

ABOUT

PURPOSE AND NEED

The Council Bluffs Interstate System was constructed in the 1960s and was developed to the design standards of the time. Although routine maintenance projects were completed in the 1980s and 90s, significant changes had not been made to the system. It does not have the capacity to carry the number of projected travelers expected in the future. Traffic volumes on some areas of I-80 in the project area are currently twice the original design estimates. By 2030, the volume between the I-29 interchanges is expected to increase to more than 120,000 vehicles per day.

GOALS

The Council Bluffs Interstate System Improvement Program will correct functional design issues while accommodating planned development along the I-29 and I-80 interstate corridors. The projects within the program will reduce traffic congestion, provide for projected traffic demands, repair existing roadway conditions, and address existing safety issues.

While improving safety and traffic issues is the primary concern of the program, Iowa DOT is mindful of the value of improving the visual landscape and has included aesthetic treatments and enhancements as program objectives. An Aesthetics Master Plan for the interstate corridor guides design for the system that incorporates local culture, landscape and other planning initiatives to create a cohesive corridor appearance.

HOW DID WE GET HERE?

In 1997, the city of Council Bluffs and Metropolitan Area Planning Agency conducted a study of the interstate system in Council Bluffs. This study, known as the Council Bluffs Interstate System Needs Study, indicated that many of the interstate's features do not meet current design standards, guidelines or operational criteria and do not provide adequate traffic capacity.

In 2002, the Iowa DOT initiated the Council Bluffs Interstate System Improvement Program to address the issues raised by the 1997 study and develop solutions for improving the interstate system in the Council Bluffs metropolitan area. The improvement program is a multi-year effort that will result in reconstruction of the majority of the Council Bluffs Interstate System.

Construction on the Council Bluffs Interstate System began in 2008 and is expected to be complete in 2024. Projects have been prioritized based on the highest volume of vehicles, benefits to traffic management, and improved safety in the urban areas of the interstate system.

PROGRAMMATIC APPROACH

The Council Bluffs Interstate System Improvement Program is a key project in the Iowa DOT's five-year Transportation Improvement Program. The program will bundle projects together that can be constructed at the same time in order to decrease the overall length of construction impacts and the administrative costs of the program.



 **GETTING
YOU THERE**
COUNCIL BLUFFS INTERSTATE



Iowa DOT is in the process of reconstructing I-80, I-29 and I-480 in the Council Bluffs/Omaha metropolitan area. This comprehensive interstate redesign, known as the Council Bluffs Interstate System Improvement Program, will modernize the highway system and improve mobility and safety in the area.

The Council Bluffs Interstate System Improvement Program is a key project in the Iowa DOT's five-year Transportation Improvement Program. Redesigning the Council Bluffs Interstate System includes the modernization and rehabilitation of approximately 18 miles of interstate and 15 interchanges. This system serves the regional transportation network including a large number of commuters from Council Bluffs and western Iowa into Nebraska, as well as interstate system users. Statewide, the system is a key component of the roadway and railway network for regional/national commerce that provides routes to deliver goods and services.

Such a large program is bound to generate a lot of attention. This program factsheet has been designed so that you have all the essential facts and contact information readily available to you. It is Iowa DOT's goal to be as transparent as possible so that we may best serve the Council Bluffs community and travelling public at large throughout the duration of the program.

Thank you,

Council Bluffs Interstate System
Improvement Program Team



GET INVOLVED

PLAN AHEAD... AVOID THE TRAFFIC

If you would like to stay informed on project developments or learn about upcoming public events related to the Council Bluffs Interstate System Improvement Program:

VISIT THE PROGRAM WEBSITE:
www.CouncilBluffsInterstate.IowaDOT.gov

FOLLOW US ON SOCIAL MEDIA:



VISIT THE PROGRAM OFFICE:

Mall of the Bluffs
1751 Madison Avenue, Suite 750
Council Bluffs, IA 51503
Enter on the east side of the Mall. Parking is located on the east side of the Dillard's Clearance Store.

EMAIL US:
info@CouncilBluffsInterstate.com

CALL US: 712.216.3339

CONSTRUCTION

HOW PROJECTS ARE PRIORITIZED

Iowa DOT has established goals for the Council Bluffs Interstate System Improvement Program that are motivated by minimizing construction-related impacts and delays for highway users. Iowa DOT's goal is to maintain the existing traffic capacity for interstate traffic, incrementally add capacity for more vehicles on the interstate, and improve safety as different construction projects are completed.

Approximately 18 miles of mainline interstate (I-80, I-29, and I-480) and 15 interchanges are included in the program area. Individual projects are being grouped strategically to maximize improvements while minimizing construction impacts to Council Bluffs residents and the traveling public.

COMPLETED PROJECTS

Initial construction for the program began in 2008 with the I-80 Missouri River Bridge. When Iowa DOT initiated the program, funding was available from both Iowa DOT and Nebraska Department of Transportation to replace the bridge. Improvements to other parts of the interstate system without first fixing the bridge would have made this area a bottleneck for I-80.

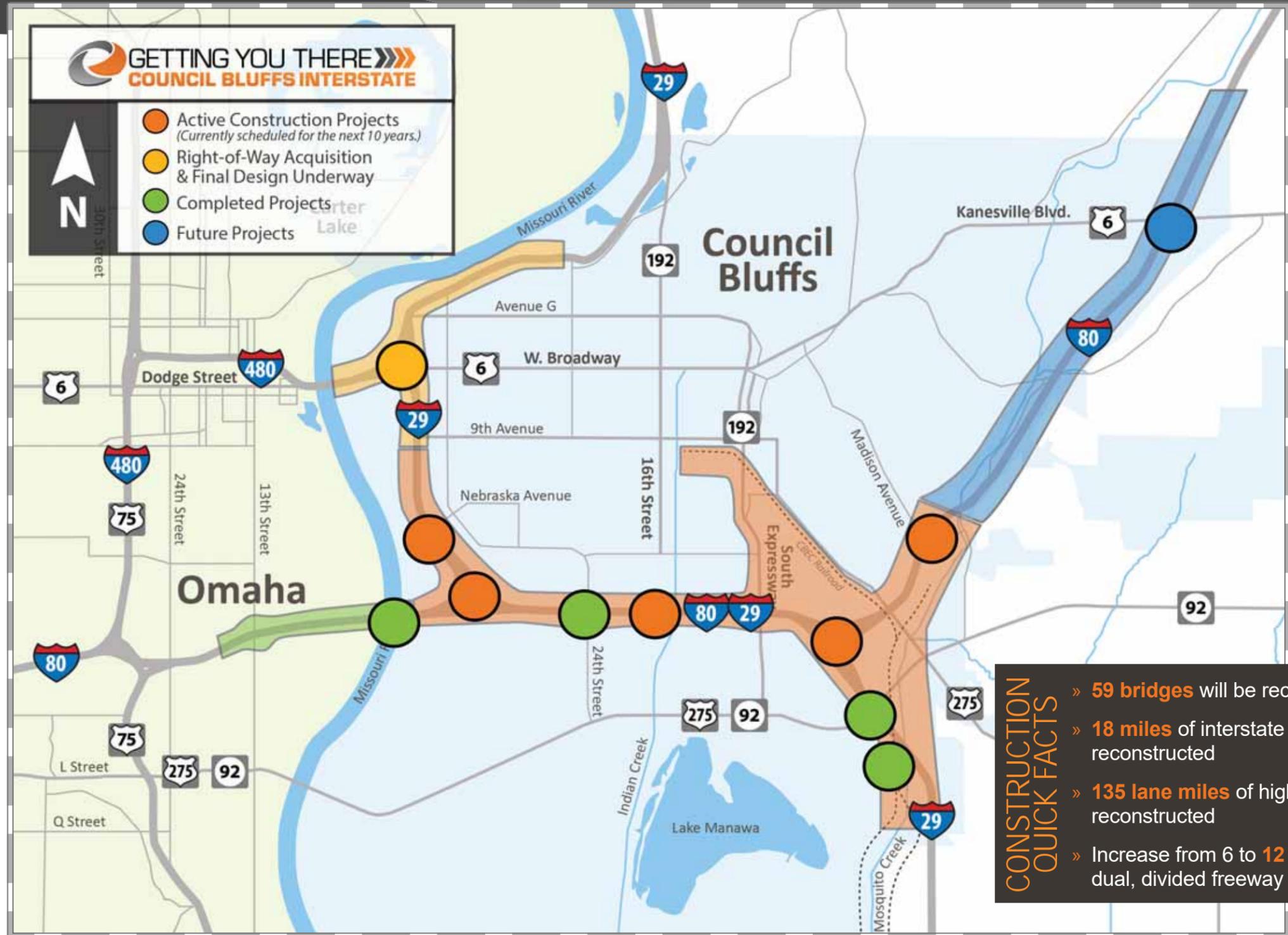
The replacement of the 24th Street Bridge was the first in a series of efforts to improve the capacity of the Council Bluffs Interstate System. The 24th Street Bridge was successfully completed in a single construction season, minimizing effects on the surrounding community and businesses.

The I-29/U.S. 275/IA 92 Interchange reconstruction occurred between 2014 and 2016. The project was done in coordination with the Railroad Relocation project, which consolidated CBEC and BNSF railroad operations into a new common corridor west of Mosquito Creek under I-29 and IA 92. This will improve operations at the South Expressway interchange and greatly reduce roadway/railway conflicts by consolidating railroad corridors and eliminating numerous at-grade rail crossings. Improved railroad operations will allow select BNSF trains to bypass Council Bluffs.

ACTIVE CONSTRUCTION PROJECTS

Active construction projects were identified as serving the highest volume of vehicles and providing the most benefit in terms of traffic management, improved safety, and increased vehicle capacity in the urban area of the interstate system.

Construction includes projects originating on I-80 just west of the I-80/I-29 West System interchange in Council Bluffs and continuing just east of Indian Creek; I-29 through the



West System interchange, north to and including the Union Pacific Railroad Bridge; construction of the dual, divided freeway from the West System interchange to Indian Creek; and reconstruction of the West System, 24th Street and Nebraska Avenue interchanges.

Construction also affects I-80 just east of Indian Creek and continues to a point northeast of the Madison Avenue interchange. Projects include construction of the dual, divided freeway from Indian Creek to the East System interchange and I-29 from south of the U.S. 275/IA 92 interchange north to and including the East System interchange.

FUTURE PROJECTS

The proposed I-29/I-480/West Broadway System Interchange project consists of addressing capacity needs, improving safety, and correcting functional design issues associated with this interchange and the adjacent interchanges at I-480/41st Street and I-29 with North 35th Street, Avenue G, and 9th Avenue. The new design provides direct access to West Broadway from I-29 via one-way frontage roads and reduces motorist lane changes which will make the roadway safer and more efficient.

I-80 northeast of the Madison Avenue interchange to east of the U.S. 6/Kanesville Boulevard interchange. No funding has been programmed for this project at this time.