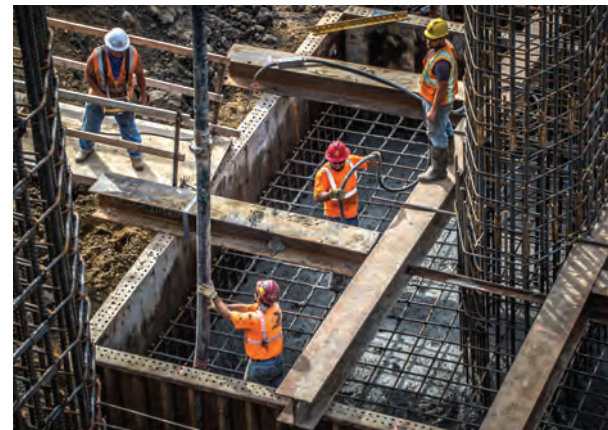






The first portion of I-80 eastbound Express (top) was opened between the West System Interchange and just east of the 24th Street Bridge in 2018. Rigid inclusion construction took place in 2018 (middle) in the East System Interchange. Lightweight foam concrete, wick drains, and rigid inclusions have become solutions to minimize settling times and control the overall schedule. Construction crew (bottom) placing concrete inside the form for one of the bridge footings.



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- PROGRAM OVERVIEW 1
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- BY THE NUMBERS 10
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**ON THE COVER:** A nearly completed West System Interchange

# PROGRAM OVERVIEW



The Iowa Department of Transportation 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 Iowa DOT is committed to completing interstate improvements with minimal public inconvenience and keeping the traveling public informed of changes that impact travel.

## PROGRAM GOALS



Modernizing and improving 18 miles of interstate.



Accommodating planned developments along the corridors.



Reducing traffic congestion.



Improving the visual landscape.



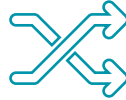
BRIDGES .....

TOTAL  
PLANNED

59

COMPLETE  
TO DATE

22



INTERCHANGES .....

15

2

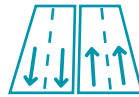


INTERSTATE  
CENTERLINE MILES .....

(measures the total length of a road from its starting point to its end point)

18

8



HIGHWAY LANE MILES .....

(measures the total length and lane count of a road)

135

67

Work progressed on the eastbound I-80 bridges in the East System Interchange in 2018.







## PROJECT HIGHLIGHTS

Construction projects are prioritized based on the potential traffic management benefits, improved safety, and increased capacity to move vehicles in the urban area of the interstate system as well as the number of vehicles that are already moving through that area. The Council Bluffs Interstate System Improvement Program has identified several future projects that are necessary to satisfy the overall mission of the program.

The numbered dots on the map correspond to project information on pages 4–5.

### ACTIVE PROJECTS IN 2018

Projects	Winter	Spring	Summer	Fall
East System Interchange, Phase IIa		✓		
East System Interchange, Phase IIb			✓	
I-80/I-29 Dual, Divided Freeway, Phase II				✓
Union Pacific Railroad Bridge over I-29				
East System Interchange, Phase III				
Nebraska Department of Transportation, 13th Street to I-480				
Nebraska Avenue Interchange				
I-80/I-29 Dual, Divided Freeway, Phase III				
I-29/I-480/West Broadway Final Design				
Madison Avenue Interchange				
Construction				
Design				





1		<b>East System Interchange, Phase IIa</b> <b>2018 Highlights:</b> Completed all items and closed out construction of this phase.	Actual Cost: \$107M Completed on time: April 2018 Schedule: 11/2015 – 04/2018
2		<b>East System Interchange, Phase IIb</b> <b>2018 Highlights:</b> Completed the detour for I-29 northbound to South Expressway Exit. Completed all items and closed out construction of this phase.	Actual Cost: \$25M Completed on time: April 2018 Schedule: 05/2016 – 04/2018
3		<b>I-80/I-29 Dual, Divided Freeway, Phase II</b> <b>2018 Highlights:</b> Completed bridge and roadway construction. Shifted I-80 to eastbound Express Lanes in late 2018.	Actual Cost: \$44M Completed on time: October 2018 Schedule: 12/2016 – 10/2018
4		<b>Union Pacific Railroad Bridge</b> <b>2018 Highlights:</b> Rebuilt the north half of the bridge and tracks in 2018 and completed the demolition of the south half of the bridge. <b>Looking Ahead:</b> During the 2019 construction season, reconstruction of the south half of the bridge will take place, completing the project.	Cost: \$18M Spent-to-Date: \$13M Duration: 2 years, 2 months Time Spent-to-Date: 1 year, 5 months Schedule: 09/2017 – 08/2019
5		<b>East System Interchange, Phase III</b> <b>2018 Highlights:</b> Graded and paved future I-80 westbound Express Lanes and future I-80 eastbound lanes east of the interchange. Began bridge construction of I-80 Express eastbound and I-29 southbound/I-80 eastbound Local in the interchange. <b>Looking Ahead:</b> Complete roadways and bridges for the I-80 westbound/I-29 northbound lanes. Complete reconstruction of I-29 northbound south of the interchange.	Cost: \$106M Spent-to-Date: \$69M Duration: 2 years, 11 months Time Spent-to-Date: 1 year, 2 months Schedule: 11/2017 – 06/2020

# PROGRAM OVERVIEW



6		<p><b>Nebraska Department of Transportation (NDOT), 13th Street to I-480*</b></p> <p><b>2018 Highlights:</b> Continued construction activities between 13th Street and I-480 in Omaha.</p> <p><b>Looking Ahead:</b> Complete reconstruction of I-80 between 13th Street and I-480 in spring 2019.</p> <p><i>*Designed and let by NDOT and is being constructed under a NDOT contract.</i></p>	<p> Cost: \$74M Spent-to-Date: \$67M</p> <p> Duration: 1 year, 10 months Time Spent-to-Date: 1 year, 5 months</p> <p> Schedule: 08/2017 – 06/2019</p>
7		<p><b>I-80/I-29 Dual Divided Freeway, Phase III</b></p> <p><b>2018 Highlights:</b> Design efforts.</p> <p><b>Looking Ahead:</b> Begin bridge construction, grading and paving in summer 2019.</p>	<p> Estimated Cost: \$53M</p> <p> Estimated Duration: 1 year, 10 months</p> <p> Schedule: 08/2019 – 06/2021</p>
8		<p><b>I-29/I-480/West Broadway Preliminary/Final Design</b></p> <p><b>2018 Highlights:</b> Design efforts.</p> <p><b>Looking Ahead:</b> Continue working on final design and complete right-of-way acquisition in 2019.</p>	<p> Estimated Cost: \$189M</p> <p> Estimated Duration: 2 years, 8 months</p> <p> Schedule: 11/2020 – 07/2023</p>
9		<p><b>Nebraska Avenue Interchange</b></p> <p><b>2018 Highlights:</b> Design efforts.</p> <p><b>Looking Ahead:</b> Begin construction, grading and paving in fall 2019.</p>	<p> Estimated Cost: \$38M</p> <p> Estimated Duration: 1 year, 11 months</p> <p> Schedule: 09/2019 – 08/2021</p>
10		<p><b>Madison Avenue Interchange</b></p> <p><b>2018 Highlights:</b> Design efforts.</p> <p><b>Looking Ahead:</b> Continue working on final design.</p>	<p> Estimate Cost: \$86M</p> <p> Estimated Duration: 2 years, 6 months</p> <p> Schedule: 11/2021 – 05/2024</p>
11	<b>FUTURE PROJECT</b>	<p><b>North Section of I-80 and U.S. 6 Interchange</b></p> <p>This is a future project with no current activity.</p>	<p>Project details to be determined</p>









## PROJECT SPOTLIGHT

### **I-80/I-29 Dual, Divided Freeway**

The I-80/I-29 Dual, Divided Freeway (DDF) is being constructed along the overlapping section of I-80 and I-29 between the West and East System interchanges as a way to improve safety and mobility for those traveling through the area. The new freeway will physically separate through traffic on I-80 from local traffic destined for Council Bluffs on I-29. This will be a change for local commuters, long-distance travelers, and freight operations. The DDF will improve safety by reducing crashes and other issues caused by merging traffic between tightly spaced interchanges.

In late 2018, the second phase of the DDF was substantially completed after nearly two years of construction. The project included three bridges and over 160,556 square yards of concrete paving. A new exit for 24th Street opened for I-80 eastbound and the I-29 southbound/I-80 eastbound Local Lanes were fully reconstructed from the Missouri River Bridge to just east of Indian Creek. Construction required coordination with the City, United States Army Corps of Engineers, businesses, residents, motorists and many other stakeholders.

At the completion, five total lanes were opened for eastbound I-80 traffic just west of the Missouri River Bridge. This adds extra lanes on the bridge linking Nebraska and Iowa to help ease congestion. I-80 eastbound now connects to I-80 Express lanes before gradually merging back into existing conditions east of the 24th Street interchange.

### ***I-80/I-29 Dual, Divided Freeway Opening 2019***

In the spring of 2019, drivers will experience more improvements when the I-80 westbound, I-29 northbound segment of the DDF opens to traffic between the East System Interchange and the West System Interchange.

In late 2019, the I-80 eastbound, I-29 southbound segment of the DDF between the 24th Street Interchange and the East System Interchange will open, allowing traffic flowing in both directions to realize the same benefits.



For more information on the I-80/I-29 Dual, Divided Freeway, please refer to the following video – <http://CouncilBluffsInterstate.IowaDOT.gov/projects/dual-divided-freeway>

## PROGRAM GOALS

### Smart Work Zones

A key goal for the Council Bluffs Interstate System Improvement Program is to reduce traffic congestion on the interstate in the Council Bluffs/Omaha metro area. Adding capacity is not the only way to reduce congestion. This can also be achieved with improved traffic operations and management. Adding technology and safety like Intelligent Work Zone devices improves traffic flow. Electronic signs alert drivers of trucks entering traffic so they have time to merge and continue at highway speeds. Other devices alert the Iowa DOT of vehicle queues on interstate ramps so that signals can be adjusted to allow traffic to clear.

### Emergency Response

Crashes and other incidents impact traffic flow and can cause congestion. In the Council Bluffs/Omaha metro area, a working group that includes first responders, Iowa and Nebraska DOT personnel, tow companies, media and 911 communications work together to clear traffic incidents safely and quickly. This coordination is called Traffic Incident Management (TIM). Through a memorandum of understanding and by working together, they continue to improve inter-agency communication and have developed best practices for crash and incident response. In 2018, this group worked together to improve emergency response by designing and installing ramp signs at system interchanges to help travelers, emergency responders and 911 communications better understand where crashes have occurred in order to efficiently dispatch help to the scene. Radio communications protocols and other communications best practices were improved to allow everyone working on a scene to communicate and coordinate more efficiently.

**Smart Work Zones:** Truck entering systems are part of Intelligent Work Zone technology used during construction.



**Emergency Response Signage:** New mile markers and ramp signs will help emergency responders understand where crashes have occurred so help can be dispatched efficiently.







**Traffic Incident Management (TIM):** Input from area agencies has improved interstate design. Additionally, by working together and creating a TIM memorandum of understanding, responders and the Iowa and Nebraska DOTs continue to improve inter-agency communication and develop best practices for crash response.

“

In the last several years I have proudly been part of the large, multi-state coordination and organization efforts of multiple jurisdictions in the metro. Law-enforcement, fire, DOT, communications, towing and many others are coming together to ensure safety, coordinate efforts, improve response and quickly clear crashes from the roadway for the benefit of all motorists.

”

Sgt. Marc Freeman  
*Pottawattamie County Sheriff's Office*

“

We have come a long way since the inception of the TIM group and have continued to improve. It has really become an open forum where we truly take on tough issues with open discussion, in an effort to improve response. From trying to truly use Unified Command as it is intended, to taking on interstate signage issues, or just forecasting what future response will look like, the group has had a very productive year.

”

Chief Justin James  
*City of Council Bluffs Fire Department*



# PUBLIC OUTREACH

## 2018 PUBLIC ENGAGEMENT



**1 Meeting**  
**40 Attendees**

STAKEHOLDER  
MEETINGS

Program meetings were held with elected officials, local businesses, and stakeholders during 2018.



**3 Opportunities**  
**370 Businesses**

BUSINESS  
OUTREACH

Because the Program has had multiple exit ramp impacts and traffic shifts, expanded outreach efforts notified businesses near impacted areas well in advance of change or closures.



**26,345 Pageviews**  
**8,617 Visitors**

WEBSITE



**1 Meeting**  
**662 Attendees**

ONLINE  
MEETINGS



**204 New Followers**  
in 2018  
**920 Total Followers**  
**230,472 Impressions**

FACEBOOK



**93 New Followers**  
in 2018  
**588 Total Followers**  
**129,741 Impressions**

TWITTER

Since 2014, the program has been providing informative, timely and concise communications with stakeholders and the traveling public throughout the region. The public engagement approach capitalizes on opportunities that communicate the thoughtful planning and execution of taxpayer dollars. Program, traffic, and construction-related information is shared with the public through a variety of in-person and online platforms. In 2018, all stakeholder information was reviewed and updated, and unique stakeholder interests were identified. The program website was also reviewed and updated, all communication tools were assessed for effectiveness, and innovative techniques were identified for future use.



# PROGRAM STATUS

## INVESTING IN INFRASTRUCTURE

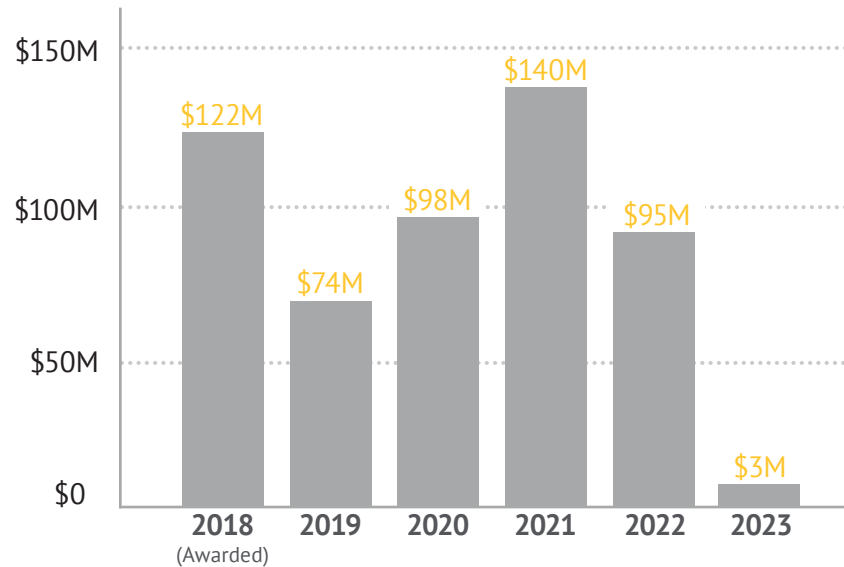
The Iowa Transportation Commission and Iowa DOT recognize that the Council Bluffs Interstate System Improvement Program is a significant investment in the state's transportation infrastructure. The Iowa DOT continues to look for opportunities to effectively and efficiently manage the successful delivery of highway improvement projects.

### *Long-Term Strategy*

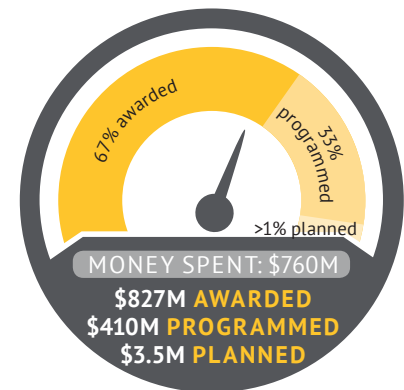
Program construction started in 2008 and is expected to continue through 2024. Approximately 60% of Program construction has been completed. Projects are being grouped strategically to maximize improvements while minimizing construction impacts to Council Bluffs residents and the traveling public.

## DOLLARS ALLOCATED PER FISCAL YEAR

Approved by the Transportation Commission, June 2018



## Status Through December 2018





104,000

Cubic yards of concrete poured  
*367,000 to-date*



3,000

Linear feet of pipe  
*42,100 to-date*



123,500

Square feet of bridge deck poured

*1,586,000 to-date*

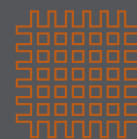


710,000

Cubic yards of earthwork moved



*7,810,000 to-date*



1,800

Tons of reinforcing steel

*15,000 to-date*





# BY THE NUMBERS



 **15,000**

Linear feet of conduit  
*66,000 to-date*

 **1,400**

Linear feet of retaining wall  
*8,300 to-date*

West System Interchange looking southeast.

The Council Bluffs Interstate System Improvement Program has been active since 2008. Statistics on this page give a snapshot of the magnitude of work completed in 2018.

## RIGHT-OF-WAY

All right-of-way acquisition for Segments 1-3 is complete. Right-of-way acquisition for Segment 4 began in 2017 and must be complete before the project begins in late 2020.

	PARCELS NEEDED	PARCELS PURCHASED
SEGMENTS 1-3 .....	113	113
SEGMENT 4 .....	98	62



 **9**  
New tower  
& street  
lights  
*144 to-date*

 **121,000**  
Square  
yards of  
concrete  
paving  
*1,035,000 to-date*

 **9,800**  
Tons of structural  
steel for bridges  
*42,200 to-date*

## Initiatives to Improve System Operations

The Council Bluffs Interstate System Improvement Program represents a significant investment by the Iowa DOT to improve the metropolitan area's transportation infrastructure. In addition to the new, modern interstate system, there are many other improvements being made as part of the Program.

(Clockwise, beginning on page 14)

**Color Dynamic Message Sign Boards** were added to improve communications with tailored messages that match highway signs and shields.

**LED Lighting:** Adding LED lighting will improve visibility for drivers while saving energy.

**Winter Weather Operations:** Additional snowplows and drivers will be added to Iowa DOT's fleet as additional capacity is opened to build Iowa DOT's snow removal operations.

**Levees:** New levees and levee improvements will enhance flood protection for the City of Council Bluffs.

**Cameras & Technology:** New cameras and roadway technology allow roadway operations and the Iowa DOT to respond quickly to changing travel conditions.

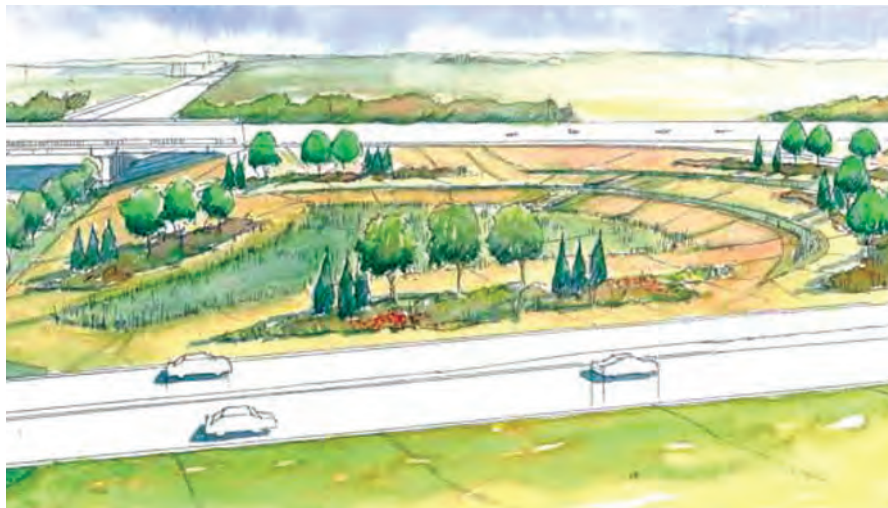




# SYSTEM IMPROVEMENTS









# SYSTEM IMPROVEMENTS



(Clockwise, beginning on page 16.)

**Highway Helper** trucks assist with crash and incident clearance, which minimizes secondary crashes, aids first responders and helps stranded motorists.

**Parallel Roadway:** Maintenance and crash response will be improved with the parallel roadway built into the Dual, Divided Freeway. When maintenance or traffic incidents cause either Express or Local lanes to close, traffic can quickly be re-routed.

**Breaks and Barrier Gates:** Emergency responders' concerns about crash response prompted the design of breaks and barrier gates within the Dual, Divided Freeway. If a crash closes Express or Local lanes for an extended period of time, gates can be opened to clear traffic.

The **Railroad Relocation** was completed in 2016 to eliminate at-grade crossings and to improve operations and safety.

**Speed limits** will be increased within the Dual, Divided Freeway due to updated interstate design.

**Aesthetics and Landscaping:** Aesthetic roadway structures improve the visual gateway into Iowa. Landscaping will include shrubs, evergreens, ornamental and shade trees in various curving forms.

**BACK COVER:** (From left) I-80 westbound/I-29 northbound west of South Expressway; bridge construction over South Expressway; bridge construction in the East System Interchange.





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