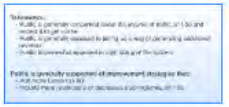

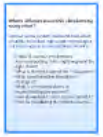

IOWA DOT

I-80 Planning Study

What's different about this I-80 planning study effort?

Answer some system decisions that affect what the individual improvement strategies will be along the entire interstate corridor

- Public & Agency Involvement
- Are we investing in the right way and the right place?
- What is the right size of the I-80 system?
- What are alternative investment strategies?
- What is the potential cost of reconstructing the system?
- How do we build it and can we afford it?
- Plan for prioritizing the improvements....

Feasibility Studies

Linking Planning & NEPA in Transportation Projects

Iowa Department of Transportation | 800 Lincoln Way | Ames, Iowa 50010 | 515-239-1101 | www.iowadot.gov

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TECHNICAL MEMOS

PUBLIC INVOLVEMENT PLAN

Because transportation projects can greatly affect a community, public input is extremely important. Public involvement opportunities allow interested individuals the chance to provide ideas and comments regarding the development of a transportation project. This I-80 Feasibility Study - Public Involvement Plan (PIP) is the guiding document for the public involvement process. The study's success hinges on communication and cooperation with the public, local communities, state and federal agencies. The PIP outlines how the Iowa DOT will communicate to stakeholders and the public throughout the study process.

TECHNICAL MEMO | MAP JOURNAL

GUIDING PRINCIPLES FOR THE INTERSTATE SYSTEM

Guiding principles serve to support the development of the I-80 corridor across the state of Iowa. This technical memo will outline typical cross sections, vision, goals, and general philosophy of reconstructing the interstate. In some ways, many of the other analyses will feed into this document. It is anticipated that these principles will guide the development and reconstruction of the interstate into the foreseeable future.

TECHNICAL MEMO | MAP JOURNAL

SYSTEM EVALUATION OF INTERSTATE OVERHEAD BRIDGE STRUCTURES

When the interstate was constructed, negotiations between the state and counties often decided which intersecting local roadways would be closed or cross the interstate by bridge. By 1960s' standards, these bridges were long enough to span a four-lane interstate, but as the system is rebuilt, require replacement of the existing bridges to accommodate additional lanes. This technical memo will analyze each bridge crossing on I-80 and determine which bridges are necessary for regional connectivity and which may cause undue hardship if the overhead structure is not replaced.

TECHNICAL MEMO | MAP JOURNAL

VIABILITY OF TRUCK ONLY OR RESTRICTED TRUCK LANES

Iowa's transportation system is a vital link for the movement of goods and services regionally and nationally as a significant amount of freight originates outside of Iowa with destinations also outside of Iowa. This technical memo will analyze the benefits and costs, as well as evaluate the viability of adding truck-only or restricted truck lanes to the interstate system.

TECHNICAL MEMO | MAP JOURNAL

Coming soon.

DIVERSION STRATEGY (EVALUATION OF VIABILITY OF ALTERNATE ROUTE IMPROVEMENTS)

One consideration in studying the I-80 corridor is determining whether investments to the existing system would yield as much return on investment (ROI) when compared to investing in improvements on parallel routes. Occasionally, making improvements on parallel routes has the effect of drawing traffic off a congested route and increases capacity and mobility. This technical memo will evaluate whether improving routes parallel to I-80 would yield a better ROI than improvements to the interstate itself.

TECHNICAL MEMO | MAP JOURNAL

Coming soon.

CONNECTED CORRIDORS

This technical memo will identify modern technologies and analyze infrastructure needs on the interstate system for smart and connected vehicles to improve safety and mobility in Iowa. This study will also research existing technologies by other states' DOTs and give a general overview of how other states are addressing new technologies.

TECHNICAL MEMO | MAP JOURNAL

Coming soon.

INTERSTATE 80 EXISTING CONDITIONS

The existing conditions of I-80 will be evaluated through a series of technical memos. Specifically, these technical memos will analyze the existing infrastructure safety, geometric, capacity, operations, and environmental conditions on I-80. These technical memos will define deficiencies and restrictions on the existing system.

TECHNICAL MEMO | MAP JOURNAL

Coming soon.

CLIMATE RISK ANALYSIS

This technical memo will analyze areas on the interstate systems that are of higher risk due to inclement weather conditions, such as rain or snow. This information will be beneficial in evaluating potential improvement strategies to improve safety and mobility at key areas of the system.

TECHNICAL MEMO | MAP JOURNAL

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VIABILITY OF MODAL OPTIONS

This technical memo will evaluate the viability of various modal options, including bus and train, for in- and out-of-state travel. An evaluation of these modal improvements and their potential to aid in congestion relief and increase mobility within the I-80 corridor will be investigated.

TECHNICAL MEMO | MAP JOURNAL

Coming soon.

COST ANALYSIS

This technical memo will evaluate various improvement strategies based upon the guiding principles (see Guiding Principles for the Interstate above) developed to reconstruct I-80 to increase mobility and will include a planning level cost for each strategy.

TECHNICAL MEMO | MAP JOURNAL

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FUNDING STRATEGY/PRIORITIZATION OF THE SYSTEM

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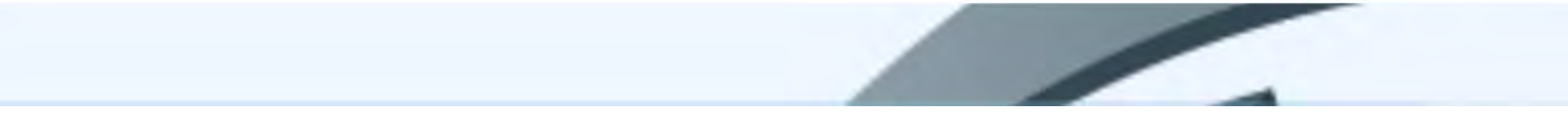

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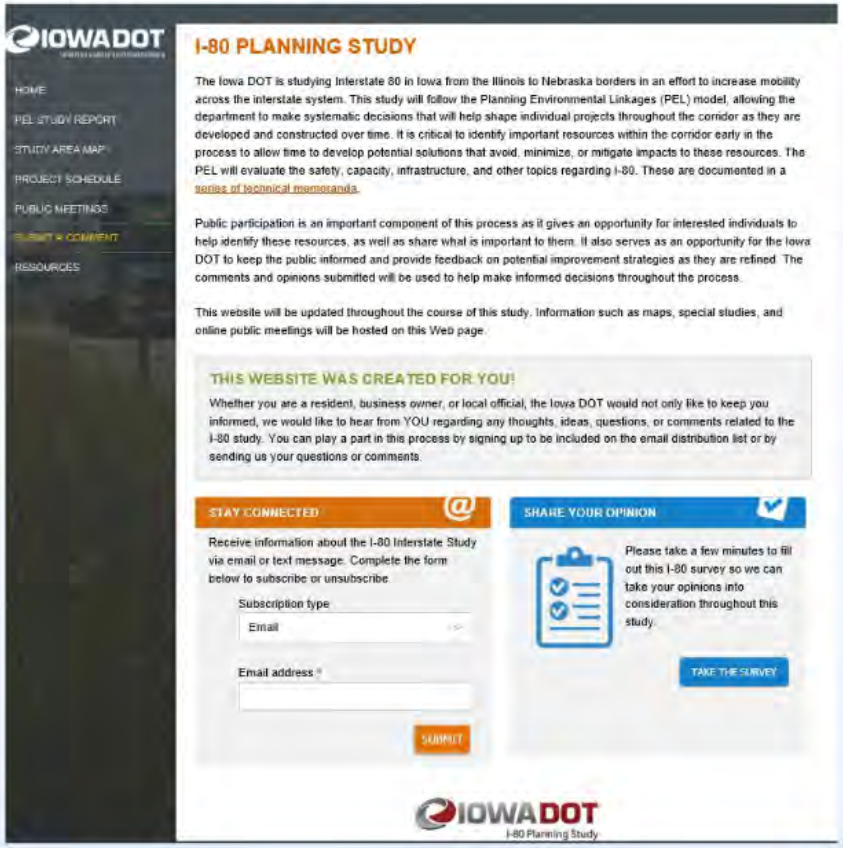
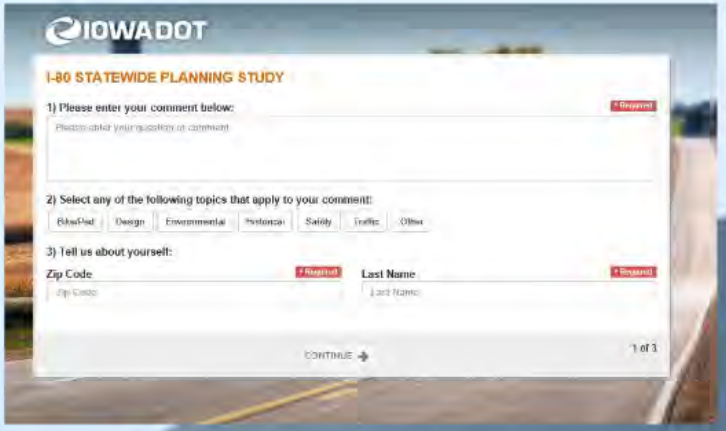
Public Involvement





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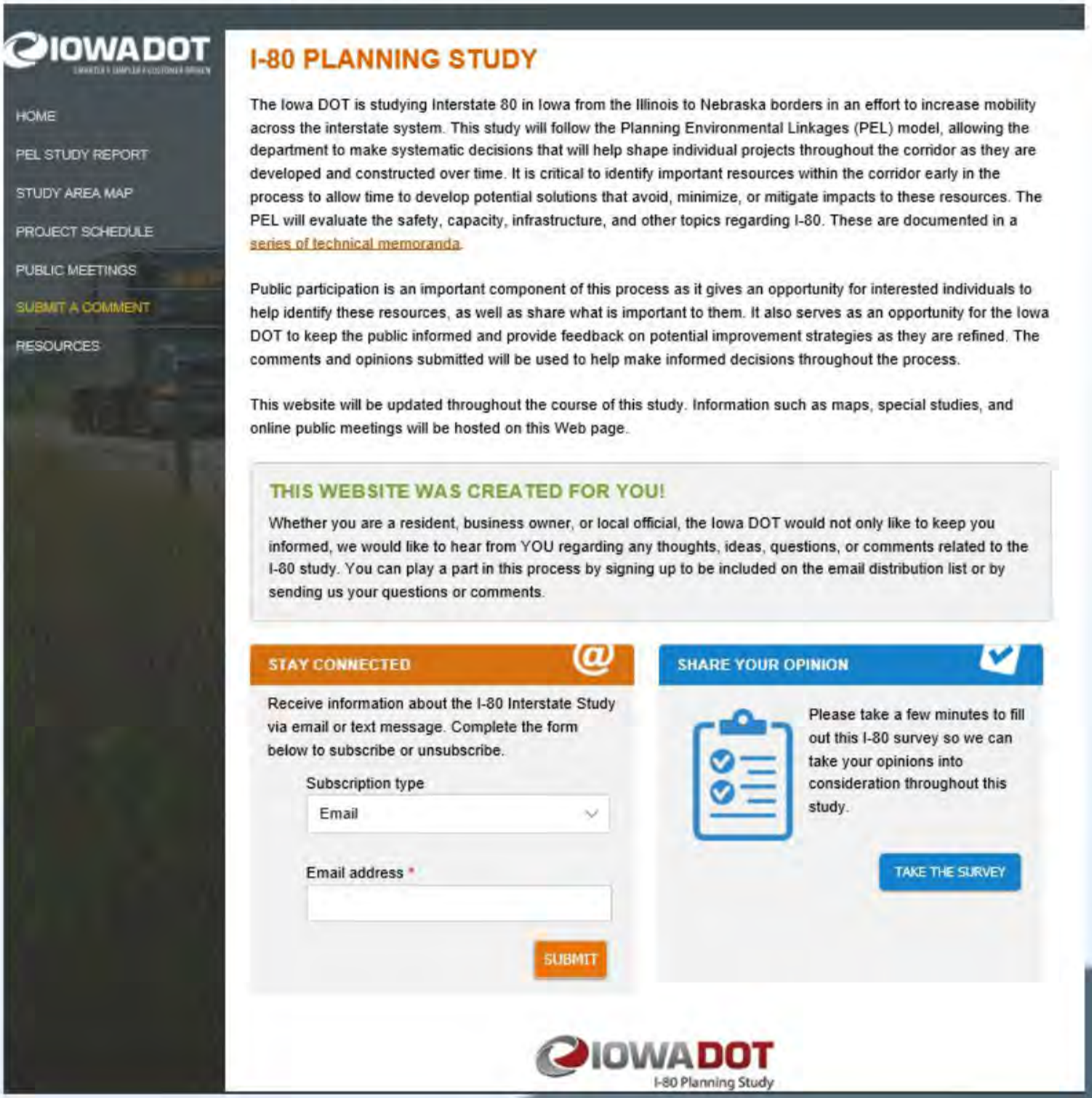

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SUBMIT

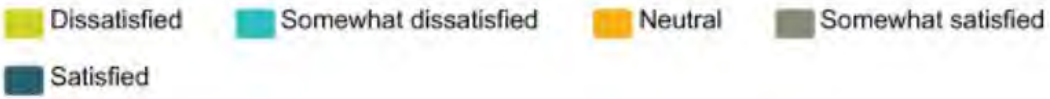
SHARE YOUR OPINION

Please take a few minutes to fill out this I-80 survey so we can take your opinions into consideration throughout this study.

TAKE THE SURVEY

Q8 Rate your level of satisfaction with the following aspects of current conditions on I-80.

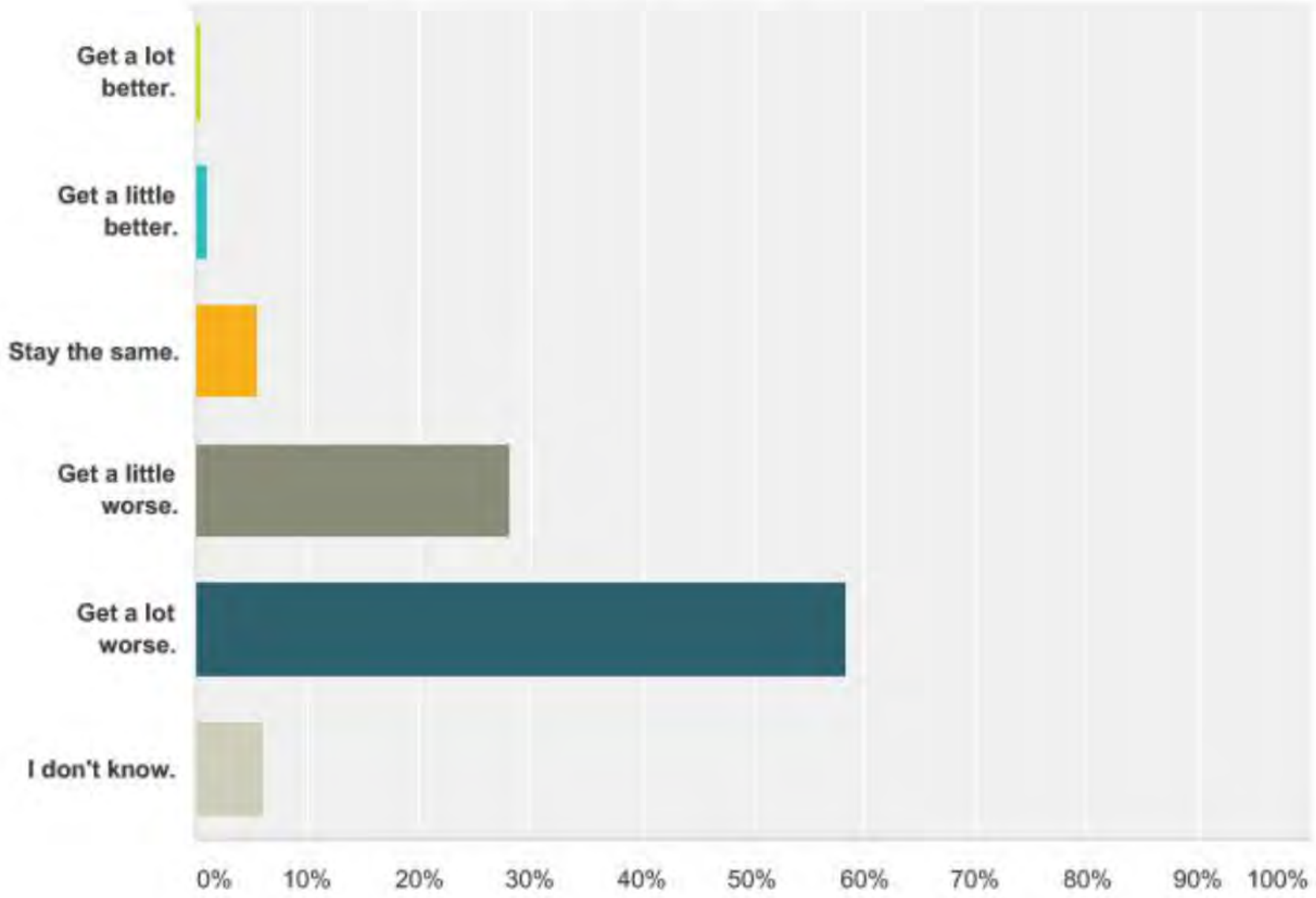
Answered: 2,394 Skipped: 72



	Dissatisfied	Somewhat dissatisfied	Neutral	Somewhat satisfied	Satisfied	Total
Flow of traffic	**13.31%** 316	**27.28%** 648	**20.59%** 489	**27.66%** 657	**11.16%** 265	2,375
Amount of truck traffic	**29.10%** 692	**30.28%** 720	**21.53%** 512	**12.15%** 289	**6.94%** 165	2,378
Condition of the road	**4.33%** 103	**18.99%** 452	**24.20%** 576	**35.50%** 845	**16.97%** 404	2,380
Amount of road construction	**3.95%** 94	**14.08%** 335	**42.27%** 1,006	**26.09%** 621	**13.61%** 324	2,380
Number of travel lanes	**23.83%** 568	**30.49%** 727	**16.28%** 388	**17.58%** 419	**11.83%** 282	2,384
Level of safety	**15.57%** 371	**28.41%** 677	**21.82%** 520	**22.95%** 547	**11.25%** 268	2,383

Q9 In the next 10 years, traffic congestion on I-80 will: (Select the best choice.)

Answered: 2,290 Skipped: 176



Q11 What conditions, if any, would cause you to choose an alternate route to I-80? (Choose all that apply.)

Answered: 2,287 Skipped: 179

Answer Choices	Responses	
An increase in personal vehicle traffic on I-80	28.95%	662
A change in roads conditions I feel make I-80 unsafe	54.96%	1,257
An increase in truck traffic on I-80	51.77%	1,184
Nothing - I would always use I-80	15.92%	364
Other	13.86%	317
Total Respondents: 2,287		

Q12 How important will it be to add lanes to I-80?(Select the best choice.)

An increase in personal vehicle traffic on I-80	**28.95%**	662
A change in roads conditions I feel make I-80 unsafe	**54.96%**	1,257
An increase in truck traffic on I-80	**51.77%**	1,184
Nothing - I would always use I-80	**15.92%**	364
Other	**13.86%**	317
Total Respondents: 2,287		

Q12 How important will it be to add lanes to I-80?(Select the best choice.)

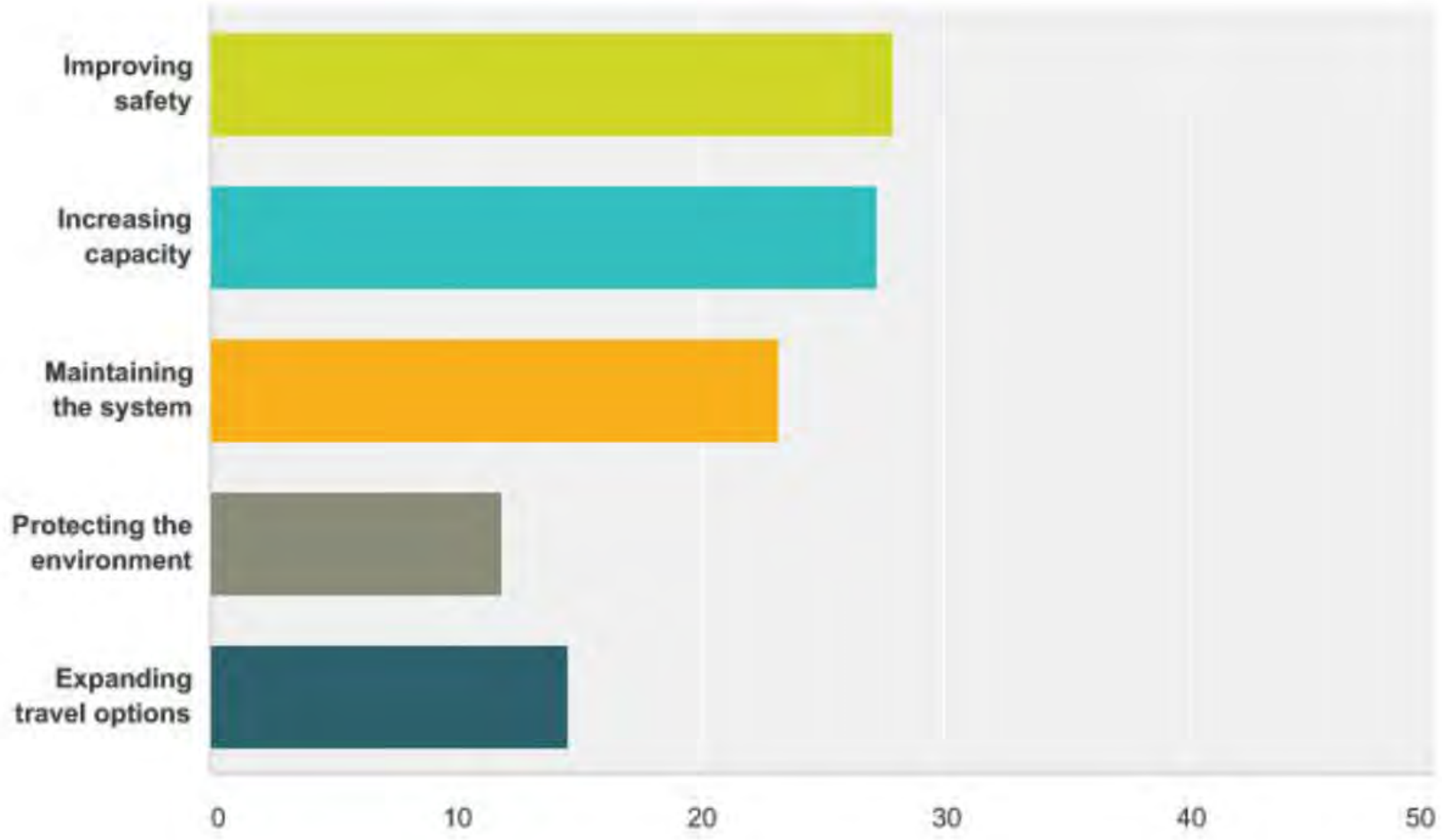
Answered: 2,278 Skipped: 188

	Unimportant	Somewhat unimportant	Neutral	Somewhat important	Very important	Total	Weighted Average
Importance of adding lanes to I-80	**6.01%** 137	**7.51%** 171	**15.72%** 358	**31.52%** 718	**39.24%** 894	2,278	3.90

Q13 There are a number of objectives our interstate system is designed to meet. If you had 100 points to divide between the five objectives below, how many points would you assign to each objective?

Q13 There are a number of objectives our interstate system is designed to meet. If you had 100 points to divide between the five objectives below, how many points would you assign to each objective? (Please enter numbers between 0 and 100.)

Answered: 2,155 Skipped: 311



3 Responses

Q16 Please indicate your level of support for each of the following statements.

Answered: 2,171 Skipped: 295

	Strongly oppose	Somewhat oppose	Not sure/No opinion	Somewhat support	Strongly support	Total
Reducing the amount of existing infrastructure, such as roads connecting to the interstate, or the number of bridges	24.88% 539	30.75% 666	29.78% 645	11.77% 255	2.82% 61	2,166
Tolling as a way to help pay for interstate transportation projects	46.01% 997	18.83% 408	9.88% 214	18.83% 408	6.46% 140	2,167
Implementation of truck/semitruck restricted lanes (restrict trucks from using designated lanes) on the interstate system	6.05% 131	8.08% 175	12.52% 271	34.00% 736	39.35% 852	2,165
Removing county road bridges with low traffic volumes over the interstate system	23.22% 503	21.75% 471	37.53% 813	13.30% 288	4.20% 91	2,166

Q17 Using a letter grading scale (A, B, C, D, or F), how would you rate the interstate system in Iowa overall?

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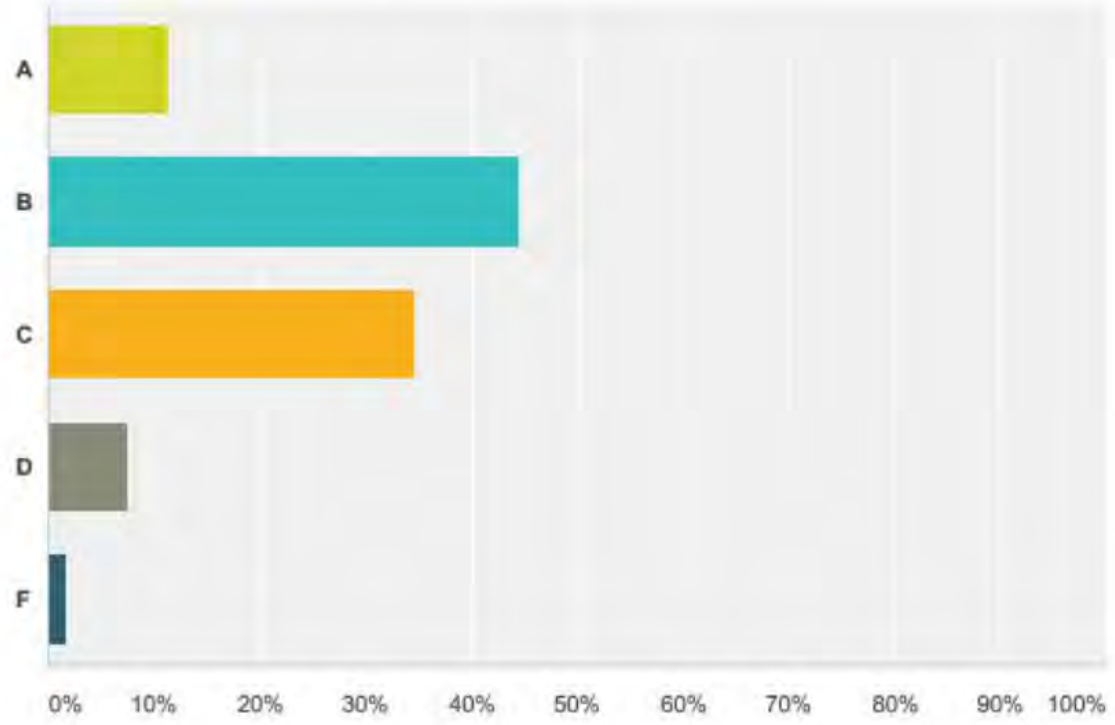
Answered: 2,146 Skipped: 320



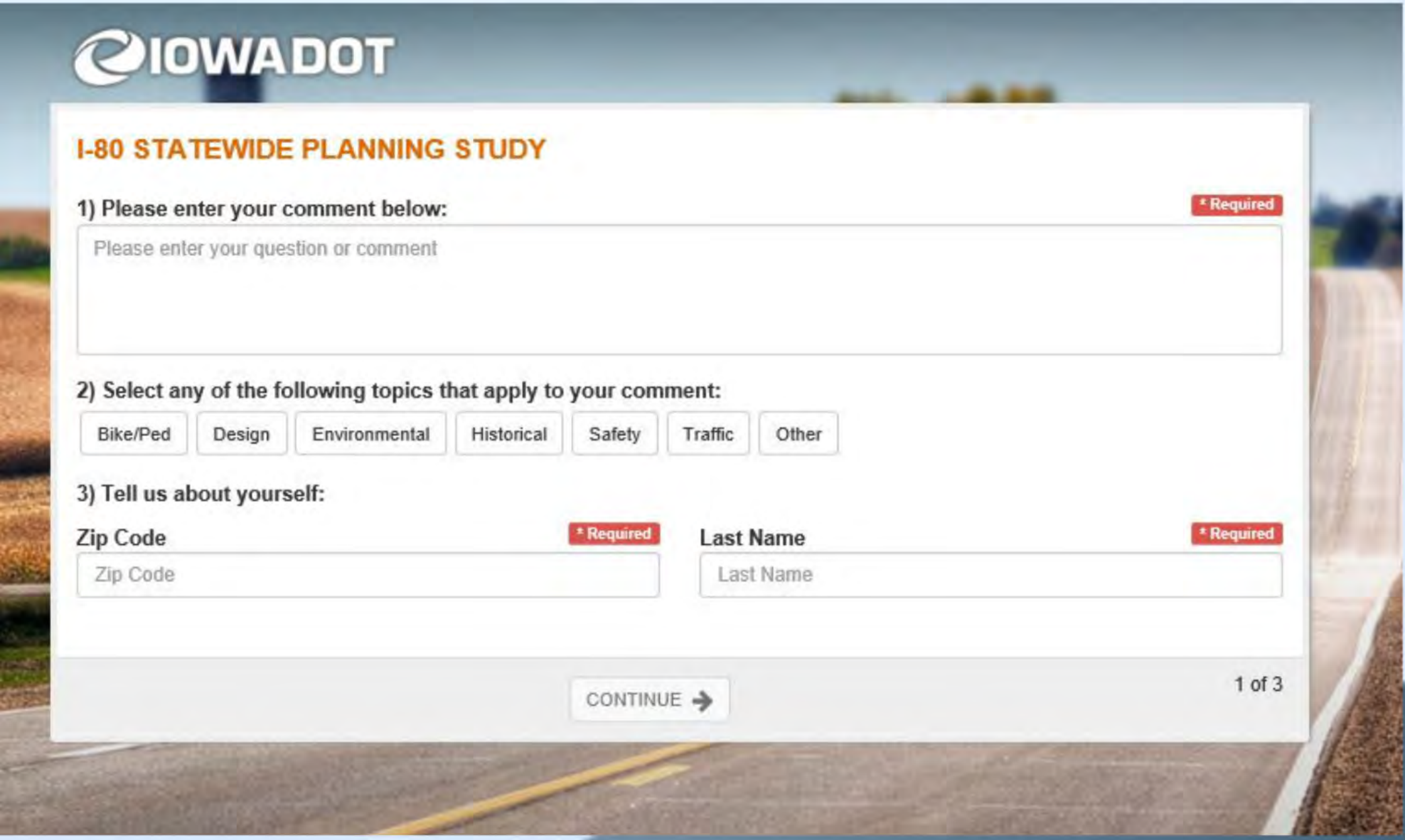
Answer Choices	Responses	
A	11.46%	246
B	44.55%	956
C	34.72%	745
D	7.60%	163
F	1.68%	36
Total		2,146

D	7.60%	163
F	1.68%	36
Total		**2,146**

Q18 What is your level of agreement with the following statements?The State of Iowa has enough revenue to keep our transportation system:

Answered: 2,146 Skipped: 320

	Strongly agree	Somewhat agree	Not sure	Somewhat disagree	Strongly disagree	Total
Safe	**20.27%** 434	**35.22%** 754	**27.93%** 598	**13.08%** 280	**3.50%** 75	2,141
Properly maintained	**18.33%** 392	**33.58%** 718	**25.96%** 555	**17.07%** 365	**5.05%** 108	2,138
Meet transportation needs	**15.54%** 332	**26.87%** 574	**30.34%** 648	**20.08%** 429	**7.16%** 153	2,136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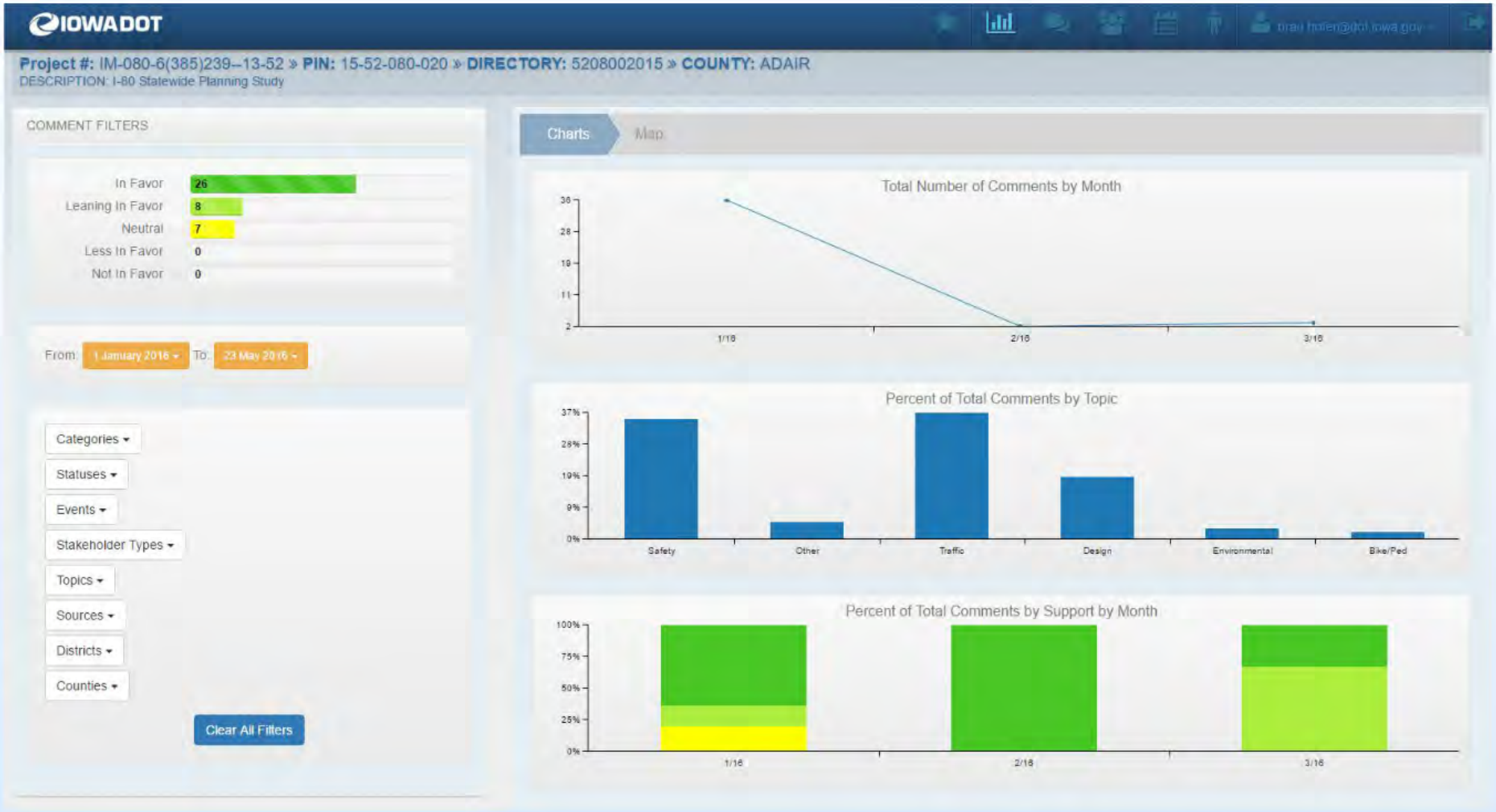
I-80 STATEWIDE PLANNING STUDY
1) Please enter your comment below:
* Required
Please enter your question or comment
2) Select any of the following topics that apply to your comment:
Bike/Ped
Design
Environmental
Historical
Safety
Traffic
Other
3) Tell us about yourself:
Zip Code
* Required
Zip Code
Last Name
* Required
Last Name
CONTINUE
1 of 3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DESCRIPTION: I-80 Statewide Planning Study
COMMENT FILTERS
In Favor 26
Leaning In Favor 8
Neutral 7
Less In Favor 0
Not In Favor 0
From: 1 January 2016 To: 23 May 2016
Categories
Statuses
Events
Stakeholder Types
Topics
Sources
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Counties
Clear All Filters
Charts
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Total Number of Comments by Month
36
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Percent of Total Comments by Topic
37%
28%
19%
9%
0%
Safety
Other
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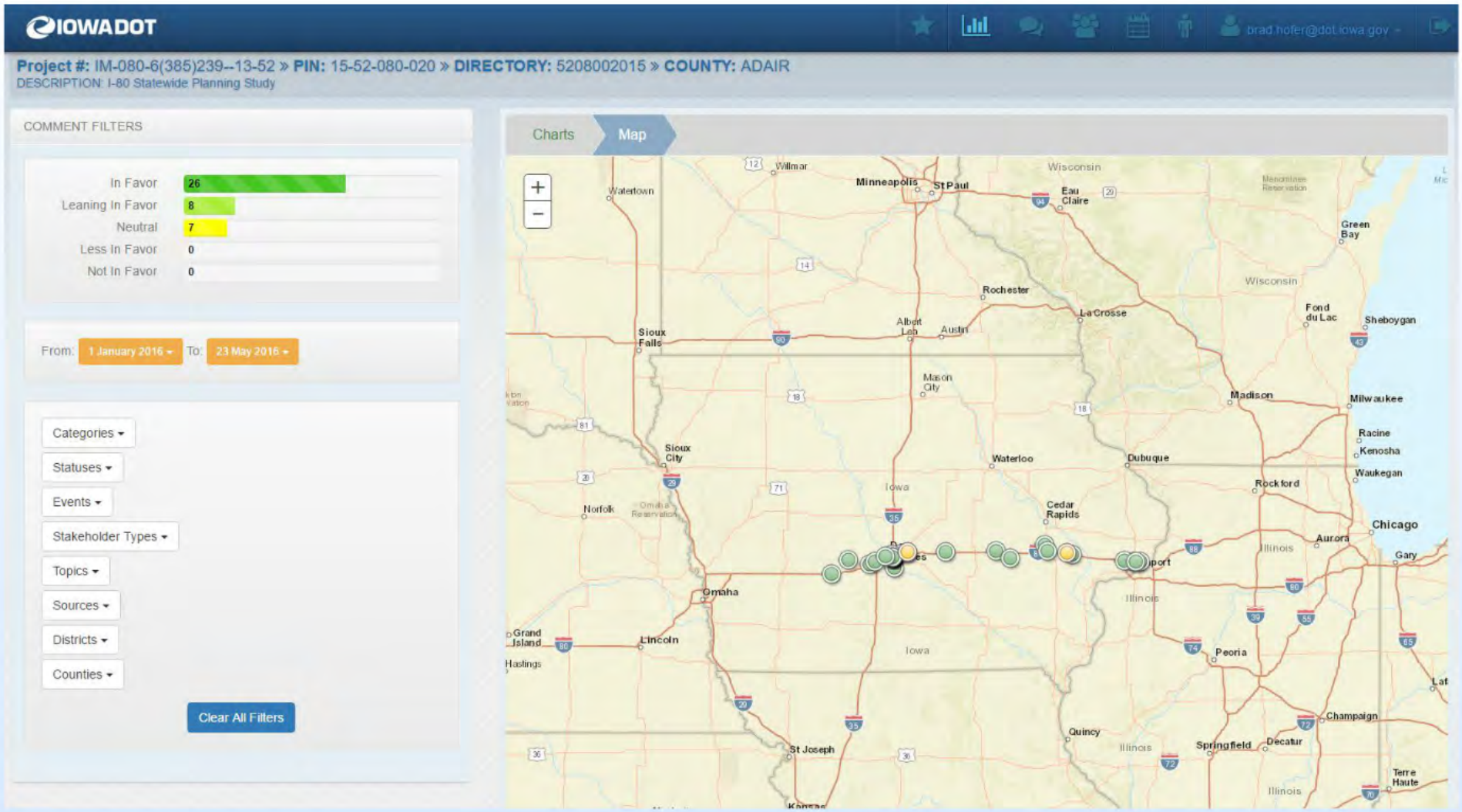
2/16
3/16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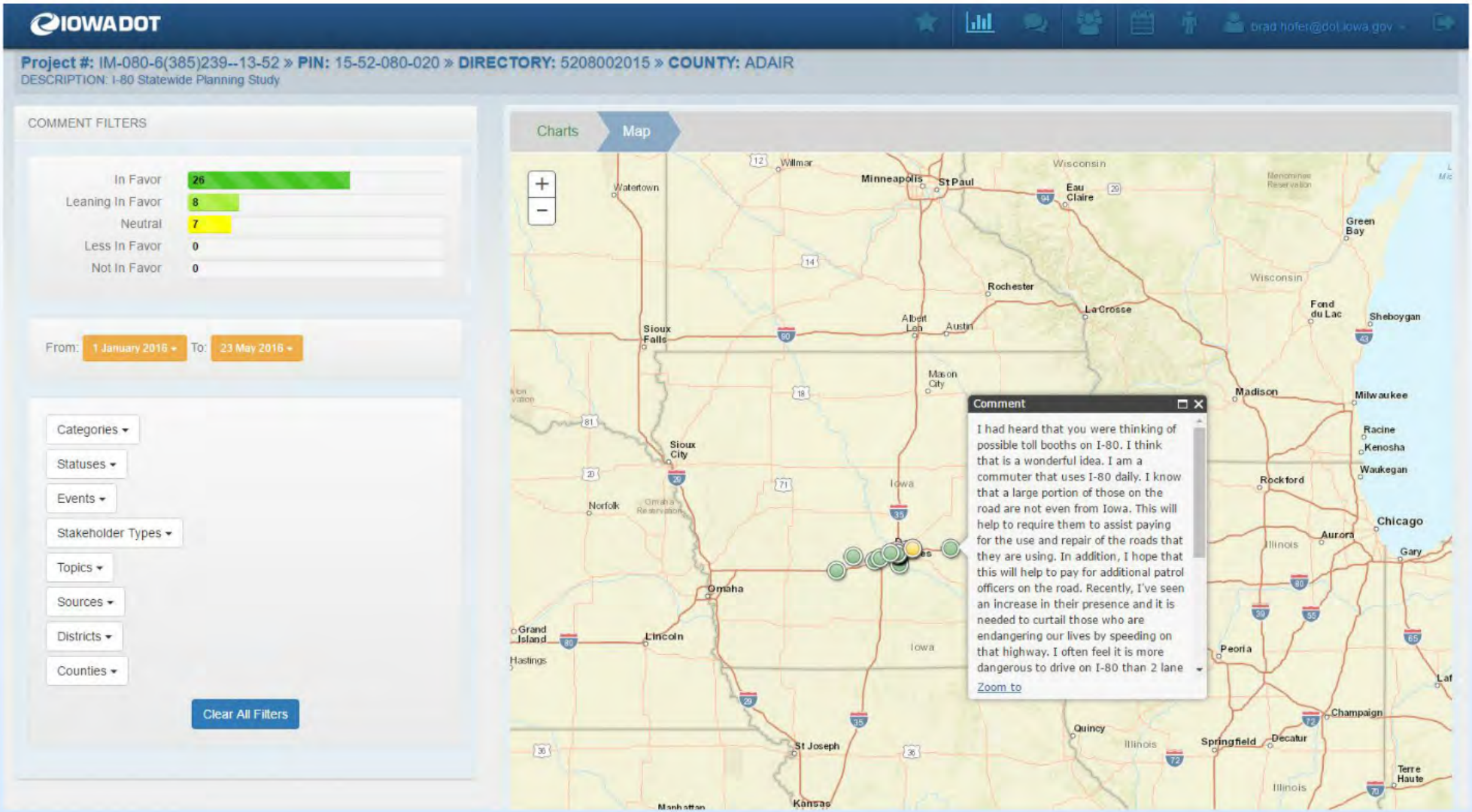
Springfield
Champaign
Decatur
Quincy
St Joseph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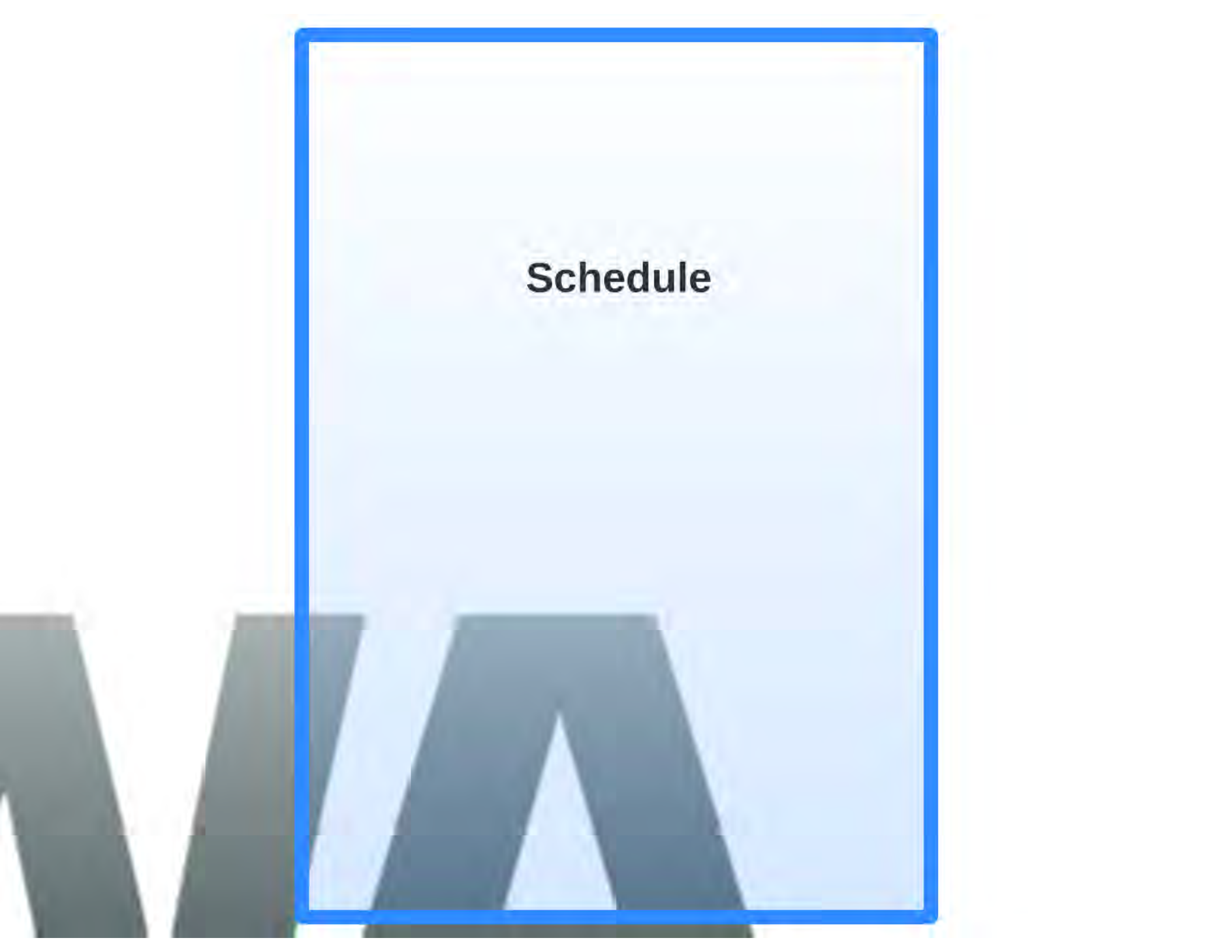
I had heard that you were thinking of possible toll booths on I-80. I think that is a wonderful idea. I am a commuter that uses I-80 daily. I know that a large portion of those on the road are not even from Iowa. This will help to require them to assist paying for the use and repair of the roads that they are using. In addition, I hope that this will help to pay for additional patrol officers on the road. Recently, I've seen an increase in their presence and it is needed to curtail those who are endangering our lives by speeding on that highway. I often feel it is more dangerous to drive on I-80 than 2 lane
Zoom to
Wisconsin
Minneapolis
St Paul
Eau Claire
Green Bay
Rochester
LaCrosse
Fond du Lac
Sheboygan
Madison
Milwaukee
Racine
Kenosha
Waukegan
Chicago
Rockford
Aurora
Gary
Illinois
Iowa
Omaha
Lincoln
Grand Island
Hastings
Norfolk
Sioux City
Sioux Falls
Mason City
Albert Lea
Austin
Watertown
Wilmar
Peoria
Champaign
Springfield
Decatur
Quincy
St Joseph
Kansas
Terre Haute

Takeaways...

- Public is generally concerned about the volume of traffic on I-80 and expect it to get worse.
- Public is generally opposed to tolling as a way of generating additional revenue
- Public is somewhat opposed to right sizing of the system

Public is generally supportive of improvement strategies that:

- Add more Lanes to I-80
- Include more restrictions or decreases truck volumes on I-80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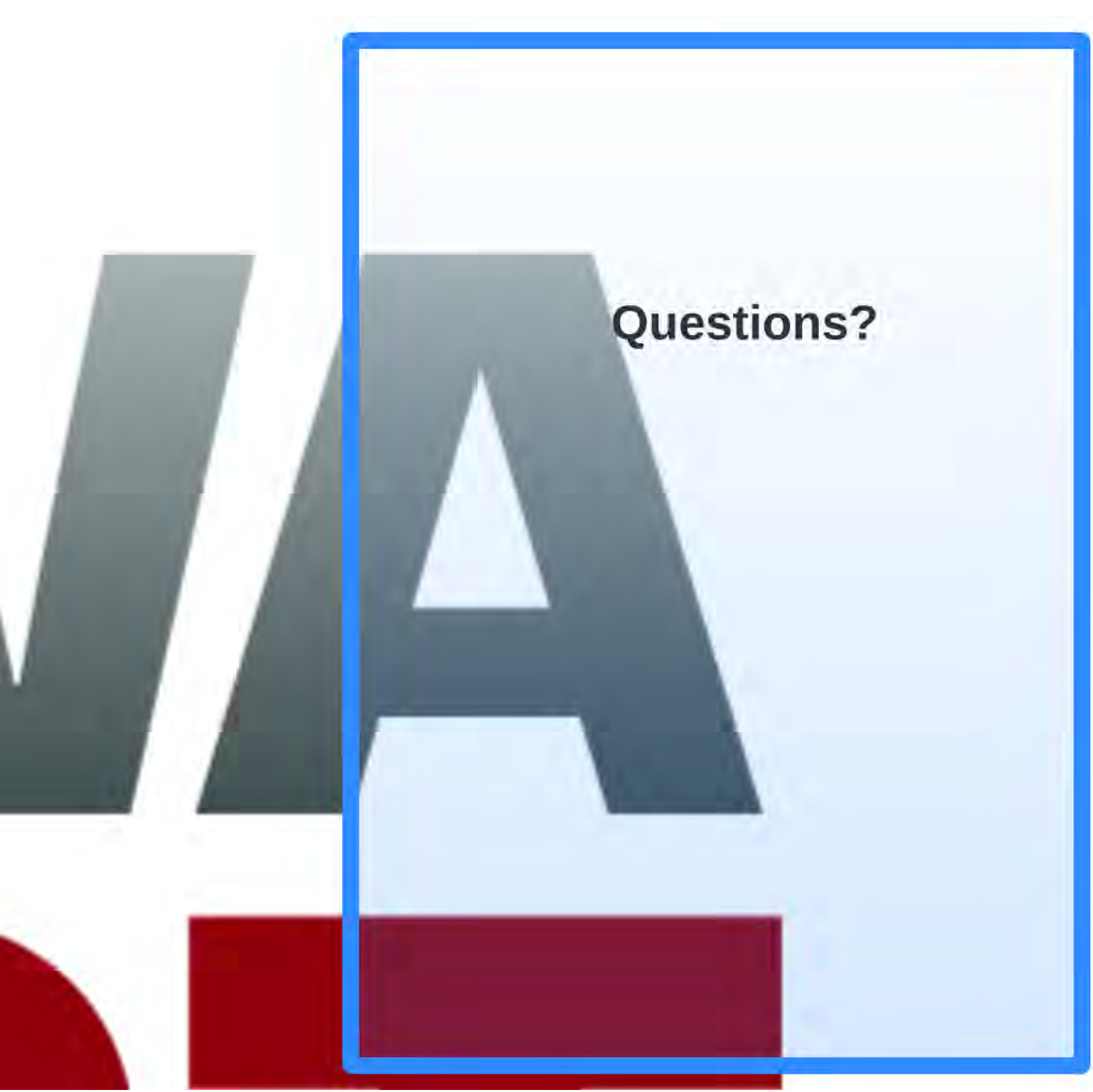
Questions?