

## Western Iowa ITS Project Includes Council Bluffs Area

The Western Iowa Intelligent Transportation Systems (ITS) Project, in the Sioux City and Council Bluffs/Omaha metropolitan areas, will provide a system of integrated technologies for detection, verification, and management of traffic congestion and incidents. This system will also utilize various technologies to provide for timely distribution of traffic information to the public.

In preparation for the planned I-29/I-80 reconstruction effort, as well as to address daily traffic congestion in the Council Bluffs/Omaha metropolitan area, the Iowa DOT will be installing a high bandwidth fiber optic and wireless communications network and a system of forty (40) Pan, Tilt, Zoom (PTZ) cameras, forty-nine (49) sensors, and a Highway Advisory Radio (HAR) transmitter.

This work is occurring concurrently with the Sioux City ITS Network. Installations in the Council Bluffs area are primarily on I-29, I-80, I-480, I-680, U.S. 6, and U.S. 275. Installation began in 2009 and will be completed in 2010.

### CBIS Information on the Web

Information about the Council Bluffs Interstate System Improvements (CBIS) Project, including information about public information meetings is available on the project website:

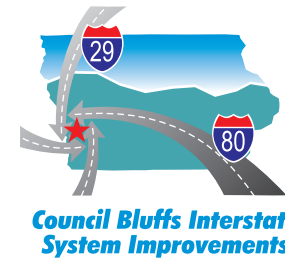
[www.iowadot.gov/cbinterstate](http://www.iowadot.gov/cbinterstate)

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#### CBIS Improvements Project

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



### Council Bluffs Interstate System Improvements

# INSIGHT

"Rebuilding for the Future"

Issue Nine

June 2010



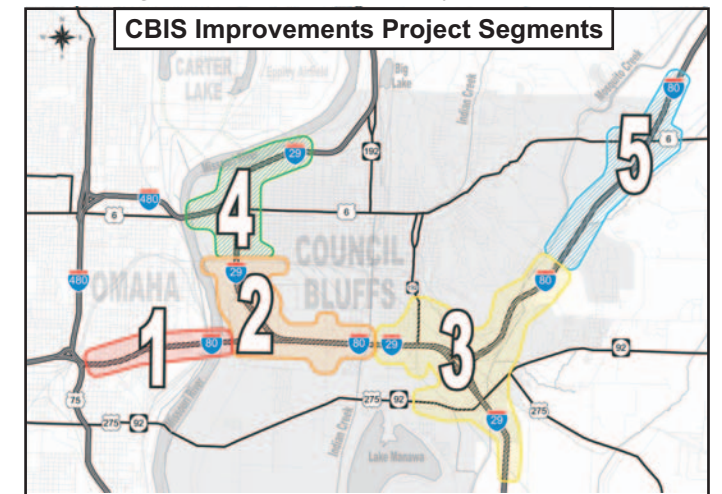
## Steady Progress on the CBIS Improvements

The Iowa Department of Transportation (Iowa DOT) is developing plans to reconstruct the interstate system in Council Bluffs. Due to the size and complexity of the overall improvements, the system has been divided into five segments that can be designed and built independent of adjacent segments (see graphic on the right).

Progress on the project has been steady over the last several years. Construction of the new 24th Street bridge and roadway in Segment 2 is complete and construction is currently underway for Segment 1 in both Nebraska and Iowa.

Iowa DOT is currently designing the remaining improvements in Segment 2, including: additional lanes on I-80 and I-29 and key portions of the West System Interchange.

Final design of Segment 3 improvements will begin as soon as the environmental document is complete (anticipated Summer 2011). Segment 3 includes additional lanes on I-80 and I-29, elimination of several at-grade railroad crossings, and reconstructed interchanges at South Expressway and U.S. 275.



## Mark Your Calendars!

Iowa DOT invites you to participate in a public information meeting for the CBIS Improvements Project. The meeting will be held Tuesday, June 8, 2010, at the Mid-America Center from 5 to 7 p.m.

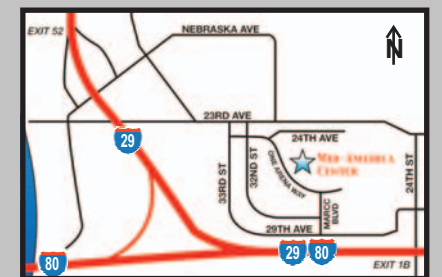
The purpose of this meeting is to provide information and gather feedback on the proposed improvements and construction phasing for Segment 3. The meeting will be an open house format. A variety of materials will be available for viewing and representatives from the Iowa DOT will be available to discuss issues and answer questions.

### Segment 3 Public Meeting June 8, 2010

Mid-America Center  
Rooms K & L  
One Arena Way  
Council Bluffs, IA

5 to 7 p.m.

Open House Format  
Come Any Time



Additional information  
about the public meeting  
is available on the Iowa DOT  
website:

[www.iowadot.gov/pim](http://www.iowadot.gov/pim)



## Major Improvements Proposed for Segment 3

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

Phase 1 will include several construction projects over multiple years. The dual divided freeway will be constructed (coordinated with Segment 2 dual divided freeway construction), and the East System Interchange, U.S. 275 interchange, and South Expressway interchange will all be reconstructed. In addition, several railroad corridors will be consolidated to reduce the length of interstate bridges and remove at-grade crossings.

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

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

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

Segment 3 reconstruction provides the following benefits:

- Improves safety and traffic flow by eliminating left exits, improving or eliminating vehicular weaving movements and improving sight distance;
- Improves design to meet current standards;

- Reduces traffic congestion by adding capacity;
- Improves operational efficiency for train movements by providing a new combined railroad corridor;
- Eliminates a railroad corridor that bisects Lewis Central High School property;
- Reduces roadway / railroad conflicts by consolidating railroad corridors and eliminating numerous at-grade rail crossings. A net reduction of nine crossings would occur, including crossings at 16th, 29th, 30th, and 32nd Avenues, 192nd Street, and East South Omaha Bridge Road;
- Provides future expandability for Mid-American Energy's Council Bluffs Energy Center Railway (CBEC) without impacts to at-grade crossings;
- Allows for service to the Southwest Iowa Renewable Energy (SIRE) ethanol plant without requiring train movements past the Lewis Central High School/Middle School campus;
- Improves operations at South Expressway interchange ramp intersections and improves access to the Power Center.

### Contact Us



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

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

