

# **PROJECT STATEMENT**

**FOR THE PUBLIC INFORMATION MEETING  
CONCERNING THE PROPOSED RECONSTRUCTION  
OF I-29 IN DOWNTOWN SIOUX CITY FROM SOUTH  
OF THE BNSF RAILROAD BRIDGE TO WEST OF  
THE HAMILTON BOULEVARD INTERCHANGE  
(SEGMENT 2)**

**PROJECT NUMBER: WOODBURY COUNTY  
IM-29-6(168)146--13-97**

**MEETING LOCATION:  
SIOUX CITY CONVENTION CENTER  
801 FOURTH STREET  
SIOUX CITY, IA**

**October 19, 2010**

**Prepared by  
IOWA DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION**

## **PUBLIC INFORMATION MEETING**

**WOODBURY COUNTY**  
**IM-29-6(168)146--13-97**

**DATE OF MEETING: OCTOBER 19, 2010**

**JIM ROST**

**LOCATION AND ENVIRONMENT**

**HIGHWAY DIVISION**

**IOWA DEPARTMENT OF TRANSPORTATION**

**800 LINCOLN WAY, AMES, IOWA, 50010**

**515-239-1225**

To view information concerning this project please go to either of the following Web sites: <http://www.iowadot.gov/pim> or <http://www.iowadot.gov/i29/segment2.htm>.

### **INTRODUCTION**

The Iowa Department of Transportation (DOT) wishes to thank you for attending this Public Information Meeting regarding the proposed improvement of Interstate 29 in downtown Sioux City from the Burlington Northern Santa Fe (BNSF) Railway Company bridge to west of the Hamilton Boulevard interchange (Segment 2). The purpose of this meeting is to discuss the proposed improvement and to answer any questions that you may have. This public meeting offers mutual benefits. It gives the Iowa DOT an opportunity to explain the design of the proposed project and allows the public to express their opinions regarding the proposed improvement. Consideration will be given to all suggestions.

This is your opportunity to express views either as an individual or a group representative. The Iowa DOT encourages oral and written statements pertinent to the project. Oral statements will be accepted at this meeting. Written statements and exhibits will also be accepted at the meeting or may be mailed to Jim Rost, Office of Location and Environment, at the above address.

This meeting satisfies the public involvement required by federal and state regulations and helps assure that social, economic, and environmental effects are identified. In addition, this project, as are all Iowa DOT projects, will be constructed in compliance with Title 6 of the Civil Rights act of 1964.

This public meeting is used to present factual information about the proposed project and to receive comments from the public. This information is then correlated into a highway improvement that will best serve the public.

### **PUBLIC MEETING FORMAT**

We encourage you to express your views concerning the proposal in one or more of these ways:

1. Individual discussion with Iowa DOT staff;
2. Presentation of oral and written statements at the meeting. Oral statements will be accepted at the tape recording station. Written statements should be presented to the staff person near the entry;
3. Submission of written statements following the meeting. Deadline for receipt of written statements is November 1, 2010.

### **PROJECT BACKGROUND**

A Pre-Location Study for the I-29 corridor in Sioux City was conducted in 1997. On November 4, 2004, a Public Information Meeting was held to discuss the I-29 Interstate Study and proposed corridor improvements including interchange reconfigurations, accommodations for future traffic, and alleviation of merging issues. As the planning process continued, it was evident that segments of the corridor had different characteristics and functioned differently. As a result, the FHWA/ Iowa DOT divided the corridor into three individual projects. Public Information Meetings were held to discuss improvements for this segment (Segment 2) on July 12, 2006, and November 30, 2006. A Location Design Public Hearing was held May 22, 2008, to

present the Draft Environmental Impact Statement and improvement alternatives for this segment.

### **PROJECT DESCRIPTION**

The Segment 2 project begins 0.25 mile south of the BNSF Railway Bridge over the Missouri River and continues north and west to approximately 0.7 mile west of the existing Hamilton Boulevard interchange. The proposed improvement would provide for expanding the existing four-lane roadway to six lanes and improving safety by modifying the interchanges.

The Floyd Boulevard interchange would be reconstructed to provide a split diamond interchange with ramps connecting from I-29 to Floyd Boulevard and Virginia Street. One-way frontage roads on both sides of I-29 would provide a connection between Floyd Boulevard and Virginia Street. The south side frontage road would begin at Pierce Street crossing under I-29 and connecting to Virginia Street and Floyd Boulevard to provide additional access from the downtown area. A separate northbound exit ramp that would cross over Virginia Street would provide direct access to downtown at Nebraska Street. The existing southbound exit ramp from I-29 to Nebraska Street would be removed.

Floyd Boulevard would be reconstructed on new alignment west of the existing roadway to connect into the existing Floyd Boulevard/Dace Avenue intersection. Virginia Street would be extended south to connect to I-29. Leech Avenue would be removed from Floyd Boulevard west to I-29. Dace Avenue would be closed and removed from east of Virginia Street to Gordon Drive. Gordon Drive would be reconstructed from just west of Floyd Boulevard west to Pearl Street to accommodate the improvement. The existing one-way westbound connection from Gordon Drive to Wesley Parkway would be maintained.

The Wesley Parkway interchange would be modified and reconstructed as a two-level interchange. The ramps on Wesley Parkway would be removed. Ramps from I-29 northbound and to I-29 southbound would provide a direct connection from the

interstate to Wesley Parkway. Northbound access to I-29 from Wesley Parkway would be provided through the use of a frontage road between Wesley Parkway and the Hamilton Boulevard interchange. Southbound access to Wesley Parkway from I-29 would be provided by use of a frontage road from the Hamilton Boulevard southbound exit ramp. Wesley Parkway would be reconstructed from the bridge over the Missouri River to just south of the intersection with Fifth Street.

Third Street would be extended from Water Street to connect to Wesley Parkway to provide additional access to the downtown area. A sidewalk would be constructed along the east side of Wesley Parkway and along the south side of the Third Street extension to connect to the existing trail system. The existing trail east of Wesley Parkway would be realigned to pass beneath the Third Street extension.

The Hamilton Boulevard interchange would be reconstructed with some ramp modifications. Northbound access from I-29 to Hamilton Boulevard would be provided by use of a frontage road between Wesley Parkway and Hamilton Boulevard. All other movements would have direct access to and from I-29. Between the Hamilton Boulevard and Wesley Parkway interchanges Tri-View Avenue would be shifted to the north of the existing roadway to provide for construction of the frontage road.

Bridges would be constructed on I-29 over Bacon Creek, the Floyd River, Floyd Boulevard, Virginia Street, the Pierce Street frontage road connection, Perry Creek and Hamilton Boulevard. Bridges would also be constructed on Wesley Parkway over I-29 and Tri-View Avenue/the Burlington Northern Santa Fe Railroad. A bridge would be constructed on the Third Street extension over Perry Creek. Other drainage structures would be constructed as necessary.

The completed facility would provide three 12 foot wide lanes in each direction, with a 14 foot wide median shoulder and a 12 foot wide outside shoulder. A concrete barrier would be constructed within the median. Auxiliary lanes would be provided at the interchanges.

Access rights were previously acquired for this section of I-29.

## **PRESENT FACILITY AND TRAFFIC VOLUMES**

Existing I-29 in Sioux City is a four-lane divided roadway. It was constructed in 1961. The roadway was resurfaced in 1970, 1988, and 2002. The 2009 annual average daily traffic (AADT) using I-29 in the project area ranged from 35,800 to 43,800 vehicles per day (VPD). Anticipated 2030 AADT is 58,700 VPD.

## **ENVIRONMENTAL CONSIDERATIONS**

A Draft Environmental Impact Statement (DEIS) for this project was signed by the Federal Highway Administration (FHWA) on March 25, 2008, and was made available for review by the public. The Final Environmental Impact Statement (FEIS) was approved on February 2, 2009. After careful consideration of all social, economic and environmental factors and with input from various public and private organizations a Record of Decision (ROD) was signed by the Federal Highway Administration (FHWA) on July 8, 2009. A copy of the ROD is available for inspection at this meeting.

This project will continue to be monitored by the Iowa DOT and FHWA throughout all development stages and construction to ensure that all possible environmental effects are identified.

## **SUFFICIENCY RATINGS**

Sufficiency ratings in Iowa are composed of five major categories, which measure the roadway's structural adequacy, motorist safety, and capability to accommodate traffic with a minimum of conflict. A rating of 90 – 100 is classified as excellent; 80 – 89 is good; 65 – 79 is fair; 50 – 64 is tolerable; and 0 – 49 is poor. The 2009 sufficiency ratings for this segment of existing I-29 range from 59 (tolerable) to 82 (good).

## PROJECT SCHEDULE AND COSTS

The 2011 – 2015 Transportation Improvement Program shows the following schedule and costs for the reconstruction of I-29 in Sioux City (all three segments):

| ACTIVITY                        | 2011       | 2012       | 2013       | 2014       | 2015       |
|---------------------------------|------------|------------|------------|------------|------------|
| Grade and Pave                  | 24,280,000 | 46,949,000 | 28,908,000 | 68,514,000 | 82,113,000 |
| Traffic Signs                   | 382,000    |            |            |            |            |
| Erosion Control                 |            | 342,000    |            |            |            |
| Right of Way                    |            |            | 6,890,000  | 9,458,000  |            |
| Total Programmed: \$267,836,000 |            |            |            |            |            |

### RIGHT OF WAY

The Iowa DOT's policy provides for appraisal of property and/or property rights needed for each project. These appraisals use professional techniques and methods to determine "just compensation" in accordance with Federal and State constitutions, laws and regulations. The appraisals are prepared to assure fair treatment for both the property owner and the public.

After the appraisals are completed, each owner is contacted by a right of way agent for the purpose of explaining the plans and appraisals and for contracting the required right of way. In instances where an agreement cannot be reached through negotiations, the property may be acquired by the laws of eminent domain.

### RELOCATION ASSISTANCE

The State of Iowa's acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and provides relocation resources to all residential and business relocatees without discrimination.

If you are required to move as a result of a highway project, whether an owner or tenant, you will be eligible for relocation assistance advisory services. You may be eligible for moving assistance, supplemental replacement housing payments, and reimbursement for certain expenses incurred in purchasing replacement housing.

It is the intent of the State of Iowa to ensure that displaced individuals receive fair and equitable treatment and do not suffer disproportionately from highway programs designed for the whole public. Any person, family, business, or farm displaced by a highway project shall be offered relocation assistance services for locating suitable replacement property. Relocation payments and advisory assistance are offered in addition to the State's purchase of your property.

Personnel from the Office of Right of Way, Relocation Assistance Section, have studied the proposed project presented at this meeting and anticipate that no displacements will occur as a result of this improvement.

Questions or problems concerning relocation assistance should be directed to the Office of Right of Way, Relocation Assistance Section, Iowa DOT, 800 Lincoln Way, Ames, Iowa, 50010.

### **PUBLIC PARTICIPATION**

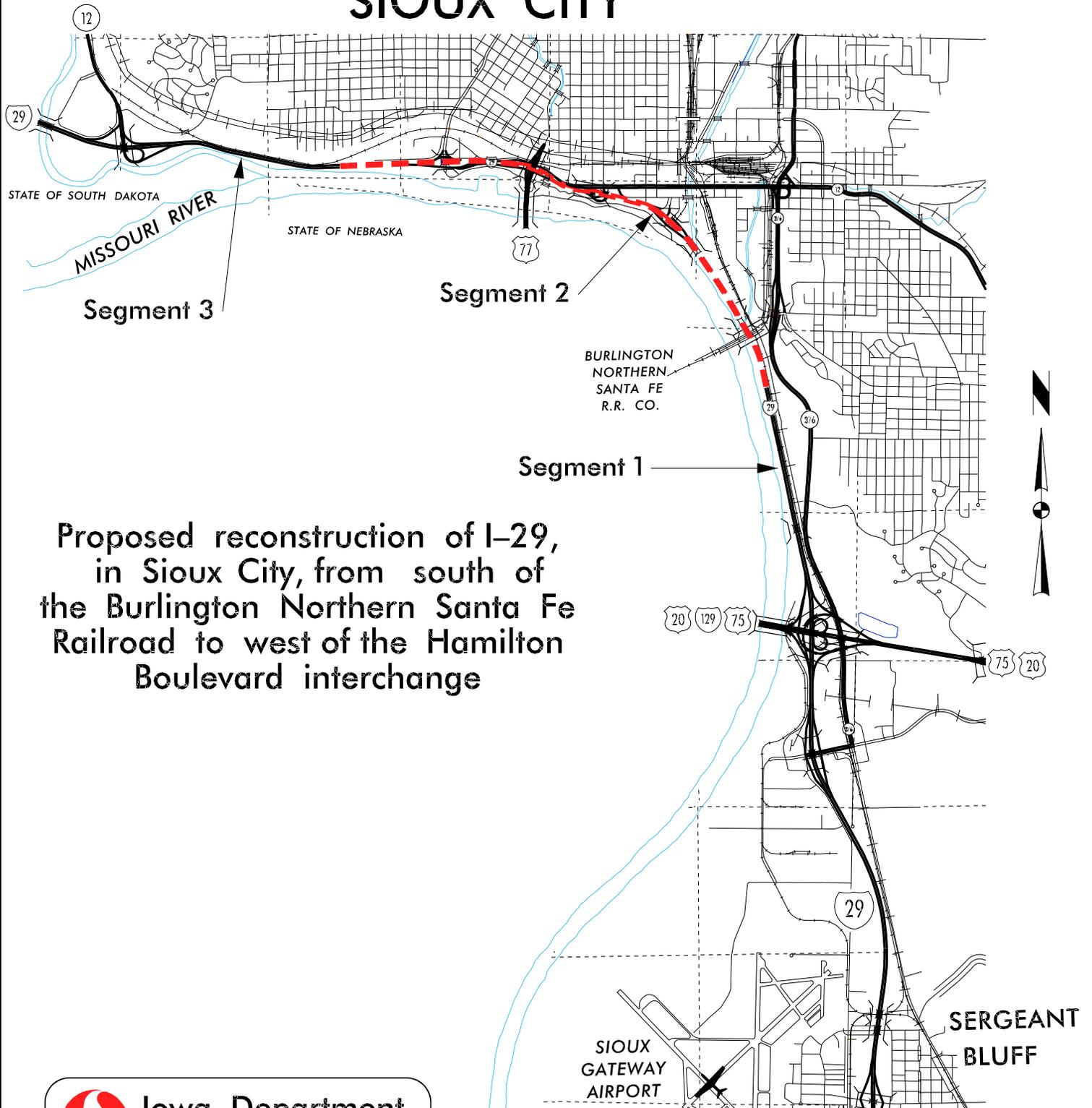
If you have any comments on the proposed project or questions about its development, please make your comments known at this meeting or forward them on the attached self addressed Citizen Comment form. For information concerning this project view either of the following Web sites: <http://www.iowadot.gov/pim> or <http://www.iowadot.gov/i29/segment2.htm>.

Thank you for your participation in this meeting.

Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.

# PUBLIC INFORMATION MEETING OCTOBER 19, 2010

## SIOUX CITY



Proposed reconstruction of I-29,  
in Sioux City, from south of  
the Burlington Northern Santa Fe  
Railroad to west of the Hamilton  
Boulevard interchange



Proposed Improvement - - -



# Iowa Department of Transportation

HIGHWAY DIVISION, OFFICE OF LOCATION AND ENVIRONMENT 515-239-1225

## Citizen Comments

**WOODBURY COUNTY**  
**IM-29-6(168)146--13-97**

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I ( do  do not  )  
desire a response.

**Please submit comments  
by November 1, 2010.**

The information which you give may be printed and/or distributed. You are not required to provide any information, unless you request a response to your comments.

**PLEASE PRINT**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

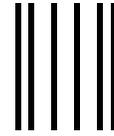
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Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

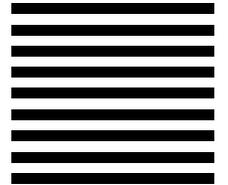
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