



RIGHT-OF-WAY

Iowa DOT has advanced design for the project to ensure readiness for right-of-way acquisition in 2017. Representatives are available this evening to discuss potential right-of-way impacts. Iowa DOT may revise plans based on the public hearing input received tonight and the conclusion of the environmental process.

A meeting will be held later this year to discuss right-of-way acquisition.

Iowa DOT policy provides for appraisal of property and/or property rights needed for each project. Professional techniques and methods are used to determine "just compensation" in accordance with federal and state constitutions, laws, and regulations. Appraisals are prepared to assure fair treatment for both the property owner and the public.

After completing the appraisal, a right-of-way agent contacts each owner to explain the plans and appraisals and negotiate for the acquisition of the required right-of-way. If an agreement cannot be reached through negotiations, the required right-of-way may be acquired through eminent domain.

The Iowa DOT right-of-way process is explained in this video: <https://bit.ly/lowadotROW>



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PUBLIC PARTICIPATION

Iowa DOT appreciates your attendance today. This Public Hearing serves as your opportunity to speak publically. We encourage you to share your ideas concerning this project with us. If you prefer, you may submit them electronically using the following website <http://www.iowadot.gov/pim>, by the attached comment form (self-addressed and pre-paid for your convenience), or by emailing your comments to the District Planner. All comments and information provided will be given consideration as the project development process continues. **COMMENT DEADLINE: SEPTEMBER 14, 2017.** Other opportunities for input will be provided throughout the project development process.

Thank you very much for your participation in this meeting.

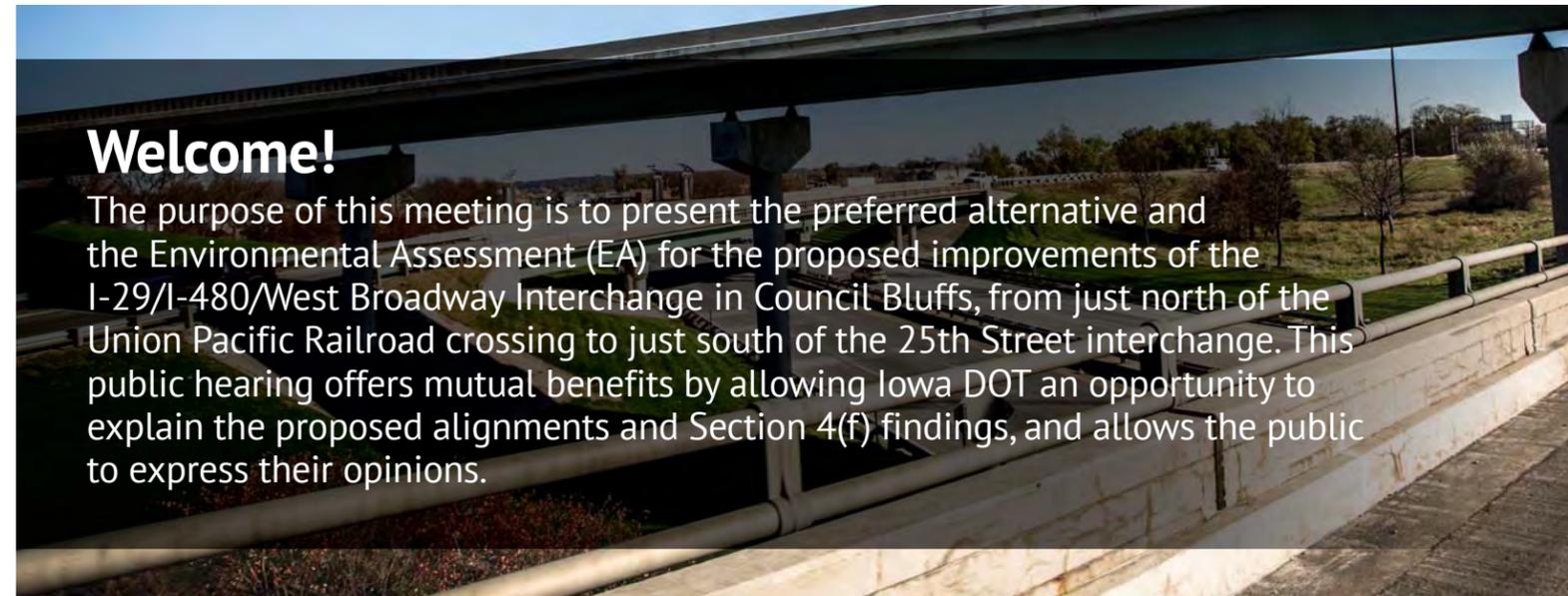
CONTACT US

If you have any concerns regarding the project presented today, please contact:

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Welcome!

The purpose of this meeting is to present the preferred alternative and the Environmental Assessment (EA) for the proposed improvements of the I-29/I-480/West Broadway Interchange in Council Bluffs, from just north of the Union Pacific Railroad crossing to just south of the 25th Street interchange. This public hearing offers mutual benefits by allowing Iowa DOT an opportunity to explain the proposed alignments and Section 4(f) findings, and allows the public to express their opinions.

PURPOSE AND NEED

The purpose of the proposed project is to address capacity needs, improve safety, and correct functional design issues in the corridor.

The need for the project includes:

- » Improving system priority/linkage at the I-29/I-480 interchange
- » Improving the geometry of the roadway
- » Improving safety performance
- » Improving congestion and level of service
- » Providing a direct connection to West Broadway from I-29

PROJECT HISTORY

- » 2001: FHWA, Iowa DOT, and NDOR began the Council Bluffs Interstate System Improvement Program.
- » 2005: Tier I Record of Decision; approved full access between West Broadway and I-29, and improvements to geometrics and accommodates future traffic needs.
- » 2015: Tier II study began.
- » 2016: Proposed project included in the Iowa DOT 2017–2021 Five-Year Transportation Improvement Program.

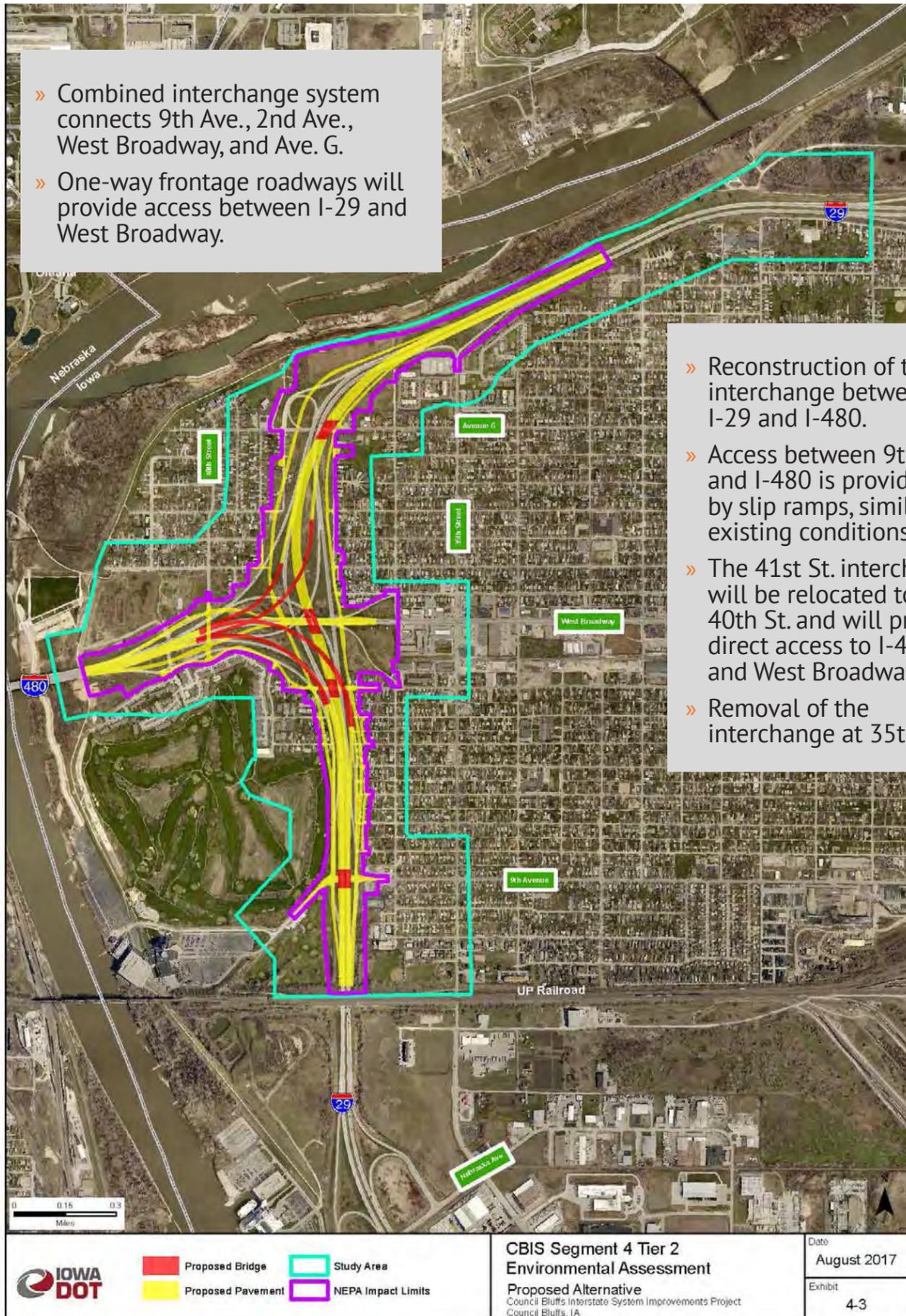
PROJECT DESCRIPTION

As part of the Council Bluffs Interstate System Improvement Program of infrastructure improvements, the Federal Highway Administration (FHWA) and the Iowa Department of Transportation (Iowa DOT) are proposing geometric, safety and capacity improvements to the following:

- » I-29 and the I-480 mainline roadways
- » Directional ramps that comprise the I-29/I-480 system interchange
- » I-480/41st Street interchange
- » The I-29/N. 35th Street and I-29/Avenue G interchange pair
- » The I-29/9th Avenue interchange

PROJECT SCHEDULE & COST

The proposed project is currently funded in the 2018–2022 Transportation Improvement Program under the Council Bluffs Interstate System Improvement Program. The total funded amount for construction is \$238 million. Once the environmental studies are complete and a FONSI is issued, the project will begin the final design phase. Right-of-way acquisition is planned for late 2017 through 2019 and construction is anticipated to start in the spring of 2020.



- » Combined interchange system connects 9th Ave., 2nd Ave., West Broadway, and Ave. G.
- » One-way frontage roadways will provide access between I-29 and West Broadway.

- » Reconstruction of the interchange between I-29 and I-480.
- » Access between 9th Ave. and I-480 is provided by slip ramps, similar to existing conditions.
- » The 41st St. interchange will be relocated to 40th St. and will provide direct access to I-480 and West Broadway.
- » Removal of the interchange at 35th St.

SECTION 4(f)

The Department of Transportation Act (DOT Act) of 1966 includes a special provision - Section 4(f) - which stipulates that FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

There is no feasible and prudent avoidance alternative to the use of land; and the action includes all possible planning to minimize harm to the property resulting from such use;

OR

The administration determines that the use of the property, including any measures to minimize harm (avoidance, minimization, mitigation, or enhancement measures) will have a de minimis impact.

As part of the Tier 2 study, a Section 4(f) resource evaluation was completed.

SECTION 4(f) IMPACTED PROPERTIES

The publicly-owned recreational properties impacted are:

- » The Mid-City Trail and the Iowa Riverfront Trail will be temporarily closed during construction with detours. FHWA has determined these impacts to be exceptions to Section 4(f) applicability.
- » The Preferred Alternative would result in temporary and permanent use of Dodge Riverside Golf Course and Westwood Park.

All of the impacted facilities are owned by the City of Council Bluffs.

WESTWOOD PARK

- » The westernmost edge of Westwood Park would be impacted by the proposed Project due to grade raises and widening of I-29.
- » Approximately 0.48 acre would be permanently acquired as right-of-way.
- » Impacted area is not used for park activities or contain park amenities.
- » Construction is not anticipated to interfere with park functions.

SECTION 4(f) RESULTS

The proposed project is expected to have a de minimis impact to Westwood Park and Dodge Riverside Golf Course.

De minimis impacts are defined as those that, after consideration of any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement), do not adversely affect the activities, features and attributes that qualify it for Section (f) protection.

DODGE RIVERSIDE GOLF COURSE

- » The proposed Project would result in permanent impacts to the eastern edge of the Dodge Riverside Golf Course due to realignment of the Dodge Riverside Drive frontage road.
- » The impacts would include a strip of approximately 1.91 acres of the property acquired for right-of-way, and 0.61 acre as a temporary easement.
- » Redesign holes #13 and #14
- » Temporary hole #13
- » Remove or relocate trees
- » Replacement wooden fence
- » Temporary construction impacts