

**NORTHEAST INDUSTRIAL ACCESS STUDY
PROJECT DISCUSSION**

THURSDAY, OCTOBER 10, 2013, 9:00 A.M.

MEETING NOTES

Meeting Attendees:	Lynn Kloberdanz	Black Hawk County
	Cathy Nicholas	Black Hawk County
	Larry Berns	Cities of Elk Run Heights, Raymond
	Gary Wurtz	City of Elk Run Heights
	Bill Cary	City of Evansdale
	Aric Schroeder	City of Waterloo
	Eric Thorson	City of Waterloo
	Jeff Bales	City of Waterloo
	Mohammad Elahi	City of Waterloo
	Noel Anderson	City of Waterloo
	Krista Rostad	Iowa DOT
	Kevin Blanshan	INRCOG
	Kyle Durant	INRCOG
	Andrea White	INRCOG

White welcomed the group and discussed the Northeast Industrial Access Study. White noted that the study is currently programmed in FY 2015 with \$600,000 in Surface Transportation Program (STP) funding, which will require a \$150,000 local match. White distributed a map handout of the Black Hawk County metropolitan area Travel Demand Model (TDM) alignments included for Northeast Industrial Access scenarios. White noted that the three alignments shown on the map were included in the TDM to analyze traffic flow associated with different alignments. Additional alignment options can be explored as part of the study. White stated that the scope of the study needs to be further defined, including what to study, how to divide the local match equitably, how to involve the private sector, and the timeframe for the project.

Nicholas stated that a full new alignment would require a more in-depth Environmental Assessment, as well as a significant amount of right-of-way acquisition. Nicholas stated that she is open to improving conditions on the existing road network in order to minimize the impacts to the area. Elahi stated that the study should examine the economic impacts associated with new alignments. Wurtz stated that a full new alignment may negatively impact the businesses in Elk Run Heights and Evansdale and that it would be preferred to keep access at the Plaza Dr. interchange. Cary stated that traffic is good for the businesses. Cary noted that economic and environmental issues associated with new alignments need to be studied. White noted that the alignments shown on the map handout are not the only options to consider. Additional options, including elevating U.S. 218 through Waterloo, improving the conditions on the existing road network, or other new alignments could be explored as part of the study.

Anderson stated that the study should identify ways to provide better access to the northeast industrial area. Cary noted that he envisions the project as more of a regional area study. White noted that business outreach will be crucial to this project. Wurtz inquired if a traffic count has been conducted within the corridor, and Kloberdanz responded that traffic counts were conducted this year and will be conducted within the county again next year. Cary noted that the consultant selection process will take some time to complete. Rostad noted that the Federal Highway Administration (FHWA) has released new

information on feasibility studies for larger corridors. White stated that INRCOG will act as the lead agency for project administration.

Nicholas inquired if access control improvements to U.S. 63 were in the Iowa DOT's long range plan, and Rostad responded that the Iowa DOT does not have a long term document to identify such improvements. Cary stated that the group needs to determine the goals of the study. Wurtz stated that one goal should be to reduce the amount of traffic on Elk Run Rd. Kloberdanz stated that the intersection at Dubuque Rd. and Elk Run Rd. is dangerous. Wurtz stated that the City of Elk Run Heights would like to see reduced traffic volumes on Dubuque Rd. Cary stated that the metropolitan road network is lacking a crucial link to the northeast industrial corridor. Bales stated that an economic development study is needed.

White inquired if there are any issues on particular county roads. Nicholas stated that many trucks travel to Tyson Foods from U.S. 63, turn around, and then head back north. Many of these trucks never travel to I-380. Nicholas stated that it may be better for the truck traffic to head north to Cedar Wapsi Road. Kloberdanz stated that the full new alignment shown on the map could be moved north to Dunkerton Rd. Berns inquired what the TDM shows for volumes on the new alignment. White responded that this can be examined.

White inquired how to equitably divide the local match. The study is currently programmed in FY 2015 with \$600,000 in Surface Transportation Program (STP) funding, which will require a \$150,000 local match. Wurtz stated that Waterloo, Black Hawk County, Elk Run Heights, Evansdale, and Raymond should share the cost of the local match. Cary noted that the project is not location specific and inquired how to equitably divide the cost. Kloberdanz suggested that the cost could be divided into three equal amounts, with Black Hawk County and Waterloo each paying for a third and the smaller cities combining to pay for the other third. Cary stated that the project has significant impacts on the smaller communities and that their contribution should be large enough to promote project buy-in. Anderson stated that Kloberdanz's method is fair. Cary suggested that Black Hawk County and Waterloo each provide \$45,000, and Elk Run Heights, Evansdale, and Raymond each provide \$20,000.

White stated that INRCOG will examine similar projects and RFPs and will assemble different project scope alternatives. White stated that INRCOG will develop a Request for Proposal (RFP) for the project with the goal to interview consultants in the spring/summer of 2014.