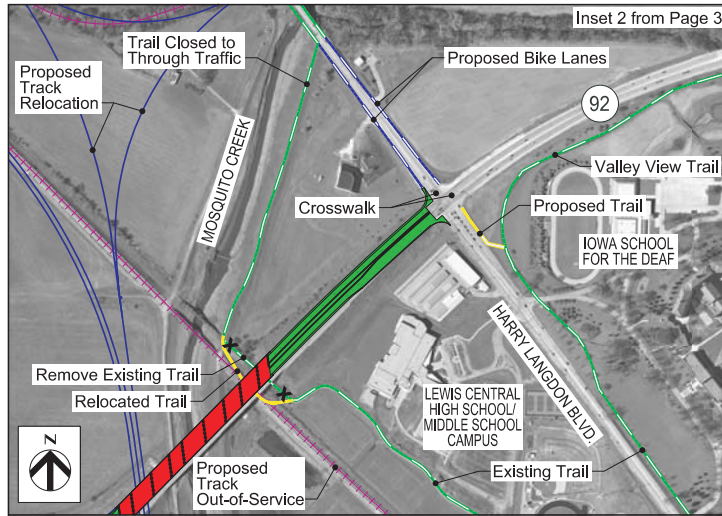


Changes to Trail System near Mosquito Creek

The trail system near Mosquito Creek would be modified as a result of the Segment 3 project (see graphic below). 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. It should be noted that the Valley View Trail and the trail under U.S. 275 meet south of the Lewis Central campus.



Contact Us

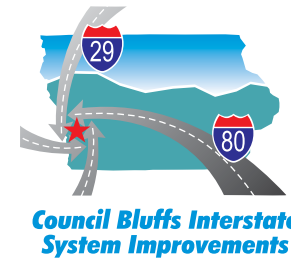
John Carns
Iowa Department of Transportation
District 4 Office
2210 East 7th St.
Atlantic, IA 50022
Ph. 712-243-3355
Iowa Toll Free Ph. 800-289-4368
e-mail: cbinterstate@dot.iowa.gov

www.iowadot.gov/cbinterstate

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CBIS Improvements Project
 C/O John Carns
 Iowa DOT, District 4
 2210 East 7th St.
 Atlantic, IA 50022



Council Bluffs Interstate System Improvements

INSIGHT

"Rebuilding for the Future"

Issue Ten

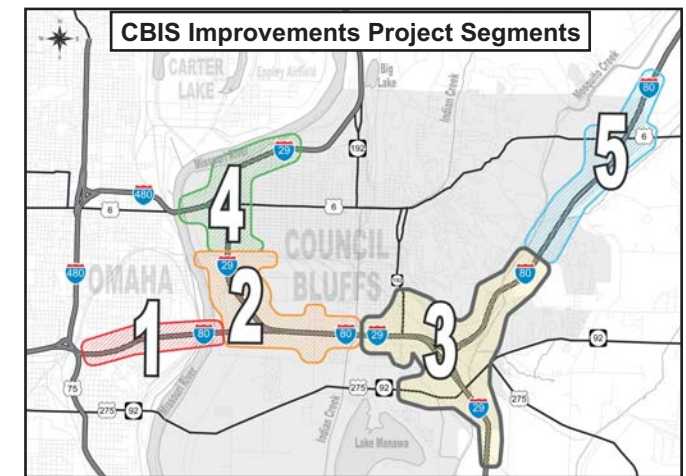
March 2011



Segment 3 Environmental Assessment

The Council Bluffs Interstate System (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 right). An Environmental Assessment (EA) was recently completed for Segment 3 and will be available for public review by March 15, 2011.

and trail and wetland impacts. The EA is available for review locally at the main Council Bluffs library (400 Willow Avenue) and the Iowa Department of Transportation (Iowa DOT) District 4 office (2210 East 7th St, Atlantic, IA).



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 several 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,

Mark Your Calendars!

The Iowa DOT invites you to participate in a public hearing for Segment 3 of the CBIS Improvements Project. The purpose of this hearing is to update the public on the progress of the project, introduce the EA for Segment 3, and gather feedback about the project and EA (more details of the project are discussed on Page 2).

The hearing will be a combined open house and formal presentation. Iowa DOT staff will be available to discuss the project informally between 5 and 6 p.m. A formal presentation will begin at 6 p.m. followed by a question and answer session. There will be a three (3) minute limit per speaker during the question and answer session. Persons wishing to make a formal statement will need to designate so at the time of registration. An opportunity for written and verbal comments will also be available during both the open house and formal presentation.

Additional information about the public hearing is available on either of the Iowa DOT websites:
www.iowadot.gov/pim
www.iowadot.gov/cbinterstate

Segment 3 Public Hearing March 31, 2011

Mid-America Center (Rooms K & L)
One Arena Way
Council Bluffs, IA
5:00 to 7:00 p.m.

Open House 5:00 to 6:00 p.m. **Formal Presentation at 6:00 p.m.**





Major Improvements Proposed for Segment 3

The ultimate design for Segment 3 includes construction of a dual-divided freeway in the overlap section (providing 3 lanes in each direction for both I-80 and I-29 between the East and West System Interchanges - 12 lanes total). It also provides for reconstruction of the East System, South Expressway, Madison Avenue, and U.S. 275 interchanges (shown in the graphic on the right). Due to funding constraints, the improvements would be constructed in two major phases.

Phase 1 would include several construction projects over multiple years. The dual-divided freeway would be constructed during Phase 1 of Segments 2 and 3. The East System, U.S. 275, and South Expressway interchanges would also be reconstructed during Phase 1. In addition, several railroad corridors would be consolidated to reduce the length of interstate bridges and remove several at-grade crossings.

The Phase 1 improvements would add capacity and improve traffic flow along the I-80/I-29 overlap section and would provide full access to South Expressway and I-80 from I-29.

Phase 2 would complete Segment 3 improvements. This includes completing portions of the East System Interchange, reconstructing the Madison Avenue interchange, and reconstructing I-80 from Madison Avenue to approximately 1 mile northeast of the Madison Avenue interchange.

Depending on funding, Phase 2 of construction may not begin for 5 years or more after Phase 1 is complete. The ultimate improvements are being constructed in phases to increase capacity and improve traffic flow as funding allows.

Segment 3 reconstruction provides the following benefits:

- Improving safety and traffic flow by eliminating left exits, improving or eliminating vehicular weaving movements and improving sight distance;

- Upgrading design to meet current standards;
- Reducing traffic congestion by adding capacity;
- Improving operational efficiency for train movements by providing a new combined railroad corridor;
- Eliminating a railroad corridor that bisects Lewis Central High School property;
- Reducing roadway / railroad conflicts by consolidating railroad corridors and eliminating numerous at-grade rail crossings. A net reduction of thirteen crossings would occur, including crossings at 16th, 29th, 30th, and 32nd Avenues, 192nd Street, and East South Omaha Bridge Road;
- Providing future expandability for Mid-American Energy's Council Bluffs Energy Center Railway (CBEC) without impacts to at-grade crossings;
- Allowing for service to the Southwest Iowa Renewable Energy (SIRE) ethanol plant without requiring train movements through the Lewis Central High School/Middle School campus; and
- Improving operations at South Expressway interchange ramp intersections and improving access to the Power Center (See Inset 1).

