REQUEST FOR FUNDING

U.S. HWY 30 CORRIDOR

NEVADA, IOWA
2014
The City of Nevada is requesting the Iowa DOT Commission approve funding of $20M, in the next State Transportation Improvement Program, for the design and construction of the U.S. Highway 30 interchange in Nevada.

This request is on behalf of the City of Nevada and Story County in cooperation with the Iowa Department of Transportation. All three jurisdictions have responsibility for roadways within the study area: Iowa Department of Transportation (U.S. Hwy 30), Story County (S-14), and the City of Nevada (6th Street, Airport Road and other local roadways). The project involves the design and construction of an interchange on U.S. Hwy 30 in the vicinity of Airport Road (610th Avenue) to replace three at-grade crossings to improve traffic efficiency and safety.

The design and construction phase of the project is recently estimated by the Iowa DOT at $20M. It is proposed that the project will be funded with $18.5M from the Iowa Department of Transportation and $1.5M from the City of Nevada. Construction is proposed to begin in FY 2019-2020.
As background, the Iowa Department of Transportation completed a traffic study in 1988 entitled “The Improvement of U.S. 30 in Story County.” As a result of that study, the Iowa DOT included construction of an interchange at S-14 and 6th Street in the 2000 five-year plan with programming for 2005-2006 construction, but dropped the project in the 2001 5-year program due to financial considerations. 65 acres of right of way for the interchange was purchased in 1994 and 1995 during construction of the 4-lane section from Nevada to Colo.

Since 2005, the City has had a Task Force to look at this issue. Staff had reviewed previously completed studies and held discussions with Story County and Iowa DOT District 1 Staff. In these discussions, the preferred interchange location was changed from S-14 to Airport Road. This change was spurred by the need for improved access to the Airport Road Industrial Corridor and the safety aspect of further separating a major industrial corridor and the residential area of Nevada.

In recent years, the Iowa DOT has been studying the U.S. 30 Corridor from I-35 to Nevada to enhance safety and efficiency concerns. After numerous public information meetings and input, Iowa DOT determined the corridor improvements would include interchanges near 580th Avenue and at Airport Road (610th Avenue) in Nevada.

In 2013, the Iowa DOT began the location study for the improvements on the U.S. Highway 30 Corridor between I-35 and Nevada, including the Nevada interchange at Airport Road. The location study will include operational analysis, an update of projected traffic volume (ADT and %Trucks), turning movements, NEPA approvals, and other factors affecting the operational effectiveness of this major 4-lane divided highway connecting Iowa through its midsection east to west.

To help facilitate the future construction, the City of Nevada reserved right-of-way in the NE quadrant of the proposed Nevada Interchange during its development of the West Industrial Park Addition.

Iowa DOT staff recently indicated both interchanges are being recommended for inclusion in the next State Transportation Improvement Program for construction to begin in FY2019-2020.

The City of Nevada strongly urges the Iowa DOT Commission to approve the programming of the U.S. 30 Interchange at Airport Road in Nevada.
SUPPORT

- Federal recognition of US 30 being on the National Highway System
- Support from the Iowa DOT, Story County and the Regional Planning Alliance for the improvements
- The corridor is an important and key component of the Commercial and Industrial Network (CIN) of roadways in the state
- Recognition by City of Ames in its 2000 Long Range Transportation Plan that the 580th Street at-grade intersection (3 miles west) should be improved to a grade separated interchange
- Realization that U.S. Hwy 30 corridor is a key east-west lifeline for intrastate and interstate commerce
Funding is necessary for the construction of corridor safety improvements for:

- Removal of three at-grade intersections on U.S. Highway 30 (Iowa DOT)
- Removal of two at-grade highway/rail crossings, the addition of one at-grade crossing and one improved crossing (Story County & City of Nevada)
- Improved local highway network (Story County & City of Nevada)
- Access to new and existing industrial property proposed for development
- Separation of industrial and residential traffic
TRAFFIC SAFETY

• Currently 3 at-grade intersections within 1.5 miles along U.S. Highway 30
• Numerous crashes at the S-14 intersection with the majority of crashes caused by failure to yield to oncoming traffic
• Recognition that it is necessary to replace the at-grade intersections on U.S. Highway 30 corridor from I-35 through Nevada as the level of service and safety dictates
• Replace 3 at-grade intersections with one interchange and one overpass
• Recognition that the S-14 at-grade intersection is a safety concern by the DOT which warranted the installation of flashing warning lights in 2005
• Speed limit change through the corridor from 65 mph to 55 mph due to traffic volumes, safety, sight distance and at-grade intersections location
• 66 crashes in the corridors between 2001-2010
The “1988 Report” stated that “S-14 / 6th Street Interchange should be constructed when traffic volumes and accident data warranted”. Information from the 1988 report showed traffic volumes in 1987 at 6,550 ADT, the latest information available from the state shows 2007 volumes at 12,800 ADT, a 3.2% per year increase on this highway. In addition, the current reported truck traffic is in the range of 10% of total volume. Traffic volumes on U.S.Highway 30 at this location are projected by the Iowa DOT to be 18,000 vehicles by 2035.

Reported total crashes between Airport Road and 6th Street from 2001 to 2010 is 66 crashes, an average of 6.6 per year.

18,000 VEHICLES PROJECTED IN 2035 BY IDOT

TRAFFIC VOLUME

- Nearly 100% increase in traffic volumes from 1987 to 2010
- Iowa DOT 2035 projected ADT of approximately 18,000 vehicles per day
- Major increase in truck volumes caused by the influx of Bio-energy facilities
- Increase pressure to improve U.S. Highway 30 to a 4-lane corridor across the state
- U.S. Highway 30 corridor is major freight intermodal corridor across the state due in part to the Union Pacific Railroad main east-west route not allowing additional terminals along its mainline
For Additional Information contact:

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