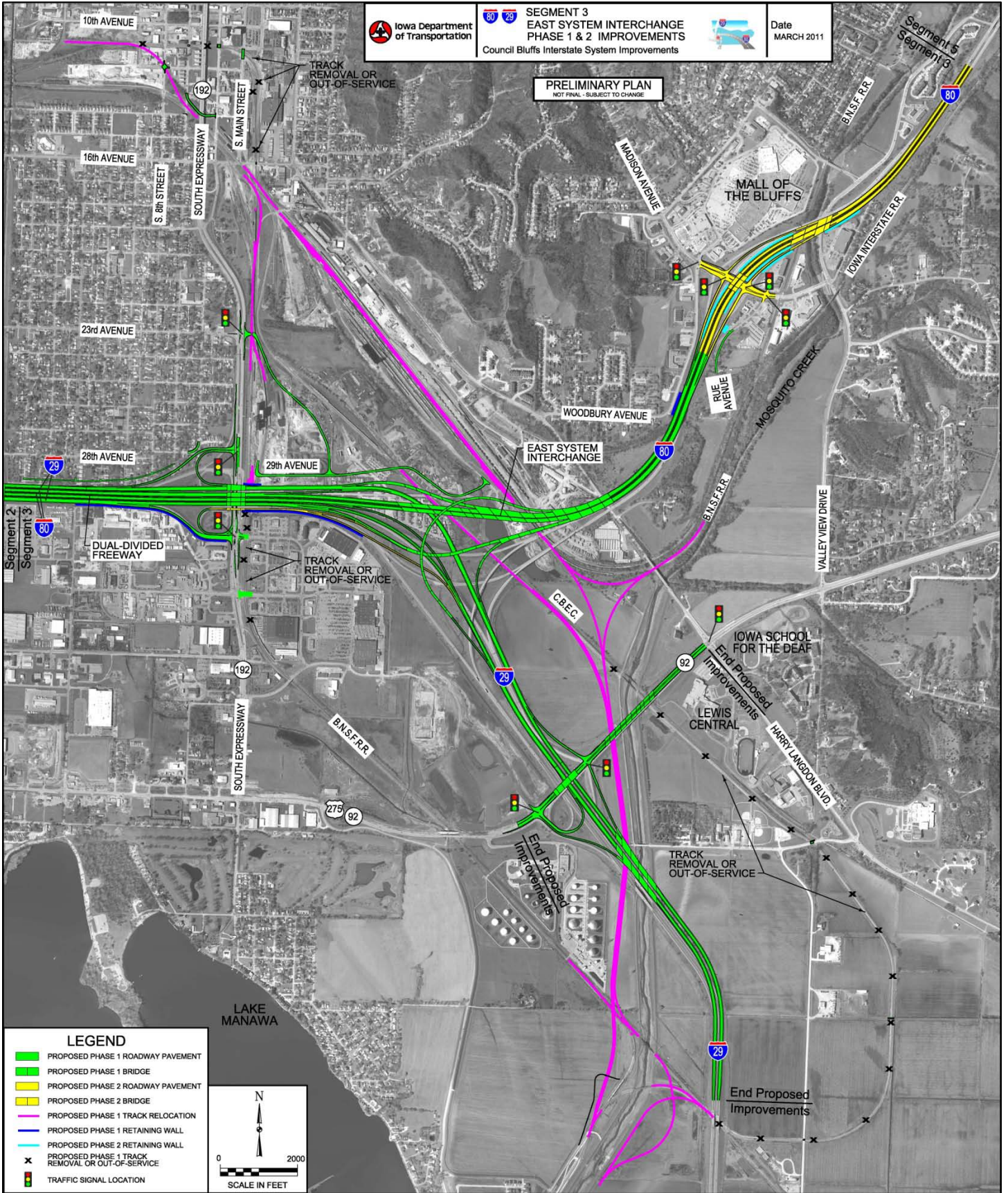
The potential environmental impacts associated with implementation of the Segment 3 Preferred Alternative were evaluated in the EA and are summarized in the following table.

<b>Resource</b>	<b>Potential Impact</b>
New Right-of-Way (acres)	849
Displacements (residences, apartment complexes, businesses)	66, 0, 12
Impacted Noise Receivers (residences)	18
Wetlands (acres)	18.3
Waterways (feet)	4,800
Floodplain (acres)	437
Threatened or Endangered Species Potential Habitat (acres)	1.7
Architectural/Historic Resources (sites)	0
Archaeological Resources (sites)	0
Parks, Recreation Areas, Trails (sites)	0, 0, 1
Wildlife and Waterfowl Refuges	0
Regulated Materials (sites)	7

### **Changes to the Trail System near Mosquito Creek**

The trail system near Mosquito Creek would be modified as a result of the Segment 3 project. A new trail connection from the proposed bicycle lanes on Harry Langdon Boulevard to the Valley View Trail on the Iowa School for the Deaf property would be constructed. Additionally, the rail line east of Mosquito Creek would be removed and the pedestrian/bicycle trail would be relocated to the railroad grade.












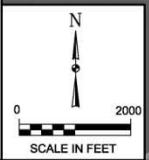



**SEGMENT 3**  
**EAST SYSTEM INTERCHANGE**  
**PHASE 1 & 2 IMPROVEMENTS**  
 Council Bluffs Interstate System Improvements

Date  
 MARCH 2011

**PRELIMINARY PLAN**  
 NOT FINAL - SUBJECT TO CHANGE

LEGEND	
	PROPOSED PHASE 1 ROADWAY PAVEMENT
	PROPOSED PHASE 1 BRIDGE
	PROPOSED PHASE 2 ROADWAY PAVEMENT
	PROPOSED PHASE 2 BRIDGE
	PROPOSED PHASE 1 TRACK RELOCATION
	PROPOSED PHASE 1 RETAINING WALL
	PROPOSED PHASE 2 RETAINING WALL
	PROPOSED PHASE 1 TRACK REMOVAL OR OUT-OF-SERVICE
	TRAFFIC SIGNAL LOCATION

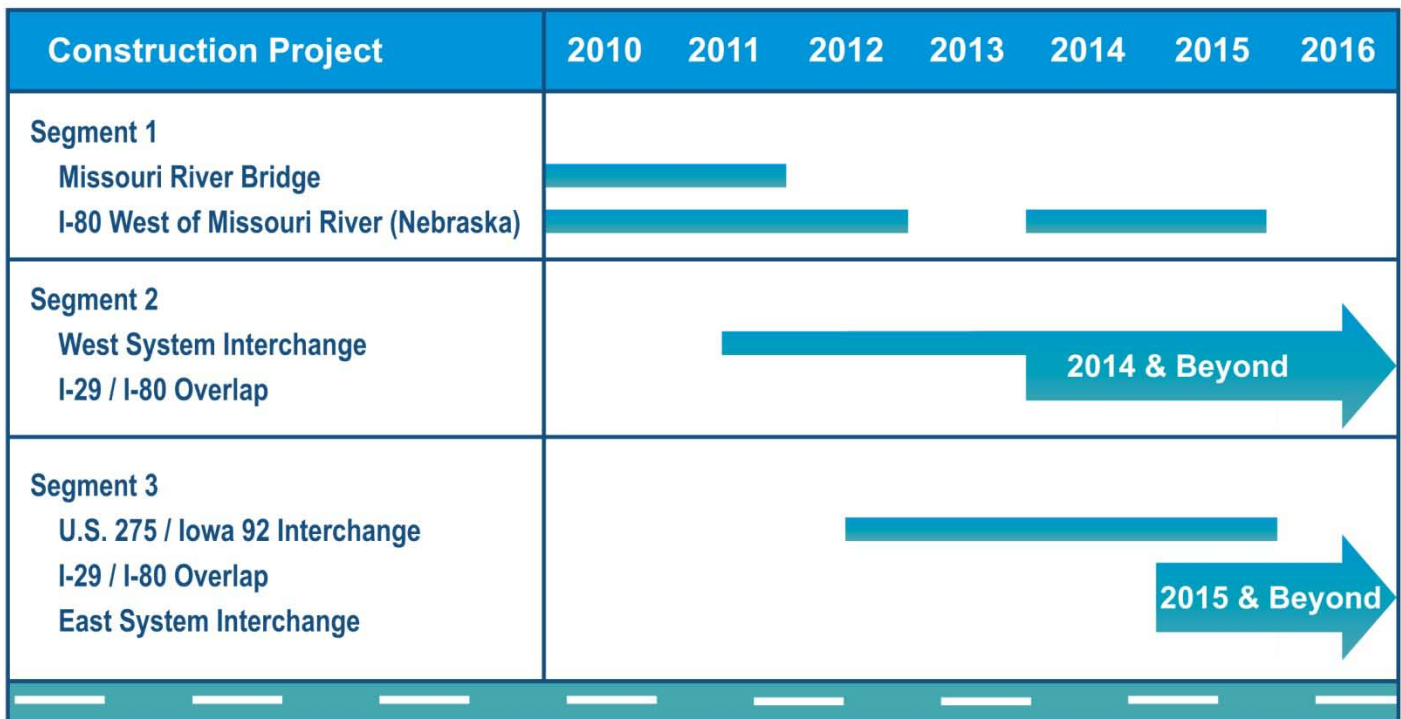


## Project Schedule

Due to the size, complexity, and estimated construction cost of the overall improvements for the CBIS, construction of the CBIS Improvements Project will be completed over several years. Several construction projects for Segments 1, 2 and 3 are currently scheduled in the Iowa Transportation Improvement Program.

Segment 1 projects are scheduled to be completed in 2015. The first construction projects for Segments 2 and 3 are scheduled to begin in 2011 and 2012, respectively; however, completion of all improvements for Segments 2 and 3 is unknown due to funding uncertainty beyond the current Iowa Transportation Improvement Program.

The graphic below shows the current construction schedule as included in the Iowa Transportation Improvement Program and the Nebraska Surface Transportation Program Book.



*It is the DOT's goal to have projects completed according to established schedules; however, dates may change due to funding availability, agency input or public input.*



## Right-of-Way

As part of the proposed improvements, additional right-of-way will be required. The following paragraphs provide information regarding the right-of-way process followed by the Iowa DOT. Please keep in mind that specific right-of-way needs have not been identified at this time.

Iowa DOT policy provides for appraisal of property and/or property rights needed for each project. Professional techniques and methods are used to determine “just compensation” in accordance with federal and state constitutions, laws, and regulations. Appraisals are prepared to assure fair treatment for both the property owner and the public.

After completing the appraisal, a right-of-way agent contacts each owner to explain the plans and appraisals and negotiate the contract for the required right-of-way. If an agreement cannot be reached through negotiations, the property may be acquired by the laws of eminent domain.

## Relocation Assistance

The State of Iowa’s acquisition and relocation program is conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987. Relocation resources are provided to all residential and business relocatees, without discrimination.

If you are required to move as a result of a highway construction project, whether an owner or a tenant, you are eligible for relocation assistance advisory services. You may be eligible for moving assistance, supplemental replacement housing payments, and reimbursement for certain expenses incurred in purchasing replacement housing.

It is the intent of the State of Iowa to ensure that displaced individuals receive fair and equitable treatment and do not suffer disproportionately as a result of highway improvements designed for the public as a whole. Any person, family, business, or farm displaced by a highway project shall be offered relocation assistance services for locating suitable replacement property.

Relocation payments and advisory assistance are offered in addition to the State’s purchase of your property.

Questions or problems concerning relocation assistance should be directed to the Office of Right-of-Way, Relocation Assistance Section, Iowa DOT, 800 Lincoln Way, Ames, Iowa, 50010, telephone 515-239-1135.

## Contact Us

If you have a comment, question, or concern regarding the CBIS Improvements Project or would like to be added to the project mailing list, please forward this information on the attached self addressed Citizen Comment form or contact John Carns (information at right).

Additional information regarding the CBIS Improvements Project is available on the project website at:

<http://www.iowadot.gov/cbinterstate>. Additional information regarding the CBIS Public Hearing is available at either of the following websites:

<http://www.iowadot.gov/pim> or  
<http://www.iowadot.gov/cbinterstate>.

### Contact Us

*John Carns*  
*Iowa Department of Transportation*  
*District 4 Office*  
*2210 East 7th St.*  
*Atlantic, IA 50022*  
*Ph. 712-243-3355*  
*Iowa Toll Free Ph. 800-289-4368*  
*e-mail: [cbinterstate@dot.iowa.gov](mailto:cbinterstate@dot.iowa.gov)*

*[www.iowadot.gov/cbinterstate](http://www.iowadot.gov/cbinterstate)*

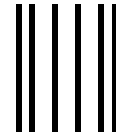






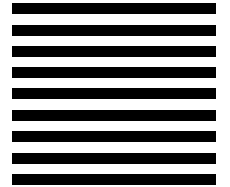
Fold first.

(TAPE--Do NOT Staple.)



(TAPE--Do NOT Staple.)

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 651 AMES, IA.

POSTAGE WILL BE PAID BY ADDRESSEE

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



Fold last