



**Public Information Meeting
for the proposed improvement of U.S. 30 in Benton County
from the Tama County line east to the west junction of U.S. 218**

**September 14, 2011
4:30 – 6:30 p.m.
Blairstown Community Center**

Welcome to the Iowa Department of Transportation's public information meeting for the proposed four-lane expansion of U.S. 30 in Benton County.

The purpose of the meeting is to provide an update on the development of the project since the last Public Information Meeting held on June 29, 2011. Since that meeting, the project team has reviewed the alternatives that were presented and has made some adjustments to the alternative alignments. There has also been additional discussion regarding the potential interchange at U.S. 218. This meeting is being held to allow opportunity for additional comment on the proposed alternatives and to provide staff an opportunity to more fully explain the adjustments made since the last meeting.

An initial proposal on providing access to properties will also be shown and discussed at the meeting.

Project Update

After the previous Public Information Meeting the project team looked in more detail at Alternatives 1 and 3 and made some adjustments to these alternatives. The proposed access (entrance) to properties for both alternatives has also been looked at and is shown on the displays. Access control through the corridor will be, at a minimum, Priority III with access allowed approximately every one-quarter mile for existing driveways.

A decision was made by the Iowa DOT to drop Alternative 2 from further consideration. Alternative 2 provided for construction of two additional lanes to the north of the existing roadway and reconstructing the existing lanes from just west of the IA 21 intersection to just west of the 19th Avenue/County Road V-56 intersection. At this point the alignment shifted to the south of the existing roadway to avoid impacting Calvary Cemetery and continued on the south side to tie into the existing four-lane roadway at U.S. 218. This alternative was eliminated because it would impact a property recommended as eligible for the National Register of Historic Places. It would also be difficult to maintain traffic during construction due to shifting the additional lanes to the south of the existing roadway for a significant length of the corridor. This shift is necessary to avoid an existing cemetery and to match the existing four lanes east of U.S.218.

A new interchange option has been developed for the intersection of U.S. 30 and U.S. 218. The new option, described below as Option 4, places an interchange at the existing intersection of U.S. 30 and U.S. 218. However, due to the addition of Option 4, there are some additional environmental field studies that will need to be conducted in the area just to the east of U.S. 218. This field work is planned to be done this fall.

Range of Alternatives - Roadway

There are two build alternatives and a No Build Alternative that are currently under consideration for this segment of U.S. 30. Each build alternative is proposed to add two additional lanes to provide a four-lane divided highway. The existing two lanes will be reconstructed approximately on the existing roadway alignment or just adjacent to the existing roadway as described below. A median width of 82 feet has been assumed for environmental documentation purposes. Intersections with higher traffic volumes will be studied to determine if the median should be widened further at those locations to accommodate turning traffic.

The following is a description of the alternatives:

No Build Alternative

The No-Build Alternative would be a continuation of the highway system as it currently exists. This alternative will be carried forward throughout the development of the environmental document as a baseline for comparison with the Build Alternatives. The No-Build alternative would not meet the Purpose and Need identified for the project.

Alternative 1

Alternative 1 represents a similar configuration as the alignment proposed in 1999. This alternative provides for construction of the additional two lanes to the south of the existing roadway starting just east of the IA 21 intersection. The new lanes would proceed east and tie into the existing four-lane roadway at U.S. 218. This alternative would reconstruct the existing two lanes such that the existing right-of-way line on the north side of the existing highway would generally be maintained.

Alternative 1 would avoid impacts to a potentially eligible historic property as well as Calvary Cemetery located between County Road V-56 and 20th Ave.

Alternative 3

Alternative 3 also provides for construction of two additional lanes to the south of the existing roadway. In this alternative, the existing two lanes would be reconstructed, generally on the alignment of the existing roadway, to provide the new westbound lanes. The completed roadway would tie-into the existing four-lane section at U.S. 218.

This alternative would require right-of-way to be acquired on both the north and south sides of the existing roadway. Alternative 3 is shifted slightly to the south in the areas of a potentially eligible historic property and the Calvary Cemetery in order to avoid impacts to these properties.

Range of Alternatives - Interchanges

Studies are currently underway to determine the need for interchanges at IA 21 and U.S. 218. Following is a description of the interchange options.

U.S. 30 and IA 21

There are two interchange options, both diamond interchanges, being considered for the IA 21 intersection. The options are as follows:

- For Option 1 the mainline (U.S. 30) would be constructed over IA 21.
- In Option 2 the side road (IA 21) would be constructed over U.S. 30.

U.S. 30 and U.S. 218

There are four interchange options being studied for the U.S. 218 intersection. Three options include the relocation of U.S. 218 to the west to accommodate an interchange and the fourth option places an interchange at the current intersection. The interchange options are as follows:

- Option 1 would relocate U.S. 218 to the west approximately 900 feet. The interchange proposed for this option is a folded diamond interchange with U.S. 218 constructed over U.S. 30.
- Option 2 would relocate U.S. 218 to the west approximately 2,700 feet. The interchange proposed for this option is a diamond interchange with U.S. 218 constructed over U.S. 30.
- Option 3 would relocate U.S. 218 to the west approximately 2,700 feet. The interchange proposed for this option is a three quadrant interchange with U.S. 218 constructed over U.S. 30.
- Option 4 would place an interchange at the current intersection. The interchange proposed for this option is a two quadrant interchange with U.S. 218 constructed over U.S. 30 and would include a retaining wall along the edge of Prairie Cemetery.

Project Schedule

The Benton County portion of the U.S. 30 corridor is currently included in the 2012-2016 Transportation Improvement Program with \$9.2 million for right of way acquisition in 2014 and \$6.4 million for right of way acquisition in 2015.

Next Steps

The next steps in the project development process will be to take comments from the public and move towards completion of the environmental document for the improvement. Iowa DOT management will consider all comments and concerns in the process of selecting the recommended alternative which will be included in the environmental document.

As noted above, there are additional environmental field studies which need to be conducted in the area of U.S. 218 before the environmental document can be completed. This additional work has delayed the overall schedule for the project slightly. These studies will be conducted this fall with documentation completed in early 2012. The Iowa DOT will also need to follow the necessary steps to receive approval from the regulatory agencies prior to completion of the environmental document.

Once the environmental document is completed and approved, the Iowa DOT will hold a Public Hearing to present the results of the environmental process. It is anticipated to hold the Public Hearing in Spring / Summer 2012.

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.

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 a comment, question, or concern regarding the Purpose and Need, the range of alternatives or the corridor in general, please provide your comments during the meeting or forward them on the attached self addressed Citizen Comment form. Deadline for receipt of comments is September 26, 2011. A comment form is also available at the following website: <http://www/iowadot.gov/pim>. The displays from tonight's meeting are also located on this website.

Contact Us

If you have a comment or concern regarding the proposed improvements of U.S. 30 in Benton County or would like to be added to the project mailing list, please fill out a comment form at tonight's meeting or contact:

Catherine Cutler

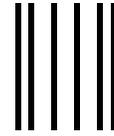
Transportation Planner
Iowa Department of Transportation
District 6 Office
430 16th Avenue SW
Cedar Rapids, IA 52406-3150
800-866-4368 (toll free)
Catherine.Cutler@dot.iowa.gov

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.

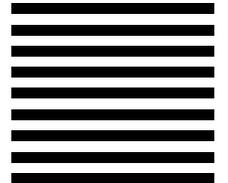
Fold first.

(TAPE--Do NOT Staple.)



(TAPE--Do NOT Staple.)

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 651 AMES, IA.

POSTAGE WILL BE PAID BY ADDRESSEE

PUBLIC INVOLVEMENT SECTION
OFFICE OF LOCATION AND ENVIRONMENT
IOWA DEPARTMENT OF TRANSPORTATION
800 LINCOLN WAY
AMES IA 50010-9902



Fold last