

PUBLIC HEARING

I-35/ I-80/ Iowa 141 Interchange Study

Interchange Justification Report and Environmental Assessment

Polk County, Iowa

IM-80-3(178)127--13-77

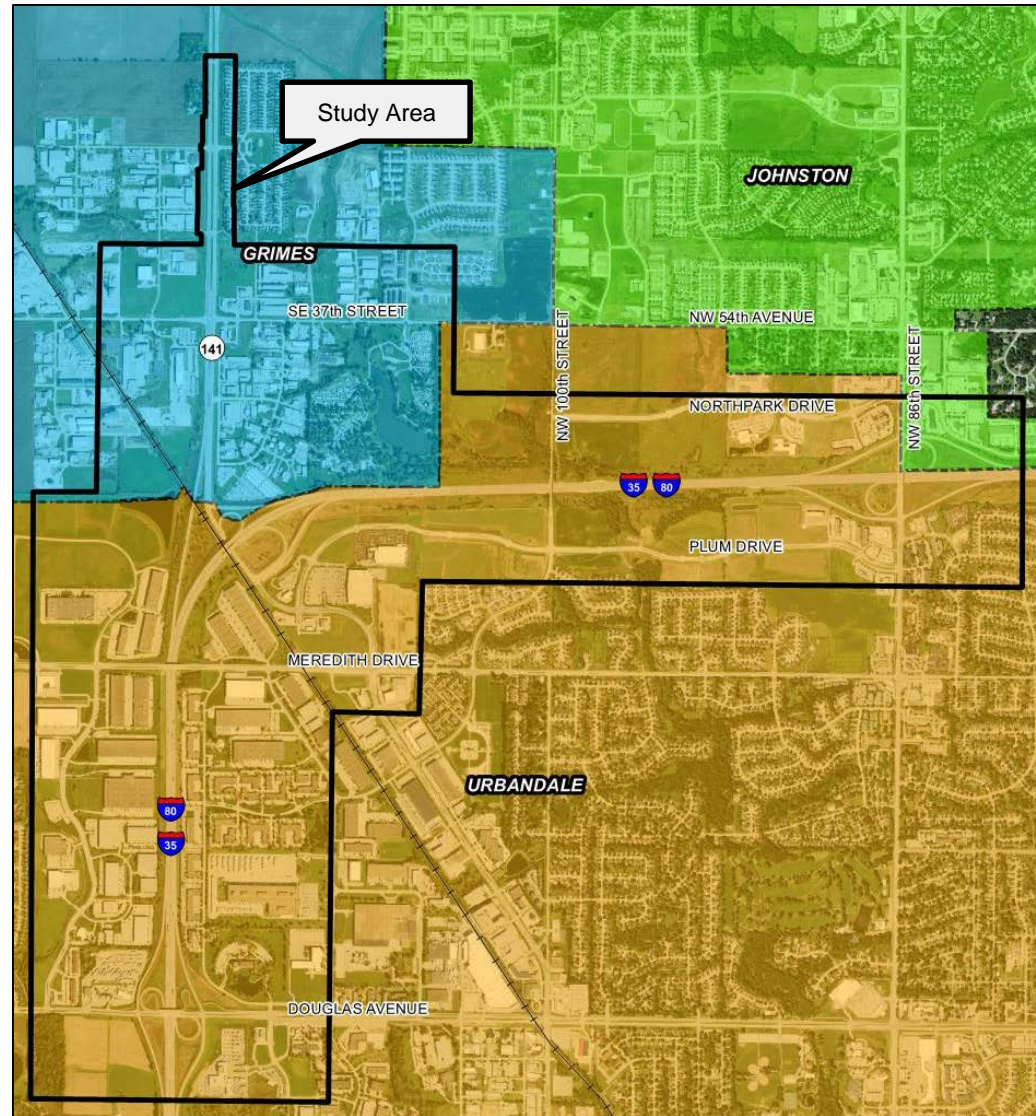
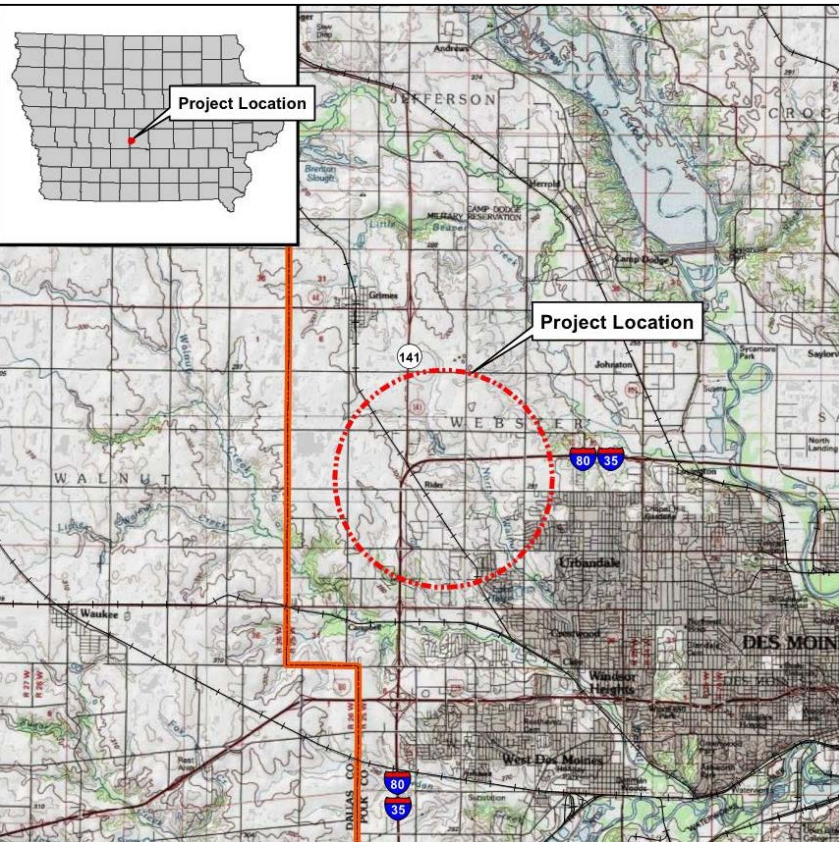


Presentation Overview

- Location and History
- Purpose and Need
- Alternatives
- Overview of Impacts
- Next Steps
- Project Sequencing
- Project Cost
- How to Submit Comments



Project Location & Study Area



Meredith Dr.

NW 100th St.

NW 86th St.

Douglas Ave.

History of Project

- 2007** – DMAMPO conducted regional freeway system study
- 2008** – Study of new interchange at NW 100th Street begins
- 2013** – Operational study of I-35/I-80 between Douglas Ave and 86th St completed
- 2015** – I-35/I-80/IA 141 IJR and EA Study begins
- 2016** – Construction of NW 100th Street Bridge begins
- 2016** – IJR approved by FHWA September 1, 2016
- 2016** – EA approved by FHWA September 7, 2016

Purpose and Need

Purpose of Project:

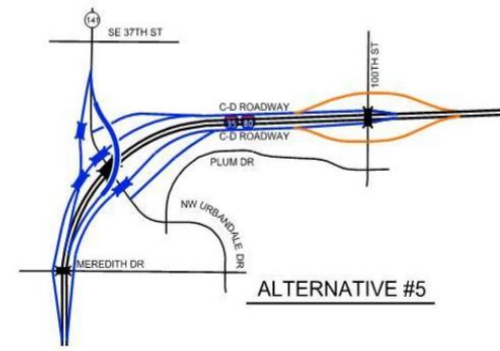
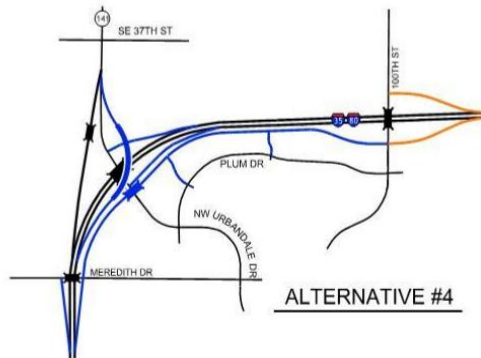
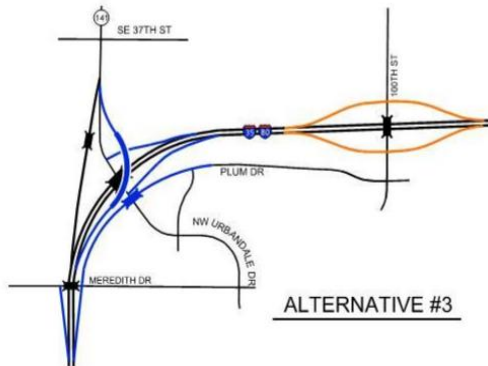
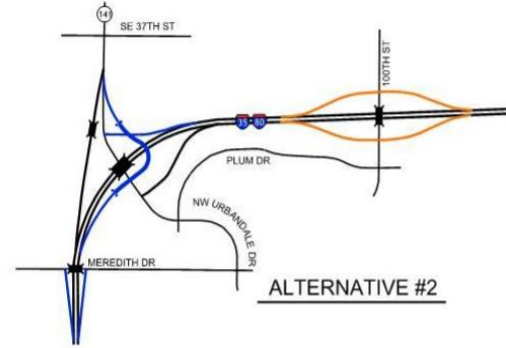
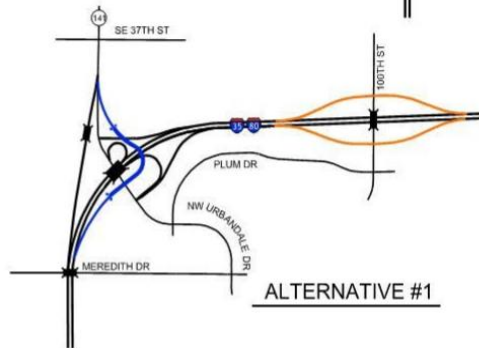
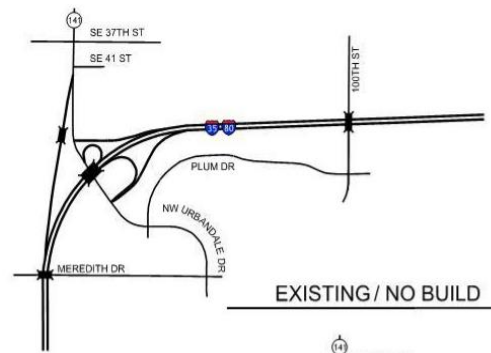
- Improve safety and increase traffic capacity
- Evaluate new Interstate System access between the Douglas Ave and NW 86th Street Interchanges

Need for Action:

- Back ups during peak traffic hours
- Northbound exit loop ramp over capacity
- Crashes are above statewide average



Alternatives Considered



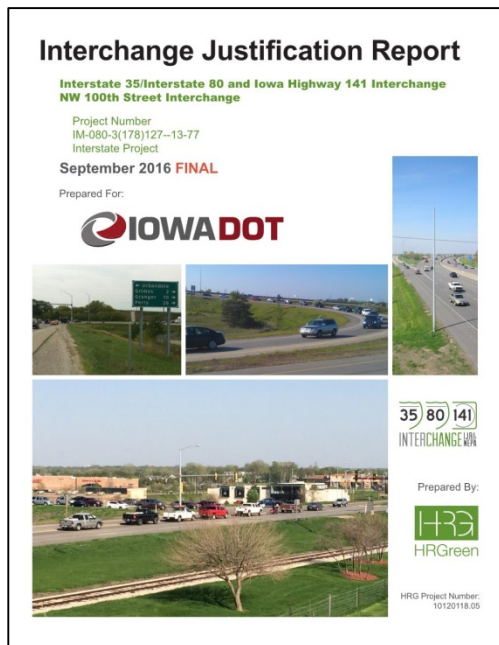
LEGEND

- SEPARATE PROJECT (NW 100TH ST BRIDGE INTERCHANGE PROJECT) NOT INCLUDED IN PROPOSED ACTION
- PROPOSED I-35/I-80/IA 141 INTERCHANGE IMPROVEMENTS
- EXISTING / NO IMPROVEMENT



Screening of Alternatives

Preliminary Comparison of Alternative Impacts



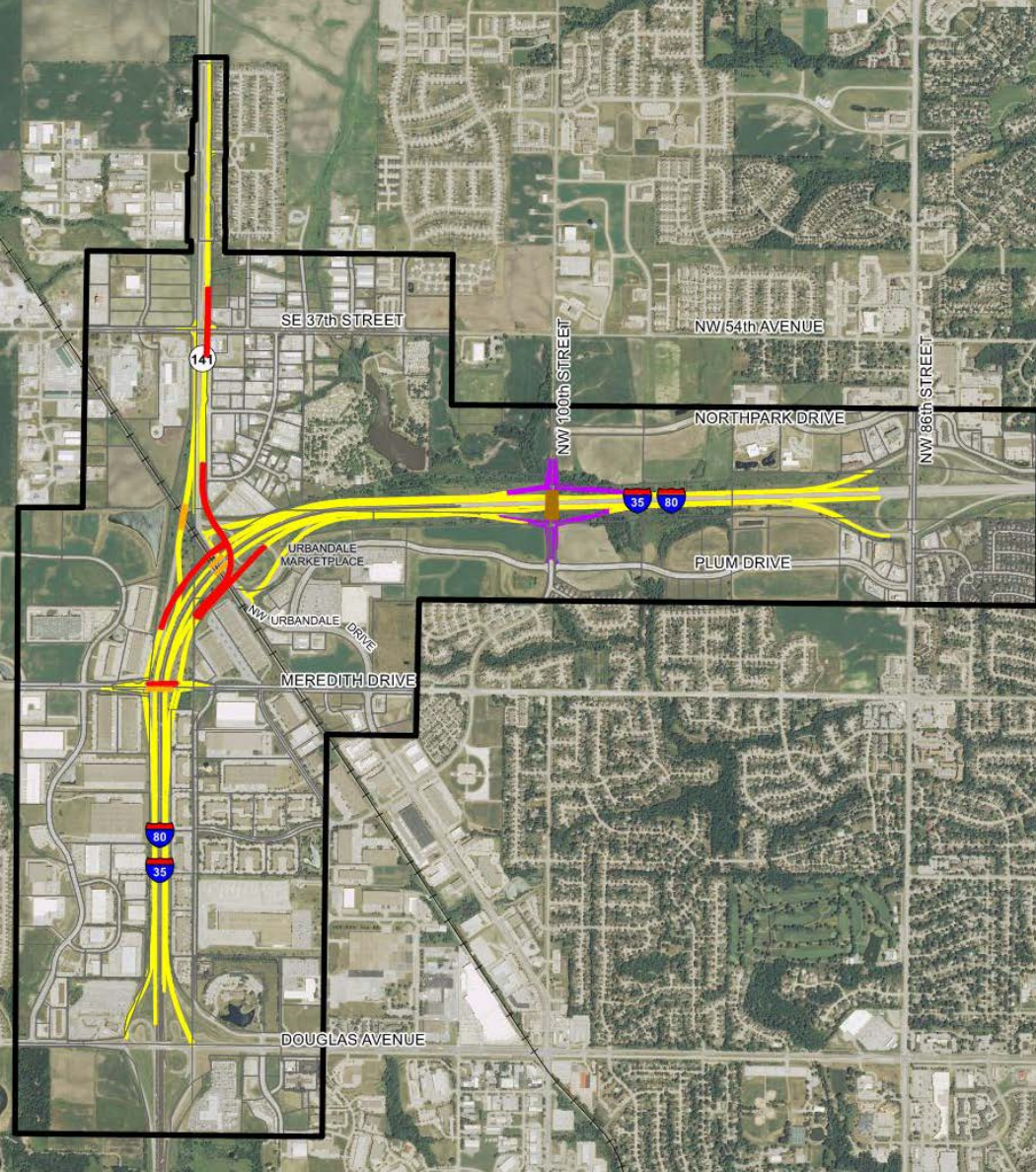
Resource	No Build	Alternative				
		1*	2*	3*	4*	5*
Right of Way (acres)	0	17.6	44.6	63.5	57.3	52.1
Floodplains (acres)	0	1.68	1.70	1.70	1.70	4.16
Wetlands (acres)	0	2.93	5.28	6.75	6.36	7.84
Surface Water and Water Quality (linear feet)	0	973	2,347	2,896	2,763	3,210
Woodlands (acres)	0	0.00	0.08	0.09	0.08	6.72
Opinion of Probable Construction Cost (\$ Millions)	0	54.8	60.8	91.2	79.9	100

**Impacts based on a review of available desktop level data and preliminary NEPA impact areas at the time alternatives were dismissed.*

Preferred Alternative

Features of Preferred Alternative (Alternative 5):

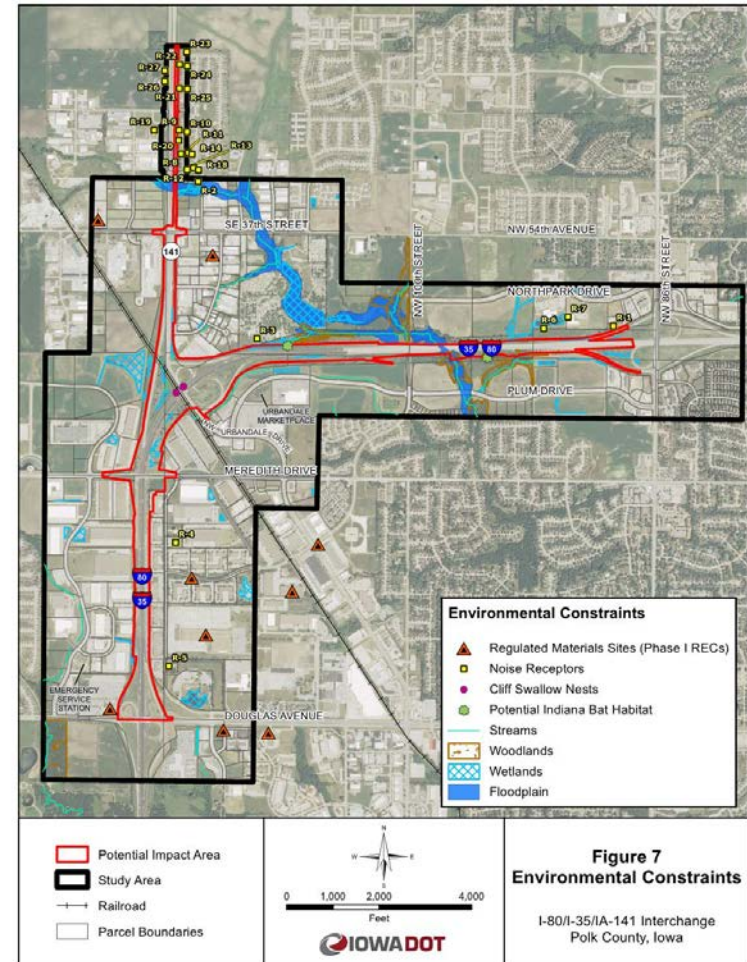
- Meets purpose and need
- Adds dual-lane flyover ramp
- Removes existing loop ramps
- Provides full interchange at NW 100th Street and Meredith Drive
- Improves interchange with IA 141
- Includes construction of collector-distributor roads



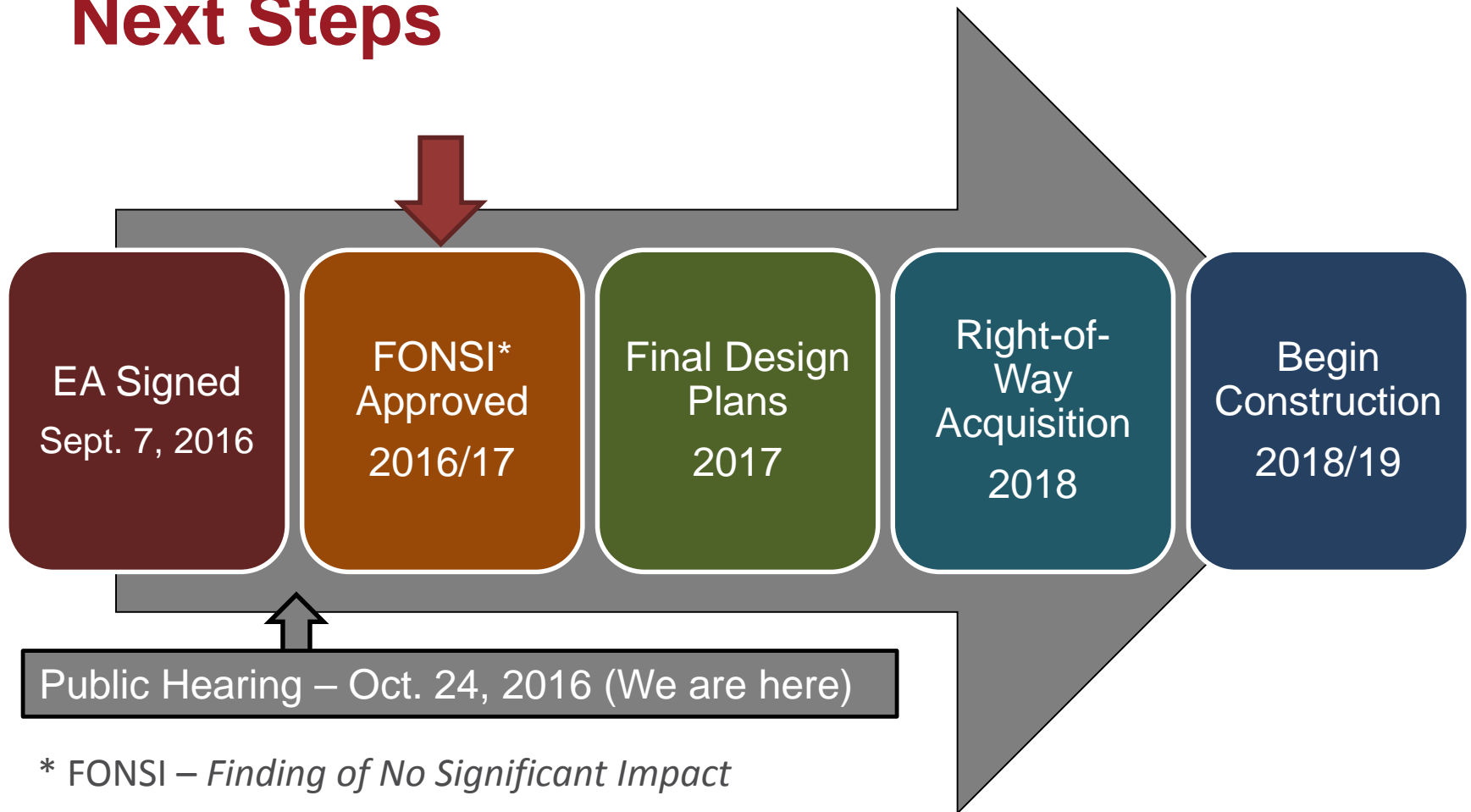
Environmental Assessment & Impacts

Issue	No Build Alternative	Preferred Alternative
Right of Way Acquisition (acres)	0	8.5
Potential Displacements (number)	0	1 Building / 6 Tenants
Wetland Impacts (acres)	0	1.86
Surface Waters and Water Quality (linear feet)	0	948
Floodplains (acres)	0	1.9
Noise Impacts (number)	1	7
Utilities (number of crossings)	0	13
Visual	No Change	Minor Change

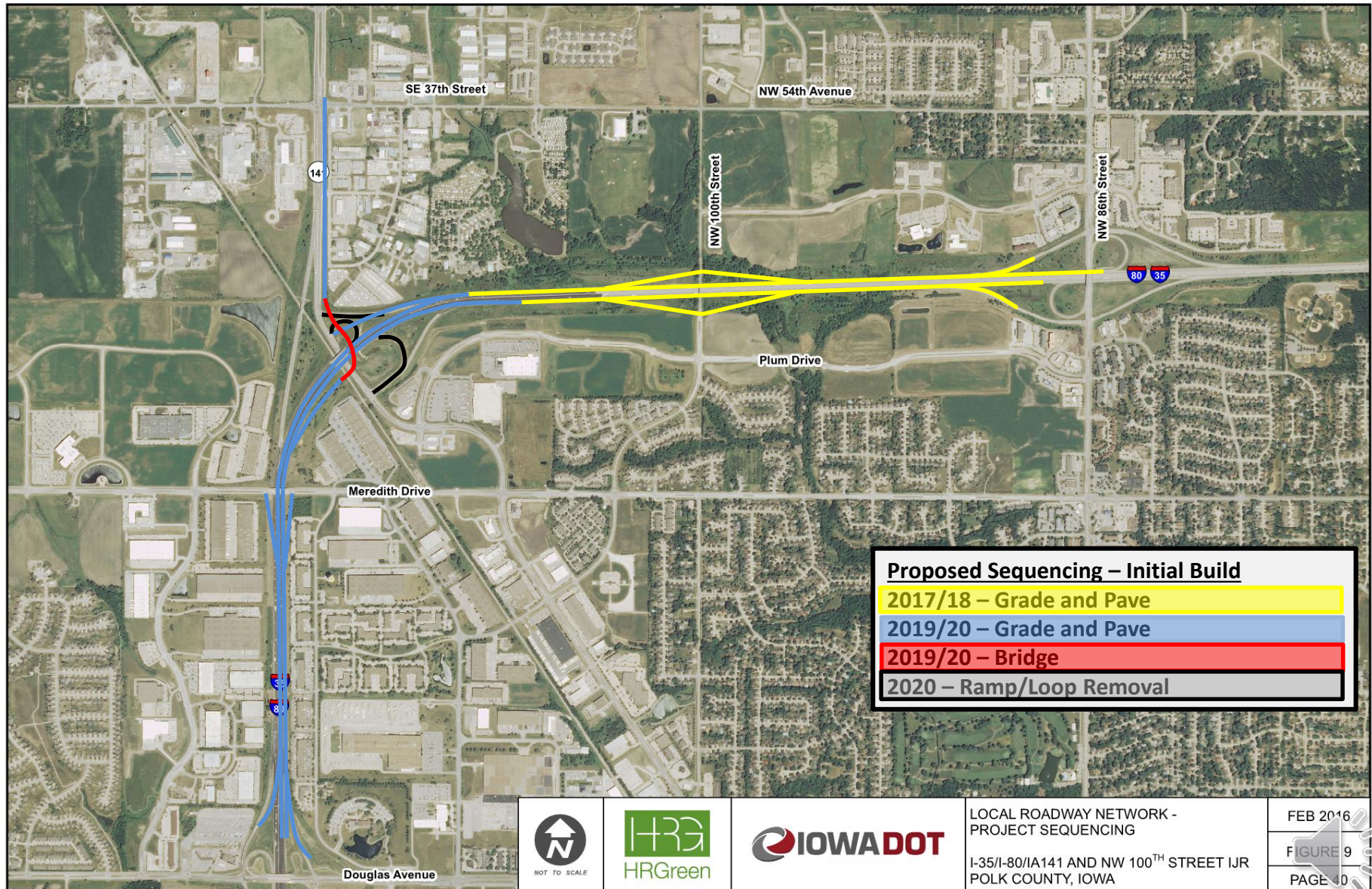
**Impacts based on project level data and field study information.*



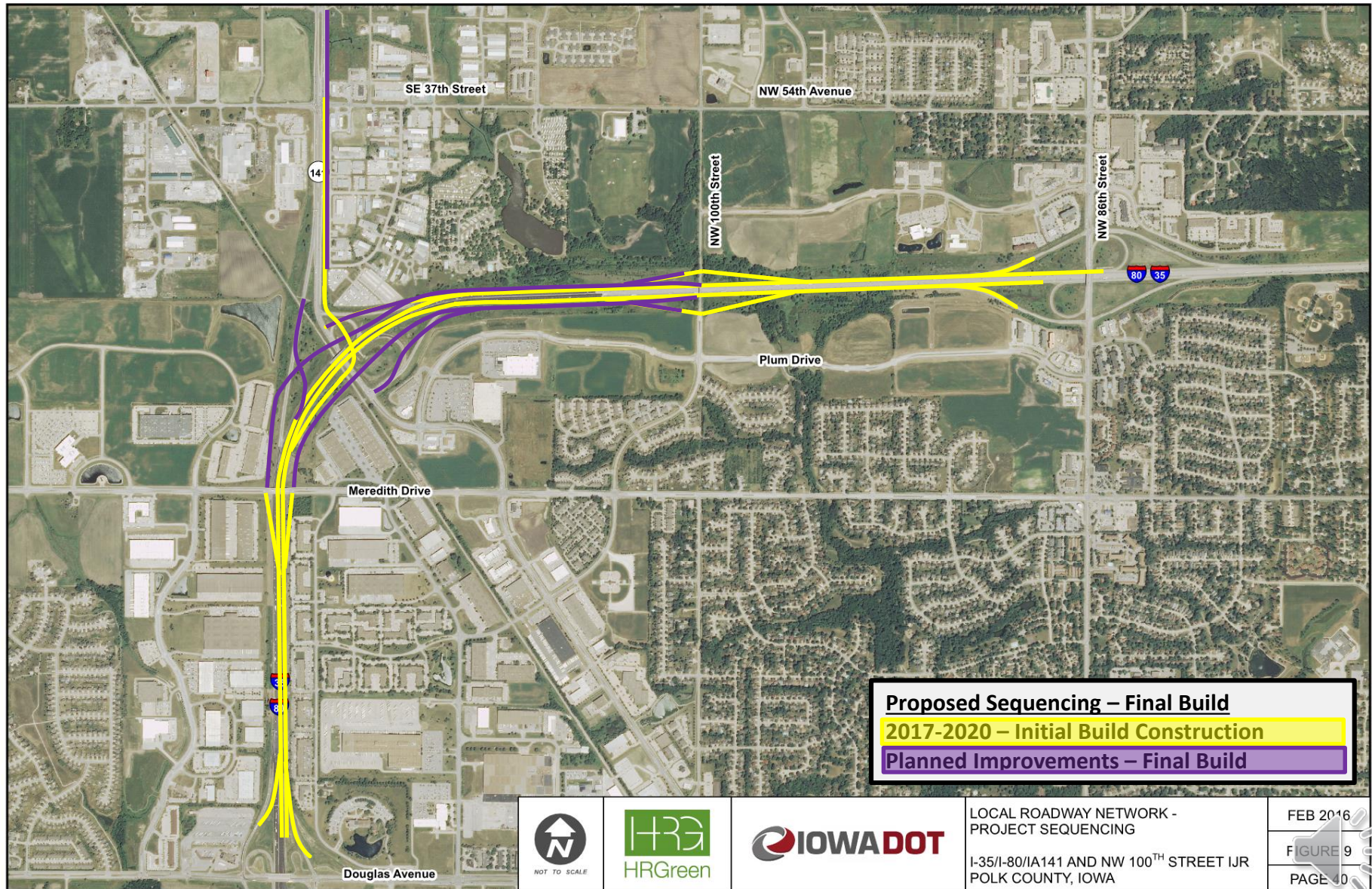
Next Steps



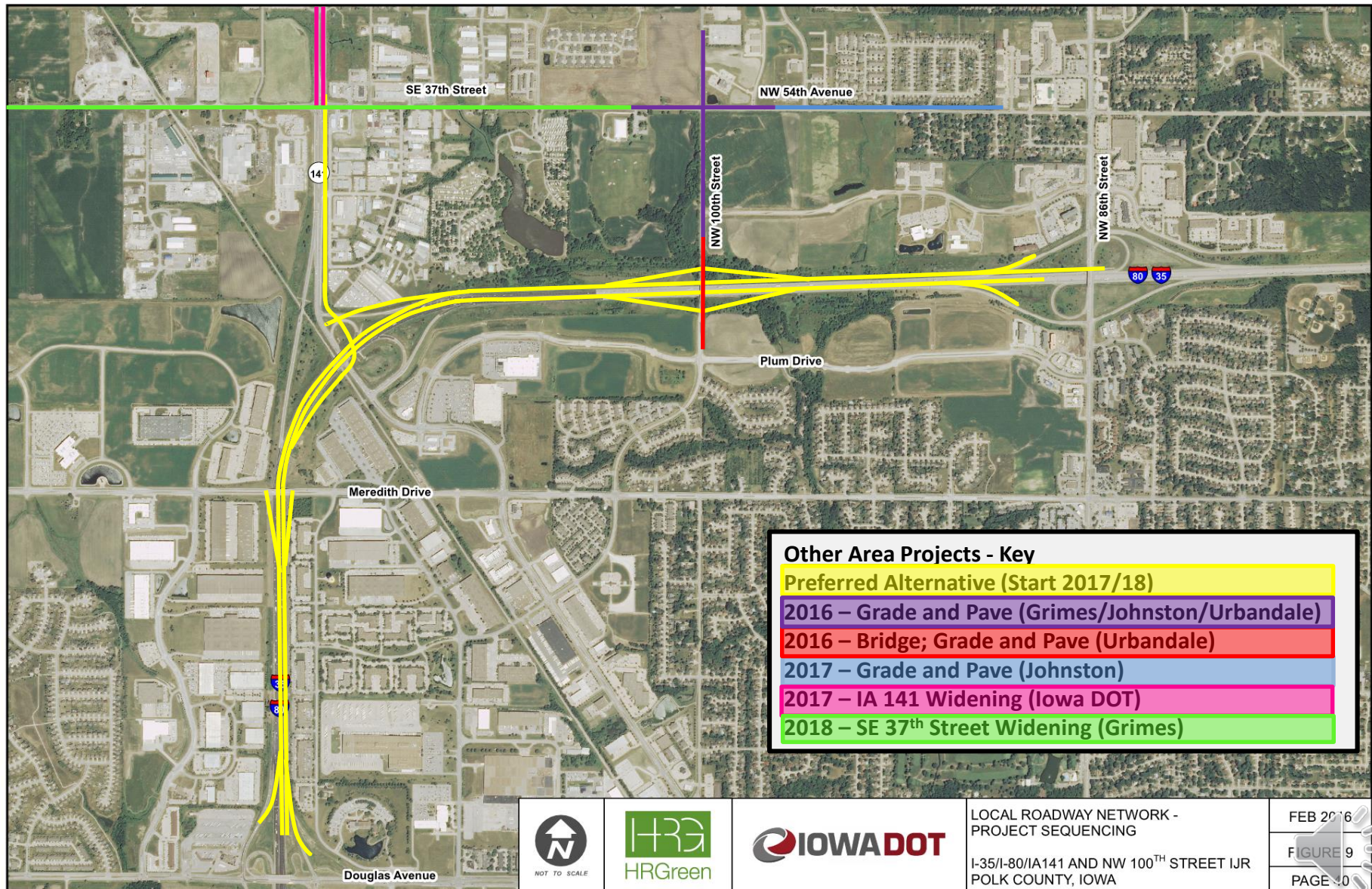
Project Sequencing for the Initial Build of the Preferred Alternative



Project Sequencing for the Final Build of the Preferred Alternative



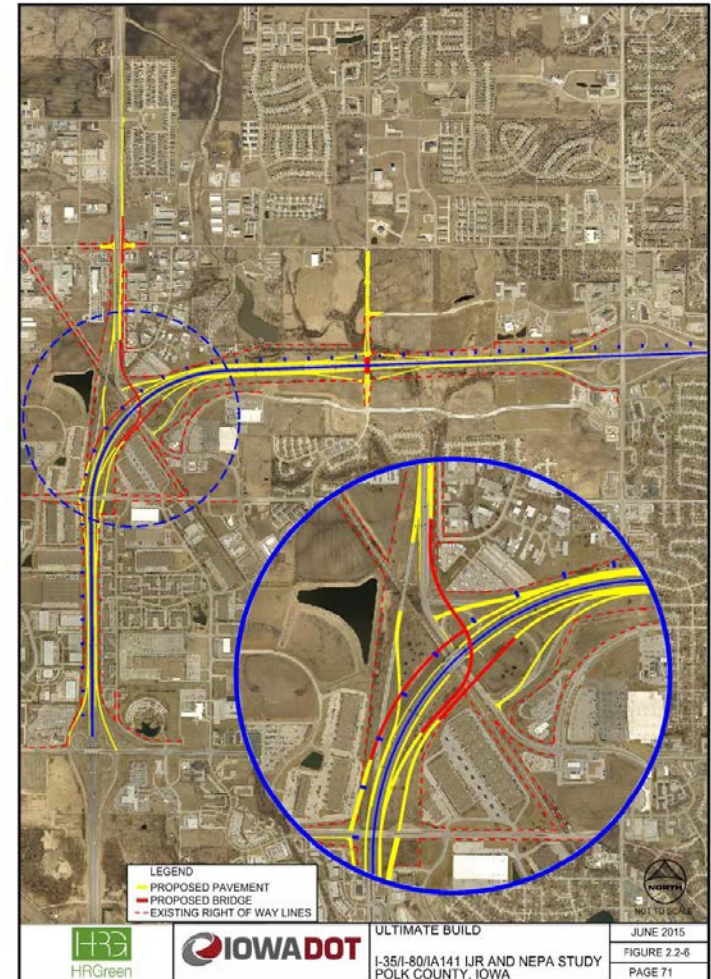
Other Locally-Programmed Transportation Projects



Opinion of Probable Construction Cost

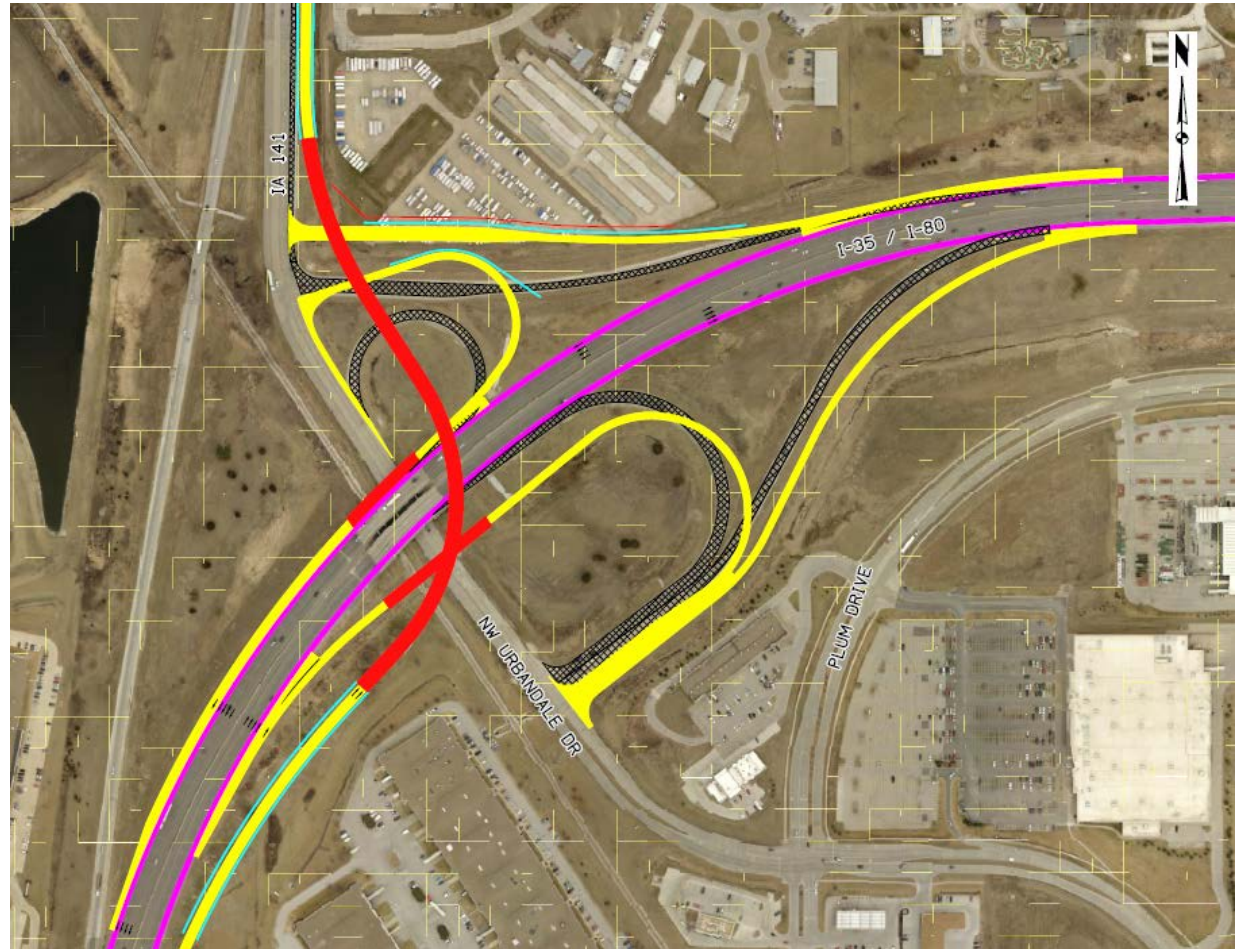
Year	Activity	Programmed Amount
2018	Right of Way	\$ 0.6 M
2019	Grading, Bridge	\$ 19.5 M
2020	Grading, Paving, Signals, Lighting	\$ 23.8 M
2021	Erosion Control	\$ 0.3 M
Total		\$ 44.2 M

Final Build of the Preferred Alternative is estimated at \$100 M in 2018 dollars
(Includes programmed dollars)



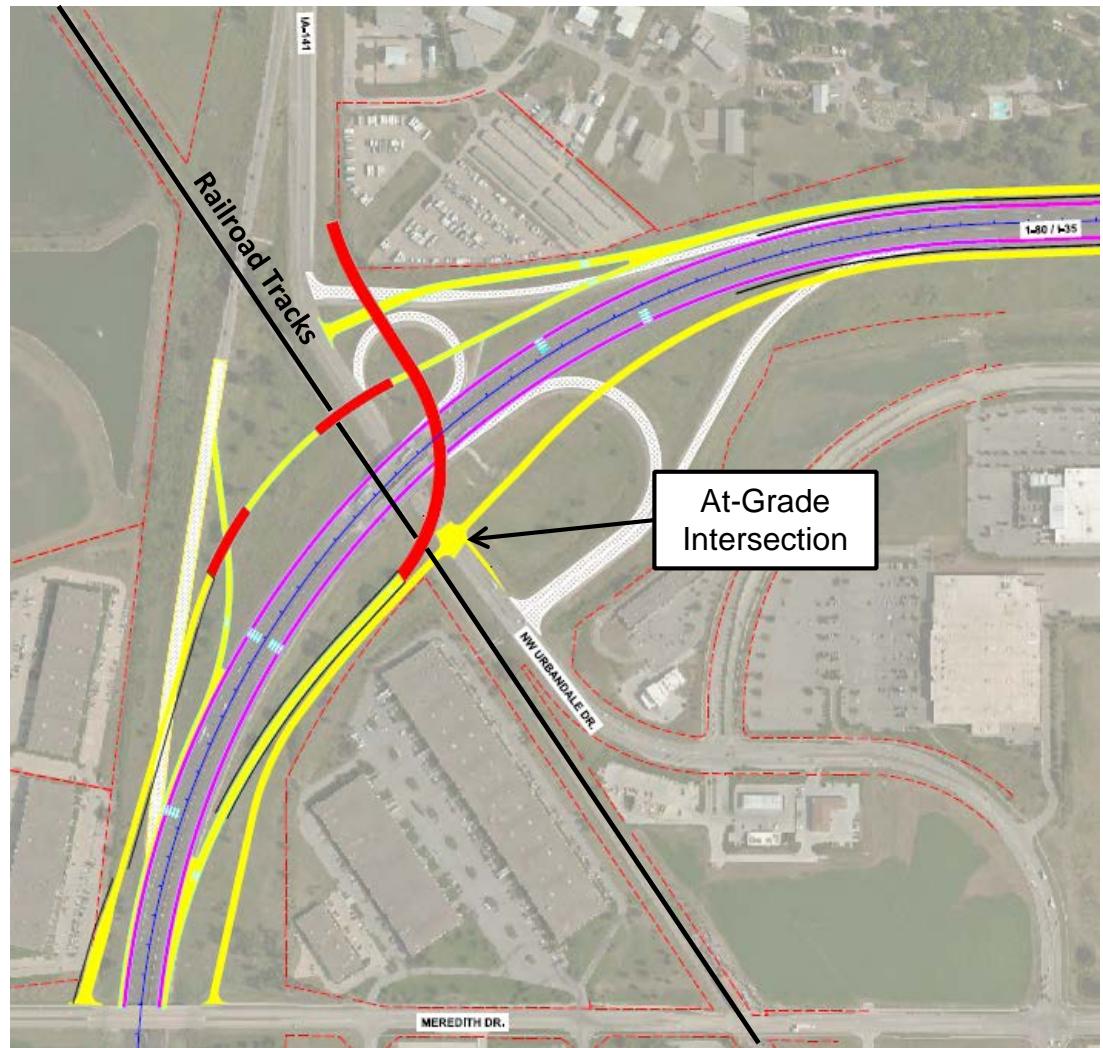
Why Can't the Existing Loop Ramps Remain?

- Existing loops would require rebuild
- Additional cost
- Loops not viable with C/D road concept
- Complex traffic signing required
- Reduces distance from flyover to SE 37th Street
- Department desire to remove loop ramps on curve

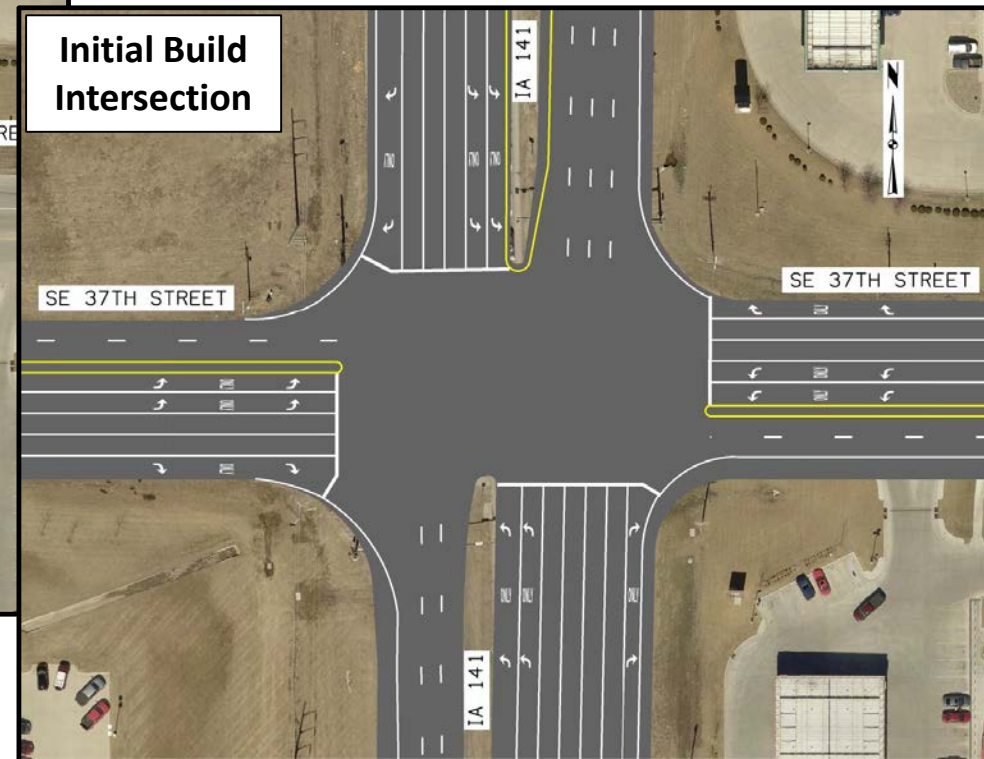
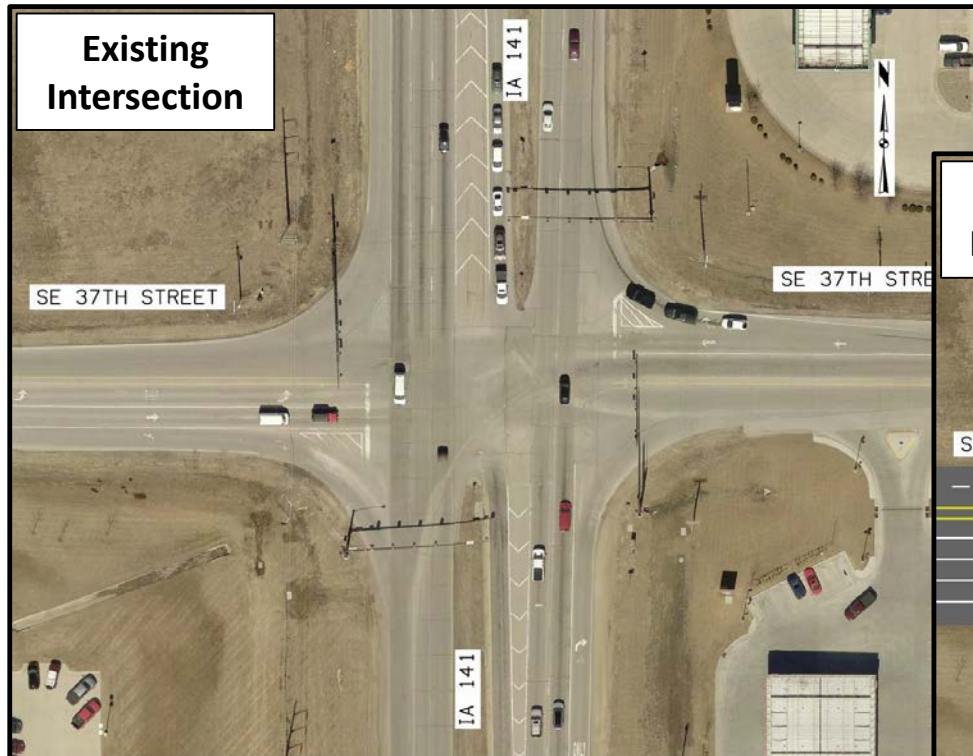


Why Can't an At-Grade Alternative be Constructed?

- Poor traffic operations (Congestion)
- Railroad conflict
- Disrupts C/D road connectivity



How Will the SE 37th Street Intersection with IA 141 Operate?



How Will the SE 37th Street Intersection with IA 141 Operate?

Initial Build

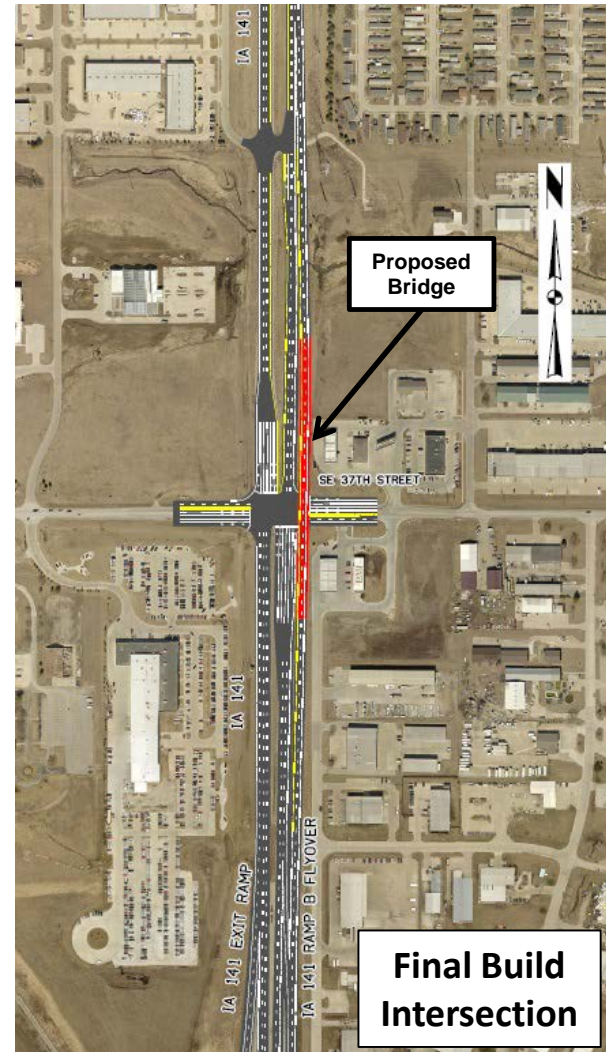
- Improved intersection
- Approximately 1,200 feet between flyover ramp and intersection



How Will the SE 37th Street Intersection with IA 141 Operate?

Final Build

- Connection to IA 141 from flyover ramp still provided south of SE 37th Street
- Northbound flyover bridge over SE 37th Street avoids traffic signal



Public Comments

Comments Due by Nov. 7, 2016. Three ways to provide comments:

Online:

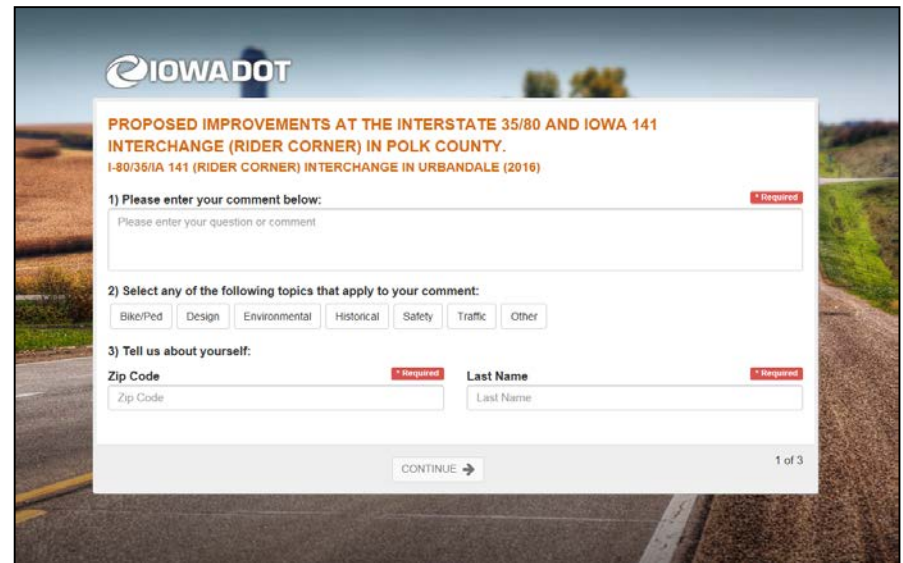
<http://bit.ly/iowadot6611021>

By Email:

scott.dockstader@dot.iowa.gov

By Mail:

Scott Dockstader, PE
District Engineer
Iowa DOT - District 1 Office
1020 S. 4th St., Ames, IA 50010



The screenshot shows a web form titled "IOWA DOT" with the heading "PROPOSED IMPROVEMENTS AT THE INTERSTATE 35/80 AND IOWA 141 INTERCHANGE (RIDER CORNER) IN POLK COUNTY." Below this, it specifies "I-80/35/IA 141 (RIDER CORNER) INTERCHANGE IN URBANDALE (2016)". The form has three main sections: 1) "Please enter your comment below:" with a text area and a "Required" label; 2) "Select any of the following topics that apply to your comment:" with buttons for "BikePed", "Design", "Environmental", "Historical", "Safety", "Traffic", and "Other"; 3) "Tell us about yourself:" with fields for "Zip Code" and "Last Name", both marked as "Required". At the bottom, there is a "CONTINUE" button with a right arrow and a "1 of 3" indicator.

For More Information

Visit:

<http://www.iowadot.gov/pim>

Contact: Scott Dockstader

District Engineer

Iowa DOT - District 1 Office

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(515) 239-1194

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