

**Council Bluffs  
Interstate System  
Needs Study**

**Council Bluffs, Iowa**



**Final Study Report**

April 1999



HDR Engineering, Inc.

In Association with:



**COUNCIL BLUFFS INTERSTATE SYSTEM NEEDS STUDY**

**Final Study Report**

Prepared For

**Metropolitan Area Planning Agency**

By

**HDR Engineering, Inc**

in association with

**HGM Associates, Inc.**

**April 1999**

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Paul Mullen	Metropolitan Area Planning Agency
Mike Slyby	Iowa Department of Transportation
Tamara Nicholson	Iowa Department of Transportation
Greg Reeder	City of Council Bluffs

## EXECUTIVE SUMMARY

### STUDY BACKGROUND

The Council Bluffs interstate system is comprised of portions of Interstate Highways I-80, I-29 and I-480. Together, these roadways serve as the backbone of the Council Bluffs transportation system, providing residents of the area with a level of urban mobility that has become an important measure of the “quality of life” in contemporary society.

However, the Council Bluffs area has undergone substantial changes in recent years. New development has been constructed along the interstate system and has created additional demand that is above and beyond normal traffic growth. These developments include two river boat casinos, expansion of Bluffs Run, and major retail developments along the South Expressway.

With this growth, concerns have arisen regarding the ability of the Council Bluffs interstate system to meet the needs of its users today and into the future. These concerns are based on the following characteristics of the interstate system:

- **Physical Condition:** The I-80/I-29 facilities that were the subject of this study are over 25 years old and have overall pavement and bridge sufficiency ratings of “Poor”. This area has the third lowest interstate rating in Iowa.
- **Traffic Operations / Safety:** Traffic volumes in the freeway corridors are approaching capacity levels. In addition, Council Bluffs has become a major crossroads for interstate truck movements. As the operational efficiency of the system declines, the potential for accidents increases.
- **Geometrics:** Many of the facilities in the study area were designed to design standards which are now outdated and below current design criteria. Left hand ramps, basic lane discontinuity, lane balance, ramp spacing and other geometric features that have been found to compromise both safety and operations of a freeway system exist to varying degrees in the system.
- **Intechange Configuration:** There are four partial interchanges on the Council Bluffs Interstate System. Partial interchanges generally violate driver expectancy, can limit access to the surrounding areas and can result in driver confusion.
- **Surface Streets:** In some areas of the system, inadequate capacity on surface streets and at the intersections of the surface streets with ramp facilities is limiting the efficiency of the freeway system as a whole.
- **Future Travel Demand:** Additional growth along the interstate system and throughout the Omaha-Council Bluffs metropolitan area will result in higher traffic volumes on the system.

Without additional capacity some portions of the system will operate at unacceptable levels of service in the future. In addition, it is also logical to expect that peak periods will be spread out over longer periods of time during the day.

Based on these concerns, HDR Engineering Inc. and HGM Associates were retained by the Metropolitan Area Planning Agency (MAPA) in March 1997 to conduct the Council Bluffs Interstate System Needs Study.

### STUDY PURPOSE

The purpose of the Council Bluffs Interstate System Needs Study was to identify the needs of the system and recommend improvements to the structural condition, capacity and functionality of the system. The goal of the study was to develop a prioritized improvement plan that MAPA, the Iowa Department of Transportation (IaDOT) and the City of Council Bluffs can use as a guide in the development of short term and long term improvements for the interstate system.

The study area is shown in Exhibit 1. The general boundaries of the study included:

- To the north: I-29, north of Iowa Highway 192 (N. 16th Street)
- To the south: I-29, south of US Highway 275/Iowa Highway 92
- To the east: I-80, east of US Highway 6 (Kanesville Boulevard)
- To the west: Missouri River crossings of I-80 and I-480

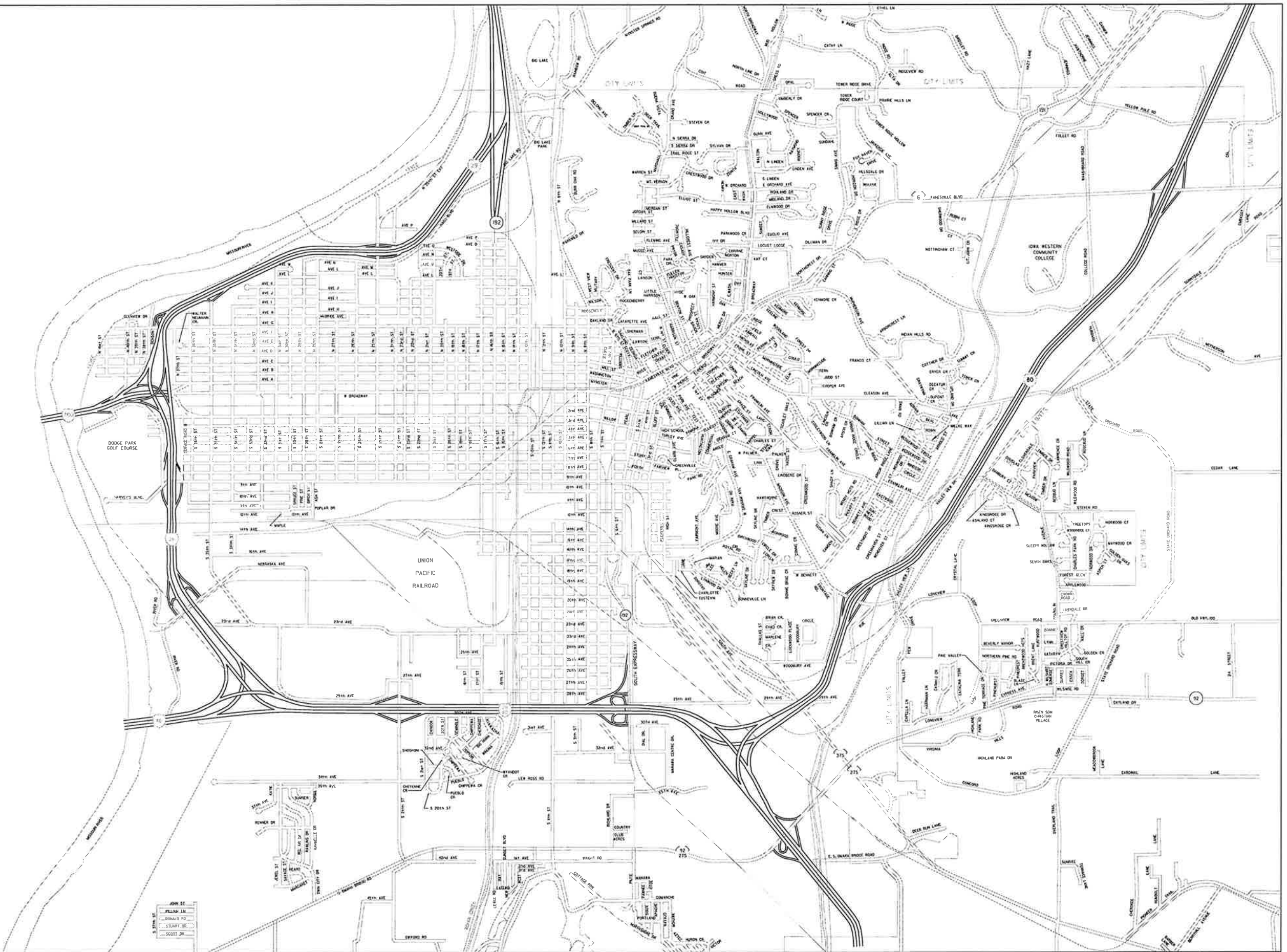
The study area includes 17 miles of mainline freeway and 14 interchanges. These interchanges include three system interchanges, seven full interchanges, and four partial interchanges.

### STUDY PHASES

The study approach included the following three phases:

- Phase I - Analysis and Evaluation of the Existing System (The focus of Report I)
- Phase II - Development of Improvement Alternatives (The focus of Report II)
- Phase III – Detailed Assessment of Preferred Interchange Alternatives (The focus of Report III)

Separate reports have been prepared for Phase I, II and III. This report serves as the Final Report for the study. It provides an executive summary of the study and presents the recommended plan for the long range improvement of the Council Bluffs interstate system. Along with the graphical plans contained in Appendix A, this Final Report summarizes the benefits and costs of the plan and discusses implementation aspects of the plan including short-term improvements and priorities for the implementation of the ultimate plan.



## DESCRIPTION OF THE EXISTING SYSTEM

The Council Bluffs interstate system is comprised of portions of Interstate Highways I-80, I-29 and I-480. Although most of the study area is within the urban or suburban area of Council Bluffs, nearly all 17 miles of mainline freeway within the study area are generally classified as rural based on design elements such as the median (greater than 40 feet), design speed (70 mph), and available right-of-way (250 feet or greater).

Approximately ten miles of the Council Bluffs interstate system are designated as I-29. I-29 is a four-lane freeway which enters the study area from the north and exits the study area to the south on an alignment that parallels the Missouri River in the urban area. From the Omaha-Council Bluffs metropolitan area, I-29 provides a route to Sioux City, Iowa and Sioux Falls, South Dakota to the north, and to Kansas City to the south.

Approximately nine miles of the Council Bluffs interstate system are designated as I-80. I-80 is also a four-lane freeway. Beginning at the bridge spanning the Missouri River, I-80 enters the study area from the west and exits the study area to the northeast. In the urban area, I-80's alignment generally runs east-west. From the metropolitan area, I-80 provides a route to Denver to the west and Des Moines to the east.

A short segment of I-480 is included in the study area. Beginning at the bridge spanning the Missouri River, I-480 (also designated US Highway 6) enters the study area from the west and terminates at the I-29/I-480 System Interchange. From this interchange, Highway 6 continues eastward as West Broadway and Kaneshville Boulevard. Eight lanes are provided on the Missouri River bridge to the west of the I-29/I-480 System Interchange.

Approximately three miles of the interstate system are designated as an overlap section of I-29 and I-80. That is, both routes occupy a single alignment. System interchanges serve at the termini of the overlap section. In the remainder of this report, these interchanges are referred to as the West I-80/I-29 System Interchange and the East I-80/I-29 System Interchange.

## SUMMARY OF PHASE I FINDINGS

The procedures and findings of Phase I are documented in the report entitled "Analysis of Existing Conditions", published in September of 1997. The purpose of Phase I of the study was to assemble the required background information and to complete a comprehensive evaluation of the existing interstate system.

The major tasks that were completed in this phase were:

- Detailed inventory of the geometric and operational features of the system;

- Determination of existing levels of service for the basic freeway segments, weaving areas, ramps, and the ramp-terminal intersections;
- Overall evaluation of the existing geometric and operational features of the entire system.

The evaluation of existing conditions in the Council Bluffs interstate system was conducted as the first step in determining the need for improvements. The results of the analysis indicate that many features of the system do not meet current design standards, guidelines, or operational criteria and do not provide adequate traffic capacity. These results were subsequently used as input to the development and assessment of improvement alternatives.

## SUMMARY OF PHASE II FINDINGS

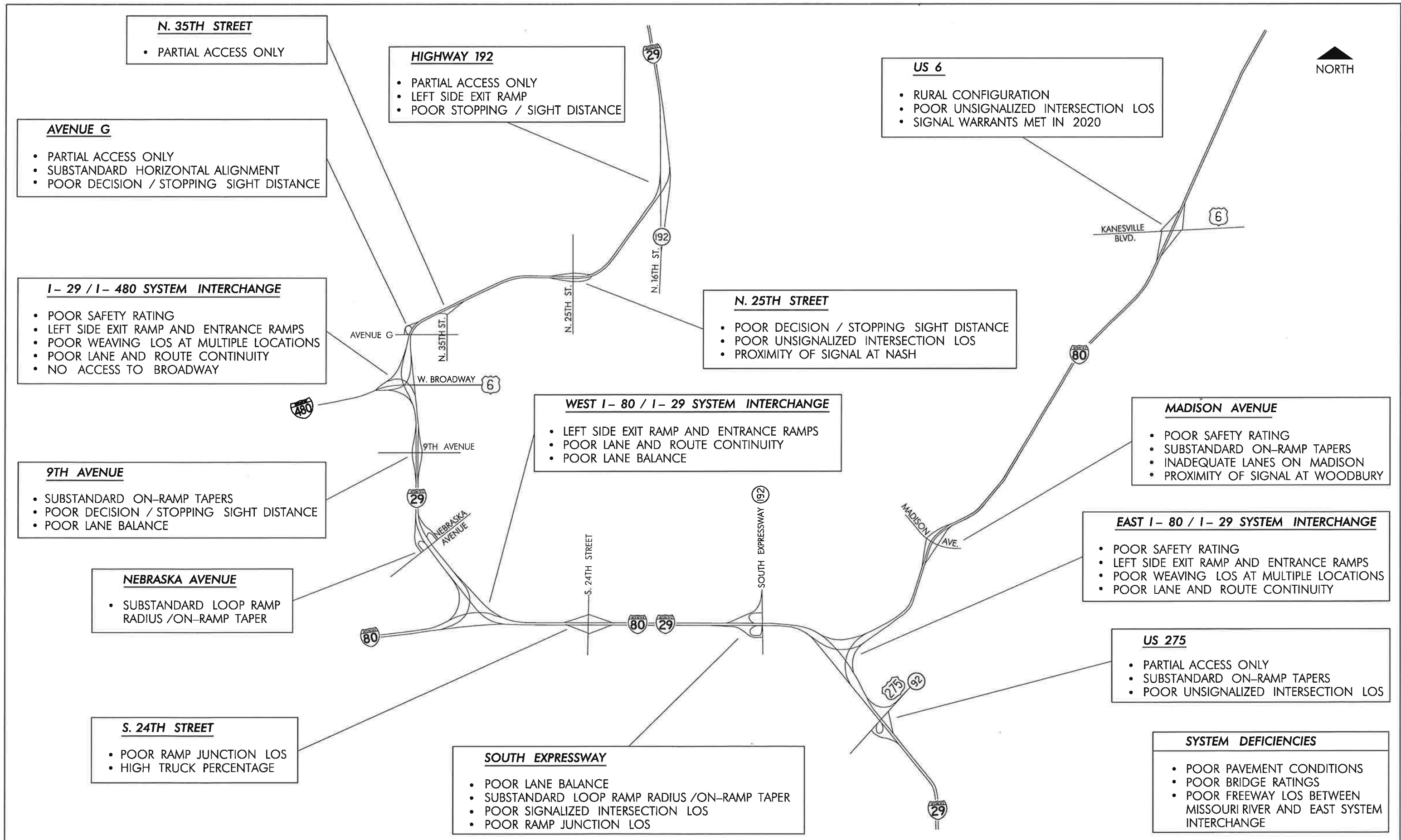
The procedures and findings of Phase II are documented in the report entitled "Development of Improvement Alternatives", published in August of 1998. The purpose of Phase II of the study was to assess future volume conditions and to identify alternative solutions to existing and future deficiencies within the interstate system. Phase II included the following tasks:

- Development of future conditions in the study area including future travel volumes, future land use, and future roadway development plans
- Identification of future operational deficiencies
- Establishment of design standards and operational criteria utilized in the development and assessment of improvement alternatives and, ultimately, the recommended plan
- Development of conceptual-level improvement alternatives to address existing and future deficiencies
- Screening of the improvement alternatives with respect to cost, traffic operations, route and lane continuity, environmental impacts, right-of-way impacts and constructability

From Phase I and II, the existing and future deficiencies within the Council Bluffs Interstate System were identified. Exhibit 2 graphically illustrates the key deficiencies at each interchange in the system. These deficiencies provided the framework for the improvement alternatives that were developed and assessed.

As part of Phase II, the results of the basic freeway segment analysis of Year 2020 traffic volumes were used to determine the basic lane needs of the system. The basic number of lanes of a freeway is defined as a minimum number of lanes designated or maintained over a significant length of a route irrespective of localized changes in traffic volume and irrespective of the requirements for lane balance. Where the need for additional basic lanes was identified, Phase II included an assessment of alternatives for providing the additional lanes (e.g., widening to the inside or to the outside).

The need for auxiliary lanes in the study area was also addressed in Phase II. Auxiliary lanes are freeway lanes that are added, as necessary, to accommodate localized variations in traffic



volumes, to improve the level of service between closely spaced interchanges, and to assist in accommodating high entering and exiting traffic volumes.

Finally, Phase II included the development of improvement alternatives for each interchange in the study area at a single-line level of detail. The alternatives were developed using criteria/standards based on the published design standards and guidelines of AASHTO and the Iowa Department of Transportation. The assessment of the alternatives was both quantitative and qualitative and was based on the following criteria:

- Key design features
- Traffic operations
- Route/lane continuity
- Signing
- Environmental impacts
- Right-of-way and property impacts
- Constructability and maintenance of traffic
- Cost

From these alternatives, a short-list of alternatives was identified at each interchange. These preferred alternatives were then developed and assessed in greater detail in Phase III of the study.

#### SUMMARY OF PHASE III FINDINGS

The procedures and findings of Phase III are documented in the report entitled "Detailed Assessment of Preferred Interchange Alternatives", published in October of 1998. The purpose of Phase III of the study was to perform a detailed assessment of the preferred interchange alternatives that were identified in Phase II.

Phase III included the following tasks:

- New basemapping was obtained to facilitate computer-aided design activities.
- Development of detailed plans (i.e., showing pavement edges) for the preferred interchange alternatives from Phase II.
- Development of detailed cost estimates and identification of right-of-way impacts of the preferred alternatives.
- An environmental review of the preferred alternatives to identify issues warranting further environmental study during future project development phases.

The Phase III report identifies the alternatives that were recommended for inclusion in the recommended plan based on input from the TAC. Note, however, that the recommended plan included in this Final Report reflects additional design modifications at several interchanges that were suggested by the TAC but are not reflected in the Phase III report.

#### FRAMEWORK FOR THE RECOMMENDED PLAN

Based on the findings of Phase III, the recommended plan for the Council Bluffs Interstate System was developed. The objectives, constraints and guiding principles of the plan are presented below.

**Long Range Plan.** The recommended plan represents a long range solution to existing and future deficiencies in the Council Bluffs interstate system. It must be recognized that implementation of the plan will occur over an extended period of time, requiring that the plan be phased based on prioritized needs, available funding, etc. It is also desirable for short-term improvements to be consistent with the long-term improvements to minimize throw-away costs.

**Budget Constraints.** Although the plan will be implemented with consideration of funding availability, existing budget constraints should not be allowed to drive the development of the plan. However, care must be exercised so that the overall plan is not jeopardized by considering alternatives which may be cost-prohibitive.

**Flexibility.** The overall plan must be flexible to accommodate a range of traffic volumes as the land use, population, employment, and needs of the Council Bluffs metropolitan area change over time.

**Sensitivity.** The overall plan must be sensitive to local community values and concerns with respect to quality of service, safety, the environment, and costs as these too change over time.

**Compatibility.** The plan must be compatible with other elements of the transportation network. Overbuilding or underbuilding of the system should be avoided.

**Design Level of Service.** The design level of service for Council Bluffs Interstate System is LOS D during peak hours of the day. This will provide the users of the system with a relatively high level of traffic operations and while avoiding the impacts and costs that would accompany facilities providing a higher level of service.

**Operational Principles.** The overall plan should be compatible with current operational principles such as basic number of lanes, lane balance, lane and route continuity and ramp spacing.

**Design criteria.** The plan should also comply with all physical and geometric design standards and criteria that are applicable.

#### SUMMARY OF THE RECOMMENDED PLAN

A summary of the Recommended Plan follows. Graphical illustrations of the Plan are contained in Appendix A.



### Basic Lanes

One additional basic lane (providing a six-lane section) is recommended on I-80 between the Missouri River and the Madison Avenue/I-80 interchange. For the remainder of I-29 and I-80 in the study area, the four basic lanes that are currently provided will provide acceptable traffic operations through the Year 2020.

### I-480 Bridge Across the Missouri River

The existing eight lanes of traffic on the I-480 bridge (six basic lanes and two auxiliary lanes) will provide adequate mainline capacity for the Year 2020. An alternative that would reduce the number of lanes to six so as to provide standard shoulder widths was considered but found to result in unacceptable traffic operations. The Nebraska Department of Roads has indicated that this bridge is nearing the end of its structural life and will require reconstruction or replacement in the near future.

### I-80 Bridge Across the Missouri River

Additional capacity on the I-80 bridge will be required. Restriping of the existing bridge to provide three lanes in each direction will serve as an acceptable short-term improvement until a long-term solution is implemented. The preferred long-term solution is to construct a second bridge to serve traffic in the westbound direction and retain the existing bridge to serve traffic in the eastbound direction. Mainline widening on the Omaha side will likely occur on the north side of the existing mainline to minimize impacts to the Henry Doorly Zoo.

### Additional Lanes Between Missouri River and Madison Avenue/I-80 Interchange

Two alternatives for providing six basic freeway lanes were considered. Alternative 1 would be to widen to the inside and provide an urban section (median barrier). Alternative 2 would retain a rural section by retaining the depressed center median. It would add the additional mainline lane to the outside and provide 12-foot inside and outside shoulders. Alternative 1 (Urban Section) is recommended because it will have the fewest right-of-way impacts, will reduce the need for retaining walls, and will provide positive separation between opposing traffic flows (i.e., a median barrier). Alternative 1 will require major interchange ramp reconstruction. However, most ramps will be reconstructed as part of corridor rehabilitation.

### Collector-Distributor Roads

Collector-Distributor (C-D) roads have been included in the recommended improvements at all three system interchanges. Similar in concept to a frontage road, the purpose of a C-D road is to eliminate weaving and reduce the number of conflict points on the freeway while still providing the necessary degree of access.

### Auxiliary Lanes

Auxiliary lanes have also been recommended at a number of locations. Auxiliary lanes are freeway lanes that are added, as necessary, to accommodate localized variations in traffic volumes, to improve the level of service between closely spaced interchanges, and to assist in accommodating high entering and exiting traffic volumes. In general, all auxiliary lanes have

been introduced with one-lane or two-lane on-ramps. The termination of the auxiliary lanes has been accomplished by either a two-lane off-ramp or by tapering the lane downstream of an off-ramp. Alternatives for providing the recommended auxiliary lane on northbound and southbound I-29 between Nebraska Avenue and 9<sup>th</sup> Avenue are discussed in the next section.

### UPRR Bridge Over I-29

The existing UPRR bridge over I-29 will be impacted by the recommended auxiliary lane on northbound and southbound I-29 between Nebraska Avenue and 9<sup>th</sup> Avenue. The existing bridge supports five tracks which are part of the Council Bluffs Yard. West of the bridge over I-29, the five tracks merge to two tracks which cross the Missouri River.

Two alternatives for providing the recommended auxiliary lanes were considered. Alternative 1 would retain the existing UPRR bridge and provide three 12' travel lanes in each direction. To accomplish this, non-standard left (2.5') and right shoulders (6') would be provided. Alternative 2 would provide a new UPRR bridge. It includes construction of a new permanent UPRR bridge for five tracks adjacent to the existing bridge to allow train operations to continue on the existing bridge during construction of the new bridge. Alternative 2 also includes a new permanent UPRR bridge over 35<sup>th</sup> Street that would be required due to its proximity to I-29 (i.e., relocated tracks cannot match back into existing tracks prior to the 35<sup>th</sup> Street bridge). FHWA has indicated that the use of non-standard shoulders on a freeway reconstruction project would be undesirable. Therefore, Alternative 2 has been recommended for inclusion in the Recommended Plan.

### Interchange Improvements

Recommended improvements to individual interchanges are discussed below.

#### *U.S. Highway 6 / I-80 Interchange*

The Recommended Plan provides a partial cloverleaf configuration with loop on-ramps. The interchange could initially be reconstructed as a diamond interchange configuration with construction of the loop ramps at some point in the future when traffic volumes dictate. When constructed, these loop ramps would eliminate left turns from the cross street and thus simplify the traffic signal phasing at the ramp terminal intersections. The Plan also includes reconstruction of the direct on-ramp junctions to provide a longer taper. The Plan retains the four-lane divided cross-section on U.S. Highway 6 but provides additional exclusive turns lanes at the ramp terminal intersections.

#### *McPherson Avenue / I-80 Interchange*

The City of Council Bluffs has identified this location for a new interchange. A new interchange may be justified for the following reasons:

- A new interchange at McPherson Avenue will provide greater than one-mile spacing between adjacent interchanges at US Highway 6 and Madison Avenue.
- The new interchange will likely attract sufficient traffic to justify the cost of the interchange.

- The new interchange will provide improved access to existing and future housing developments on the east and west side of I-80.
- A new interchange at McPherson will provide operational benefits by off-loading the Madison Avenue interchange.

A new interchange has not been formally incorporated into the Recommended Plan. Such an interchange will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing interstate system. Following completion of such activities (which are beyond the scope of this study), a new interchange at McPherson could be added to the recommended plan. Regardless of whether the Plan includes a new interchange at McPherson Avenue or not, this study recognizes that such an interchange may be constructed at some point in the future and that construction of other elements of the plan should consider the impacts to a future interchange at this location.

#### **Madison Avenue / I-80 Interchange**

The Recommended Plan provides a diamond interchange configuration similar to the existing configuration. The distance between ramp terminal intersections could be reduced slightly to improve the spacing between the ramp terminal intersections and adjacent intersections at Woodbury Avenue and Rue Avenue. The Plan provides two through lanes in each direction on Madison Avenue and provides additional turn lanes at the ramp terminal intersections. The Plan also reflects the need for three basic lanes in each direction on I-80 to the west of Madison Avenue. The eastbound I-80 off-ramp to Madison would be a two-lane off-ramp. The westbound on-ramp from Madison Avenue would add the third basic freeway lane in the westbound direction.

#### **U.S. Highway 275 / I-29 Interchange**

The Recommended Plan provides a partial cloverleaf configuration with all ramps located on the south side of US Highway 275 to provide the maximum distance between the ramps of the US Highway 275 interchange and the ramps of the system interchange to the north. The interchange would provide for all movements and would include traffic signals at both ramp terminal intersections. The Plan provides two through lanes in each direction on U.S. Highway 275 and provides additional exclusive turns lanes at the ramp terminal intersections. Auxiliary lanes are recommended between U.S. Highway 275 and the East I-80/I-29 System Interchange. The southbound auxiliary lane would be dropped downstream of the off-ramp to U.S. Highway 275. The northbound on-ramp from U.S. Highway 275 would add the northbound auxiliary lane.

#### **East I-80/I-29 System Interchange**

The Recommended Plan utilizes collector-distributor (C-D) roads to accommodate traffic interchanging between the South Expressway and I-80 to the east and I-29 to the south (i.e., weaving is eliminated from the mainline). Thus, separate off-ramps to the South Expressway are provided from westbound I-80 and northbound I-29. Similarly, separate on-ramps to eastbound I-80 and southbound I-29 are provided from the South Expressway. The Plan provides a 70 mph design speed on the “thru” system-to-system ramps and a 60 mph design speed on other system-to-system ramps. The westbound I-80 to southbound I-29 movement (non-thru) is served

with a fly-over ramp to allow it to merge on the right of a thru route. A fly-over ramp is also provided for the northbound I-29 to westbound I-80/I-29 movement.

#### **South Expressway / I-80 / I-29 Interchange**

Since the Recommended Plan for the East I-80/I-29 System Interchange includes C-D road connections to the South Expressway, additional bridges across the South Expressway will be required. The eastbound I-80/I-29 off-ramp to the South Expressway would be a two-lane off-ramp. The Recommended Plan provides lane geometry on South Expressway based on the recommendations of the South Expressway Corridor Study. These include providing three lanes in each direction on the South Expressway and additional turn lanes at the ramp terminal intersections. The study also recommended the extension of 30<sup>th</sup> Street to intersect the South Expressway opposite the ramps to/from eastbound I-80/I-29 and the relocation of 29<sup>th</sup> Avenue to intersect the South Expressway opposite the ramps to/from westbound I-80/I-29. 29<sup>th</sup> Avenue to the east would be realigned to provide “rear” access to the businesses that are currently located between I-80/I-29 and 29<sup>th</sup> Avenue.

#### **South 24<sup>th</sup> Street / I-80 / I-29 Interchange**

The Recommended Plan provides a single-point urban interchange (SPUI). The SPUI essentially combines two separate diamond ramp intersections into one large at-grade intersection which accommodates all interchanging vehicular movements. The Plan provides two through lanes in each direction on South 24<sup>th</sup> Avenue and additional turn lanes at the single intersection.

#### **West I-80/I-29 System Interchange**

The Recommended Plan utilizes collector-distributor (C-D) roads to accommodate traffic interchanging between South 24<sup>th</sup> Street and I-80 to the west and I-29 to the north (i.e., weaving is eliminated from the mainline). Thus, separate off-ramps to South 24<sup>th</sup> Street are provided from eastbound I-80 and southbound I-29. Similarly, separate on-ramps to westbound I-80 and northbound I-29 are provided from South 24<sup>th</sup> Street. The Plan provides a 70 mph design speed on the “thru” system-to-system ramps and a 60 mph design speed on other system-to-system ramps. The eastbound I-80 to northbound I-29 movement (non-thru) is served with a fly-over ramp to allow it to merge on the right of a thru route. A fly-over ramp is also provided for the southbound I-29 to eastbound I-80/I-29 movement. These two ramps will encroach but not directly impact the Historic Trails Center which is located on National Park Service land to the south of the system interchange.

#### **Nebraska Avenue / I-29 Interchange**

The Recommended Plan retains the existing configuration of the Nebraska Avenue interchange. (Because of the railroad spur tracks located on the south side of the Nebraska Avenue, the existing partial cloverleaf configuration, with ramps all on the north side, must be retained.) The Plan provides two through lanes in each direction on Nebraska Avenue and additional turn lanes at the ramp terminal intersections. Auxiliary lanes are recommended between Nebraska Avenue and 9<sup>th</sup> Avenue. The southbound auxiliary lane would be dropped with a two-lane off-ramp to Nebraska Avenue. The northbound on-ramp from Nebraska Avenue would add the northbound auxiliary lane.

**9<sup>th</sup> Avenue / I-29 Interchange**

The Recommended Plan provides a single point urban interchange (SPUI). The Plan provides two through lanes in each direction on 9<sup>th</sup> Avenue and additional turns lanes at the single intersection. Service Road B will be eliminated between 9<sup>th</sup> Avenue and 2<sup>nd</sup> Avenue and the existing east/west streets which intersect Service Road B will be cul-de-saced. South 37<sup>th</sup> Street will be eliminated between 5<sup>th</sup> Avenue and 9<sup>th</sup> Avenue and will be rerouted under the interstate. 5<sup>th</sup> Avenue will be extended under I-29 to connect with South 37<sup>th</sup> Street.

**I-29/I-480/Broadway System Interchange**

The Recommended Plan utilizes collector-distributor (C-D) roads to accommodate traffic interchanging between 9<sup>th</sup> Avenue and I-480 to the west and I-29 to the north (i.e., weaving is eliminated from the mainline). Thus, separate off-ramps to 9<sup>th</sup> Avenue are provided from eastbound I-480 and southbound I-29. Similarly, separate on-ramps to westbound I-480 and northbound I-29 are provided from the South Expressway. The Plan provides a 70 mph design speed on the “thru” system-to-system ramps (i.e., I-29) and a 50 mph design speed on other system-to-system ramps. The 50 mph design speed for non-thru ramps is recommended to minimize potential impacts to the surrounding neighborhoods. The existing partial interchange at 41<sup>st</sup> Street is retained. The Plan also includes the extension of Avenue B under I-29.

**Avenue G/N. 35<sup>th</sup> Street / I-29 Interchange**

The Recommended Plan combines the existing partial interchange at N. 35<sup>th</sup> Street and Avenue G into a single full-access diamond interchange at N. 35<sup>th</sup> Street. The elimination of the Avenue G interchange improves the separation between this service interchange and the I-480 system interchange. Traffic signals are not assumed at the ramp terminal intersections. The Plan improves the I-29 horizontal alignment at Avenue G to meet the 70 mph mainline design criteria.

**North 25th Street / I-29 Interchange**

The Recommended Plan retains the existing diamond ramp configuration at North 25<sup>th</sup> Street. Improvements include lengthening all four ramps and increasing the existing ramp taper lengths. Traffic signals are included at both ramp terminal intersections. Nash Boulevard would be realigned to the south to improve the spacing between signalized intersections.

**North 16th Street / I-29 Interchange**

The Recommended Plan retains the existing partial interchange at N. 16<sup>th</sup> Street. Access is currently provided for N. 16<sup>th</sup> Street to northbound I-29 and southbound I-29 to N. 16<sup>th</sup> Street. Access between N. 16<sup>th</sup> Street and I-29 to the south is provided via Nash Boulevard. The Plan realigns the southbound I-29 mainline and provides a right-hand southbound exit to N. 16<sup>th</sup> Street. The mainline I-29 pavement was reconstructed through this interchange and to the north in 1996. Reconstruction of the mainline in this area is not recommended unless necessary.

**Eppley Airfield / I-29 Interchange**

The need for a new interchange directly east of Eppley Airfield to provide direct access from I-29 over the Missouri River was investigated. Currently motorists are required to cross the Missouri River at I-80, I-480, or I-680, and then proceed via surface streets or other freeways to the airport.

Two alternatives were developed for this new interchange and Missouri River crossing. The major difficulties in developing the alternatives included the limited separation between I-29 and the river and the minimum clearance required over the Missouri River. A new interchange in this vicinity would be further constrained on the eastside by the existing bluffs and railroad tracks. Due to the high construction costs and the significant construction impacts of the alternatives, a new interchange at this location was dropped from further consideration.

**IMPACTS OF THE PLAN****Environmental Impacts**

An environmental overview was performed for the Recommended Plan and for the other interchange alternatives assessed in Phase II. The purpose of the overview was to identify potential environmental impacts or fatal flaws of any of the alternatives and to identify the environmental documentation process, approvals, permits, authorizations or actions that may be required for potential environmental impacts. The preferred alternatives were reviewed with respect to the following potential issues:

- Wetlands/stream crossings
- Unique Habitats
- Section 4(f) properties
- Environmental Justice Communities
- Prime Farmlands
- Hazardous Materials Sites
- Historic Properties
- Aesthetics.

In general, none of the proposed improvements to the interstate system will have a significant impact to the surrounding environment. The key issues appear to be the potential impacts to the Historic Trails Center and those associated with a new river bridge. Since federal funding will be utilized for plan implementation, NEPA documentation will be required. A new I-80 bridge over the Missouri River will likely require that an Environmental Impact Statement be prepared. For the improvements included in the alternatives for the remainder of the study area, an Environmental Assessment and a Section 4(f) document may be sufficient. Coordination with various agencies will be required as part of future environmental documentation.

**Right-Of-Way/Property Impacts**

Implementation of the Recommended Plan will require acquisition of additional right-of-way. The impacts to undeveloped property and to homes and businesses are summarized in Table 1.

**BENEFITS OF THE PLAN**

Two types of benefits will result from this study. First, the Iowa Department of Transportation and the City of Council Bluffs will benefit in that the recommendations of the study will serve as the common basis for internal discussion and decision-making by providing input to the on-going

**TABLE 1 – Right-Of-Way and Property Impacts**

Interchange	Impacts to Undeveloped Property (Acres)	Impacts to Homes / Businesses (Number)
U.S. Highway 6 / I-80 Interchange	12.0	0
Madison Avenue / I-80 Interchange	0.0	0
U.S. Highway 275 / I-29 Interchange	9.0	0
East I-80/I-29 System Interchange	31.0	3
South Expressway / I-80 / I-29 Interchange	0.0	0
South 24 <sup>th</sup> Street / I-80 / I-29 Interchange	0.0	0
West I-80/I-29 System Interchange	70.5	1
Nebraska Avenue / I-29 Interchange	1.5	0
9 <sup>th</sup> Avenue / I-29 Interchange	1.2	11
I-29/I-480/Broadway System Interchange	4.9	9
Avenue G / N. 35 <sup>th</sup> Street / I-29 Interchange	1.0	2
North 25th Street / I-29 Interchange	0.0	1
North 16th Street / I-29 Interchange	0.0	1
<b>TOTAL</b>	131.1	28

assessment of the needs of the corridor, the prioritization of major projects to meet the needs, and the expenditure of funds to complete improvements. Similarly, the plan will demonstrate the clear intent of the Iowa Department of Transportation and the City of Council Bluffs regarding a long-range course of action to landowners, developers, and the general public. This, in turn, will help ensure that the decisions and plans made by these stakeholders are compatible with this intent.

The second type of benefit is that associated with the actual implementation of the plan. The proposed improvements will improve the overall level of transportation service to the traveling public and will provide a safer facility. The additional capacity proposed within the overlap section of I-80 and I-29 will reduce the delay incurred by motorists traveling within the corridor. Reduced congestion generally results in fewer accidents and thus enhances traffic safety.

The proposed improvements would also be expected to positively impact the economic climate of the Council Bluffs area by providing improved transportation service to businesses located in the area and to businesses who utilize the interstate system. Finally, the improvements will provide some environmental benefits as well. Reduced traffic congestion will result in lower emissions and hence improve air quality. Reduced congestion may have a similarly positive impact on noise in the study area.

#### **COSTS OF THE PLAN**

A preliminary construction cost estimate for the Recommended Plan is summarized in Table 2. The costs include the capital costs of reconstruction (including engineering) and the capital costs for right-of-way acquisition but do not include the cost for other items that are generally difficult

to quantify at this level of study. These include costs associated with business losses during construction, disruptions to the travelling public during construction and environmental impacts.

The total cost of construction is estimated to \$303.8 million. This compares with a rough estimate of \$135 million to merely replace the existing corridor (i.e., rebuild the corridor to the same configuration, geometry and capacity).

**TABLE 2 – Construction Cost Estimate**

Interchange/Mainline Segment	Cost (\$Million)
U.S. Highway 6 / I-80 Interchange	14.7
Mainline between U.S. Highway 6 and Madison Avenue	19.6
Madison Avenue / I-80 Interchange	6.9
U.S. Highway 275 / I-29 Interchange	6.2
East I-80/I-29 System Interchange	66.3
South Expressway / I-80 / I-29 Interchange	17.6
Mainline between South Expressway and South 24 <sup>th</sup> Street	4.6
South 24 <sup>th</sup> Street / I-80 / I-29 Interchange	12.1
West I-80/I-29 System Interchange	51.9
Nebraska Avenue / I-29 Interchange	11.9
9 <sup>th</sup> Avenue / I-29 Interchange	11.6
I-29/I-480/Broadway System Interchange	48.3
Avenue G / N. 35 <sup>th</sup> Street / I-29 Interchange	10.5
Mainline between North 35 <sup>th</sup> Street and North 25 <sup>th</sup> Street	0.9
North 25th Street / I-29 Interchange	14.4
Mainline between North 25 <sup>th</sup> Street and North 16 <sup>th</sup> Street	1.0
North 16th Street / I-29 Interchange	5.2
<b>TOTAL</b>	303.8

#### **IMPLEMENTATION OF THE PLAN**

A number of factors will constrain the amount of construction that will occur in any single year. These include available construction budgets, local and statewide priorities, construction prices, maintenance of traffic issues, and the degree of disruption that the travelling public will be willing to accept. Considering the magnitude of the proposed improvements, it has been assumed that implementation of the Recommended Plan will occur over a period of time of 10 to 20 years. As such, consideration was given to short-term improvements (within five years) and to long-term improvements (beyond five years).

#### **Short Term**

Given the anticipated duration of the implementation plan and the remaining steps in the project development process, it will be important to implement short-term improvements to resolve the most severe of the existing capacity, design, safety or operational deficiencies in the system.

These options will not necessarily provide the established operational levels for 2020 volumes nor will these improvements necessarily be compatible with the long-term improvements of the Recommended Plan. The most critical existing operational deficiencies were identified from the analyses that were performed in Phase I of the study or from observations by the Project Team or the TAC. Each of these are summarized below along with the recommended short-term improvement (if applicable). The short-term improvements are shown graphically in Exhibit 3.

<u>Existing Deficiency</u>	<u>Recommended Short-Term Improvement</u>
Mainline capacity on I-80-I-29 between West System Interchange and the South Expressway	Add additional lane (third lane) to the inside in both directions.
Poor weaving LOS between South Expressway and the East System Intechange	None. Weaving conditions cannot be improved with short-term improvements. Major improvements required.
Poor weaving LOS between 9 <sup>th</sup> Avenue and the I-480/I-29 System Interchange	None. Weaving conditions cannot be improved with short-term improvements. Major improvements required.
Poor weaving LOS between Avenue G and the I-480/I-29 System Interchange (SB)	None. Weaving conditions cannot be improved with short-term improvements. Major improvements required.
Poor LOS at the EB and WB ramp junctions of the S. 24 <sup>th</sup> Street / I-80 Interchange	Ramp junction LOS will improve with additional mainline lane. Provide dual left turns at EB ramp terminal intersection.
Poor LOS at the EB ramp junction and at both ramp intersections of the South Expressway / I-80 Interchange	Construct 2-lane EB off ramp and other improvements along the South Expressway per the recommendations of the South Expressway Corridor Study.
Poor LOS at the westbound ramp terminal intersection of the Madison Ave. / I-80 Interchange	Install traffic signal.
Limited access at the U.S. 275 / I-29 Interchange	Modify interchange configuration to provide full access. Install traffic signals at both ramp terminal intersections (temporary or part of early construction of the ultimate plan).

Construction cost estimates for these short-term improvements have not been developed. For many of the improvements such costs will be heavily dependent on the whether the improvements are implemented as temporary improvements to be in place only until long-term

improvements are constructed or whether they are designed to be compatible with future improvements. For example, the addition of a third lane in each direction of I-80/I-29 between the West System Interchange and the South Expressway was initially proposed as a temporary improvement to address immediate capacity deficiencies. Under this proposal, the additional lanes would likely be constructed with asphalt and would be doweled to the adjacent lane. However, IaDOT has determined that the existing pavement is in such poor condition that doweling will not be viable option. As such, IaDOT is currently investigating total reconstruction of the mainline to the ultimate configuration in this area. Key considerations include:

- The impacts of mainline widening on the 24<sup>th</sup> Street bridge over I-80/I-29
- The impacts of mainline widening on the I-80/I-29 bridges over Indian Creek
- Terminal points for the widening and compatibility with future configuration of the system interchanges.

Another example is the proposed improvements to the I-29/U.S. 275 interchange. The short-term proposal to modify the interchange configuration to provide full access and install traffic signals at both ramp terminal intersections could be constructed in a temporary manner or as part of early construction of the ultimate plan.

It should be noted that construction cost estimates for the long-term improvements reflect the cost to build the ultimate plan “from scratch” without consideration of whether the short-term improvements are compatible or not. Therefore, if the short-term improvements are constructed to be compatible with the ultimate plan, the costs for the long-term plan will decrease to some degree.

#### Long Term

A detailed phasing plan for the recommended long-term improvements was beyond the scope of this study. However, construction staging/phasing was investigated to the level necessary to determine the feasibility of the improvements.

Based on the existing and future deficiencies within the system and the most logical approach to phase the construction of the alternatives, the Recommended Plan was broken into five overall phases. For the purposes of this report, the term “phase” refers to a group of projects within the same general location (sub area) that would be constructed within the same general time period (e.g., within a five-year period). The five phases have been prioritized based on the assumption that the short-term improvements identified above would already be in place to address the most severe of the existing capacity, design, safety or operational deficiencies in the system. The priorities are also based on an evaluation of other factors such as pavement and bridge condition, existing and future traffic volumes, and existing substandard design features. A summary of this evaluation is shown in Table 3. The phases are shown graphically in Exhibit 4. Table 4 summarizes the improvements included in each phase along with a estimated construction cost of each phase.



- WIDEN SOUTH EXPRESSWAY TO PROVIDE 3 LANES IN EACH DIRECTION WITHIN INTERCHANGE AREA.
- PROVIDE 2 LANE EB OFF RAMP
- ADD TURN LANES AT BOTH RAMP INTERSECTIONS.

WIDEN MAINLINE TO THE INSIDE TO PROVIDE 3 CONTINUOUS LANES IN EACH DIRECTION.

PROVIDE DUAL LEFT TURN LANES FROM EB OFF RAMP TO SOUTH 24TH STREET.

SIGNALIZE WB RAMP INTERSECTION.

- MODIFY INTERCHANGE TO PROVIDE FULL ACCESS.
- SIGNALIZE BOTH RAMP INTERSECTIONS.

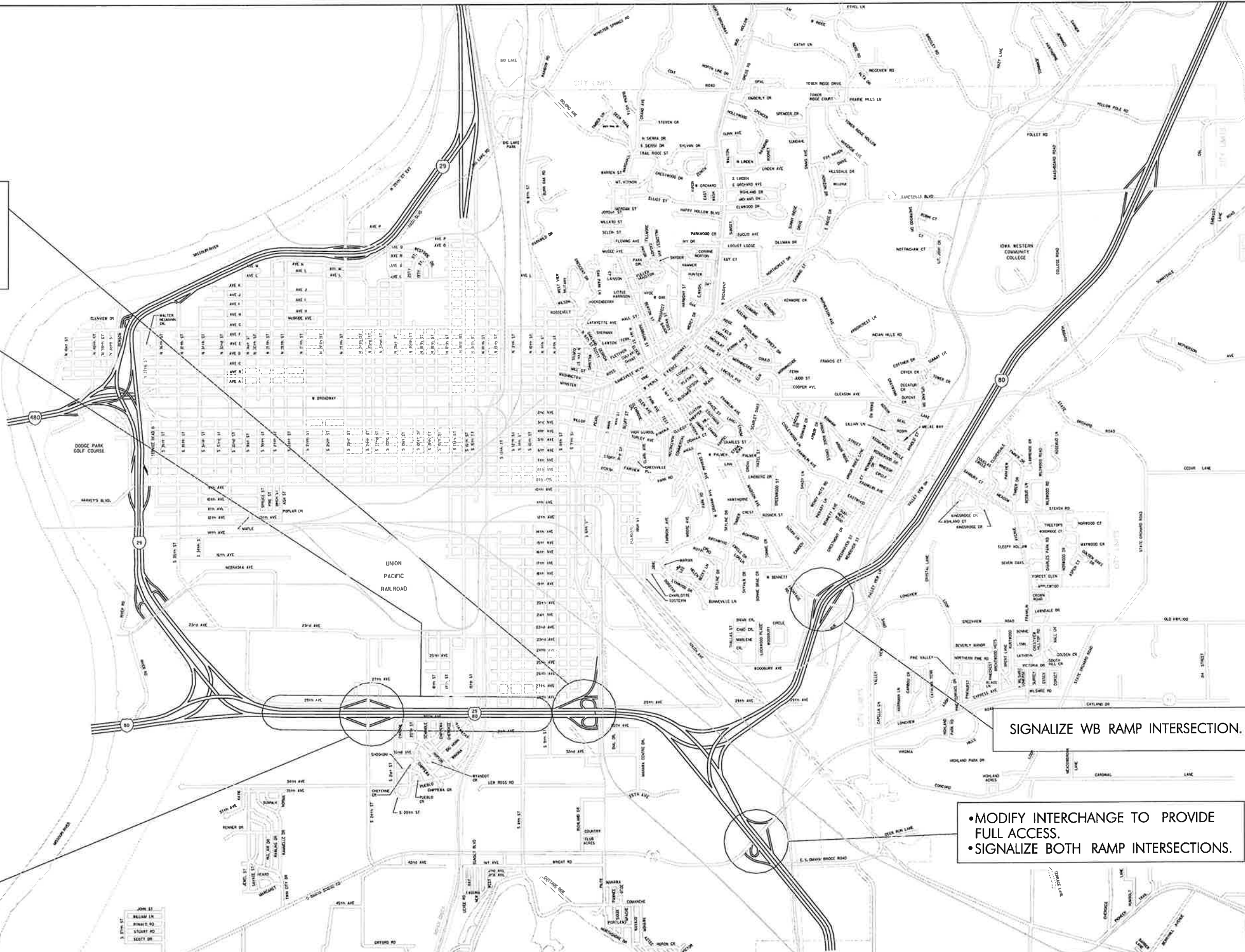


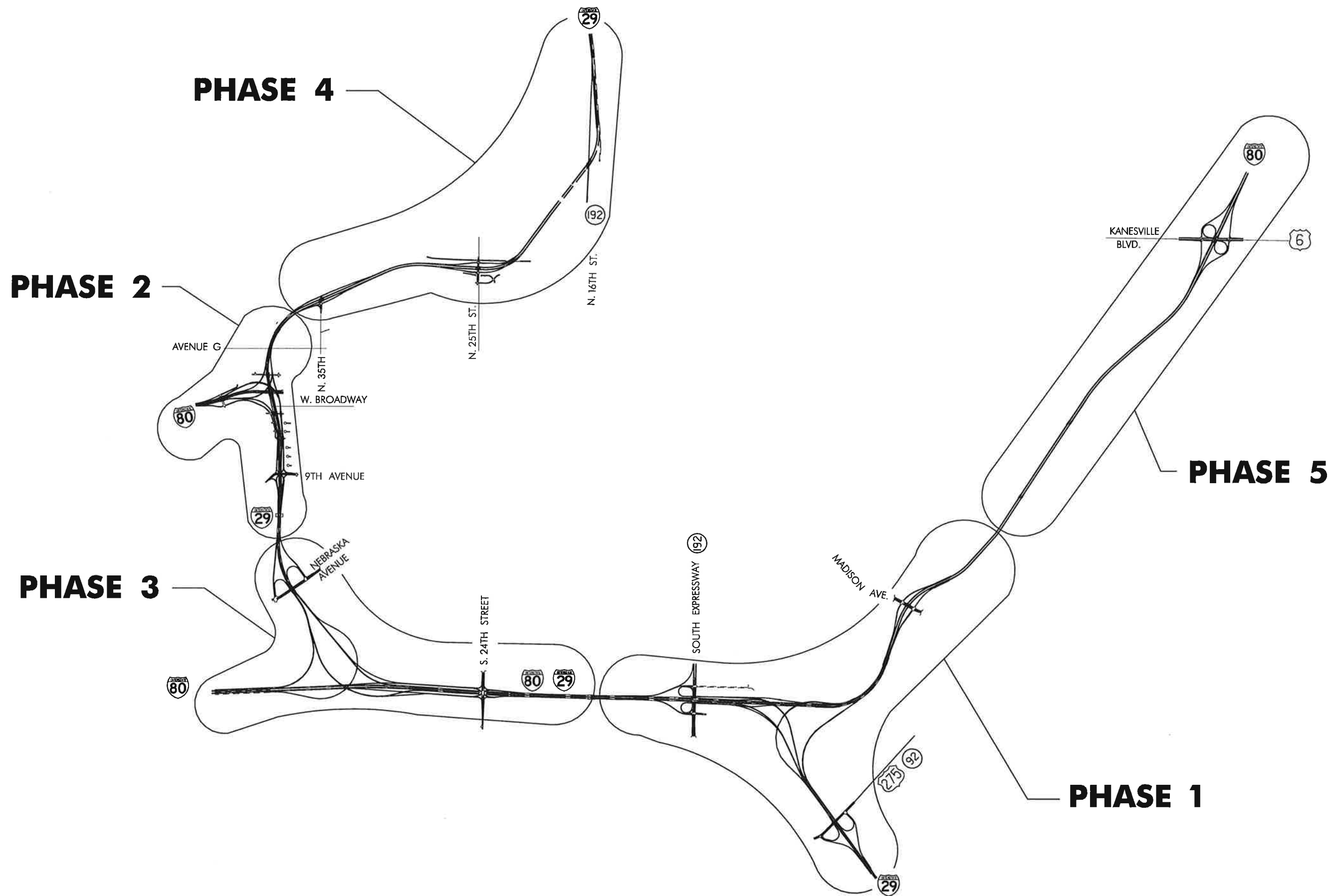
TABLE 3 – Priority Ranking of Sub Areas

Criteria	I-80, East of Madison Avenue	East I-80/I-29 System Interchange Plus Adjacent Interchanges	West I-80/I-29 System Interchange Plus Adjacent Interchanges	I-480/I-29 System Interchange Plus Adjacent Interchanges	I-29, North of Avenue G
Pavement Condition	4	2	1	3	5
Bridge Condition	5	1	4	2	3
Safety	5	1	3	2	4
Horizontal /Vertical Alignment	1	3	4	2	5
Stopping / Decision Sight Distance	5	4	2	1	3
Entrance/Exit Design	5	1	3	2	4
Lane Continuity / Lane Balance / Ramp Sequence	5	1	3	2	4
Traffic Volume Level	4	3	1	2	5
Existing Operational Deficiencies	5	1	3	2	4
Future Operational Deficiencies	5	1	3	2	4
<b>Average Ranking</b>	4.4	1.8	2.7	2	4.1
<b>Overall Ranking</b>	5	1	3	2	4

NOTE: Highest ranking (1) represents worst conditions.

TABLE 4 – Implementation Priorities

Phase	Description	Cost (\$ Millions)
1	Reconstruct East I-80/I-29 System Interchange including adjacent interchanges at South Expressway, Madison Avenue and U.S. Highway 275	97.0
2	Reconstruct I-480/I-29 System Interchange including adjacent interchanges at 41 <sup>st</sup> Street and 9 <sup>th</sup> Avenue. Also includes new UPRR bridge over I-29.	59.9
3	Reconstruct West I-80/I-29 System Interchange including adjacent interchanges at Nebraska Avenue and S. 24 <sup>th</sup> Street. Also includes new I-80 bridge over the Missouri River.	80.5
4	Reconstruct I-29 from Avenue G / N. 35 <sup>th</sup> Street thru N. 16 <sup>th</sup> Street.	32.1
5	Reconstruct I-80 east of Madison Avenue thru U.S. Highway 6.	34.3
<b>TOTAL</b>		303.8





## PUBLIC INFORMATION MEETING

An informal public information meeting for the Council Bluffs Interstate Needs Study was held on January 20, 1999 between 5 and 8 pm at the Council Bluffs Community Hall located at 205 South Main. Representatives from MAPA, the Iowa Department of Transportation, the City of Council Bluffs, HDR Engineering, Inc. and HGM Associates were on hand to discuss the proposed improvements and to seek input from the public. The meeting was attended by approximately 80 people.

Material on display at the meeting included information boards and 1"=100' layouts of each of the five implementation phases (sub-areas). All those attending the meeting were provided a Project Statement which summarized the study procedures and findings and included a self-addressed comment form (postage paid). A copy of the Project Statement is included in Appendix B. Thirty three comment forms were submitted at the meeting or were mailed back to IaDOT. A copy of each of these is included in Appendix B. Nineteen of the comments forms requested a written response. A copy of each response letter is also included in Appendix B.

Although a broad range of comments were provided at the public meeting and in the comment forms, two major issues were noted. These issues and a response to these issues are summarized below.

1. The recommended long-term improvements do not provide access to/from West Broadway and I-29.
2. The recommended long-term improvements do not include a new interchange at McPherson Avenue / I-80.

### West Broadway Access

Based on comments received at the public meeting, a potential connection between I-29 and West Broadway was revisited. The connection was considered as part of several I-29/I-480 System Interchange alternatives in Phase II of the study. Providing access between I-29 and West Broadway was eliminated from further consideration after extensive analysis and discussion with the TAC. This decision was based on several key issues including the available weaving length between 9<sup>th</sup> Avenue and West Broadway, the amount of additional traffic that would be expected on West Broadway and the additional right-of-way requirements.

A special regional traffic model run completed by MAPA concluded the connection between West Broadway and I-29 to the south would be justified and would attract approximately 4,000 vehicles per day (vpd) per ramp. In contrast, ramps between West Broadway and I-29 to the north would not be justified based on the projected limited use. As indicated in the Phase II report the I-29/West Broadway connection would significantly increase the traffic on West Broadway. The projected Year 2020 daily traffic volume on West Broadway would increase from 28,500 vpd to 37,300 vpd with the connection. This would result in West Broadway, under

the current five lane configuration, to operate at maximum capacity with a strong possibility that severe congestion would occur.

With consideration of these traffic-related concerns, a direct connection from northbound I-29 to eastbound West Broadway and a loop ramp from westbound West Broadway to southbound I-29 were investigated. Note that these ramps were only considered with the preferred configuration of the I-480/I-29 System Interchange (C-D roads) since this concept is the only concept which is expected to provide acceptable traffic operations under Year 2020 traffic volumes.

Two variations of a direct ramp from northbound I-29 to West Broadway were considered. The first would provide this movement via the northbound C-D road. Traffic from northbound I-29 and destined for either westbound I-480 or for eastbound West Broadway would exit at the same location. As proposed, however, the northbound C-D road would not provide adequate ramp spacing with the addition of another diverge point. The second option would be to provide a ramp directly from the northbound I-29 mainline to West Broadway (downstream of the northbound off-ramp to the C-D road). Although physically possible, this option would result in a relatively low design speed for the off-ramp (approximately 40 mph) due to horizontal and vertical restrictions. It would also add another decision point to a driving environment that is already relatively complex in nature.

The feasibility of including a loop ramp to serve traffic from westbound West Broadway to southbound I-29 was also investigated. However, it was determined that this ramp would be physically impossible given the ramp spacing and physical layout restrictions of the proposed configuration of the system interchange. For example, little flexibility exists for changes to the alignment of the southbound I-29 ramp to westbound I-480 given that two additional merge points must be provided downstream but prior to the bridge over the Missouri River. In turn, these ramps do not provide adequate space for a loop ramp of adequate design speed. The loop ramp would also be in direct conflict with the southbound I-29 off-ramp to the southbound C-D road (i.e., to 9<sup>th</sup> Avenue).

The following summarizes the additional investigation conducted in response to public comments regarding access to/from West Broadway and I-29.

- Ramps between West Broadway and north I-29 are not recommended based on the forecasted traffic demand on the ramps.
- Ramps between West Broadway and south I-29 would be expected to attract a substantial amount of traffic. However, additional traffic would also be attracted to West Broadway which could result in severe congestion.
- A ramp from the northbound I-29 mainline to eastbound West Broadway is feasible but at a relatively low design speed.
- A ramp from westbound West Broadway to southbound I-29 is not feasible given the preferred configuration of the I-480/I-29 System Interchange.
- The provision of a ramp without provision for the complimentary movement is not recommended based on driver expectancy.

### McPherson Avenue / I-80 Interchange

The City of Council Bluffs has identified this location for a new interchange. A new interchange may be justified for the following reasons:

- A new interchange at McPherson Avenue will provide greater than one-mile spacing between adjacent interchanges at US Highway 6 and Madison Avenue.
- The new interchange will likely attract sufficient traffic to justify the cost of the interchange.
- The new interchange will provide improved access to existing and future housing developments on the east and west side of I-80.
- A new interchange at McPherson Avenue will provide operational benefits by off-loading the Madison Avenue interchange.

Numerous alternatives were considered for a new interchange at McPherson Avenue. Alternatives 2, 5 and 6, shown in Exhibit 5, were identified as preferred alternatives, worthy of additional investigation. Alternative 2 was identified as a preferred alternative based primarily on City input. This alternative would result in relatively few impacts in the southwest quadrant of the interchange but would require realignment of a portion of the connector road. Alternative 5 provides a configuration that is generally preferred for new interchanges. However, it will require two new crossings of Mosquito Creek by the connector road. Alternative 6 would likely allow the alignment of the connector road to remain on the east side of Mosquito Creek and minimize the overall footprint of the interchange.

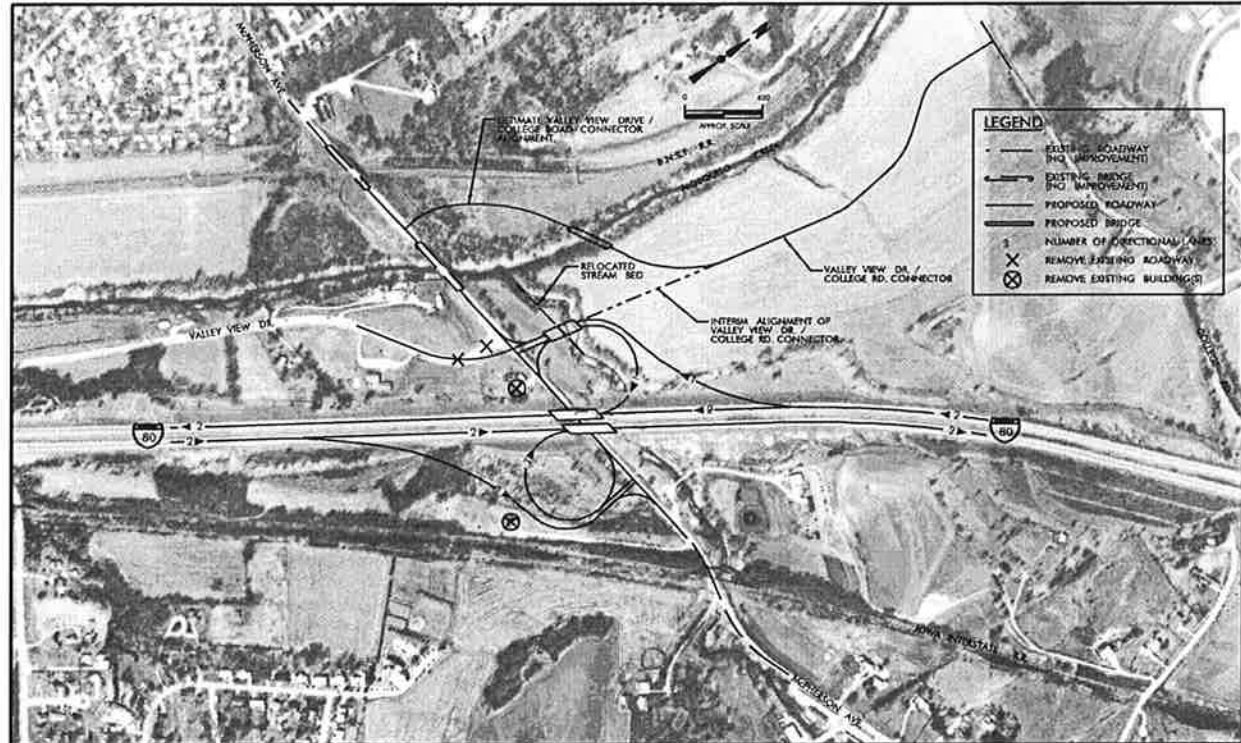
Note that a new interchange has not been formally incorporated into the Recommended Plan. Such an interchange will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing interstate system. Following completion of such activities (which are beyond the scope of this study), a new interchange at McPherson could be added to the recommended plan. Regardless of whether the Plan includes a new interchange at McPherson Avenue or not, this study recognizes that such an interchange may be constructed at some point in the future and that construction of other elements of the plan should consider the impacts to a future interchange at this location.

### SUMMARY AND CONCLUSIONS

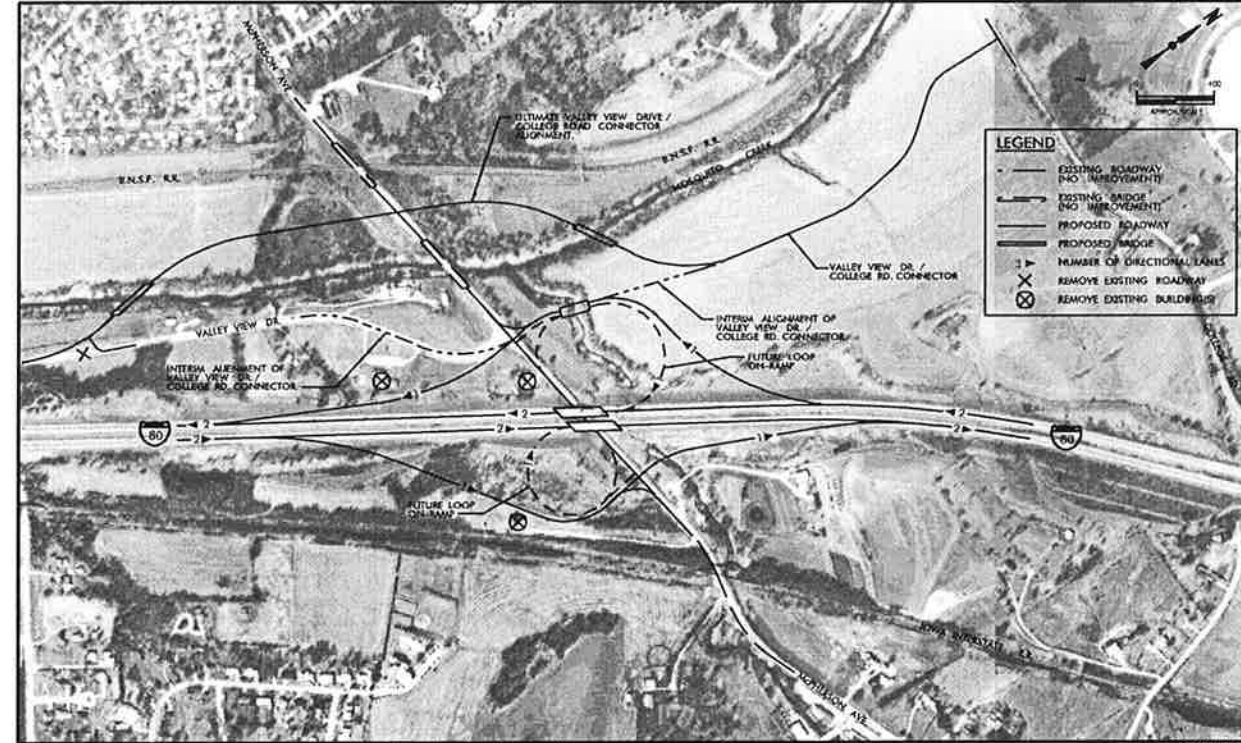
This study represents the first step in the process that will ultimately lead to the implementation of long-term improvements to the Council Bluffs interstate system that will serve the users of the system well into the next century. In addition to the improvements included in the Recommended Plan, this study recommends the following:

- Iowa Department of Transportation and City of Council Bluffs staff should use this study to assist in their programming activities. The phasing recommendations and cost estimates contained in this report will serve as input to the allocation of resources.

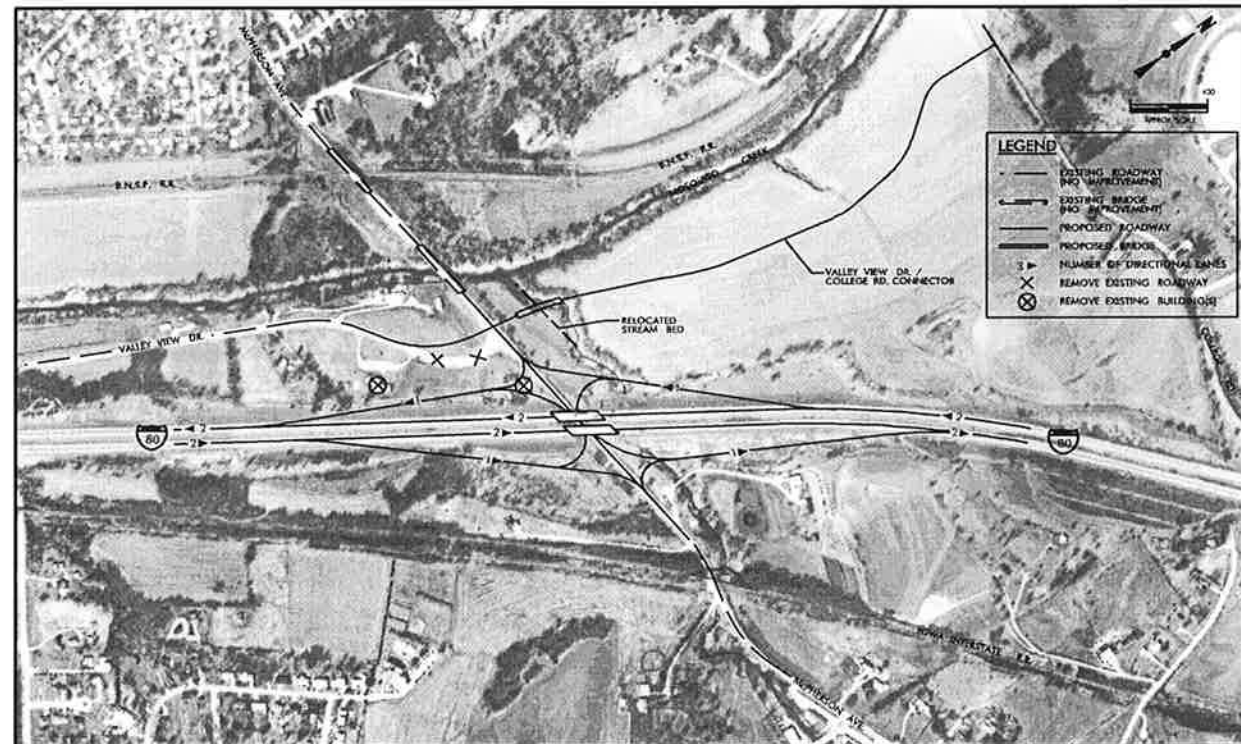
- Other units of local government should use this study as they review land use plans, proposals, and site development plans. They may add assistance in preserving right-of-way for future construction.
- The Iowa Department of Transportation, in conjunction with Federal officials, should make a determination on the need and level of detail in the environmental process. If necessary, preparations should begin, as considerable time is generally needed for these efforts.
- The Iowa Department of Transportation should initiate future study activities that would include a detailed assessment of priorities, phasing and funding. Upon completion of this, design activities on portions of the Recommended Plan could be initiated.
- This study provides a framework for future improvements to the Council Bluffs Interstate System. The Iowa Department of Transportation should implement a program that would verify, update or revise the Plan on a periodic basis.



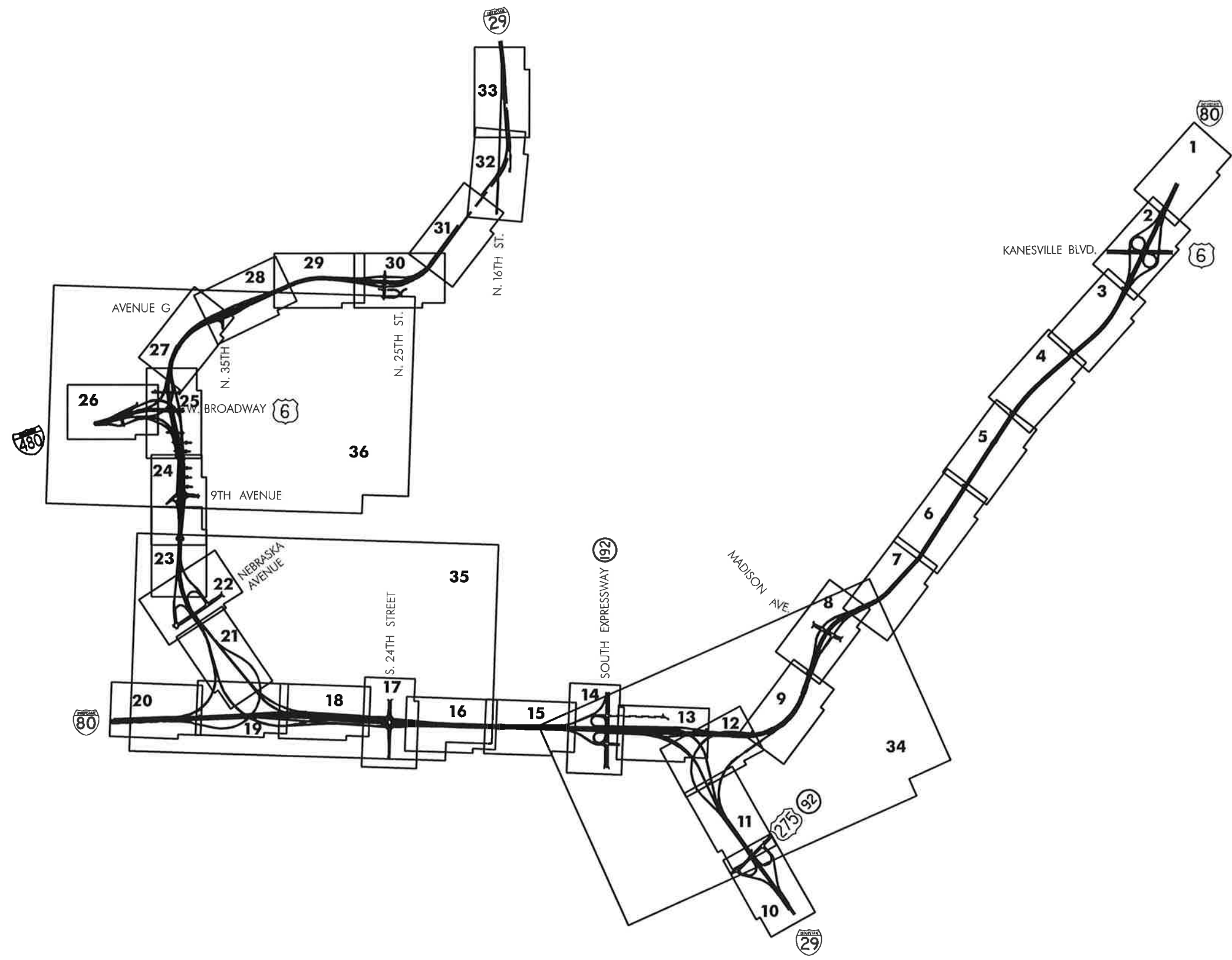
HDR hgm Metropolitan Area Planning Agency  
 COUNCIL BLUFFS INTERSTATE SYSTEM NEEDS STUDY PHASE 2 REPORT AUGUST 1998  
 McPHERSON AVE. / I-80 INTERCHANGE ALTERNATIVE 2 EXHIBIT 12

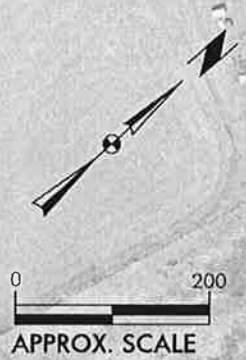
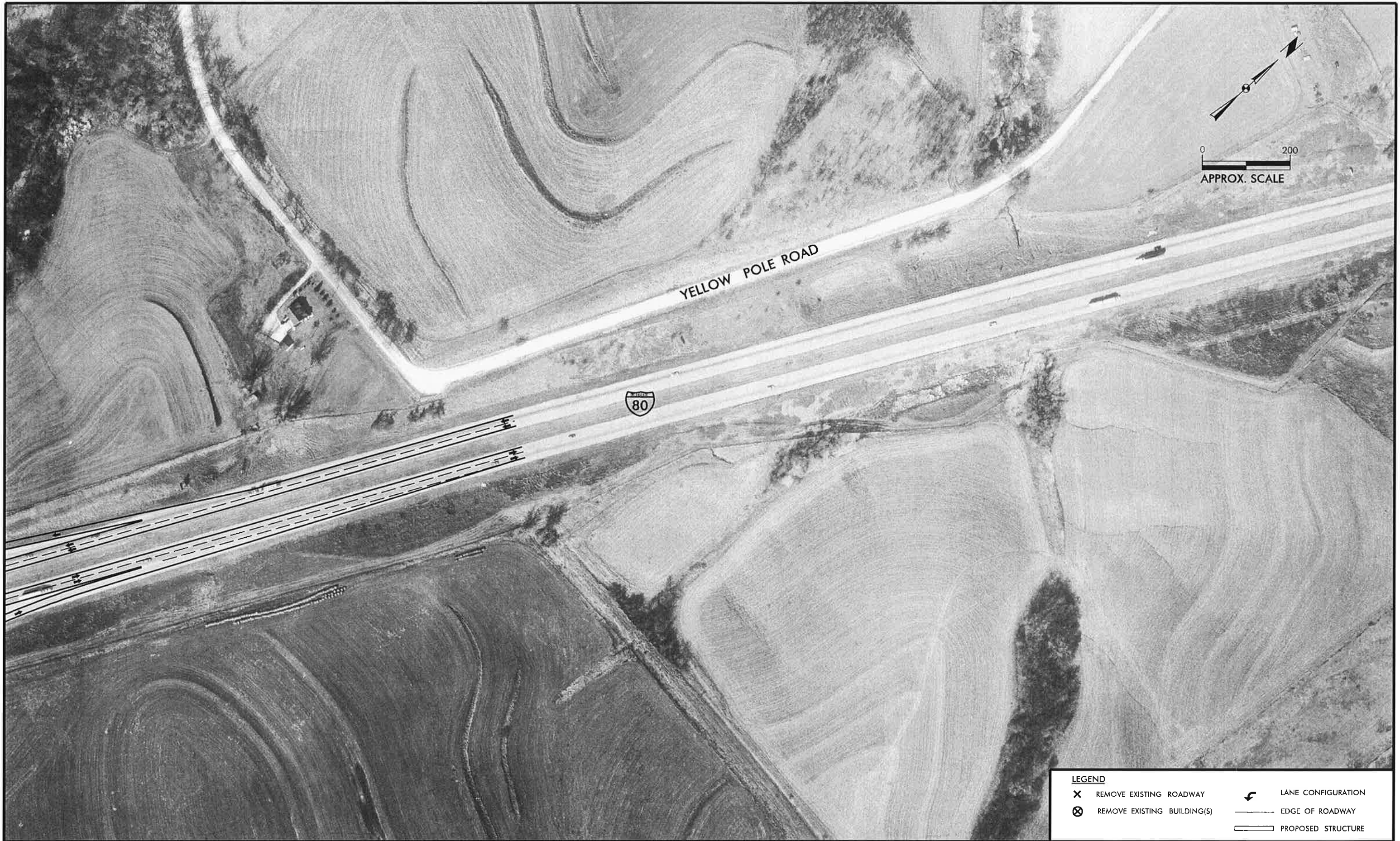


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 McPHERSON AVE. / I-80 INTERCHANGE ALTERNATIVE 5 EXHIBIT 15

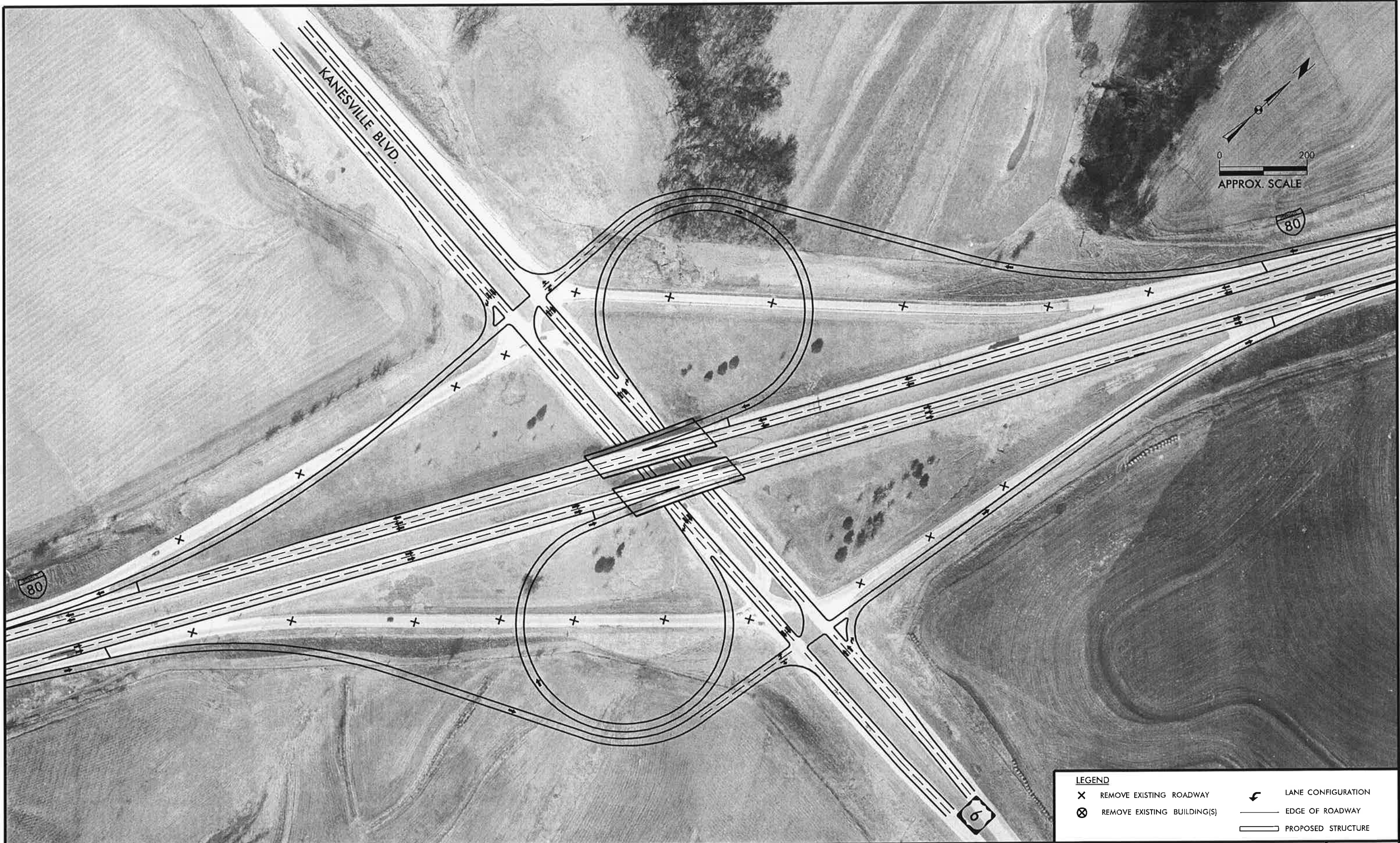


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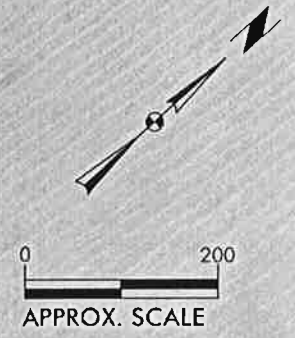


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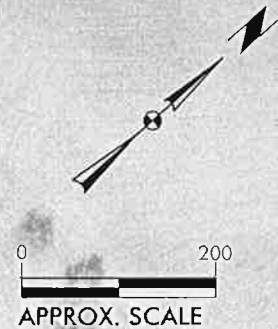
COLLEGE ROAD



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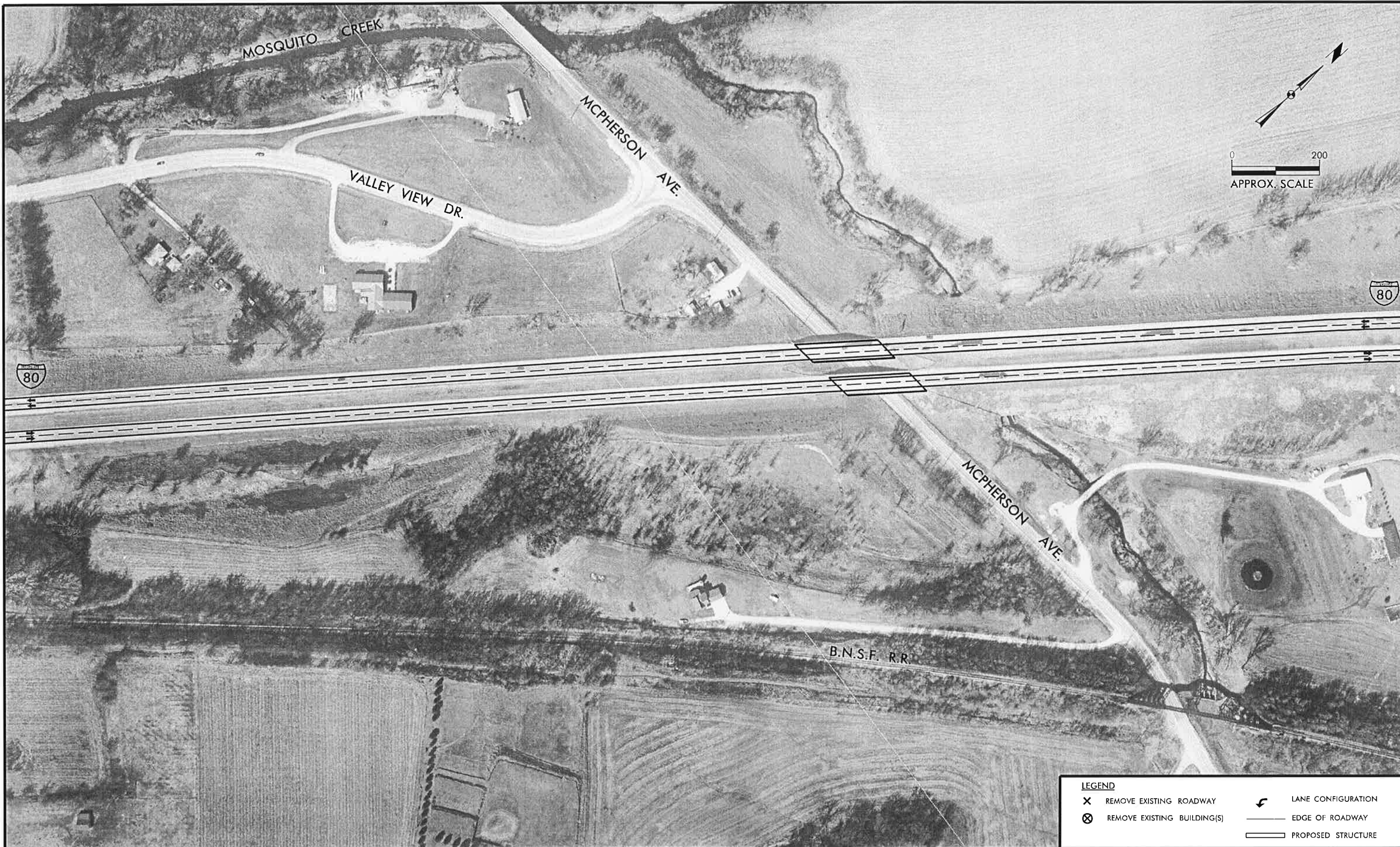
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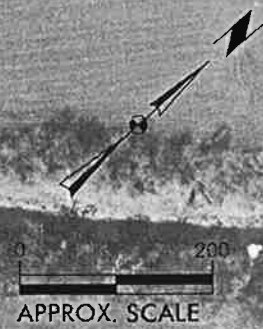
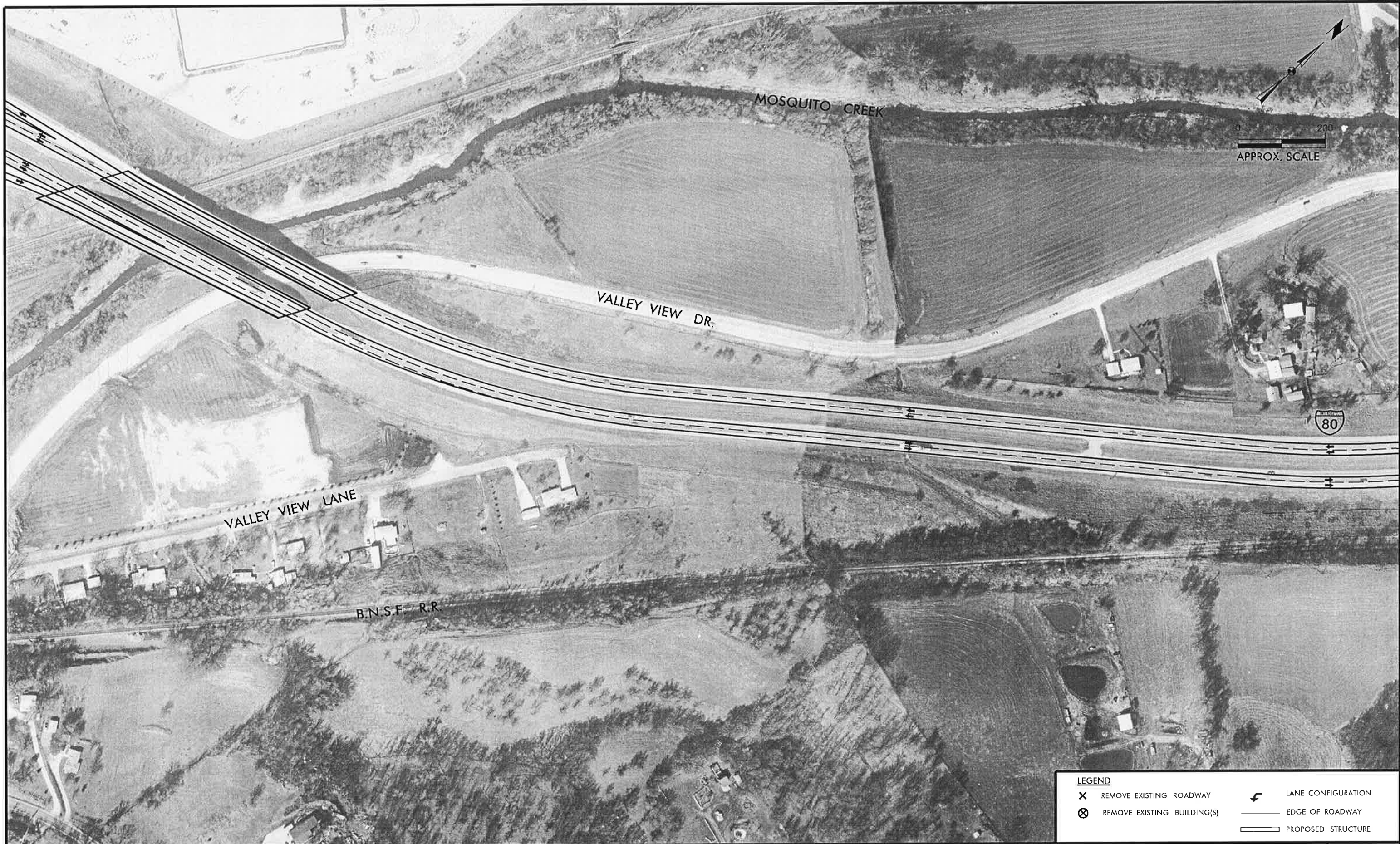
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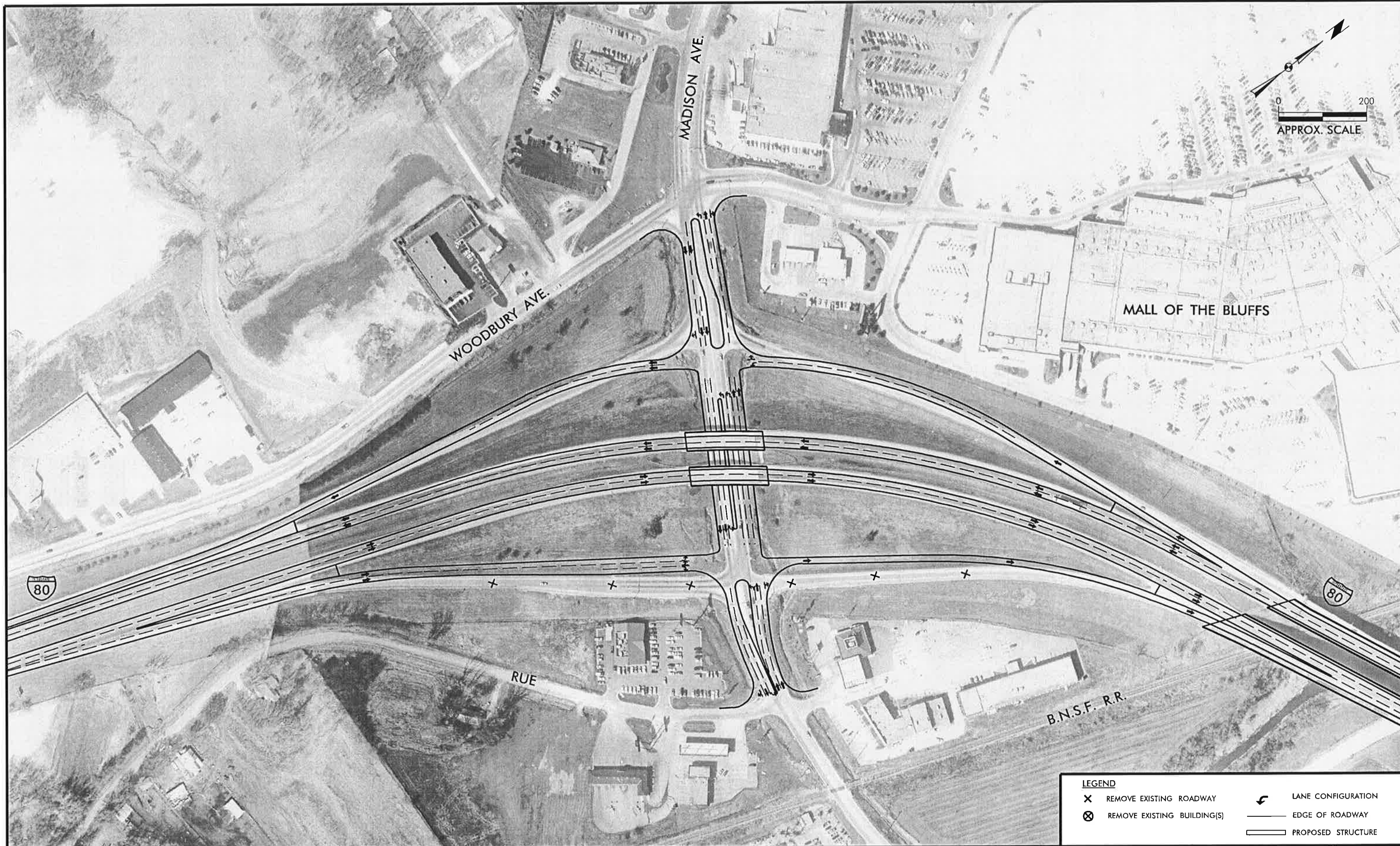




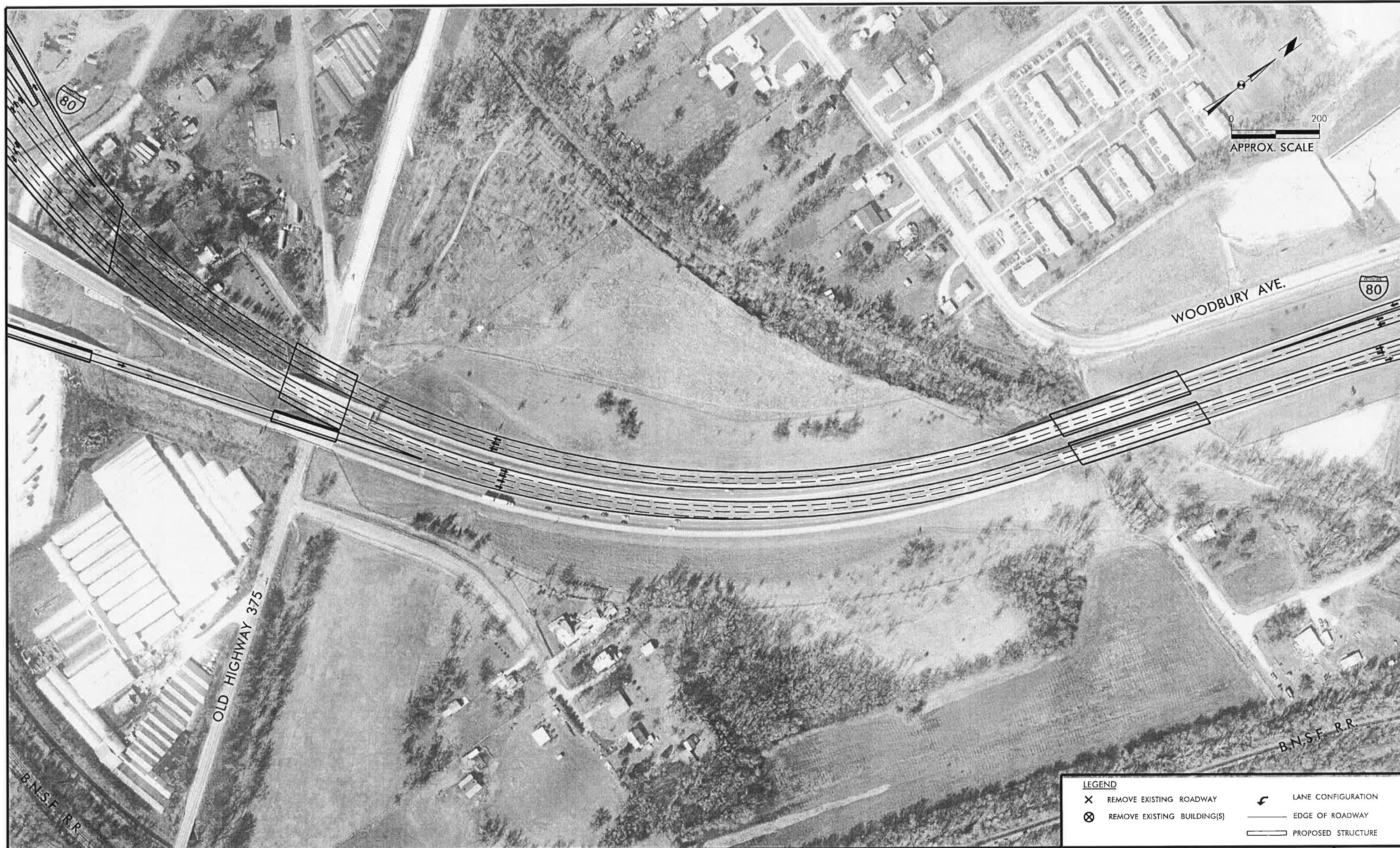




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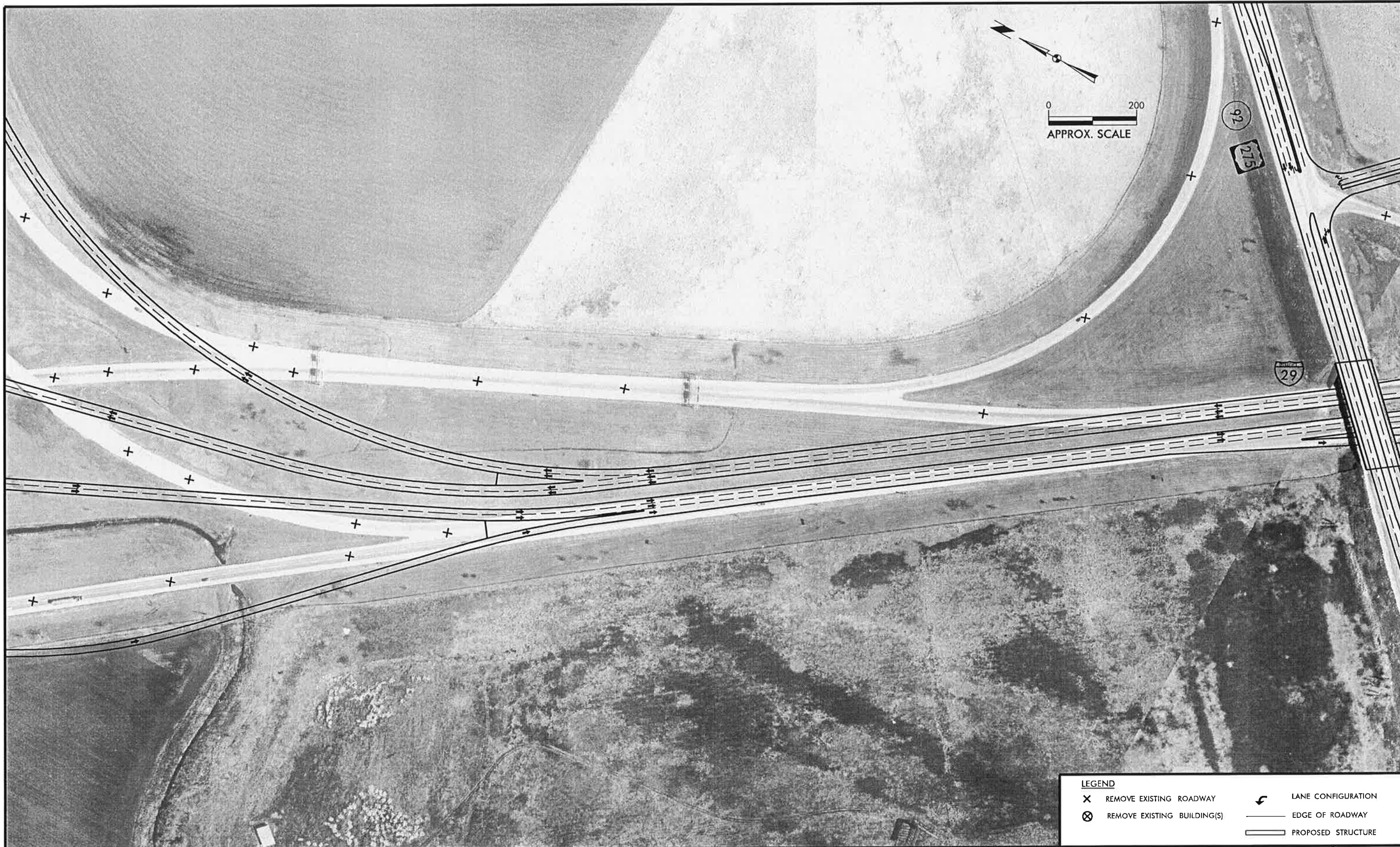


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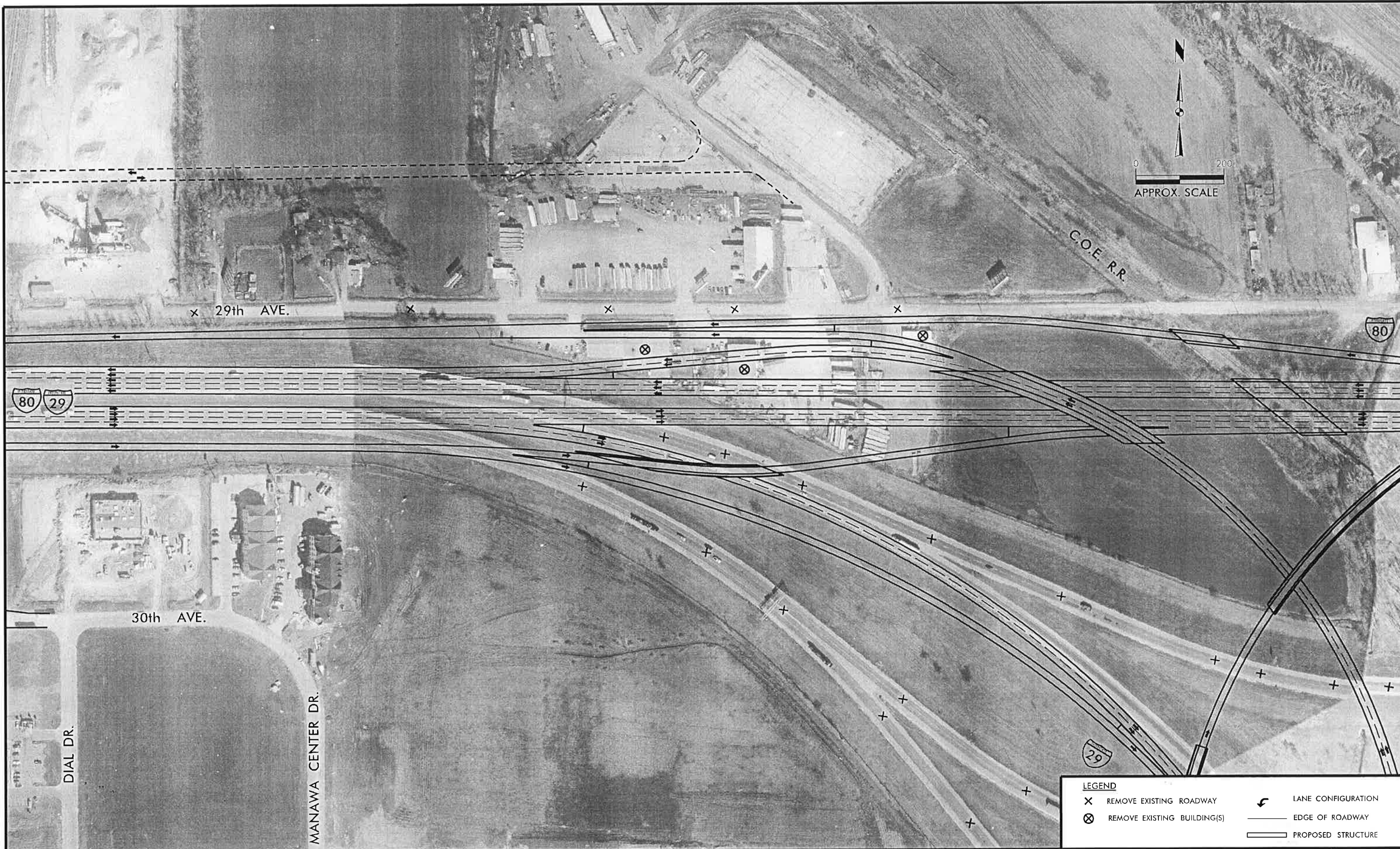


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28TH AVE.

INDIAN CREEK

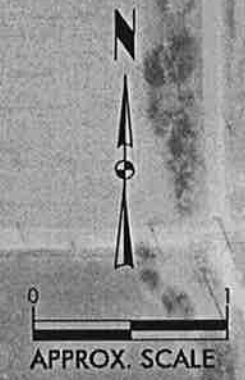
8TH STREET

11TH STREET

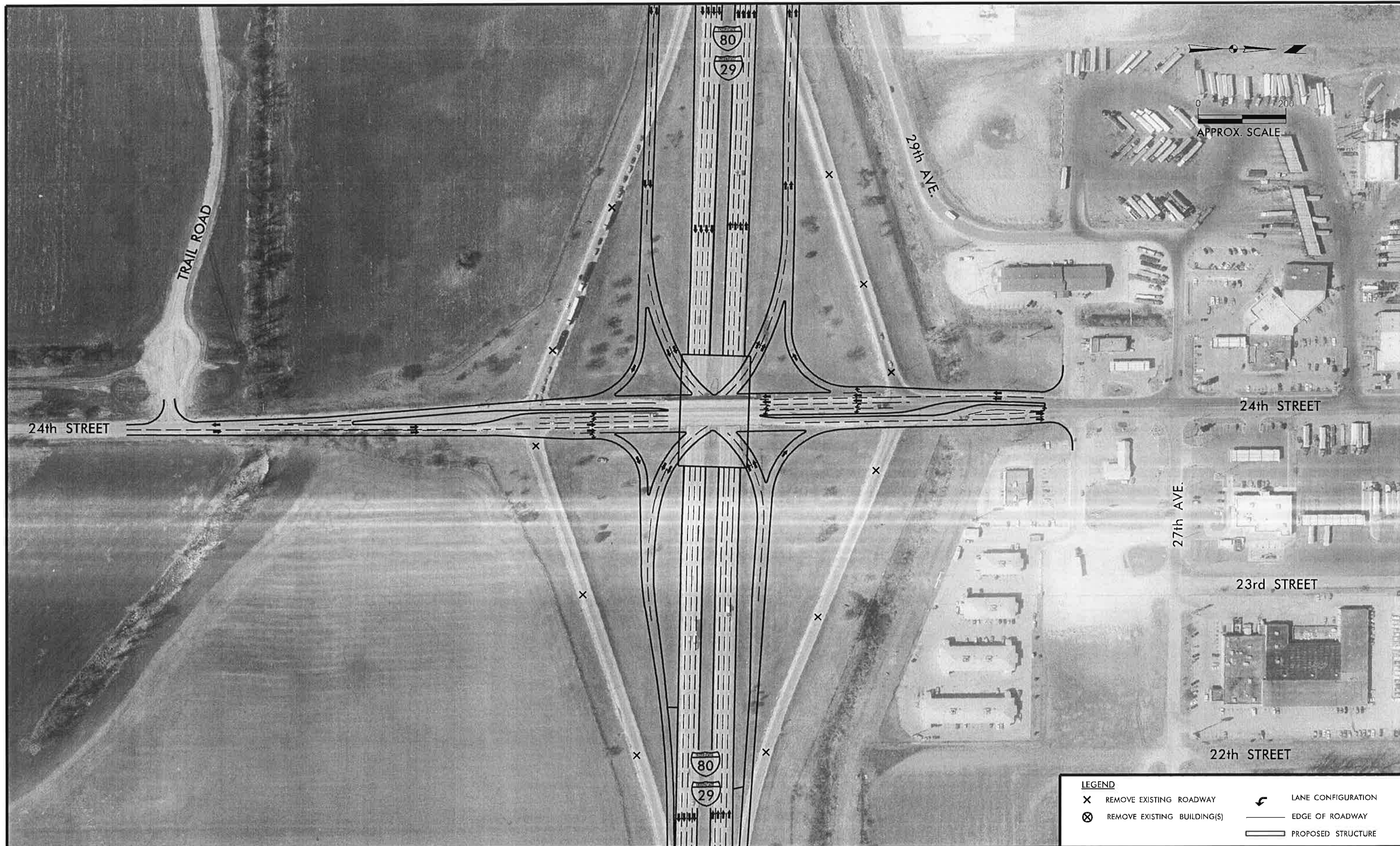
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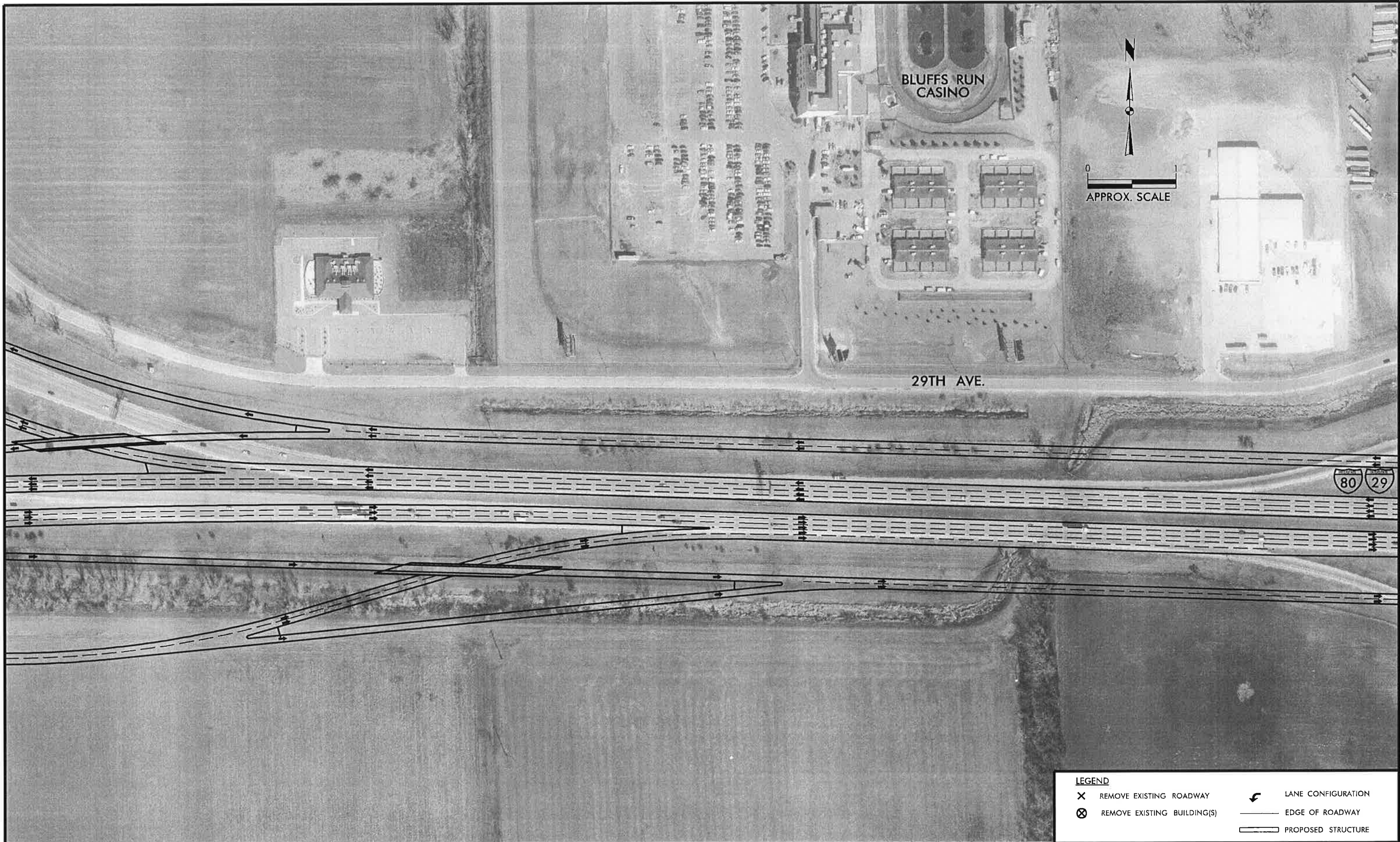
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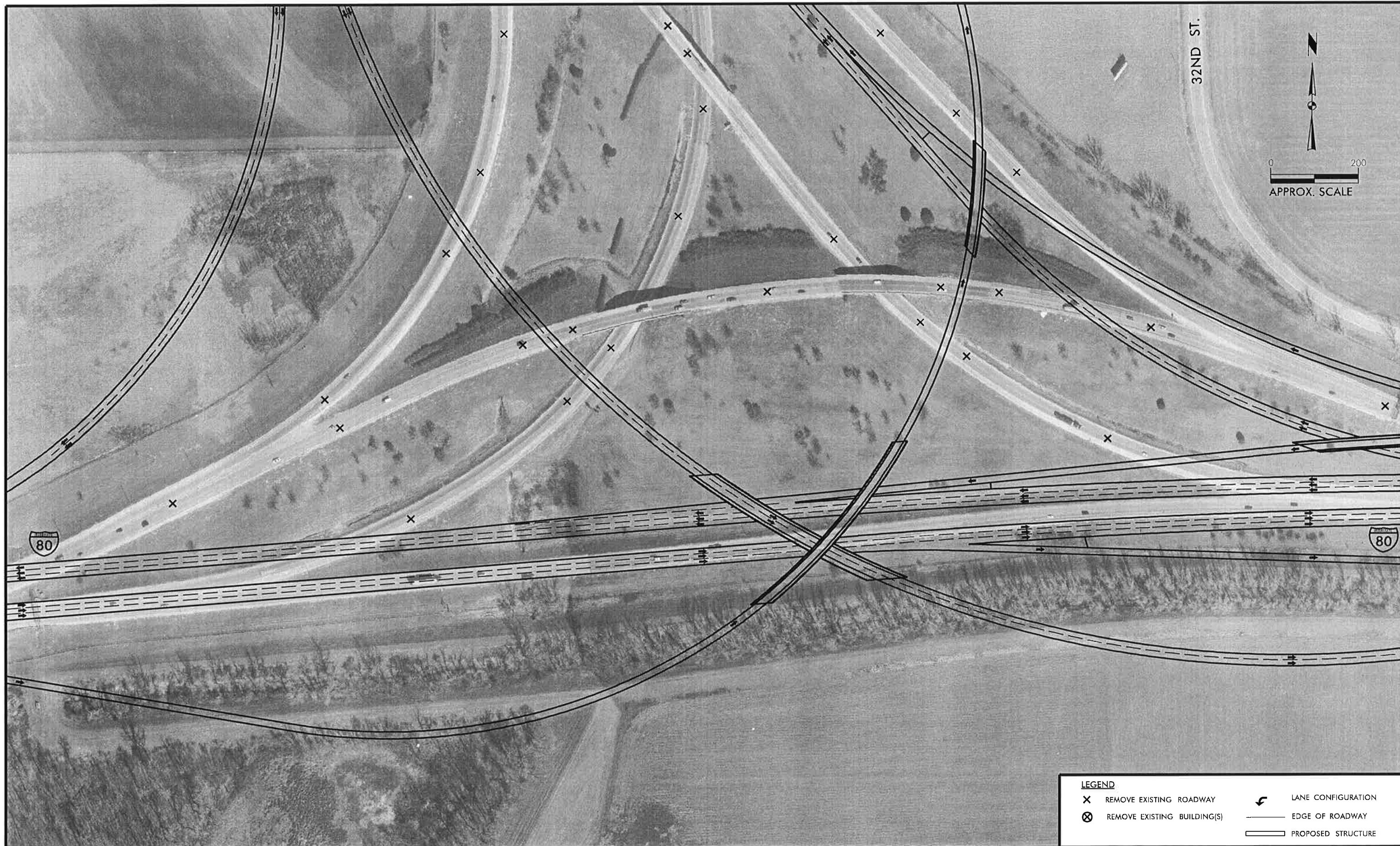


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▭	PROPOSED STRUCTURE



LEGEND	
X	REMOVE EXISTING ROADWAY
⊗	REMOVE EXISTING BUILDING(S)
	LANE CONFIGURATION
	EDGE OF ROADWAY
	PROPOSED STRUCTURE

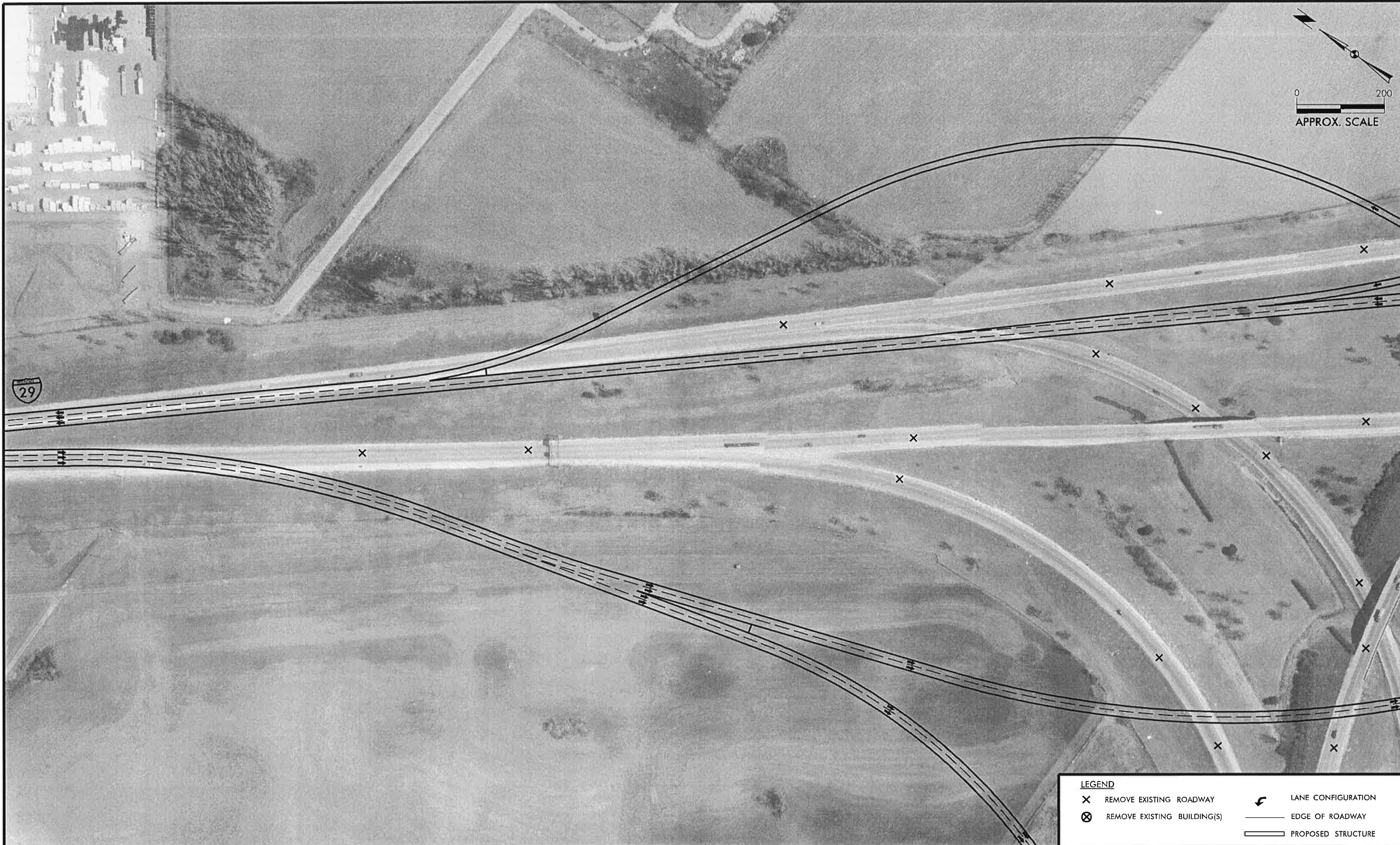




LEGEND	
X	REMOVE EXISTING ROADWAY
⊗	REMOVE EXISTING BUILDING(S)
↷	LANE CONFIGURATION
—	EDGE OF ROADWAY
—	PROPOSED STRUCTURE

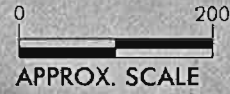








AMERISTAR  
CASINO



35th STREET

16th ST.

NEBRASKA AVE.

R.R. SPUR

RIVER RD.

LEGEND	
X	REMOVE EXISTING ROADWAY
⊗	REMOVE EXISTING BUILDING(S)
↷	LANE CONFIGURATION
—	EDGE OF ROADWAY
==	PROPOSED STRUCTURE



AMERISTAR  
CASINO



NEW UPRR BRIDGE

29

LEGEND	
X	REMOVE EXISTING ROADWAY
⊗	REMOVE EXISTING BUILDING(S)
↩	LANE CONFIGURATION
—	EDGE OF ROADWAY
▭	PROPOSED STRUCTURE

HARVEYS CASINO

HARVEYS BLVD

WESTWOOD GOLF COURSE

DODGE PARK GOLF COURSE

UNION PACIFIC RAILROAD



PROPOSED UPRR BRIDGE



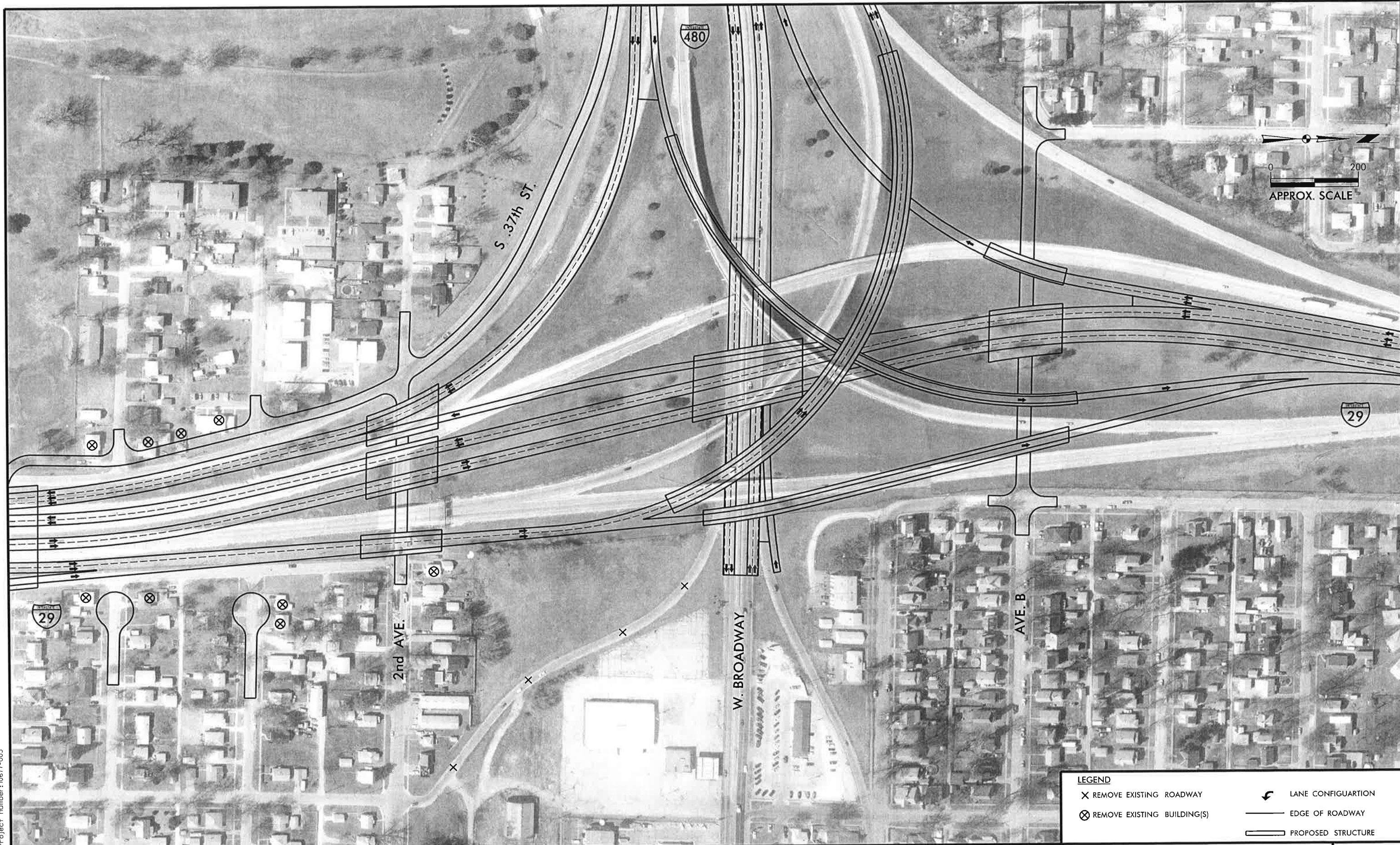
5th AVE.

N. 36th STREET

9th AVE.

LEGEND	
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⊗	REMOVE EXISTING BUILDING(S)
	LANE CONFIGURATION
	EDGE OF ROADWAY
	PROPOSED STRUCTURE

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User: Mark A. Templeman  
Project number: 10677-003

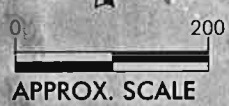


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 User: Mark K. A. Tempelmeier  
 Project Number: 0677-003

Date: plot red: 11/05/98 8:06 am  
 Filename: /workdata/10677/200-3-1.dgn  
 User: Mark A. Templeton  
 Project number: 10677-003



LEGEND	
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⊗ REMOVE EXISTING BUILDING(S)	— EDGE OF ROADWAY
	▭ PROPOSED STRUCTURE



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Project number: 0677-003

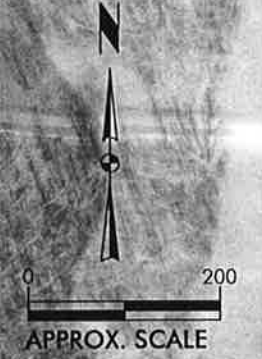


LEGEND	
X REMOVE EXISTING ROADWAY	↩ LANE CONFIGURATION
⊗ REMOVE EXISTING BUILDING(S)	— EDGE OF ROADWAY
	▭ PROPOSED STRUCTURE



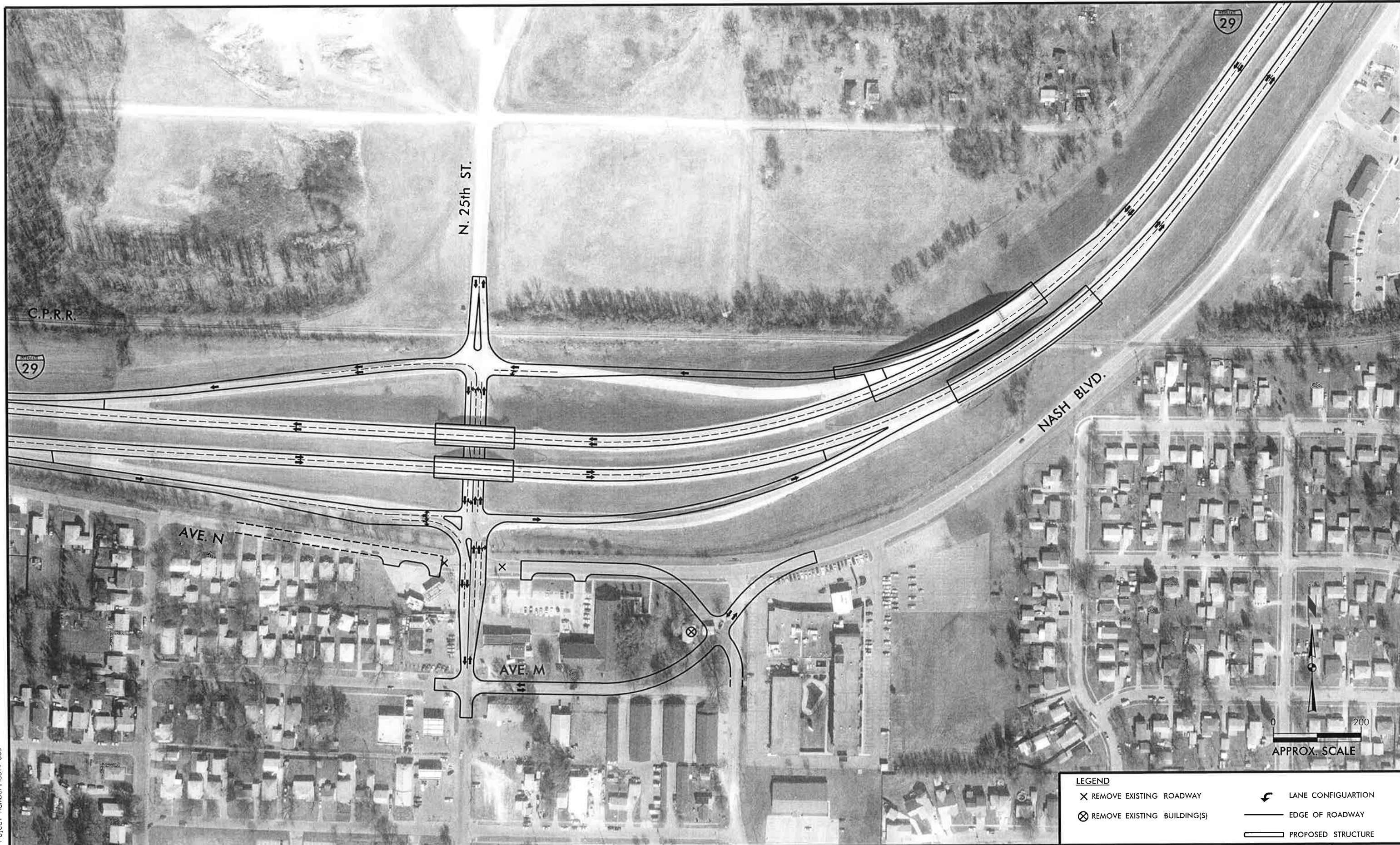
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 User: Mark A. Templeman  
 Project number: 0677-003





LEGEND	
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⊗ REMOVE EXISTING BUILDING(S)	— EDGE OF ROADWAY
	▬ PROPOSED STRUCTURE

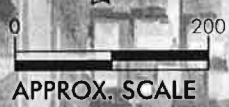
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 Project number: 10677-003



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 Project number: 0677-003

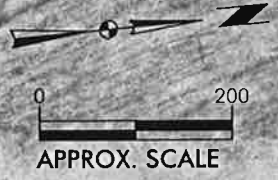
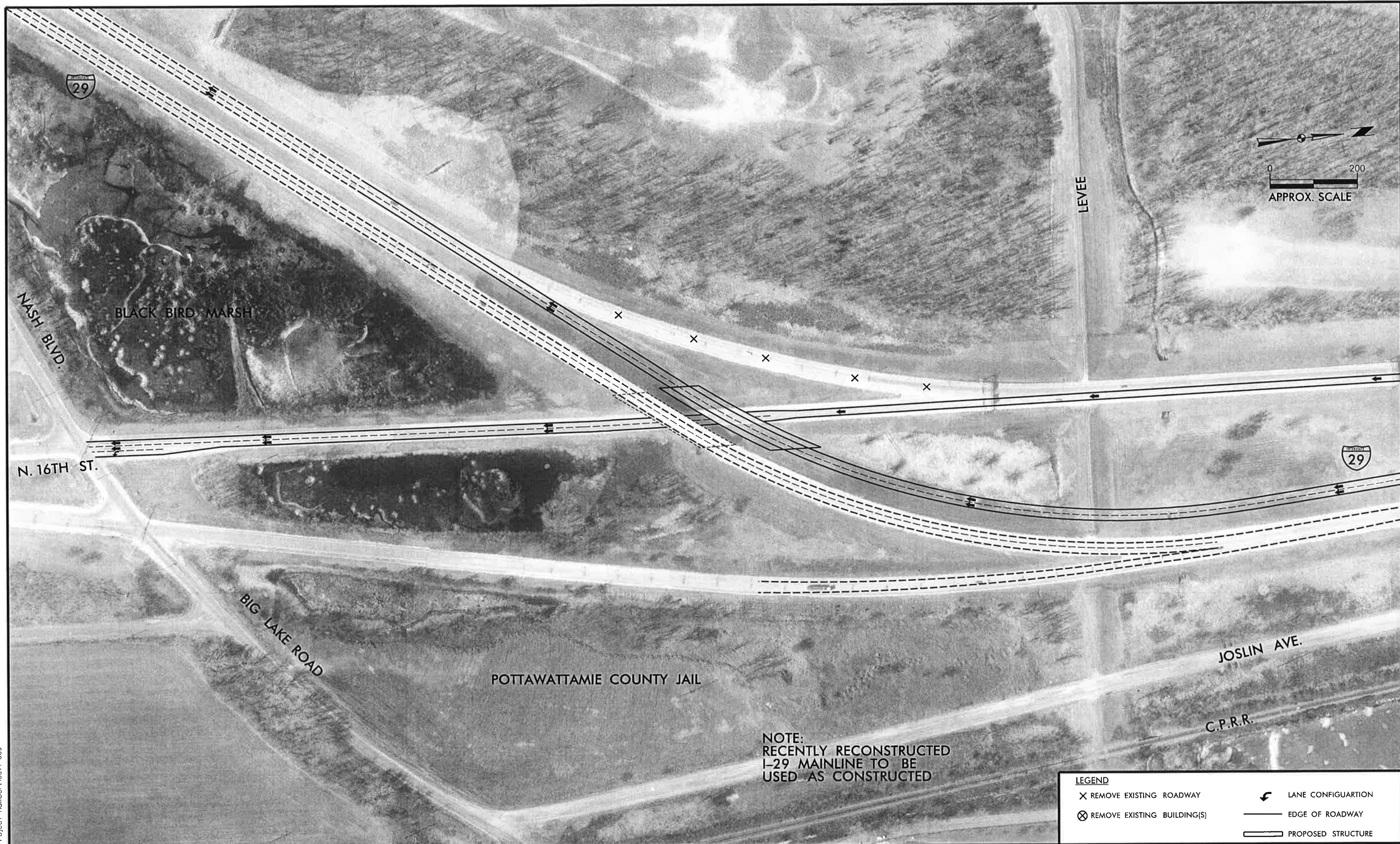
**LEGEND**

✕ REMOVE EXISTING ROADWAY	↻ LANE CONFIGURATION
⊗ REMOVE EXISTING BUILDING(S)	— EDGE OF ROADWAY
	▬ PROPOSED STRUCTURE





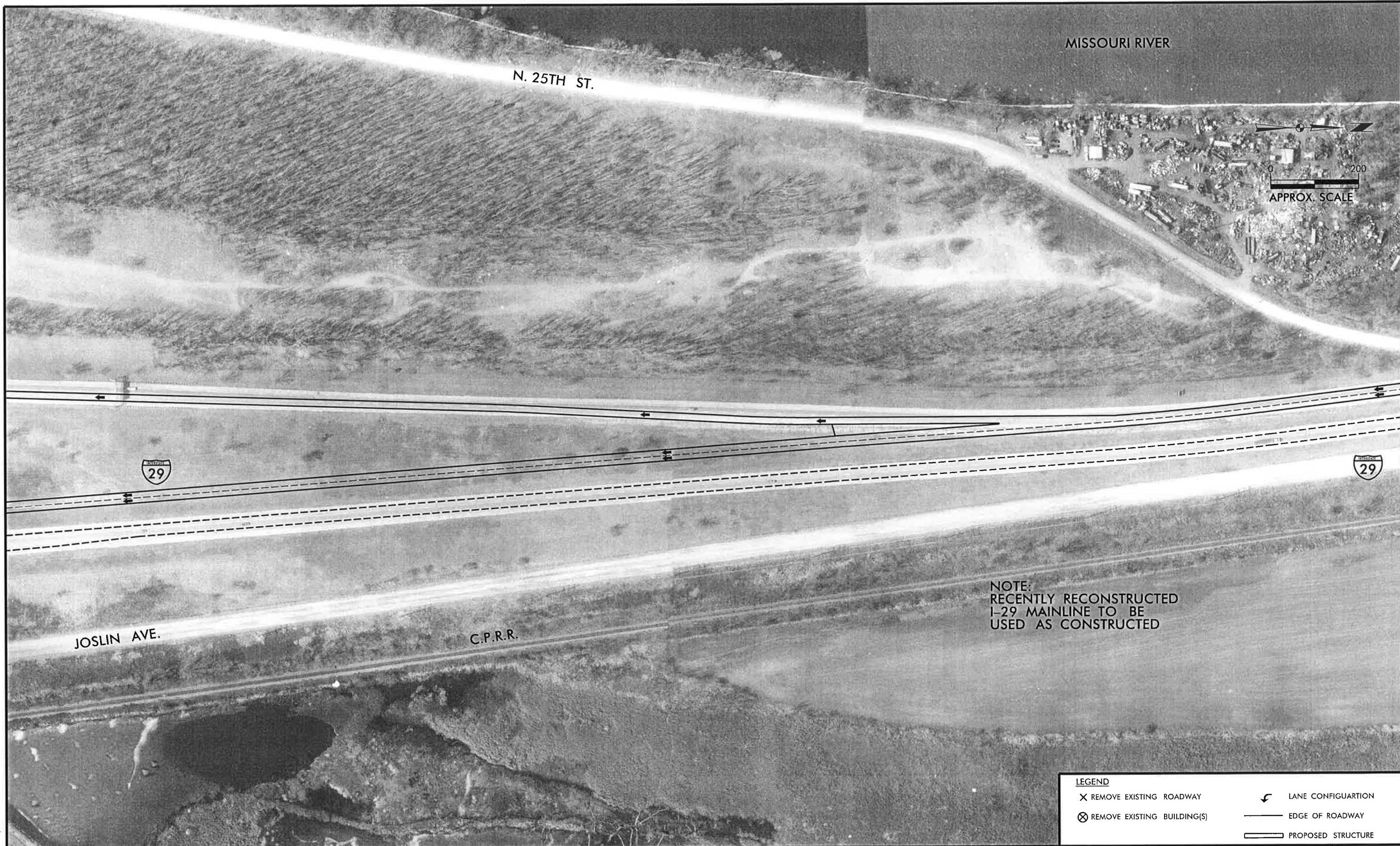
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 Project Number: 10677-003



NOTE:  
RECENTLY RECONSTRUCTED  
I-29 MAINLINE TO BE  
USED AS CONSTRUCTED

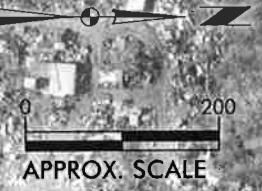
LEGEND	
X REMOVE EXISTING ROADWAY	↩ LANE CONFIGURATION
⊗ REMOVE EXISTING BUILDING(S)	— EDGE OF ROADWAY
	▬ PROPOSED STRUCTURE

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 Filename: /workdata/0677/200-9-1.dgn  
 User: Mark A. Templeman  
 Project number: 0677-003



MISSOURI RIVER

N. 25TH ST.



JOSLIN AVE.

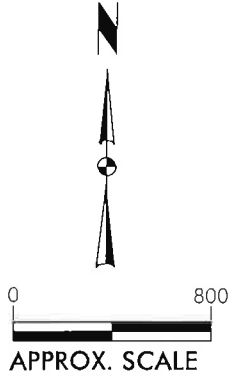
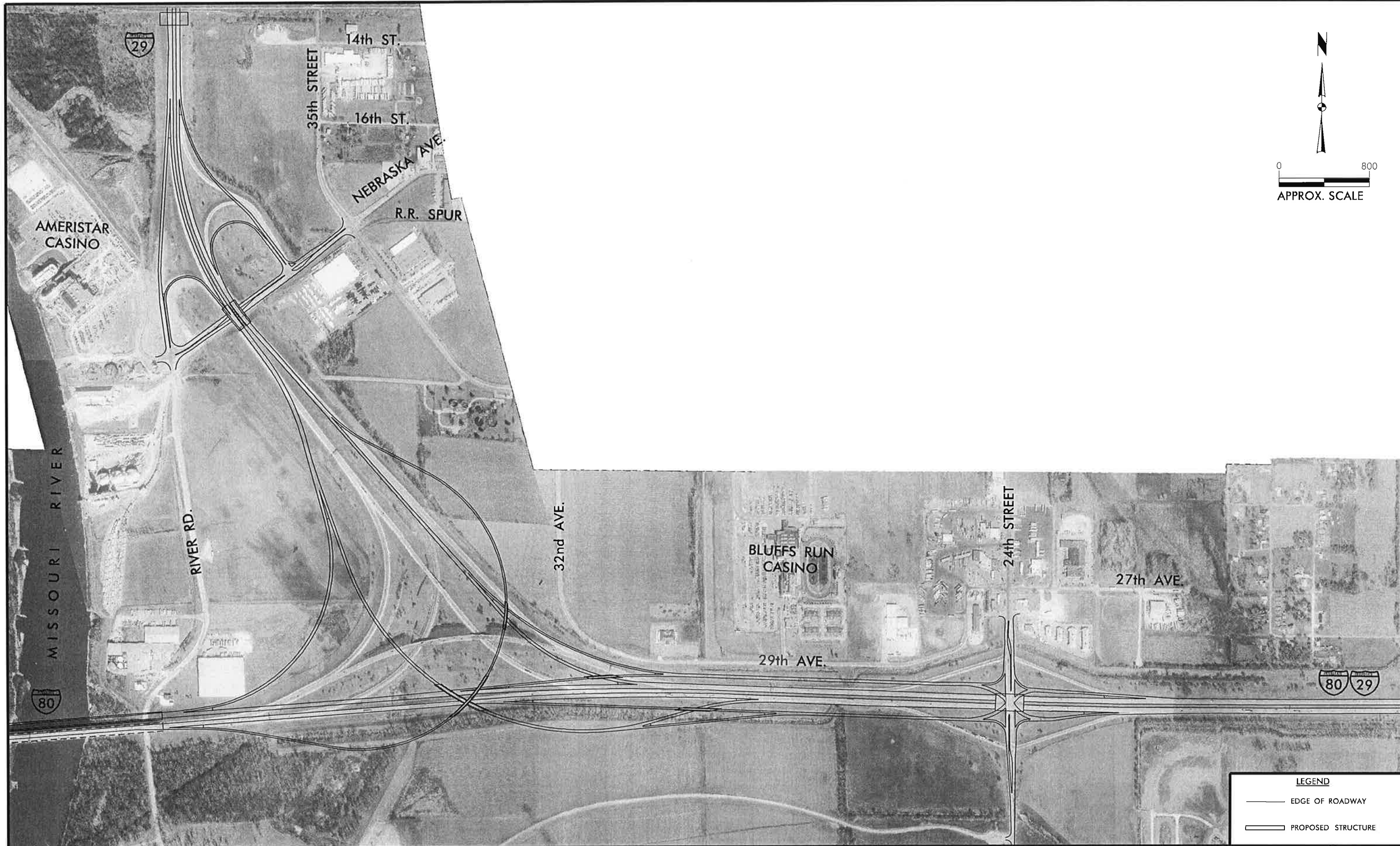
C.P.R.R.

NOTE:  
RECENTLY RECONSTRUCTED  
I-29 MAINLINE TO BE  
USED AS CONSTRUCTED

LEGEND	
X REMOVE EXISTING ROADWAY	↩ LANE CONFIGURATION
⊗ REMOVE EXISTING BUILDING(S)	— EDGE OF ROADWAY
	▬ PROPOSED STRUCTURE

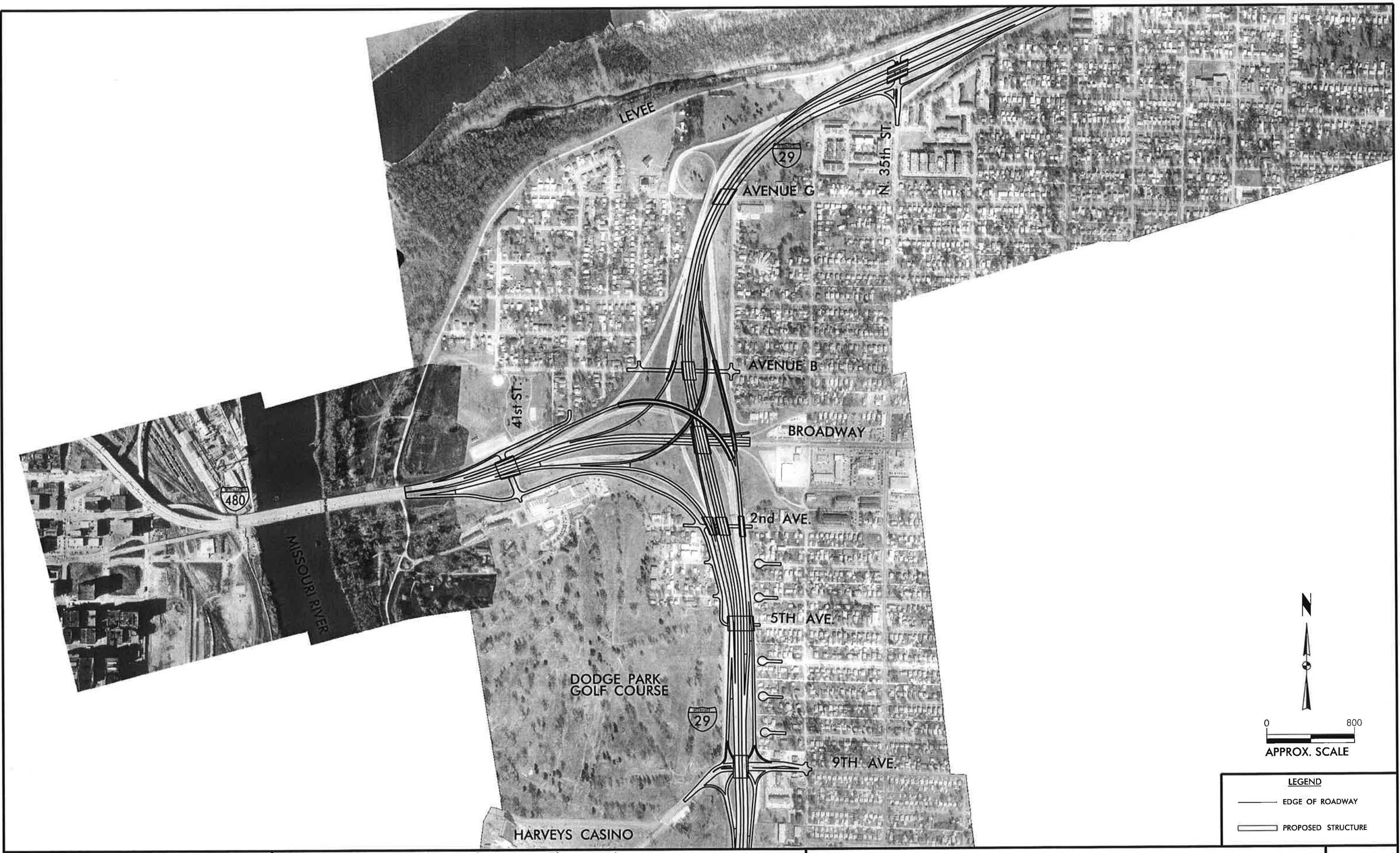
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 User: Mark A. Templeman  
 Project number: 10677-003





LEGEND	
	EDGE OF ROADWAY
	PROPOSED STRUCTURE

Date plotted: 11/05/99 8:06 am  
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User: Mark A. Templeton  
Project number: 10677-003





**APPENDIX B – PUBLIC INFORMATION MEETING**

**Project Statement**

**Written Comment Forms**

**Response Letters**

# PROJECT STATEMENT

FOR THE PUBLIC INFORMATION MEETING  
REGARDING PROPOSED IMPROVEMENTS TO THE  
INTERSTATE SYSTEM IN COUNCIL BLUFFS

INTERSTATE SYSTEM NEEDS STUDY

PROJECT NUMBER: POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

MEETING LOCATION:

COMMUNITY HALL  
205 SOUTH MAIN STREET  
COUNCIL BLUFFS, IOWA

JANUARY 20, 1999

Prepared by  
IOWA DEPARTMENT OF TRANSPORTATION  
METROPOLITAN AREA PLANNING AGENCY  
CITY OF COUNCIL BLUFFS  
HDR ENGINEERING, INC.  
HGM ASSOCIATES

COUNCIL BLUFFS INTERSTATE SYSTEM NEEDS STUDY

Pottawattamie County  
Project No. IMX-80-1(239)0--02-78

## Introduction

The Iowa Department of Transportation (DOT) wishes to thank you for attending this public information meeting regarding proposed improvements to the interstate system in the Council Bluffs metropolitan area. The purpose of this meeting is to acquaint you with the findings of the Council Bluffs Interstate System Needs Study. This study, which is nearing completion, will provide a long-range plan for the freeway system in the Council Bluffs metropolitan area. The study is being jointly administered by the DOT, Metropolitan Area Planning Agency (MAPA), and the City of Council Bluffs. A consultant team comprised of HDR Engineering and HGM Associates is performing the study.

## Study Area

The area being studied covers portions of Interstate Highways 80, 29 and 480 within the limits listed below. This area includes 17 miles of mainline freeway and 14 interchanges. (See attached map.)

To the north: I-29, north of Iowa Highway 192 (N. 16th Street)  
To the south: I-29, south of US Highway 275/Iowa Highway 92  
To the east: I-80, east of US Highway 6 (Kanesville Boulevard)  
To the west: Missouri River crossings of I-80 and I-480

## Need for Improvements

Together, I-80, I-29 and I-480 serve as the backbone of the Council Bluffs transportation system. However, growth in the Council Bluffs area over the last few years has led to above-normal traffic growth on the interstate system. Two river boat casinos, expansion of Bluffs Run casino and greyhound racetrack, and major retail developments near the South Expressway and near Madison Avenue have contributed to this growth.

As a result, concerns have arisen regarding the ability of the Council Bluffs interstate system to meet the needs of its users today and into the future. These concerns are based on the following characteristics of the interstate system:

- ❑ **Physical Condition:** The I-80/I-29 facilities that were the subject of this study are over 25 years old and have overall pavement and bridge sufficiency ratings of "Poor". This area has the third lowest interstate rating in Iowa.
- ❑ **Traffic Operations / Safety:** Traffic volumes in the freeway corridors are approaching capacity levels. In addition, Council Bluffs has become a major crossroads for interstate truck movements. As the operational efficiency of the system declines, the potential for accidents increases.
- ❑ **Geometrics:** Many of the facilities in the study area were constructed using design standards which are now outdated and below current design criteria. Left hand ramps, basic lane

discontinuity, ramp spacing and other geometric features that have been found to compromise both safety and operations exist today in the freeway system.

- **Interchange Configuration:** There are four partial interchanges on the Council Bluffs Interstate System. Partial interchanges generally violate driver expectancy, can limit access to the surrounding areas and can result in driver confusion.
- **Surface Streets:** In some areas of the system, inadequate capacity on surface streets and at the intersections of the surface streets with ramp facilities is limiting the efficiency of the freeway system as a whole.
- **Future Travel Demand:** Additional growth along the interstate system and throughout the Omaha-Council Bluffs metropolitan area will result in higher traffic volumes on the system. Without additional capacity some portions of the system will operate at unacceptable levels of service in the future.

### Study Process

The purpose of the Council Bluffs Interstate System Needs Study was to identify the needs of the system and recommend improvements to the structural condition, capacity and functionality of the system. The goal of the study was to develop a prioritized improvement plan that MAPA, the DOT and the City of Council Bluffs can use as a guide in the development of short term and long term improvements for the interstate system. The study was conducted in three phases.

- Phase I - Analysis and evaluation of the existing system.
- Phase II - Development and assessment of improvement alternatives.
- Phase III - Development of a recommended plan.

A draft of the Final Study Report has been prepared. Comments provided by the public will be incorporated into the final version of this report. The DOT will then use this report to initiate environmental studies, design activities, and programming activities.

### Recommended Long Term Improvements

A preliminary version of the recommended plan has been prepared. Some of the key long-term improvements included in the plan are summarized below:

- Reconstruction of most of the existing pavement and bridges in the study area.
- Widening of I-80 between the Missouri River and Madison Avenue to provide three (3) lanes in each direction. This widening would occur to the inside and would require a median barrier to separate traffic in opposite directions.
- Additional auxiliary lanes between some interchanges. Auxiliary lanes are freeway lanes that begin at one interchange and end at the next interchange to serve high entering and exiting traffic volumes.
- Construction of a second I-80 bridge over the Missouri River for westbound traffic. The existing bridge would remain to serve eastbound traffic.

- Reconstruction of all interchanges in the study area. At some locations, a new configuration has been proposed to better serve traffic.
- A new interchange at McPherson Avenue/I-80 has not been formally incorporated into the recommended plan. However, this study recognizes that an interchange at this location will provide improved access to existing and future housing developments near I-80 and to the Council Bluffs Airport. A new interchange may also relieve some of the congestion along Madison Avenue. Prior to inclusion into the recommended plan, a new interchange at McPherson Avenue will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing Interstate System.

The proposed improvements will improve the overall level of transportation service to the traveling public and will provide a safer facility. Considering the magnitude of the proposed improvements, implementation of the recommended plan will occur over a period of at least 10 years. The estimated cost of the recommended plan is approximately \$304 million. By comparison, the cost to simply rebuild the freeway system, but not improve the capacity or safety of the system, is approximately \$135 million.

### Recommended Short Term Improvements

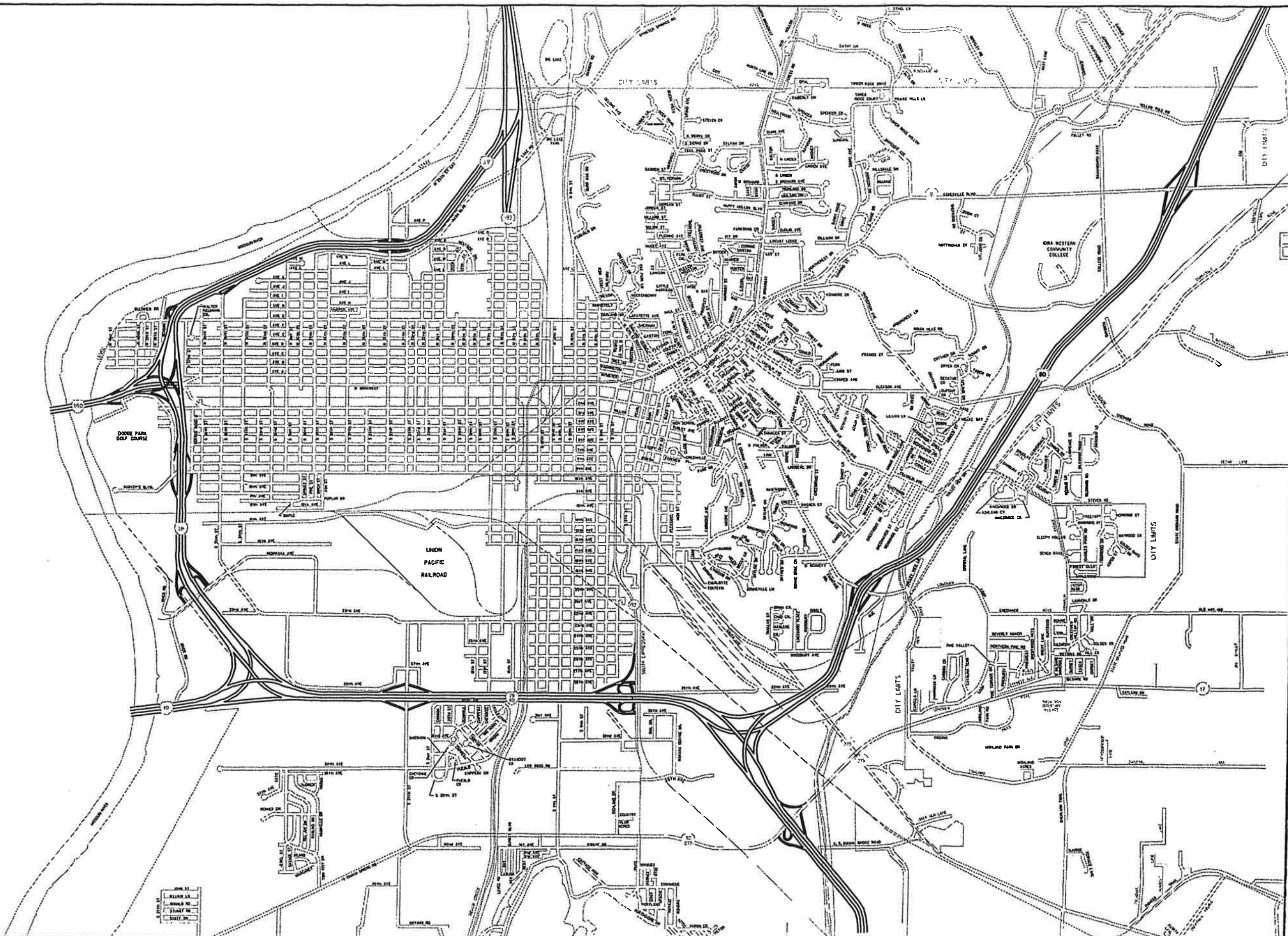
Several short-term improvements have been recommended to address the most severe of the existing capacity, design, safety or operational deficiencies in the system. These improvements may be implemented within the next five years and include:

- Widening of I-80/I-29 between the West I-80/I-29 System Interchange and the South Expressway to provide three lanes in each direction.
- Construct two-lane off ramps from I-80/I-29 to South 24<sup>th</sup> Street. Provide dual left turns for traffic turning from eastbound I-80/I-29 to northbound South 24<sup>th</sup> Street.
- Construct two-lane off ramp from eastbound I-80/I-29 to the South Expressway. Widen the South Expressway to three lanes in each direction in the vicinity of the freeway and provide additional turn lanes at the ramp intersections.
- Install a traffic signal at the intersection of Madison Avenue and the westbound I-80 off ramp.
- Modify configuration of the I-29/U.S. Highway 275 interchange to provide full access. Install traffic signals at both ramp terminal intersections.

### Public Participation

If you have any comments regarding the proposed short term or long term improvements, please complete the attached comment form. You may drop off the form as you leave tonight or mail it. The form is self-addressed. No envelope or stamp is necessary. Deadline for receipt of comments is February 1, 1999.

Thank you for your participation in this meeting.





# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

PLEASE PRINT

Please return comments  
by February 1, 1999.

I (do  do not )  
desire a response.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

Need exit onto Broadway!  
What do we need to do to get signs  
(Texaco, Burger King) etc. along I-80?  
I-29 For South 24<sup>th</sup> street?

PLEASE PRINT

Name:

Paulette Tyrakeski

Address:

2608 S 24<sup>th</sup> St

Council Bluffs, IA 51501

Phone:

712-322-3000

Please return comments  
by February 1, 1999.

I (do  do not )  
desire a response.



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

This is a vital project. The ~~road~~ <sup>interstate</sup> sections  
around CB is becoming dangerously  
overstapled. Overall, this is a complicated  
but acceptable plan. My biggest concern  
is that there is no plan for an interchange  
at ~~west~~ Broadway and I-29. There is no  
interstate access to Broadway, which significantly  
limits economic development in the west end  
of town. It also forces Broadway-bound  
traffic to exit at the overburdened South Expressway.  
I believe it is vital to have at least  
an exit off of northbound I-29 to eastbound  
Broadway. I realize this adds considerable expense  
and there is limited space but I strongly  
encourage you to explore the possibility.

PLEASE PRINT

Name:

Brenda Mainwaring

Address:

403 Kenmore Ave

Council Bluffs IA 51503

Phone:

712-322-2015

Please return comments  
by February 1, 1999.

I (do  do not )  
desire a response.



**Citizen Comments**

POTTAWATTAMIE COUNTY  
 IMX-80-1(239)0--02-78

Overall project seems thoughtful and anticipates community needs for growth and safe and effective traffic flows.

A notable <sup>exception</sup> ~~absence~~ is the inability to get on to West Broadway East-bound. This deprives the downtown and west end businesses and residents. While one can exit westbound, go into Omaha, make an around-the-block U-turn using 10th Street, then return to Co Bluffs over the bridge, it is not a convenient or reasonable alternative for residents. It is not something the tourist would be able to accomplish even with a map. Please put access to W. Broadway into the plan. Put adequate signage on W. Broadway pointing Interstate traffic to the access on 9th or N. 35th, if there is no way to get back on from W. Broadway. But access to get on W. Broadway from NB and SB seems critical for the economic health of downtown.

Lighting of signs is important. Also important is that signs be quickly acquirable, simple and easy to understand, accurate and placed so that the driver (who is NOT familiar with the road and who may be less than 100% excellent condition) can safely proceed without unduly interfering with the locals - they will be speeding and cranky and eating and otherwise distracted, and they have NO patience with us older, slower drivers. But even at just 60 MPH we are still

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Traveling 88 feet each second. Phone: 712 322 0969

That doesn't leave much time for decision making.

ps In Texas, some towns use BLAZE Orange for large street signs: VERY NICE. EZ To Read

Name: SAM HOLMES

Address: 352 LOGAN ST  
CO BLUFFS, IOWA 51503

712 322 0969



**Citizen Comments**

POTTAWATTAMIE COUNTY  
 IMX-80-1(239)0--02-78

I have two concerns with the proposal as presented tonight even though I applauded the majority of changes. They are needed and will improve the flow of traffic through this very busy area.

① Currently when going N. on I-29 and exiting at 9th Ave you can continue straight North to 2nd Ave turn left and have easy access to Dodge Park and the new soccer fields. The proposal removes that road and would require one to drive East to 35th street turn north, to 5th Ave and turn west. Most of this area is residential and I don't believe that much potential traffic should be route through residential neighborhoods.

② There needs to be exits of I-29 to Eastbound Broadway. That was cited as a problem but not addressed in the proposal.

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Name: MICHAEL L. KNEDLER

Address: 158 Noewood Drive

Co. Bluffs, Iowa 51503

Phone: 712-322-0637

Name: MICHAEL L. KNEDLER

Address: 158 Noewood Drive

Co. Bluffs, Iowa 51503

Phone: 712-322-0637



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

As a realtor, I am in & out of traffic all the time. As a realtor I don't contend w/ the congested areas as many others do. ~~However~~ do that must travel thru rush hrs esp. on business days. However I hear about it in the publie & when I am trapped in the congestion, I'm amazed at it all for Co. Bluffs. I feel like I do when I'm in Omaha traffic. I personally am affected more in the Madison Ave area because of where I live & where I office. I also try to avoid I-80/I-29 in the west end in the late afternoon if possible. I've also tried to come in the Painesville on the do when possible just to avoid the traffic. I see a definite need to correct these problem areas. I've ad the project statement & would cast my vote in favor of getting started. It will only get worse. I'm also regarding the exchange on McPherson + I-80. Many people coming home, that live on the new subdivisions going up Madison Blvd. Thank you would be pleased to pass up the

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Name: \_\_\_\_\_  
 Address: Julij Smith  
1304 Overdale Dr  
Co. Bluffs IA 51503  
 Phone: 712-322-7545

on Madison Ave, we'd have  
 on Hill, Council, Overdale  
 1+2



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

12-30-99

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

Dear I.D.O.T.,  
 My husband, Danny Smith & I run the Fixed-Based Operation (Advanced Air, Inc.) at the Council Bluffs Airport. Danny is also the Airport Manager for the City of Council Bluffs.

Advanced Air, Inc. offers charter services, airframe shop, callibration, Non-Destructive Testing, flight instruction, aircraft rental and a propeller shop, the only one in the state of Iowa, drawing customers from a 7-state radius and some internationally. The prop shop is very specialized in that there are only 30 in the U.S.A., and as a customer from New Guinea intimated "puts C.B. on the map."

It is our good fortune to be partners in a charter plane with a gentleman, who owns the North Omaha Airport (Nebraska). His airport will be closing soon. In asking this partner if his customers would gravitate to our airport for services, he said he couldn't predict. But, the biggest obstacle our airport had for growth was the inaccessibility of the C.B. airport from the interstate. He said rather than building more & bigger hangars, runways, terminal improvement - make the airport easily accessible and the private sector will come and need airport improvements that they will be happy to pay for.

We need an Interstate-80 Exit at McPherson Avenue. The C.B. Airport is a little gem for the State of Iowa - primed and ready for economic take-off, if you'll help.  
 Thanks for your consideration!

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Name: Mrs. Danny Smith  
 Address: 16801 McCandless Lane  
C.B., IA 51503  
 Phone: (712) 323-2173 Airport  
(712) 322-5161 Home





# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

I feel that there needs to be an exit from US Interstate 80 near Council Bluffs IA to give direct access to McPherson Rd. This would give the public an easier way to get to the Council Bluffs Airport, and therefore contribute to the economic development of Council Bluffs and the surrounding area.

*Stephen Hitt*

PLEASE PRINT

Name: Stephen Hitt  
Address: 315 N. 19th  
Clarinda, IA 51632  
Phone: 712-542-3673

Please return comments by February 1, 1999.

I (do  do not ) desire a response.



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239 1225

12-30-99

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

WE NEED AN INTERSTATE 80 INTERCHANGE AT MCPHERSON AVE. FOR ACCESSIBILITY TO THE COUNCIL BLUFFS AIRPORT, NEW DEVELOPMENTS AT FERNDALE, CLOVERDALE, IOWA WESTERN COMMUNITY COLLEGE AND WESTFAIR. I UNDERSTAND ON THE FEDERAL LEVEL THAT TYING TRANSPORTATION FACILITIES LIKE ROADS, AIRPORTS, RAILROADS, HARBORS TOGETHER SHOULD RECEIVE A HIGHER PRIORITY THAN OTHER PROJECTS. I DID NOT SEE AN INTERCHANGE ON THE CURRENT PROPOSAL AND WOULD BE WILLING TO ASSIST IN LOBBYING LEGISLATORS TO GET RESULTS.

I AM PRESIDENT OF ADVANCED AIR INC. WHICH IS THE ONLY PROPPELLER, NON-DESTRUCTIVE TESTING AND CALIBRATION FACILITY FAA APPROVED IN THE STATE OF IOWA. MY CUSTOMERS COME FROM A 7 STATE AREA. MANY OF THESE CUSTOMER USE THE INTERSTATE SYSTEM TO GET TO ME. HAVING EASY ACCESS FROM MCPHERSON EXIT WOULD ENHANCE MY BUSINESS AS AT PRESENT FINDING THE COUNCIL BLUFFS AIRPORT IS TRICKY. PRESENTLY TO GET TO THE COUNCIL BLUFFS AIRPORT REQUIRES 5 TURNS AT BEST ALMOST GUARANTEING SOMEONE GETTING LOST. WE HAVE HAD NUMEROUS CUSTOMERS COMMENTS THAT THIS IS AN EXTREMELY DIFFICULT AIRPORT TO FIND. COUNCIL BLUFF HAS A VERY PROGRESSIVE AIRPORT AUTHORITY WHO PREDICTS A FUTURE OF TREMENDOUS ECONOMIC GROWTH MAKING THE AIRPORT AN INDUSTRIAL PARK. WITH THE CASINOS DRAWING MORE PEOPLE TO COUNCIL BLUFFS, EPPLEY AIRPORT STREAM LINING ITS BUSINESS TO AIRLINE TRANSPORT FACILITIES, MILLARD AIRPORT HEMMED IN AND POSSIBLY CLOSING. LEAVING THE COUNCIL BLUFFS AIRPORT WITH LONGER RUNWAYS AND INSTRUMENT APPROACHES COUPLED WITH GOOD INTERSTATE EXIT FOR EASY ACCESS WILL BE A SURE SUCCESS ADDING TO THE PROFITABILITY AND TAX DOLLARS TO THE STATE OF IOWA.

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

PLEASE PRINT

Name: DANNY F. SMITH  
Address: 16801 MCCANDLETS LANE  
COUNCIL BLUFFS IOWA 51503  
Phone: 712-323-2173



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

After reviewing the Interstate Needs Study for Pott Co, I agree with all of your recommendations but would like you to consider the points below. As I was unable to attend your public forum, you may have covered some of these points in your presentation. If so, I ask that you consider emphasizing the mentioned improvement in your study text as I consider these items high priority.

- Improved internal city and county signage to direct vehicles towards Interstate access points should be addressed in the short-term improvement plan. Current Interstate access signage within Council Bluffs is incomplete and confusing to outside traffic.
- The new exchange at I80 and McPherson should be incorporated into the short-term improvement plan. In my opinion, the need exists today to open an exchange at this location. Who has responsibility to pursue FHA change of access justification and to your knowledge, is this change of access request activity underway?
- Access to I29 for westbound traffic on US6 at Broadway and 35<sup>th</sup> St should be addressed in the long-term improvement plan.
- Completing the I29 interchange at N 16<sup>th</sup> St should also be addressed in the long-term plan.
- Since the cost of constructing a new Missouri River bridge must be a significant cost in the overall proposal, I would like to see the cost for the I80 Bridge improvement separate from other improvement costs. Is there shared responsibility between Douglas County and Pott County planning efforts to complete this needed Interstate system link?

Thank you,

*DM*  
Don McKeagney  
168 Keeline Ave  
Council Bluffs, IA 51503  
712-322-7876

PLEASE PRINT

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

Please return comments  
by February 1, 1999.

I (do  do not )  
desire a response.



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

- 1- No ~~exit~~ <sup>recommendation</sup> of an additional interchange/exit. Adding an ~~exit~~ exit at McPherson would: (for this plan)
- provide access to the airport from the interstate. This is important since it serves as a feeder (reliever) for Eggeby
  - It would divert traffic that uses the Madison interchange
  - It would ease traffic problems during construction projects at Madison by allowing traffic an alternate entrance/exit.
  - Easier access to downtown and hospitals
  - Projected SATS\* program will make airport access more vital. (FAA+DOT+NASA)
2. Level of Service for the majority of the current system is A or B. Most cities would love this luxury. Can we really justify the time & expense of this project based on LOS A & B.
3. Some I 80/I 29 problems could be improved with better Signage

\*SATS - Small Aircraft Transportation System  
part of 3 pillar & ten goal framework.

PLEASE PRINT

Name: FREDERICK D HANSEN

Address: 212 BENNETT AVE  
COUNCIL BLUFFS IA 51503

Phone: 712-323-9180

Please return comments  
by February 1, 1999.

I (do  do not )  
desire a response.



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

I see that a lot of the existing roadbeds will not be used for the new routings especially where I-29 comes in from the South and meets with I-80. I wonder what will be done with the old road beds? Could they somehow be used to form the roadbeds for the new routes? Is there a way to do that without closing the Interstate? The road in that area is built well above average ground level. It appears that you are going to need a lot of fill dirt to construct the new roadways. If you could construct the new roadways without hauling in a lot more "fill dirt" that would be good.

You need to be aware that in this community, there are some strong feelings about getting fill dirt by leveling the bluffs that are the city's namesake. It is a ready and popular source (of course not to mention cheap source) of fill dirt that many developers are using to complete their projects. It has drawn much attention from the public. This is one of the two areas in the entire world that such a formation exists in such depth of loess soil and it is a tourist attraction for the area. Developers seem intent on mining the hills for dirt with out much concern for public opinion. I hope you'll be sensitive to his issue and that one of the hallmarks of your project will be to find a another source for the fill you'll likely need.

PLEASE PRINT

Name: Terry LINDSLEY  
Address: 815 FRANKLIN Avenue  
Council Bluffs, Ia 51503  
Phone: 712-242-2102 (work)  
712-325-0107

Please return comments  
by February 1, 1999.

I (do  do not )  
desire a response.



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

*The improvements are necessary. The short term improvements are critical and the time for these should be within the next 2 to 3 years.*

*Traffic volumes between Madison Ave and Hwy 6 may warrant 6 lanes in this area due to the development planned along Hwy 6.*

*High vehicle occupancy (HVO) lanes should be considered where feasible in the metro area. This could defer a second I-80 Missouri River bridge.*

PLEASE PRINT

Name: Kenneth Milford  
Address: 212 Zenith Dr  
Council Bluffs, Ia 51503  
Phone: (712) 323-6056

Please return comments  
by February 1, 1999.

I (do  do not )  
desire a response.



**Citizen Comments**

POTTAWATTAMIE COUNTY  
 IMX-80-1(239)0-02-78

Sound wall is needed between South Expressway and South 24<sup>th</sup> St. Due to the increase in traffic on the Interstate over the past few years, the noise volume has increased significantly. Therefore living in this area is very noisy. At ~~the~~ times it is difficult to even be outside with the volume of noise.

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

PLEASE PRINT  
 Name: Timothy C. Taylor  
 Address: 2818 S. 13<sup>th</sup> Street  
C.B., IA. 51501  
 Phone: (712) 322-2899



**Citizen Comments**

POTTAWATTAMIE COUNTY  
 IMX-80-1(239)0-02-78

01-20-99  
 ① The improvements to the Interstate system are long overdue. Thanks for looking ahead to improvements.  
 ② Highway 275, south of Pioneer Trail and the new bridge located near there is deplorable. In many areas, there is no shoulder or it is deeply rutted. In one area, there is no 'edge' on the pavement at all. The highway itself is in very poor condition. In some areas brush comes nearly to road's edge making deer avoidance difficult. I am pleased to hear you plan some changes in 1999. I feel safer already. Thanks for listening.

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

PLEASE PRINT  
 Name: Sue Mortensen  
 Address: 12266 Woodland Trail  
Council Bluffs, IA 51503  
 Phone: 712.344.5033



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

THE WESTFAIR BOARD THINKS THAT THE IMPROVEMENT TO THE C.B. INTERSTATE SYSTEM IS GREAT FOR THE COMMUNITY. WE HOWEVER WANT TO POINT OUT THE NEED TO IMPROVE THE HWY. 6 EXIT AND THE HWY 6 TO THE EAST OF THE INTERSTATE. I'M NOT SURE YOU KNOW THAT WE OPERATE AN AMPHITHEATRE THAT HOLDS 22,000 PEOPLE. WHEN WE HOLD BIG CONCERTS THE TRAFFIC ON THE INTERSTATE BACKS UP TO AT LEAST THE MADISON AVE EXIT. THE MAIN REASON FOR THIS IS THE HWY IS SINGLE LANE IN EACH DIRECTION. IF YOU WOULD PLEASE TAKE A LOOK AT OUR PROBLEM.

THANKS

MARK ANDERSEN

WESTFAIR BOARD  
PLEASE PRINT

Name: MARK ANDERSEN

Address: HWY 6 - FAIRGROUNDS

Phone: 712-366-2255

MY OFFICE

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

515-239-1982



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

1. I would strongly recommend "against" this plan + proposal on I 29-I 80
2. This is strictly a "near" future project only IE: 5-10-15 yr time period.
3. Long term 20-30-40 years, it will not be needed
4. This project and Highway does not address the issues on the aging, elderly and disabled people in Council Bluffs, Southwest Iowa and Omaha area (balloon)
5. The cost of \$304 million will in 1999 to 600-700 million by the time it is done.
6. With our dependence on foreign oil, there will not be a stable supply
7. Our trade balance is escalating with 2/3 to 3/4 of it in oil import.
8. It is time for the roads, streets, highways to get off of "welfare".

PLEASE PRINT

Name: Roland M. Lynch

Address: 216 BLUFF ST.

Council Bluffs, Ia 51503

Phone: 712-323-0522

Please return comments by February 1, 1999.

I (do  do not ) desire a response.



**Citizen Comments**

POTTAWATTAMIE COUNTY  
 IMX-80-1(239)0--02-78

I have lived at my present address since March 1979 - with the mall of Bluffs, Lake Manawa Power Centre & Casinos we have seen a real increase in the interstate traffic I would like to ask for a sound wall to be placed ~~at~~ along the new systems where there are residential homes.

PLEASE PRINT

Name: Jennifer Ryndesen  
 Address: 2823 S. 13<sup>th</sup> St  
Council Bluffs, IA 51501  
 Phone: 712 323-2039

Please return comments by February 1, 1999.

I (do  do not ) desire a response.



**Citizen Comments**

POTTAWATTAMIE COUNTY  
 IMX-80-1(239)0--02-78

Dear DOT members:

The reworking of the Interstate in Council Bluffs is a highly important task that needs to be done promptly. The combined stretch of I-80 and I-29 is crowded, in disrepair, and is becoming increasingly unsafe. The combined stretch desperately needs widening. Since I moved back to Western Iowa 5 years ago in 1993, four factors have markedly increased traffic, increased my commute by 50% on many days, and resulted in gridlock about once per week requiring an alternate route to get home. These factors are: 1) the marked increase in airport traffic at Egley Airport 2) the ↑ casino traffic component, 3) residential building on the east side of Council Bluffs, and 4) the marked and ongoing expansion of businesses at the Lake Manawa exit. I feel the DOT has waited too long to plan. I am fully aware of the time it takes to collect data and develop plans. The interstate needed a plan in place, with joint planning with Omaha and the MAPA, to coordinate updating with the changes in Omaha. This should have coincided with need to replacing the aging pavement at 30 years of age, not 10 more years from now. I have lived in 3 quadrants of the state and this combined stretch is as dangerous as I-29 in Sioux City and I-235 in parts of Des Moines. Please

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Name: Tim Greiner  
 Address: 7345 Stafford Drive  
Council Bluffs, Iowa 51503  
 Phone: (712) 566-2972

Jan 30, 1999



**Citizen Comments**

POTTAWATTAMIE COUNTY  
 IMX-80-1(239)0--02-78

1. need an interchange @ McPherson Ave
2. reconfiguration @ Hwy 6 is overkill. Works fine "as is"
3. Some of the rebuilding of entrance & exit ramps appear to merely duplicate the existing. why spend the money to regrade? Just resurface.
4. The rest looks a.k. let's get started!

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

PLEASE PRINT

Name: Gray D. Woods  
 Address: 14 Hillside Dr  
Council Bluffs, IA 51503  
 Phone: 712-322-9859



**Citizen Comments**

POTTAWATTAMIE COUNTY  
 IMX-80-1(239)0--02-78

I would like a bridge into airport off of I-29.  
 And at a intersection of N. 35th St.

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

PLEASE PRINT

Name: Tsutomu Sudo  
 Address: 1322 South 33rd Street  
Omaha, NE 68105  
 Phone: (402) 342-0274



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

This project is long overdue. The entrance & exit ramps at the Lake Manawa & S. 24<sup>th</sup> St. locations as well as the road surface in this project area are in a deteriorated state.

However, according to information at the public hearing, the work could not begin for 5 years if approved. In 5 years this section of I-80 & parts of I-29 will be extremely hazardous to drive on.

Perhaps a more scaled back version of the plan should be adopted & work started on the worst areas before accidents are caused by the conditions on the road.

If this is not possible, then do a resurfacing soon to help with this problem area.

## SUGGESTIONS FOR IMPROVEMENTS TO I-80 AND I-29 IN AND AROUND COUNCIL BLUFFS, IOWA

- 1 - Add additional lanes from somewhere around where I-80 and I-29 merge in vicinity of MP 1A to 24th Street exit. Traffic coming from the west on I-80 often take up both lanes of the highway and do not leave any place for I-29 southbound traffic to merge.
- 2 - The exit ramp at the South Expressway eastbound needs dual lanes. With all the additional traffic exiting at this location to go to the Manawa Power Mall, trucks going to the truck stop and service areas, and tourists stopping at the fast food restaurants; traffic is often backed up for considerable distance creating a hazardous situation.
- 3 - There is no direct exit from I-29 at the South Omaha Bridge Road to permit traffic to go westbound. As it now exists, traffic must exit and go eastbound to the traffic signals at the junction of Highways 92 and 275 and make a U-Turn. This also creates a hazardous situation, especially with the Lewis Central High School in the immediate vicinity and considerable traffic going to and from the school.
- 4 - There is a need for a new interchange at McPherson Avenue (old Highway 6). At the present time, there is no interchange for several miles from new Highway 6 to Madison Avenue. The area east on McPherson Avenue is now developing and also the Council Bluffs airport is located east on McPherson. Believe if an interchange was located here this area of Council Bluffs would develop more rapidly.

Royce Ingram  
342 Golden Oaks Drive  
Council Bluffs, Iowa 51503

Phone 712/328-9796

January 20, 1999

PLEASE PRINT

Name: Tom & Diane Stull

Address: 108 Applewood Court  
Council Bluffs, Iowa

Phone: 712-322-2253

Please return comments  
by February 1, 1999.

I (do ) do not   
desire a response.





# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

Dear IDOT,

As a citizen & pilot, I believe it is in the best interests of the city of Council Bluffs & the Council Bluffs Airport if ~~you~~<sup>you</sup> construct an I-80 interchange at I-80 & McPherson. Currently, from I-80, it is a confusing bit of ~~driv~~ driving to get to the airport. Sometimes potential customers ~~of~~ give up before finding it. From I-80 it is a direct shot to the airport & direction-giving would be simple & well.

Thank you for your consideration.

James R Newman

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

PLEASE PRINT

Name: James Newman  
Address: 2495 Vineyard Hills Dr  
Council Bluffs, IA 51503  
Phone: (712) 329-0759



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

Traffic congestion is increasingly dangerous. Rush hours traffic backs up in all directions.

Project needed.  
w/o economic development and public safety at risk.

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

PLEASE PRINT

Name: Linda Barrett  
Address: 808 Timbercrest  
Council Bluffs, IA  
51503  
Phone: \_\_\_\_\_



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

Dear Sirs,

We are the creators for the Confederate Air Force WWII Museum at the Council Bluffs Airport. We would like to encourage you to put the McPherson exit for I-80 on your 5 year plan. It is very hard for people visiting to find the airport by having to exit at Madison ave.

Thank you.  
Don & Norma Jardon

PLEASE PRINT

Name: DONALD + NORMA JARDON  
Address: 708 Cass St  
Box 68 Arnold IA 51535  
Phone: 712/778-4230

Please return comments by February 1, 1999.

I (do  do not ) desire a response.



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0--02-78

1-29-99

Dear Sirs

We are with the Confederate Air Force at The Council Bluffs Airport.

We want to ask you to put the 180 McPherson Exit into your 5 year plan. It is very hard for visitors to find the airport and this would make it much easier. Thank you for your consideration.

Kirk + Mecca Jardon

PLEASE PRINT

Name: KIRK + MECCA JARDON  
Address: 807 W 29th Ave #3  
Belle Vue NE 68005  
Phone: 402-792-2350

Please return comments by February 1, 1999.

I (do  do not ) desire a response.



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

1-20-99

Thank you for the opportunity to view the Study Report proposals -

1- I agree with the need to widen I-80 to provide 3 lanes each direction -

I puzzle over the design plan at the intersections but understand there are rules to follow.

2. I recommend the lanes ~~to be added~~ be added first & the bridge over the river be added long term later -

3 I agree with all the 5 recommended short term improvements.

4. I question the 35th Street North & I-29 interchange proposal & subsequent closing of Ave G ramps. Is North 35th & Ave G. able to handle the traffic flow?

5. I question the money to be pumped into the 9th Avenue & Nebraska Avenue interchanges. I think access to homeowners is just as important as providing jobs to its people -

6. I would like to see some access at ~~Franklin Ave. or~~ McPherson Ave PLEASE PRINT

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Name: Joyce Koontz  
Address: 1504 Skyline Drive  
Council Bluffs, IA 51503  
Phone: (712) 322-2868



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

I would hope that an Interstate on/off ramp for the McPherson Avenue area off Interstate 80 could be considered. This would service a growing residential area, & help with traffic back ups at the two other Interstate intersections at Madison Avenue (due to increasing residential growth and the Mall of the Bluffs) and Highway 6 (due to Westfair traffic.) At several events at Westfair I understand traffic has literally backed up on I-80 all the way to Nebraska.

An exit at McPherson Avenue would also greatly help with the growth of the Council Bluffs airport. With the other area reliever airport gridlocked at Millard, Nebraska, many pilots might use the Council Bluffs airport if access to it was not such a problem. Local pilots know how to find it but giving anyone else directions on how to reach it from the Interstate is difficult. An exit here would also have the benefit of facilitating the air traffic situation. The movement of some of the general aviation traffic from overcrowded Eppley Airfield and Millard would also help those transportation facilities.

It would seem to me that an Interstate exit at McPherson Avenue is long overdue. If one is not developed there will be an ongoing dangerous situation with the traffic back ups on the Interstate itself at both the Madison Avenue exit and the Highway 6 exit whenever those exits are busy.

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

PLEASE PRINT

Name: Michael A. Sciortino  
Address: 21 Burr Oak Road  
Council Bluffs, IA 5150  
Phone: \_\_\_\_\_



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

\* Highway 75 South Needs some work on the bridge!

† In general — The faster this project can get off the drawing board the better!!

Is Any chance of looking at a McPherson (old 6) interchange? Growth is heading that way — Swec, Fairgrounds, Airport, Golf Course, etc.

Thank you for this opportunity!

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Name:

PLEASE PRINT  
Wayne Kohlerdahl

Address:

~~114~~ 114 Norwood

Phone:

Council Bluffs, Iowa  
712/323-9363



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

The interchange at I-80 & McPherson Ave would be a good idea to add to the plan 1<sup>st</sup>, since this area would provide quick access to our airport & all the new & existing housing developments in this area. Since most of the new housing is going up in this area, this would take pressure off I-80 Hwy 6 exit & then using sunnydale rd which is embroiled every spring for the heavy construction equipment, this forces heavy use of Madison Valley View Rd. This intersection would also promote more growth in the east/airport area and give quick access to the north/east part of town, taking pressure off Bennett, Madison & Valley View

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Name:

PLEASE PRINT  
JAMES D. MARROW

Address:

17622 Sunnydale Rd

Phone:

Council Bluffs IA  
51503  
712 323-5126 Work  
712 323-5832 Home



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

My comment would be that I believe the plan should include expansion of 3 lanes from Madison Ave to Highway 6 - Kaneshville instead of reducing to 2 lanes each side at Madison. Future Growth at the intersection of Highway 6 has occurred i.e. West Fair Amphitheatre and resurfacing of Highway 6 to Oakland has and will continue to increase traffic. Also, the college continues to grow and is adding a performing arts centers. Due to these considerations I believe the additional lanes should be included in the plan or considered in grading so they could be added later at minimal expense since they will be needed.

*Barry Cleaveland*

PLEASE PRINT

Name: Barry Cleaveland  
Address: 1435 McPherson Ave  
Council Bluffs IA 51503  
Phone: 712 323 7480

Please return comments by February 1, 1999.

I (do  do not )  
desire a response.



# IOWA DEPARTMENT OF TRANSPORTATION

PLANNING AND PROGRAMMING DIVISION, OFFICE OF PROJECT PLANNING (515) 239-1225

## Citizen Comments

POTTAWATTAMIE COUNTY  
IMX-80-1(239)0-02-78

Still have it addressed the access to Broadway. S/B ramp N of I29 to get into C.B.

otherwise really like it sooner the better

PLEASE PRINT

Name: Grant Gubbard  
Address: 10117 Armstrong Place  
Dunda NE 68134  
Phone: 712 329 6021

Please return comments by February 1, 1999.

I (do  do not )  
desire a response.



Citizen Comments

POTTAWATTAMIE COUNTY

IMX-80-1(239)0-02-78

In my opinion an interstate exit at McPhearsom Ave would be of great benefit. I am an airport authority member and a private pilot. I find that directing people to the airport is somewhat difficult. This is due to the distance one must travel to get to either the Madison Avenue or Highway Six exits.

The addition of a McPhearsom Avenue exit would not only benefit the airport but would relieve congestion at the Madison Avenue and HIGHWAY SIX. There is tremendous development in this area which will lead to increased traffic.

We have seen growth in the use of the airport. That can continue with a more accessible interstate interchange.

Further study would show significant growth in traffic in the area. Therefore, it would be logical to add this interchange to the plan of proposed changes to the interstate system serving the Council Bluffs area.

PLEASE PRINT

Please return comments by February 1, 1999.

I (do  do not ) desire a response.

Name: Bill McGinn  
Address: 2814 MacInerney Dr #1303  
Co Bluffs, Iowa 51501  
Phone: (712) 366-2977  
(712) 323-1566



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Tsutomu Sudo  
1322 South 33 Street  
Omaha, NE 68105

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Sudo:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Regarding your specific comment, the need for a new interchange directly east of Eppley Airfield to provide direct access from I-29 over the Missouri River was investigated. Currently motorists are required to cross the Missouri River at I-80, I-480, or I-680, and then proceed via surface streets or other freeways to the airport. Two alternatives were developed for this new interchange and Missouri River crossing. The major difficulties in developing the alternatives included the limited separation between I-29 and the river and the minimum clearance required over the Missouri River (i.e., for river navigation). Together, these restrictions would make it extremely difficult to provide a vertical profile for the roadway. A new interchange in this vicinity would be further constrained on the eastside by the existing bluffs and railroad tracks and by Federal Aviation Administration (FAA) restrictions on vertical obstructions within the aircraft approaches to Eppley. Due to the high construction costs and the significant construction impacts of the alternatives, a new interchange at this location was dropped from further consideration.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Sam Holmes  
352 Logan Street  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Holmes:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. A response to each is provided below.

The feasibility of access between West Broadway and I-29 was investigated in great depth during Phase II of this study. There were several key issues including required ramp spacing, available distances between adjacent interchanges, and the additional traffic loading onto West Broadway. Projected trip generation showed limited demand for ramps between West Broadway and I-29 to the north and construction of these ramps would be difficult and costly. These ramps were eliminated from consideration in Phase III based on these issues. A ramp from westbound West Broadway to southbound I-29 was determined to be physically impossible to construct due to conflicts with other ramps. An exit ramp from northbound I-29 to eastbound West Broadway would be possible using a lower design speed. Consideration of this ramp will be documented in the Final Study Report.

The legibility/understandability of interstate signs as well as sign lighting are both very important issues. Long term interstate signing issues will be addressed in the development of final construction plans. The current federal design standards for interstate signs will be used. Current design standards emphasize the importance of "large and easy-to-read" text especially for drivers who are not familiar with the route or area. In addition, proper sign placement improves safety by providing motorists with required information for vehicle guidance at the right time and place.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Ms. Jennifer Kyndesen  
2823 South 13<sup>th</sup> Street  
Council Bluffs, IA 51501

Subject: Council Bluffs Interstate Needs Study

Dear Ms. Kyndesen:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. Regarding the installation of noise walls, please be assured that the Iowa Department of Transportation is sensitive to community concerns and will address, to the extent possible, such concerns. Decisions regarding noise walls will be made during final design activities. Additional opportunities for public input are expected as part of these activities.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Imara Nicholson for*  
Harry S. Budd, Director  
Office of Project Planning

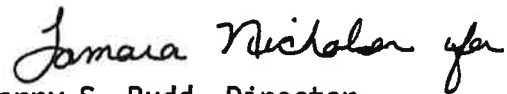
TN:maa



Page 2  
April 1, 1999

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



## Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Michael L. Knedler  
158 Norwood Drive  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Knedler:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. A response to each is provided below.

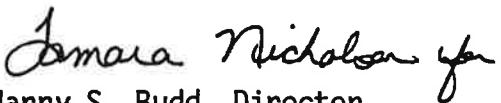
No direct connection from the 9<sup>th</sup> Avenue interchange to 2<sup>nd</sup> Avenue (i.e. Service Road B) will be included with the preferred interstate alternative. The proposed 5<sup>th</sup> Avenue extension under the interstate should help offset the closure of Service Road B. Adjustments to the local roadway network associated with the proposed interstate improvements were considered to be an important issue. It was concluded that although the local traffic circulation would be negatively affected the additional travel time would be relatively minor. And although the proposed revisions to local streets will create a less direct route, the elimination of Service Road B was deemed necessary to accommodate the recommended interstate improvement plan.

The feasibility of access between West Broadway and I-29 was investigated in great depth during Phase II of this study. There were several key issues including required ramp spacing, available distances between adjacent interchanges, and the additional traffic loading onto West Broadway. Projected trip generation showed limited demand for ramps between West Broadway and I-29 to the north and construction of these ramps would be difficult and costly. These ramps were eliminated from consideration in Phase III based on these issues. A ramp from westbound West Broadway to southbound I-29 was determined to be physically impossible to construct due to conflicts with other ramps. An exit ramp from northbound I-29 to eastbound West Broadway would be possible using a lower design speed. Consideration of this ramp will be documented in the Final Study Report.

Page 2  
April 1, 1999

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Frederick D. Hansen  
212 Bennett Avenue  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Hansen:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. A response to each is provided below.

The final study report will note that a new interchange at McPherson Avenue and I-80 may be justified to serve existing and future housing developments in the area, to serve the airport and to provide operational benefits by off-loading the Madison Avenue interchange. Numerous alternatives for a new interchange at McPherson Avenue were considered during this study. Three of the alternatives were identified as preferred alternatives, worthy of additional investigation. However, a new interchange has not been formally incorporated into the Recommended Plan since a new interchange will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing interstate system. Following completion of such activities (which are beyond the scope of this study), a new interchange at McPherson could be added to the recommended plan.

Although some portions of the study area are currently operating at level of service "A" or "B", other portions are operating at level of service "D" or "E" during peak travel periods. These areas are expected to degrade to level of service "F" under future traffic volumes.

Some of the existing problems in the study area could be improved with enhanced signage. A number of potential improvements were identified in Phase I of our study. Long term signing issues will be addressed as part of design activities.



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391  
FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Ms. Brenda Mainwaring  
403 Kenmore Avenue  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Ms. Mainwaring:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. The feasibility of access between West Broadway and I-29 was investigated in great depth during Phase II of this study. There were several key issues including required ramp spacing, available distances between adjacent interchanges, and the additional traffic loading onto West Broadway. Projected trip generation showed limited demand for ramps between West Broadway and I-29 to the north and construction of these ramps would be difficult and costly. These ramps were eliminated from consideration in Phase III based on these issues. A ramp from westbound West Broadway to southbound I-29 was determined to be physically impossible to construct due to conflicts with other ramps. An exit ramp from northbound I-29 to eastbound West Broadway would be possible using a lower design speed. Consideration of this ramp will be documented in the Final Study Report.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Amara Nicholson for*  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391  
FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Tim Greiner  
7345 Stafford Drive  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Greiner:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments regarding the overlap section of I-80 and I-29 were appreciated as well. The Iowa Department of Transportation recognizes that short-term improvements will be critically important in this area. Funds earmarked for such improvements have already been programmed into the Transportation Improvement Program (TIP) for the metropolitan area. This study initially recommended the addition of a third lane in each direction between the West System Interchange and the South Expressway as a temporary improvement to address immediate capacity deficiencies. Under this proposal, the additional lanes would be constructed with asphalt and would be doweled to the adjacent lane. However, we have determined that the existing pavement is in such poor condition that doweling will not be viable option. As such, we are currently investigating total reconstruction of the mainline to the ultimate configuration in this area within the next few years, subject to funding limitations.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Amara Nicholson for*  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391  
FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Stephen Hitt  
315 North 19<sup>th</sup>  
Clarinda, IA 51632

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Hitt:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. Regarding an interchange at McPherson Avenue and I-80, the final study report will note that a new interchange at this location may be justified to serve existing and future housing developments in the area, to serve the airport and to provide operational benefits by off-loading the Madison Avenue interchange. Numerous alternatives for a new interchange at McPherson Avenue were considered during this study. Three of the alternatives were identified as preferred alternatives, worthy of additional investigation. However, a new interchange has not been formally incorporated into the Recommended Plan since a new interchange will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing interstate system. Following completion of such activities (which are beyond the scope of this study), a new interchange at McPherson could be added to the recommended plan.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Harry S. Budd*  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391  
FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Mark Andersen  
Westfair Board  
Hwy 6 - Fairgrounds  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Andersen:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well and will be considered appropriately as part of other study efforts. However, please note that an assessment of cross streets such as U.S. Highway 6 beyond the immediate vicinity of the interstate system was beyond the scope of this study. Also note that the recommended improvements to the interstate system are based on traffic projections which reflect typical (weekday) traffic conditions. Although roadways are typically not designed to serve the maximum traffic volume levels which occur during the year, they should be designed for traffic volume levels which are not exceeded very often or by very much. The Iowa Department of Transportation is well aware of the potential impact that special event traffic associated with the Westfair Amphitheater can have on U.S. Highway 6 and on I-80. Therefore, improvements beyond those recommended as part of this study will need to consider the frequency of events which generate traffic volumes greater than that utilized in this study. Consideration should also be given to event-specific measures such as temporary lanes using cones, changeable message signs and the use of traffic control officers.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Harry S. Budd*  
Harry S. Budd, Director  
Office of Project Planning

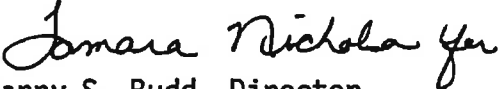
TN:maa

Page 2  
April 1, 1999

The construction cost estimates for the recommended improvements are based on 1998 dollars. Depending on the schedule for implementation and other variables such as material costs and labor costs, actual construction costs may be higher.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



## Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Roland M. Lynch  
216 Bluff Street  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Lynch:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. The Recommended Plan will serve as a guide to be used by the Metropolitan Area Planning Agency, the Iowa Department of Transportation and the City of Council Bluffs in the development of short term (0-5 years) and long term (20 years and beyond) improvements for the interstate system.

Historical patterns and travel demand models remain the tools most often utilized to predict future traffic volumes. Although your predictions regarding trade imbalances and oil supplies may very well prove to be true, they are contrary to historical patterns and cannot be readily applied to travel demand models. Such models generally utilize land use data and socioeconomic data such as population, employment, income levels and other variables which continue to increase. Even under the most optimistic of scenarios for travel demand management strategies (ride-sharing, transit usage, etc.), these models indicate that traffic volumes will continue to increase.

It should be noted that the design standards which have been applied to the recommended improvements of this study address the needs of older drivers to a much greater extent than did the standards applied when the interstate system was initially constructed. Most features of the plan reflect the importance of "driver expectancy". For example, left side exit ramps will be replaced by right side exit ramps. In general, additional reaction time will be provided to drivers for making decision as they travel through the corridor.



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

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April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mrs. Danny Smith  
16801 McCandless Lane  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mrs. Smith:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. Regarding an interchange at McPherson Avenue and I-80, the final study report will note that a new interchange at this location may be justified to serve existing and future housing developments in the area, to serve the airport and to provide operational benefits by off-loading the Madison Avenue interchange. Numerous alternatives for a new interchange at McPherson Avenue were considered during this study. Three of the alternatives were identified as preferred alternatives, worthy of additional investigation. However, a new interchange has not been formally incorporated into the Recommended Plan since a new interchange will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing interstate system. Following completion of such activities (which are beyond the scope of this study), a new interchange at McPherson could be added to the recommended plan.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Danny Smith  
16801 McCandless Lane  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Smith:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. Regarding an interchange at McPherson Avenue and I-80, the final study report will note that a new interchange at this location may be justified to serve existing and future housing developments in the area, to serve the airport and to provide operational benefits by off-loading the Madison Avenue interchange. Numerous alternatives for a new interchange at McPherson Avenue were considered during this study. Three of the alternatives were identified as preferred alternatives, worthy of additional investigation. However, a new interchange has not been formally incorporated into the Recommended Plan since a new interchange will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing interstate system. Following completion of such activities (which are beyond the scope of this study), a new interchange at McPherson could be added to the recommended plan.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Ms. Judy Smith  
304 Cloverdale Drive  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Ms. Smith:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. Regarding an interchange at McPherson Avenue and I-80, the final study report will note that a new interchange at this location may be justified to serve existing and future housing developments in the area, to serve the airport and to provide operational benefits by off-loading the Madison Avenue interchange. Numerous alternatives for a new interchange at McPherson Avenue were considered during this study. Three of the alternatives were identified as preferred alternatives, worthy of additional investigation. However, a new interchange has not been formally incorporated into the Recommended Plan since a new interchange will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing interstate system. Following completion of such activities (which are beyond the scope of this study), a new interchange at McPherson could be added to the recommended plan.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Amara Nicholson*  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Timothy C. Taylor  
2818 South 13<sup>th</sup> Street  
Council Bluffs, IA 51501

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Taylor:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. Regarding the installation of noise walls, please be assured that the Iowa Department of Transportation is sensitive to community concerns and will address, to the extent possible, such concerns. Decisions regarding noise walls will be made during final design activities. Additional opportunities for public input are expected as part of these activities.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Amara Nicholson*  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Terry Lindsley  
815 Franklin Avenue  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Lindsley:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. A response to each is provided below.

A detailed phasing plan for the recommended long-term improvements was beyond the scope of this study. However, construction staging/phasing was investigated to the level necessary to determine the feasibility of the improvements. While it is true the use of existing road beds will reduce fill needs, construction of new roadways on new alignments "in the clear" will better facilitate keeping the mainline and ramps open to traffic during construction. To the extent possible, existing road beds will be used for fill in other areas once traffic has been removed.

The Iowa Department of Transportation is sensitive to the communities' concerns regarding fill material obtained from the bluffs. Decisions regarding construction methods and construction phasing will be made during subsequent project phases. Additional opportunities for public input are expected as part of these activities.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

A handwritten signature in cursive script that reads "Harry S. Budd".

Harry S. Budd, Director  
Office of Project Planning

TN:maa





Projected trip generation showed limited demand for ramps between West Broadway and I-29 to the north and construction of these ramps would be difficult and costly. These ramps were eliminated from consideration in Phase III based on these issues. A ramp from westbound West Broadway to southbound I-29 was determined to be physically impossible to construct due to conflicts with other ramps. An exit ramp from northbound I-29 to eastbound West Broadway would be possible using a lower design speed. Consideration of this ramp will be documented in the Final Study Report.

The construction of a full interchange at North 16<sup>th</sup> Street was also reviewed in Phase II of the study. The projected traffic volume estimates (provided by MAPA) showed limited demand for I-29 ramps to the south at North 16<sup>th</sup> Street. Nash Boulevard was recently completed to provide access to the full interchange at North 25<sup>th</sup> Street from North 16<sup>th</sup> Street. Another consideration was the potential environmental impacts to the wetlands in the area. Based on this information, the Technical Advisory Committee concluded that a full interchange is not justified at this location. Improvements that are recommended at the North 16<sup>th</sup> Street interchange include realigning the westbound I-29 mainline and making the southbound North 16<sup>th</sup> Street exit ramp a right hand exit.

Although not reported in the Final Study Report, a separate construction cost estimate of approximately \$15 million for a new I-80 bridge over the Missouri River has been developed. The Iowa Department of Transportation and the Nebraska Department of Roads continue to coordinate their efforts for planning, design, construction and maintenance activities related to bridges between the two states.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

A handwritten signature in cursive script that reads "Harry S. Budd".

Harry S. Budd, Director  
Office of Project Planning

TN:maa

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Don McKeagney  
168 Keeline Avenue  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. McKeogney:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. A response to each is provided below.

Some of the existing problems in the study area could be improved with enhanced interstate signage. A number of potential improvements were identified in Phase I of our study. Long term interstate signing issues will be addressed as part of design activities. Your comment regarding internal city and county signage will be forwarded to the City Engineer.

The final study report will note that a new interchange at McPherson Avenue and I-80 may be justified to serve existing and future housing developments in the area, to serve the airport and to provide operational benefits by off-loading the Madison Avenue interchange. Numerous alternatives for a new interchange at McPherson Avenue were considered during this study. Three of the alternatives were identified as preferred alternatives, worthy of additional investigation. However, a new interchange has not been formally incorporated into the Recommended Plan since a new interchange will require justification and documentation per the requirements of the Federal Highway Administration for a change of access to the existing interstate system. Following completion of such activities (which are beyond the scope of this study), a new interchange at McPherson could be added to the recommended plan.

The feasibility of access between West Broadway and I-29 was reviewed in Phase II of the study. There were several key issues including required ramp spacing, available distances between adjacent interchanges, and the additional traffic loading onto West Broadway.



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391  
FAX: 515-239-1982

April 14, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Ms. Sue Mortensen  
12266 Woodland Trail  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Ms. Mortensen:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. It is my understanding that your comment regarding U.S. Highway 275, south of Pioneer Trail has been addressed by Mr. Brian Morrissey of the Iowa Department of Transportation during your recent phone conversation. If you should have any additional comments regarding this study, please feel free to contact Brian at 712-243-3355.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Samara Nicholas*  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391  
FAX: 515-239-1982

April 1, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Mr. Kenneth Milford  
212 Zenith Drive  
Council Bluffs, IA 51503

Subject: Council Bluffs Interstate Needs Study

Dear Mr. Milford:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

Your specific comments were appreciated as well. A response to each is provided below.

Short-term improvements will be an important aspect of the Recommended Plan. Funds earmarked for such improvements have already been programmed into the Transportation Improvement Program (TIP) for the metropolitan area.

Six lanes on I-80 between Madison Avenue and U.S. 6 are not justified based on future traffic projections which reflect typical (weekday) traffic conditions. However, the Iowa Department of Transportation recognizes that special event traffic associated with the Westfair Amphitheater and/or future developments will need to be considered during subsequent project phases.

High Occupancy Vehicle (HOV) lanes were evaluated at a broad level and determined to be non-cost effective. The benefits of Intelligent Transportation System (ITS) measures (changeable message signs, incident management, etc.) will be evaluated, where applicable, and incorporated into the Recommended Plan in subsequent project phases.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

*Samara Nicholas*  
Harry S. Budd, Director  
Office of Project Planning

TN:maa



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515-239-1391

FAX: 515-239-1982

April 14, 1999

Ref. No. Council Bluffs  
Interstate Study  
IMX-80-1(239)--02-78

Ms. Paulette Tyrakoski  
2608 South 24<sup>th</sup> Street  
Council Bluffs, IA 51501

Subject: Council Bluffs Interstate Needs Study

Dear Ms. Tyrakoski:

Thank you for your interest in the Council Bluffs Interstate Needs Study. The public informational meeting held on January 20, 1999, was well attended and provided our staff with a better understanding of public opinion regarding current problems in the area and the improvements proposed by the current study.

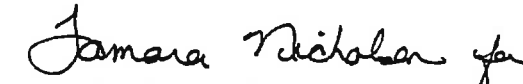
Your specific comments were appreciated as well. A response to each is provided below.

The feasibility of access between West Broadway and I-29 was investigated in great depth during Phase II of this study. There were several key issues including required ramp spacing, available distances between adjacent interchanges, and the additional traffic loading onto West Broadway. Projected trip generation showed limited demand for ramps between West Broadway and I-29 to the north and construction of these ramps would be difficult and costly. These ramps were eliminated from consideration in Phase III based on these issues. A ramp from westbound West Broadway to southbound I-29 was determined to be physically impossible to construct due to conflicts with other ramps. An exit ramp from northbound I-29 to eastbound West Broadway would be possible using a lower design speed. Consideration of this ramp will be documented in the Final Study Report.

The Iowa Department of Transportation's "Logo Sign Program" for individual businesses is designated for rural areas only. The existing service signs used at South 24<sup>th</sup> Street for restaurants, lodges, etc. are the only service signs currently permitted in urban areas. Although there have been numerous requests for Logo Signs at the 24<sup>th</sup> Street interchange, it is unlikely that the current administration will revise the current policy to permit Logo Signs in urban areas.

Thank you for your participation in the public involvement process of the Council Bluffs Interstate Needs Study.

Sincerely,

  
Harry S. Budd, Director  
Office of Project Planning

TN:maa

