

Council Bluffs Interstate System Improvements

INSIGHT

"Rebuilding for the Future"

Issue Five

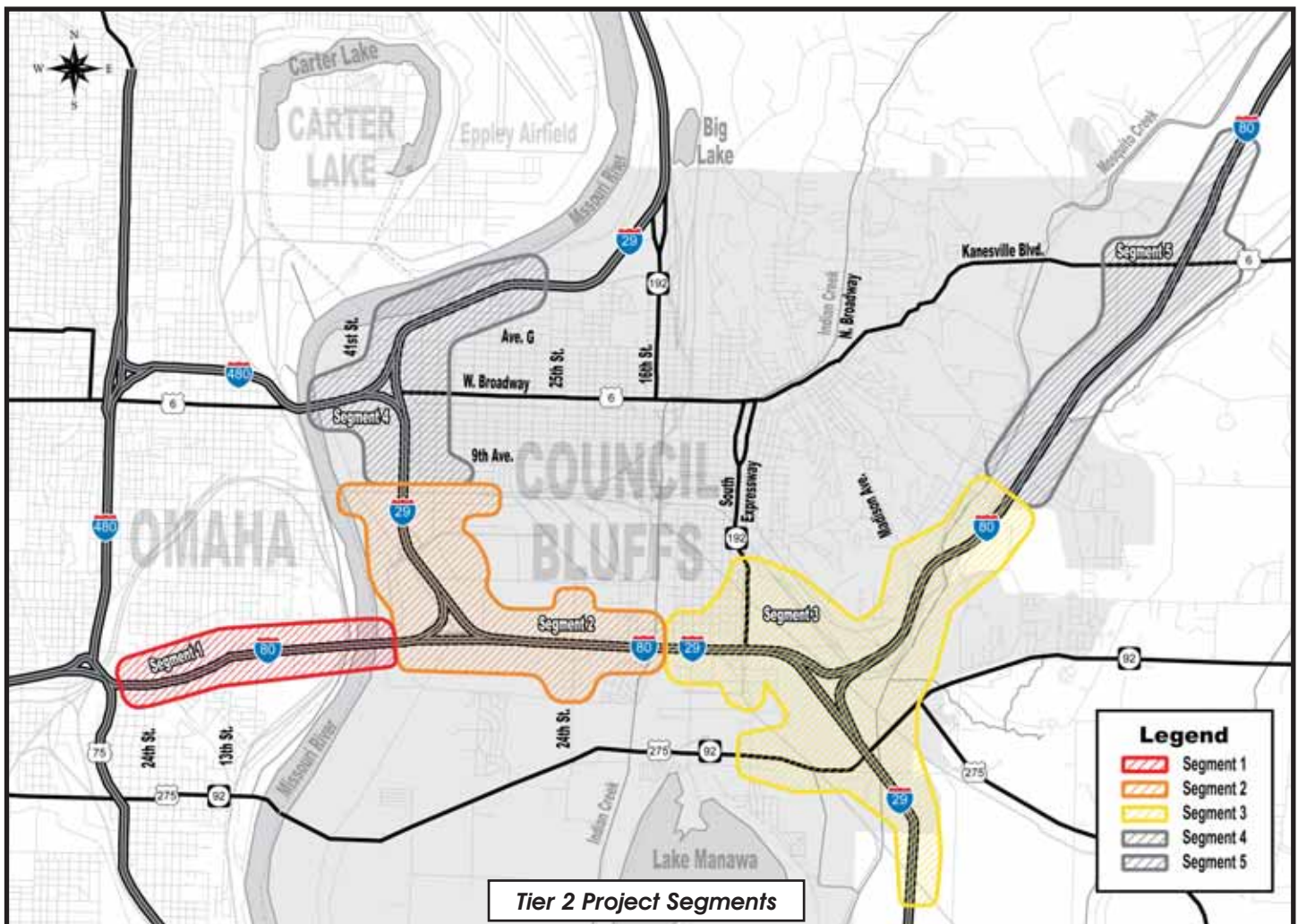
November 2006



Project Development Status

The Council Bluffs Interstate System Improvements Project (CBIS Improvements Project) is a major effort focused on improving the interstate system in Council Bluffs. Due to the size and complexity of the project, the Iowa Department of Transportation (Iowa DOT) developed the project in two tiers. In Tier 1, the existing and future needs of the interstate system were examined. Tier 1 tasks have been completed and the preferred solution is to rebuild the interstate. Tier 2 is focused on refinement of engineering details and environmental analysis.

The preferred alternative has been identified for Segments 1, 2 and 3, shown below (see articles on pages 2 through 4) and construction plans will be developed for these segments in the near future. A preferred alternative for Segments 4 and 5 will be determined at a later date. For additional information on the project schedule, see the article on page 5.



Project Web site launched! - see page 5 for details.



Preferred Alternative Identified for Segment 1

Segment 1 begins in Omaha, Neb., just east of the I-480 system interchange and continues across the Missouri River to just west of the I-80/I-29 west system interchange in Council Bluffs, Iowa. This segment includes improvements to the 13th Street interchange (in Nebraska) and construction of a second bridge over the Missouri River north of the existing bridge (the location of the second bridge was determined in Tier 1).

The preferred alternative for Segment 1 was presented at the October 2005 public information meeting and is shown below.

Key features of Segment 1 improvements are:

- four lanes in each direction on I-80;
- a new I-80 bridge over the Missouri River for westbound traffic;

- conversion of the existing I-80 bridge over the Missouri River for eastbound traffic;
- minor changes to the 13th Street interchange; and
- reconstruction of the Riverview Boulevard bridge.

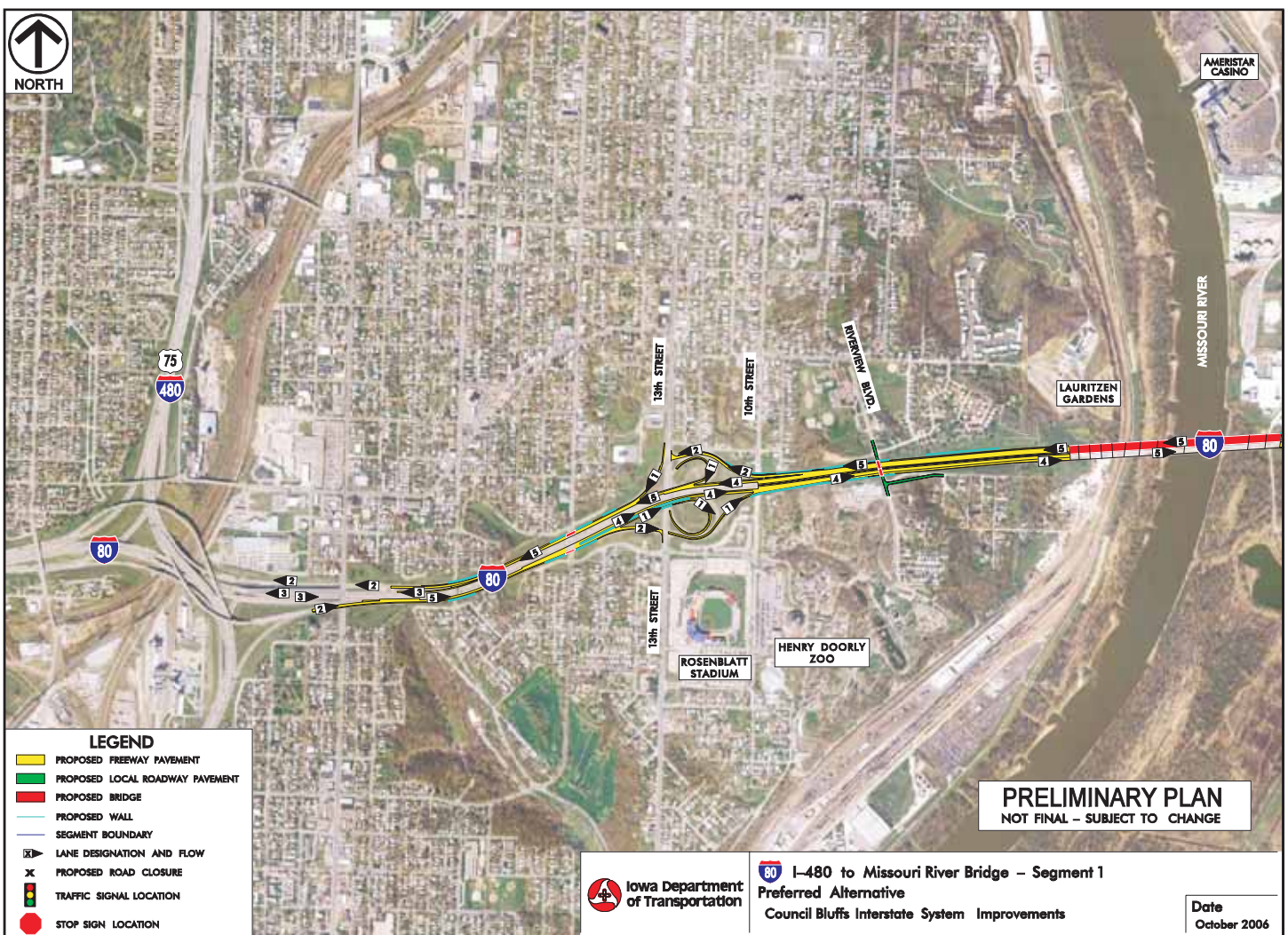
Segment 1 Public Hearing

Dec. 6, 2006

**Bancroft Elementary Cafeteria
2724 Riverview Blvd.
Omaha, Neb.**

Open House 6 p.m. to 7:30 p.m.

Presentation at 7:30 p.m.





Preferred Alternative Identified for Segment 2

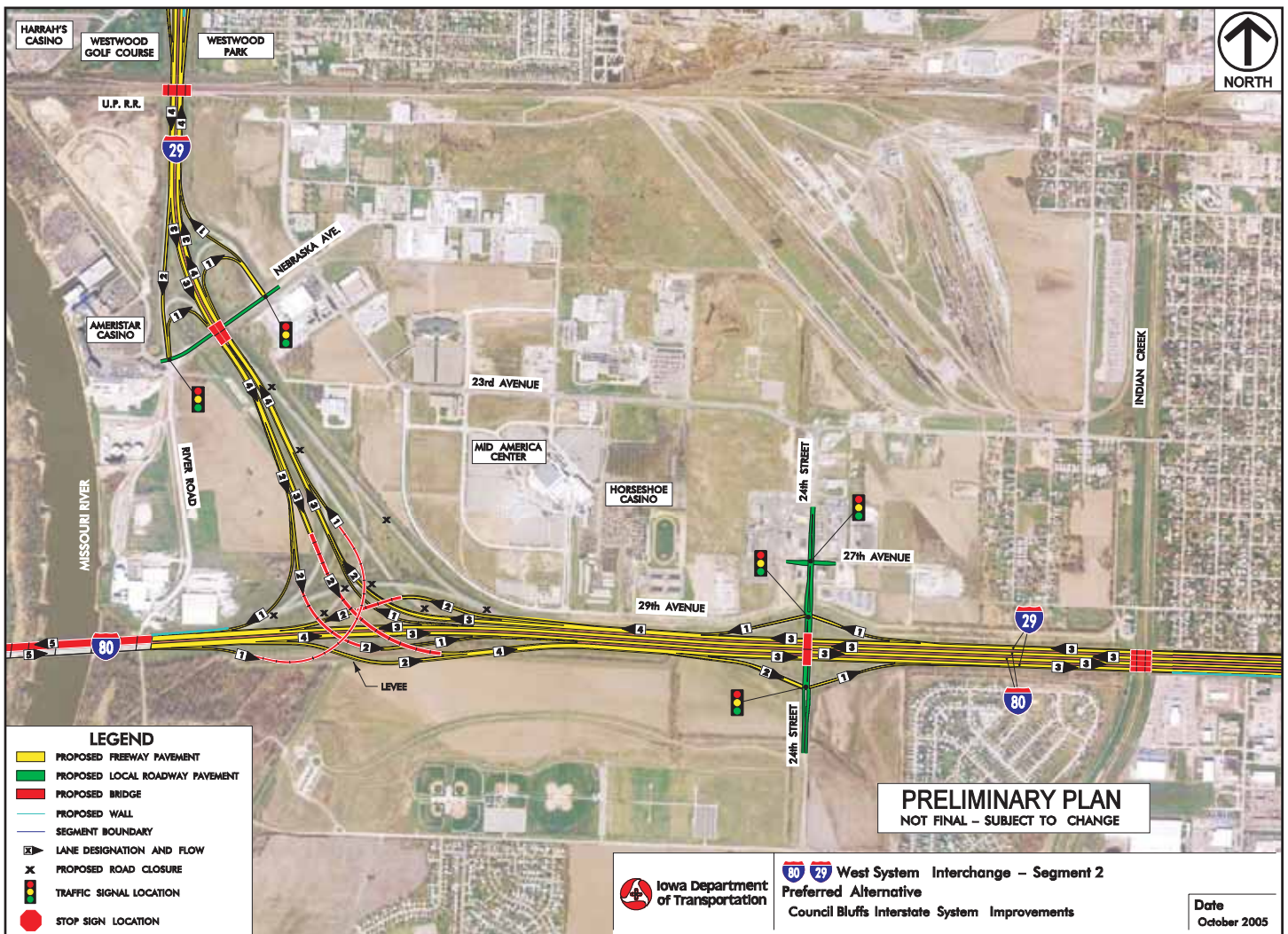
Segment 2 begins on I-80 just west of the I-80/I-29 west system interchange in Council Bluffs and continues to just east of the Indian Creek bridge. The segment also includes I-29 through the west system interchange, north to (and including) the Union Pacific railroad (UPRR) overpass. This segment includes 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.

Two concepts were presented for Segment 2 at the October 2005 public information meeting. The primary difference between the two concepts for Segment 2 was access to Nebraska Avenue. Concept 1 maintained existing access at the Nebraska Avenue interchange, while Concept 2 proposed an interchange at 23rd Avenue to replace the existing access at Nebraska Avenue.

Concept 1 has been identified as the preferred alternative for Segment 2. The primary reasons for selecting Concept 1 are maintaining access at its current location; fewer right-of-way impacts; and lower construction costs.

Key features of Concept 1 are:

- dual, divided freeway east of the west system interchange;
 - three lanes in each direction on I-80
 - a minimum of two lanes in each direction on I-29
- three lanes in each direction on I-29 north of the west system interchange;
- complete reconstruction of the west system interchange; and
- complete reconstruction of the 24th Street and Nebraska Avenue interchanges.





Preferred Alternative Identified for Segment 3

Segment 3 begins on I-80 just east of the Indian Creek bridge and continues to a point northeast of the Madison Avenue interchange. The segment also includes I-29 from south of the U.S. 275/Iowa 92 interchange, north to (and including) the east system interchange.

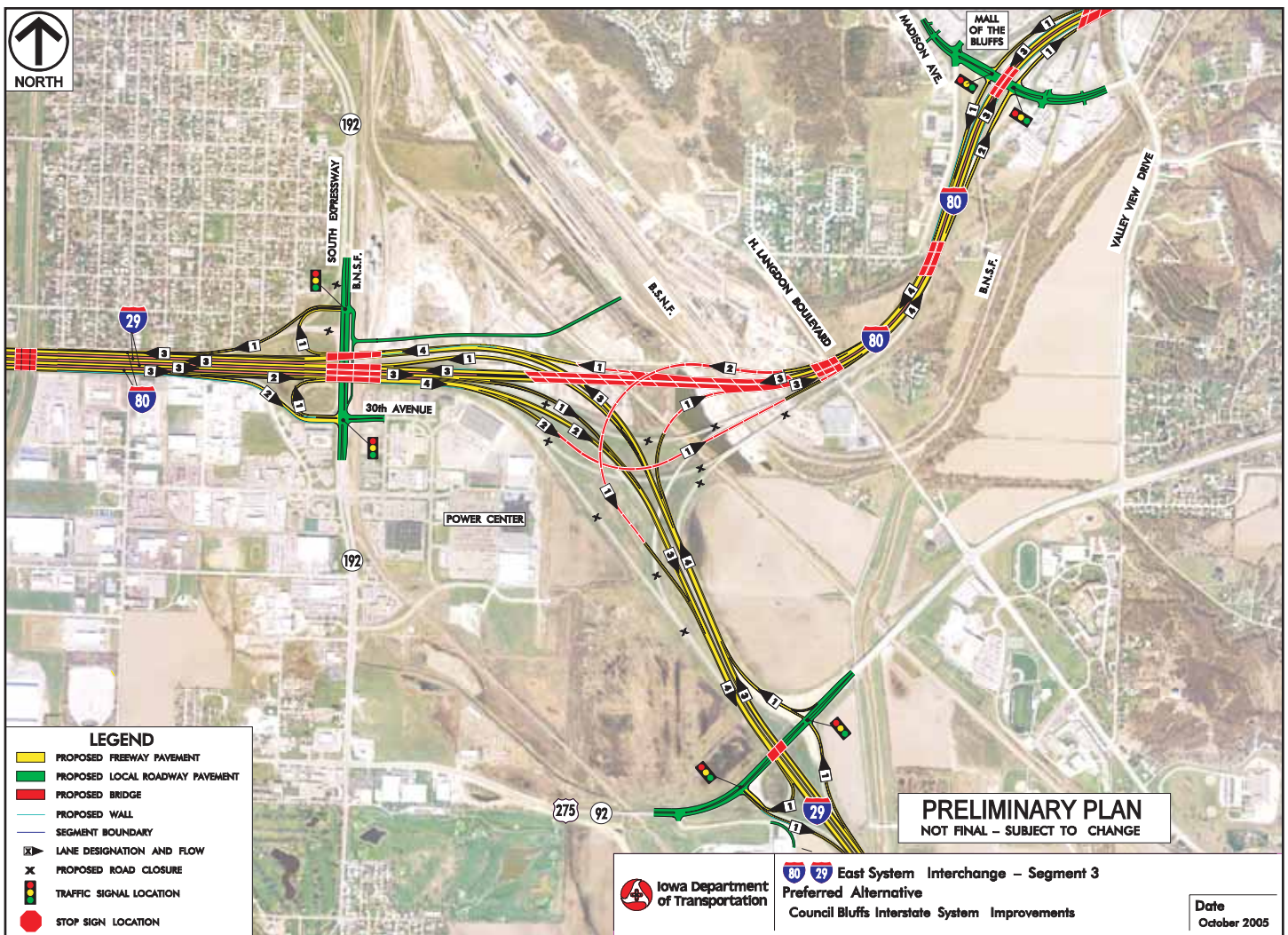
Two concepts were presented for Segment 3 at the October 2005 public information meeting. The primary difference between the two concepts for Segment 3 was the alignment of I-80 through the east system interchange. Concept 1 presented the I-80 alignment through the system interchange on a curve, while Concept 2 presented I-80 on a straight alignment through the system interchange.

Concept 2 has been identified as the preferred alternative for Segment 3. The primary reasons for selecting Concept 2 are safer traffic operations and

improved constructability resulting from the construction of I-80 as a straight segment instead of a curved segment, as well as a lower cost.

Key features of Concept 2 are:

- dual, divided freeway west of the east system interchange;
 - three lanes in each direction on I-80
 - a minimum of two lanes in each direction on I-29
- three lanes in each direction on I-29 south of the east system interchange through the U.S. 275/Iowa 92 interchange;
- three lanes in each direction on I-80 east of the east system interchange;
- reconstruction of the east system interchange; and
- reconstruction of the South Expressway, Madison Avenue and U.S. 275 interchanges.





Visit the New Web site at www.cbinterstate.com

A Web site is now available with the latest information on the CBIS Improvements Project. Visit it at www.cbinterstate.com. The Web site has information on all aspects of the project from environmental to design to public involvement. It also has a **Contact Us** page where you can provide feedback to the project team. New information will be posted on the Web site as it is developed, making www.cbinterstate.com **the** place to go for the latest information about the project, so visit the site often.

Project Schedule

The CBIS Improvements Project is a multi-million dollar project that is being implemented in segments. Due to the magnitude of the improvements and uncertainty of needed funding, construction of each segment will take several years to complete. It could take 20 years or more to complete all five segments.

Preliminary design for Segments 1, 2 and 3 has begun, and additional environmental analysis and documentation is being prepared for each of these project segments to comply with the National

Environmental Policy Act (NEPA). The environmental assessment (EA) for Segment 1 is nearly complete. The environmental documentation for Segments 2 and 3 is currently being prepared.

A preliminary schedule for design and construction is included below. The Iowa DOT will review the project schedule periodically and construction timeframes may change due to results of environmental studies, public involvement and funding availability.

Project Task	2006	2008	2010	2012
Segment 1 Environmental Design Construction				
Segments 2 and 3 Preliminary engineering Environmental Design Construction				
Segments 4 and 5	<i>The schedule for improvements on Segments 4 and 5 has not been established at this time.</i>			

It is the Iowa DOT's goal to have projects completed according to established schedules; however, dates may change due to funding availability, agency input or public input.

Future Public Involvement Opportunities

Public involvement is an important part of the CBIS Improvements Project. There will be several opportunities for the public to get information about the project and provide input in the coming months. A public hearing for Segment 1 will be held on Dec. 6, 2006 at 7:30 p.m. at Bancroft Elementary (see page 2). The preferred concept will be presented at this meeting and input will be gathered on the preliminary design. A public meeting is planned for Segments 2 and 3 during 2007 to present preliminary design.

In addition, a Web site (www.cbinterstate.com) has been developed that will have the latest information about the project (see article on page 5). As the project progresses, there will be opportunities for business groups, neighborhood groups and property owners to meet with the project team to discuss the project.

For more information or to discuss the project, please contact John Carns or Terry Gibson (contact information at right), or visit www.cbinterstate.com.

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
cbinterstate@dot.iowa.gov

**For Nebraska related issues regarding
this project, please contact:**

Terry Gibson
Nebraska Department of Roads
1500 Highway 2
Lincoln, NE 68509
Ph. 402-479-4565
tgibson@dor.state.ne.us

www.cbinterstate.com



CBIS Improvements Project

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